

**MAINE MEDICAL CENTER'S  
CHARLES STREET ADDITION  
VICINITY  
OF  
BRAMHALL, CONGRESS AND GILMAN STREETS**

**CONDITIONAL USE REVIEW FOR EXPANSION OF A HOSPITAL  
CONDITIONAL USE REVIEW FOR A USE REPLACING HOUSING  
HOUSING REPLACEMENT PLAN REVIEW  
SITE PLAN REVIEW  
SITE LOCATION OF DEVELOPMENT REVIEW  
RECOMMENDATION(S) TO CITY COUNCIL RE: STREET VACATION, ACCEPTANCE AND  
LAND TRANSFER PLAN**

**MAINE MEDICAL CENTER, APPLICANT**

Submitted to:

Portland Planning Board  
Portland, Maine  
May 31, 2005 Public Hearing

Prepared by: Rick Seeley, Senior Planner, GPCOG,  
Consultant to the City Planning Division  
May 27, 2005

## I. INTRODUCTION

Maine Medical Center is proposing a major expansion of their Bramhall Campus. In order to proceed with the development proposal, the applicant has requested and received a conditional rezoning. The development parcels are currently zoned R-6 Residential and B-2 Business. A conditional zone agreement for the site has been adopted by the City Council. The conditional zoning agreement provides specific minimum setback relief and height limitation relief for some of the proposed structures as described in Section IV below, and applies several conditions furthering the consistency of the proposal with the City's comprehensive plan and related public purposes and infrastructure.

A public hearing is scheduled on the proposed development, which consists of four principal elements that expand the present Bramhall campus, including a proposed new 482-space parking garage, a four-story obstetrical-gynecological wing (Charles Street Addition), a new central utility plant and a helipad for emergency medical services only.

## II. CONDITIONAL ZONE AGREEMENT

The City Council unanimously adopted the conditional zone agreement for the Maine Medical Center project on April 25, 2005. A copy of the agreement, including exhibits is found in Attachment 1, Tabs A-G.

## III. MAINE MEDICAL CENTER CHARLES STREET ADDITION FINDINGS

- Site:** The site is bounded by portions of Bramhall Street, Brackett Street, Wescott Street, Crescent Street, Gilman Street and Congress Street.
- Tax Maps:** Tax Map 53, Block D, Lots 1, 2, 7, Block E, Lots 1, 2, 10, 13, Block G, Lots 1, 13.  
Tax Map 54, Block C, Lots, 6, 10, Block D, Lots 6, 7, Block H, Lot 1.  
Tax Map 64, Block C, Lot 1, 2.
- Lot Size:** 12.84 acres
- Zoning:** Conditional Zone Agreement applied to R-6 zone and allowing B-2 zone uses in the retail space within the proposed new parking garage, with the addition of a Helistop Overlay Zone on top of the existing parking garage.
- Proposal:** Charles Street Addition, 192,000 square feet, four stories; Congress Street Parking Garage, 482 spaces, six levels, with elevator tower and approximately 1,400 square feet of retail space on the ground level; Helipad, approximately 3,600 square feet on top of the existing parking garage, connected to new elevator tower and bridge to hospital; Central Utility Plant, approximately 4,000 square feet.
- Building Heights:** Charles Street Addition: 95 ft.; Congress Street Parking Garage 70 ft.; elevator tower: approximately 140 ft.; helipad: approximately 120 ft.; Central Utility Plant: 45 ft.
- Footprint:** Charles Street Addition: approximately 30,000 S.F.; Congress Street Parking Garage 27,300 S.F.; Central Utility Plant: 7,000 S.F.

- Total Area:** Approximately 201,000 S.F.
- Parking:** 482 additional parking spaces proposed in new garage.
- Land Uses:** The Bramhall Campus of the Maine Medical Center is located adjacent to the Western Promenade Park on the West End, and is otherwise surrounded by mixed residential uses, and to a lesser extent medical office uses in the West End neighborhood. On its western edge, the campus is adjacent to mixed residential uses on the opposite side of upper Gilman Street, and medical offices and the former Eagles Club, now vacant on lower Gilman Street south of Congress Street. Along its northern side on Congress Street, the existing hospital garage faces MMC's own Medical Office Building and its own associated parking garage as well as some surrounding residential use, and very limited commercial uses, including the vacant Sportsmen's Grill. There are three neighborhoods that abut the campus: the West End, Parkside and A Street/ Valley Street neighborhoods. All are high-density, older, primarily residential neighborhoods.

#### IV. PROPOSED DEVELOPMENT

Charles Street Addition. The four-story Charles Street addition is proposed to occupy the site that is now occupied by the vacant former New England Rehabilitation Hospital, located across Charles Street from the Richards wing of the existing hospital. In conjunction with this element of the project, Maine Medical Center is asking the City to discontinue Charles Street and realign portions of Brackett, Ellsworth and Wescott Streets, to allow the addition to become part of and joined to the existing hospital. The conditional rezoning needs for this element of the project consisted of relaxation of existing height limitations and minimum setbacks in the R-6 Residential zone.

New Parking Garage. The proposed 482-car parking garage consists of six levels. It would be located on Congress Street, adjacent to the east end of the existing MMC parking garage. Linking the two garages is a proposed elevator tower. The elevator tower would serve the new garage and the proposed helipad on top of the existing garage. The proposed garage would have a Congress Street entrance at the lowest level and a Crescent Street entrance at the fifth level. Maine Medical Center's (MMC's) intent is that this garage will help redirect much of the vehicular traffic that presently accesses the hospital from Bramhall Street down to Congress Street. The existing visitors' parking lot, referred to herein as the Vaughan Street parking lot, will remain open and its landscaping and fencing improved. MMC's conditional rezoning needs for this element of the project consisted of relaxation of existing height limitations and minimum setbacks in the R-6 Residential zone. Both the Planning Board and the City Council previously identified, and MMC has responded to, a need to allow uses permitted in the B-2 Business Zone on the street level of the proposed new garage, which is proposed in the R-6 Residential Zone. The proposed new garage will require the demolition of two residential structures adjacent to the existing parking garage that now front on Crescent Street. This will necessitate compliance with the housing replacement ordinance through a housing replacement plan.

Helipad. MMC proposes a helipad, to be located on top of the existing parking garage, to serve its trauma center with improved emergency air transport of patients by helicopter. Emergency medical helicopter transport currently uses the Portland Jetport, from which patients are transferred into an ambulance and driven to MMC. The proposed helipad would allow for emergency medical helicopter transport directly to Maine

Medical Center. From the helipad, the proposed elevator tower would allow patients to be brought down to an enclosed corridor bridge over the loop road within the campus to the operating rooms or the emergency room. The helipad is proposed within a Helistop Overlay Zone (HOZ) approved by the City Council as part of the conditional rezoning agreement. The HOZ is centered on the helipad. It includes the adjacent elevator tower, and is located almost entirely within the proposed conditional zone, as shown on the map of the conditional zone and in Exhibit A within the proposed conditional zone agreement. The helipad proposal did not need to seek relief from existing zoning district standards. However, because the helipad is proposed to be located on top of an existing structure, relief from the setback and fencing requirements of the HOZ were also included in the conditional rezoning. In addition, the conditional zone agreement explicitly supercedes section 14-409 of the City's Land Use Code, which contains outdated requirements for heliports that were adopted in the 1960s and were based on FAA standards that were current at that time. The conditional zone agreement requires MMC to comply with current FAA standards instead.

Central Utility Plant. MMC proposes to consolidate existing heating, cooling and gas management systems now dispersed among the several individual buildings of the campus into one building. The proposed central utility plant would be located on Gilman Street, directly opposite the intersection of A Street with Gilman Street. The limited space available and the internal space requirements for this function led the applicant to seek conditional zoning relief from height limitations for the proposed central utility plant building. In addition, in responding to neighborhood and City staff concerns about the visual impact from the proposed structure's original façade design, the applicant is proposing to apply a brick façade that will necessitate up to 5 feet of relief from the minimum setback requirement in the R-6 Residential Zone.

Reconstruction of Hospital Entrances. The existing entrances to Pavilion C and Pavilion A, presently off of Brackett Street's end and Charles Street, will be reconstructed to include a small handicapped parking area and, in front of Pavilion A, a circular drive opening onto the relocated Ellsworth Street. Additional landscaping and seating and a new entrance canopy are also included.

Pocket Park at Ellsworth and Wescott Streets. The proposed realignment of Ellsworth Street between Brackett Street and the new location of Wescott Street will cut diagonally across two now vacant lots at the corner of Ellsworth and Brackett/Charles Streets. The resulting triangle is proposed to serve as a pocket park with proposed seating and landscaping. It will be located directly opposite the proposed reconstructed hospital entrance.

Vaughan Street Lot Landscaping and Sidewalks Plan. The addition of landscaping to the edges of the Vaughan Street parking lot is proposed along with replacement of the deteriorating fence with a new more attractive fence. In addition, MMC proposes to replace the existing rutted brick sidewalks along Vaughan, Brackett, Bramhall Streets adjacent to the lot, and to create new brick sidewalk adjacent to the Chadwick side of the lot.

Vacation of Charles Street, Relocation of Portions of Brackett, Wescott and Ellsworth Streets. In addition to the demolition of the former New England Rehabilitation Hospital building, the Charles Street Addition will require the land presently dedicated to Charles Street to be vacated, and the relocation and rebuilding of portions of Brackett, Wescott and Ellsworth Streets and related sidewalks as shown on the site plans, and as detailed on the Street Vacation, Acceptance and Land Transfers Plan.

Gilman Street Cul-de-sac Reconstruction for Improved Emergency Vehicle Access. In response to a request from the Fire Department during staff level review of this project, Maine Medical Center will make improvements to the existing intersection of its interior access road and Gilman Street. This intersection is

adjacent to the Western Promenade in the rear of the hospital campus. The improvement has been requested in order to allow for emergency vehicles to enter or exit the Maine Medical Center campus from the rear. This would provide improved and alternate means of access to more parts of the campus. And it is important to note that it would address what the Fire Department considers present deficiencies in emergency access options needed to adequately serve the existing campus as well as the proposed improvements.

The applicant has provided a proposed plan for revisions to the street grading and ROW width for the intersection of Gilman Street and the loop road through the campus. This plan includes new landscaping on a 1-to-1 slope on the new curve embankment, and a relocated existing footpath at the top of the new curve embankment. The new plan for the top of Gilman Street is designed to meet specific measurements of the fire apparatus that would be dispatched to MMC in the event of emergency.

The Gilman Street cul-de-sac presently includes some MMC land that was apparently conveyed to the hospital with the discontinuation of Arsenal Street but never subsequently made part of the Gilman St ROW. The reworking of the curve will necessitate cutting back into the edge of the Western Promenade Park, involving a land transfer of City land between the park and the street ROW. Both land transfers are depicted on the Street Vacation, Acceptance and Land Transfers Plan.

Pedestrian Access between Crescent and Congress Streets. To fulfill a condition of the conditional rezoning agreement, MMC proposes to provide a dedicated public pedestrian access way between Congress Street and Crescent Street, so as to provide improved pedestrian linkage between the two neighborhoods. This design is slightly modified from that presented at the May 10<sup>th</sup> Planning Board workshop. The glass stair tower remains relatively unchanged, but to comply with the Americans with Disabilities Act (ADA), the enclosed exterior horizontal walkway proposed earlier on the exterior of the garage is to be eliminated and replaced by pedestrian access through the Crescent Street entrance/exit to the garage and along the interior of its east end.

Congress Street Sidewalk Reconstruction. Maine Medical Center proposes to reconstruct the existing sidewalk from their eastern property boundary along Congress Street to the intersection of Gilman Street with Congress. This will encompass proposed replacement brick sidewalk east of and directly in front of the new parking garage, and replacement of existing concrete sidewalk with brick sidewalk in front of the existing parking garage. Near the intersection of Gilman the proposed sidewalk is widened into a small pedestrian plaza that will be cut into the existing grass knoll and include seating that will serve a proposed bus stop agreed to by METRO. The existing bus stop just east of the east end of the proposed garage will remain at its present location and this whole section of Congress Street will be served by two bus stops.

Concrete Sidewalks. In replacing sidewalks where the City's brick sidewalk replacement policy is in effect, MMC sought and received limited exemption from the requirement for brick sidewalks, in locations to be determined at the time of site plan review, and which are now shown on the proposed site plan. MMC remains concerned that the requirement for brick sidewalks presents the unusually high proportion of people with infirmities that limit their pedestrian mobility in the population that uses and visits the hospital with an unwarranted degree of safety hazard when compared with concrete sidewalks.

Former Eagles' Club Building Demolition. As a condition of the conditional zone agreement, MMC will demolish the now vacant former Eagles Club building at the corner of A Street and Gilman Street, and loam and seed the site.

## **V. OVERVIEW OF REMAINING PROJECT REVIEWS**

Maine Medical Center is now returning to the Planning Board for site plan review and related reviews that their project needs to undergo. These include, in an order recommended by staff, the following:

- **Conditional Use for Hospital Expansion in the R-6 Residential Zone**
- **Conditional Use for the Parking Garage as a Use Replacing Housing**
- **Plan for Preservation and Replacement of Housing Units**
- **Site Plan**
- **Site Location of Development**
- **Street Vacation, Acceptance and Land Transfers: Recommendations to the City Council**

The remainder of this staff memo will describe the most recent submissions and staff review findings and recommendations, and suggest motions for each type of review for the Planning Board's consideration.

## **VI. MOST RECENT SUBMISSIONS**

In your packet you will find an 11 x 17 set of revised site plans, which should include Existing Conditions, Site Plans, Grading Plans, Utility Plans, Landscape Plans and Lighting Plans. These are together as Attachment 2. It should be noted that an earlier version of the site plan was submitted as Exhibits B1-22 in the conditional zone agreement proposed by the Planning Board to the City Council in February 2005 and is part of the April 25, 2005 conditional zone agreement as approved. The language of the agreement anticipates that some elements of the site plan may be subject to further revision at the time of site plan review by the Planning Board. These include, but are not necessarily limited to, the final design of the parking garage façade and the specific delineation on the site plan of concrete sidewalk locations in the public right-of-way immediately adjacent to the Maine Medical Center property.

You will also find a memo from Paul Gray detailing submissions and activities since the May 10<sup>th</sup> Planning Board workshop, as Attachment 3. Mr. Gray may have additional elevation drawings to present at the May 31, 2005 public hearing. As of this writing final design details for the parking garage are being worked out in dialogue with City staff, the applicant, and the applicant's architect.

Notices for the required neighborhood meeting prior to the site plan review public hearing were sent to 480 addresses and a legal ad appeared in the newspaper. The meeting was held at the Dana Center at Maine Medical Center on the evening of May 23, 2005. Four people attended. The invitation letter, the sign in sheet, and the minutes of the meeting are together as Attachment 4.

An email from Penny Stevens, a resident of the area is included as Attachment 5.

A revised Alternative Transportation/Travel Demand Management Plan was also submitted that offers responses to the possibility that the hospital might inadvertently be discouraging sharing of rides. The revised plan is contained in Attachment 6.

## **VII. STAFF REVIEW**

The proposed development has been reviewed by staff for conformance with the relevant review standards of the subdivision and site plan ordinances. Staff comments and recommendations are highlighted in the next several sections of this report that also include suggested motions relative to each of the reviews remaining.

## VIII. CONDITIONAL USE FOR HOSPITAL EXPANSION IN THE R-6 RESIDENTIAL ZONE

The applicable standards for conditional use review are contained in Section 14-474 of the Land Use Code. In addition, this particular conditional use – expansion of a hospital in an R-6 Residential Zone – must also meet the standards of Section 14-137(c) that contained in the unnumbered paragraph and three subparagraphs, a., b., and c., immediately following Section 14-137 (c) 8.

## IX. CONDITIONAL USE FOR THE PARKING GARAGE AS A USE REPLACING HOUSING

The applicable standards for conditional use review are contained in Section 14-474 of the Land Use Code. In addition, Section 14-483 (e), the same section of the Preservation and Replacement of Housing Units ordinances that invokes the requirement for both conditional use review and site plan review of the replacement use on the original site of housing being replaced, contains additional standards for mitigation of impacts of the replacement use.

## X. PLAN FOR PRESERVATION AND REPLACEMENT OF HOUSING UNITS

The applicable standards for this review are contained in Section 14-483 (a) – (o) of the Land Use Code. In July 2004 As part of the conditional zone agreement negotiation review, the Planning Board received a staff memo from Wendy Cherubini, of Housing & Neighborhood Services that reviewed and made recommendations concerning Maine Medical Center’s proposed housing replacement plan. For another copy of the same review memo, see Attachment 7, containing Ms. Cherubini’s review comments and recommended conditions of approval of the housing replacement plan.

## XI. SITE PLAN REVIEW

Neighborhood Meeting As documented above, this meeting was held on May 23, 2005.

Helistops with More Than Five Landings Per Month Are Subject to Site Plan Review MMC’s proposed helistop is also subject to the standards in Sections 14-327 (a) (1), (2), and (5). The conditional zone agreement exempted this helistop from Sections 14-327 (a) (3) and (4).

Site Plan Review Standards The procedures and standards for site plan review that apply to this project are contained in Article V, Section 14-521 through 14-526. More specifically, the review standards of 14-526 (a), as applicable, and the authorization of conditions of approval in Section 14-526 (b) are the standards the Board is authorized to apply under site plan review.

### 1. Traffic

Traffic Study: Gorrill-Palmer Consulting Engineers, Inc. (GPCEI) has prepared a traffic study which has been for the Planning Board since early last year. Gorrill Palmer and the City’s Traffic Engineer, Tom Errico, have corresponded at length concerning the findings of the Traffic Study. Attachment 8a. – d. contains the latest correspondence, including recommended conditions of approval from Tom Errico. Attachments 8c and 8d include recommended conditions of site plan approval for the Board’s consideration. These include a traffic monitoring study at the garage entrance, MMC’s agreed upon contribution to the signal upgrade at Bramhall and Congress Street, splitting the cost with the City, and

including future emergency pre-emption technology in the upgrade, for when the technology becomes available. The Alternative Transportation/Travel Demand Management Plan should also help to keep additional traffic impacts smaller than they might be otherwise.

#### 2.b. Off-Street Parking

Parking Study: Gorrill-Palmer produced a parking study for MMC which has been reviewed by both Tom Errico, the City's consulting traffic engineer and by John Peverada, the City's Parking Manager. Tom Errico has found the parking study to be acceptable. The Alternative Transportation/Travel Demand Management Plan was developed subsequently to the Parking Study, and may help to reduce projected parking demand by reducing the number of cars on the road in and around the Bramhall campus.

John Peverada's concerns were largely addressed by the conditional zone agreement's requirements that the new garage accommodate contractors and vendors and be available for snow ban parking. For additional recommended conditions of approval, see Attachment 9, John Peverada's email of May 19, 2005.

#### 3. Bulk, Location, Health, Safety Air

Because the proposed parking garage generates automobile exhaust and is cut into the side of a steep hill, there is about 1 foot of clearance around the whole garage between it and the hill in order to allow for ventilation.

MMC has planned the Central Utility Plant to save over \$400,000 in annual operating costs through greater efficiency due to centralization. MMC has recently received an update of its air emissions license from the Maine Department of Environmental Protection in anticipation of these greater efficiencies and reduced overall air pollution. See Attachment 10 for license cover sheet.

The applicant's shadow study showed that there is mostly little or no increase in shadows from the bulk of the new development, examining comparative shadow generation at the solstices. See Tab 24 of the Site Location of Development application.

#### 4. Bulk, Location, Height of Proposed Buildings

Building heights are detailed in Section III, above. The Central Utility Plant has proposed heavy screening by spruce trees to limit its visual – possibly also limit its noise impacts.

The applicant's architects, in consultation with the city and the neighborhood have worked the bulk of the new parking garage on repeatedly, and a design concept has been approved by the City Council as part of the conditional zone agreement.

However, the conditional zone agreement does not preclude conformity with the City's Urban Design Guidelines within the framework of the concept established by the City Council, particularly with respect to those guidelines that apply to the first level of retail uses in the B-2 zone. The City's urban designer is preparing a memo, pursuant to the Board's request that examines the degree of conformity with the Urban Design Guidelines.

The proposed Charles Street Addition has its mass broken up somewhat by white lines and ample and cantilevered panels of fenestration that extend outward from the surfaces.



Landscaping plans also contribute to softening building masses in some locations.

5. Sewers, Stormdrains, Water

The site plan application materials include letters from the Portland Water District, Attachment 11, and the Department of Public Works, Attachment 12, respectively that indicate there is adequate public water supply and sewer capacity to serve the proposed development. There is also a statement, Attachment 17, on how MMC plans to handle solid waste disposal. The City Engineer has been working with the applicant to locate and evaluate Stormdrains. Steve Bushey, the City's consulting stormwater management engineer has produced a review memo, Attachment 13, which includes recommended conditions of approval.

6. Landscaping and Existing Vegetation

The landscaping plan includes extensive plantings as shown on the landscape plans in the revised site plans. The City Arborist, who has provided a memo with recommended improvements, in Attachment 14, has evaluated the plans. The landscape plan serves to beautify as well as buffer, with the buffering function strongest in front of the Central Utility Plant, and with substantial additional plantings in front of the existing parking garage.

7. Disturbance of Vegetation.

For the most part the plans include replacement of disturbed vegetation with landscaping or construction. The landscaping behind the saved trees areas delineated on the Gilman Street landscaping plan is somewhat indefinite though, and the City Arborist recommends better definition of the plan in this steeply sloped area, and consultation with City Arborist to best determine how to replace what is shown on the plan as to be removed.

The Plan does not address protection of vegetation from further erosion along existing desire lines worn into the grass near the top of Gilman Street.

8. Soils and Drainage

See Attachment 13.

9. Exterior Lighting

Lighting fixtures selections and lighting plan sheets have been prepared, and will be reviewed prior to the May 31<sup>st</sup> Planning Board meeting.

10. Fire

The site plan will improve access to MMC in a way that is needed and has been for needed for years. By improving Gilman Street, fire apparatus will be able to reach MMC from two directions, not just from the Crescent street side. Deputy Chief Shutts describes other fire protection aspects of the proposed development in Attachment 15, along with proposed conditions of approval.

11. Integration with City Infrastructure and Utilities

MMC has agreed to contribute \$65,000 to signal replacement at Bramhall and Congress in a manner that will be compatible with future signal pre-emption technology should it become available. The Verizon facility at the location of the east end of the new garage is in the process of being integrated into the garage

design. The proposed sidewalks along Congress Street replace concrete with brick for about half their length and will join to the new sidewalk recently installed by the City. Two Metro bus stops will serve but not interfere with access to the new parking garage.

17. Information Required Submitted; Compliance with Applicable Code

The City still has not received the final designs for the new parking garage façade, retail space, pedestrian plaza, pedestrian access way and stair tower. Currently the plans we have received remain conceptual and sometimes contradictory. Final designs showing colored elevation views have been requested but not yet received.

18. Historic Landmarks, Districts, and Landscape Districts

This project is within 100 feet of a Historic Landscape District where the Gilman Street cul-de-sac is adjacent to the Western Promenade Park. Early on in the development review process, staff evaluated the impact of the revised road alignment, grading and landscaping on this District and determined it to be very limited and not visible at all from the Western Promenade itself.

The Vaughan Street lot is also adjacent to Historic Landmark, McGeachey Hall which is also part of a Historic District across the street. Staff note that the present plan for the retaining wall within the lot includes use of cultured stone material, and see this as incongruous to the character of the area, including the portions of the existing retaining wall which do not need to be rebuilt. Staff recommends requiring the use of natural stone for material, rather than cultured stone. Staff also recommends that the Board require that both the selection of material and the technique used for its installation be carefully evaluated beforehand so as to match existing construction techniques and completed appearance in the District.

20. No adverse impact on natural or water resources; stormwater quality.

- See Steve Bushey's memo, Attachment 13.

22. Signs.

The only signs proposed are way-finding signs. Among these is a large rectangular sign that is proposed to stand on end at the Bramhall Congress Street intersection, directing people to the hospital. It is being examined to determine whether it poses a traffic hazard by interfering with sight lines. Many other signs, shown on the site plans are much smaller directional signs, and they are sometimes in the public ROW where license agreements with the City will be needed.

27. Development located in B-2 and B-2b zones.

See Carrie Marsh's memo, Attachment 18, which provides description, comments, evaluation of the parking garage and its retail space in view of the Downtown Urban Design Guidelines and proposed conditions of approval for

## **XII. SITE LOCATION OF DEVELOPMENT**

See Volume 2 of MMC's January 2004 application for zoning amendment (Site Location application)

## **XIII. STREET VACATION, ACCEPTANCE AND LAND TRANSFER PLAN: RECOMMENDATIONS TO THE CITY COUNCIL**

See Attachment 16. This plan must be approved by the City Council to authorize the changes shown on it, which are in turn crucial to the proposed improvements. The Planning Board is charged with making

50

LL work w/ PW + staff to prep inventory  
Neatherly - parkside for inclusion  
on potential area for impst

recommendations to the Council, before the Council can take action.

**XIV. MOTIONS FOR THE BOARD TO CONSIDER**

On the basis of plans and materials submitted by the applicant, public comment received at the public hearing and the information contained in Planning Report # 35-05 relevant to standards for subdivision and site plan regulations, and the Portland Planning Board finds:

- 1. That the proposed expansion of a hospital in the (R-6 Residential Zone) [is or is not] in conformance with the conditional use standards of the land use code, **subject to the following conditions:**
  - 14-483(e)
  - 14-483(e)
- 2. That the proposed replacement of housing with a new parking garage [is or is not] in conformance with the conditional use standards of the land use code, **subject to the following conditions:**
- 3. That the proposed plan for preservation and replacement of housing [is or is not] in conformance with the requirements Preservation and Replacement of Housing Ordinance of the land use code, **subject to the following conditions:**
  - 14-483(e)
  - 14-483(e)
- i. Prior to a building permit being issued for the new development MMC shall comply with recommended conditions in the Housing Replacement Plan review memo of Wendy Cherubini, dated July 5, 2004.
- 4. That the site plan [is or is not] in conformance with the site plan standards of the land use code, **subject to the following conditions:**
  - i. The applicant shall comply with the recommended conditions of approval pertaining to traffic and the traffic signal upgrade at Bramhall and Congress Street as set forth in the development review memos by Tom Errico dated May 11, 2005 and May 25, 2005.
  - ii. MMC shall comply with the four conditions related to parking recommended by John Peverada in his review memo of May 19, 2005.
  - iii. MMC shall carry out each of the recommended actions related to stormwater management and infrastructure contained in the review memo by Stephen Bushey, dated May 26, 2005 *exception that stormwater fail not be located in r.o.w*
  - iv. MMC shall follow the recommended landscape plan improvements recommended by the City Arborist in his review memo dated May 27, 2005, but shall not be required to place a sidewalk along the edge of the Gilman Street curve, as described therein.
  - v. The Vaughan Street lot retaining walls shall be constructed with natural stone and not with cultured stone, as proposed. The natural stone shall be carefully selected

Unless City says  
abt. it is not feasible

5-0 [MMC to P.B. design details  
of facade of Congress St  
const. w/ Downtown O2B Design prior to resumption of excavation  
wh/ vested in...]

and installed so as to match the existing natural stone in remaining sections of the retaining wall and so as to be not incongruous with existing historic structures and objects nearby.

- vii. ✓ MMC shall carry out the Fire Department's recommended conditions of approval, as set forth in Deputy Chief Michael Shutts' email of May 27, 2005.
- viii. ✓ MMC shall carry out its proposed Alternative Transportation/Travel Demand Management Plan as presented in Attachment 6 of this staff memo.
- ix. ✓ MMC shall obtain all required license agreements and permits for way-finding and directional signs from the City, and shall modify sign designs as requested by the City when needed to protect traffic sight lines. *all signs + pedestrian mt*
- x. ✓ MMC shall submit final design details of the Congress Street garage/retail façade *re-design* for review for consistency with the City's downtown urban design guidelines, for review and approval by the Planning Authority ~~for by the Planning Board~~ prior to issuance of a building permit for the new parking garage. *w/ 1st 35' height*
- xi. ✓ MMC provides a crosswalk from the south side of Crescent Street to the Crescent Street entrance to the new parking garage, so that those person wish to reach the east end of the garage on any level or wishing to use the stair tower need not cross egress traffic and ingress traffic to do so. MMC shall use some form of internal barrier within the top level of the garage on the east end to separate pedestrians from turning car traffic. City planning staff shall determine if these conditions are met.

- 5. That the plan [is or is not] in conformance with the Site Location of Development standards of the land use code, under the City's delegated authority to administer the Site Location of Development Law, **subject to the following conditions:**
  - i. MMC shall comply with the conditions of site plan approval established above.
- 6. That the Planning Board recommends to the City Council the street discontinuances and the proposed street lay out for the realigned streets shown on the Sebago Technics Plan, titled "Street Vacation (sic)/Acceptance and Land Transfer Plan" dated December 10, 2004.

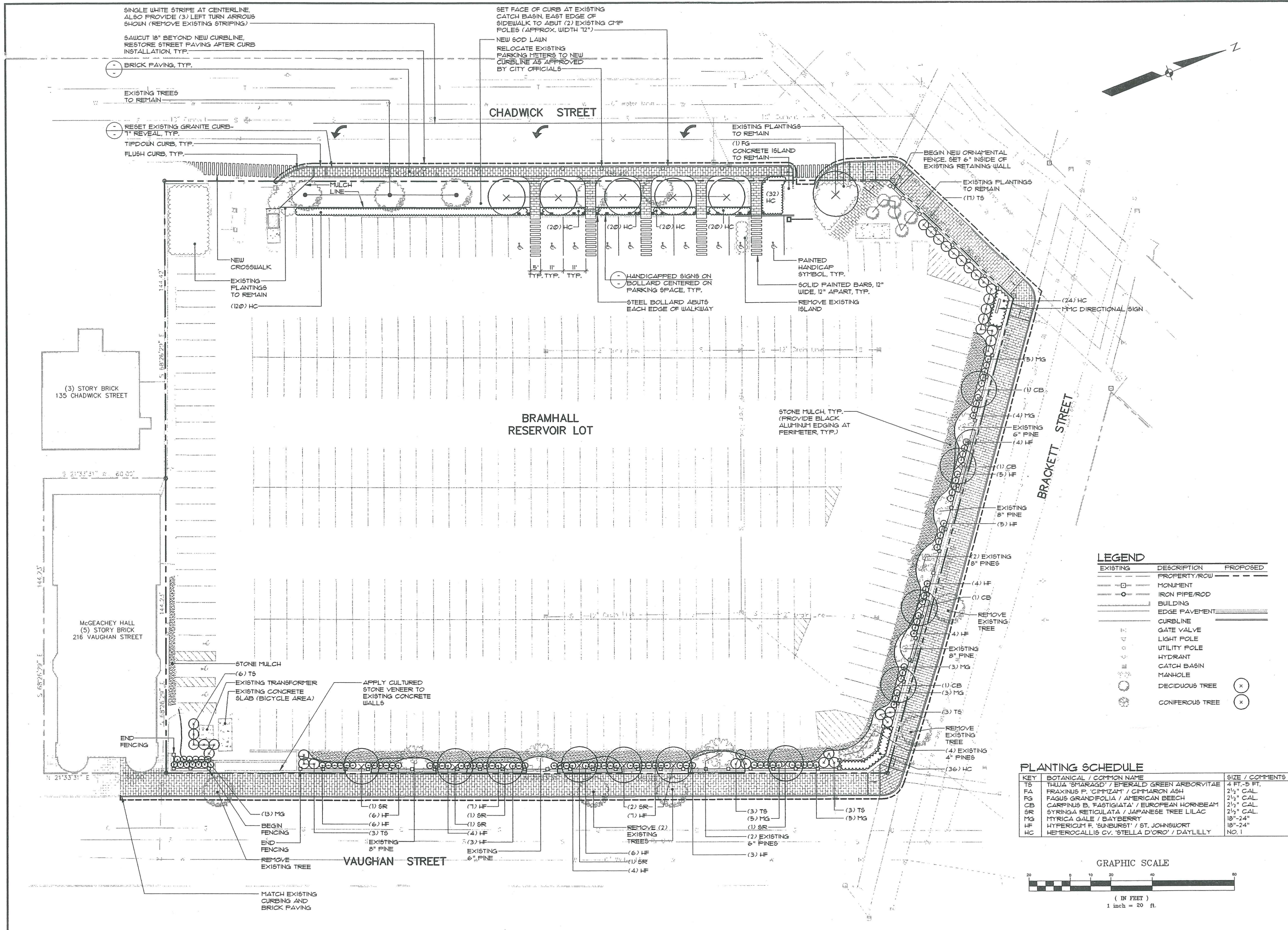
*I. Helipad*  
*II. Sidewalk*  
*spins cars to city sidewalk*  
*ramping + leveling*  
*III. roof removal*  
*xiii. deed to City for public use*  
*+ access way between Congress + Crescent*

*proceed w/ foundation +*  
*excavation package*  
*pending facade review*

**Attachments:**

1. Conditional Zone Agreement approved April 25, 2005, with Exhibits A – G. in May 2005 Notebook.
2. Revised Site Plans, May 25, 2005
3. Memo from Paul Gray to the Planning Board, dated May 27, 2005
4. Letter, sign-in sheet, and minutes of the May 23, 2005 Neighborhood Meeting
5. Email from Penny Stevens, dated May 10, 2005.
6. Revised Alternative Transportation/Travel Demand Management Plan.
7. Housing Replacement Plan review memo from Wendy Cherubini, dated July 5, 2004.
- 8a. Tom Errico's email of May 6, 2005
- 8b. Tom Gorrill has sent a letter responding, dated May 17, 2005
- 8c. Tom Errico's email from May 26, 2005
- 8d. Tom Errico's email from May 27, 2005
- 8e. Tom Errico's e-mail from May 11, 2005
9. Memo from John Peverada dated May 19, 2005
- 10.
11. Portland Water District letter dated November 20, 2003
12. Sewer Capacity Letter dated May 17, 2004
13. Memo from Steven Bushey dated May 26, 2005
14. Memo from Jeff Tarling dated May 27, 2005
15. Memo from Deputy Chief Shutts dated May 26, 2005
16. Street Vacation/Acceptance and Land Transfer Plan
17. Solid Waste Plan
18. Memo from Urban Designer dated May 27, 2005

Att. 2

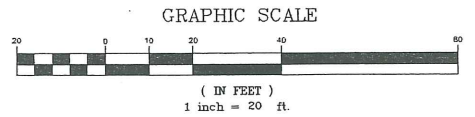


**LEGEND**

EXISTING	DESCRIPTION	PROPOSED
---	PROPERTY/ROW	---
—	MONUMENT	—
○	IRON PIPE/ROD	○
▭	BUILDING	▭
▬	EDGE PAVEMENT	▬
—	CURBLINE	—
⊥	GATE VALVE	⊥
⊥	LIGHT POLE	⊥
⊥	UTILITY POLE	⊥
⊥	HYDRANT	⊥
⊥	CATCH BASIN	⊥
⊥	MANHOLE	⊥
○	DECIDUOUS TREE	⊗
○	CONIFEROUS TREE	⊗

**PLANTING SCHEDULE**

KEY	BOTANICAL / COMMON NAME	SIZE / COMMENTS
TS	THUJA 'SMARAGD' / EMERALD GREEN ARBORVITAE	4 FT.-5 FT.
FA	FRAXINUS P. 'GIMMIZAM' / CINCINNATI ASH	2 1/2" CAL.
FG	FAGUS GRANDIFOLIA / AMERICAN BEECH	2 1/2" CAL.
CB	CARPINUS B. 'FASTIGIATA' / EUROPEAN HORNBEAM	2 1/2" CAL.
SR	SYRINGA RETICULATA / JAPANESE TREE LILAC	2 1/2" CAL.
MG	MYRTICA GALE / BAYBERRY	18"-24"
HF	HYPERICUM F. 'SUNBURST' / ST. JOHNSWORT	18"-24"
HC	HEMEROCALLIS CV. 'STELLA D'ORO' / DAYLILLY	NO. 1



REV.	BY:	DATE:	STATUS:

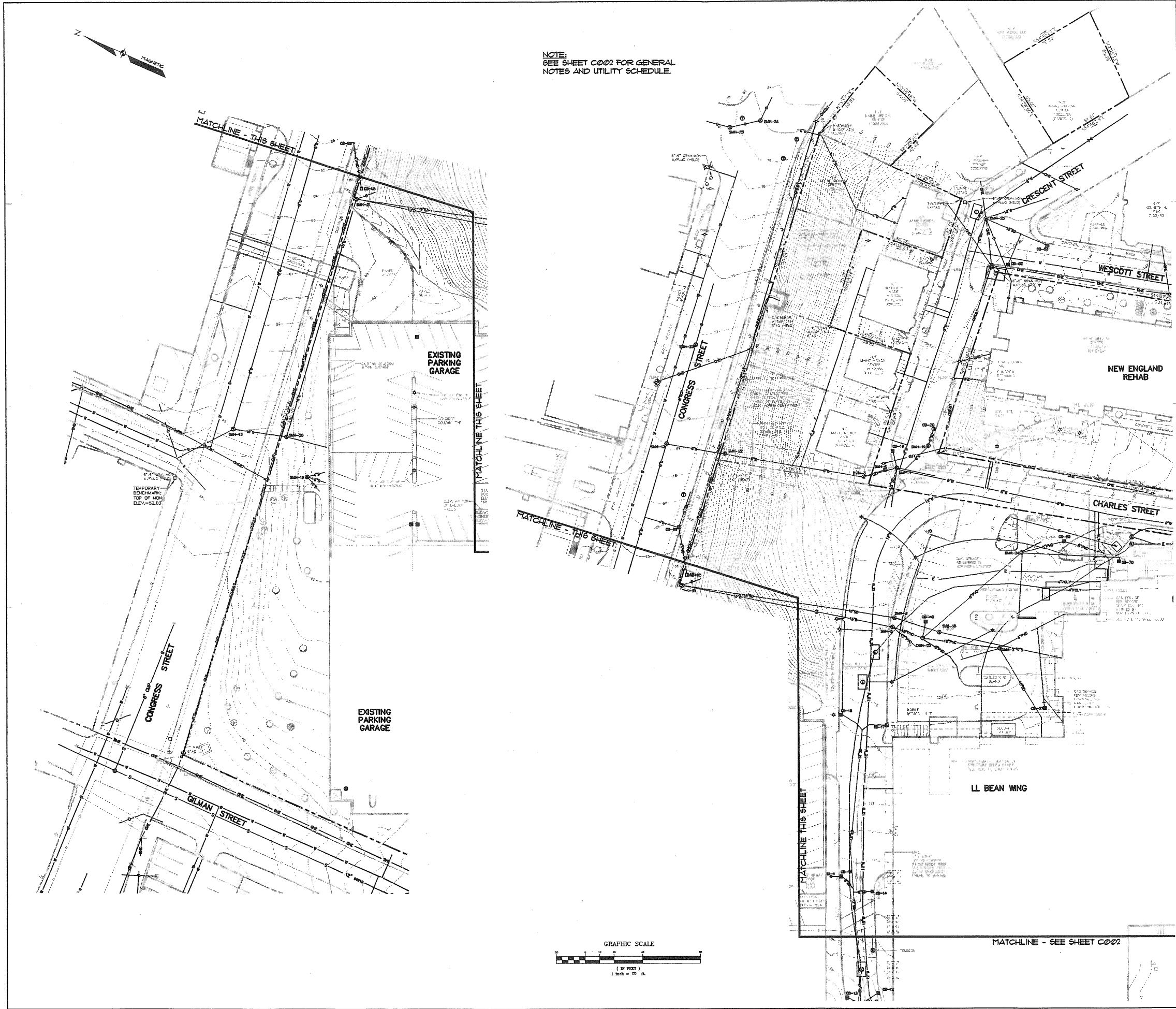
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNIQS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNIQS, INC.

