



Helen Donaldson <hcd@portlandmaine.gov>

MMC Office Building Initial Traffic Review Comments

Tom Errico <thomas.errico@tylin.com>

Wed, Oct 10, 2018 at 1:15 PM

To: Helen Donaldson <HCD@portlandmaine.gov>

Cc: Bruce Hyman <bhyman@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>

Hi Nell – the following are initial traffic comments for the project for discussion purposes at tomorrow's meeting

- A Traffic Movement Permit Scoping meeting is scheduled for October 23, 2018 and accordingly no comments are provided regarding off-site traffic impacts at this time.
- The Gilman Street non-tangent curb alignment is not acceptable. A straight curb is suggested. Gilman Street width dimensions shall be provided.
- The flared curb ramp near the main entrance vehicle driveway is not acceptable partly because it creates a narrow pedestrian accessible route. Also, the crosswalk location should be evaluated.
- The provision of the City's preferred two ramp configuration at the Gilman Street corner should be investigated.
- Bus stop location and accessibility should be evaluated.
- Shuttle pick up and drop off operations at the employee entrance on Gilman Street should be detailed.
- Vehicle drop-off/pick-up operations/management at the vehicle loop should be provided.
- Pick-up/Drop-off loop interaction with parking garage entrance is a concern and an analysis should be provided.
- General sidewalk width given future pedestrian demand on Congress Street seems inadequate.
- Congress Street cross-section width should specifically be detailed. How will bikes, parking, bus, vehicles be accommodated
- Pedestrian movements across the parking garage entrance to the Main Entrance is a concern.
- A sidewalk on Gilman Street to A Street should be explored or a waiver analysis should be provided.
- I have briefly reviewed the Construction Management Plan and noted the following:
 - Local truck routings should be clearly documented from each construction entrance.
 - Roadway widths shall be detailed.
 - Is a temporary protected sidewalk on Congress Street feasible (if not for the entire project – but during certain phases).
 - How will METRO service be accommodated.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director

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Helen Donaldson <hcd@portlandmaine.gov>

MMC Ph III Medical Office Bldg: PL331-2018

Helen Donaldson <hcd@portlandmaine.gov>
To: Helen Donaldson <hcd@portlandmaine.gov>

Wed, Oct 10, 2018 at 4:55 PM

Hi Nell,

My preliminary comments regarding site access, sidewalk, street, streetscape and public realm are as follows:

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

Grading Plans

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

Site Plan

The site plans do not show enough context of the entirety of the street configuration in the vicinity of the site - I'd request that the applicant resubmit and provide 1"=20' plans instead of the 1"=10' site plan (and 1"=5' grading plans - requires 2 sheets)

- The site plan key identifies #14 as "Bus Stop" but the elevations show a bus shelter - there is not sufficient bus landing area (5'x8' minimum") provided if a bus shelter is intended (or unless the landing area includes a portion interior to the shelter as the landing area - which is not preferred)
- No bus stop or shelter location is shown on the north side of Congress St as has been discussed with the applicant - a paired bus stop is desired
- The tree wells do not meet city design standard - they 1) do not use radius curb and 2) do not show a section of raised granite tree well along the Congress St curb line and 3) are not of standard size.
- The proposed street layout is not shown on the plans - locations of on-street parking, travel lanes, climbing bike lane, etc
- required signs (bus stop, etc) are not shown on the plans
- curb ramp modifications on the opposite side of Gilman and Congress Streets are to be shown to achieve ADA-compliance
- The sidewalks are shown on both Congress and Gilman Streets as broom finish concrete - I do not currently support this without further documentation of the need to stray from our Sidewalk Material Policy
- I need to further assess curb ramp design- for instance, there is not sufficient landing area for the curb ramp serving the mid-block crossing along the retaining wall - a 5' deep (measured perpendicular to the street) ramp landing area is required where a ramp meets vertical obstructions (not the usual 4')

Design Details

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

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Bruce Hyman
Transportation Program Manager
Transportation Division

Department of Planning & Urban Development

10/10/2018

City of Portland Mail - MMC Ph III Medical Office Bldg: PL331-2018

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<http://www.portlandmaine.gov/1363/Transportation-Division>
Yes! Transportation's Good Here



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Nell Donaldson
City of Portland Planning Division
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PLANNING - LEVEL III REVIEW (14-526): MMC Congress Street Medical Building (285KSF) (19 procedure rooms, 64 patient rooms, licensed bed count remains 637)
 Institutional Overlay Zone

