

June 19, 2013

Ms. Carol Morrisette, Chair
Portland Planning Board
389 Congress Street
Portland, Maine 04101

Site Plan Application / Supplemental Submission

22 Bramhall Street

CBL 53-D1,2,7; CBL 53 -E-1,2,10,13; CBL 53-G-1,13; CBL 54-H-I;
CBL- 64-C-1,2

Dear Chair Morrisette and Members of the Portland Planning Board :

Maine Medical Center is pleased to submit the enclosed responses and updated materials to assist your review of the Bean 2 Roof Addition Site Plan Application. These responses are based upon the feedback received at the June 11, 2013 Planning Board Workshop, including information specifically requested from the Planning Board and staff and information obtained at the July 18, 2013 neighborhood meeting. As you are aware we submitted nineteen (19) exhibits/ tabs with our initial application, therefore, this submission adds new exhibits/ tabs as noted:

1. Traffic Management Plan Update / Bike Share Contribution:

Maine Medical Center has a very robust Traffic Management Plan designed to decrease vehicles traveling to and from its campus at 22 Bramhall Street. In fact, the MMC plan is used as a model plan by the City's Planning and Urban Development Department. As of May 2013 MMC has achieved a 20% utilization rate for the use of alternative transportation to and from its Bramhall campus.

After thoughtful consideration as to the most effective method to increase participation in the program and to decrease the number of vehicles traveling to and from the MMC campus, MMC proposes to add two centrally located bicycle racks (located at the corner of Chadwick and Bramhall Streets) capable of housing thirty six bikes. These racks increase the number of bike storage capability at the campus to over one hundred and eighty four.

In addition, and at the recommendation of the City's Parking Division Manager, John Peverada, MMC will be providing space for a U Car – as part of the City's U Carshare Program. As is stated on the Portland Green Streets website:

Car sharing provides convenient access to vehicles which can be reserved for as little as an hour. These car sharing vehicles are available to reserve online 24/7 and grant access to members through the use of smart card technology...

Research shows that car sharing is great for the environment. Every shared car on the road can replace up to fifteen personally owned vehicles. This means that fewer cars will need to be manufactured, fewer cars will be on the road and the community's carbon footprint will be reduced. Car sharing is becoming a critical element of the transportation network in many cities and universities, enabling residents, students and businesses to get rid of their cars and still meet their transportation needs. It also provides some flexibility to Greater Portland families thinking of downsizing to one vehicle. Simply put, a member can walk up to their reserved vehicle, swipe in and drive.

Other benefits of car sharing: it reduces parking demand, provides mobility options, improves air quality, reduces vehicle travel, increases transit ridership, provides more affordable transportation options, reduces car ownership. ... (emphasis added)

<http://portlandgreenstreets.org/?p=316>

MMC believes providing space for the U Carshare vehicle, rather than making a monetary contribution to a bike share program (as was raised at the Planning Board workshop), will be more successful in reducing traffic and parking demands in the vicinity of 22 Bramhall Street. There may be employees who would ride their bikes to work but for an occasional off-site meeting at a location not otherwise serviced by MMC's extensive shuttle program. By offering a U Car at 22 Bramhall Street's campus, employees will be able to take advantage of riding a bike to work, knowing a U Car is available for their transportation needs; this would not be the case for a bike share program.

Given the objective of the MMC Traffic Management Plan to minimize traffic and parking demands, we believe the proposed upgrades to alternative transportation options proposed by MMC will best achieve the goals of the plan.

2. Traffic Study – See Tab 20 for an update to the initial traffic study, including the 1998 Sight Location of Development Maine DEP Permit (SLODA) requested by City Traffic Engineer Tom Errico.

3. FAA Permits – See Tab 21 for approved crane permit and Tab 22 for the pending building addition permit.

4. Neighborhood Meeting – This was held on June 18, 2013 – see Tab 22 for the sign in sheet and meeting minutes.
5. Construction Signage – See Tab 23 for the location and messaging for construction signs as requested.
6. Building Materials – See Tab 24 for building elevations identifying the placement of metal panels, spangled and fritted glass.
7. Photometric/ Reflection Studies – See Tab 25 for this information.
8. Building Proximity to Richards Wing – See Tab 26 for planned distance and evidence of compliance with AIA guidelines and building codes.

Thank you for your continued review of this application; we look forward to presenting this information at the July 9, 2013 Planning Board Meeting.

Sincerely,



Jeffrey D. Sanders
Executive Vice President and Chief Operating Officer

cc: Jean Fraser
Mark Harris
Penelope St. Louis
Rich Linehan
Walter Pochebit
Marshall Bartlett