

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 Wednesday, June 5, 2019, the Portland Historic Preservation Board will meet at 5:00 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 MAY 15, 2019**
 - i. There were no public hearing items held at this meeting to report on.
- 3. COMMUNICATION AND REPORTS**
- 4. PUBLIC HEARING - 5:00 PM**
 - i. Certificate of Appropriateness for New Construction; 40-46 Free Street; JB Brown & Sons, Applicant.

BREAK FOR DINNER - MEETING RESUMES AT 6:30 PM

- 5. WORKSHOP - 6:30 PM**
 - i. Preliminary Review of Proposed Ground Floor Rehabilitation; One Commercial Street; Casco Portland Partners, LLC., Applicant.
 - ii. Preliminary Review of Exterior and Site Alterations; Two Monument Square; 800 Northern Corporation, Applicant.
- 6. CONSENT AGENDA**

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

PUBLIC HEARING
40-46 FREE STREET

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Rob Wiener, Preservation Compliance Coordinator
DATE: May 31, 2019
RE: June 5, 2019 **PUBLIC HEARING – Final Review of Proposed Mixed-Use Construction**

Address: 40-46 Free Street

Applicant: J. B. Brown & Sons
Vin Veroneau, President

Architect: Ryan Senatore Architecture

Introduction

Architect Ryan Senatore, representing J. B. Brown & Sons, has requested a final review of revised plans for a six-story, mixed-use structure at 40-46 Free Street. The proposed six-story building with 5 retail spaces at the ground floor level and 51 apartments on the upper floors, came to the Board for a workshop on May 1, 2019. The subject property, located on the south side of Free Street, is currently occupied by a large surface parking lot that extends from Free Street to Spring Street Arterial. The proposed building will occupy the upper (Free Street) end of the site, allowing for continued surface parking behind the building facing Spring Street.



Mr. Senatore provided a fairly complete submission for the preliminary workshop, and the

I:\Team Drives\PUD - Planning\4 Historic Preservation\HP Board Memos\2019 Memos\6-5-19 Free 46 new construction PH.docx

Board feedback on a range of design questions yielded a positive overall reception for the proposal, albeit with some clear suggestions for changes to improve the overall height, coherence, and consistency of materials. The architect has submitted a letter summarizing the changes in the revised drawing set, and the drawings include elevations, plans and sections, as well as photos of the site and context and renderings of the project. Staff is adding some of the plans, elevations, and renderings from the May 1 meeting for reference.

Project Context

The development site is bracketed on Free Street by a 3-story commercial building to the west and a continuous row of historic commercial blocks to the east that range in height from 2 to 4 stories. Note that most of the buildings in this row are 4 stories (including a story within the mansard roof). Only the immediate easterly abutter is 2 stories.

Immediately across the street from the proposed development is a 6+ level parking garage. West of the garage is the recently renovated Aura building that rises about 3 stories tall. On the east side of the garage is a long, 2-story commercial block. Beyond this building, at the eastern terminus of Free Street, are two 4-story commercial buildings.

Free Street itself is quite narrow and therefore very intimate in character as compared to Congress, especially at the easternmost end of the street where it is (mostly) bracketed on both sides by buildings.

The south end of the project site faces Spring Street Arterial, which obviously has a distinctly different character. There are no Spring Street-facing buildings along the entire block between Center and Cross Streets; one sees only the rear elevations of the Free Street-facing buildings, together with the surface parking and access drive behind them. The view from Spring Street is somewhat buffered by generous tree planting.

Note that given the grade change from Free to Spring, the rear elevations of the Free Street buildings are an additional story tall.

Buildings at the east end of Free Street are almost entirely red brick, with granite used at the ground floor level and for window trim. The exceptions to this rule are the handsome granite Italianate façade at 22 Free Street and the Aura building which features a contemporary material palette.

The historic structures feature a straightforward building composition of defined base, middle, and top and rely on surface detail (projecting lintels, cornices, brick stringcourses, etc.) to provide surface texture and visual interest.

Note that the garage on the north side of the block, while contextual in terms of its brick exterior, otherwise departs from its context in that it lacks a defined base, features continuous horizontal openings rather than individual punched vertical openings and lacks

any surface detail or three-dimensional texture. Not only does this treatment separate the building from its context, it has the effect of increasing the apparent scale of the building.

Initial proposal and Board Workshop – June 1, 2019

Elevations and some renderings from the preliminary workshop are included with this report for reference. The following staff description accompanied the packet distributed for the May 1, 2019 workshop:

The project calls for a six-story structure facing Free Street (seven stories as viewed from Spring Street). The sixth story is set back from the Free Street façade to mitigate the building's scale as viewed from the street. (The distance of the setback is not indicated on the plans.) As noted above, the building extends only a portion of the depth of the lot and is shallower than the two flanking structures—see site plan and renderings.

The ground floor of the Free Street façade features five retail entrances. (The entrance to the apartments on the upper levels is located on the west elevation.) Granite is used at the ground floor level to define the building base, with granite piers and lintels framing the storefront bays. The granite extends from the ground level up to the fifth-floor level at the two ends of the building and wraps around the corners for a distance of one bay. The upper façade is mostly brick with metal panels used to highlight a series of projecting three-story bays. This metal panel cladding is also shown within the indented bays at the fifth-floor level and across the sixth floor exterior.

The exterior of the building is very clean and spare, with no surface detail such as projecting lintels, beltcourses or cornices. Instead, the design relies on shifts in plane and projecting multi-story box bays to provide visual relief. Above each storefront entrance a sign band projects beyond the façade and serves as the base for the three-story bay above it. At these bays, at the first floor level, the wall is set back from the principal wall plane, providing a balcony for the units at that level. A railing extends across the entire width of the building at the sixth-floor level, enclosing the decks for the top floor units.

Upper floor fenestration is varied and includes vertical single-lite openings as well as large, square openings. The larger openings define the bays and the windows are subdivided to include the same vertical module as the individual punched openings. A third subdivided window type is featured near the two ends of the façade. Fenestration at the sixth floor does not follow the rhythm established on the other floors.

Given the spacing between this building and its abutters on both sides, the east and west elevations will be clearly visible. On the west wall, granite turns the corner from the front façade for a distance of one bay, terminating at the fifth-floor level. Otherwise, the exterior is clad in brick. The entrance to the upper floor apartments is located on this elevation, near the Free Street corner. The center portion of the upper facade includes only a continuous narrow vertical strip of windows. Stacked square window openings are

shown at each end. The center portion of the west elevation extends well above the sixth-floor level, accommodating a stair tower and elevator overrun. A portion of the stair tower roofline is pitched to mitigate its overall height. A fence with gate extends the width of the opening between the proposed development and the abutting building. The fence is positioned just beyond the apartment entry and obscures the view of 15 heat pumps installed on the lower portion of the wall at the building's southwest corner.

The east elevation is more highly glazed and, unlike the west elevation, reads as a more primary façade. As with the west elevation, the granite treatment at the corner extends four floor levels for a distance of one bay. A double-wide projecting bay, clad in metal panels, is centered on this elevation and extends to the cornice above the fifth floor. At the southeast corner of the building, near the rear parking area, the building steps back to include a series of corner decks serving all upper floor levels.

Terraced stairs with landings and planters are proposed between the new building and the two-story commercial block to the east. The passageway leads to the rear parking area. The change in grade from Free St. to Spring St. allows for parking to be provided at the ground floor level at the rear of the building. A garage door is located at the southeast corner of the rear elevation. The rear elevation does not include the projecting bays featured on the front façade, but does include a wide inset deck at the southeast corner that extends the full height of the upper façade. The center portion of the top floor is set back a similar distance to the setback on the Free Street elevation.

Board Feedback, 5/1/19

Board members expressed general support for the concept presented at the preliminary workshop, but there was notable unanimity on some desired changes:

- There was no support for the granite-faced corners that rose to include the fourth floor on the front, northeast and northwest corners facing Free Street. Members agreed that granite should be making up the base, but not adding to a confusing number of materials on the upper floors, unless used for window accents.
- The Board requested that rooftop appurtenances be less obvious – members asked that the elevator overrun and stair tower be lowered, and the mechanicals be corralled in the center of the roof with a screen surrounding them.
- Members urged Mr. Senatore to work with articulation, and a modest number of materials and colors to create unified, coherent facades. The preliminary staff report suggested that the composition of the upper Free Street façade was too complicated due to the number of materials and colors. The Board appeared to agree, supporting a more simple approach.
- After some discussion, most Board members supported the projecting bays on the Free Street and east faces. Several members noted that the bays provided articulation for the large mass of the building, but they did not want an excess of articulation at the expense of unity. It was noted that while bays are not a common feature in the present day Free Street context, they were somewhat more common years ago.

- The Board wished to see a sixth floor that provided a quiet, recessive cap to the building.
- Venting for 51 units raised some concerns, even if wall caps were restricted to the sides and rear. It was hoped that venting could be centralized and vastly simplified through the use of one ERV (Energy Recovery Ventilation) system that could be located on the roof. Alternatively, it was suggested that wall caps only be installed on the rear (south) face, if possible.

Revised Final Submission

Mr. Senatore's summary letter lists the changes that were made to respond to the Board's comments (see attachment 1.) Of particular note are changes specifically requested by the Board:

- Eliminating the stairs to the roof and lowering the elevator overrun, resulting in a lower profile
- Corraling and screening the rooftop mechanicals and taking a unified approach to the cladding of the sixth floor
- Eliminating the vertical extension of granite panels at the corners facing Free Street
- The punched, narrow windows in the brick walls facing Free Street have been changed to larger, more contemporary looking windows, reducing the number of window types.
- Reduction in the number of colors and different materials on the upper floors
- As requested, a rendering of the residential entry court is included with the submission.

Staff Comments

Mr. Senatore's final design incorporates changes that respond to the most important concerns expressed by the Board at the May 1 workshop. Although the proposed building is relatively massive in height and width compared to its immediate context – with the significant exception of the parking lot directly across the street – the revised design appears to be a reasonably compatible infill project.

On Free Street, the articulation provided by the projecting bays and five individual retail entrances breaks up the façade, but the design provides enough rhythm and consistency of materials to present a unified whole that is contemporary in feel, with some contextual vocabulary such as brick and granite. Staff notes that in the preliminary design, narrow windows in the brick sections of the Free Street façade provided a more contextual and less contemporary element than the larger windows in the new submission. Board members might consider whether the greater consistency of window types in the final elevations is an improvement over the narrower, punched openings of the earlier version. Overall, is the façade sufficiently less complex than the preliminary plan to be compatible infill with internal integrity? Openings in the street wall at either end of the proposed building will emphasize its standing as a distinct, not continuous addition to the street wall. The main face on Free Street is set back 3' from the public right-of-way, unlike most of the neighboring buildings, but the projecting bays on floors 2, 3, and 4 extend back out to the boundary with their 3' overhang. Staff is not concerned about the sidewalk being 3' wider at the front of the proposed structure, and with the projecting

bays above, the overall effect on the street wall will be one of variation rather than a jarring difference in the pattern. The retail doors are drawn to be set in by 3-1/2' from the face, meaning they would be quite far back from the curb. Staff wonders if doors somewhat closer to the sidewalk travel line would be more appropriate and inviting.

Other questions and features the Board might be moved to consider:

- The size, material and finish for the projecting screen on the west wall, to hide the mechanicals located on the wall
- The finish on the wood fence and gate behind the residential entry plaza on the west end of the building
- Lighting fixtures
- Venting caps on the west, east, and south walls – how best to minimize the number? If they have low profiles and are colored to match the wall, would they be acceptable if a unified system terminating on the roof is infeasible?

Applicable Review Standards

Standards for Review of Construction

In considering a certificate of appropriateness involving new construction, the historic preservation board shall consider the following compatibility factors as may be applicable to the context of the proposed construction.

Scale and Form

Height

Width

Proportions of principal facades

Roof Shapes

Scale of the structure

Compositions of Principal Facades

Rhythm of solids to voids in facades

Rhythm of entrance porch and other projections

Proportion of Openings

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 June 5, 2019 public hearing and information included in the accompanying staff report, the Board finds that the proposed new construction at 40-46 Free Street **meets (fails to meet)** the historic

preservation ordinance's Standards for Review of New Construction (subject to the following conditions.....)

Attachments

1. Cover letter from project architect
2. Applicant submission, including context photos, site plan, floor plans, renderings and details
3. Elevations, site plan, and renderings from the preliminary plans presented at the May 1 workshop

May 6, 2019

Deb Andrews

Historic Preservation Program Manager
389 Congress Street
4th Floor
Portland, ME 04101

Re: 40 Free Street Mixed Use

Deb,

Please see the attached re-submission for the 40 Free Street Mixed Use Project with revisions based on our workshop with the Historic Preservation Board on May 1st, 2019. We have revised the design to respond to staff and the boards feedback in the following ways:

- 1.) We have reduced the elevator override height to the minimum required by the elevator manufacturer, and removed the stair up to the roof level to reduce the massing of these elements.
- 2.) We have revised the cladding of the elevator override and 6th floor wall on the West elevation to further reduce the massing of this wall and create a continuous 'cap' around the building.
- 3.) We have added a mechanical screen at the roof level to screen any HVAC elements on the roof, this is a stormy gray color with the intent to blend with the sky above.
- 4.) The roof deck railings have been revised to the dark bronze color to reduce the number of colors and material components on the building
- 5.) The medium gray siding panels have been eliminated and replaced with the dark bronze material to reduce the number of materials and colors on the building.
- 6.) The raised granite corners have been removed and the granite is limited to the first floor storefront elevation, we have added a brick reveal at the corners to provide a subtle detail at the corners and to highlight larger corner window openings.
- 7.) We have redesigned the siding pattern at the 6th floor level with more vertical reveals in the siding to give a sense of a more rhythmic cap to the building, we have also revised the roof edge color at the 6th floor roof to dark bronze to match the siding below to enforce the read of this level as a homogenous cap to the building.

8.) The narrow windows on the Free Street elevation have been eliminated to reduce the quantity of window sizes and to provide a more cohesive and unified elevation.

9.) We have added a wall hung HVAC screen on the building in the alley on the West side of the building to screen the HVAC units

10.) The windows and storefronts have been revised to a 'black' color

11.) We have added an additional rendering of the entry courtyard depicting the granite paver patio and the steel and wood fence.

Let me know if there is any other information you would like provided to staff or the board, otherwise we look forward to presenting the project at the upcoming Historic Preservation Board meeting public hearing.