IOZ - ZONING ANALYSIS

- a. *Use*
- b. *Dimensional Requirements*
 Provide analysis with respect to dimensional requirements in the revised submittal.
- c. *Design*
 See comments by others.
 Please provide floor plans in revised submittal
- d. *Signs*
 See below.
- e. *Transportation*
- f. *Environment*
- g. *Mitigation Measures*
- h. *Neighborhood Integration & Neighborhood Engagement*
- i. *Construction Management*
 See comments by others.
 Please provide some discussion on attempts to minimize impacts to pedestrian circulation along the south side of Congress Street. Could sidewalk closure be limited to certain construction/demolition phases?
 Provide discussion on bike accessibility around the construction site.
- j. *Other*

		Preliminary Review (10/10/18)	
Transportation	a. Impact on Surrounding Street Systems	Traffic Movement Permit analysis to come pending scoping meeting	
	b. Access and Circulation	See comments by others. Please provide a circulation plan showing how visitors and employees access the main entrance/employee entrance by different modes. Further discussion on the street layout pending. At the least, a climbing bike lane should be shown on Congress Street. The Congress Street sidewalk should be widened as possible to provide better pedestrian access along the site frontage A sidewalk material waiver request should be submitted. Pending review of this request, in places where sidewalk material is proposed to transition, details should be provided. Ideally, transitions would occur at curb cut locations. A sidewalk waiver request should be submitted for the Gilman Street frontage. Provide more information on 'mechanical areaway' showing in the Gilman Street ROW. This appears to be a sidewalk obstruction? Confirm how a pedestrian coming from the west would access the front door on foot if stairs are not an option?	•
	c. Public Transit Access	Plans have been forwarded to METRO for review. Further discussion of bus shelters and associated access improvements (including crosswalk and north side shelter) pending.	○

		At the least, bus shelter as proposed lies in the middle of the pedestrian desire line. Please propose alternate location.	
	d. Parking	Bike racks should be provided at this entrance. Please indicate on revised plans.	•
	e. Transportation Demand Management (TDM)		
Environmental Quality	a. Preservation of Significant Natural Features		
	b. Landscaping and Landscape Preservation	See comments from others forthcoming. Provide street trees on Gilman Street.	
	c. Water Quality, Storm Water Management and Erosion Control	See comments from others.	
Public Infrastructure and Community Safety	a. Consistency with Master Plans		
	b. Public Safety and Fire Prevention	See comments from others forthcoming.	•
	c. Availability and Adequate Capacity of Public Utilities	Utility plans are still under review.	•
Site Design	a. Massing, Ventilation and Wind Impact		•
	b. Shadows		•
	c. Snow and Ice Loading		
	d. View Corridors		
	e. Historic Resources		
	f. Exterior Lighting	Please provide light fixture cut sheets for all lights proposed. Photometric plan should show average and max illumination levels.	•
	g. Noise and Vibration		•
	h. Signage and Wayfinding	Revised sign plan still under review.	
	i. Zoning Related Design Standards	See comments from others.	

Other Submittals Required

Utility capacity letters

Plan edits

- rescale site plan at 1" = 20'
- include distances to property lines on site plan
- add height calculation from average grade on elevations
- plans need to be stamped by an engineer

RTI

Encroachments (building and 'mechanical areaway') into Gilman ROW need further review.

Other Permits/Reviews Required

Site Location of Development

FAA

Waivers

Please provide formal requests for sidewalk material waiver and waiver of sidewalk along Gilman Street

Outstanding Items from Earlier Reviews

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

MMC congress building

Jeff Tarling <jst@portlandmaine.gov>

Thu, Oct 11, 2018 at 1:05 PM

To: Caitlin Cameron <ccameron@portlandmaine.gov>

Cc: Helen Donaldson <hcd@portlandmaine.gov>

Hi Caitlin -

Nel & I were discussing this last week at the Planning Review meeting.

We would like to see the planters both the tree planters and the proposed long planters have rounded edges or (radius) corners. These are visually more appealing and seem to work better for winter snow and ice clearing. Our spec (see attached) recommends the curbing with a 'thermal finish' which unlike the polished regular street curb looks better and is more tactile for walking and less skate board friendly, if that matters.

On special projects like this it would be good to encourage the applicant to go with beefier granite on the planters then the standard 5" width. We noticed both Portsmouth and Boston have used 6" + and for the larger planter it could use used as a seat wall if appropriate. Included the pics of the rain planter from unknown city as it could serve a purpose as a functional stormwater feature and design concept idea.

Swenson granite has the good information on options.

<https://swensongranite.com/product/granite-curbing/>



Portsmouth Granite tree planter with flowers



Portland planter standard with either 1' or 2' radius corners depending on size.



Urban rain planter concept ideas



Boston Rose Kennedy parkway granite planter seatwall with anti skateboard blocks



Ocean Gateway planter using native plants - Amelanchier and blueberry
Carroll Associates design, this has performed well with minimum maintenance and

10/11/2018

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includes native plants.

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 **TreePlanter.pdf**
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