

3. PROJECT DESCRIPTION

3.1 Introduction

Maine Medical Center (MMC) is located at the western gateway into the City of Portland and fronts along Congress Street. The entire 21.8 acre MMC campus abuts a number of different neighborhood associations, the St John Valley Neighborhood, Parkside, Libbytown, Western Promenade and West End.

In addition to the main campus, MMC currently utilizes an existing surface parking lot (also known as the First Atlantic Lot) for staff parking behind 222 St. John Street in Portland. The First Atlantic Lot provides 283 parking spaces through a lease agreement with East Brown Cow. The proposed project will include the reuse of the existing surface parking lot for construction of a free-standing parking garage at 222 St. John Street. The garage consists of a ground level plus eight tiers, providing a total of 2,400 parking spaces and an additional 52 spaces are provided in a surface parking lot located north of the garage structure. The attached Location Map shows the project location which is three tenths of a mile from the Bramhall Campus. MMC has a long-term lease agreement for the development and use of this parking garage. The new St. John Street garage is intended to do the following:

- Consolidate existing satellite parking for MMC staff,
- Provide for replacement parking to support demolition of the existing staff garage,
- Accommodate expected staff growth,
- Provide additional parking for the building at 222 St John St, and
- Reduce parking by staff on surrounding neighborhood streets.

It is the intention of MMC to provide a reliable and complete parking solution for staff. Right-Of-Way improvements are being proposed to promote walking and a shuttle service will provide continuous service for MMC staff between the St. John Street Garage and the Bramhall Campus.

3.2 Project Purpose and Need

Maine Medical Center has embarked on a master facility planning process to address clinical, building and parking needs. The entire MMC campus has grown in both size and complexity since it was built as Maine General Hospital in 1874. The growth has brought changes in both programmatic and infrastructure needs as it continues to serve patients and their families throughout the entire State of Maine and Northern New England. During the master facility planning process, MMC identified four key categories of need:

- Clinical
- Building
- Campus Reorganization
- Parking

The location of the proposed MMC garage at 222 St. John Street is identified in the Institutional Development Plan (IDP) that was prepared by MMC and approved by Portland City Council within the framework of the Institutional Overlay Zone (IOZ). With the IDP, the garage is identified as a short-term (0-5 years) project to help improve the efficiency of care delivery for MMC. Associated with the Institutional Development Plan (IDP) prepared by MMC is a Transportation Plan that will improve campus access, circulation and wayfinding for patients and visitors. Included in

the IDP Transportation Plan is a robust Transportation Demand Management (TDM) Plan. MMC is committed to meeting the unavoidable need for staff parking and to taking steps to reduce staff single-occupancy vehicles. Providing adequate parking for patients, families, staff and students at MMC is an essential part of providing a high-quality healthcare experience.

Currently, staff members use the staff garage on Congress Street with access from Gilman Street along with various other satellite lots outlined in the IDP Transportation Section. As part of MMC's short-term projects, the existing staff garage will be demolished and all staff parking will be consolidated to the new garage location at 222 St. John Street. In the IDP, it was documented that MMC's existing decentralized parking situation creates management challenges and is a significant dissatisfier for staff. Management challenges include multiple shuttle routes that add to traffic congestion on local streets and the high cost of servicing and operating multiple shuttles. In addition, MMC staff members have provided feedback that staff parking at the Bramhall Campus is unreliable. There are currently eight parking locations available for MMC staff. When one location is full, staff members must search other locations for available parking which adds to traffic congestion and on days when MMC is near or at capacity, finding a parking spot in a reasonable amount of time is a challenge.

As the healthcare industry continues to centralize tertiary services, MMC's staff population will continue to grow. The anticipated staff growth is well documented in MMC's IDP. As the staff population grows, parking demand will grow. The need for additional staff parking is also well documented in MMC's IDP. MMC is committed to managing this growth through its TDM program. Section 6.7 of this application expands on MMC's TDM program.

