

MERCY HOSPITAL

**REVISED MASTER PLAN
(for consideration at August 8, 2006,
Public Hearing)**

Prepared for:

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1.0 INTRODUCTION

1.1 Purpose

The purpose of the Mercy Hospital Fore River Site Master Plan is to provide a guideline for the development activities for the Fore River Site as contemplated in the Mercy Hospital Contract Zone Agreement approved by the City of Portland. The Master Plan is intended as a fluid document to permit maximum flexibility in building and landscape design and to ensure high quality construction that considers the site's landscaping, building orientation and form, coordination of uses and parking, lighting and other site amenities and creation of private/public open spaces. The Master Plan is intended to fulfill the requirements of the Contract Zone Agreement that specifically requires Planning Authority approval of a Master Plan prior to Site Plan consideration.

1.2 Development Overview

Mercy Hospital is proposing to develop a new hospital campus on their Fore River development site. The current development plan may include the following uses:

- a. Hospitals, clinics, and medical research facilities.
- b. Community living arrangements, congregate care facilities, intermediate care facilities, long-term or extended-care facilities, and sheltered care group homes.
- c. Office complexes and professional offices.
- d. Day care facilities and adult day care facilities.
- e. Exercise and fitness centers and health clubs.
- f. Personal services, restaurants, and retail establishments of no more than 50,000 square feet (SF), except that there shall be no drive-through facilities.
- g. Dwellings, hotels, motels, inns, and rooming units; and lodging houses for hospital or clinic employees or volunteers and patients' family members.
- h. Teaching centers.
- i. Accessory uses, including but not limited to, parking facilities and structures, utility services, stormwater management systems, and site amenities.

All of the above facilities will be developed primarily to support the main use of the site as a hospital campus, although it is anticipated that some use of support facilities by others in the neighboring community may occur. The current Phase 1 development proposal is for the completion of a four-story, 80,000 SF Medical Office Building (MOB) and a 137,310 SF hospital structure containing four levels plus a

ground floor. Future development on the site is anticipated to include some of the aforementioned possible uses.

Other ancillary development features will include parking facilities, utility services, stormwater management systems, and site amenities. Parking for the campus will be primarily surface lots during Phase 1 and surface and structured parking in the future. The parking needs for the project will likely exceed 780 spaces to meet local zoning requirements and facility needs during Phase 1 and over 1,300 spaces during future phases.

1.3 Existing Conditions

Mercy Hospital has purchased approximately 85.5 acres of land located along the Fore River in Portland, Maine (the development site). The property was formerly owned by Merrill Industries, Inc. and the Portland Terminal Company. The lands consist of approximately 43.5 acres of mudflats along the Fore River and 34.5 acres of undeveloped or semi-developed land located along the Fore River waterfront. Approximately 7.5 acres of land has been transferred to the Maine Department of Transportation to allow the construction of the I-295 Connector project. Approximately 27 acres of the remaining land is available for development. Within this area the site is basically divided into two prominent areas by the location of an existing pond in the center of the site. The pond is within a former gravel pit. The north end of the site and the south end generally define the overall development area. Figures contained in Appendix A identify the site location on various resource maps.

The site generally extends from just east of the recently constructed I-295 Exit 5 interchange ramps easterly along the Fore River to the Veteran's Memorial Bridge. The site is bounded to the north and east by an active railroad line operated by Guilford Industries. The tracks to the north are traveled multiple times each day by the Downeaster passenger train service, while the tracks to the east service both the Downeaster service as well as regular Portland Terminal freight service. Farther to the northeast, commercial development lines St. John Street. Existing commercial establishments along St. John Street include Barber Foods, Century Tire, Redlon & Johnson and the Union Station Plaza. The Cumberland County Correctional Facility is located to the north of the property on the north side of the tracks. The Correctional Facility's activities are primarily focused to the north, facing Congress Street; thus the jail facility is generally buffered from the Mercy site by existing wooded land on that site. Appendix B contains various photos depicting the site's relationship to adjacent uses and views. It is clear that while the site is located within an urban setting, it stands somewhat isolated from its neighbors due to the railroad tracks along a majority of its boundaries.

The site's topography slopes from approximately elevation 24 feet along the active rail tracks that are on the north and east sides of the site to the riverfront, where the elevation is approximately 10 feet. The higher knolls on the northerly side of the site rise to elevation 38 feet towards the northeast center of the site. It is anticipated that

the knolls will be lowered as part of the proposed project. The bottom of the former gravel pit is approximately elevation 8 feet (NGVD).

The site's wooded areas are characterized by deciduous tree growth and dense undergrowth. Approximately one half of the site is densely vegetated. The southerly side is mostly open area that contains ground vegetative cover with grasses and stockpiles of topsoil and miscellaneous debris. Some of the ground area on the southerly side is bare earth, a result of previous activity on the site.

Overall the site can generally be classified as undeveloped. The property has historically been accessed by a paved drive from County Way and Congress Street. This drive passes adjacent to the Cumberland County Jail and crosses at grade over the railroad tracks into the site. This access will be used for emergency purposes in the future. The new I-295 Connector proceeds from north to south and includes bridge overpasses over the northerly and southerly rail tracks. Each bridge provides for an elevated view of the Mercy development site, while the roadway along the middle of the site generally passes through nearer to existing grade.

The site contains multiple wetland areas. Several areas consist of former ditches adjacent to abandoned rail track beds. These will be impacted as part of the development. A wetland pond exists within the former gravel pit in the center of the site. The site design has been prepared to minimize impacts to this wetland and to maintain the tree canopy surrounding the pond as much as possible.

1.4 Original Master Plan

The preliminary Master Plan that was submitted in 2001 in support of the Contract Zone Agreement contained the following programming elements:

- A five story 300,000 SF Hospital
- A three story 75,000 SF Medical Office Building
- A two story 58,000 SF Ambulatory Care Center.
- Surface parking for as many as 1,000 spaces
- Outparcel development at the south end of the property

The original Master Plan was intended to depict the general site conditions and building envelopes contemplated for development. As required by the Contract Zone Agreement, this current submission is intended to update the Master Plan representation of the programming contemplated for the site development and provide a greater level of detail to the Planning Authority prior to their Site Plan review of the project. This current July 2006 Revised Master Plan is intended for consideration by the Planning Board at their August 8, 2006 scheduled Public Hearing. A copy of the original Master Plan figure submitted in 2001 in support of the original Contract Zone review and approval is contained in Appendix C to this submission.

2.0 APPLICABLE ORDINANCES AND CODES

2.1 Design and Site Development

All design and site development activities within the Fore River Site shall comply with the current applicable local, state and federal ordinances and codes including, but not limited to, City of Portland Site Plan review, Department of Environmental Protection Site Location of Development and Natural Resources Protection Acts, State of Maine Voluntary Remedial Action Plan (VRAP) requirements, and U.S. Army Corps of Engineers Water Quality Certification.

2.2 Americans with Disabilities Act (ADA)

All components of the Fore River Development site shall be designed to provide full accessibility in accordance with current ADA guidelines. Site and building planning shall incorporate ramps and accessible features to overcome site conditions.

3.0 DEVELOPMENT STANDARDS

3.1 Site Plans

All site plans may be approved by the Planning Board only if, in addition to the dimensional requirements outlined below and the applicable provisions of Article IV (subdivisions) and Article V (site plan) of the City of Portland Code of Ordinances, the development meets the following development standards:

3.1.1 *Design Relationship to Site*

Development proposals shall demonstrate a reasonably unified design of the site in a campus-like setting, including the architecture, the layout of the buildings, pedestrian and vehicular circulation plan, open space, drainage, and the topography, soil conditions, vegetation, and other natural features of the site. Integration of open spaces and natural features shall be achieved by incorporation of outdoor amenities for the benefit of users of the site, such as jogging and walking trails, gardens, and benches. The proposed layout of buildings and uses shall demonstrate compatibility within the site. Consideration shall be given to compatibility of proposed perimeter development with the existing and future uses adjacent to the property.

3.1.2 *Landscaping*

Development proposals shall include a landscape program. All land areas not covered by structures, parking areas, or circulation facilities shall be landscaped and maintained. In order to soften the visual impact of large expanses of pavement in parking lots, vegetation shall be planted or retained in islands or planting strips where required by Article IV (Subdivisions) and Article V (Site plan) of the Land Use Code.

3.1.3 *Pedestrian Orientation*

Development proposals shall include an integrated pedestrian circulation system, including internal sidewalks, to take advantage of the topography and natural features of the site. They shall provide for safe pedestrian access to all buildings and parking areas and conveniently access all developed portions of the site without additional driving. The pedestrian circulation system shall link with the shoreline trail feature of the site.

3.1.4 *Vehicular Access and Circulation*

The Maine Department of Transportation has used a portion of the property for the construction of the I-295/Commercial Street Connector. The connector roadway provides a new link between Outer Congress Street, I-295 and the Commercial Street Corridor. From west to east, the connector extends from the I-295 Exit 5 interchange and crosses the Guilford Transportation railroad tracks above grade and proceeds across the property generally along the Fore River frontage. The Veterans Bridge Interchange has been reconstructed for the new connector roadway. The connector work includes a pedestrian walkway/bikeway along the Fore River frontage. Two separate access drives to the hospital campus have been provided off the Commercial Street Connector. A third southbound off ramp has also been constructed to provide access for site bound traffic traveling from the Exit 5 Interchange direction. Additional gated emergency access will likely be provided off an existing access route behind the County Correctional Facility.

3.1.5 *Buffers and Screens*

Development proposals shall include appropriate measures of a dense and continuous nature (for example, a double staggered row of white pine twenty-five (25) feet on center, etc.) in order to buffer parking lot visibility from public roads. Buffer plantings to provide wind buffering and reduce off-site noise shall be incorporated where feasible.

3.1.6 *Preservation of Natural Features*

Development proposals shall identify the extent to which the developer will preserve natural features including, but not limited to, existing vegetation, flood plains, rock outcroppings, surface water bodies, drainage swales and courses, and wetlands, provided any such program shall consider and be sensitive to the need to preserve such natural features.

3.2 **Dimensional Requirements**

The following dimensional requirements shall apply to the property as a whole, and not to individual lots (if any) within the property:

3.2.1 *Maximum Impervious Surface Ratio*

Eighty (80) percent.

3.2.2 *Maximum Building Height*

Ninety (90) feet.

3.2.3 *Minimum Front Yard Landscaped Buffer*

Twenty (20) feet from the edge of the connector right-of-way. Retaining walls, walkways, trails and pathways may occur within the landscaped buffer. Buildings and expanses of paved surfaces for vehicular use are prohibited.

3.2.4 *Minimum Side Yards*

Ten (10) feet.

3.2.5 *Minimum Rear Yard*

Ten (10) feet.

3.2.6 *Pavement Setback from property*

Fifteen (15) feet; twenty (20) feet from connector right of way.

4.0 **OVERALL LAYOUT**

4.1 **General Design Intent**

Mercy Hospital has selected a phased development program that balances their business needs and economic capacity. The programming currently consists of the following elements:

- Initial Phase
 - 138,000-139,000 SF Hospital
 - 75,000-80,000 SF Medical Office Building
- Future Phases
 - Parking Structure(s) to support 700-900 parking spaces (to be built prior to Hospital expansion)
 - 150,000 to 200,000 SF Hospital Expansion
 - 75,000 SF Medical Office Building
 - up to 40,000 SF additional building space
- Total building space equal to 500,000 to 600,000 SF can be supported on the campus

4.2 **Building Orientation**

The development layout is governed by the following site conditions:

- Location of the driveway access locations along the Connector
- Location of the wetland pond within the center of the site

- Naturally high ground within the northern sections of the site.
- Building envelopes available within the north and south sections. Neither area is large enough by itself to support the campus program, therefore requiring a “bridge” between them.

The Master Plan building envelopes allow for the following key elements:

- Building connectivity for the Phase 1 Medical Office Building and Hospital.
- Adequacy of Phase 1 surface parking within reasonable proximity to each building’s entrance.
- Future accessibility to a parking structure proximate to the Hospital, the expansion and the Phase 1 Medical Office Building.
- Remote staff parking on the south end of the site, to be facilitated by the use of onsite shuttle service to the hospital staff entrance.
- The hospital’s prominence on higher elevations of the site provides for views over the Connector Road to the Fore River and also overlooks the onsite wetland pond.
- Allows capacity for building expansion.
- A designated access route from the northerly driveway to the southerly driveway.

5.0 ARCHITECTURE

5.1 General Design Intent

The client requested a building that embodies the faith-based nature of their institution. The design approach is to utilize the pointed arch motif of Gothic Revival, a style that has historically had a great depth of meaning for Roman Catholic institutions in our country. This approach is given a modernist overlay with concentrated areas of glass wall and metal panel, with generally clean lines throughout. The client also wished to maintain a sense of continuity with their existing facility. Finally, the prominent waterfront location bears a direct relationship to the historic brick waterfront structures of downtown Portland.