**Sebago Technics**  
 Engineering Expertise You Can Build On  
 One Chabot Street  
 Westbrook, Me 04098-1339  
 Tel (207) 686-0277

PROJECT NO. | FIELD BOOK | DESIGN | CHKD | DRAWN | M.A.L.  
 01046 | | | | |

**LANDSCAPE PLAN**  
 OF:  
**MAINE MEDICAL CENTER**  
 BRAMHALL PARKING LOT  
 PORTLAND, MAINE  
 FOR  
**MAINE MEDICAL CENTER**  
 22 BRAMHALL STREET  
 PORTLAND, MAINE 04102



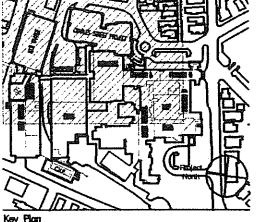


**NOTE:**  
SEE SHEET C002 FOR GENERAL NOTES AND UTILITY SCHEDULE.

- General Notes:**
1. REFER TO SHEETS OF THE PROPERTY AND MAINE MEDICAL CENTER AND MAINE HEALTH CORPORATION AS REFERRED TO HEREIN RECORDED IN THE CHANDLER COUNTY PROPERTY OF DEED, PORTLAND, MAINE BY THE FOLLOWING BOOKS AND PAGES: 1802/18, 1810/18, 1811/18, 1812/18, 1813/18, 1814/18, 1815/18, 1816/18, 1817/18, 1818/18, 1819/18, 1820/18, 1821/18, 1822/18, 1823/18, 1824/18, 1825/18, 1826/18, 1827/18, 1828/18, 1829/18, 1830/18, 1831/18, 1832/18, 1833/18, 1834/18, 1835/18, 1836/18, 1837/18, 1838/18, 1839/18, 1840/18, 1841/18, 1842/18, 1843/18, 1844/18, 1845/18, 1846/18, 1847/18, 1848/18, 1849/18, 1850/18, 1851/18, 1852/18, 1853/18, 1854/18, 1855/18, 1856/18, 1857/18, 1858/18, 1859/18, 1860/18, 1861/18, 1862/18, 1863/18, 1864/18, 1865/18, 1866/18, 1867/18, 1868/18, 1869/18, 1870/18, 1871/18, 1872/18, 1873/18, 1874/18, 1875/18, 1876/18, 1877/18, 1878/18, 1879/18, 1880/18, 1881/18, 1882/18, 1883/18, 1884/18, 1885/18, 1886/18, 1887/18, 1888/18, 1889/18, 1890/18, 1891/18, 1892/18, 1893/18, 1894/18, 1895/18, 1896/18, 1897/18, 1898/18, 1899/18, 1900/18.
  2. THE PROPERTY IS LOCATED ON THE CITY OF PORTLAND PROPERTY MAP AS SHOWN ON BLOCK 4 THROUGH 6, MAP 54, BOOK 14 AND MAP 54, BLOCK 1.
  3. PROPERTY IS LOCATED IN THE 18 ZONE.
  4. PLAN REFERENCES:
    - A. SITE PLAN MAINE MEDICAL CENTER, BRIMMEL STREET WING FOR MAINE MEDICAL CENTER, PORTLAND, MAINE DATED FEBRUARY 14, 2000 BY STEVEN ANDERSON, MAJOR, MAINE, JOB NO. 19033.
    - B. STANDARD BOUNDARY SURVEY OF CONGRESS AND ELEMORPH STREETS IN PORTLAND, MAINE, PREPARED FOR THOMAS C. KESTER, D.D., PORTLAND, MAINE BY CHALMERS & ASSOCIATES, INC., CONSUMERS, MAINE, JOB NO. 10055.
    - C. STANDARD BOUNDARY SURVEY AT 25-27 ELEMORPH STREET, PORTLAND, MAINE FOR MAINE MEDICAL CENTER, PORTLAND, MAINE BY OWEN HANCOCK, INC., PORTLAND, MAINE DATED OCTOBER 14, 2000, JOB NO. 2000-2009.
    - D. STANDARD BOUNDARY SURVEY AT 23-25 ELEMORPH STREET, PORTLAND, MAINE FOR MAINE MEDICAL CENTER BY OWEN HANCOCK, INC., PORTLAND, MAINE DATED OCTOBER 14, 2000, JOB NO. 2000-2009.
    - E. STANDARD BOUNDARY SURVEY OF PORTLAND 12-15 PROPERTY BY EDWARD TEBALDA, M.E. DATED JUNE 13, 1987, JOB NO. 84165.
    - F. STANDARD STREET PLANS AND FIELD BOOK NOTES SUPPLIED TO CITY BY PORTLAND ENGINEERING SERVICES.
    - G. STANDARD BOUNDARY SURVEY AT 15 & 19 DEWEE STREET, PORTLAND, MAINE FOR MAINE MEDICAL CENTER BY OWEN HANCOCK, INC., PORTLAND, MAINE DATED NOV 14, 2000, JOB NO. 2000-2019.
  5. THE PROPERTY BOUNDARIES SHOWN HEREON ARE BASED ON FOUND EVIDENCE IN CONFORMANCE WITH THE PLAN REFERENCED BY NOTE 4 AND RECORD DEEDS.
  6. ELEVATION SPOT HEIGHTS ARE REFERENCED TO THE CITY OF PORTLAND, MAINE. THE ELEVATIONS USED AS A POINT OF REFERENCE LOCATED AT THE INTERSECTION OF CONGRESS AND WESTCOTT STREETS FROM THE PLAN REFERENCED BY NOTE 4.
  7. ELEVATION SPOT HEIGHTS ARE MAGNETIC NORTH OF 1984 AS REFERENCED TO THE PLAN BY NOTE 4.
  8. SUBJECT TO:
    - A. EASEMENT GRANTED TO RETAIL AS DESCRIBED IN A DEED RECORDED IN BOOK 1802, PAGE 247.
    - B. EASEMENT GRANTED TO THE CITY OF PORTLAND AS DESCRIBED IN A DEED RECORDED IN BOOK 1142, PAGE 246.
    - C. EASEMENT GRANTED TO THE CITY OF PORTLAND AS DESCRIBED IN BOOK 1804, PAGE 251.
    - D. THE TERMS OF SAID EASEMENTS OR ANY OTHER AGREEMENTS TO WHICH ALL PARTIES OR ANY ONE OF THEM ARE BOUND TO AND ALL CONDITIONS OR WARRANTIES OF RECORD, HEREON AS THE SAME ARE IN FORCE AND EFFECT.
  9. ALL SUBSURFACE UTILITY LINES SHOWN HEREON ARE BASED SOLELY ON THE FIELD LOCATION OF UTILITY STRUCTURES, LAMP, GAS, WATER, ETC. IN CONFORMANCE WITH RECORD AND AN AS-BUILT DRAWING SUPPLIED TO STANDARD ENGINEERING, INC. BY THE CITY OF PORTLAND, MAINE. THE ENGINEER, STANDARD ENGINEERING, INC. IS NOT TO BE HELD RESPONSIBLE FOR THE ACCURACY OF THE FIELD LOCATION OF UTILITY STRUCTURES, LAMP, GAS, WATER, ETC. IN CONFORMANCE WITH RECORD AND AN AS-BUILT DRAWING SUPPLIED TO STANDARD ENGINEERING, INC. BY THE CITY OF PORTLAND, MAINE. THE ENGINEER SHALL BE RESPONSIBLE FOR FIELD VERIFYING THE LOCATION, DEPTH AND MATERIAL OF ALL SUBSURFACE UTILITY LINES FROM HEREON AND ANY AND ALL OTHER LOCATED ON SITE WITHIN THE CONSTRUCTION AREA.
  10. LOCATION OF UNDERGROUND UTILITY LINES IS SHOWN. FIELD VERIFICATION HAS NOT BEEN MADE ON TO LAND BEING ACQUIRED AS THE USE OF UNDERGROUND RECORDS OF THE LOCATION OF UTILITY STRUCTURES AND OTHER FIELD INFORMATION IN DESIGN PLANS SUPPLIED TO STANDARD ENGINEERING, INC. BY THE CITY OF PORTLAND, MAINE. THE ENGINEER SHALL BE RESPONSIBLE FOR FIELD VERIFYING THE LOCATION, DEPTH AND MATERIAL OF ALL SUBSURFACE UTILITY LINES FROM HEREON AND ANY AND ALL OTHER LOCATED ON SITE WITHIN THE CONSTRUCTION AREA.
  11. APPROXIMATE LOCATION AND DIMENSIONS OF BELOW GRADE STRUCTURES, FOUNDATIONS AND FOUNDATIONS ARE APPROXIMATE AND ARE BASED SOLELY ON RECORD PLANS OF RECORD. THESE STRUCTURES, FOUNDATIONS AND FOUNDATIONS HAVE NOT BEEN VERIFIED AND SHALL NOT BE CONSIDERED COMPLETE OR ACCURATE AND MAY NOT REPRESENT AS-BUILT CONDITIONS.

NO.	REVISION DATE	DESCRIPTION

PERMIT: 05/16/04 PERMIT SET  
 SET: 05/20/04 SET SET  
 Issue Log



**TRO**  
ARCHITECTURE  
PLANNING  
ENGINEERING  
INTERIOR DESIGN

The Ritchie Organization  
67 Bridge Street  
Newtown, MA 02459-1134  
617-859-8400

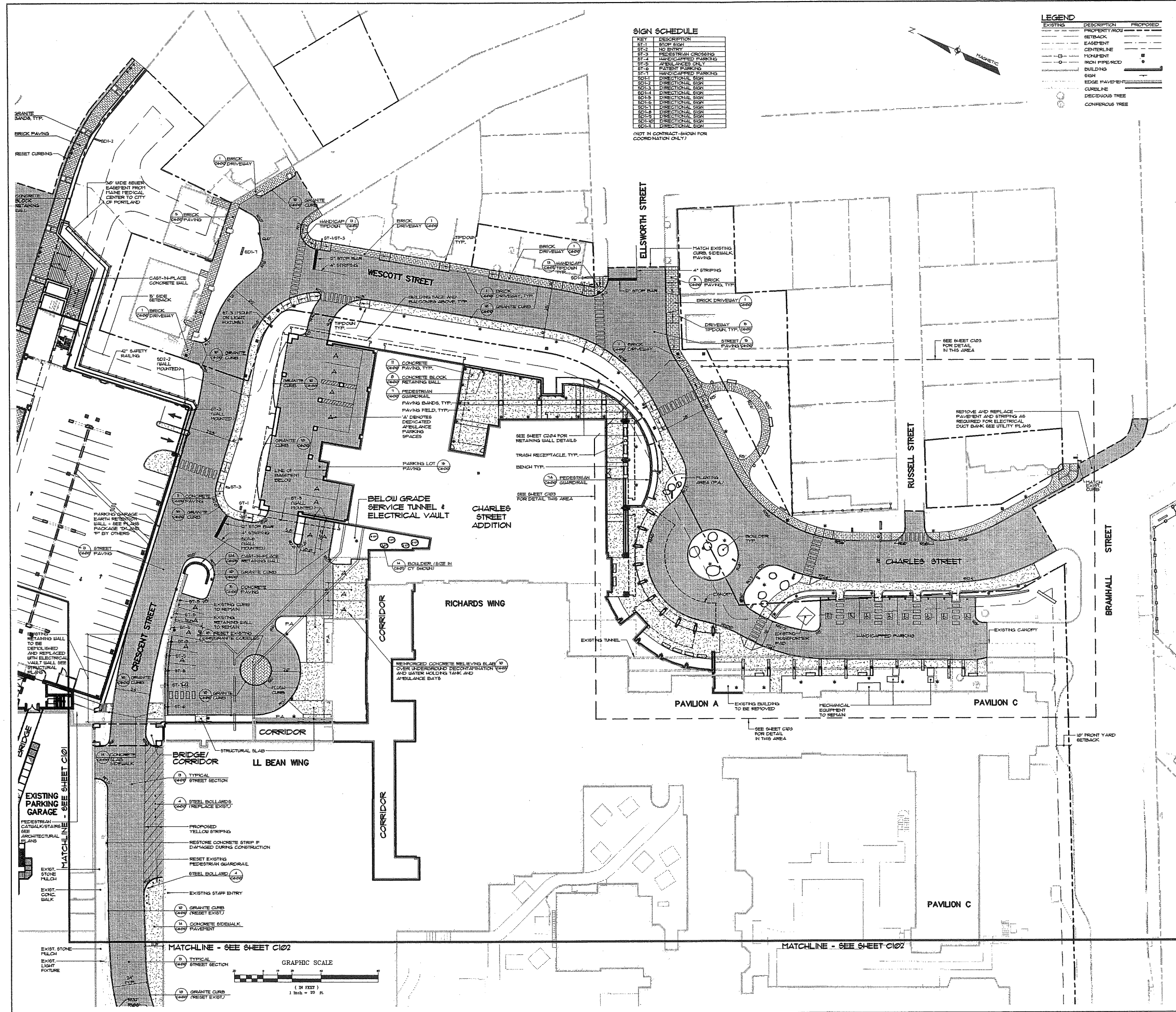
**Maine Medical Center**  
Pkg C - Site Utilities  
Portland, Maine MMC Project No. 21846

EXISTING CONDITIONS PLAN

Drawn By	MM	Date Issued	05/21/04
Checked By	MM	Sheet Number	PKG-C
Reviewed By	MM		
Designed By	MM		
Scale	AS SHOWN		
Project No.	21846		
Sheet No.	C001		







**SIGN SCHEDULE**

KEY	DESCRIPTION
ST-1	STOP SIGN
ST-2	NO ENTRY
ST-3	PEDESTRIAN CROSSING
ST-4	HANDICAPPED PARKING
ST-5	WHEELCHAIR ONLY
ST-6	PERMIT PARKING
ST-7	HANDICAPPED PARKING
SD-1	DIRECTIONAL SIGN
SD-2	DIRECTIONAL SIGN
SD-3	DIRECTIONAL SIGN
SD-4	DIRECTIONAL SIGN
SD-5	DIRECTIONAL SIGN
SD-6	DIRECTIONAL SIGN
SD-7	DIRECTIONAL SIGN
SD-8	DIRECTIONAL SIGN
SD-9	DIRECTIONAL SIGN
SD-10	DIRECTIONAL SIGN
SD-11	DIRECTIONAL SIGN
SD-12	DIRECTIONAL SIGN

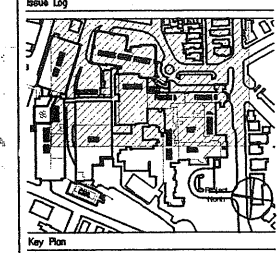
(NOT IN CONTRACT - BIDDEN FOR COORDINATION ONLY)

**LEGEND**

EXISTING	DESCRIPTION	PROPOSED
---	PROPERTY BOUNDARY	---
---	SETBACK	---
---	EASEMENT	---
---	CENTERLINE	---
---	NONPENT	---
---	BUILDING	---
---	IRON PIPE/RACE	---
---	ROAD	---
---	EDGE PAVEMENT	---
---	CURBLINE	---
---	DECIDUOUS TREE	---
---	CONIFEROUS TREE	---

**General Notes:**  
 1. SEE LOCATIONS ARE SHOWN FOR COORDINATION. SEE SHEET C NOT PART OF THE SITE UTILITY CONTRACT.  
 2. THE PLAN SHOWS PROPOSED SITE UTILITY FEATURES. CONTRACTOR IS RESPONSIBLE FOR VERIFYING AND VERIFYING EXISTING UTILITIES. CONTRACTOR SHALL VERIFY ALL UTILITIES, UNDER AND ABOVE GROUND, FOR BUILDING WALL-MOUNTED UTILITIES. SEE UTILITY PLAN BY OTHERS FOR THE DRAINAGE AND SEWER. SEE UTILITY PLAN BY OTHERS FOR THE DRAINAGE AND SEWER. CONTRACTOR TO VERIFY BASE BUILDINGS AND DETAILS WITH ARCHITECTURAL PLANS BY OTHERS.

DATE	ISSUE DATE	DESCRIPTION
05/25/04	05/25/04	FINAL PLANS TO CITY
05/18/04	05/18/04	PERMIT SET
05/21/04	05/21/04	NO SET



**TRO**  
 ARCHITECTURE  
 PLANNING  
 ENGINEERING  
 INTERIOR DESIGN  
 The Fitchie Organization  
 80 Bridge Street  
 Newton, MA 02459-1134  
 617-552-8400

**Maine Medical Center**  
 Pkg C - Site Utilities  
 Portland, Maine MMC Project No. 21846  
 Drawing Title  
**SITE PLAN**

GRAPHIC SCALE  
 0 10 20 40 80  
 1 inch = 20 feet

Consultation No.	477	Date Issued	05/21/04
Drawn By	TJC	Sheet Number	PKG-C
Approved By	WTC		
Filename	02046		
Project	02046		

**C100**

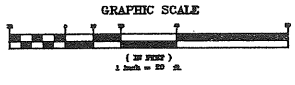
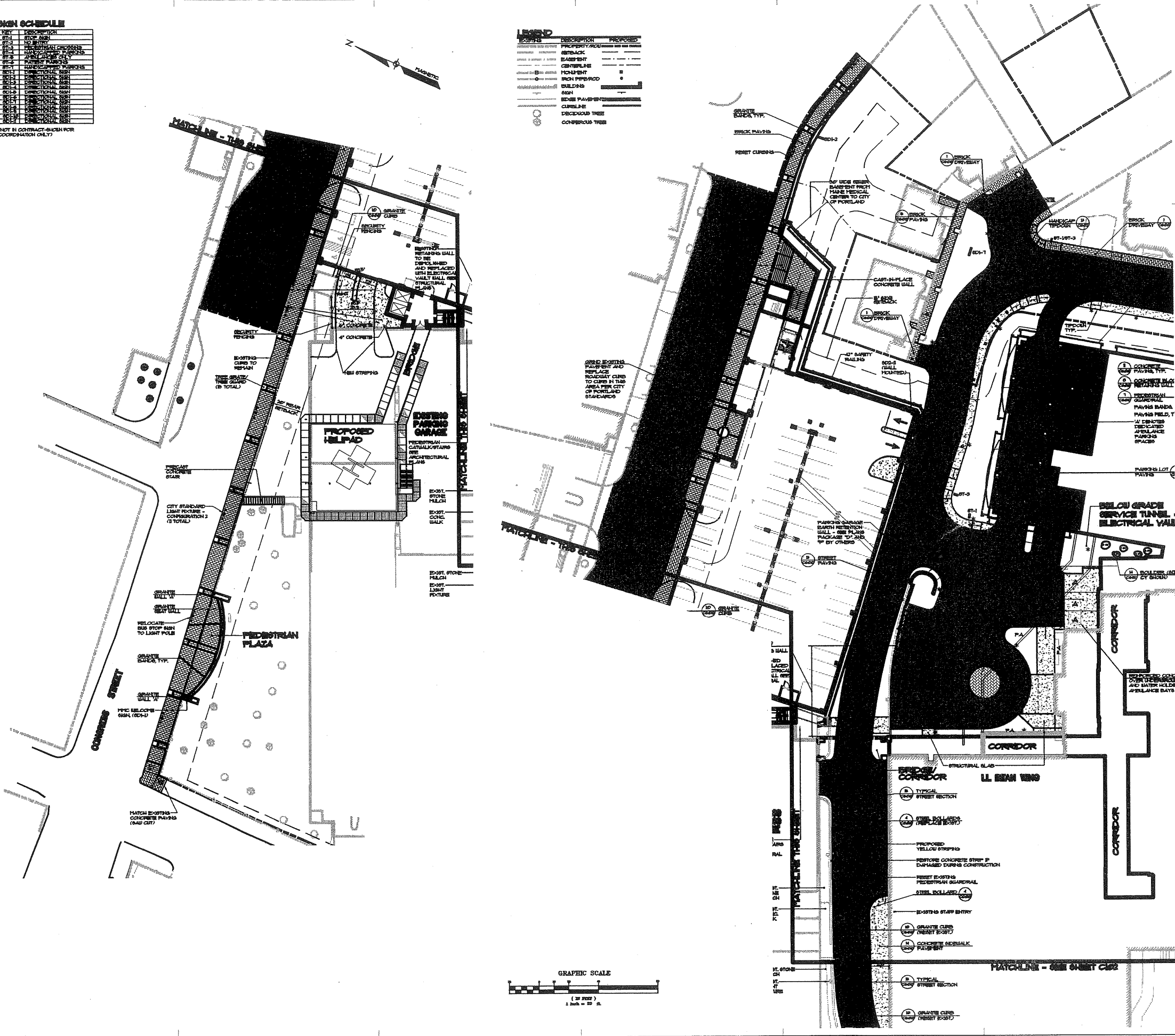
**SIGN SCHEDULE**

001	CONCRETE SIGN
002	WOOD SIGN
003	TO SIGN
004	CONCRETE SIGN
005	CONCRETE SIGN
006	CONCRETE SIGN
007	CONCRETE SIGN
008	CONCRETE SIGN
009	CONCRETE SIGN
010	CONCRETE SIGN
011	CONCRETE SIGN
012	CONCRETE SIGN
013	CONCRETE SIGN
014	CONCRETE SIGN
015	CONCRETE SIGN
016	CONCRETE SIGN
017	CONCRETE SIGN
018	CONCRETE SIGN
019	CONCRETE SIGN
020	CONCRETE SIGN
021	CONCRETE SIGN
022	CONCRETE SIGN
023	CONCRETE SIGN
024	CONCRETE SIGN
025	CONCRETE SIGN
026	CONCRETE SIGN
027	CONCRETE SIGN
028	CONCRETE SIGN
029	CONCRETE SIGN
030	CONCRETE SIGN
031	CONCRETE SIGN
032	CONCRETE SIGN
033	CONCRETE SIGN
034	CONCRETE SIGN
035	CONCRETE SIGN
036	CONCRETE SIGN
037	CONCRETE SIGN
038	CONCRETE SIGN
039	CONCRETE SIGN
040	CONCRETE SIGN
041	CONCRETE SIGN
042	CONCRETE SIGN
043	CONCRETE SIGN
044	CONCRETE SIGN
045	CONCRETE SIGN
046	CONCRETE SIGN
047	CONCRETE SIGN
048	CONCRETE SIGN
049	CONCRETE SIGN
050	CONCRETE SIGN

(NOT IN CONTRACT-SUBMIT FOR COORDINATION ONLY)

**LEGEND**

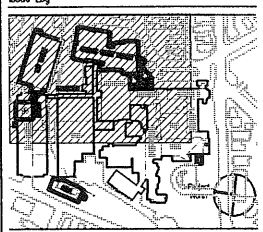
PROPERTY LINE	PROPERTY LINE
SETBACK	SETBACK
EASEMENT	EASEMENT
CENTERLINE	CENTERLINE
MONUMENT	MONUMENT
IRON PIPE/POD	IRON PIPE/POD
BUILDING	BUILDING
OSM	OSM
EDGE PAVEMENT	EDGE PAVEMENT
CURBLINE	CURBLINE
DECEADOUS TREE	DECEADOUS TREE
CONSPICUOUS TREE	CONSPICUOUS TREE



**General Notes:**

- SEE GENERAL AND SPEC FOR DIMENSIONS. SEE FINISH SCHEDULE FOR FINISHES.
- THIS PLAN SHOWS THE GENERAL LAYOUT. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. VERIFY ALL UTILITIES BEFORE CONSTRUCTION. VERIFY ALL DIMENSIONS AND LOCATIONS WITH THE FIELD SURVEYOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. VERIFY ALL DIMENSIONS AND LOCATIONS WITH THE FIELD SURVEYOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. VERIFY ALL DIMENSIONS AND LOCATIONS WITH THE FIELD SURVEYOR.

DATE	DESCRIPTION
05/25/20	FINAL PLANS TO CITY
06/18/20	PERMIT SET
06/24/20	JOB SET



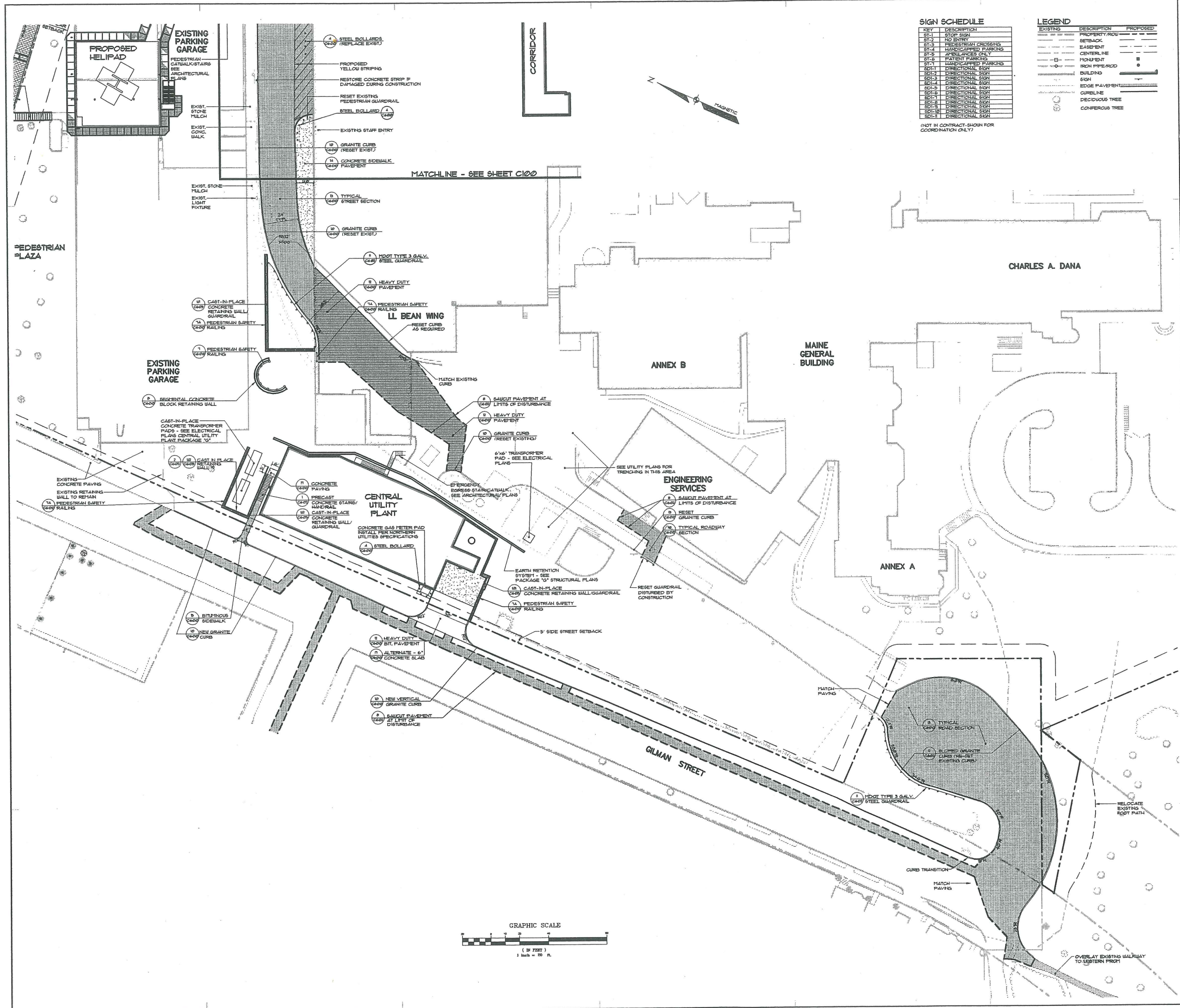
**TRO**  
ARCHITECTURAL  
PLANNING  
ENGINEERING  
INTERIOR DESIGN

The Project Organization  
82 Ridge Street  
Newton, MA 02458-1134  
617-552-6400

**Maine Medical Center**  
Pkg C - Site Utilities  
Portland, Maine MMC Project No. 21846

Drawing Title  
**SITE PLAN**

Scale	1"=20'	Date Issued	05/25/20
Drawn By	SM	Sheet Number	PKG-C
Approved By	WTC		
Revision	01/24/20		
Project	C101		



**SIGN SCHEDULE**

KEY	DESCRIPTION
ST-1	STOP SIGN
ST-2	NO ENTRY
ST-3	PEDESTRIAN CROSSING
ST-4	LANE CLOSED AHEAD
ST-5	APPROACHES ONLY
ST-6	PARKING
ST-7	LANE CLOSED
SD-1	DIRECTIONAL SIGN
SD-2	DIRECTIONAL SIGN
SD-3	DIRECTIONAL SIGN
SD-4	DIRECTIONAL SIGN
SD-5	DIRECTIONAL SIGN
SD-6	DIRECTIONAL SIGN
SD-7	DIRECTIONAL SIGN
SD-8	DIRECTIONAL SIGN
SD-9	DIRECTIONAL SIGN
SD-10	DIRECTIONAL SIGN
SD-11	DIRECTIONAL SIGN
SD-12	DIRECTIONAL SIGN
SD-13	DIRECTIONAL SIGN

(NOT IN CONTRACT - SHOWN FOR COORDINATION ONLY)

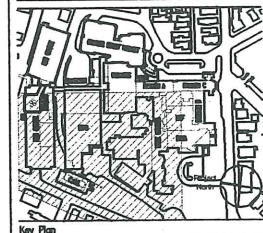
**LEGEND**

EXISTING	DESCRIPTION	PROPOSED
[Symbol]	PROPERTY/ROW	[Symbol]
[Symbol]	SETBACK	[Symbol]
[Symbol]	EASEMENT	[Symbol]
[Symbol]	CENTERLINE	[Symbol]
[Symbol]	HORIZONTAL	[Symbol]
[Symbol]	RICH PIPE/RCD	[Symbol]
[Symbol]	BUILDING	[Symbol]
[Symbol]	SIGN	[Symbol]
[Symbol]	EDGE PAVEMENT	[Symbol]
[Symbol]	CURBLINE	[Symbol]
[Symbol]	DECIDUOUS TREE	[Symbol]
[Symbol]	CONIFEROUS TREE	[Symbol]

**General Notes:**  
1. SEE LIGHTING AND SIGN FOR COORDINATION. SEE SCHEDULE IS NOT PART OF THE PERMITS CONTRACT.  
2. THIS PLAN SHOWS PROPOSED SITE UTILITIES. CONTRACTOR IS RESPONSIBLE FOR VERIFYING AND LOCATING EXISTING UTILITIES AND ALL NECESSARY PERMITS. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL EXISTING UTILITIES. SEE ELECTRICAL PLANS BY OTHERS FOR SEE LOCATIONS AND DEPT. SEE OTHER PLANS FOR TYPICAL CONCRETE, SLOPE PAVE. CONTRACTOR TO VERIFY SIZE, SPACING AND DETAILS WITH ARCHITECTURAL PLANS BY OTHERS.

