

CITY OF PORTLAND, MAINE

HISTORIC PRESERVATION BOARD



Julia Sheridan, Chair
Bruce Wood, Vice Chair
Ian Jacob
Robert O'Brien
Penny Pollard
Julia Tate
John Turk

AGENDA

HISTORIC PRESERVATION BOARD MEETING

On April 17, 2019, the Portland Historic Preservation Board will meet at 5:00 p.m. in Room 209 of City Hall to review the following items. (Public comments are taken at all meetings):

1. **ROLL CALL AND DECLARATION OF QUORUM**
 2. **REPORTS OF DECISIONS AT THE MEETING HELD ON APRIL 3, 2019**
 - i. Certificate of Appropriateness for Rear Entry Addition and Exterior Alterations; 265 State Street; Darcy and Elliot Murphy, Applicant. The Board voted 6-0 (O'Brien absent) to approve the application subject to conditions.
 - ii. Adoption of Design Standards for Small Cell Installations in Historic Districts. The Board voted 6-0 (O'Brien absent) to adopt the standards as written, subject to minor amendments.
 3. **COMMUNICATION AND REPORTS**
 4. **WORKSHOP - 5:00 PM**
 - i. Planning Staff Report on Zoning Regulations and Site Plan Provisions Applicable to New Development on Forest Avenue.
 - ii. Preliminary Review of Proposed New Construction; 66 State Street (rear portion of property facing Danforth Street); Developers Collaborative, Applicant.
- BREAK FOR DINNER - MEETING RESUMES AT 7:00 P.M.**
5. **PUBLIC HEARING**
 - i. Certificate of Appropriateness for New Hotel Construction; One Center Street; Fathom Companies, Applicant.
 6. **CONSENT AGENDA**

**HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE**

**WORKSHOP
FOREST AVENUE AND WOODFORDS CORNER**

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Deb Andrews, Historic Preservation Program Manager
DATE: April 11, 2019
RE: April 17, 2019 **WORKSHOP – Review of Existing Land Use Regulations for Forest Avenue between I-295 and Woodfords Corner**

Introduction

At the Historic Preservation Board's April 3rd meeting, staff presented a proposal to designate fifteen historic structures on Forest Avenue and at Woodfords Corner for protection under the provisions of Portland's historic preservation ordinance. As Board members will recall, all of the identified structures are located between I-295 and Woodfords Corner. The buildings record the story of Forest Avenue's late nineteenth and early twentieth century development history, both its era as a streetcar trolley line serving the emerging suburban neighborhoods around it as well as the period when it became recognized as Portland's "auto row" on account of its concentration of first-generation auto showrooms and garages. The workshop was introductory in nature; no formal action was taken. As staff explained, in order to move forward with designation, two members of the Historic Preservation Board would need to formally nominate the slate of buildings by written petition.

During the course of preliminary Board discussion, several Board members had questions about how the proposed historic designation initiative relates to other current or proposed land use regulations applicable to this portion of Forest Avenue. They were interested to know whether there are specific measures in place that complement this preservation effort and help achieve the stated goals of enhancing the visual character of the area and encouraging a more urban development pattern along inner Forest Avenue. Are additional measures being considered?

To address these questions, staff has asked City Planning Director Christine Grimando to attend Wednesday's meeting. Ms. Grimando will review the land use regulations that currently govern development in this area and describe the City's goals for future development/redevelopment along this important corridor and at this key intersection.

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
66 STATE STREET

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Rob Wiener, Preservation Compliance Coordinator
DATE: April 12, 2019
RE: April 17, 2019 **WORKSHOP – Second Workshop - Revised Proposal for
New Multi-Unit Residential
Construction**

Address: 66 State Street (northwest corner of State & Danforth)
(The project fronts on Danforth Street)

Applicant: Developers Collaborative

Project Architects: David Lloyd and Sam Berry, Archetype

Introduction

On behalf of Developers Collaborative, architects David Lloyd and Sam Berry have requested a second workshop to review revised plans for new construction on the rear portion of the lot at 66 State Street. Board members will recall that a preliminary workshop was held on September 19, 2018, at which the applicants were given feedback on conceptual plans for a four-story multi-family building. In conjunction with the new building, Developers Collaborative will be renovating the former school building on the corner of Danforth and State for additional units of transitional housing, but that part of the project is not under review at this time.

The subject property is located at the northwest corner of State and Danforth and is occupied by an existing 2 ½ story historic brick structure that fronts onto State Street. The building currently serves as the headquarters of Amistad. The balance of the property, fronting onto Danforth Street, is a surface parking lot. The new owner of the property, Developers Collaborative, proposes to construct a new multi-unit residential structure on part of the parking lot, with access from Danforth and some parking at the first floor level of the building.

The plans submitted by Archetype for this second workshop are more developed than the concepts reviewed last September, and they include changes that respond to a number of Board concerns. A memo from Mr. Lloyd provides a brief project description, and plans, elevations,

site photos, and renderings have been supplied. Staff is including the concept sketches from last September for reference, and because some time has elapsed since then, this memo includes much of the background information about the property and its context supplied to the Board at that time. It is to be expected that additional details will be provided by the applicants when the proposal is ready for a final review by the Board; at this time the review would be advanced by the Board's feedback on the new design direction, and the type of detailing that would be necessary for a successful public hearing in the future.

Project Context

The property at 66 State Street is located at the northwest corner of State and Danforth and is occupied by a historic brick school building (St. Dominic's Parochial School for Boys, built in 1923) that faces State and a large surface parking lot behind the school that is accessed from Danforth. The school was part of the larger St. Dominic's complex of buildings that dominates the east end of the block bordered by Gray, State and Danforth Streets. (A second school building is located immediately west of the church on Gray Street.)

The proposed infill structure is to be built on what is now the surface parking lot and will face Danforth Street. (A portion of the existing parking lot will remain at the interior of the block.) As the school building's facade is oriented towards State Street, its long side elevation faces Danforth. It is the building's side elevation that is most relevant in this review. This elevation is dominated by a steady march of closely-spaced, tall, multi-light windows at the basement, first and second story levels. The basement level of the building is separated from the upper floors by a stone belt course and a projecting metal cornice separates the upper floors from the roof parapet. These strong horizontal elements provide an organizing element to the facade and add visual interest. The brick exterior is enlivened by patterning between the first and second floor windows and stone sills beneath the windows. At the western end of this elevation, the building steps back slightly and is slightly lower. This westernmost bay features a side entrance with projecting hood and a single second floor window.

On the west side of the project site is the Danforth Inn, known historically as the Joseph Holt Ingraham House. The building is one of several early residential structures that remain along this section of Danforth Street. Built in 1823, the building is an exceptional example of Federal Style architecture with some later, high-quality additions. A 3-story structure with simple boxy massing, the building's top floor is shorter than the lower floors, as are its windows. The building exhibits a symmetrical facade and multi-light windows with keystone granite lintels. Its center bay dominates the facade and is emphasized by a formal entry set behind a colonnaded portico and balustrade. Above the entrance is a tri-partite window on the second floor and an elliptical fanlight above.

An Italianate cupola was added to the building's original hipped roof some years after the building's original construction and John Calvin Stevens designed several compatible Colonial Revival additions and alterations in 1902, including the sunporch on the east side and the rear porch. Although the product of several renovations, the building is outstanding in terms of its

formal presence on the street, its symmetry and proportions, and its quality of architectural detail, materials and craftsmanship.

In terms of relationship to the street, the St. Dominic's School building is set close to the sidewalk and is level with the street, whereas the Ingraham House is perched above the street on a knoll, with tall granite curbing separating the property from the sidewalk. A long flight of granite steps and iron railing emphasize the formality of the residence.

Many of the basic development characteristics of the Ingraham House are repeated in buildings to the west of the Danforth Inn. Just across Winter Street on the same side of Danforth is another a brick double house with the same boxy massing, hipped roof and symmetrical façade composition. It is also set back from the street with a tall curb defining the sidewalk edge of the property. While built some years later than the Ingraham house (1848) and featuring Greek Revival / Italianate details, it shares a strong visual relationship to the Ingraham house. Its neighbor to the west, while rendered in clapboard, also follows this basic development pattern.

Immediately across from the project site on Danforth Street are two more brick residential structures, one Greek Revival / Italianate and the other Second Empire style. These buildings, like those described above, are 2 ½ - 3 stories, exhibit a simple boxy form, symmetrical façade composition and tall windows. The main entries are centered on the front façade. As with the other buildings along this section of Danforth Street, the buildings are stately and high style expressions of their respective development periods.

At the corner of State and Danforth on the south side of the street is a large brick structure that, like the St. Dominic's School building, is oriented toward State. This building was constructed in 1835 as a Federal Style residence. In 1870, it became a female orphan asylum and a large ell was added on the south side of the building, facing State. Like the St. Dominic's school building property, this property features a large surface parking lot that fronts onto Danforth. The side elevation of the building shares many of the same architectural characteristics as the other buildings described above.

Unifying characteristics of the immediate context include the general scale of development, the exterior material palette, the simple massing, the symmetrical façade composition and the overall quality and formality of architectural expression and detail. While the two buildings at the corner of State and Danforth have their side elevations facing Danforth, all of the buildings beyond the corner have their main entries facing Danforth. In all cases, the entries are dominating elements and focal points on the front façade.

Project Description – September 2018 Workshop

The initial concept presented last year was a 4-story, 45' tall apartment building occupying a 64' x 108' footprint extending a considerable distance into the lot. A surface parking area remained at the back of the proposed building. Vehicular entry into the building was proposed from a garage door centered at the ground floor level of the front façade.

Residential units were located on either side of the garage entry; these two units had their entries at the sidewalk. The pedestrian entrance to the building was located on the side elevation; this entrance was about 45-50 feet back from the sidewalk. At the time, a number of exterior materials were under consideration, including brick, tile, or Nichiha. Metal panels were proposed for the fourth floor, which was to be set back 8 feet from the front façade. The fenestration included a number of window types, including short windows at the ground floor residential units, tall windows on the second and third floor levels, standard double-hungs in the center bay of the upper façade and large windows with canopies at the fourth floor level.

Board Response at September Workshop

The sketch and site plan presented last September inspired the Board to deliver some clear requests to explore alternative design approaches. Mr's. Lloyd and Bunker were urged to create a quality design for a building worthy of the context. Members agreed that a narrower, less bulky building with greater sensitivity to the Danforth Street context and *without* a prominent garage door at the center of the primary face would better satisfy the Standards for New Construction.

Specific comments included:

- Narrowing the building would create a more compatible rhythm and spacing on Danforth Street.
- The scale and massing needs to respect the neighboring buildings, not challenge and overwhelm them.
- Avoid the need for a garage door on the front façade, if at all possible.
- If a curb cut is needed on Danforth Street, the entrance should be to the side of the building (to be made possible by a narrower building.)
- Applicants were encouraged to refer to the residential context of Danforth Street in the design, not a more institutional appearance.
- Proportions of windows should lend verticality and a more residential feel.
- Board members urged the use of quality materials throughout the building, including a general preference for brick – for the front and wrapped generously on the sides, if not used on all four faces.

During the public comment period speakers urged the Board to require respectful massing and proportions, careful detailing, and quality design and materials – to protect the continuity of the context and the value of neighboring properties.

Revised Design for April 17 Workshop

As described in Mr. Lloyd's memo (see Attachment 1) and depicted in the drawings and renderings, the architects have proposed a substantially narrower building than the earlier concept, without a garage entrance on the front face. The new width of 49' allows for a

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driveway to the right of the building and next to the former school, providing access to the rear parking lot as well as to seven parking spaces beneath the second floor.

Brick covers the front elevation, most of the west side (facing the Danforth Inn,) and the first two bays on the east side, with the first three floors capped by a well-defined cornice – relating to the roof cornice of the school building next door. Above that point and on the remainder of the sides and rear, the cladding is fiber-cement panels mounted as a rain screen, with reglets (metal strips for flashing and to create reveals) providing separation.

As in the earlier design the fourth floor is set back eight feet from the face of the lower floors on the front and siding with the fiber-cement panels. Windows in the brick facades are uniformly sized, traditional-looking double-hungs, but switch to different types in the fiber cement wall faces (including the fourth floor.) On the front a central entrance is covered by a simple painted metal canopy that is not depicted with much detail yet.

Mr. Lloyd said a geo-thermal heating and cooling system would avoid the need for rooftop units, with only an ERV (energy recovery ventilation) unit proposed on the roof – centrally located to be hidden. The ERV, if feasible, would take care of ventilation for kitchens and baths as well.

Recommended Review Approach

To repeat what was written for the September 2019 workshop: In assessing the question of compatibility, the Board should first study the project's context and identify the visual qualities of the context. In most settings, there will be some strong, unifying visual characteristics and some that are more subtle and less obvious. Some settings are decidedly eclectic. Usually, however, there will be one or more definite and easily discernable traits that should serve as a basis for a design solution. These may include the general scale/form of structures in the surrounding context, specific architectural characteristics or proportions, unifying development patterns such as orientation to the street or rhythm of spacing between buildings or all of the above. Building characteristics which can be used to gauge visual compatibility of infill construction with an existing context include the following:

Scale and Form

Height

Width

Proportions of principal facades

Roof Shapes

Scale of the structure

Compositions of Principal Facades

Proportion of Openings

Rhythm of solids to voids in facades

Rhythm of entrance porch and other projections

Relationship of materials, texture and color

Presence of signs, canopies and awnings

Relationship to the Street

Walls of continuity

Rhythm of spacing and structures on streets

Directional expression of principal elevations

Using these basic compatibility factors as a guide, the Board should consider what visual characteristics dominate or define the proposed project's context, such that they should be honored in any new design solution. Does the proposed design incorporate, reinforce and/or reinterpret some or all of these characteristics? Are there important characteristics of the context that are ignored in this design solution? Are there aspects of the proposal that are inconsistent with established development patterns or will negatively impact the overall character and quality of the setting? As you will note in the project context section of this report, staff has offered thoughts about some of the surrounding area's unifying visual characteristics.

Staff Comments

The proposed design responds to a number of building characteristics exhibited in the surrounding context (symmetrical façade composition, vertically-proportioned windows, etc.) and aligns with some key datum lines of its immediate abutters. In an area distinguished by high style buildings with formal facades, most of the building entries are the most dominant architectural feature of the façade. Thus, replacing the front-and-center garage door with a clearly defined main is an enormous improvement.

Staff believes the restrained simple details on the primary faces of the proposed building to be quietly responsive to the context. The transition to the alternate siding is understandable given building costs, but staff expects the Board to urge as much continuous brick as possible, and smooth - not jarringly abrupt transitions if the treatment must change on the less visible surfaces. . Detailing and palette will be important – this will apply to the window and door detailing and cornices as well.

There needs to be enough of a relationship between the two wall types to avoid the feeling of a dichotomy in the aesthetic approach. Both the west and east elevations would benefit from more extensive use of brick; on the east, the elevation drawing may display more of the dominant rear section of fiber-cement than will actually be visible from the street, but it would helpful to avoid the appearance of large, totally different mass attached to the back of the front block that is only two bays deep on that side.

Other questions the Board may wish to discuss include:

- The front entrance canopy and front entrance door system will require more study and detailing. They need to be appropriate to a residential façade, and not appear incongruous or overly motivated by economy.
- Would it be beneficial to vary the windows in the brick wall sections – perhaps

- gradually decrease the height on upper floors in a traditional manner? (If the windows are too small, double-hung windows will not satisfy escape requirements.)
- What configuration would be most appropriate for the windows? Should the relationship between window types be further studied, especially the differences between the sections with fiber-cement cladding, and the more traditional brick sections.
 - What type of windows are proposed for the fourth floor? One assumes they will have to be casements to accommodate the need for escape openings, at least in the bedrooms.

Finally, in an area distinguished by such architecturally notable buildings, any new infill structure should be commensurate in overall quality of design, material palette and execution of architectural details.