5.2 Building Footprint

The hospital is centrally located on the high point of the site to enhance visibility from all directions. The rectangular footprint of the hospital is oriented north-south to both maximize access to sunlight and to optimize views from patient windows of the Fore River to the west and the pond to the east. The building’s four floors above a partially exposed ground level maximize the building’s height with the available program while minimizing the impact on the site. The Medical Office Building is located perpendicular to the Hospital in an L-shaped alignment so that future connections to the Hospital Expansion and a multi-level parking garage may be easily facilitated.

5.3 Building Massing

The massing of the building steps in, on both the east and west elevations as a response to the programmatic requirements within. A prominent location is created for the chapel with a full-height diagonal slice at the southwest corner of the building. The Medical Office Building is sited perpendicular to the hospital on the west elevation in an L-shaped configuration, creating an entry court for both buildings that opens directly onto the connector road and river. The Medical Office Building is oriented in a manner that will allow access from each side. The revised building location places the MOB closer to its allocated parking areas.

5.4 Building Façade/Materials

The façade is composed of traditional Portland red brick with light cast stone highlights. Gothic cast stone tracery throughout and stained glass windows at the chapel convey the faith-based nature of the institution. A brick arcade and entry canopy create an inviting approach on the west elevation. The majority of windows throughout are traditional punched openings, counterbalanced by the full height glass and metal panel slice at the southwest corner of the building. The windows on the west and south elevations are combined in a larger scale to read strongly at a distance from across the river. Traditional sloped metal roofing covers the chapel. The MOB will follow the Hospital's lead with a complementary building face, glass and accents to mirror the Hospital building. Future buildings will also follow these building and materials patterns and character.

5.5 Roofline

The main roofline of the Hospital building is a clean modernist horizontal edge accented with a large scale pediment centered over the main entry that is a direct reference back to the client's original building. The overall massing of the Hospital building is softened with the cascading sloped rooflines along the east and west elevations. The MOB will follow with a horizontal roofline that will fall below the Hospital's. Future buildings will follow with similar rooflines.

5.6 Service Areas

Service areas for the hospital are located along the partially exposed ground floor level on the east side (rear) of the building. These service areas are partially screened from view from the new connector road by the hospital itself. The semi-trailer loading area is located to the northeast corner and will be shielded from general view by the building. Dumpsters and other service related activities will be buffered by appropriate screening. The MOB service area will be minimal. The future hospital expansion will generally rely on the Phase 1 Hospital service area, as the loading area has been sized based on the Hospital's full build-out. Service areas for future buildings will be placed to consider buffering and shielding from important views to the extent practicable.

5.7 Building and Site Lighting

Ground-mounted and building-mounted lighting will provide general illumination of the building and safety and security over building entrances and walks and within parking fields. Building mounted lighting will place specific emphasis on the Phase 1 Hospital arcade and entrance canopy along the westerly elevation. Site Lighting will be provided throughout the campus with the use of "Heritage" style fixtures that blend traditional architecture with modern performance. Fixture heights shall not exceed 30 feet along primary drives, 25 feet within parking fields and 12 to 15 feet around pedestrian walks and building perimeters.

6.0 PARKING AND PEDESTRIAN CIRCULATION

(See Schematics 1 and 2 of 6 in Appendix D)

6.1 Overall Assessment of Need

Currently the Phase 1 Master Plan Schematic depicts the following parking summary.

Phase 1 Use	Building Size	Fore River Site Parking Phase 1	
		Required by Code	Provided on Schematic
Hospital – 1 SP/500 SF	137,832 SF	276	
MOB – 1 SP/400 SF	80,000 SF	<u>200</u>	
Total		476	783

Assuming similar ratios are allocated for the future development phases, the expected parking demand at the Fore River site can be summarized as follows:

Future Phases	Building Size	Fore River Site Parking Future Phases	
		Required by Code	Provided on Schematic
Hospital – 1 SP/500 SF	300,000 SF	600	Parking Garage – 900
MOB/Offices – 1 SP/400 SF	174,000 SF	<u>435</u>	Surface Parking – <u>611</u>
Total		1,035	1,511

6.2 Visitor/Staff/Physicians/Shifts

Walker Parking Consultants has completed an allocated parking demand analysis for the initial project phase that is summarized as follows:

Statistics	2007		
	<i>Daily</i>	Ratio	Demand
HOSPITAL BUILDING			
Inpatient Beds	44	0.36	16
Annual Outpatients	87,040	0.36	126
Employees	570	0.43	246
Staff Physicians	29	0.50	15
Admitting Physicians	40	0.50	20
Subtotal			423 spaces
MEDICAL OFFICE BUILDING			
Hospital Outpatient uses	16,277	0.36	24
Hospital Employees	84	0.43	37
Physician Tenants (sq. ft.)	53,600	5.50	295
Subtotal			356 spaces
Total			779 spaces

6.3 Pedestrian Connectivity

Pedestrian sidewalks will link the recently constructed Portland Trails network along the waterfront to each primary site entrance and to the site's internal sections. A pedestrian crossing signal has been installed on the I-295 Connector at the southerly driveway. Pedestrian linkage will include overlooks of the wetland pond and also connectivity to the open spaces at each end of the site.

The north open space area, slated for construction in Mercy's Phase 1 of development, will include pathways that will enable completion of the linkage between the Thompson's Point area to the already paved and in-place Connector sidewalk/trail system. It is understood that these pathways will be surfaced in stone dust and not cleared during the winter months, similar to the "primitive" trail from Thompson's Point to which they will join.

Mercy will extend its path system in the north open space along the river to the northernmost property line, where it is to be met by Portland Trails construction.

Plans for the south open space include pathway access similar to that in the northern area, though this will require a bridge/boardwalk type of access stemming from the southern terminus of the paved Connector walkway system below the roadways slip lane. Development of this area will not occur until the future, with completion scheduled for sometime on or about occupancy of the Phase 2 Hospital expansion. Phase 1 will include planting shade trees associated with the stormwater treatment berms, and the loaming and seeding of disturbed areas not otherwise surfaced.

Site-related pedestrian circulation will include designated sidewalk routes from the surface parking areas to the buildings. A hard surface, landscaped pedestrian sidewalk will also connect the southerly staff parking area to the staff entrance at the south end of the hospital. A shuttle van will also transport hospital staff from the employee parking lots to the hospital entrance. Appropriate signage will be provided to aid in the understanding of onsite and offsite pedestrian facilities.

7.0 ACCESS AND CIRCULATION

(See Schematic Figures 3 and 4 of 6 in Appendix D)

7.1 Major Entrances and Exits

- Northerly Driveway
 - Eastbound left and westbound right turn entering
 - Eastbound exiting only to I-295 North

- Southerly Driveway
 - Westbound right turn entering only
 - Eastbound exiting to I-295 North
 - Westbound exiting to I-295 South

- Eastbound Slip Lane
 - Eastbound entering movement into site only

7.2 Secondary Access

Emergency access will be provided from the existing at-grade crossing behind the Cumberland County Correctional Facility.

7.3 Internal Site Circulation

Designated access drive connection to be provided between the north and south driveways. Wayfinding measures including signage will be provided to direct travelers to the appropriate driveways for north and south access from the site. Landscaping and lighting selection will provide distinction from adjacent parking and interior circulation and pedestrian areas.

7.4 Bus Routes

Metro will serve the site from their Congress Street route that involves bus travel from St. John Street through the Veteran's Bridge intersection. Service will approach the site from the Connector traveling westbound and enter into northerly driveway. They will pick up at the Hospital and Medical Office Building front entrances and proceed westbound on the Connector to Congress Street. Metro service is expected to follow a routine service schedule to the site and provide linkage to many greater Portland neighborhoods for both employees and patients/visitors.

7.5 Alternative Transportation/Travel Demand Management Plan

The development operations will be conducted in a manner to promote transportation demand alternatives. This will include strategies that encourage employees to use alternatives to driving to work unaccompanied. This will enable Mercy and other tenants to successfully provide parking to all employees, visitors, patients, and physicians in the designed parking plan, which has been established at 5% below the anticipated parking capacity need. A Transportation Demand Management Plan will be implemented and monitored by Mercy in order to improve and measure success.

8.0 LANDSCAPING AND OPEN SPACE

(See Schematic Figures 5 and 6 of 6 in Appendix D)

8.1 Design Intent

Mercy Hospital looks to "heal" the development site through its approved remedial action plan and landscaping program. The clean up and coverage of exposed soils and disturbed areas will be accomplished in a manner that beautifies the site and builds upon its waterfront location.

The project's landscaping program will be designed to meet the City's Arboricultural Specifications and Standards of Practice and Landscape Guidelines. The design shall

use tree and landscaping species that are suitable for the property's environmental conditions. All materials shall be of appropriate hardiness, be suitable to the site's soils conditions and generally complement existing landscaping in the surrounding areas, including the I-295 Connector. All areas not otherwise used for buildings, paved parking areas, landscaping or otherwise naturally vegetated will be covered with topsoil and grassed. Specific landscape detail and emphasis will be placed on the open spaces between the buildings and the Connector Road simply due to the visual importance and site appearance from the Connector, I-295, and the Veteran's Bridge viewsheds.

8.2 Planting Design

Plantings utilized throughout the site are chosen to fulfill the functions listed below. Plant types used vary in type and size, some being native, and are placed to take full advantage of individual plant characteristics, such as form, mature size, and seasonal interest.

- Highlight and accent building entrances and specialty areas; gardens, terraces, etc.
- Define major entry, intersection, and focal points.
- Soften and screen the visual impact of parking and service/utilitarian areas from views within and from outside the site.
- Help define areas and travel sequences within the site to aid in identification of circulation patterns and wayfinding.
- Provide an aesthetically pleasing environment for patients, staff, and visitors.

This is accomplished by means of the following:

1. Establish a hierarchical planting structure defining major site components.
2. Use Green Ash to line and identify the primary site circulation loop from the north entry, around the pond, to the south entry, and along the eastern drive to the south end of the site (access from Connector eastbound).
3. Use Ginkgo and Red Maple to line and identify secondary circulation drives adjoining the hospital and through the southern parking area.
4. Use single species in individual parking "cells" or blocks, to define and create identity for each, much like a color-coding for each sub-lot. Species include European Hornbeam, Chinese Elm, and Ornamental Pear.
5. Use flowering accent trees such as Crabapple, Ornamental Pear, and Serviceberry, to highlight primary intersections and points of emphasis.
6. Utilize a mix of deciduous and evergreen species around the site perimeter to screen parking areas, and integrate the site into the background of mixed-

species vegetation at the base of the Western Promenade. Evergreens are used on the slope between the Connector and south parking, which will screen views of the south parking areas, augmenting the street trees planted in the Connector right-of-way. The eastern side of the site at the property line is planted in a mix of deciduous and evergreen trees. The planting on the berm on the east side of the south parking is augmented with shrubs. Mixed planting is shown at the northwest corner to soften views to the northern parking from those southbound on the Connector, reinforcing the natural screening by existing vegetation and lower position of the parking in the landscape.

7. Introduce accent planting in the pond area proximate to the walking path.
8. Existing vegetation is preserved to the greatest extent practicable, and is incorporated into the overall plan as a screening and naturalizing element.

8.3 Open Space Design

Through constituting what essentially amounts to “leftovers” from the Connector, the open spaces at the north and south ends of the project area adjacent to the Fore River represent an excellent opportunity for recreation resources. Character-defining elements of the area include:

- Close proximity to the water’s edge, with a few limited opportunities for shoreline access.
- Expansive views to the Fore River north of the Veteran’s Bridge.
- Access potential from an established pedestrian system (Portland Trail network).
- Remnants of past uses including wharves, rail lines and access ways that speak to Portland’s industrial “working waterfront” heritage.
- New, state-of-the-art stormwater treatment swales that reflect the latest environmental thinking in run-off water quality, the form of which includes long, geometric, swales and berms in the landscape.
- Large open areas of essentially flat land in varying degrees of natural succession vegetation re-establishment.
- Somewhat secluded from view, and the sometimes haunt of Portland’s transient population, raising questions of security.

Taken together, these elements offer an opportunity for the creation of passive-oriented recreation areas with interpretive potential. The concepts shown seek to achieve this by:

1. Utilizing and integrating the regular geometry of the stormwater swales and berms into the open space design. The swales are reminiscent of the Cumberland & Oxford Canal system that used to terminate in the nearby turning basin. The linear arrangement is incorporated into the composition as a foil for

a bosque of trees, across which pathways with footbridges are located to draw the user into the area. Interpretive signage could be installed at some future date to provide information about the treatment system and water quality issues, as well as nearby canal history.

2. At the south end, a boardwalk bridge connects the end of the existing trail to the open space area along remnants of an existing granite-clad wharf. Other remnants of the wharf system exist at the extreme southern end. Both offer opportunities for historic information and interpretation. Water access at the south end is possible, creating the opportunity for kayak entry.
3. At the north end, the remains of a railroad spur to the former wharves organize the alignment of a path between it and the water's edge. Volunteer tree growth, primarily birches, in and amongst the tracks, creates a unique "decomposition" of an industrial area back to the natural. Old internal access drives are geometrically incorporated with allees of trees, with a sitting area with benches focused on the water at their confluence.
4. Opportunities are created along stone dust pathways (south and north) for benches seating.
5. Disturbed areas not otherwise treated are given back to a naturalized field state, or, where active recreation activities (Frisbee, kite flying, etc.) are possible, mown lawn.