Sincerely,

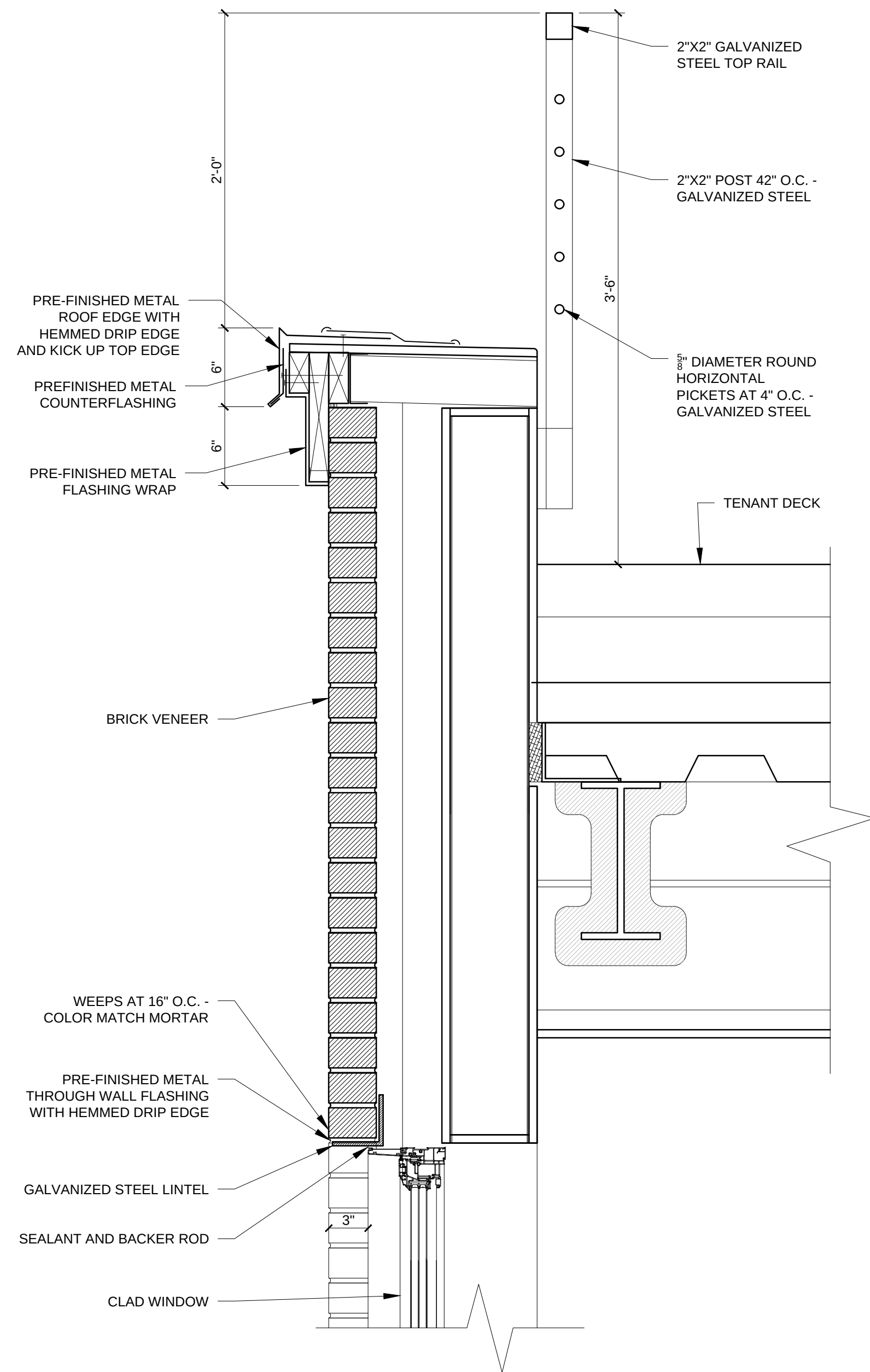


Ryan Senatore, AIA LEED-AP

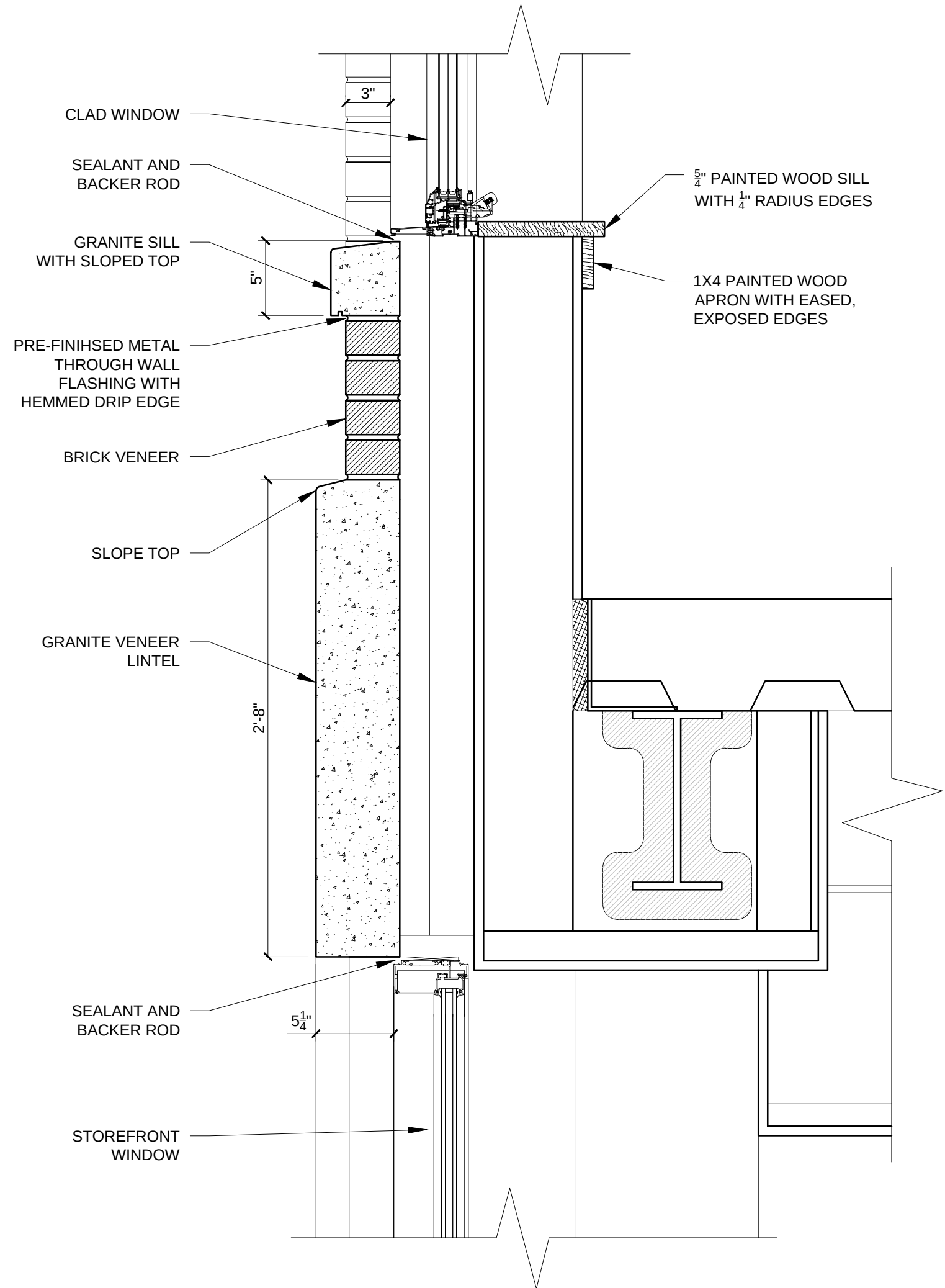
Principal

FREE STREET - MIXED USE
PORTLAND, MAINE

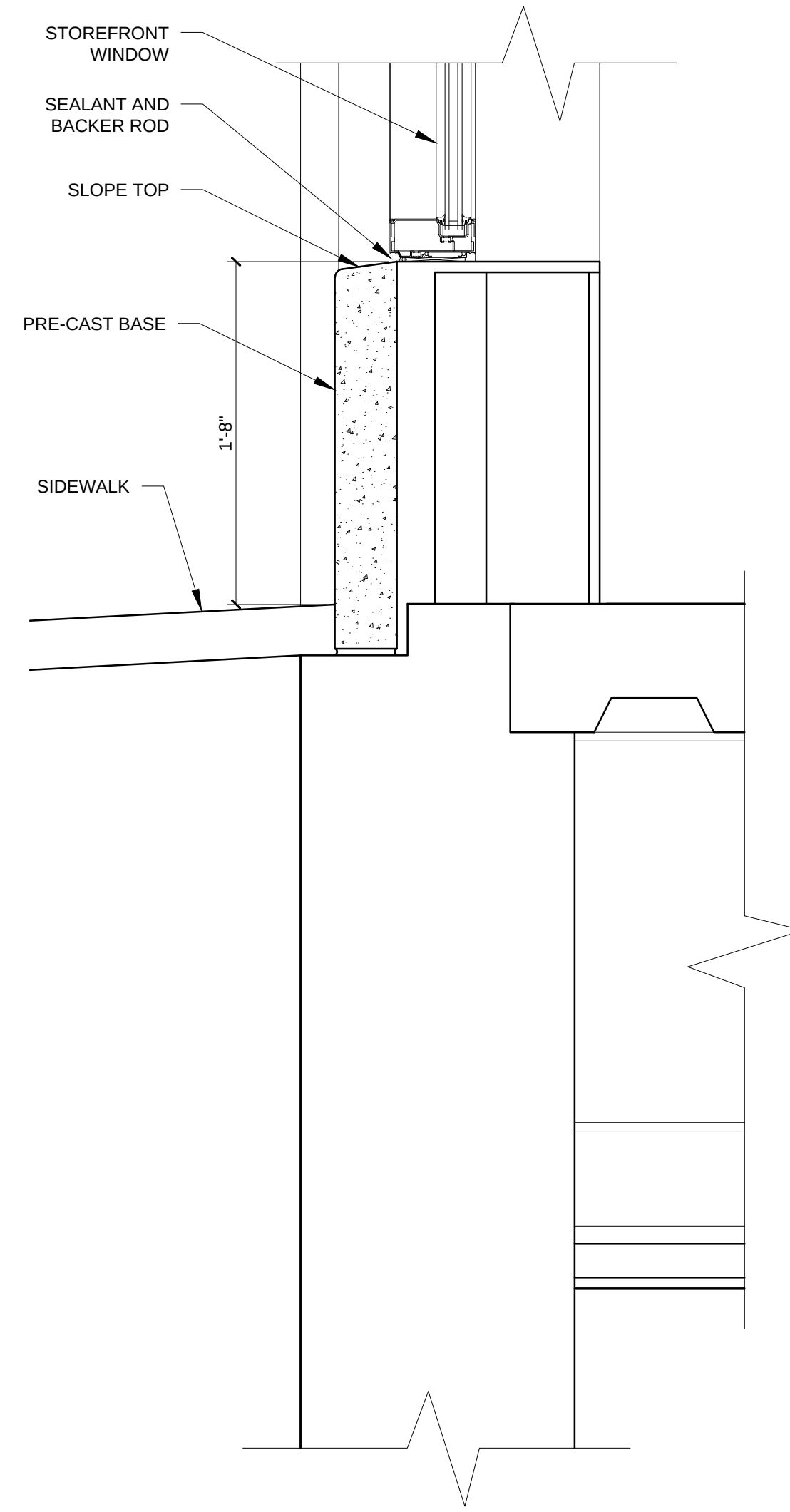
MAY 6, 2019



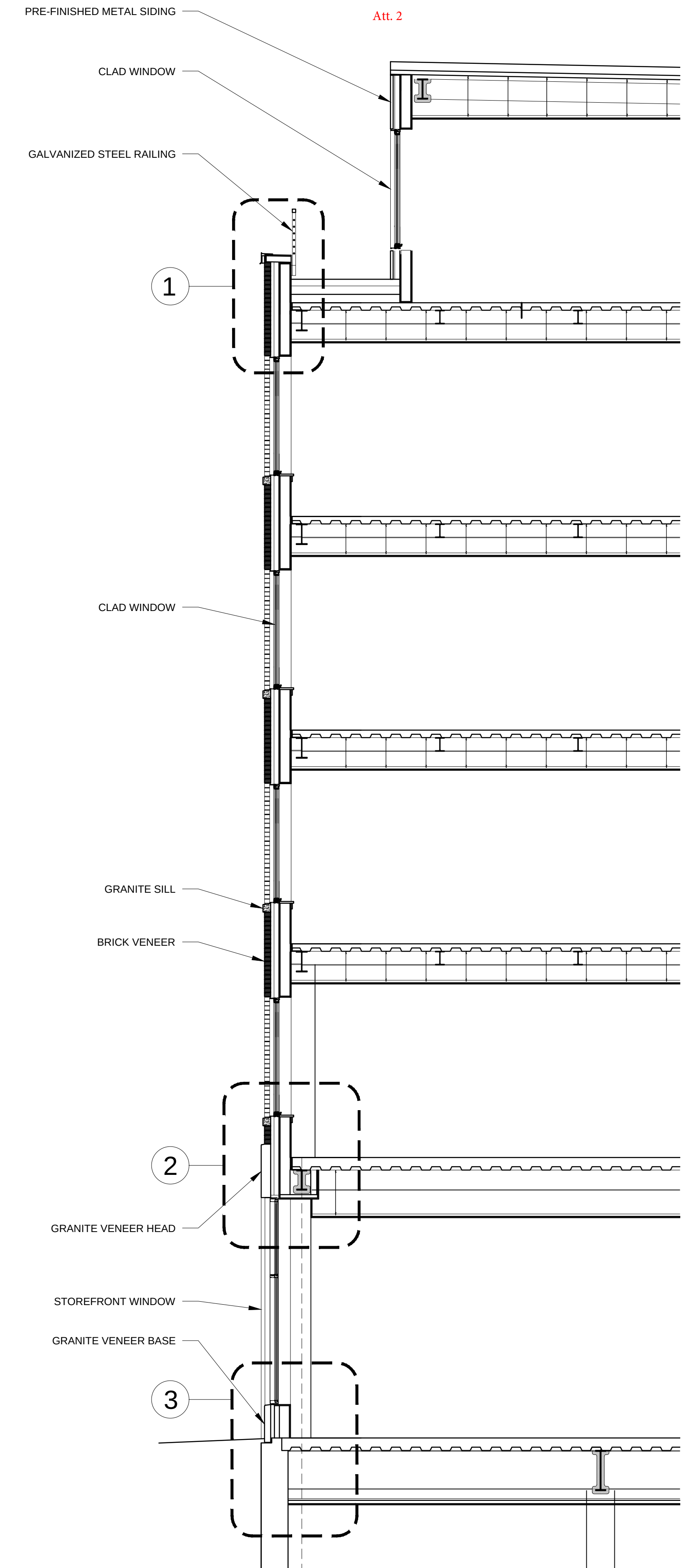
1 SECTION DETAIL AT PARAPET AND WINDOW HEAD IN BRICK VENEER
1 1/2" = 1'-0"



2 SECTION DETAIL AT WINDOW IN BRICK VENEER
1 1/2" = 1'-0"



3 SECTION DETAIL AT WINDOW SILL AT GRANITE BASE
1 1/2" = 1'-0"

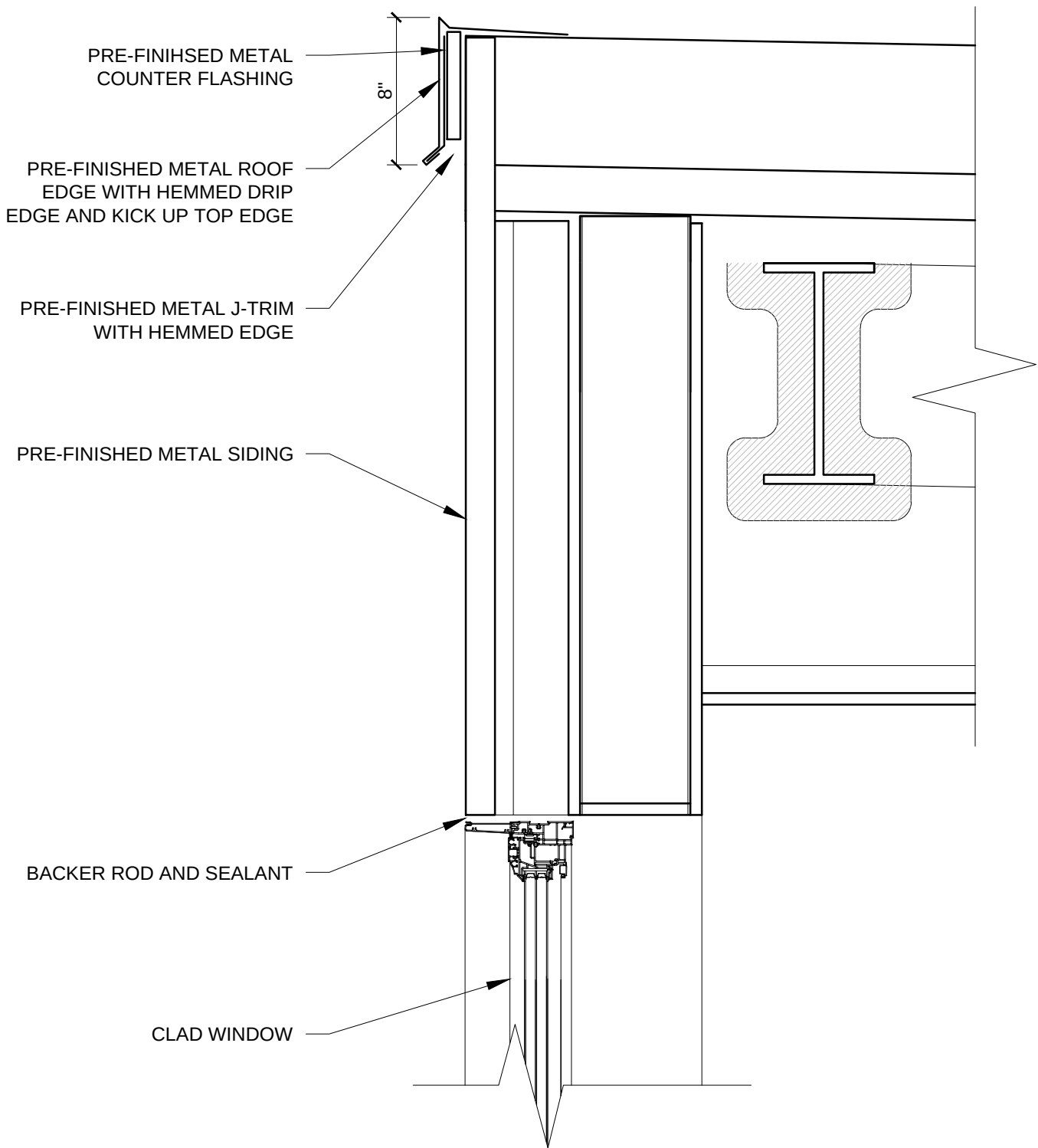


4 SECTION
1/4" = 1'-0"

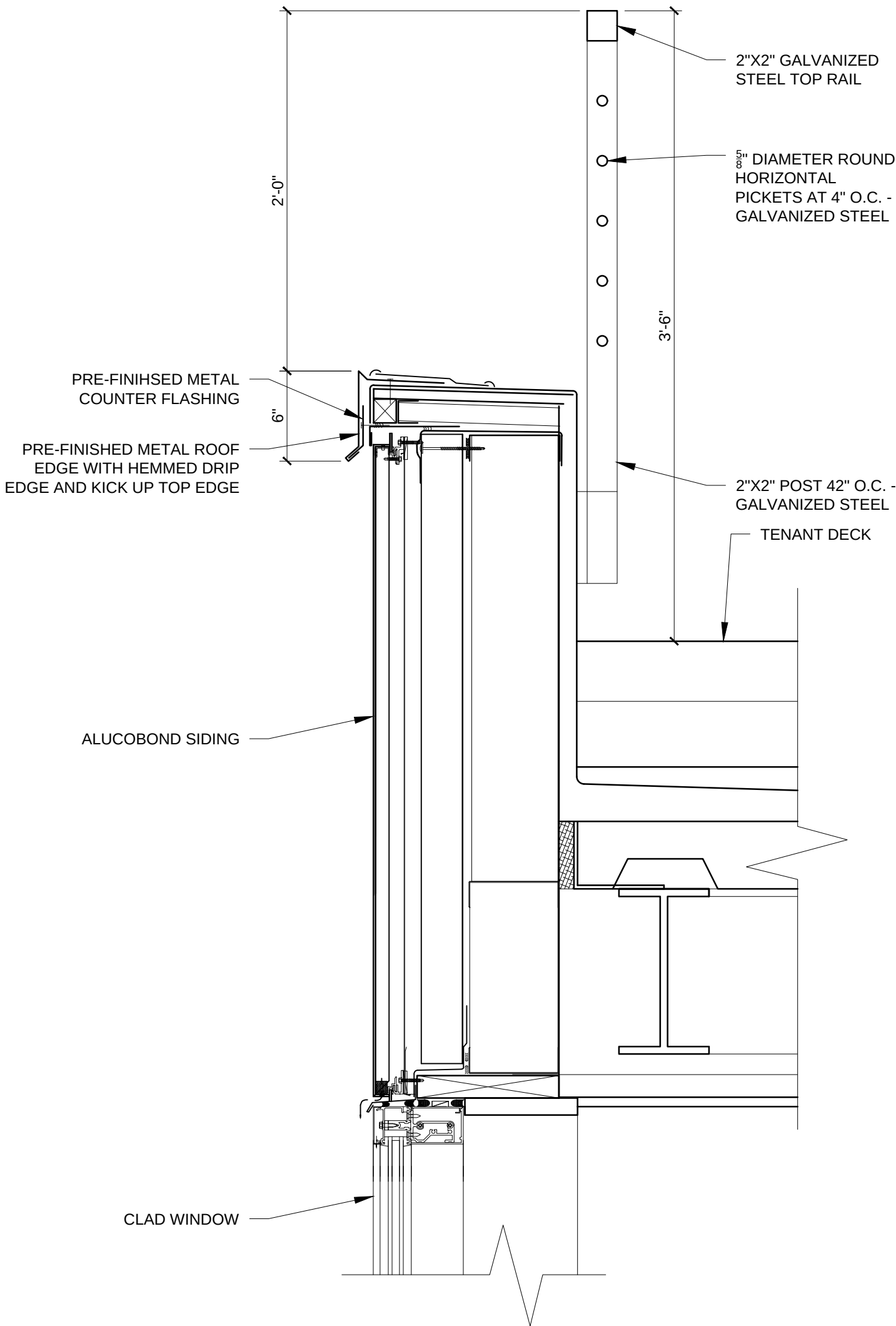
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Not for Construction

FREE STREET - MIXED USE
PORTLAND, MAINE

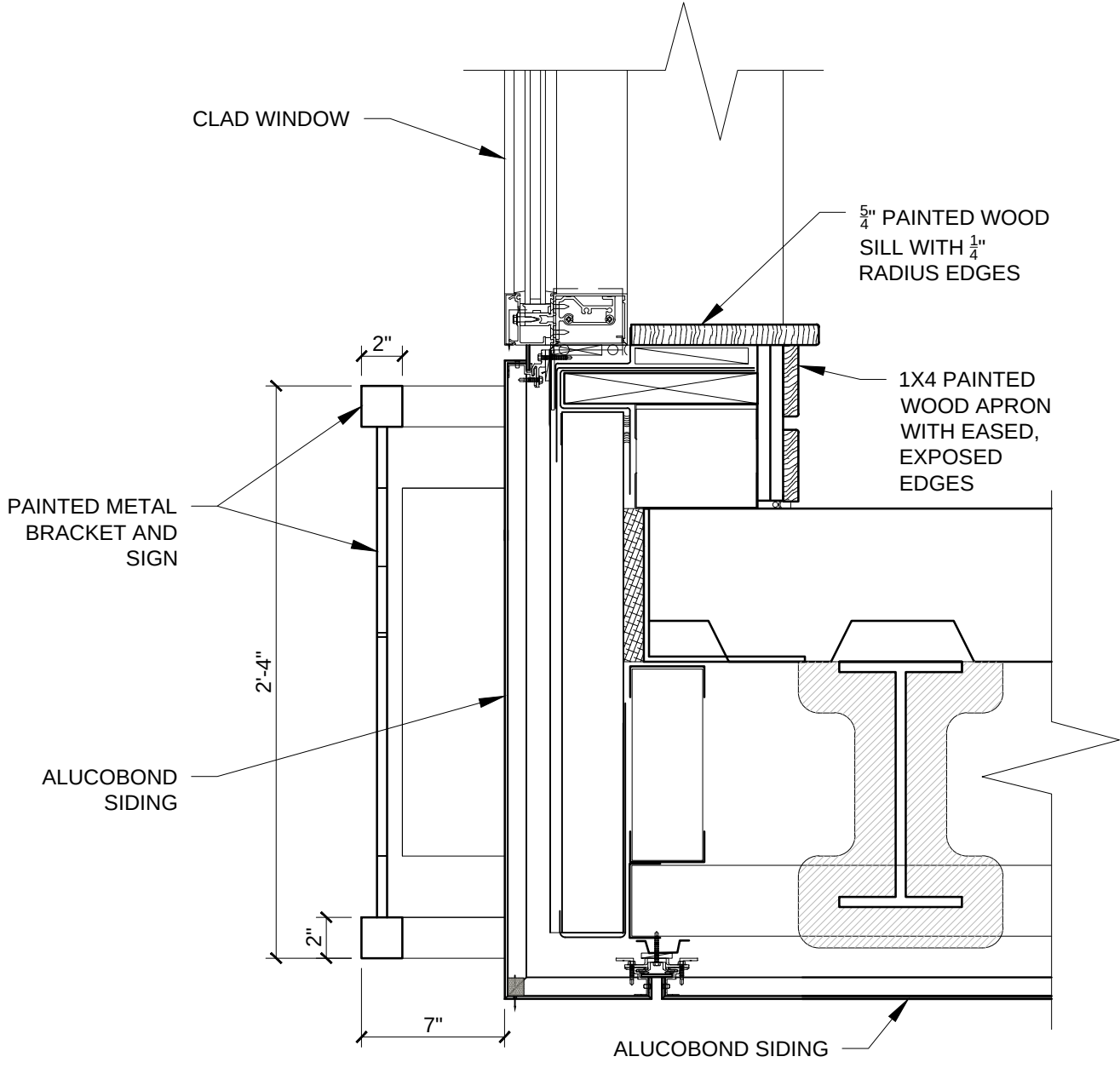
MAY 6, 2019



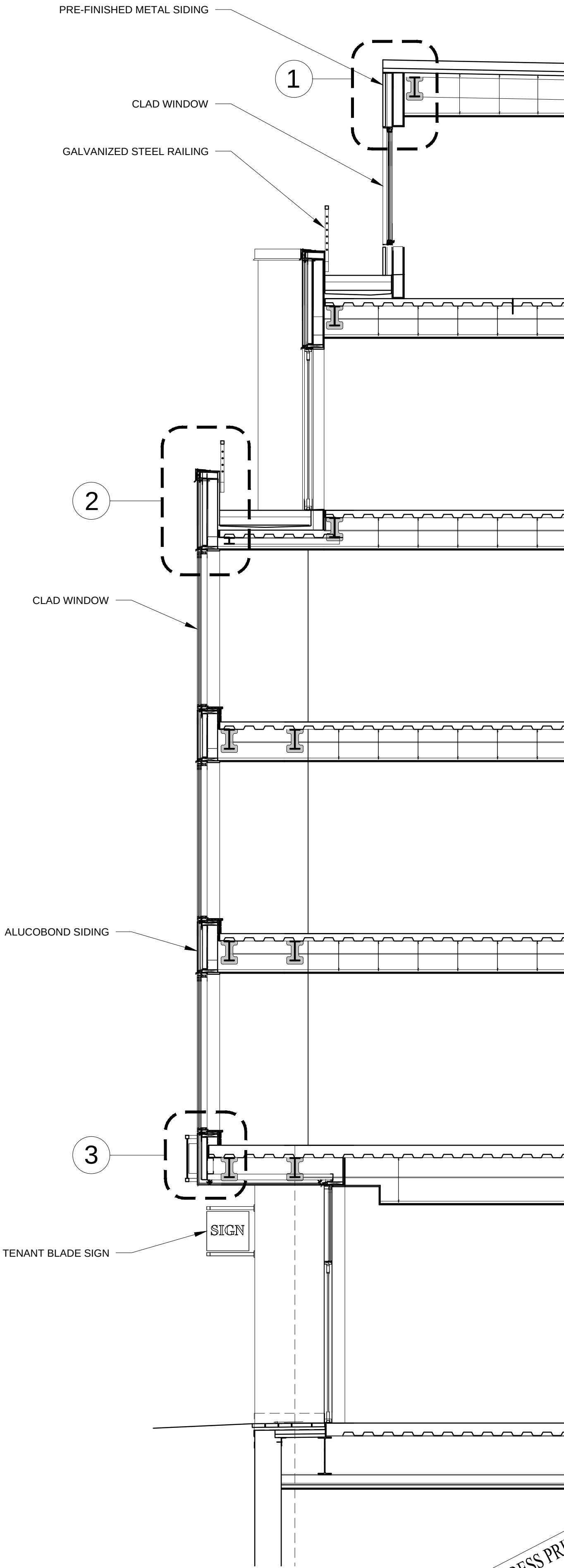
1 SECTION DETAIL AT HIGH ROOF AND WINDOW HEAD IN METAL SIDING
1 1/2" = 1'-0"



2 SECTION DETAIL AT HIGH ROOF AND WINDOW HEAD IN METAL SIDING
1 1/2" = 1'-0"



3 SECTION DETAIL AT BUMP OUT ON FRONT FACADE
1 1/2" = 1'-0"

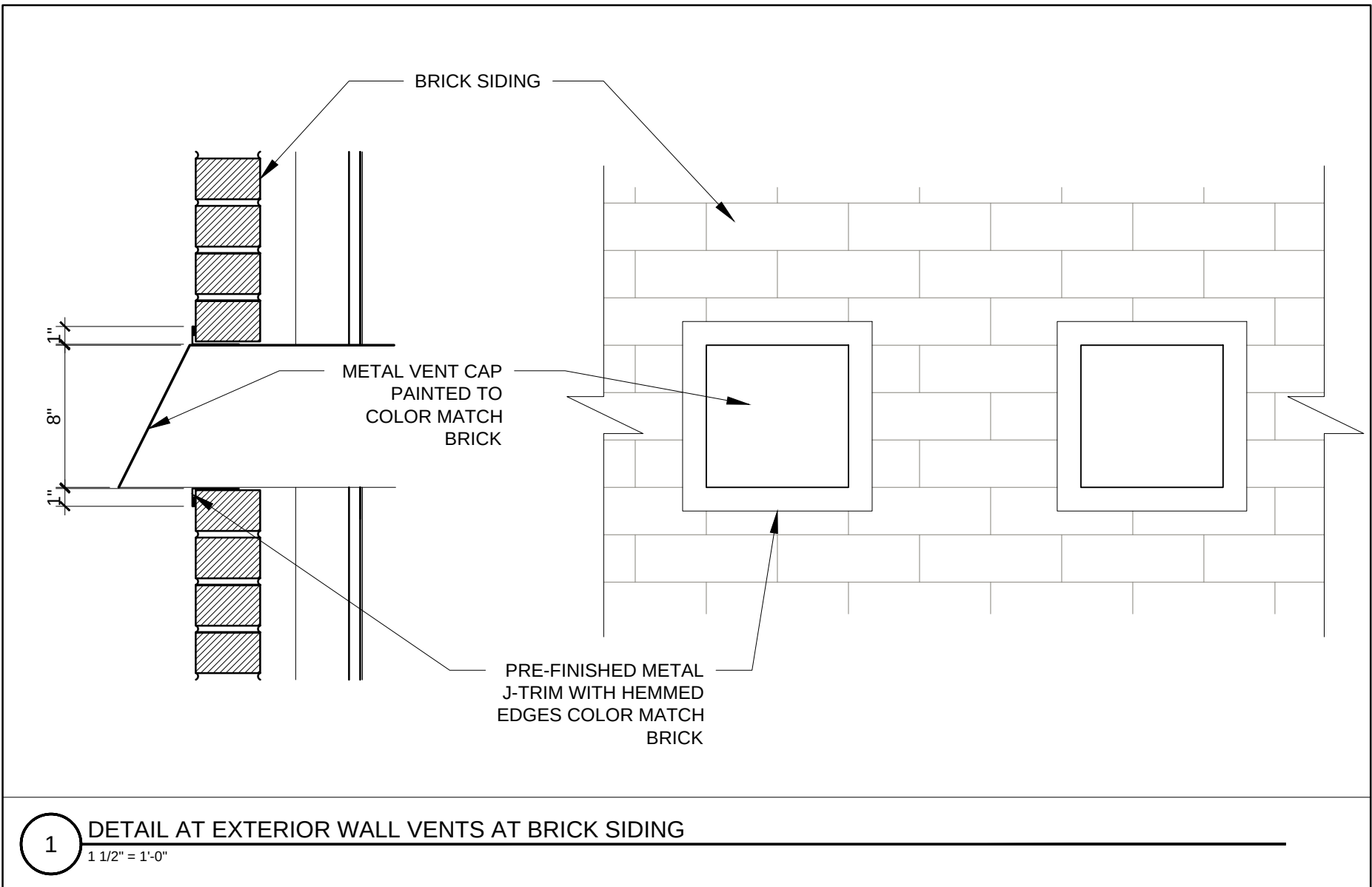
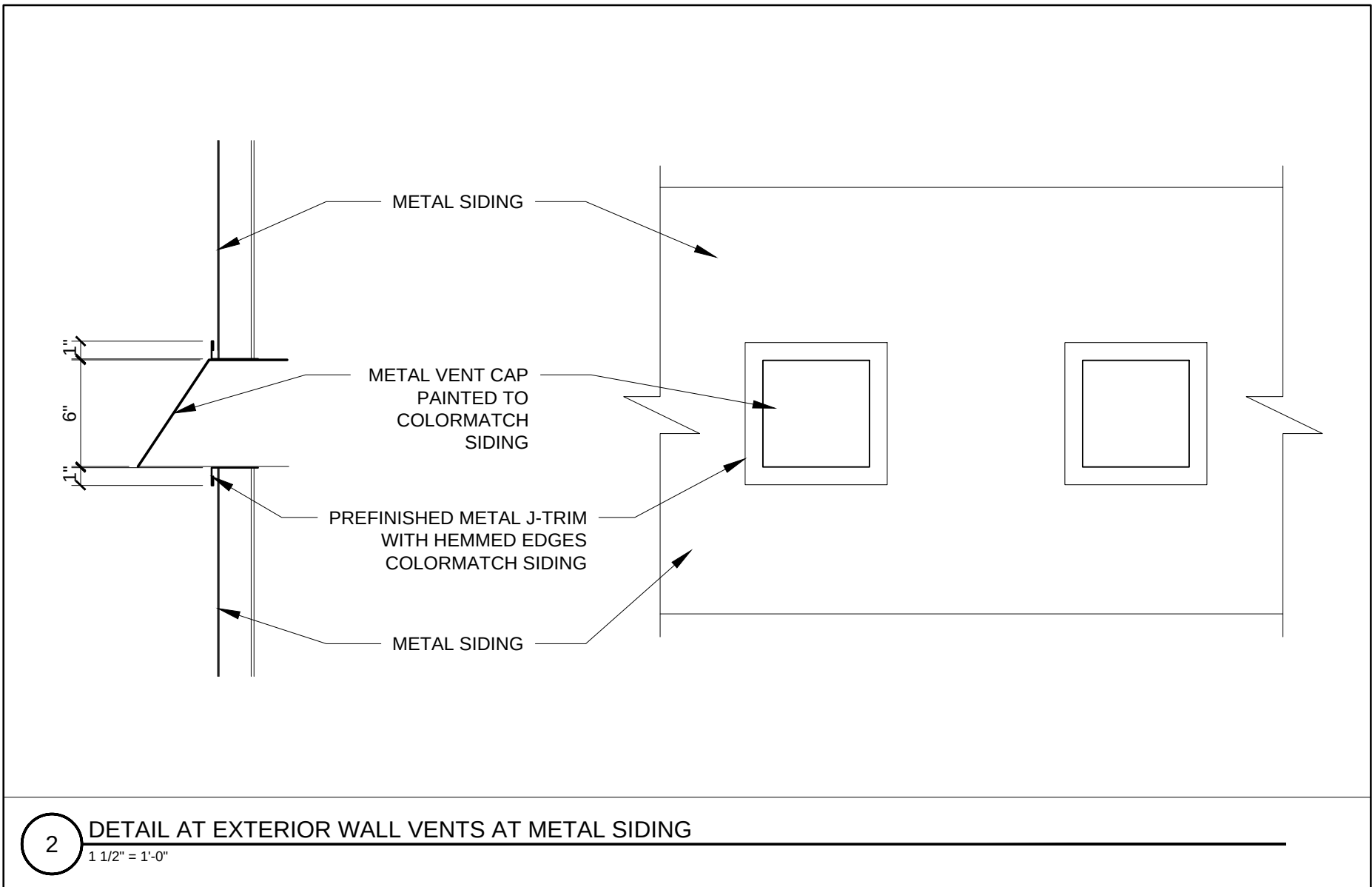
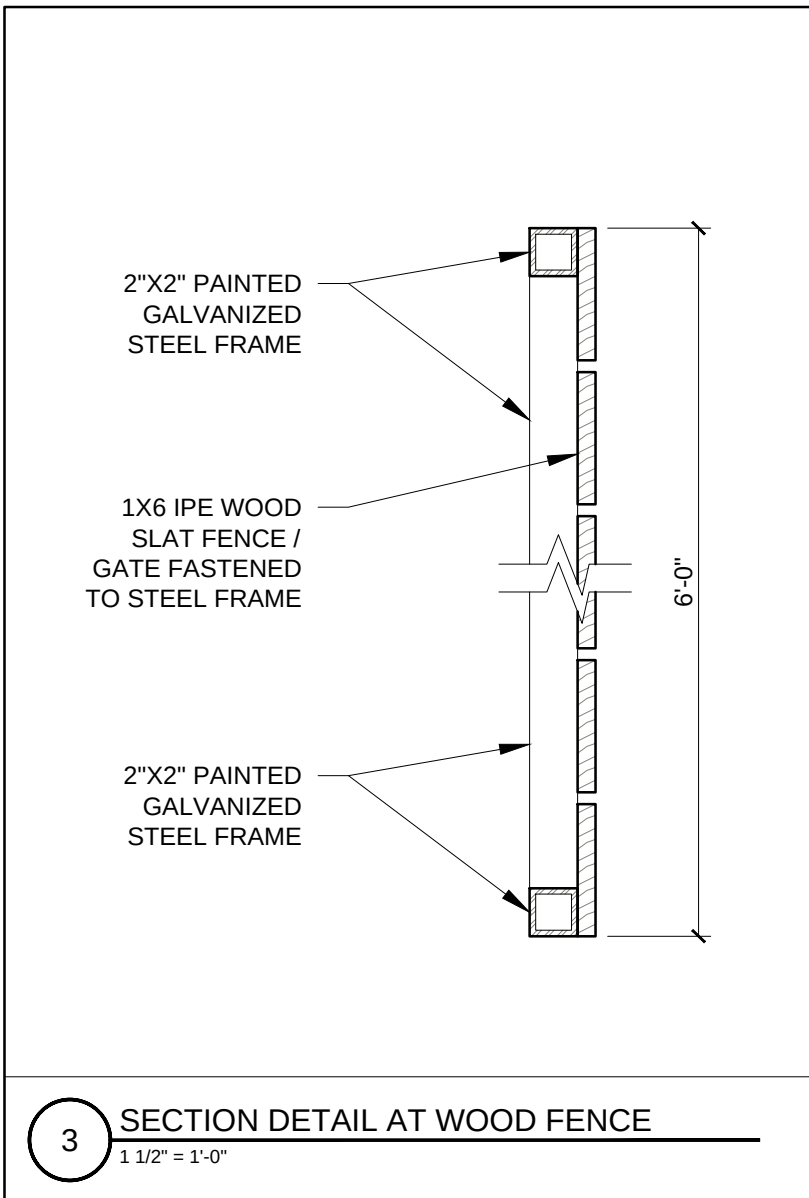


