

6. ASSESSMENT OF ZONING

The proposed project is in alignment with the approved Maine Medical Center IDP and IOZ Regulatory Framework. The St. John Street Parking Garage is listed as a near-term project in the IDP. This project satisfies the MMC parking needs as outlined in the approved IDP Transportation Plan. As outlined in the approved IDP, the goals of this project are to provide for replacement parking to support demolition of the existing staff garage, to consolidate existing remote surface parking, to reduce parking by staff on surrounding neighborhood streets, and to accommodate expected staff growth. MMC desires to provide a reliable and complete parking solution for staff, and the proposed parking garage will meet this goal.

Compliance with the IOZ Regulatory Framework specified in the City of Portland Land Use Code (Chapter 14) and the MMC IDP is described in the following sections.

6.1 Applicability (14-282 (a))

The proposed development is within the boundaries of the MMC Institutional Overlay Zone (IOZ) specified in the IDP; therefore, the IOZ standards apply to this project.

6.2 Updates and Amendments (14-282 (b))

The proposed parking garage design is consistent with the MMC IDP approved by the Portland City Council in October 2017. No updates or amendments are proposed to the IDP as a part of this project.

6.3 Uses (14-282 (c))

Parking garages are listed as a use permitted by right within the IOZ.

6.4 Dimensional Requirements (14-282 (d))

The proposed free-standing garage will consist of approximately 2,400 parking spaces across nine levels, consisting of an at-grade level plus eight tiers, to meet parking demand and consolidation efforts as mentioned in the approved IDP. As discussed in the IDP, MMC used a multi-part methodology to determine the appropriate height profile for potential future development within the IOZ boundary, including project definition, urban design analysis, slope analysis and visioning.

- **Building Height.** The maximum height identified in the IOZ Regulatory Framework is 100 feet for the western portion of the project area including the existing MMC parking lot, and maximum height of 45 feet for the eastern portion abutting St. John Street.
 - The proposed parking garage is located within the 100-foot zone. The average building height of the proposed garage is 96.25 feet, considering an average proposed ground elevation of +28.25 MSL at the building edge and average roof elevation at the speed ramp high roof of 124.5 MSL.
- **Building Length.** The maximum length of the proposed parking garage is specified as 500 feet as measured roughly parallel to St John St in the IOZ standards.
 - The proposed length of the structure is approximately 482.5 feet.
- **Building Setbacks.** A minimum building setback of five feet is specified in three locations along the eastern border of the site, as shown on the Minimum Setbacks Map in the IOZ.

- The proposed building is located over five feet from property boundaries in these locations.
- **Transition Zone.** As identified on the Maximum Building Heights Figure in the IOZ, there are no transition zones associated with the project area.

6.5 Design (14-282 (e))

The IOZ Regulatory Framework specifies that new buildings shall adhere to the Design Guidelines set forth in Chapter 5 of the IDP and the site plans standards of the City of Portland. Compliance with City Site Plan Standards is discussed in Section 17 of this report. Consistency with the approved IDP Chapter 5 general guidelines for building design within the IOZ boundary is discussed below.

- **Contribution to Campus Vision and Organizational Goals.** The proposed project is in alignment with the Master Facility Plan and the Transportation Plan described in Chapters 2 and 3 of the IDP, by consolidating and expanding staff parking.
- **Cohesion With the Campus.** The overall composition and experience of the parking garage was considered for cohesive identity from approaches along various viewpoints. Renderings have been prepared and are included within Section 3.
- **Building Entrance.** The building entrance has been oriented toward the St. John Street sidewalk to help support the existing pedestrian-oriented, mixed use environment.
- **Incorporating Building Character into Design.** The scale and proportion of the principal elevations of the garage have been given a hierarchical treatment, avoiding the repetitive nature of the basic building type. Along St. John Street, the principal façade of the garage features a base zone of textured precast concrete spandrels with textured faces which impart detail and scale relating features. On the south side of this elevation, the bottom two tiers of spandrels relate to the low-rise buildings to the south. On the north side, a higher base of feature spandrels relates to a scale of City and institutional uses. The composition is deliberately varied, with an off-centered elevator core. The west side of the building, with no massing relief, is activated with a resolving feature of a feature infill bay. The upper sides of both east and west feature light-catching perpendicular extruded aluminum fins, which create a softening of the mass of the structure. They also feature a horizontal precast concrete shelf cap along the full length of the elevation. The northeast and southwest corners of the structure, which contain egress stairs, present solid elements which demarcate them as features and also emphasize the openness of the adjacent tiers.
- **Building Façade.** Materials in general will be high quality, long lasting and weather resistant, including:
 - Structural Elements – Precast reinforced concrete
 - Exposed Spandrels – Colored and textured precast concrete
 - Window Framing – Clear anodized aluminum
 - Window Glass – Clear insulating units
- **Preserving Viewsheds.** MMC has considered the potential impact on public views from the Western Promenade towards the White Mountains. There is very little visual impact along the Western Promenade from the proposed garage. The roof of the proposed garage will be visible in the largely tree-screened view zone south of the White Mountain viewshed.
- **Priority Node.** The design focuses on supporting the pedestrian, mixed use environment of St. John Street. The landscape plan includes pedestrian access directly to paved walks connecting to pedestrian routes indicated in the IDP.

- **Pedestrian Safety.** MMC plans to enhance aesthetic value and implement crime prevention strategies along pedestrian routes from the garage to the main campus. The following strategies are outlined in the approved IDP:
 - Providing elements of visual interest along any blank walls facing public streets;
 - Ensuring that paths from transit stops, bike storage areas, and parking areas to main pedestrian entrances are well-lit, with clear sight lines;
 - Providing clear and properly-sized signs in safe locations to ensure safe wayfinding; and
 - Designing street-level elevations to minimize potential hideouts.

The following considerations have been made for the proposed parking garage:

- The south façade has trees located to mark the edge, with spacing allowing clear views between them offering nowhere to hide.
 - The west façade is inert material for egress, enclosed by a security fence, also offering nowhere to hide.
 - The north façade faces a surface parking area.
 - The east façade includes the lobby and plantings/lighting/pathways that are well lit with plantings specifically designed to allow high visibility.
 - The east façade zone between the Eagles building and parking garage is crushed stone and blocked from access from both sides with plantings.
 - The east façade between the lobby and northeast corner is well lit from the building with adjacent canopy trees that allow views beneath them. This zone is also enclosed by a security fence.
 - The pedestrian access from surface parking to St. John street includes a new stair with handrail, a resurfaced pedestrian path, a privacy fence at the property line between this zone and the neighbors at 212/214 St. John, and high branching deciduous trees with turfgrass beneath, allowing nowhere to hide.
- **Parking Structures.** The proposed parking garage screens views of cars from the public rights-of-way to the extent possible. The proposed garage is not located within 20 feet of the public right of way, so street activation intent does not apply. The plan for the proposed garage does remove a surface parking lot that was formerly within the view of the public right of way (Eagles Lot). Although the parking garage itself is not 20' within a public way, the proposed landscape plan activates the street with street trees along the St. John Street sidewalk and walkways directing parking garage users to pedestrian routes indicated in the IDP.

6.6 Signs (14-282 (f))

Signage for the parking garage will consist of a free-standing sign within the St. John Street entrance area. The plaza sign was coordinated with the overall landscaping design and context. Signage details and specs have been included as an attachment to Section 6. Any additional signage desired by MMC will be put forth in a future request.

6.7 Transportation (14-282 (g))

The MMC Transportation Demand Management (TDM) Plan is discussed in the approved IDP (IDP page 74). As outlined in the IDP, MMC has considered its transportation needs holistically, factoring into its future development alternative means of transportation (IDP page 25). Since 2009, MMC has implemented a Transportation Demand Management (TDM) plan called "Get on Board!" MMC is updating that plan and considering enhancements to encourage more walking, cycling, and public transportation by its staff. According to the Transportation Plan in the IDP, the project area is 0.3 miles from the Bramhall Campus and MMC will encourage walking (IDP page 66).

A parking demand analysis was conducted as part of the Transportation Plan in the IDP to determine parking needs based on supply and demand, and trip reduction efforts outlined in the TDM Plan. The analysis revealed an existing staff parking shortage of 150 to 200 spaces, with the MMC parking system typically operating at or above capacity during weekday daytime hours (IDP page 65). Approximately 500 to 600 additional staff parking spaces are required to meet projected demand based on expected staff growth. The proposed project was identified as a solution to the shortage. MMC intends to deconstruct the existing 1,274-space staff garage and construct the proposed St. John Street replacement garage that will supply approximately 2,477 spaces for MMC.

Once the St John St garage is complete and the majority of MMC staff parking is consolidated to that location, a new shuttle route will be established that reduces the amount of traffic around City streets and provides a reliable method of transportation for MMC staff. According to the IDP, consolidation of staff parking will improve staff satisfaction and minimize management challenges associated with eight satellite parking lots (IDP page 66).

Within the TDM, there are several parking and other strategies to manage the growth of staff parking demand. Those strategies are outlined in the TDM plan attached to **Section 10**.

6.8 Environment (14-282 (h))

The proposed development incorporates features that are designed to integrate with the surrounding context, including open space and pedestrian networks and infrastructure. See Landscaping approach description in Section 3.

6.9 Mitigation Measures (14-282 (i))

MMC will mitigate site plan impacts to off-premise infrastructure in a manner proportionate to those impacts. Mitigation measures proposed for project impacts include right of way improvements and improving pedestrian ways. Right of way improvement details, an off-site lighting improvement plan and an off-site sidewalk improvement plan has been included with the full design plan set in Section 3.

6.10 Neighborhood Integration and Neighborhood Engagement (14-282 (j))

In addition to the required neighborhood meeting as required by the Level III Site Plan process, MMC does the following in terms of neighborhood integration and neighborhood engagement:

- Monthly and as needed meetings with representatives of each of the neighborhood associations abutting the Bramhall Campus and Libbytown where MMC provides lunch;
- Targeted outreach to local businesses and residents;
- Open meetings where businesses and residents are invited to ask questions about the project and provide feedback;

- Provide mitigation measures (such as parking) to anyone directly impacted by temporary street parking closures or traffic detours;
- A webpage where all project information is available; and
- A project alert notification system where people can be updated via email or text of project updates.

6.11 Construction Management (14-282 (k))

A Construction Management Plan (CMP) that conforms to all IOZ requirements is provided in **Section 9** of this report. The CMP includes a construction schedule, and strategies for managing communication, noise, air quality, traffic, and parking impacts associated with the construction.

6.12 Other Requirements (14-282 (l))

- **Helipad.** This standard does not apply to the proposed project.
- **Snow Ban Parking.** In accordance with the IOZ Regulatory Framework, MMC will make parking available to neighbors within the parking garage for a set timeframe during designated snow ban parking events.
- **Healthy Communities.** This standard does not apply to the proposed project.