DATE	ISSUE DATE	DESCRIPTION
PRELIM	02/26/20	FINAL PLANS TO CITY
PERMIT	03/18/20	PERMIT SET
BD	03/21/24	BD SET

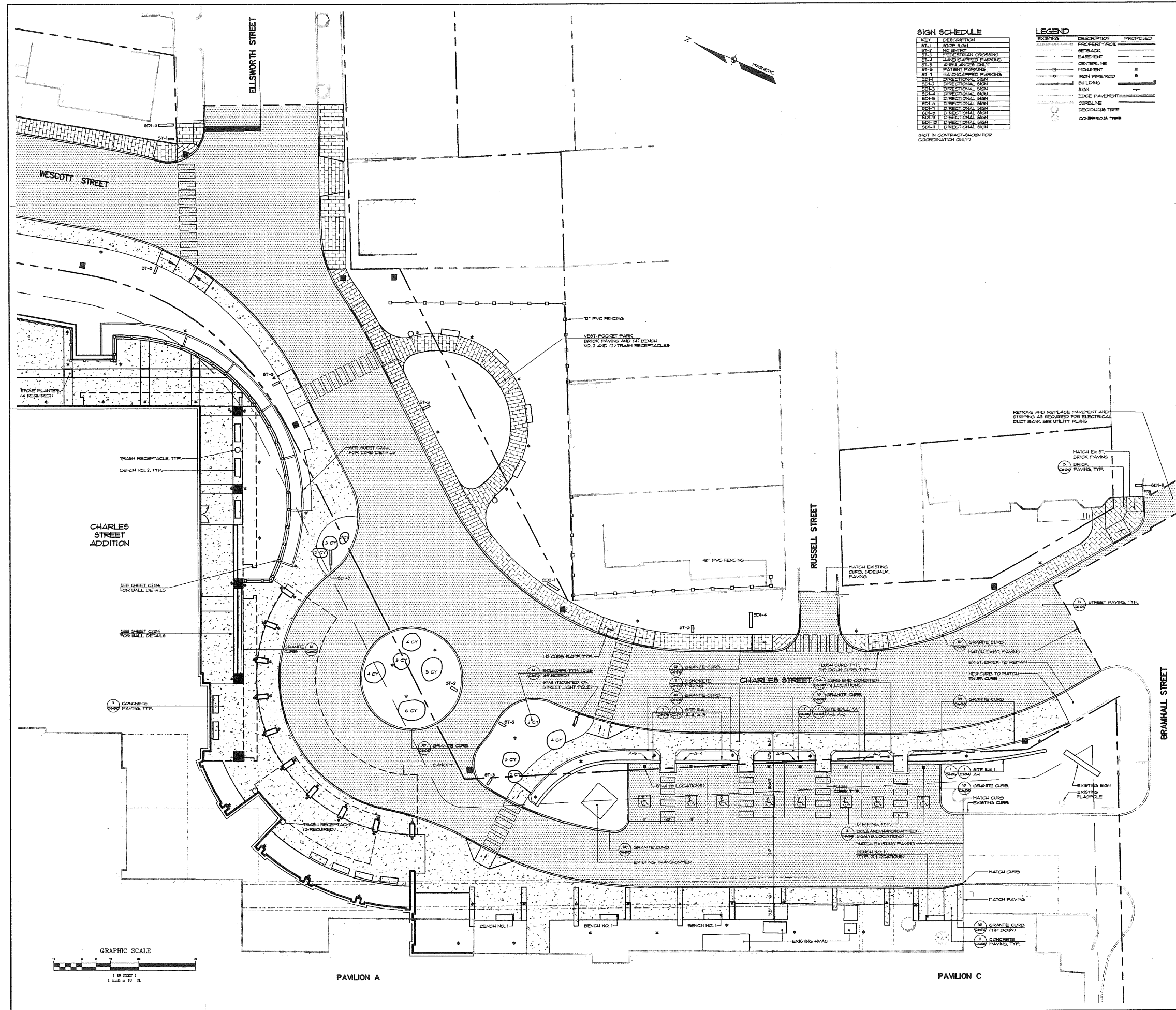
Issue Log



**TRO**  
ARCHITECTURE  
PLANNING  
ENGINEERING  
INTERIOR DESIGN  
The Ritchie Organization  
80 Ridge Street  
Newtown, MA 02458-1134  
617-659-9422

**Maine Medical Center**  
Pkg C - Site Utilities  
Portland, Maine MMC Project No. 21846  
Drawing Title  
**SITE PLAN**

Drawn By	WKS	Checked By	WKS
Reviewed By	WKS	Scale	AS SHOWN
Appreciated By	WKS	Issue Date	08/29/24
Project No.	21846	Sheet Number	PKG-C <b>C102</b>



**SIGN SCHEDULE**

KEY	DESCRIPTION
ST-1	STOP SIGN
ST-2	NO ENTRY
ST-3	WHEELCHAIR CROSSING
ST-4	HANDICAPPED PARKING
ST-5	ASBESTOS ONLY
ST-6	PATENT PARKING
ST-7	HANDICAPPED PARKING
SD-1	DIRECTIONAL SIGN
SD-2	DIRECTIONAL SIGN
SD-3	DIRECTIONAL SIGN
SD-4	DIRECTIONAL SIGN
SD-5	DIRECTIONAL SIGN
SD-6	DIRECTIONAL SIGN
SD-7	DIRECTIONAL SIGN
SD-8	DIRECTIONAL SIGN
SD-9	DIRECTIONAL SIGN
SD-10	DIRECTIONAL SIGN
SD-11	DIRECTIONAL SIGN

(NOT IN CONTRACT-BASED FOR COORDINATION ONLY)

**LEGEND**

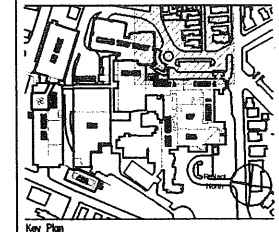
EXISTING	DESCRIPTION	PROPOSED
---	PROPERTY/ASU	---
---	SETBACK	---
---	BASEMENT	---
---	CENTERLINE	---
---	MONUMENT	---
---	IRON PIPE/ROD	---
---	BUILDING	---
---	SIGN	---
---	EDGE PAVEMENT	---
---	CURBLINE	---
---	DECIDUOUS TREE	---
---	CONIFEROUS TREE	---

**General Notes:**

- SEE EXISTING AS SHOWN FOR COORDINATION. SEE SERVICE 6 FOR PART OF THE SITE UTILITIES CONTRACT.
- SEE ASU DRAWING PROVIDED FOR LIGHTING FIXTURES. CONTRACTOR IS RESPONSIBLE FOR FURNISHING AND INSTALLING CONCRETE LIGHT Poles AND ALL FIXTURES SHOWN AND SHALL VERIFY TO MATCH ALL EXISTING FIXTURES. SEE ELECTRICAL PLANS BY OTHERS FOR THE LIGHTING SCHEDULE AND FIXTURE. SEE KEY PLAN FOR TYPICAL LIGHTING LIGHT Poles. CONTRACTOR TO VERIFY ALL DIMENSIONS AND DETAILS WITH ARCHITECTURAL PLANS BY OTHERS.

REV.	DATE	DESCRIPTION
1	02/25/05	FINAL PLANS TO CITY
2	02/16/04	PERMIT SET
3	02/01/04	ISS SET

Issue Log



**TRO**  
 ARCHITECTURAL  
 PLANNING  
 ENGINEERING  
 INTERIOR DESIGN  
 The Frisbie Organization  
 80 Bridge Street  
 Newton, MA 02459-1304  
 617-552-9400

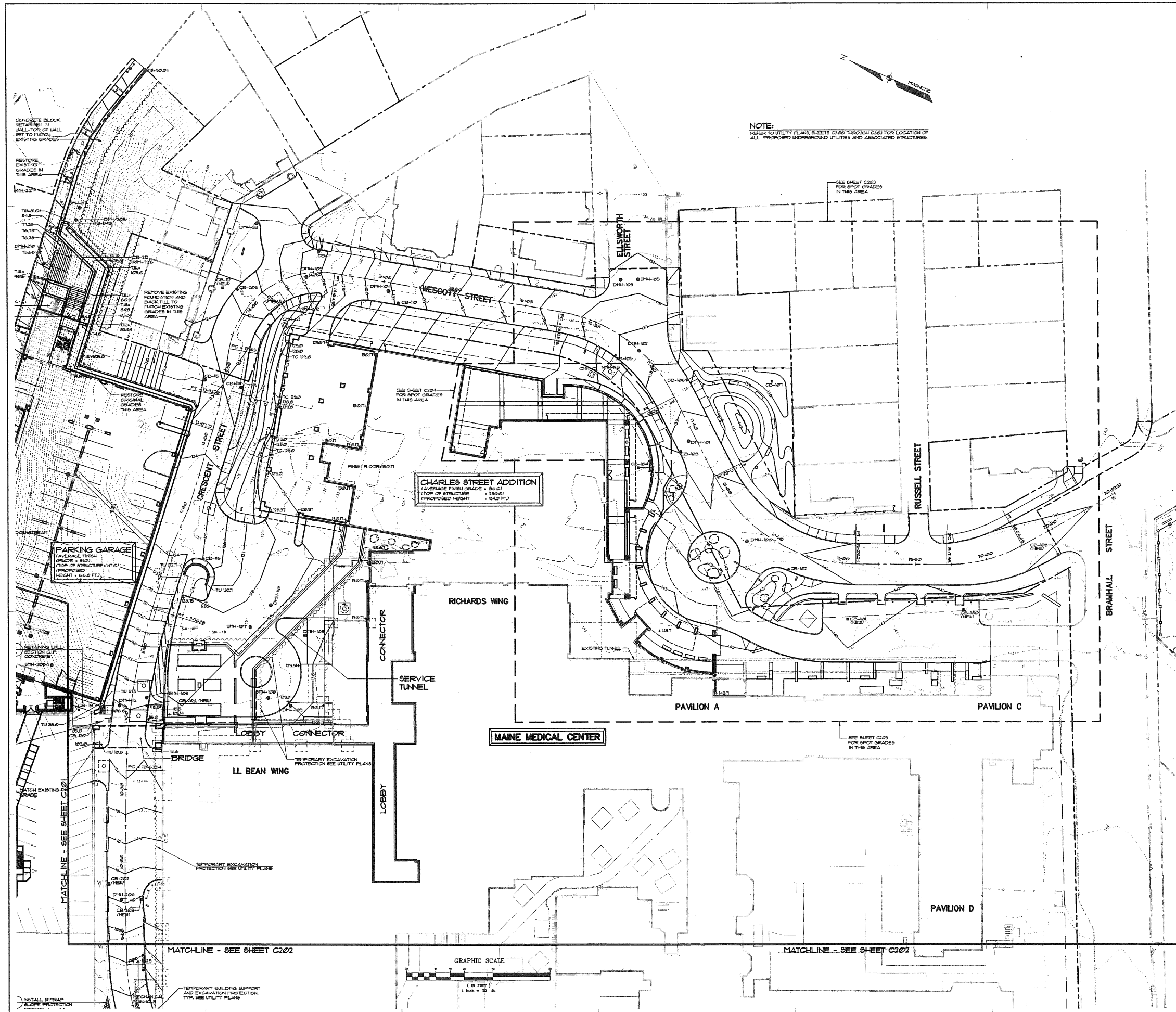
**Maine Medical Center**  
 Pkg C - Site Utilities  
 Portland, Maine MMC Project No. 21846

Drawing Title  
**SITE PLAN**

GRAPHIC SCALE  
 1" = 30' FT.

Contract No.	4577	Issue Issued	02/25/05
Scale	1"=10'	Sheet Number	PKG-C
Drawn By	ML		
Approved By	MLC		
Revision	010405		
Project No.			

**C103**



**NOTE:**  
REFER TO UTILITY PLANS, SHEETS C200 THROUGH C203 FOR LOCATION OF ALL PROPOSED UNDERGROUND UTILITIES AND ASSOCIATED STRUCTURES.

**CHARLES STREET ADDITION**  
(AVERAGE FINISH GRADE = 34.0')  
(TOP OF STRUCTURE = 33.0')  
(PROPOSED HEIGHT = 5.40 FT.)

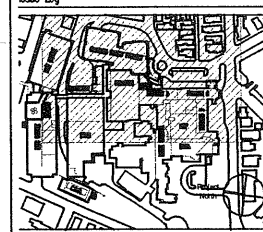
**PARKING GARAGE**  
(AVERAGE FINISH GRADE = 34.0')  
(TOP OF STRUCTURE = 31.0')  
(HEIGHT = 5.60 FT.)

**MAINE MEDICAL CENTER**

REV	DATE	DESCRIPTION

02/25/05 FINAL PLANS TO CITY  
 02/18/04 PERMIT SET  
 02/21/04 BID SET

Issue Log



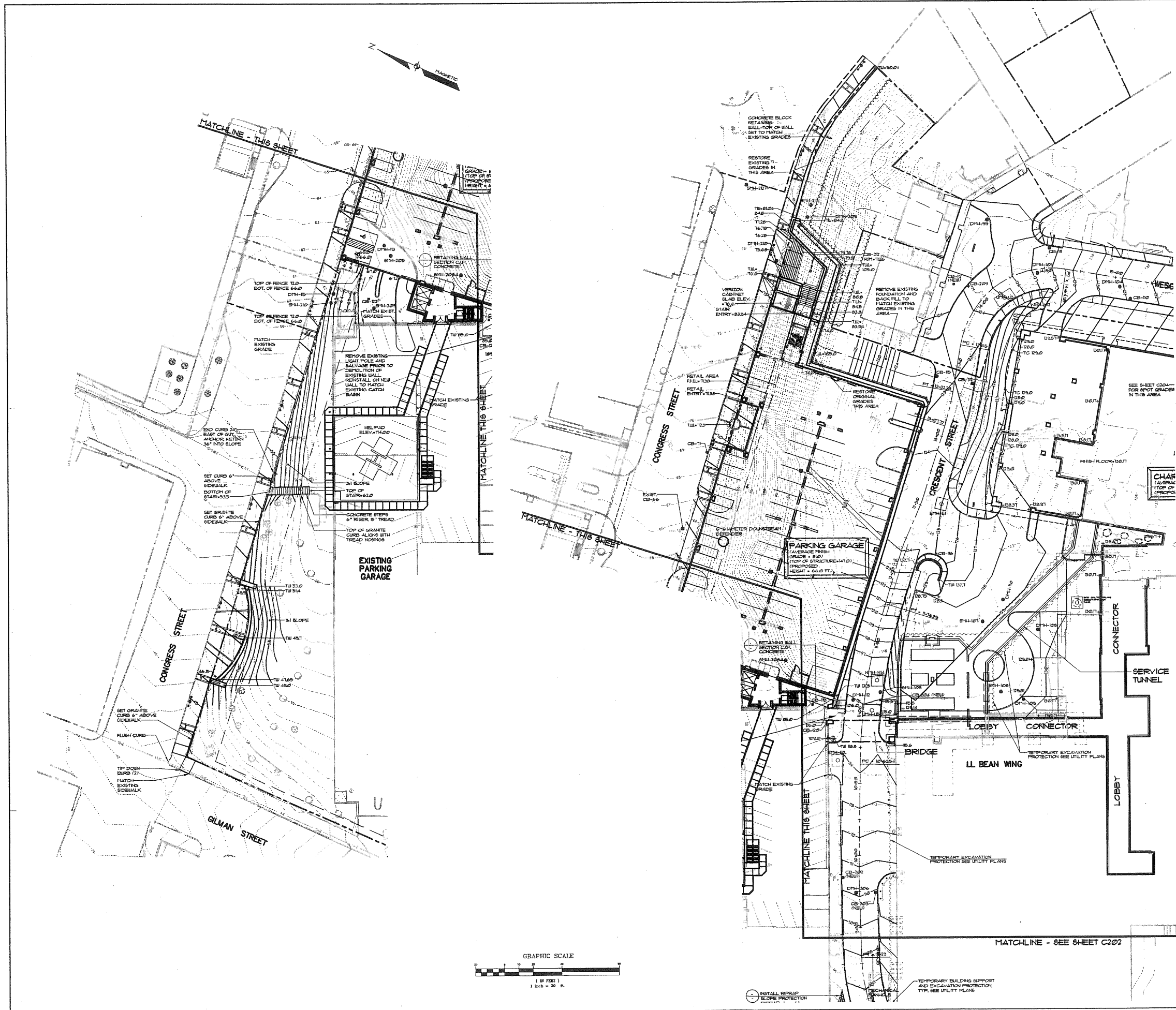
**TRO**  
ARCHITECTURAL  
PLANNING  
ENGINEERING  
INTERIOR DESIGN  
The Fitchie Organization  
60 Bridge Street  
Newton, MA 02459-1134  
617-552-9400

**Maine Medical Center**  
Pkg C - Site Utilities  
Portland, Maine MMC Project No. 21846

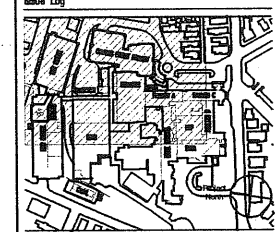
Drawing Title  
**GRADING PLAN**

Contributor No.	4577	Date Issued	08/21/04
Scale	1"=20'	Sheet Number	PKG-C
Drawn By	WTC		
Approved By	WTC		
Checked By	WTC		
Project No.	02046		
Sheet Title	<b>C200</b>		

General Notes:



REV	DATE	DESCRIPTION
1	02/01/20	FINAL PLANS TO CITY
2	02/19/20	PERMIT SET
3	02/27/20	ISS SET



**TRO**  
 ARCHITECTURE  
 PLANNING  
 ENGINEERING  
 INTERIOR DESIGN

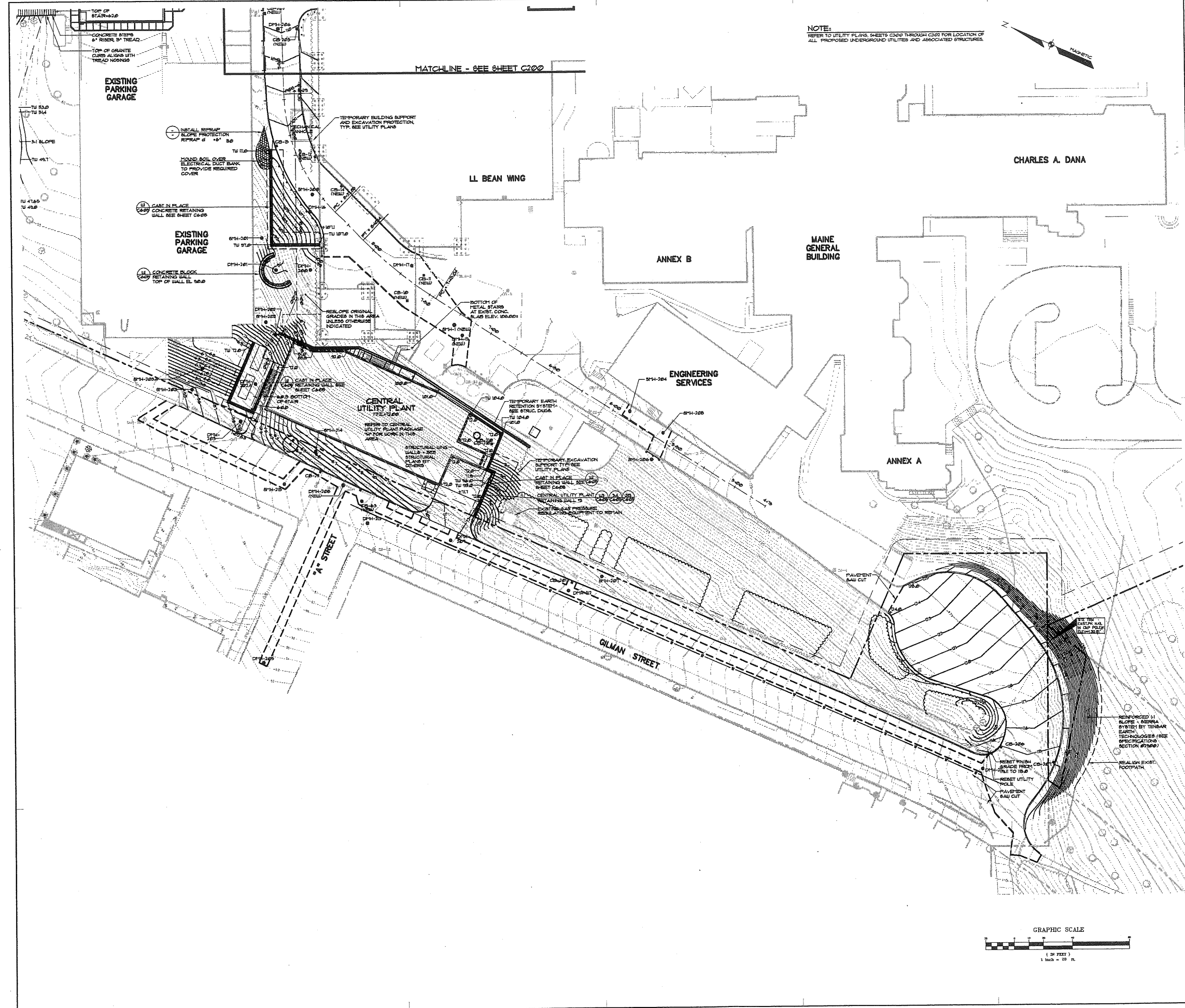
The Public Organization  
 80 Bridge Street  
 Newbury, MA 02459-1104  
 617-925-8420

**Maine Medical Center**  
 Pkg C - Site Utilities  
 Portland, Maine MMC Project No. 21846

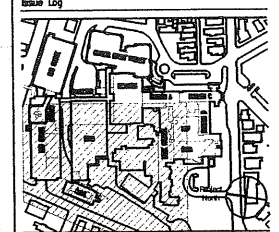
Drawing Title:  
**GRADING PLAN**

Consultant No.	4577	Date Issued	02/27/20
Scale	1"=20'	Sheet Number	PKG-C
Drawn By	SIL	Checked By	PKG-C
Approved By	WFC		
Revised	02/26/20		

**C201**



DATE	ISSUE DATE	DESCRIPTION
08/25/04	08/25/04	FINAL PLANS TO CITY
08/25/04	08/25/04	PERMIT SET
08/25/04	08/25/04	ISSUE

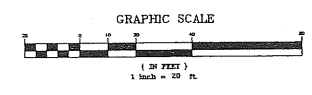


**TRO**  
ARCHITECTURE  
PLANNING  
ENGINEERING  
INTERIOR DESIGN

The Practice Organization  
83 Bridge Street  
Newtown, MA 02458-1154  
817-868-8400

**Maine Medical Center**  
Pkg C - Site Utilities  
Portland, Maine MMC Project No. 21846

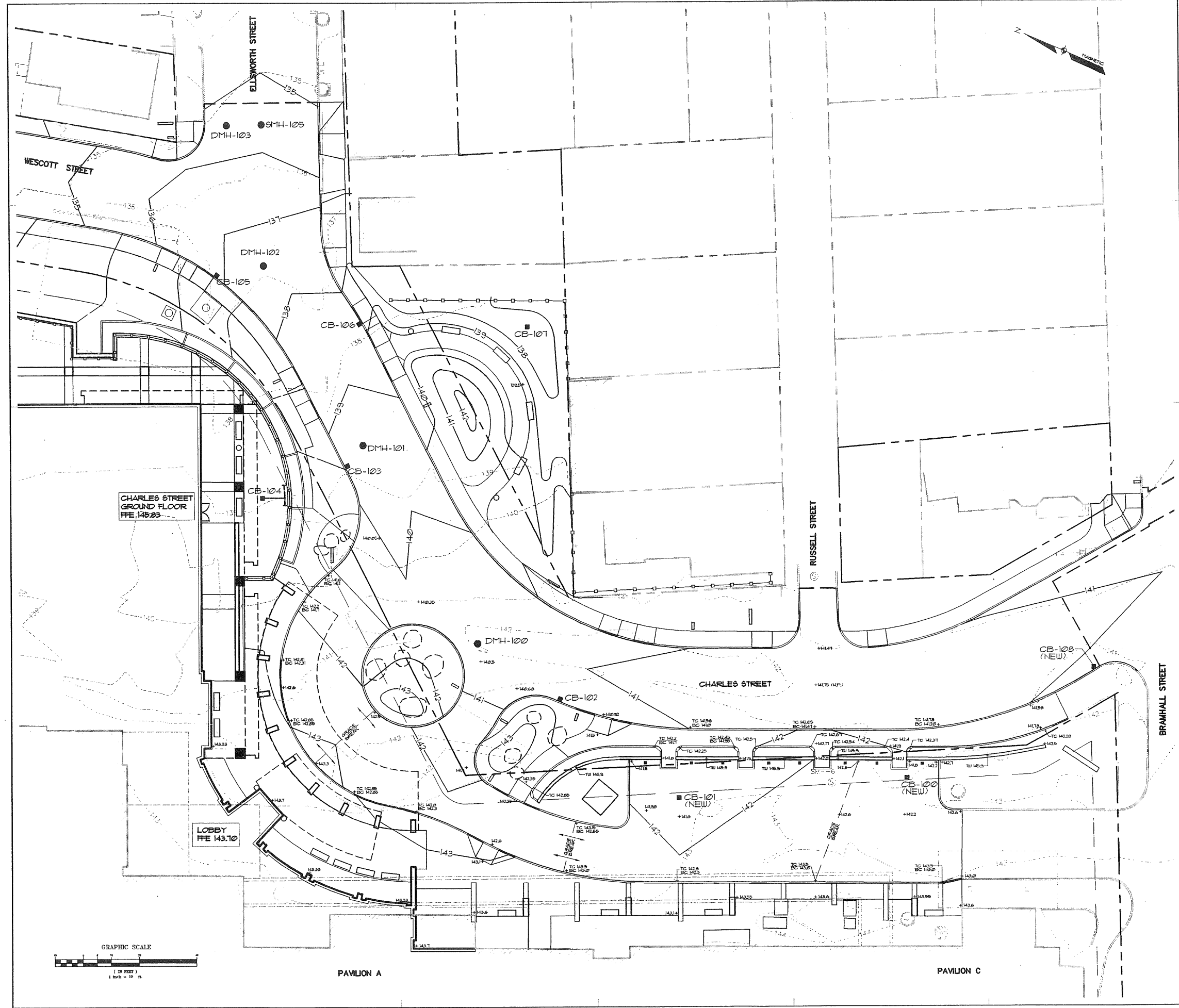
Drawing Title  
**GRADING PLAN**



Contribution No.	4577	Date Issued	08/25/04
Scale	1"=20'	Sheet Number	PKG-C
Drawn By	WJL		
Approved By	WJC		
Filename	010405		
Revised	08/25/04	By	WJC

**C202**

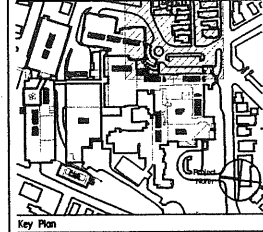




General Notes:

DATE	BY	DESCRIPTION
02/26/04	TC	FINAL PLANS TO CITY
02/26/04	TC	PERMIT SET
02/27/04	TC	ISS SET

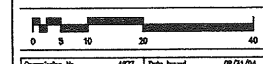
Issue Log



**TRO**  
 ARCHITECTURE  
 PLANNING  
 ENGINEERING  
 INTERIOR DESIGN  
 The Fibria Organization  
 85 Bridge Street  
 Newton, MA 02459-1204  
 617-553-6402

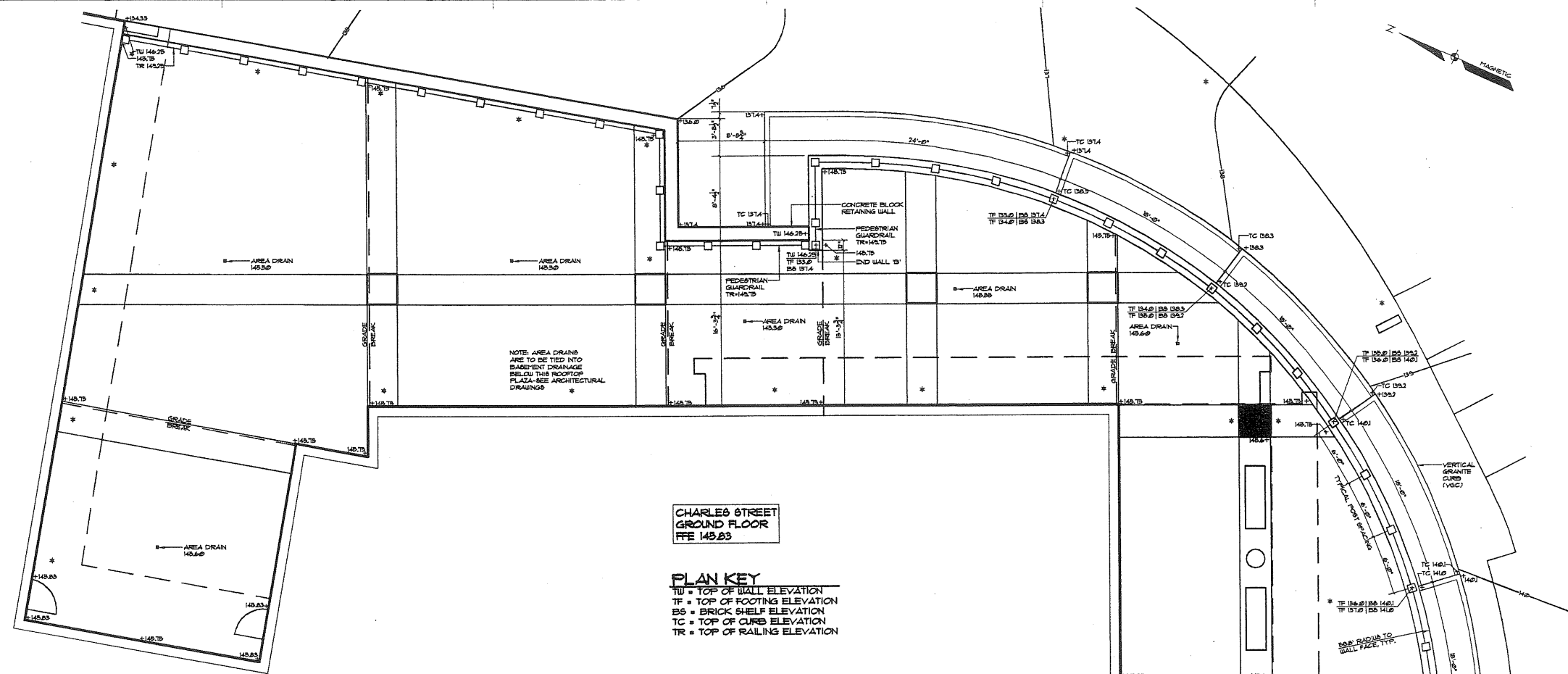
**Maine Medical Center**  
 Pkg C - Site Utilities  
 Portland, Maine  
 MMC Project No. 21846

Drawing Title  
**GRADING PLAN**



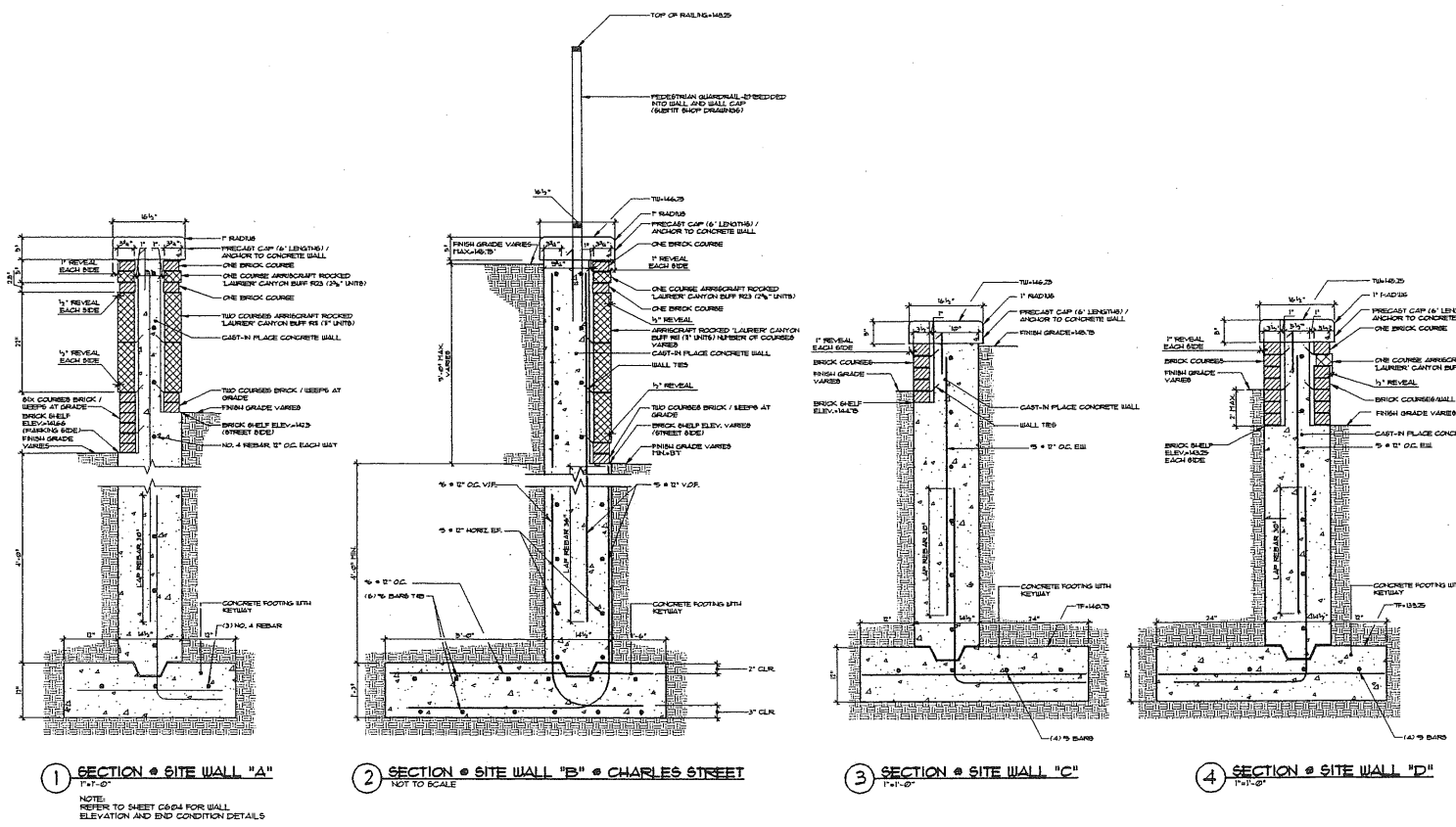
Correlation No.	4877	Date Issued	02/21/04
Scale	1"=10'	Sheet Number	PKG-C
Drawn By	WJC		
Approved By	WJC		
File Name	010462		
Project #	21846		

**C203**

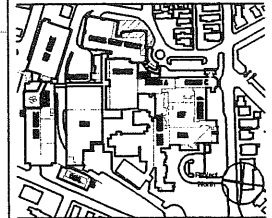


**CHARLES STREET GROUND FLOOR**  
FFE 143.83

**PLAN KEY**  
 TU = TOP OF WALL ELEVATION  
 TF = TOP OF FOOTING ELEVATION  
 BS = BRICK SHELF ELEVATION  
 TC = TOP OF CURB ELEVATION  
 TR = TOP OF RAILING ELEVATION



MARK	ISSUE DATE	DESCRIPTION



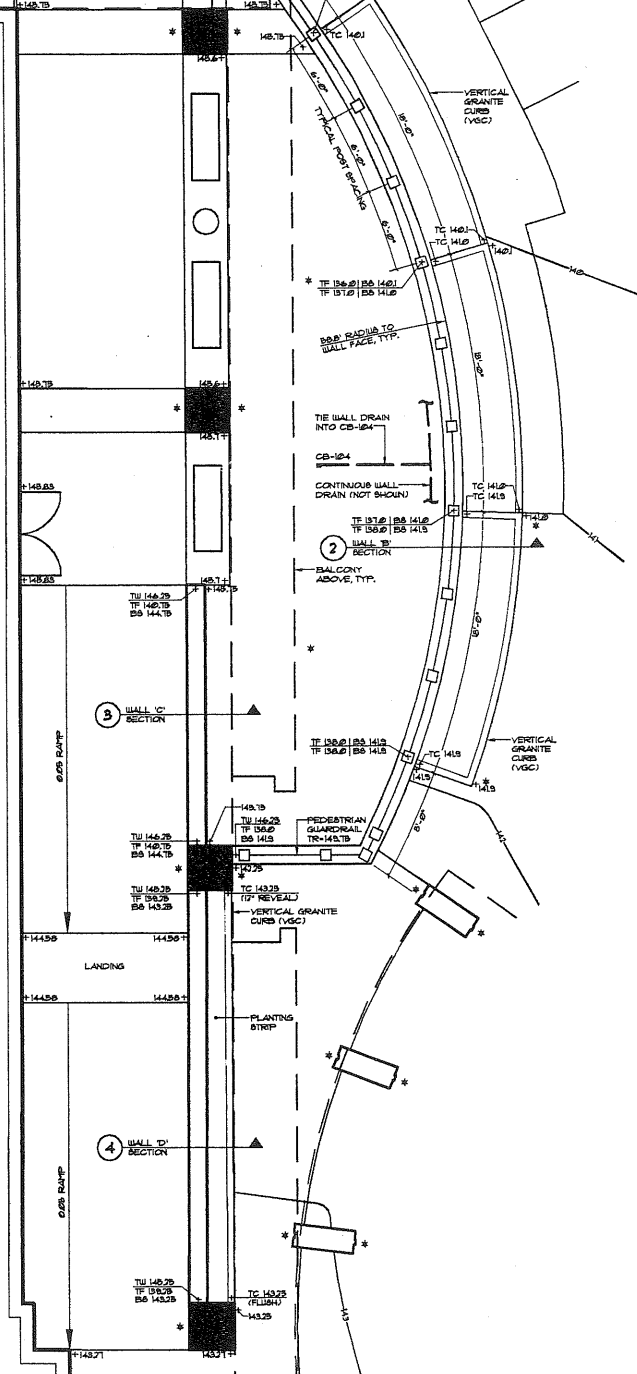
**TRO**  
 ARCHITECTURAL  
 PLANNING  
 ENGINEERING  
 INTERIOR DESIGN  
 The Frisch Organization  
 80 Bridge Street  
 Newfal, MA 02458-1134  
 617-689-9402