4 SECTION
1/4" = 1'-0"

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PORTLAND, MAINE

MAY 6, 2019



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QSP2 GeoPak



4 VIEW LOOKING WEST FROM SPRING STREET



2 VIEW LOOKING SOUTHWEST FROM FREE STREET



5 PROPOSED WALL PACK EXTERIOR LIGHT



3 VIEW LOOKING WEST FROM SPRING STREET



1 VIEW LOOKING NORTHEAST ON FREE STREET

FREE STREET - MIXED USE
PORTLAND, MAINE

MAY 6, 2019



4 VIEW LOOKING WEST FROM SPRING STREET



2 VIEW LOOKING SOUTHWEST FROM FREE STREET



3 VIEW LOOKING SOUTHWEST FROM FREE STREET



1 VIEW LOOKING EAST ON FREE STREET

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FREE STREET - MIXED USE
PORTLAND, MAINE

MAY 6, 2019



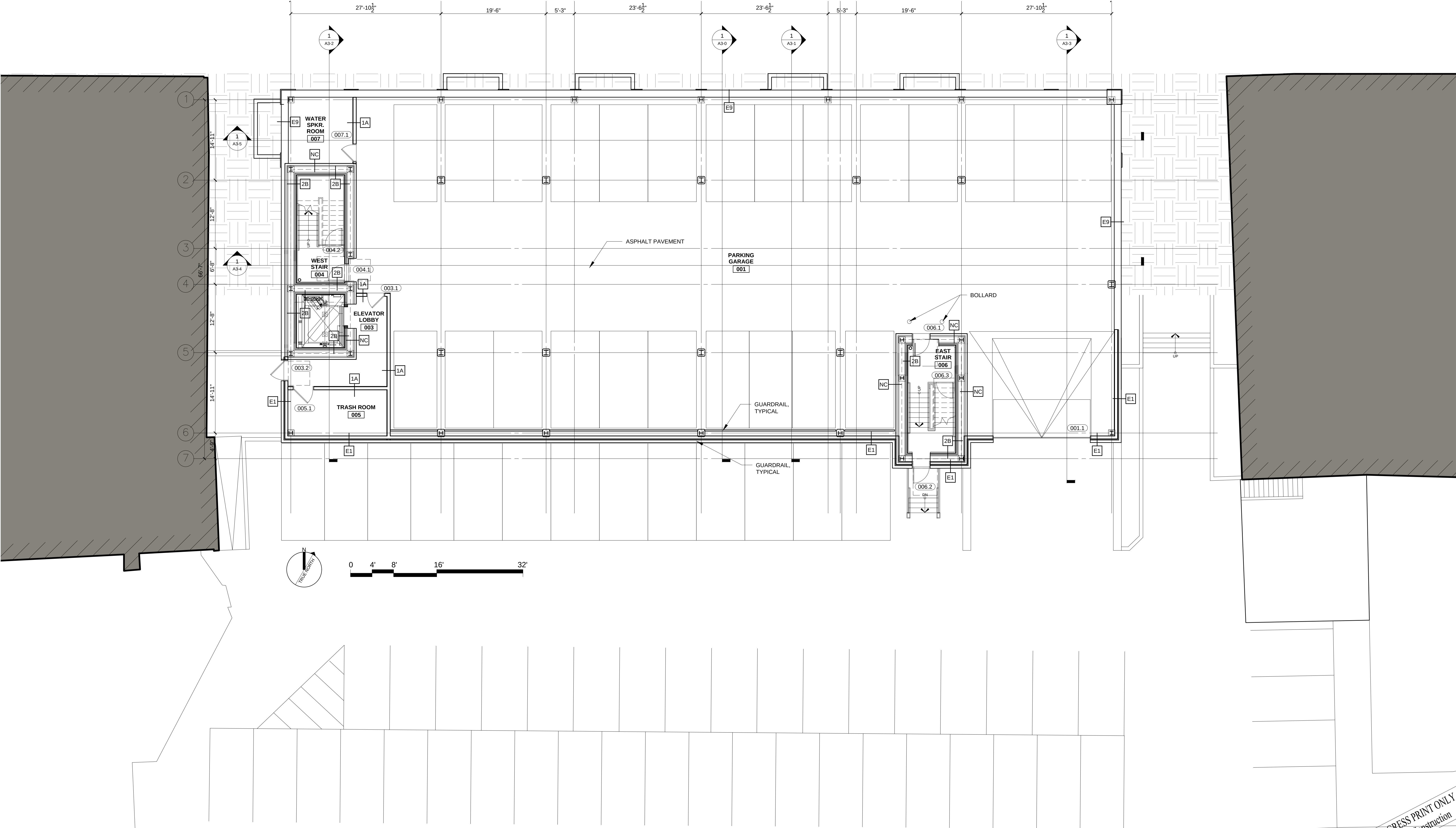
1 VIEW LOOKING WEST FROM SPRING STREET

PROGRESS PRINT ONLY
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FREE STREET - MIXED USE
PORTLAND, MAINE

MAY 6, 2019

NOTE:
ALL SQUARE FOOTAGES CALCULATED USING OUTSIDE FACE OF
STUD AT EXTERIOR WALLS AND CENTERLINE OF SHARED WALLS

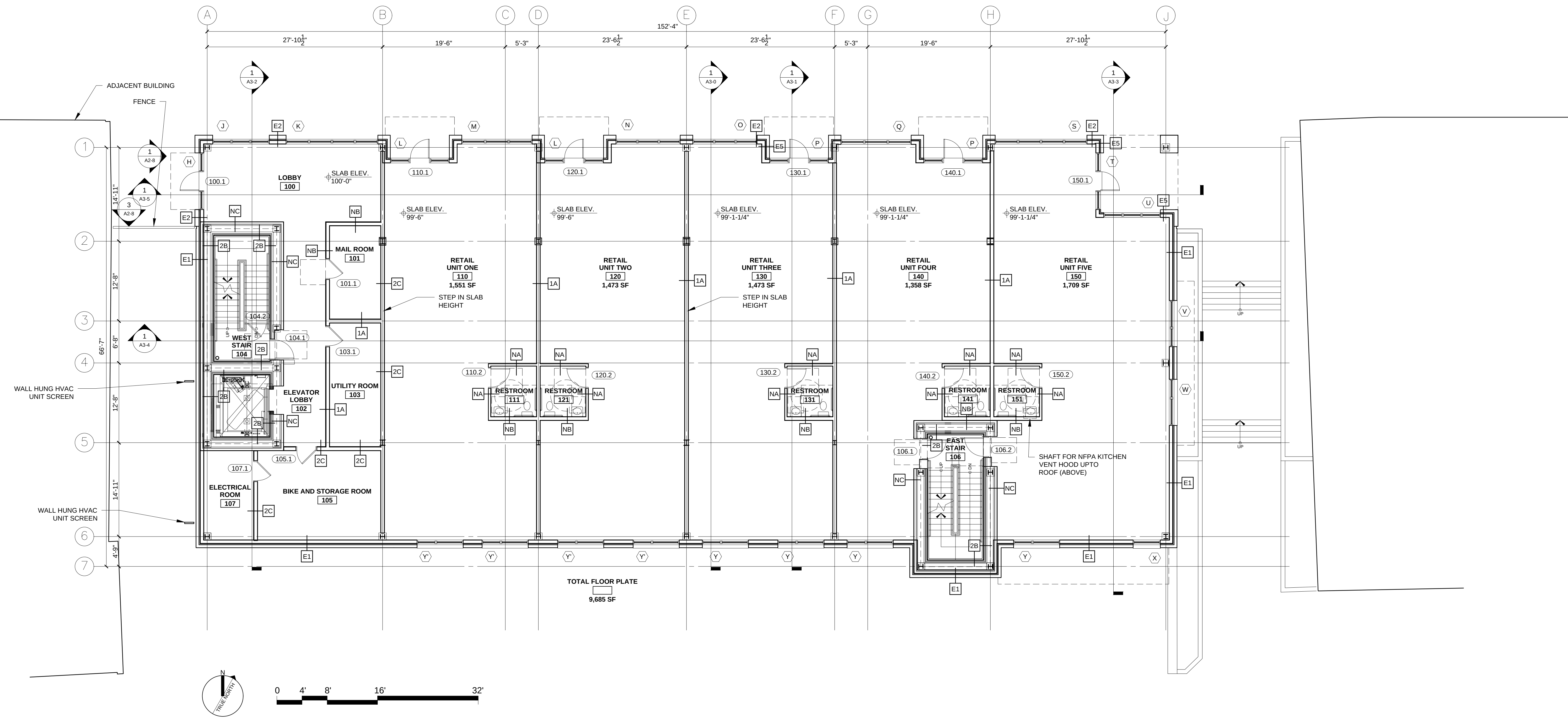


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FREE STREET - MIXED USE
PORTLAND, MAINE

MAY 6, 2019

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STUD AT EXTERIOR WALLS AND CENTERLINE OF SHARED WALLS



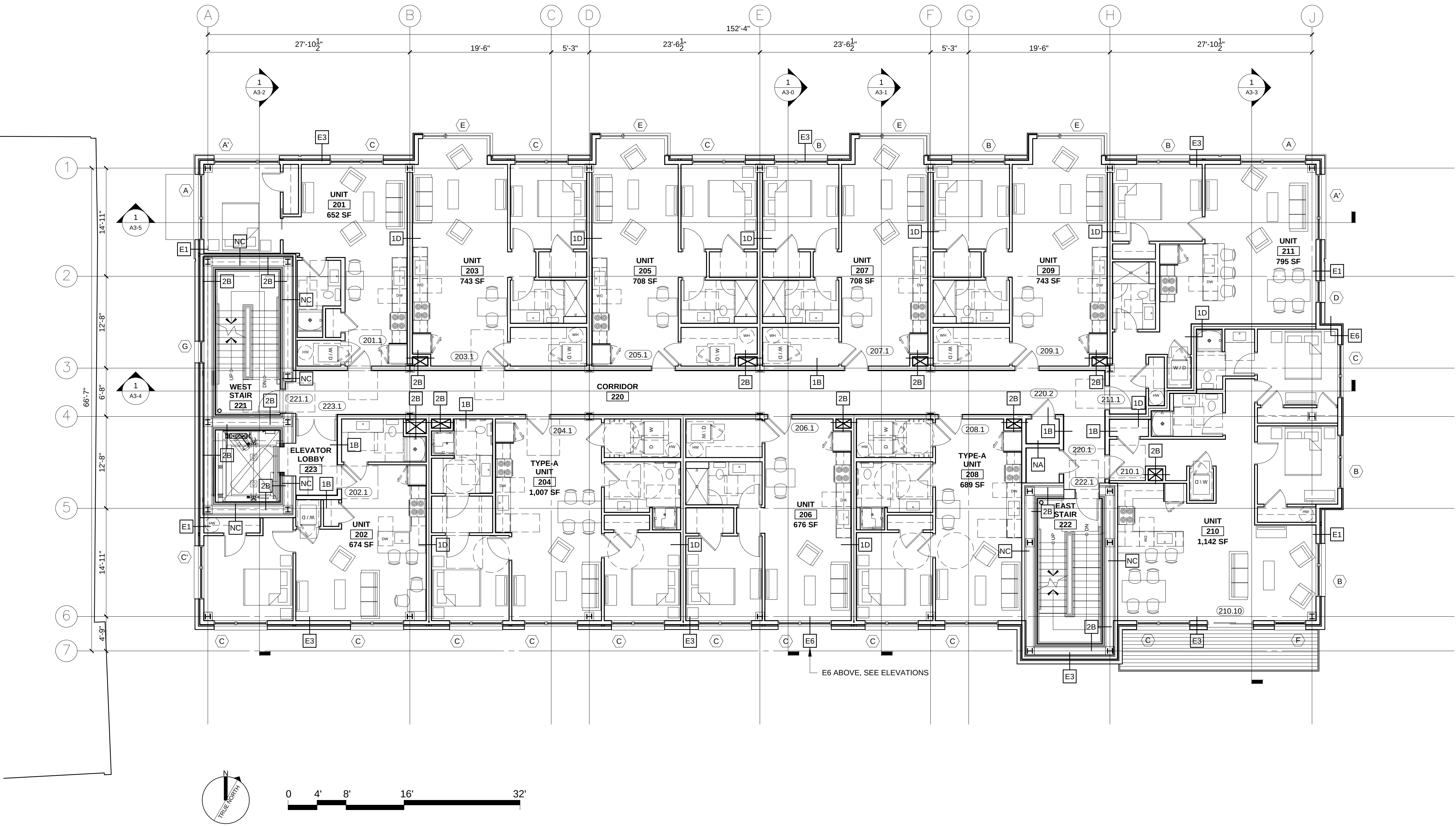
1 PROPOSED FIRST FLOOR PLAN
1/8" = 1'-0"

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FREE STREET - MIXED USE
PORTLAND, MAINE

MAY 6, 2019

NOTE:
ALL SQUARE FOOTAGES CALCULATED USING OUTSIDE FACE OF
STUD AT EXTERIOR WALLS AND CENTERLINE OF SHARED WALLS



1 PROPOSED SECOND FLOOR PLAN - (THIRD AND FOURTH FLOOR PLANS SIMILAR)
1/8" = 1'-0"

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FREE STREET - MIXED USE
PORTLAND, MAINE

MAY 6, 2019

NOTE:
ALL SQUARE FOOTAGES CALCULATED USING OUTSIDE FACE OF
STUD AT EXTERIOR WALLS AND CENTERLINE OF SHARED WALLS

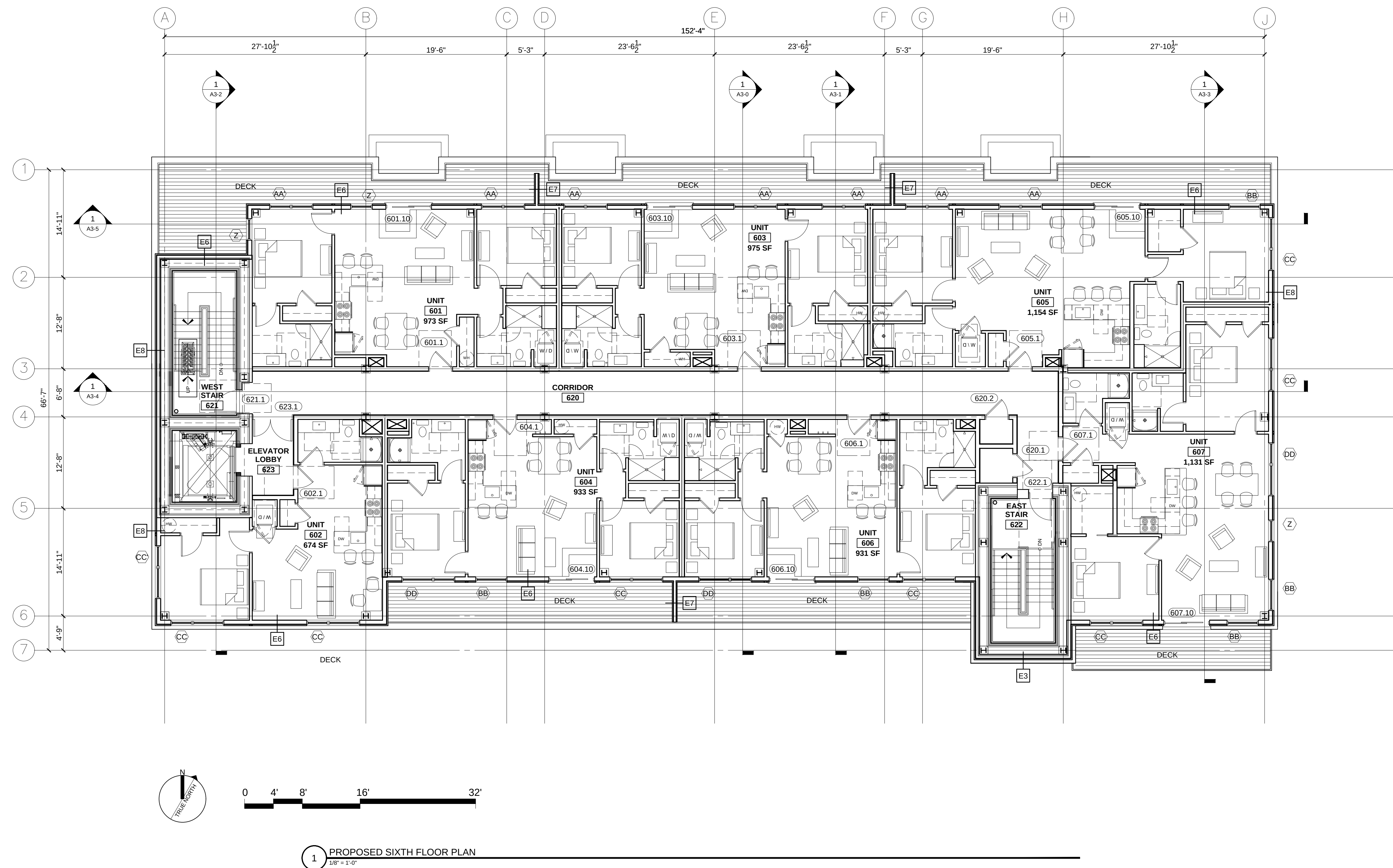


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FREE STREET - MIXED USE PORTLAND, MAINE

MAY 6, 2019

NOTE:
ALL SQUARE FOOTAGES CALCULATED USING OUTSIDE FACE OF
STUD AT EXTERIOR WALLS AND CENTERLINE OF SHARED WALLS



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FREE STREET - MIXED USE
PORTLAND, MAINE

MAY 6, 2019

MATERIALS KEY		
ITEM	INFORMATION	COLOR
BRICK VENEER - COLOR #1	MORIN OLD PORT BLEND RED RANGE	RED
BRICK MORTAR		GRAY
METAL PANEL SIDING - COLOR #2	FLUSH PANEL WITH REVEAL	DARK BRONZE MICA
METAL PANEL SIDING - COLOR #8	CENTRIA FLUSH PANEL WITH REVEAL	154 DARK BRONZE
GALVANIZED AND PAINTED FABRICATED STEEL - COLOR #4		MEDIUM GRAY
PREFINISHED FLASHING COLOR #4		MEDIUM GRAY
GRANITE VENEER	FRESHWATER PEARL - THERMAL FINISH	
PRECAST CONCRETE VENEER - COLOR #7	NORTHERN DESIGN , LIGHT-MEDIUM ETCH FINISH	BLK-20
WINDOWS AND STOREFRONT - COLOR #6		BLACK
PRECAST CONCRETE BAND AND SILLS - COLOR #5		MATCH GRANITE
MATERIALS NOTE:		
1.) ALL DIS-SIMILAR METALS TO BE ISOLATED FROM ONE ANOTHER WITH ADHERED STRIPS OR SEALANTS TO PREVENT GALVANIC ACTION		



1 PROPOSED NORTH EXTERIOR ELEVATION (Free Street Facade)

1/8" = 1'-0"

FREE STREET - MIXED USE
PORTLAND, MAINE

MAY 6, 2019

MATERIALS KEY		
ITEM	INFORMATION	COLOR
BRICK VENEER - COLOR #1	MORIN OLD PORT BLEND RED RANGE	RED
BRICK MORTAR		GRAY
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METAL PANEL SIDING - COLOR #8	CENTRIA FLUSH PANEL WITH REVEAL	154 DARK BRONZE
GALVANIZED AND PAINTED FABRICATED STEEL - COLOR #4		MEDIUM GRAY
PREFINISHED FLASHING COLOR #4		MEDIUM GRAY
GRANITE VENEER	FRESHWATER PEARL - THERMAL FINISH	
PRECAST CONCRETE VENEER - COLOR #7	NORTHERN DESIGN , LIGHT-MEDIUM ETCH FINISH	BLK-20
WINDOWS AND STOREFRONT - COLOR #6		BLACK
PRECAST CONCRETE BAND AND SILLS - COLOR #5		MATCH GRANITE
MATERIALS NOTE:		
1.) ALL DIS-SIMILAR METALS TO BE ISOLATED FROM ONE ANOTHER WITH ADHERED STRIPS OR SEALANTS TO PREVENT GALVANIC ACTION		