8.4 Phasing

Phase 1 planting and open space improvements will include:

1. Plantings in the north and south parking areas.
2. Plantings at the north and south site entrances.
3. Perimeter screen/buffer plantings.
4. Plantings around Phase 1 hospital and medical office buildings.
5. Screen plantings around service/loading area.
6. "Structural" planting in the green space south of the hospital building between the access drive and Connector to include trees and lawns only.
7. Full development of north open space including stone dust paths, footbridges, benches, and plantings. The path will be constructed to a point at the northernmost property line where it will be met by pending Portland Trails construction. Trail directional signage will be installed in coordination with Portland Trails.

8. Partial development of the south open space to include a portion of planned shade tree planting, general cleanup, and grassing of disturbed and un-revegetated areas.

Phase 2 planting and open space improvements will include:

1. Plantings in the expanded south parking area.
2. Plantings at the Phase 2 hospital building expansion.
3. Plantings at the Phase 2 medical office building.
4. Development of garden areas for staff, patients, and visitors, south of the hospital building between the access drive and Connector, building upon the “structure” of trees installed in Phase 1.
5. Completion of the south open space to include stone dust paths, footbridges, benches, and plantings.

8.5 Wind Buffering

In addition to the front yard buffer areas, the parking areas will contain landscaped longitudinal barrier islands at regular intervals. Tree plantings and other landscape measures will be positioned to provide winter wind buffering of the building’s front entrances and provide protection in the wide open spaces.

8.6 General Site Character/Construction Materials

8.6.1 Parking Lot Surfaces

Parking lot surfaces will be hot bituminous asphalt. Standard or pervious concrete may be used in service areas.

8.6.2 Walkways

Walks within reasonable proximity to the building shall be reinforced concrete. More remote walks may consist of poured, integrally tinted concrete, pervious concrete or hot bituminous asphalt. Several pedestrian paths to open spaces and around the open marsh in the middle of the site may be bituminous asphalt or stone dust.

8.6.3 Curbs/Islands

Curbs shall be vertical or sloped granite. Landscaped islands shall also be sloped or vertical granite.

8.6.4 Walls

Site retaining walls, where necessary, shall be segmented block retaining walls. Decorative walls at the main entrances shall have a masonry or poured concrete core and stone veneer (granite or limestone) constructed on an appropriate foundation. Retaining walls as an extension of the building façade shall be poured concrete with a veneer of material to complement the building materials.

8.6.5 Fencing

Chain link fencing may be used along the railroad ROW to provide separation and site security. Vinyl coating shall be used where appropriate.

8.7 Lighting/Signage

Parking area and pedestrian lighting shall be of high quality construction and materials and with a character that complements the architectural features and style of the building. The site lighting shall meet the City of Portland strict requirements regarding minimum, average and maximum levels of illumination, maximum wattage and mounting height. All signage at main entrance and way finding signs throughout the site shall be of a character and quality consistent with that of the building. Signs shall be illuminated at the entrances, with consistent graphics and logo (custom screen printing) throughout the project.

8.8 Open Spaces

Public open space shall be provided at each end of the property's water frontage. During the first development phase, the open spaces should generally be offered for passive recreational opportunity. The northerly open space shall be connected to the Portland Trails network by a stone dust path extension during Phase 1. The southerly open space shall be restored to a grassed condition. The primary purpose of these spaces is to allow waterfront access. Future improvements to these spaces will include an extension of the far southerly end of the Portland Trails piece to the site's southerly open space and also landscaping enhancements within these spaces.

Existing Pond (Former Borrow Pit)

(See Design Drawing contained in Site Development plan set)

Reclamation measures are proposed for the side slopes of the former gravel pit and as an enhancement to its wetland conditions:

- Approximately 0.5 acres of upland side slope will be stabilized with topsoil, and vegetative ground cover.
- Debris including tires, metals and other debris will be removed from around the former pit.
- Several methods are possible to complete the placement of material over the side slope areas. Reinforced turf may be used on the steeper slopes (>3:1). Alternatively, the project may involve the service of an Erosion Control vendor

such as Mulch-Maine-ia, who provides the pneumatic placement of organic soil mulch along slopes. The use of a pneumatic application of organic mulch appears appropriate and well suited to the Mercy Hospital project. The use of this type of equipment will minimize disturbances on the existing slopes, yet provide the maximum ability to place material in and around the existing tree growth.

To complement the placement of the organic soil mulch the plan includes mixing vegetative material into the compost. Mulch-Maine-ia uses Terra-seeding to inject fertilizers, grass seeds, wild flower and other granular material into the organic material. This process will result in a fully vegetated side slope surface around the wetland pond perimeter.

9.0 Utilities

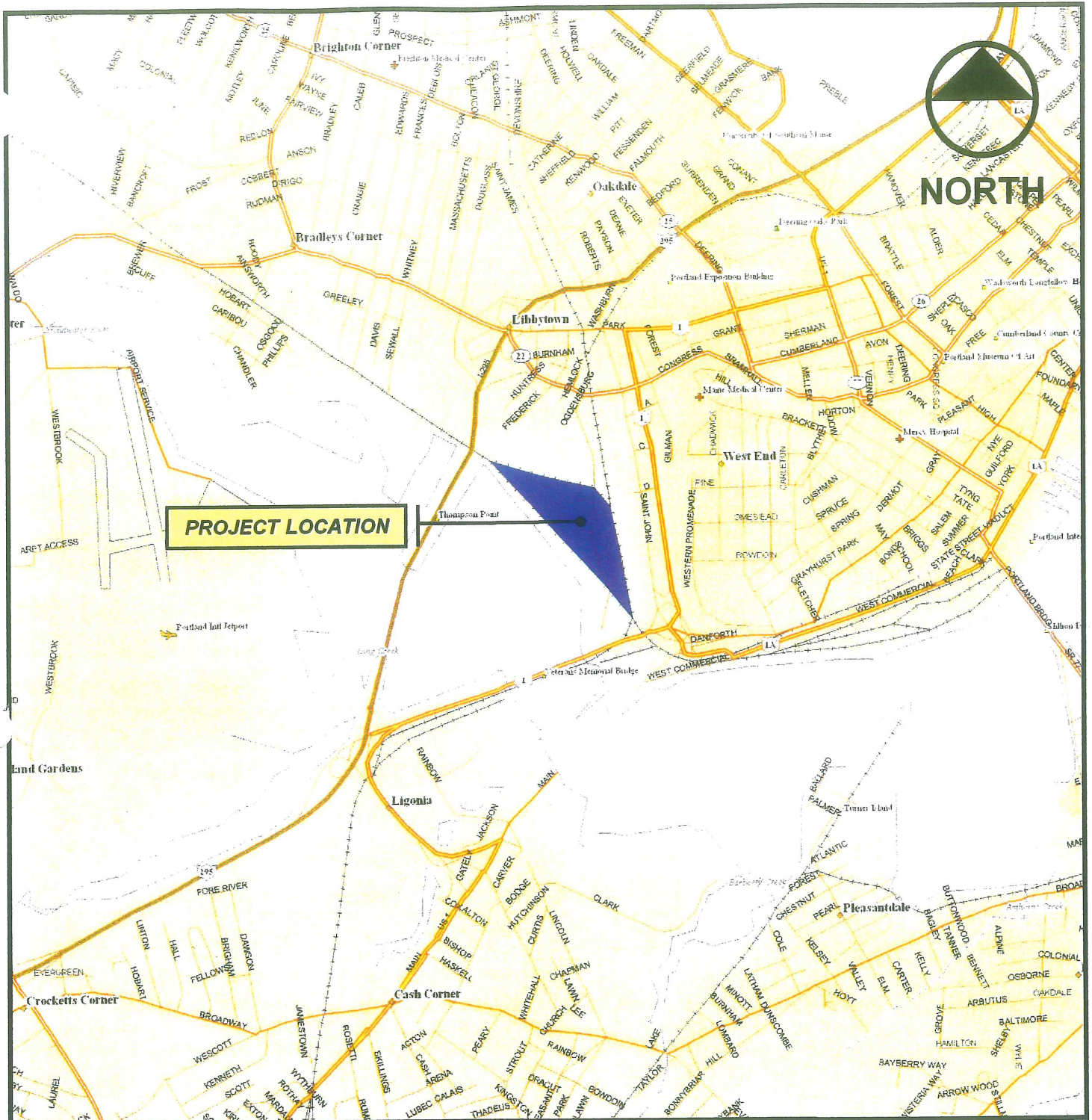
(See Schematic Figure 6 of 6 in Appendix D)

The proposed hospital campus shall be served by public water, sewer, natural gas, and nearby communication, cable, and electric utilities. Nearby water service consists of 20" and 8" water mains near the Veteran's Bridge and off St. John Street, respectively. A 42" sanitary sewer interceptor borders the site along its easterly border. The Hospital will continue to manage its wastewater flow stream in a similar fashion to the existing facility on State Street in Portland. Communications, cable, and electric utilities are located in the project vicinity and will be brought in either overhead or underground into the site.

The project's proposed stormwater management systems shall provide for onsite water quality treatment prior to the discharge of runoff to the Fore River. Quantity control is not required due to the nearby tidal conditions of the Fore River. The project will include enhancements to the former borrow pit including improved vegetative buffers and side slope stabilization to aid in stormwater water quality treatment prior to discharge to the Fore River and tidal conditions.

APPENDIX A

FIGURES



DeLORME LOCATION MAP
Mercy Health System of Maine – Portland, Maine
 SOURCE: DeLORME MAPEXPERT; DATED: 1993

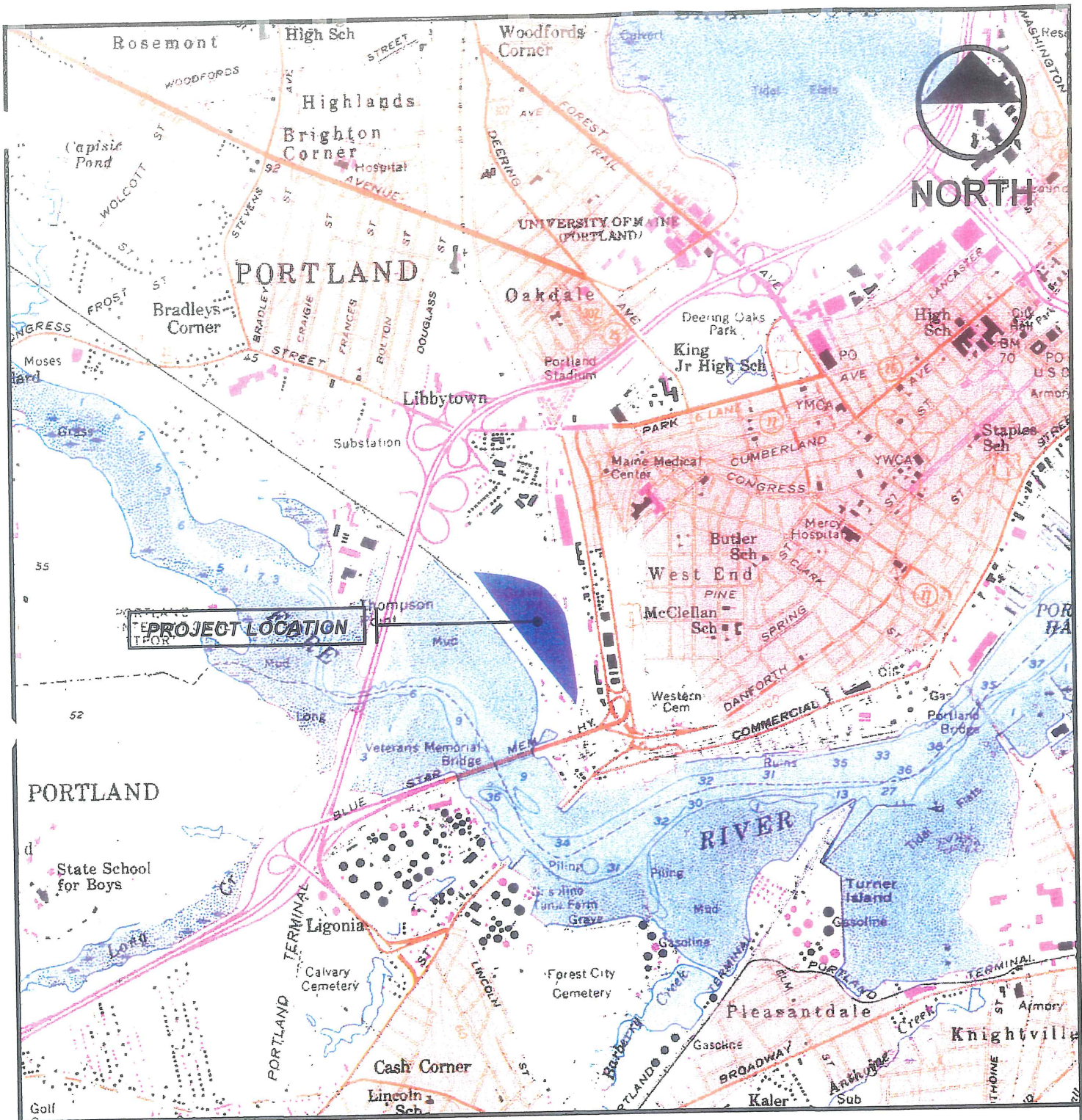


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 778 MAIN STREET, SUITE 8
 SOUTH PORTLAND, MAINE 04106
 TEL. 207-775-1121
 FAX 207-879-0896