Attachments:

1. Letter from project architect
2. Photos of project site and context
3. Renderings of proposed building in context
4. Plans and Elevations
5. Excerpts from September, 2018 proposal

April 5, 2019

Deb Andrews
Historic Preservations Program Manager
Portland City Hall
389 Congress Street
Portland, ME 04101

RE: 66 State Street

Dear Ms. Andrews,

We are submitting our schematic drawings for the proposed development of 30 units of low-income housing located on Danforth Street behind 66 State Street. The 66 State Street building will be rehabilitated using Historic tax credits. This submission does not include the existing building but basically all exterior work on this building will be repair or replace in kind. On the new building please note the following:

1. We have made great strides since our first submission to the board. The new building was made thinner allowing the traffic to now go between existing building and the new building eliminating the garage door and yielding a more defined separation between existing and new.
2. The street facing façade is composed of three stories with the top floor stepped back in respect of the existing building cornice line. This was in response to a comment made by our historical consultant. In her opinion the NPS would prefer this step back in deference to the existing building.
3. The street façade is brick clad and returns 98 feet on the western elevation in difference to the Danforth house and about 25 feet on the east elevation. We have also included soldier brick coursing to develop and articulate the base. The windows have brick soldier headers and precast sills.
4. The entry is defined with a steel canopy.
5. The remaining elevation siding is a painted Hardy Concrete Fiber Panel with reveals, using Fry reglets to break down the panels into 2 feet by 10 foot units.

The building is designed to fit comfortably within the neighborhood setting and complement its historic neighbors. We look forward to meeting with the board and receiving their input.

Respectfully Submitted,



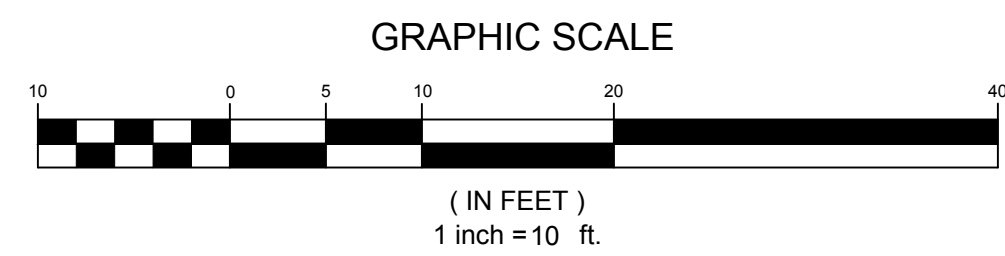
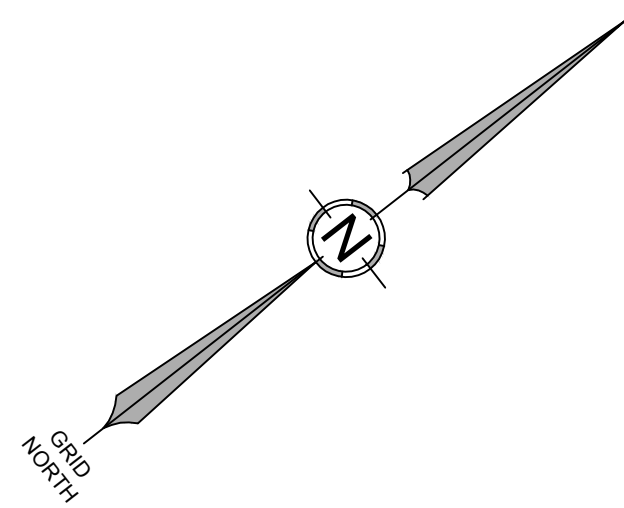
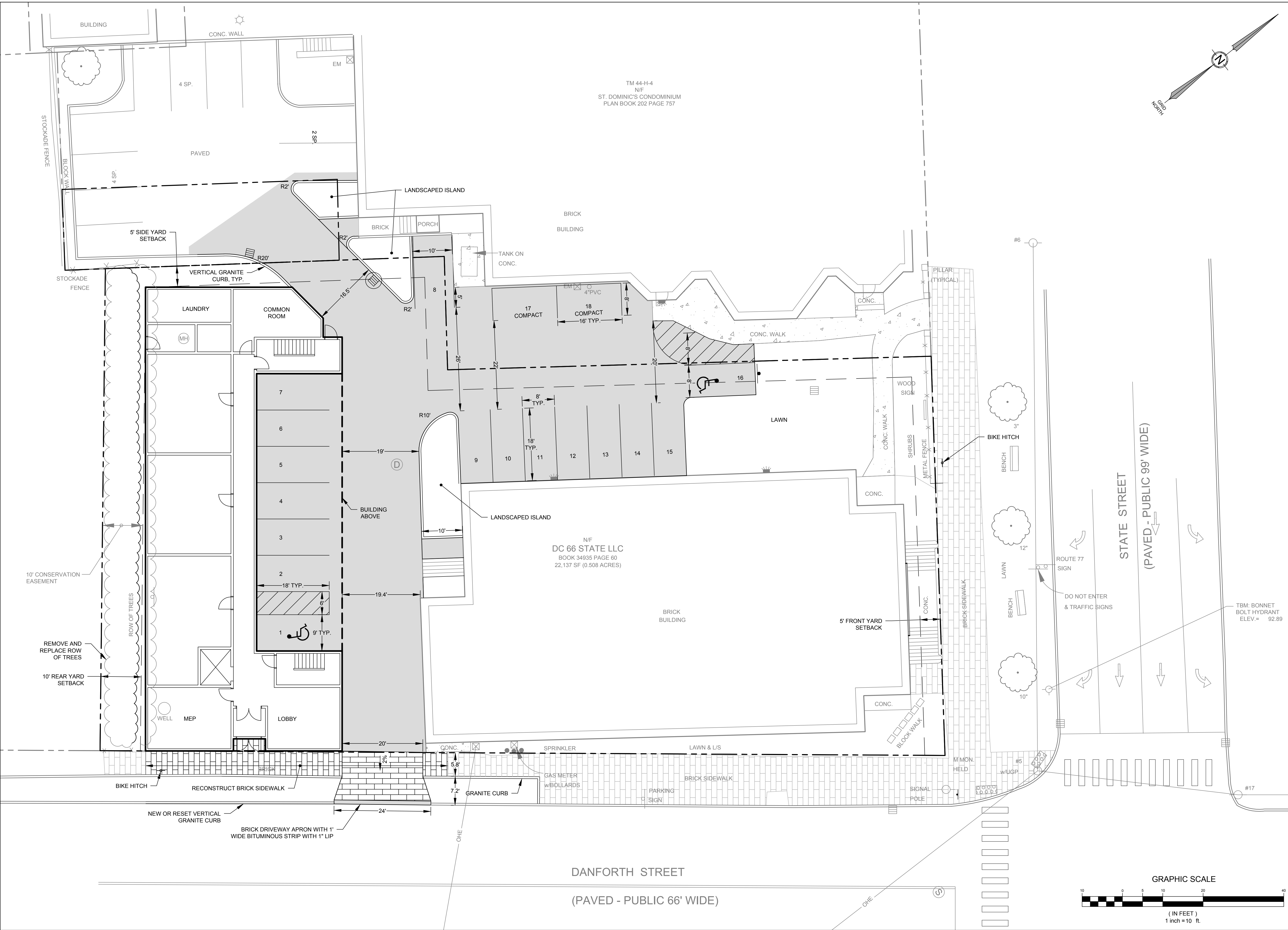
David Lloyd
Maine Licensed Architect











DATE:
P.E.: MICHAEL E. TADEMA-WIELANDT

MTW
APPD
BY

ISSUED TO CLIENT FOR REVIEW

NO.

DATE

1

3-14-2019

DATE

565 CONGRESS STREET
SUITE 201
PORTLAND, ME 04102

41 CAMPUS DRIVE
SUITE 101
NEW GLOUCESTER, ME 04260

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TERRADYN
CONSULTANTS, LLC

Civil Engineering | Land Planning | Stormwater Design | Environmental Permitting

PROJECT:
PROPOSED BUILDING AND BUILDING RENOVATION
66 STATE STREET
PORTLAND, ME 04101

SHEET TITLE:
SITE PLAN

CLIENT:
DEVELOPERS COLLABORATIVE
100 COMMERCIAL STREET, SUITE 414
PORTLAND, MAINE 04101

PERMIT DRAWING
NOT FOR CONSTRUCTION

DATE:
7/16/2018

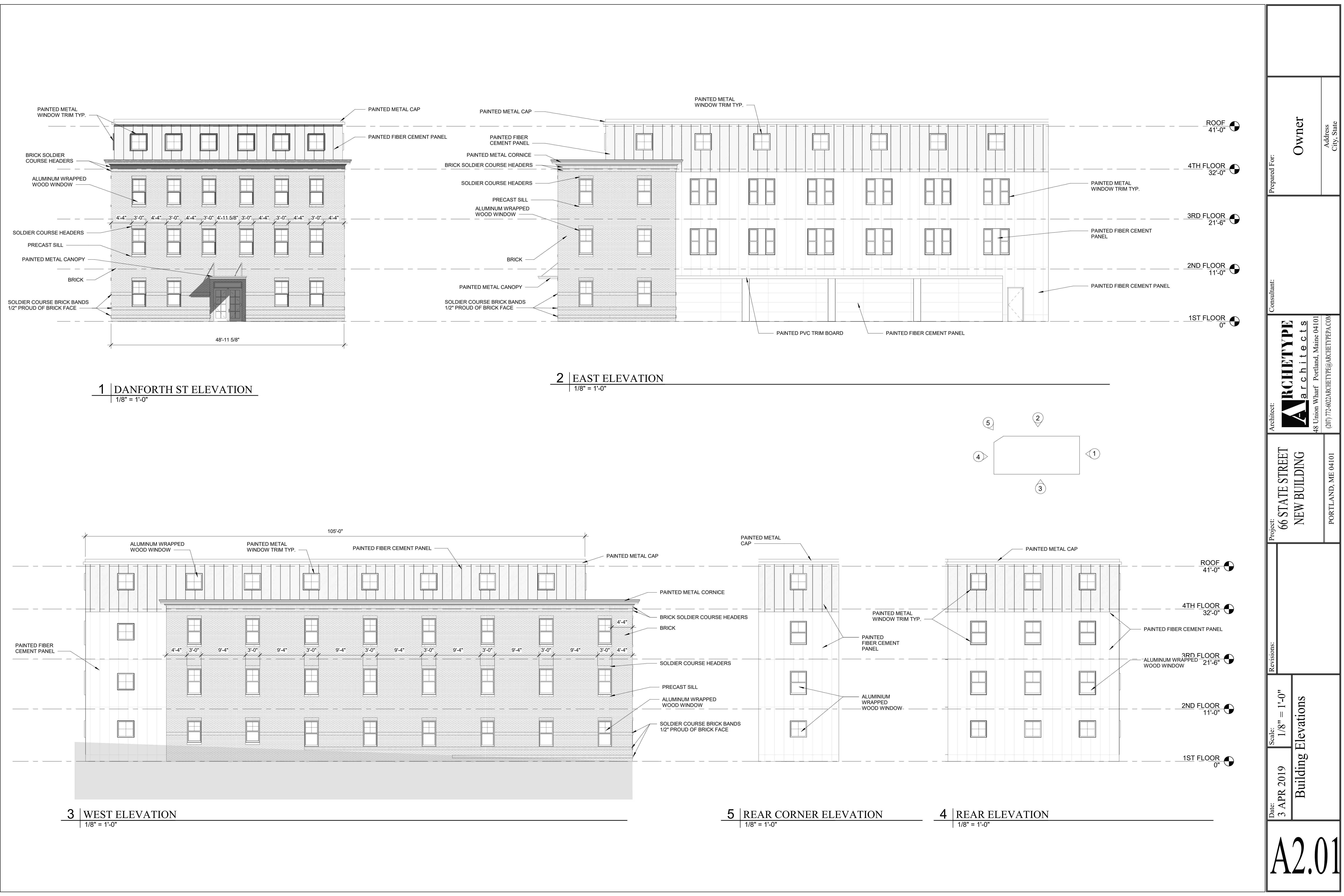
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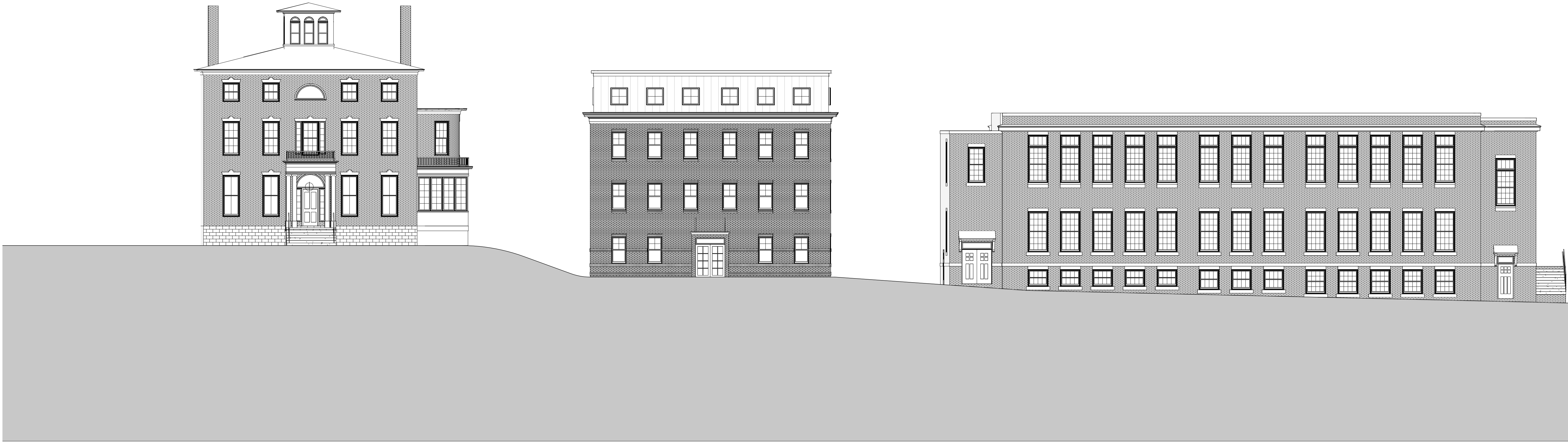
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SHEET
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Prepared For:		Owner	
		Address City, State	
Consultant:			
ARCHETYPE architects 48 Union Wharf Portland, Maine 04101 (207) 772-0022 ARCHETYPE@ARCHETYPEPA.COM			
Project:		66 STATE STREET NEW BUILDING	
		PORTLAND, ME 04101	
Revisions:			
Date:	3 APR 2019	Scale:	1/8" = 1'-0"
Building Elevations			
A2.01			



A2.01

Date:
5 APR 2019

Scale:
3/32" = 1'-0"

Danforth Street Overall
Elevation

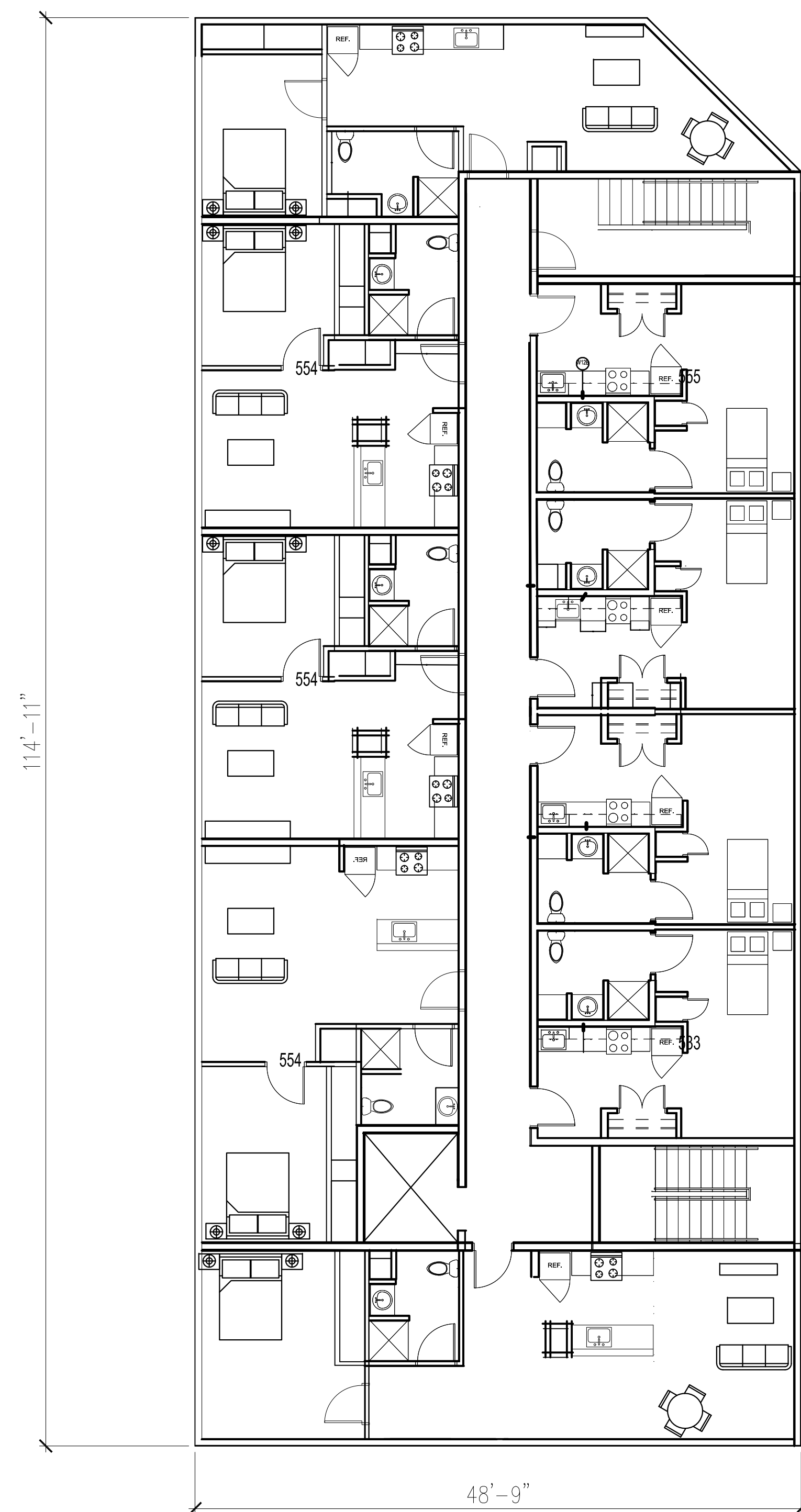
Revisions:

Project:
66 STATE ST
PORTLAND, ME 04102

Architect:
ARCHETYPE
a r c h i t e c t s
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Consultant:

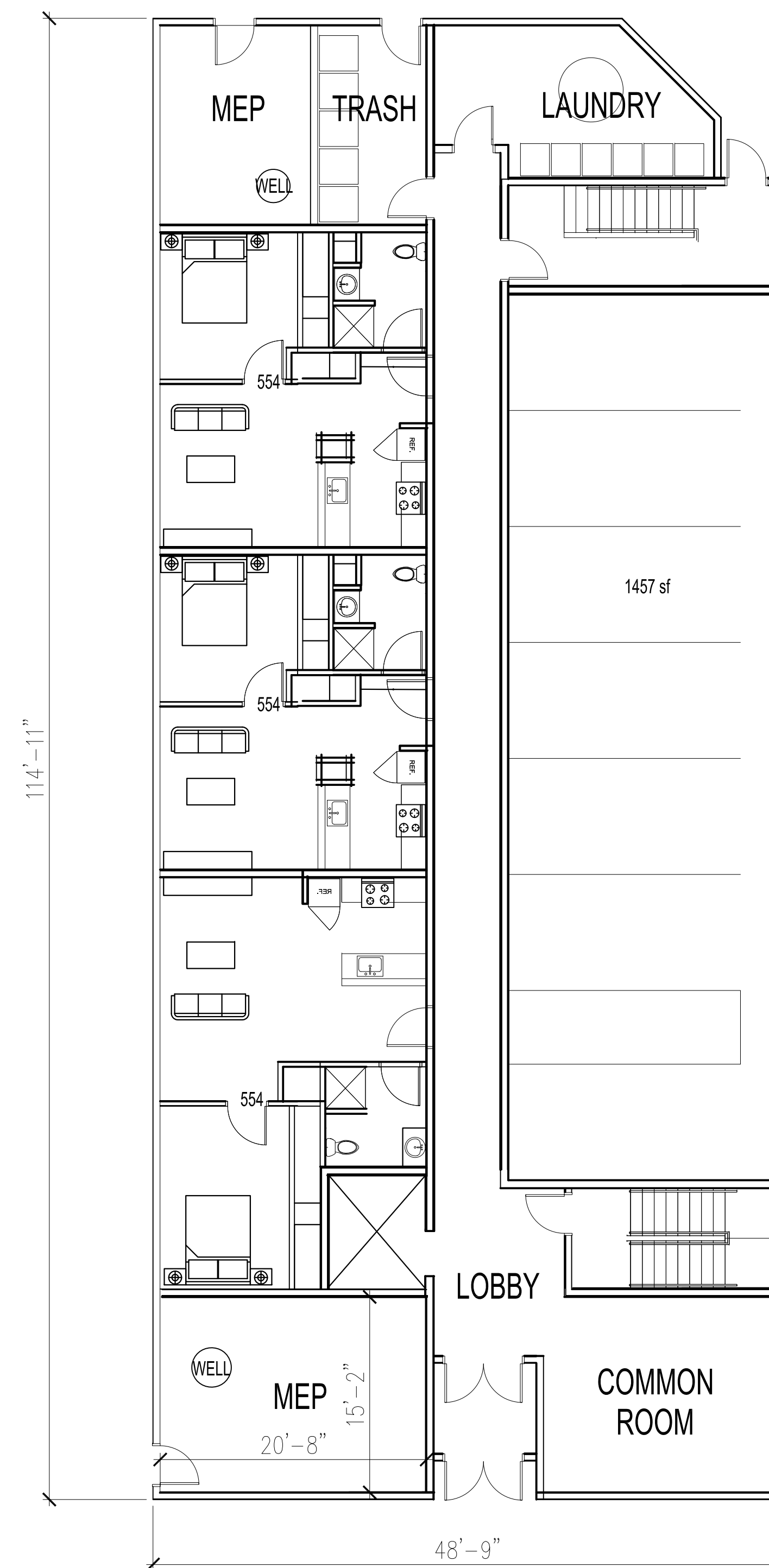
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Owner
Address
City, State



SECOND FLOOR PLAN

BUILDING 5527 sf

1 BED UNITS = 5
EFFICIENCY UNITS = 4
TOTAL 2ND = 9



FIRST FLOOR PLAN

PARKING 1457 sf
BUILDING 4070 sf

1 BED UNITS = 3
TOTAL 1ST = 3

Date:

Date: 2014.09.23

Scale:

Scale:
As indicated

Revisions:

Project:

Architect:

Architect:

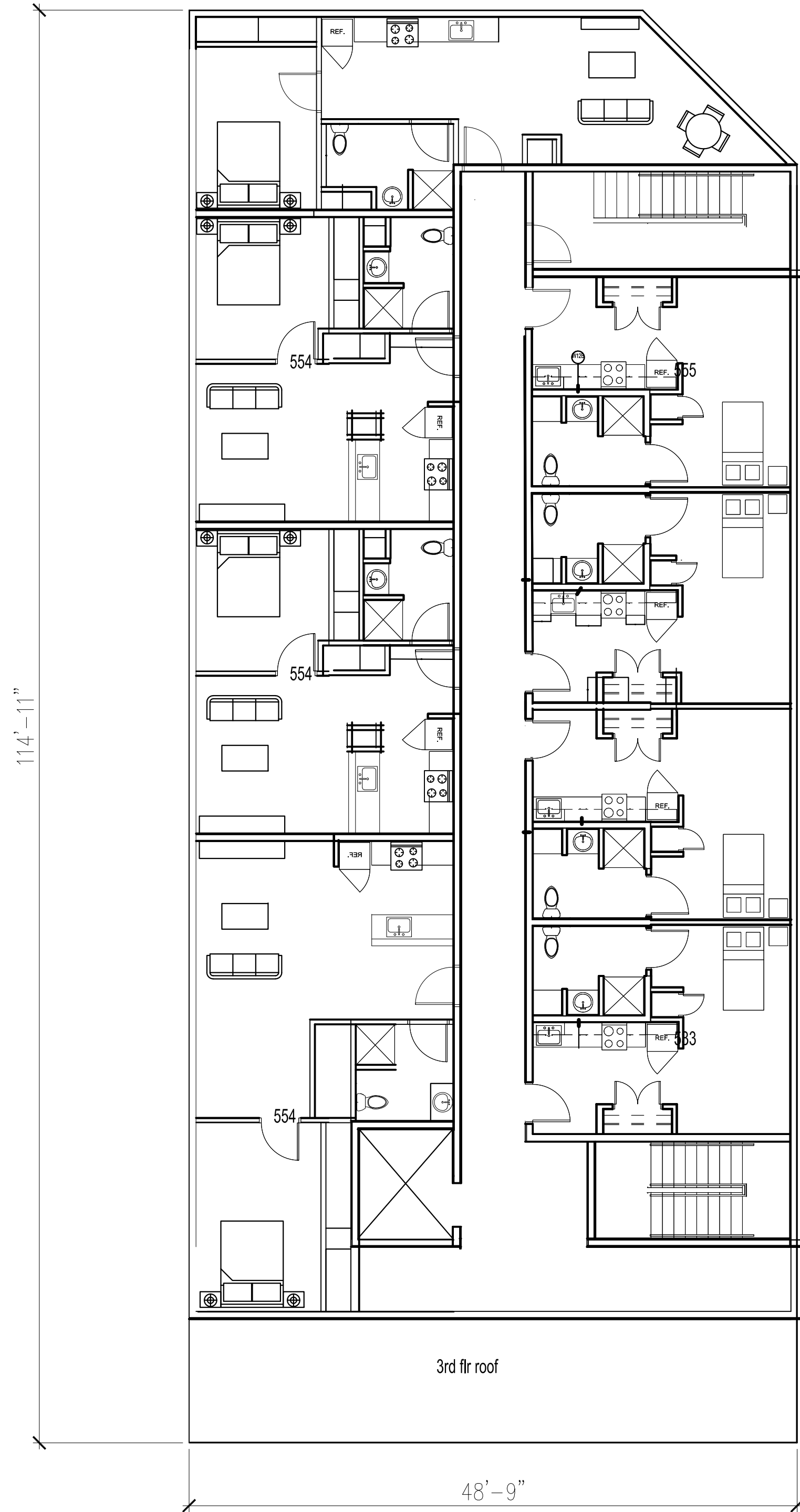
ARCHITYPE
architects

48 Union Wharf Portland, Maine 04101
(207) 773-6022 ARCHITYPE@ARCHITYPEPA.COM

Consultant:

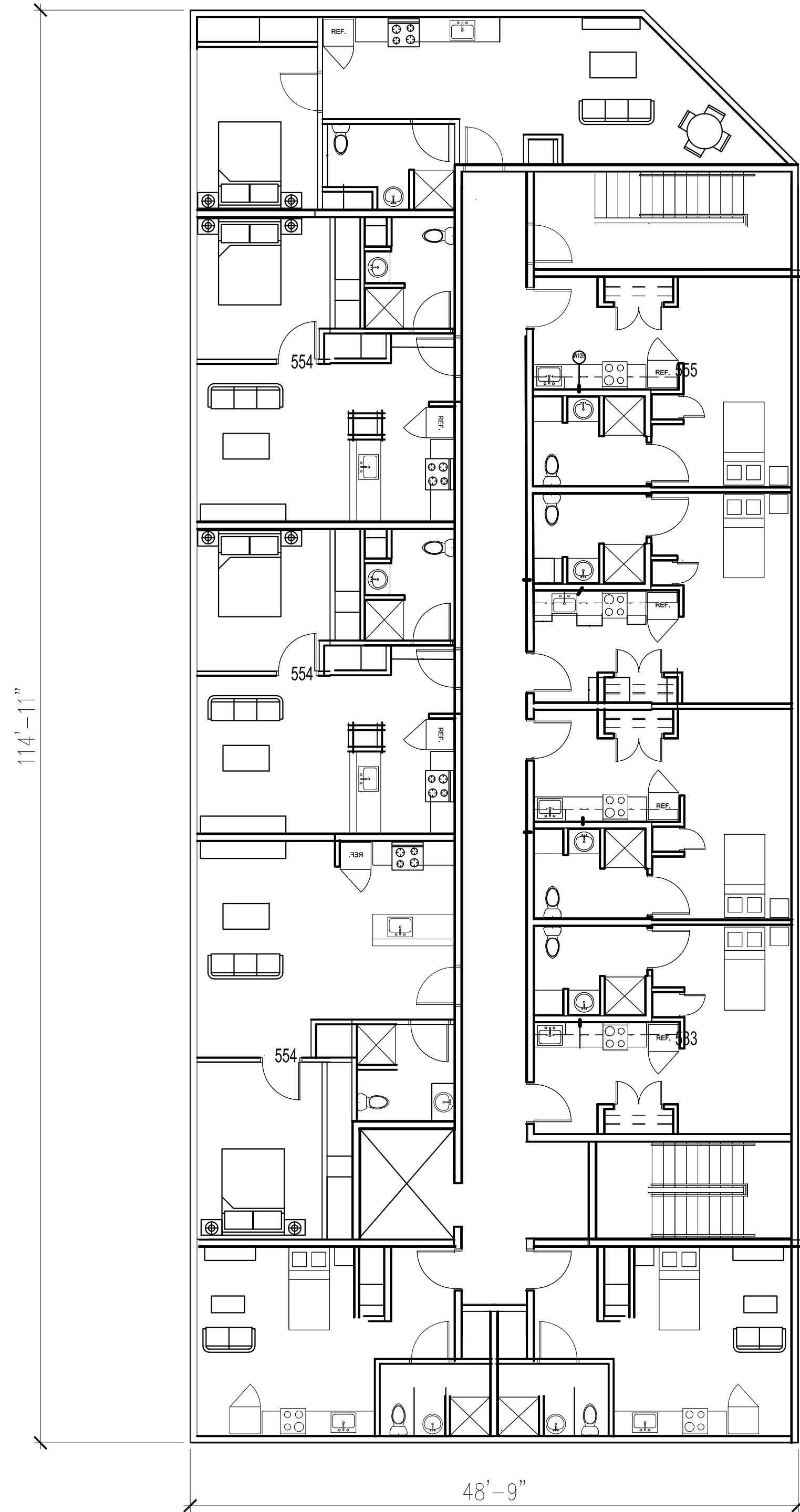
Prepared For:

134 Washington Ave, Portland, Me



FOURTH FLOOR PLAN

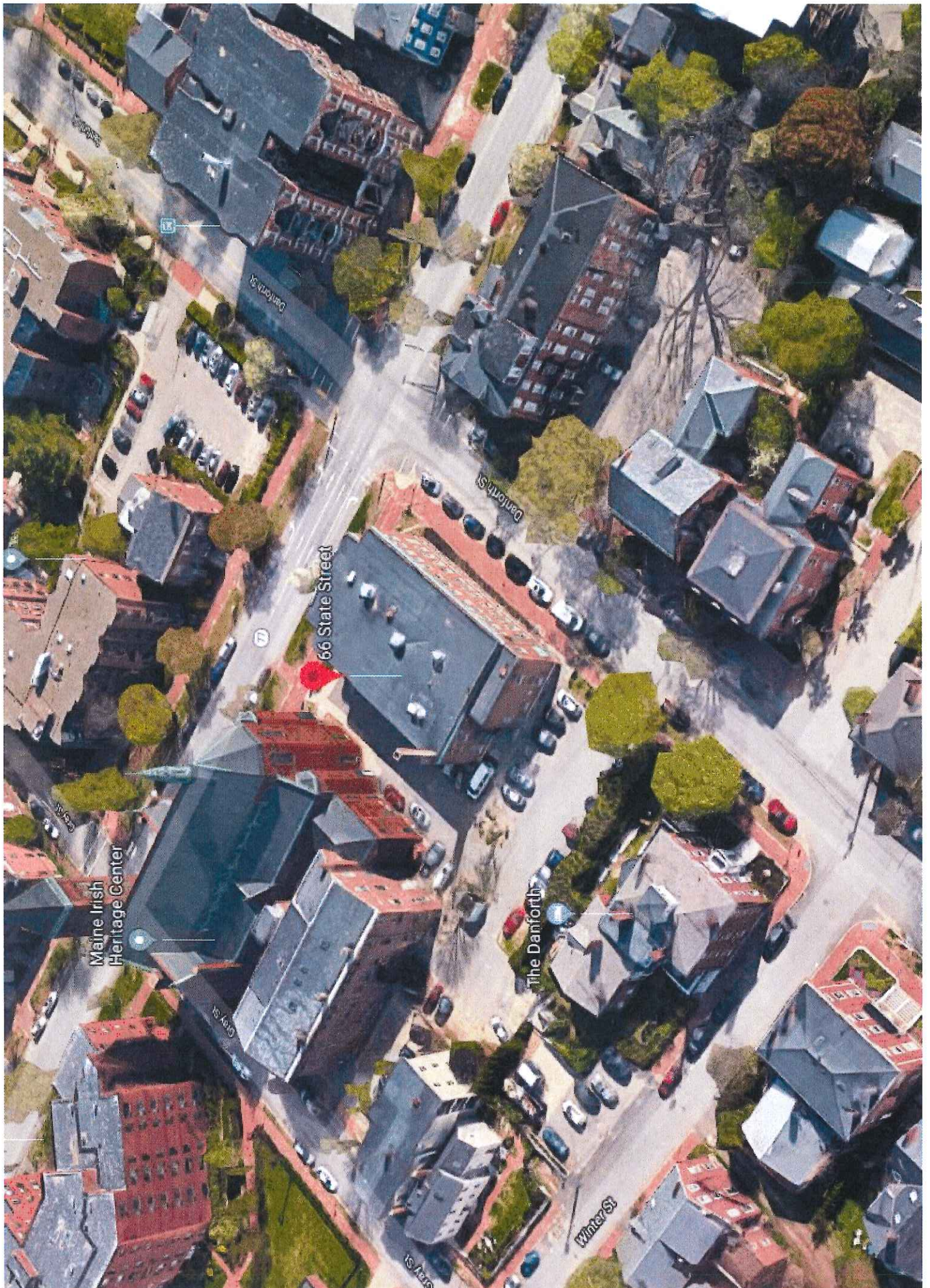
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EFFICIENCY UNITS = 4
TOTAL 4TH = 8