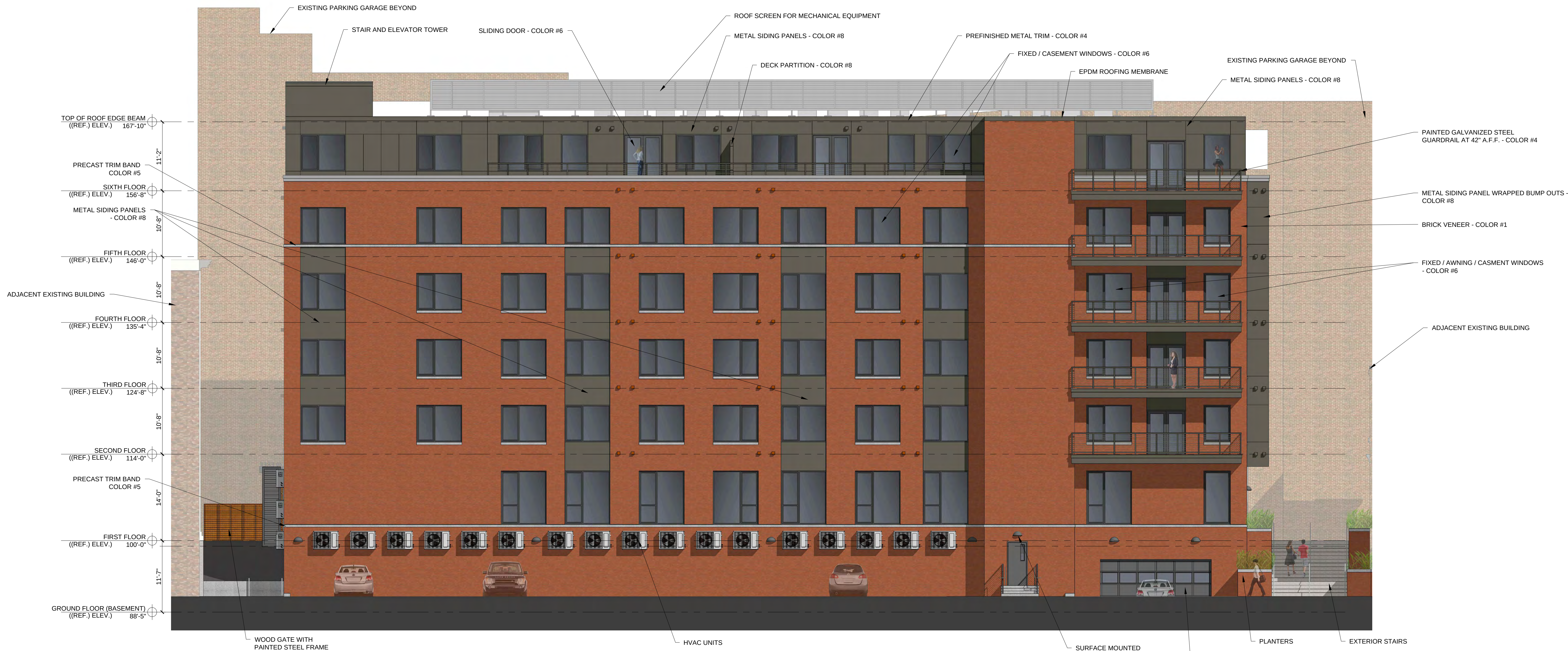
1 PROPOSED EAST EXTERIOR ELEVATION
1/8" = 1'-0"

PROGRESS PRINT ONLY
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FREE STREET - MIXED USE
PORTLAND, MAINE

MAY 6, 2019

MATERIALS KEY		
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BRICK MORTAR		GRAY
METAL PANEL SIDING - COLOR #2	FLUSH PANEL WITH REVEAL	DARK BRONZE MICA
METAL PANEL SIDING - COLOR #8	CENTRIA FLUSH PANEL WITH REVEAL	154 DARK BRONZE
GALVANIZED AND PAINTED FABRICATED STEEL - COLOR #4		MEDIUM GRAY
PREFINISHED FLASHING COLOR #4		MEDIUM GRAY
GRANITE VENEER	FRESHWATER PEARL - THERMAL FINISH	
PRECAST CONCRETE VENEER - COLOR #7	NORTHERN DESIGN , LIGHT-MEDIUM ETCH FINISH	BLK-20
WINDOWS AND STOREFRONT - COLOR #6		BLACK
PRECAST CONCRETE BAND AND SILLS - COLOR #5		MATCH GRANITE
MATERIALS NOTE:		
1.) ALL DIS-SIMILAR METALS TO BE ISOLATED FROM ONE ANOTHER WITH ADHERED STRIPS OR SEALANTS TO PREVENT GALVANIC ACTION		



1 PROPOSED SOUTH EXTERIOR ELEVATION
1/8" = 1'-0"

PROGRESS PRINT ONLY
Not for Construction

FREE STREET - MIXED USE PORTLAND, MAINE

MAY 6, 2019

MATERIALS KEY		
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BRICK VENEER - COLOR #1	MORIN OLD PORT BLEND RED RANGE	RED
BRICK MORTAR		GRAY
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METAL PANEL SIDING - COLOR #8	CENTRIA FLUSH PANEL WITH REVEAL	154 DARK BRONZE
GALVANIZED AND PAINTED FABRICATED STEEL - COLOR #4		MEDIUM GRAY
PREFINISHED FLASHING COLOR #4		MEDIUM GRAY
GRANITE VENEER	FRESHWATER PEARL - THERMAL FINISH	
PRECAST CONCRETE VENEER - COLOR #7	NORTHERN DESIGN , LIGHT-MEDIUM ETCH FINISH	BLK-20
WINDOWS AND STOREFRONT - COLOR #6		BLACK
PRECAST CONCRETE BAND AND SILLS - COLOR #5		MATCH GRANITE
MATERIALS NOTE: 1.) ALL DIS-SIMILAR METALS TO BE ISOLATED FROM ONE ANOTHER WITH ADHERED STRIPS OR SEALANTS TO PREVENT GALVANIC ACTION		



1 PROPOSED WEST EXTERIOR ELEVATION
1/8" = 1'-0"

PROGRESS PRINT ONLY
Not for Construction

FREE STREET - MIXED USE
PORTLAND, MAINE

MAY 6, 2019



1 VIEW LOOKING EAST ON FREE STREET
N.T.S.

40 FREE, LLC

RYAN SENATORE ARCHITECTURE

PROGRESS PRINT ONLY
Not for Construction

FREE STREET - MIXED USE
PORTLAND, MAINE

MAY 6, 2019



1 VIEW LOOKING WEST ON FREE STREET
N.T.S.

PROGRESS PRINT ONLY
Not for Construction

FREE STREET - MIXED USE
PORTLAND, MAINE

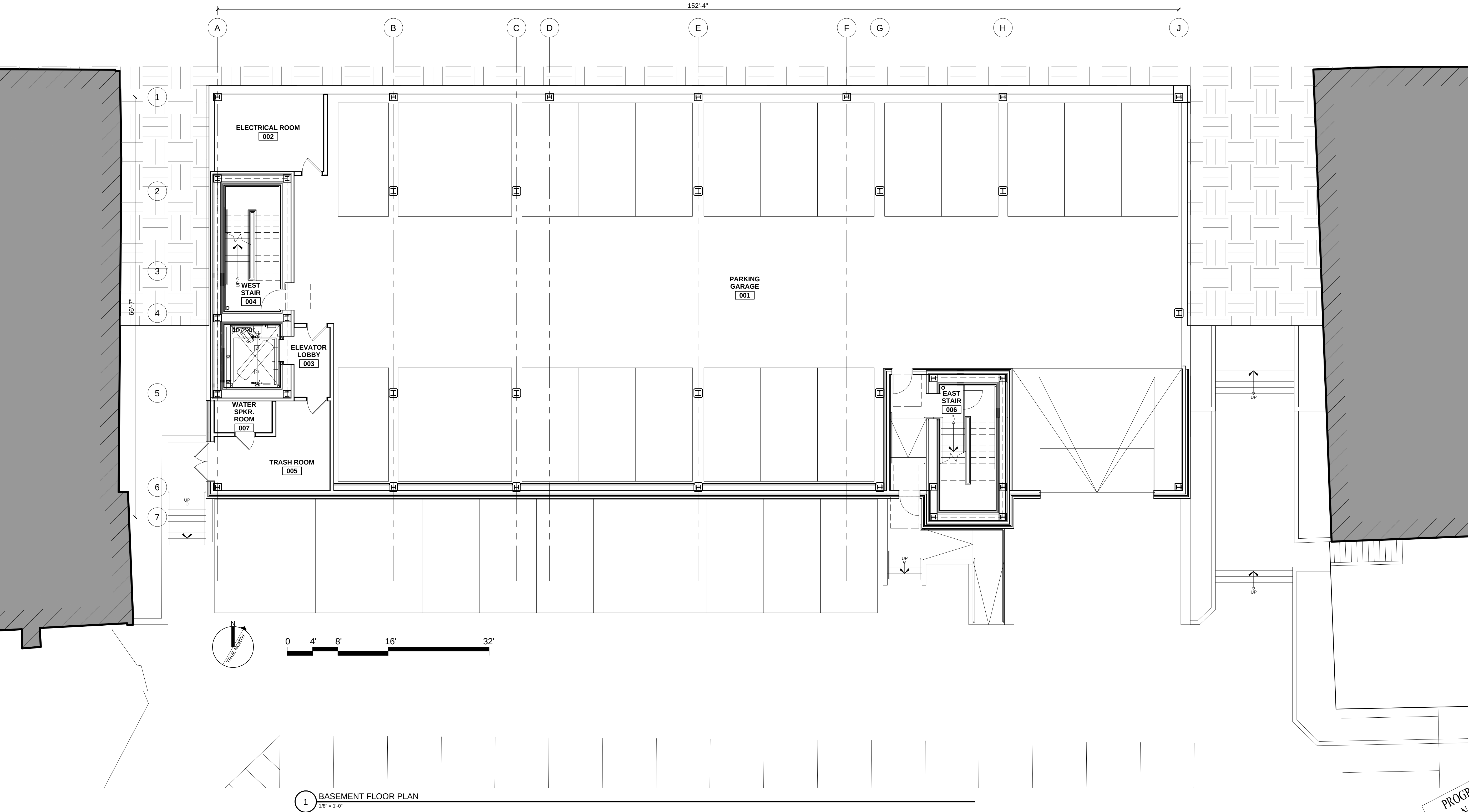
MAY 6, 2019



1 VIEW LOOKING NORTHEAST ON FREE STREET

FREE STREET - MIXED USE
PORTLAND, MAINE

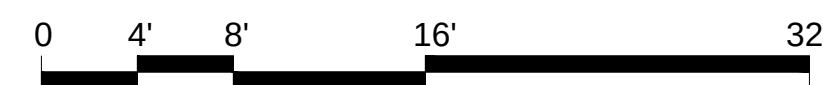
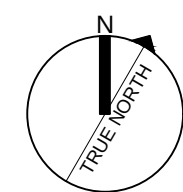
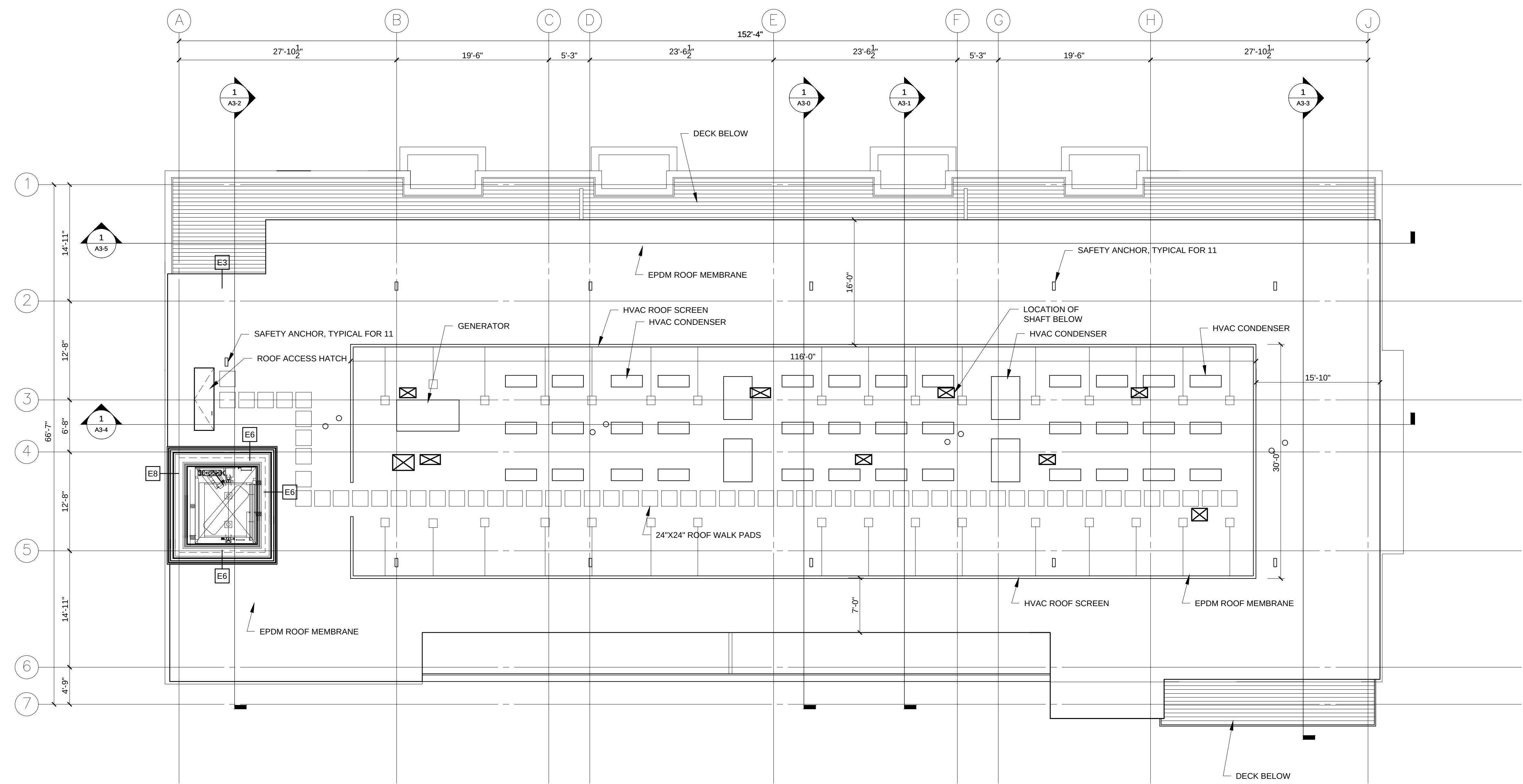
APRIL 1, 2019



PROGRESS PRINT ONLY
Not for Construction

FREE STREET - MIXED USE
PORTLAND, MAINE

MAY 6, 2019

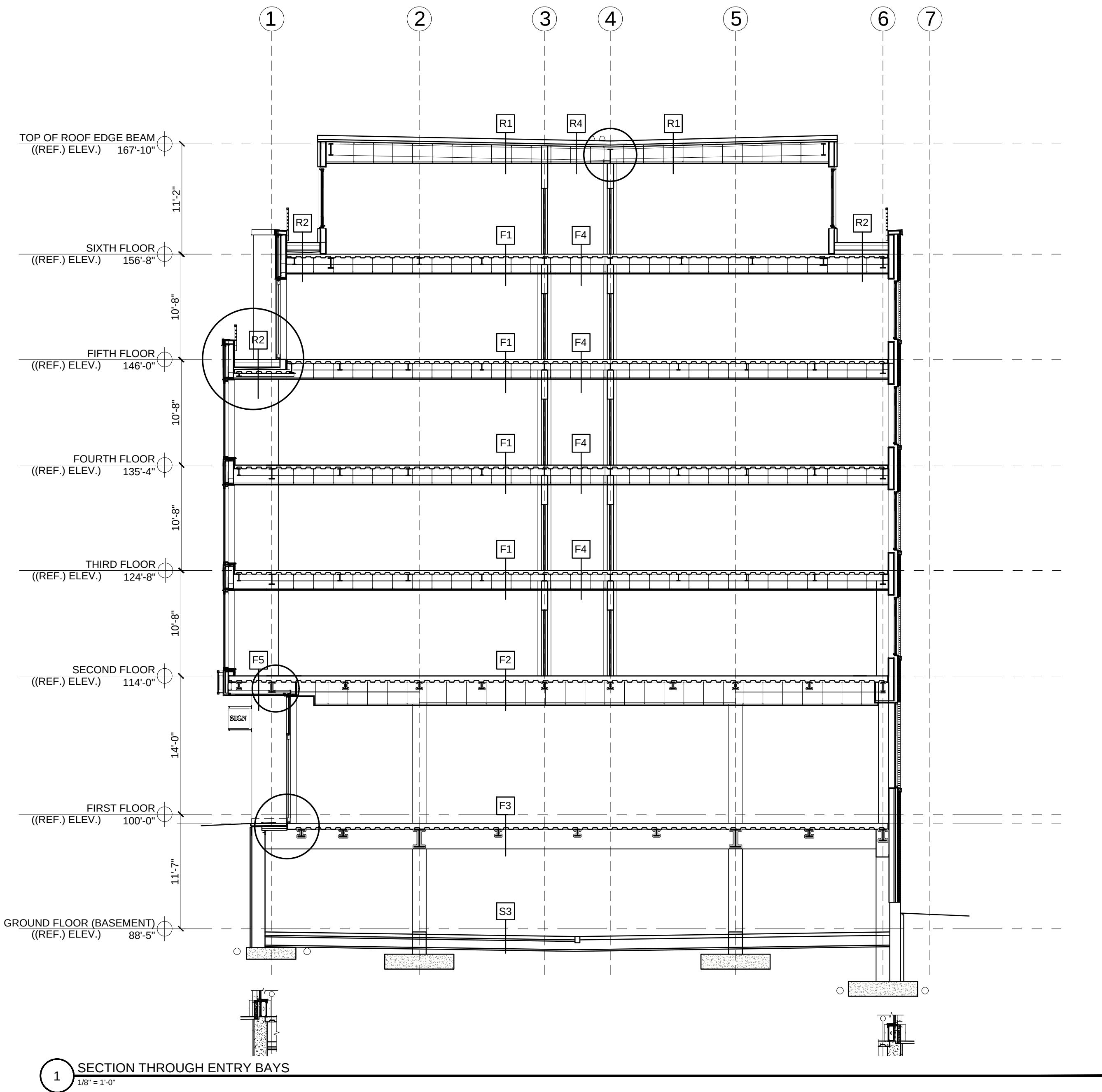
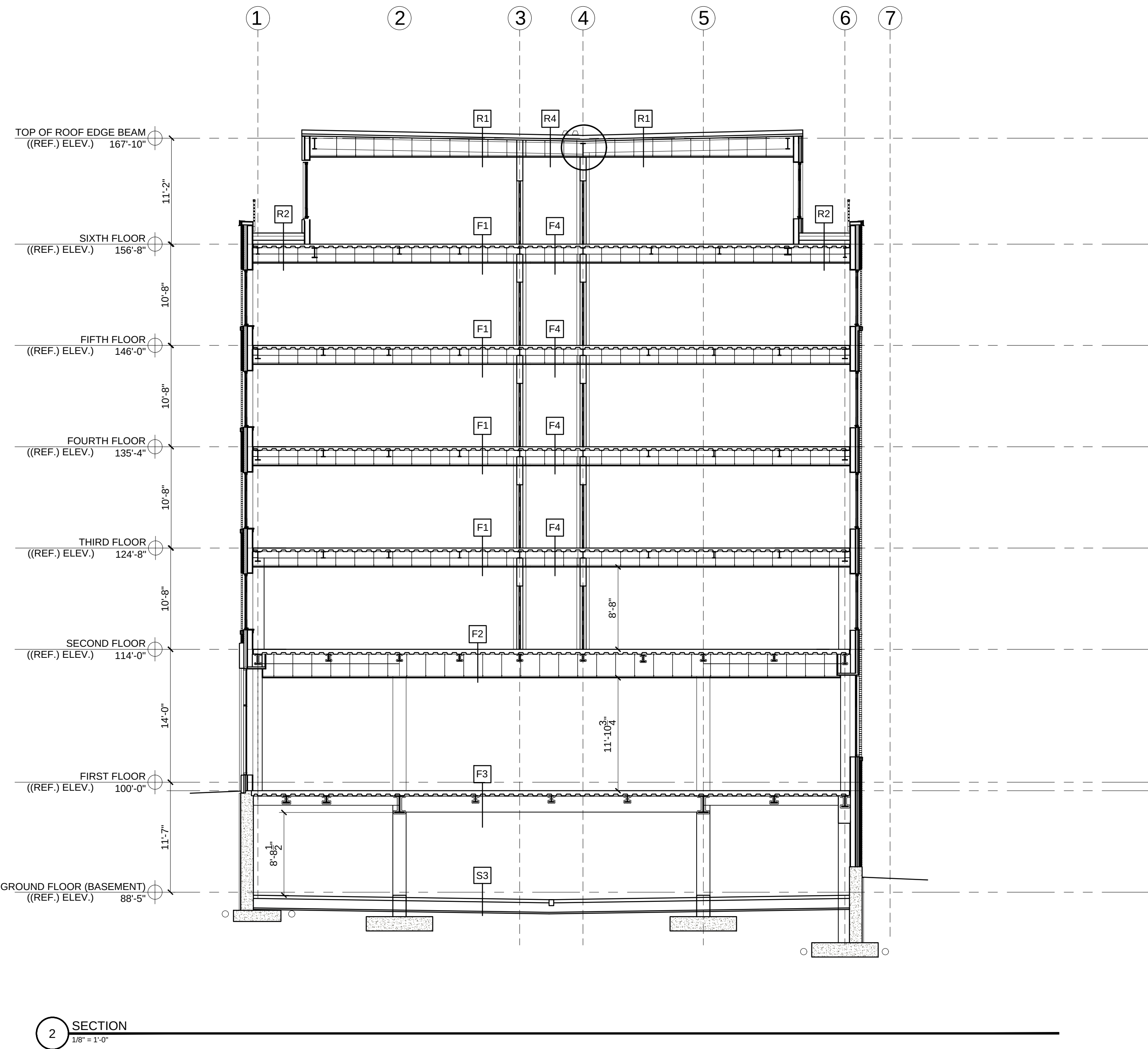