DESIGNED	SRB	DATE	MARCH 2001
DRAWN	JDL	SCALE	1" = 2000'+-
CHECKED	SRB	JOB NO.	2149

FIGURE

1



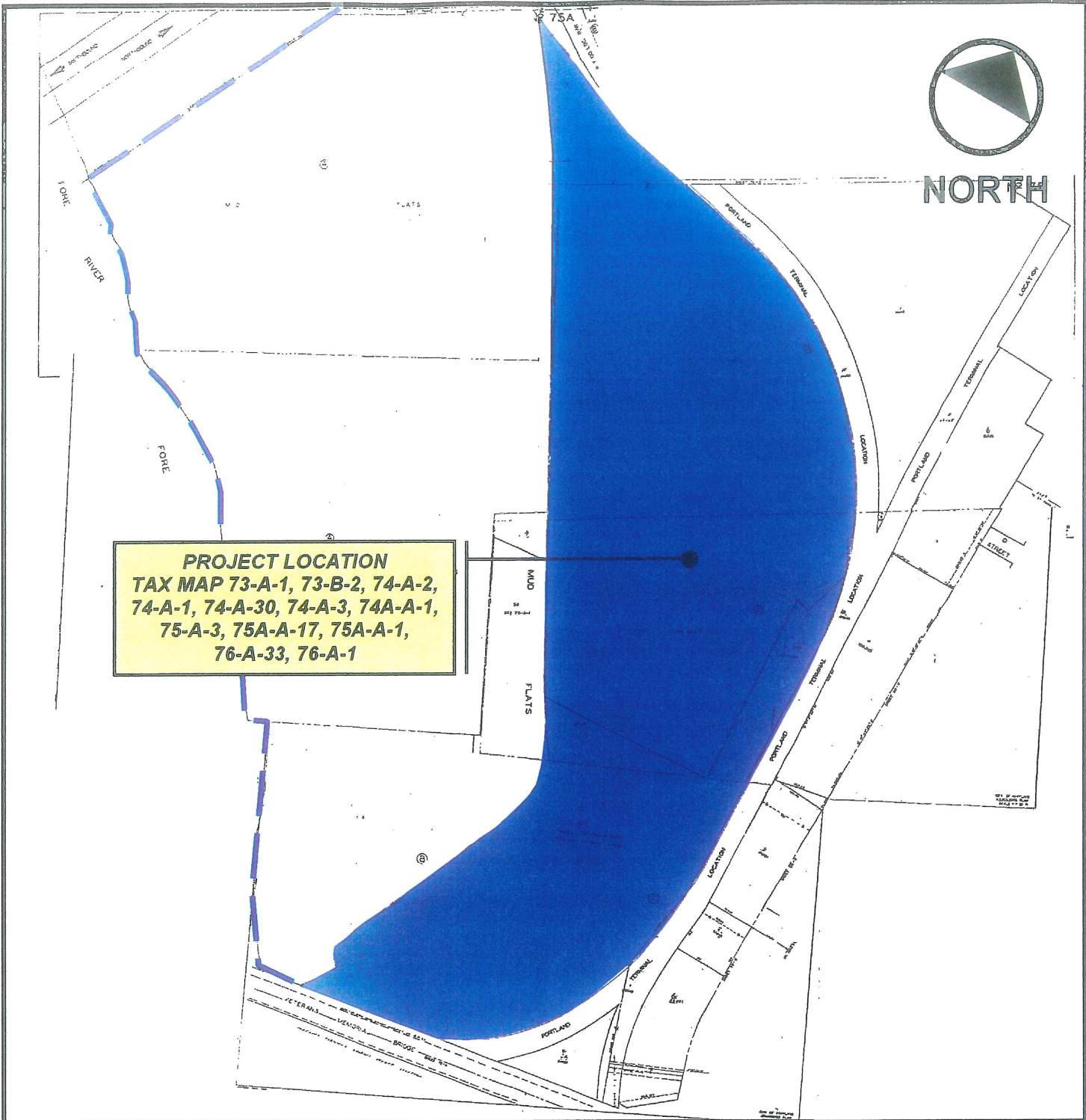
USGS TOPOGRAPHIC MAP
Mercy Hospital Feasibility Study – Portland, Maine
 SOURCE: TOPOSCOUT; Coastal Maine CD-ROM, USGS Portland West Quadrangle, 7.5 Minute Series (Topographic)



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CHECKED	SRB	JOB NO.	2149

FIGURE
1



PROPERTY TAX MAP

Mercy Health System of Maine – Portland, Maine

SOURCE: CITY OF PORTLAND ASSESSORS PLAN, MAP NUMBERS: 73, 74, 74A, 75 & 75A

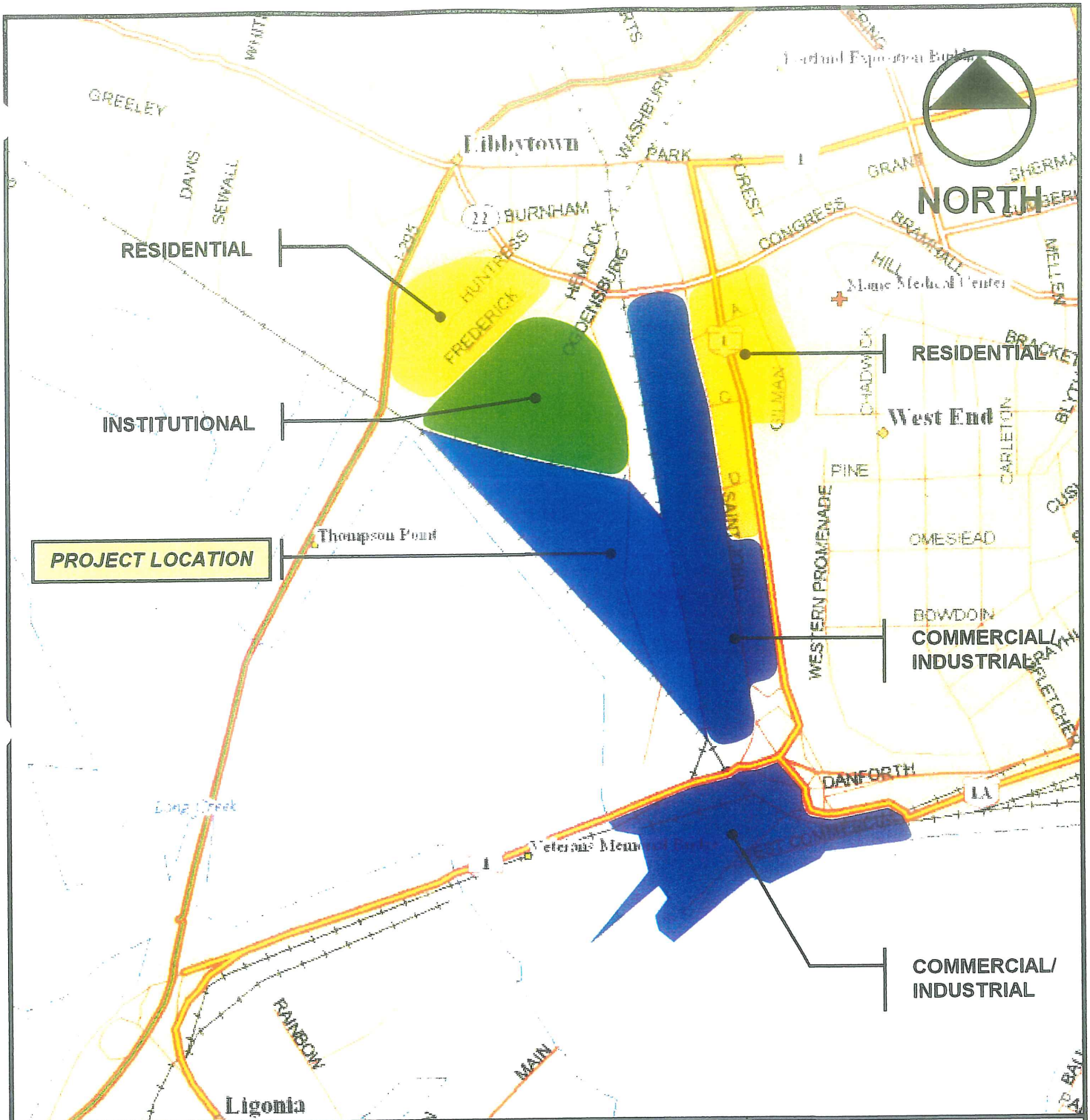


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FIGURE

3



DeLORME ABUTTING LAND USE MAP
 Mercy Health System of Maine – Portland, Maine
 SOURCE: DeLORME MAPEXPERT; DATED: 1993



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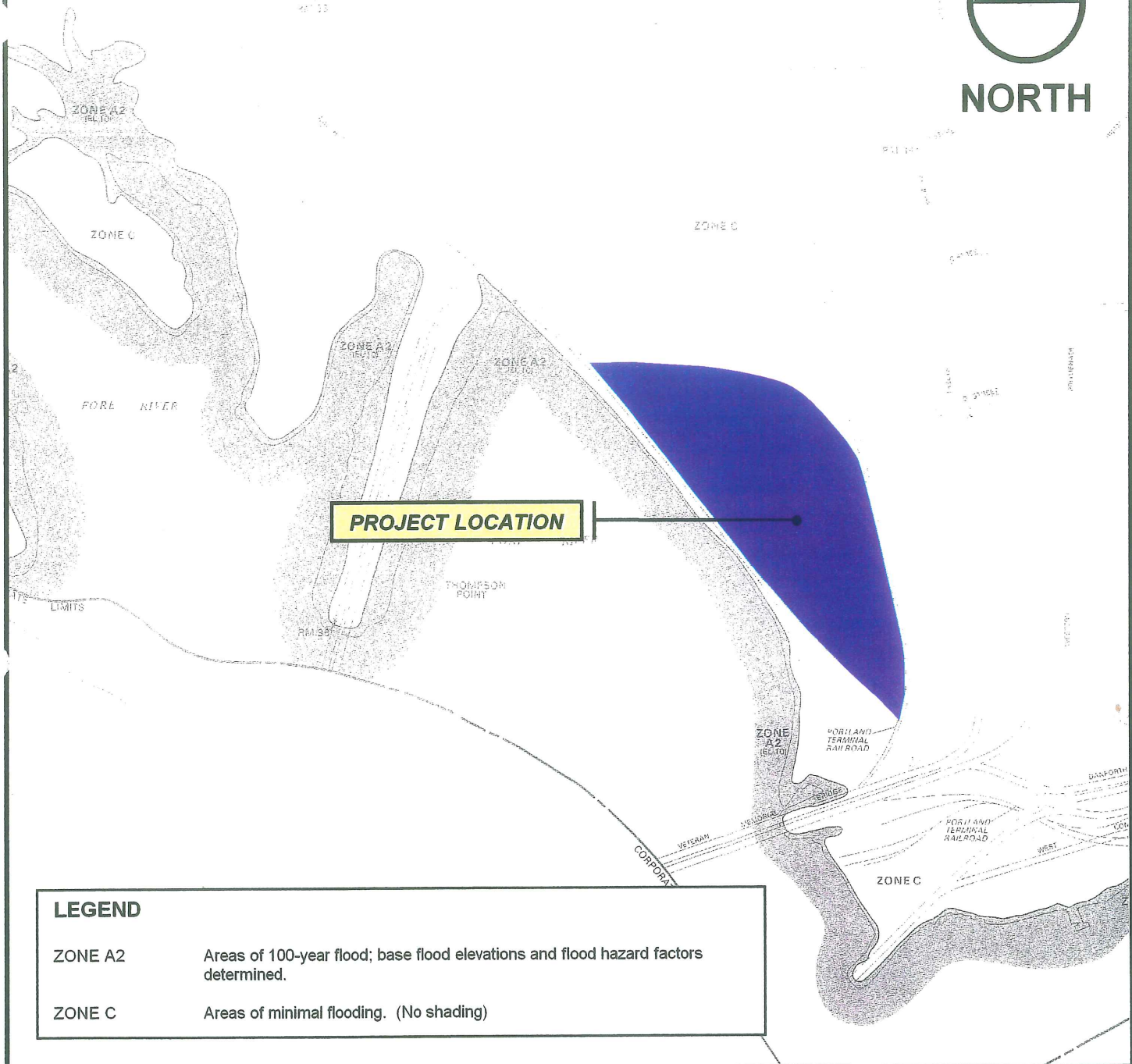
DESIGNED	SRB	DATE	MARCH 2001
DRAWN	JDL	SCALE	1" = 1000'+-
CHECKED	SRB	JOB NO.	2149

