

17. CONSISTENCY WITH CITY OF PORTLAND LAND USE CODE

The proposed development meets the City’s Site Plan Standards described in City of Portland Land Use Code (Chapter 14-526). The following section demonstrates compliance with City standards.

17.1 Transportation (14-526 (a))

- **Impact on Surrounding Street Systems.** Section 10 includes a detailed Traffic Impact Study.
- **Access and Circulation.** Internal circulation of traffic was designed to provide safe pedestrian and vehicular traffic within and around the parking garage. Points of access and egress are in locations that avoid conflicts with existing traffic flow.
- **Sidewalks.** Brick sidewalks will be replaced along the frontage of the Eagles lot and will be designed to City specifications. Concrete internal sidewalks are proposed from the parking structure to public sidewalks along the street to enhance pedestrian circulation from the main campus to the parking garage. In accordance with the IDP, the sidewalks will be well-lit for pedestrian safety.
- **Public Transit.** As described in the IDP, a private shuttle transit service will be provided from the proposed garage to the main campus. Some staff may use public transit depending on their schedule and destination point. The site was designed to provide safe circulation of shuttles, cars and pedestrians.
- **Parking.** The proposed staff parking garage meets MMC’s parking demand and zoning requirements of the IOZ Regulatory Framework as described in Section 6 of this report. As discussed in the IDP, the proposed garage is intended to provide parking for staff, thus allowing expansion of the main campus into the area of the existing staff garage. The following table demonstrates compliance with City off-street parking standards for non-residential structures.

Table 17-1: Parking Space Summary

Category	Spaces Required	Spaces Provided
MMC Personal Vehicle (staff)*	-	2,342
Compact	-	20
Handicap Accessible	35	32 (not including van accessible)
Van Accessible		6
TOTAL for Garage		2,400
Shuttle**	-	13
Surface Parking Spaces Behind 222 St. John Street		52 (including 6 handicap accessible spaces, inclusive of 1 van Handicap Accessible)
Bicycle Parking/Storage		40

*2,400 parking spaces are provided in the parking garage and 52 spaces in the adjacent surface parking lot. The spaces in the garage will accommodate patrons of The Fraternal Order of Eagles (50 spaces). The Grade level of the garage and surface parking lot will accommodate businesses and patrons of 222 St. John Street.
 **All shuttle parking spaces are provided on the ground level of the parking garage and are assumed to be shared spots. They do not factor into the total number of parking spaces.

Table 17-2: MMC Staff Parking Garage Parking Space Summary

Level	Standard	Compact	Car Accessible Spaces	Van Accessible	Shuttles	Level Total	Notes
Grade (in Garage)	242	2	3		13	247	Accommodates 13 shuttle spaces (off hours) within the garage and designated bike storage areas with capacity for 40 bicycles.
Level 1	251	4	1	6		262	Includes 2 IMT/Elec rooms. All van accessible spaces provided on Level 1, 100 designated carpool spaces & 6 charging stations.
Level 2	264	2	4			270	
Level 3	261	2	4			267	Includes 2 IMT/Electrical Rooms.
Level 4	264	2	4			270	
Level 5	261	2	4			267	Includes 2 IMT/Electrical Rooms.
Level 6	264	2	4			270	
Level 7	264	2	4			270	
Level 8	271	2	4			277	
Total Garage Spaces	2,342	20	32	6	13	2,400	Approximately 0.8% of spaces are compact

Below is a summary of how the proposed parking space summary in **Table 17-2** relates to the required number of accessible spaces.

- Total Accessible Spaces – 34 (20 plus 1 for each 100 over 1,000)
 - **38 spaces are provided**
- Van Accessible – 6 (1/6 of spaces required)
 - **6 van spaces are provided (included in total count of 38)**

The table above includes a summary of the parking garage space allocation. All van accessible spaces are provided on Level 1. Levels 1, 3 and 5 include IMT/Electric rooms. MMC will work with City to determine a snow ban parking arrangement on how this garage can help serve snow ban parking needs.

- **Snow Storage.** MMC contracts with an outside snow removal company. For snow management within the garage, snow melters will be located on the roof which will be open deck.
- **Transportation Demand Management (TDM).** The MMC TDM Plan "Get on Board!" is outlined in the approved IDP (IDP page 74). As discussed in **Section 6.7** of this report, MMC intends to continue encouraging staff to use alternative methods of transportation, included walking from the proposed parking garage to the main campus (approximately 0.3 miles).

- **Technical Manual Section 1.** A traffic study was developed for the proposed parking garage in accordance with Section 1 of the Technical Manual; the analysis is included in Section 10 of this report. No public streets are proposed as part of this project; however, a new signalized intersection is proposed at the corner of D Street and St. John Street. Pavement removed from St. John Street for construction of intersections and installation of utilities will be replaced in accordance with specifications provided in Section 1 of the Technical Manual.