1 ROOF PLAN
1/8" = 1'-0"

PROGRESS PRINT ONLY
Not for Construction

FREE STREET - MIXED USE
PORTLAND, MAINE

MAY 6, 2019



FREE STREET - MIXED USE
PORTLAND, MAINE

MAY 6, 2019



1 PERSPECTIVE VIEW OF EXTERIOR STAIR
NTS

PROGRESS PRINT ONLY
Not for Construction

FREE STREET - MIXED USE
PORTLAND, MAINE

MAY 6, 2019



1 EXTERIOR PATIO
NTS

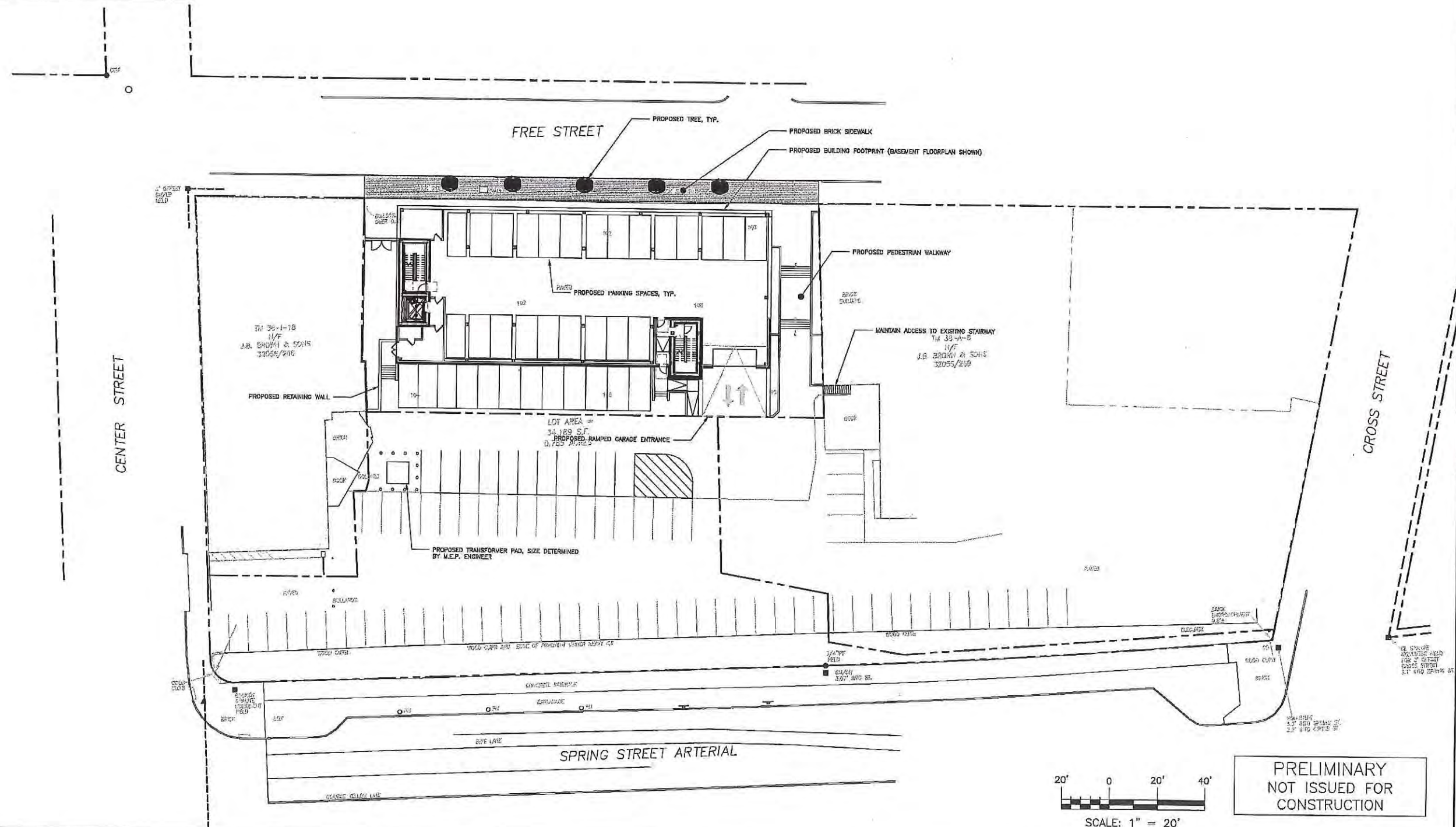
FREE STREET - MIXED USE
PORTLAND, MAINE

MAY 6, 2019



1 VIEW LOOKING SOUTHWEST ON FREE SREET

SPACE AND BULK STANDARDS			
63 DOWNTOWN BUSINESS, DOWNTOWN ENTERTAINMENT OVERLAY ZONE, CONGRESS STREET HISTORIC DISTRICT	REQUIRED	EXISTING	PROPOSED
MINIMUM LOT SIZE	NONE	34189 SF	
MINIMUM STREET FRONTAGE	15 FT	189.29 FT	189.29 FT
MAXIMUM STREET WALL BUILD-TO LINE	5 FT	NA	5 FT
MINIMUM YARD DIMENSIONS	NONE		
MINIMUM LOT WIDTH	NONE		
MAXIMUM LENGTH UNDIFFERENTIATED OR BLANK WALL ALONG PUBLIC STREET OR PEDESTRIAN WAY	15'	NA	15'
MAXIMUM LOT COVERAGE	100%	100%	100%
MINIMUM BUILDING HEIGHT	35 FT	NA	70 FT
MAXIMUM BUILDING STREET HEIGHT (FREE STREET)	50 FT	NA	70 FT
MAXIMUM BUILDING HEIGHT	150 FT	NA	81 FT
FREE STREET - PEDESTRIAN ACTIVITIES DISTRICT (PAD) OVERLAY ZONE, OTHERS - PAD ENCOURAGEMENT AREA			

[illegible]

FREE STREET - MIXED USE
PORTLAND, MAINE

APRIL 1, 2019

EXTERIOR MATERIALS LEGEND		
COLOR #	DESCRIPTION	COLOR NOTES
1	BRICK	XXXX
2	METAL PANEL SIDING	DARK GRAY
3	METAL PANEL SIDING	MEDIUM GRAY
4	PAINT	MATCH SIDING COLOR 2
5	PRECAST CONCRETE	MATCH STOREFRONT COLOR 6
6	ALUMINUM STOREFRONT AND WINDOWS	DARK GRAY



1 PROPOSED NORTH EXTERIOR ELEVATION (Free Street Facade)
1/8" = 1'-0"

J. B. BROWN & SONS

RYAN SENATORE ARCHITECTURE

PROGRESS PRINT ONLY
Not for Construction

FREE STREET - MIXED USE
PORTLAND, MAINE

APRIL 1, 2019

EXTERIOR MATERIALS LEGEND		
COLOR #	DESCRIPTION	COLOR NOTES
1	BRICK	XXXX
2	METAL PANEL SIDING	DARK GRAY
3	METAL PANEL SIDING	MEDIUM GRAY
4	PAINT	MATCH SIDING COLOR 2
5	PRECAST CONCRETE	MATCH STOREFRONT COLOR 3
6	ALUMINUM STOREFRONT AND WINDOWS	DARK GRAY



1 PROPOSED SOUTH EXTERIOR ELEVATION
3/8" = 1'-0"

J. B. BROWN & SONS

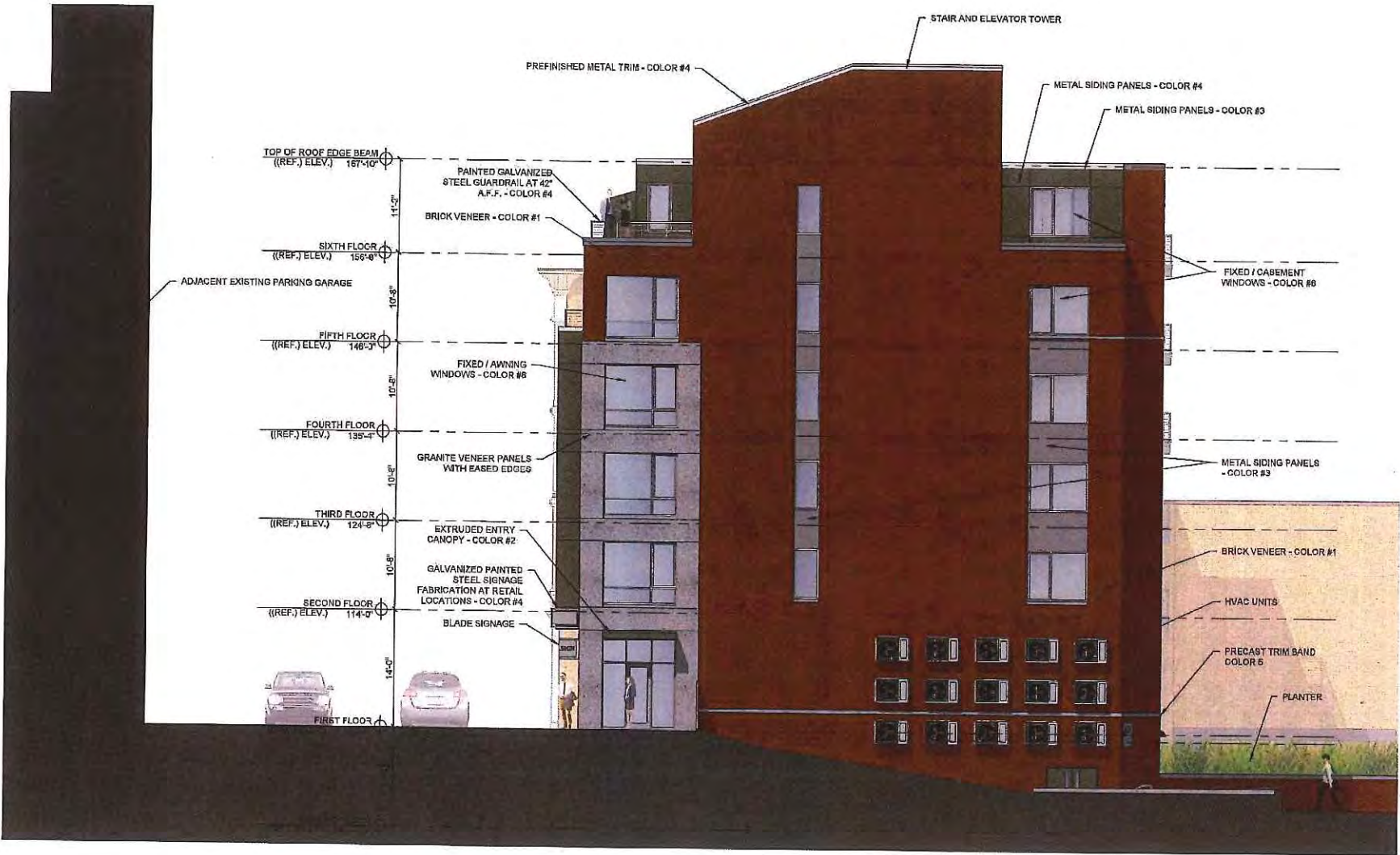
RYAN SENATORE ARCHITECTURE

PROGRESS PRINT ONLY
Not for Construction

FREE STREET - MIXED USE
PORTLAND, MAINE

APRIL 1, 2019

EXTERIOR MATERIALS LEGEND		
COLOR #	DESCRIPTION	COLOR NOTES
1	BRICK	XXXX
2	METAL PANEL SIDING	DARK GRAY
3	METAL PANEL SIDING	MEDIUM GRAY
4	PAINT	MATCH SIDING COLOR 2
5	PRECAST CONCRETE	MATCH STOREFRONT COLOR 6
6	ALUMINUM STOREFRONT AND WINDOWS	DARK GRAY



1 PROPOSED WEST EXTERIOR ELEVATION
1/8" = 1'-0"

J. B. BROWN & SONS

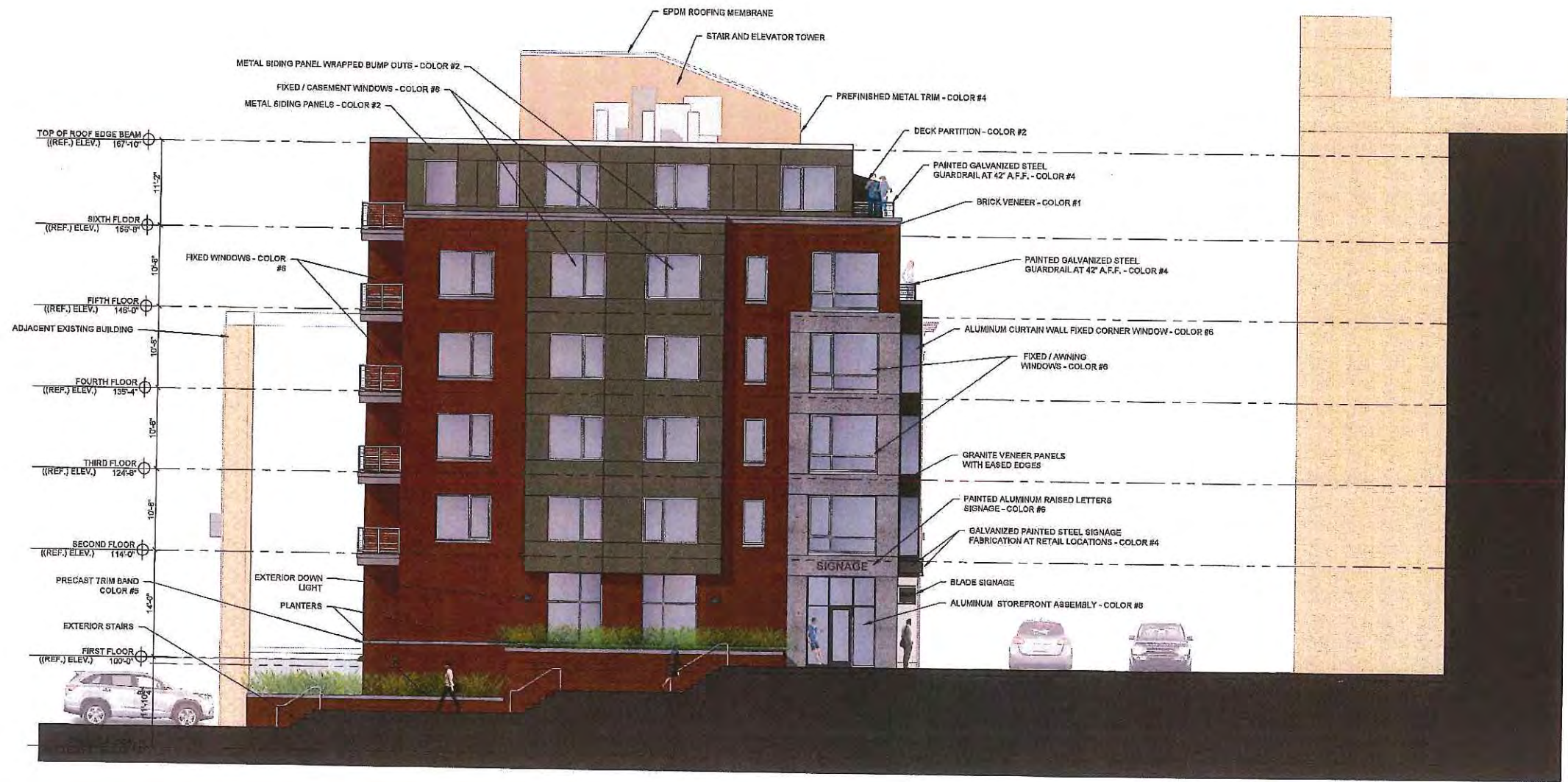
RYAN SENATORE ARCHITECTURE

PROGRESS PRINT ONLY
Not for Construction

FREE STREET - MIXED USE
PORTLAND, MAINE

APRIL 1, 2019

EXTERIOR MATERIALS LEGEND		
COLOR #	DESCRIPTION	COLOR NOTES
1	BRICK	XXXX
2	METAL PANEL SIDING	DARK GRAY
3	METAL PANEL SIDING	MEDIUM GRAY
4	PAINT	MATCH SIDING COLOR 2
5	PRECAST CONCRETE	MATCH STOREFRONT COLOR 6
6	ALUMINUM STOREFRONT AND WINDOWS	DARK GRAY



1 PROPOSED EAST EXTERIOR ELEVATION
1/8" = 1'-0"

J. B. BROWN & SONS

RYAN SENATORE ARCHITECTURE

PROGRESS PRINT ONLY
Not for Construction

FREE STREET - MIXED USE
PORTLAND, MAINE

APRIL 1, 2019



J. B. BROWN & SONS

1 VIEW LOOKING WEST ON FREE STREET
N.T.S.

RYAN SENATORE **ARCHITECTURE**

PROGRESS PRINT ONLY
Not for Construction

FREE STREET - MIXED USE
PORTLAND, MAINE

APRIL 1, 2019



1 VIEW LOOKING EAST ON FREE STREET
N.T.S.

J. B. BROWN & SONS

RYAN SENATORE **ARCHITECTURE**

PROGRESS PRINT ONLY
Not for Construction

FREE STREET - MIXED USE
PORTLAND, MAINE

APRIL 1, 2019



① VIEW LOOKING SOUTHWEST ON FREE STREET

J. B. BROWN & SONS

RYAN SENATORE **ARCHITECTURE**

PROGRESS PRINT ONLY
Not for Construction

FREE STREET - MIXED USE
PORTLAND, MAINE

APRIL 1, 2019



① VIEW LOOKING NORTHEAST ON FREE STREET

J. B. BROWN & SONS

RYAN SENATORE **ARCHITECTURE**

PROGRESS PRINT ONLY
Not for Construction

FREE STREET - MIXED USE
PORTLAND, MAINE

APRIL 1, 2019



① VIEW LOOKING WEST FROM SPRING STREET

J. B. BROWN & SONS

RYAN SENATORE **ARCHITECTURE**

PROGRESS PRINT ONLY
Not for Construction

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
1 COMMERCIAL STREET

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Rob Wiener, Preservation Compliance Coordinator
DATE: May 31, 2019
RE: June 5, 2019 **Preliminary Review of Proposed Storefront
Renovation**

Address: 1 Commercial Street

Applicant: Albert B. Glickman & Associates

Architect: David Lloyd, Archetype Architects

Introduction

On behalf of owners Albert B. Glickman and Associates, David Lloyd of Archetype Architects has requested a Certificate of Appropriateness for ground floor storefront renovations at 1 Commercial Street. In 2016 the Board held two workshops with Mr. Lloyd on plans for a comprehensive renovation of the entire building, but the applicants did not follow through. The owners now wish to phase the project, beginning with a new application to renovate the storefronts.

Formerly the location of Benkay Restaurant, with now vacant offices and storage spaces on the upper floors, 1 Commercial Street is located at the northwest corner of Commercial and India Street, directly across from the former Grand Trunk Railroad station. Although the building has lost some of its historic character over time, it has an interesting history, and is classified as a contributing structure in the Portland Waterfront Historic District.

Mr. Lloyd submitted elevations and photos showing existing conditions, and elevations, details, and a plan showing the proposed renovation. Staff has added additional photos of the building. Because of the limited scope of the proposed work, the reliance on the historic images for design guidance, and two previous workshops (almost three years ago,) it may be that the Board will want to consider delegating the final review of this item to staff, after the June 5 workshop.

Subject Structure, Current and Historic Appearance

The 3 ½ story, wood framed, commercial structure at the southern terminus of India Street is a unique, and rather curious, structure within its India/Commercial Street context. Its current compromised appearance, the product of numerous renovations, belies the building's rich history. Built circa 1860 as the New England House Hotel serving railroad and steamship passengers arriving or departing from the 19th century transportation hub located at intersection of Commercial and India Streets, the building is the only surviving 19th century wood hotel building in Portland and the only surviving hotel of the several located in this immediate vicinity. Though there have been numerous alterations to the storefronts, windows, roof dormers, and wall treatments, the building has retained its basic form and general appearance, anchoring the bottom of India Street along with the Grand Trunk office building across the street.

The Greek Revival style gable-roofed building is six bays wide by five bays deep with a brick ground floor and wood upper stories. The northeast façade on India Street is six bays wide and three stories high. There are four bays of storefront windows and two entry doors on this first floor elevation. Though remodeled, the current storefronts remain in what appear to be original locations and their treatment is loosely modeled after their 1924 appearance, with transoms and wood bulkheads. The storefronts carry over in three bays on Commercial Street. The fourth bay is solidly infilled with wood, but for a modern door at the west end of the building. There is a corner entry between these two elevations cut diagonally into the building. A freestanding column supports the corner. This corner treatment appears in the 1924 tax photo as well. A shallow shed roof addition wraps the entire ground floor of the building.

On the upper floors, the wood clapboard siding and trim have been replaced in kind and closely resemble what is seen in the historic view. The upper stories on each elevation currently have replacement wooden 1/1 windows throughout. A window opening has been added on the third floor level, India Street elevation. Note that the 1924 photo shows 2/2 windows on the second floor and narrow paired 1/1 windows on the third floor and fourth floor facing Commercial. In the center bay on the Commercial Street façade the original windows were arched-topped; these have been replaced with standard 1/1 windows matching the others on the building. A projecting balcony is shown in the center bay, second floor level. The balcony appears to have turned balusters and is supported by decorative brackets. This element has been removed in previous renovations. The 1924 tax photos show 4 individual doghouse dormers on both roof planes. These have been removed.

Proposed Project

Plans call for demolition of the entire current storefront, including the wood infill at the west end of the Commercial Street elevation but leaving in place the existing brick wall pieces. Also slated for removal is the sloping shed canopy roof that wraps the Commercial and India Street faces just above the storefronts, and the barrel-shaped awning facing India

Street. The new storefront designs are closely modeled on what can be discerned from the 1924 tax photos (see Attachment 4.)

More traditional than the existing version of the storefront, the plans feature significantly lower frame-and-panel bulkheads, large plate glass primary windows with bifurcated transoms like both the existing and the historic transoms. Storefront frames and bulkheads are to be painted wood, and all doors facing the sidewalks are to be replaced with full light wood doors. Above the main entrance at the angled southeast corner, the architect proposes a 2' deep, simple canopy finished with metal, wrapping the corner only as far as the ends of the angled indentation.

Staff Comments

New storefronts inspired by the historic photos will be a positive first step in the next reincarnation of 1 India Street. Staff has a number of questions about design details about which the Board may choose to have a discussion and / or ask for more information.

- For the paneling of the bulkheads, is there to be a moulding around the inside of the frame? (Staff notes that one example of a modern interpretation of a traditional wood-framed storefront is at 93 Exchange Street.)
- Would Board members like to see wider bottom rails on the glass doors, to align with the bulkheads?
- Has the architect investigated whether any measures will have to be incorporated to improve ADA compliance, and how that might affect the design?
- Staff finds the simple proposed canopy to appear quite contemporary in a minimalist way. There appears to be no historic precedent for a canopy in that location. Staff is not suggesting the creation of false history through the addition of a hood with a traditional appearance. Are Board members comfortable with the compatibility of the proposed awning?
- Would a fabric awning like the one at the corner of Milk and Pearl Streets (2 Milk Street) be a possible solution?
- Staff does not know whether the architect has investigated possibilities for improving handicap access to the ground floor, or whether some alterations could be required or recommended to meet ADA guidelines when the applicants apply for a building permit.

Applicable Review Standards - Standards for Review of Alterations to Historic Buildings

(1) Every reasonable effort shall be made to provide a compatible use for the property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.

(3) All sites, structures and objects shall be recognized as products of their own time, place and use. Alterations that have no historical basis or create a false sense of historical development such as adding conjectural features or elements from other properties shall be

discouraged.

(6) Deteriorated historic features shall be repaired rather than replaced wherever feasible. Where the severity of deterioration requires replacement of a distinctive feature, the new feature should match the feature being replaced in composition, design, texture and other visual qualities and, where possible, materials. Repair or replacement of missing historic features should be based on accurate duplications of features, substantiated by documentary, physical or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other structures or objects.

(10) Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.

Attachments

1. Cover letter from project architect
2. Architect's plans
3. Architect's photos
4. Additional photos of existing conditions by Google and staff
5. 1924 tax photos

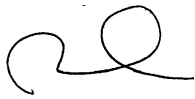
April 23, 2019

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

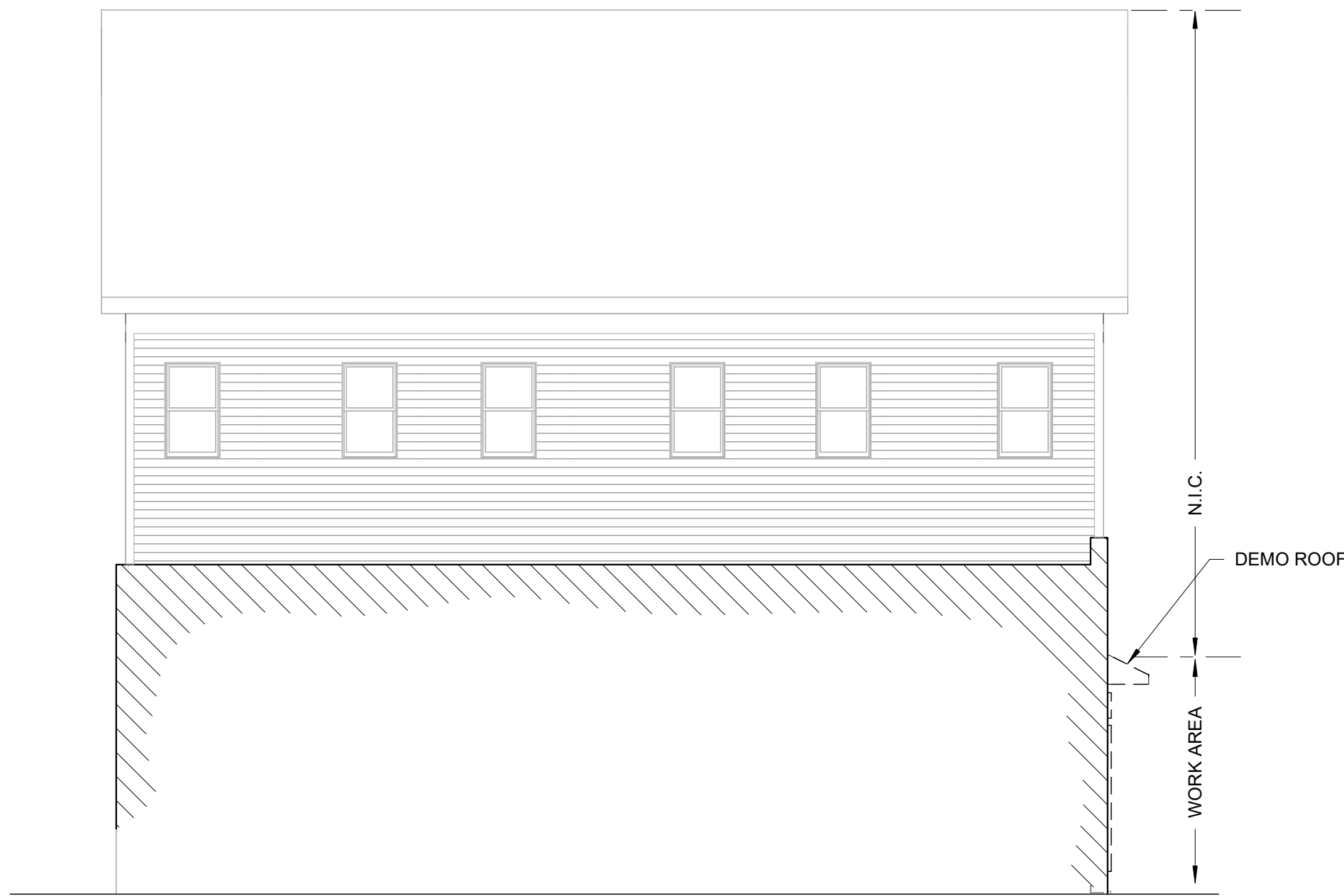
RE: 1 Commercial Street

We are pleased to be submitting drawings for the replacement of the existing store fronts at 1 Commercial Street. The owner wishes at this time to phase the project. Preparing the first floor for a new tenant then in another phase repair/renovate the upper stories. We have submitted proposed new painted wood and glass storefronts for the boards review and approval. Please call or e mail with any concerns.