3.3 Existing Conditions

The Existing Conditions & Demolition Plan included in the drawings submitted with this application were prepared from field surveys by Owen Haskell, Inc. and depicts the existing conditions of the property located at 222 St. John Street (the Site). No portion of the development is within the 100-year flood plain; FEMA Flood Insurance Rate Map (FIRM) Panel 13 of 17, Community Panel Number 230051 0013 B effective July 17, 1986 has been attached for your reference. Also located at 222 St. John Street is a four-story professional office building that provides small and large office suites for tenants, as well as ground floor restaurant space. This building is known as the Maine Central Railroad General Office Building, an identified historic landmark with a slate roof, copper gutters and an E-shaped footprint. The parking garage and walkway are proposed within 100 feet of the Maine Central Railroad General Office Building and they have been designed to minimize impact to this building to the extent possible.

Work associated with the proposed parking garage will occur on three separate properties consisting of 222 St. John Street, the Eagles Lot at 184 St. John Street, and Union Station Plaza. The use of the Eagles parking lot will be through a land purchase between MMC and the Eagles. An access easement exists from Union Station Plaza to Cowcatcher LLC for the use of the Union Station Plaza property. This is further discussed in Section 7. Seven separate lots are associated with these three properties which is further detailed in the table below. The survey plan provided with the design drawings also includes this information.

Property	Lots/Parcels	Area	Building Area
222 St. John Street	064 A008, 064 A002, 075 A006, 075 A 007	4.9 acres	28,202
Fraternal Order of Eagles	068 D014, 068 D013, 068 D016	25,320 sf	0
Access Easement from Union Station Plaza to Cowcatcher LLC	N/A	11,057 sf	0

The overall project site is approximately 5 acres and generally flat from north to south, until it meets the back (or west side) of the 184 St. John Street property, where there is an approximate grade change of 10 feet. The existing parking lot that currently serves the Eagles is generally flat. No wetlands are present on the Site.

3.4 Proposed Development

The project involves the demolition of the existing surface parking lot at 222 St. John Street and the construction of a new 2,400 car staff parking garage fronting along St. John Street and a 52-space surface parking lot north of the garage structure. The current parking lot for the Eagles at 184 St. John Street will also be demolished and the space will be used for vehicle access to Levels 1 – 8 of the garage and pedestrian access from St. John Street.

Vehicle access will be served through a three-lane driveway from St. John Street. The driveway includes one entrance lane, one exit lane and one reversible lane that will vary as an entrance or exit depending on the time of day and needed level of service. The stair and elevator core, doorway vestibule and security office adjacent to the St. John Street entrance drive will be located on the eastern side of the parking garage to provide direct pedestrian access to Level 1. A traffic signal will be installed at the intersection of St. John Street and D Street to accommodate traffic from the primary garage entrance.

Additional access to the garage will be provided via a driveway on St John, referred to as the “Margaritas” entrance in the traffic management narratives due to its proximity to the Margaritas restaurant location at this corner. Staff traffic utilizing the Margarita’s entrance will be specifically dedicated to the building at 222 St John St, and only have access to Grade Level and Level 1. Shuttle service will be provided on the internal ground level of the garage and the shuttle route will utilize access through the Margarita’s entrance. Parking for shuttle busses that are not in use will be accommodated within the ground level of the garage. Surface parking will be provided in a surface lot behind 222 St. John Street to accommodate the office building needs. In addition, approximately 50 parking spaces to serve the Eagles facility will be provided in the MMC garage on Level 1. A sidewalk connection from the garage to the Eagles facility will be provided for safe pedestrian access.

Other project features include a retaining wall associated with the proposed walkway near 222 St. John Street and a raised speed table behind 222 St. John Street for vehicles entering and exiting. The lighting plan for the proposed project is designed to meet current City standards. Utilities, site features and stormwater management systems associated with the parking garage are also being proposed. A set of project design plans showing the proposed development is attached to this application. The set includes site, utility and grading and drainage plans, as well as architectural and landscaping plans. Information about site lighting is also included.