Public crosswalks, curbing and sidewalks meet City specifications as outlined and detailed in Section 1 of the Technical Manual. All sidewalks along St. John Street will be designed for accessibility and constructed out of brick in accordance with the City Sidewalk Materials Policy.

17.2 Environmental Quality (14-526 (b))

- **Preservation of Significant Natural Features.** As described in Section 11, the existing site is developed, and no significant natural features have been identified.
- **Landscaping.** See the detailed Landscaping approach in Section 3.4.3.
- **Parking Lot Landscaping.** The proposed surface parking lot complies with the parking lot landscaping standards. Trees are provided in landscaped islands in accordance with Section 15-526 (b) 2. b. (ii) and Technical Manual Section 4. See the detailed Landscaping approach in Section 3.4.3.
- **Street Trees.** See the detailed Landscaping approach in Section 3.4.3.
- **Stormwater.** As demonstrated in Section 12, the post-development peak flows for the overall project area do not exceed pre-development peak flows, and the proposed improvements are designed to minimize the rate of stormwater leaving the site. Most of the site's stormwater will continue to drain to the existing system to the west, with flows reduced by an onsite stormwater management system. A small portion of the site will now drain to the existing stormdrain in St. John Street, and the City has indicated that this change in flow will be acceptable. Section 12 of this report demonstrates compliance with Portland Stormwater Management Standards and MaineDEP Chapter 500 Basic, General and Flooding standards, in accordance with Technical Manual Section 5. The site is not located within the watershed of an Urban Impaired Stream; therefore, this standard does not apply to the proposed development.
- **Erosion Control.** Plans, notes, and details are provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices for the proposed development in accordance with Appendix A, B, & C of MaineDEP Chapter 500.
- **Sewer.** The proposed development includes office space with two single fixture bathrooms for the users/patrons off of the lobby area and one single fixture bathroom for staff in the break room at the lower level. The sanitary disposal of sewage complies to Section 2 of the Technical Manual.

17.3 Public Infrastructure and Community Safety Standards (14-526 (c))

- **Consistency with City Master Plans.** As demonstrated in Section 13, the proposed development is consistent with the IDP and the City Comprehensive Plan.
- **Public Safety and Fire Prevention.** The proposed development incorporates public safety principles for Crime Prevention through Environmental Design by limiting access to the garage to Maine Med staff, natural surveillance that promotes visibility, territorial reinforcement through sense of ownership and on site security.

The proposed development provides access for emergency vehicles. As demonstrated in Section 16, the proposed development complies with fire codes.

- **Availability and Adequate Capacity of Public Utilities.** As demonstrated in Section 14, public utilities have the capacity to serve the proposed development. Electrical service will be underground. The sanitary sewer and stormwater utilities are designed to City standards.

17.4 Site Design Standards (14-526 (d))

- **Massing, Ventilation and Wind Impact.** The proposed garage complies with the IOZ standards specified in the approved IDP, including maximum building height (100 feet), as demonstrated in Section 6. The bulk, location and height of the proposed structure is not anticipated to reduce ventilation to abutting structures, create unsafe wind conditions, or diminish the value or utility to neighboring structures. The ventilation mechanism will direct exhausted away from public spaces, as discussed in Section 18.
- **Shadows.** The proposed garage complies with the IOZ standards specified in the approved IDP, which includes a shadow analysis. The shadow analysis was conducted in accordance with Technical Manual Section 11.
- **Snow and Ice Loading.** MMC contracts with an outside snow removal company. For snow management within the garage, snow melters will be located on the roof which will be open deck.
- **View Corridors.** This standard does not apply to the proposed development, since it is not located within the area identified in the Downtown Vision View Corridor Protection Plan.
- **Historic Resources.** The proposed garage is located within 100 feet of the Maine Central Railroad General Office Building at 222 St. John Street, which is identified as a historic landmark. The parking garage was designed to minimize its impact to this building to the extent possible. Specifically, 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 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 relate 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 dramatic variation of the spandrel panels in an undulating pattern. 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 structure behind 210 St. John Street and on the 222 St. John Street property will be removed during the project. Research conducted on the structure behind 210 St. John Street provides the following information:

- The structure is not shown on the 1916 Portland Terminal Plan which was obtained from DPW archives.
- The structure is not shown on an aerial photo from October 1940 which was obtained from DPW archives.
- The structure is not shown on the 1954 Sanborn Maps.
- The structure is shown on an aerial photo from the 1950s (actual year is not clear).

- The structure is shown on a November 1969 aerial photo obtained from DPW archives and the lot has changed to surface parking.