FIGURE

6



NORTH



LEGEND	
ZONE A2	Areas of 100-year flood; base flood elevations and flood hazard factors determined.
ZONE C	Areas of minimal flooding. (No shading)

FLOOD MAP

Mercy Health System of Maine – Portland, Maine

SOURCE: FIRM; FLOOD INSURANCE RATE MAP, CITY OF PORTLAND, MAINE CUMBERLAND COUNTY;
COMMUNITY-PANEL NUMBERS: 230051 0013 B AND 230051 0016 B; EFFECTIVE DATE: JULY 17, 1986



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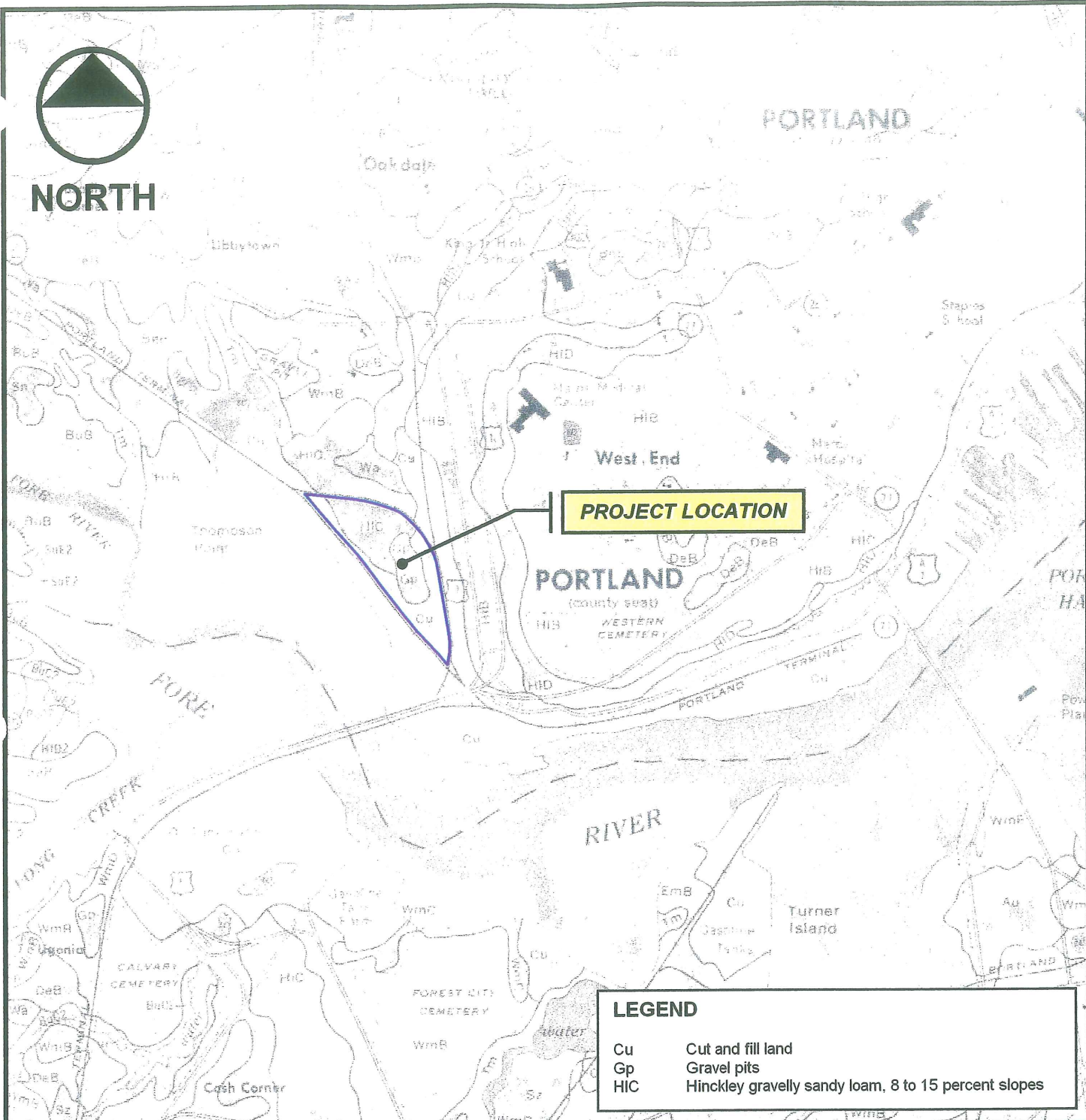
FIGURE

7



NORTH

PORTLAND



PROJECT LOCATION

LEGEND

Cu	Cut and fill land
Gp	Gravel pits
HIC	Hinckley gravelly sandy loam, 8 to 15 percent slopes

USDA SOILS MAP

Mercy Health System of Maine – Portland, Maine

SOURCE: SOIL SURVEY OF CUMBERLAND COUNTY, MAINE; SHEET NUMBERS: 82 & 86



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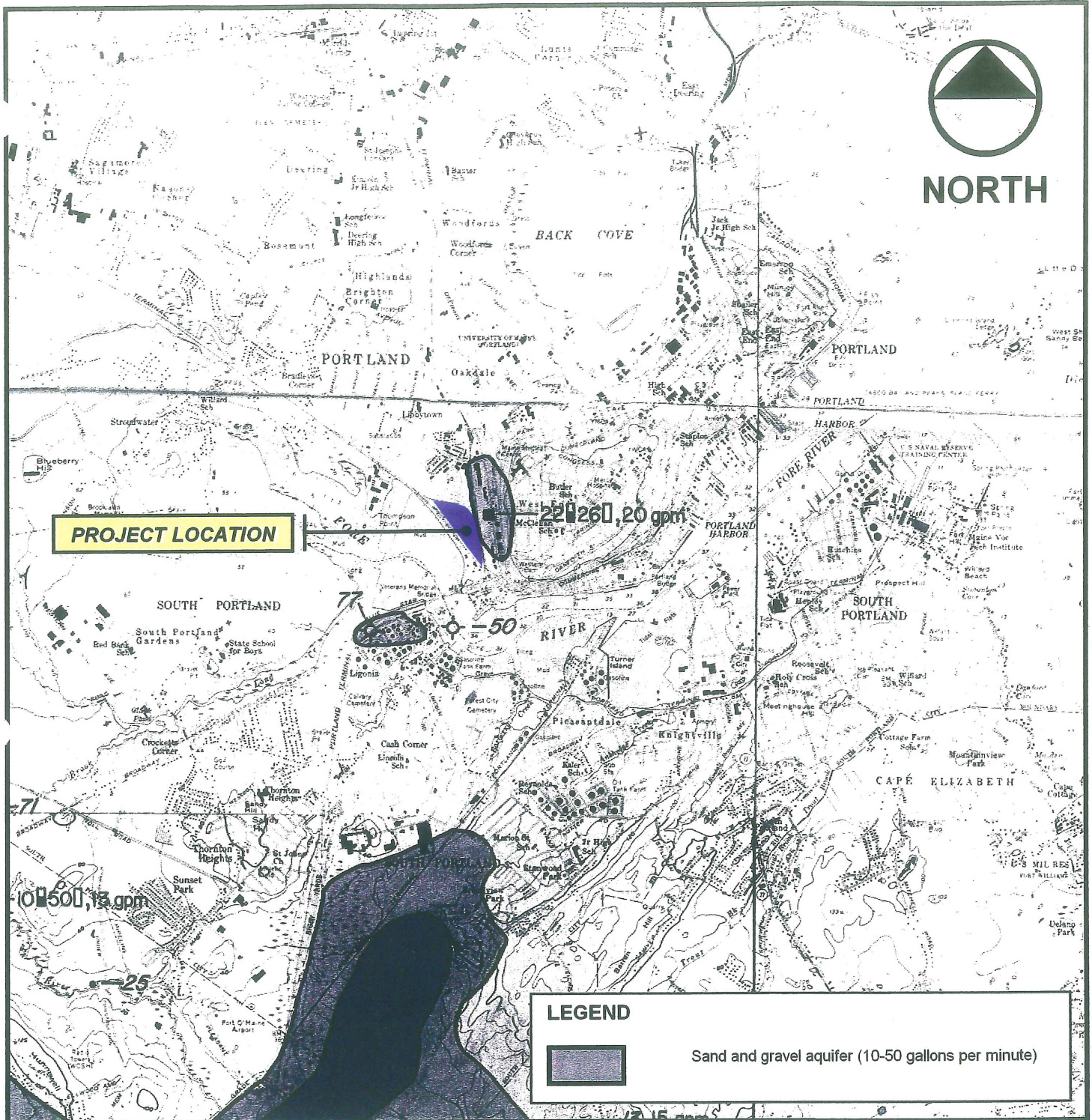
DESIGNED	SRB	DATE	MARCH 2001
DRAWN	JDL	SCALE	1" = 1667'+-
CHECKED	SRB	JOB NO.	2149

FIGURE

8



NORTH



MGS SAND AND GRAVEL AQUIFER MAP
Mercy Health System of Maine – Portland, Maine

SOURCE: SAND AND GRAVEL AQUIFERS, MAP 5, CUMBERLAND AND YORK COUNTIES, MAINE; DATED: 1979

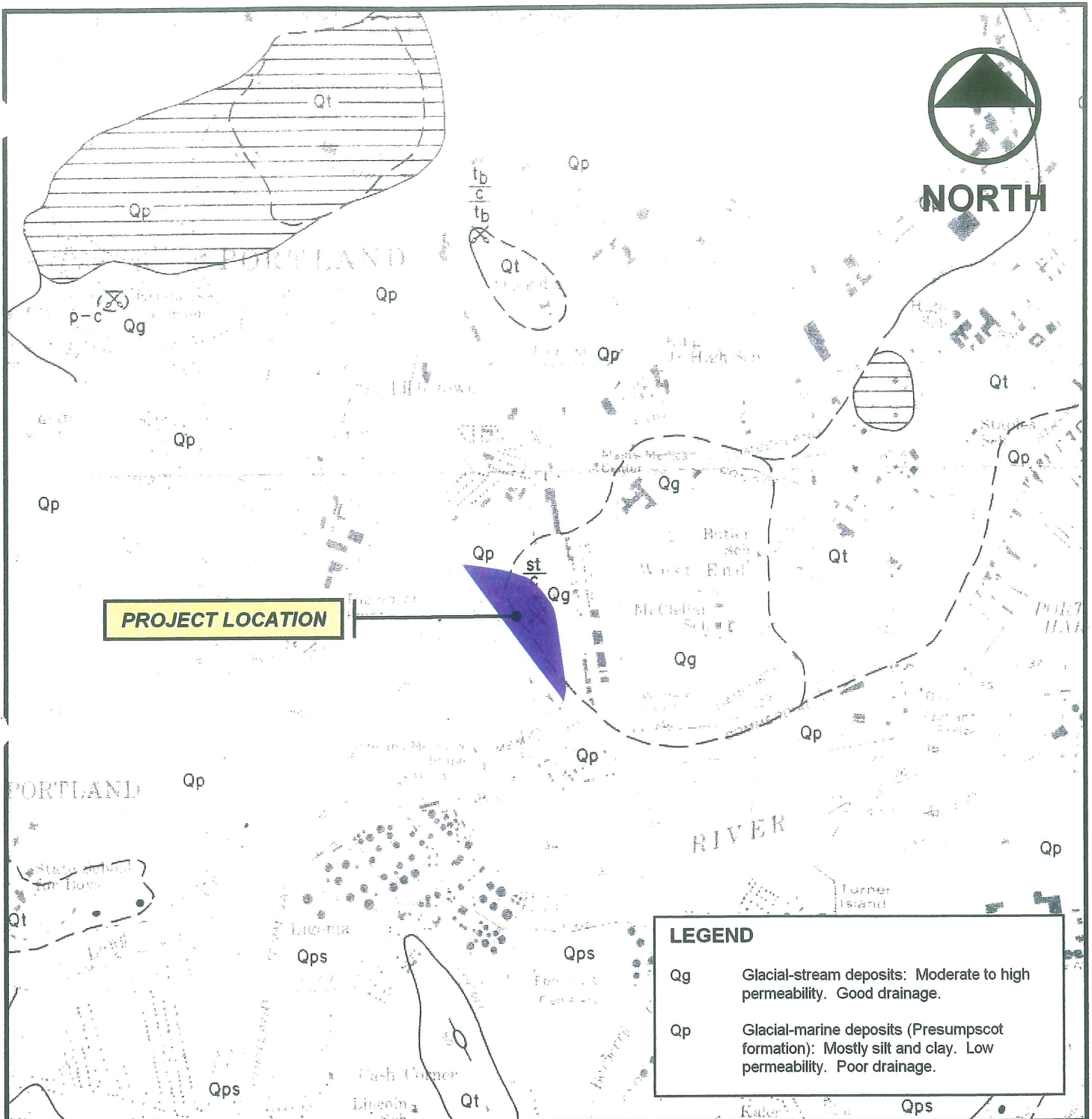


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DRAWN	JDL	SCALE	1" = 4167'+-
CHECKED	SRB	JOB NO.	2149

