

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, August 7, 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 JULY 24, 2019

- i. Formal finding of eligibility for landmark designation and recommendation to City Council regarding designation; 536 DEERING AVENUE and 309, 330, 331, 343, 355, 364, 495, 501, 517, 525, 533, 617, 630, 651, 648 and 660 FOREST AVENUE; City of Portland Planning Department, Sponsor.

A. The Board voted 6-0 (Wood absent) that:

The Firestone Auto Supply & Service Store at 309 Forest Avenue meets the historic preservation ordinance's minimum criteria for designation, specifically Criteria 4 and 6 of Section 14-610, and also Section 14-611.

The Van Blarcom Incorporated Automobile Garage at 330 Forest Avenue meets the historic preservation ordinance's minimum criteria for designation, specifically Criteria 4 and 6 of Section 14-610, and also Section 14-611.

The A.S. Hinds Laboratory Building at 331 Forest Avenue meets the historic preservation ordinance's minimum criteria for designation, specifically Criteria 1, 4 and 5 of Section 14-610, and also Section 14-611.

The Miles B. Mank Motor Car Company at 343 Forest Avenue meets the historic preservation ordinance's minimum criteria for designation, specifically Criteria 4 and 6 of Section 14-610, and also Section 14-611.

The L.C. Gilson Automobile Company Building at 355 Forest Avenue meets the historic preservation ordinance's minimum criteria for designation, specifically Criteria 4 and 6 of Section 14-610, and also Section 14-611.

Oakhurst Dairy;1953 addition at 364 Forest Avenue meets the historic preservation ordinance's minimum criteria for designation, specifically Criteria 1 and 4 of Section 14-610, and also Section 14-611.

The Packard Motor Car Company Showroom at 495 Forest Avenue meets the historic preservation ordinance's minimum criteria for designation, specifically Criteria 4 and 6 of Section 14-610, and also Section 14-611.

The Gleason Chrysler Auto Dealership at 501 Forest Avenue meets the historic preservation ordinance's minimum criteria for designation, specifically Criteria 4 and 6 of Section 14-610, and also Section 14-611.

The Clifton R. Shaw Auto Dealership at 517 Forest Avenue meets the historic preservation ordinance's minimum criteria for designation, specifically Criteria 4 and 6 of Section 14-610, and also Section 14-611.

The John S. Goff Chevrolet Building at 525 Forest Avenue meets the historic preservation ordinance's minimum criteria for designation, specifically Criteria 4 and 6 of Section 14-610, and also Section 14-611.

The Studebaker Automobile Dealership at 533 Forest Avenue meets the historic preservation ordinance's minimum criteria for designation, specifically Criteria 4 and 6 of Section 14-610, and also Section 14-611.

The Great Atlantic & Pacific Tea Company Store at 617 Forest Avenue meets the historic preservation ordinance's minimum criteria for designation, specifically Criteria 6 of Section 14-610, and also Section 14-611.

The Darling-Kidder Motor Company at 630 Forest Avenue meets the historic preservation ordinance's minimum criteria for designation, specifically Criteria 4 and 6 of Section 14-610, and also Section 14-611.

The Odd Fellows Block at 643-651 Forest Avenue meets the historic preservation ordinance's minimum criteria for designation, specifically Criteria 1, 3, 5 and 6 of Section 14-610, and also Section 14-611.

The Chapman Block at 648 Forest Avenue meets the historic preservation ordinance's minimum criteria for designation, specifically Criteria 1 and 6 of Section 14-610, and also Section 14-611.

The Valle's Sandwich Shop building at 660 Forest Avenue meets the historic preservation ordinance's minimum criteria for designation, specifically Criteria 4 and 6 of Section 14-610, and also Section 14-611.

B. Based on the above findings, the Board voted 6-0 (Wood absent) to recommend that the slate of 17 historic structures be designated as local landmarks subject to the protections of Portland's historic preservation ordinance.

C. The Board also voted 6-0 (Wood absent) to recommend amendments to the designation cover letter and Design Manual.

- ii. Certificate of Appropriateness for Exterior Alterations; 75 STATE STREET; Seventy-Five State Street, Applicant. The Board voted 6-0 (Wood absent) to approve the application subject to conditions.

3. COMMUNICATION AND REPORTS

4. WORKSHOP - 5:00 PM

- i. Preliminary Review of Proposed Building Reconstruction and Exterior Alterations; 58 FORE STREET (Building 12 of former Portland Company complex); Portland Foreside Development Company, Applicant.

5. PUBLIC HEARING

- i. Certificate of Appropriateness for Storefront Replacement; 110 EXCHANGE STREET; One Ten Exchange, LLC., Applicant.

BREAK FOR DINNER - MEETING RESUMES AT 7:30 P.M.

6. PUBLIC HEARING, CONTINUED

- i. Certificate of Appropriateness for Intersection Reconfiguration, Public Improvements; ANDREWS SQUARE (bounded by Pine, West and Clark Streets); City of Portland Department of Public Works, Applicant.
- ii. Certificate of Appropriateness for New Construction; 66 STATE STREET; Developers Collaborative, Applicant.

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

**WORKSHOP
58 FORE STREET (BUILDING 12, former Portland Company Complex)**

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Deb Andrews, Historic Preservation Program Manager
DATE: July 30, 2019
RE: August 7, 2019 **WORKSHOP – Preliminary Review of Proposed
Building
Reconstruction, including Proposed Alterations
And Additions**

Address: 58 Fore Street, Building 12
Portland Company Historic District

Applicant: Portland Foreside Development Company
Kevin Costello and Casey Prentice, Principals
David Senus, Project Manager

Project Architect (for historic structures): Henry Moss, Bruner/Cott Architects

Introduction

Architect Henry Moss of Bruner Cott Architects, representing Portland Foreside Development Company, has requested a workshop session to present a preliminary design proposal for the reconstruction of Building 12 within the Portland Company Historic District.

In February, the Board approved the applicant's request to dismantle the existing historic structure (following detailed documentation and salvaging of existing masonry) in anticipation of its reconstruction at a new (and revised) location on the 58 Fore Street property. Wednesday's workshop will focus not only on the reconstruction of the original masonry shell and duplication of the building's key exterior features, but also on design modifications proposed to accommodate the new uses planned for the building. Board members will recall that design modifications are also necessitated by the large void left on the building's northwest elevation when Building 11, to which Building 12 was physically attached, was removed.

At this early stage of design development, Mr. Moss's submission includes general

elevations, a site plan, floor plans and a description of proposed materials, but no details, specifications or wall sections. In his cover letter, Mr. Moss describes the rationale and/or inspiration behind some of the new design elements and additions being proposed.

Staff has enclosed for the Board's reference several photos and assessor's maps depicting Building 12 over time. (See ATTACHMENT 1). Some of these images were included in Sutherland Conservation & Consulting's report and others were included in materials provided by Consigli Construction during review of the proposed dismantling.

Background – Early Input from the Historic Preservation Board Regarding Potential Additions and Alterations to Remaining Portland Company Historic Structures

In December 2016, when the Historic Preservation Board forwarded its formal recommendation to the Planning Board on the proposed Master Development Plan for the phased build-out of the 58 Fore Street property, the Board included with its recommendation a list of specific concerns and considerations intended to guide current and/or future property owners, their consultants and future members of the Historic Preservation Board as they considered specific adaptive reuse projects within the Portland Company Historic District. The Board elected to attach this list of concerns/considerations because the elevations and renderings included with the applicant's Master Development Plan (MDP) submission showed a number of additions and alterations to the former Portland Company structures. The presence, scale, massing and/or design of some of the potential alterations were of concern to the Historic Preservation Board because of their visual impact on the historic structures. The Board wished to communicate that while forwarding its favorable recommendation regarding approval of the MDP, it was not necessarily endorsing all the building alterations and additions shown in the applicant's conceptual renderings. A copy of the Historic Preservation Board's 2016 comments, identified as "General Input for Future Reviews" is attached to this report—see ATTACHMENT 2, page 3.

Note that the first item on the list reads as follows:

- *Given the limited number of historic buildings that remain to convey the history, visual character and significance of the Portland Company, care should be taken that any additions or infill construction not overwhelm, distract from or visually compete with the historic structures. While it is understood that building additions and added architectural elements may be necessary or desirable as part of the buildings' conversion to new uses, the number of proposed additions and the scale/architectural prominence of some of the additions as rendered in the master plan drawings require further consideration to ensure that the historic character of the remaining buildings is not diminished. In short, additions should be recessive and architecturally compatible with the subject structure, so that the historic form and architectural character of each contributing structure remains prominent.*

More recently, as part of the Board's review of the applicant's request to dismantle and reconstruct Building 12 and revise the previously-approved site for the reconstructed building, the Board was asked again to provide preliminary comments regarding alterations and additions illustrated in Perkins & Will's preliminary renderings. (Again, the request for early input was to gauge whether the alterations and additions as shown were likely to meet the ordinance review standards and the guidelines established by the Board as part of its approval of the 2016 Master Development Plan.)

Responding to Perkins & Will's renderings, Board members reiterated a number of the general concerns that had been raised in its 2016 communication. Setting aside the threshold concern of the building's proposed reorientation (which was subsequently resolved), Board members raised questions about adding roof dormers, noting that the building's simple form and massing is one of its most important distinguishing original characteristics. They also stressed that the treatment of the ground floor openings on the two gable ends of the building should communicate how the two ends functioned in the Portland Company's operations. For example, they noted that it was important that the large openings with I-beam headers on the east end be maintained as this was how the large-scale patterns were brought in from the manufacturing core to be stored. Finally, they noted that the history of the building's physical connection to Building 11 needed to be made clear through a creative design solution that treated the large void as a distinct but compatible element.

Current Proposal for Adaptive Reuse of Building 12

Accompanying the enclosed preliminary elevations, site plan and floor plans is a written project description prepared by architect Henry Moss detailing the approach to various aspects of the project. (See ATTACHMENT 3). Mr. Moss's narrative describes how the historic masonry will be reconstructed, how the historic sash will be replicated, etc. With respect to the additions and alterations being proposed, Mr. Moss describes the rationale or design inspiration for some of the changes, as well as some of the code, life safety, ADA, and venting requirements that have had to be accommodated.

Although not stated specifically, other alterations and additions appear to be driven, at least in part, by the specific uses proposed for the building. For example, the proposed restaurant use on the ground floor necessitates an area for trash receptacles and mechanical units and an ability to vent from kitchen stoves. As proposed, the mechanical units and trash receptacles are located in an addition immediately abutting the southeast elevation of the building (facing the Eastern Promenade Trail and harbor). Wood board and batten siding is shown screening these features. Venting is through the dormer proposed for the roof. Also associated with the restaurant use is a proposal for an outdoor patio with metal trellis supporting a canvas awning. Also shown is an indoor/outdoor wood burning fireplace for the restaurant that requires flues extending above the roofline.

On the opposite elevation, which faces the access drive and proposed new office building, the large void left by the building's detachment from Building 11 is signaled by the introduction of brick of a slightly different hue than the historic masonry. (The new brick appears to be flush with the historic masonry.) Within this new brick field, window openings--the size and placement of which are patterned after the historic openings at the top of this elevation—are distinguished from the historic windows by the window type (single-lite casements). At the ground floor level, separate entrances to the ground floor restaurant, second floor offices and third floor residential unit are shown grouped and treated in a what appears to be a highly glazed, horizontal field. In the center of this field, reclaimed vertical wood boards are shown. This provides an area for signage.

Preliminary Staff Comments, Questions

Building 12 is today the signature building associated with the historic Portland Company complex and will play a key role in announcing the historic complex as one approaches from the west and as viewed from the harbor. The architectural character of Building 12 is defined in great part by its simplicity of form and detail. As such, additions and alterations to this building need to be carefully considered and, in staff's view, limited to the greatest extent possible. In staff's view, of the remaining historic Portland Company structures, this building is the most sensitive to alteration.

In reviewing the applicant's proposal, staff is very supportive of the approach described for reconstructing the masonry shell and for replicating the pattern and details of the historic sash and brickmolds. Staff is also supportive of the design treatment proposed for the two gable ends of the building. The simplicity and clarity of the southwest elevation has been preserved, as has the historic character of the northeast elevation. The two large openings with their I-beam lintels have been retained and infilled with glass and a simple shallow glass vestibule has been added as an entry. Presumably the finish of the metal framing will be consistent with an industrial design vocabulary.

Although the proposal is successful in a number of respects, staff is concerned about the cumulative effect of the additions and alterations proposed. Taken individually, some of the proposed changes can be accommodated without unduly altering the historic character of the building. In the aggregate, however, staff finds that the proposed changes materially impact the building's essential historic character.

While staff can appreciate all of the competing requirements and interests that complicate any adaptive reuse of this structure, the importance of preserving the clarity and simplicity of its form and architectural expression needs to remain front and center in any project planning. As such, selecting new use(s) for the building that do not necessitate significant alterations, is an essential first consideration. Standard #1 of the ordinance's Standards for Review of Alterations is a threshold standard in any project planning:

Standard #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.

Regarding the uses proposed for Building 12, the Board should take into consideration the requirements associated with the uses. For example, a restaurant is a relatively demanding use in that a restaurant-grade stove needs adequate venting and dumpsters or trash receptacles that are close at hand. Beyond the *requirements* associated with a restaurant use, the amenities desired (patio, indoor/outdoor fireplaces) prompt alterations as well. A residential use chosen for the third floor has prompted, in part, a proposal to add dormers to the roof.

In beginning its review, the Board might inquire as to how the overall program of uses for this building was determined. Given the number of existing and proposed structures on the overall 58 Fore Street property, it seems reasonable to assume that there are a fair number of options in terms of locating various uses. It is reasonable to ask whether “every reasonable effort [was] made to provide a compatible use for the property which requires minimal alteration.”

Beyond this general concern, staff wishes to raise the following observations and questions for consideration:

- The presence of a shed-like addition off the southeast side of Building 12 during several decades of the Portland Company’s operations (see enclosed historic views) is seen as precedent for the additions proposed for this elevation. Pointing to this as precedent raises several interesting questions, however, especially given the fact that this shed-like structure had been removed years before the Portland Company Historic District was designated and given that apart from the overall width of the shed (which can be discerned from historic photos and from markings on the masonry) it is impossible to know its exact appearance. Also, in relocating Building 12 to a position immediately abutting the Eastern Promenade Trail and closer to the harbor, the context and circumstances of the building have changed considerably.

In staff’s view, introducing a steel armature off the southeast elevation of the building for a patio or other use could be a compatible alteration and one that could meet the ordinance standards if appropriately designed. As proposed, however, the multi-purpose addition with its combination of opaque board-and-batten screening, visible mechanicals and open patio is visually disjointed and distracting and negatively impacts the building’s existing historic character. As shown, this elevation takes on a “back of house” appearance when in fact it is now highly prominent in the building’s new location. Were this addition to be simplified to create a single, continuous expression, ideally in the form of an open armature, it could be architecturally compatible.

- The addition of the exterior fireplace and two flues, particularly in combination with the dormer and other elements on the southeast elevation contributes to the problem of “cumulative effect”. Were the flues to be introduced as part of a simple patio solution, perhaps they would be read as minimal additions and consistent with an

overall industrial vocabulary. In combination with the other additions off this side of the building, however, they contribute to the visual clutter.

- Regarding the introduction of dormers on both roof planes, the Board will need to consider its early position on this matter and decide whether the introduction of a dormer that can obscure an elevator overrun and accommodate venting outweighs the desire to maintain an unaltered roofline. The Board will also need to determine whether it supports Mr. Moss's argument for introducing dormers on both roof planes in order to maintain symmetry on the roof.

If the Board finds that one or both dormers are generally acceptable, staff would encourage using a simpler muntin configuration for the windows (or perhaps single-lite windows) to clearly communicate the dormer as a new addition.

- In staff's view, the void left by the removal of the building from Building 11 represents an opportunity for a contemporary design solution that does not try to honor the window pattern of Building 12. The applicant's proposal represents a fairly conservative design solution where the historic window pattern is continued (albeit with distinct windows) and the transition in brick is quite subtle. Will this solution clearly communicate the "story" of this elevation? In staff's view, a single, consistent design expression for the overall opening, as shown in the design concept presented last winter, clearly communicated that story.
- Although not specifically addressed in Mr. Moss's project description, the enclosed site plan shows the proposed treatment of the surrounding site. The Board might ask for additional information.

Applicable Ordinance Review Standards

- (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.*
- (2) *The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
- (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.*
- (4) *Changes which may have taken place in the course of time are evidence of the history and development of a structure, object or site and its environment. Changes that have acquired significance in their own right, shall not be destroyed.*

- (5) *Distinctive features, finishes, and construction techniques or examples of skilled craftsmanship which characterize a structure, object or site shall be treated with sensitivity.*
- (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.*
- (9) *Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.*
- (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. Historic photos and tax maps showing appearance and footprint of Building 12 over time
- 2. 12/14/16 letter from HP Board Chair Benson to Planning Board re: Master Development Plan – see Section IV, page 3
- 3. Cover letter from project architect
- 4. Preliminary plans and elevations
- 5. Applicant's Appendix 1: photos of existing pattern storehouse, prior to dismantling.



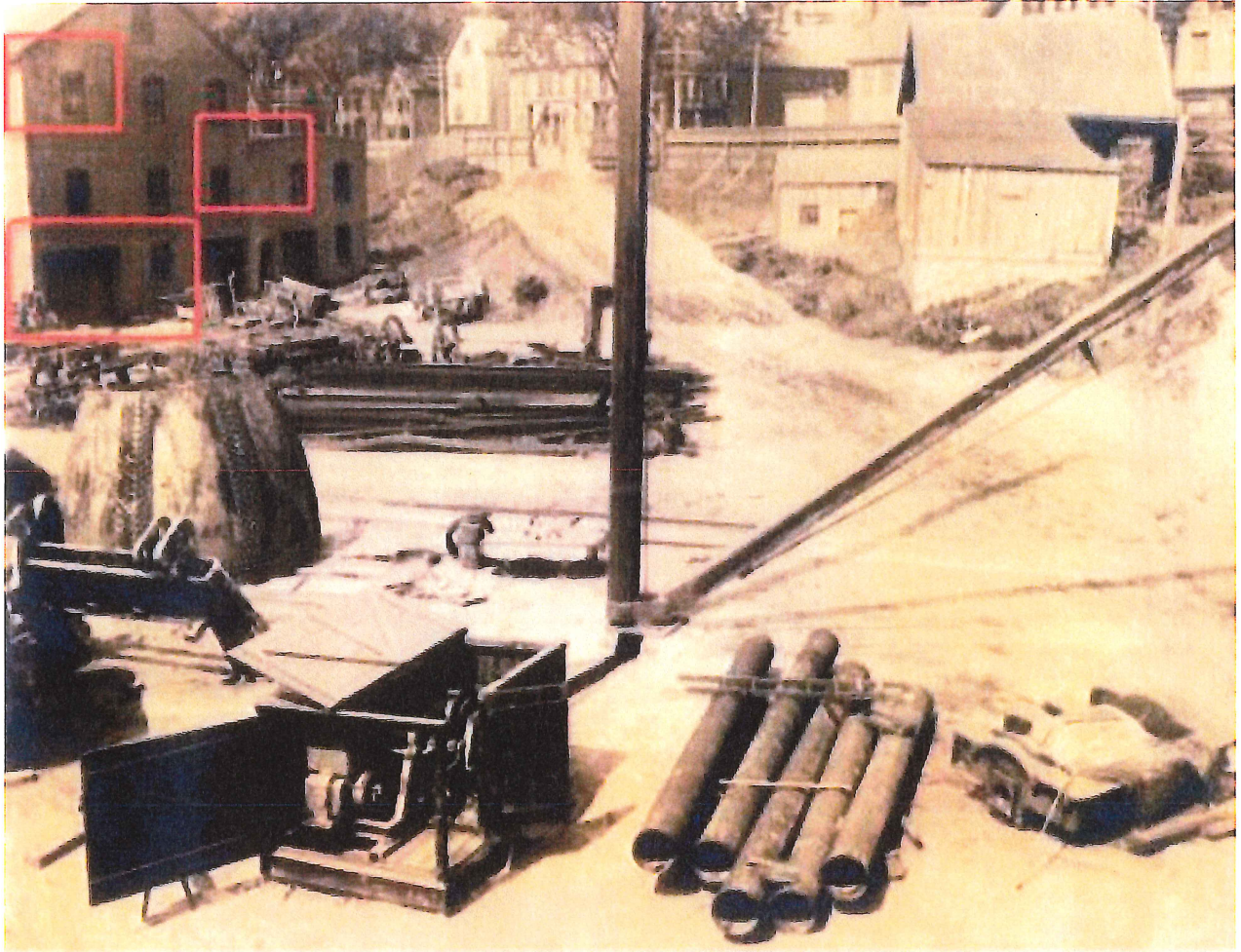
Building 12: Pattern Storehouse Addition

Construction Date: 1895

(Credit Sutherland Conservation & Consulting)



(Credit – Unknown – Sourced from Sutherland Conservation & Consulting)



Credit: Collections of Maine Historical Society Item 8924 - Portland Company facilities
<https://www.vintagemaineimages.com/artifact/8924/cart>

Portland Company facilities. "The stiff-leg derrick in the center foreground is operated by the small winch in the box below, to lift heavy objects for loading wagons and flatcars. The pattern storage is in the brick building to the left, and the horse stables are in the right rear. Various horse-drawn carts and wagons can also be seen here, so the photograph most likely dates from the 1880s."--Fletcher, David H. 'The Portland Company 1846-1982.' Charleston, S.C.: Arcadia Pub., 2002. 11

Images below are zoomed in images of the above depicting elements of interest in the reconstruction of Building #12.



Building #12 Excerpted from source image above



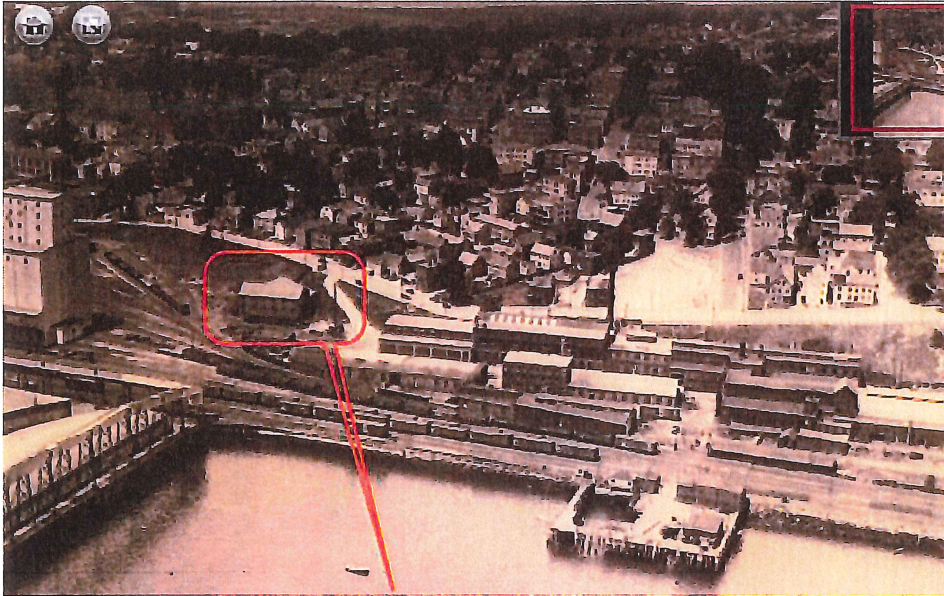
Building #12 – Roof Edge and Window Construction - Excerpted from source image above



Building #12 – “Garage Door” and Existing Window at Grade - Excerpted from source image above



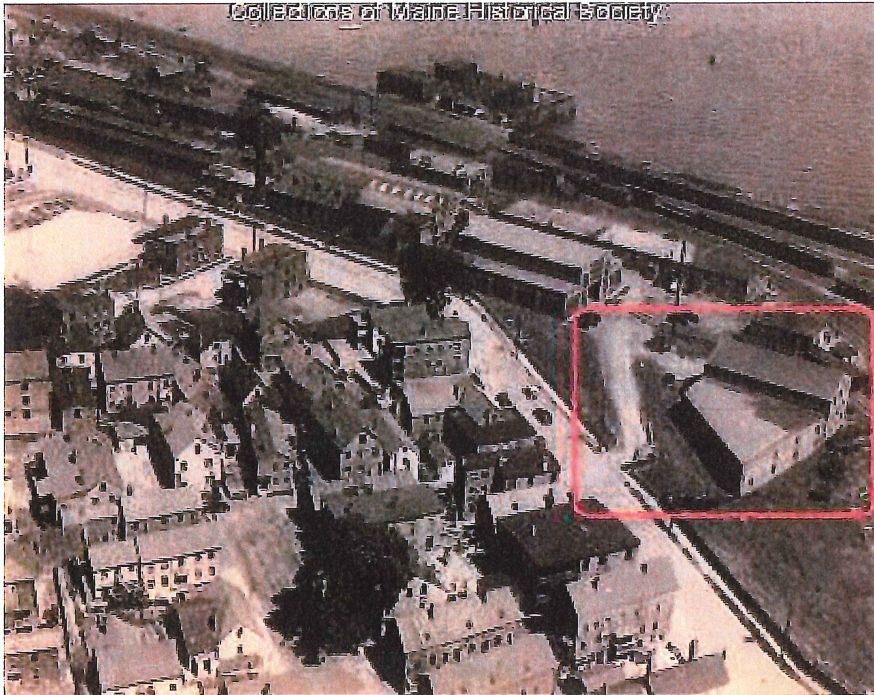
Building #12 – Interface with Building #11 - Excerpted from source image above



Credit: Collections of Maine Historical Society Item 12552 - Portland Company Complex, Portland, ca. 1938
<https://www.vintagemaineimages.com/artifact/12552/cart>



Building #12 – East Elevation - Excerpted from source image above



Credit: Collections of Maine Historical Society - **Item 12553 - Portland Company Complex, ca. 1938**
<https://www.vintagemaineimages.com/artifact/12553/cart>



Building #12 – South Elevation - Excerpted from source image above



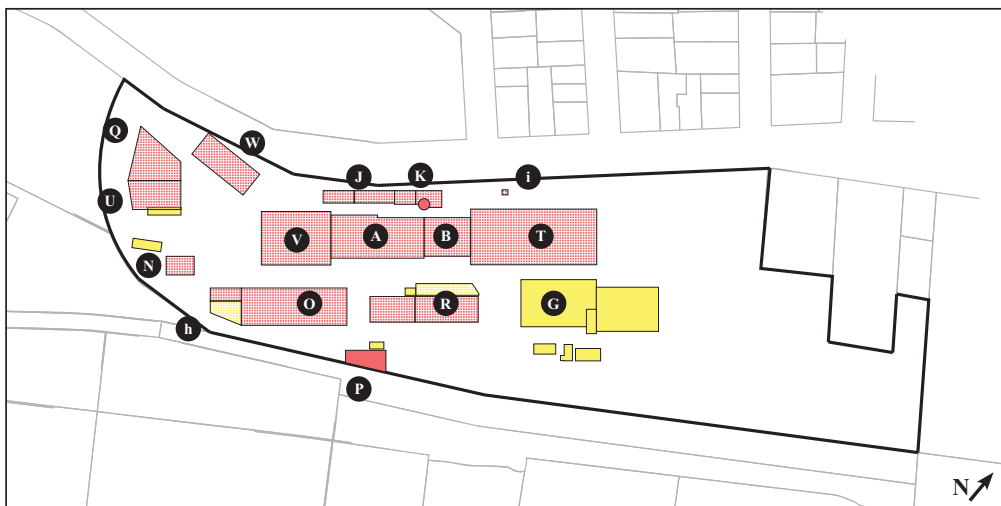
Credit: Unknown.



Building 12: Pattern Storehouse Addition
Construction Date: 1895

The Pattern Storehouse Addition was built immediately adjacent to the original storehouse, built a decade earlier, using the same materials and technology. From an early date, this building has had “PORTLAND CO.” painted across its south elevation, making the complex immediately recognizable from Fore Street and the waterfront. The Pattern Storehouse Addition has a high level of integrity to the period of significance. The building has had no alterations to the interior and still contains many patterns used by the Portland Company.





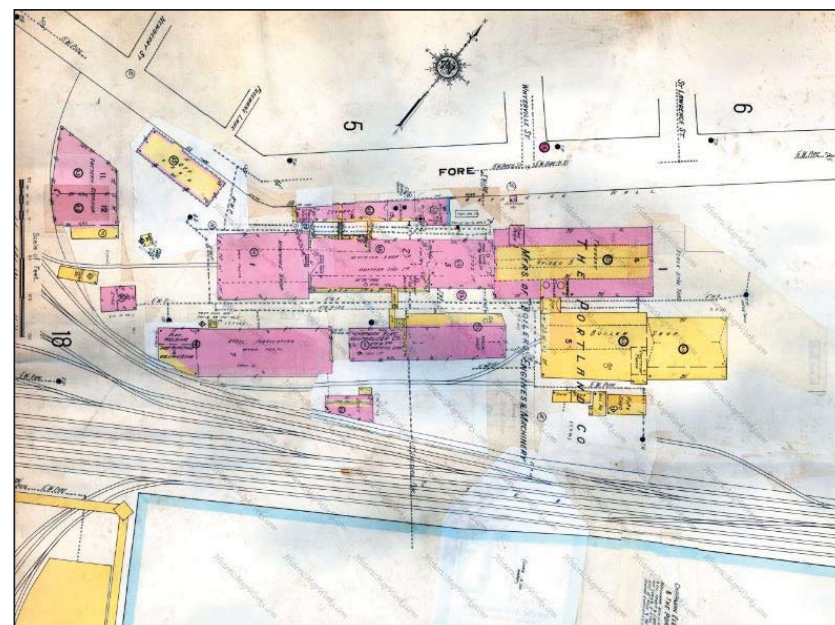
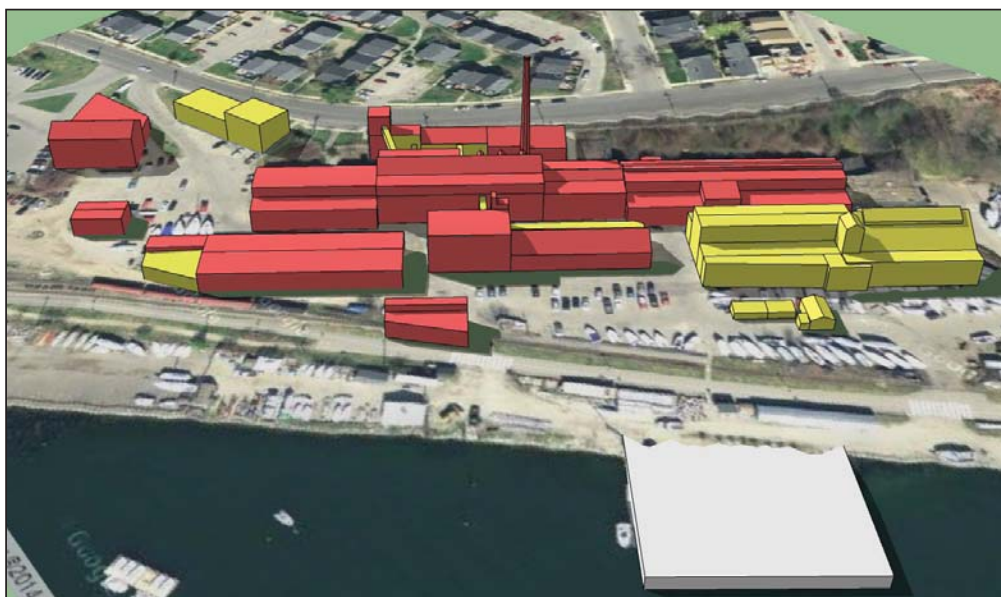
The Portland Company 1951	
	Masonry
	Wood
	Metal
	Extant Masonry
	Extant Wood
	Extant Metal

PRIMARY:

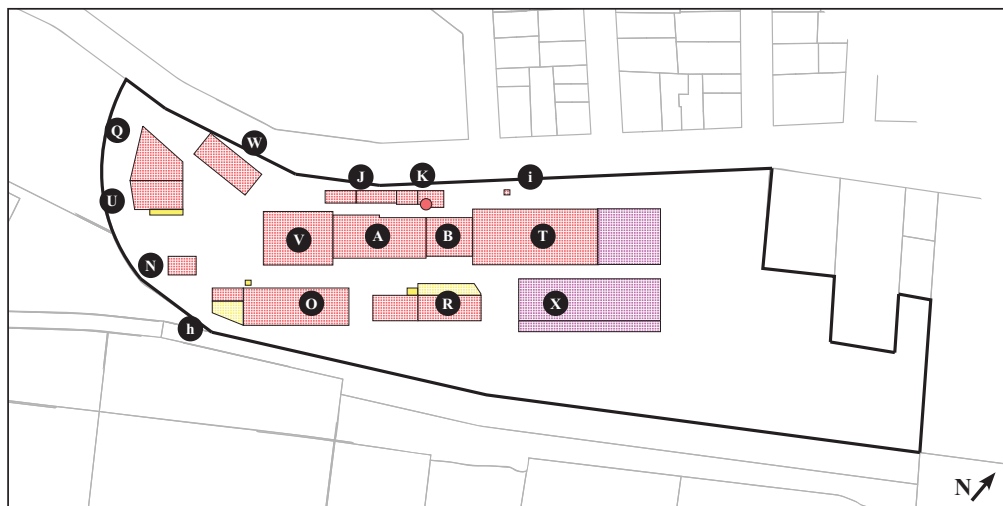
A: Machine Shop
 B: Smith Shop
 F: Blacksmith Shop
 G: Boiler Shop
 J: Drafting Room & Storehouse
 K: Boiler House & Brass Foundry
 N: Paint Shop
 O: Car Shop
 P: Tin & Babbitt Shop
 Q: Pattern Storehouse
 R: Blacksmith & Tank Shop
 T: Foundry
 U: Pattern Storehouse Addition
 V: Erecting Shop
 W: Office Building

SECONDARY:

h: Lumber Sheds
 i: Acetylene House



1951 Sanborn Map for the Portland Company.



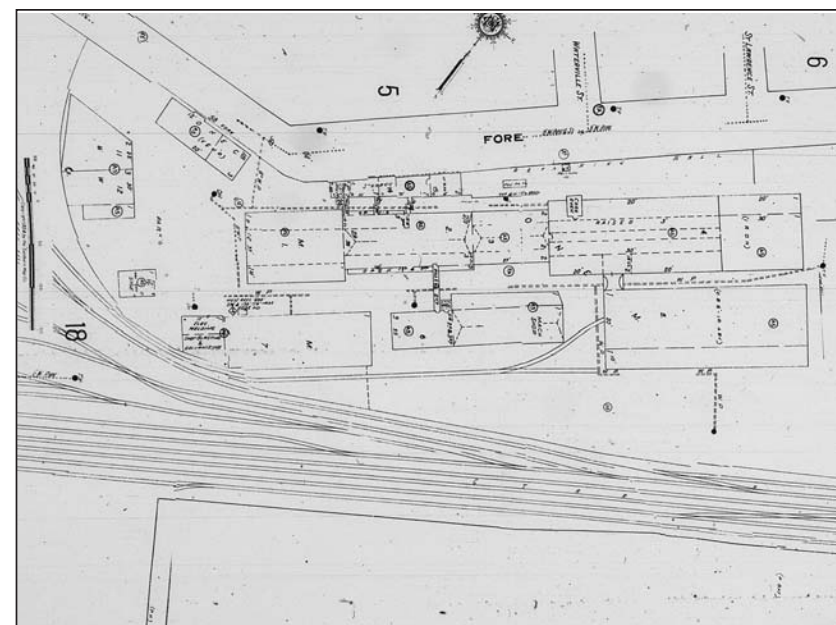
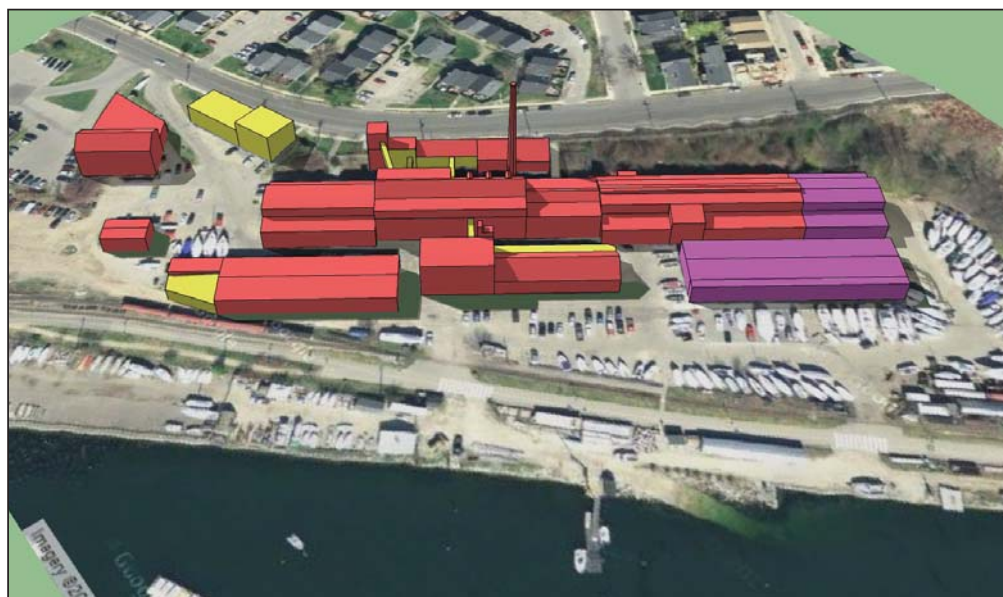
The Portland Company 1986	
	Masonry
	Wood
	Metal
	Extant Masonry
	Extant Wood
	Extant Metal

PRIMARY:

A: Machine Shop
B: Smith Shop
J: Drafting Room & Storehouse
K: Boiler House & Brass Foundry
N: Paint Shop
O: Car Shop
Q: Pattern Storehouse
R: Blacksmith & Tank Shop
T: Foundry
U: Pattern Storehouse Addition
V: Erecting Shop
W: Office Building
X: Modern Construction

SECONDARY:

h: Lumber Sheds
i: Acetylene House



1896 Sanborn Map for the Portland Company.



MEMORANDUM

TO: Chair Boepple and Members of the Planning Board

FROM: Scott Benson, Chair, Historic Preservation Board
Deborah Andrews, Historic Preservation Program Manager

DATE: December 14, 2016

SUBJECT: Historic Preservation Board Finding and Recommendation re:

- a) Conformance of 58 Fore Street Master Development Plan with Review Standards of Historic Preservation Ordinance
- b) Amendment of Portland Company Historic District Boundaries

I. Introduction

On December 7, the Historic Preservation Board held a public hearing on CPB2's proposed Master Development Plan for its property at 58 Fore Street, within which is located the Portland Company Historic District. Although master development plans are addressed in the site plan ordinance and formal review authority rests with the Planning Board, the Historic Preservation Board's role in the review of the 58 Fore Street Master Plan was two-fold:

First, the Historic Preservation Board was charged with making a finding as to whether the scope and nature of development proposed in the master development plan--in particular proposed alterations, additions and new construction within or abutting the Portland Company Historic District--is in conformance with the review standards of the historic preservation ordinance.