3.4.1 Site Design Approach

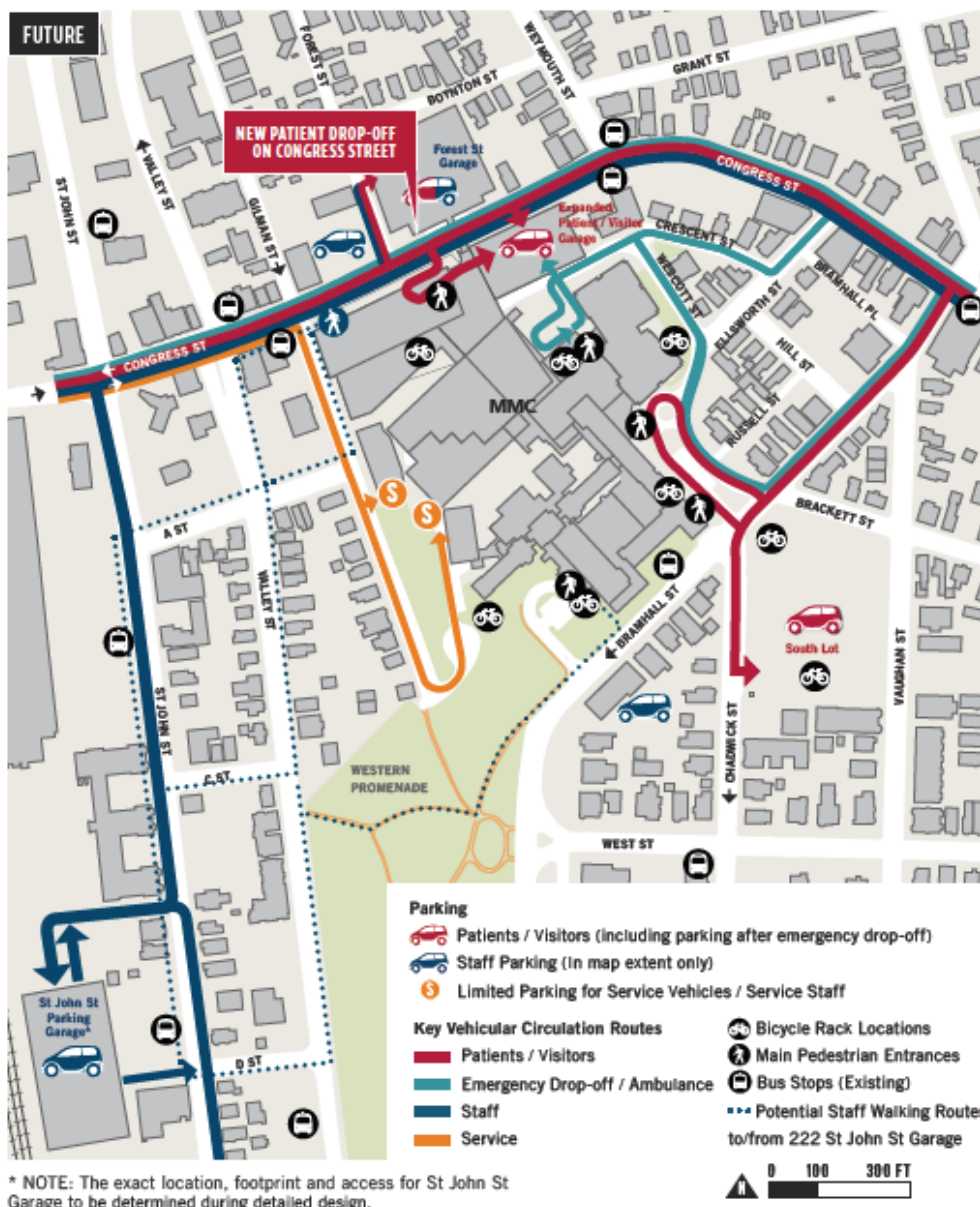
The site design approach for the MMC staff parking garage utilizes previously developed land totaling approximately 5-acres. The parking garage footprint is approximately 89,825 square feet (SF) and when combined with the lobby area, the footprint is 91,950 SF.

There will be approximately 2,400 parking spaces in the garage and those include compact, handicapped accessible and van accessible spaces and a 52-space surface parking lot north of the garage structure. There will also be 40 bicycle parking spaces within the garage and on the site. Vehicle access to the garage and movement along St. John Street will be supported by north and south travel lanes and left turn lanes which will serve north bound vehicles entering the parking garage and south bound vehicles turning onto D Street. A new traffic light will be installed at the intersection of D Street and St. John Street. New lane markings along St. John Street will be added to improve and manage the traffic flow in and out of the garage and two 5-foot bike lanes will be provided adjacent to the north and south travel lanes.