6.13 Attachments

- Signage Specifications



ZONING ANALYSIS Relevant Zone(s) _____

All Projects:

	Required	Proposed
Lot Size		
Area Per Dwelling Unit		
Minimum Street Frontage		
Front Yard Minimum		
Front Yard Maximum		
Rear Yard		
Yard Right		
Yard Left		
Side Street Setback		
Step Back		
Maximum Lot Coverage		
Minimum Lot Coverage		
Maximum Height		
Open Space		
Maximum Impervious Area		
Pavement Setback		
Floor Area Ratio		
Off Street Parking Spaces		
Loading Bays		
Other 1		
Other 2		
Other 3		

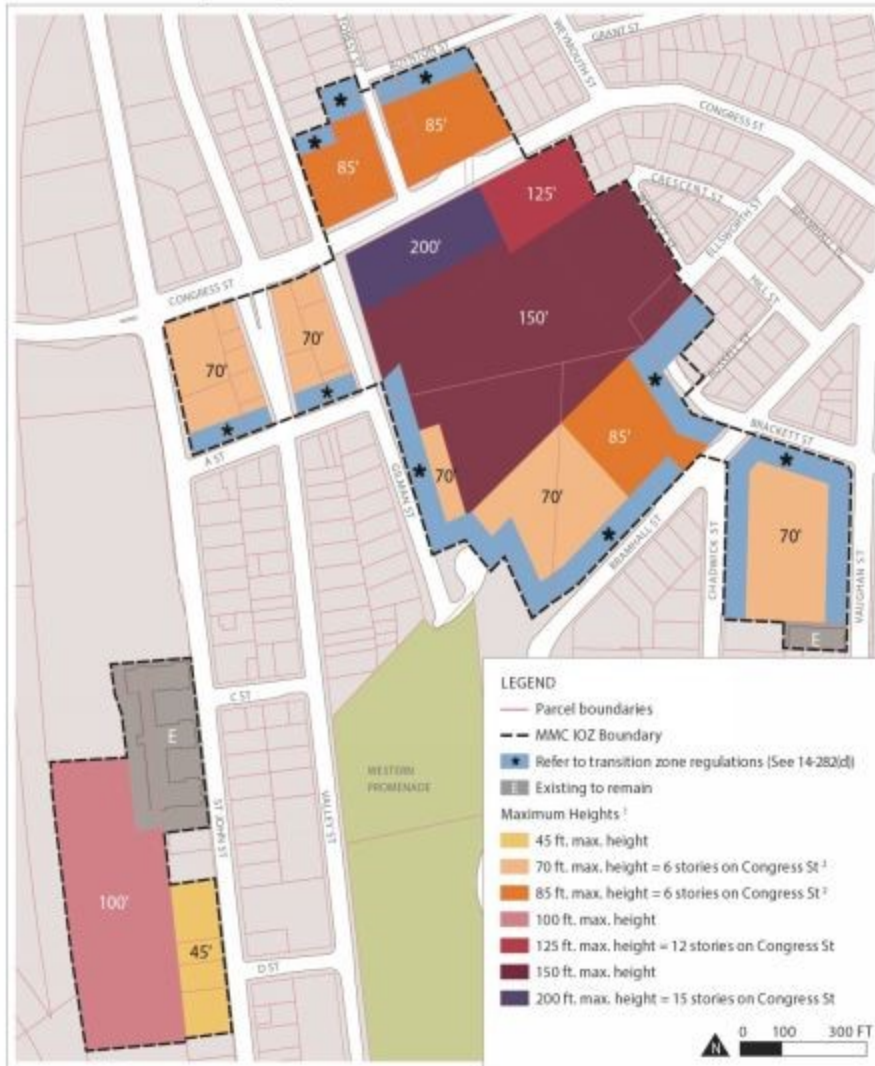
Planned Residential Unit Developments (PRUD) Requirements

	Required	Proposed
Minimum Lot Size		
Minimum Lot Area per Dwelling		
Maximum # Units per Building		
Maximum Building Length		
Maximum Accessory Building Length		
Minimum Setbacks		
Minimum Building Separation		
Minimum Open Space		

Affordable Housing Density Bonuses (if applicable)

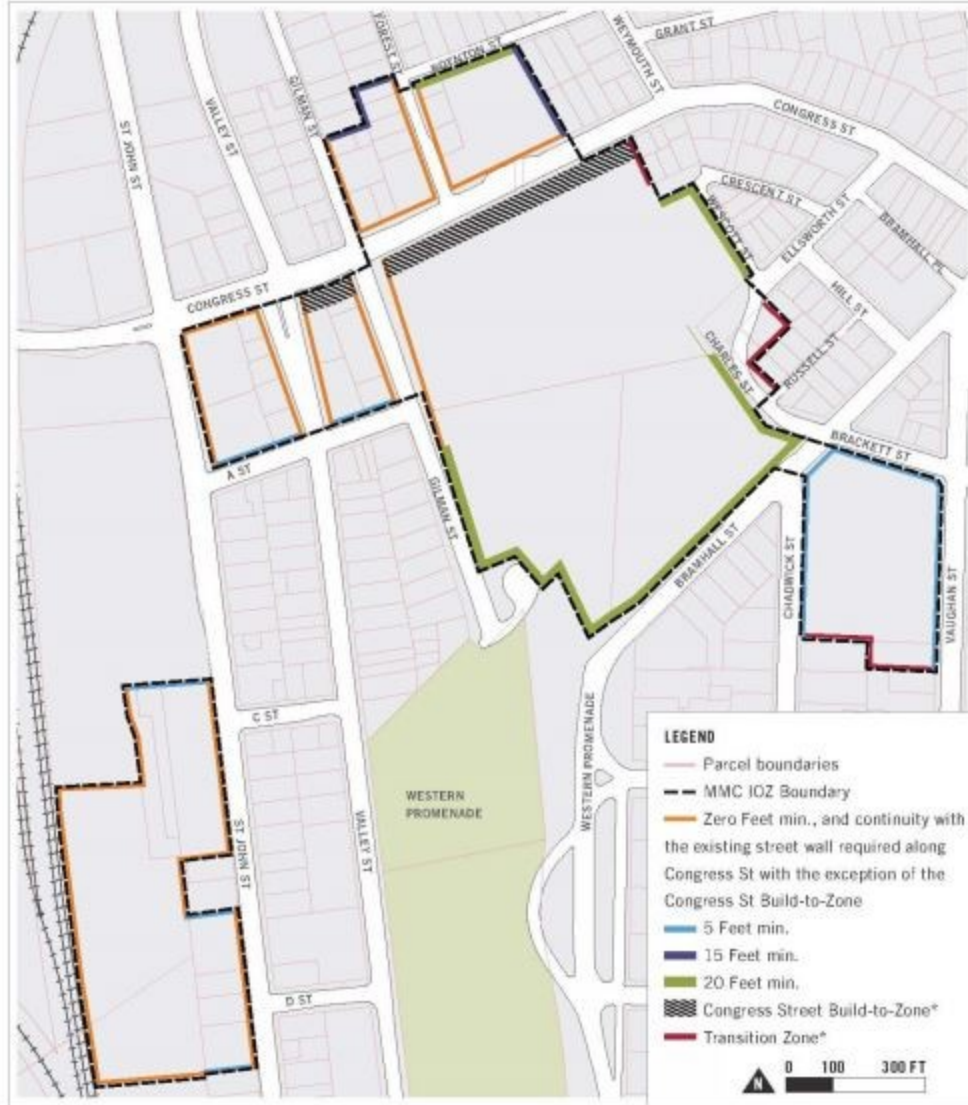
	Bonus Increase or Decrease	Maximum Allowable With Bonus	Proposed
Density			
Height			
Setback Reduction			
Recreation Space			
Maximum Accessory Building Length			
Minimum Setbacks			
Minimum Building Separation			
Minimum Open Space			
Explanatory Text 1 (optional):			
Explanatory Text 2 (optional):			
Explanatory Text 3 (optional):			

Maximum Building Heights



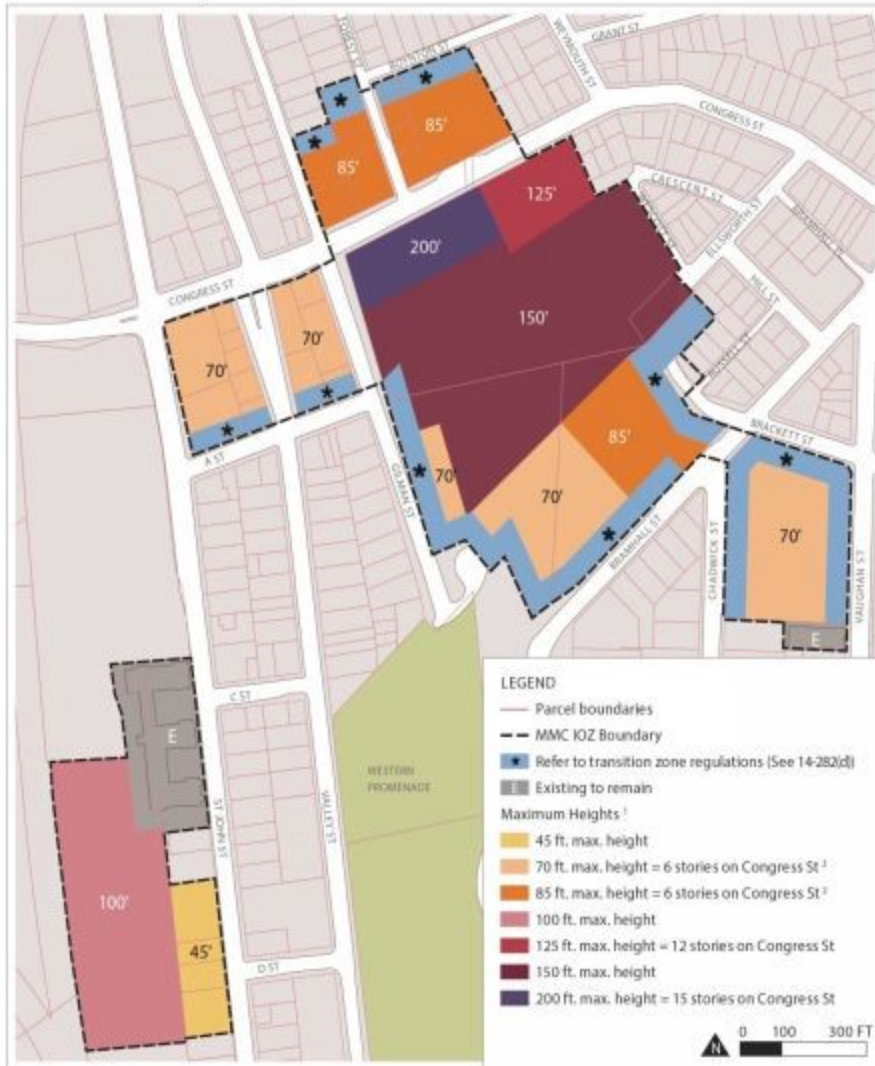
- Notes:
1. Minimum building heights also apply. Refer to 14-282(d).
 2. For buildings with residential use above the ground floor, the following height maximums apply:
 70 ft. maximum height = 7 stories, and 85 ft. maximum height = 8 stories.