Second, the Historic Preservation Board was charged with making a recommendation to the Planning Board regarding amending the boundaries of the Portland Company Historic District, as proposed by CPB2. Amending the district boundaries would make it possible to relocate Building 12 to another location on the property, just outside the current district boundary. As the relocation of Building 12 is an integral part of the proposed master development plan, the question of amending the historic district is to be taken up in conjunction with the master development plan review. The process for amending historic district boundaries is the same as for district designations. That is, the Historic Preservation Board makes a recommendation on the boundary change to the Planning Board. The Planning Board, in turn, makes a recommendation to the Council, which has final authority to amend the district.

II. Background – Outstanding Issue Identified at November 16 Workshop

As Planning Board members will recall, the one aspect of the master development plan that raised significant concerns at the HP Board's November workshop was the proposal for townhouses to be constructed along Fore Street, some of which were proposed to be built on top of contributing historic structures within the Fore Street alleyway. (See ATTACHMENT – for

excerpts from 11/16 plan.) These concerns centered on the impact of the townhouses on the current view of the Portland Company complex from Fore Street and on the existing scale and historic character of development in the alleyway below.

During discussion, Historic Preservation Board members noted that the Portland's Company's location below the grade of Fore Street has historically allowed for views of the complex below. From Fore Street, one can appreciate the retainage required to create the site, the linear alignment of buildings required by the manufacturing process, the industrial nature of the complex, as well as the architectural character and scale of the individual historic structures within view. With the introduction of connected townhouses as shown in the proposed plans, this view of the complex would be virtually eliminated. (Board members did not find the provision of one 50' view corridor within the proposed townhouse row to be adequate in preserving this key view of the complex.).

Board members also expressed concern about the effect of the proposed townhouse construction on the historic scale and character of the alleyway adjacent to Fore Street. As viewed from the alley, plans called for a one-story rooftop addition adjacent to the vault tower (Building 24), new 5-story townhouses built on a portion of the footprint of Building 14 and the footprint of Building 15 (existing structures are 2 stories), and a 3-story addition built on top of Building 16 (the 2-story brass foundry). Immediately abutting the end wall of Building 16 and projecting further into the alleyway were proposed to be additional 5-story townhouses. In the Board's view, the fundamental change in scale, the absence of any building setback to distinguish the historic scale of development from the new and the total obstruction of the Fore Street retaining wall were found to fundamentally alter the historic character of the alleyway. Standards #1, 2 and 9 of the historic preservation ordinance's Standards for Review of Alterations were found applicable to this finding.

Based on drawings presented at the workshop, it was the consensus of Historic Preservation Board members that the townhouse construction along Fore Street (specifically, the townhouses proposed along the length of the existing alleyway development, up to and including Building 16) failed to meet the historic preservation ordinance standards as the construction would materially diminish both the visibility and integrity of the historic district. In summarizing the Board's discussion, Chair Benson indicated that an alternative solution for this area of the historic district would be necessary in order for the Board to forward a positive finding on the master plan's conformance with historic preservation review standards.

In addition to this threshold concern, Historic Preservation Board members identified a number of other general issues and/or observations based on the elevations and renderings provided. Recognizing the preliminary nature of a master development plan and the fact that the drawings provided may be subject to change, these issues and observations were identified for the purpose of establishing a record to inform current or future applicants and Historic Preservation Board members when applications for Certificates of Appropriateness are reviewed in the future. *These observations and concerns were reiterated at the 12/7 public hearing and are listed in the following section of this report.*

III. December 7 Public Hearing – Potential Revisions Presented for Consideration, Board Response

On December 7th, representatives of CPB2 presented two alternative design proposals for the Fore Street townhouse component of the master plan in hopes that one or both of the options would resolve the Historic Preservation Board's concerns about the impact of the Fore Street townhouses. While Board members noted that each option included measures that improved upon the previous proposal (for example, a building setback was provided to distinguish the historic scale of development along the alleyway from the new), neither proposal adequately resolved the concerns expressed at the November workshop. Ultimately, the Historic Preservation Board concluded that the extent and scale of proposed building additions and new construction along Fore Street--specifically, the portion of the Fore Street wall extending from the tower (Building 24) in easterly direction up to and including Building 16-- unduly diminished both the visibility and the historic integrity of the Portland Company Historic District.

In order to find that the proposed master development plan for 38 Fore Street is in general conformance with the review standards of the historic preservation ordinance, the Board stipulated that the building additions and new construction highlighted in ATTACHMENT 1 be removed from the overall development program. Additionally, the Board stipulated that a separation (width to be determined) between the east end wall of Building 16 and the new townhouses east of Building 16 be provided to define the limits of the original complex and provide a view of the Fore Street wall. Note that the Board's decision does not preclude the proposed construction of a one-story rooftop addition adjacent to Building 24's vault tower or the proposed construction of 5-story townhouses east of Building 16 within the boundaries of the historic district.

IV. General Input for Future Reviews

In addition to this threshold issue, the Historic Preservation Board reiterated at the 12/7 public hearing a number of general concerns and/or observations that were first identified at the workshop. They were highlighted to provide early input to the developers and consultant team and to communicate that some level of design modification will likely be required when projects are reviewed for a Certificate of Appropriateness.

- Given the limited number of historic buildings that remain to convey the history, visual character and significance of the Portland Company, care should be taken that any additions or infill construction not overwhelm, distract from or visually compete with the historic structures. While it is understood that building additions and added architectural elements may be necessary or desirable as part of the buildings' conversion to new uses, the number of proposed additions and the scale/architectural prominence of some of the additions as rendered in the master plan drawings require further consideration to ensure that the historic character of the remaining buildings is not diminished. In short, additions should be recessive and architecturally compatible with the subject structure, so that the historic form and architectural character of each contributing structure remains prominent.

Specific examples of additions identified as warranting modification include the continuous dormer proposed for Building 2, the proposed stair/elevator core addition to Building 6/6A and the rooftop addition adjacent to Building 24 (the vault tower). The proposed dormers on Building 2 will likely need to be pulled back from the edge of the roof and from the wall plane below so as to be more proportionate to the historic building. The stair/elevator core addition to Building 6/6A will likely need to be reduced in size or footprint so as not to dominate the historic building. The rooftop addition next to the vault will need to be set back from the existing building's wall plane and modified in design to ensure that the vault remains visually prominent.

- The historic structures within the district were built over time in response to changing needs or growth of the company. While the buildings share a common material palette, architecturally there are distinctions from one building to another, reflecting their period of construction and/or particular use. As such, care should be taken to avoid using the same design for added features (e.g. new entrance canopies) for every building.
- The east elevation of the proposed office building on Parcel 1 will face the entrance courtyard and will be surrounded by historic Portland Company structures. Given this close visual relationship, this elevation of the building should take visual cues from the historic structures around it so as to be generally compatible. Also, the point of connection between Building 12 and the new office building it adjoins should be given careful consideration.
- The Portland Company's pedestrian bridges were identified as important character-defining features of the complex. At least one bridge should be maintained over each alley.
- Given the location and alignment of the new building on Parcel 3, the building will have an important visual relationship to the historic structures directly across the access road. A contextual architectural treatment—one that reinforces the Portland Company's industrial design vocabulary-- is encouraged. Also, consideration should be given to shifting this building toward the east to open up the view of the historic district from the water.
- It is important that any future rehabilitation/redevelopment within the Portland Company Historic District include provisions for "telling the story" of the Portland Company, including the history of the company, what it produced and its significance at the local, state and national level. Interpretation should not be left to chance.
- Given the industrial history of the property, the generally spare approach shown for the site treatment within the historic district is appropriate. Trees and other landscaping within the historic core should be limited so as to reinforce the industrial character.

V. Formal Finding and Recommendation of the Historic Preservation Board

Following a public hearing and final deliberations, the Historic Preservation Board voted on **two motions** as follows:

- 1) The Board voted 6-0 (Sheridan recused) that on the basis of plans, elevations and renderings of proposed development included in the Master Development Plan for 58 Fore Street and information included in the staff report for the December 7, 2016 public hearing, the Board finds that the proposed Master Development Plan for 58 Fore Street, specifically that portion of proposed development located within the boundary of the Portland Company Historic District, is in conformance with Portland's Historic Preservation Ordinance standards **subject to the removal of the proposed rooftop addition above Building 16, the reduction in scale of proposed infill construction on the footprint of Buildings 14 and 15 to a height not to exceed existing building heights, and the provision of an offset separating Building 16 and new townhouses to the east.**

Additionally, the Board finds that the proposed development adjacent to or within one hundred feet of the Portland Company Historic District will be developed so as to be generally compatible with the major character defining elements of the landmark or portion of the district in the immediate vicinity of the proposed development.

These findings do not preclude the Historic Preservation Board's authority as part of future reviews of Certificate(s) of Appropriateness to require reasonable adjustments in scale, massing or design of proposed additions, alterations or new construction to comply with ordinance requirements, as identified in the 12/7/16 staff report and as amended during Board discussion.

- 2) The Historic Preservation Board voted 5-0 (Sheridan recused, Oldham opposed) to recommend to the Planning Board and City Council that the boundaries of the Portland Company Historic district be amended as shown and described in Bernstein Shur's letter of November 10, 2016. (*See ATTACHMENT 2.*) This recommendation is based on the Board's finding that amending the boundaries of the Portland Company Historic District is necessary to fulfill a key objective of the Master Development Plan, that being the relocation of Building #12 to a position abutting the western edge of the 50' public access easement on site. Additionally, the Board finds that the district boundary amendment will create a single contiguous historic district and allow for the relocation of Building 12 to a position where it will continue to have a visual relationship with the other remaining Portland Company historic structures.

ATTACHMENTS

1. Marked-up axonometric views from 9/12/16 Master Development Plan showing additions and infill required to be removed to satisfy historic preservation ordinance standards. Marked up 12/2/16 axonometric views showing same.
2. 11/10/16 letter from Mary Costigan of Bernstein Shur requesting boundary amendment to Portland Company Historic District, with map.

Bruner/Cott Architects

**Portland Foreside: Portland Company Historic District
1895 Pattern Storehouse Addition (Building 12) Façades Reconstruction**

Project Description

The current application is a more detailed follow-up to the Certificate of Appropriateness issued by PHPB on May 17, 2019 for the disassembly, reconstruction and relocation of Building 12 to a revised site for the building that entailed an amended boundary for the Portland Company Historic District. The orientation and alignment of the relocated Building 12 are consistent with condition (e) of the approval. The new uses of the building require accessibility via elevator access. Residential use on the third floor makes it possible to meet code requirements with a single egress stair thereby avoiding construction of a new stair on the exterior of the building. The new elevator and stair are located on the side that originally was the south wall of the demolished Building 11. Introduction of an elevator requires a shaft overrun that can be concealed in a dormer. The new roof includes dormers on north and south sides to conceal the elevator while maintaining symmetry for the gabled roof. Dormers are set back from east and west façades to emphasize the gable profiles of the original roof- especially for the west elevation with the painted sign above the third story windows.

The dormers also include multi-paned windows and ventilation louvers. The proposed reconstruction maintains the locations, sizes, and both segmental arch and steel lintel details of the historic façades. Sixteen-pane sash configuration is as it was in the original fixed windows, but with introduction of a meeting rail to create operable 8/8 double hung sliding sashes for occupants. Several single 16-pane fixed sash windows will remain in original locations on the west facade.

The south side of the building will reintroduce a shed derived from one that once existed for most of the length of the first floor. The new shed will provide for service access, trash storage, as well as structural support and concealment of mechanical equipment for the building. A portion of the length will be an outdoor patio with pergola and canvas shades. The addition's design is derived from walls and gates of slatted wood as shown in historic photographs. Two first-floor windows will have their spandrel brickwork removed below the original opening to accept glazed doors- one for service and one for patio access. The south elevation will include a pair of external metal chimney pipes that can allow back-to-back wood-burning fireplaces at first floor level.

The portion of the north wall that corresponds to the demolished south elevation of Building 11 maintains the alignments and sizes of window openings set by the north facade of Building 12, but without copying the segmental arches or sashes of the reconstructed historic façades. Primary entrances to elevator and stair lobby and first floor restaurant will have a steel and glass canopy without columns. Entrances to restaurant, offices, and residential at the north façade will be grouped and treated in a contemporary manner related to new awning windows with weathering steel spandrel panels. The large wagon portals on the east façade be rebuilt

with new steel channels detailed with the informal relationships to their brick setting that we recorded from their corroded predecessors. A relatively recent brick vestibule is being removed between the two portals and a weathering steel surround will mark its location on the façade with a widened glazed aperture where a single door once led to a small mechanical room.

The exterior brick walls continued straight down into the ground without visible stone foundation course or water table. The reconstruction will connect to the ground in the same way. The site design provides a permanent, paved seating area at the west end of the building and adjacent to a planted area between the re-aligned narrow gauge railway and the new extension of Thames Street. The pavement allows for service access for deliveries and trash removal from the new enclosure at the southwest corner. Paving slabs surround the building's public elevations uniformly as continuations of the 12' wide sidewalk and main plaza.

New pole-mounted lighting will illuminate the repainted PORTLAND CO. sign above the third story windows. Pole street lights follow the edge of the new extension of Thames Street.

Materials

Brick for the reconstructed elevations is the salvaged exterior wythe of Building 12, cleaned and reset in Type N mortar with concrete sand to match aggregate, tonality, and hue of original pointing. Wall construction is single wythe against new Dens-Glas sheathing and metal studs and without relieving angles. Reconstructed window openings will be under double-stacked header segmental arches. The brick return at window boxes was approximately 3" exposed beyond an ovolo brick mold typical for the Portland Company buildings. The two large openings at first floor east façade will have 9" brick returns into glazing frames to convey the depth of the original wooden doors.

Masonry at the Building 11 demolition "void" will be a brick of comparable size and slightly different hue and tonality. This infill area in the north facade will indicate the extent of the 1895 attachment to Building 11. The new chimneys will be steel, attached to the brick wall with steel straps and spaced away to clear the over-sailing eaves with their exposed rafter ends and molding.

Windows are aluminum custom extrusions for brick mold with sashes configured to match sight lines of the 1895 originals. See the pre-disassembly photo of the west facade for double hung sliding sashes and fixed 16-pane sash as precedents. Glazing will be insulated double panes (IGU) with applied exterior, interstitial, and interior muntin grids based upon original muntin widths but not replicating interior muntin profiles. Exterior sills were painted wood, set within the brick openings and very slightly overhanging. This placement and its dimensions will be replicated in aluminum. Windows throughout the site have been the same red color and this will be reinstated although interior muntins were dark green. New windows in the north facade's "void" infill area will be single-pane awnings over weathering steel spandrel panels rather than the 8/8 or 16-pane subdivision in the reconstruction. The color of these windows and the curtain wall at larger openings will be black or gray. Curtain wall/storefront mullions will be steel or aluminum with narrowed cap profiles to emphasize the large scale of the

original openings. Glazing will be clear float glass in insulated glazing units with low-emissivity coating on the interior surface of the outer pane.

Roof materials will be asphalt shingles, color charcoal gray and width and exposure dimensioned to match original slate on the primary slopes. Dormer roofs will be pitched to lesser slope and covered in aluminum of a similar gray and detailed with standing seams. Gutters to be 6" half-round aluminum with fluted downspouts terminated in cast iron enclosures that lead to under pavement storm drains. Gutters and downspouts will be dark gray or Portland Company red.

Mock-ups

The design for Building 12 is at an early stage of Design Development and there have been no formal submittals of specified materials for review. Bruner/Cott is already working with Consigli Construction to organize procurement and erection of material samples and masonry mock-ups for PHPB review as the project develops. Consigli Construction's masonry team will erect sample panels of salvaged brick with snapped headers at bond courses and proposed pointing to show paste color, aggregate, and tooling. Red color samples for paint on new windows, rainwater goods, and standing seam metal will also be evaluated visually with PHPB prior to installation.

Samples of new brick, spandrel metal, and colors for awning windows and curtain wall infill on the Building 11 portion of the north elevation will be available to assess compatibility and contrast with the original materials.

See **Appendix 1** for photographs of original materials and details of the Pattern Storehouse Addition.

July 13, 2019

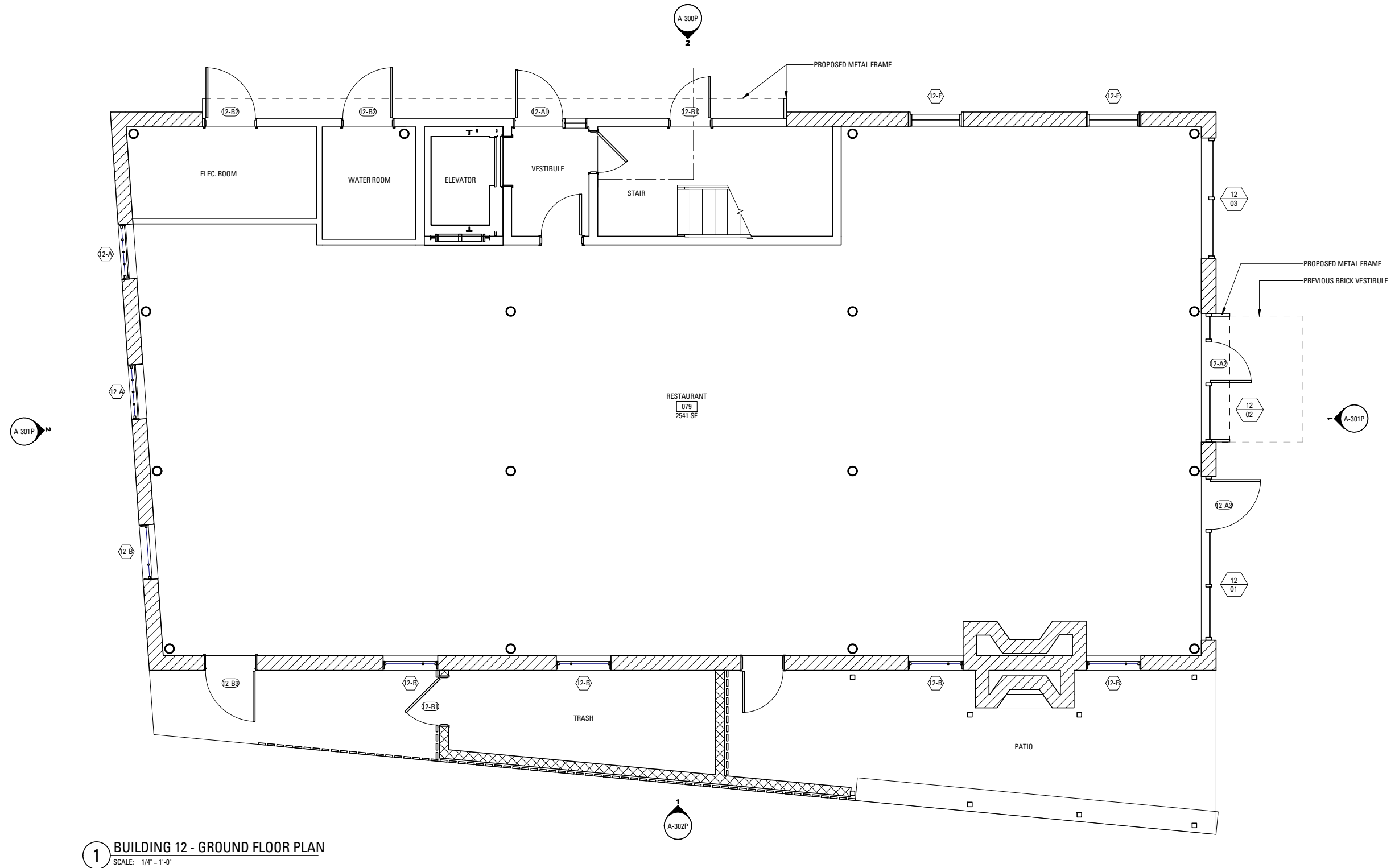
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BENCHES				
--	2	RECLAIMED MONOLITHIC GRANITE BENCH	--	SEE PLAN FOR DIMENSIONS
TRASH, RECYCLE, COMPOST RECEPTACLES				
--	1	SELECT TRIPLE UNIT	LANDSCAPE FORMS	ALL SOLID, MULTI USE SLOTS, STANDARD SIGNAGE, WITH LOCK.

TYPE	MATERIAL	SIZE	FINISH	SOURCE	COLOR	PRODUCT REFERENCE
A	BASALT	8"x12"x4"	THERMALLED	STONE SOURCE	TURKISH BLACK	RUNNING BOND
B	BASALT	8"x12"x4"	THERMALLED	STONE SOURCE	TURKISH BLACK	HERRINGBONE

[illegible]

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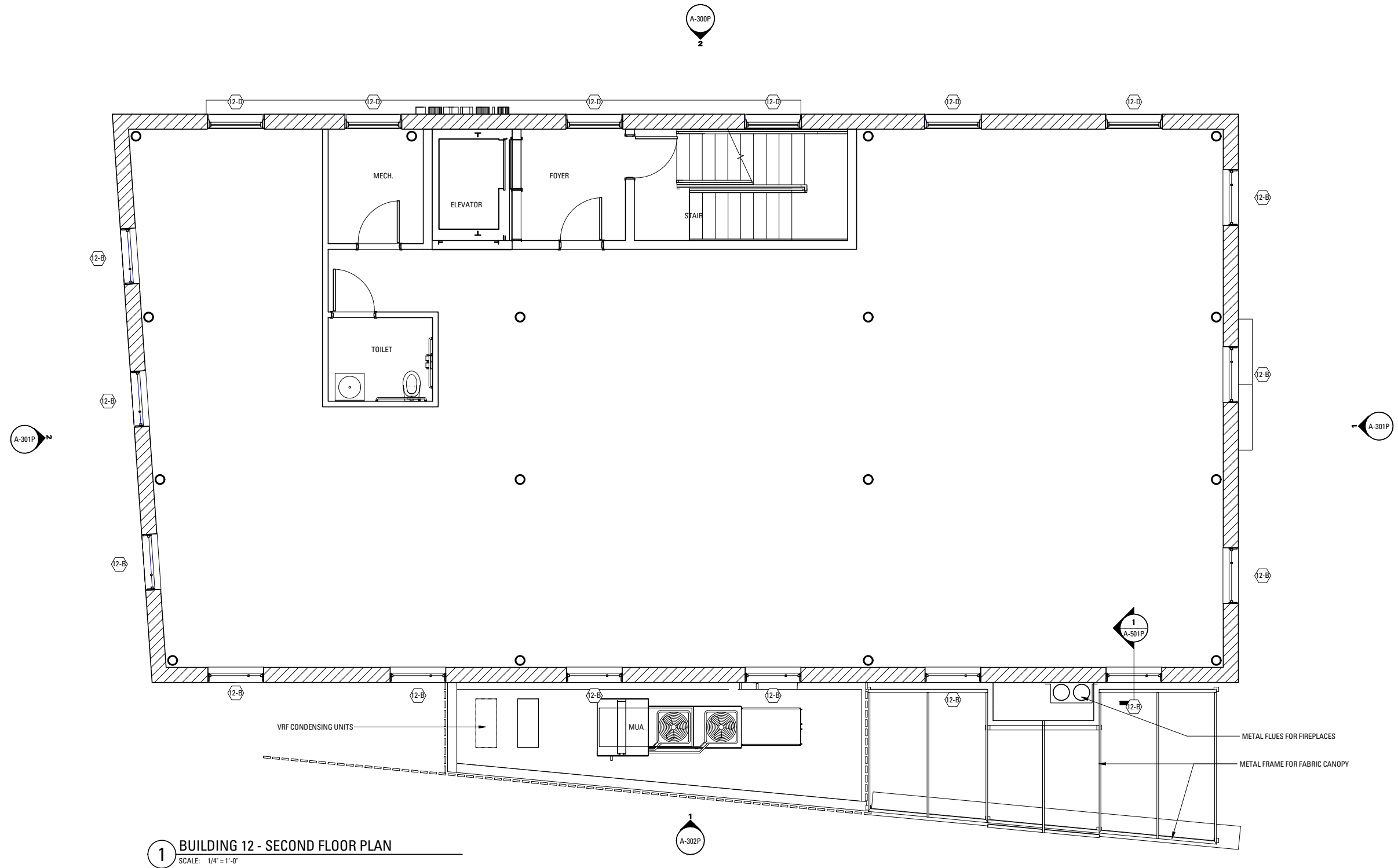
L2.00



Rev.	Date	Remarks

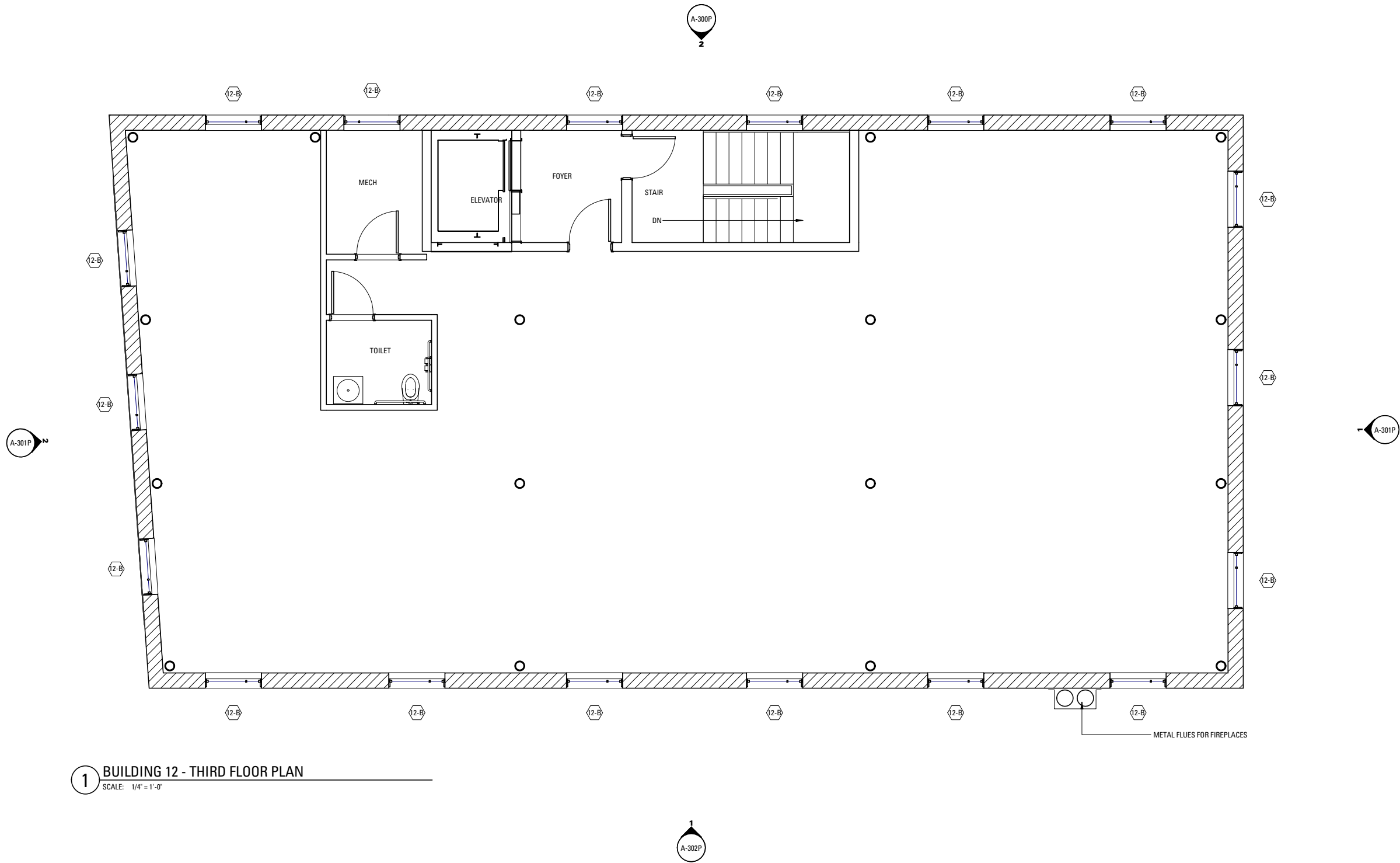
PORTLAND FORESIDE - BUILDING 12

Date _____
Scale 1/4" = 1'-0"
Project Number _____
Drawn By _____ Author _____



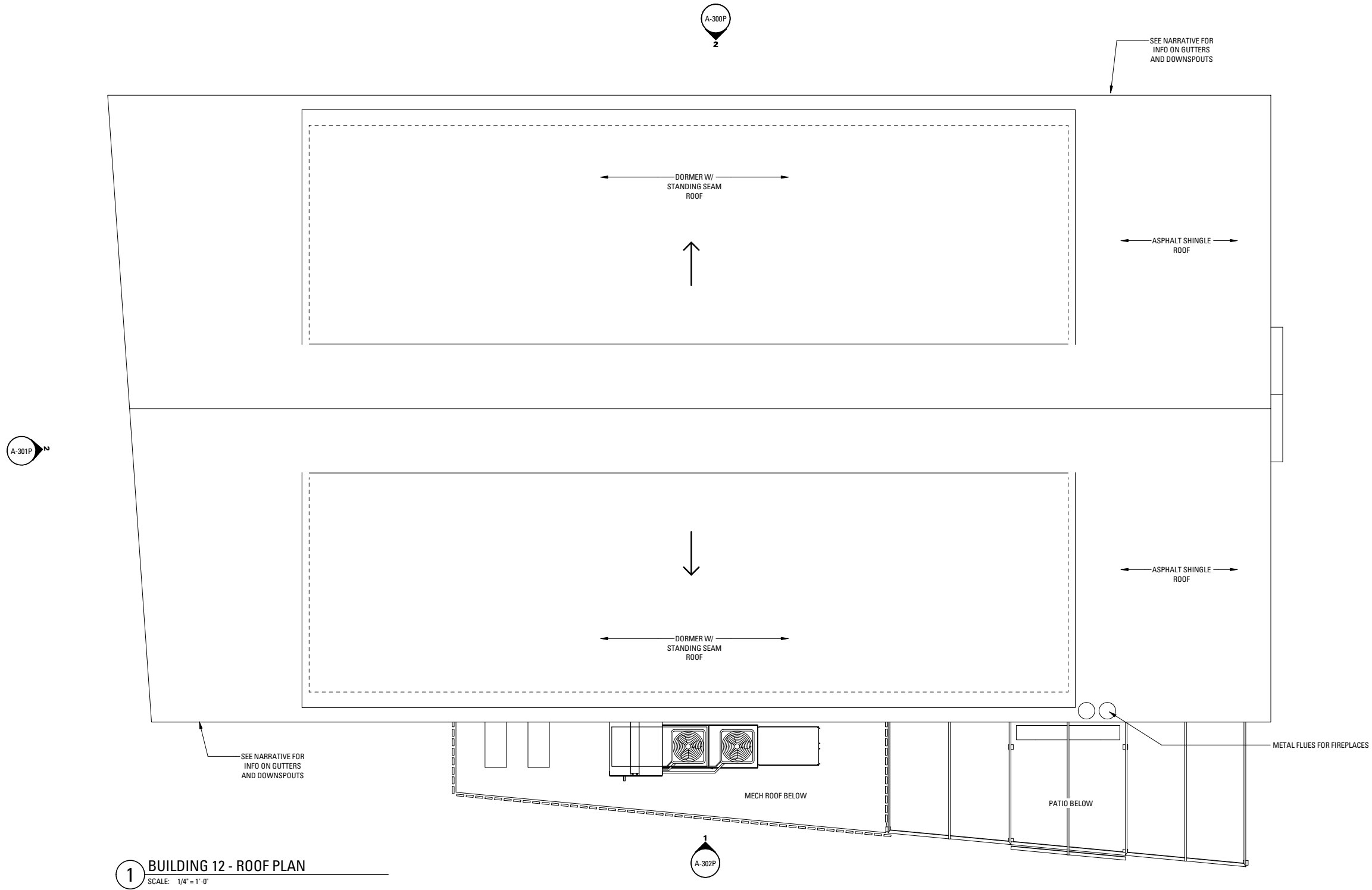
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SCALE: 1/4" = 1'-0"

Rev.	Date	Remarks



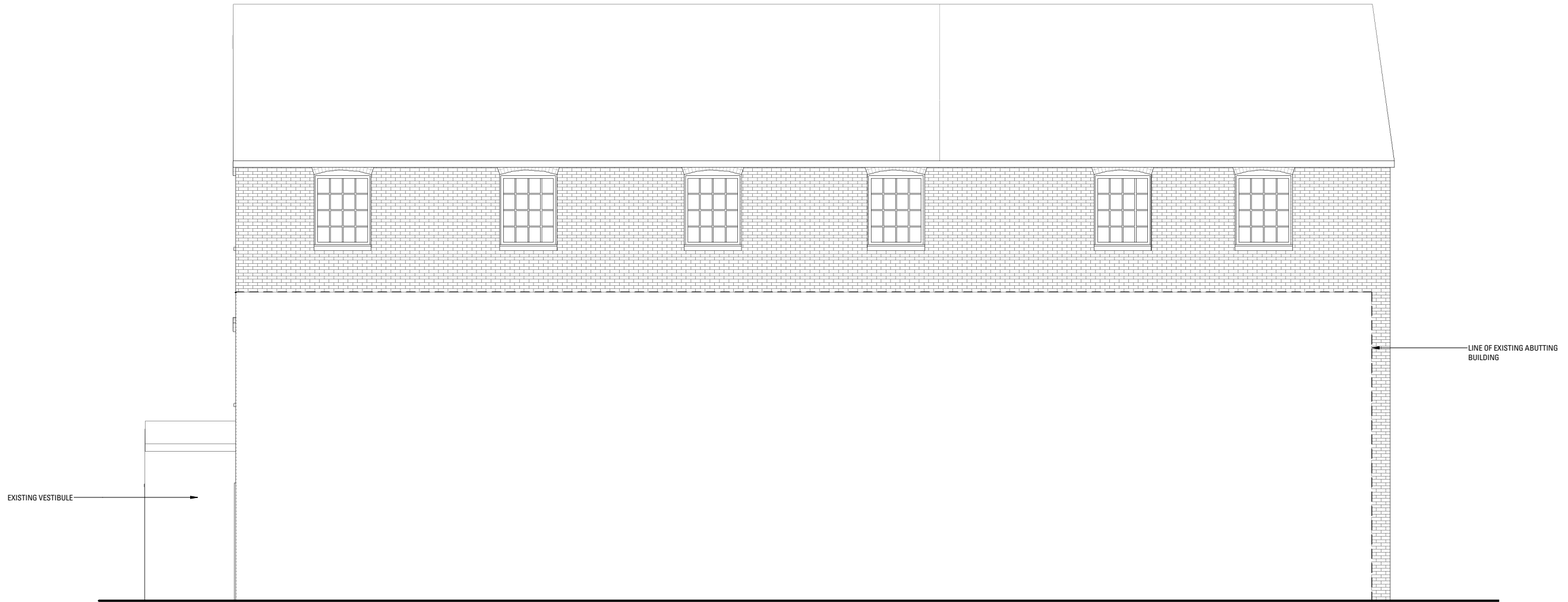
1 BUILDING 12 - THIRD FLOOR PLAN
SCALE: 1/4" = 1'-0"