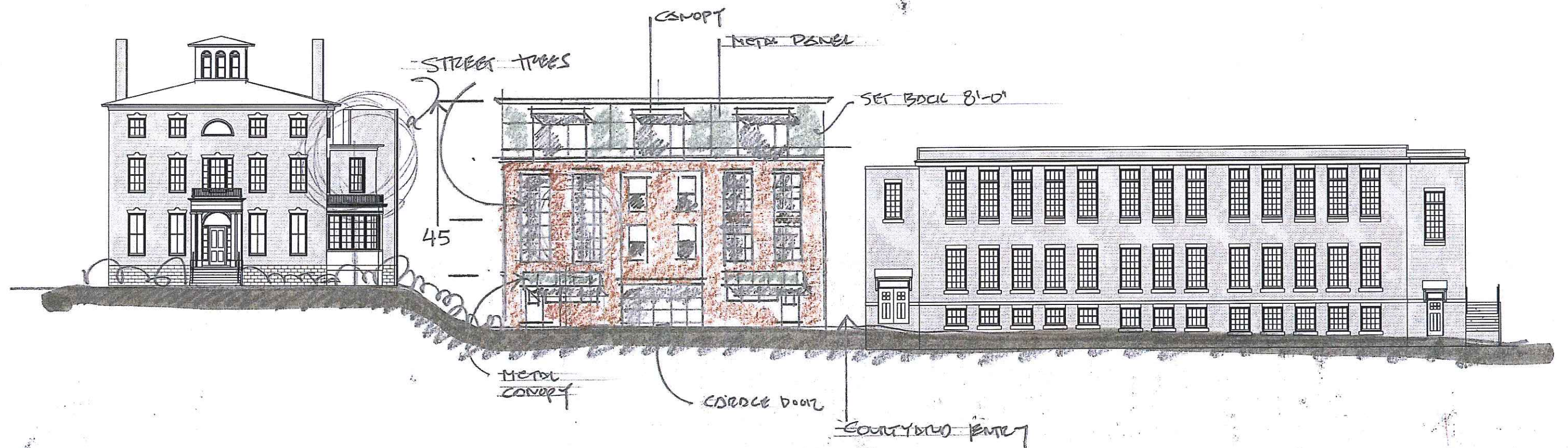


THIRD FLOOR PLAN

BUILDING 5527 sf
1 BED UNITS = 4
EFFICIENCY UNITS = 6
TOTAL 3RD = 10

	Date: 2014.09.23	Scale: As indicated		Revisions:	Project:	Architect:  48 Union Wharf Portland, Maine 04101 (207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM	Consultant:	Prepared For:	
134 Washington Ave, Portland, Me									





**HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE**

**PUBLIC HEARING
ONE CENTER STREET**

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Deb Andrews, Historic Preservation Program Manager
DATE: April 11, 2019
RE: April 17, 2019 **PUBLIC HEARING**

Application for: Certificate of Appropriateness for New Construction

Address: One Center Street
(northeast corner of Commercial and Center)

Applicant: Fathom Companies
Jim Brady, principal

Project Architect: Baskervill

Introduction

Following three preliminary workshops, Jim Brady, principal of Fathom Companies, has requested a public hearing and final review of his firm's proposal for a 6-story, 135-room hotel at the northeast corner of Commercial Street and Center Street. The project was last before the Board on February 6th.

The final proposal reflects design revisions made in response to Board comments at the February workshop. The applicant has submitted a written summary of the latest design revisions, along with elevations, renderings, selected wall sections and details. Sample materials will be provided at the meeting. Note that a number of details and specifications—e.g., exterior lighting, signage, etc.—are not addressed in this formal submission, as the design team has not made final selections. As such, if the Board is prepared to vote on the project at Wednesday's hearing, it should include in its final decision a condition that these details be submitted for staff (or Board) review and approval.

Having held three workshops on this proposal, the Board is well familiar with the general details of the development and with the visual characteristics of the project's Commercial

Street context. Accordingly, information and analysis provided for previous workshops is not repeated in this report. Please refer to staff memos for the 12/5/18, 1/16/19 and 2/6/19 workshops for this background information.

Summary of Board Comments at 3rd Workshop (February 6)

Board members will recall that the third workshop was held just two weeks after the previous workshop. This was at the request of the applicant and design team, who sought further clarification on the nature and scope of the Board's concerns before proceeding with design development. Responding to this request, Board members noted that they were generally supportive of most aspects of the latest design iteration and that they appreciated the applicant's and architect's responsiveness to many of the Board's specific concerns and suggested design modifications. (See ATTACHMENT 3 for excerpts from the applicant's February 6 submission.) A few specific details were identified as warranting further consideration, including the treatment proposed for the east wall, which now featured brick insets defining each floor level. Board members noted that the pronounced horizontal orientation of these insets was at odds with overall design vocabulary of the building. Also, a recommendation was made to continue the dark horizontal brick banding across the recessed brick fields framing each window.

These minor design refinements aside, several members made the point that their most significant concern—which had been raised at the outset of the review process and re-raised in the second workshop—had not yet been satisfactorily addressed. In the Board's view, the proposed treatment of the building's sixth floor and rooftop was fundamentally at odds with a key characteristic of the surrounding context: a singularity of overall design expression that extends across the entire width of each building façade. While Board members expressed appreciation for the difficulty of reconciling the design/space requirements of two distinct uses at the top floor, they argued that substantive design modifications would be required to resolve this outstanding concern. In their comments, members did not suggest that the two ends of the top floor had to be *entirely* consistent, but that the design relationship between the two ends was not yet sufficiently strong to provide a cohesive façade, especially as viewed from a distance.

The other outstanding issue identified by the Board was the proposed rooftop deck. In the view of several Board members, the access and egress requirements necessitated by the deck added visual clutter to the roof. Also, with the addition of deck furniture, umbrellas and the like, the disparity in treatment between the two ends of the top floor would likely be exacerbated.

Final Proposal

Enclosed with the applicant's latest submission is a written summary of the design revisions made since the February 6 workshop—see ATTACHMENT 1. The February 6 submission is also enclosed for comparison purposes—see ATTACHMENT 3.

Staff Comments

In staff's view, the latest design modifications to the sixth-floor level represent a substantial improvement in terms of providing a more cohesive treatment for the top floor. While the proposed program for this floor level has not changed and the exterior design expression of two distinctly different uses remains clear, a number of devices have been employed to integrate the two ends. For example, while the enclosed space of the bar continues to be set back from the front façade (and is now no longer parallel to Commercial), a trellis over the open deck extends out to the Commercial and Center Street façades. The top of the trellis also continues the datum line established at the east end of building. Additionally, a railing detail has been introduced in front of the sixth-floor hotel room windows which picks up on the deck's railing. While the two ends of the top floor remain distinct, in staff's view there is now sufficient design cohesion to achieve general compatibility with the surrounding context.

As noted above, the latest proposal changes the angle of the bar's exterior wall, such that it is no longer parallel to Commercial Street. The Board might wish to discuss the effect of this change and whether or not it materially affects the overall design.

With respect to the rooftop deck, staff notes that the tall elevator overrun that was thought to be required to access the deck has been determined to be unnecessary. Its elimination represents a positive change. That said, while the enclosed elevations and renderings depict a light railing at this level, the Board is encouraged to consider the fact that a rooftop deck will inevitably include other elements as well, such as deck furniture, etc. What is the likely visual impact of the rooftop deck? Will its setback position significantly reduce its visibility? Is it likely that an added trellis will be requested in the future, as has been the Board's experience with other rooftop deck installations? These and other questions should be considered.

As noted in the introduction to this report, the applicant's final submission does not include information or specifications for a number of specific details, such as proposed signage, exterior lighting, etc. Submission of this information should be a condition of any approval.

New Construction Review Standards and Guidelines

Building characteristics used to gauge visual compatibility of infill construction with an existing context include the following:

Scale and Form

Height

Width

Proportions of principal facades

Roof Shapes

Scale of the structure

Compositions of Principal Facades

Proportion of Openings

Rhythm of solids to voids in facades

Rhythm of entrance porch and other projections

Relationship of materials, texture and color

Presence of signs, canopies and awnings

Relationship to the Street

Walls of continuity

Rhythm of spacing and structures on streets

Directional expression of principal elevations

Motion for Consideration:

On the basis of plans and specifications submitted by the applicant for the April 17, 2019 public hearing and information included in the accompanying staff report, the Board finds that the proposed hotel construction at One Center Street **meets (fails to meet)** the historic preservation ordinance's Standards for Review of Construction **(subject to the following conditions.....)**

Attachments:

1. Applicant's summary of latest design revisions
2. Final submission, including floor plans, site plan, elevations and renderings
3. Excerpts from 2/6 design proposal



80 Exchange Street, Suite 400, Portland ME, 04101

CENTER STREET BOUTIQUE HOTEL HISTORIC PRESERVATION PUBLIC HEARING – SUMMARY OF UPDATES

April 17, 2019

- **EXTERIOR**
 - Dark accent brick band extended into brick storefront returns at Level 01 and Level 02
 - East elevation horizontal brick insets were eliminated to allow the brick definition to align with the design aesthetic of other facades
 - Height of 'louver'/slats at Commercial/Center Street corner condition was reduced
 - Elevator overrun, stair enclosures, and mechanical screen wall color modified to a light gray
 - Exterior glass confirmed to be clear (not tinted or opaque)
 - Window jamb width increased to provide additional contrast and shadow lines within the openings
- **ROOFTOP BAR/6th FLOOR**
 - Roof bar canopy extended as a trellis to the building edge to create a corner condition to match the building perimeter of the floors below and improve consistency across the floor
 - Railing support columns extended to support the roof trellis
 - Roof trellis edge condition aligned with dark brick band at 6th floor to create a solid accent line across the floor
 - Juliette rails added at the 6th floor windows along Commercial Street and Center Street to match railing at the 6th floor bar to support a uniform aesthetic across the floor
 - Detail at intersection of 6th floor bar canopy and adjacent walls/parapets was corrected to provide a consistent detail
- **GENERAL**
 - Floor plans updated to reflect current design progress
 - Entrance and egress door locations updated to meet interior design programmatic requirements
 - Elevator overrun height was reduced as there is no longer an elevator stop or vestibule at the roof terrace level