The structure has a concrete foundation, brick exterior, metal stair pans and numerous concrete masonry units (CMUs). Although the structure has a roof and gutter style similar to the 222 St. John Street property, aspects of the building's construction are modern including:

- Precast concrete window sills instead of granite,
- Steel lintels instead of granite,
- Residential-scaled modern 1-over-1 windows instead of the monumental 2-over-2 double hung windows on the main building,
- A modern era reinforced concrete foundation, and
- A dramatic modern cantilevered concrete canopy over the back door.

The information above helps to clarify that the structure behind 210 St. John Street was not built with Union Station or 222 St. John Street and it was likely built sometime in the early 1950s, only being associated with the railroad for a short period of time (less than 20 years). Supporting documentation regarding this research has been attached to this Section.

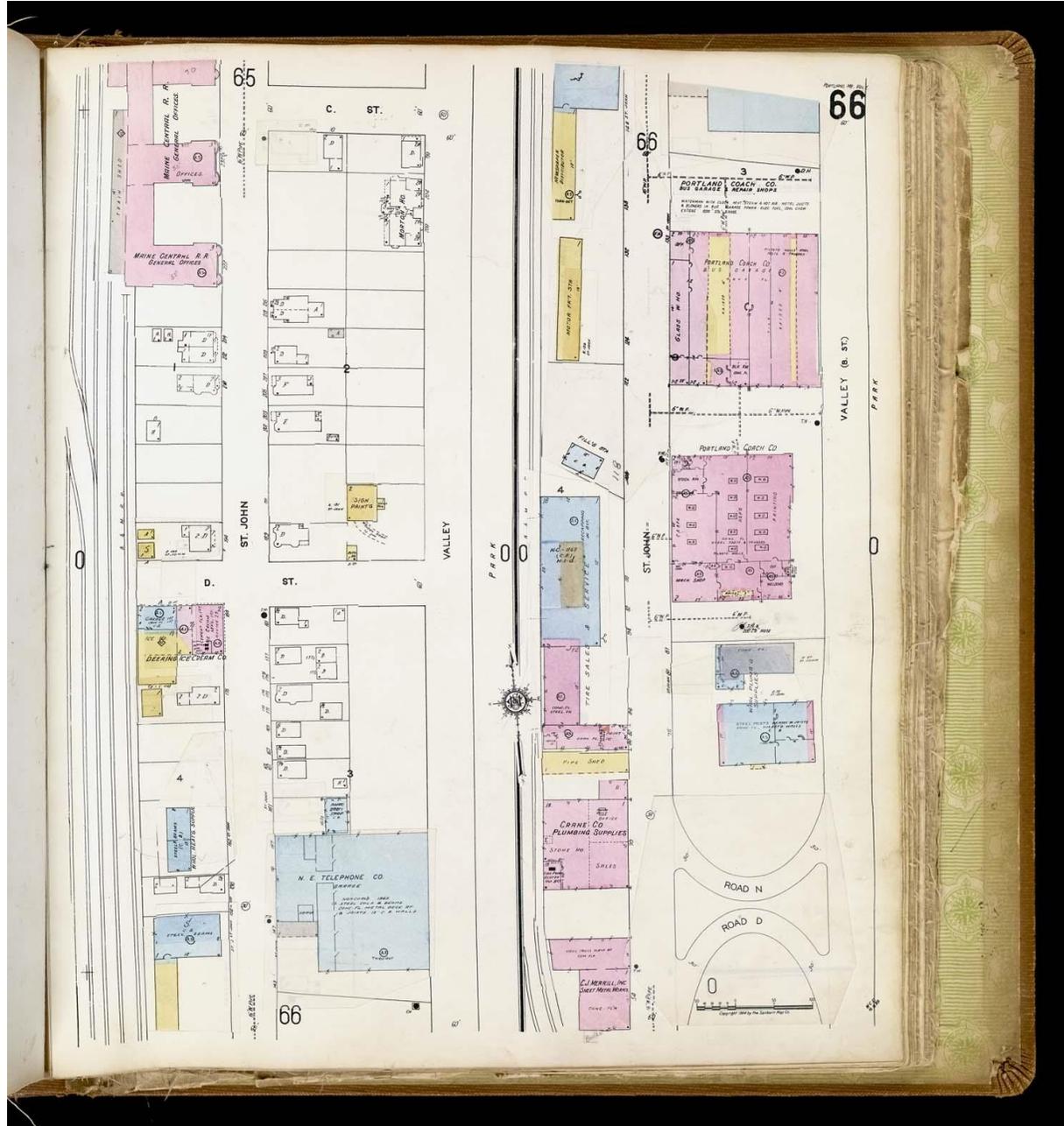
- MMC attended an Advisory Review meeting with the Historic Preservation Board on April 18, 2018 to discuss the proposed staff parking garage.
- **Exterior Lighting.** This information is provided on the attached plan set. The lighting plan for the proposed project was designed to be consistent with current City standards.
- **Noise and Vibration.** The HVAC and mechanical equipment servicing the proposed development will be screened from public view and is not anticipated to generate noise that exceeds City standards. Section 18 of this report contains more detailed information on proposed mechanical equipment.
- **Signage and Wayfinding.** This information is provided on the attached plan set.