Rev.	Date	Remarks



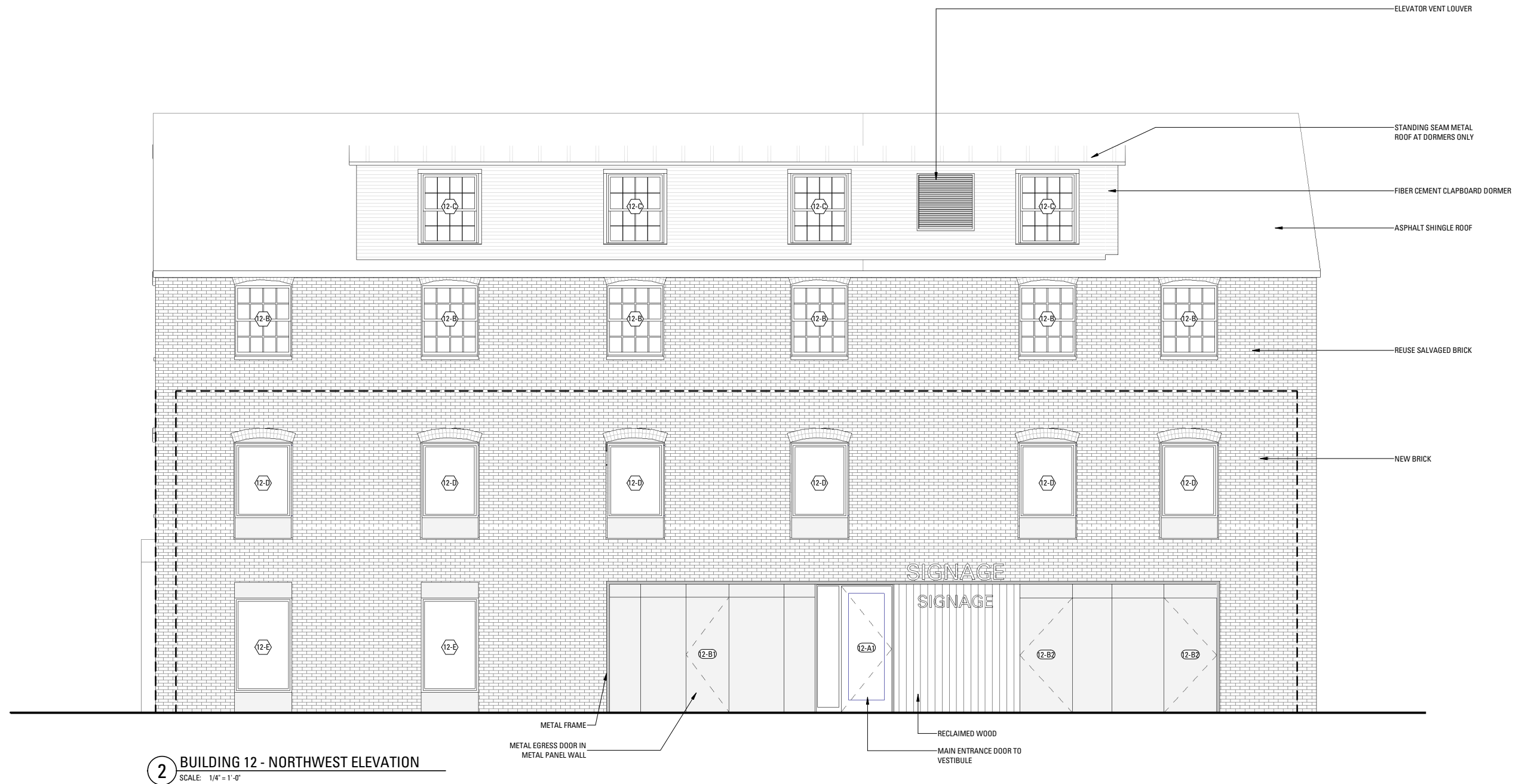
1 BUILDING 12 - ROOF PLAN
SCALE: 1/4" = 1'-0"

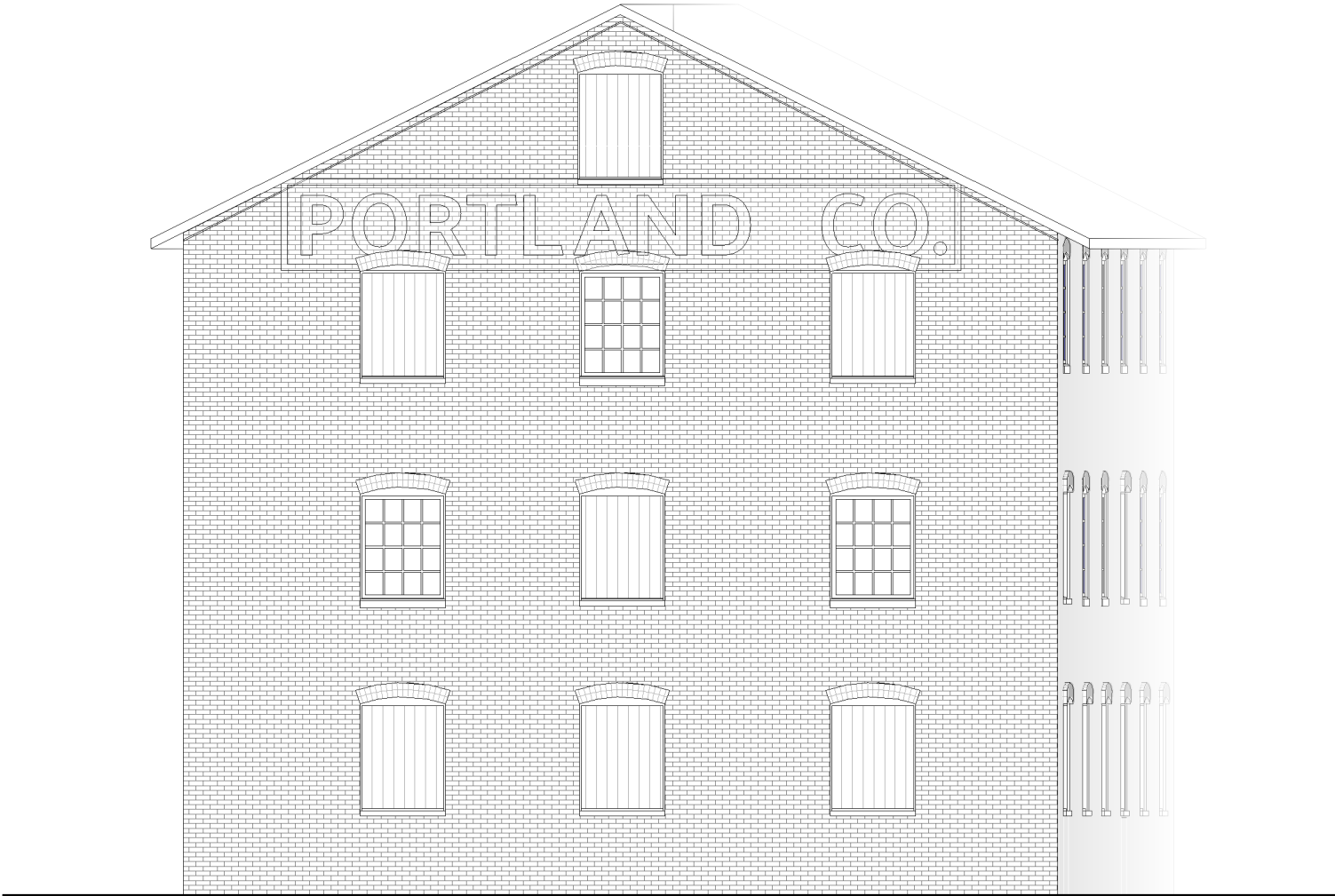
Rev.	Date	Remarks



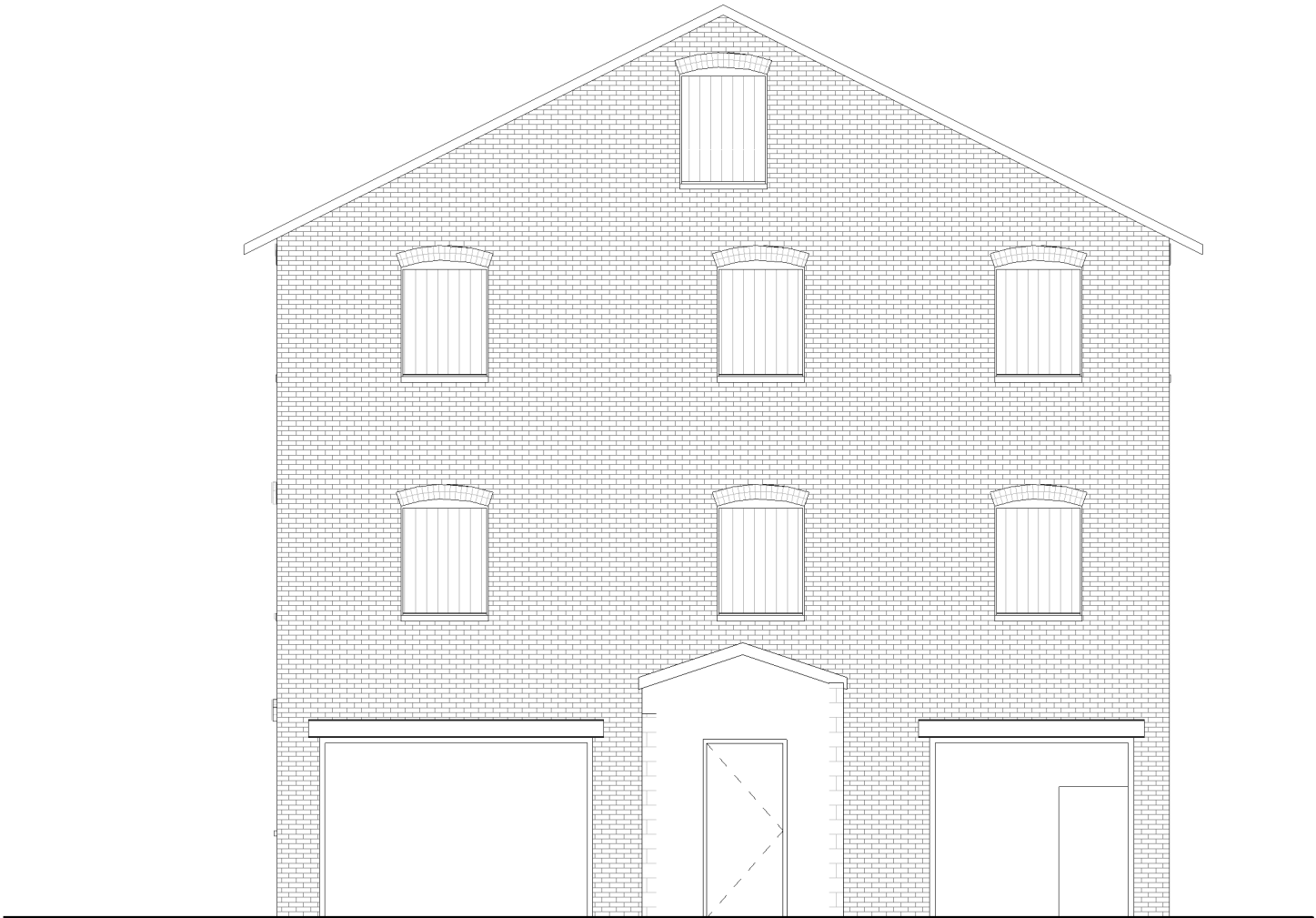
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SCALE: 1/4" = 1'-0"

Rev.	Date	Remarks



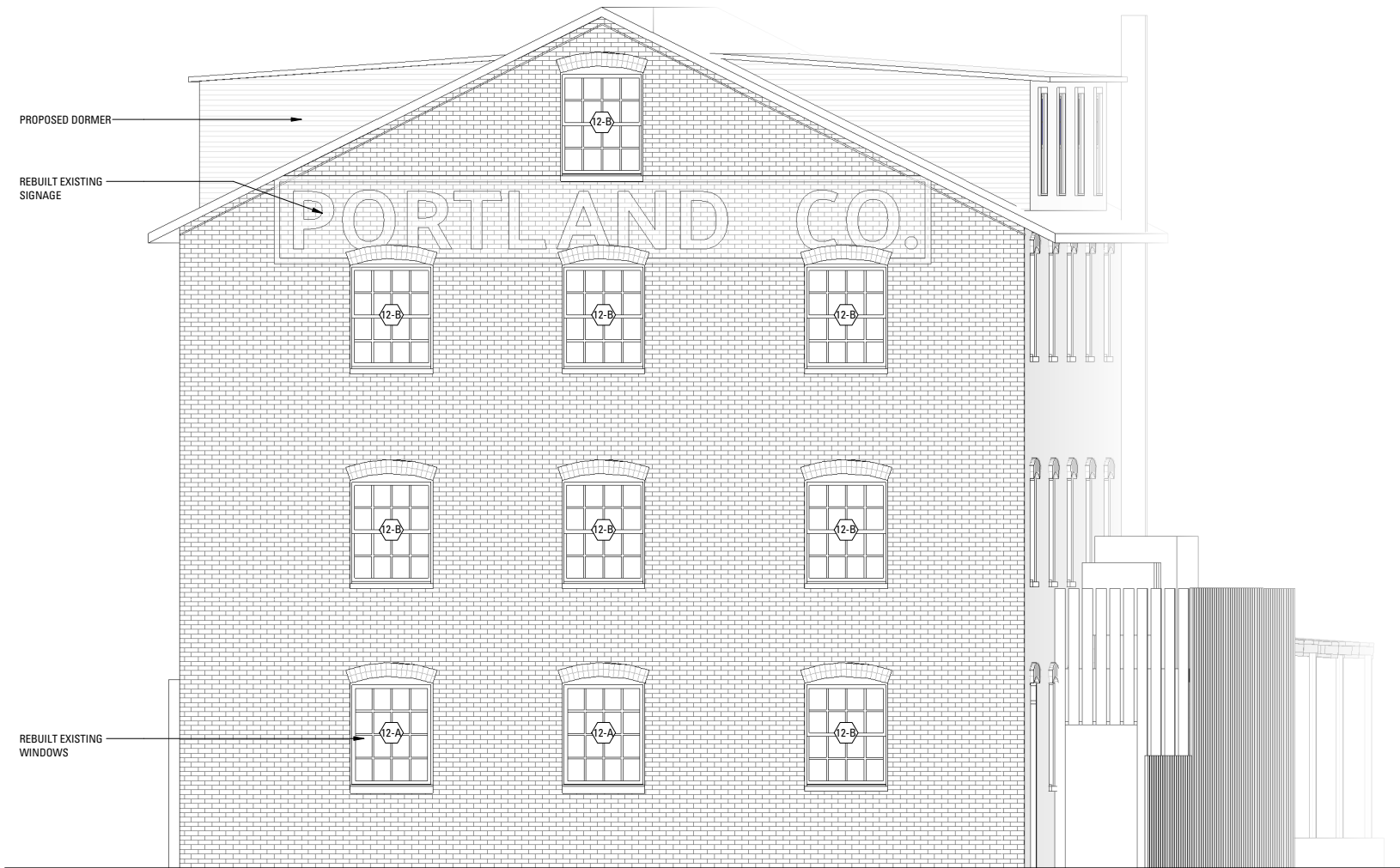


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SCALE: 1/4" = 1'-0"

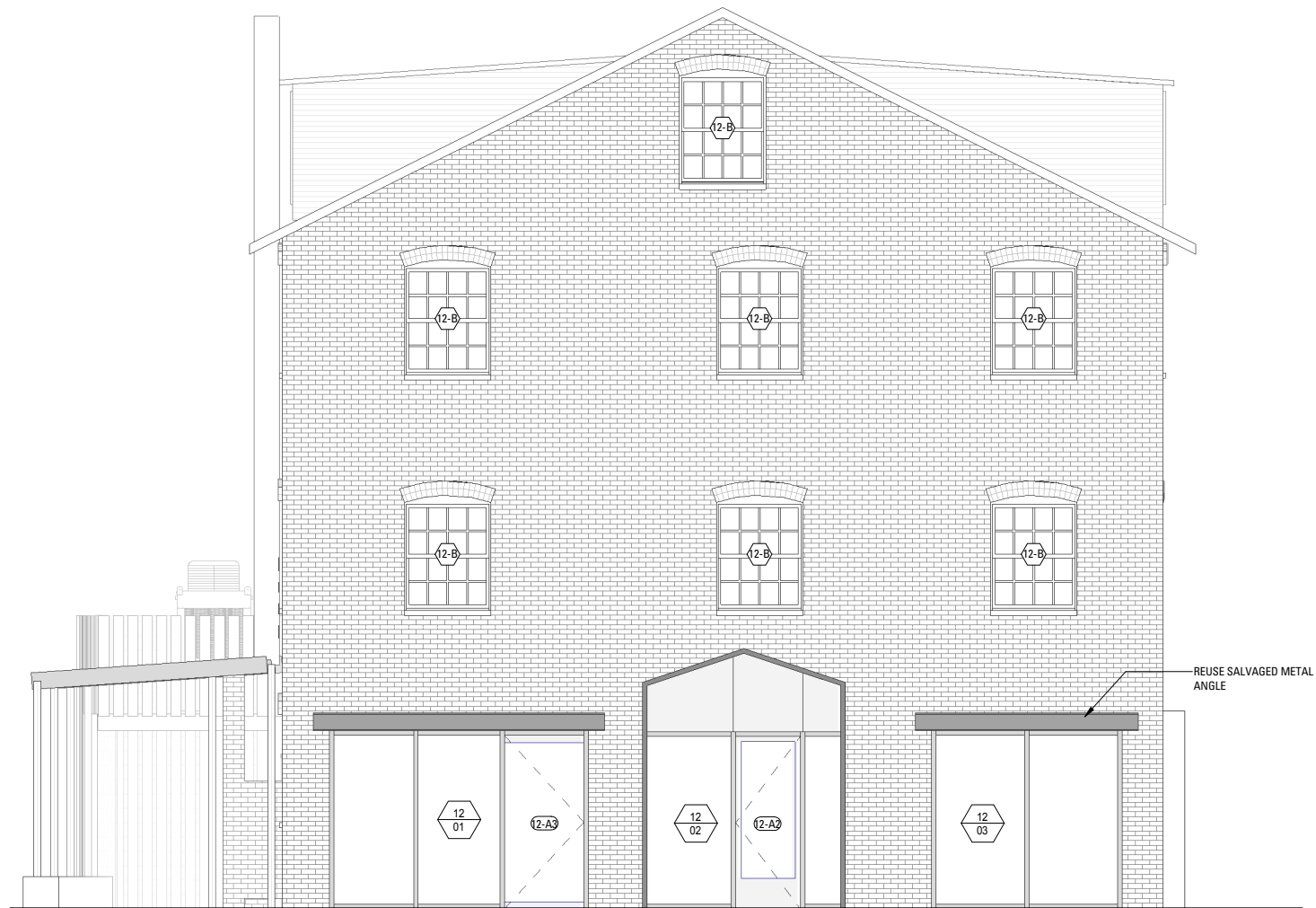


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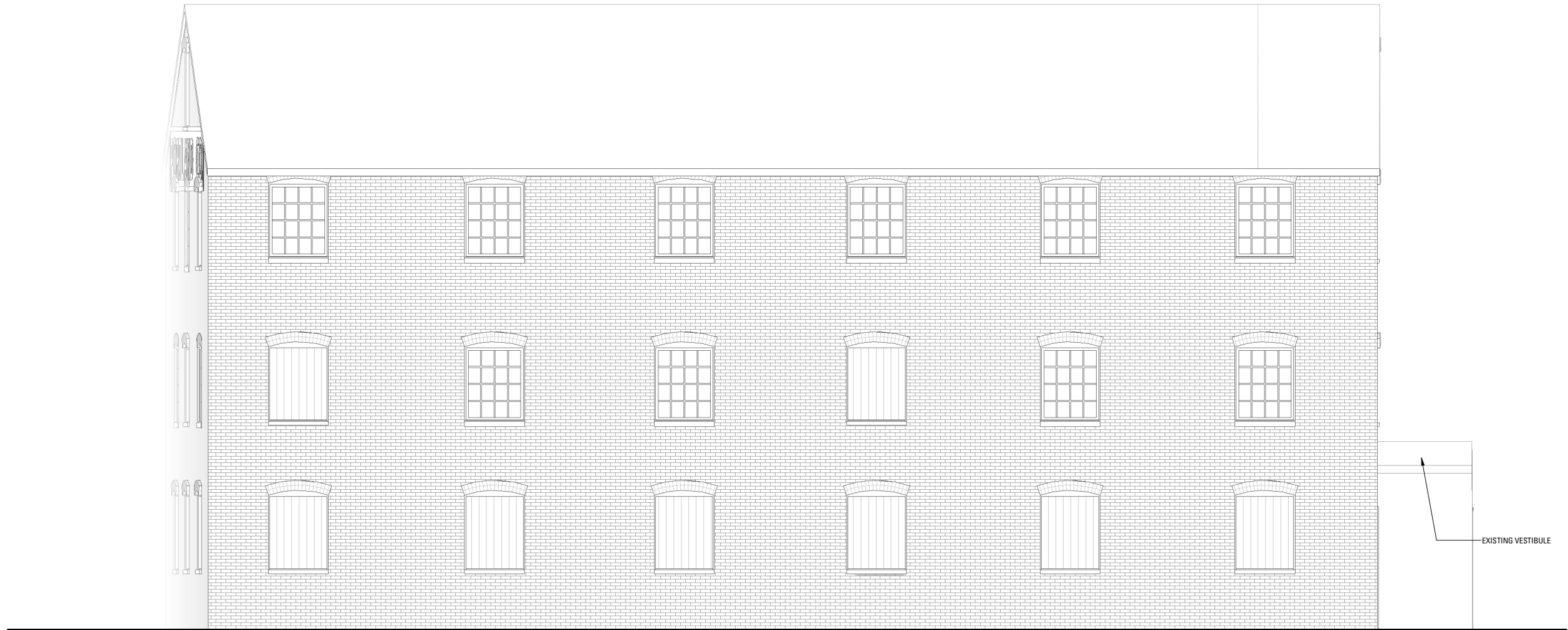
Rev.	Date	Remarks



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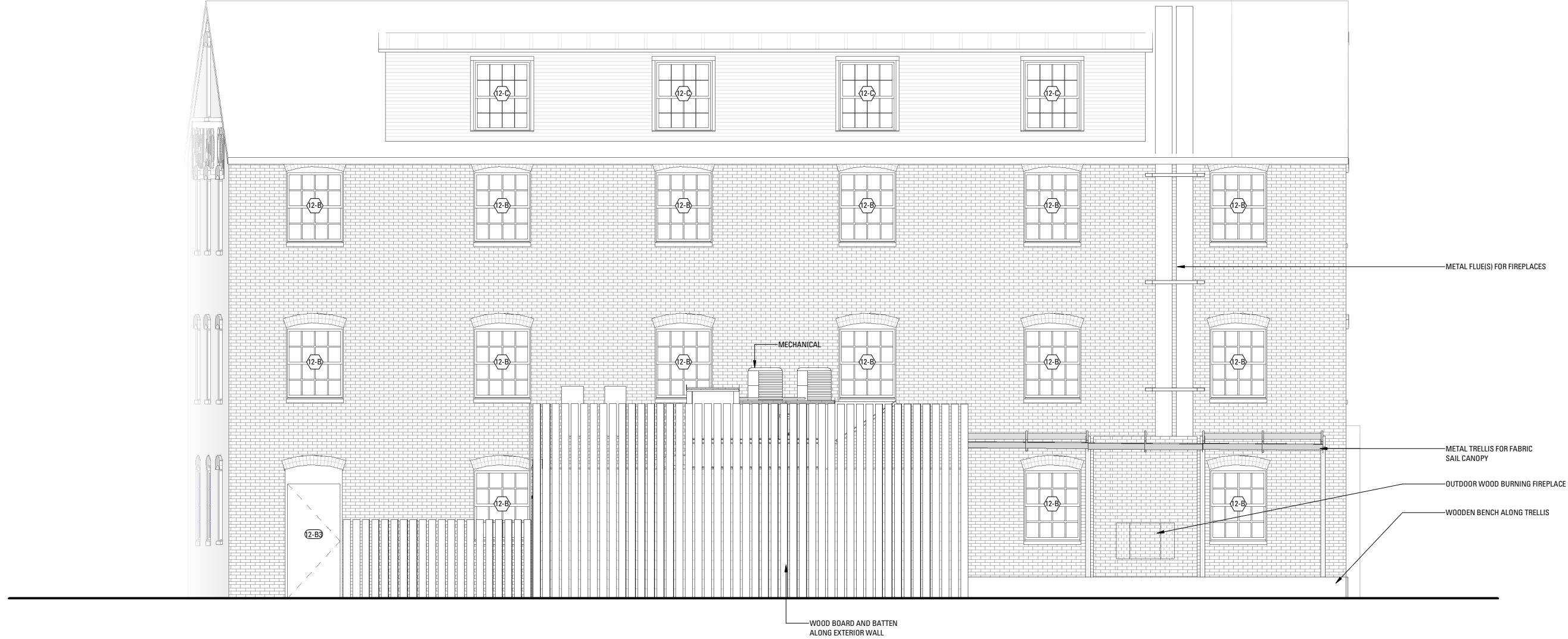


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SCALE: 1/4" = 1'-0"



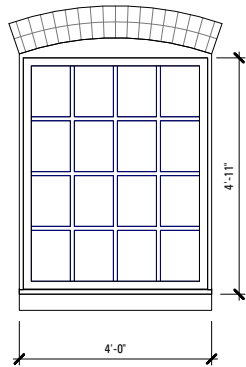
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SCALE: 1/4" = 1'-0"

Rev.	Date	Remarks



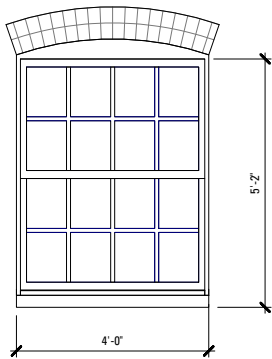
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Rev.	Date	Remarks



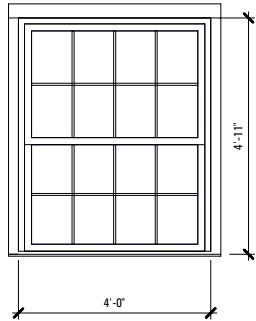
12-A

EXISTING WINDOW TO BE REBUILT



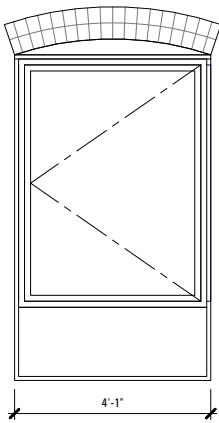
12-B

DOUBLE HUNG WINDOW TO REPLICATE
EXISTING PROFILE AND DIMENSIONS



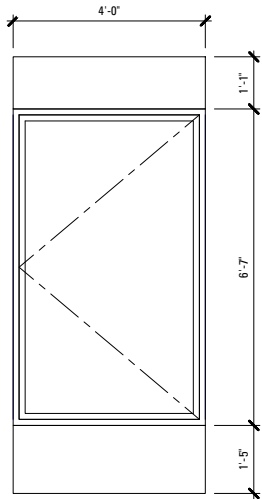
12-C

DOUBLE HUNG WINDOW TO REPLICATE
EXISTING DIMENSIONS



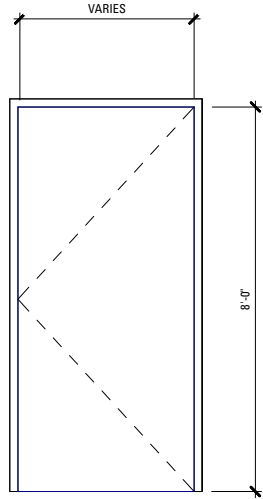
12-D

CASEMENT WINDOW



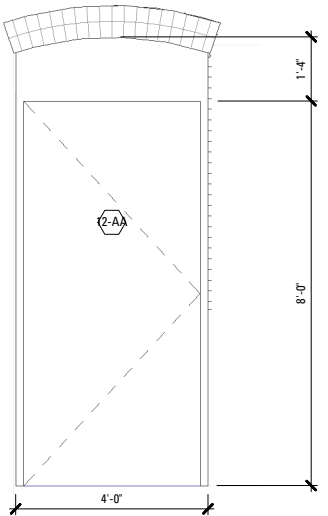
12-E

CASEMENT WINDOW



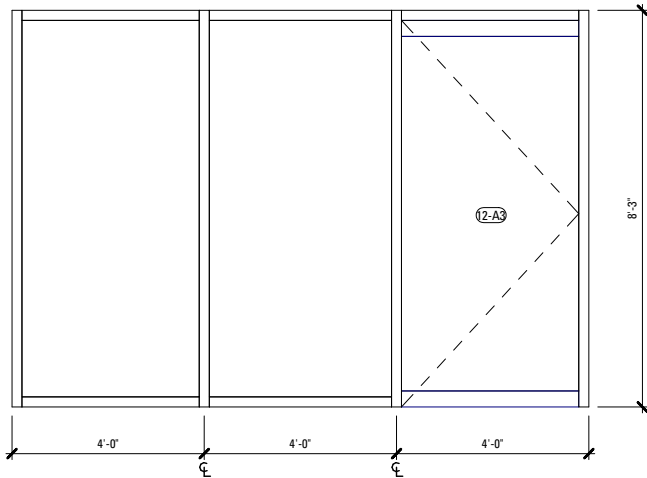
12-B1/B2

METAL DOOR AND FRAME



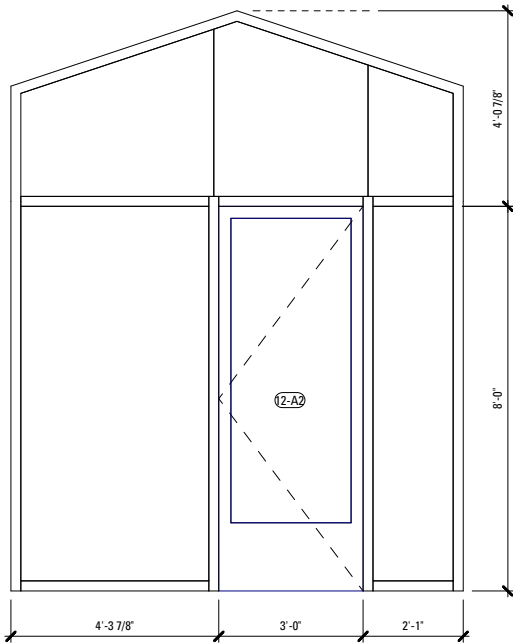
12-B3

METAL DOOR AND FRAME WITH CUSTOM HEAD



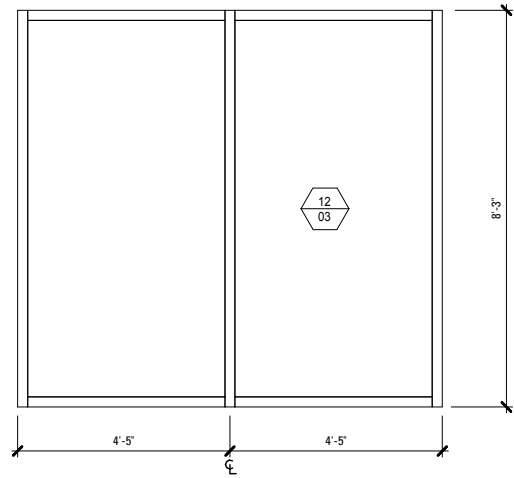
12 - STOREFRONT - 01

STEEL OR ALUMINUM STOREFRONT WITH NARROW PROFILE MULLIONS

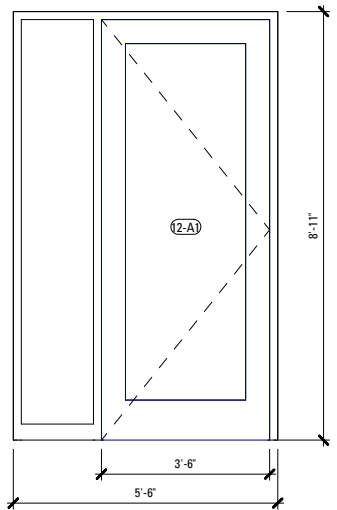


12 - STOREFRONT - 02

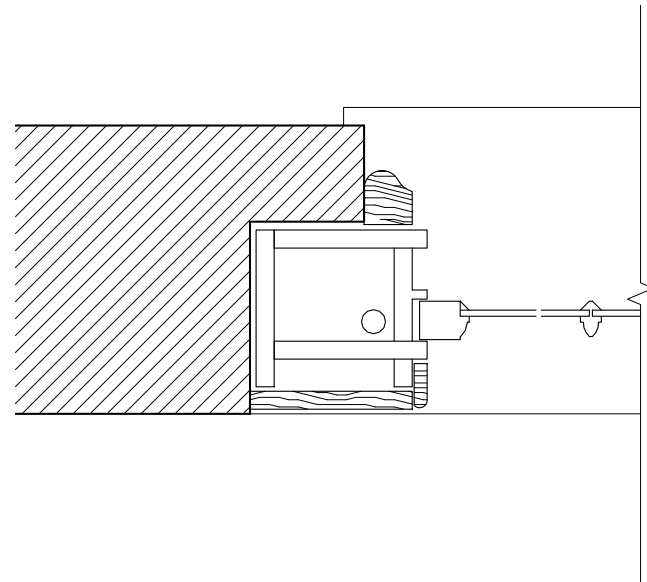
STEEL OR ALUMINUM STOREFRONT WITH NARROW PROFILE MULLIONS



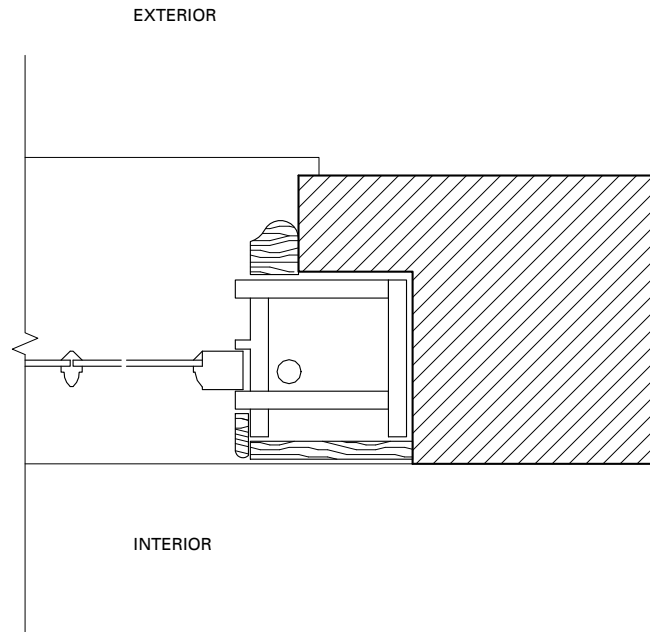
12 - STOREFRONT - 03



12 - STOREFRONT - 04

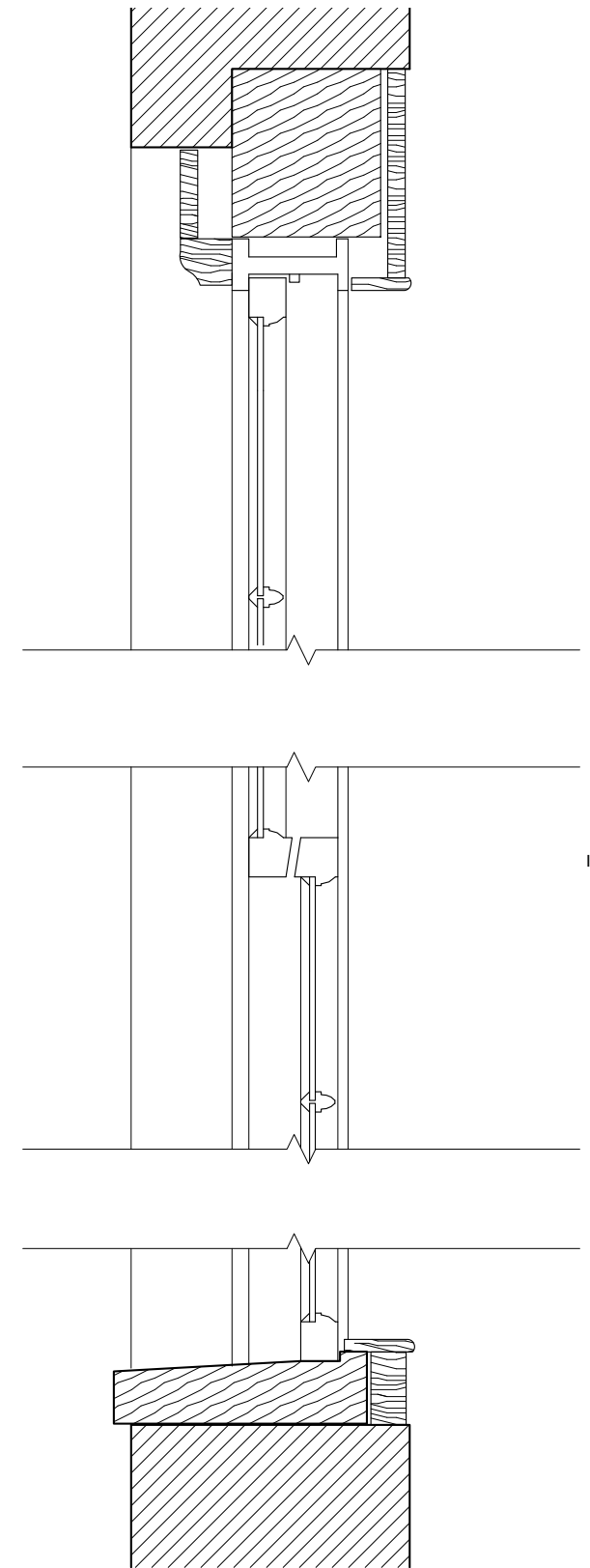


2 EXISTING WINDOW PLAN DETAIL
SCALE: 3" = 1'-0"



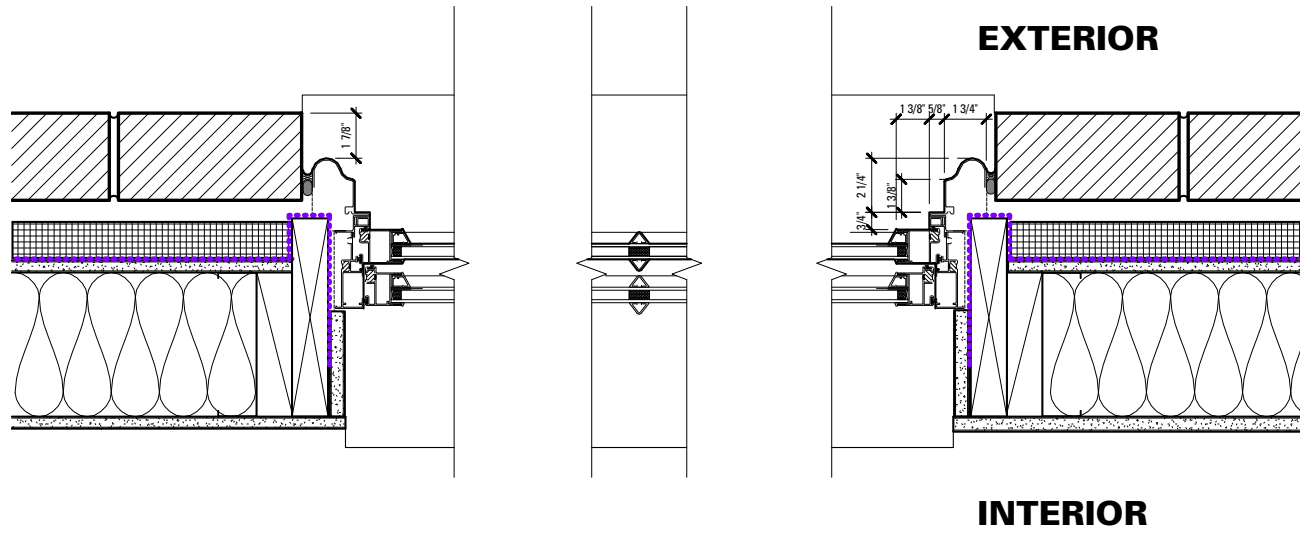
EXTERIOR

INTERIOR

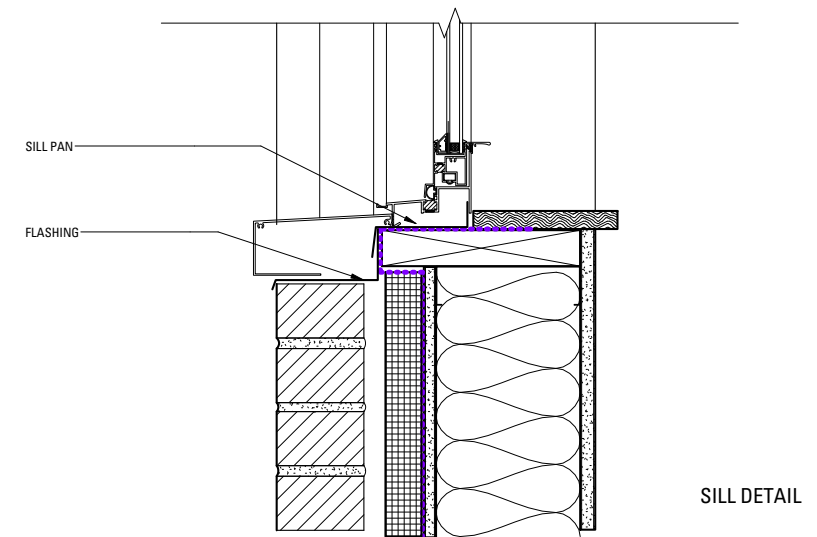
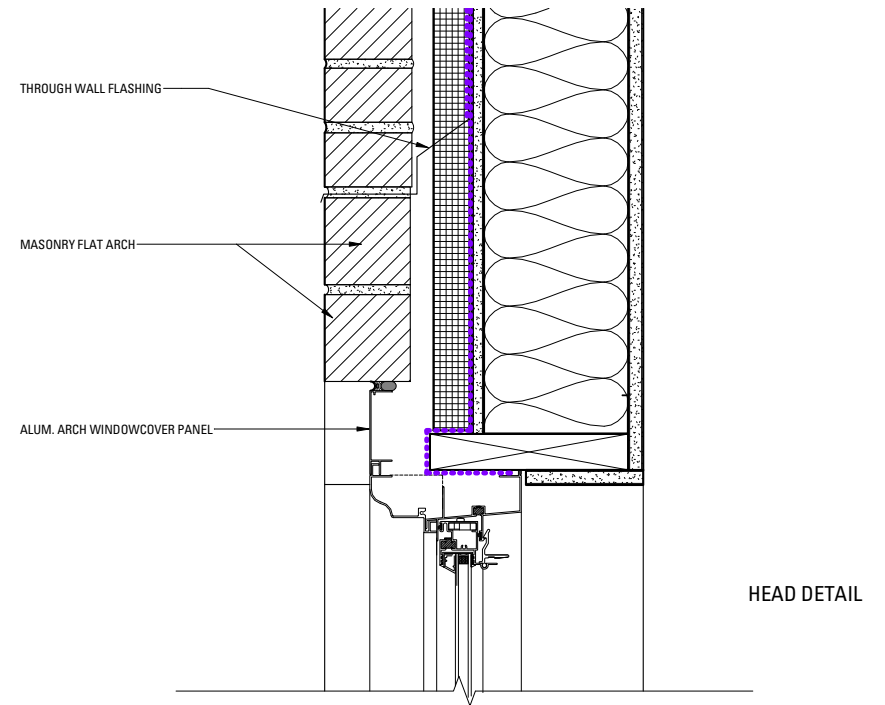


1 EXISTING WINDOW SECTION
SCALE: 3" = 1'-0"

Rev.	Date	Remarks



2 PROPOSED WINDOW - JAMB DETAIL
SCALE: 3" = 1'-0"



1 PROPOSED WINDOW - SECTION
SCALE: 3" = 1'-0"

Rev.	Date	Remarks

Bruner/Cott

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Appendix 1: Photos of Existing Pattern Storehouse Addition



West elevation (primary facade as seen from Thames Street). Portland Company sign will be replicated including variation in heights of letters and painting over window arches. Note Double hung sliding sash windows with meeting rails at 8/8 division. Eave molding profile continues at bottom of rafters on north and south facades.