HISTORIC PRESERVATION - PUBLIC HEARING

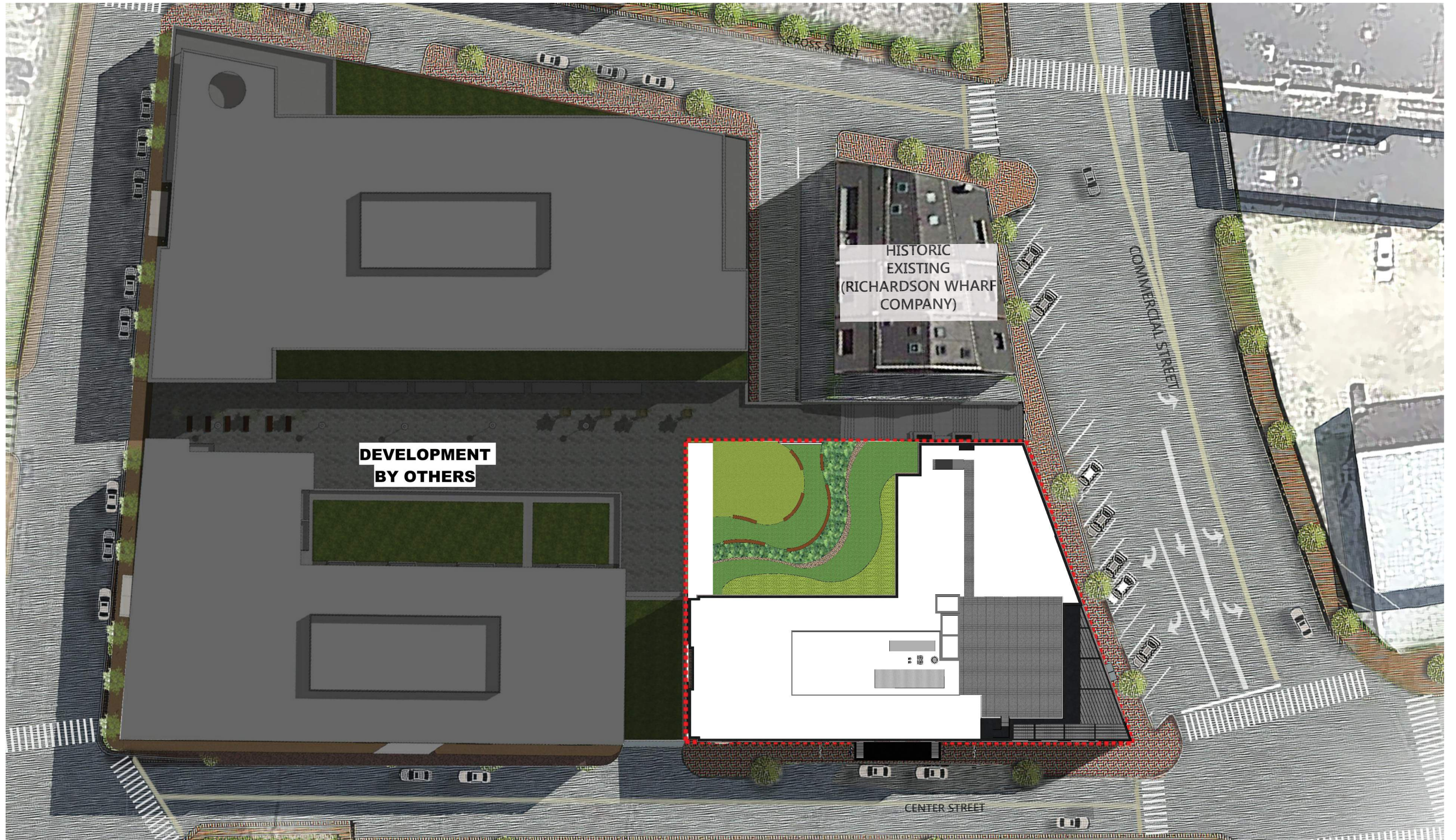
CENTER STREET

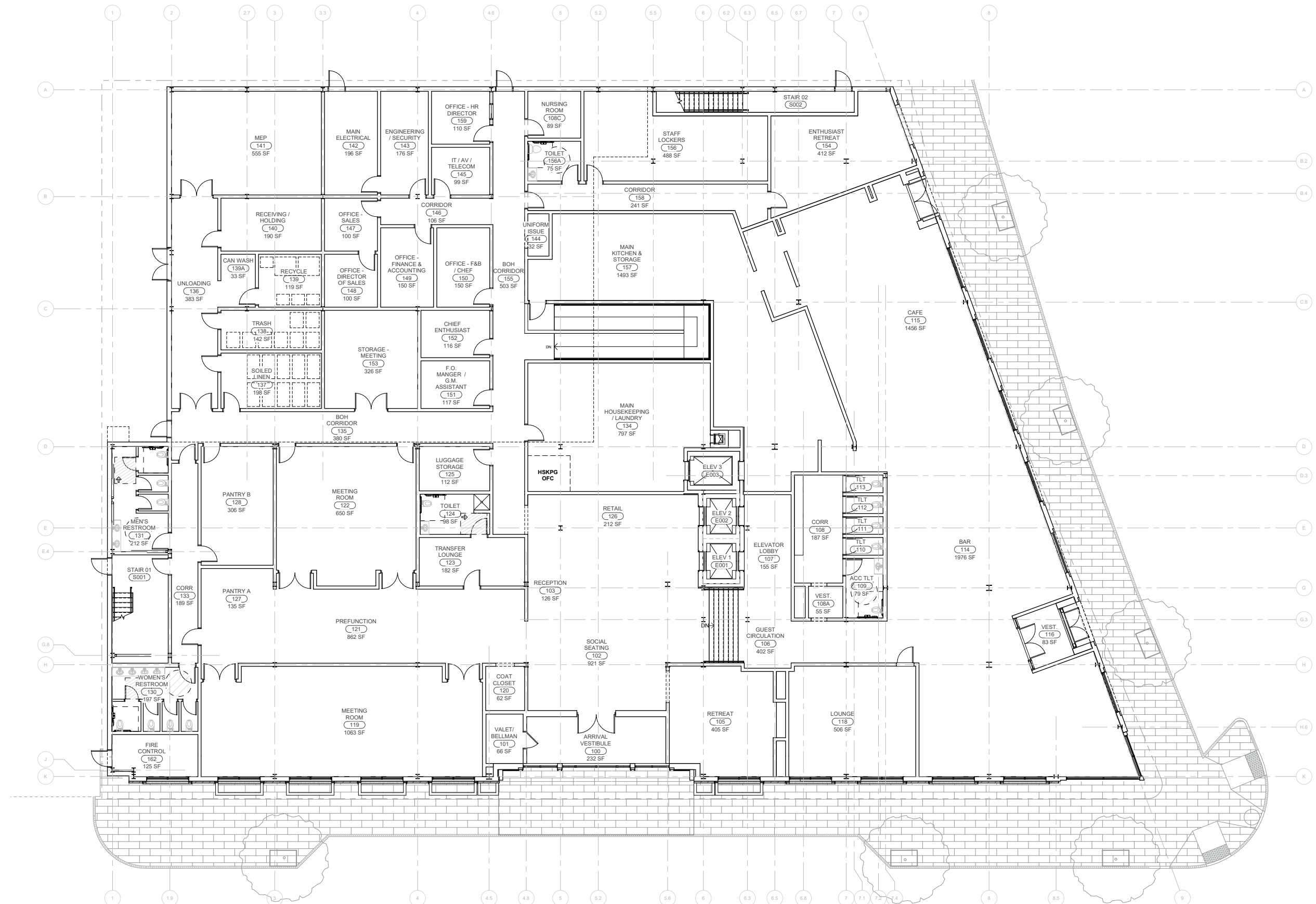
BOUTIQUE HOTEL

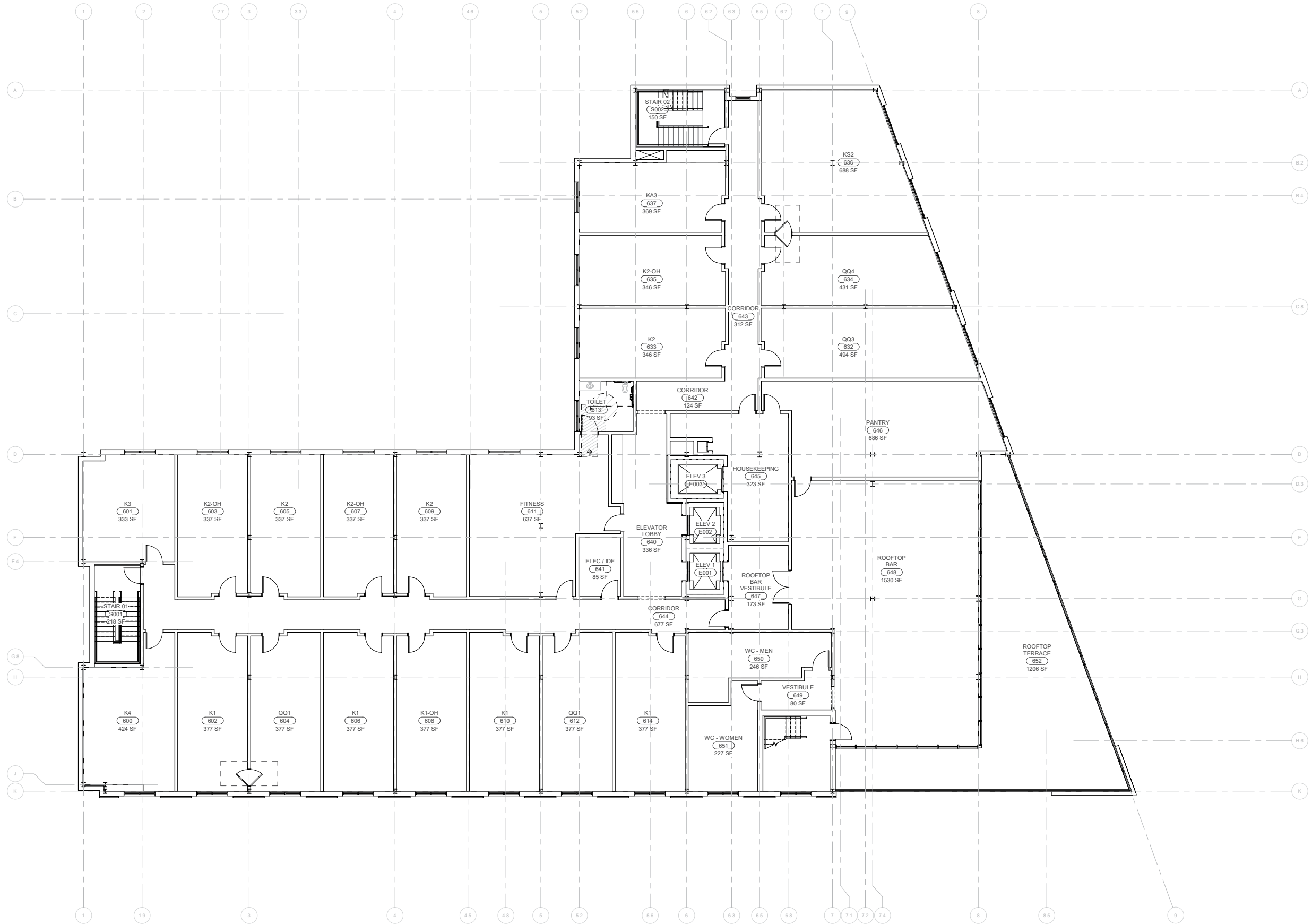
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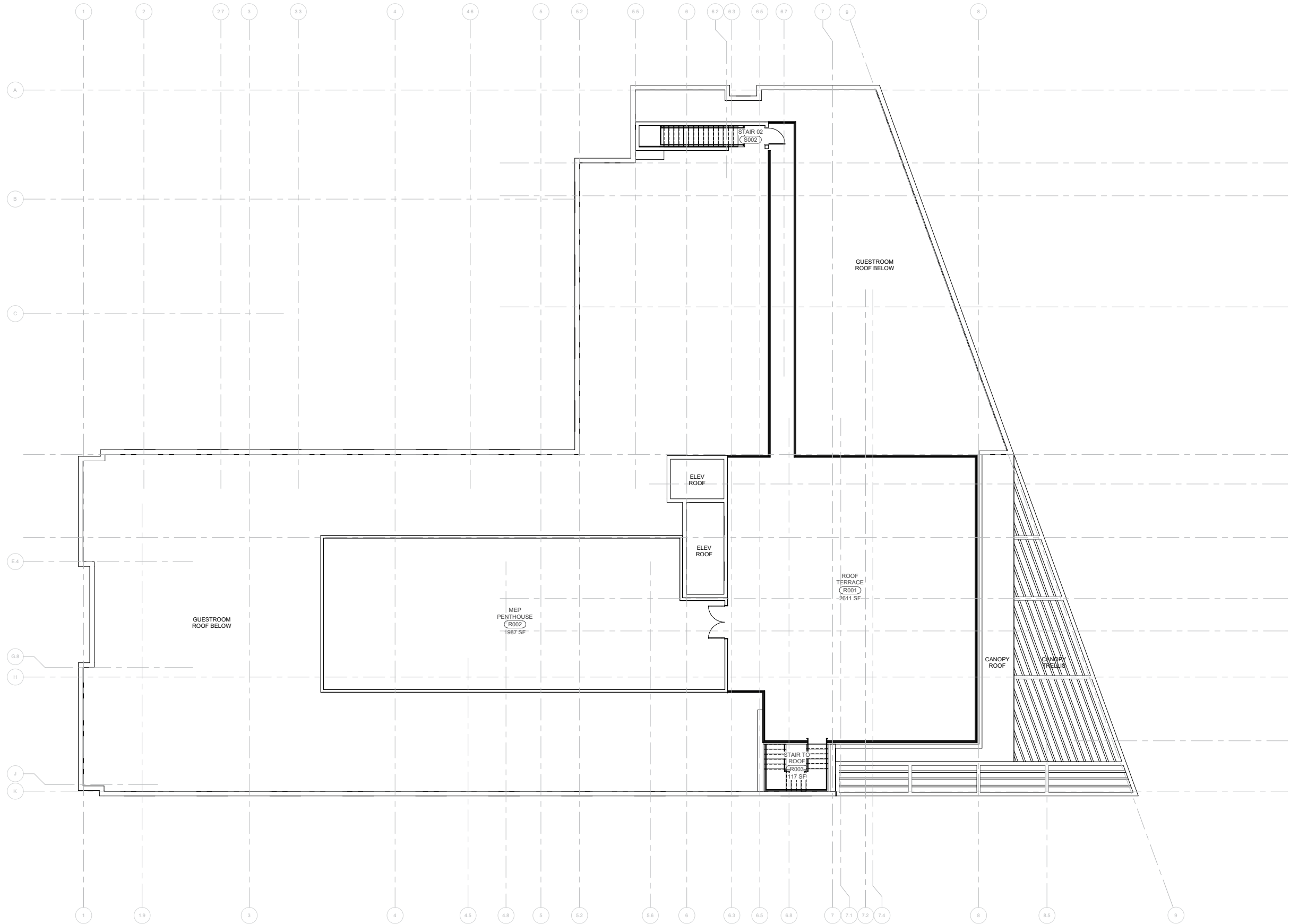
Fathom

Baskerville









REFERENCE IMAGERY

PRSU 2065519
US 2210

MA
GROSS
TARE

20480 kg
5200
280 kg
5026 lb

PAYLOAD 28200 kg
62174 lb
CU.CAP 32.96 m³
1164 ft³

MSCU 2701837
22G1

M. G. W.
TARE

{ 30.480 KGS
67.200 LBS
2.280 KGS
5.030 LBS

NET
CU.CAP.

{ 28.200 KGS
62.170 LBS
33.2 CU.MT.
1.170 CU.FT.

Fathom
COMPANIES

Baskervill

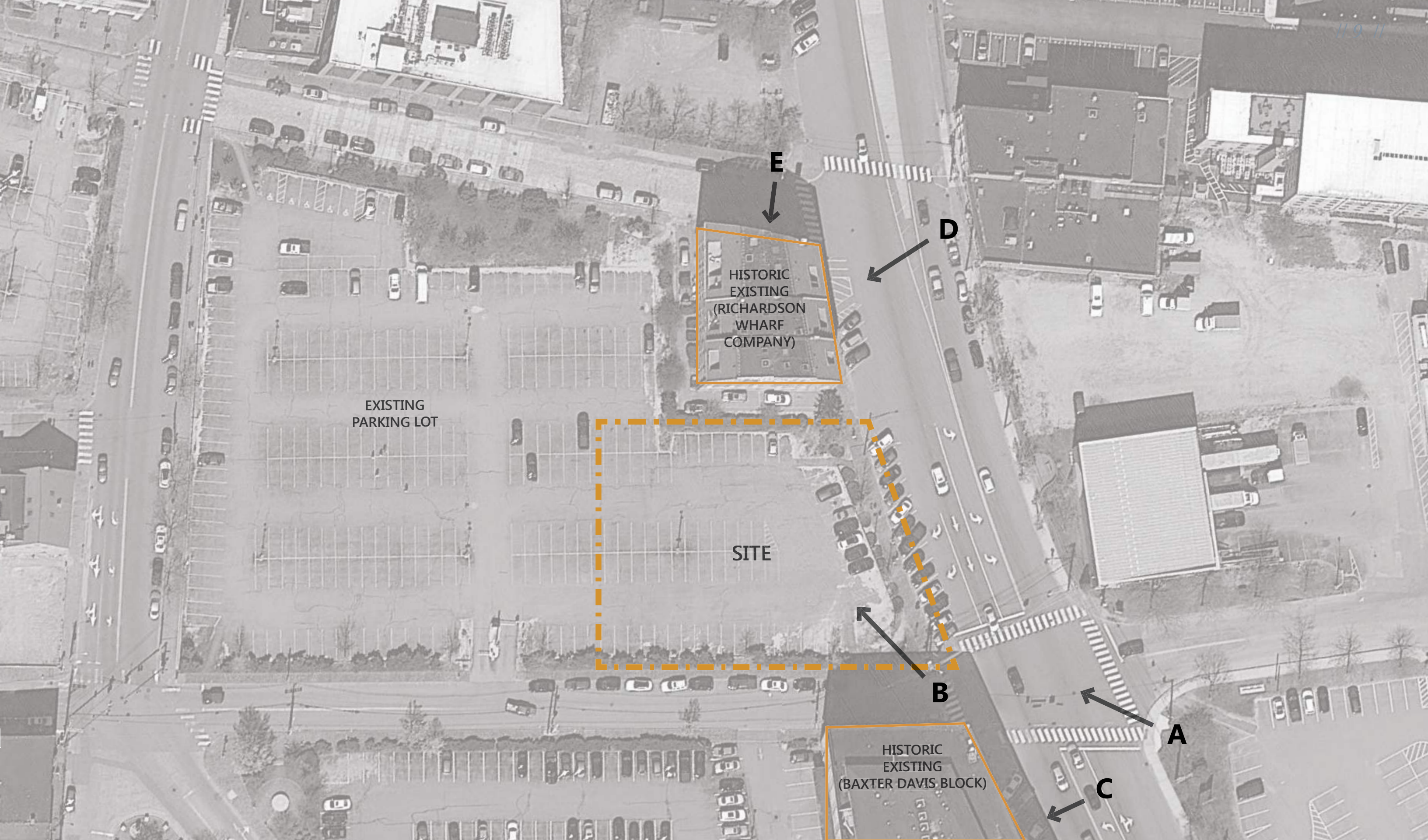
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TPHU 2447647