Minimum Setbacks



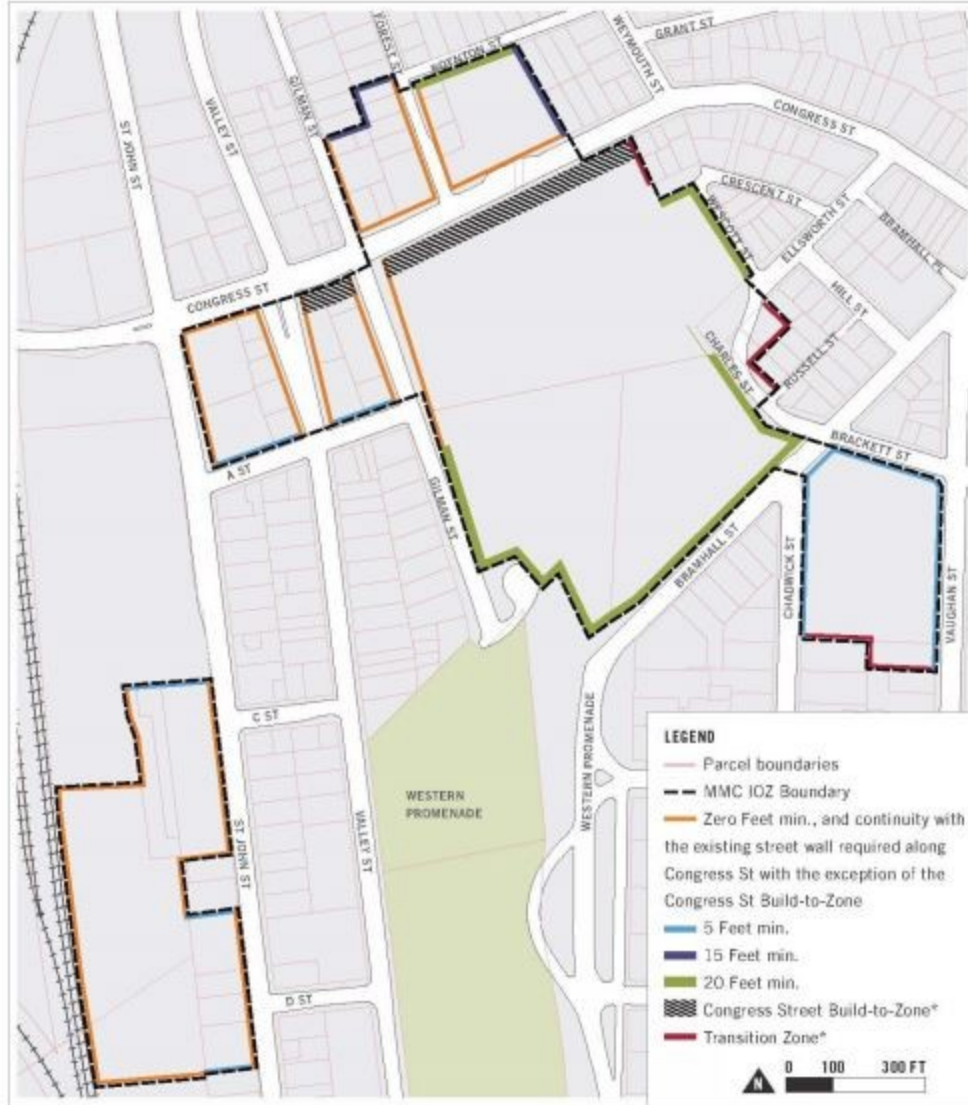
* Note: See Table 4.1 Dimensional Requirements.

Maximum Building Heights



- Notes:
1. Minimum building heights also apply. Refer to 14-282(d).
 2. For buildings with residential use above the ground floor, the following height maximums apply:
 70 ft. maximum height = 7 stories, and 85 ft. maximum height = 8 stories.

Minimum Setbacks



* Note: See Table 4.1 Dimensional Requirements.

Maine Medical Center Bramhall Campus Environmental Graphics & Wayfinding Program

Preliminary Pricing Set
Schematic Design
6.22.18

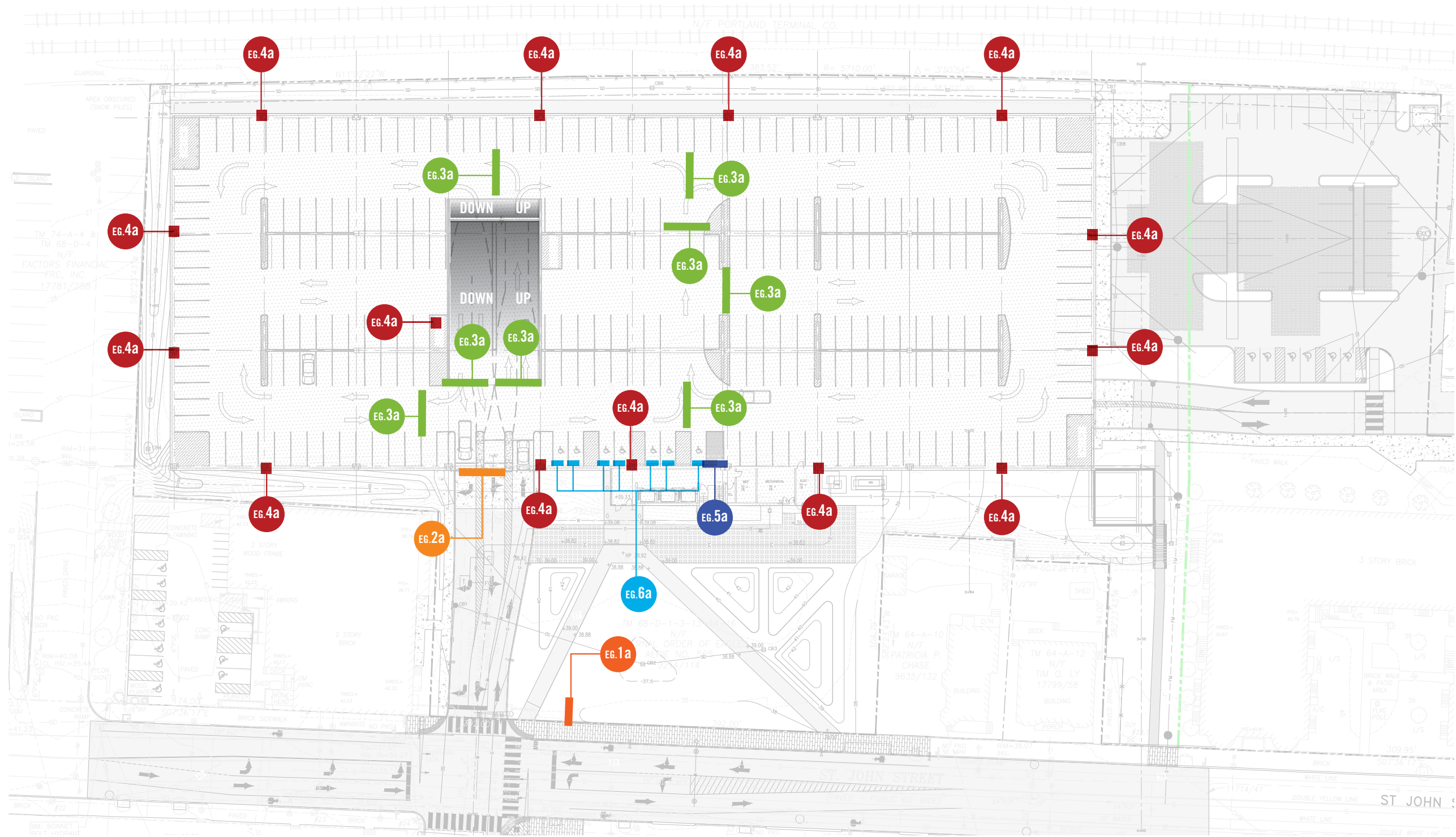
Project 1

New Main Medical Center Parking Garage

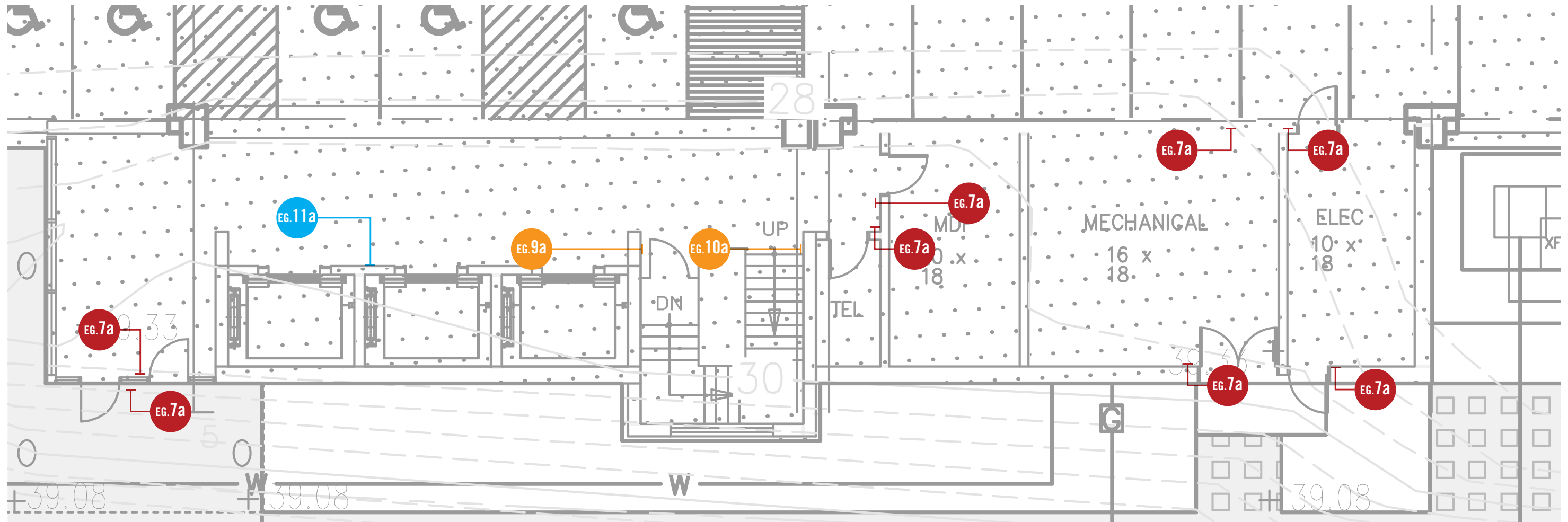
Leverage/

Preliminary Sign Location Plans

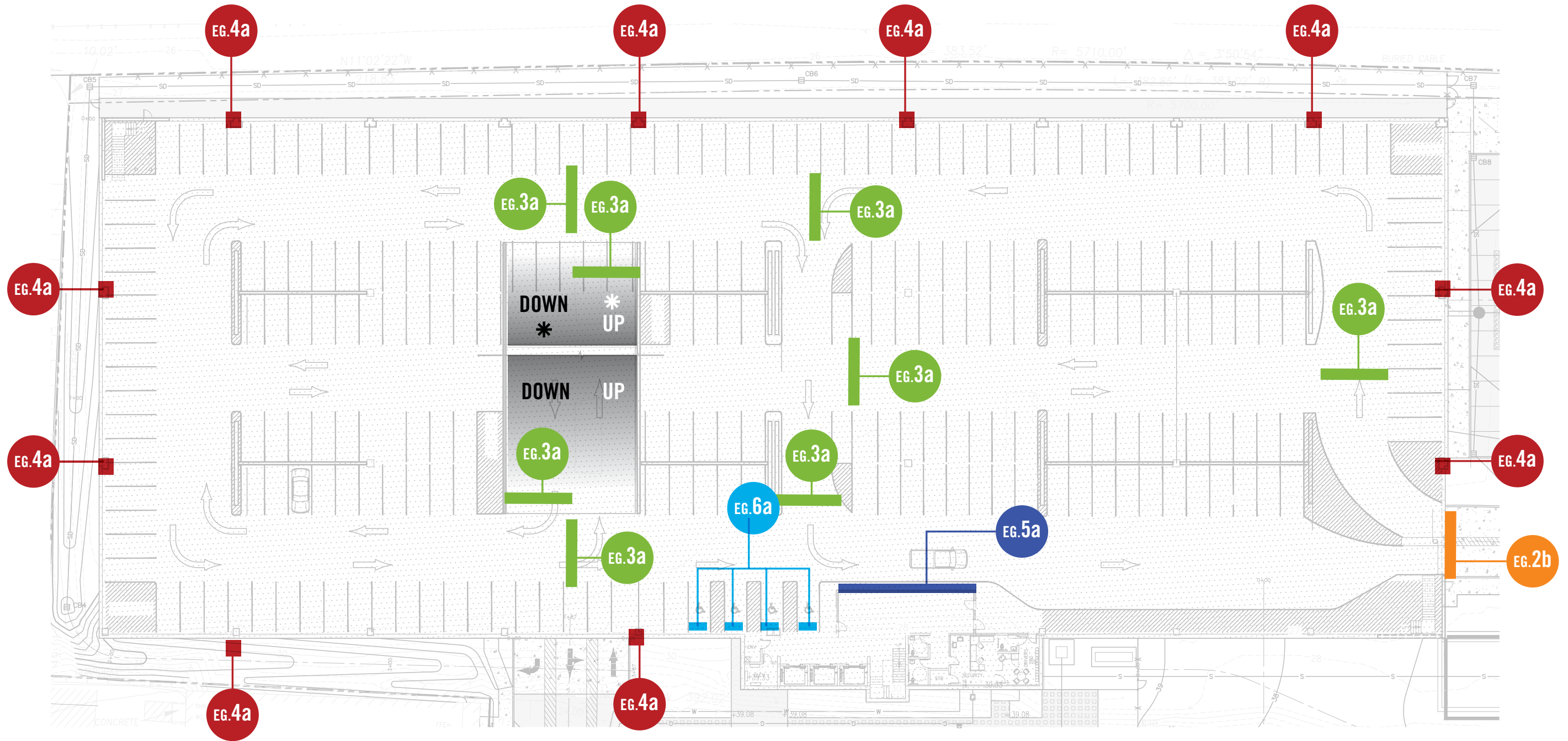
Preliminary Sign Location Plan (Level 1)