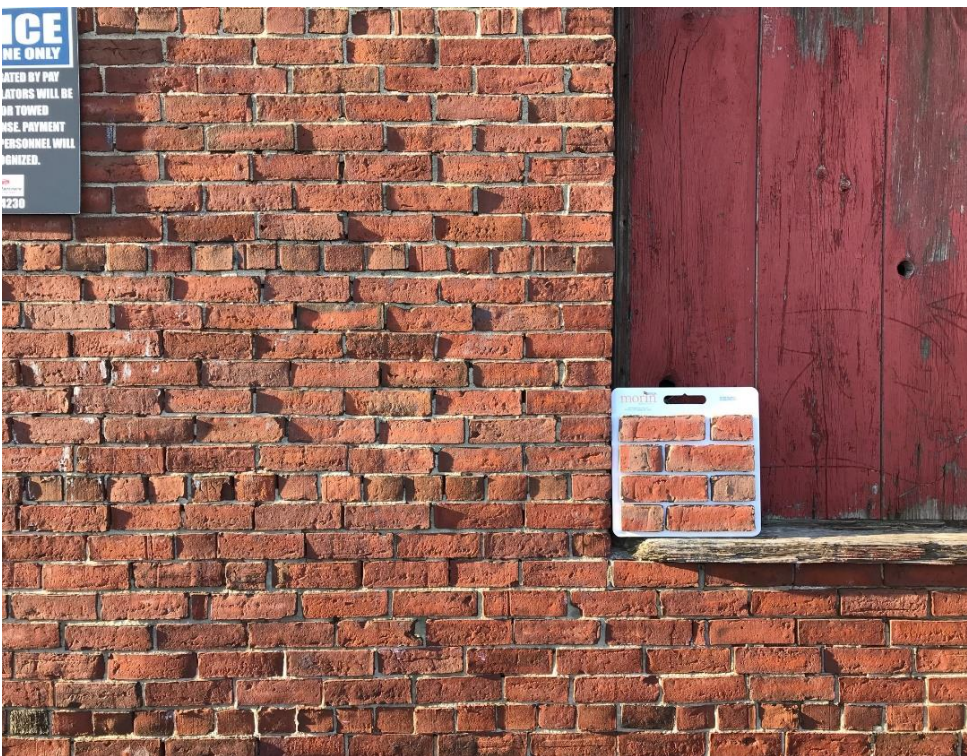
West and south elevations oriented as relocated Building 12 will stand in relation to views from narrow gauge and waterfront walking path after reconstruction. Proposed shed dormers will be set back from gable to emphasize west and east façade profiles.



South and west elevations showing window pattern, dark gray slate roof, and line of shed addition at sills of second floor windows.



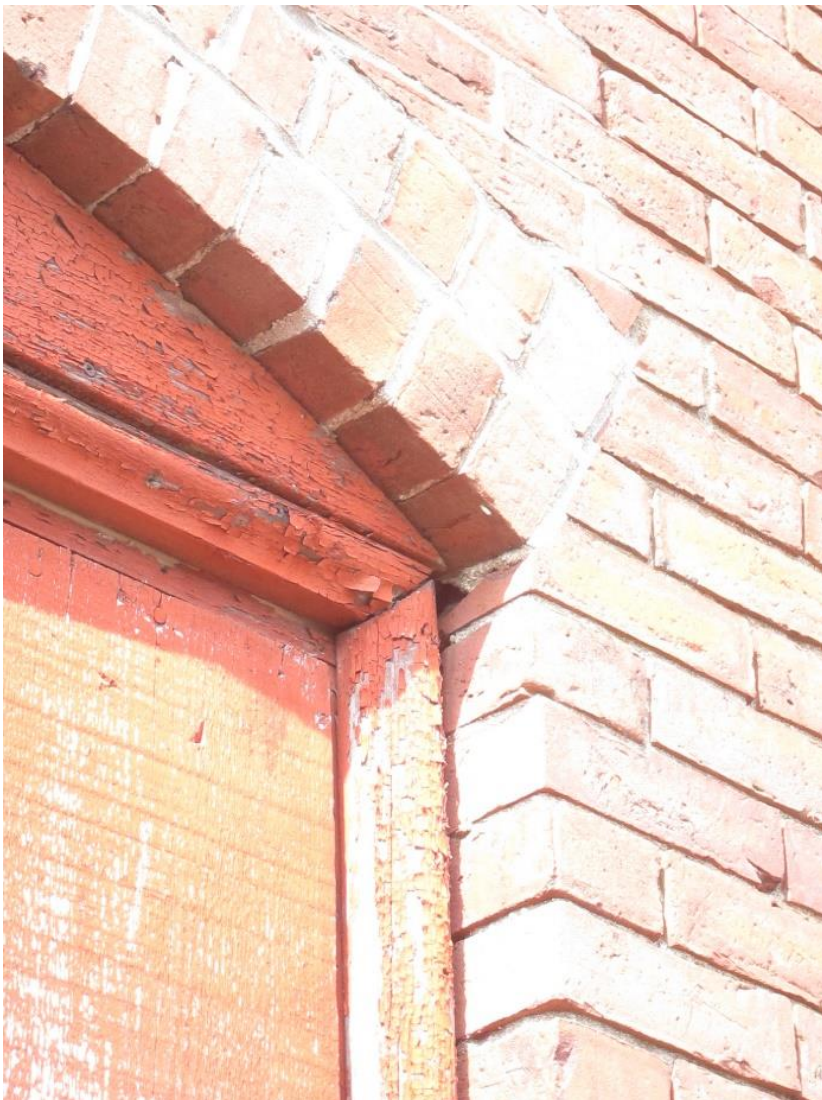
South and east elevations prior to demolition of Building 11 showing window pattern, large door openings at first floor with later vestibule at central door in wall of Building 12. Dark gray slate roof.



Original brick color and coursing with header bond eight courses apart. Wall face is not smooth. Note color and tone in comparison of possible supplement by Morin Brick Company. Note wood sill thickness.



Original brick opening for third story window. Molding under oversailing rafters and eave boarding with 3" deck and slate projection. Fixed sash with sixteen panes. Brick bonding with headers eight courses apart.



Original window solid head and brick mold beneath double header segmental arch. Approximately 2 1/2" exposed brick return at jamb. This molding is basis of proposed custom extrusion for new window assembly.



Brick mold and wood sill detail at window opening with brick return exposure. Red paint.



Sixteen-pane fixed sash in original brick opening with non-operable frame.



Sixteen-pane double-hung sliding sash exterior with wooden sill



Steel lintel at large door opening on east elevation. Channel is less than three courses deep. Note steel seat and return bricks on alternate courses.



Corroded steel lintel at large door opening on east elevation. Channel is less than three courses deep. Approximately 12" deep in wall face. Note steel seat and return bricks on alternate courses.



Brick return at large door opening on east façade. Triple wythe under steel channels. No external door.



Southeast corner brick at large door opening. Three stretcher bricks. Header bond seven courses apart.

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

**PUBLIC HEARING
110 EXCHANGE STREET**

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Deb Andrews, Historic Preservation Program Manager
DATE: July 26, 2019
RE: August 7, 2019 **PUBLIC HEARING**

Application for: Certificate of Appropriateness for Storefront Replacement

Address: 110 Exchange Street
(corner of Exchange and Federal Streets)

Applicant: One Ten Exchange LLC.

Project Architect: Patrick Boothe, Caleb Johnson Architects

Introduction

Architect Patrick Boothe, on behalf of the owners of 110 Exchange Street, has submitted plans for the replacement of most of the building's ground floor storefront elements, including doors, windows, and bulkheads. The subject structure is located at the northwest corner of Exchange and Federal Streets and features a continuous storefront that wraps around the corner of the building and extends almost the full width of both frontages. The principal entrance is at the corner, which is cut away, providing a covered entry that can be accessed from both streets.

Although many of the building's original storefront elements have been replaced over time, the general appearance and overall composition of the ground floor remains largely unchanged. The proposed work can be characterized as rehabilitation/renovation, in that it retains the essential character of the original ground floor treatment, but includes alterations to accommodate the current ground floor use.

Mr. Booth has provided a demo plan, floor plan, elevations and numerous details. Also enclosed are two alternative paint schemes (although paint color is not subject to review) and a catalogue cut for spotlights proposed to illuminate the upper façade. Given the comprehensive nature of the submission, staff elected to move this item directly to a public hearing.

Original and Current Storefront

The John M. Adams Block at 110 Exchange Street is a four-story brick commercial block built in 1892 at the corner of Exchange and Federal Streets. The ground floor takes full advantage of the building's corner location with storefront(s) that wrap the corner and extend most of the width of both street frontages.

Documented Historic Storefront

Given the fact that the building had been completed just 22 years earlier when it was photographed in 1924, it is likely that the original storefronts were still largely unchanged. See enlarged close-up of 1924 photo—ATTACHMENT 1. It is clear from the photo that in addition to the corner entrance, the Federal Street frontage featured at least three additional recessed retail entries. A series of piers divide the ground floor level into bays. Transom windows--most of them tripart--above the storefront windows and entries extended across the ground floor. All transoms are positioned at the front plane of the storefront. It is difficult to tell from the photo whether the windows flanking the recessed entries were angled, although that appears to be the case. Underneath the storefronts were bulkheads featuring recessed panels. Entry doors to the upper floors were located at the far ends of each elevation, as they are today.

As depicted in 1924, the Exchange Street elevation featured two window bays. The windows themselves were large single-lite windows with 2-light transom windows above. Although not clear from the 1924 photo, it is likely that the same recessed panel bulkhead treatment continues on the Exchange Street elevation.

At the recessed corner entry, the flanking windows are angled. A cast iron square pier with simple molding at the top and base (also in cast iron) holds the corner. Although the 1924 photo does not depict the ceiling of the entry alcove, it features ornamental recessed paneling today, which is likely original.

Current Condition

Judging from some of the simplified trim boards and clearly modern doors, it is clear that most of the original storefront elements have been replaced. That said, it appears that effort has been made to retain the essential character of the original storefront. The corner entrance with supporting cast iron pier and paneled ceiling is still present, as is the continuous transom on both the Exchange Street and Federal Street elevations. On Federal Street, the centered recessed retail entries have been removed and new entry doors have been shifted to one side of their respective bays and brought forward to align with the windows. Simple capitals appear at the tops of the piers dividing the storefront bays and recessed panels have been retained in the bulkhead area. What is missing from the current condition is the level of refinement of detail that likely characterized the original ground floor level.

Proposed Scope of Work

The project calls for removing all of the existing storefront bays, including windows, transoms, doors, bulkheads, and columns dividing individual bays (see enclosed demo plan) and replacement with a new wood-frame storefront system. Note that the recessed upper floor entry on the Exchange Street façade is not included in the proposed scope of work. A number of key existing features will remain as is, including the two cast iron piers on Exchange Street and the original recessed paneling within the ceiling of the corner entry.

The project calls for removing some of the doors on the Federal Street elevation, as they are no longer necessary for the current use (nor are they original). Under the new scheme, there will be one secondary entry to the restaurant on the Federal Street frontage, as well as a replacement door and transom in the westernmost bay.

As proposed, all storefront bays will be subdivided. The wider bays on Federal Street will be divided into three windows with three corresponding transom lites. The narrower bays will be divided into two windows with two-lite transoms.

Replacement bulkheads are shown with beadboard paneling within each recessed panel. The wood panels separating individual storefront bays on the Federal Street elevation are proposed to be replaced as well; it is unclear whether the existing molding or “capital” at top of each pier is to be replicated.

Where doors are being removed and replaced with windows, existing wood thresholds are being replaced with stone.

In addition to providing annotated elevations, Mr. Boothe has provided sections and details of all the contributing storefront elements, as well as a schedule for all door types. All components of the storefront framing, bulkheads and entry doors are proposed to be wood.

Note that Mr. Boothe has provided two color scheme options for the Board’s (and client’s) consideration. As the Board is aware, paint color is not reviewable.

In addition to the scope of work proposed for the ground floor level, the applicant is requesting approval to install a series of small brass spotlights just above the storefront cornice to illuminate the upper façade. The spotlights would be installed at the base of each subdividing brick pier to provide consistent, low-level illumination.

Staff Comments, Questions

Staff is generally very supportive of the proposed comprehensive replacement program, as the current condition of 110 Exchange’s ground floor level is deteriorated and exhibits

details that were likely simplified for the sake of expediency. The proposed program of an all-wood replacement program is very positive. It also appears that care has been taken to provide traditional wood trim profiles that are characteristic of historic storefronts and provide a greater level of detail and visual interest than is typical of newer storefronts.

Regarding the proposal to install spotlights to illuminate the upper façade, staff notes that the lighting plan has been prepared by Greg Day Lighting, the firm that developed the lighting program for the rehabilitated Grand Trunk Railroad Office Building and the Press Hotel, among others. In those cases, the illumination is subtle and effective and the fixtures are unobtrusive.

Staff has identified a few details of the proposal that might warrant further consideration or clarification:

- In the 1924 view, the two storefront bays on Exchange Street featured large single windows. This was consistent with the era of construction, when large plate glass was available. (Note that this was not the case on the Federal Street frontage.) Staff would encourage consideration of single windows within each storefront bay on Exchange Street, consistent with the building's historic appearance. The transoms would still be divided, as shown in the 1924 view.
- As proposed, beadboard is proposed within the recessed panels of the bulkheads. Staff questions the use of beadboard in this application.
- From the elevations provided, it appears that the simple capitals at the top of the wood pilasters that divide the Federal Street storefront bays have been eliminated. The architect should clarify whether or not that is the case. Given their presence in the current storefront configuration, it is likely that this is an original detail.
- Although paint color is not subject to review, staff wishes to point out that commercial buildings of this style and era (1890's) would have featured a simpler, more understated color palette consisting of fewer color and without contrasting highlights. In staff's view a simpler color scheme would better suit the building. The details and molding profiles themselves will provide the desired level of visual interest.
- It is unclear whether the corner entrance door is proposed to be painted (consistent with all the other doors) or to feature a natural finish. Staff recommends a painted finish, as would be typical for a building of this type.
- It is not clear if the threshold to the corner entry is to have a new finish. The Board will want to confirm that detail.

Motion for Consideration:

On the basis of plans and specifications submitted by the applicant for the August 7, 2019 public hearing and information included in the accompanying staff report, the Board finds that the proposed storefront replacement at 110 Exchange Street **meets (fails to meet)** the historic preservation ordinance's Standards for Review of Alterations **(subject to the following conditions.....)**

Attachments:

1. 1924 tax photo
2. Applicant submission

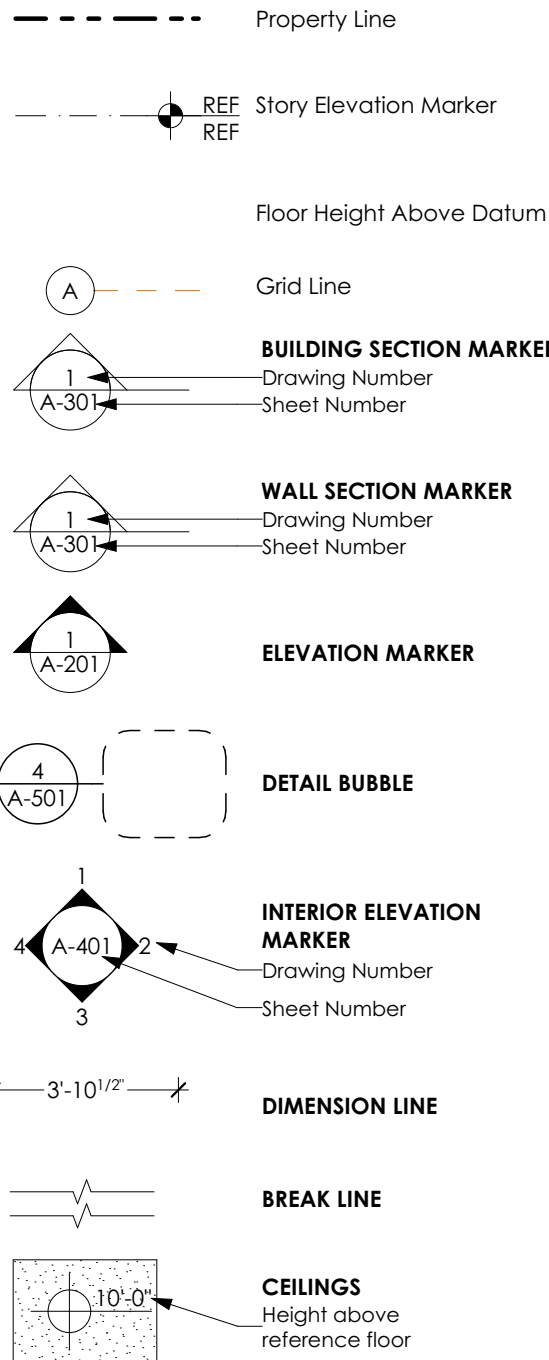


V:\Volumes\Network Files\CJAB\PROJECTS\B COMMERCIAL STUDIO\1 Current Projects\19-C-008_1 10 Exchange Street Storefronts_2 PROPOSED\1 10 Exchange Street Storefronts_CONCEPT 5.pln

GENERAL NOTES:

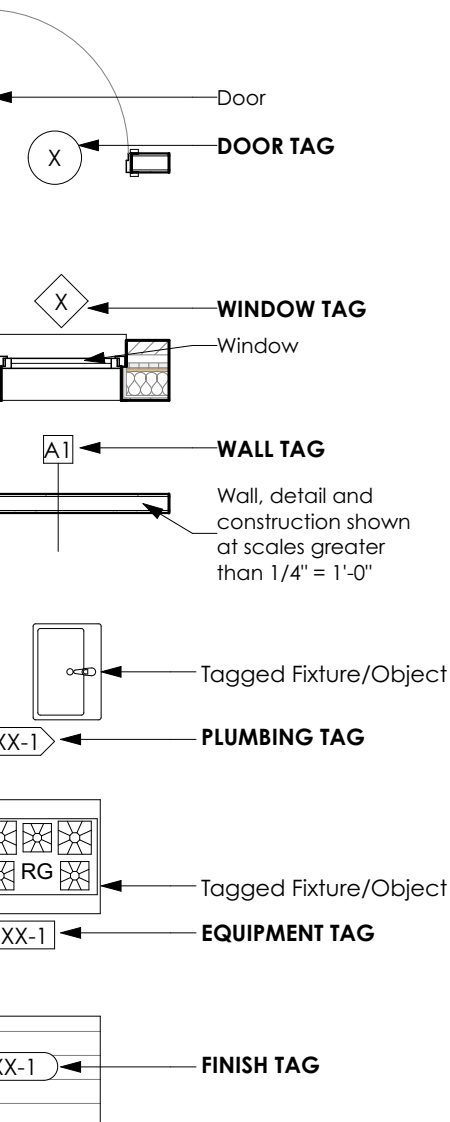
1. Contractor will review all drawings and specifications and confirm any unclear information with the Architect before proceeding. Sheets are not to be separated when distributed to subcontractors in order to maintain contextual information.
2. Contractor is responsible for the construction of a complete weather tight building within the scope of the construction documents. If contractor feels conformance with the construction documents is in conflict with this goal he shall discuss conflicts with Architect.
3. Contractor is responsible for coordinating and supervising all sub-contractors. Workmanship standards shall be those generally accepted for high-end construction. Contractor warrants all work for a minimum of one year from final completion of job. Other explicit warranties may be in addition to above.

SYMBOL LEGEND



PROJECT TAGS

Refer to Schedules



COMMON ABBREVIATIONS

ABV	Above	HT	Height
ACT	Acoustic Ceiling Tile	HM	Hollow Metal
AD	Area Drain	HORIZ	Horizontal
ADJ	Adjustable	HWH	Hot Water Heater
AFF	Above Finished Floor		
ALUM	Aluminum	IBC	International Building Code
ALT	Alternate	ID	Inside Diameter
APPROX	Approximate	IECC	International Energy Conservation Code
ANOD	Anodized	INSUL	Insulation
BLDG	Building	INT	Interior
BLKG	Blocking	IRC	International Residential Code
B.O.	Bottom of		
BLKHD	Bulkhead	MAX	Maximum
		MECH	Mechanical
CAB	Cabinet	MIN	Minimum
CIP	Cast in Place	MISC	Misc
CEO	Code Enforcement Officer	MO	Masonry Opening
CFCI	Contractor Furnished, Contractor Installed	MTL	Metal
		MUBEC	Maine Uniform Building and Energy Code
CLG	Ceiling		
CLR	Clear	NIC	Not in Contract
CMU	Concrete Masonry Unit	OC	On Center
COL	Column	OFCI	Owner Furnished, Contractor Installed
CONC	Concrete		
CONT	Continuous	PCC	Pre-Cast Concrete
CPT	Carpet	PLUMB	Plumbing
CT	Ceramic Tile Center	PLY	Plywood
		PNT	Paint
DBL	Double	PT	Pressure-Treated
DIA	Diameter	PSF	Pounds per square foot
DM(S)	Dimension(s)	PSI	Pounds per square inch
DN	Down		
DR	Door	RBR	Rubber
DW	Dishwasher	RCP	Reflected Ceiling Plan
DWG	Drawing	REQ	Required
		RM	Room
EA	Each		
EL	Elevation	SIM	Similar
ELC	Electrical	SPEC	Specified or Specification
ELEV	Elevator	SPK	Sprinkler
EOS	Edge of Slab	SS	Stainless Steel
EQ	Equal	STC	Sound Transmission Coefficient
ETR	Existing to Remain	STL	Steel
EQUIP	Equipment	STRUCT	Structural
EXT	Exterior		
FA	Fire Alarm	TELE	Telephone
FAP	Fire Annunciator Panel	TO	Top of
FD	Floor Drain	TOS	Top of Slab/Structure
FE	Fire Extinguisher	TOFF	Top of Finish Floor
FEC	Fire Extinguisher Cabinet	TYP	Typical
FH	Fire Hydrant		
FLR	Floor	UNO	Unless Noted Otherwise
FT	Feet		
		VIF	Verify in Field
GA	Gauge		
GAL	Gallon	W/	With
GALV	Galvanized	WD	Wood
GL	Glass		
GYP	Gypsum Board		
GWB	Gypsum Wall Board		

MATERIAL CUT FILL LEGEND

	Brick - Elevation
	Brick - Section
	Concrete - Block
	Concrete - CIP
	Earth
	Gravel
	Gypsum
	Insulation - Batt
	Insulation - Rigid
	Metal - Aluminum
	Metal - Steel
	Not in Contract
	Plywood
	Vegetation
	Wood - End Grain

110 Exchange Street Storefront Renovations

110 Exchange Street Portland ME 04101

PROJECT ARCHITECT

Caleb Johnson Studio
110 Exchange Street, 2nd Floor
Portland, ME 04101
207-283-8777

Caleb Johnson, AIA
caleb@cjab.me

Point of Contact:

Patrick Boothe, AIA
patrick@calebjohnsonstudio.com
Lydia Mather
lydia@calebjohnsonstudio.com

OWNER:

One Ten Exchange, LLC, Casey Prentice
254 Commercial Street Suite 118 Portland
ME 04101
207-517-1100

CONTRACTOR

Woodhull of Maine 110 Exchange Street,
2nd Floor Portland, ME 04101 207-283-8777

Peter Floeckher
peter@woodhullofmaine.com



PROPOSED 3D VIEW AFTER RENOVATIONS

PHOTOS OF EXISTING PROPERTY



EXISTING RESTAURANT ENTRY



EXISTING STOREFRONT



EXISTING STOREFRONT



HISTORIC PHOTO FROM 1924

PROJECT NARRATIVE

Attachment 2

Repairs and replacement to exterior wood storefront in downtown Portland Maine. The building is within the Old Port Historic district and subject to local historic review. No load bearing structural work is proposed. Existing restaurant use on 1st floor and all other uses are to remain unchanged. Exterior lighting scheme is also proposed. Interior work to be limited to incidental work associated with the storefront.

QUICK BUILDING STATS

CBL:	032 H001001
Construction Type:	III-B (IBC) / III-000 (NFPA)
Stories:	4, plus basement
Occupancy Type:	Basement: Restaurant Storage 1st Floor: A-2 / Existing Assembly (Restaurant) 2nd and 3rd Floors: B/Existing Business 4th Floor: R-3 / One and Two Family
Building Height:	44'-0" +/- to top of roof
Sprinkler System:	Yes (Existing)
Mixed-Use:	Yes Non-Separated (Existing)
Fire Alarm:	Yes(Existing)
Floor Area:	Typical Floor: 2,780sf+/- each floor Area of work: Limited to 1st floor storefront only
Gross Building Area:	11,120sf total gross area (excl basement)

SHEET INDEX

ID	Name	Issued
A-202	STOREFRONT PAINT OPTIONS	☐
A-203	ANOTATED PHOTOS TO DESCRIBE MISC WORK	☐
A-502	PLAN DETAILS	☐
A-503	PLAN DETAILS	☐
A-504	MOLDING DETAILS	☐
LT.1	LIGHTING DESIGN	☐
G-000	COVER SHEET	☒
A-101	DEMO AND PROPOSED PLAN	☒
A-201	ELEVATIONS	☒
A-301	WALL SECTIONS	☒
A-501	SECTION DETAILS	☒

LOCATION MAP



CALEB JOHNSON
STUDIO

110 EXCHANGE ST, 2ND FLOOR, PORTLAND, ME 04101
207.283.8777
calebjohnsonstudio.com



PERMIT SET

CHANGES THIS ISSUE	DESCRIPTION
ID	

SUBMISSIONS:	DATE	DESCRIPTION
ISSUE	5/13/19	Permit Set Submission
01		

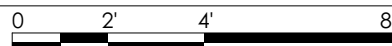
CONSULTANT:

ARCHITECT
DRAFTSPERSON:
DWTS
DATE: 5/13/19
ISSUE: 7/11/19
PROJECT STATUS: Permit Drawings

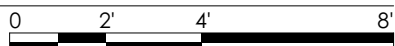
110 Exchange Street
Storefront Renovations
One Ten Exchange, LLC, Casey Prentice
110 Exchange Street Portland ME 04101

COVER SHEET

G-000



A circular drawing sheet is shown, divided horizontally. The top half contains the letter 'X' and is labeled 'Photo Number'. The bottom half contains the text 'A-203' and is labeled 'Drawing Sheet'.



PERMIT SET

/Volumes/Network Files/CJAB/PROJECTS/B COMMERCIAL STUDIO/1 Current Projects/19-C-008_110 Exchange Storefront/2 PROPOSED/110 Exchange Street Storefronts_CONCEPT 5.pln



1 OPTION 1 ELEVEVATION
SCALE: 1/2" = 1'-0"



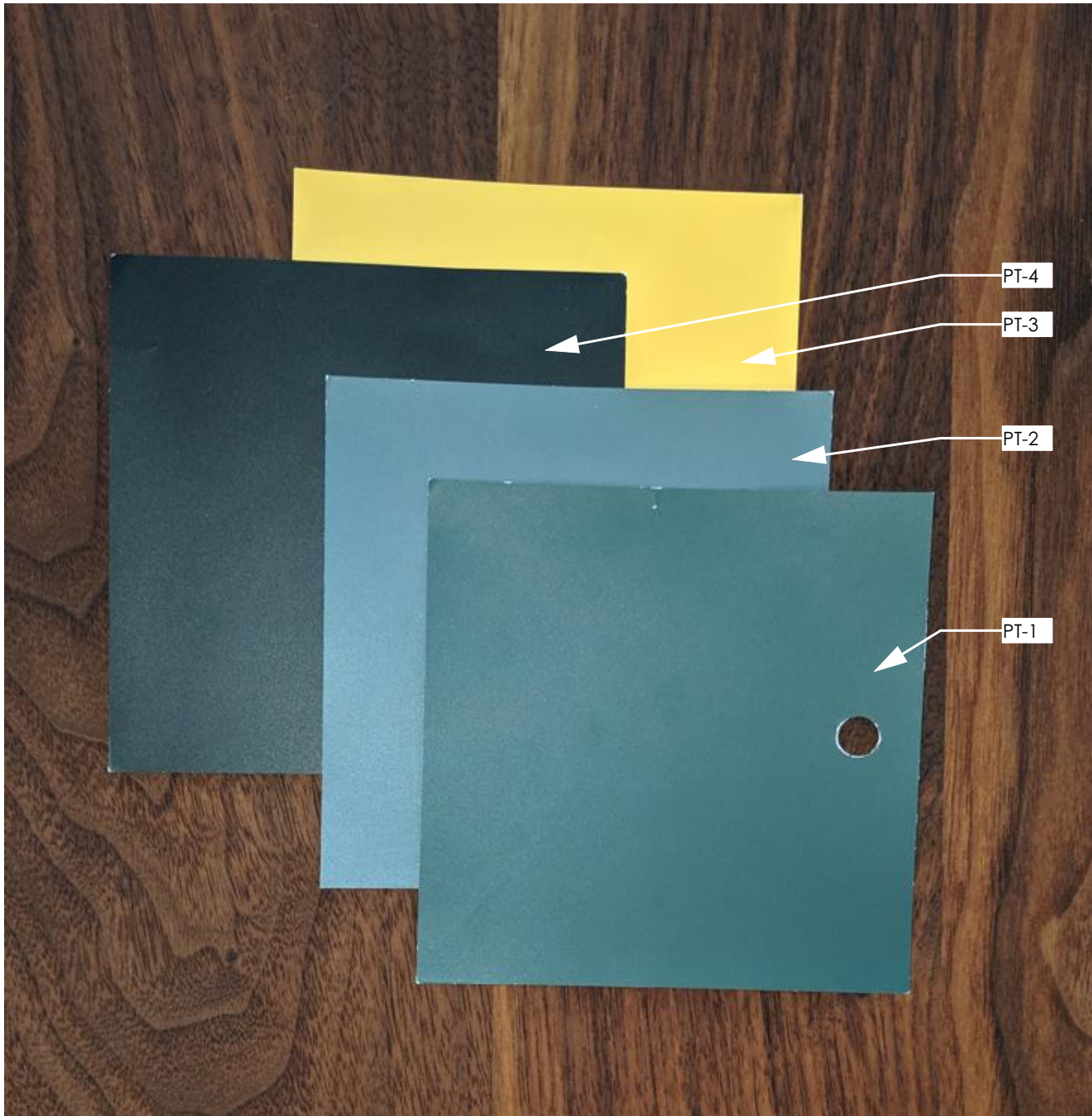
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SCALE: 1/2" = 1'-0"



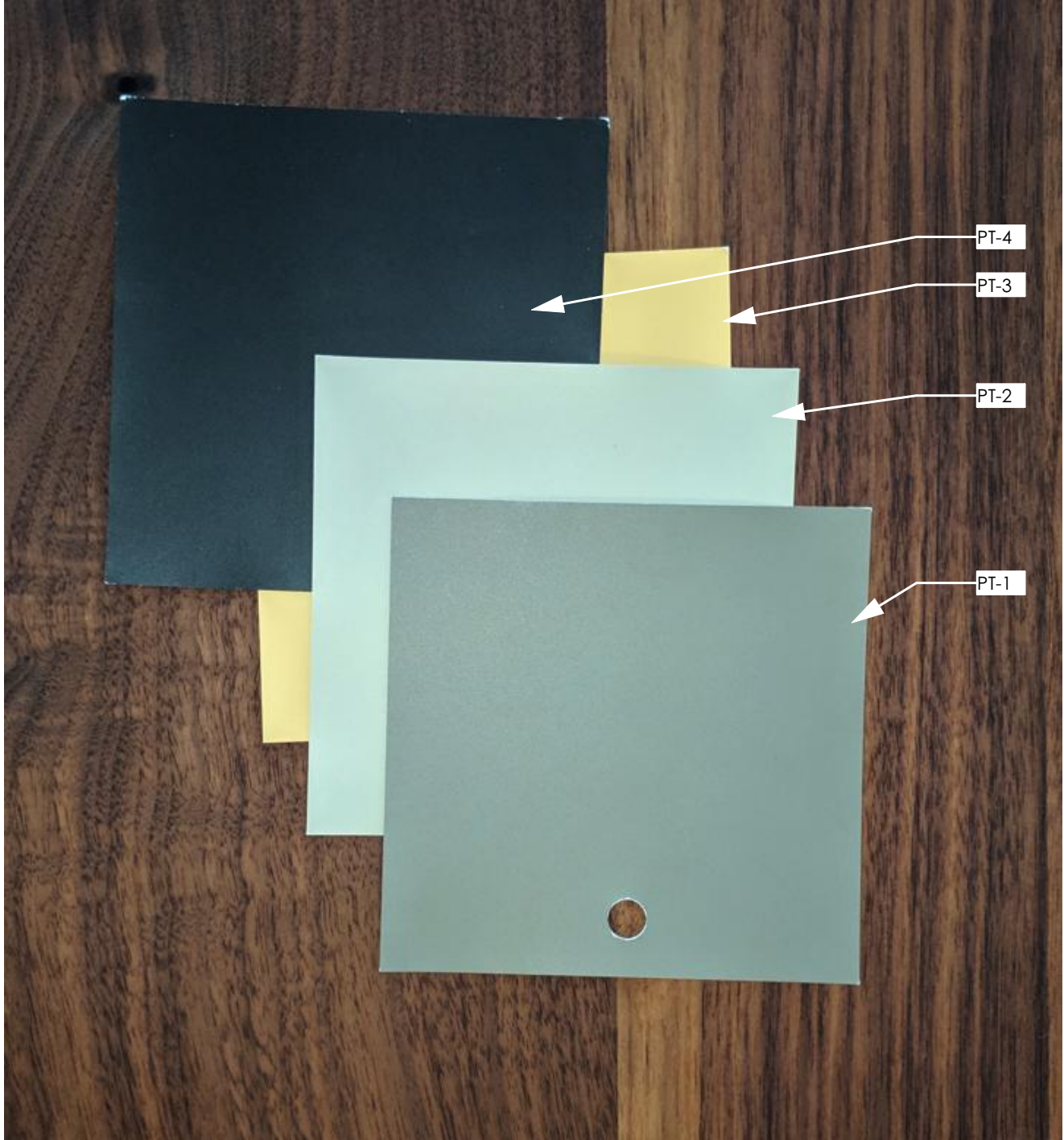
1 3D OPTION 1



2 3D OPTION 2



1 PAINT COMBINATION OPTION 1 - PAINT SWTACHES



2 PAINT COMBINATION OPTION 2 - PAINT SWATCHES

STOREFRONT, DOORS AND FINISH NOTES:

1. New Historic Wood Storefront: Verify dimensions in field and provide safety glazing where required. Refer to details for additional information.
2. Contractor to prepare an in-situ mockup of the below two color combinations options for Owner review and approval.
3. All paint colors listed below are by Benjamin Moore with the primary colors from the historic collection. Provide min 2 coats semigloss on all painted surfaces. Prep different surfaces as recommended by manufacturer.