SITE PHOTOS

IN THE VICINITY





SITE PHOTOS

SITE & ADJACENT BUILDINGS





RENDERINGS + ELEVATION

COMMERCIAL STREET

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COMPANIES

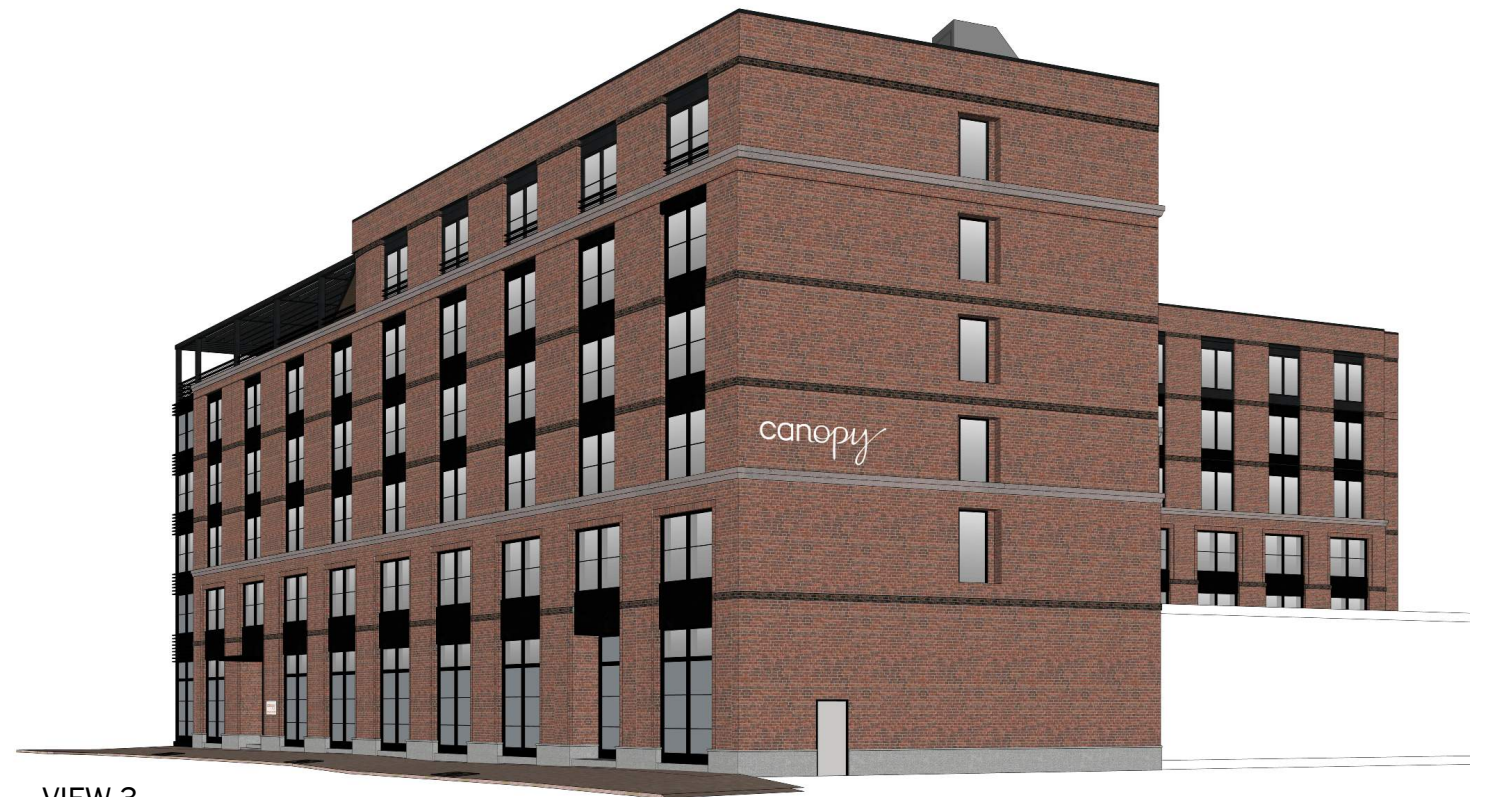
Baskerville



VIEW 2



VIEW 1



VIEW 3



ROOF CANOPY
VIEW 1



ROOF CANOPY - VIEW 2



ROOF CANOPY - VIEW 3





RENDERINGS + ELEVATION

CENTER STREET

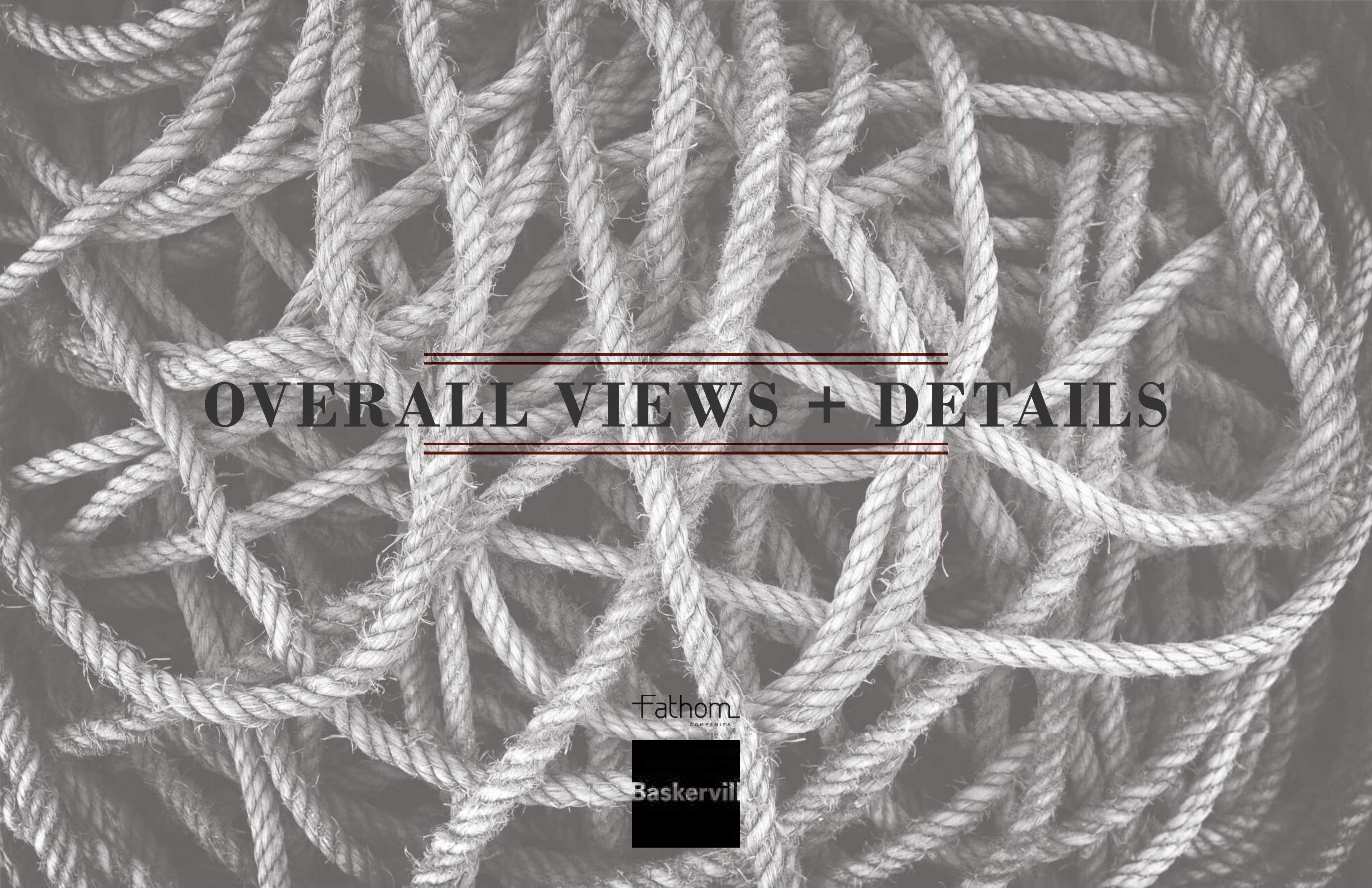
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OVERALL VIEWS + DETAILS

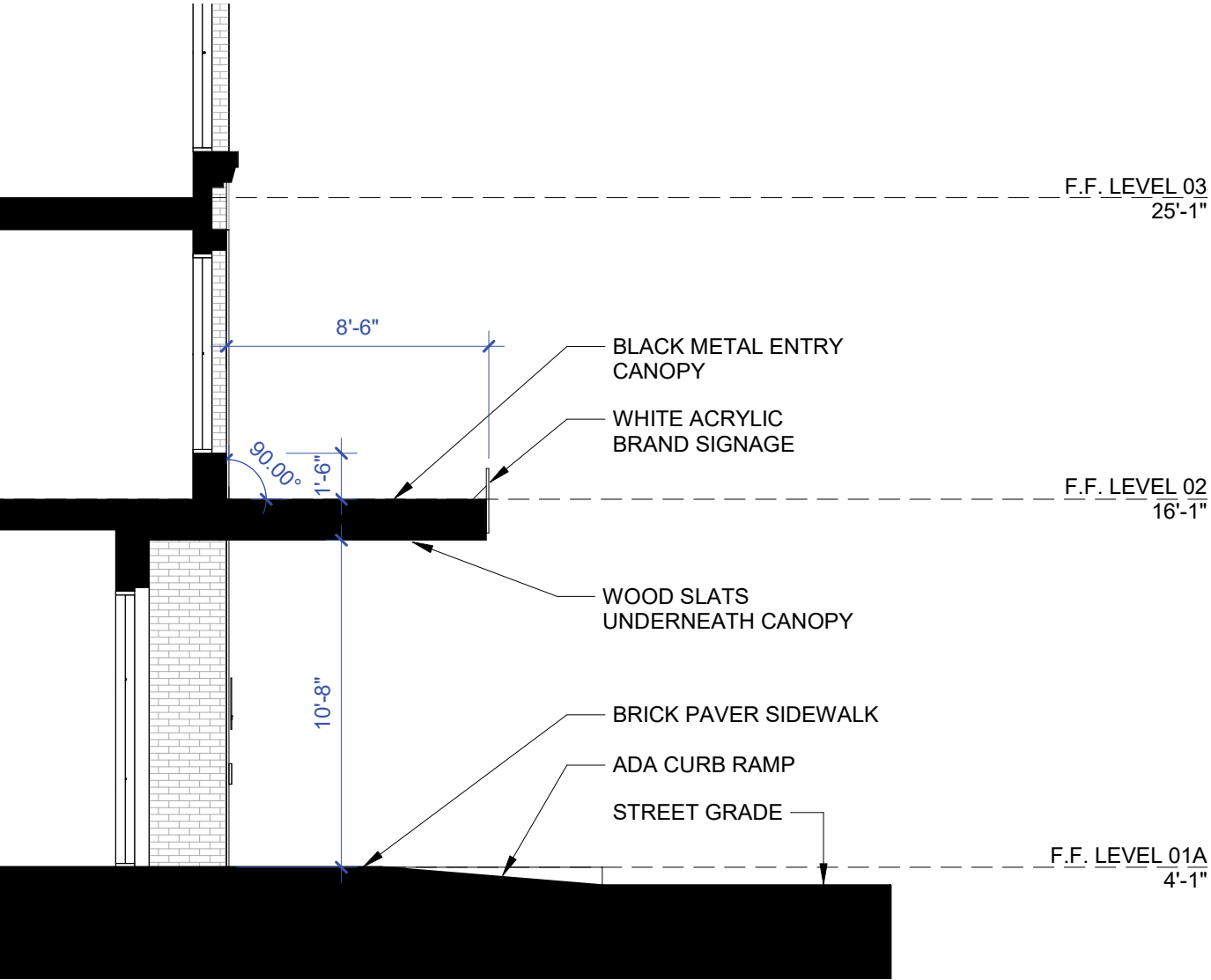
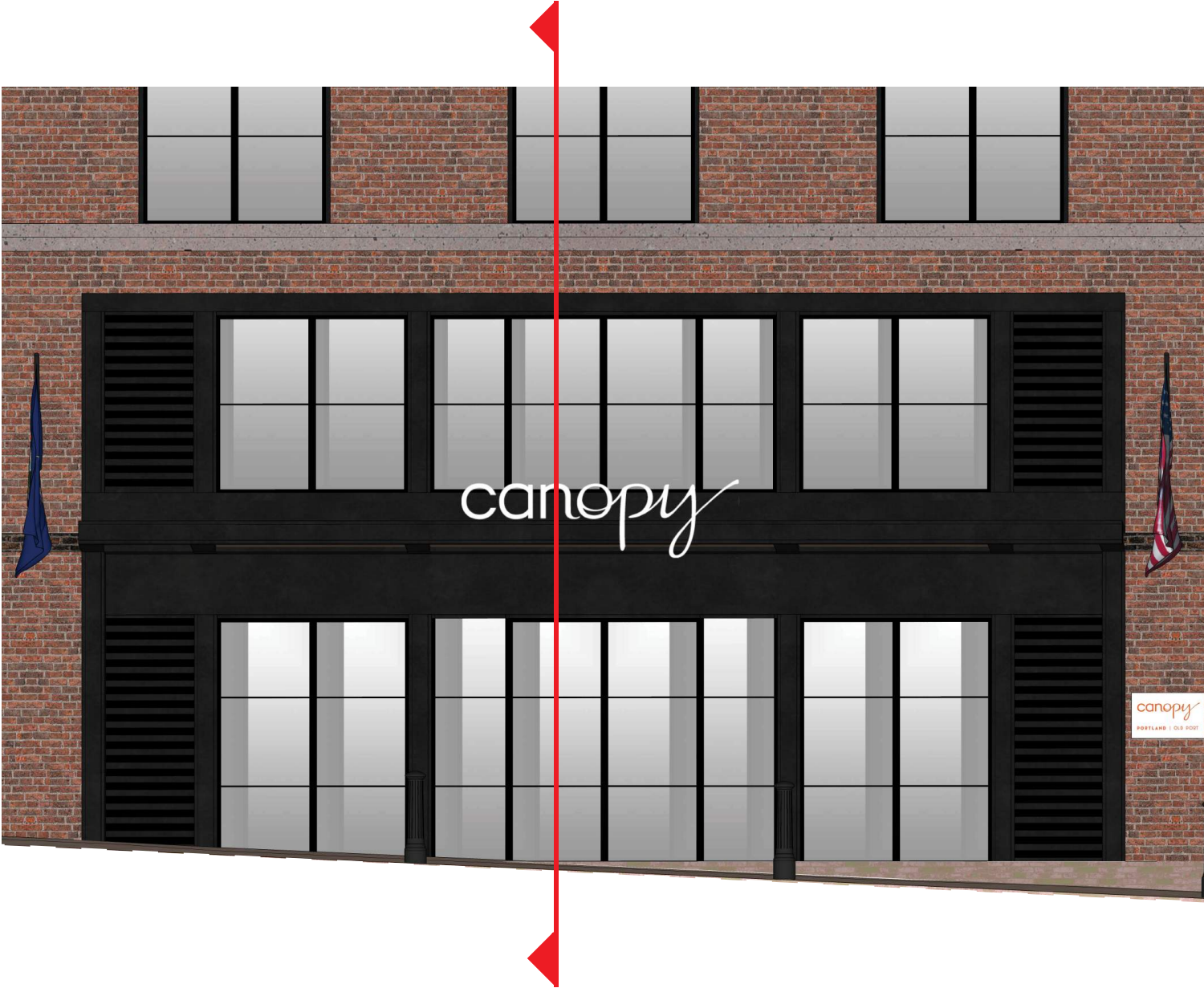
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COMPANIES

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ENTRY CANOPY
SECTION

SCALE NTS

EXTERIOR MATERIAL LEGEND

ARCHITECTURAL METAL FINISHES - AMF

- AMF-01 HIGH-PERFORMANCE ORGANIC FLUOROPOLYMER - 2 COAT SYSTEM
CUSTOM COLOR TO MATCH ARCH SAMPLE (BLACK)
- AMF-02 NOT USED
- AMF-03 EXTERIOR ALUMINUM FINISH
CUSTOM COLOR TO MATCH ARCH SAMPLE
- AMF-04 EXTERIOR ALUMINUM CEILING/SOFFIT
CUSTOM COLOR TO MATCH ARCH SAMPLE

ARCHITECTURAL EXPOSED STRUCTURAL STEEL

- A.E.S.S - 01 ARCHITECTURAL EXPOSED STRUCTURAL STEEL (AMF-11)

BRICK MASONRY VENEER SYSTEM - BK

- BK-01 BRICK MASONRY VENEER - MAIN
- BK-02 BRICK MASONRY VENEER - ACCENT

MODULAR METAL WALL PANEL - MMP

- MMP-01 MODULAR METAL WALL PANEL SYSTEM (AMF-01)
- MMP-02 NOT USED

CAST STONE SYSTEM - CS

- CS-01 CAST STONE SYSTEM

STONE MASONRY VENEER - ST

- ST-01 XXX - TBD

EXTERIOR GLAZING - GL

- GL-01V 1" INSULATED VISION GLASS
- GL-01S 1" INSULATED SPANDREL GLASS
- GL-02V 1" INSULATED VISION GLASS
- GL-02S 1" INSULATED SPANDREL GLASS

GLAZED ALUMINUM FRAMING SYSTEMS - GAFS

- GAFS-01 PUNCHED WINDOW WALL SYSTEM
4-SIDE CAPTURED GLAZED GLASS
FINISH: AMF-02
- GAFS-02 PUNCHED WINDOW WALL SYSTEM
4-SIDE CAPTURED GLAZED GLASS
FINISH: AMF-02
- GAFS-03 WINDOW WALL SYSTEM
4-SIDE CAPTURED GLAZED GLASS
FINISH: AMF-03
SLAB EDGE COVER FINISH: AMF-03