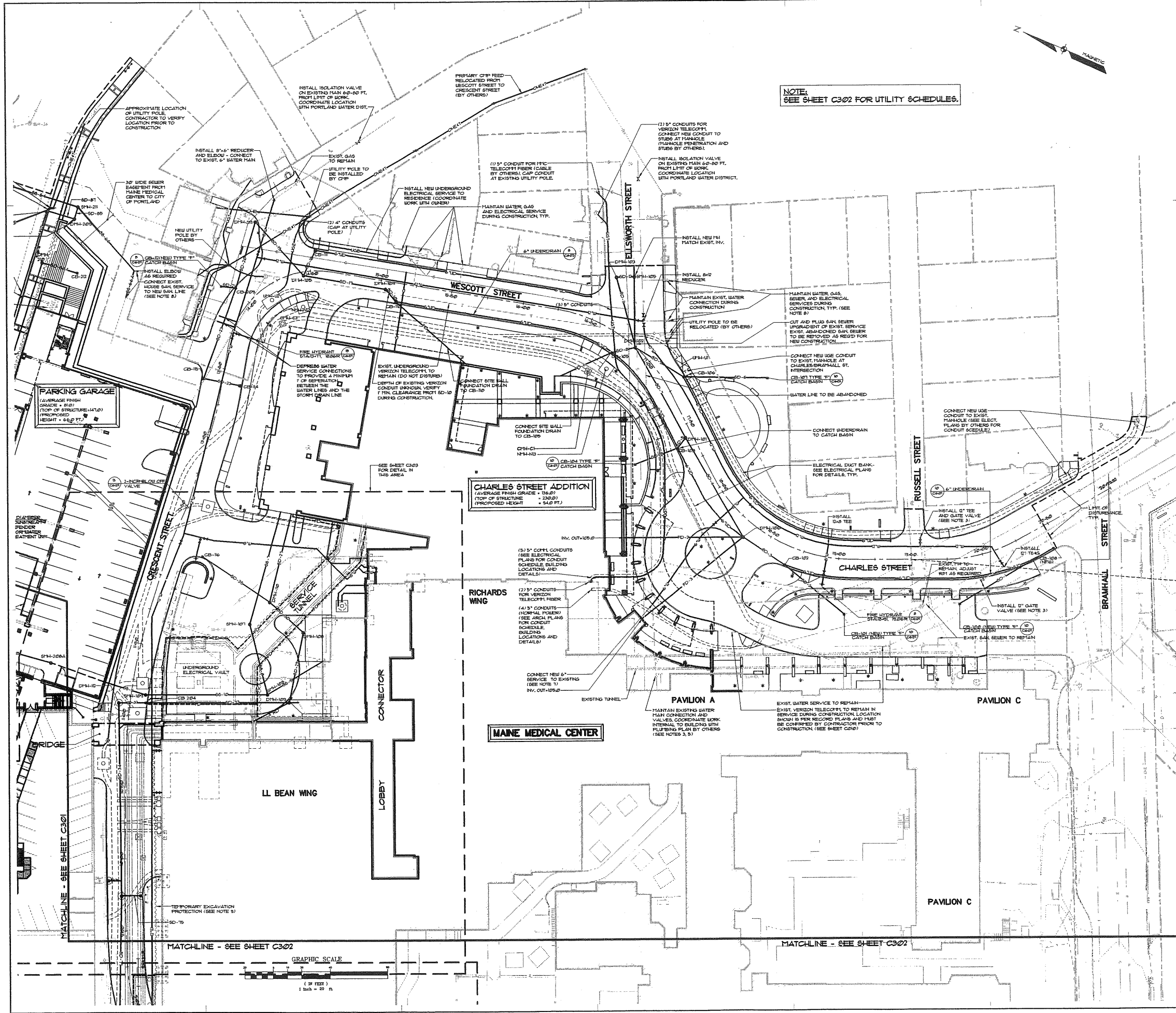
**Maine Medical Center**  
 Pkg C - Site Utilities  
 Portland, Maine  
 MMC Project No. 21846

**SITE WALL DETAILS**

0 2 4 8 16

Contributor No.	4677	Date Issued	05/23/04
Scale	1/4"	Sheet Number	PKG-C
Drawn By	WPC		
Approved By	WPC		
Plotted	010862		C204

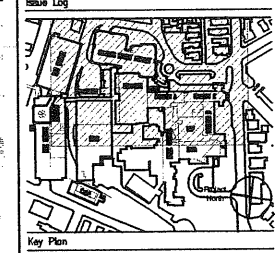




**NOTE:**  
SEE SHEET C302 FOR UTILITY SCHEDULES.

- General Notes:**
1. SEE ELECTRICAL PLANS FOR COMPLETE SCHEDULES FOR ALL UTILITIES SHOWN ON THESE PLANS AND SHOW FOR OTHERS BY CONSTRUCTION. THE ELECTRICAL, TELECOMMUNICATIONS, GAS, WATER, AND SEWER SCHEDULES SHALL BE COORDINATED AS COMPLETE UTILITY SCHEDULES WITH THE OWNER BY CONSULTING ENGINEER AND THE CITY OF PORTLAND. SEE ELECTRICAL PLANS FOR DETAILS OF JUNT BARE CONNECTIONS.
  2. ELECTRICAL AND TELECOMMUNICATIONS SCHEDULES SHOULD BE COORDINATED WITH THESE PLANS AND SHOW FOR OTHERS BY CONSTRUCTION. THE ELECTRICAL, TELECOMMUNICATIONS, GAS, WATER, AND SEWER SCHEDULES SHALL BE COORDINATED AS COMPLETE UTILITY SCHEDULES WITH THE OWNER BY CONSULTING ENGINEER AND THE CITY OF PORTLAND. SEE ELECTRICAL PLANS FOR DETAILS OF JUNT BARE CONNECTIONS.
  3. REFER TO SHEET C302 FOR UTILITY SCHEDULES AND SCHEDULES. REFER TO SHEET C302 THROUGH C304 FOR UTILITY PROFILES AND STRUCTURE OVERLAP/STREET ELEVATION.
  4. SEE NOTE 10.
  5. THE CONSTRUCTION OF ALL WATER MAINS, SERVICES, BRANCHES, VALVES AND OTHER APPURTENANCES SHALL BE IN CONFORMANCE WITH PORTLAND WATER SERVICE ORDINANCES.
  6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL SITE UTILITY EXCAVATION AND CONSTRUCTION WITH THE PROJECT ENGINEER AND LOCAL UTILITY OWNERS.
  7. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING AND COORDINATING ANY NECESSARY PERMITS TO THE PROPERTY WITH THE OWNER AND LOCAL UTILITY OWNERS. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 72 HOURS NOTICE PRIOR TO ANY UTILITY EXCAVATION.
  8. THE CONTRACTOR SHALL FIELD VERIFY THE EXISTING UTILITY DEPTH CONDITIONS TO PROTECT EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING UTILITY SPACE TO PREVENT PROBLEMS BY BURIAL OF UTILITY MAINS THROUGHOUT THE CONSTRUCTION PERIOD.
  9. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN, DETAILS AND INSTALLATION OF UNDERGROUND WATER MAINS AND UNDERGROUND SEWER MAINS, VALVES, PIPES AND LARGES OF OTHER APPURTENANCES TO PROTECT EXISTING UTILITIES. FOUNDATIONS AND UTILITIES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION. FOUNDATIONS AND UTILITIES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION. FOUNDATIONS AND UTILITIES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION. FOUNDATIONS AND UTILITIES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.
  10. MECHANICAL PIPING IS SHOWN AT LOCATION REQUIRED FOR UTILITY COORDINATION. REFER TO MECHANICAL PLANS AND SPECIFICATIONS. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN THE PROTECTION, THIS SHALL BE AS PER PROJECT SPECIFICATIONS.
  11. THE OWNER SHALL MAINTAIN SITE LEADING UTILITIES. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING AND INSTALLING UNDERGROUND UTILITY MAINS AND ALL OTHER UTILITIES AND WIRING. REFER TO ARCHITECTURAL PLANS FOR DETAILS. SEE ELECTRICAL PLANS FOR DETAILS OF JUNT BARE CONNECTIONS TO CONDUIT. BARE BARENESS AND DETAILS WITH ARCHITECTURAL PLANS BY OTHERS.

REV	DATE	DESCRIPTION
01	05/26/04	FINAL PLANS TO CITY
02	05/18/04	PERMIT SET
03	05/21/04	NO SET

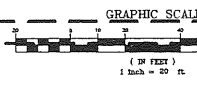


**TRO**  
ARCHITECTURE  
PLANNING  
ENGINEERING  
INTERIOR DESIGN  
The Fitchie Organization  
80 Bridge Street  
Newtown, MA 02459-1134  
617-668-9420

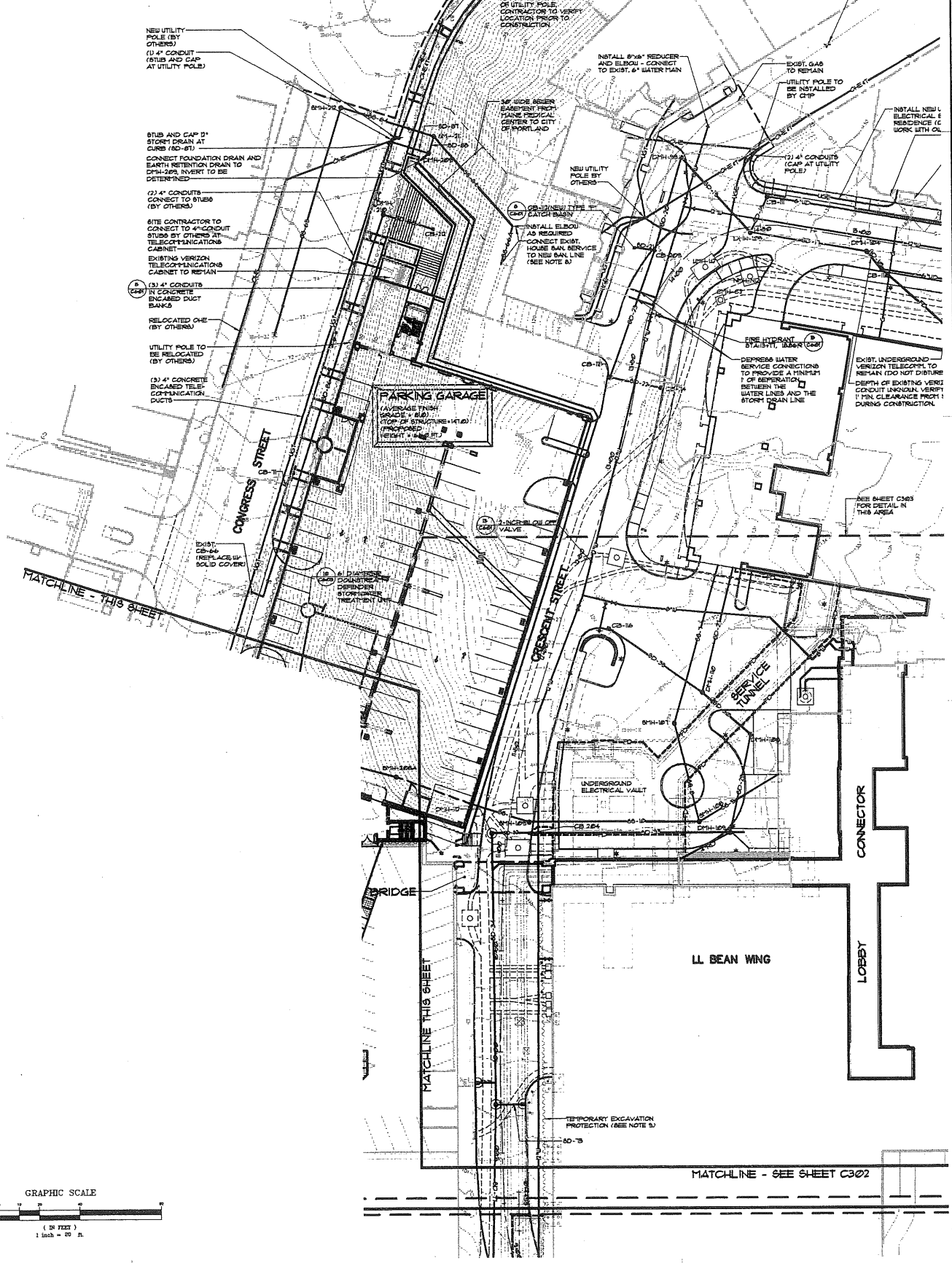
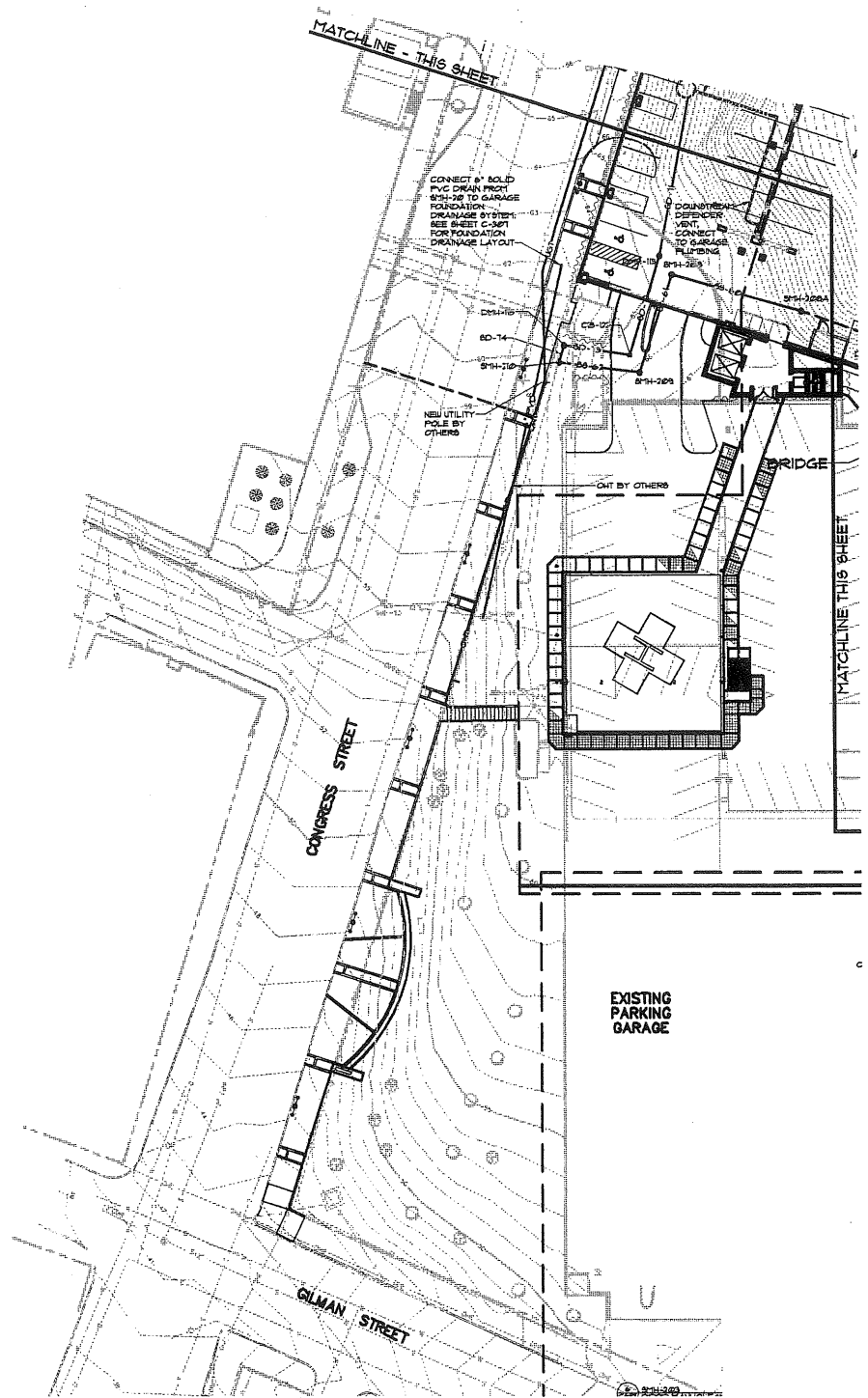
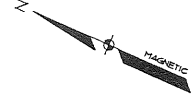
**Maine Medical Center**  
Pkg C - Site Utilities  
Portland, Maine MMC Project No. 21846

Drawing Title  
**UTILITY PLAN**

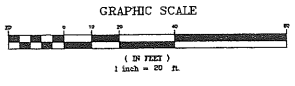
Contribution No.	4077	Date Issued	05/21/04
Scale	1"=50'	Sheet Number	PKG-C
Drawn By	JML	Checked By	JML
Approved By	JML	Project No.	C300
Planned By	JML	Project Name	Maine Medical Center



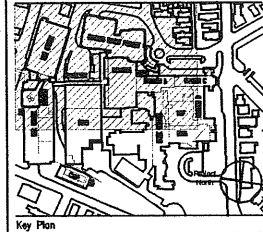
NOTE:  
SEE SHEET C302 FOR UTILITY SCHEDULES.



- General Notes:
- SEE ELECTRICAL PLANS FOR CONDUIT SCHEDULES FOR ALL DUCT BANKS SHOWN. GENERAL NOTES FOR CONDUIT SCHEDULES ARE LOCATED ON SHEET C302. SCHEDULES SHALL BE COORDINATED TO CONDUIT SCHEDULES WITH THE NUMBER OF CONDUITS SHOWN ON THE SITE UTILITY PLANS. SEE ELECTRICAL PLANS FOR DETAILS OF DUCT BANK CONSTRUCTION.
  - ELECTRICAL AND TELECOMMUNICATIONS DUCT BANK SCHEDULES INDICATED ON THESE PLANS ARE SUBJECT TO FIELD CONDITIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE EXISTING UTILITIES AND CONDUITS. THE CONTRACTOR SHALL PROVIDE A RECORD OF 12 HOURS NOTICE PRIOR TO ANY FIELD VERIFICATION.
  - REFER TO SHEET C302 FOR DRAINAGE AND SANITARY SERVICE SCHEDULES. REFER TO SHEET C302 THROUGH C304 FOR UTILITY PROFILES AND STRUCTURE STATION/SPOT LOCATIONS.
  - SEE NOTE 10.
  - THE CONTRACTOR OF ALL WATER MAINS, SERVICES, WASTEWATER, SEWER AND OTHER APPURTENANCES SHALL BE IN COMPLIANCE WITH PORTLAND WATER DEPARTMENT ORDINANCES.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL SITE UTILITY CONDITIONS AND CONSTRUCTION WITH THE PROJECT PHYSICAL AND LOGGING PLANS (IF APPLICABLE).
  - THE CONTRACTOR IS RESPONSIBLE FOR SCHEDULING AND COORDINATING ANY CONSTRUCTION WITHIN THE PROJECT WITH THE BRIDGE AND BRIDGE CONNECTOR. THE CONTRACTOR SHALL PROVIDE A RECORD OF 12 HOURS NOTICE PRIOR TO ANY FIELD VERIFICATION.
  - THE CONTRACTOR SHALL VERIFY THE EXISTING UTILITY SERVICE CONNECTIONS TO PROPERTIES ADJACENT TO THE PROJECT SITE. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THESE SERVICES TO ADJACENT PROPERTIES BY TEMPORARY OR PERMANENT MEANS THROUGHOUT THE CONSTRUCTION PERIOD.
  - THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN, INSTALLATION AND MAINTENANCE OF TEMPORARY DRAINAGE AND EROSION CONTROL MEASURES. SLOTTED CURBS AND LEAKING DRAINAGE SYSTEMS SHALL BE INSTALLED TO PREVENT FLOODING AND TO PROTECT EXISTING STRUCTURES. THE CONTRACTOR SHALL FURNISH, INSTALL AND MAINTAIN EROSION CONTROL MEASURES THROUGHOUT THE CONSTRUCTION PERIOD.
  - THE CONTRACTOR SHALL VERIFY THE EXISTING UTILITY SERVICE CONNECTIONS TO PROPERTIES ADJACENT TO THE PROJECT SITE. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THESE SERVICES TO ADJACENT PROPERTIES BY TEMPORARY OR PERMANENT MEANS THROUGHOUT THE CONSTRUCTION PERIOD.
  - THE CONTRACTOR SHALL VERIFY THE EXISTING UTILITY SERVICE CONNECTIONS TO PROPERTIES ADJACENT TO THE PROJECT SITE. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THESE SERVICES TO ADJACENT PROPERTIES BY TEMPORARY OR PERMANENT MEANS THROUGHOUT THE CONSTRUCTION PERIOD.



DATE	ISSUE DATE	DESCRIPTION
02/21/04	02/21/04	FINAL PLANS TO CITY
02/21/04	02/21/04	FINAL SET
02/21/04	02/21/04	ISSUE LOG



**TRO**  
ARCHITECTS  
PLANNING  
ENGINEERING  
INTERIOR DESIGN

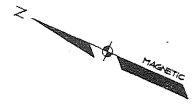
The Ritchie Organization  
80 Bridge Street  
Portland, ME 04108-1204  
617-669-9400

**Maine Medical Center**  
Pkg C - Site Utilities  
Portland, Maine  
MMC Project No. 21846

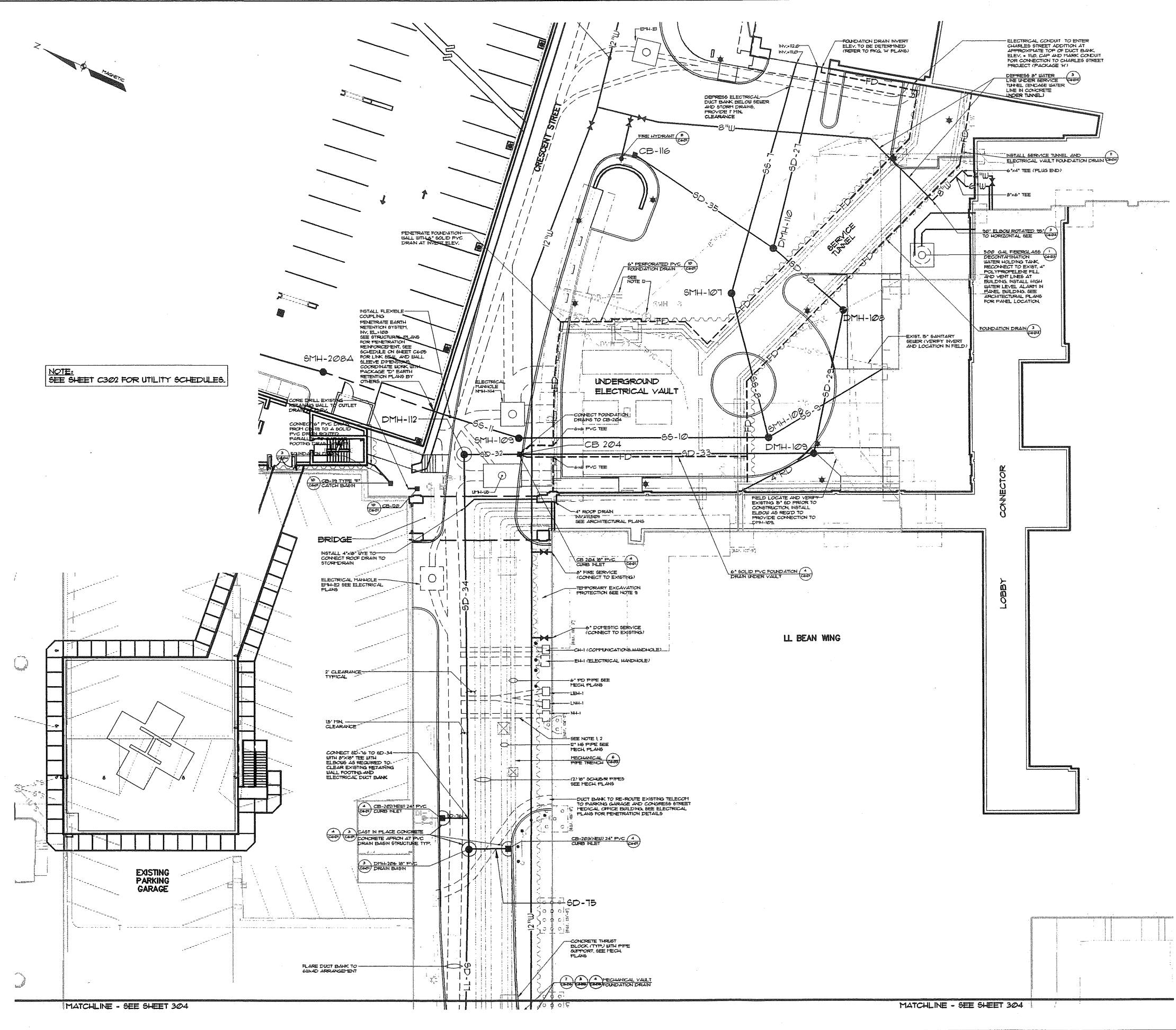
Utility Plan

Revision No.	4877	Date Issued	02/21/04
Drawn By	TAC	Sheet Number	PKG-C
Checked By	DLR	<b>C301</b>	
Plotted By	DLR		





NOTE:  
SEE SHEET C302 FOR UTILITY SCHEDULES.

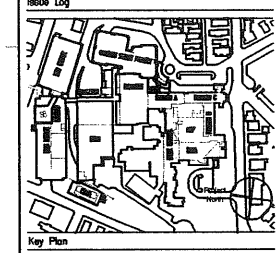


MATCHLINE - SEE SHEET 304

MATCHLINE - SEE SHEET 304

- General Notes:**
1. SEE ELECTRICAL PLANS FOR CONDUIT SCHEDULES FOR ALL DUCT BANKS SHOWN WITH THIS PLAN. GENERAL INFORMATION, ELECTRICAL AND TELECOMMUNICATIONS CONDUIT SHALL BE INSTALLED IN CONCRETE DUCT BANKS WITH THE ALLOWED OF CONDUITS INDICATED ON THE UTILITY PLANS. SEE ELECTRICAL PLANS FOR DETAILS OF DUCT BANK CONSTRUCTION.
  2. ELECTRICAL AND TELECOMMUNICATIONS DUCT BANK PENETRATIONS SHOWN ON THESE PLANS ARE SHOWN FOR FIELD CONSTRUCTION. THE ELECTRICAL SITE CONTRACTOR AND THE DUCT BANK MANUFACTURER SHALL PROVIDE THE REQUIRED CLEARANCES FROM FOUNDATION WALLS AND STRUCTURES. SEE ELECTRICAL PLANS AND SPECIFICATIONS FOR SHOP DRAWING REQUIREMENTS FOR ELECTRICAL, SEE 100.
  3. REFER TO SHEET C301 FOR GENERAL INFORMATION AND SERVICE TUNNEL SCHEDULES WITH THIS SHEET FOR DUCT BANK PENETRATIONS FOR ALL UTILITY PROFILES AND STRUCTURE PENETRATIONS.
  4. SEE NOTE 10.
  5. THE CONSTRUCTION OF ALL WATER MAINS, SERVICES, HYDRANTS, VALVES AND OTHER APPURTENANCES SHALL BE IN COMPLIANCE WITH PORTLAND WATER DEPARTMENT STANDARDS.
  6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL SITE UTILITY INFORMATION AND CONSTRUCTION WITH THE PROJECT PLANS AND LOCATED PLANS BY OTHERS.
  7. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING AND COORDINATING ANY INFORMATION FROM OTHERS TO THE PROJECT WITH THE OWNER AND UTILITY CONTRACTORS. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 72 HOURS NOTICE PRIOR TO UTILITY SERVICE INTERRUPTION.
  8. THE SITE CONTRACTOR SHALL FIELD VERIFY THE EXISTING UTILITY SERVICE CONNECTIONS TO PROVIDE THE PROJECT SITE. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING UTILITY SERVICE TO ADJACENT PROPERTIES BY TEMPORARY PERMANENT SIGNAGE THROUGHOUT THE CONSTRUCTION PERIOD.
  9. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN, DETAILS AND INSTALLATION OF TEMPORARY EARTH RETENTION AND EXCAVATION SUPPORT SYSTEMS, SHIELD PILES AND SHIELDING OF EXISTING ADJACENT STRUCTURES TO PROTECT EXISTING STRUCTURES FROM COLLAPSE AND TO MAINTAIN EXISTING STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR EXCAVATION AND SHIELDING. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 72 HOURS NOTICE PRIOR TO EXCAVATION AND SHIELDING. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 72 HOURS NOTICE PRIOR TO EXCAVATION AND SHIELDING.
  10. VERTICAL FINISH IS SHOWN AT LOCATION REQUIRED FOR UTILITY CONNECTION. REFER TO ARCHITECTURAL PLANS AND SPECIFICATIONS. THE CONTRACTOR SHALL PROVIDE SHOP DRAWINGS OF THE TECHNICAL FINISH WORK AS SHOWN ON THE PROJECT SPECIFICATIONS.
  11. THE FINISH WORK SHALL BE DONE BY THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR FINISHING AS SHOWN ON ARCHITECTURAL PLANS AND ALL FINISH WORK SHALL BE DONE BY THE CONTRACTOR. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 72 HOURS NOTICE PRIOR TO FINISH WORK. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 72 HOURS NOTICE PRIOR TO FINISH WORK.

DATE	ISSUE DATE	DESCRIPTION
02/25/04	02/25/04	FINAL PLANS TO CITY
02/16/04	02/16/04	PERMIT SET
02/27/04	02/27/04	ISS SET



**TRO**  
ARCHITECTURE  
PLANNING  
ENGINEERING  
INTERIOR DESIGN

The Frickie Organization  
83 Bridge Street  
Newtown, MA 02458-1134  
617-855-9422

**Maine Medical Center**  
Pkg C - Site Utilities  
Portland, Maine MMC Project No. 21846

Drawing Title: **UTILITY PLAN**

Scale: 1" = 10'

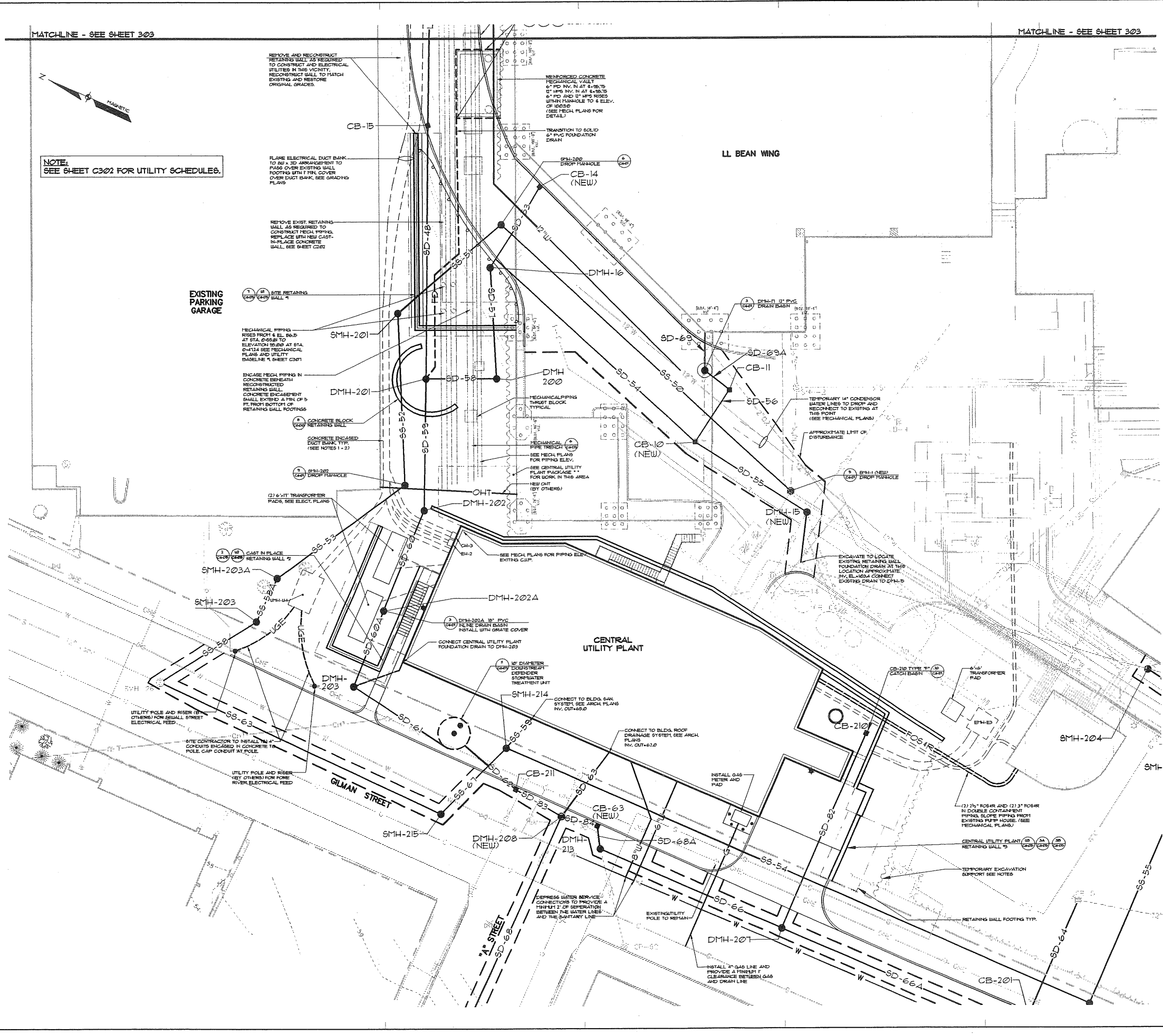
Contribution No.	4077	Date Issued	02/21/04
Drawn By	JAL	Check Number	PKG-C
Approved By	JAR		
Phone No.	617-855-9422		

**C303**

MATCHLINE - SEE SHEET 303

MATCHLINE - SEE SHEET 303

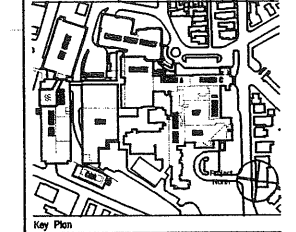
NOTE:  
SEE SHEET C302 FOR UTILITY SCHEDULES.



- General Notes:**
- SEE ELECTRICAL PLANS FOR CONDUIT SCHEDULES FOR ALL DUCT BANKS SHOWN WITH THESE PLANS. SEE ELECTRICAL PLANS FOR CONDUIT SCHEDULES FOR ALL DUCT BANKS SHOWN WITH THESE PLANS. SEE ELECTRICAL PLANS FOR CONDUIT SCHEDULES FOR ALL DUCT BANKS SHOWN WITH THESE PLANS.
  - ELECTRICAL AND TELECOMMUNICATIONS DUCT BANKS INDICATED ON THESE PLANS ARE TO BE INSTALLED IN CONFORMANCE WITH THE ELECTRICAL CODE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF PORTLAND. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF PORTLAND. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF PORTLAND.
  - REFER TO SHEET C302 FOR OTHER MANHOLE AND SANITARY ENGINEERING NOTES TO THESE PLANS. REFER TO SHEET C302 FOR OTHER MANHOLE AND SANITARY ENGINEERING NOTES TO THESE PLANS. REFER TO SHEET C302 FOR OTHER MANHOLE AND SANITARY ENGINEERING NOTES TO THESE PLANS.
  - SEE NOTE 10.
  - THE CONSTRUCTION OF ALL WATER MAINS, SERVICES, WORMHOLE VALVES AND OTHER APPURTENANCES SHALL BE IN CONFORMANCE WITH PORTLAND WATER DISTRICT SPECIFICATIONS.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL SEE UTILITY ENGINEERING AND CONSTRUCTION WITH THE PROJECT ARCHITECT AND LANDSCAPE ARCHITECT (IF APPLICABLE).
  - THE CONTRACTOR IS RESPONSIBLE FOR SCHEDULING AND COORDINATING ANY NECESSARY UTILITY SERVICE TO THE PROJECT WITH THE OWNER AND UTILITY COMPANIES. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 72 HOURS NOTICE FROM THE UTILITY SERVICE PROVIDERS.
  - THE CONTRACTOR SHALL VERIFY THE EXISTING UTILITY SERVICE CONNECTIONS TO PROPERTY BEFORE THE PROJECT BEGINS. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING UTILITY SERVICE TO ADJACENT PROPERTIES BY SUPPORT OF PERMITS AND RECORDS THROUGHOUT THE CONSTRUCTION PERIOD.
  - THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN, DETAILING AND INSTALLATION OF TEMPORARY EARTH RETENTION AND EXCAVATION SUPPORT SYSTEMS. SOILS, ROCKS AND LAYERS OF OTHER MATERIALS SHOULD BE PROTECTED BY EXISTING EXCAVATION PROTECTIONS AND SHORING TO MAINTAIN EXISTING SUPPORT SYSTEMS SHALL BE PROVIDED BY A PROFESSIONAL ENGINEER. RECORDS OF THE TYPE, LOCATION, AND DEPTH OF EXCAVATION SHALL BE MAINTAINED THROUGHOUT THE PROJECT. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 72 HOURS NOTICE TO ADJACENT PROPERTIES BY SUPPORT OF PERMITS AND RECORDS THROUGHOUT THE CONSTRUCTION PERIOD.
  - MECHANICAL PIPING IS SHOWN AS LOCATED UNLESS OTHERWISE NOTED. REFER TO MECHANICAL PLANS AND SPECIFICATIONS. THE CONTRACTOR SHALL PROVIDE SHOP DRAWINGS OF THE MECHANICAL PIPING SYSTEM AS A PART OF THE PROJECT SPECIFICATIONS.
  - THIS PLAN SHOWS PROPOSED ONE-LEVEL FOUNDATION. CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE EXISTING FOUNDATION. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE EXISTING FOUNDATION. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE EXISTING FOUNDATION. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE EXISTING FOUNDATION.