PT-1 (Main)	Option 1 HC-134 "Tarrytown Green"	Option 2 HC-103 "Cromwell Gray"
PT-2 (Secondary)	HC-160 "Knoxville Gray"	HC-102 "Clarksville Gray"
PT-3 (Accent)	HC-10 "Stuart Gold"	2153-40 "Cork"
PT-4	HC-103 "Onyx"	HC-103 "Onyx"

4. Doors: Verify dimensions in field. Provide safety glazing for all glazing as shown.
5. Door Hardware: At the time of permit submission, door hardware is TBD. See below for basis of design components

HARDWARE SETS:
HDW-1 (Restaurant Primary Entry) - Entry/Exit Function, Deadbolt, Panic Hardware, Closer
HDW-2 (Restaurant Secondary) - Entry/Exit Function, Deadbolt, Panic Hardware, Closer
HDW-3 (Federal Street Stair) - Entry/Exit Function, Electronic Lock with Keypad, Panic Hardware, Closer
HDW-4 (Interior Stair Passage) - Passage, Closer



CHANGES THIS ISSUE	
ID	DESCRIPTION

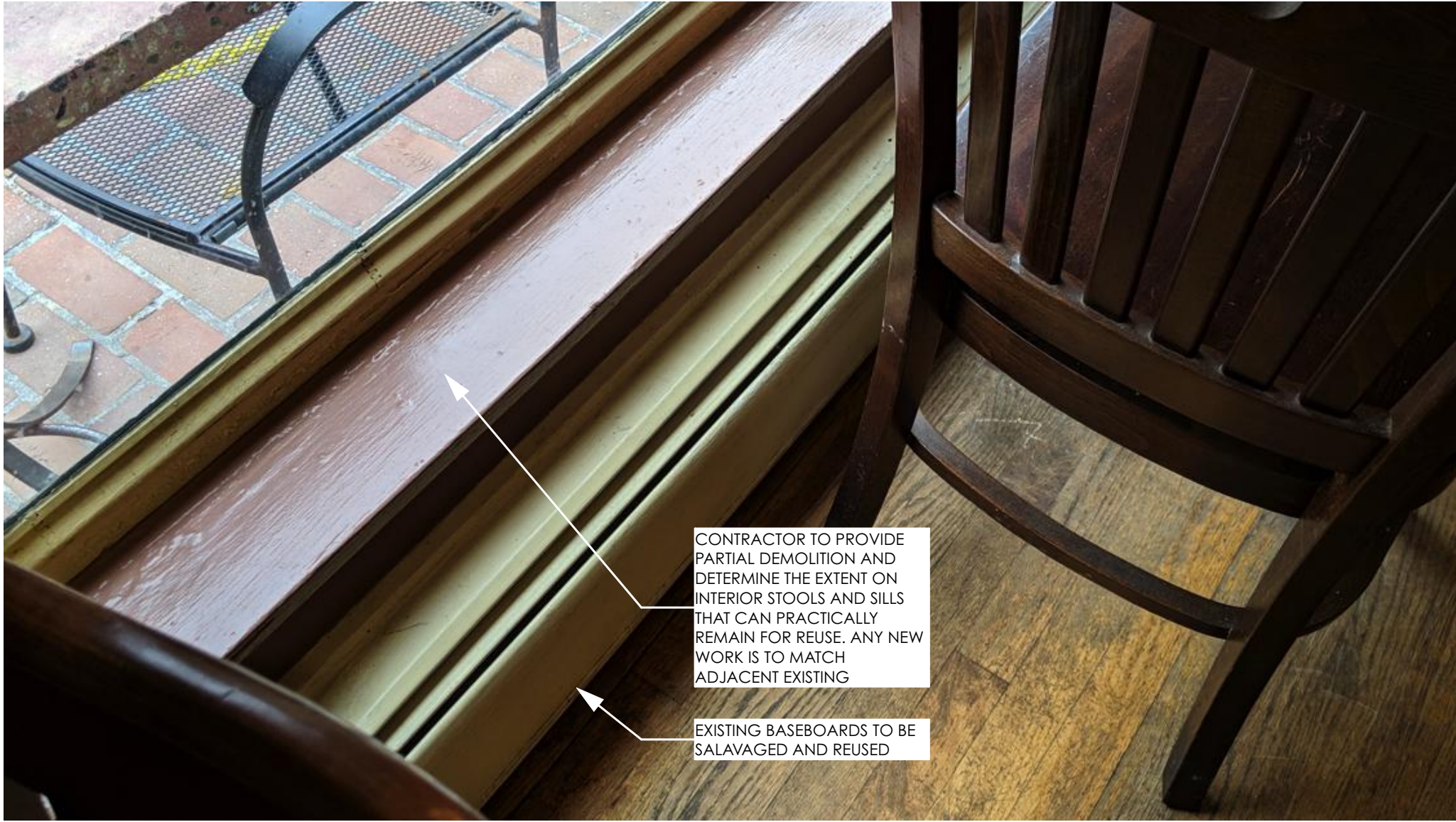
SUBMISSIONS:	
ISSUE	DATE
02 - RFP	Work In Progress

CONSULTANT:	

ARCHITECT	
DRAFTSPERSON:	ISSUE
CM/PS	7/11/19
PROJECT STATUS: Permit Drawings	



9 At Interior Corner Window Seat



6 At Interior Sill and Existing Baseboard



5 At Interior Pilaster



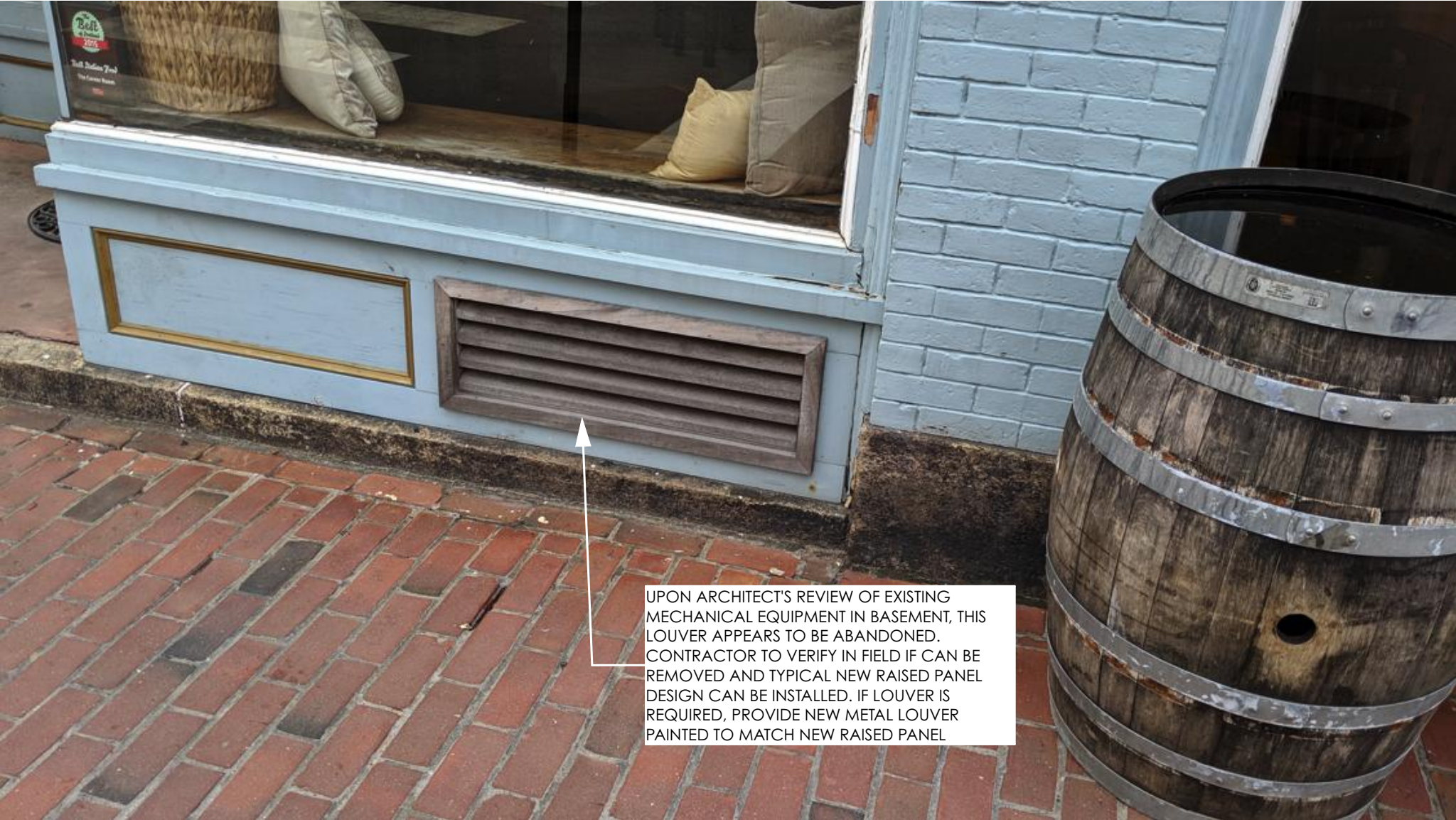
4 At Exterior Ceiling



3 At Exterior Former Door Sill at New Window



2 At Exterior Door Sill at New Door



1 At Exterior Louver

CHANGES THIS ISSUE	
ID	DESCRIPTION

SUBMISSIONS:	
ISSUE	DATE
02 - RFP	Work In Progress

ISSUE NUMBER	
Change	Issue
01	01
02	02
03	03
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CONSULTANT:

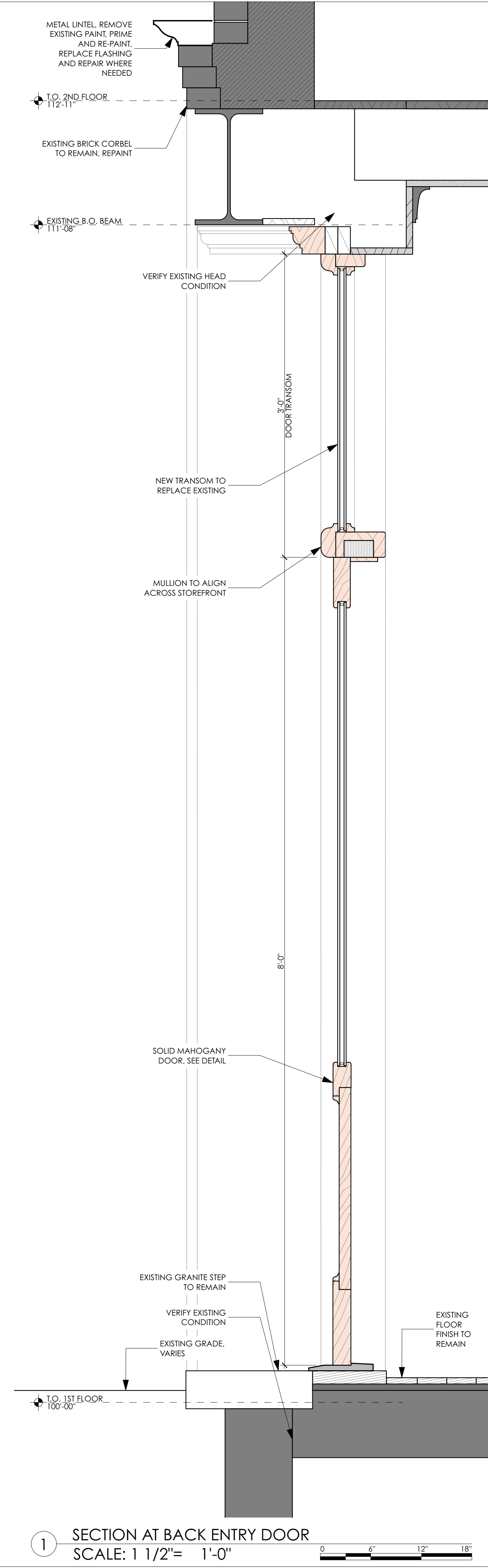
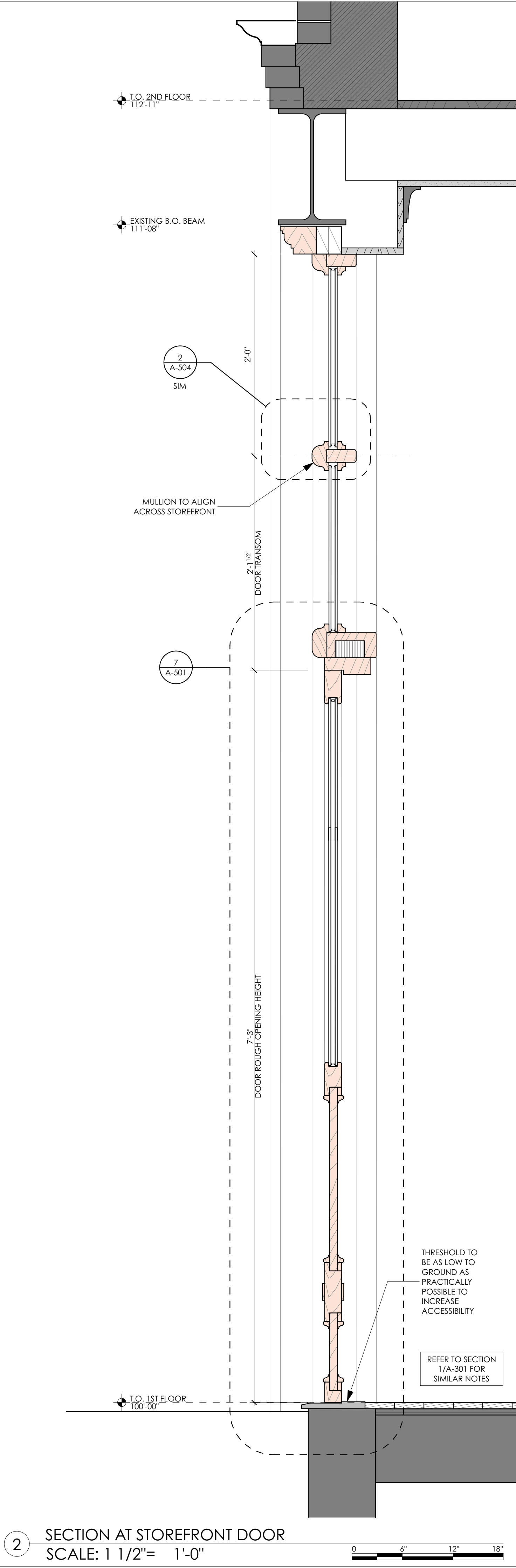
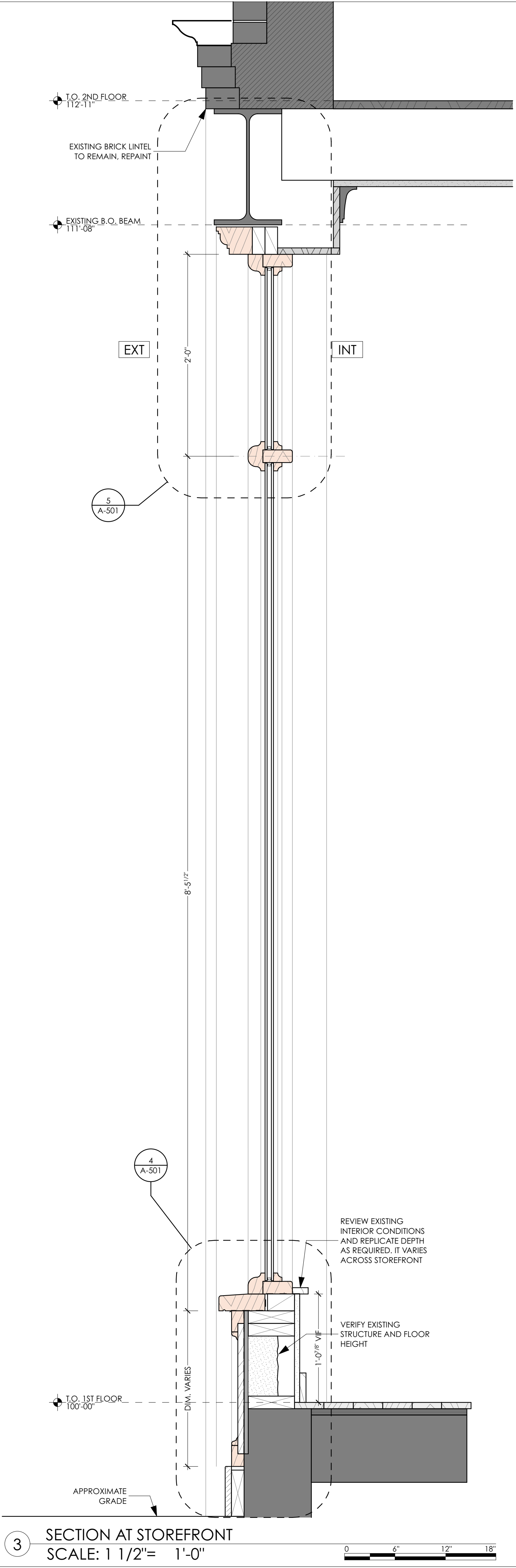
ARCHITECT
DRAFTSPERSON:
DATE: 7/11/19
ISSUE: 01
PROJECT STATUS: Permit Drawings

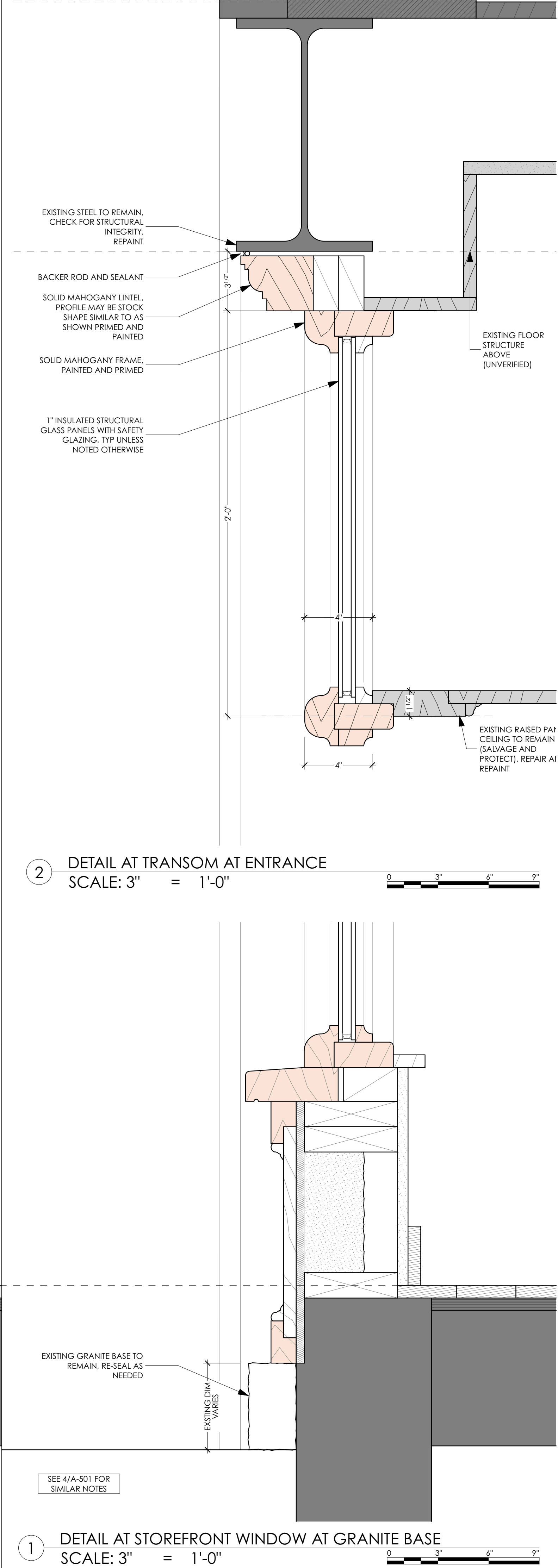
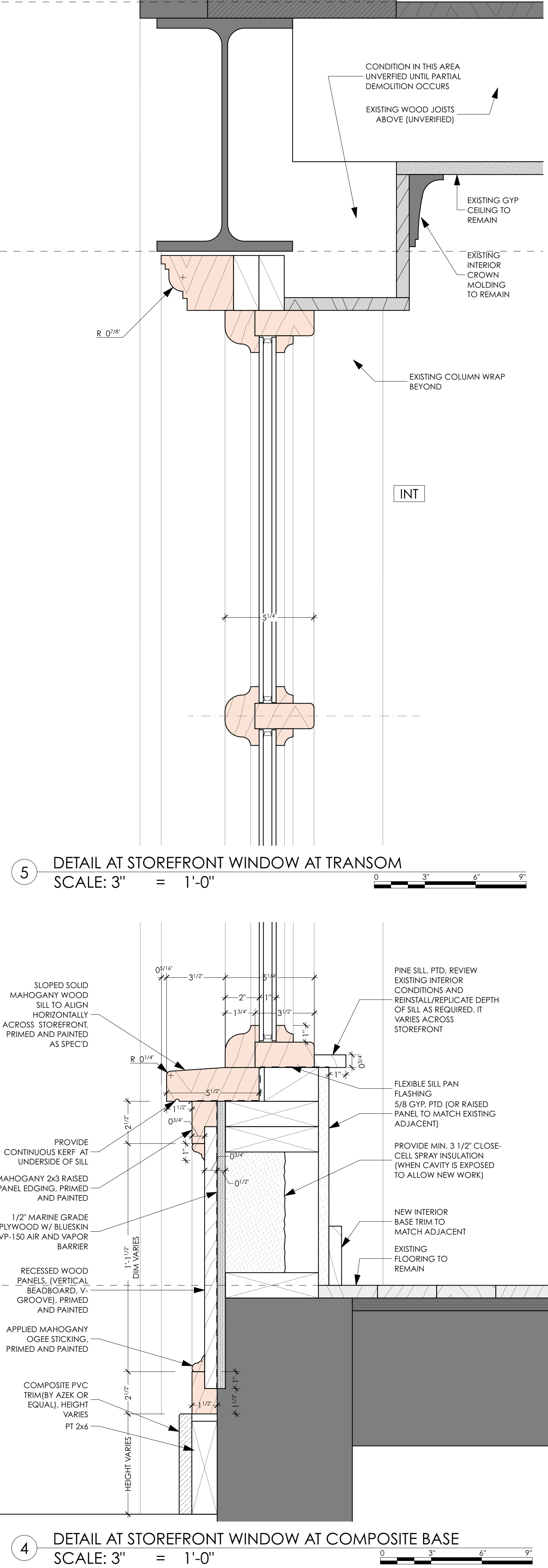
DETAIL NOTES:

1.Though CJS made best efforts to make these drawings as accurate as possible to existing conditions, the Contractor is to verify all dimensions in field and consult with Architect where field conditions require further review and or additional information to complete work, we're literally upstairs.

2. Material Cut Fill Key:

- New Mahogany (Sapele)
- New Pine, Primed for Paint
- Existing Wood
- Existing Other





/Volumes/Network Files/CJAB/PROJECTS/B COMMERCIAL STUDIO/1 Current Projects/19-C-008_110 Exchange Storefront/1 DESIGN/DRAWINGS/2 PROPOSED/110 Exchange Street Storefronts_CONCEPT 5.pln



LOCATIONS OF NEW 120 VOLT SOLID BRASS, NARROW SPOT UP-LIGHTS
AIM STRAIGHT UP - Typ. SORAA 2700K 10 DEGREE GU10 LAMP
QUANTITY OF 21 TOTAL

Greg Day Lighting

Lighting Design

100 Front Street 3rd Floor
Bath Maine US 04530
154 Grand Street, New York NY US 10013
207.671.5551
info@gregdaylighting.com

Copyright 2017, Greg Day Lighting

110 Exchange Street Facade Lighting Portland, Maine



L-011

The L-011 is an unobtrusive, directional fixture available in both low voltage and line voltage configurations. Its compact design brings attention to the lamp's effect, not to the fixture itself. The L-011 can be equipped with several different MR16 LED and halogen lamps and a variety of accessories to produce the desired effect.

Construction All brass components, 0.140" [3.6mm] thick brass housing.

Lens Tempered soda lime glass. Stepped to prevent pooling of water on lens.

L-011 12 Volts, Remote transformer required

GU5.3, MR16 Halogen	BAB	20 Watt	36" flood
50 Watt max.	FMV	35 Watt	24" narrow flood
	EXT	50 Watt	12" spot
	SW-SP	5 Watt	15" spot
	SW-NFL	5 Watt	25" narrow flood
	SW-WFL	5 Watt	40" wide flood
GU5.3, MR16 LED	SW-NFL	5 Watt	100" wide flood
Cree chipset (5W)	SW-WFL	5 Watt	100" wide flood
Lumiled chipset (7W)	SW-NFL	7 Watt	25" narrow flood
Soraa chipset (8W)	SW-NFL	7 Watt	40" wide flood
Warm White (3000K)	SW-WFL	7 Watt	60" wide flood
	SW-SP	8 Watt	10" spot
	SW-NFL	8 Watt	25" narrow flood
	SW-WFL	8 Watt	36" flood

L-011-120V 120 volts, L-011-230V 230 volts

MR16 LED	SW-NFL	5 Watt	25" narrow flood
Cree chipset, GU10	SW-F1	5 Watt	40" flood
Warm White (3000K)	SW-WFL	5 Watt	100" wide flood
MR16 LED	SW-SP	8 Watt	10" spot
Soraa chipset, GU10	SW-NFL	8 Watt	25" narrow flood
Warm White (3000K)	SW-WFL	8 Watt	36" flood

Optical Accessories

- BGS Brass glare shield, 45° cutoff
- BGFS Brass glare shield, full cutoff with weep hole
- FR Frosted lens
- HL1 Honeycomb louver, 1/8" [3mm] thick
- HL2 Honeycomb louver, 1/4" [6mm] thick
- PR Prismatic spread lens
- RT Rectilinear spread lens
- SL Solite lens

Mounting Accessories

- 1/2" male threads. Mounts into any standard j-box or:
- GS2 Heavy-duty ground spike
- GS2BC Heavy-duty ground spike with cast brass cap
- GS4 Standard ground spike with cast brass cap
- JB Cast brass junction box
- SA Sure Aim locking rotation accessory
- TDM1 Brass tree/deck mount with stainless steel screws
- TDM2 Brass tree mount with nylon strap (48, 72, or 96")
- TDM2SS Brass tree mount with stainless steel strap (48, 72, or 96")
- TDM3 Brass low-profile deck/wall mount (SA accessory recommended)
- TDM4 Brass low-profile tree mount with notch for wire (SA accessory recommended)
- TMJB Brass tree-mounted junction box, single fixture mount, stainless steel strap (48, 72, or 96")
- TMJB2 Brass tree-mounted junction box, double fixture mount, stainless steel strap (48, 72, or 96")
- TMJBX Brass tree-mounted junction box, single fixture mount, stainless steel screws
- TMJB2X Brass tree-mounted junction box, double fixture mount, stainless steel screws

MADE IN USA

Project	By	Date
For ordering purposes, please specify (example: L-011-120V—SW-NFL—TDM2-72—BGS—HL1)		
L-011-		
Fixture	Lamp	Accessory

BEACHSIDE LIGHTING 800-405-6732 • www.BeachsideLighting.com

Fixture is shown with BGS, HL1, and GS2BC accessories

Weight: 2.6 lbs. [1.2 kg]

CSA Listed, file #100030 IP 66
10 year fixture warranty
3 year warranty on MR16 LED lamps

Finish: Unfinished is standard, no specification required. The fixture will weather to a natural patina. The patina process is natural with brass and copper. Rate of patina and eventual color is dependent upon climate and proximity to the ocean. Thus, Beachside does not guarantee any specific appearance.

CHANGES THIS ISSUE

ISSUE NUMBER	DESCRIPTION
1	
2	
3	
4	
5	

SUBMISSIONS:

DATE	DESCRIPTION
12/1/19	Work in Progress
12/1/19	Historic Preservation Board Review

CONSULTANT: Greg Day Lighting

ARCHITECT DRAFTER/PERSON: One Ten Exchange, LLC, Casey Prentice

PROJECT STATUS: Permit Drawings

Lighting Schematic
N.T.S.
31 May 2017

LT.1

LIGHTING DESIGN

LT.1

110 Exchange Street
Storefront Renovations
One Ten Exchange, LLC, Casey Prentice
110 Exchange Street Portland ME 04101

PERMIT SET

CALEB JOHNSON
STUDIO
110 EXCHANGE ST. 2ND FLOOR, PORTLAND, ME 04101
207.283.8777
calebjohnsonstudio.com

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

**PUBLIC HEARING
ANDREWS SQUARE (Intersection of Pine, West and Clark Streets)**

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Rob Wiener, Preservation Compliance Coordinator
DATE: August 2, 2019
RE: August 7, 2019

Application for: Certificate of Appropriateness for Reconstruction of Andrews Square intersection

Address: Andrews Square, West End Historic District

Applicant: City of Portland, Department of Public Works
Caitlin Abbott, Project Engineer

Introduction

The City of Portland Department of Public Works has requested a public hearing and final review of proposed improvements to Andrews Square at the intersection of Pine, West, and Clark Streets in the West End Historic District. The project was introduced to the Board in a workshop session on June 19th. Design modifications have been made to the initial proposal in response to Board and community input.

Project Engineer Caitlin Abbott has submitted a detailed cover letter that summarizes the Board's comments and concerns at the June workshop and includes images of the previous site plan and landscape plan. In her letter, Ms. Abbott also explains the rationale behind the final scheme, which reflects DPW's efforts to balance the project's original safety goals for this intersection with aesthetic considerations and the desire for seamless integration with the surrounding streetscapes. Budget constraints also factored into the final proposal. While some residents have requested additional amenities such as specialty lighting and bollards, the budget does not provide for additional features at this time.

Background

Initially prompted by the safety concerns of neighboring property owners who enlisted the support of District 2 Councilor Spencer Thibodeau and the West End Neighborhood Association, the development of plans for the project is being funded by DPW as a capital

improvement. In addition to improving safety for pedestrians and drivers at the unusually broad intersection the proposal would also have the goal of creating aesthetically pleasing and pedestrian friendly public spaces.

Working initially with landscape architect Keith Smith, Project Engineer Caitlyn Abbott has modified the plans in response to input from a number of stakeholders, including

Site Description and Context

In addition to the imposing 1879 Butler School Building (now housing owned by Avesta,) Andrews Square is noteworthy for the breadth of West Street, which joins Pine Street at an angle that gives the impression of it being somewhat misaligned with Clark Street on the other side of Pine. In the 1914 Richard's Atlas of Portland the intersection looks much like it does now, though we know that the brick, mixed use laundromat / apartment building at the corner of Clark Street (68-70 Pine Street) was built later than even 1924. At that time the ground floor of the wood-framed houses on the southeast corner housed retail enterprises – indicating that in addition to the presence of the school, a small commercial hub was mixing businesses into the residential neighborhood. On the southwestern Clark Street corner, 72-78 Pine Street was a relatively new commercial block; it contained a garage in 1924, and probably other businesses.

Andrews Square got the name and the monument in 1921, when it was dedicated to the first Mainer to die in World War I – a soldier named Andrews who grew up in the West End and attended the Butler school.

Final Proposal

Ms. Abbot's cover letter provides a detailed description of the changes made to the original proposal. Given the thoroughness of her narrative, there is no need to repeat the information here. Key modifications reflected in the final proposal include:

- * adjustments to the geometry of the intersection and the brick sidewalk extensions abutting it
- * an increase in the distance of the West Street crosswalk from 26' to 31' feet and a corresponding reduction in the size of the north plaza
- * changes to the location of parking spaces in the vicinity of the intersection, resulting in no net loss of parking
- * changes to the landscape plan to avoid blocking the view down West Street toward the Western Promenade
- * elimination of the permeable pavers within the roadway
- * elimination of contrasting paving field and granite benches in front of the Andrews monument

- * introduction of granite Belgian block pavers around the base of the monument and introduction of metal or wooden benches in the space in front of the monument.

Staff Comments

As noted in the introduction, some of the added site features requested by area residents are outside the budget of the current project. Given that the West End Neighborhood Organization might wish to fundraise for additional elements, it would be helpful for the Board to address the relative merits of introducing decorative lighting, ground-mounted or building-mounted lighting, bollards, and/or other features to the current plan. This might provide some general direction to interested parties.

Also note that some of the proposed elements, such as the “wooden or metal benches” in front of the monument have not yet been specified. The Board might wish to direct Ms. Abbott to work with staff in finalizing these details.

Attachments

1. Project Engineer Caitlin Abbott’s project summary
2. Existing conditions plan
3. Final site plan
4. Previous landscape plan
5. Previous site plan



**CITY OF
PORTLAND**
Department of Public Works
Christopher C. Branch, P.E., Director

July 29, 2019

Re: Andrews Square Improvement Project
Historic Preservation Board Review – Major Project

Dear Historic Preservation Board:

Following the June 19, 2019 Historic Preservation Board Workshop for the Andrews Square Improvement Project, the Portland Department of Public Works is pleased to submit the following materials for the upcoming Historic Preservation Board Public Meeting on August 7, 2019:

1. Cover Letter
2. Proposed Site Plan
3. Proposed Landscape Plan

Existing Conditions

The current configuration of the intersection at Andrews Square results in an awkward situation for vehicular and pedestrian users (see photo on following page). The stop signs are located a greater distance from the center of the intersection than with a traditional intersection design, causing confusion for drivers and poor sight lines for pedestrian safety. Due to this set back of the stop sign locations, many vehicles tend to roll through the intersection without coming to a complete stop.

In addition, the curb ramps at the crosswalks are in poor condition and or do not meet Americans with Disabilities Act (ADA) Standards. The existing 100-foot long crosswalk causes pedestrians to be within a roadway much longer than is desirable.



(Existing Conditions)

Proposed Conditions (Site Plan)

Intersection safety for all right-of-way users is a major focus within the Public Works Department here in Portland, Maine. Many of our existing streetscapes were previously implemented with only cars in mind, rather than cycling, walking, public transport and other driving alternatives to improve sustainability and affordability. Many new transportation and urban design projects look to reduce motor vehicle speeds and provide a more user-friendly street network for pedestrians. Road space is being converted to include transit lanes, bike-share facilities, and/or pedestrian plazas. Many new projects aim to prioritize the type of shared street access found in the days before cars. The main goal of the Andrews Square Improvements project is to create a space which improves safety for all users of the right-of-way, while re-establishing the historical focus on the “Square.”

Layout:

Narrow streets have proven to slow traffic by increasing drivers’ perception of impediments to motion, and mitigate the potential of crashes. The proposed configuration of the intersection at Andrews Square reduces the width of the intersection and reflects a more traditional four-way stop intersection design, shortening pedestrian crossing distances (see photo on following page). The sidewalk area in front of the Andrews Square monument, as well as the sidewalk area in front of 65 Pine Street, will be extended in order to create this square, four-way stop configuration. Four crosswalks, up to 31-feet in length,

with separated curb ramps will be installed to meet ADA standards and provide safe access for pedestrians crossing the intersection.

Following the June 19, 2019 Historical Preservation Workshop, the configuration of the north plaza in front of 65 Pine Street, was reassessed due to the following concerns and comments from the Board (refer to previously proposed Site Plan photo on following pages):

1. Potential difficulty for vehicles to make a 90 degree turn, followed by the 45 degree turn, from Pine to West Street. It feels “too engineered” and should be “loosened up” while still maintaining a safe and direct crossing for children walking to Reiche School.
2. Awkward extension of the Blyth Court drive entrance.
3. Loss of 1-2 parking spaces.
4. Loss of the “avenue view” down West Street to the promenade.

With Concern #1 and #2 in mind from the above list, Public Works looked to reduce the size of the north plaza by a maximum of 12-feet on West Street, completely removing the extension of the driveway at Blythe Court. This elongated the crosswalk on West Street from 26-feet to 38-feet, creating two 19-foot travel lanes, and skewed the north crosswalk on Pine Street by an unfavorable angle for the path of travel. Vehicles turning right from Clark onto Pine Street would have a harder time seeing pedestrians within the skewed crosswalk.