FIGURE

9



MGs SURFICIAL GEOLOGY

Mercy Health System of Maine – Portland, Maine

SOURCE: RECONNAISSANCE SURFICIAL GEOLOGY OF THE PORTLAND WEST QUADRANGLE, MAINE;
 OPEN-FILE NO. 76-47; DATED: 1976



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FIGURE

10

APPENDIX B

PHOTOGRAPHS



PHOTO 1



PHOTO 2



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Mercy Hospital – Fore River Relocation Project
Photos taken 12-5-05



PHOTO 3

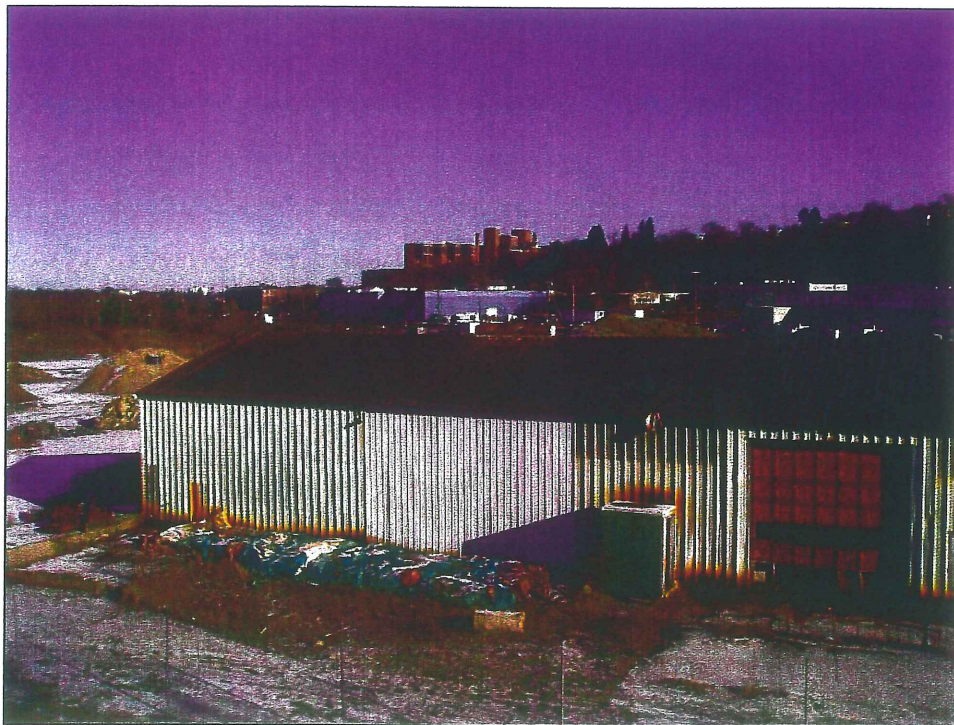


PHOTO 4



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Mercy Hospital – Fore River Relocation Project
Photos taken 12-5-05



PHOTO 5



PHOTO 6

DH

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Photos taken 12-5-05



PHOTO 7



PHOTO 8



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Photos taken 12-5-05



PHOTO 9

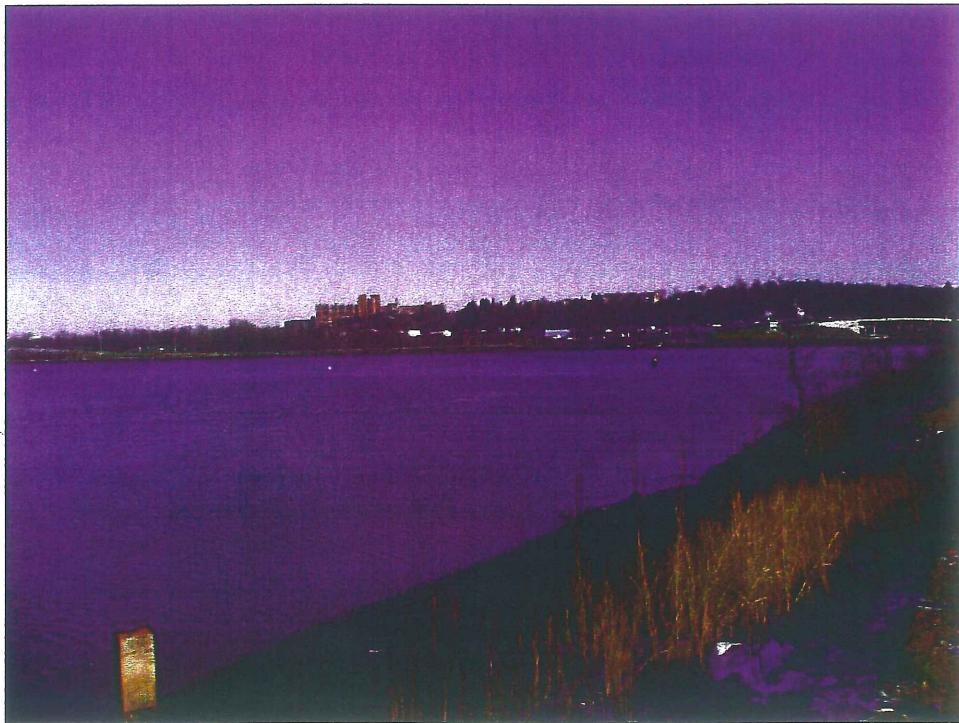


PHOTO 10

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PHOTO 11



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Aerial



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1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

Next

|| >>>



Prom



Photo024

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Prom



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295

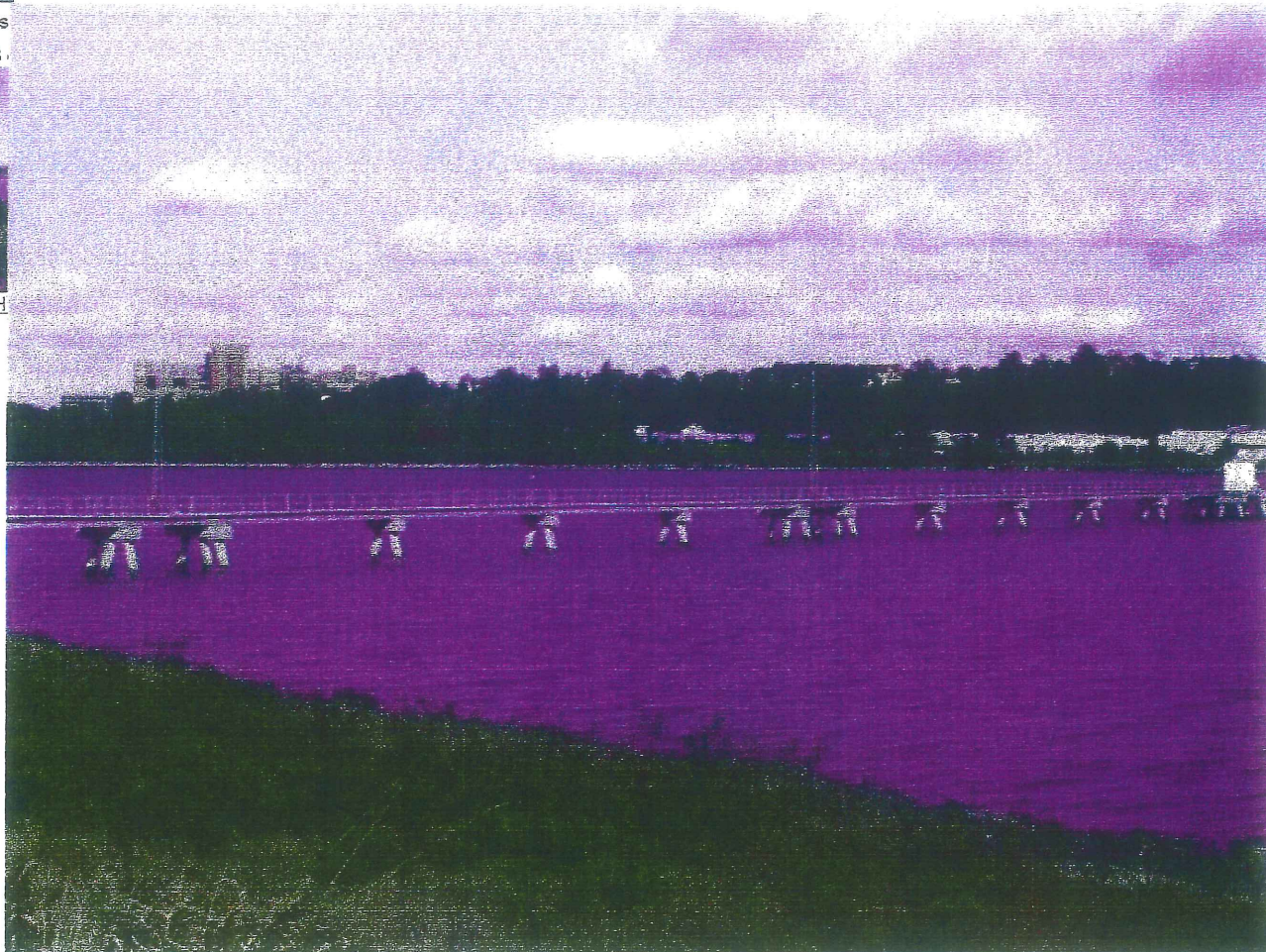


Photo005

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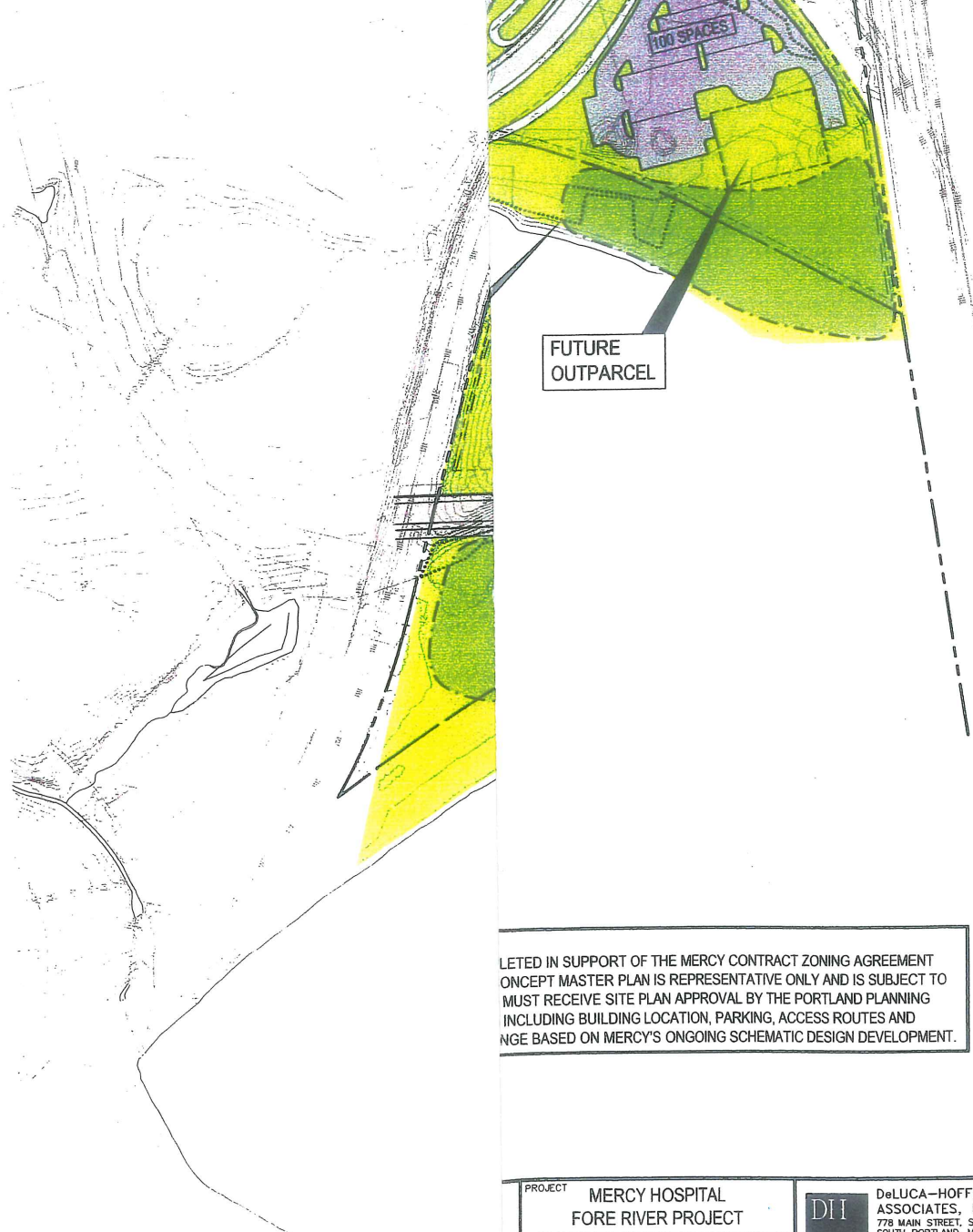
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APPENDIX C