MMC has specified several routes of travel for pedestrians from the proposed St. John Street Parking Garage to MMC in their IDP (see **Figure 1**). As part of the proposed parking garage project, MMC will make improvements to ensure a safe pedestrian experience along portions of A Street, C Street, D Street, St. John Street, Valley Street, Congress Street and Gilman Street. Photos of the existing pedestrian experience and areas of improvement are attached to

Section 3. Improvements will be made in accordance with City of Portland initiatives, in consultation with the St. John Valley and Western Promenade Neighborhood Associations, and in response to further study of these pedestrian ways and their particular conditions. A survey of the boundaries of these rights of way will be required before specific streetscape improvement proposals are made.

Figure 1: Circulation Routes & Access Points



MAINE MEDICAL CENTER / Institutional Development Plan 59

Pedestrian safety and access improvements will include:

- New brick sidewalk along the front of the St. John Street pedestrian entrance and landscaped area,

- New crosswalk extending from the pedestrian entrance in front of the garage across St. John Street to D Street,
- New ADA curb ramps and crosswalk at the east end of D Street across Valley Street with an island at the midpoint for refuge,
- New brick sidewalk along the north side of D Street as depicted on Sidewalk Improvement Plan, Sheet C-107,
- New crosswalk extending across the east end of C Street as depicted on Sidewalk Improvement Plan, Sheet C-107,
- New brick sidewalk on the north side of A Street, from Valley Street to Gilman Street as depicted on Sidewalk Improvement Plan, Sheet C-107, and
- Other minor repairs to existing sidewalks as depicted on Sidewalk Improvement Plan, Sheet C-107 and as photo documented on the ROW Improvements summary attached to this Section.

The redevelopment work will result in a minimal reduction of impervious surface (approximately 14,506 sf).

3.4.2 Architectural Approach

The proposed staff parking garage for MMC staff parking has been designed by Winton Scott Architects with its relationship to the neighborhood as a primary consideration. The garage location is in a mixed-use area of St. John Street and this is reflected in the materials and elevation layouts for the project.

The parking garage use and building focus has been oriented toward the sidewalks and existing activity of St. John Street. Both primary access and building focus support an emphasis on the garage having a direct and engaging presence that also fosters pedestrian activity and walking routes from the parking garage to the main entrance of MMC. Efficient vehicle entry and exit points from the parking garage have been designed and incorporate the pedestrian movement activity. The prospect of the building from the street features a developed landscape which enhances the immediate environment.

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 white precast concrete spandrels with lightly-sandblasted faces which emphasize the street scale of the neighborhood. The upper tiers of the garage are constructed using charcoal colored precast concrete to continue and enhance the street level emphasis of the structure. Columns are also composed of charcoal colored precast concrete. On the south side of the St. John Street 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 upper sides of each elevation 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 above the top spandrels and fins along the elevations.

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

The Accessory Building associated with 222 St. John Street which will be removed during the project has a concrete foundation, brick exterior, metal stair pans and un-reinforced concrete block interior. The construction type was commonly found in low-rise buildings of the 1940s and 1950s and was not used when the main 222 St. John Street building was constructed.

Section 6.5 of this application explains how the proposed design aligns with the design guidelines identified in the IDP. Rendered views are included with this Section.

3.4.3 Landscaping Approach

The landscaping elements for the proposed MMC staff parking garage by Michael Boucher Landscape Architects offer the following considerations:

- **Native Low Maintenance Plantings** - Plantings proposed are low maintenance and predominately native. Street trees (six Princeton Elms) are planted on the property adjacent to the St. John Street sidewalk. The trees are an amenity to the public pedestrian way but are within a turfgrass zone rather than within the sidewalk paving which results in a healthier planting situation for these trees, and wider usable sidewalk space. Freeman Maples are sited along the north south façade and along the pedestrian way from the surface parking lot to St. John street. They will provide vibrant fall color along with good visibility beneath to ensure safety. At the northeast corner of the property, a new concrete planter contains a grid of four sculptural native Shad (serviceberry) with hayscented fern beneath. The planter and stair resolve the grade change between the upper and lower levels of the property.
- **Stabilization** - The slope between 210 and 212/214 St. John Street will be filled and retained, eliminating this steep and potentially unstable zone, and invasive species will be removed and replaced with turfgrass and Freeman Maples.
- **Screening** – A 6' wood fence is planned along the north south boundary of two neighboring properties (210 and 212/214 St. John Street) and the east/west boundary of 212/214 and the pedestrian way adjacent to 222 St. John Street, to provide safe visual screening and separation between the private properties and Maine Medical Center property. An existing arborvitae hedge along the east west boundary between 210 St. John and the Maine Medical Center property will be retained and extended with new plants to the west, and any arborvitae damaged or removed during construction will be replanted.
- **Boundary** - Hedge maples are planned along the south façade of the parking garage at a spacing that visually demarks the property line for cars parking in the adjacent surface lot, but does not allow spaces for a person not to be seen amongst them.
- **Safety** - A security fence is indicated along the west façade, with a gate including panic hardware to ensure safety for the users on the ground level. Similarly, a fence is planned to prevent access to the north portion of the east façade.
- **Surface Parking** - Honey locusts with sweetfern beneath are planned for the landscaped islands in the north surface parking zone. These will be protected from snowplowing and salt by 7" curbs.
- **City of Portland Tree List** - All trees included in the plan are on the City of Portland Tree List.
- **Safe Pedestrian Access** - Pedestrians are led safely from the lobby of the parking garage to concrete pathways within the St. John Street entrance leading to two pedestrian routes identified in MMC's IDP. Pedestrians on the grade level are safely led via a concrete walk to an existing path to the 222 St. John Street Building, or, via a new concrete stair and new E/W walkway (in its former location) to St. John Street. An emergency egress exit on the southwest corner of the building leads to a paved egress path along the west façade.

- **Plaza & Lobby** - Turf and hardy native groundcover plantings in large scale geometric arrangements are planned for the three raised mounds in the planted zone to the east of the lobby. These plantings provide varied seasonal views for users in cars and along pathways. Adjacent to the garage entry and exit, a massing of summersweet shrubs and hayscented fern beneath are visible from car and pedestrian viewpoints. A sweetfern massing beneath a Freeman Maple at the corner of the lobby zone near the exit provides year-round interest while allowing visibility for merging traffic.
- **Eagles Building Façade** - The Eagles will continue to rent out their banquet hall at 184 St. John Street, with its main entrance on the north façade closest to the parking garage. A walkway is proposed from level one of the garage to this entrance, with subordinate access to the two less significant entrances to the east. Sweetfern plantings are planned nearest this entrance while taller bayberries screen the two eastern entrances. A loose multistemmed Shad (tree) is sited at the NE corner of the Eagles building anchoring the corner of St. John and the exit ramp.