In the newly proposed Site Plan, curb radii on West Street was increased, and the size of the north plaza was decreased by approximately 5-feet on West Street, increasing the crosswalk on West Street to 31-feet, creating two 15.5-foot travel lanes. By use of sloped granite curbing at the bottom of the driveway entrance to Blyth, and a tipdown curb within the sidewalk extension, brick material can be extended through the driveway, in line with the curb. This adjustment eliminates the previous “sharp” curb extension and allows pedestrians to flow in a straight line toward the crosswalks.

It should be noted that the two parking spaces on the north side of West Street, closest to the intersection with Pine Street, do not currently meet City of Portland code as they are within 25-feet of an intersection. In addition, the curb extension on Clark Street has been slightly adjusted to ensure there is no loss of parking in this area. After further analysis of the parking restrictions and south plaza curb extension, it appears that two additional spaces can be added along Pine Street, creating a net loss of zero spaces for the project.

Benefits from this design include the following:

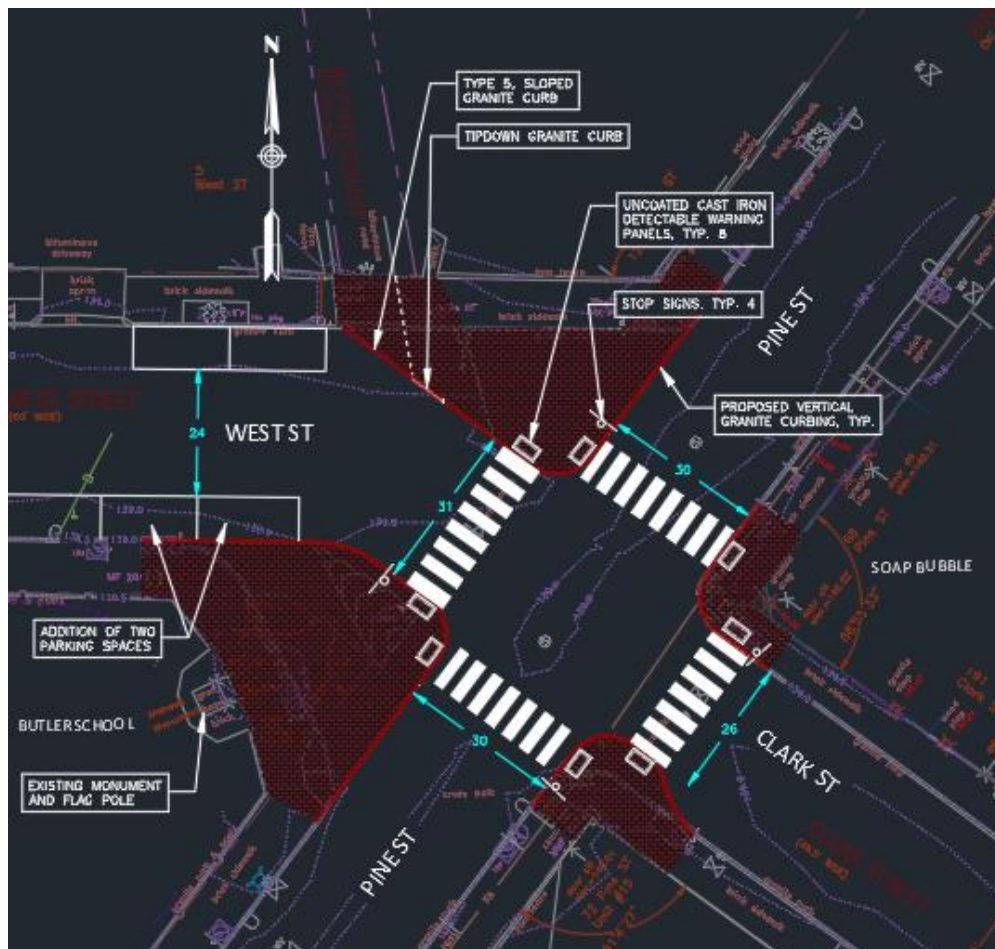
1. Traffic calming due to physical and visual narrowing of the intersection. Slows turning vehicles and shortens crossing distance, reducing pedestrian exposure and minimizing idle time for vehicles when pedestrians are crossing.
2. Angles at the newly proposed intersection create visual contact between users (turning cars, bikes, pedestrians).
3. The use of curb extensions can physically prevent illegal parking near intersections and crossings, which has been an issue at this particular intersection (no sight distance on Clark Street due to illegally parked cars in front of the Soap Bubble).

4. With the variety of destinations in this area of the West End (restaurants, grocery stores, basketball courts, Reiche School) the square footage of the proposed curb extensions will encourage a meeting space and will aim to improve street vitality. These “meeting spaces” or “pedestrian plazas” are being designed to highlight the historical features in the neighborhood, such as the Butler School building and the view down West Street toward the Western Promenade.

Drainage:

Existing conditions within and adjacent to the project area, have very flat grades. During and after a rainstorm, many puddles have been observed along the existing curb line. To address these drainage concerns, a permeable paving system known as PaveDrain was originally proposed. Per Historical Preservation Board comment, there were concerns with the curved layout of the paver. Board Members stated that the curved layout may be difficult with the rectangular shapes of the pavers, and many cuts would have to be made to achieve the radii shown in the design. Board Members were also concerned that the pavers made the intersection look “too busy” with the difference in materials between the pavement, curbing, and sidewalk.

Using a survey completed by City Staff, we were able to better analyze the existing grades with the proposed new curb lines. As we are re-paving the intersection, we will have the opportunity to slightly adjust the centerline and curb lines of the roadway in order to create better drainage characteristics. The existing catch basin within the footprint of the north plaza to the curb line will be relocated, and an underground infiltration system will be utilized for stormwater management. A street tree utilizing a standard city tree well may be placed on top of the subsurface stormwater system to provide some uptake of the stormwater.



(Newly Proposed Site Plan for August 7 Meeting)



(Previously Proposed Site Plan from June 2019 Meeting)

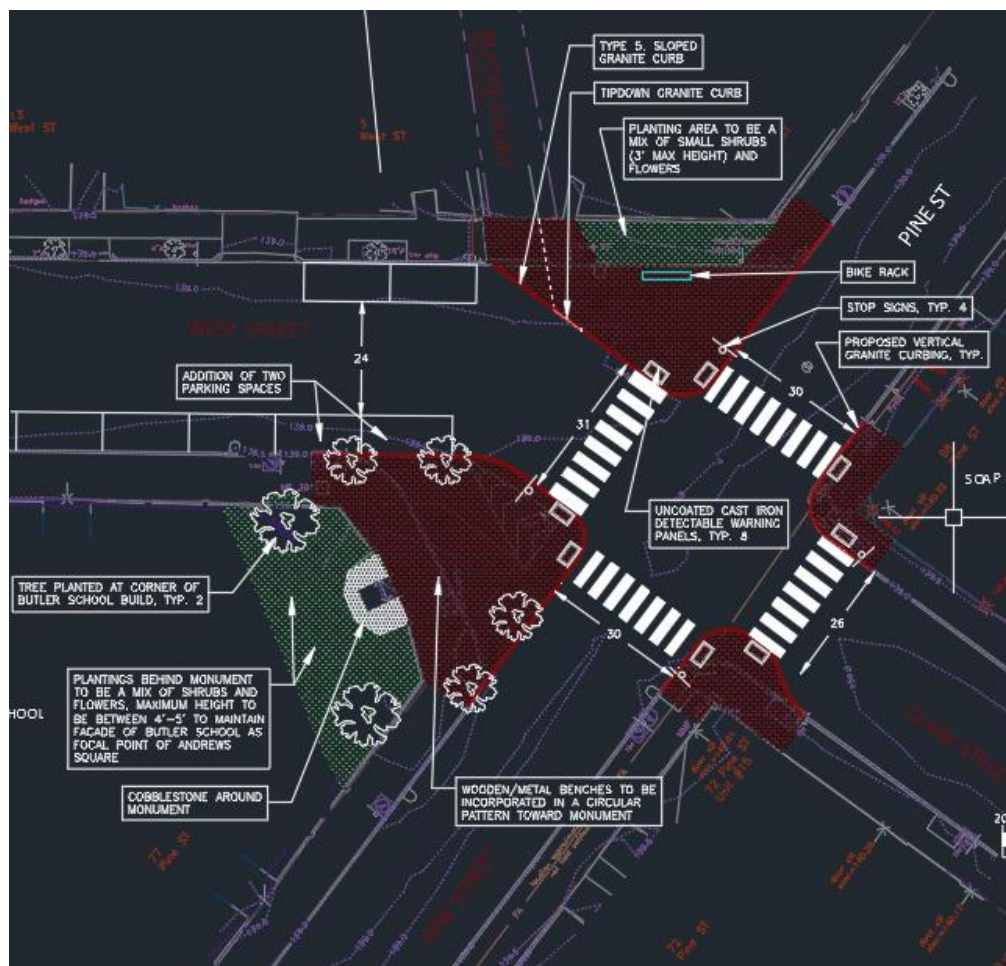
Proposed Conditions (Landscape Plan)

Per feedback from the Historical Preservation Board Meeting, a few adjustments will be to the concept plan created by Keith Smith, Senior Associate and Maine Licensed Landscape Architect with Terrence J. DeWan & Associates (tjd&a).

In order to preserve the historic view down West Street, the tree previously proposed in the center of the north plaza has been removed. An area for landscaping with smaller plantings is now reserved along the back of the walkway. A bike rack has also been incorporated into the design of the north plaza.

The south plaza includes enhancing the space around the existing Andrews Square Memorial and flag pole. We are coordinating with Avesta Housing who currently owns the Butler building to cut back the overgrown vegetation encroaching on the memorial and create a new lower planting edge with two trees on either side of the building façade. Additionally, we have proposed four street trees around the south plaza. The location of the trees is intended to provide a sense of enclosure while reinforcing the visual presence of the monument and flagpole from intersection.

In addition, historic cobblestone is being proposed around the base of the monument, outside of the traveled pedestrian route. In a pattern similar to the original design, wooden or metal benches will be incorporated into the space surrounding the monument.



(Newly Proposed Site Plan depicting Landscape Features)



(Previously Proposed Landscape Plan from June 19 Meeting)

We look forward to presenting to you at the August 7, 2019 Historic Preservation Board Meeting. If you have any questions, or find you need any additional information to help facilitate the review process, please do not hesitate to contact me at 874-8463, or by emailing cabbott@portlandmaine.gov.

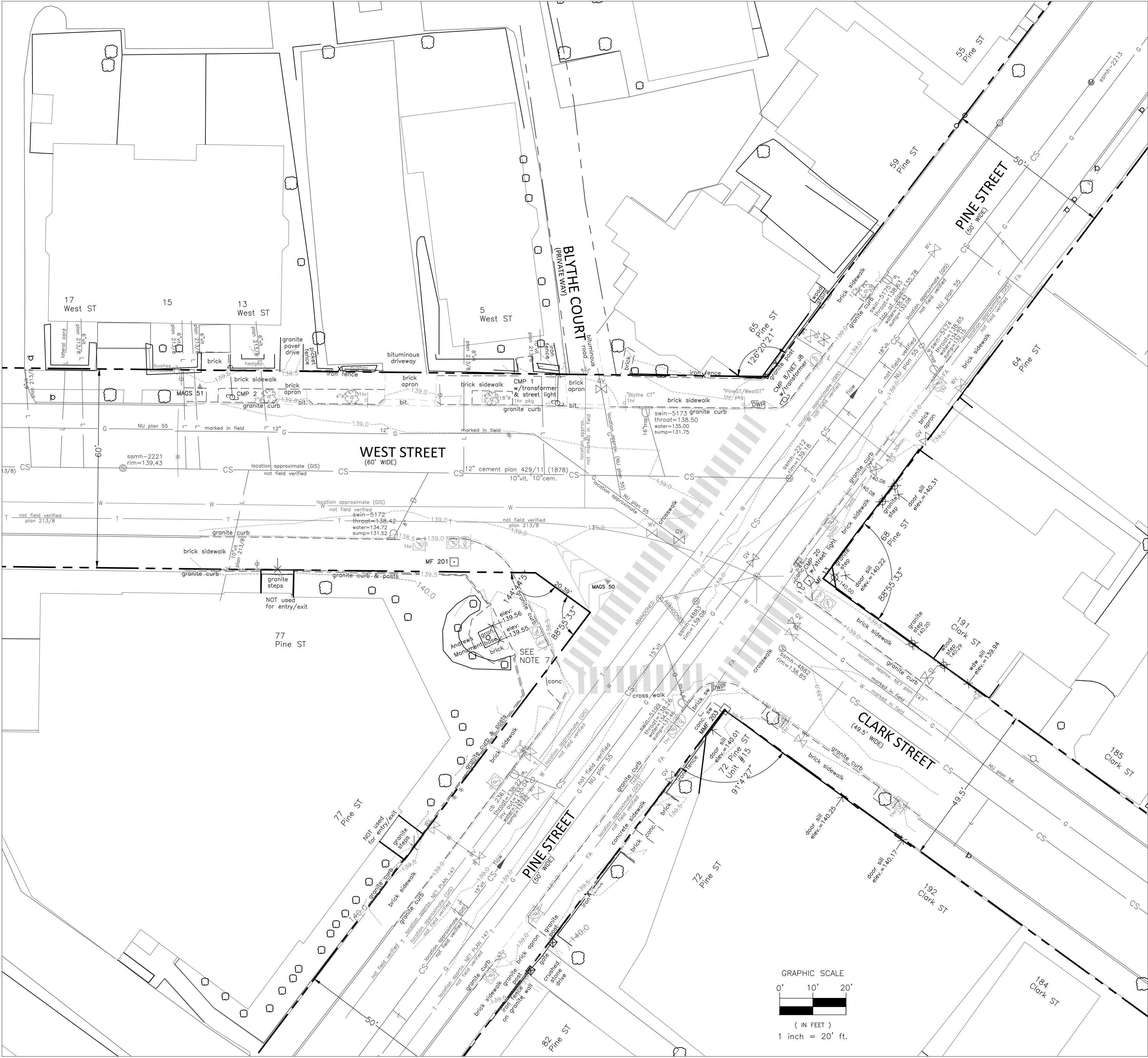
Sincerely,
CITY OF PORTLAND


Caitlyn Abbott
Project Engineer

Cc:

Conrad Welzel, City of Portland Public Works Department
Keith Smith, Terrence J. DeWan & Associates
Spencer Thibodeau - Councilor District 2
West End Neighborhood Association

PLAN 4/2/2019



LEGEND

- MONUMENT FOUND

"M" MONUMENT FOUND

MAG NAIL SET

MAG NAIL FOUND
- CATCH BASIN

DRAIN MANHOLE

FIRE HYDRANT

SEWER MANHOLE

TELEPHONE MANHOLE
- GAS BOX / GAS VALVE

WATER SHUT OFF / VALVE

LIGHT POLE / UTILITY POLE

SIGN

DECIDUOUS TREE

DETECTABLE WARNING PANEL
- CRITICAL ELEVATION (DOOR / WDW SILL)

CRITICAL ELEVATION (STEPS)

BUILDING (AERIAL MAPPING)

BUILDING (GROUND SURVEY)

STREET LINE (PUBLIC)

STREET LINE (PRIVATE)

2' CONTOUR LINE

0.5' CONTOUR LINE

EDGE OF CURB

EDGE OF ROAD / DRIVEWAY

EDGE OF SIDEWALK

FENCE

COMBINED SEWER LINE

DRAIN LINE

FIRE ALARM LINE

GAS LINE

SEWER LATERAL LINE

TELEPHONE LINE (UGT)

WATER LINE

NOTES

1.

FIELD WORK FOR THIS PROJECT WAS PERFORMED IN MARCH AND APRIL 2019, USING A LEICA TS 12 ROBOTIC TOTAL STATION INSTRUMENT AND A CARLSON SURVEYOR2 DATA COLLECTOR.
2.

ELEVATIONS ARE BASED ON THE CITY OF PORTLAND'S MEAN TIDE DATUM IN U. S. SURVEY FEET. THE BENCHMARK HELD IS THE TOP OF A DRILL HOLE IN A GRANITE MONUMENT LOCATED ON THREE-FOOT OFFSET AT THE EASTERLY CORNER OF PINE AND CLARK STREETS. THE ELEVATION IS 139.41 FEET. SEE LEVEL BOOK 849 PAGE 18.
3.

ORIENTATION IS GRID NORTH, BASED ON CONTROL POINTS FROM A 2016 SURVEY FOR REICHE SCHOOL CROSS-WALKS ON BRACKETT STREET (CAD DRAWING "REICHE_BRACKETT_XWALKS_2016.DWG")
4.

STREET LINES ARE BASED CITY STREET RECORDS, WORKING PLANS, MONUMENTS FOUND ON SITE AND BUILDING TIES OF RECORD.
5.

ALL UNDERGROUND UTILITY LINES SHOWN ARE APPROXIMATE, BASED ON FIELD LOCATIONS OF MANHOLES, CATCH BASINS, VALVES, AND OLD PAINT MARKINGS FOUND ON SITE COMBINED WITH UTILITY PLANS ON FILE AT THE CITY ENGINEER'S ARCHIVES VAULT. UTILITY COMPANIES SHOULD BE CONSULTED TO VERIFY THE ACCURACY OF THESE LINES.
6.

SOME TOPOGRAPHIC FEATURES SHOWN ARE BASED ON AVAILABLE CITY OF PORTLAND AERIAL MAPPING.
7.

A PORTION OF THE SIDEWALK, CURBING AND PAVED ROADWAY APPEARS TO ENCROACH ON PRIVATE LAND NEAR THE WESTERLY CORNER OF PINE STREET AND WEST STREET.



PROJECT NAME:

ANDREWS SQUARE
PEDESTRIAN IMPROVEMENTS
PINE ST / WEST ST / CLARK ST INTERSECTION

CITY OF PORTLAND, MAINE
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
212 CANAL STREET, PORTLAND, MAINE 04101
PHONE (207) 574-5861 FAX (207) 574-5852

DESIGN BY:	L. SCELA, LSIT	DATE:	04/23/2019
CHECKED BY:	W. SCOTT, PLS	VAULT PLAN NO.:	PAGE 1 OF 1
SHEET NAME:	EXISTING CONDITIONS PLAN	REV.:	

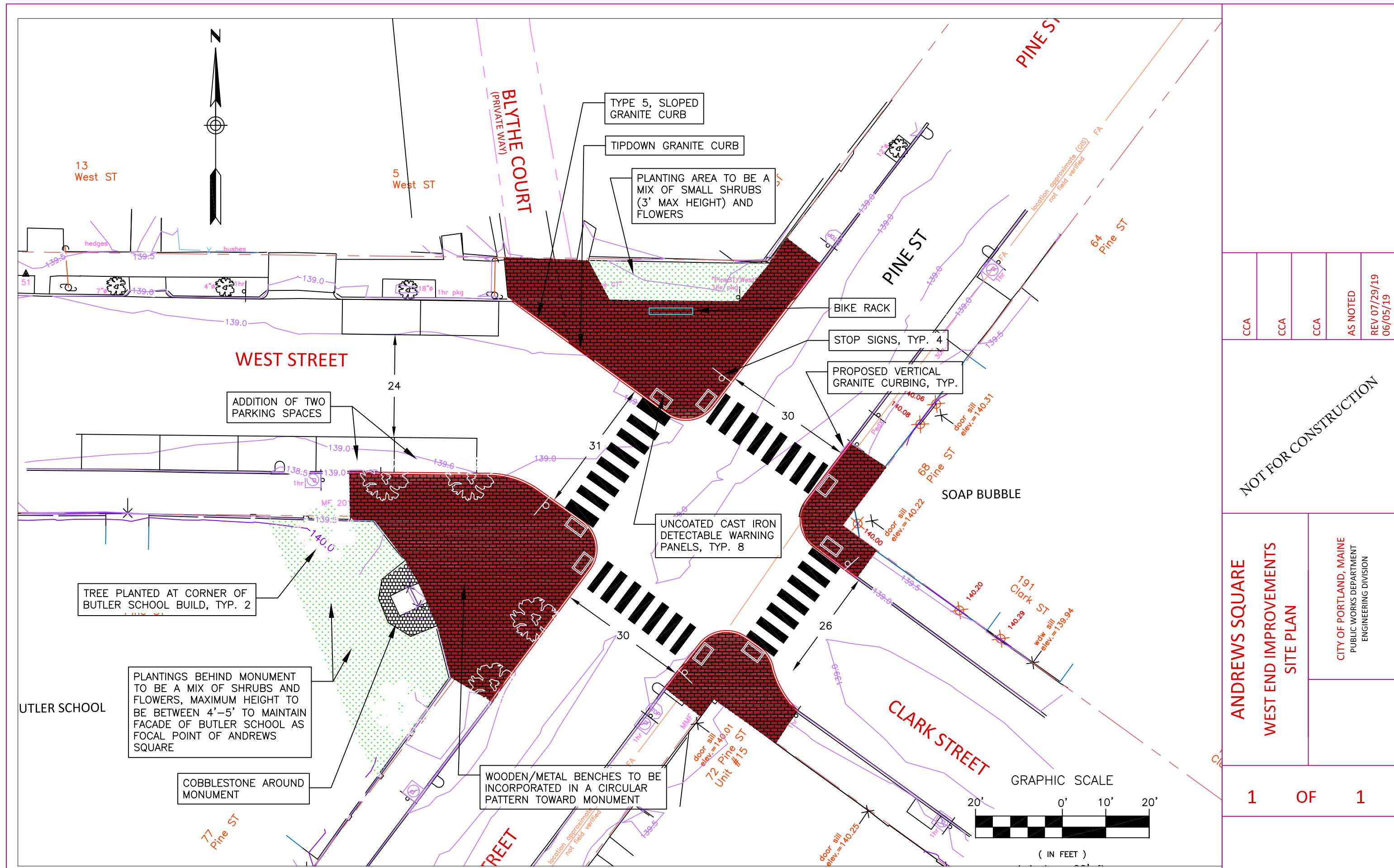
SURVEY CREW:	WES/US	DATE:	APR. 23, 2019
DRAWN BY:	L.K. SCELA	SCALE:	1" = 20'
CHECKED BY:	W.G. SCOTT	DATE:	
PROJECT FIELD BOOK:	LB 850 PP 58-62	DATE:	
OTHER FIELD BOOKS USED:	LB 849 PP 18-19	DATE:	

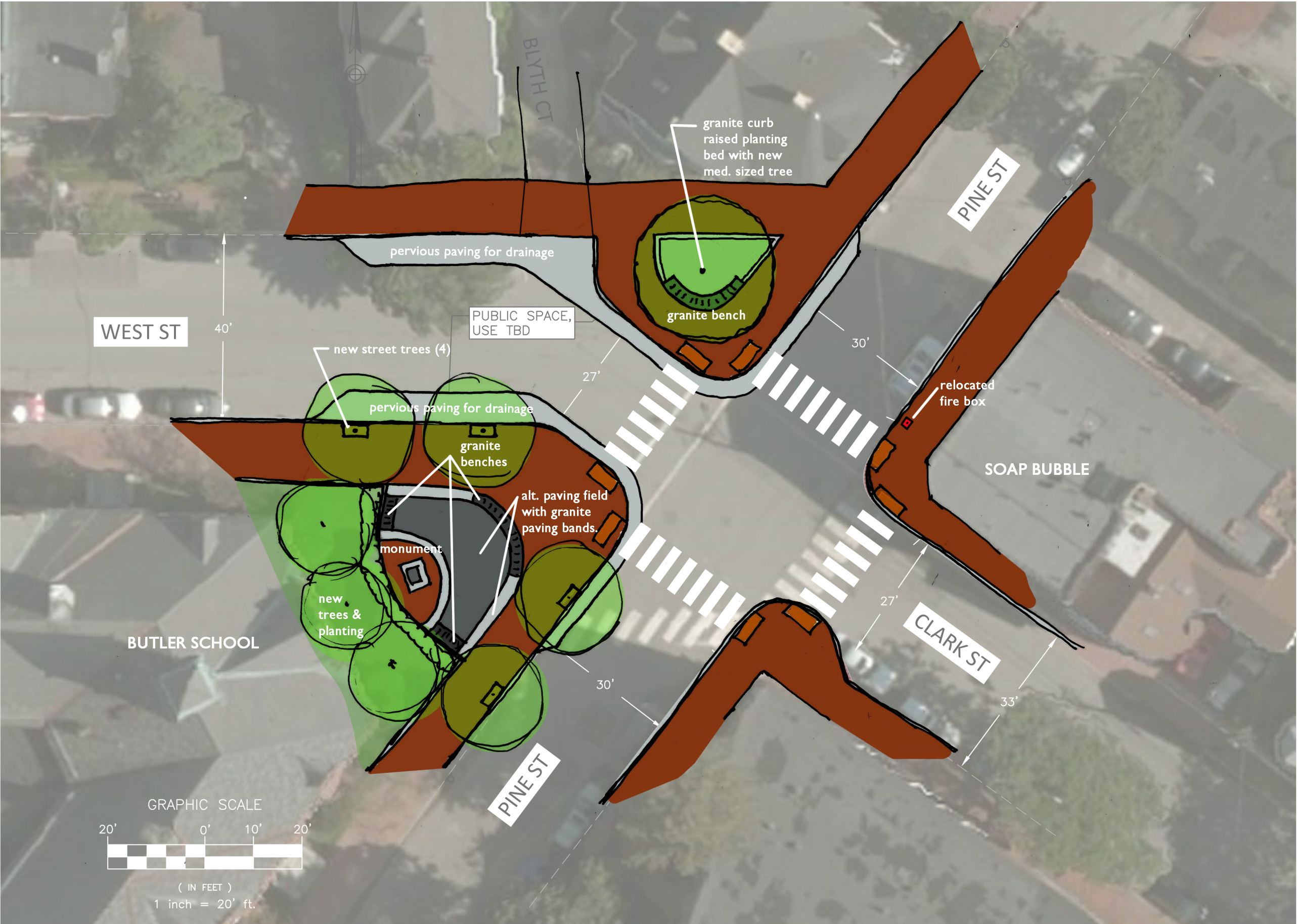
VAULT PLANS:	1002/16; 397/15; 213/8
I & U SHEET:	IV-16
PWD PLANS:	Portland_011
TELEPHONE PLANS:	NET_147
UNITIL (GAS) PLANS:	NU_55 & NU_56

Civil 3D 2018 Drawing:
Reiche_School_Crosswalk.dwg
Civil 3D 2018 Survey Database:
AndrewsSQ_2019_DB

OTHER CITY CAD Drawing:
Reiche_Brackett_Xwalks_2016.dwg

CITY PROPERTY PLAN BOOK SHEETS: 24
TAX MAPS: 55 & 56
WORKING PLANS: 69, 75, 99





REFERENCES:

DESIGNED BY:	JML
DRAWN BY:	JML
CHECKED BY:	CCA
SCALE:	AS NOTED
DATE:	10/11/2018

PROPOSED
CONCEPT
PLAN

05.22.2019

ANDREWS SQUARE
WEST END IMPROVEMENTS
CONCEPT PLAN

CITY OF PORTLAND, MAINE
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION



SHEET #

1 OF 1



REFERENCES:					
DESIGNED BY:	CCA	DRAWN BY:	CCA	CHECKED BY:	CCA
SCALE:	AS NOTED	DATE:	06/05/19		

ANDREWS SQUARE
WEST END IMPROVEMENTS
SIDEWALK EXTENSION FOOT PRINT

CITY OF PORTLAND, MAINE
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION



SHEET #
1 OF 1

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

**PUBLIC HEARING
66 STATE STREET**

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Rob Wiener, Preservation Compliance Coordinator
Deb Andrews, Historic Preservation Program Manager
DATE: July 25, 2019
RE: August 7, 2019 **PUBLIC HEARING – Final Review of
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 public hearing to review final plans for new construction on the rear portion of the lot at 66 State Street. 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. That part of the project, however, 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 – a former boys’ school affiliated with St. Dominic’s Catholic Church - 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.

Board members will recall that workshops were held on September 19, 2018, and April 17, 2019 at which the applicants were given feedback on plans for a four-story building with thirty units of subsidized housing. The plans submitted by Archetype for the second workshop were more

developed than the concepts reviewed last September, and they included significant changes that responded to a number of Board concerns. The final plans submitted by Mr. Lloyd are again responsive to Board feedback. New sheets include a revised site plan that locates the proposed building approximately three feet back from the sidewalk – a Board request that was shared by all members.

Mr. Lloyd has provided a new project description, and plans, elevations, site photos, and renderings have been supplied. Staff is including excerpts from the last workshop 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. If there are additional details needed to be comfortable with the proposed construction the Board can perhaps make clear whether to delegate final review to staff or to seek Board consent.

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 school building is a contributing property in the Western Promenade District.

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 façade 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 façade and multi-light windows with keystone granite lintels. Its center bay dominates the façade 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.

Board Response at April Workshop

The plans presented last April showed significant improvements in responding to the site, the context, and to the Board's comments at the initial review in September 2018. In September Mr.'s Lloyd and Bunker were urged to create a quality design for a building worthy of the context. Members agreed last year 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, and the new scheme was generally supported at the April workshop.

The April plans were, in Mr. Lloyd's paraphrased words, a concept designed to be contemporary and fairly humble, with historic and contextual references. Specific comments made by Board members in April included:

- If the building could move back from the sidewalk on Danforth Street it would be more contextually appropriate. The existing 66 State school building is close to the sidewalk, but the residential structures on Danforth are not.
- Several Board members suggested adding a base to the building, for a more contextual and formal approach to the design.
- It was suggested that more attention be called to the front entry, in a way that used some contextual vocabulary rather than the more contemporary-appearing canopy shown in April.
- Once again, applicants were encouraged to refer to the residential context of Danforth Street in the design, not a more institutional appearance.
- Proportions of windows were improved in April, with more verticality and a more residential feel, but the architects were urged to graduate the sizes as is common in many historic buildings, with the tallest windows on the lowest floor and the shortest at the top.
- Board members again urged the use of quality materials throughout the building, including a general preference for brick – for the front and wrapped generously on the sides. Some members urged that more brick be used to face the east side of the building, before shifting to fiber cement panels, but at least one member was comfortable with skin on the east elevation as presented.
- A section of historic fencing at the southwest corner of the property was noted, and the architects were urged to preserve and incorporate the fence into the site design.

During the public comment period speakers urged that the building be moved back from the street, and urged that the front entrance be well considered and responsive to the Danforth Street development patterns.

Revised Final Design for August 7 Hearing

Please refer to Mr. Lloyd's summary letter, listing the changes incorporated in the new iteration of the design. New decorative features on which the Board should comment were requested by the property owner: a decorative brick detail, under the third floor windows, that is inspired by the patterned panels at the 66 State Street school building. There are also brick reveals near the corners of the front façade that further enliven and help relate the building to the context. Staff notes that the front entry is neither recessed nor protruding, but is detailed in such a way that it is fairly prominent.

Staff reminds the Board that Mr. Lloyd said in the workshops that 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 material/colorpalette 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 a 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.

Motion for Consideration:

On the basis of plans and specifications submitted by the applicant for the August 7, 2019 public hearing and information included in the accompanying staff report, the Board finds that the proposed new construction at 66 State Street **meets (fails to meet)** the historic preservation ordinance's Standards for Review of Construction **(subject to the following conditions.....)**

Attachments:

1. Photos of project site and context
2. July 23 letter from project architect
3. Site plan
4. Final elevations, details and floor plans
5. Catalogue cuts
6. Renderings
7. Excerpts from April 2019 proposal



July 23, 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 pleased to submit our final designs to the board for their review and hopeful approval on August 7th. Following is a listing of adjustments completed and incorporated since our last meeting.

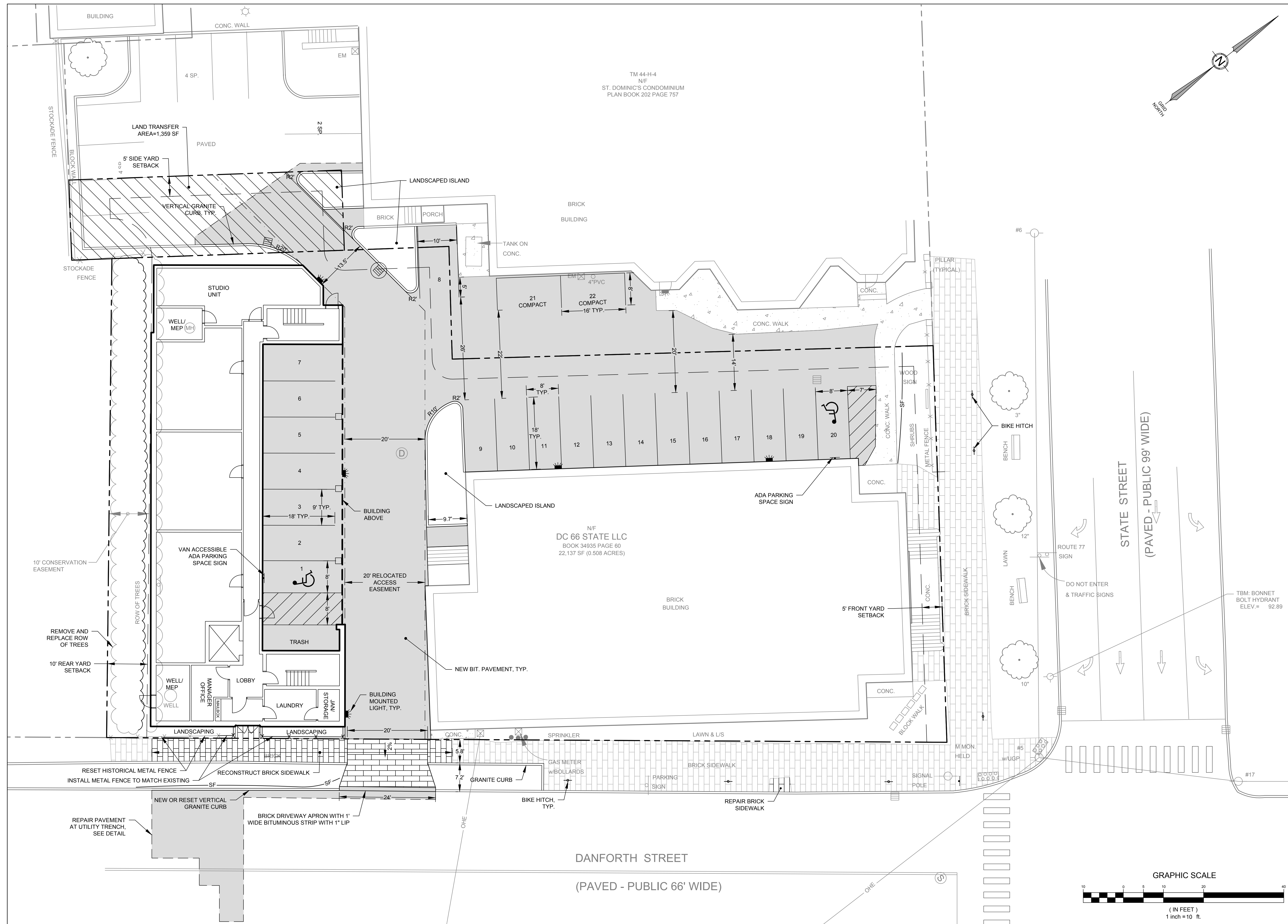
1. Windows along Danforth Street, adjusted per board comments, get smaller as they go up and the windows over entry are now two windows connected by a panel, in keeping with a note to the federalist style.
2. The original fence now incorporated and extended along Danforth Street.
3. The building property lines were changed to allow the building to slide back approximately 3 feet.
4. The front doors redesigned to be more in keeping with neighborhood style. Also, in evaluating the entry, we eliminated the canopy in favor of a precast surround and ran the precast as a base.
5. We have selected an Old Port Blend then called that the darker bricks be used for the soldier course and horizontal bands.
6. We are also submitting for board review some added details that has been requested by our building owner. We will call this out as alternative design elements. They consist of a new brick pattern between the second and third floor windows, this brick pattern is a similar detail used on the existing building next door. We have also incorporated a brick reveal detail, breaking down the front elevation into 3 parts and creating a more interesting façade.

Please call or email with any questions .