LOUVER WALL SYSTEM - LVR

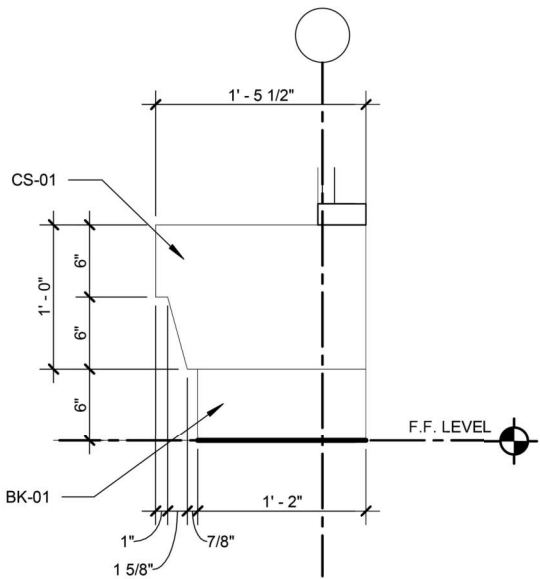
- LVR-01 CONTINUOUS HORIZONTAL LOUVER
BASIS OF DESIGN: C/S RS-7705
FINISH: REFER TO LOUVER SCHEDULE

ROOF SYSTEMS

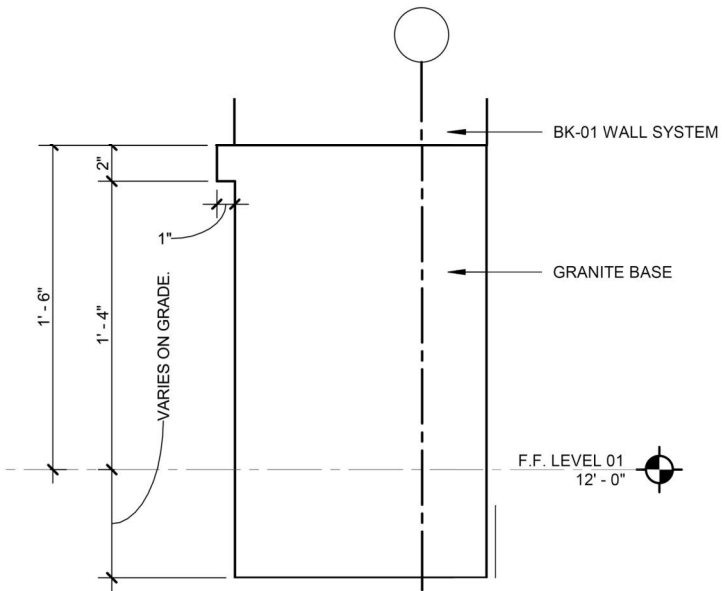
- ROOF TYPE-01 SINGLE PLY TPO MEMBRANE ROOFING SYSTEM R-XXX MIN
- SKY-01 OVERHEAD GLAZING SKYLIGHT
BASIS OF DESIGN: KAWNEER NORTH AMERICA; AN ALCOA COMPANY.....O'KEEFE'S INC.....OLDCASTLE BUILDING ENVELOPE

ORNAMENTAL METAL RAILING - OMR

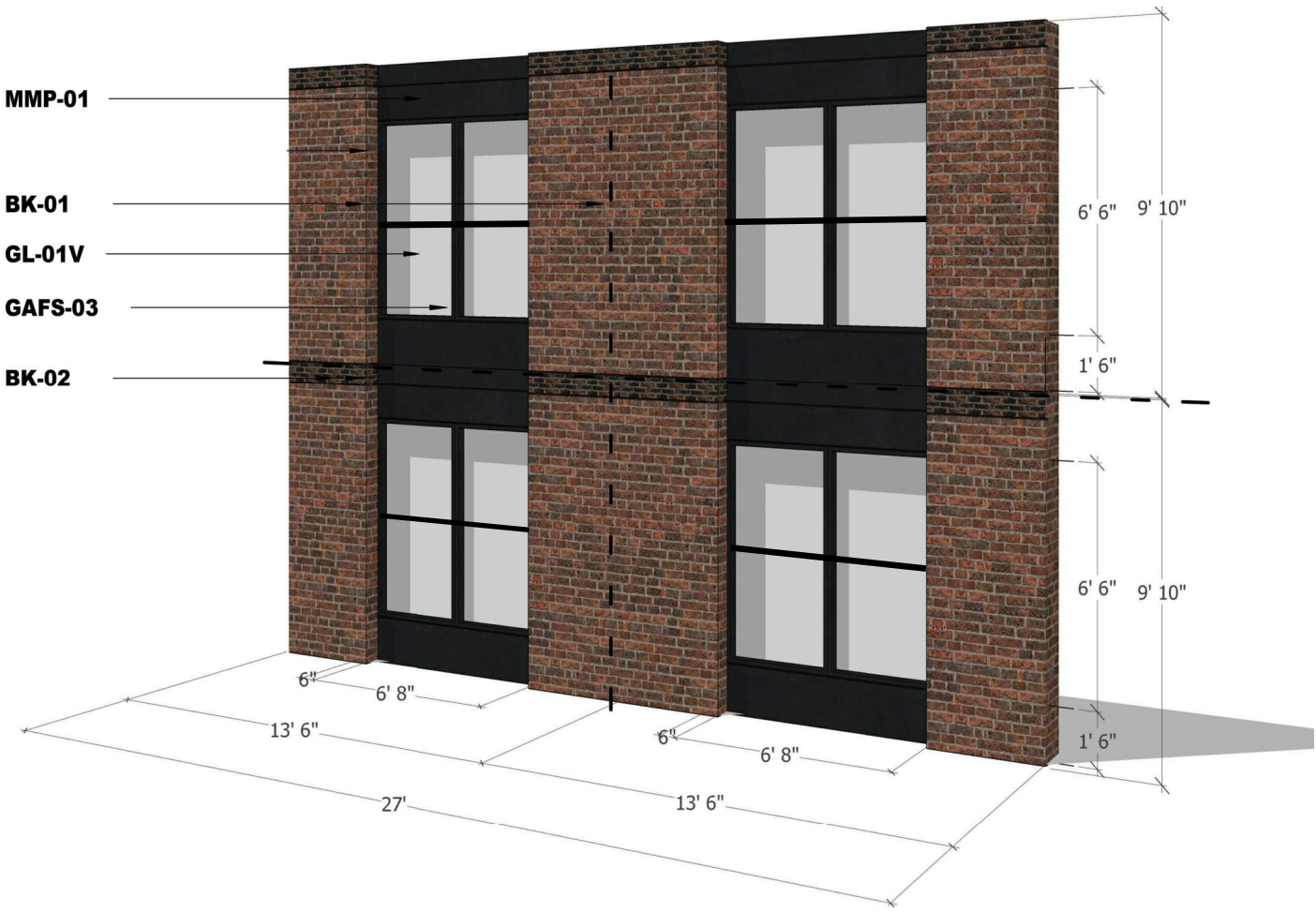
- OMR-01 ORNAMENTAL METAL RAILING SYSTEM