DATE	ISSUE NO.	DESCRIPTION
05/20/05	1	FINAL PLANS TO CITY
05/18/04	1	PERMITS SET
05/21/04	1	SD SET

Issue Log



**TRO**  
ARCHITECTS  
PLANNING  
ENGINEERING  
INTERIOR DESIGN

The Fibria Organization  
80 Bridge Street  
Newtown, MA 02459-1104  
617-869-5400

**Maine Medical Center**  
Pkg C - Site Utilities  
Portland, Maine MMC Project No. 21846

Drawing No. **UTILITY PLAN**

Scale: 1"=10'

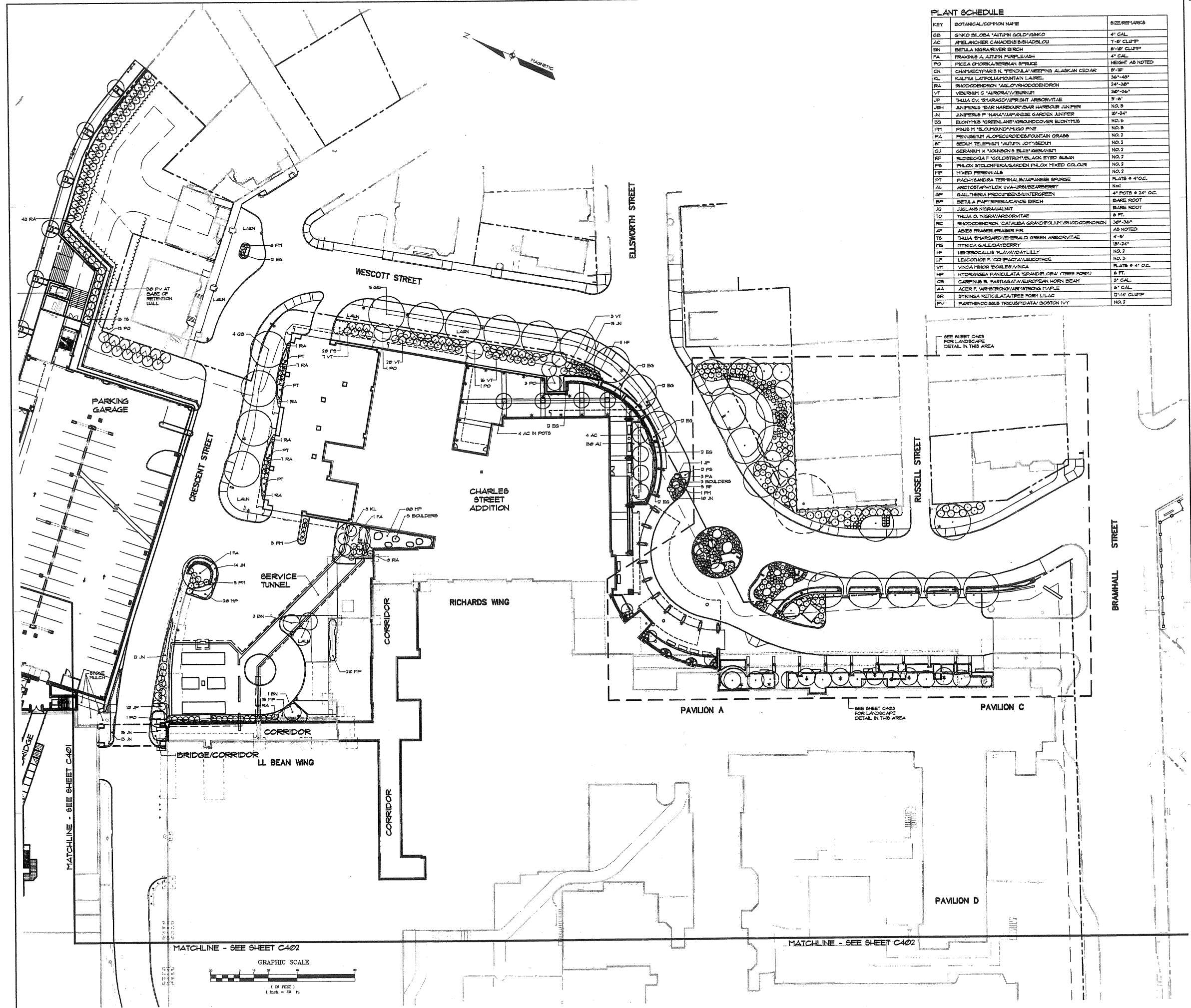
Revision No.	4577	Date Issued	05/21/04
Drawn By	SK	Sheet Number	PKG-C
Approved By	SK		
Checked By	070497		

**C304**

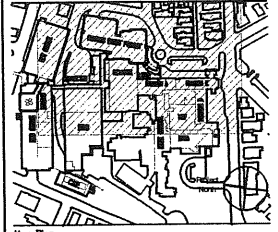
General Notes:

PLANT SCHEDULE

KEY	BOTANICAL/COMMON NAME	SIZE/REMARKS
GB	GINKGO BILOBA 'AUTUMN GOLD'/GINKGO	4" CAL.
AC	'A'ELANCHER CANADENSIS/SHADELOW	1'-8" CLUMP
BN	BETULA NIGRA/RIVER BIRCH	8'-10" CLUMP
FA	FRAXINUS A. AUTUMN PURPLE/ASH	4" CAL.
PD	PICEA OXYCARPENSIS/JAN SPRUCE	HEIGHT AS NOTED
CA	CALLUNA V. N. 'PENDULA'/HEEPING ALASKAN CEDAR	8'-10"
KL	KALITA LATIFOLIA/MOUNTAIN LAUREL	36"-48"
RA	RHODODENDRON 'ASLO'/RHODODENDRON	24"-36"
VT	VEIBURNUM C. 'AURORA'/VIBURNUM	36"-36"
JP	JUNIPERUS 'SARASO'/UPRIGHT ARBORVITAE	8'-6"
JH	JUNIPERUS 'BAR HARBOR'/BAR HARBOR JUNIPER	NO. 5
JN	JUNIPERUS P. 'NANA'/JAPANESE GARDEN JUNIPER	18"-24"
ES	EUCYTIUS 'SIBERIANE'/SIBERIAN DOGWOOD	NO. 5
PT	PAHYANDRA TERMINALIS/JAPANESE SPURGE	FLATS # 4' O.C.
AI	ARCTOSTAPHYLOS UVA-URSIS/BEARBERRY	NO.1
GP	GALL-THERA PROCUMBENS/INTERGREEN	4" POTS # 24" O.C.
BP	BETULA PAHYTERACANOE BIRCH	BARE ROOT
JG	JUGLANS NIGRA/WALNUT	BARE ROOT
TO	TALIA O. NIGRA/ARBORVITAE	# FT.
RC	RHODODENDRON 'CATALPA GRANDIFOLIUM'/RHODODENDRON	36"-36"
IF	IRIS PENSILVANICA/IRIS	AS NOTED
TA	TALIA 'SARGARD'/BERNARD GREEN ARBORVITAE	4'-5"
IG	HYDRANGEA GALE/SAYBERRY	18"-24"
HF	HEPERCALLIS FLAVA/DAYLILLY	NO. 2
LF	LEUCOTHOE F. 'COPACTA'/LEUCOTHOE	NO. 3
VI	VINCA MINOR/BOULES/VINCA	FLATS # 4" O.C.
HP	HYDRANGEA PANICULATA 'GRANDIFLORA'/TREE FORTH	8 FT.
CB	CARPINUS B. 'ASTAGATA'/EUROPEAN HORN BEAN	3" CAL.
LA	LAGER F. 'ARSTRONGS'/ARSTRONGS MAPLE	6" CAL.
AR	SYRINGA RETICULATA/TREE FORTH LILAC	12"-14" CLUMP
PV	PARTHENOCISSUS TRICLUMINATA/BOSTON IVY	NO. 2



DATE	SCALE	DESCRIPTION
05/20/03		FINAL PLANS TO CITY
05/15/04		PERMIT SET
02/21/04		NO SET



**TRO**  
ARCHITECTURE  
PLANNING  
ENGINEERING  
INTERIOR DESIGN  
The Ritchie Organization  
80 Bridge Street  
Newport, MA 02458-1134  
617-656-0400

**Maine Medical Center**  
Pkg C - Site Utilities  
Portland, Maine MMC Project No. 21846

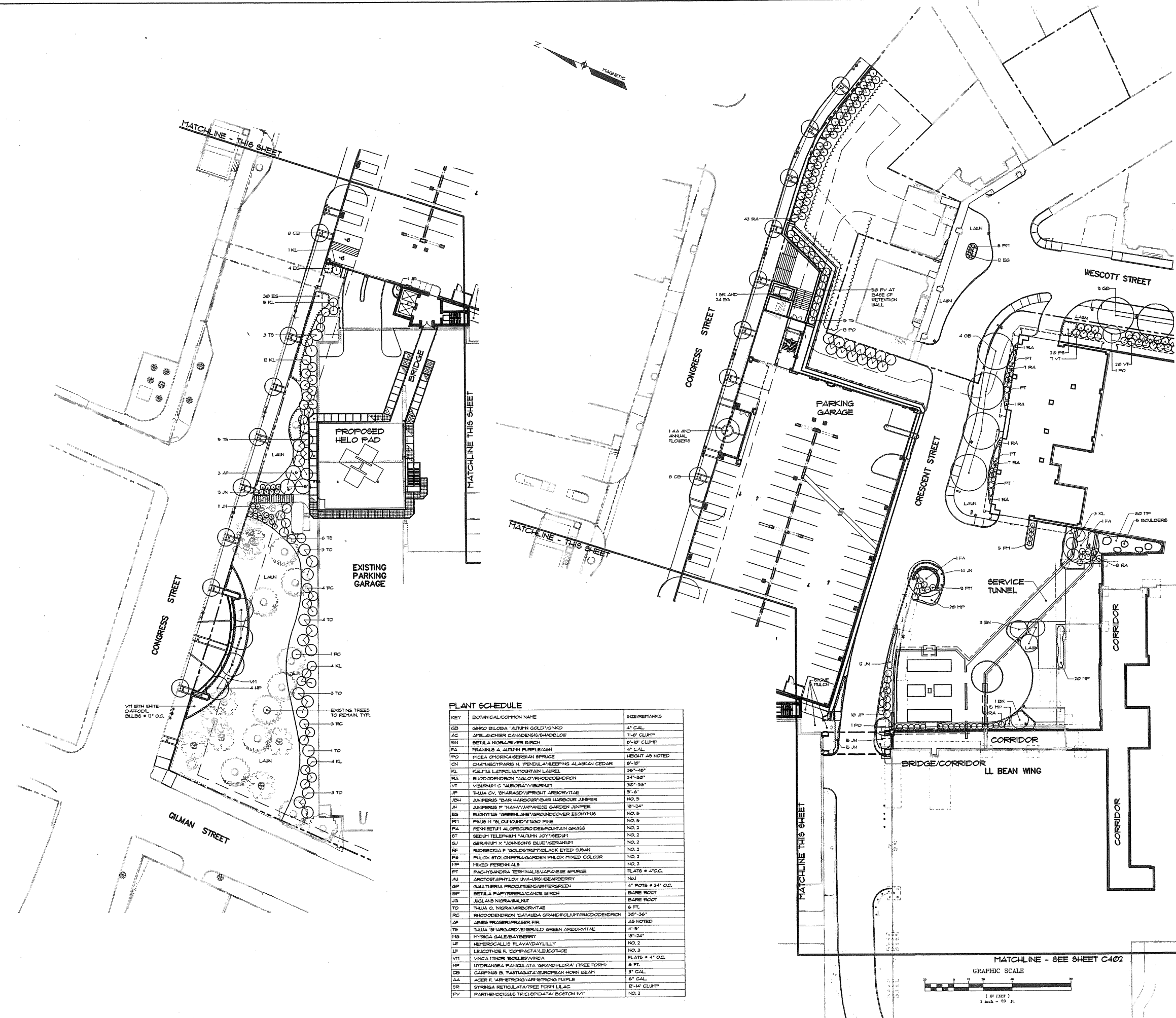
Drawing Title  
**LANDSCAPE PLAN**

GRAPHIC SCALE  
0 10 20 40 80  
( IN FEET )  
1 inch = 20 ft.

Revision No.	4877	Date Issued	08/21/04
Scale	1"=20'	Sheet Number	PKG-C
Drawn By	WHL		
Approved By	WTC		
Fluorene	01048L		<b>C400</b>



General Notes:

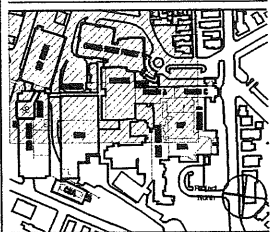


**PLANT SCHEDULE**

KEY	BOTANICAL/COMMON NAME	SIZE/REMARKS
GB	GINKGO BILOBA 'AURUM GOLDENMO'.	4" CAL.
AZ	WHELANCHER CANADENSIS/BACDIBLOW	7'-8" CLUMP
BH	BETULA NIGRA/RIVER BIRCH	8'-10" CLUMP
PA	FRAXINUS A. AURUM PURPLE/ASH	4" CAL.
PO	PICEA OCHROKAE/SIBIRIAN SPRUCE	HEIGHT AS NOTED
ON	QUERCUS PRINUS N. 'PENDULA' SLEEPING ALASKAN CEDAR	8'-10"
KL	KALPITA LATIFOLIA/MOUNTAIN LAMBLE	38"-48"
RA	RHODOCORYNUS 'SAGOLY' RHODOCORYNUS	24"-30"
VT	VERONICA 'SILVER' VERONICA	30"-36"
JP	THALIA CV. 'SHARAD' UPRIGHT ARBORVITAE	5'-6"
JB	JUNIPERUS 'BLAU HARBOR' BLAU HARBOR JUNIPER	NO. 5
JN	JUNIPERUS 'NANA' JAPANESE GARDEN JUNIPER	18"-24"
EG	EUONYMUS 'GREENLAND' GROUNDCOVER EUONYMUS	NO. 5
PT	PRUNUS 'SLOUPOVOD' PRUNUS	NO. 5
PA	PENNELLE 'ALONCHO' PENNELLE MOUNTAIN GRASS	NO. 2
ST	SEDUM TELEPHIUM 'AURUM JOY'/SEDUM	NO. 2
GU	GERANIUM 'M. JOHNSON'S BLUE' GERANIUM	NO. 2
RF	RUBISCOXIA 'GOLDSTRIP' BLACK EYED SUSAN	NO. 2
PS	PULOX STOLONIFERA/GARDEN PHLOX MIXED COLOUR	NO. 2
FP	FIXED PERENNIALS	NO. 2
PT	PRUNUS TERRESTRIAL/JAPANESE SPRUCE	PLANTS # 4'D.G.
AJ	ARCTOSTAPHYLOS 'JVA-URS' BERRY	NO. 1
GP	GALTHEA PROCLUMENSIS/INTERGREEN	4" POTB # 24" O.C.
BP	BETULA PAPPYFERENS/CAJANE BIRCH	BARE ROOT
JG	JUGLANS NIGRA/SALNIT	BARE ROOT
TO	THALIA G. NIGRA/ARBORVITAE	6 FT.
RC	RHODOCORYNUS 'CATAIBA' GRAND FOLIUM/RHODOCORYNUS	30"-36"
FP	FRAXINUS 'FRAXINUS' FRAXINUS	AS NOTED
TS	THALIA 'SHARAD' UPRIGHT ARBORVITAE	4'-5'
MG	MYRICA GALE/BLUE BERRY	18"-24"
LF	LEUCOCALLIS 'FLAVA' DAYLILLY	NO. 2
LP	LEUCOCALLIS 'COMPTON' LEUCOCALLIS	NO. 3
VT	VANCA MINOR BOULES/VINCA	PLANTS # 4" O.C.
HF	HEDERA HELIX 'PARVIFLORA' GRAPHELOFLORA (TREE FORM)	6 FT.
CB	CAMPANULA 'TASTAGATA' EUROPEAN HORN BELL	3" CAL.
AA	ACER 'RED-STRONG' ARISTONG MAPLE	6" CAL.
SR	SYRINGA RETICULATA/TREE FORT LILAC	8"-14" CLUMP
PR	PARTHOCISSUS TRICUSPIDATA/BOSTON IVY	NO. 2

DATE	DATE	DESCRIPTION
05/25/05	06/14/04	FINAL PLANS TO CITY
06/14/04	06/21/04	PERMIT SET
06/21/04	06/21/04	NO SET

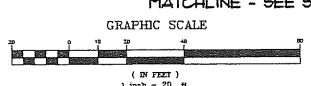
Issue Log



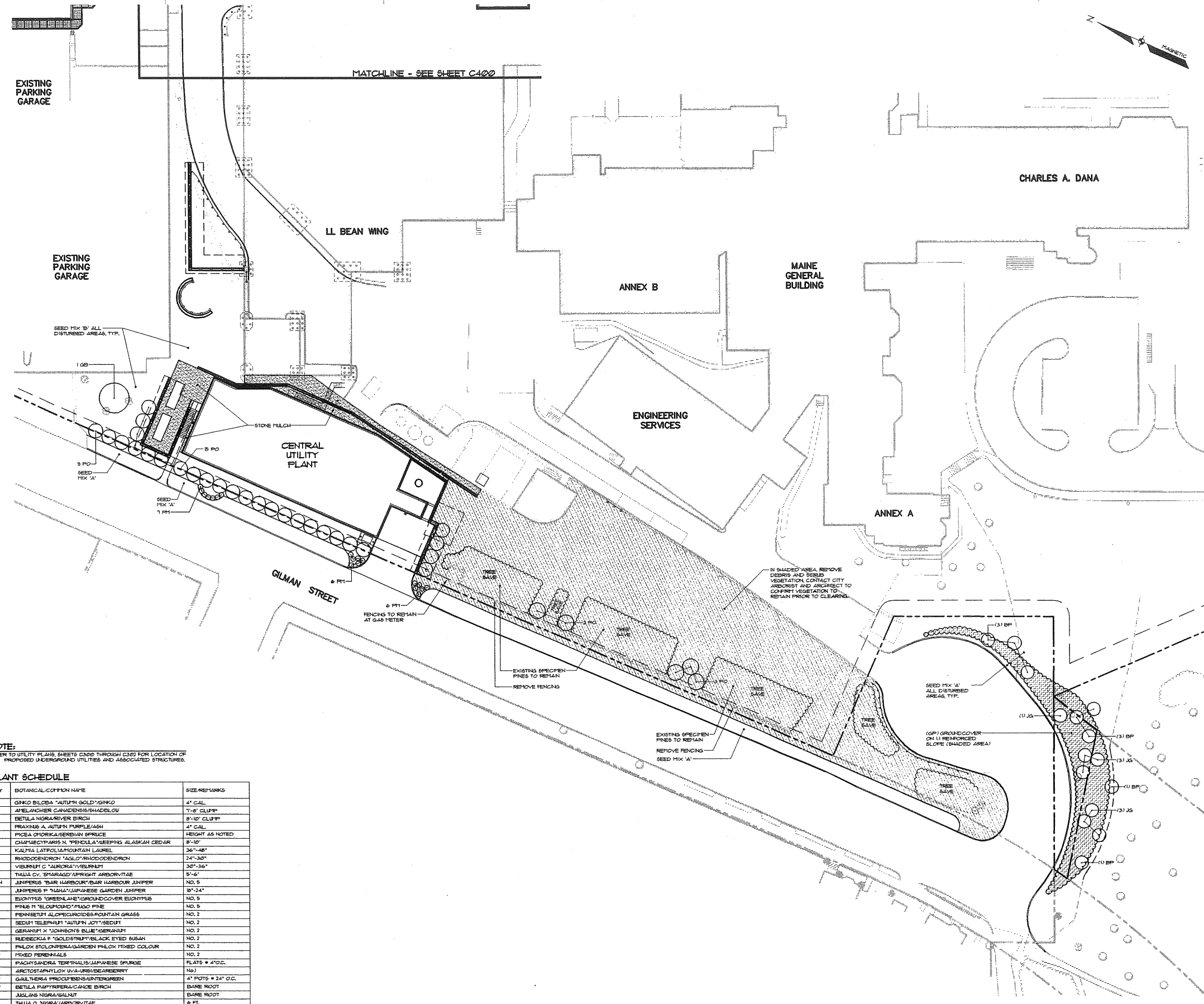
**TRO**  
ARCHITECTURE  
PLANNING  
ENGINEERING  
INTERIOR DESIGN  
The Riche Organization  
80 Bridge Street  
Newton, MA 02459-1134  
617-552-8400

**Maine Medical Center**  
Pkg C - Site Utilities  
Portland, Maine MMC Project No. 21846

Drawing Title  
**LANDSCAPE PLAN**



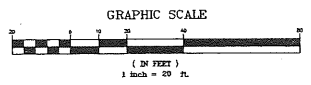
Drawn By	WMC	Scale	1"=20'	Sheet Number	28/29/04
Approved By	WMC	Revision	01/04/04	PKG-C	C401



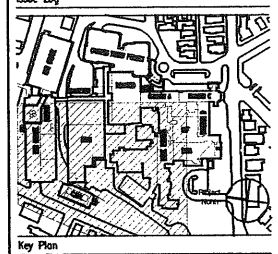
**NOTE:**  
REFER TO UTILITY PLANS, SHEETS C300 THROUGH C302 FOR LOCATION OF ALL PROPOSED UNDERGROUND UTILITIES AND ASSOCIATED STRUCTURES.

**PLANT SCHEDULE**

KEY	BOTANICAL/COMMON NAME	SIZES/MARKS
GB	GINKGO BILOBA 'AUTUMN GOLD'/GINKGO	4" CAL.
AC	AMELANCHIER CANADENSIS/SHADELOW	7"-8" CLIPP
BN	BETULA NIGRA/RYDER BIRCH	8"-10" CLIPP
PA	FRAXINUS A. 'AUTUMN PURPLE'/ASH	4" CAL.
PO	PICEA CHOROKA/SERBIAN SPRUCE	HEIGHT AS NOTED
CH	CHAMAECYPARIS N. 'PENICULA'/WEeping ALASKAN CEDAR	8"-10"
KL	KALMIA LATIFOLIA/MOUNTAIN LAUREL	36"-48"
RA	RHODODENDRON 'AGLO'/RHODODENDRON	24"-30"
VT	VIBURNUM C. 'AURORA'/VIBURNUM	30"-36"
AP	THALIA Q. 'SHARPLAND'/SHARP GREEN ARBORVITAE	8'-10"
JH	JUNIPERUS 'BAR HARBOUR'/BAR HARBOUR JUNIPER	NO. 5
JN	JUNIPERUS P. 'NANA'/JAPANESE GARDEN JUNIPER	8"-24"
EG	EUCHYNIS 'GREENLAND'/GROUNDCOVER EUCHYNIS	NO. 5
PI	PINUS M. 'ELDMOUND'/LUGO PINE	NO. 5
PA	PENNSYLVANIA ALOPECUROIDES/MOUNTAIN GRASS	NO. 2
ST	SEDUM TELEPHULM 'AUTUMN JOY'/SEDUM	NO. 2
BJ	GERANIUM 'J. JOHNSON'S BLUE'/GERANIUM	NO. 2
BF	RUDEBECKIA 'SOLDIER'/BLACK EYED RUSSET	NO. 2
PS	PHLOX STOLONIFERA/GARDEN PHLOX MIXED COLOUR	NO. 2
PP	MIXED PERENNIALS	NO. 2
PT	PRACHYBANDRA TERMINALIS/JAPANESE SPRUCE	PLATS # 4" O.C.
AU	ARCTOSTAPHYLOS UVA-URSIVAR/BEARBERRY	NO. 1
QP	QUERCUS ILLINOENSIS/WINTERGREEN	4" POTD # 24" O.C.
BN	BETULA PUMPERNICKEL/BIRCH	BARE ROOT
JS	JUGLANS NIGRA/SALIX	BARE ROOT
TO	THALIA Q. NIGRA/ARBORVITAE	6 FT.
RC	RHODODENDRON 'CATAUMBA GRANDIFOLIUM'/RHODODENDRON	30"-36"
AF	ABIES FRASERI/FRASER FIR	AS NOTED
TS	THALIA 'SHARPLAND'/SHARP GREEN ARBORVITAE	4'-5'
FG	HYDRANGEA GALE/BAJBERRY	18"-24"
RF	REPERGALLIS 'TELEVA'/PATILLY	NO. 2
LF	LEUCOTHAE F. 'COPFACIA'/LEUCOTHAE	NO. 3
VH	VINCA MINOR/BOULES/VINCA	PLATS # 4" O.C.
HP	HYDRANGEA PANICULATA 'GRANDIFLORA' (TREE FORM)	6 FT.
CB	CAMPANULA M. 'PASTIAGATA'/EUROPEAN HORN BELL	3" CAL.
AA	ACER F. 'RED STRONG'/RED STRONG MAPLE	6" CAL.
BR	BYRONIA RETICULATA/TREE FORTY LILAC	8"-14" CLIPP
PV	PARTHENDISSUS TRICHOPTATA/ BOSTON IVY	NO. 2



DATE	ISSUE DATE	DESCRIPTION
	02/25/05	FINAL PLANS TO CITY
	06/18/04	PERMIT SET
	06/21/04	BD SET



**TRO**  
ARCHITECTURE  
PLANNING  
ENGINEERING  
INTERIOR DESIGN  
The Ritchie Organization  
80 Bridge Street  
Newton, MA 02458-1134  
617-552-8400

**Maine Medical Center**  
Pkg C - Site Utilities  
Portland, Maine MMC Project No. 21846

Drawing Title  
**LANDSCAPE PLAN**

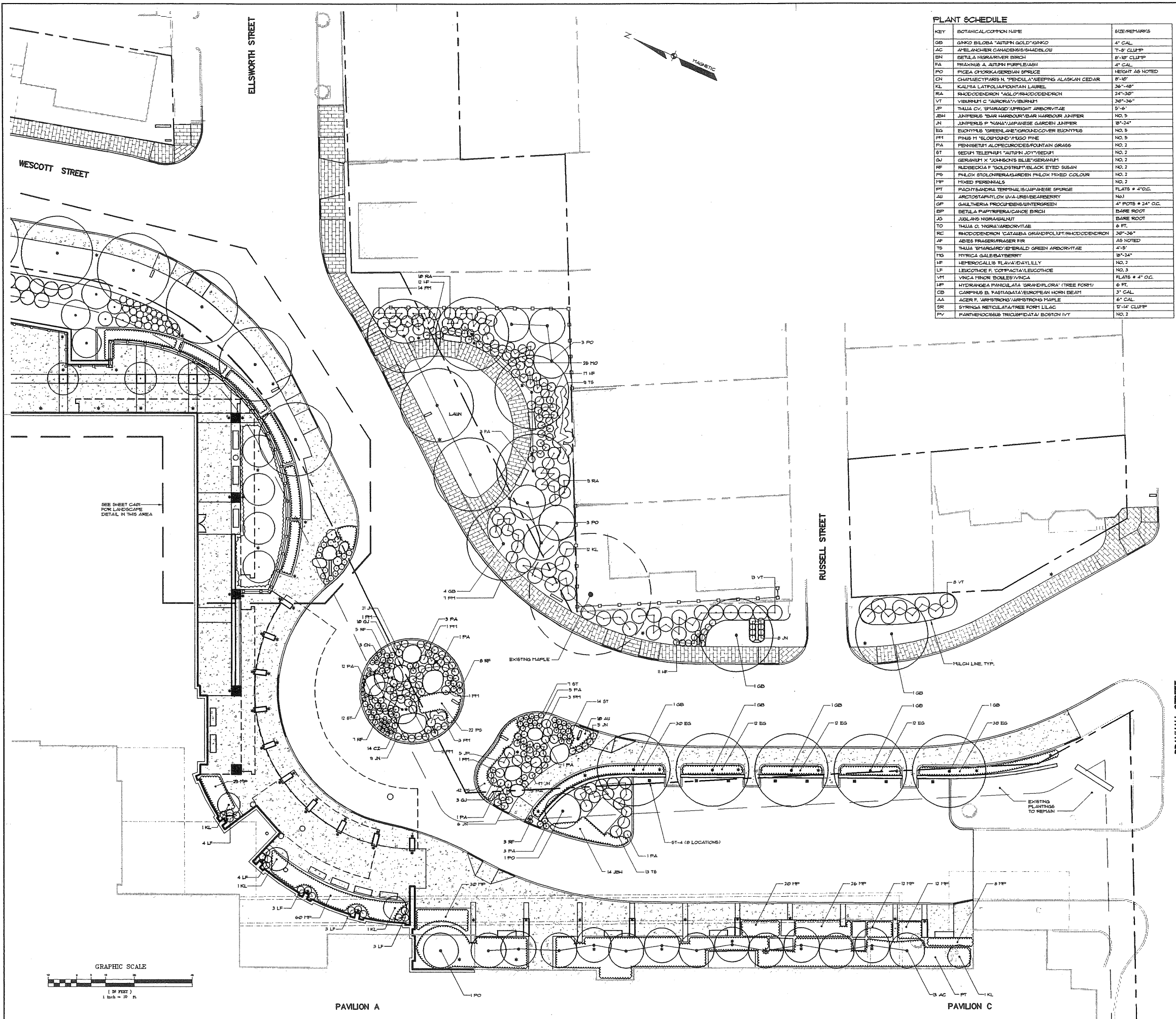
Scale: 1"=20'

Sheet Number: PKG-C  
C402

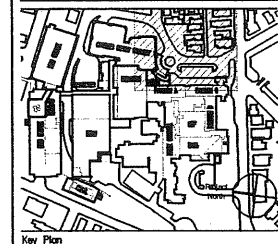
Drawn By: MLL  
Approved By: WFC  
Checked: 01/04/05

PLANT SCHEDULE

KEY	BOTANICAL/COMMON NAME	SIZE/REMARKS
GB	GINKGO BILOBA "AUTUMN GOLD"/GINKGO	4" CAL
AC	AMELANCHIER CANADENSIS/SHADBLOW	7-8" CLUMP
BN	BETULA NIGRA/RIVER BIRCH	8"-10" CLUMP
PA	TRIANTEA A. AITUMI/PURPLE BASH	4" CAL
PC	PICEA OXYORCA/GERMAN SPRUCE	HEIGHT AS NOTED
ON	QUERCUS PARVIFLORA "TENDULA"/WEeping ALASKAN CEDAR	8"-10"
KL	KALMIA LATIFOLIA/MOUNTAIN LAUREL	36"-48"
RA	RHODODENDRON "AGLO"/RHODODENDRON	24"-30"
VT	VIBURNUM C "AURORA"/VIBURNUM	38"-36"
JP	TALIA CV. "SPHARAGO"/UPRIGHT ARBORVITAE	5'-6"
JN	JUNIPERUS "SAR HARBOR"/BUR HARBOR JUNIPER	NO. 5
JN	JUNIPERUS P. "NANA"/JAPANESE GARDEN JUNIPER	18"-24"
EG	EUCHYLIUS "GREENLAWN"/GROUNDCOVER EUCHYLIUS	NO. 5
PF	PNUS M "SLOTHOUND"/MUGO PINE	NO. 5
PA	PENISTEMUM ALOPECUROIDES/FOUNTAIN GRASS	NO. 2
ST	SEDUM TELEPHUM "AUTUMN JOY"/SEDUM	NO. 2
GV	GERANIUM X "JOHNSON'S BLUE"/GERANIUM	NO. 2
RF	RUEBECKIA F. "GOLDSTRIP"/BLACK EYED SUSAN	NO. 2
PS	PHLOX STOLONIFERA/GARDEN PHLOX MIXED COLOUR	NO. 2
TP	TIMED PERENNIALS	NO. 2
PT	PACHYSTACHYA TERMINALIS/JAPANESE SPURGE	PLANTS # 4/O.C.
AU	ARCTOSTAPHYLOS UVA-URSI/BEARBERRY	NO.1
GP	GALTHERIA PROCURENS/WINTERGREEN	4" POTB # 24" O.C.
BP	BETULA PAPPYRIFERA/CANOE BIRCH	BARE ROOT
JS	JUGLANS NIGRA/ALNUT	BARE ROOT
TO	TALIA D. "NANA"/ARBORVITAE	6 FT.
RC	RHODODENDRON "CATALPA GRANDIFOLIUM"/RHODODENDRON	38"-36"
AF	ABIES FRASERI/FRASER FIR	AS NOTED
TS	TALIA "SPHARAGO"/SPECIAL GREEN ARBORVITAE	4'-5"
MS	MYRICA GALEBAYBERRY	18"-24"
LF	HEBEROCALLIS FLAVA/DAYLILLY	NO. 2
LF	LEUCOTHOE F. "COMPACTA"/LEUCOTHOE	NO. 3
VT	VINCETORIX BOWLESII/VICCA	PLANTS # 4" O.C.
HP	HYDRANGEA PANICULATA "GRANDIFLORA" (TREE FORM)	6 FT.
CD	CAMPANULA B. "PASTAGATA"/EUROPEAN HORN BELL	3" CAL
AA	ACER F. "ARMSTRONG"/ARMSTRONG MAPLE	6" CAL
SR	SYRINGA RETICULATA/TREE FORTY LILAC	12"-14" CLUMP
PV	PARTHENOCISSUS TRICUSPIDATA/ BOSTON IVY	NO. 2



DATE	REVISION	DESCRIPTION
05/25/10	1	FINAL PLANS TO CITY
05/12/10	2	PERMIT SET
05/21/10	3	ISSUE SET



**TRO**  
 ARCHITECTURE  
 PLANNING  
 ENGINEERING  
 INTERIOR DESIGN  
 The Fricke Organization  
 80 Bridge Street  
 Newton, MA 02458-1134  
 617-552-8422

**Maine Medical Center**  
 Pkg C - Site Utilities  
 Portland, Maine MMC Project No. 21846

Drawing Title  
**LANDSCAPE PLAN**



Drawn By	ML	Scale	1"=10'	Date Issued	05/21/10
Checked By	ML	Sheet Number	PKG-C	Revision	0106L
Approved By	ML	Project No.	C403		

**Numeric Summary - Basic**

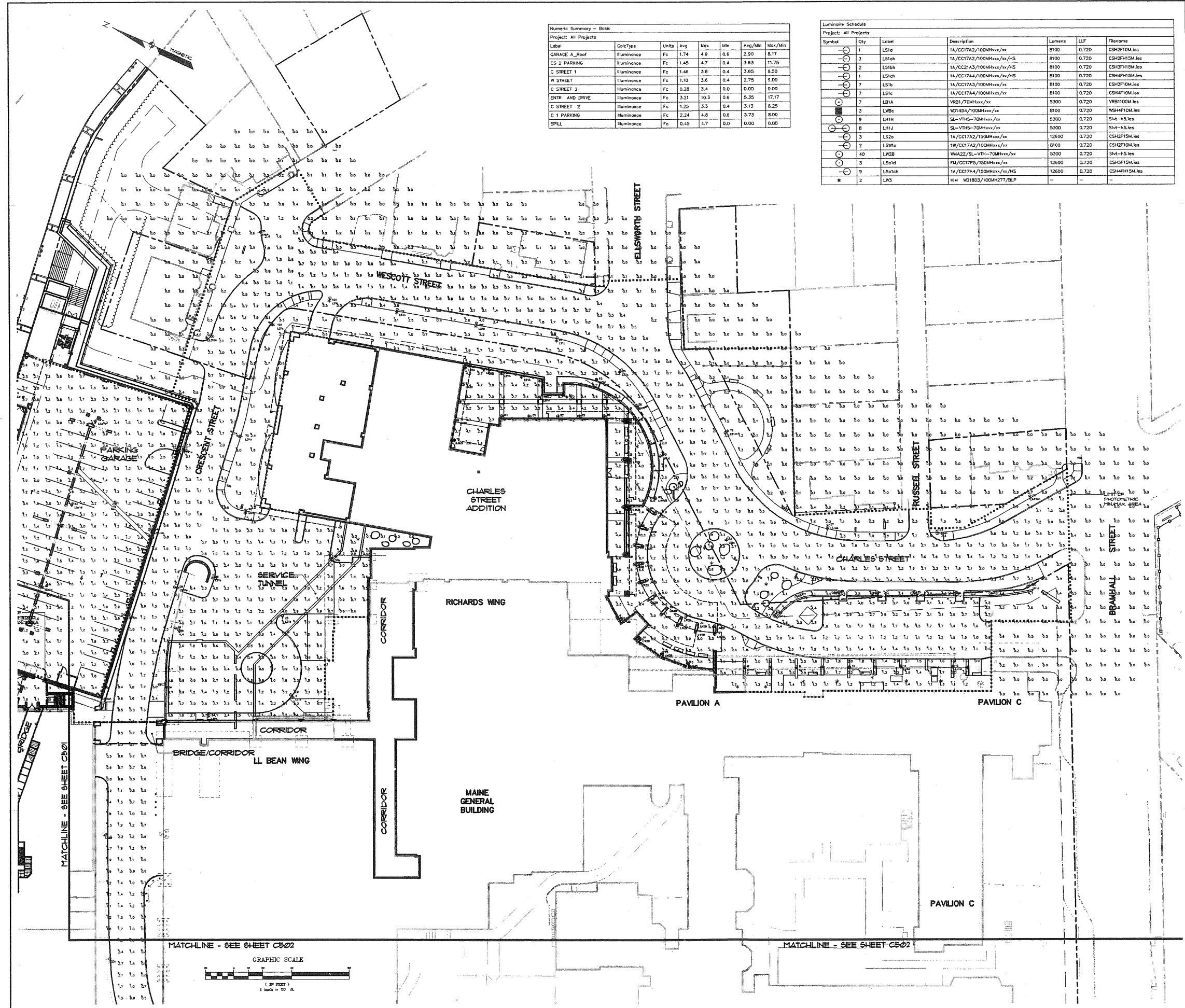
Project: All Projects

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
GARAGE A_Roof	Illuminance	Fc	1.74	4.9	0.6	2.90	8.17
CS 2 PARKING	Illuminance	Fc	1.46	4.7	0.4	3.63	11.75
C STREET 1	Illuminance	Fc	1.46	3.8	0.4	3.65	9.50
W STREET	Illuminance	Fc	1.10	3.6	0.4	2.75	9.00
C STREET 3	Illuminance	Fc	0.28	3.4	0.00	0.00	0.00
ENTR AND DRIVE	Illuminance	Fc	3.21	10.3	0.6	5.35	17.17
C STREET 2	Illuminance	Fc	1.25	5.3	0.4	3.13	8.25
C 1 PARKING	Illuminance	Fc	2.24	4.8	0.8	3.75	8.00
SPILL	Illuminance	Fc	0.45	4.7	0.0	0.00	0.00