Respectfully,



David Lloyd
Maine Licensed Architect

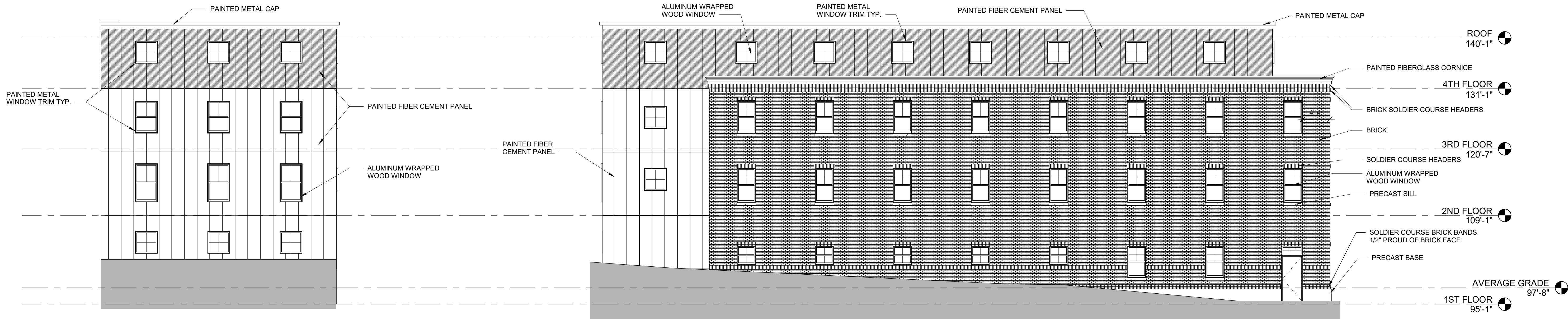


C-3.0									
SHEET									
FILE: 1824-BASE.DWG									
JOB NO: 1824									
DESIGNED: ARF									
SCALE: 1"=10'									
DATE: 6/3/2019									
CLIENT: DC 66 STATE LLC 100 COMMERCIAL STREET, SUITE 414 PORTLAND, MAINE 04101									
SHEET TITLE: PROPOSED BUILDING AND BUILDING RENOVATION									
PERMIT DRAWING NOT FOR CONSTRUCTION									
 TERRADYN CONSULTANTS, LLC 41 CAMPUS DRIVE SUITE 101 NEW GLOUCESTER, ME 04280 585 CONGRESS STREET SUITE 201 PORTLAND, ME 04102 OFFICE: (207) 926-5111 FAX: (207) 221-1317 www.terradynconsultants.com									
Civil Engineering Land Planning Stormwater Design Environmental Permitting									
1									
NO.									
DATE									
REVISED PER CITY STAFF COMMENTS									
REVISIONS									
BY									
MTW									
DATE:									
P.E.: MICHAEL E. TADEMA-WIELANDT									
PROGRESS PLOT									



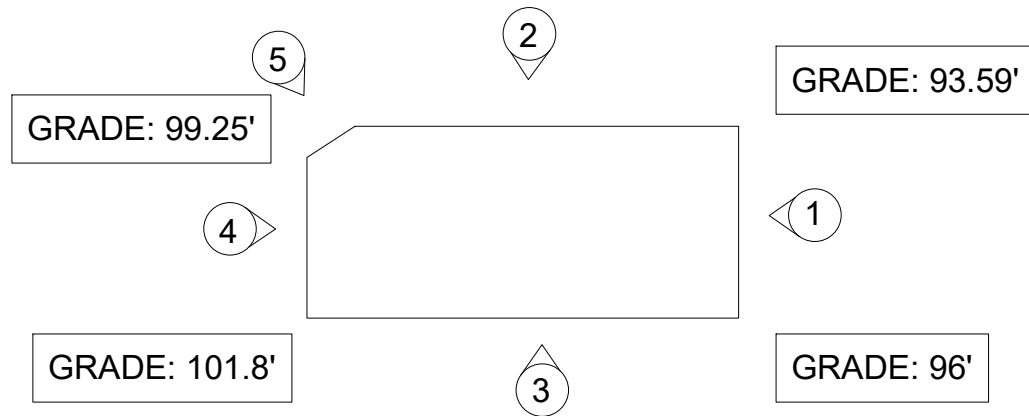
1 | DANFORTH ST ELEVATION
1/8" = 1'-0"





4 | REAR ELEVATION
1/8" = 1'-0"

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

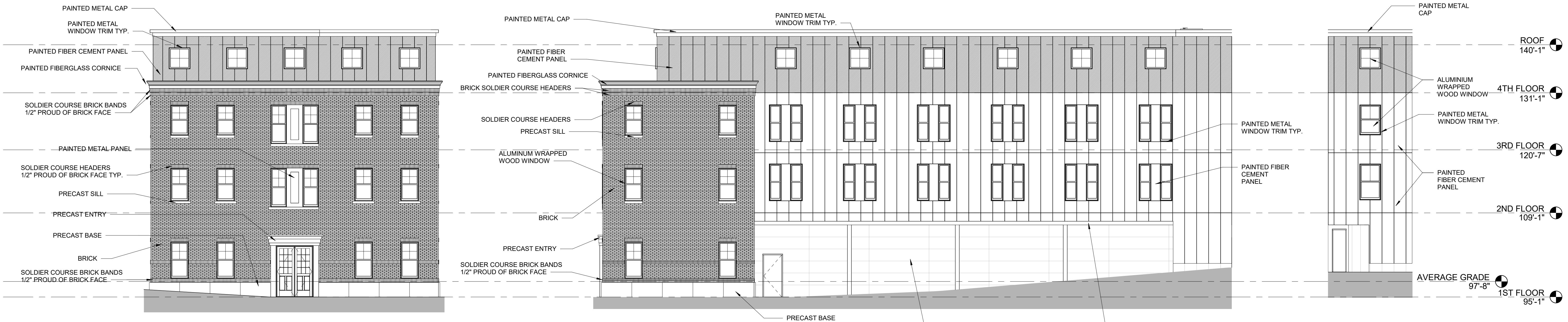


GENERAL NOTE:

1. DARKEST BRICKS CULLED FROM OLD PORT BLEND TO BE USED FOR ALL SOLDIER COURSES.

GENERAL NOTES:

1. AVERAGE GRADE BY DEFINITION: GRADE TAKEN AT THE FOUR (4) BUILDING CORNERS DIVIDED BY FOUR (4) - $96.00' + 93.59' + 101.8' + 99.25' = 390.64' / 4 = 97'8"$
2. BUILDING HEIGHT: THE VERTICAL MEASUREMENT FROM AVERAGE GRADE TO HIGHEST POINT OF THE ROOF BEAMS = $43' - 9 \frac{3}{4}"$

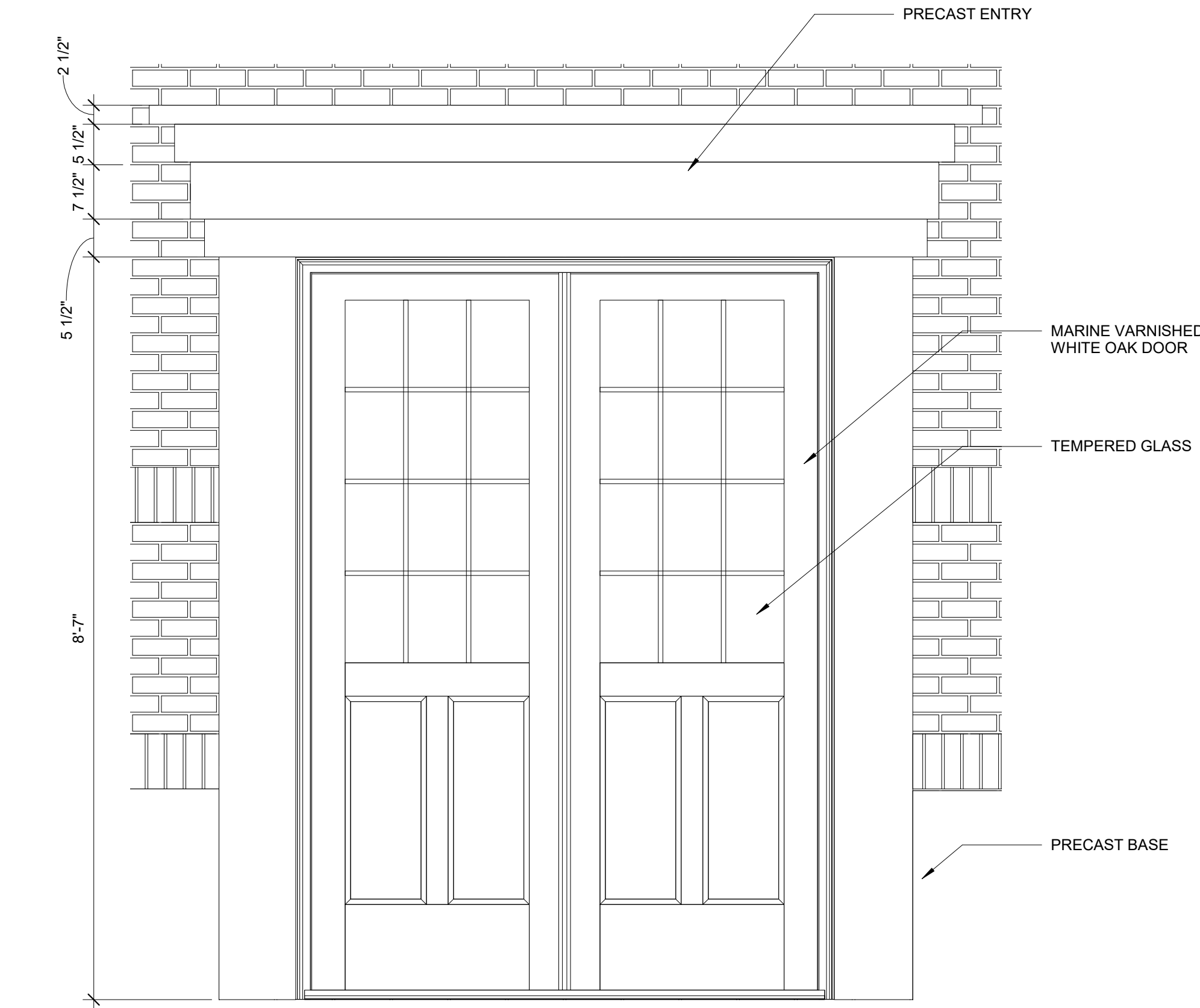


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1/8" = 1'-0"

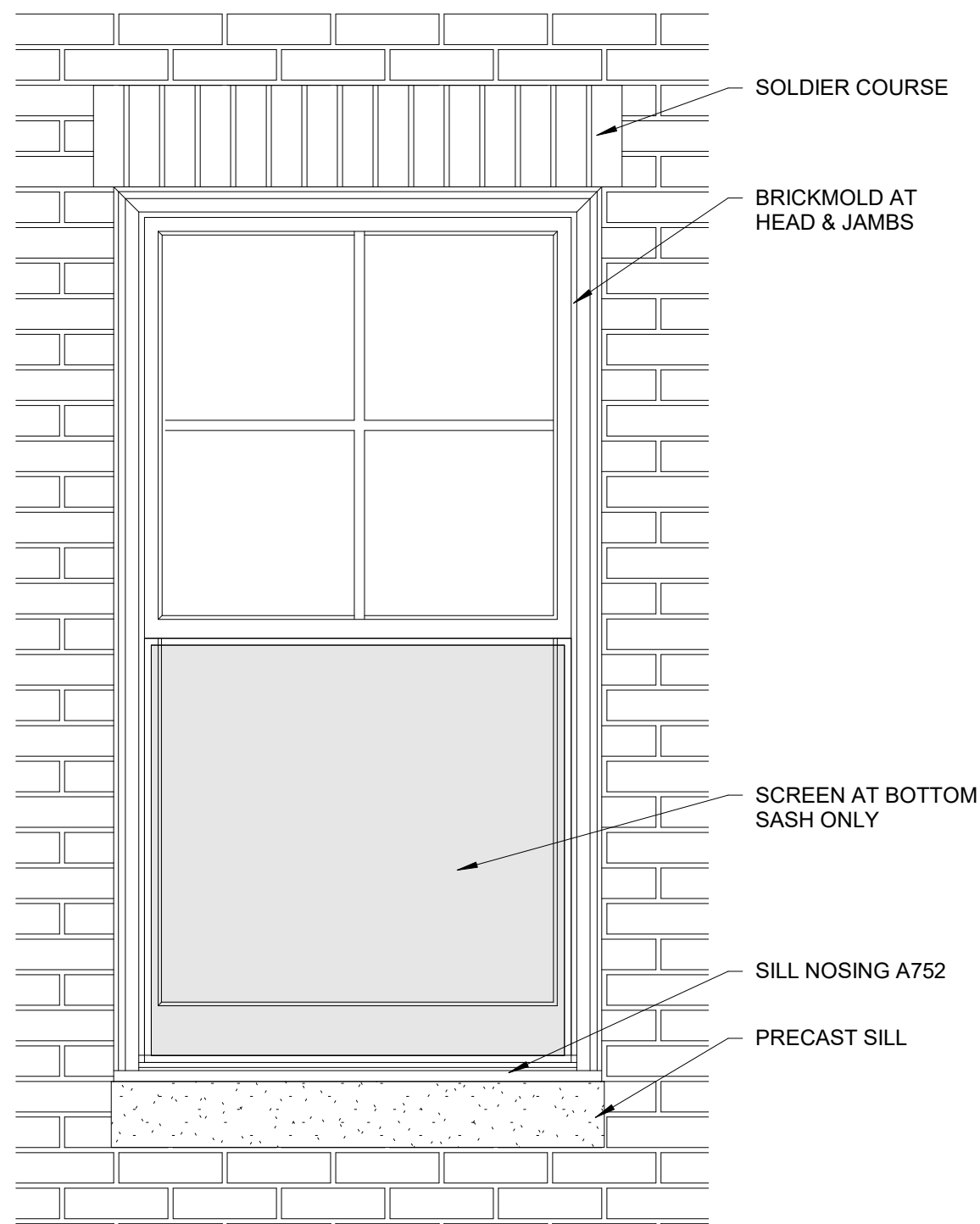
2 | EAST ELEVATION
1/8" = 1'-0"

5 | REAR CORNER ELEVATION
1/8" = 1'-0"

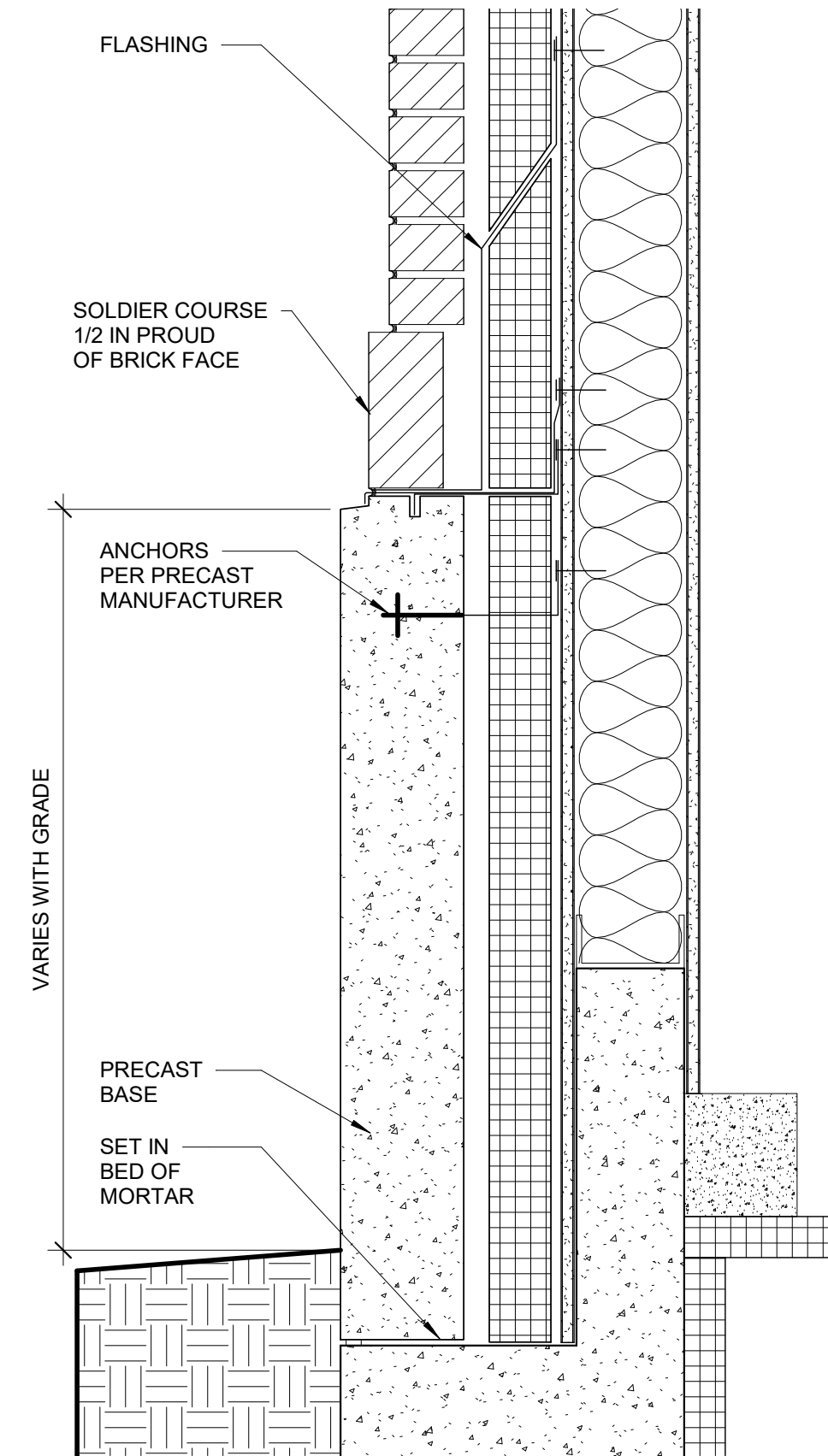
Prepared For:		Owner	
Consultant:		Address City, State	
Architect:		Archetype architects 48 Union Wharf Portland, Maine 04101 (207) 772-6022 ARCHETYPE@ARCHETYPEPPA.COM	
Project:		66 STATE STREET NEW BUILDING PORTLAND, ME 04101	
Revisions:		Date: 22 JULY 2019 Scale: 1/8" = 1'-0"	
Building Elevations		A2.01	



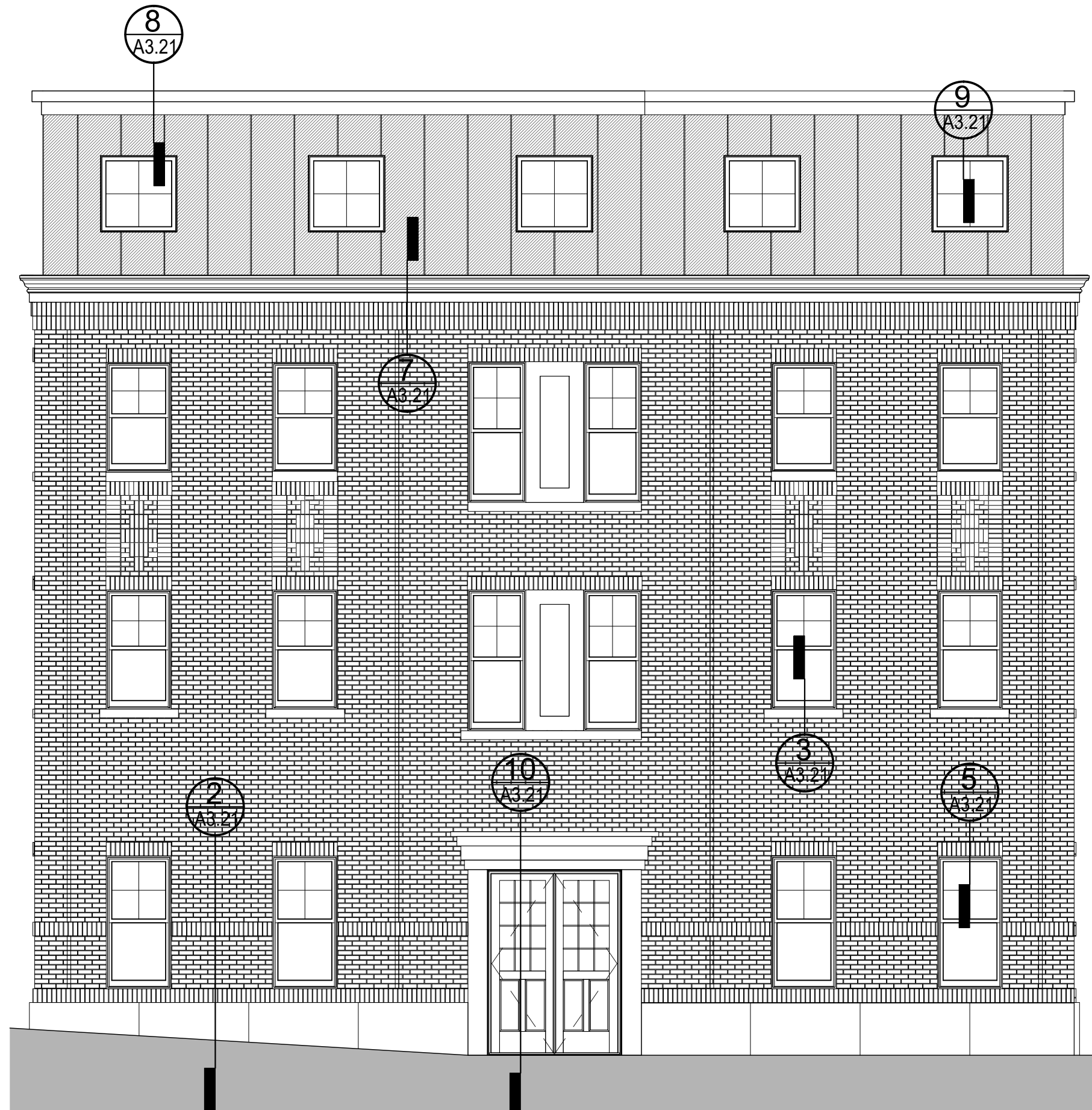
11 ENTRY DOOR ELEVATION
3/4" = 1'-0"



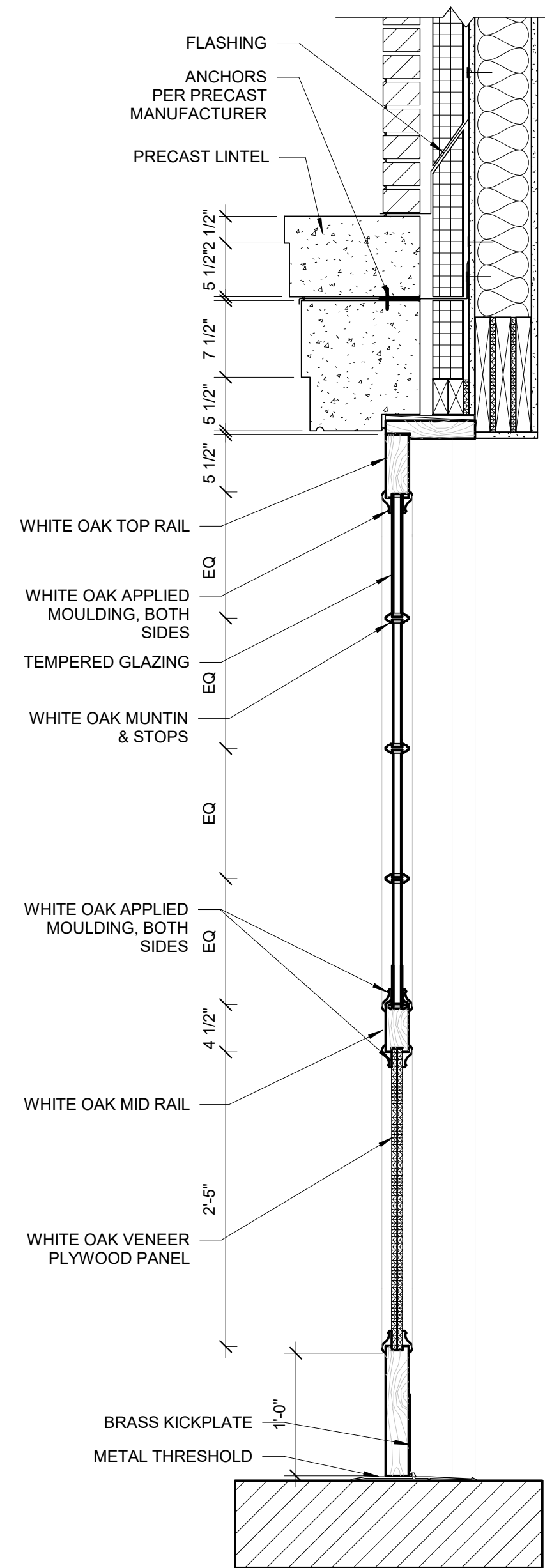
4 WINDOW ELEVATION
1" = 1'-0"



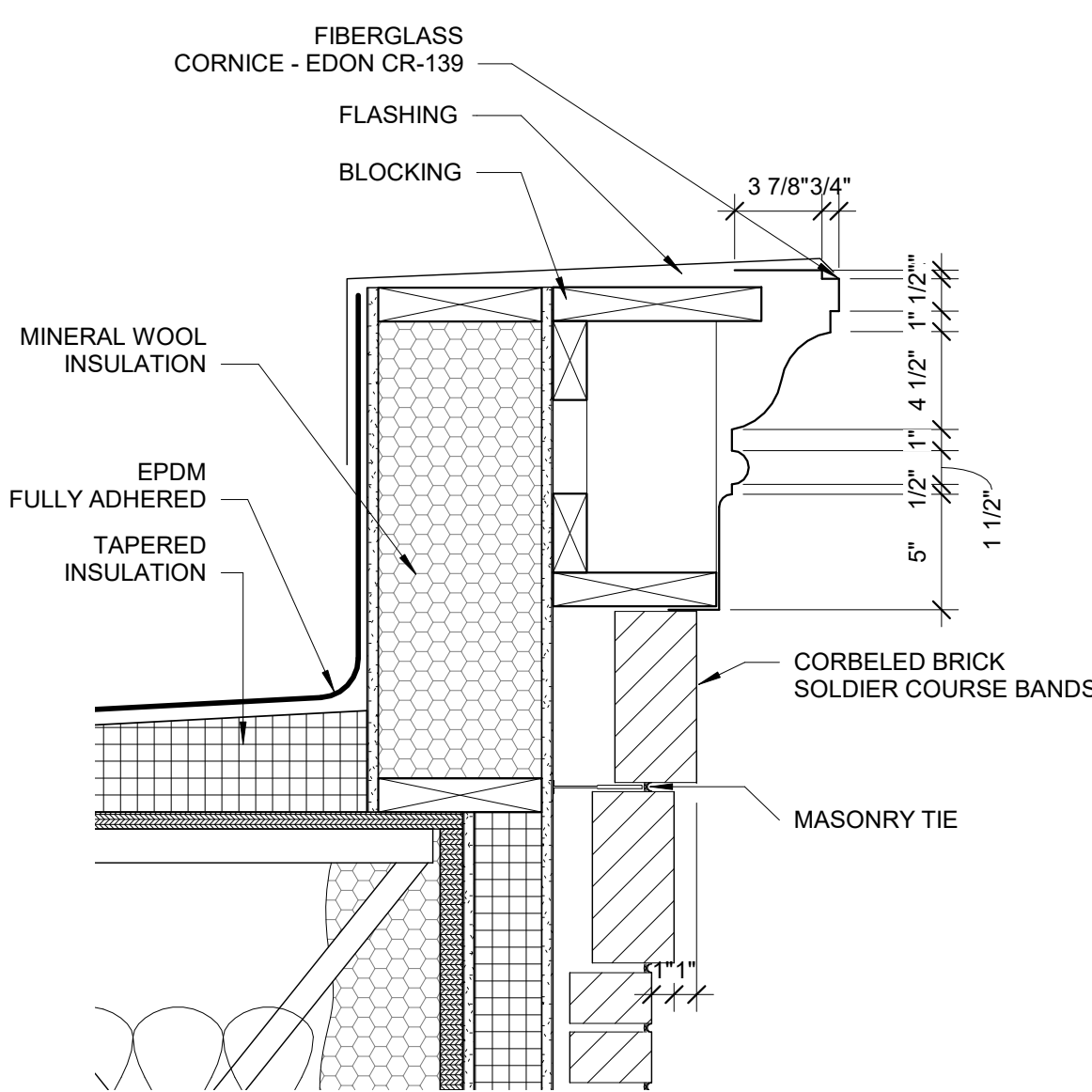
2 PRECAST BASE DETAIL
1 1/2" = 1'-0"



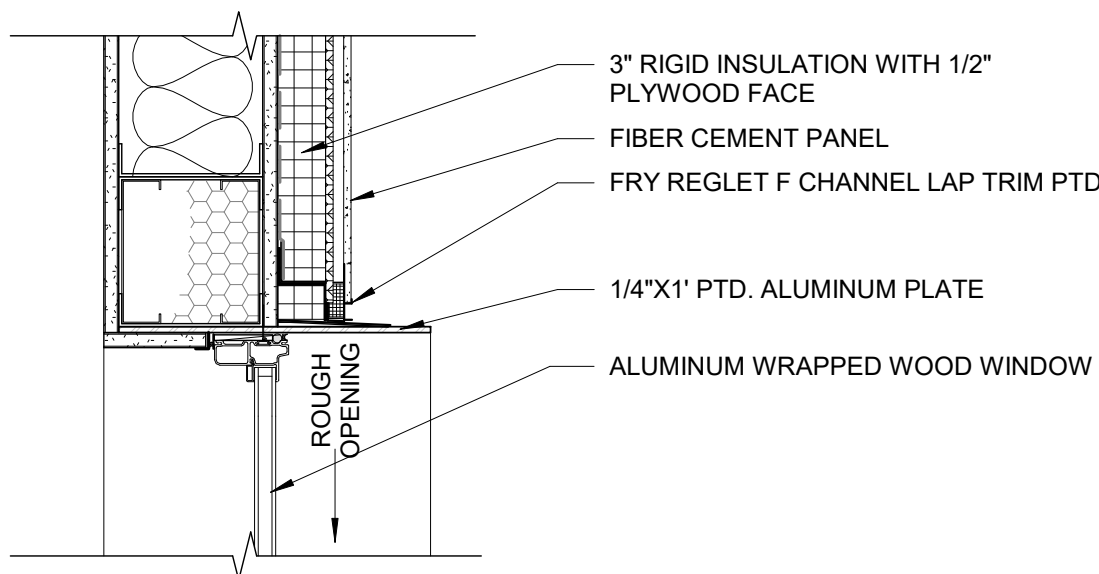
1 DANFORTH ST ELEVATION SECTION KEY
3/16" = 1'-0"



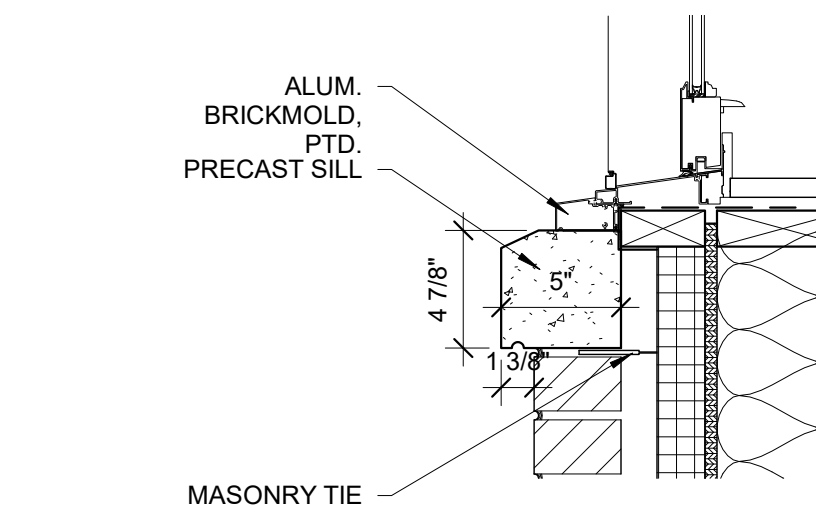
10 ENTRY DOOR SECTION
1" = 1'-0"



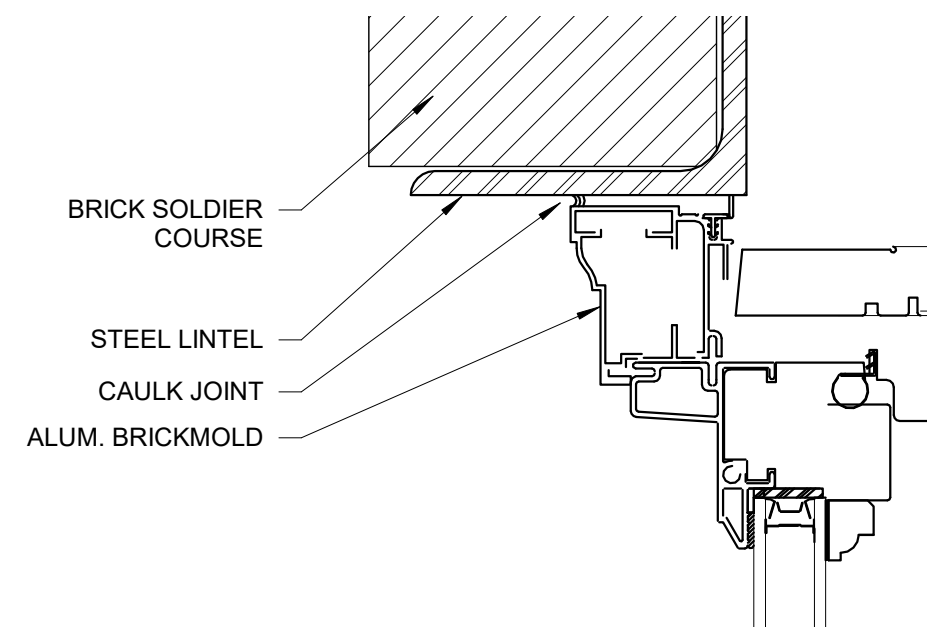
7 CORNICE DETAIL
1 1/2" = 1'-0"



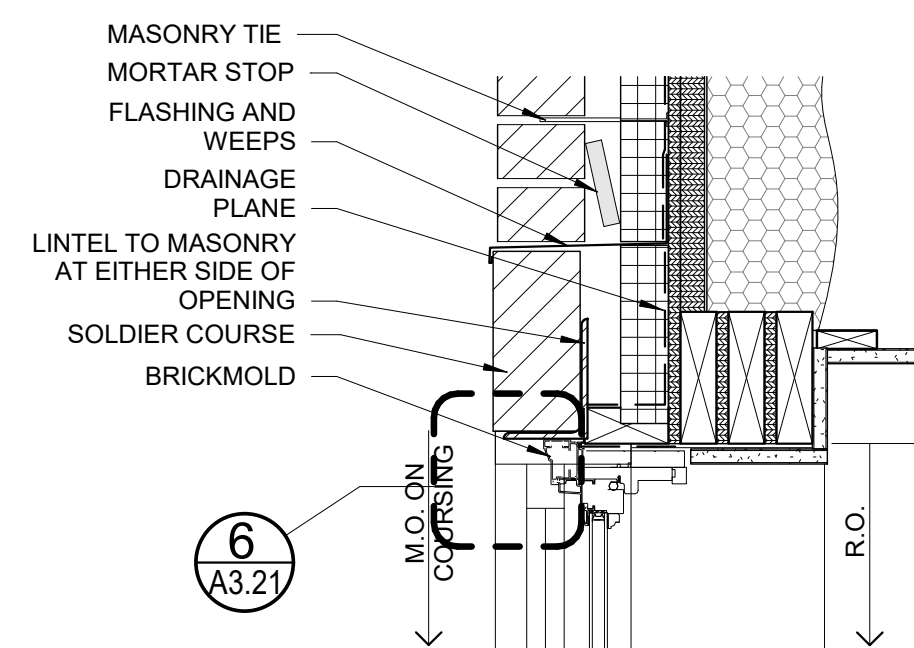
9 4TH FLOOR WINDOW
1 1/2" = 1'-0"



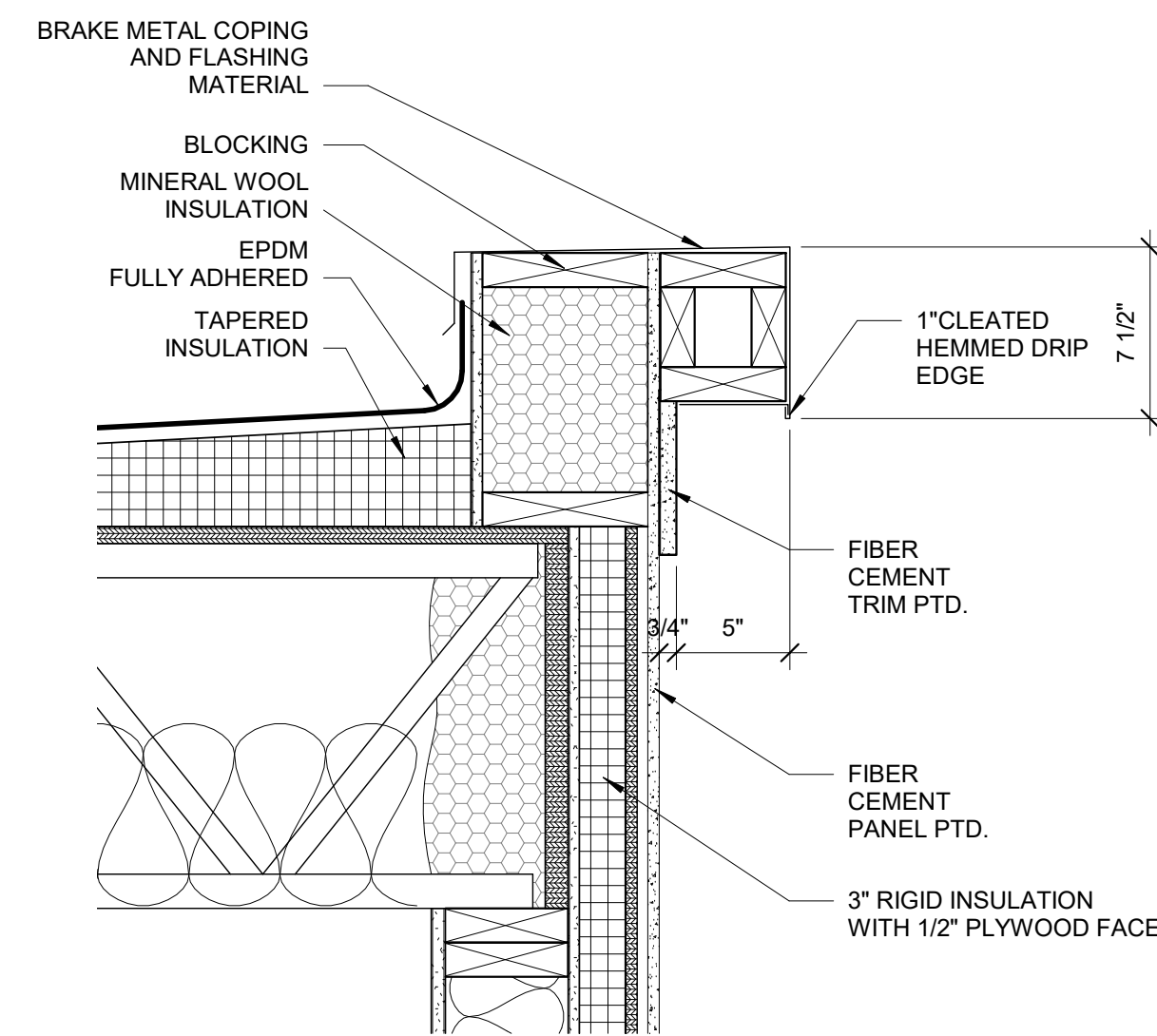
3 SILL DETAIL
1 1/2" = 1'-0"