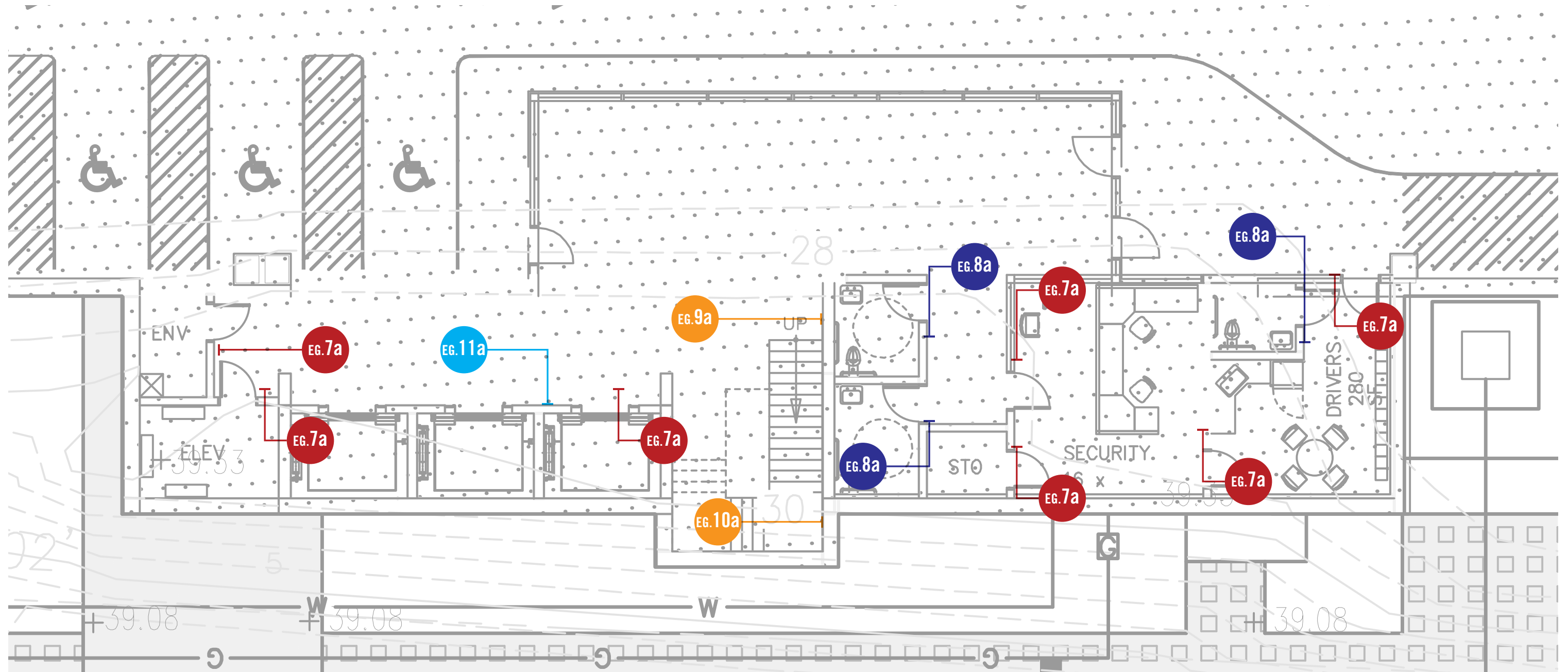
Preliminary Sign Location Plan (Level 1 Detail)



Preliminary Sign Location Plan (Levels 2-7)

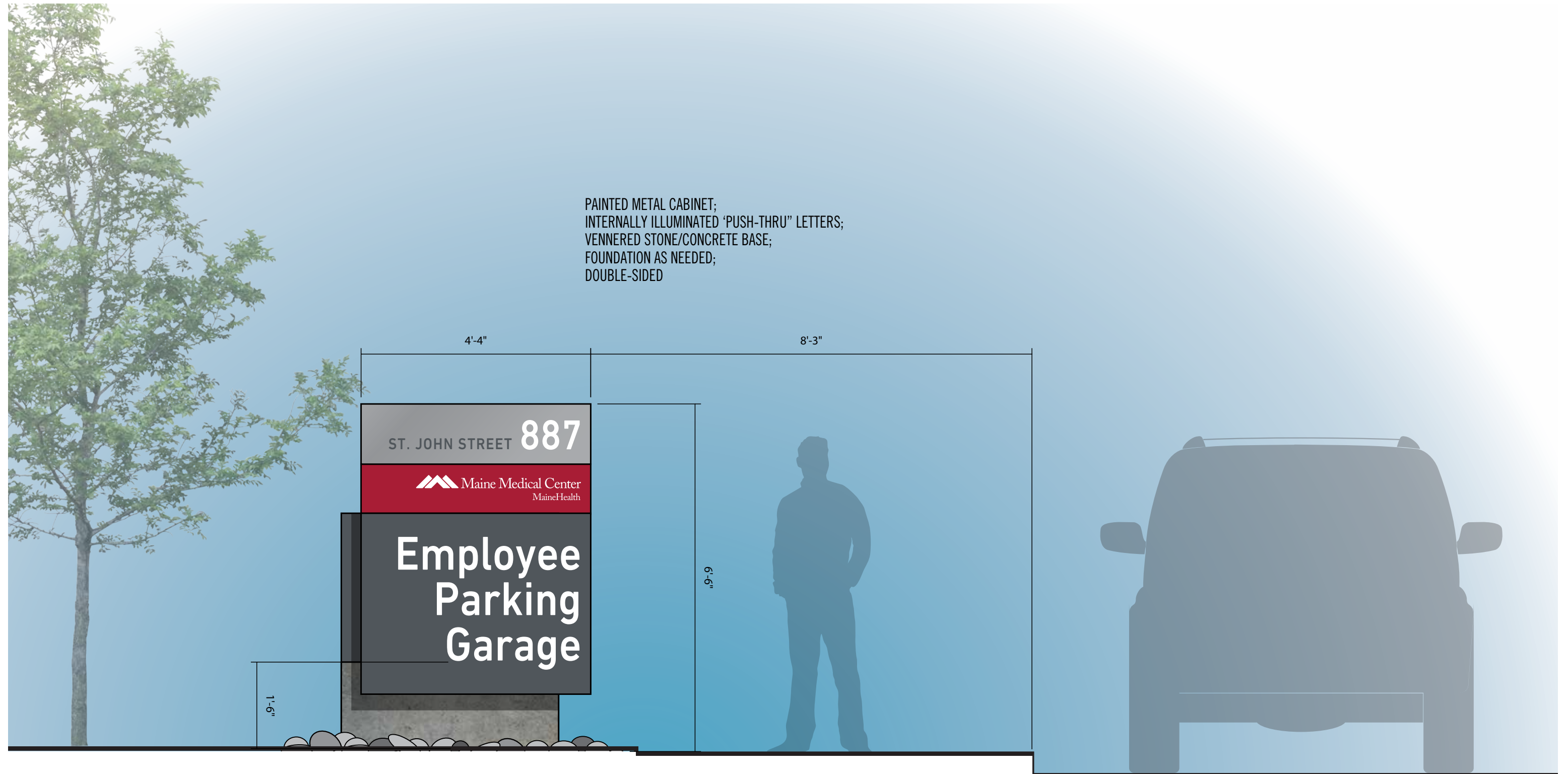


Preliminary Sign Location Plan (Levels 2-7 Detail)

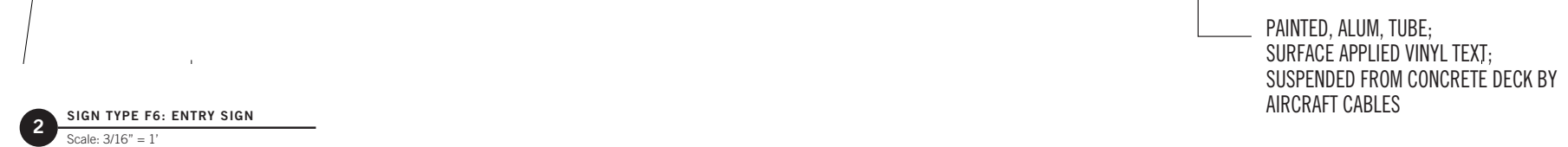
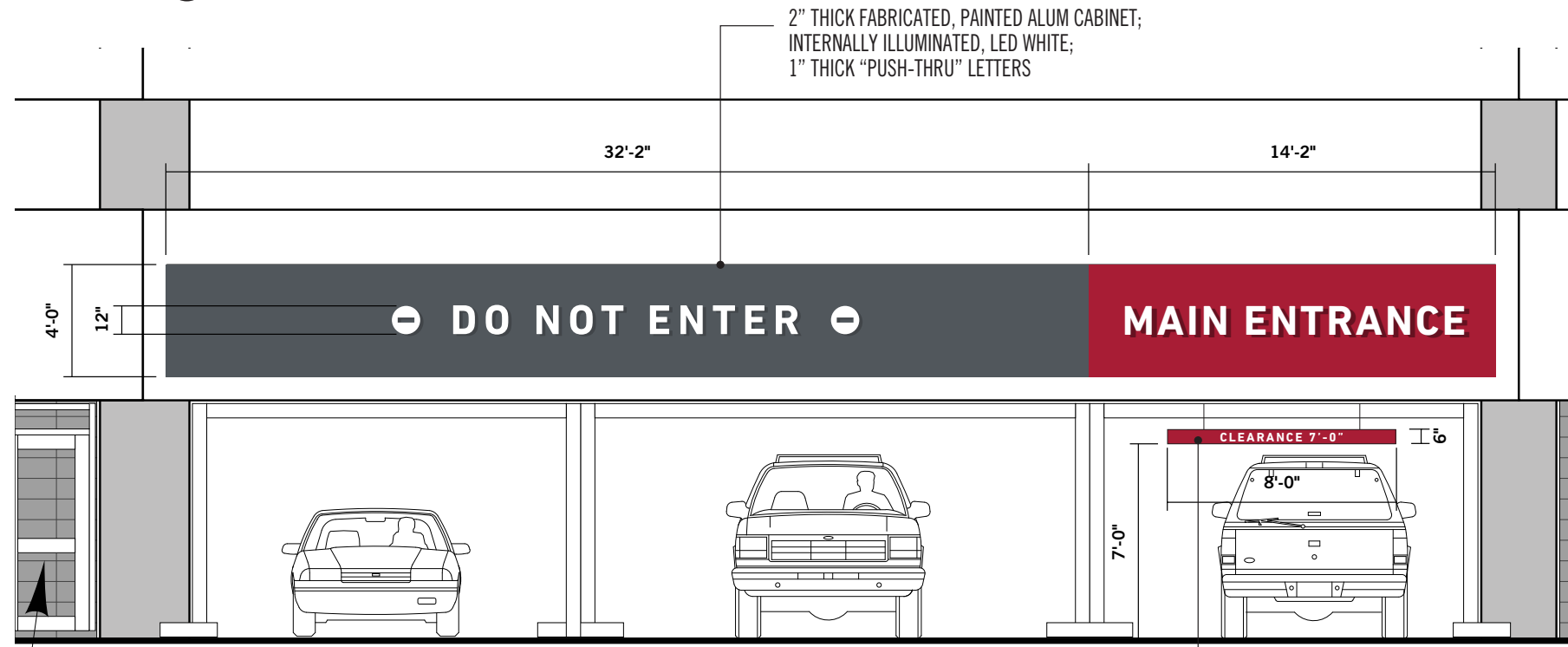
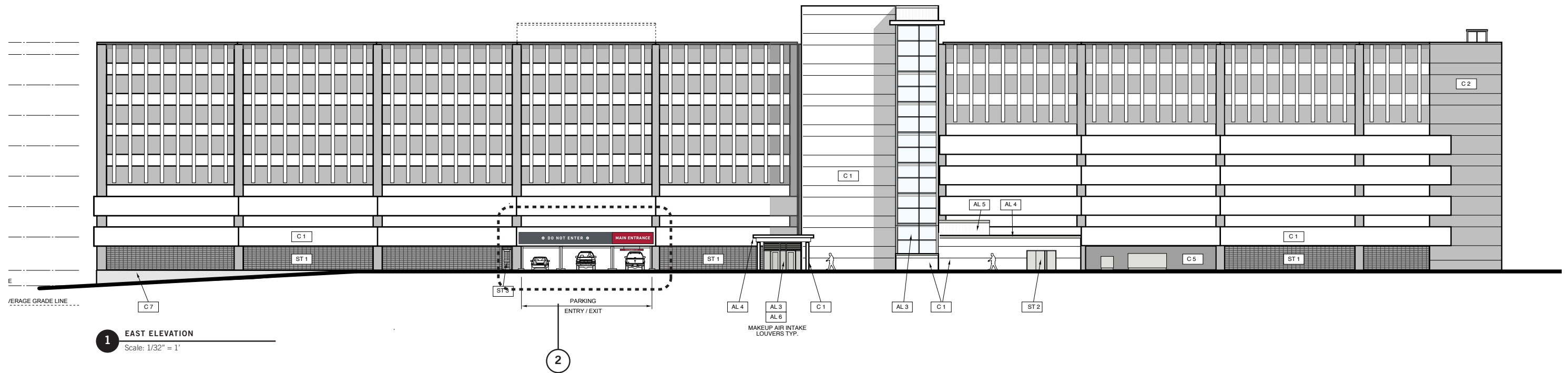