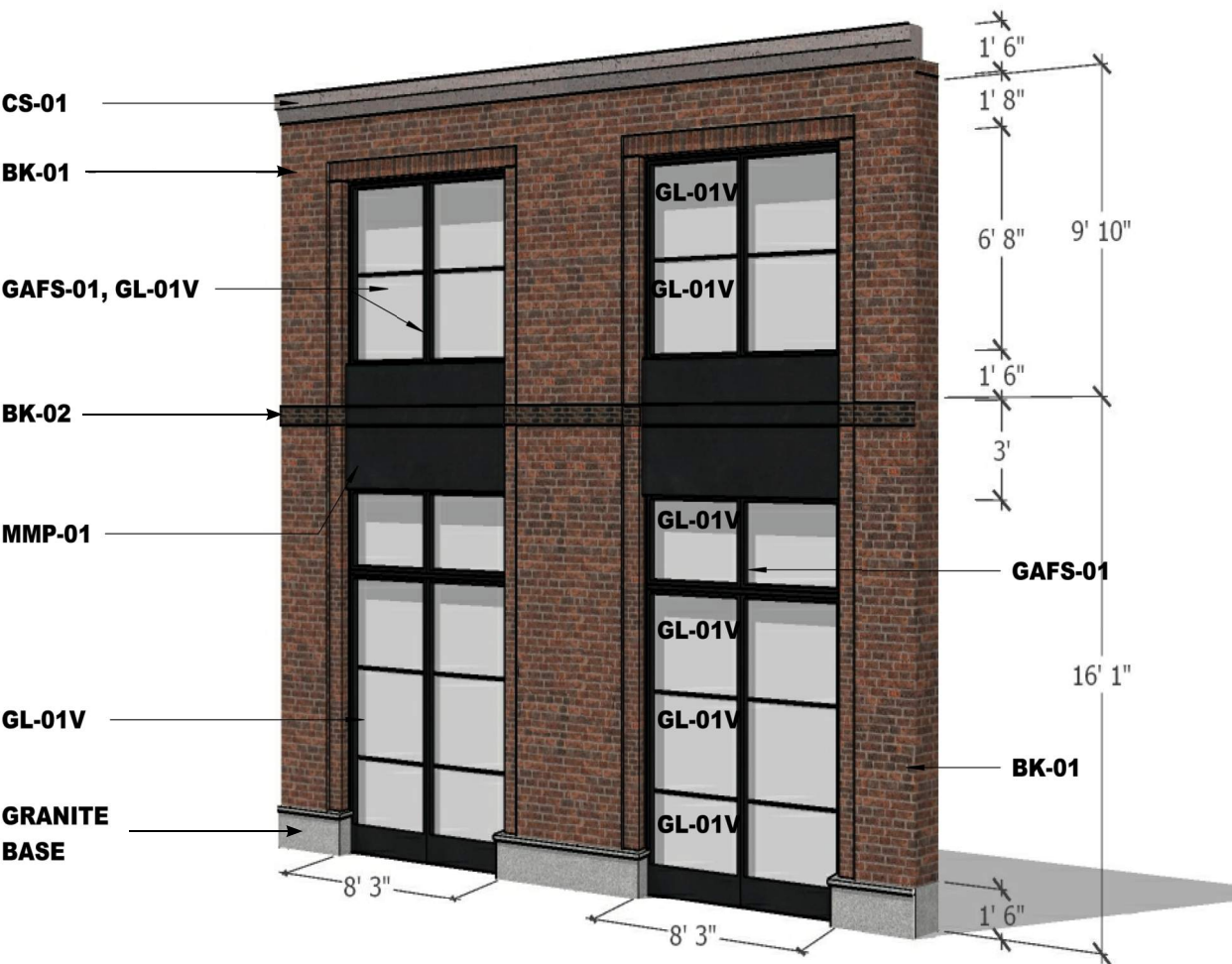
CORNICE DETAIL



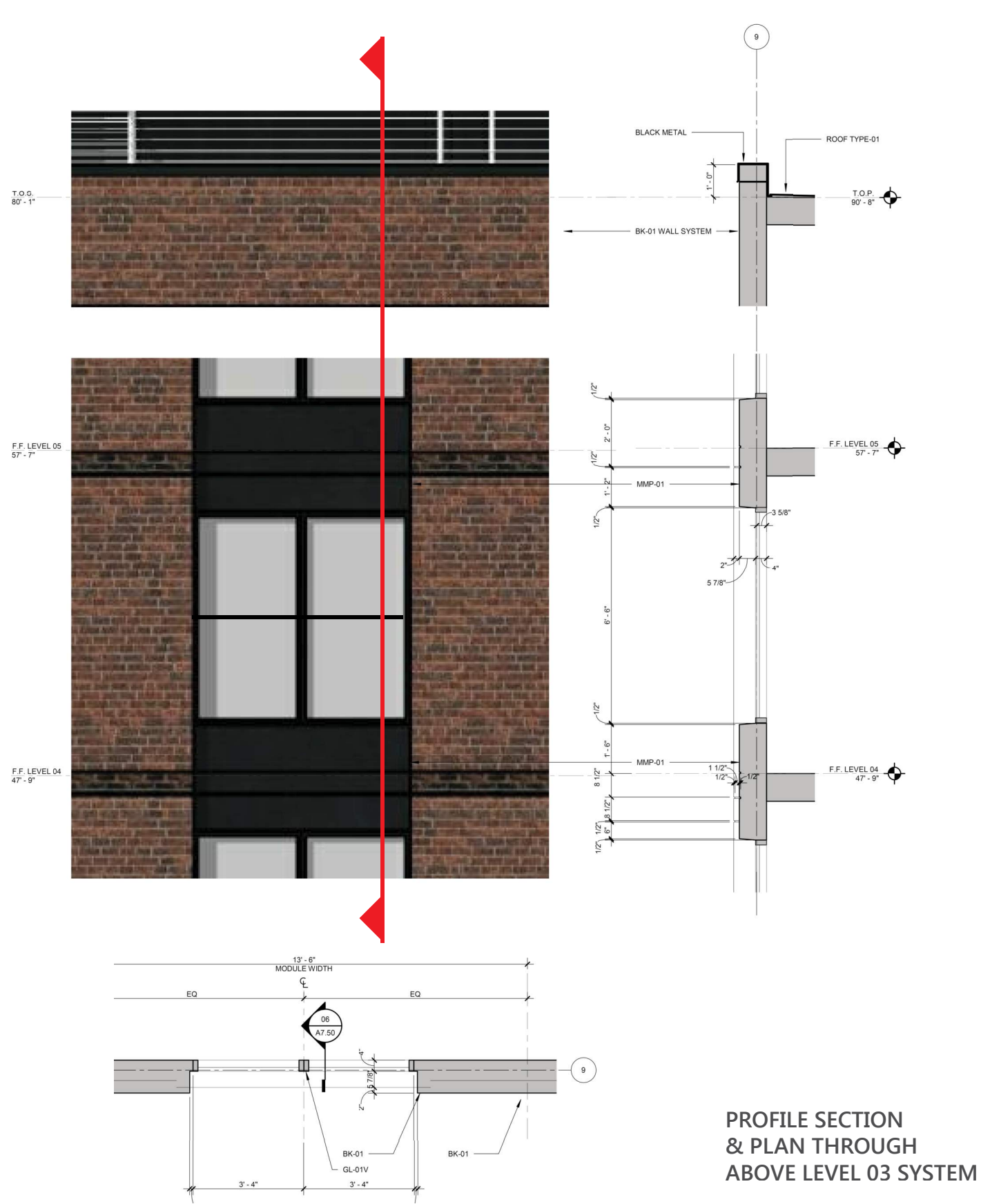
GRANITE BASE DETAIL



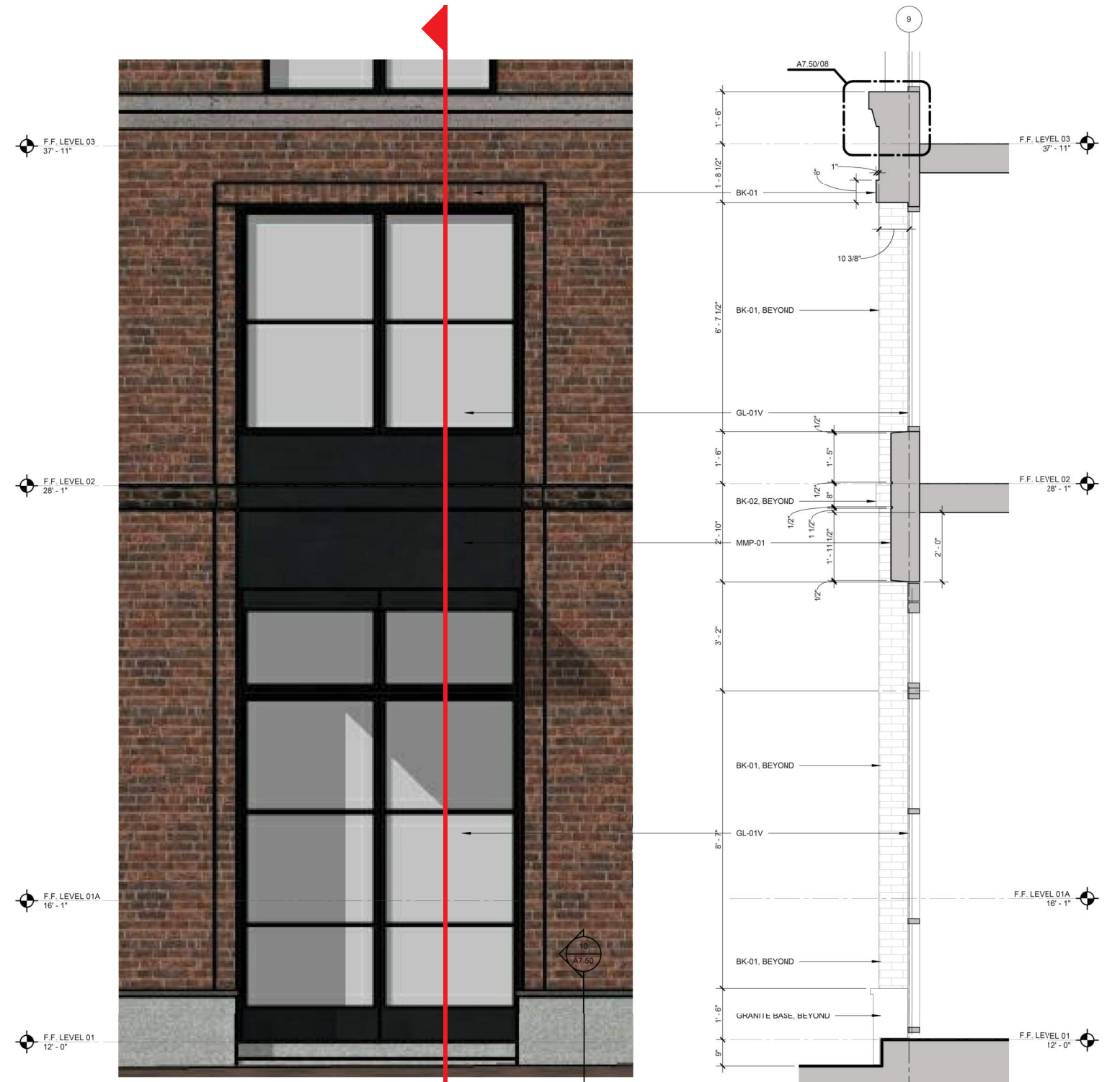
SKIN SYSTEM 02
BRICK MASONRY



SKIN SYSTEM 01
BRICK MASONRY



SCALE NTS

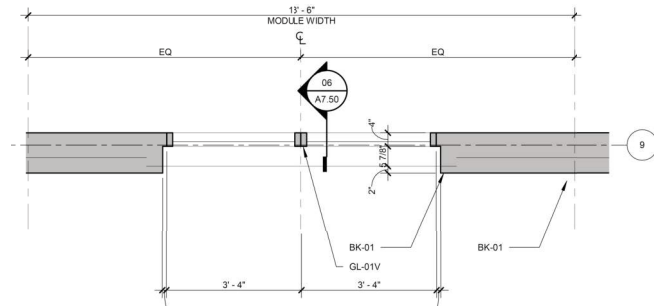
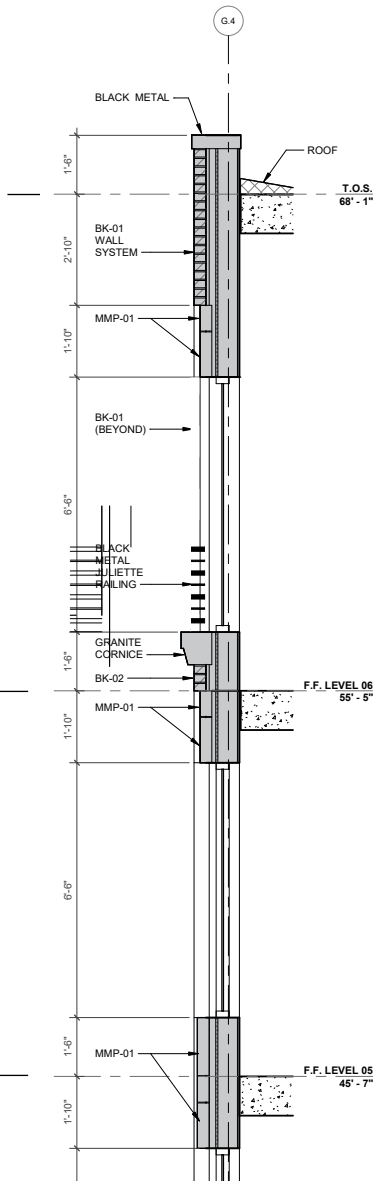
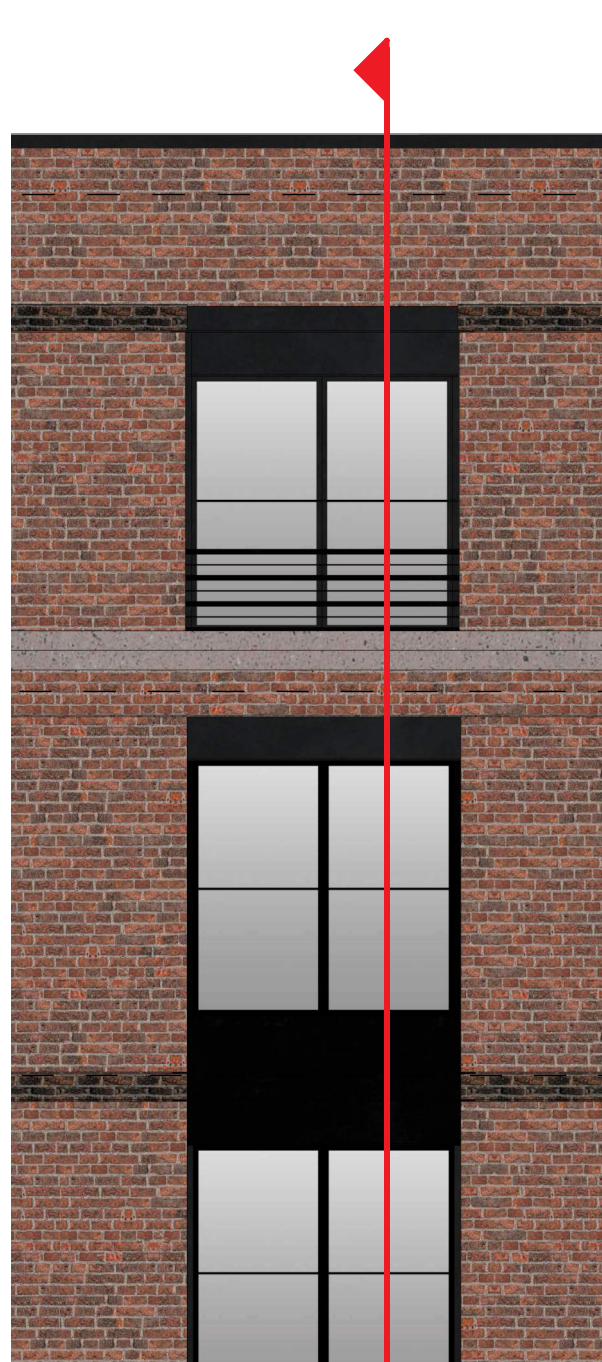


SCALE NTS

T.O.S.
68'-1"

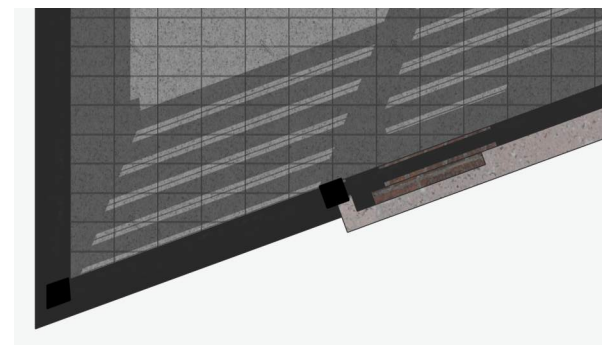
LEVEL 06
55'-5"

LEVEL 05
45'-7"

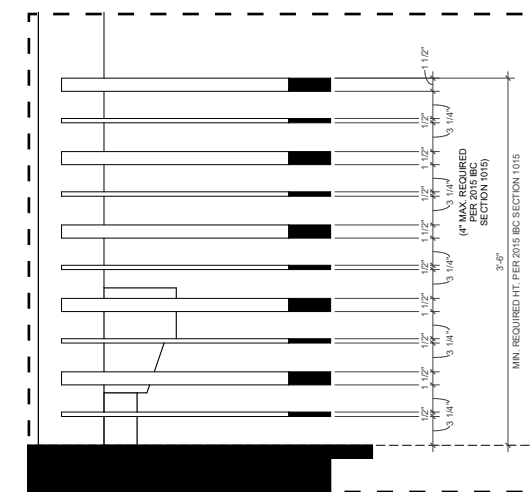
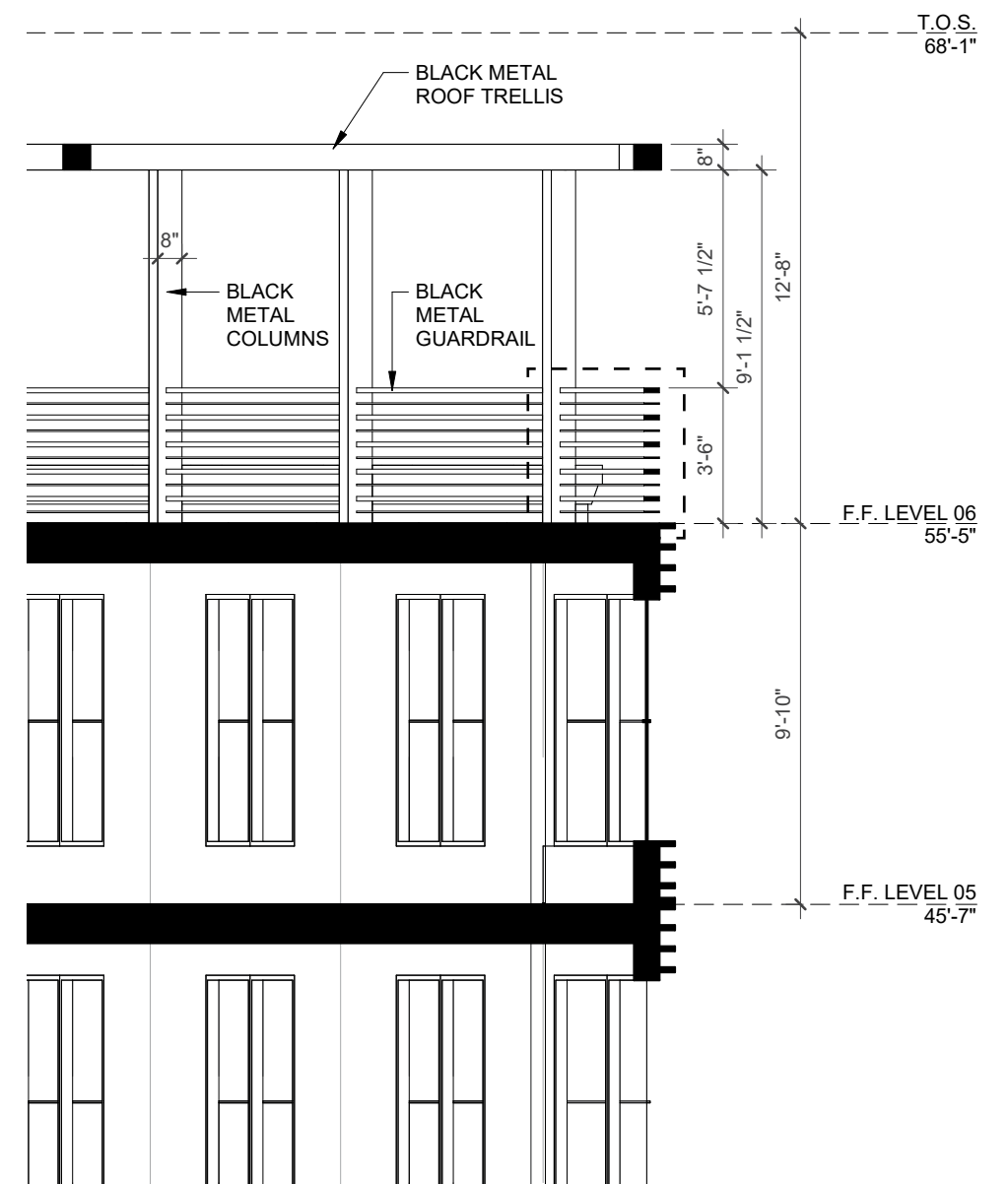


PROFILE SECTION
& PLAN THROUGH
LEVEL 06 SYSTEM

SCALE NTS



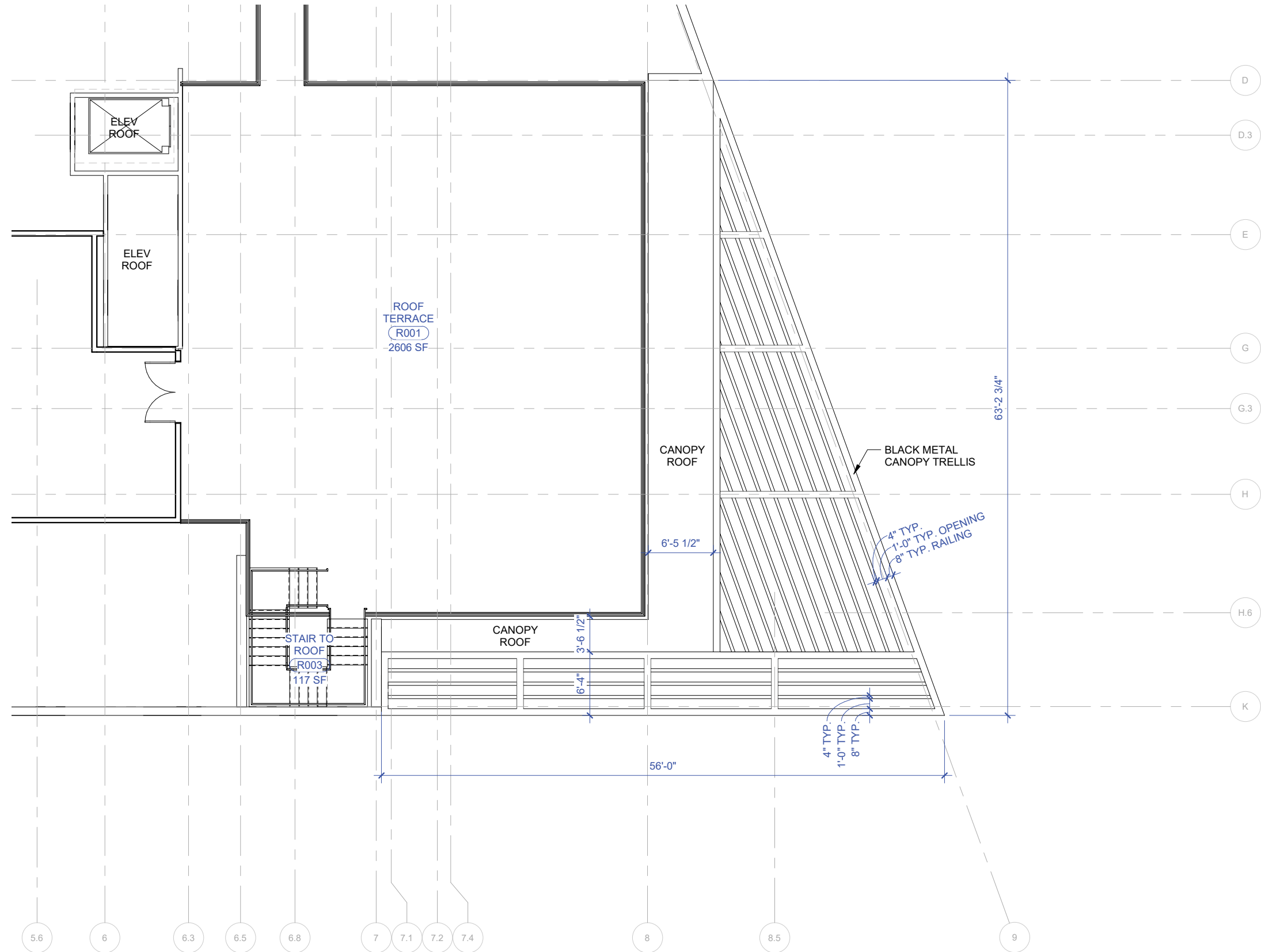
PLAN VIEW OF ROOF TERRACE



RAILING DETAILS

PROFILE SECTION
THROUGH ROOF
TRELLIS

SCALE NTS



ROOF TERRACE
DIMENSIONS

SCALE NTS



THANK YOU

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