6 BRICKMOLD DETAIL
6" = 1'-0"

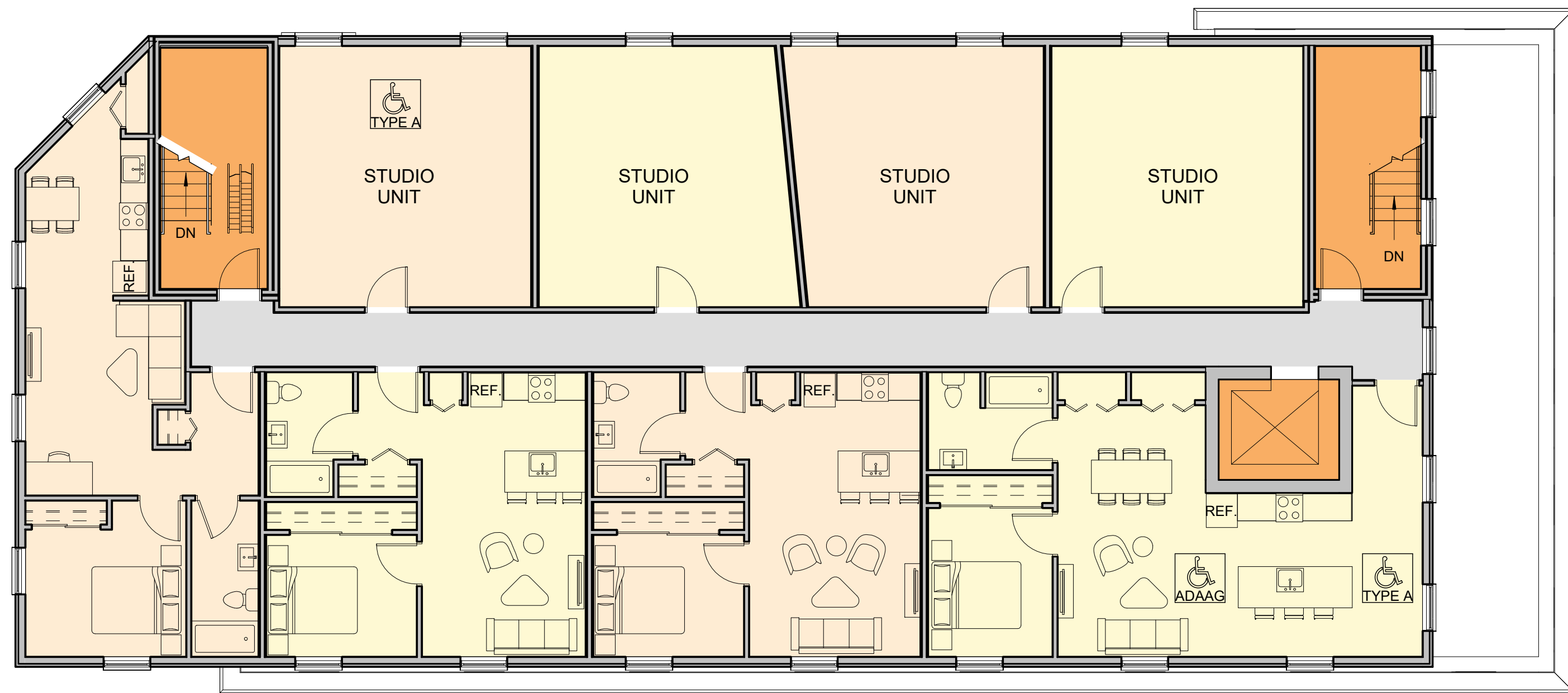


5 LINTEL DETAIL
1 1/2" = 1'-0"

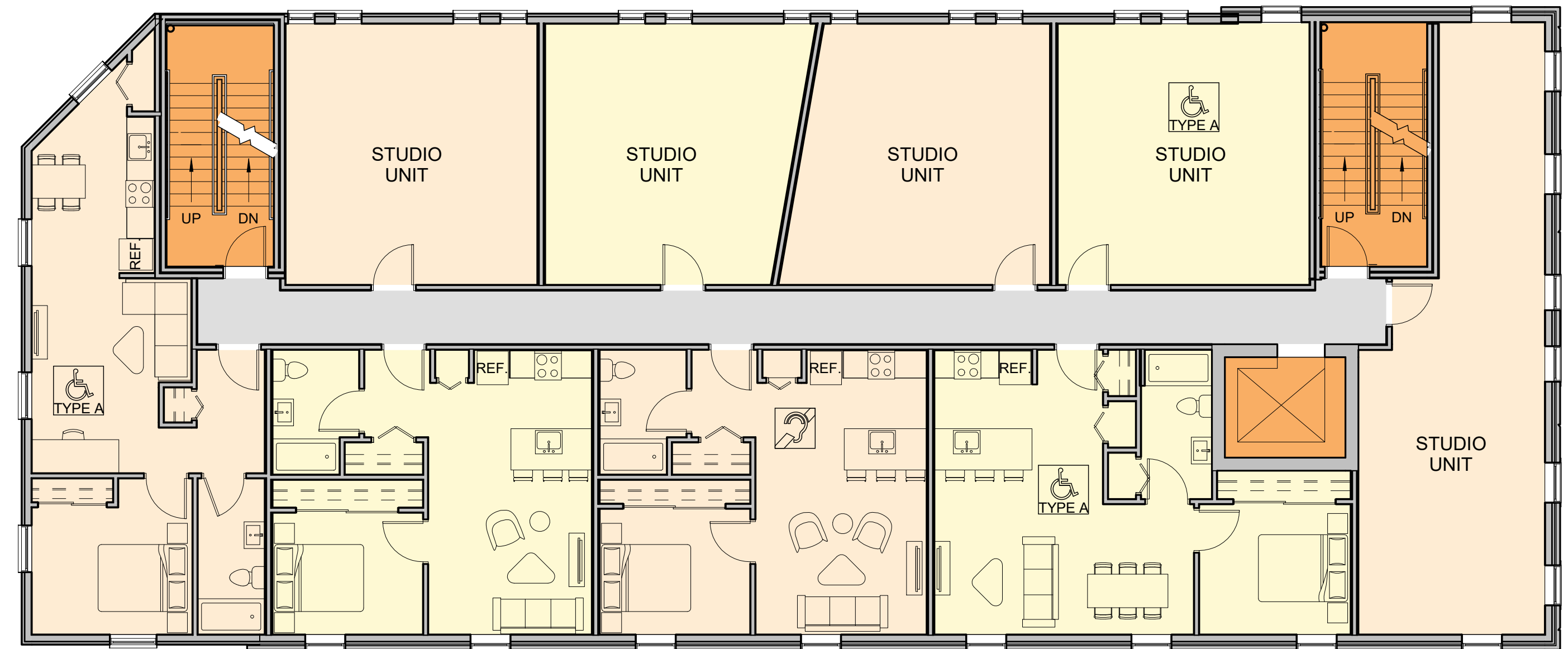


8 ROOF CORNICE DETAIL
1 1/2" = 1'-0"

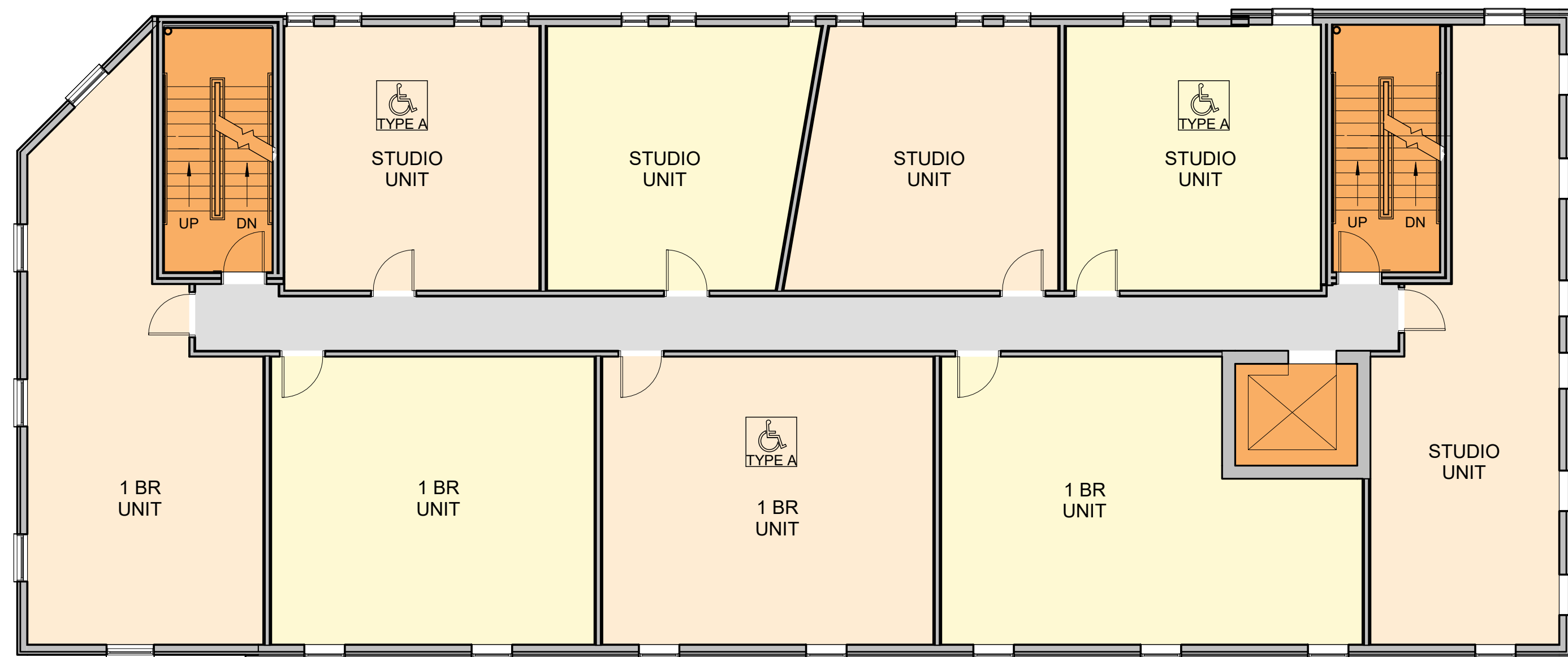
Prepared For:		Owner	
Consultant:		Address City, State	
Architect:	Project:		PORTLAND, ME 04101
66 STATE STREET NEW BUILDING			
Date:	Scale:	Revisions:	
22 JULY 2019	As indicated	Exterior Details	
A3.21			



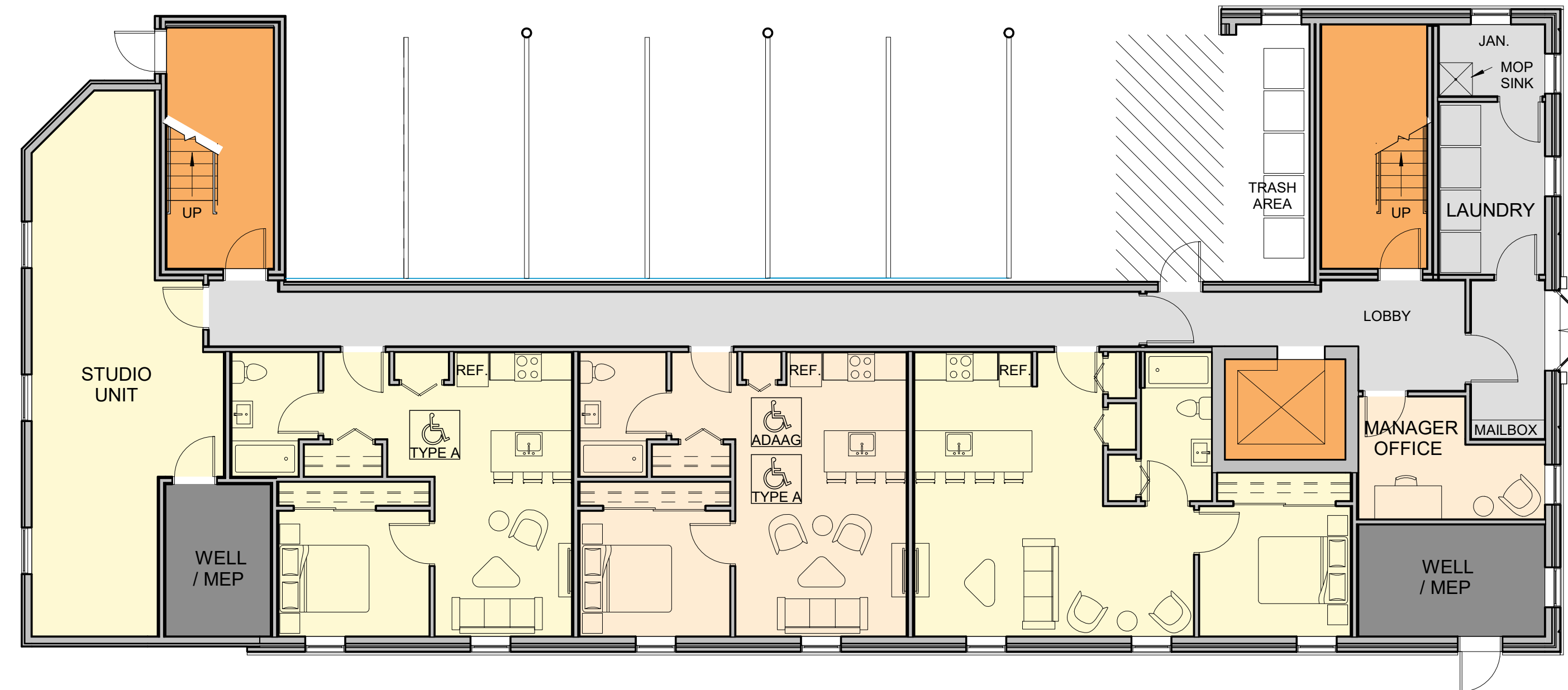
3 | 4TH FLOOR
1/8" = 1'-0"



2 | 2ND FLOORS
1/8" = 1'-0"



4 | 3RD FLOOR
1/8" = 1'-0"



1 | 1ST FLOOR
1/8" = 1'-0"

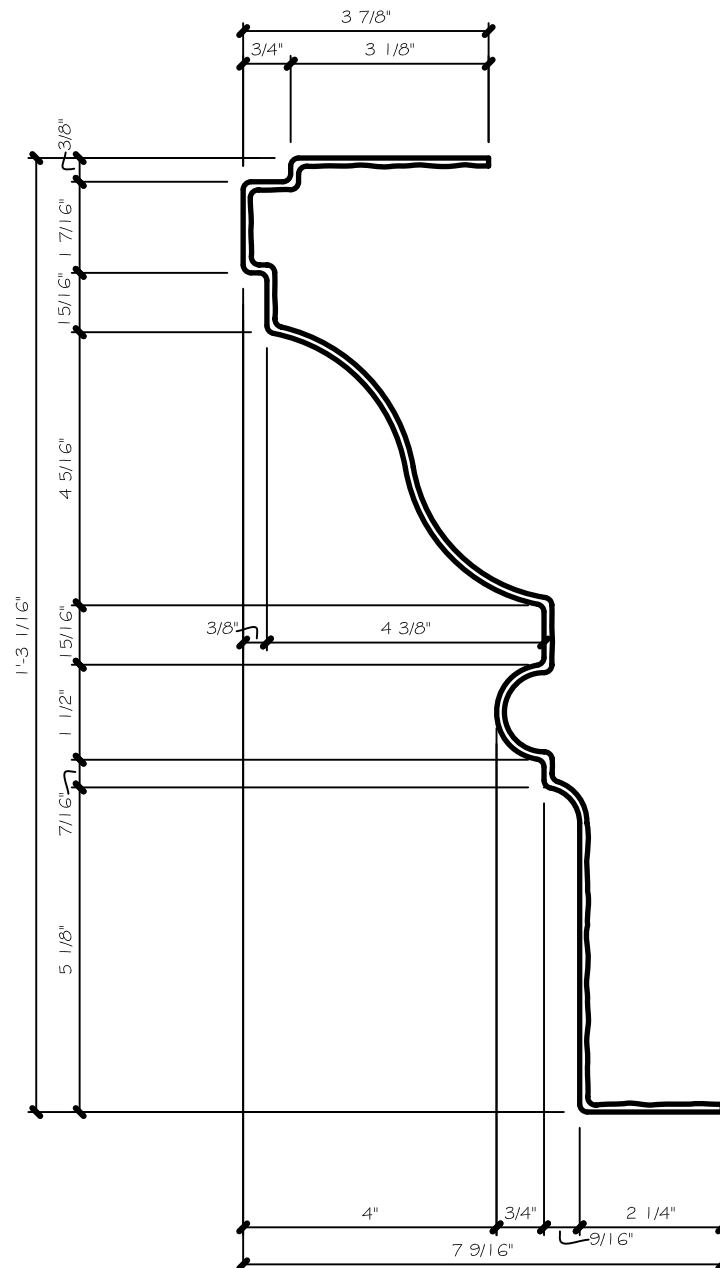
Owner

Architect:
ARCHETYPE
architects
48 Union Wharf Portland, Maine 04101
(207) 772-0022 ARCHETYPE@ARCHETYPEPA.COM

Project:
66 STATE STREET
NEW BUILDING
PORTLAND, ME 04101

FLOOR PLANS

A1.01



PDF

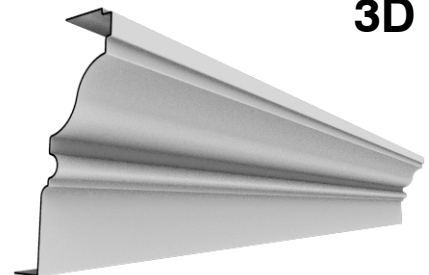
MODEL: CR-139**LENGTH: 8'-0"**

fiberglass

EDON**EDON CORP.**

1160 EASTON RD.
HORSHAM, PA 19044
PH: 215/672-8050
TOLLFREE: 800/523-2539
FAX: 215/672-9014

EMAIL: info@edon.com
VISIT US @ www.edon.com

3D

TO VIEW OUR CAD FILES IN .DWG FORMAT,
VISIT US ONLINE AND FILL OUT A SHORT FORM
TO GAIN ENTRY.

Talon® Double-Hung Windows



Frame & Sash

❶ Select wood components are kiln dried, and treated with water/insect repellent and preservative. Interior wood surfaces are available in pine or mixed grain fir, or optional wood species including cherry, hickory, African mahogany, maple, oak, walnut, alder or vertical grain fir. Interior surfaces are available unfinished or factory primed. Optional factory-applied finishes are available in a variety of stains and basecoats.

❷ Wood components are fitted with aluminum extrusions on the exterior. 50 exterior colors that meet AAMA 2604 specifications are available, as well as custom colors. Also available is a selection of seven exterior anodized options.

Glazing

❸ High-performance Low-E4® glass with a low-conductance spacer. Triple insulated glass, tinted, clear IG, high-altitude glass and other special glazing options are available.

❹ Glass is fixed in place from the interior with wood stops that can be removed for easy reglazing if necessary. Glass stops available in colonial and contemporary profiles.

Weather Strip

❺ Compression bulb weather strip is applied on the bottom sash, head jamb, at the check rail and on side jambs for a maximum weather seal.

Hardware

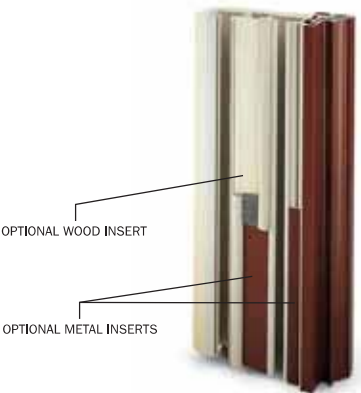
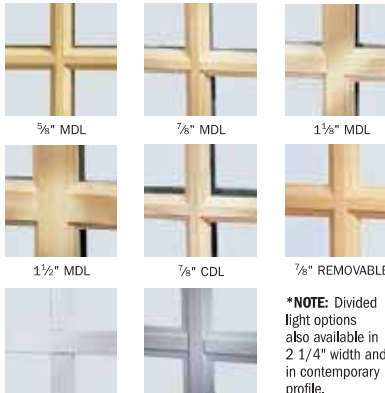
❻ Sash lock/tilt mechanisms and keepers give a slim, more traditional design and allow opening and tilting of the window in one operation. Tilting the sash from the inside for cleaning is effortless.

Optional surface mount sash lifts allow for easy operation. Units less than 3' wide use one lift. Units 3' wide and greater use two lifts.

Hardware is available in finishes of bronze, polished brass, gold, white, black, antique brass, pewter, oil-rubbed bronze, satin chrome and bright chrome.

Features & Options

Visit our website to see larger images of our features and options.

6 Sash Locks	7 Rigid Jamb Liners	9 Divided Lights
		 *NOTE: Divided light options also available in 2 1/4" width and in contemporary profile.
6 Sash Lifts	8 Insect Screens	9 Divided Lights
		MDL = Modern Divided Lights* Flat = Between-glass grilles CDL = Classic Divided Lights* Contoured = Between-glass grilles Removable = Removable wood grilles See page 24 for more information on our divided light options.
		10 VeriLock™ Sensors
		 E-Series/Eagle® double-hung windows with VeriLock™ sensors use a different sash lock. Available in all hardware finishes.

Jamb Liner & Balance System

⑦ Double-hung jamb liners incorporate synthetic interior and exterior inserts or optional painted aluminum exterior and wood-veneered interior inserts.

Jamb liners encase balance assemblies that allow each sash to be tilted 90° inward from a bottom pivot and stay securely in place for washing.

Window Anchorage

Optional folding vinyl nailing fins are pre-applied into a kerf on the frame exterior to facilitate installation. Optional aluminum flanges or metal installation clips are available.

⑧ Insect Screens

Charcoal fiberglass screen mesh fits into an aluminum frame in all 50 exterior colors and seven anodized finishes. Available in half or full insect screens.

Aluminum screen mesh is available as an option.

TruScene® insect screens available in all 50 exterior colors and seven anodized finishes.

See page 26 for more information on our insect screen options.

⑨ Divided Lights

Modern Divided Lights. Fixed interior and exterior grilles with internal spacers between two panes of glass. Available in 5/8", 7/8", 1 1/8", 1 1/2" or 2 1/4" widths and colonial or contemporary profiles.

Classic Divided Lights. Fixed exterior and interior grilles without an internal spacer. Available in 5/8", 7/8", 1 1/8", 1 1/2" or 2 1/4" widths and colonial or contemporary profiles.

Between-glass grilles. Available in 5/8" flat or 1" contoured aluminum profiles. Two-tone colors of colony white/pebble tan, colony white/sierra bronze or colony white/forest green are available on the 1" profile.

Removable wood grilles. Removable wood grilles are available in a 7/8" width and colonial or contemporary profiles. Optional surround and fixed exterior grilles also available.

⑩ VeriLock™ Sensors

Innovative technology that integrates wireless security sensors into select double-hung windows. These exclusive sensors are unique as they detect whether the windows are locked or unlocked* — a feature no other sensors can provide. See pages 6–7 for details.

*When properly configured and maintained with a professionally installed Honeywell® security system.
 Printing limitations prevent exact finish duplication. Please see your local dealer for actual samples.









NO LOITERING
POLICE ENFORCED

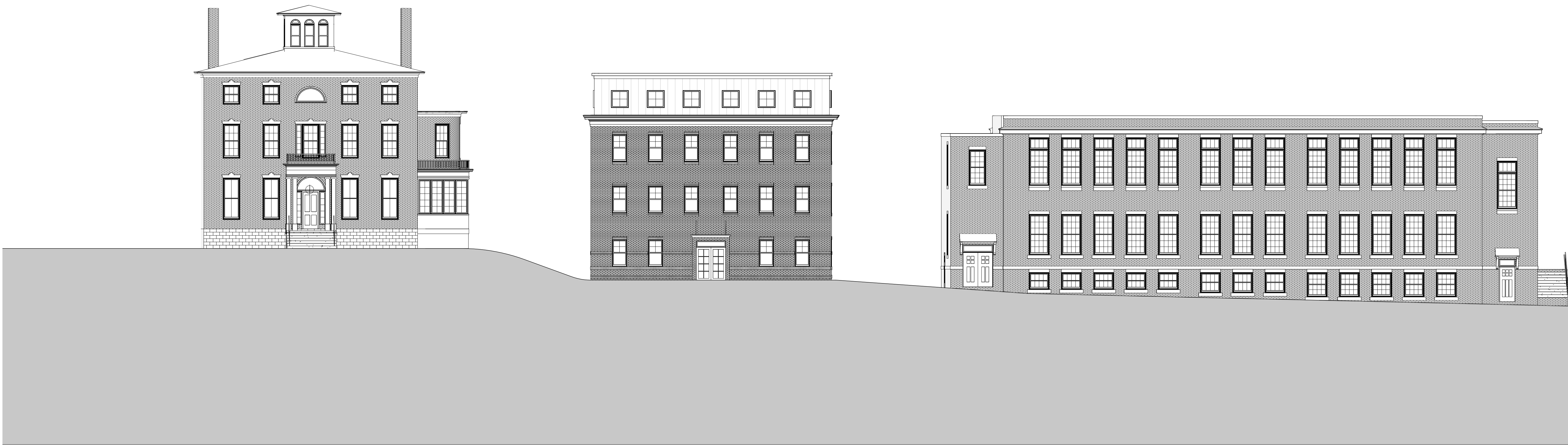
66



Catholic Charities
Support and
Recovery



Amistad Peer Support
& Recovery Center



Prepared For:
Owner
Address
City, State

Consultant:

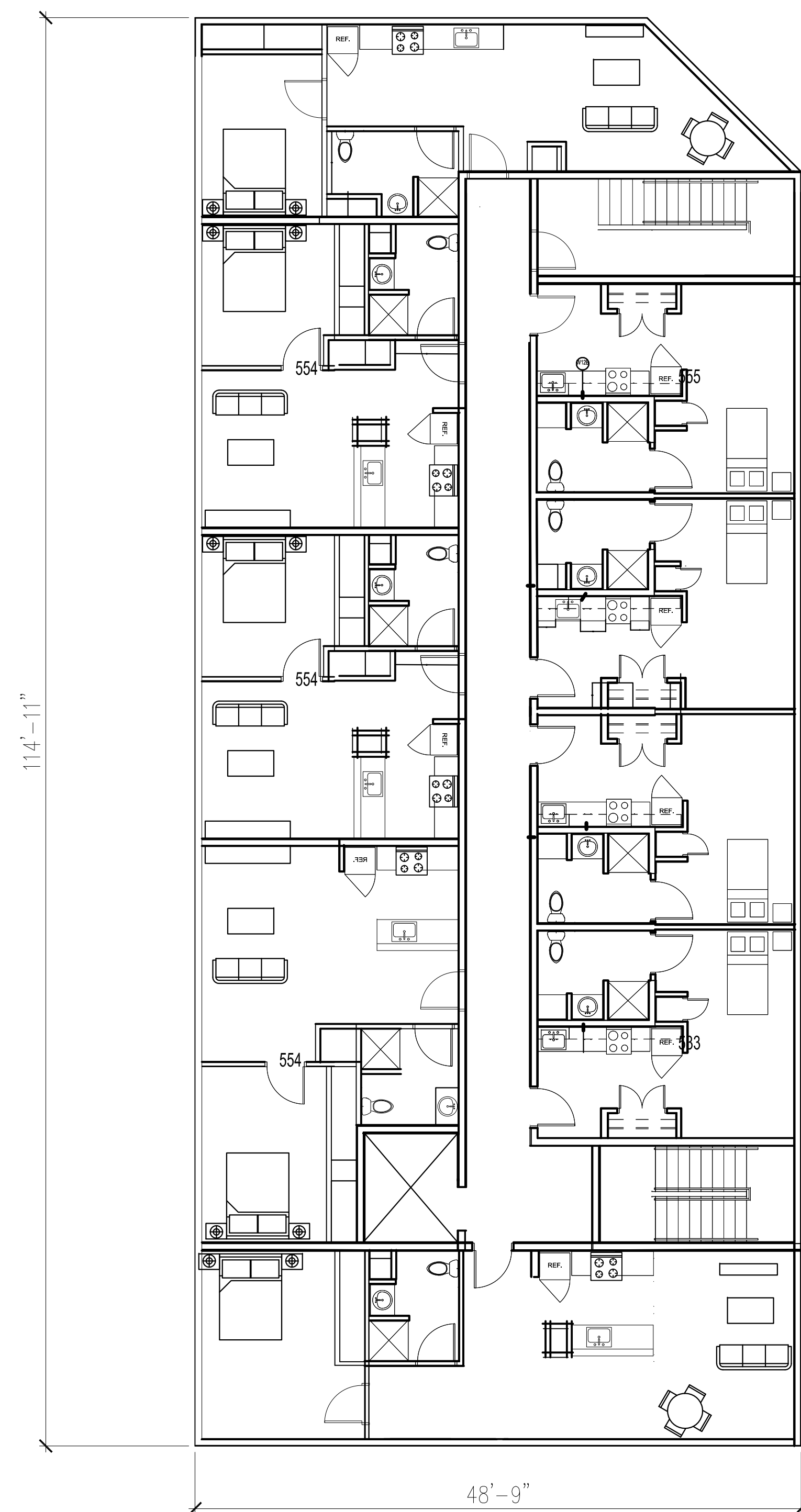
Architect:
ARCHETYPE
a r c h i t e c t s
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Project:
66 STATE ST
PORTLAND, ME 04102

Revisions:

Date: 5 APR 2019
Scale: 3/32" = 1'-0"
Danforth Street Overall
Elevation

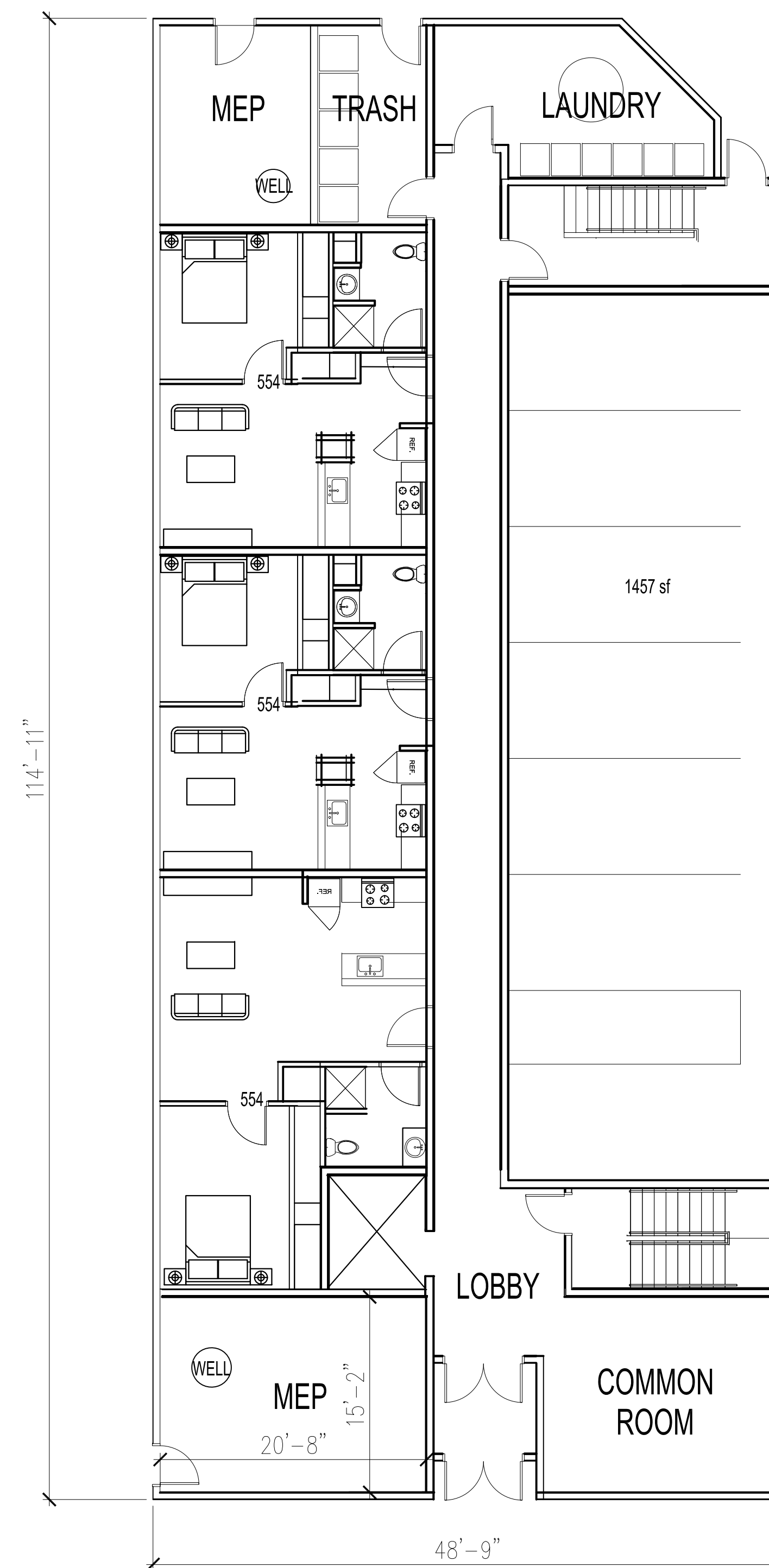
A2.01



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:

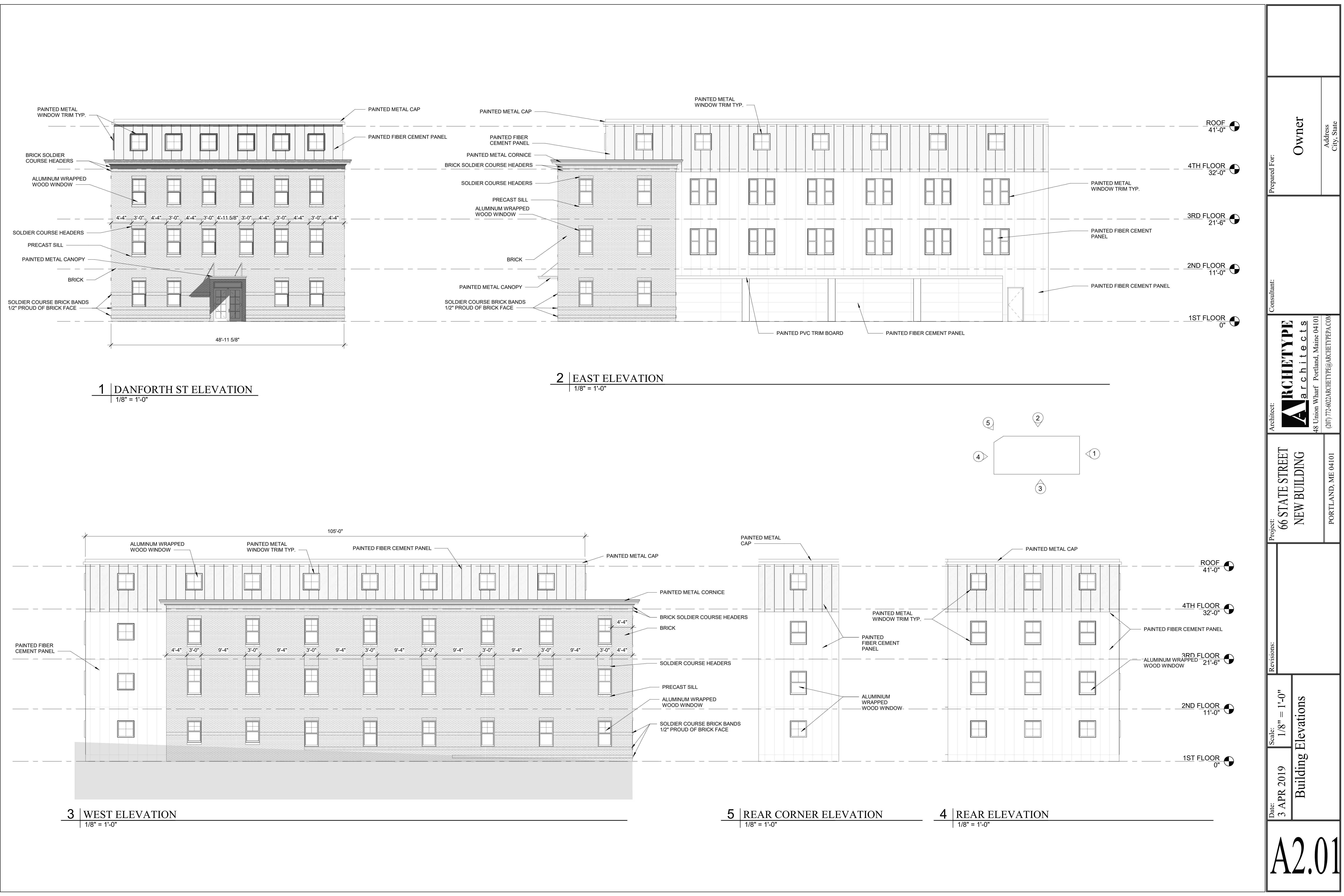
134 Washington Ave, Portland, Me

Architect:

ARCHITYPE
architects
48 Union Wharf Portland, Maine 04101
207-772-6022 ARCHETYPE@ARCHITYPEPA.COM

Consultant:

Prepared For:



A2.01		Date: 3 APR 2019		Scale: 1/8" = 1'-0"		Building Elevations	
		Revisions:		Project:		Architect:	
				66 STATE STREET NEW BUILDING		ARCHETYPE architects 48 Union Wharf Portland, Maine 04101 (207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM	
				PORTLAND, ME 04101		Consultant:	
						Prepared For:	
						Owner	
						Address City, State	