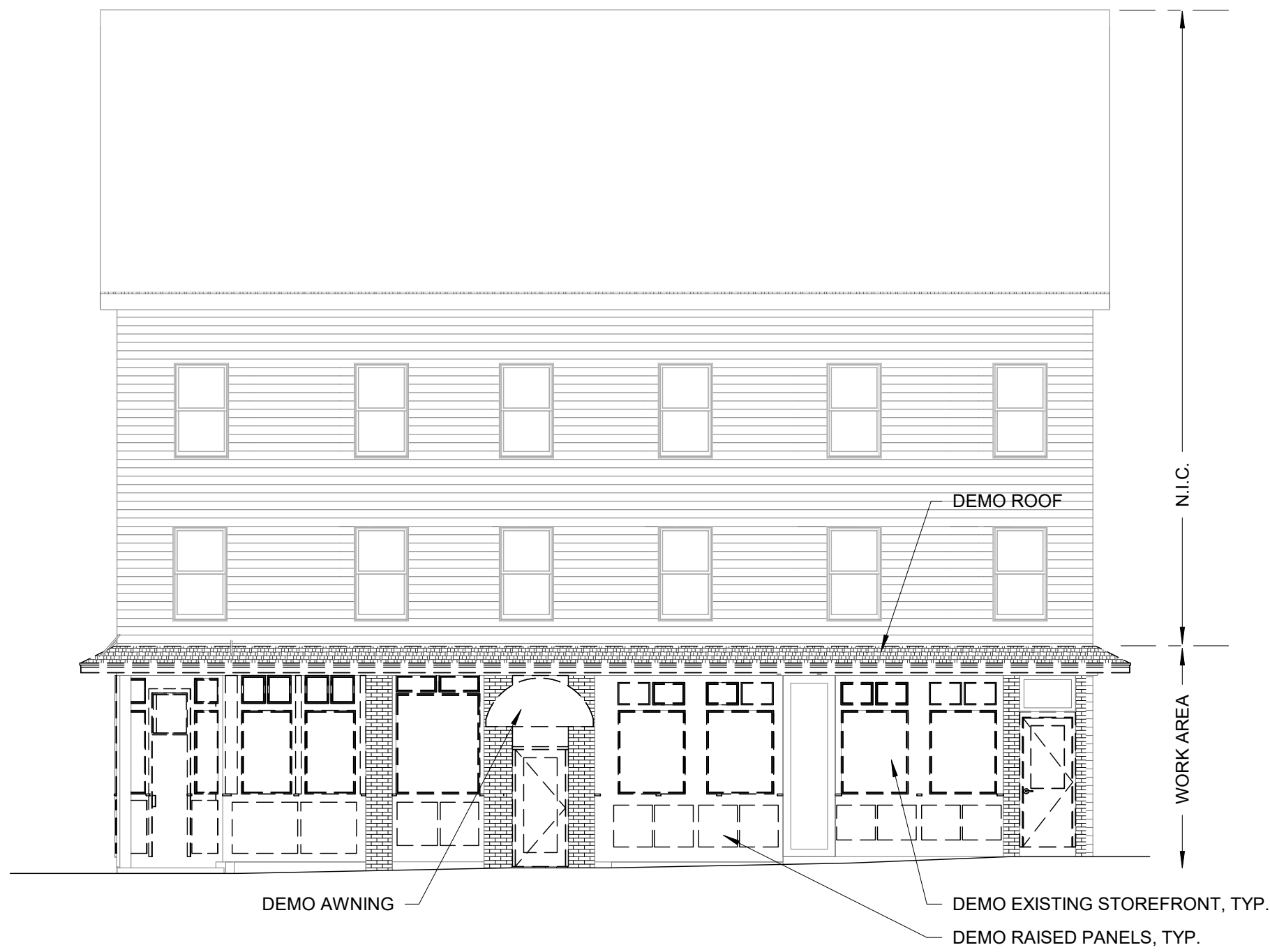
Respectfully Submitted,



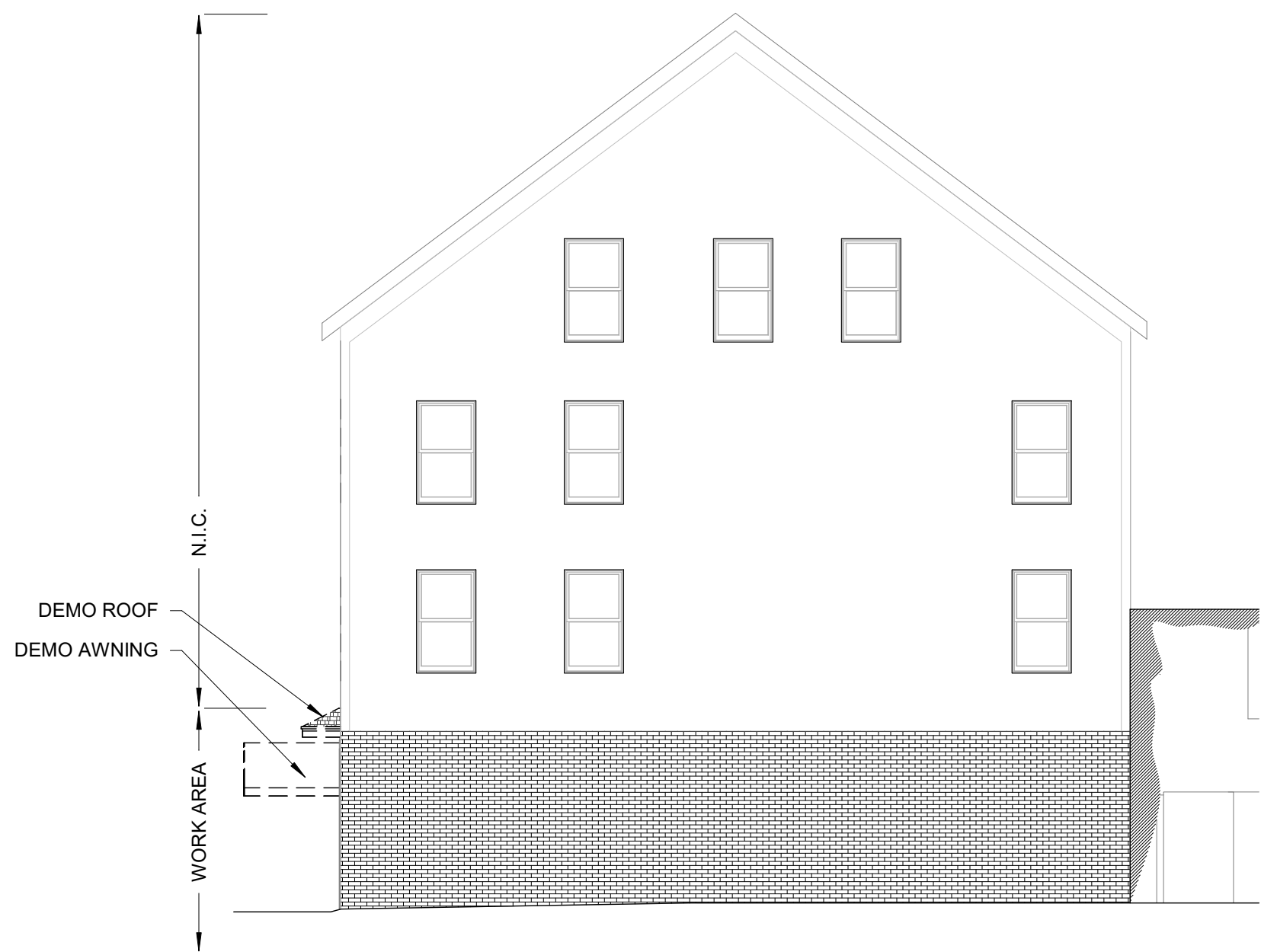
David Lloyd
Maine Licensed Architect #936



4 | EXISTING WEST ELEVATION
1/8" = 1'-0"



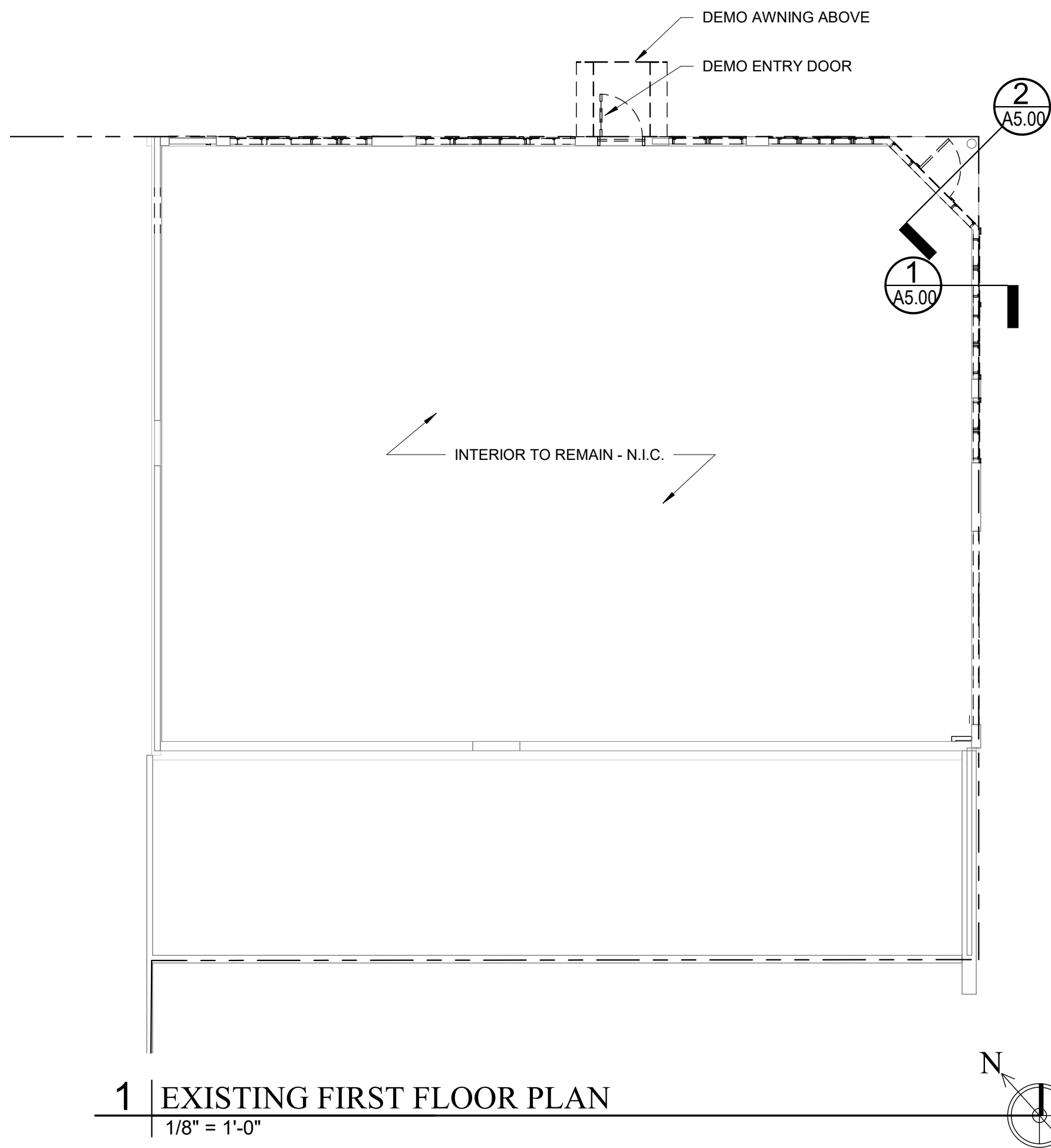
3 | EXISTING EAST ELEVATION
1/8" = 1'-0"



5 | EXISTING NORTH ELEVATION
1/8" = 1'-0"



2 | EXISTING SOUTH ELEVATION
1/8" = 1'-0"



1 | EXISTING FIRST FLOOR PLAN
1/8" = 1'-0"

Owner

Consultant:

Architect:
ARCHETYPE
architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Project:
1 COMMERCIAL
STREET
Portland, Maine

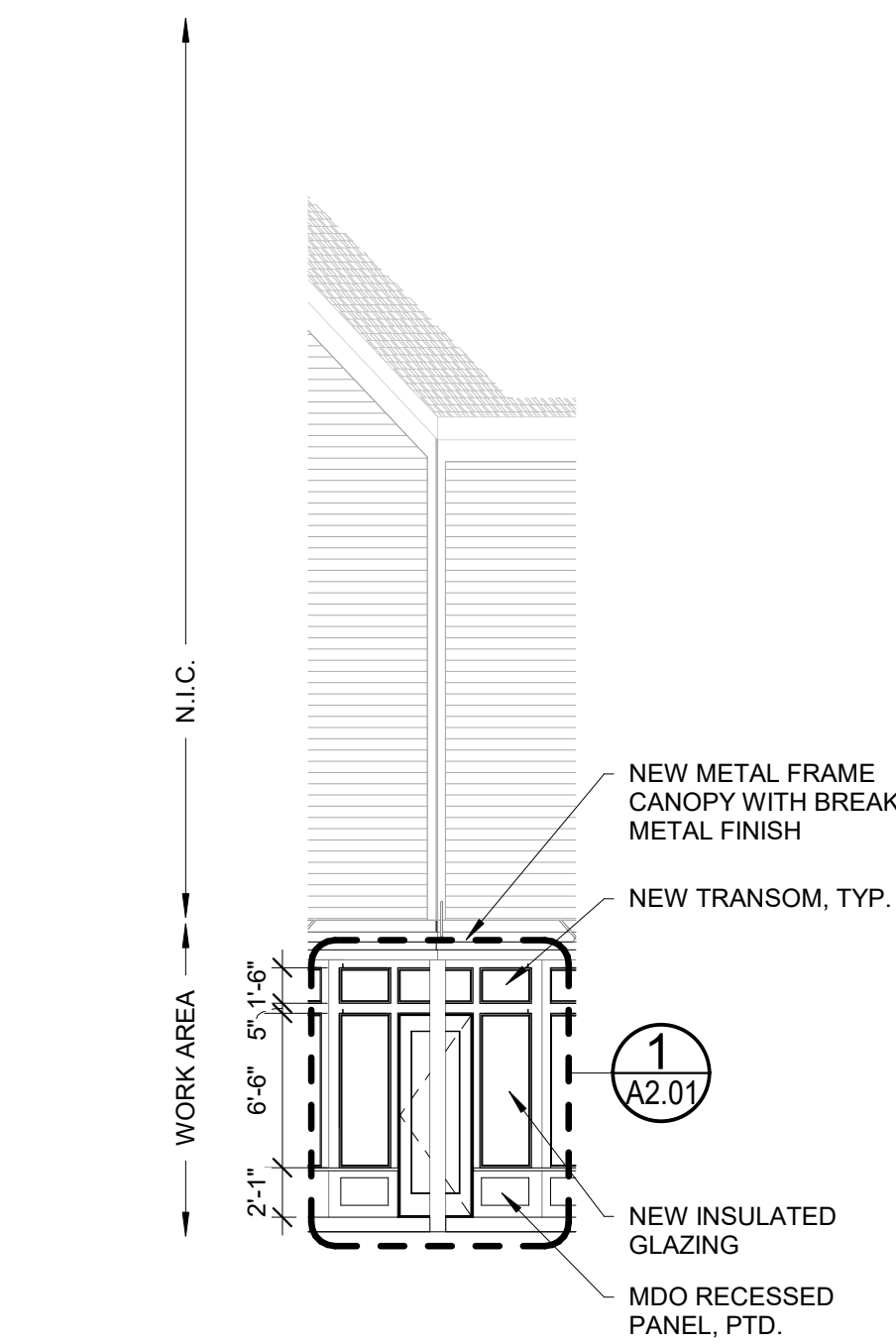
Revisions:

Date: 18 APR 2019
Scale: 1/8" = 1'-0"
EXISTING 1ST PLAN W/
DEMO & EXTERIOR
ELEVATIONS

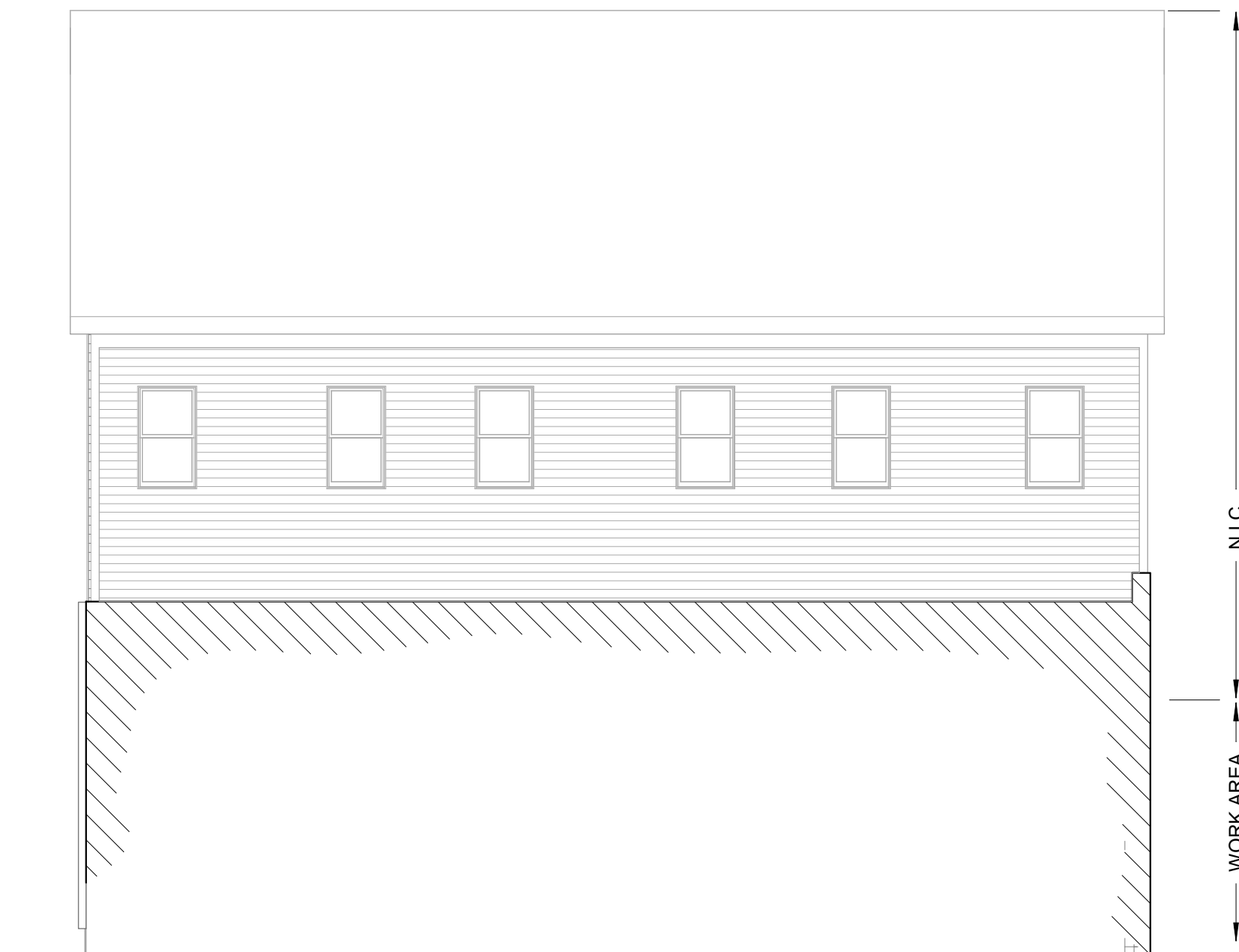
A0.01



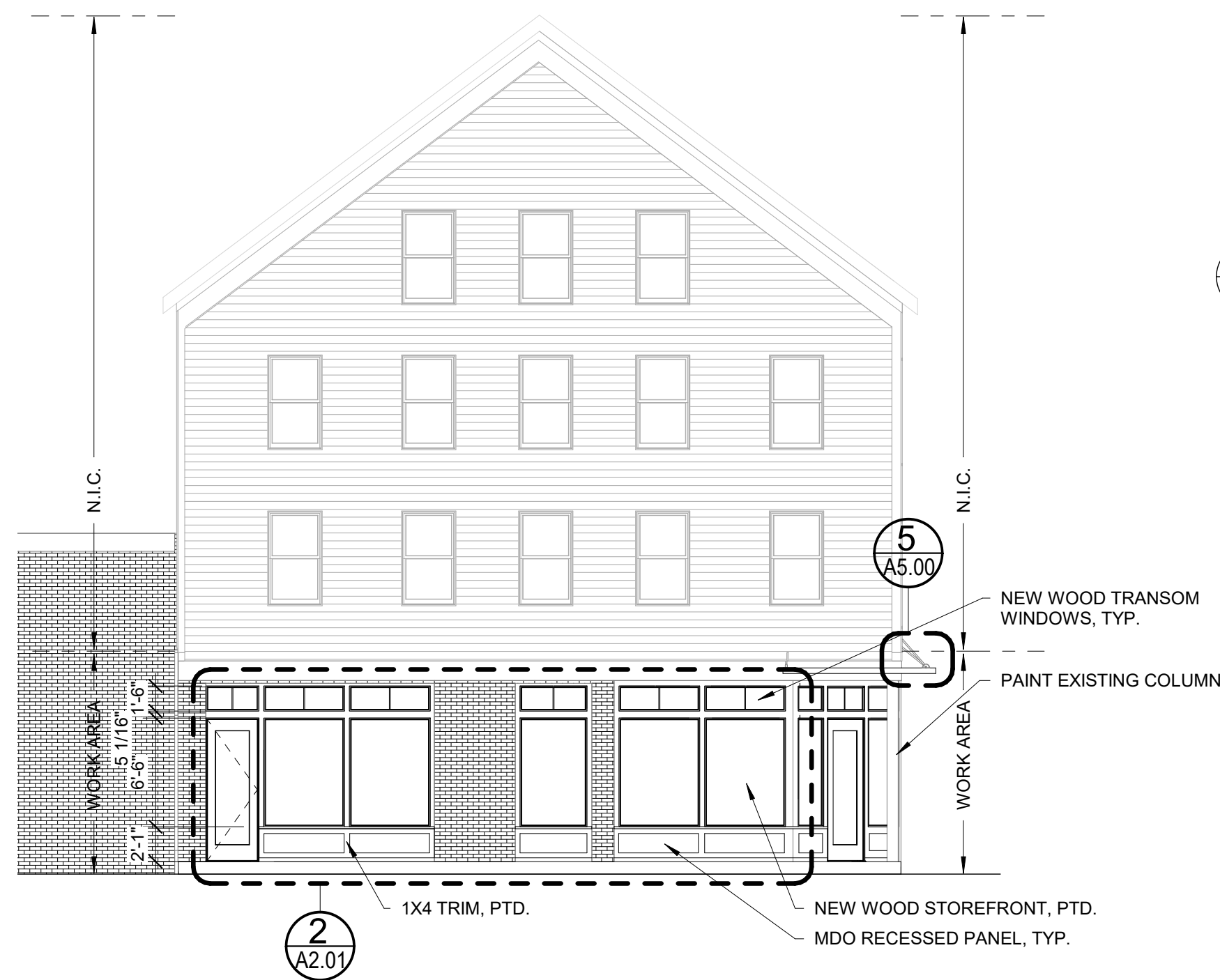
2 | NEW NORTH ELEVATION
1/8" = 1'-0"



6 | NEW SOUTHEAST ELEVATION
1/8" = 1'-0"