Sign Type Drawings

EG.1a Monument Sign

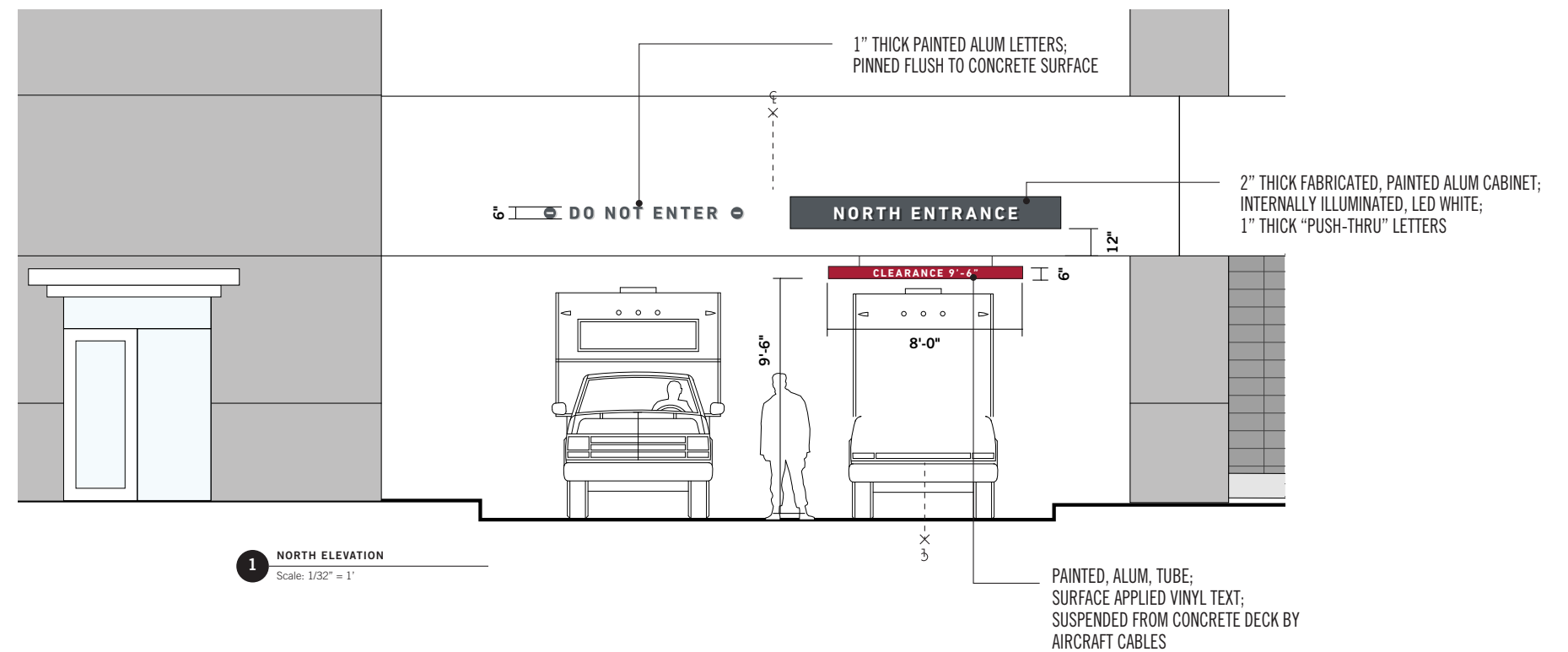
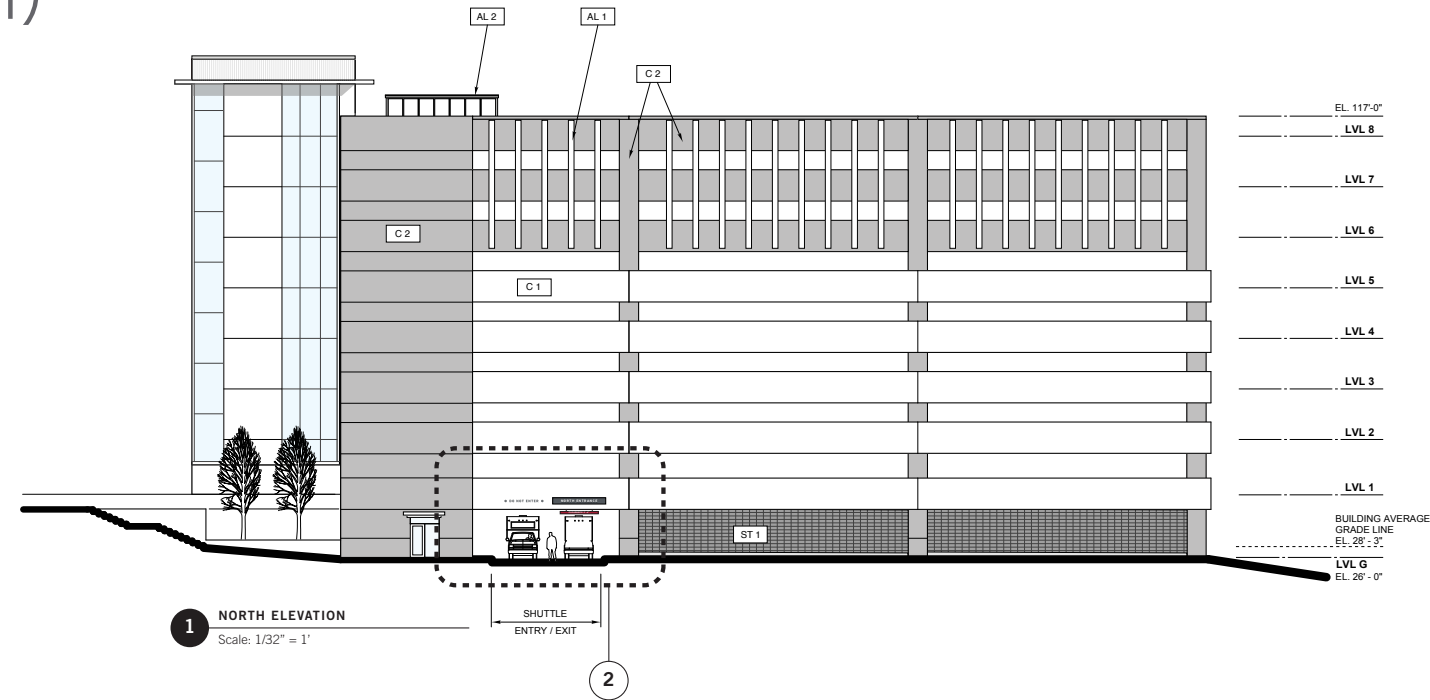


EG.2a Garage IDs (East Elevation)