**Luminaire Schedule**

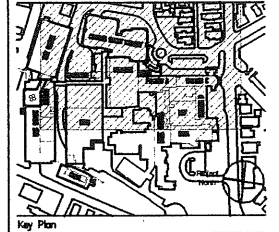
Project: All Projects

Symbol	Qty	Label	Description	Lumens	LUF	Fluorame
1	1	LS1a	1A/CC17A2/100MHxxx/xx	8100	0.720	CS43P10M.les
2	1	LS1ch	1A/CC17A2/100MHxxx/xx/HS	8100	0.720	CS43P11M.les
3	1	LS1bh	1A/CC21A3/100MHxxx/xx/HS	8100	0.720	CS43P11M.les
4	1	LS1ch	1A/CC17A4/100MHxxx/xx/HS	8100	0.720	CS43P11M.les
5	1	LS1bh	1A/CC17A3/100MHxxx/xx/HS	8100	0.720	CS43P11M.les
6	1	LS1c	1A/CC17A4/100MHxxx/xx	8100	0.720	CS43P11M.les
7	1	LS1c	1A/CC17A4/100MHxxx/xx	8100	0.720	CS43P11M.les
8	1	LS1a	VRB1/70Axxx/xx	5300	0.720	VRB1100M.les
9	1	LWBc	WB140A/100MHxxx/xx	8100	0.720	WB140M.les
10	1	LWH	SL-VTHS-70Mxxx/xx	5300	0.720	SL-VTHS.les
11	1	LWH	SL-VTHS-70Mxxx/xx	5300	0.720	SL-VTHS.les
12	1	LS2b	1A/CC17A2/150MHxxx/xx	12600	0.720	CS43P15M.les
13	1	LS1Fa	1W/CC17A2/100MHxxx/xx	8100	0.720	CS43P10M.les
14	1	LWB	MM402/SL-VTH-70Mxxx/xx	5300	0.720	SL-VTHS.les
15	1	LS1Fd	1A/CC17A4/150MHxxx/xx/HS	12600	0.720	CS43P15M.les
16	1	LS1Fch	1A/CC17A4/150MHxxx/xx/HS	12600	0.720	CS43P15M.les
17	1	LW3	KM WB1803/100MH277/BLP	--	--	--



REV	DATE	DESCRIPTION

FORMAT: 08/29/04  
 SHEET: 08/29/04  
 ISSUE LOG



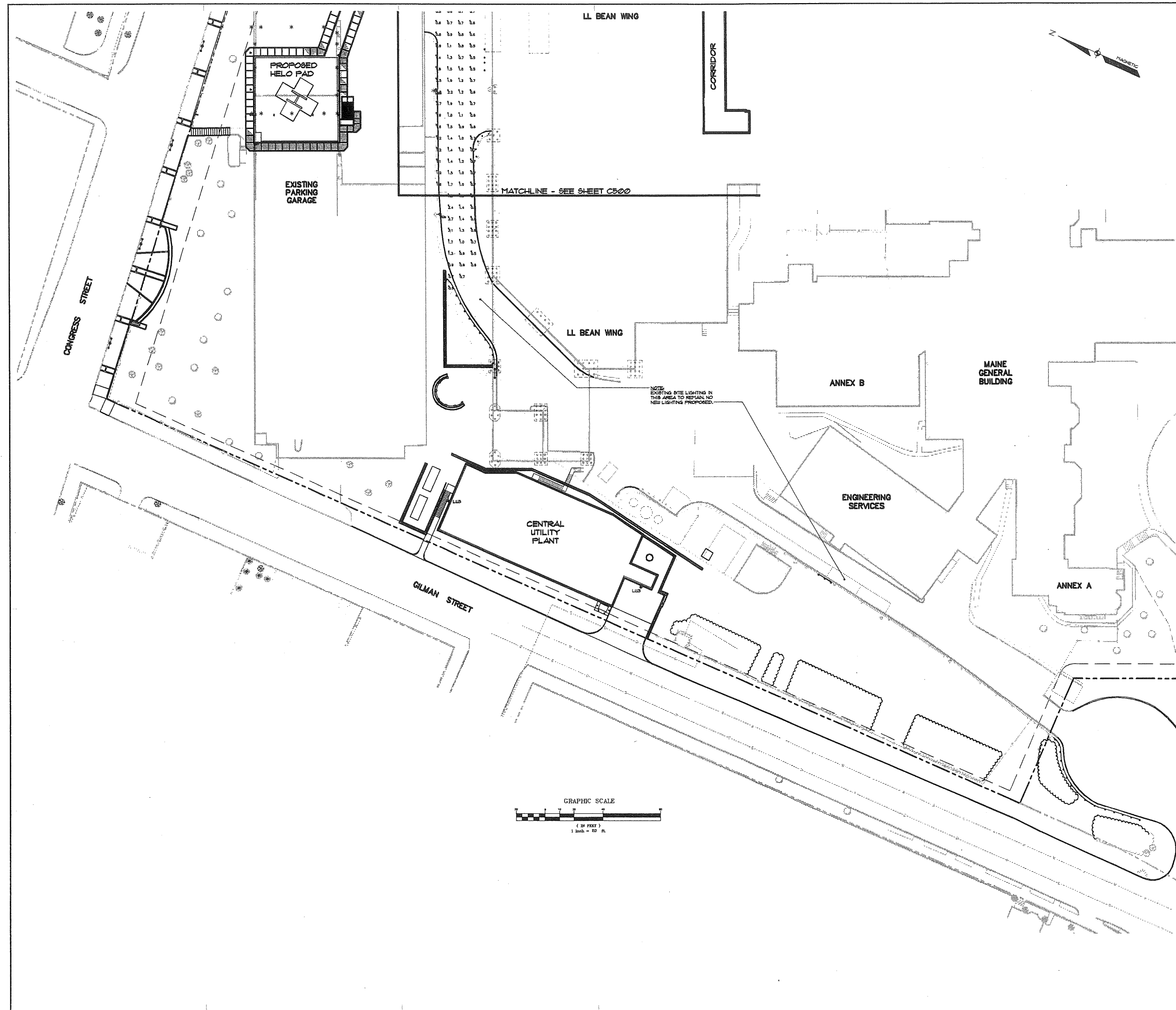
**TRO**  
 ARCHITECTURE  
 PLANNING  
 ENGINEERING  
 INTERIOR DESIGN  
 The Ritchie Organization  
 80 Bridge Street  
 Newton, MA 02459-1134  
 617-552-6402

**Maine Medical Center**  
 Pkg C - Site Utilities  
 Portland, Maine MMC Project No. 21846

Drawing Title  
**LIGHTING PLAN**

0 10 20 40 60

Consultant No.	4477	Date Issued	08/29/04
Scale	1"=20'	Sheet Number	PKG-C
Drawn By	MC		
Approved By	WPC		
Fluorame	010487		
Sheet	C500		



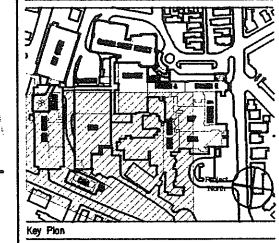
General Notes:

REV.	ISSUE DATE	DESCRIPTION

PERMIT	DATE	PERMIT SET
	06/18/04	
	06/21/04	

Issue Log



**TRO**  
 ARCHITECTS  
 PLANNING  
 ENGINEERING  
 INTERIOR DESIGN  
 The Fricke Organization  
 80 Bridge Street  
 Newton, MA 02458-1134  
 617-552-9420

**Maine Medical Center**  
 Pkg C - Site Utilities  
 Portland, Maine MMC Project No. 21846

Drawing Title  
**LIGHTING PLAN**



Consultant No.	4877	Date Issued	06/21/04
Scale	1"=50'	Sheet Number	PKG-C
Drawn By	WJC		
Approved By	WJC		
Filename	0104047		

**C502**

**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.

**Maine Medical Center  
Alternative Transportation/Travel Demand Management Plan**

**Plan Goals, Objectives and Strategies**

*“Travel demand management is not one action, but rather a set of actions or strategies, the goal of which is to encourage travelers to use alternatives to driving alone, especially at the most congested times of day.”*

Guidance Manual for Implementing Effective Employer Based Travel Demand Management Programs  
– Federal Highway Administration and Federal Transit Authority

The literature on travel demand management (TDM) identifies three basic goals for TDM programs:

1. decreasing driving alone
2. reducing the number of trips per week
3. reducing the number of peak hour trips

MMC’s Alternative Transportation/Travel Demand Management Plan includes objectives and strategies for each goal.

Goal	Objective	Strategies
1. Decrease driving alone	1.A. Establish and market a MMC Rideshare Program	<ol style="list-style-type: none"> <li>1. Establish an in-house rideshare electronic “matching program”; market through employee newsletter, intranet and employee orientation program</li> <li>2. Provide preferential parking for carpools of 2 or more persons in Congress Street garages</li> <li>3. Shift parking of those assigned to St. John Street Lot to Congress Street garages for car pools of 2 or more persons</li> <li>4. Evaluate reduction in employee parking fee for car pooling</li> </ol>



Goal	Objective	Strategies
1. Decrease driving alone	<p>1. B. Promote use of public transportation to MMC campus</p> <p>1. C. Promote walking and bicycle use</p>	<p>1. Promote public transportation alternatives through employee news letters, intranet and employee orientation</p> <p>2. Offer employees a 50% subsidy for use of monthly bus passes; investigate using a Section 132F Plan</p> <p>3. Encourage managers to review work schedules and provide employee flexibility in work start times to meet bus schedules</p> <p>4. Meet with public transportation providers to review existing service levels and opportunities to improve service levels.</p> <p>1. Ensure availability of bike racks and shower facilities</p> <p>2. Construct pedestrian connector and encourage its use</p>
2. Reduce trips per week	<p>2. A. Increase use of compressed work schedules</p> <p>2. B. Increase use of flexible hours</p> <p>2. C. Continue to relocate programs away from Bramhall and Brighton Campuses to other locations in the region</p>	<p>1. Expand use of 4/10 and 3/36 work schedules to departments beyond nursing (currently over 80% of nurses are on compressed schedules)</p> <p>2. Encourage managers to evaluate opportunities for increased use of flexible hours</p> <p>3. Construct ambulatory surgery center at Scarborough Campus to relocate ambulatory surgeries from Bramhall and Brighton campuses</p>
3. Reduce peak hour trips	3. A. Continue to refine three shift schedule	1. Encourage managers to evaluate opportunities to shift employee schedules away from traditional patterns

## **Approach to Implementation**

MMC will target formal implementation of the Plan on October 1, 2005, coinciding with the beginning of our fiscal year. Prior to October 1, 2005, MMC will establish specific performance measures for the first two years of implementation.

## **Resources and Information**

Transportation Demand Management Encyclopedia, Victoria Transport Institute ([www.vtpi.org](http://www.vtpi.org))

Guidance Manual for Implementing Effective Employer Based Travel Demand Management Programs. National Transportation Library, U.S. Department of Transportation ([www.ntl.bts.gov](http://www.ntl.bts.gov))

Car pool Incentive Programs: Implementing Commuter Benefits as One of Nation's Best Workplaces for Commuters. U.S. Environmental Protection Agency ([www.Commuterchoice.gov](http://www.Commuterchoice.gov))

**From:** "Davis, Keith" <KDavis@TROarch.com>  
**To:** <rseeley@gpcog.org>, <AQJ@portlandmaine.gov>, <cmarsh@portlandmaine.gov>  
**Date:** 5/26/05 4:51PM  
**Subject:** MMC Garage - Design narrative

The spirit of the Downtown Urban Design Guidelines is to provide for a framework to address aesthetic, pedestrian, accessibility, cultural and economic responses to new development. In our continued discussions with City staff, the City Council, neighborhood groups and the Planning Board the development of the Parking Garage has addressed each of these to great success, as evidenced by the City Council and neighborhood representatives' approval.

Specifically, we have created a clear response in addressing the building as related to the pedestrian context. The ground level and first parking deck are primarily brick and glass, with precast concrete and metal detailing. The brick, being a familiar material, serves to enhance the human scale experience on both the garage and the paving. The glass offers a transparency into the proposed retail space and stair tower, providing visual interest and security. The middle parking decks are screened with perforated metal panels which serve to reflect the skylight down to the street level and provide visual interest on a vehicular scale while avoiding adding to the "canyon" effect that may be created by exposing the precast panels with brick or concrete. The panels are further divided into 4-foot wide segments to respond to the fenestration of surrounding structures. The uppermost decks of the garage have a context relating more to the city scale, and are designed to draw less attention from the hospital and neighboring buildings.

The pedestrian experience from the east sequences from the landscaped courtyard access to the stair tower, the retail space, a "pocket" courtyard, down a landscaped walk past the garage and MOB skywalk ultimately to a new bus stop plaza creating a series of activities on the pedestrian scale. By creating the pocket courtyard and a three-part building elevation as described above, we've broken down the mass of the structure to better relate to the scale of the Congress St. neighborhoods.

The backdrop for the pocket courtyard is a masonry wall that is articulated with accent brick and precast planters, benches and niches. The function behind the wall is vehicular traffic and parked cars which are not conducive to the quality of the courtyard space, so openings in the wall are undesirable. The retail space entrance will open onto the courtyard creating a more active entrance plaza.

As the Downtown Urban Design Guidelines state, the intent is not "to restrict the creativity" of designers. Clearly this process has enhanced the design of the Garage and the urban context. Please let me know if I can provide further comment on this topic.

W. Keith Davis, AIA  
Principal/Vice President  
TRO/The Ritchie Organization  
617.969.9400 (t)  
kdavis@troarch.com

Att. 4

Maine Medical Center  
Neighborhood Meeting

May 23, 2005  
7:00 p.m., Dana Center #7

Attendance Sheet Attached.

Mr. Paul D. Gray, MMC Vice President for Planning thanked those in attendance. This Neighborhood Meeting is required prior to the May 31, 2005 Planning Board Public Hearing (5:00 p.m., City Hall, 2<sup>nd</sup> Floor). City Staff will prepare a memo to the Planning Board on the project. The memo is usually available on the Friday afternoon prior to the Tuesday meeting.

Mr. Gray described the following major elements of the project:

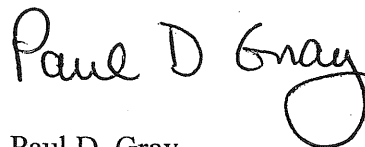
- 4 story 192,000 sq.ft. addition for obstetrics and newborns
- 7 story 470 car parking garage on Congress Street; includes retail space;
- helicopter landing pad on top of the existing garage
- central utility plant on Gilman Street
- general campus improvements including landscaping on Congress Street from Gilman to property line above the new garage and around the Vaughan Street Visitor Lot

Questions and issues raised by the neighbors, with MMC responses in parentheses/italics.

- Any housing removed? *(yes; two houses for garage; replacement plan conforms with City's housing replacement ordinance)*
- Lighting of new garage? *(different from existing garage; softened by metal panels)*
- Design of garage... why not step back on upper levels? *(would significantly reduce number of available spaces)*
- Design of garage... scale is inappropriate for neighborhood *(concern noted)*
- Why not move MMC to a new site? *(not at the appropriate point in life cycle of MMC buildings)*
- Landscaping in Vaughan Street Lot... why not landscape inside lot to break it up? *(concern noted)*
- Construction... how long? *(3 years)*
- Community improvements? *(MMC will pay city \$800,000 for public improvements in the general vicinity of MMC)*

The meeting was concluded at 8:15 p.m.

Respectfully submitted,



Paul D. Gray  
Vice President of Planning  
Maine Medical Center

MAINE MEDICAL CENTER

NEIGHBORHOOD MEETING

MAY 23, 2005

7pm DANA CENTER

PLEASE PRINT

NAME

ADDRESS

- |     |                 |                          |
|-----|-----------------|--------------------------|
| 1.  | Janet Stewart   | 146 Chadwick St, Port    |
| 2.  | John Stewart    | " " "                    |
| 3.  | Iwani M. Awlari | 34 Gilman St.            |
| 4.  | Tan Blake       | 55 Elizabeth Rd Portland |
| 5.  |                 |                          |
| 6.  |                 |                          |
| 7.  |                 |                          |
| 8.  |                 |                          |
| 9.  |                 |                          |
| 10. |                 |                          |
| 11. |                 |                          |
| 12. |                 |                          |
| 13. |                 |                          |
| 14. |                 |                          |
| 15. |                 |                          |
| 16. |                 |                          |
| 17. |                 |                          |
| 18. |                 |                          |
| 19. |                 |                          |
| 20. |                 |                          |
| 21. |                 |                          |
| 22. |                 |                          |
| 23. |                 |                          |

May 10, 2005

Dear Neighbor

In conformance with the Portland Land Use Code\*, Maine Medical Center is inviting you to attend a neighborhood meeting on Monday, May 23, 2005 at 7:00 p.m. in Classroom #7 of the Dana Center, MMC Bramhall Campus.

At this meeting we will describe our plans for the development on the Bramhall campus of:

- A four story addition on Charles Street for newborn and obstetrical services;
- A central utility plan on Gilman Street;
- A 470 car parking garage on Congress Street adjacent to the existing garage;
- A helipad on the top of the existing parking garage;
- General improvements to the landscaping and pedestrian experience around the campus.

If you have any questions, please call Paul D. Gray, (207) 662-2451 or email [grayp@mmc.org](mailto:grayp@mmc.org).

Sincerely,

Paul D. Gray  
Vice President of Planning

\* Under Section 14-32(C) of the City Code of Ordinances, an applicant for a major development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting at least 7 days prior to the Planning Board public hearing on the proposal

Att. 5

**Rick Seeley**

**From:** Penny Stevens [penny.stevens2@verizon.net]  
**Sent:** Tuesday, May 10, 2005 2:34 PM  
**To:** Rick Seeley  
**Subject:** MMC plan

My husband and I are residents of the West End and have very strong feelings about future expansion of the existing MMC campus. We request that the following points be incorporated into the plan.

MMC's future growth in the city of Portland be limited to the current campus footprint.

MMC should not be granted zoning changes for property currently zoned residential to business.

MMC should present a plan to return property in the neighborhood built for residential use but converted to business use to its original zoning status

We are very supportive of MMC's current plan for the helicopter pad, garage, OB/GYN building and utility plant. We commend them for listening to the community and adjusting their plans to meet community and city suggestions.

Our concerns are built on the need for stability of the residential neighborhood.

Sincerely,

Kathleen R. Stevens  
Richard S. Stevens  
260 Vaughan St.  
Portland, ME 04102

**Maine Medical Center  
Alternative Transportation/Travel Demand Management Plan**

**Plan Goals, Objectives and Strategies**

*“Travel demand management is not one action, but rather a set of actions or strategies, the goal of which is to encourage travelers to use alternatives to driving alone, especially at the most congested times of day.”*

Guidance Manual for Implementing Effective Employer Based Travel Demand Management Programs  
– Federal Highway Administration and Federal Transit Authority

The literature on travel demand management (TDM) identifies three basic goals for TDM programs:

1. decreasing driving alone
2. reducing the number of trips per week
3. reducing the number of peak hour trips

MMC’s Alternative Transportation/Travel Demand Management Plan includes objectives and strategies for each goal.

Goal	Objective	Strategies
1. Decrease driving alone	1.A. Establish and market a MMC Rideshare Program	<ol style="list-style-type: none"> <li>1. Establish an in-house rideshare electronic “matching program”; market through employee newsletter, intranet and employee orientation program</li> <li>2. Provide preferential parking for carpools of 2 or more persons in Congress Street garages</li> <li>3. Shift parking of those assigned to St. John Street Lot to Congress Street garages for car pools of 2 or more persons</li> <li>4. Evaluate reduction in employee parking fee for car pooling</li> </ol>



Goal	Objective	Strategies
1. Decrease driving alone	<p>1. B. Promote use of public transportation to MMC campus</p> <p>1. C. Promote walking and bicycle use</p>	<p>1. Promote public transportation alternatives through employee news letters, intranet and employee orientation</p> <p>2. Offer employees a 50% subsidy for use of monthly bus passes; investigate using a Section 132F Plan</p> <p>3. Encourage managers to review work schedules and provide employee flexibility in work start times to meet bus schedules</p> <p>4. Meet with public transportation providers to review existing service levels and opportunities to improve service levels.</p> <p>1. Ensure availability of bike racks and shower facilities</p> <p>2. Construct pedestrian connector and encourage its use</p>
2. Reduce trips per week	<p>2. A. Increase use of compressed work schedules</p> <p>2. B. Increase use of flexible hours</p> <p>2. C. Continue to relocate programs away from Bramhall and Brighton Campuses to other locations in the region</p>	<p>1. Expand use of 4/10 and 3/36 work schedules to departments beyond nursing (currently over 80% of nurses are on compressed schedules)</p> <p>2. Encourage managers to evaluate opportunities for increased use of flexible hours</p> <p>3. Construct ambulatory surgery center at Scarborough Campus to relocate ambulatory surgeries from Bramhall and Brighton campuses</p>
3. Reduce peak hour trips	3. A. Continue to refine three shift schedule	1. Encourage managers to evaluate opportunities to shift employee schedules away from traditional patterns

## **Approach to Implementation**

MMC will target formal implementation of the Plan on October 1, 2005, coinciding with the beginning of our fiscal year. Prior to October 1, 2005, MMC will establish specific performance measures for the first two years of implementation.

## **Resources and Information**

Transportation Demand Management Encyclopedia, Victoria Transport Institute ([www.vtpi.org](http://www.vtpi.org))

Guidance Manual for Implementing Effective Employer Based Travel Demand Management Programs. National Transportation Library, U.S. Department of Transportation ([www.ntl.bts.gov](http://www.ntl.bts.gov))

Car pool Incentive Programs: Implementing Commuter Benefits as One of Nation's Best Workplaces for Commuters. U.S. Environmental Protection Agency ([www.Commuterchoice.gov](http://www.Commuterchoice.gov))

11-7

Department of Planning & Development  
Lee D. Urban, Director

Division Directors  
Mark B. Adelson  
Housing & Neighborhood Services



Alexander Q. Jaegerman, AICP  
Planning

John N. Lufkin  
Economic Development

DATE: July 5, 2004  
TO: Rick Seeley, Senior Planner GPCOG  
FROM: Wendy Cherubini, HCD Program Mgr.  
RE: Maine Medical Center Development Compliance with Housing Replacement Ordinance

Maine Medical Center (MMC) is proposing to demolish two residential structures located at 33 and 37 Crescent Street. According to Marge Schmuckel, Zoning Administrator 33 Crescent Street's legal use is 2 dwelling units and 2 rooming units. 37 Crescent Street's legal use is 5 dwelling units. The total units to be demolished is 9; 7 dwelling units and 2 rooming units. MMC is requesting a contract zone to construct a parking structure and proposes replacing two of the 7 dwelling units with new units and contributing to the Housing Development Fund for the remaining 5 dwelling units and 2 rooming units.

Section 14-483. Preservation and Replacement of Housing Units

f) Approval

f)(1) MMC has filed an application cover letter dated 6/3/04.

f)(2) Tenant List – Not applicable, all units are vacant

f)(3) Not applicable

g) Not applicable

h) Housing Replacement by the Creation of New Units

h)(1) MMC is proposing to convert a formerly residential building located at 325-327 Brackett Street into 2 two bedroom dwelling units.

h)(2) None of the replacement units have previously been on the market as of date of application.

h)(3) 325-327 Brackett Street currently a non-residential building with MMC offices, the property has not been a candidate for site plan approval as of the date of application.

h)(4) 325-327 Brackett Street was previously a two unit building. The units are side to side and in fact the building may at one time have been two separate structures. MMC is proposing to go back to the previous configuration – a unit on each side, each with two floors of living space.

MMC is proposing that each unit will have two bedrooms although one may be converted to three bedrooms because of its size. Once the building is rehabilitated the two replacement units will have better amenities than the units being demolished and at least one will be larger and have two bathrooms.

h)(5) 325-327 Brackett Street is located on the corner of Brackett and Bramhall Streets. This is a corner location with high visibility and creates an entrance to the neighborhood. The structure defines the boundary between MMC and the West End. Built around 1900, the building has some beautiful features. While not located within the Historic District, it is near the West End Historic District which defines the character of the neighborhood's residential buildings. Conversion plans could be subject to historic preservation standards via an administrative review.

h)(6) Development meets requirement under 6)b – conversion of nonresidential building to residential use. While the new units will each have 2-3 bedrooms and be somewhat larger than the units being demolished, the building does not lend itself to being divided into a larger number of smaller apartments. These 2-3 bedroom rental units will meet an existing need in Portland for family housing.

#### i) Availability of Replacement Housing Units

i(1) Once the plan for the replacement units has been approved, MMC shall provide a performance guarantee in the form of a Letter of Credit which comports with the requirements of sub-section (m) has been posted for the replacement units with the City.

i(2) The two replacement units at 325-327 Brackett Street shall be available for occupancy prior to a certificate of occupancy being issued for the new MMC garage on Crescent Street. In order to ensure that these units remain as housing units, as a condition of the contract zone, MMC shall agree to maintain 325-327 Brackett Street as an occupied 2 unit residential structure for 30 years from the date the Certificate of Occupancy is issued. Should MMC opt to sell the building this condition will carry forward to the subsequent owner.

i(3) The replacement housing shall be ready for occupancy within 18 months from the date on which the Planning Authority's approval was granted. An extension of up to a total of 24 months may be granted provided the replacement units are at least 30% complete.

i(4) In the event the units at 325-327 Brackett Street are not completed within 24 months or the applicant wishes to obtain a certificate of occupancy for the original site prior to the availability of the replacement housing units, the applicant can request that the City draw on the Letter of Credit, pursuant to sub-section (1), to complete the replacement units or deposit such funds in the City's Housing Development Fund.

#### (j) Housing Replacement by Contribution to the City's Housing Development Fund

j(1)&(2) An applicant may meet the requirements of this section by contributing \$50,000 per dwelling unit and \$30,000 per rooming unit adjusted annually beginning 1/1/04 as per the Consumer Price Index for Urban Wage Earners and Clerical Workers "CPI-W" to the City's Housing Development Fund. For 2004 the multiplier is 1.018 ( $180.9/177.7 = 1.018$ ) or \$50,900 per dwelling unit and \$30,540 per rooming unit.

After accounting for the two new units at 325-327 Brackett Street, MMC intends to demolish 5 dwelling units and 2 rooming units. To meet the requirements of this section MMC is proposing to

contribute a total of \$315,580 to the Housing Development Fund; (5 x \$50,900) + (2 x \$30,540). This will meet the requirements of this section.

MMC's replacement plan meets the standards of the Preservation and Replacement of Housing Ordinance provided that prior to a building permit being issued for the new development:

- A change of use permit is obtained for the conversion of 325-327 Brackett Street to 2 residential units;
- A check in the amount of \$315,580 has been received by the City and deposited in the Housing Development Fund; and
- Conditions stipulated in i(1), (2), and (3) as noted above are met.

Also Recommended

- Historic Preservation staff complete an administrative review of the planned conversion;

**Rick Seeley**

**From:** Tom Errico [terrigo@wilbursmith.com]  
**Sent:** Friday, May 27, 2005 11:13 AM  
**To:** Rick Seeley  
**Cc:** Katherine Earley  
**Subject:** Maine Medical Center - Expansion

A.H.8

Rick—

The Planning Board has asked that I provide information on the anticipated changes in traffic expected at the Congress Street/Bramhall Street/Deering Avenue intersection. My response is provided below.

- The traffic study prepared by Gorrill-Palmer Consulting Engineers, Inc. (GPCEI) estimates that the proposed expansion project will generate 19 and 25 new trips during the AM and PM peak hours, respectively. Additionally, there will be a re-distribution of traffic in the area due to the construction of the new parking garage. GPCEI estimates that 78 trips in the AM peak hour and 11 trips in the PM peak hour will be relocated from other areas of the campus to the new garage. GPCEI has estimated that less than 10 new trips will be added to the Congress Street/Bramhall Street/Deering Avenue intersection during the AM and PM peak hours. I would note that the amount of traffic re-distribution is not easily estimated. I would expect traffic patterns in the area to change as Maine Medical Center implements their expansion plans and the I-295 Connector is constructed. The exact amount of new traffic at the subject intersection is unknown. As I have indicated in previous correspondence, Maine Medical Center is a major traffic generator impacting the subject intersection and the Western Promenade area of the City. Although statistics are not available, I would guess that a significant percentage of traffic using the Congress Street/Bramhall Street/Deering Avenue intersection originates from or is destined to Maine Medical Center. We believe the agreement by Maine Medical Center to contribute \$65,000.00 to the upgrade of the traffic signal at the subject intersection will ensure that: long delays and unacceptable levels of service will be improved; the existing crash rates will be reduced (21 crashes were reported at this intersection over the most recent three-year period); and equipment upgrades will allow for the future implementation of emergency pre-emption accommodations. In closing I would note that City Staff have asked applicants to either upgrade traffic signals or install new traffic signals as a condition of approval. Some projects include: Ocean Gateway (New traffic signal at India Street/Fore Street); Evergreen Credit Union (Monetary contribution to upgrading existing traffic signal); Waterview Apartment (Monetary contribution to upgrading existing traffic signal); Willow Knoll (Monetary contribution to upgrading existing traffic signal); Dunkin Donuts Warren Avenue (Monetary contribution to upgrading existing traffic signal); and Somerset Marketplace (Monetary contribution to upgrading existing traffic signal).

If you have any questions or need additional information, please call me.

Thomas A. Errico, P.E.  
Senior Transportation Engineer  
Wilbur Smith Associates  
59 Middle Street  
Portland, Maine 04101  
(207) 871-1785 Phone  
(207) 871-5825 Fax

5/27/05

**Rick Seeley**

---

**From:** Tom Errico [terrigo@wilbursmith.com]  
**Sent:** Wednesday, May 25, 2005 2:07 PM  
**To:** Rick Seeley  
**Cc:** Katherine Earley  
**Subject:** Mane Medical Center Expansion

Rick—

I have reviewed the May 17, 2005 letter addressed to you from Gorrill-Palmer Consulting Engineers, Inc. that responds to my most recent comments for the project. I find their responses to be acceptable with the following comments.

- The City appreciates the efforts undertaken in the evaluation of the right-turn-on-red prohibition at the Congress Street/Bramhall Street/Deering Avenue intersection. The City will coordinate with MaineDOT on implementing such change.
- The applicant shall be required to perform a traffic monitoring study at the Congress Street intersection with the proposed new parking garage entry/exit driveway. The study shall be conducted upon full occupancy of the garage and review conditions during the AM and PM weekday peak hours. This effort should include assessment of both traffic operational conditions as well as safety conditions. The applicant shall coordinate with the City Traffic Engineer on the schedule and scope of this monitoring study. If the monitoring study identifies any traffic or safety deficiency, the applicant shall be responsible for development and implementation of an improvement plan. **This should be a condition of approval.**
- It has been agreed that the applicant contribute \$65,000.00 to the upgrade/modification of the existing traffic signal at the Congress Street/Bramhall Street/Deering Avenue intersection. **This should be a condition of approval.**

If you have any questions, please feel free to contact me.

Thomas A. Errico, P.E.  
Senior Transportation Engineer  
Wilbur Smith Associates  
59 Middle Street  
Portland, Maine 04101  
(207) 871-1785 Phone  
(207) 871-5825 Fax

May 17, 2005

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

Mr. Rick Seeley  
City of Portland  
389 Congress Street  
Portland, ME 04101

RE: Maine Medical Center  
Bramhall Campus Expansion  
Response to Tom Errico Email Dated May 5, 2005

Dear Rick:

Gorrill-Palmer Consulting Engineers, Inc. is pleased to respond to the review comments we received in an e-mail from Tom Errico to you dated May 5, 2005 regarding the above referenced project. For ease of review, each of his comments is repeated below followed by our response.

*Comment 1: I have reviewed the Maine Medical Center Alternative Transportation/Travel Demand Management Plan and find the Plans Goals, Objectives and Strategies to be excellent. I would suggest that a mechanism be established such that the City is briefed on the progress of the plan and allowed input on a regular basis.*

**Response:** Section 18 of the Conditional Zone Agreement states in part: "an analysis of the effectiveness and functioning of the Alternative Transportation Plan will be provided to the City Council's Transportation Committee on an annual basis." The Applicant will comply with this requirement.

*Comment 2: The City has received complaints about the safety of the Congress Street/Deering Avenue/Bramhall Street intersection as it relates to right-turn-on-red movements from westbound Congress Street. The applicant should provide an assessment of whether a right-turn-on-red prohibition should be considered.*

**Response:** Enclosed with this letter are the Synchro printouts for the postdevelopment condition as submitted in April of 2004 with the pedestrian phase. In addition, printouts of this location with a right-turn on red prohibition have also been included. As stated in our April 26, 2004 letter to the City, operations at this location with an exclusive pedestrian phase do result in low levels of service at this intersection; however, the increase in delay due to a prohibition of right-turn on red movements for the westbound approach is negligible, with an overall increase in delay of 0.4 seconds for the AM peak hour and 0.1 seconds for the PM peak hour. Therefore, our office concurs that the safety benefits incurred by this change outweigh the need to maximize capacity. It is recommended that striping and signage be modified for the eastbound approach to reflect this condition.



Mr. Rick Seeley  
May 17, 2005  
Page 2 of 4

**Comment 3:** *The proposed Site Plan illustrates several crosswalks along Wescott Street and the relocated Charles Street. The applicant should provide information that supports the need and location for the proposed crosswalks.*

**Response:** The crosswalks as shown on the plans reflect the anticipated 'desire lines' of pedestrian activity on the campus following the changes to the local street network and the construction of both the garage and the new facility. In general, these crosswalks are well-placed at close proximity to intersections or to crossings from proposed sidewalks.

**Comment 4:** *Information provided by the applicant seems to be conflicting. I have received traffic information that indicates Wescott Street will be a one-way street, while the site plan seems to illustrate a two-way street. The applicant should provide confirmation on the street regulation.*

**Response:** The current site plan does provide for two-way traffic flow on Wescott Street, a proposed condition. Updated turning movement figures are enclosed with this letter.

**Comment 5:** *Following a review of field conditions at the Congress Street/St. John Street intersection, the applicant should revise (or confirm that it is accounted for in the analysis) their analyses to reflect the unbalanced lane usage on Congress Street in the eastbound direction. Both approach lanes are not used for through traffic based upon downstream conditions.*

**Response:** The eastbound approach has two lanes for through traffic; the outside lane is a shared through/right turn lane. Based on our site visit and experience with the study area, we concur that most through traffic utilizes the inside through lane. However, it should be noted that the right turn volume for this approach is almost as heavy as the through movement. Based on the lane utilization factors in the analysis of 0.936, (with more traffic being in the inside through lane), the analysis assigned 92% and 99% of all through volume to the inside through lane during the AM peak hour the PM peak hour, respectively. Based on our observations of this intersection, this level of utilization adequately reflects field conditions.

**Comment 6:** *I continue to be concerned about the level of traffic that will exist in the Congress Street/Valley Street area following the expansion of the project and construction of the I-295 Connector. I recommend that the applicant conduct traffic counts and analysis at the Congress Street/Valley Street intersection following construction of both the Hospital Expansion and the I-295 Connector.*

**Response:** As discussed in the traffic impact study, the main goal of this project is to decompress existing facilities at Maine Medical Center. As such, net new trip generation is not anticipated to be significant. Also, as indicated in our earlier response, the analysis completed by MaineDOT for the I-295/Commercial Street connector indicates that traffic reductions are likely to occur along Congress Street and significant reductions are forecast along St. John Street. While the amount of traffic diversion is difficult to predict, it would seem that the connector will provide an easier route in and out of the peninsula than is currently provided by Congress Street. For purposes of the current Maine Medical Center study, we have assumed that the connector will not change volumes on Congress Street, which may be conservative based on the MaineDOT analysis. It is the opinion of Gorrill-Palmer Consulting Engineers, Inc. that the level of traffic generation

Mr. Rick Seeley  
May 17, 2005  
Page 3 of 4

forecast for this project does not justify future intersection analysis work. The Connector work is not scheduled for completion until 2005 at which time there could be other projects generating significantly more traffic in the area, which would make a future conditional review unfair to Maine Medical Center.

However, as discussed in our August 8, 2004 letter to the City, the Applicant is willing to monitor the proposed garage following its opening to determine its level of traffic impact as compared to those forecast and to then recommend if any changes are required to nearby traffic control equipment.