17.5 Attachments

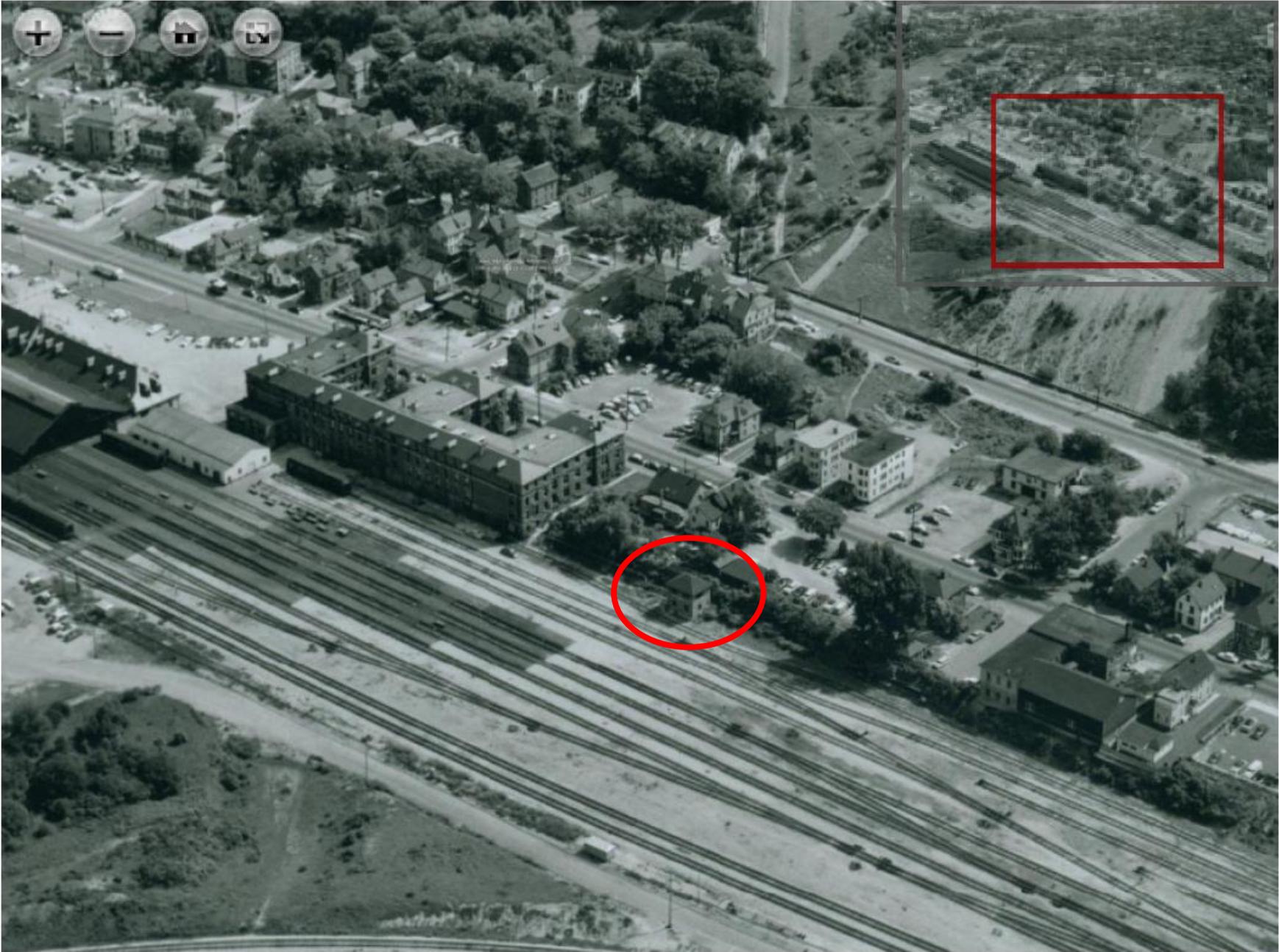
- Structure Behind 210 St. John Street Documentation

1940 Aerial Photo | Obtained from DPW Archives





1950s Aerial Photo



1969 Aerial Photo



February 2018 – Photos of Structure Behind 210 St. John Street



222 St. John Street