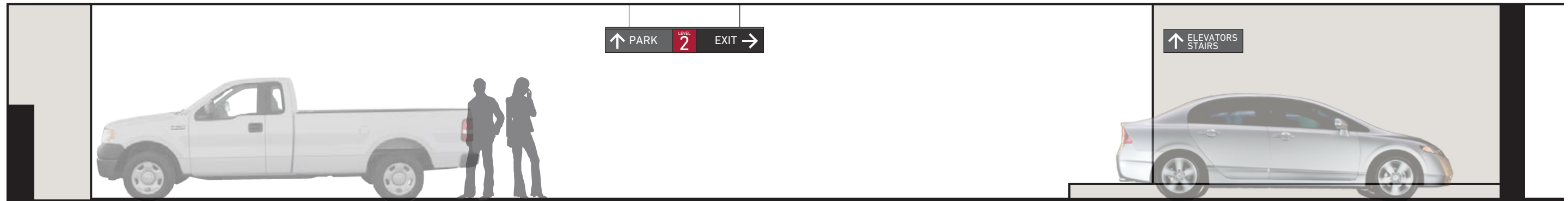


2 SIGN TYPE F6: ENTRY SIGN
Scale: 3/16" = 1'

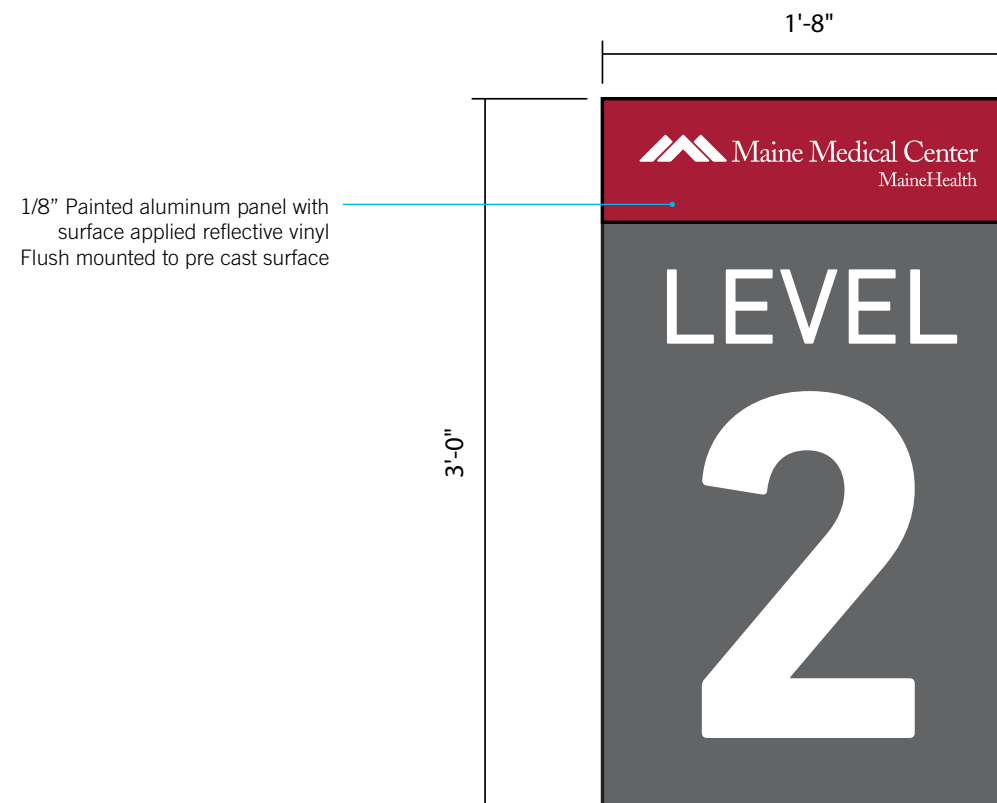
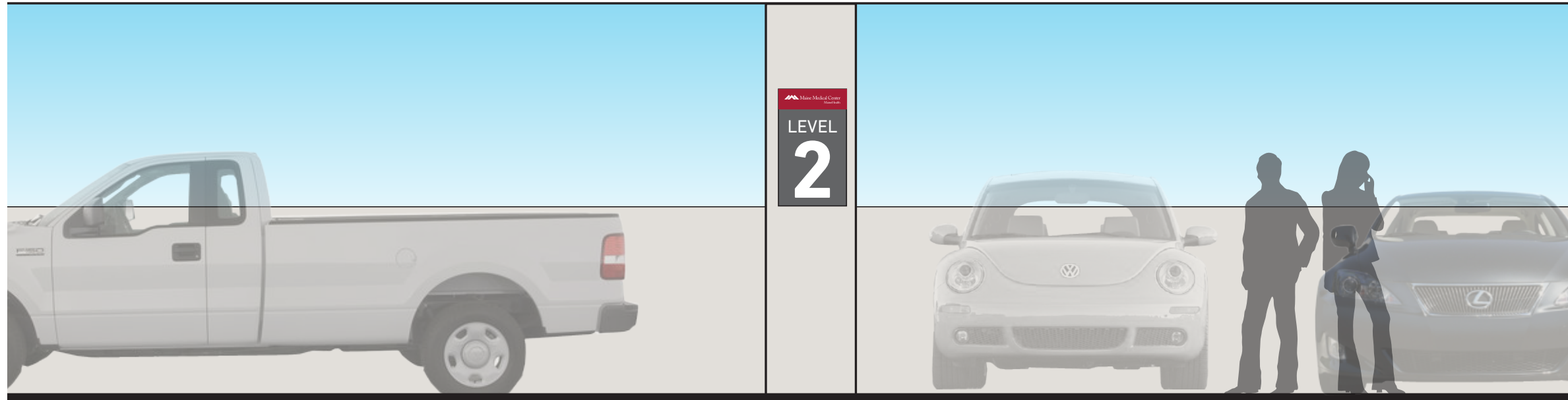
EG.2b Garage IDs (North Elevation)



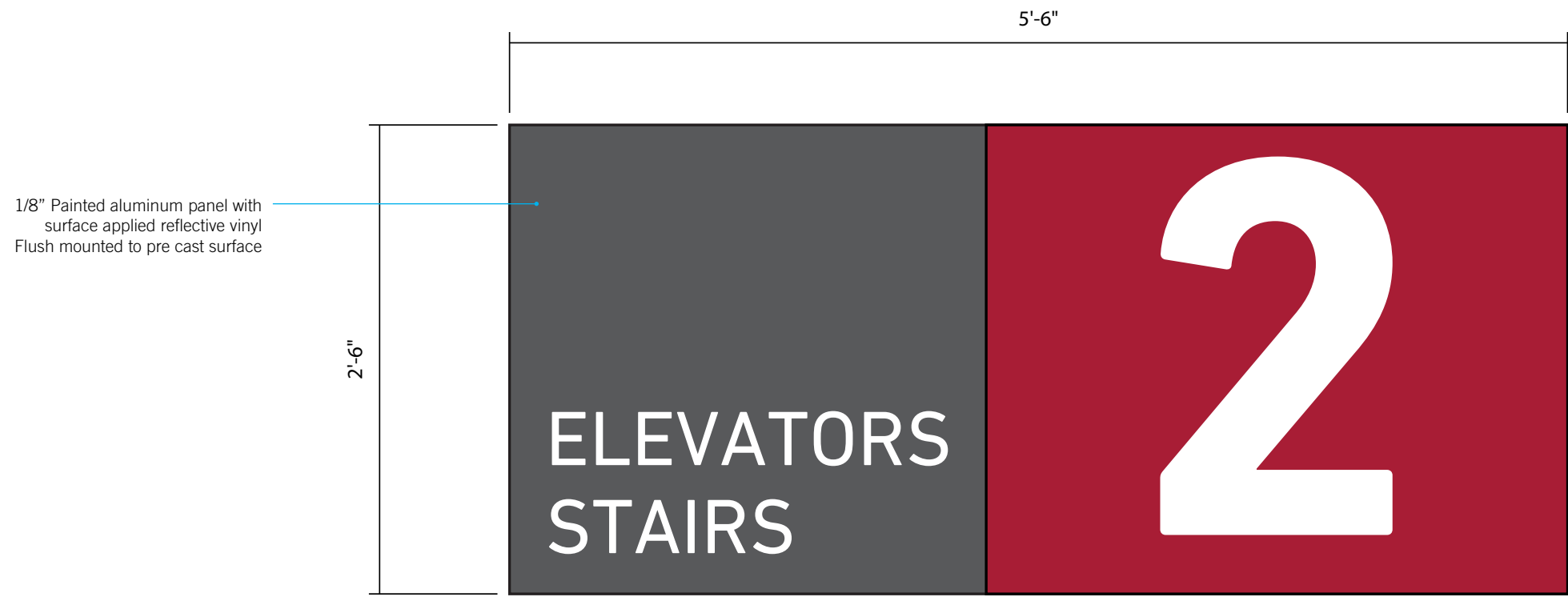
EG.3a Garage IDs (North Elevation)