ORIGINAL MASTER PLAN




CUMBERLAND COUNTY
CORRECTIONAL FACILITY



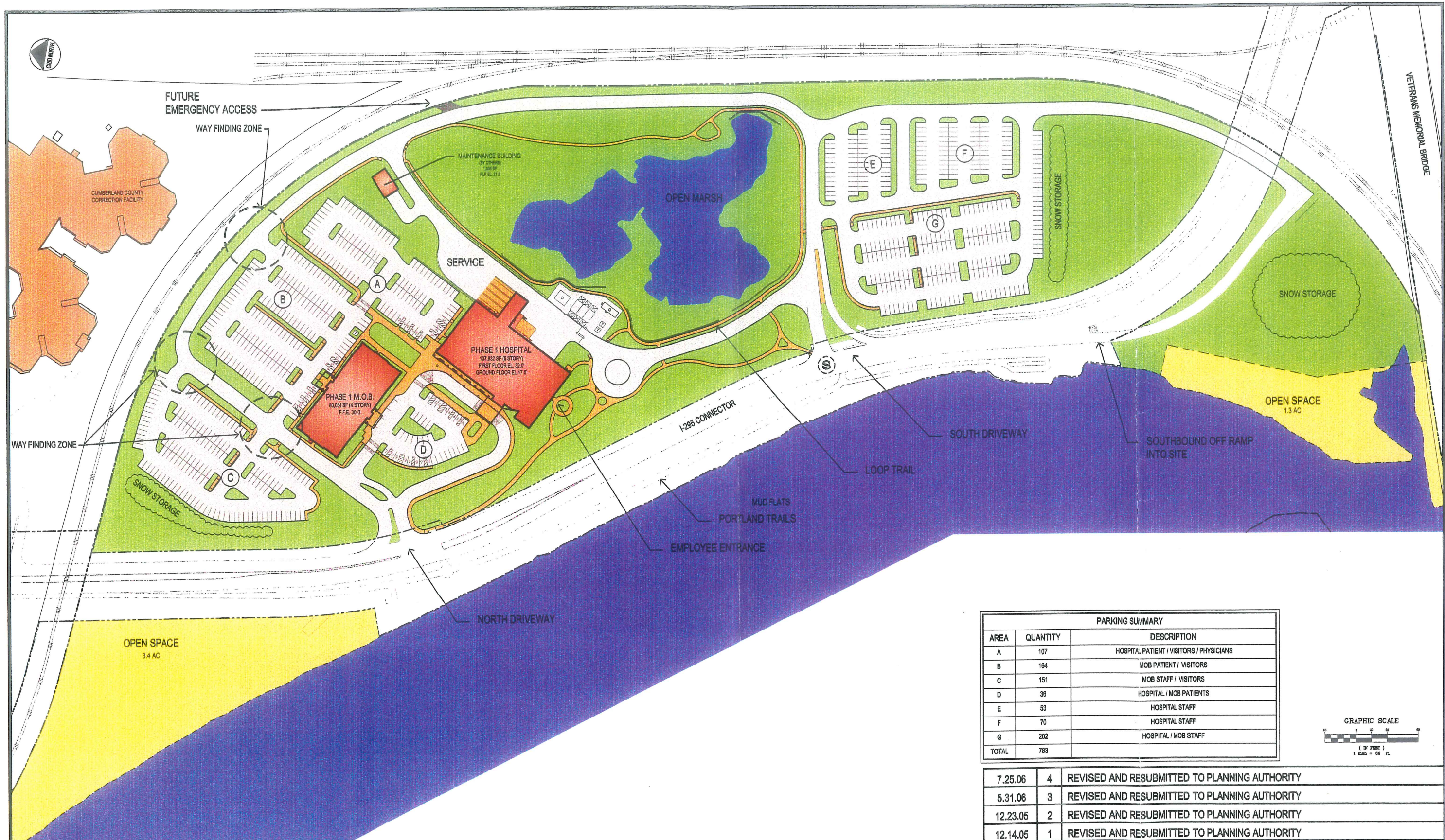
FUTURE
OUTPARCEL

LETED IN SUPPORT OF THE MERCY CONTRACT ZONING AGREEMENT
ONCEPT MASTER PLAN IS REPRESENTATIVE ONLY AND IS SUBJECT TO
MUST RECEIVE SITE PLAN APPROVAL BY THE PORTLAND PLANNING
INCLUDING BUILDING LOCATION, PARKING, ACCESS ROUTES AND
NGE BASED ON MERCY'S ONGOING SCHEMATIC DESIGN DEVELOPMENT.

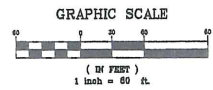
PROJECT	MERCY HOSPITAL FORE RIVER PROJECT	 DeLUCA-HOFFMAN ASSOCIATES, INC. 778 MAIN STREET, SUITE 8 SOUTH PORTLAND, ME 04106 (207) 775-1151 DHA@MAINE.RR.COM
SHEET TITLE	CONCEPT MASTER PLAN	
CLIENT	MERCY HOSPITAL	DRAWN: KEW DATE: OCT, 2001 DESIGNED: SRB SCALE: 1"=100' CHECKED: SRB JOB NO. 2149 FILE NAME: 2149-OPTIONS SHEET 5A

APPENDIX D

MASTER PLAN SCHEMATICS



PARKING SUMMARY		
AREA	QUANTITY	DESCRIPTION
A	107	HOSPITAL PATIENT / VISITORS / PHYSICIANS
B	184	MOB PATIENT / VISITORS
C	151	MOB STAFF / VISITORS
D	36	HOSPITAL / MOB PATIENTS
E	53	HOSPITAL STAFF
F	70	HOSPITAL STAFF
G	202	HOSPITAL / MOB STAFF
TOTAL	783	



7.25.06	4	REVISED AND RESUBMITTED TO PLANNING AUTHORITY
5.31.06	3	REVISED AND RESUBMITTED TO PLANNING AUTHORITY
12.23.05	2	REVISED AND RESUBMITTED TO PLANNING AUTHORITY
12.14.05	1	REVISED AND RESUBMITTED TO PLANNING AUTHORITY

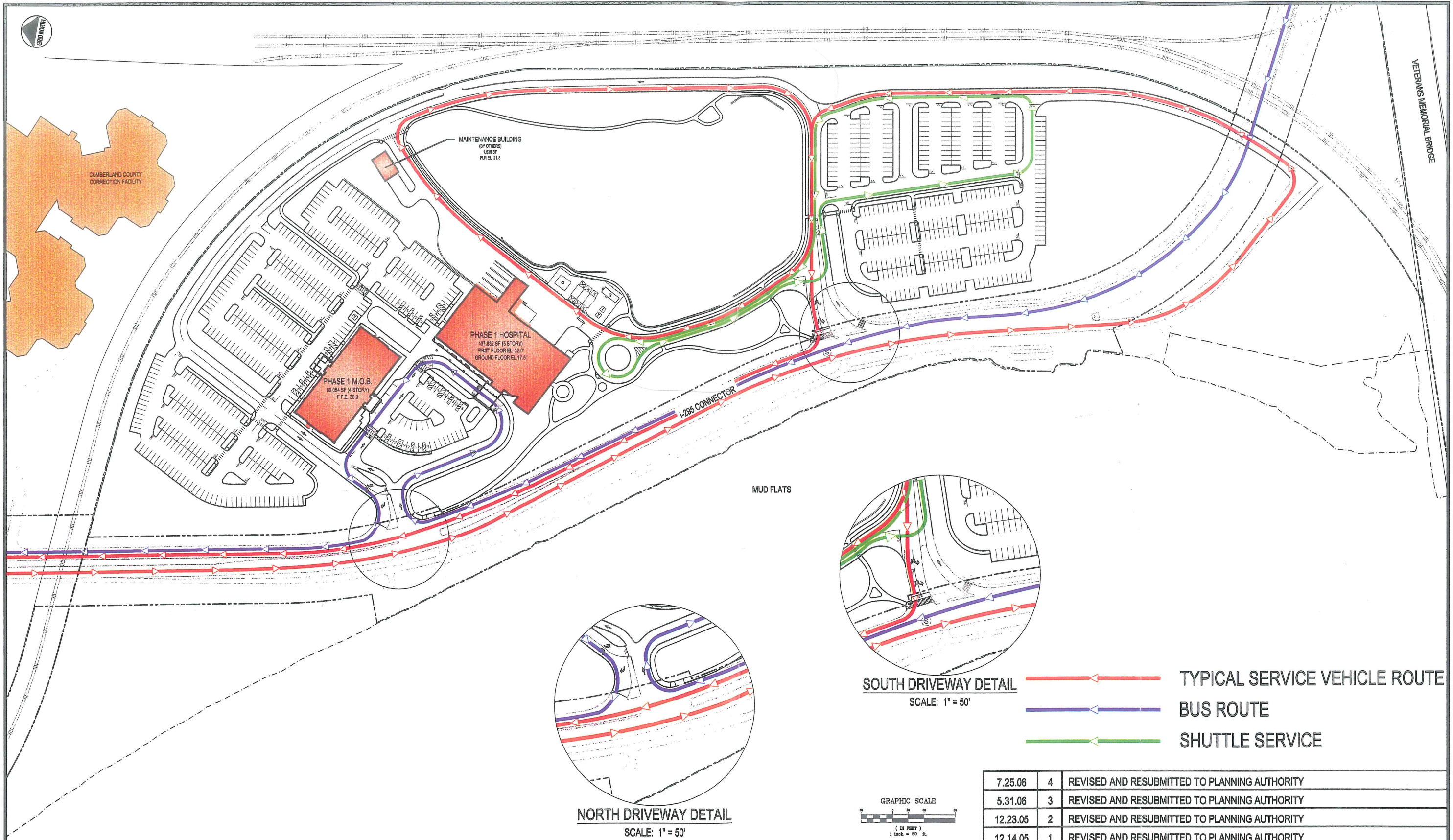
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 FILE NAME: 2149.01-MP3

**MERCY HOSPITAL
 FORE RIVER PROJECT**

MASTER PLAN - PHASE 1

FIGURE
1 of 6

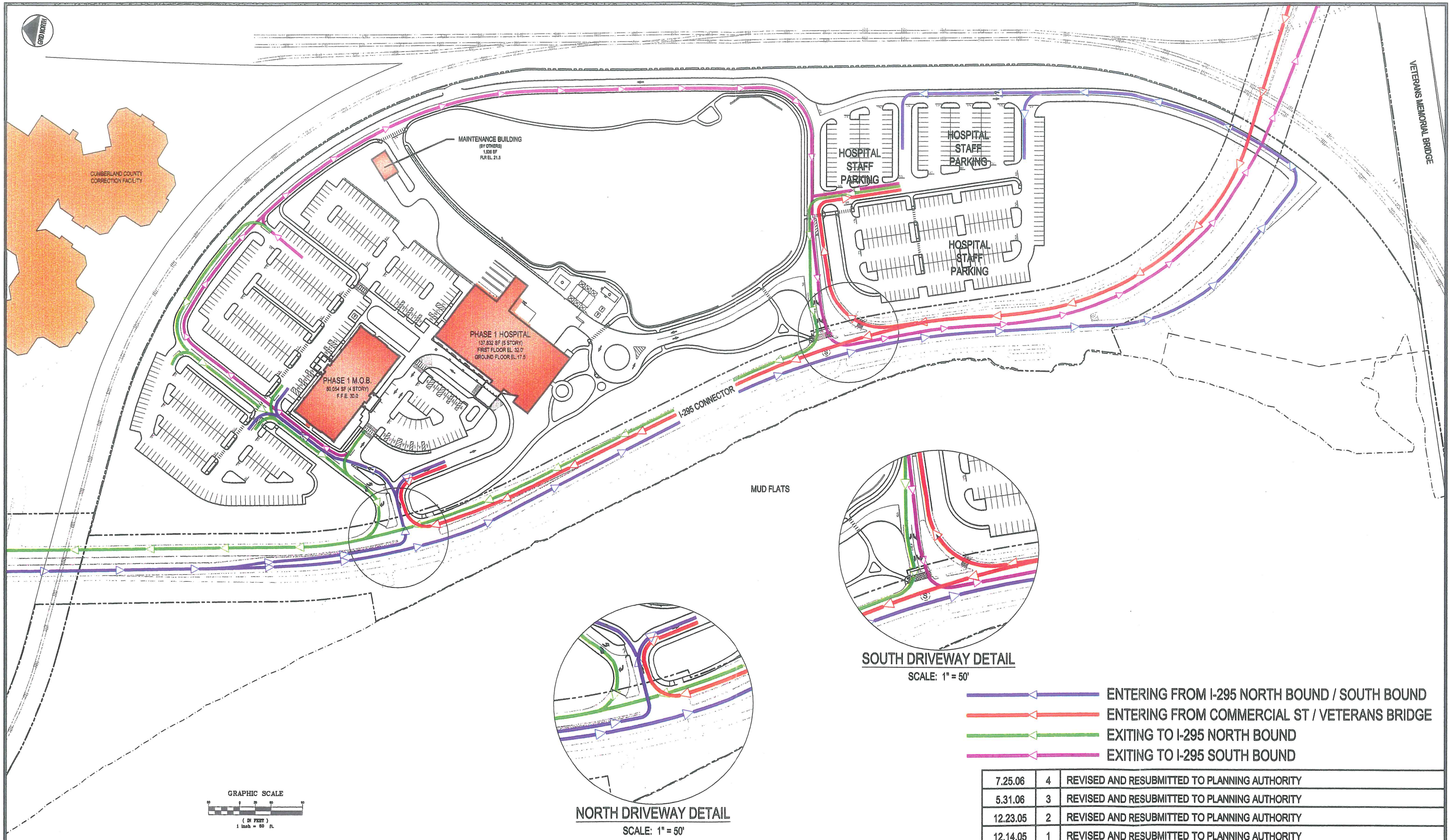


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CHECKED: SRB **JOB NO.:** 2149.01
FILE NAME: 2149.01-MP3