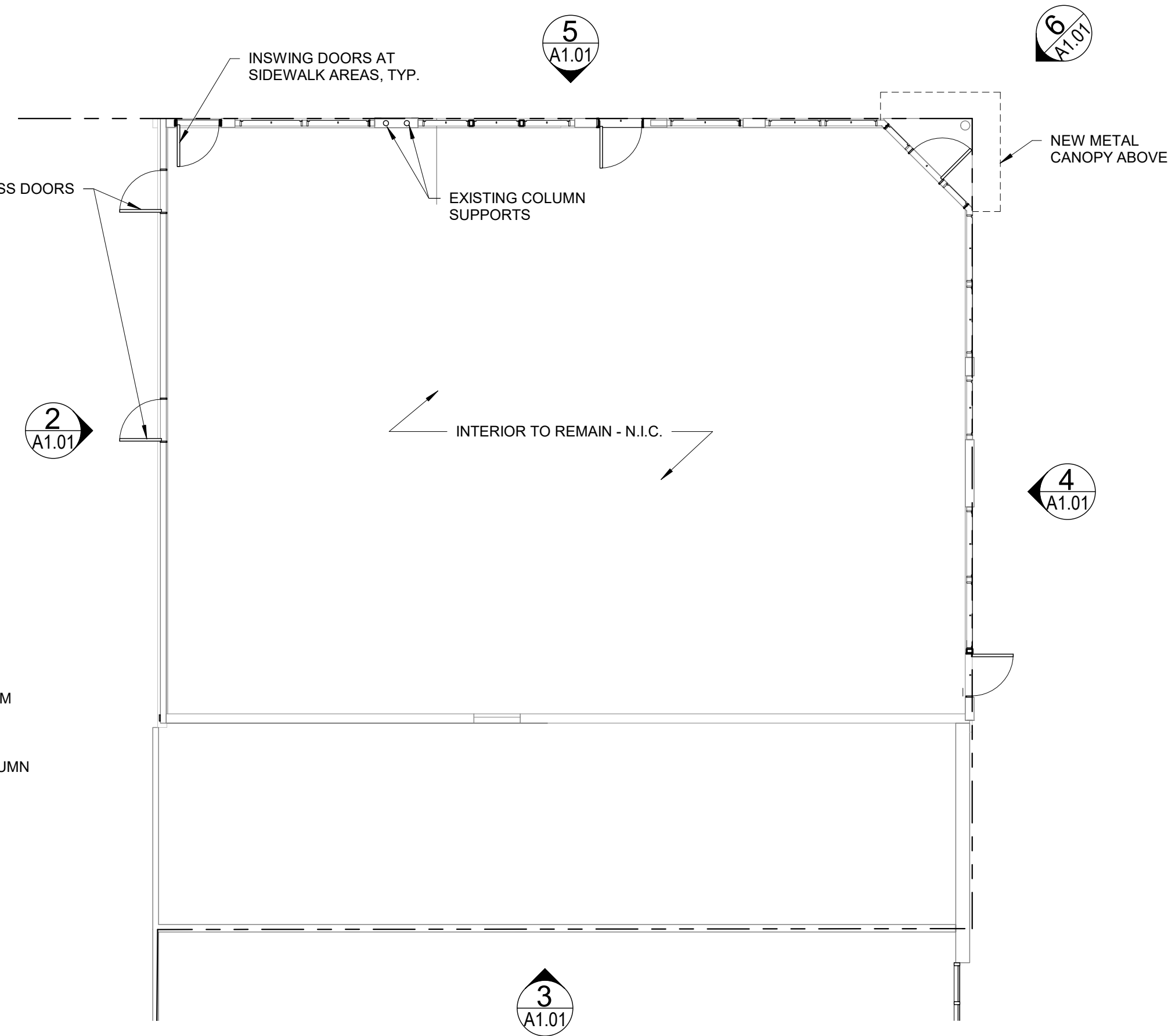
3 | NEW WEST ELEVATION
1/8" = 1'-0"



4 | NEW SOUTH ELEVATION
1/8" = 1'-0"

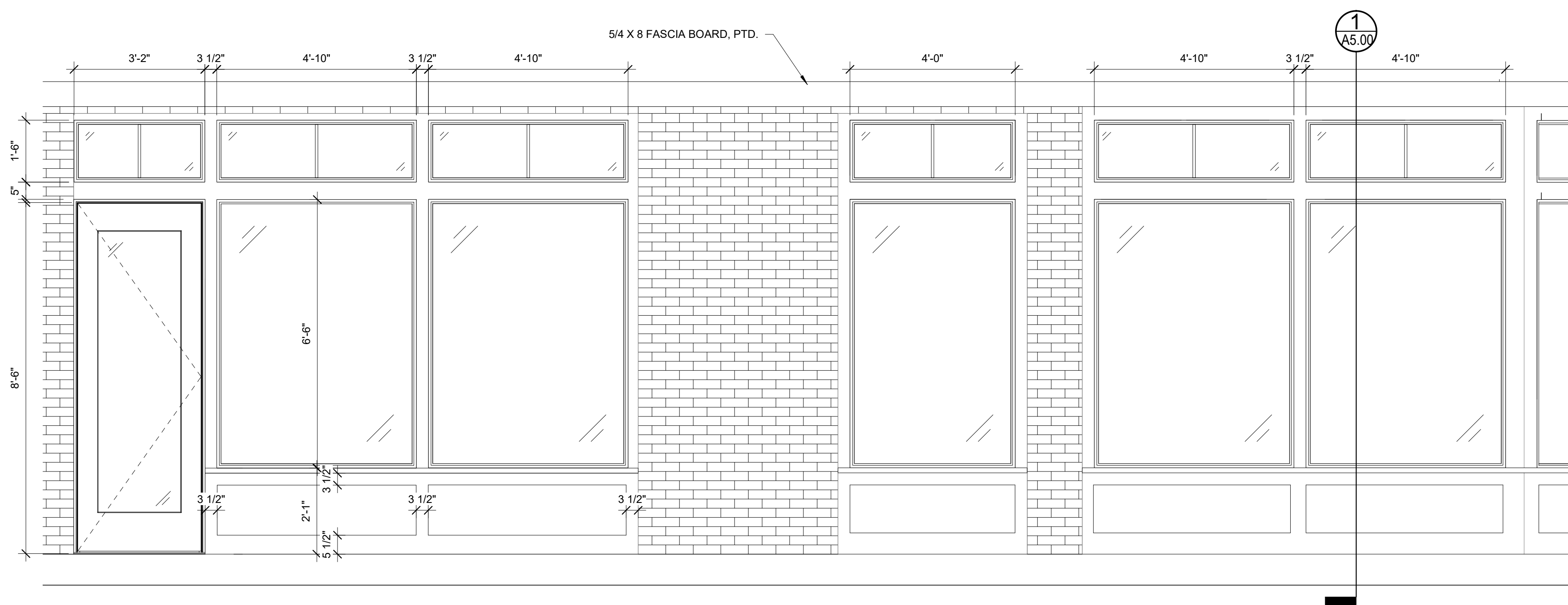


5 | NEW EAST ELEVATION
1/8" = 1'-0"

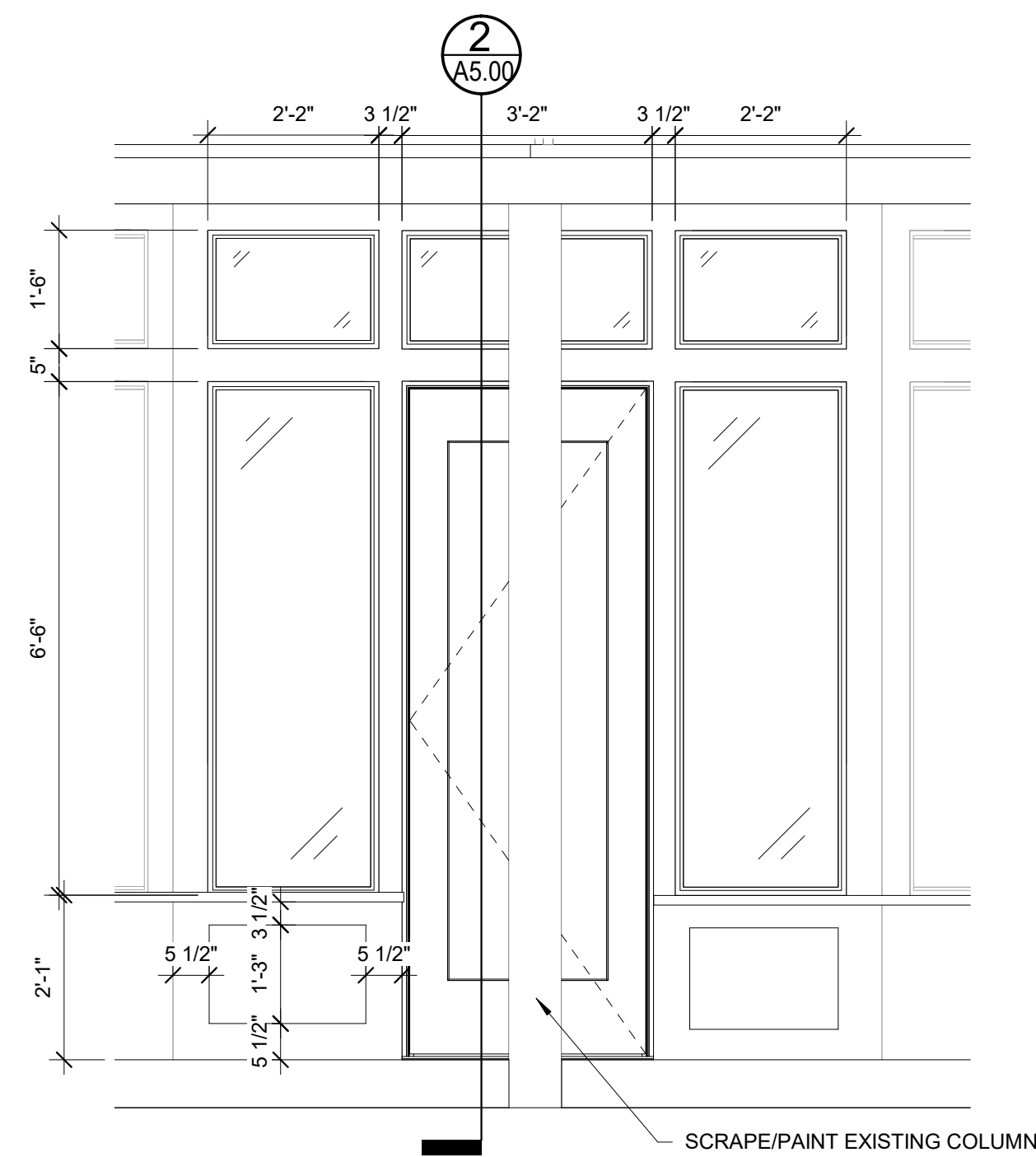


1 | NEW FIRST FLOOR PLAN
1/8" = 1'-0"

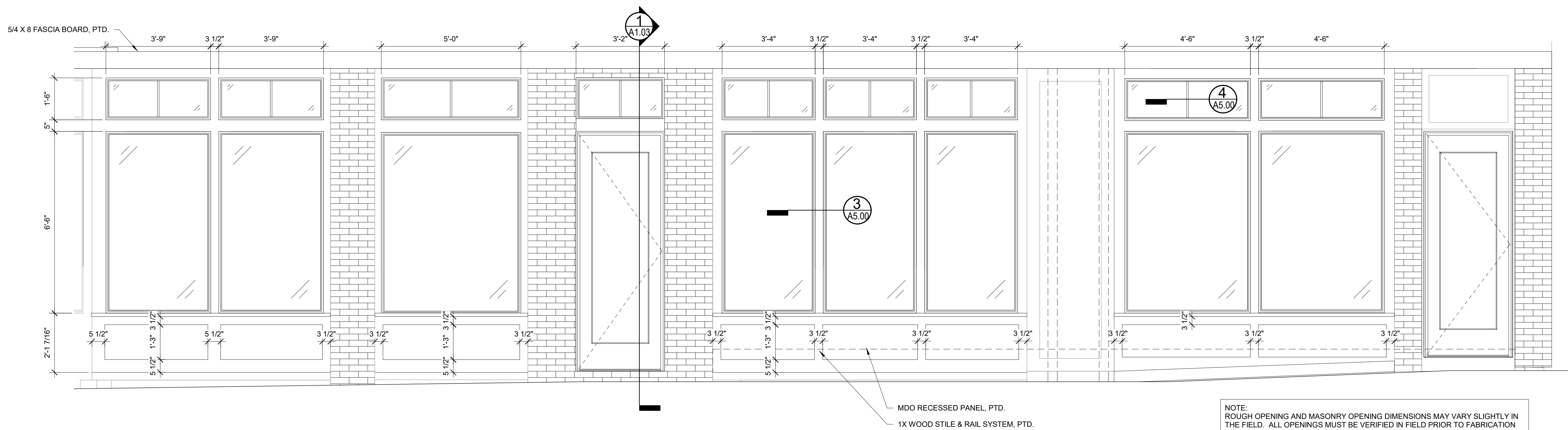
Prepared For:		Owner	
Consultant:		Architect:	
Project:		1 COMMERCIAL STREET STREET Portland, Maine	
Date:	18 APR 2019	Scale:	1/8" = 1'-0"
Revisions:		PROPOSED STOREFRONT REPLACEMENT PLANS & ELEVATIONS	
A1.01			



2 | ENLARGED SOUTH ELEVATION
1/2" = 1'-0"



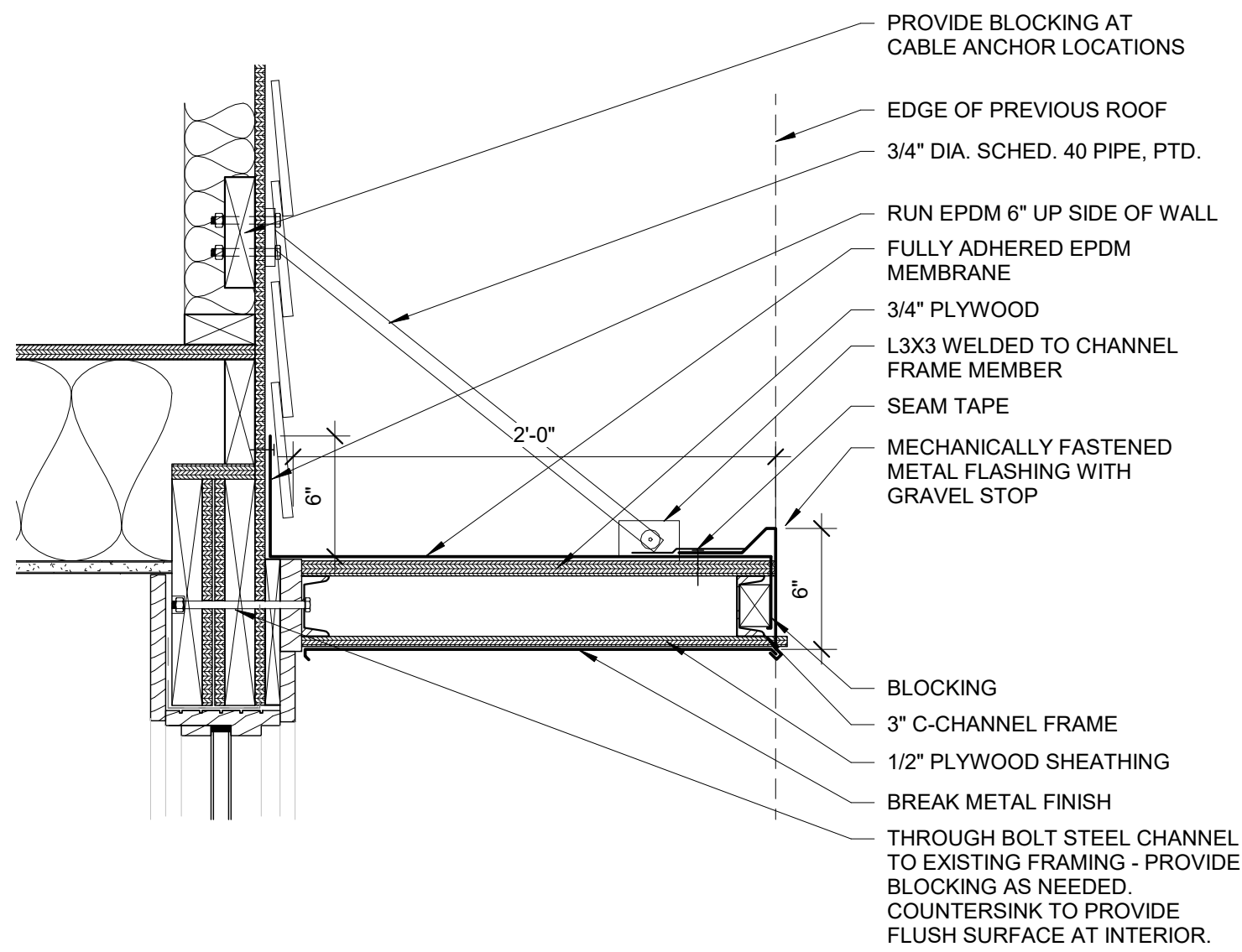
1 | ENLARGED SOUTHEAST ELEVATION
1/2" = 1'-0"



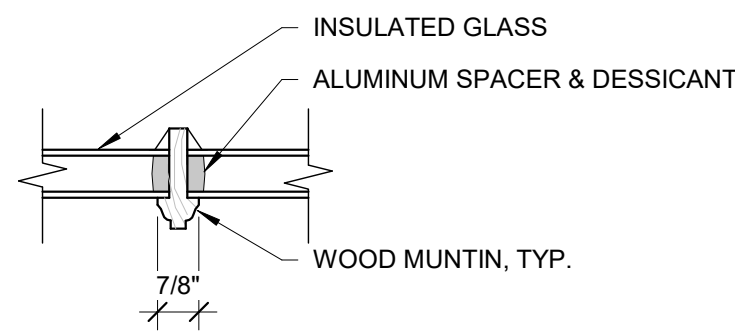
3 | ENLARGED EAST ELEVATION
1/2" = 1'-0"

NOTE:
ROUGH OPENING AND MASONRY OPENING DIMENSIONS MAY VARY SLIGHTLY IN THE FIELD. ALL OPENINGS MUST BE VERIFIED IN FIELD PRIOR TO FABRICATION OF STOREFRONT SYSTEM TO ENSURE PROPER FIT. VERTICAL AND HORIZONTAL MULLIONS SHALL REMAIN CONSISTENT THROUGHOUT AS SHOWN ON ELEVATIONS.

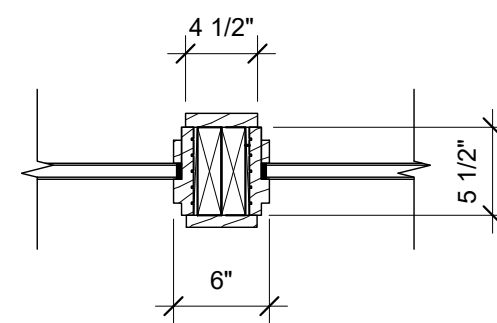
Prepared For:		Owner	
Architect:		Address City, State	
Project:		Consultant:	
1 COMMERCIAL STREET STREET Portland, Maine		ARCHETYPE architects 48 Union Wharf Portland, Maine 04101 (207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM	
Date:		Scale:	
18 APR 2019		1/2" = 1'-0"	
Revisions:		ENLARGED ELEVATIONS	
A2.01			



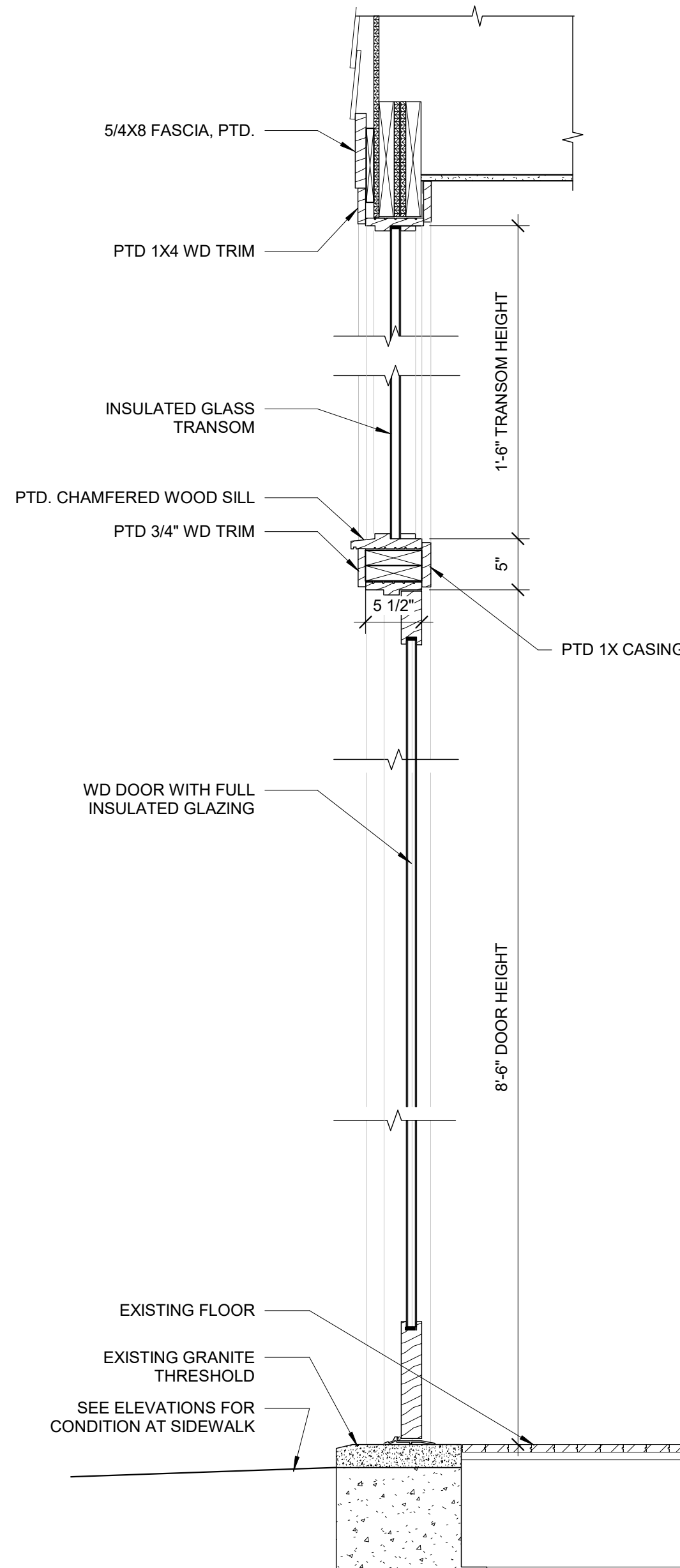
5 METAL CANOPY SECTION
1 1/2" = 1'-0"



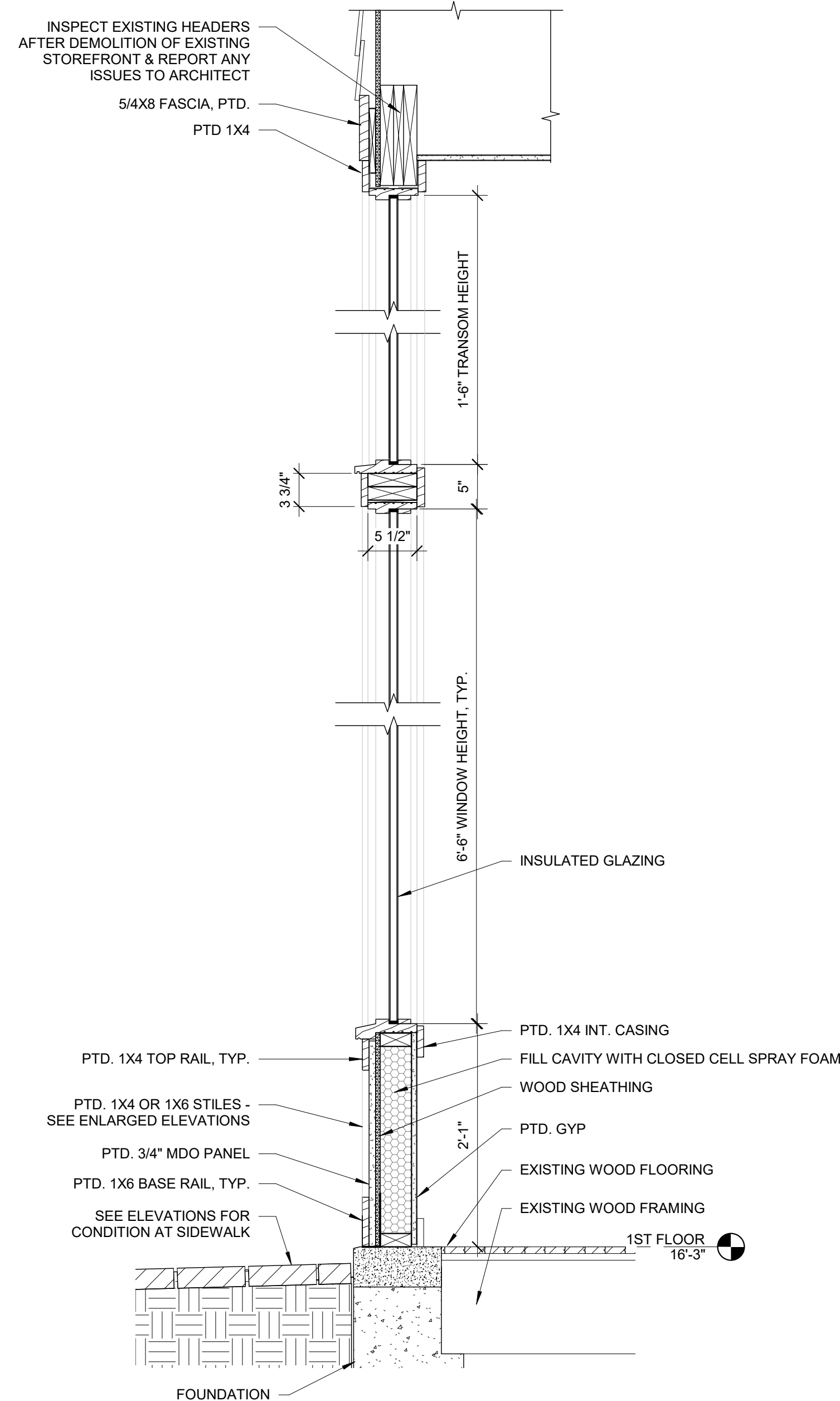
4 MUNTIN PROFILE
3" = 1'-0"



3 HORIZONTAL SECTION AT MULLION
1" = 1'-0"



2 STOREFRONT SECTION AT DOOR
1" = 1'-0"



1 STOREFRONT SECTION AT WINDOWS
1" = 1'-0"

Prepared For:

Owner

Address
City, State

Consultant:

Architect:
ARCHETYPE
architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Project:
1 COMMERCIAL
STREET
Portland, Maine

Revisions:

Date:
18 APR 2019

Scale:

As indicated

DETAILS

A5.00



NO PARKING
ANY TIME
→

15 MIN
PARKING
9:00 AM
TO 5:00 PM
←

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Google Earth

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Att. 5



29-N-26



V-4700

29-N-25

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Com

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
TWO MONUMENT SQUARE

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Rob Wiener, Preservation Compliance Coordinator
DATE: May 31, 2019
RE: June 5, 2019 **Preliminary Review of Proposed Recladding, Outdoor Seating, and Open Space Improvements**

Address: Two Monument Square

Applicant: Dirigo Management Company, representing 800 Northern Corporation

Architect: Katherine Detmer, Archetype Architects

Introduction

On behalf of Dirigo Management and owners 800 Northern Corporation, Katherine Detmer of Archetype Architects has requested a preliminary review of several exterior improvements to Two Monument Square. Proposed projects include: recladding both faces of the two-story connector between the One and Two Monument Square buildings; converting the planter on the Federal Street frontage of Two Monument Square to outdoor seating with a pergola; and landscaping improvements in the open space along Temple Street.