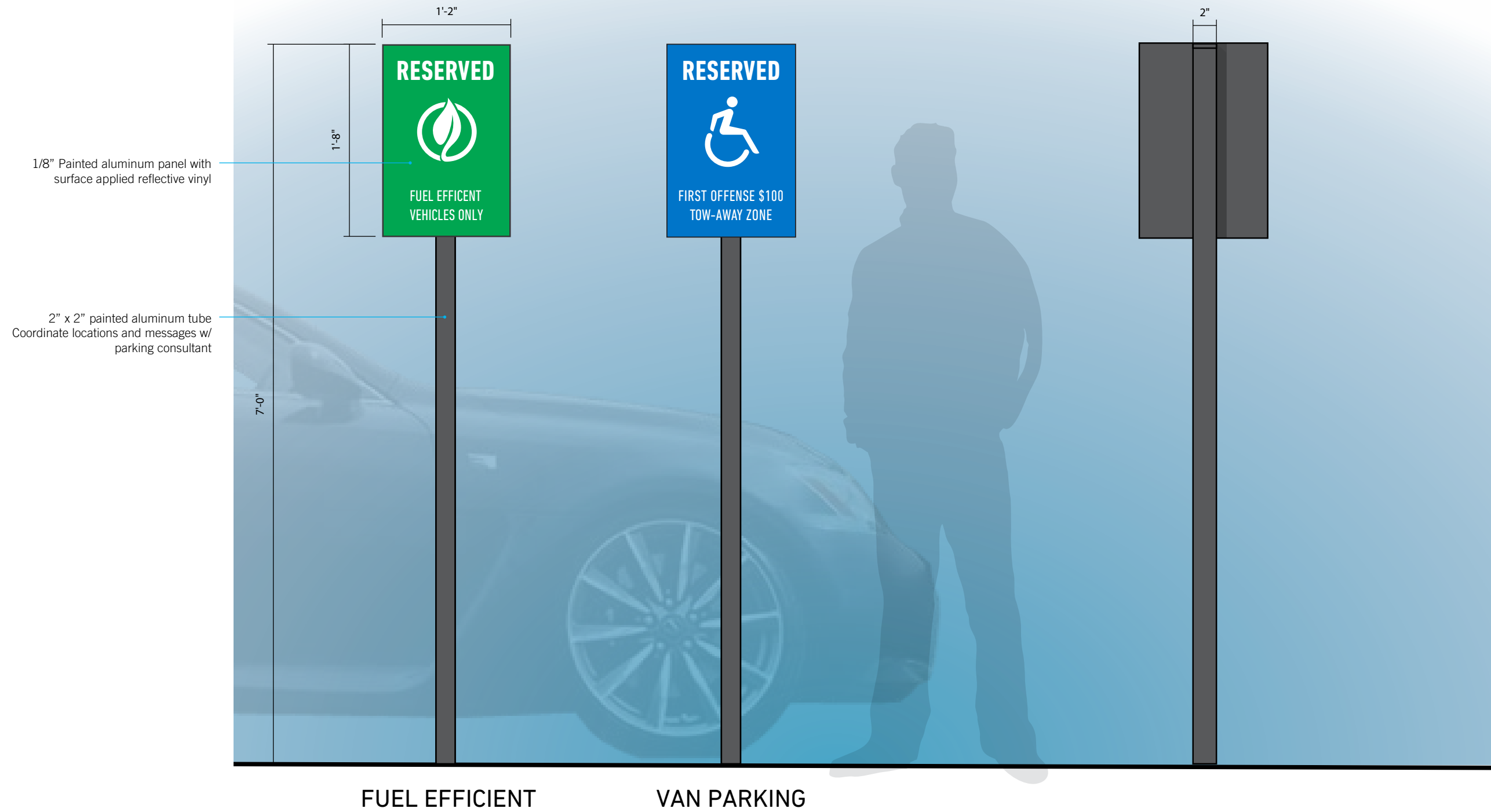
EG.4a Column ID



EG.5a Elevator Lobby IDs



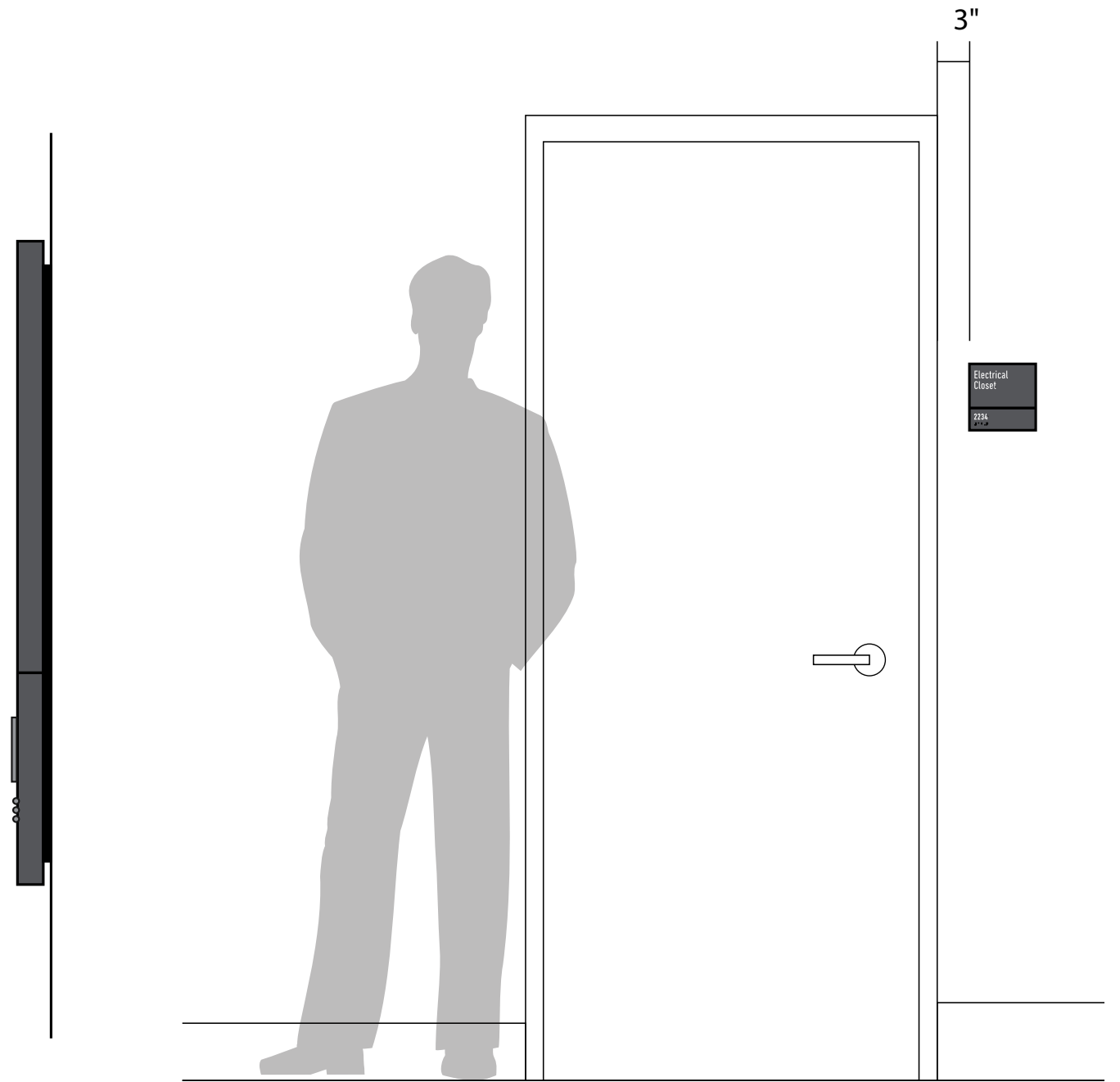
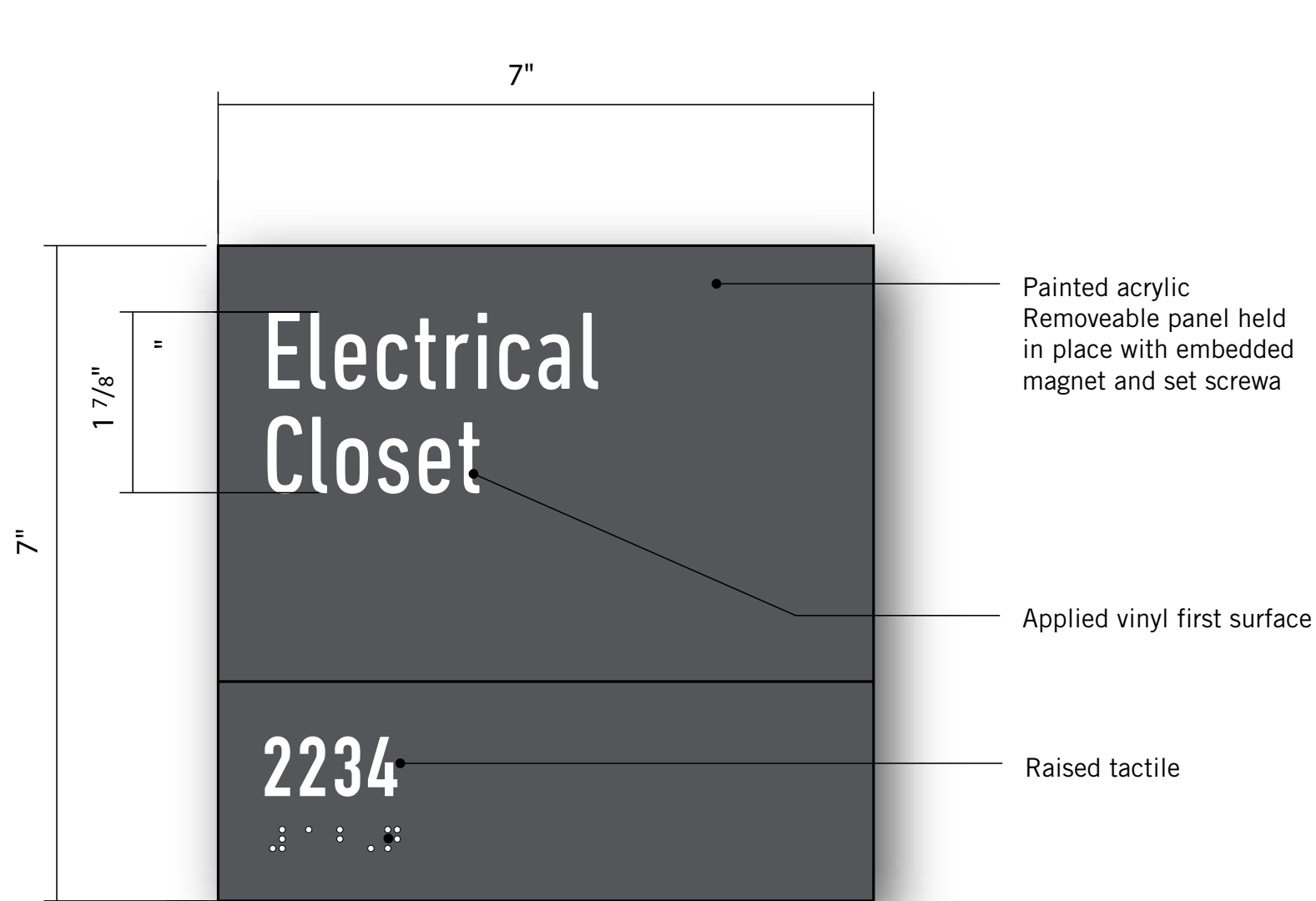
EG.6a DOT Posts



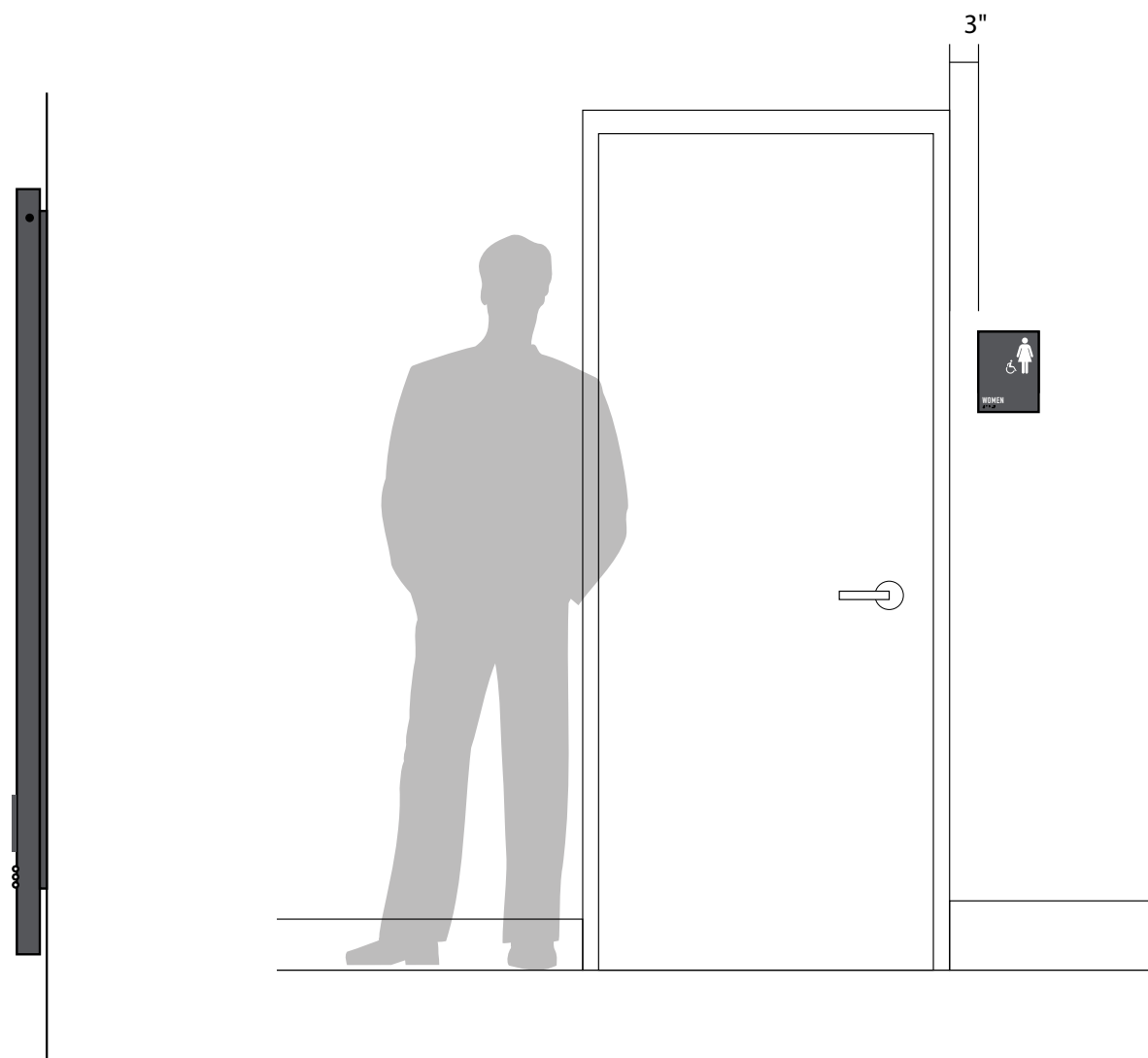
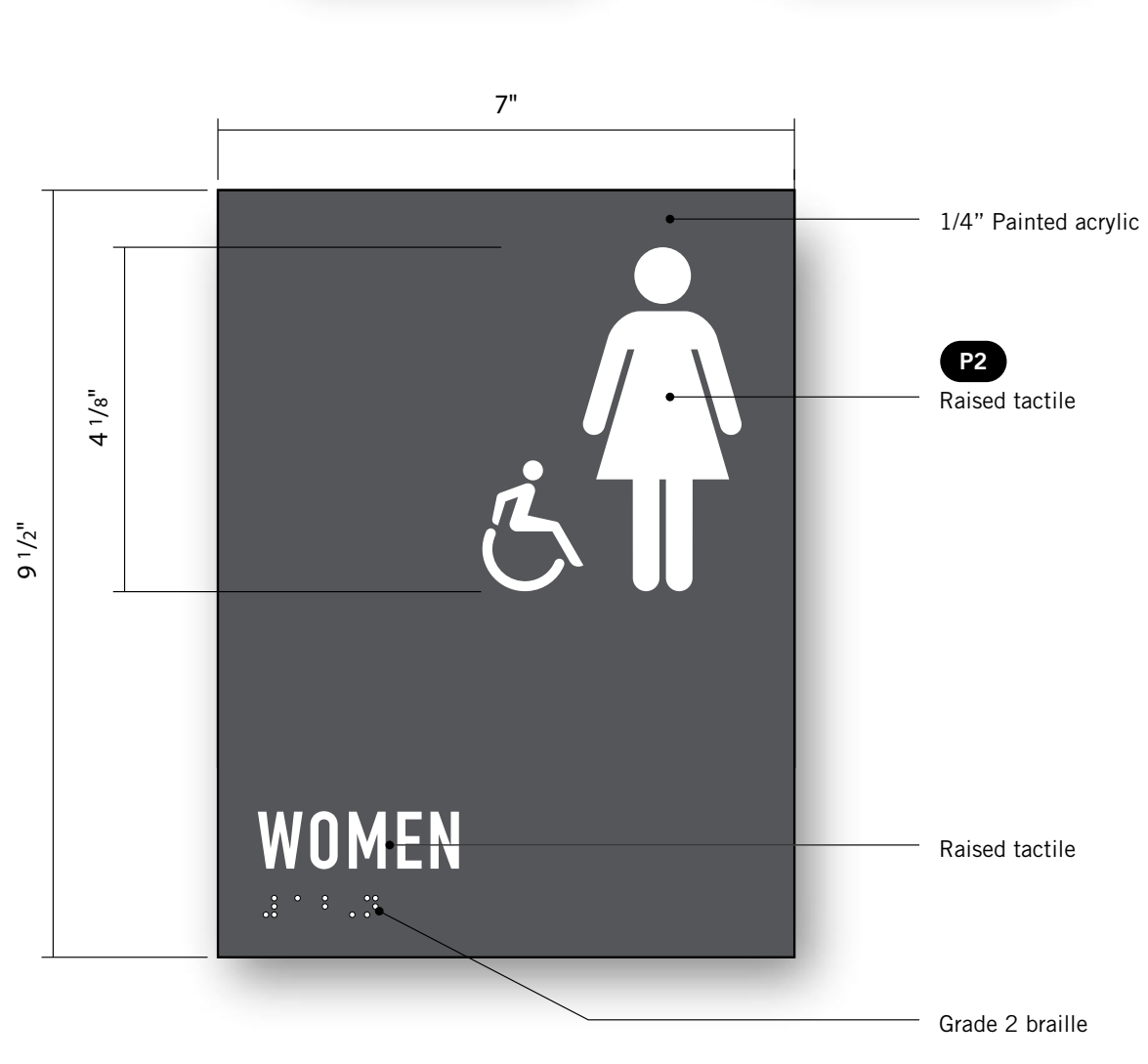
EG.6b DOT Plaques