**MERCY HOSPITAL
FORE RIVER PROJECT**

**MASTER PLAN
SERVICE & BUS CIRCULATION ROUTES**



- ▶ ENTERING FROM I-295 NORTH BOUND / SOUTH BOUND
- ▶ ENTERING FROM COMMERCIAL ST / VETERANS BRIDGE
- ▶ EXITING TO I-295 NORTH BOUND
- ▶ EXITING TO I-295 SOUTH BOUND

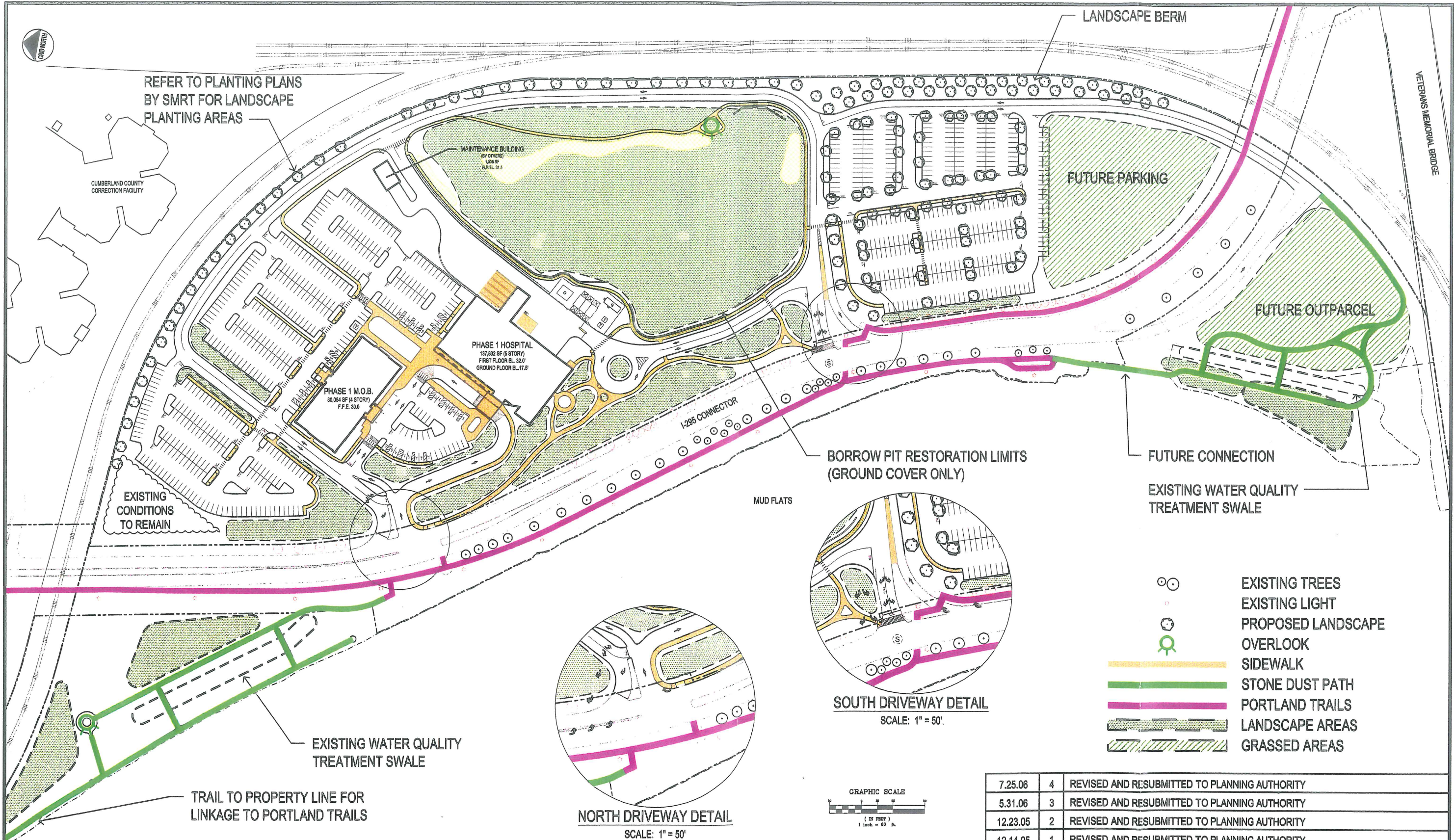
7.25.06	4	REVISED AND RESUBMITTED TO PLANNING AUTHORITY
5.31.06	3	REVISED AND RESUBMITTED TO PLANNING AUTHORITY
12.23.05	2	REVISED AND RESUBMITTED TO PLANNING AUTHORITY
12.14.05	1	REVISED AND RESUBMITTED TO PLANNING AUTHORITY

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**MERCY HOSPITAL
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**MASTER PLAN
 VISITOR/STAFF CIRCULATION ROUTES**



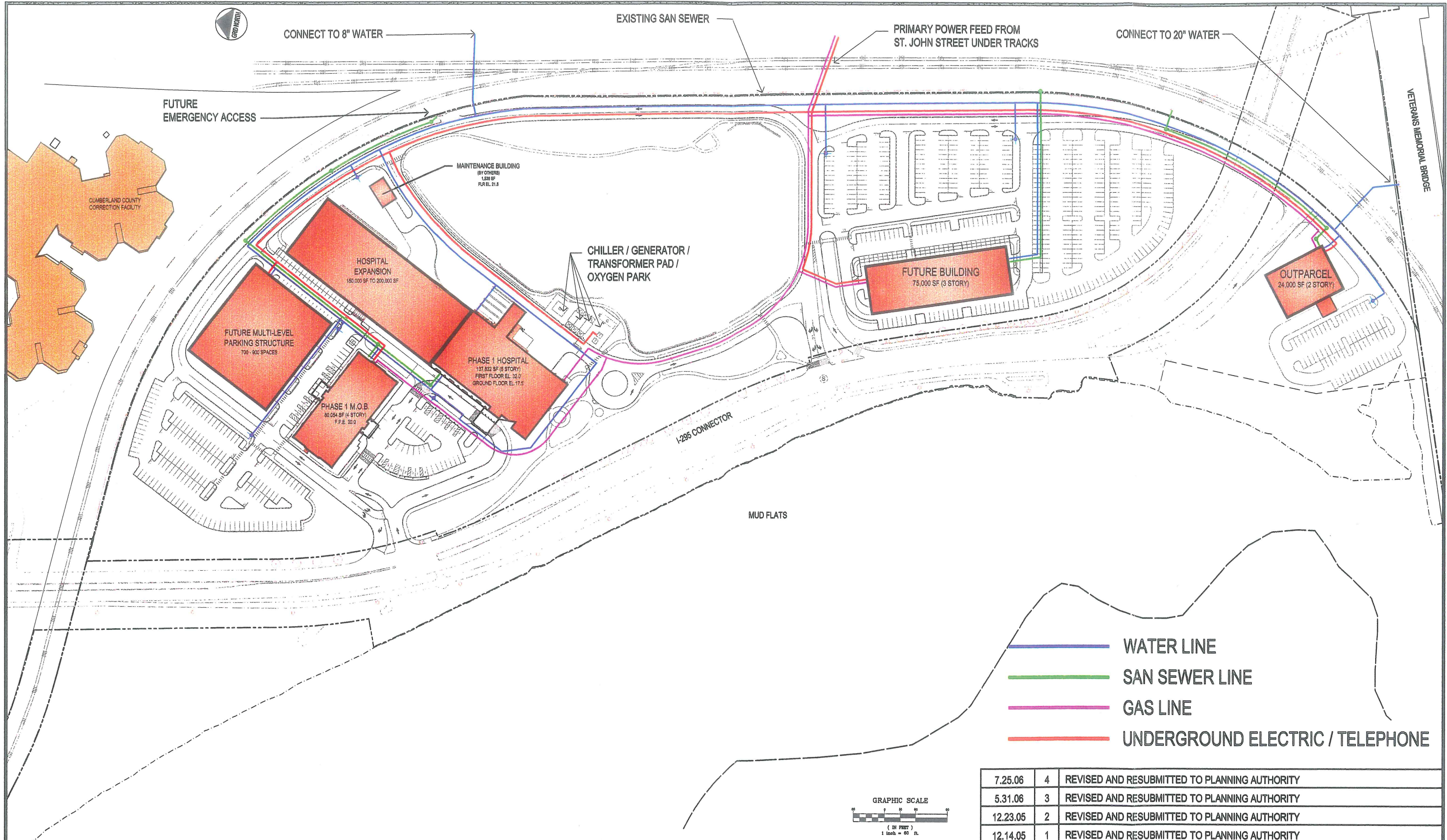
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5.31.06	3	REVISED AND RESUBMITTED TO PLANNING AUTHORITY
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12.14.05	1	REVISED AND RESUBMITTED TO PLANNING AUTHORITY

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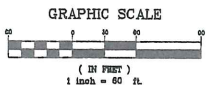
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FILE NAME:	2149.01-MP3		

MERCY HOSPITAL
 FORE RIVER PROJECT

MASTER PLAN
 LANDSCAPE AND OPEN SPACE



- WATER LINE
- SAN SEWER LINE
- GAS LINE
- UNDERGROUND ELECTRIC / TELEPHONE



7.25.06	4	REVISED AND RESUBMITTED TO PLANNING AUTHORITY
5.31.06	3	REVISED AND RESUBMITTED TO PLANNING AUTHORITY
12.23.05	2	REVISED AND RESUBMITTED TO PLANNING AUTHORITY
12.14.05	1	REVISED AND RESUBMITTED TO PLANNING AUTHORITY

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FILE NAME:	2149.01-MP3		

**MERCY HOSPITAL
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MASTER PLAN - UTILITY SCHEMATIC



LEGEND

- LARGE SHADE TREES
- SMALL ACCENT TREES
- EVERGREEN TREES
- SHRUBS



ARCHITECTURE
ENGINEERING
PLANNING

5.31.06	3	REVISED AND RESUBMITTED TO PLANNING AUTHORITY
12.23.05	2	REVISED AND RESUBMITTED TO PLANNING AUTHORITY
12.14.05	1	REVISED AND RESUBMITTED TO PLANNING AUTHORITY

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FILE NAME:	2149.01-MP		

**MERCY HOSPITAL
FORE RIVER PROJECT**

**MASTER PLAN - FUTURE PHASES
CONCEPT PLANTING PLAN**

FIGURE



CUMBERLAND COUNTY
CORRECTIONAL FACILITY

FUTURE
OUTPARCEL

10' BUILDING SETBACK

15' PAVEMENT SETBACK

FUTURE
EXPANSION
36,000 s.f.

58,000 s.f.

89,335 s.f.

SERVICE

100 SPACES

PARKING: 398 SPACES

OPEN
SPACE

FUTURE
OUTPARCEL

250' SHORELAND ZONE
(from the high water line)

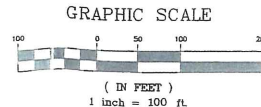
PROPOSED
INTERCONNECTOR

PARKING: 753 SPACES

OPEN
SPACE

FORE RIVER

NOTE WELL:
THIS CONCEPT DRAWING WAS COMPLETED IN SUPPORT OF THE MERCY CONTRACT ZONING AGREEMENT WITH THE CITY OF PORTLAND. THE CONCEPT MASTER PLAN IS REPRESENTATIVE ONLY AND IS SUBJECT TO PROGRAMMING MODIFICATIONS AND MUST RECEIVE SITE PLAN APPROVAL BY THE PORTLAND PLANNING AUTHORITY. ALL LAYOUT MEASURES INCLUDING BUILDING LOCATION, PARKING, ACCESS ROUTES AND LANDSCAPING ARE SUBJECT TO CHANGE BASED ON MERCY'S ONGOING SCHEMATIC DESIGN DEVELOPMENT.



REV	DATE	DESCRIPTION	P.E.	U.C. #
3	9/01/05	CONCEPT MASTER PLAN SUBMITTED TO PLANNING AUTHORITY		
2	10/19/01	REVISED CONCEPT, RESUBMITTED TO PLANNING AUTHORITY		
1	9/21/01	SUBMITTED TO PORTLAND PLANNING AUTHORITY		
REVISIONS				

PROJECT	MERCY HOSPITAL FORE RIVER PROJECT
SHEET TITLE	CONCEPT MASTER PLAN
CLIENT	MERCY HOSPITAL

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