*Comment 7: I continue to suggest that the applicant be asked to upgrade the traffic signal at the Congress Street/Deering Avenue/Bramhall Street intersection. While traffic levels are not expected to increase at the subject intersection, Maine Medical Center activity represents a significant portion of the vehicular and pedestrian volume using the intersection. The intersection provides a primary gateway to Maine Medical Center and the traffic signal needs attention. Future funding opportunities are not programmed for this location, either through PACTS, MaineDOT, or the City CIP. Accordingly, it will be many years before any improvements can be implemented. The existing traffic signal has some of the oldest equipment in the City and City Maintenance staff is frequently asked to attend to breakdowns in the system. Furthermore movements at the intersection are projected to operate at substandard levels of service during time periods when the pedestrian phase is in use. I am in the process of obtaining a cost estimate for replacement of the signal and will provide that information to you as soon as I receive it.*

**Response:** As discussed in our August 8, 2004 letter to the city, the proposed project is forecast to add less than 2% to the morning and evening peak hour total entering volumes at this intersection. We have not shown the reduction in the volumes at this intersection that will likely occur as Medical Center traffic is diverted into the Congress Street driveway of the new garage. Therefore, this project will likely result in a net reduction of traffic at the intersection. However, it is our understanding that the applicant has agreed to contribute \$65,000 toward this improvement.

*Comment 8: I am concerned about the operation of the proposed parking garage entrance on Congress Street. Capacity analysis indicates long delays and level of service "F" conditions for movements from the garage. I would suggest that this location be monitored after project completion, and if determined as having problems, specific strategies identified and implemented to correct the deficiency.*

**Response:** As discussed in our response to Comment 6, the Applicant does propose completion of counts at the proposed garage to compare traffic levels with those forecast for the facility. While our office does anticipate a certain level of delay, it is important to note the following points:

- Traffic will benefit from gaps created in traffic due to the signals along Congress Street at Deering Avenue and Valley Street.
- Delay in an urban environment is to be expected; it is the tradeoff for downtown vitality as discussed in the Portland Peninsula Plan.

Gorrill-Palmer Consulting Engineers, Inc.

---

Mr. Rick Seeley  
May 17, 2005  
Page 4 of 4

Based on these points, therefore, our office would only recommend changes to operations at the garage as currently proposed if it is determined a significant safety deficiency exists at this location; given that visibility will be more than adequate at this location, our office does not anticipate that safety will be a problem.

Gorrill-Palmer Consulting Engineers, Inc. appreciates the opportunity to respond to these comments and looks forward to your review. Should you have any questions or require any additional information please contact the office.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.



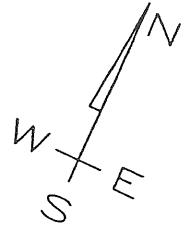
Thomas L. Gorrill, P.E., PTOE  
President

Enclosure

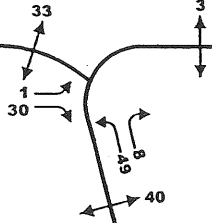
Copy: Ms. Katherine Earley  
Mr. Thomas Errico  
Mr. Paul Gray  
Mr. Hank Dunn  
Mr. Will Conway

← XX = PEDESTRIAN CROSSING

COLLECTED ON:  
MAY 14, 2004



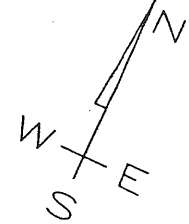
CRESCENT ST.



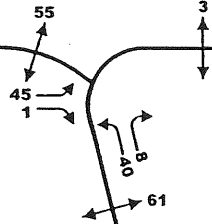
AM PEAK HOUR  
9:00-10:00 AM

← XX = PEDESTRIAN CROSSING

COLLECTED ON:  
MAY 14, 2004



CRESCENT ST.



PM PEAK HOUR  
2:00-3:00 PM

S:\Land Projects\317\DWG\317-TRAF3.dwg, FIG1, 8/5/2004 2:50:52 PM, 1:1, DB

Design: JJB	Date: MAY 04
Draft: DB	Job No.: 317
Checked: RLB	Scale: NONE
File Name: 317-TRAF3.DWG	

**GP** Gorrill-Palmer Consulting Engineers, Inc.  
Traffic and Civil Engineering Services

PO Box 1237 Phone: 207-657-6910  
15 Shaker Road Fax: 207-657-6912  
Gray, ME 04039 Email: mailbox@gorrillpalmer.com

Drawing Name: **Raw Volumes**

Project: **MAINE MEDICAL CENTER  
PORTLAND, MAINE**

Figure No.  
**1**

CRESCENT ST.

26  
13

9  
49

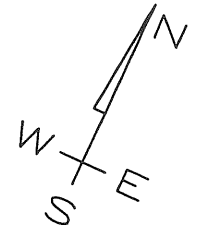
ONE-WAY

CRESCENT ST.

WESTCOTT ST.

INCLUDES CLOSURE OF CHARLES STREET

AM PEAK HOUR  
9:00-10:00 AM



CRESCENT ST.

36  
18

15  
40

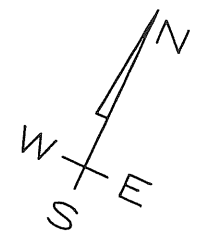
ONE-WAY

CRESCENT ST.

WESTCOTT ST.

INCLUDES CLOSURE OF CHARLES STREET

PM PEAK HOUR  
2:00-3:00 PM



Design: JJB	Date: MAY 04
Draft: DB	Job No.: 317
Checked: RLB	Scale: NONE
File Name: 317-TRAF3.DWG	

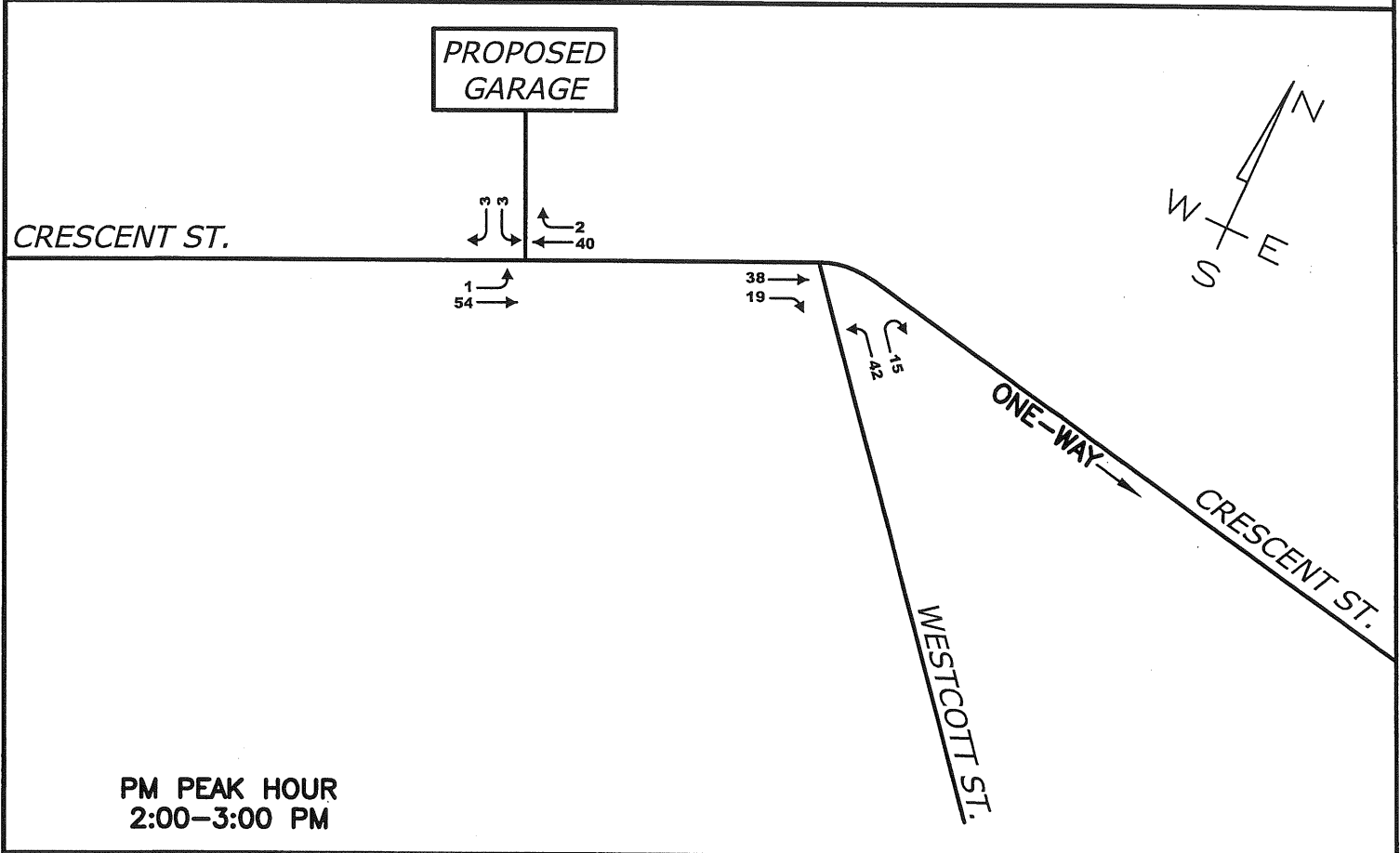
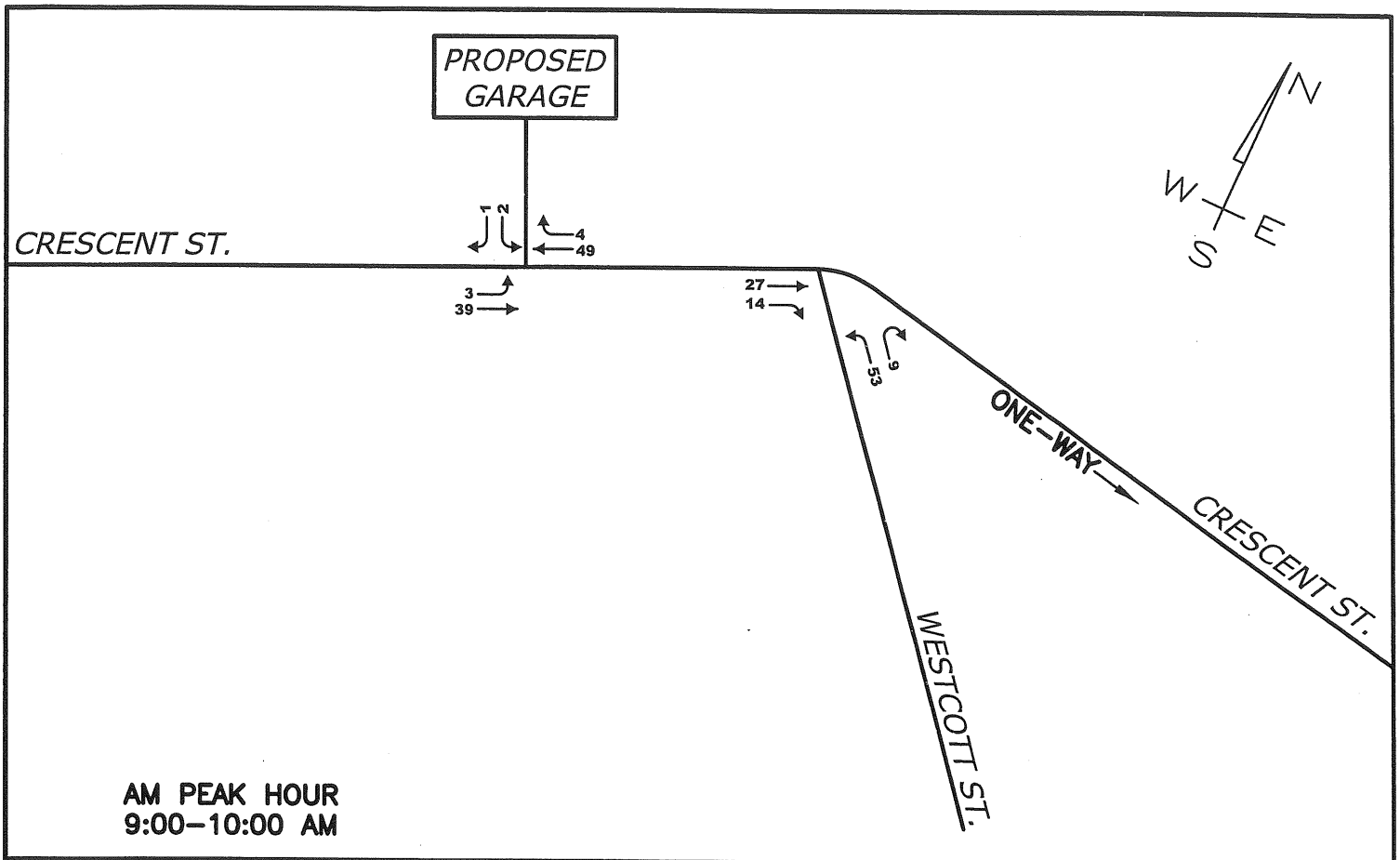
**GP** Gorrill-Palmer Consulting Engineers, Inc.  
Traffic and Civil Engineering Services

PO Box 1237 Phone: 207-657-6910  
15 Shaker Road Fax: 207-657-6912  
Gray, ME 04039 Email: mailbox@gorrillpalmer.com

Drawing Name: **Predevelopment Volumes**

Project: **MAINE MEDICAL CENTER  
PORTLAND, MAINE**

Figure No.  
**2**



Design: JJB	Date: MAY 04
Draft: DB	Job No.: 317
Checked: RLB	Scale: NONE
File Name: 317-TRAF3.DWG	

**GP** Gorrill-Palmer Consulting Engineers, Inc.  
*Traffic and Civil Engineering Services*

PO Box 1237 Phone: 207-657-6910  
 15 Shaker Road Fax: 207-657-6912  
 Gray, ME 04039 Email: mailbox@gorrillpalmer.com

Drawing Name: **Postdevelopment Volumes**

Project: **MAINE MEDICAL CENTER  
PORTLAND, MAINE**

Figure No.  
**3**

Lanes, Volumes, Timings  
16: Congress Street & Deering Avenue

T:\317\Synchro\2007\2007 Post AMrev5-10-05.sy7  
5/9/2005

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	427	92	37	239	82	100	196	35	71	192	51
Confl. Peds. (#/hr)	28		25	32		35	25		32	35		28
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	0.89	0.83	1.00	0.96	0.86	0.88	0.89	0.83	1.00	0.84	0.77
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	4%	21%	11%	7%	3%	14%	4%	21%	2%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph)	55	591	0	37	344	0	114	262	0	71	295	0
Turn Type	Perm			pm+pt			pm+pt			Perm		
Protected Phases		4		3	8		1	6			2	
Permitted Phases	4			8			6			2		
Detector Phases	4	4		3	8		1	6		2	2	
Minimum Initial (s)	4.0	4.0		3.0	4.0		3.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		8.0	19.0		8.0	21.0		20.0	20.0	
Total Split (s)	36.0	36.0	0.0	8.0	44.0	0.0	8.0	28.0	0.0	20.0	20.0	0.0
Total Split (%)	40.0%	40.0%	0.0%	8.9%	48.9%	0.0%	8.9%	31.1%	0.0%	22.2%	22.2%	0.0%
Yellow Time (s)	3.0	3.0		3.0	2.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	1.0		2.0	2.0		2.0	2.0	
Lead/Lag	Lead	Lead		Lag			Lag			Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)	32.1	32.1		38.4	36.7		24.0	24.0		16.0	16.0	
Actuated g/C Ratio	0.37	0.37		0.43	0.42		0.28	0.28		0.18	0.18	
v/c Ratio	0.25	1.03		0.25	0.53		0.72	0.61		0.74	0.97	
Control Delay	24.0	75.7		23.8	20.0		60.2	33.9		79.5	82.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.0	75.7		23.8	20.0		60.2	33.9		79.5	82.4	
LOS	C	E		C	B		E	C		E	F	
Approach Delay		71.3			20.3			41.8			81.8	
Approach LOS		E			C			D			F	
Queue Length 50th (ft)	22	~372		12	124		52	126		39	~165	
Queue Length 95th (ft)	54	#568		29	204		#126	206		#116	#297	
Internal Link Dist (ft)		756			1600			1360			1184	
Turn Bay Length (ft)	75			75						50		
Base Capacity (vph)	223	572		149	681		158	433		96	303	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.25	1.03		0.25	0.51		0.72	0.61		0.74	0.97	
Intersection Summary												
Cycle Length: 90												
Actuated Cycle Length: 86.8												
Natural Cycle: 90												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 1.03												
Intersection Signal Delay: 56.2						Intersection LOS: E						

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phases	
Minimum Initial (s)	4.0
Minimum Split (s)	18.0
Total Split (s)	18.0
Total Split (%)	20%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	Ped
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	



Intersection Capacity Utilization: 69.6% ICU Level of Service: C

Analysis Period (min): 15

~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 16: Congress Street & Deering Avenue

↓ ø2 20 s	↖ ø1 8 s	↗ ø4 36 s	↙ ø3 8 s	↕ ø9 18 s
↑ ø6 28 s	↘ ø8 44 s			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Volume (vph)	55	427	92	37	239	82	100	196	35	71	192	51
Confl. Peds. (#/hr)	28		25	32		35	25		32	35		28
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	0.89	0.83	1.00	0.96	0.86	0.88	0.89	0.83	1.00	0.84	0.77
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	4%	21%	11%	7%	3%	14%	4%	21%	2%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph)	55	591	0	37	344	0	114	262	0	71	295	0
Turn Type	Perm			pm+pt			pm+pt			Perm		
Protected Phases		4		3	8		1	6				2
Permitted Phases	4			8			6			2		
Detector Phases	4	4		3	8		1	6		2	2	
Minimum Initial (s)	4.0	4.0		3.0	4.0		3.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		8.0	19.0		8.0	21.0		20.0	20.0	
Total Split (s)	36.0	36.0	0.0	8.0	44.0	0.0	8.0	28.0	0.0	20.0	20.0	0.0
Total Split (%)	40.0%	40.0%	0.0%	8.9%	48.9%	0.0%	8.9%	31.1%	0.0%	22.2%	22.2%	0.0%
Yellow Time (s)	3.0	3.0		3.0	2.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	1.0		2.0	2.0		2.0	2.0	
Lead/Lag	Lead	Lead		Lag			Lag			Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)	32.1	32.1		38.4	36.7		24.0	24.0		16.0	16.0	
Actuated g/C Ratio	0.37	0.37		0.43	0.42		0.28	0.28		0.18	0.18	
v/c Ratio	0.25	1.03		0.25	0.54		0.72	0.61		0.74	0.97	
Control Delay	24.0	75.7		23.8	21.9		60.2	33.9		79.5	82.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.0	75.7		23.8	21.9		60.2	33.9		79.5	82.4	
LOS	C	E		C	C		E	C		E	F	
Approach Delay		71.3			22.1			41.8			81.8	
Approach LOS		E			C			D			F	
Queue Length 50th (ft)	22	~372		12	136		52	126		39	~165	
Queue Length 95th (ft)	54	#568		29	218		#126	206		#116	#297	
Internal Link Dist (ft)		756			1600			1360			1184	
Turn Bay Length (ft)	75			75						50		
Base Capacity (vph)	223	572		149	666		158	433		96	303	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.25	1.03		0.25	0.52		0.72	0.61		0.74	0.97	
<b>Intersection Summary</b>												
Cycle Length: 90												
Actuated Cycle Length: 86.8												
Natural Cycle: 90												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 1.03												
Intersection Signal Delay: 56.6						Intersection LOS: E						

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phases	
Minimum Initial (s)	4.0
Minimum Split (s)	18.0
Total Split (s)	18.0
Total Split (%)	20%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	Ped
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Utilization 69.6% ICU Level of Service C  
 Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 16: Congress Street & Deering Avenue

ø2	ø1	ø4	ø3	ø9
20 s	8 s	36 s	8 s	18 s
ø6	ø8			
28 s	44 s			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	438	97	20	339	133	162	289	37	108	159	84
Confl. Peds. (#/hr)	49		31	35		53	31		35	53		49
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	0.93	1.00	0.75	1.00	0.93	0.82	0.88	0.67	0.93	1.00	0.78
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	1%	0%	3%	2%	7%	1%	3%	3%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph)	70	568	0	27	482	0	198	383	0	116	267	0
Turn Type	Perm			pm+pt			pm+pt			Perm		
Protected Phases		4		3	8		1	6			2	
Permitted Phases	4			8			6			2		
Detector Phases	4	4		3	8		1	6		2	2	
Minimum Initial (s)	4.0	4.0		3.0	4.0		3.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		8.0	21.0		8.0	21.0		21.0	21.0	
Total Split (s)	29.0	29.0	0.0	8.0	37.0	0.0	8.0	35.0	0.0	27.0	27.0	0.0
Total Split (%)	32.2%	32.2%	0.0%	8.9%	41.1%	0.0%	8.9%	38.9%	0.0%	30.0%	30.0%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lead/Lag	Lead	Lead		Lag			Lag			Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)	27.5	27.5		32.2	30.6		31.1	31.1		23.0	23.0	
Actuated g/C Ratio	0.31	0.31		0.35	0.35		0.35	0.35		0.26	0.26	
v/c Ratio	0.81	1.12		0.19	0.88		0.73	0.66		1.17	0.68	
Control Delay	91.8	108.2		27.0	40.5		45.8	30.3		180.5	35.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	91.8	108.2		27.0	40.5		45.8	30.3		180.5	35.8	
LOS	F	F		C	D		D	C		F	D	
Approach Delay		106.4			39.8			35.6			79.7	
Approach LOS		F			D			D			E	
Queue Length 50th (ft)	33	306		10	235		84	179		81	119	
Queue Length 95th (ft)	#123	#611		23	#413		#141	273		#188	#225	
Internal Link Dist (ft)		860			1600			1344			1200	
Turn Bay Length (ft)	75			75						50		
Base Capacity (vph)	86	506		142	572		270	582		99	392	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.81	1.12		0.19	0.84		0.73	0.66		1.17	0.68	
Intersection Summary												
Cycle Length: 90												
Actuated Cycle Length: 87.7												
Natural Cycle: 110												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 1.17												
Intersection Signal Delay: 66.0						Intersection LOS: E						

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phases	
Minimum Initial (s)	4.0
Minimum Split (s)	18.0
Total Split (s)	18.0
Total Split (%)	20%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	Ped
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Utilization 75.7% ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 16: Congress Street & Deering Avenue

ø2 27 s	ø1 6 s	ø4 29 s	ø3 8 s	ø9 18 s
ø6 35 s	ø8 37 s			

	↖	→	↘	↙	←	↖	↘	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Volume (vph)	70	438	97	20	339	133	162	289	37	108	159	84
Confl. Peds. (#/hr)	49		31	35		53	31		35	53		49
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	0.93	1.00	0.75	1.00	0.93	0.82	0.88	0.67	0.93	1.00	0.78
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	1%	0%	3%	2%	7%	1%	3%	3%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Lane Group Flow (vph)	70	568	0	27	482	0	198	383	0	116	267	0
Turn Type	Perm			pm+pt			pm+pt			Perm		
Protected Phases		4		3	8		1	6			2	
Permitted Phases	4			8			6			2		
Detector Phases	4	4		3	8		1	6		2	2	
Minimum Initial (s)	4.0	4.0		3.0	4.0		3.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		8.0	21.0		8.0	21.0		21.0	21.0	
Total Split (s)	29.0	29.0	0.0	8.0	37.0	0.0	8.0	35.0	0.0	27.0	27.0	0.0
Total Split (%)	32.2%	32.2%	0.0%	8.9%	41.1%	0.0%	8.9%	38.9%	0.0%	30.0%	30.0%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lead/Lag	Lead	Lead		Lag			Lag			Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)	28.0	28.0		32.2	31.1		31.1	31.1		23.0	23.0	
Actuated g/C Ratio	0.32	0.32		0.35	0.35		0.35	0.35		0.26	0.26	
v/c Ratio	0.80	1.11		0.19	0.90		0.74	0.66		1.18	0.68	
Control Delay	89.7	103.5		27.0	45.3		46.5	30.6		183.3	36.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	89.7	103.5		27.0	45.3		46.5	30.6		183.3	36.2	
LOS	F	F		C	D		D	C		F	D	
Approach Delay		102.0			44.3			36.0			80.7	
Approach LOS		F			D			D			F	
Queue Length 50th (ft)	33	306		10	251		84	179		~81	119	
Queue Length 95th (ft)	#123	#611		23	#432		#141	273		#188	#225	
Internal Link Dist (ft)		860			1600			1344			1200	
Turn Bay Length (ft)	75			75						50		
Base Capacity (vph)	87	512		142	554		268	578		98	390	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.80	1.11		0.19	0.87		0.74	0.66		1.18	0.68	
<b>Intersection Summary</b>												
Cycle Length: 90												
Actuated Cycle Length: 88.2												
Natural Cycle: 110												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 1.18												
Intersection Signal Delay: 66.1												
Intersection LOS: E												



Lane Group	ø9
Lane Configurations	
Volume (vph)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phases	
Minimum Initial (s)	4.0
Minimum Split (s)	18.0
Total Split (s)	18.0
Total Split (%)	20%
Yellow Time (s)	2.0
All-Red Time (s)	1.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	Ped
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Capacity Utilization 75.7% ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 16: Congress Street & Deering Avenue

ø2 27 s	ø1 8 s	ø4 29 s	ø3 8 s	ø9 18 s
ø6 35 s	ø8 37 s			

**Rick Seeley**

---

**From:** Tom Errico [terrigo@wilbursmith.com]  
**Sent:** Wednesday, May 11, 2005 12:30 PM  
**To:** Thomas Gorrill (E-mail)  
**Cc:** Rick Seeley; Katherine Earley; Eric Labelle  
**Subject:** Maine Medical Center - Site Plan Review

Tom—

I have had conversations with City staff in both the Planning and Public Works Department's on Maine Medical Centers offer to contribute \$65,000.00 to the improvement of the traffic signal at the Congress Street/Bramhall Street/Deering Avenue intersection. We find the offer to be satisfactory and suggest that you provide appropriate documentation of the agreed upon contribution.

If you have any questions, please call me.

Best Regards,

Thomas A. Errico, P.E.  
Senior Transportation Engineer  
Wilbur Smith Associates  
59 Middle Street  
Portland, Maine 04101  
(207) 871-1785 Phone  
(207) 871-5825 Fax

**Rick Seeley**

**From:** Tom Errico [terrigo@wilbursmith.com]  
**Sent:** Thursday, May 05, 2005 4:13 PM  
**To:** Rick Seeley  
**Cc:** Katherine Earley; Eric Labelle  
**Subject:** Maine Medical Center - Site Plan Traffic Review

Rick—

The following summarizes my initial comments related to the Site Plan process. Many of the comments are similar to those presented during the Contract Zone review.

1. I have reviewed the Maine Medical Center Alternative Transportation/Travel Demand Management Plan and find the Plans Goals, Objectives and Strategies to be excellent. I would suggest that a mechanism be established such that the City is briefed on the progress of the plan and allowed input on a regular basis.
2. The City has received complaints about the safety of the Congress Street/Deering Avenue/Bramhall Street intersection as it relates to right-turn-on-red movements from westbound Congress Street. The applicant should provide an assessment of whether a right-turn-on-red prohibition should be considered.
3. The proposed Site Plan illustrates several crosswalks along Wescott Street and the relocated Charles Street. The applicant should provide information that supports the need and location for the proposed crosswalks.
4. Information provided by the applicant seems to be conflicting. I have received traffic information that indicates Wescott Street will be a one-way street, while the site plan seems to illustrate a two-way street. The applicant should provide confirmation on the street regulation.
5. Following a review of field conditions at the Congress Street/St. John Street intersection, the applicant should revise (or confirm that it is accounted for in the analysis) their analyses to reflect the unbalanced lane usage on Congress Street in the eastbound direction. Both approach lanes are not used for through traffic based upon downstream conditions.
6. I continue to be concerned about the level of traffic that will exist in the Congress Street/Valley Street area following the expansion of the project and construction of the I-295 Connector. I recommend that the applicant conduct traffic counts and analysis at the Congress Street/Valley Street intersection following construction of both the Hospital Expansion and the I-295 Connector.
7. I continue to suggest that the applicant be asked to upgrade the traffic signal at the Congress Street/Deering Avenue/Bramhall Street intersection. While traffic levels are not expected to increase at the subject intersection, Maine Medical Center activity represents a significant portion of the vehicular and pedestrian volume using the intersection. The intersection provides a primary gateway to Maine Medical Center and the traffic signal needs attention. Future funding opportunities are not programmed for this location, either through PACTS, MaineDOT, or the City CIP. Accordingly, it will be many years before any improvements can be implemented. The existing traffic signal has some of the oldest equipment in the City and City Maintenance staff is frequently asked to attend to breakdowns in the system. Furthermore movements at the intersection are projected to operate at substandard levels of service during time periods when the pedestrian phase is in use. I am in the process of obtaining a cost estimate for replacement of the signal and will provide that information to you as soon as I receive it.
8. I am concerned about the operation of the proposed parking garage entrance on Congress Street. Capacity analysis indicates long delays and level of service "F" conditions for movements from the garage. I would suggest that this location be monitored after project completion, and if determined as having problems, specific strategies identified and implemented to correct the deficiency.

If you have any comments or questions, please contact me.

Thomas A. Errico, P.E.  
 Senior Transportation Engineer  
 Wilbur Smith Associates

5/27/05

59 Middle Street  
Portland, Maine 04101  
(207) 871-1785 Phone  
(207) 871-5825 Fax

**Rick Seeley**

**From:** John Peverada [JBP@portlandmaine.gov]  
**Sent:** Thursday, May 19, 2005 12:17 PM  
**To:** Rick Seeley  
**Cc:** AQJ@portlandmaine.gov  
**Subject:** RE: Any outstanding requests from MMC?

Att. 9

Rick, I am satisfied with the conditional zone agreement language as it relates to snow ban parking, and for vendor and contractor parking during construction, however it does not address vendor and contractor parking (on street) upon completion of the project.

I propose that the following items be listed as conditions of approval if they are not already addressed in another fashion:

1. The hospital will provide off street parking for all of their vendors/sub contractors, alleviating the need for them to purchase on street occupancy permits and tying up valuable on street parking spaces needed by residents and for turnover parking.
2. During construction, all subcontractors will be required to park off site.
3. The City will approve prototypes of newly proposed directional signage. Done ?
4. The hospital will show the City prototypes of newly proposed literature on parking to be sent to ALL patients with their pre-visit materials. This was discussed during their approval 1998, but as far as I know it was never implemented. They may also consider posting info on parking at Each elevator and in the emergency room.

Please let me know if you have any other questions. I will be out of the office next Mon. -Wed.

>>> "Rick Seeley" <rseeley@gpcog.org> 5/19/2005 11:47:37 AM >>>  
Hi John,

Here is the conditional zone agreement language reflecting how your two parking issues were addressed in the agreement

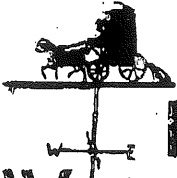
- "11. MMC, prior to occupancy of the Charles Street Addition, shall relocate the sewer serving 31 Crescent Street, as depicted on the Site Plan (Exhibit B). In addition, MMC shall provide two off-street parking spaces for use by the tenants of 31 Crescent Street for so long as 31 Crescent Street serves as a residential structure.
12. MMC agrees that it will make the parking garage contemplated within this Agreement available for use by the public for snow ban purposes in a fashion similar to that required in its Congress Street/Forest Street parking garage. In addition, MMC shall require all of its vendors, contractors and subcontractors to utilize a parking garage or other approved parking area/facility for vehicles and truck parking during construction."

I have not gone through your earlier emails to find out if any conditions you recommended earlier that may be agreed to, but are still not documented or readily documentable on a site plan need to be (a) changed because of the final form of the CZ agreement, or (b) resurrected as conditions for the Planning Board to include in their motion as conditions of approval. I doubt there are new issues, but I'd like a written distillation of your comments to date to sort out which should become conditions if they're needed, but are still not documented on the plans or in the parking study. At this late date I think we should assume anything that you needed placed on a plan as a note has not yet been done. If you need me to, I can sort out what may be redundant when we get a final plan for inclusion in the packet, or I can just call you when I get such plans and we could go over them together, again if necessary.

Please call me if you have questions. Maybe I'm not too clear here.

Thanks.

Rick



# Portland Water District

225 Douglass St. • P.O. Box 3553 • Portland, ME 04104-3553

(207) 774-5961  
FAX (207) 761-8307  
www.pwd.org

November 20, 2003

Mr. Tony Panciocco  
Sebago Technics, Inc.  
One Chabot Street  
Westbrook, Maine 04098-1339

Re: Maine Med Expansion, Portland

Dear Sir:

The Portland Water District has a 12" water main in Brackett Street, Portland, near the proposed site. A test on a nearby hydrant produced the following results: static pressure 54 psi; pito pressure 50 psi; with a flow of 949 gpm. With these results in mind, the District feels we have sufficient capacity available to serve this proposed project and meet all normal fire protection and domestic water service demands. **Please notify your plumber of these results so that they can design your system to best fit the available pressure.**

With certification by the developer that all required permits have been received, we look forward to serving this project.

Sincerely,

PORTLAND WATER DISTRICT

*David W Coffin*  
David W. Coffin, PLS  
Engineering Supervisor

Att: 12

Department of Public Works



CITY OF PORTLAND

17 May 2004

Michael J. Bobinsky  
Director

received  
5-25-04  
SEBAGO TECHNICS

Mr. Daniel L. Riley, P. E.,  
Sebago Technics,  
P. O. Box 1339,  
Westbrook, Maine 04098-1339

**RE: The Capacity to Handle Wastewater Flows from the Proposed  
Charles Street Addition to Maine Medical Center, 22 Bramhall Street.**

Dear Mr. Riley:

The existing ten-inch diameter cement sewer pipe, located in Congress Street, has adequate capacity to transport, while The Portland Water District sewage treatment facilities, located off Marginal Way, have adequate capacity to treat the anticipated increased wastewater flows of 11,030 GPD, from your proposed Charles Street Project.

<b>Anticipated Wastewater Flows from the Proposed Charles Street Addition:</b>	
114 Proposed Beds @ 150 GPD/Bed	= 17,100 GPD
42 Proposed Employees @ 15 GPD/Employee	= 630 GPD
Less 80 Existing Staff @ 80 GPD/ Staff	= 6,400 GPD
Less 20 Employees @ 15 GPD/ Employee	= 300 GPD
<b>Total Proposed Increase in Wastewater Flows for this Project</b>	<b>= 11,030 GPD</b>

The City combined sewer overflow (C.S.O.) abatement consent agreement (with the U.S.E.P.A., and with the Maine D.E.P.) requires C.S.O. abatement, as well as storm water mitigation, in order to offset any increase in sanitary flows, from all projects.

If The City can be of further assistance, please call 874-8832.

Sincerely,

CITY OF PORTLAND

*Frank Brancely*  
Frank J Brancely, B.A., M.A.  
Senior Engineering Technician

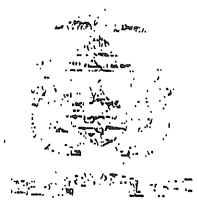
FJB

- cc: Alexander Q. Jaegerman, Director, Planning Division, Department of Planning, and Urban Development, City of Portland
- Richard Seeley, Senior Planner, Department of Planning, and Urban Development, City of Portland
- Eric Labelle, P.E., City Engineer, City of Portland
- Bradley A. Roland, P.E., Environmental Projects Engineer, City of Portland
- Anthony W. Lombardo, P.E., Project Engineer, City of Portland
- Stephen K. Harris, Assistant Engineer, City of Portland
- Desk file



Department of Public Works

Michael J. Bobinsky  
Director



**CITY OF PORTLAND**

4 May 2004

received

5-7-04  
SEBAGO TECHNICS

Mr. Daniel L. Riley, P. E.,  
Sebago Technics,  
P. O. Box 1339,  
Westbrook, Maine 04098-1339

**RE: The Capacity to Handle Wastewater Flows from the Proposed  
Central Utility Plant to Maine Medical Center, 22 Bramhall Street.**

Dear Mr. Riley:

The existing twelve inch diameter vitrified clay sewer pipe, located in Gilman Street, has **adequate capacity to transport**, while The Portland Water District sewage treatment facilities, located off Marginal Way, have **adequate capacity to treat** the anticipated increased wastewater flows of **1,610 GPD**, from your proposed central utility plant.

<u>Anticipated Wastewater Flows from the Proposed Central Utility Plant:</u>	
2 Employees @ 15 GPD/Employee	= 30 GPD
1 Filter Backwash @ 480 GPD/Backwash	= 480 GPD
1 Cooling Tower @ 1,100 GPD/Cooling Tower	= 1,100 GPD
<b>Total Proposed Increase in Wastewater Flows for this Project</b>	<b>= 1,610 GPD</b>

The City combined sewer overflow (C.S.O.) abatement consent agreement (with the U.S.E.P.A., and with the Maine D.E.P.) requires C.S.O. abatement, as well as storm water mitigation, in order to offset any increase in sanitary flows, from all projects.