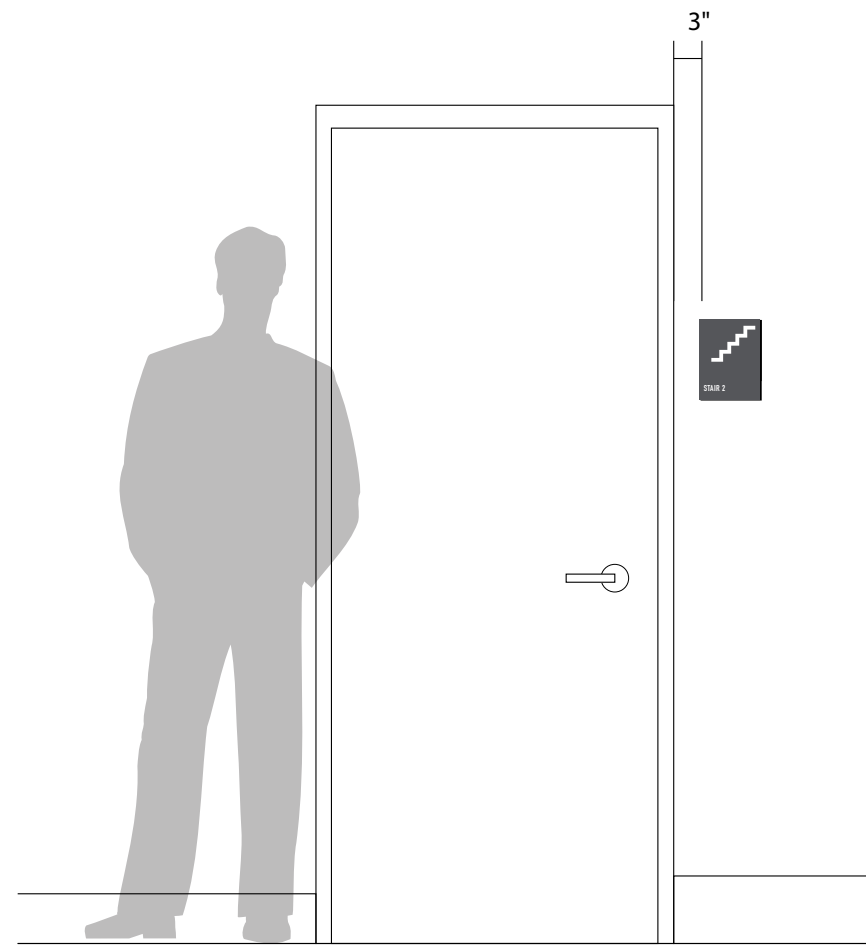
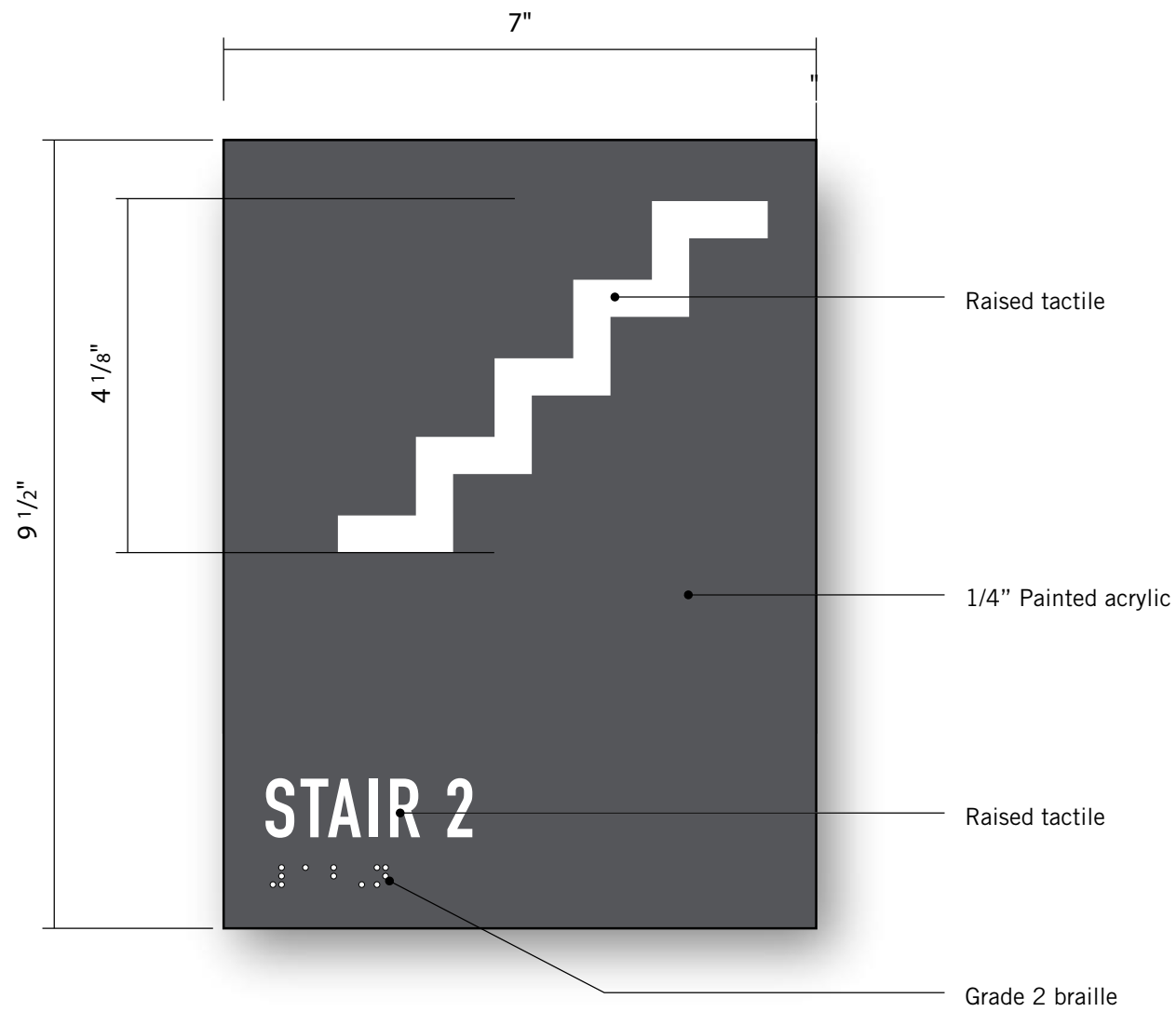
EG.7a Room IDs



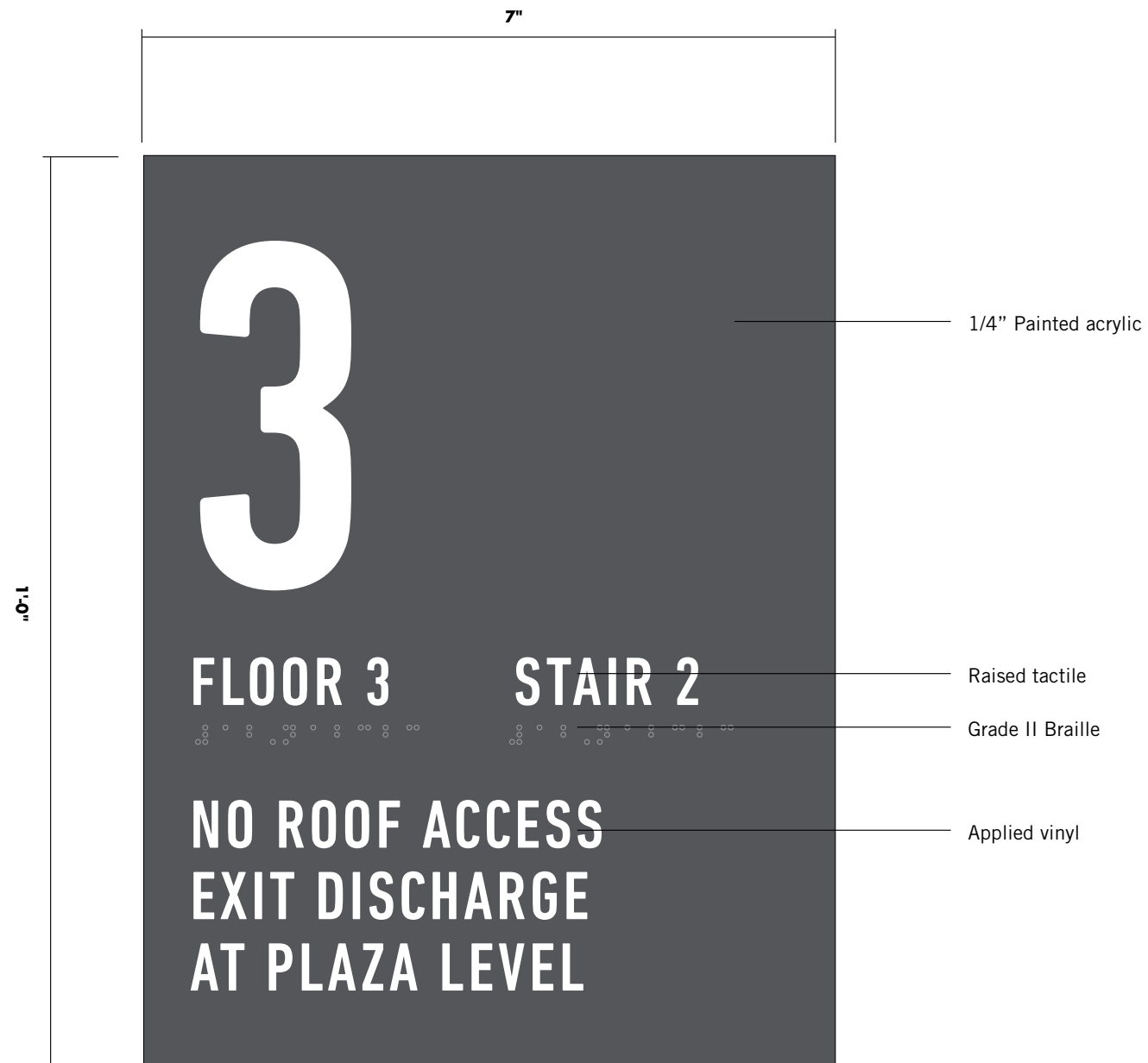
EG.8a Restroom IDs



EG.9a Stairwell ID



EG.10a Stair Egress



EG.11a Elevator Egress