One and Two Monument Square are noncontributing buildings in the Congress Street Historic District, built in 1969 and 1979, respectively. They bear little resemblance to each other except they are both ten stories tall and are connected by the “bridge” that is clad in the same brick as Two Monument Square and parts of One Monument Square. The property is highly visible and at the heart of the Congress Street District and Portland’s downtown.

Ms. Detmer has submitted a project summary outlining the three distinct parts of the proposal, and photos, renderings, and plans illustrating the intent. Staff has added some photos to clarify the areas in question.

In addition to Historic Preservation review and building permits, the work on landscaping

I:\Team Drives\PUD - Planning\4 Historic Preservation\HP Board Memos\2019 Memos\6-5-19 Monument Square 2.docx

on the lot and in the public right-of-way will require administrative authorization from the Planning Department, and review of engineering and construction details by the Department of Public Works. (City Arborist Jeff Tarling has been consulted concerning the open space and the removal of existing street trees.)

Subject Property

As noted, these two towers are an imposing presence on Congress Street between Monument Square and Temple Street. While One Monument Square has a distinct vertical orientation, with its angled piers and vertical bands of tinted glass, Two Monument Square displays horizontal bands of windows in smooth planes of brick and thus has a horizontal emphasis. Parking on the lower floors means the brick walls are largely blank facing Congress and Temple Streets. Elevation change from Congress to Federal streets puts the ground floor entrance above the level of the sidewalk on Federal. The two-story existing connector bears more resemblance to Two Monument Square, with recessed entrance doors on the ground floor and the second floor that appears to be a bridge.

The primary entrance to both buildings has been facing Congress Street in the connector, but in the 1990's a renovation created an entrance to the main lobby from Federal Street, next to a loading dock or garage entrance. The plaza in front of the Congress Street doors was recently repaved with grey granite slabs.

Proposed Project

Please see Ms. Detmer's project summary.

Staff Comments

The need to re-clad the connector between One and Two Monument Square creates an opportunity to update the appearance with a material that should relate compatibly to both buildings while potentially enlivening and making more distinct the entrances and the connector. Staff believes samples of the granite should be reviewed to ensure compatibility with the various other materials at play on the buildings and in the plaza hardscape – especially the tan brick.

Creation of a seating area where a large planter presently exists on the Federal Street face of Two Monument Square will also make that side of the building more inviting and human-scaled. Although the garage ramp will continue to be a rather forbidding hole facing Federal, the lowering of the brick planter wall and its replacement by a glass railing system that will continue across the face of the connector will help create a welcoming appearance and distract from the garage wall, perhaps better than the planter did.

Comparison of the renderings and the actual photos makes staff wonder if the tinted glass in the entry area would work against this effort be welcoming. Glass in the renderings looks more clear than in the photos, and it suggests consideration of lightening up the

entrances by changing the glazing. Staff also suggests that the color of the pergola be carefully chosen to blend with other materials. (Ms. Detmer's photos include one of an outdoor café, illustrating an example of the proposed pergola.)

Staff hopes a careful design and working with City Officials on the open triangle east of Two Monument Square and next to Temple Street will help make it a livelier space. Staff wonders:

- Will the wall of the garage at the base of Two Monument Square be more exposed than it is now?
- Ms. Detmer refers to this area as a "park." Is any seating planned for the area that is to be paved with granite, or is it primarily a pedestrian walk-through?
- Will parking still be permitted off of Federal Street?

Attachments

1. Architect's project summary
2. Architect's plans, photos, and renderings
3. Additional photos of existing conditions by Google, supplied by staff

2 Monument Square Improvements – Project Summary

There are three pieces to the work being proposed for 2 Monument Square:

1. Bridge re-cladding – This portion of work is triggered by the fact that the existing brick façade on the bridge is failing. The brick itself is a very specific color that would be difficult to match so we are taking this opportunity to introduce a different material. We are proposing a gray granite-look material. This material has a surface more like the brick of 2 Monument and a color palette closer to the gray metal of 1 Monument which the bridge connects. It also ties into the granite pavers that were recently used to pave the entry on Congress Street and on Federal, although those have a pink/red hue to them that we do not propose to use for the bridge. We are also proposing to drop down columns where the bridge overhangs the first level to help ground the design and create a more dynamic space as you enter the building.
2. The next piece of work is to convert the large planter on the Federal Street façade to a sitting area with a pergola. The edge of the planter would be demolished and the fill removed and a glass rail would run the perimeter and tie into a new glass rail along the path under the bridge overhang. The pergola proposed would have operable fins so they can be adjusted in the warmer months for sun and rain purposes and in the winter they can be opened so snow load does not become an issue with the structure.
3. The final element in the improvements is a park on the corner of Temple and Federal. This park design has been discussed with Jeff Tarling and he is supportive. It includes the elimination of city street trees which are lindens and are in bad shape. They also block desired views up and down Temple Street. We replace them with shade tolerant species that include flowering canopies in the spring and red foliage in the fall, all planted on the owner's property – opening up views but still providing shade for the sidewalks. The ground would be replaced with granite pavers to match those that exist at the entryways. The owner has also agreed to replace the brick sidewalk where previous work stops along Temple Street and continue this around Federal Street to the delivery drive.



Att. 2



KeyB

TWO MONUMENT SQUARE ONE



KeyB

Untitled Map

Write a description for your map.

Legend

📍 Temple St



Google Earth

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8.91 ft

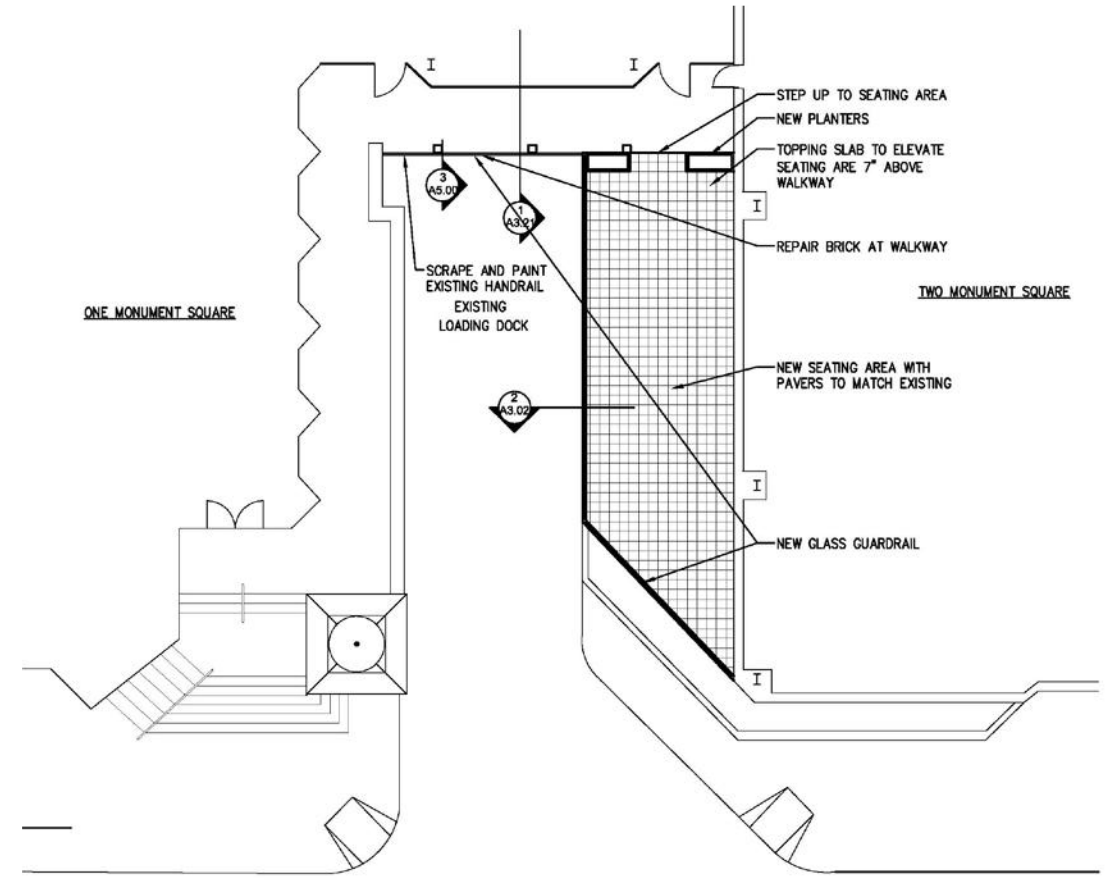
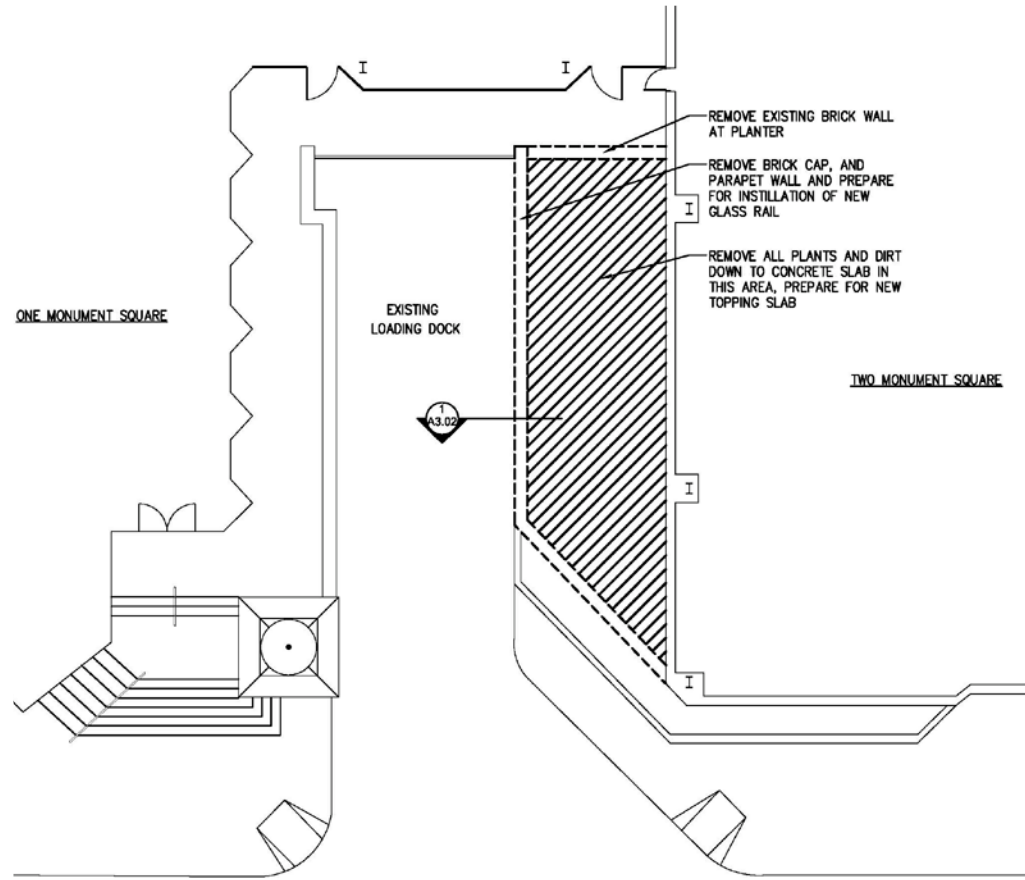




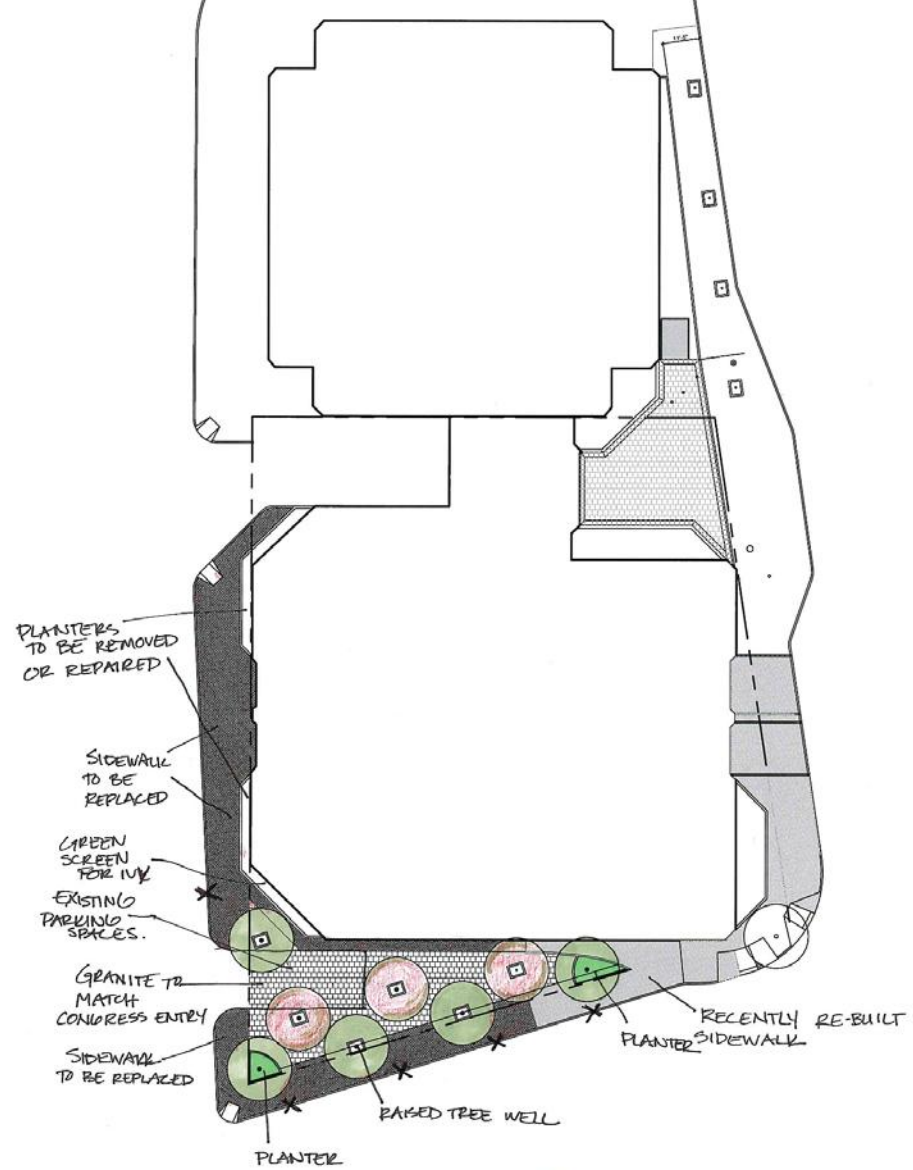




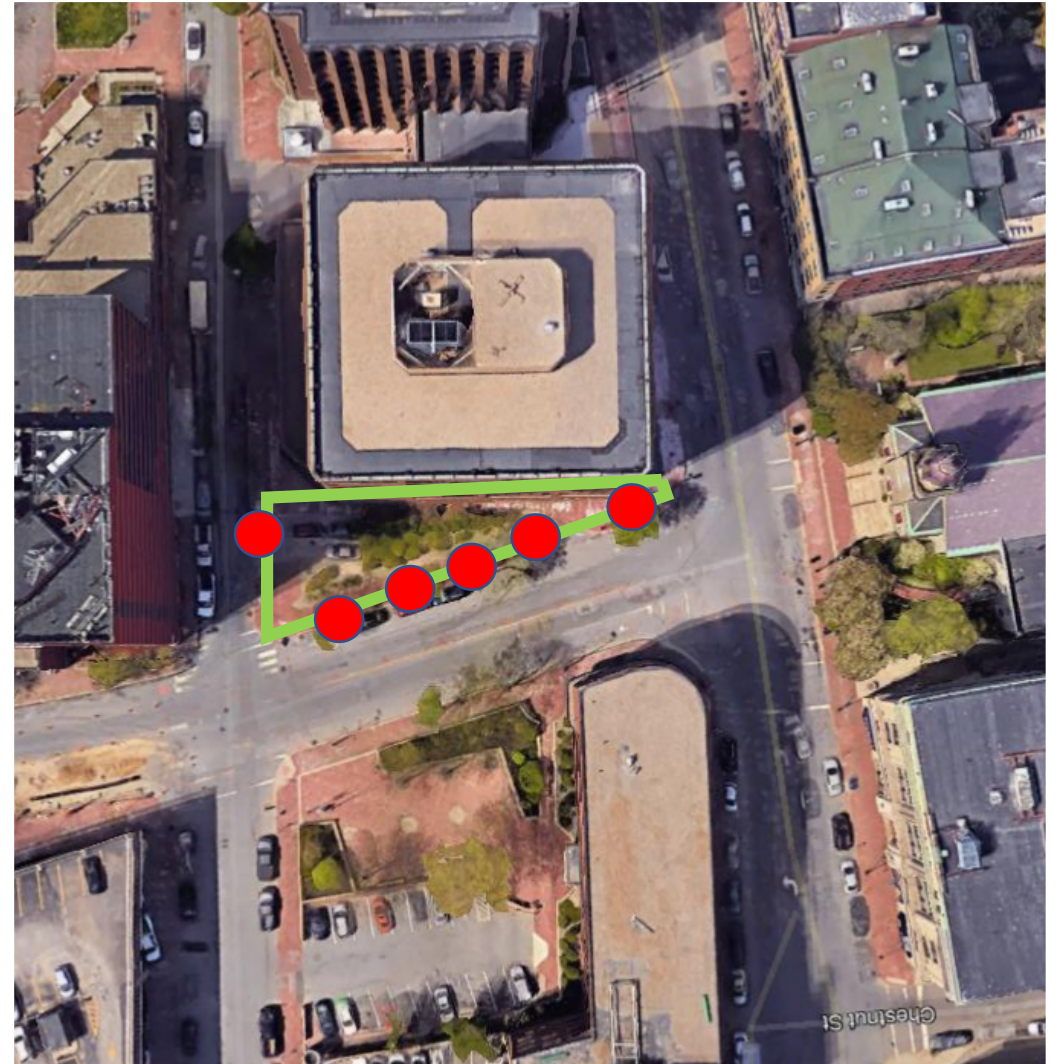
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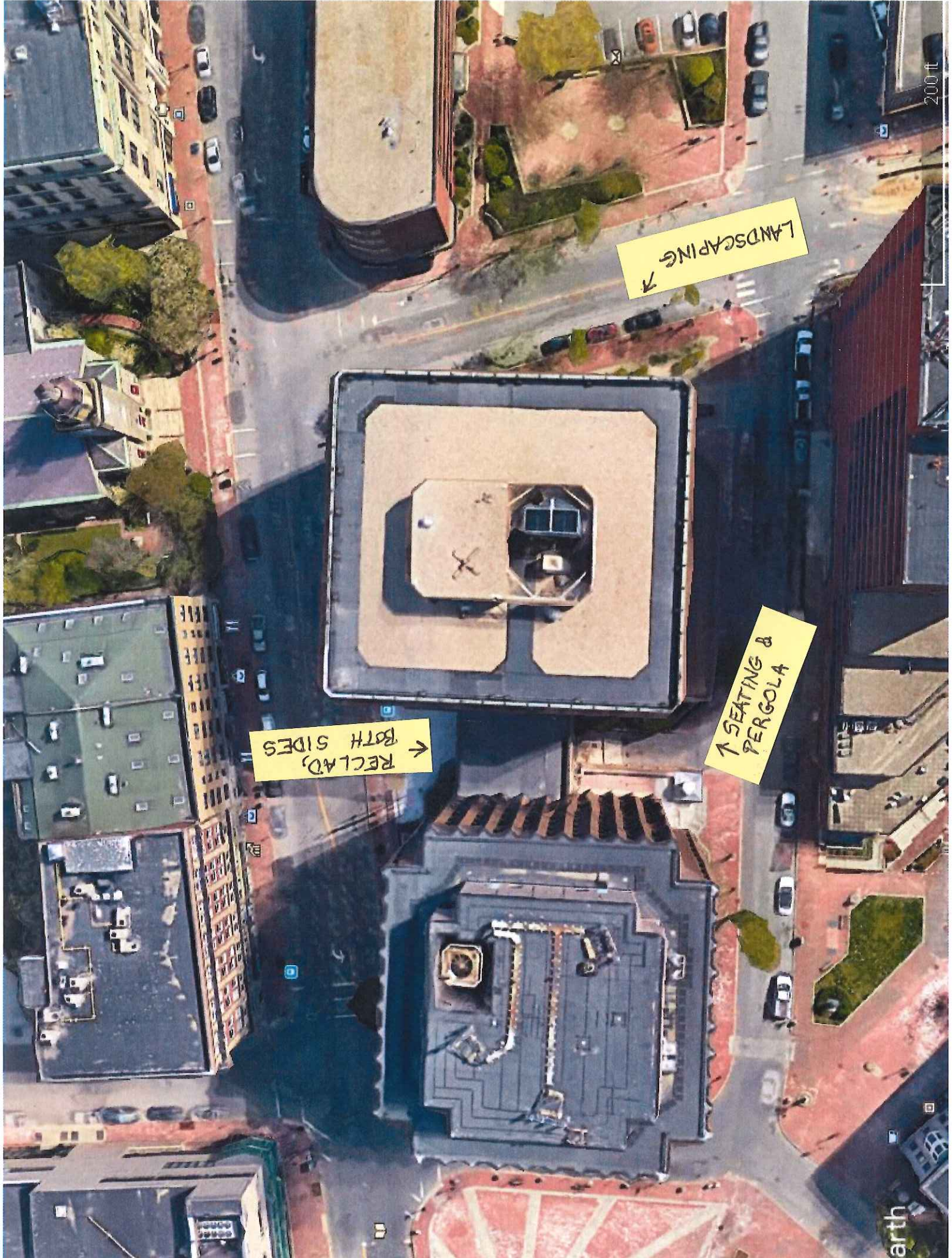
-  - STERILE CHERRY
-  - KARPICK RED MAPLE.
- X - REMOVE CITY TREES





2
MONUMENT SQUARE

2



LANDSCAPING →

↑ SEATING & PERGOLA

← RECLAD, BOTH SIDES

200 ft

earth



Google Earth

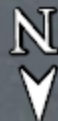
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10 ft



Google Earth

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9.44 ft