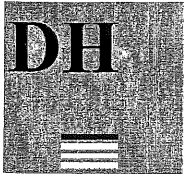
If The City can be of further assistance, please call 874-8832.

Sincerely,  
CITY OF PORTLAND

*Frank Brancely*  
Frank J Brancely, B.A., M.A.  
Senior Engineering Technician

FJB

- cc: Alexander Q. Jaegerman, Director, Planning Division, Department of Planning, and Urban Development, City of Portland
- Richard Sceley, Senior Planner, Department of Planning, and Urban Development, City of Portland
- Eric Labelle, P.E., City Engineer, City of Portland
- Bradley A. Roland, P.E., Environmental Projects Engineer, City of Portland
- Anthony W. Lombardo, P.E., Project Engineer, City of Portland
- Stephen K. Harris, Assistant Engineer, City of Portland
- Desk file



DeLUCA-HOFFMAN ASSOCIATES, INC.  
CONSULTING ENGINEERS

778 MAIN STREET  
SUITE 8  
SOUTH PORTLAND, MAINE 04106  
TEL. 207 775 1121  
FAX 207 879 0896

Att. 13

- ROADWAY DESIGN
- ENVIRONMENTAL ENGINEERING
- TRAFFIC STUDIES AND MANAGEMENT
- PERMITTING
- AIRPORT ENGINEERING
- SITE PLANNING
- CONSTRUCTION ADMINISTRATION

---

## MEMORANDUM

**DATE:** May 26, 2005

**TO:** Rick Seeley, GPCOG

**C:** Sarah Hopkins, Portland Planning

**FROM:** Stephen R. Bushey, P.E.

**SUBJECT:** Maine Medical Center Site Plan Application

---

Rick,

I have reviewed the submission materials dated 5/25/05 associated with Maine Medical Center's proposed expansion at their Bramhall Street Campus. These materials include the Site Plans, Grading Plans, Utility Plans and Landscape Plans. It is my understanding that the project will be heard at the upcoming Planning Board meeting next week.

My review has been limited given the time available. In general the project is very complex therefore it will necessary that the hospital maintain open communications with City Staff throughout the construction period to advise the City on progress, design revisions and record conditions as infrastructure is installed. I offer the following comments for consideration.

1. A description of the projecting sequencing related to the timing and phasing of construction and street closures, traffic rerouting etc. might be beneficial to understand how the campus will function as well as the neighborhood during the construction period. This may have already been submitted in one form or another, however, I have not reviewed it. These issues should be clearly outlined at a preconstruction meeting that should be attended by the DRC and Public Works Staff.
2. We suggest that prior to construction the site layout be linked to a control system such as a construction baseline or coordinates tied to the City's system. We trust that electronic files of the plans are provided to the City based on a tie in to the City Coordinate system.
3. The utility drawings show extensive redevelopment of drainage systems around the work zone. Multiple connections will be made to existing City drainage infrastructure within adjacent streets. We have not reviewed the calculations outlining the estimated runoff flows to these systems, however, a final tally of flows for the 2, 10 and 25 year storms should be provided for each connection and the engineer should verify that the downstream infrastructure can adequately handle these flows.

4. The project includes provisions for water quality treatment of stormwater runoff. This includes two Downstream Defender Water Quality Units. The applicant must provide a drainage maintenance agreement for these systems including any that are within the Public R.O.W. but serve the Hospital campus. We support these design measures and find them acceptable.
5. The utility infrastructure involves numerous realignments and new installations around the north and westerly sides of the campus. We caution the designers that numerous utility crossings are present and to verify potential conflicts where possible so that design modifications can be made prior to the commencement of construction if necessary. We note that numerous drainage and sewer structures are exceedingly deep (>12') and suggest that special design measures may be necessary in these instances. Several structures are more than 20' deep and access conditions may be difficult due to these depths. The limits of excavation and soils may warrant special construction methods including sheeting and shoring protection for these conditions.
6. The grading plans or separate erosion control plans should be prepared or modified to show erosion control measures. Specific emphasis on minimization the tracking of mud onto adjacent streets and dewatering measures should be highlighted. The construction staging areas should be identified and temporary provisions for materials storage, construction access routes etc. identified.
7. All final plans should be provided to the City as "Final Plans" stamped and sealed by a Professional Engineer.

If you have any questions please call.

Steve Bushey, PE  
Senior Engineer  
DeLuca-Hoffman Associates, Inc.

**Rick Seeley**

---

**From:** Jeff Tarling [JST@portlandmaine.gov]  
**Sent:** Friday, May 27, 2005 8:50 AM  
**To:** Rick Seeley  
**Subject:** MMC Landscape Plan Review

Att. 14



TEXT.htm

Rick,

I have reviewed the proposed Maine Medical Center landscape plan and offer the following comments. Overall, the proposed landscape plan is well done and improves the existing conditions of the MMC campus. The plan shows a good selection of plant material that will help provide screening / buffering of the proposed building additions. Plant selection includes a good mix of hardy native and exotic trees and shrubs of sizes that meet or exceed requirements.

Questions / Concerns -

The landscape plan for the parking lot between Vaughn Street and Chadwick Street uses a 'stone mulch' material along the parking lot. Could the planting of grass or low-mow turf be considered as an alternative? Would there be concerns of the stones or crushed rock being thrown around? Mowing might be a problem due to cars if regular turf was used... Low-mow turf would be a 'greener' solution if the applicant thought this would work in this situation. New turf types available and have been demonstrated by the Board of Pesticides Control in Augusta.

Congress Street / Street-trees -

The eight European Hornbeam trees proposed for Congress Street should be changed to a larger growing tree type such as Ginkgo, Armstrong Red Maple or Empire Ash due to the height of the parking garage building.

Western Promenade Impact -

Pedestrian circulation to the Western Promenade is important for employees and visitors to MMC and the local neighborhood. Currently, desire-line paths are worn into the hillside that borders MMC and city property at the end of Gilman Street. Due to slopes and ADA requirements sidewalks may or may not be possible. Careful consideration should be given to allow pedestrian traffic from the Gilman Street / A Street area to safely walk to the Western Prom and MMC access ways. A sidewalk at the Gilman Street turn near Gilman Place to the cul-de-sac area would be beneficial if the slope and grading requirements could be met. The bituminous sidewalk from the end of Gilman Street to the Western Prom needs to be improved to allow better access.

After reviewing the tree types proposed for the Western Prom slope a mixture of River and White Birch would be preferred over the Walnut trees proposed.

The use of Winter De-icing Salts continues to be a problem in the Maine Medical Center Campus and surrounding area. A review of maintenance operations or policies will be needed to ensure the landscape plants shown will survive. The use of alternative de-icing materials that do not damage plant materials should be recommended.

**Rick Seeley**

---

**From:** George Shutts [gms@portlandmaine.gov]  
**Sent:** Thursday, May 26, 2005 4:54 PM  
**To:** Rick Seeley  
**Cc:** GEC@portlandmaine.gov; JKelly@portlandmaine.gov  
**Subject:** MMC project

Att. 15

Rick,

The Portland Fire Department approves the site plan for the proposed Maine Medical Center project; with the following conditions:

- 1) The Portland Fire Department's largest ladder truck can safely negotiate the curve at the top of Gilman Street. The required radius of the curve has been provided to MMC.
- 2) Sufficient fire hydrants are maintained and accessible throughout all construction phases.
- 3) Openings, with a minimum four foot width, are maintained on the Congress Street side of the new garage facade. The openings would be for firefighters to gain access on all floors of the garage.

If you need more information, you may contact me at 232-4774.

Regards,

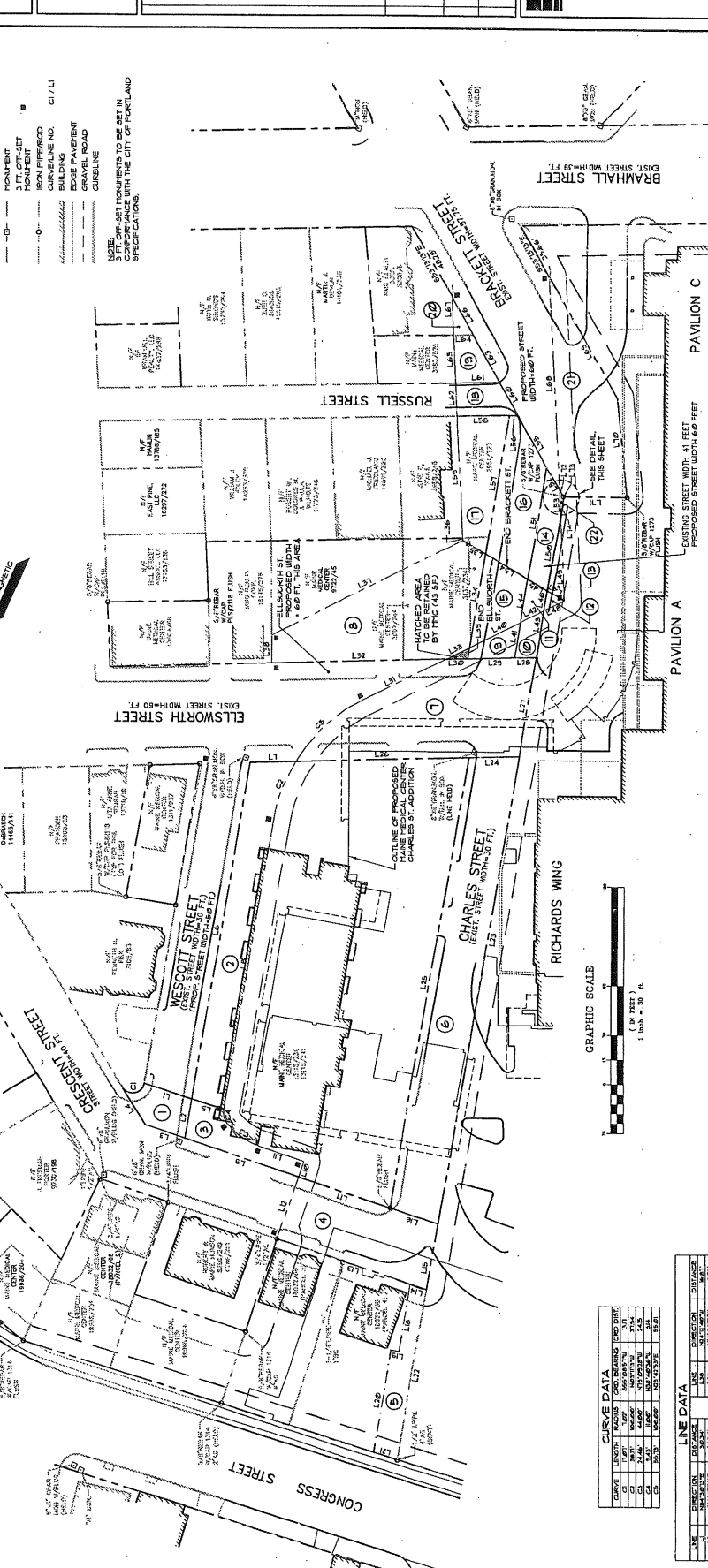
Michael Shutts  
Deputy Chief  
Portland Fire Department

91.HH

DATE	SCALE	SHEET
11-29-03	1"=30'	1 OF 2

DESCRIPTION	PROPOSED
PROPERTY/ROAD	---
SETBACK	---
POUNCE	---
3 FT. OFF-SET	---
CONCRETE	---
PAVING	---
GRAVEL NO.	---
BUILDING	---
EDGE PAVEMENT	---
GRAVEL ROAD	---
CONCRETE	---

NOTE:  
3 FT. OFF-SET POINTS TO BE SET IN CONFORMANCE WITH THE CITY OF PORTLAND SPECIFICATIONS.



REV.	DATE	BY	CHKD.	DESCRIPTION
A	7-12-04	JMC	JMC	REVISE PER CITY OF PORTLAND SURVEY REVIEW
B	7-12-04	JMC	JMC	REVISE PER CITY OF PORTLAND SURVEY REVIEW
C	7-12-04	JMC	JMC	REVISE PER CITY OF PORTLAND SURVEY REVIEW
D	7-12-04	JMC	JMC	REVISE PER CITY OF PORTLAND SURVEY REVIEW
E	12-10-04	JMC	JMC	REVISE PER CITY OF PORTLAND SURVEY REVIEW

PROJECT NO.	FIELD BOOK	DESIGN	CHRG.	DATE
01048	791	WTC	JMC	11-29-03

**Sebago Technics**  
Engineering & Surveying  
1400 NE 8th Street  
Portland, Maine 04107  
Tel: (207) 884-8077  
Fax: (207) 884-1333  
www.sebago.com

**LANDSLIP NOTES:**

- DISCONTINUE A PORTION OF BRACKET STREET CONTAINING APPROXIMATELY 789 SF. TO BE ACCEPTED AS A PORTION OF BRACKET STREET.
- DISCONTINUE A PORTION OF CHARLES STREET CONTAINING APPROXIMATELY 3481 SF. TO BE ACCEPTED AS A PORTION OF CHARLES STREET.
- DISCONTINUE A PORTION OF MESCOFF STREET CONTAINING APPROXIMATELY 3481 SF. TO BE ACCEPTED AS A PORTION OF MESCOFF STREET.
- DISCONTINUE A PORTION OF CHARLES STREET CONTAINING APPROXIMATELY 6949 SF. TO BE ACCEPTED AS A PORTION OF CHARLES STREET.
- DISCONTINUE AN EXISTING SEWER RIGHT-OF-WAY (CROSSING PROCTOR TO CITY CENTER) CONTAINING APPROXIMATELY 671 SF. TO BE ACCEPTED AS A PORTION OF CHARLES STREET.
- DISCONTINUE A PORTION OF CHARLES STREET CONTAINING APPROXIMATELY 6949 SF. TO BE ACCEPTED AS A PORTION OF CHARLES STREET.
- DISCONTINUE A PORTION OF ELLSWORTH STREET CONTAINING APPROXIMATELY 6207 SF. TO BE ACCEPTED AS A PORTION OF ELLSWORTH STREET.
- DISCONTINUE A PORTION OF CHARLES STREET CONTAINING APPROXIMATELY 3481 SF. TO BE ACCEPTED AS A PORTION OF CHARLES STREET.
- DISCONTINUE A PORTION OF CHARLES STREET CONTAINING APPROXIMATELY 6949 SF. TO BE ACCEPTED AS A PORTION OF CHARLES STREET.
- DISCONTINUE A PORTION OF CHARLES STREET CONTAINING APPROXIMATELY 6949 SF. TO BE ACCEPTED AS A PORTION OF CHARLES STREET.
- DISCONTINUE A PORTION OF CHARLES STREET CONTAINING APPROXIMATELY 6949 SF. TO BE ACCEPTED AS A PORTION OF CHARLES STREET.
- DISCONTINUE A PORTION OF CHARLES STREET CONTAINING APPROXIMATELY 6949 SF. TO BE ACCEPTED AS A PORTION OF CHARLES STREET.
- DISCONTINUE A PORTION OF CHARLES STREET CONTAINING APPROXIMATELY 6949 SF. TO BE ACCEPTED AS A PORTION OF CHARLES STREET.
- DISCONTINUE A PORTION OF CHARLES STREET CONTAINING APPROXIMATELY 6949 SF. TO BE ACCEPTED AS A PORTION OF CHARLES STREET.
- DISCONTINUE A PORTION OF CHARLES STREET CONTAINING APPROXIMATELY 6949 SF. TO BE ACCEPTED AS A PORTION OF CHARLES STREET.
- DISCONTINUE A PORTION OF CHARLES STREET CONTAINING APPROXIMATELY 6949 SF. TO BE ACCEPTED AS A PORTION OF CHARLES STREET.
- DISCONTINUE A PORTION OF CHARLES STREET CONTAINING APPROXIMATELY 6949 SF. TO BE ACCEPTED AS A PORTION OF CHARLES STREET.
- DISCONTINUE A PORTION OF CHARLES STREET CONTAINING APPROXIMATELY 6949 SF. TO BE ACCEPTED AS A PORTION OF CHARLES STREET.
- DISCONTINUE A PORTION OF CHARLES STREET CONTAINING APPROXIMATELY 6949 SF. TO BE ACCEPTED AS A PORTION OF CHARLES STREET.
- DISCONTINUE A PORTION OF CHARLES STREET CONTAINING APPROXIMATELY 6949 SF. TO BE ACCEPTED AS A PORTION OF CHARLES STREET.



LINE	DESCRIPTION	START	END	LENGTH
L1	...	...	...	...
L2	...	...	...	...
L3	...	...	...	...
L4	...	...	...	...
L5	...	...	...	...
L6	...	...	...	...
L7	...	...	...	...

LINE	DESCRIPTION	START	END	LENGTH
L1	...	...	...	...
L2	...	...	...	...
L3	...	...	...	...
L4	...	...	...	...
L5	...	...	...	...
L6	...	...	...	...
L7	...	...	...	...

PROJECT NO.	01048
FIELD BOOK	791
DESIGN	CH90
DATE	7-12-04
SCALE	1" = 30'
DATE	7-12-04
SCALE	1" = 30'

REVISION	DATE	STATUS
A	7-12-04	WTC
B	7-12-04	WTC
C	7-12-04	WTC
D	7-12-04	WTC
E	7-12-04	WTC

**Sebago Technics**  
 Engineering Experts You Build On  
 14 Great Street  
 Portland, ME 04103  
 (207) 858-0273

STREET VACATION/ACEPTANCE AND  
 LAND TRANSFER PLAN  
 MAINE MEDICAL CENTER  
 BRAMHALL STREET  
 PORTLAND, MAINE 04104

**LEGEND**

EXISTING	DESCRIPTION	PROPOSED
---	SETBACK	---
---	EMBANKMENT	---
---	POWDER	---
---	POWDER	---
---	IRON PIPE/ARC	---
---	CORRELINE NO.	C/U
---	BUILDING	---
---	EDGE PAVEMENT	---
---	ROAD	---
---	CORRELINE	---

NOTE:  
 3 FT. OFF-SET POINTS TO BE SET IN  
 ACCORDANCE WITH THE CITY OF PORTLAND  
 SPECIFICATIONS.

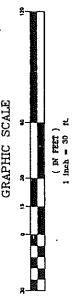
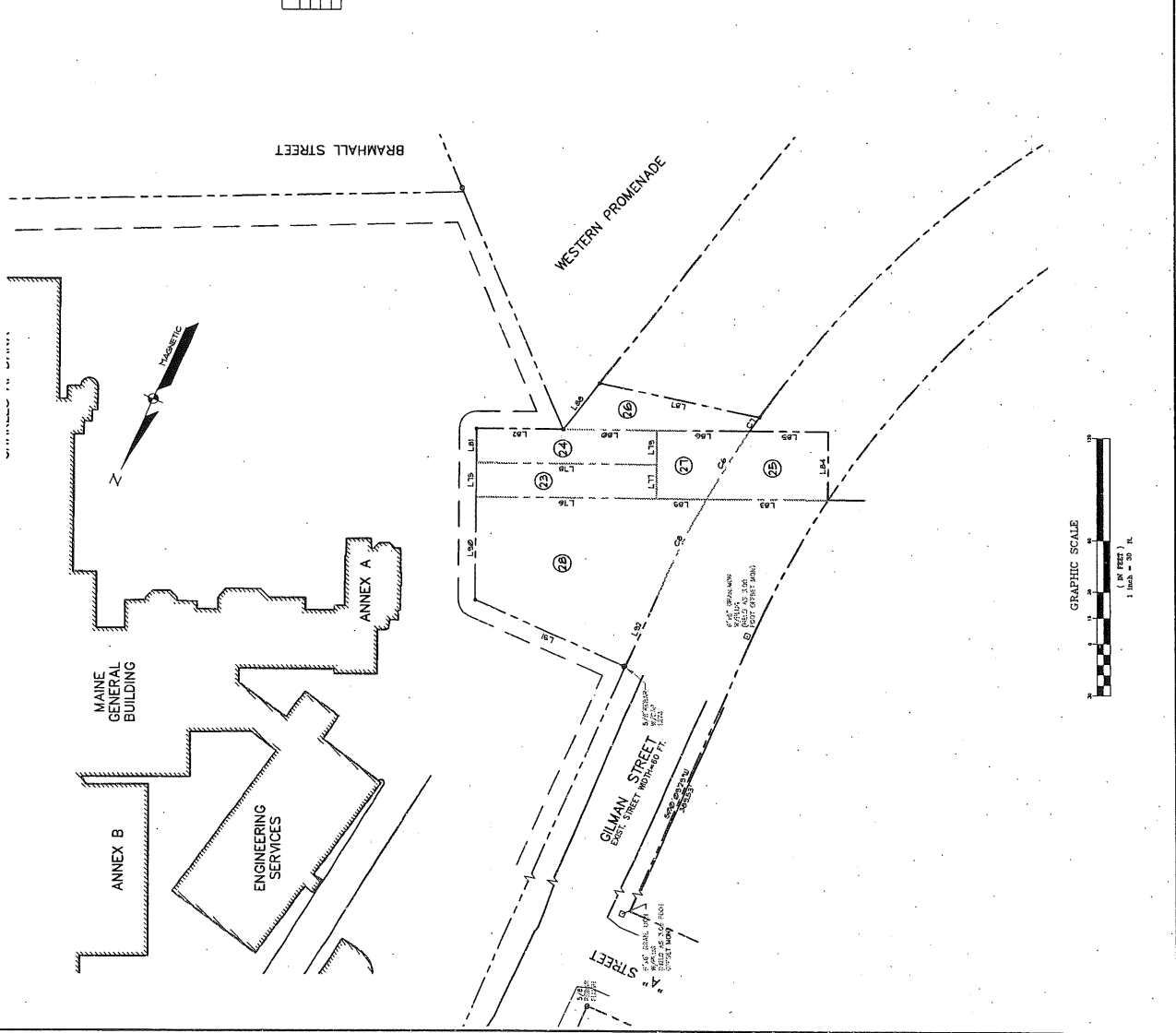
**LINE DATA**

LINE	DIRECTION	DISTANCE
L1A	N 44° 31' 11" W	107.89'
L1B	S 44° 31' 11" E	107.89'
L1C	N 44° 31' 11" E	107.89'
L1D	S 44° 31' 11" W	107.89'
L1E	N 44° 31' 11" W	107.89'
L1F	S 44° 31' 11" E	107.89'
L1G	N 44° 31' 11" E	107.89'
L1H	S 44° 31' 11" W	107.89'
L1I	N 44° 31' 11" W	107.89'
L1J	S 44° 31' 11" E	107.89'
L1K	N 44° 31' 11" E	107.89'
L1L	S 44° 31' 11" W	107.89'
L1M	N 44° 31' 11" W	107.89'
L1N	S 44° 31' 11" E	107.89'
L1O	N 44° 31' 11" E	107.89'
L1P	S 44° 31' 11" W	107.89'
L1Q	N 44° 31' 11" W	107.89'
L1R	S 44° 31' 11" E	107.89'
L1S	N 44° 31' 11" E	107.89'
L1T	S 44° 31' 11" W	107.89'
L1U	N 44° 31' 11" W	107.89'
L1V	S 44° 31' 11" E	107.89'
L1W	N 44° 31' 11" E	107.89'
L1X	S 44° 31' 11" W	107.89'
L1Y	N 44° 31' 11" W	107.89'
L1Z	S 44° 31' 11" E	107.89'

**CURVE DATA**

CURVE	LENGTH	END BEARING	END DIST.
C1	83.39'	N 83° 58' 37" E	83.31'
C2	83.39'	N 83° 58' 37" E	83.31'
C3	83.39'	N 83° 58' 37" E	83.31'

**LANDSLIP NOTES:**  
 23. MAINE MEDICAL CENTER TO CONVEY A PARCEL OF LAND CONTAINING APPROXIMATELY 2633 SF TO BE DISCONTINUED AS A PORTION OF A TURN AROUND. BY VIRTUE OF DISCONTINUING THIS STRIP REVERTED TO THE CITY OWNERSHIP.  
 24. A PARCEL OF LAND OWNED BY THE CITY CONTAINING APPROXIMATELY 2633 SF TO BE DISCONTINUED AS A PORTION OF A TURN AROUND. BY VIRTUE OF DISCONTINUING THIS STRIP REVERTED TO CITY OWNERSHIP.  
 25. DISCONTINUE A PORTION OF ANNUAL STREET CONTAINING APPROXIMATELY 2317 SF TO BE ACCEPTED AS A PORTION OF GILMAN STREET.  
 26. A PARCEL OF PARK LAND OWNED BY THE CITY (DEED BOOK 714 PAGE 4) CONTAINING APPROXIMATELY 1805 SF TO BE ACCEPTED AS A PORTION OF GILMAN STREET FOR A TURN AROUND AREA.  
 27. DISCONTINUE A PORTION OF ANNUAL STREET CONTAINING APPROXIMATELY 1859 SF TO BE ACCEPTED AS A PORTION OF A TURN AROUND.  
 28. A PARCEL OF LAND OWNED BY THE CITY CONTAINING APPROXIMATELY 8536 SF TO BE ACCEPTED AS A PORTION OF A TURN AROUND.  
 29. TOTAL AREA OF LAND TO BE TRANSFERRED FROM MAINE MEDICAL CENTER TO THE CITY OF PORTLAND = 15385 SF.  
 30. TOTAL AREA OF LAND TO BE TRANSFERRED FROM THE CITY OF PORTLAND TO MAINE MEDICAL CENTER = 14384 SF.



Section 18

**Solid Waste**

**A. Estimated Quantities of Solid Waste**

Currently, the site generates both solid waste and medical waste typical of any hospital. Three on-site dumpsters, located just beyond the L. L. Bean underpass on the hospital access road, handle the solid waste disposal for the hospital. A subcontractor picks up medical waste from the hospital three times a week. Additional waste generated by the development of the site will be handled in the same manner. All waste will be transported to the L. L. Bean Building via the proposed service tunnel and removed from the campus either through the use of the existing dumpsters or the medical waste subcontractor. The hospital will coordinate with their subcontractors should additional removal times be required to handle the additional waste generated by the development.

**B. Off-Site Disposal of Construction/Demolition Debris**

At the time of this application, a demolition contractor has not yet been selected for the project. Once a contractor has been selected, requirements for this subsection will be forwarded.

**C. On-site Disposal of Wood Waste/Land Clearing Debris**

Required tree clearing will be performed by a qualified tree cutter and the logs taken off site. The associated stumps and grubbing will be ground on site by a portable stump grinder and used as mulch in the stabilization of back slopes and for erosion control. We do not anticipate the on-site burning of wood waste for this project.

**D. Special or Hazardous Waste**

The proposed hospital addition is expected to generate biomedical (red bag) waste. This waste will be collected by the hospital's current disposal contractor and disposed of at an approved disposal facility.



Att. 18



**Memorandum**  
Department of Planning and Development  
Planning Division

---

**To:** Chair Lowry and Members of the Portland Planning Board  
**From:** Alexander Jaegerman, Director, City of Portland Planning Division  
Carrie M. Marsh, Urban Designer, City of Portland Planning Division  
**Date:** 05/27/05  
**Re:** Conceptual Design of the Maine Medical Parking Garage, Congress Street

---

**1. Introduction**

The Maine Medical Parking Garage will be presented at an upcoming Planning Board Hearing. This memo discusses the conceptual designs of the proposed structure. Detailed elevations and building plans have not been provided to date. This memo is therefore based on schematic renderings that were presented at the Planning Board Workshop on May 10, at a meeting with the applicant on May 23, and in images emailed on May 26. It is understood that the applicant may present further refinements to the conceptual designs at the Planning Board Hearing.

**2. Description**

The proposed Maine Medical Parking Garage is a large-scale building which appears to be a typical concrete parking garage structure with horizontal floorplates and a flat roof deck.

The renderings show a garage with six bays fronting on Congress Street. The four bays on the west end are screened with a metal mesh treatment. Moving west to east – the fifth bay is inset and sheathed with a brick wall. The sixth bay is again expressed to the sidewalk and covered in the metal screening. The concrete structure is exposed at the east and west elevations.

The metal screening is intended to be reflective. A sample of this material was provided that shows that the screen is a grid of punched squares which are approximately 5-6” in width.

A stair tower is located on the east end of the structure and is sheathed in glass. External stairs connect the Congress Street sidewalk level to the plaza inset into the hillside at the base of the glass stair tower.

The street level of the parking garage includes a covered arcade along much of the length of the sidewalk. The walls along this arcade (approximately 70’ east of the entry bay, and 36’ west of the entry bays) are solid, brick faced, with ornamental detailing, with the exception of glass storefront windows at the east end, covering the easterly bay of the garage plus the stair tower. Two egress/ingress bays to the parking garage front on Congress Street, (approximately 70’ in combined length).

### 3. Downtown Urban Design Guidelines

The conditional rezoning agreement requires that the design of this project conform to the City's *Downtown Urban Design Guidelines*. Detailed building elevations, plans and material samples are necessary in order to fully review the proposed design in relation to the guidelines.

The applicant, and its architect, has developed a narrative of its rationale for how it proposes to meet the *Downtown Urban Design Guidelines* through the project design.

The conceptual plans appear to meet the Downtown Urban Design Guidelines on the matter of sidewalk areas, open space, landscaping, lighting, and pedestrian amenities such as benches.

At this time the following issues remain open points for discussion:

The *Downtown Urban Design Guidelines* include standards for relationship to the pedestrian environment as follows:

- A required distinguishment of the lower 35 feet of a building façade;
- A consideration of the façade in relationship to its context;
- The use of high quality materials and detailing, and transparency, at the pedestrian level;
- The orientation of entrances at the street;
- The remediation of blank facades;
- The provision of active uses along arcades; and
- The impact of skywalks on the visual character of the Downtown streetscape.

A standard to review is the relationship to existing development particularly with regard to:

- Integration with the existing building environment and streetscape;
- Building form, scale and massing;
- Façade proportion and composition; and
- Entrances that reinforce strong patterns of pedestrian circulation.

A third category for consideration is that parking garages should create a positive aesthetic solution which fits the guidelines throughout the document. Parking garages should be:

- Compatible with and enhance the character of the pedestrian environment;
- Maintain pedestrian uses along street frontages; and
- Designed and constructed to accommodate conversion to ground floor uses at a later date.

A final category for consideration is that of gateways into Portland and the impact of such on creating a newcomer's first impression of the city. The *Gateways to Portland* study identified Congress Street from the west as an important approach which would benefit greatly by gateway improvements. The guidelines note the following opportunities to enhance gateway entrances:

- Reinforce and enhance the scale, character and placement of buildings along entrance routes;
- Encourage development which reinforces the unique positive aspects and opportunities of each particular gateway;
- Parking lots should be suitably screened from view along all designated gateway entrances;
- Proposals for development along gateway entrances are encouraged to examine and reinforce the unique character and opportunity of that gateway entrance to the Downtown in terms of design and siting of buildings, land uses, and streetscape improvements.

#### **4. Considerations**

The above discussion presents broad design concepts for consideration. In addition to the above, what follows is a summary of issues specific to the conceptual designs that have been presented to date. The successful remediation of these issues are proposed as the subject to further review and recommended as conditions for approval of the final design:

- Materials, detailing, uses and transparency at the pedestrian level;
- Storefront design, storefront materials, elevation of floor level, and orientation to the arcade;
- Building entrances, location, prominence and orientation to the street;
- Remediation of the expanse of blank walls along the sidewalk;
- Specifications of materials and detailing such as proposed corbelling, brick articulation and ornamentation which is proposed to enliven the brick wall; and -
- Resolution of the role of contextual design overall for the building, and specifically for the street level and retail space, which should reflect traditional storefront architecture.

#### **5. Summary and Recommendations**

While the standards are written for the first 35 feet, in this case we are reviewing the first floor only, which is about 14 feet. The entrances to the stair tower and retail space are both perpendicular to Congress Street, rather than facing the Street. The stair tower entrance must be clearly visible from the sidewalk, while accessed from the new plaza level. It should be oriented to the street and the pedestrian, and not be recessed, so as to avoid creating any hidden nooks or crannies. The retail entry faces the recessed arcade/courtyard carved out of the garage. This location was chosen due to floor and sidewalk grades, and to provide best use of the narrow portion of the retail space. Both entrances need to be well detailed and lit, so as to be prominent and as visible as possible from the sidewalk. The suggestion was made to angle the entry walls toward the street, to aid in the visibility of the doorway from the street and sidewalk. The architect has agreed to refine the design to accomplish visibility and prominence, and final details remain to be submitted and reviewed.

The most significant addition to the overall project since the Board recommended the conditional rezone is the addition of the small retail space at the easterly end of the garage. We have requested consideration of extending this retail through the entire length of the garage, to eliminate all blank walls, however the applicant states that the shallow depth and other program elements of the garage preclude this extension. Given the constraints of the program and use, the retail as proposed can be a successful element at its location, and the remaining challenge is to mitigate the wall behind the arcade/courtyard, and the westerly bay wall. The applicant has submitted conceptual renderings of these locations showing detailing, with a brick wall

articulated by horizontal and vertical concrete or granite bands, and a coursing at the storefront cornice height of an alternate band of brick masonry. Benches, lighting, and a tree are proposed for the courtyard area. Depending upon the retail tenant, the courtyard could accommodate tables for outdoor seating in good weather.

The context for this site is highly variable, including some residential and mixed use small scaled structures across the street, the recent medical office building across the street, the sloping hillside, the existing parking garage, and the commercial hub at the corner of Gilman, Valley, and St. John, with some larger and older commercial buildings. Wood frame, masonry and concrete are present in the mix, and the scale of nearby buildings varies considerably. This context suggests more flexibility in design approach than might exist in a more homogenous or historic block. Of all the contextual elements available, the traditions of storefront design can be respected in the design of the retail component. As stated earlier in the review process, MMC has been encouraged to utilize a common or related set of material specifications, as proposed for the Charles Street building, for use at the pedestrian scale elsewhere in the project, including the garage and power plant. With the "class A" materials proposed for use throughout the project, the quality and character of the additions will tie together with the hospital campus.

In summary, the design of this garage portion of the building has evolved considerably and in a very positive direction from the initial proposal. However the design is still under development. We are recommending that the final design for the garage facade be subject to review and approval by the Planning Authority. If the Board is not comfortable in delegating the final design back to staff, then we can frame the condition of approval that the final design will return to the Board for final review and approval.

## **Attachments**

Design Narrative from Keith Davis of TRO regarding the *Downtown Urban Design Guidelines*  
Conceptual Renderings of Proposed Retail Space and Arcade

**Carrie Marsh - MMC Garage - Design narrative**

---

**From:** "Davis, Keith" <KDavis@TROarch.com>  
**To:** <rseeley@gpcog.org>, <AQJ@portlandmaine.gov>, <cmarsh@portlandmaine.gov>  
**Date:** 5/26/05 4:50 PM  
**Subject:** MMC Garage - Design narrative  
**CC:** <grayp@mmc.org>, <dunnh@mmc.org>, <DoughD@mmc.org>, "Ashraf, Rashid"  
<RAshraf@TROarch.com>

---

The spirit of the Downtown Urban Design Guidelines is to provide for a framework to address aesthetic, pedestrian, accessibility, cultural and economic responses to new development. In our continued discussions with City staff, the City Council, neighborhood groups and the Planning Board the development of the Parking Garage has addressed each of these to great success, as evidenced by the City Council and neighborhood representatives' approval.

Specifically, we have created a clear response in addressing the building as related to the pedestrian context. The ground level and first parking deck are primarily brick and glass, with precast concrete and metal detailing. The brick, being a familiar material, serves to enhance the human scale experience on both the garage and the paving. The glass offers a transparency into the proposed retail space and stair tower, providing visual interest and security. The middle parking decks are screened with perforated metal panels which serve to reflect the skylight down to the street level and provide visual interest on a vehicular scale while avoiding adding to the "canyon" effect that may be created by exposing the precast panels with brick or concrete. The panels are further divided into 4-foot wide segments to respond to the fenestration of surrounding structures. The uppermost decks of the garage have a context relating more to the city scale, and are designed to draw less attention from the hospital and neighboring buildings.

The pedestrian experience from the east sequences from the landscaped courtyard access to the stair tower, the retail space, a "pocket" courtyard, down a landscaped walk past the garage and MOB skywalk ultimately to a new bus stop plaza creating a series of activities on the pedestrian scale. By creating the pocket courtyard and a three-part building elevation as described above, we've broken down the mass of the structure to better relate to the scale of the Congress St. neighborhoods.

The backdrop for the pocket courtyard is a masonry wall that is articulated with accent brick and precast planters, benches and niches. The function behind the wall is vehicular traffic and parked cars which are not conducive to the quality of the courtyard space, so openings in the wall are undesirable. The retail space entrance will open onto the courtyard creating a more active entrance plaza.

As the Downtown Urban Design Guidelines state, the intent is not "to restrict the creativity" of designers. Clearly this process has enhanced the design of the Garage and the urban context. Please let me know if I can provide further comment on this topic.

W. Keith Davis, AIA  
Principal/Vice President  
TRO/The Ritchie Organization  
617.969.9400 (t)  
kdavis@troarch.com