3.5 Waiver Requests

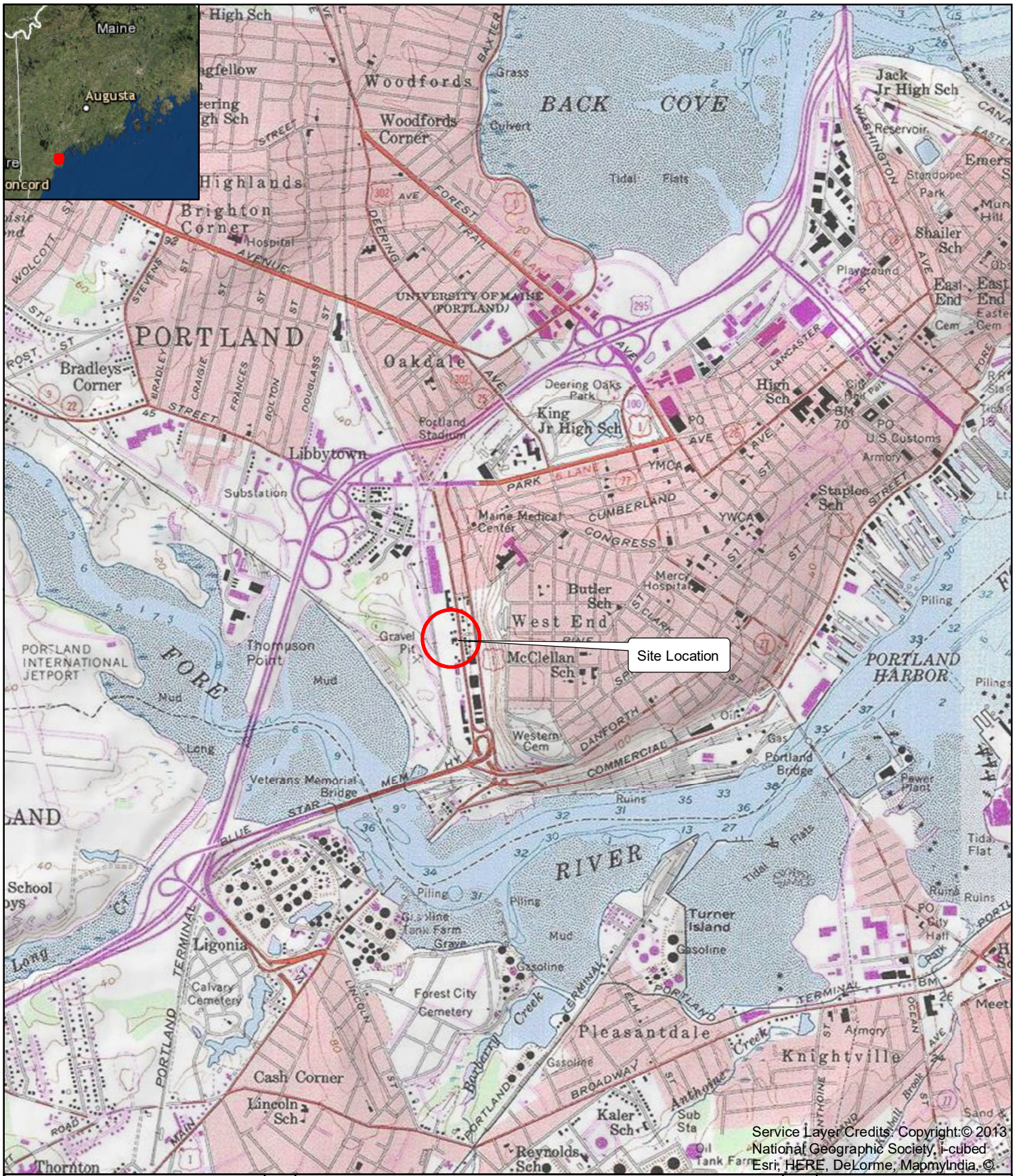
The required Waiver Request Form is attached to Section 3. Waiver requests include:

- **Bicycle Storage Spaces** - Currently, MMC has eight bike racks and ten bike lockers on its main campus for a total storage capacity of 193 bicycles. With the storage available on the main campus, we anticipate that this will be the primary destination for staff members using bicycles, and we do not anticipate as high a need for bicycle parking at the parking garage. The 222 St. John Street staff parking garage has designated a bike storage area with capacity for 40 bicycles. With this proposed bicycle parking, the total campus bicycle storage capacity will be 233 bicycles.
- **Drive Aisle Width** - Due to the proposed intersection improvements at the corner of D Street and St. John Street, the driveway is greater than the allowed 24 feet for a commercial use. A 30-foot driveway is proposed to accommodate the proposed layout of access lanes.

See the attached Waiver Request Form for more information.

3.6 Attachments

- Location Map
- FEMA FIRM
- Waiver Request Form (see separate attachment)
- Design Plans (Bound & Submitted Separately)
- Architectural Rendered Views (see separate attachment)
- Site Lighting Report (see separate attachment)
- Possible ROW Improvements



COMMERCIAL PROPERTY

222 ST. JOHN STREET
PORTLAND, ME

FIGURE 1 - SITE LOCATION MAP

0 1,000 2,000
Feet



Project #: 0231158.00
Map Created: January 2018

Service Layer Credits: Copyright: © 2013
National Geographic Society, I-cubed
Esri, HERE, DeLorme, MapmyIndia, ©

ZONE C

RIV 34 X

ST. JOHN

C STREET

STREET

D STREET

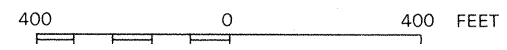
Project Area

A2
0)

RIVER



APPROXIMATE SCALE



NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

CITY OF
PORTLAND, MAINE
CUMBERLAND COUNTY

PANEL 13 OF 17
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
230051 0013 B

EFFECTIVE DATE:
JULY 17, 1986



Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



Photo 1 – Uneven settlement along sidewalk.



Photo 2 - Uneven settlement along sidewalk.



Photo 3 - Uneven settlement along sidewalk adjacent to ADA Ramp.



Photo 4 - Uneven settlement along sidewalk.



Photo 5 - Uneven settlement along sidewalk & unrepaired section from tree box removal.



Photo 6- Unrepaired sidewalk section from utility trenching.

