CITY OF PORTLAND, MAINE
HISTORIC PRESERVATION BOARD

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

AGENDA
HISTORIC PRESERVATION BOARD MEETING

On Wednesday, October 16, 2019, the Portland Historic Preservation Board will meet at 5:00 p.m. in Room 209 of City Hall to review the following items. (Public comments are taken at all meetings):

1. ROLL CALL AND DECLARATION OF QUORUM

2. REPORTS OF DECISIONS AT THE MEETING HELD ON OCTOBER 2, 2019

i. Certificate of Appropriateness for Exterior Rehabilitation/Alterations; One Commercial Street; Albert Glickman & Associates, Applicant. The Board voted 6-0 (O'Brien absent) to approve the application, subject to conditions.

3. COMMUNICATION AND REPORTS

4. WORKSHOP - 5:00 PM

i. Preliminary Review of Proposed Rehabilitation, Exterior Alterations and Additions to Buildings 2, 3, 6 and 6a of former Portland Company Complex; 58 Fore Street; Portland Foreside Development Company, Applicant.

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

5. WORKSHOP, CONTINUED

i. Preliminary Review of Proposed Rooftop Additions; 211-215 Commercial Street; Granite Face, LLC., Applicant.

ii. Preliminary Review of Proposed New Hotel Construction; 754 Congress Street; CenterWest, LLC., Applicant.

6. CONSENT AGENDA

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
58 FORE STREET, PORTLAND COMPANY HISTORIC DISTRICT

TO:	Chair Sheridan and Members of the Historic Preservation Board	
FROM:	Deb Andrews, Historic Preservation Program Manager	
DATE:	October 11, 2019	
RE:	October 16, 2019	WORKSHOP – Preliminary Review of Proposed Rehabilitation/Adaptive Reuse of Buildings 2, 3, 4 (partial), 6A, and 6B of former Portland Company complex

Address:	58 Fore Street Portland Company Historic District
Applicant:	Portland Foreside Development Company Kevin Costello and Casey Prentice, Principals David Senus, Project Manager
Project Architect:	Henry Moss, Bruner/Cott Architects
Landscape Architect:	Michael Boucher, Michael Boucher Landscape Architecture

Introduction

The Historic Preservation Board will continue its preliminary review of proposed plans for the rehabilitation and adaptive reuse of historic structures within the Portland Company Historic District. All of the historic structures that remain from the original complex, with the exception of Building 12, fall within "Block 2" of the developer's overall 58 Fore Street property. Plans for Building 12 were approved, subject to conditions, by the Historic Preservation Board on September 18th.) The applicant is now moving forward with plans for Block 2 and has submitted a single application that addresses all of the remaining historic structures, together with proposed site improvements, within the designated historic district.

As Board members will recall, plans for Block 2 were introduced to the Board on September 18th, following the public hearing on Building 12. Project architect Henry Moss of Bruner/Cott Architects made the presentation, focusing on the overall preservation philosophy guiding the project and the design approach for proposed alterations and

additions. Given time constraints and the scope of the project, there was no time for a detailed discussion on September 18th. It was agreed that a site walk of the historic district would be an appropriate next step in the review. The site walk was held on Thursday, October 10th, with all members of the Historic Preservation Board in attendance.

Now that Board members are well familiar with existing conditions on site and have had an opportunity to review the architect's proposed plans "in situ", the upcoming workshop is essentially the first chance for Board members to discuss the proposal and offer preliminary comments on the proposed alterations, additions and site changes. It will also be the first opportunity for public comment.

Given the scope and complexity of the overall proposal, it was agreed that the Board would focus first on Buildings 2, 3, 6A and 6B, as well as the remnant of Building 4 that is proposed to be retained as part of the project. The treatment of Buildings 24 and 13-16 that abut Fore Street will be reviewed at a later time. Obviously, given the functional and architectural relationship of all of the buildings within the complex, the Board will want to keep in mind that any design decisions made for the first group of buildings are likely to affect the treatment of the other buildings as well.

Enclosed for the Board's review is a detailed project description provided by Mr. Moss, annotated photos of existing conditions, plans and elevations, and a copy of the renderings distributed at the site walk.

Preliminary Staff Comments and Questions

Based on an initial review of the submitted plans and observations from the 10/10 site walk, there is much to commend the proposed approach to the buildings' rehabilitation and adaptive reuse and staff appreciates the level of consideration and detail to date. Obviously, detailed drawings and a proposed material palette for planned additions have yet to be submitted, so comments are necessarily general at this point in the review.

Regarding the repairs, alterations and new additions proposed for Buildings 2, 3, 4, 6A and 6B, staff offers a couple preliminary comments for consideration:

- Staff questions the proposal to retain the large opening with steel header on the front façade of Building 2. Although this opening was likely created to accommodate larger items produced by the Portland Company, it is questionable whether the opening itself has acquired significance in its own right (see Standard #4) as it is not known whether this opening was ever exposed to view. Much of the façade of Building 2 has been covered since 1871 with at least two generations of an erecting shop that was physically connected to the face of Building 2.

  Also, staff recalls that much of the applicant's original argument for removing Building 1 was to expose the original Greek Revival façade of Building 2, which is the

most architecturally notable building within the complex. As we do have documentation, as well as physical evidence, confirming the façade's original appearance, it is staff's opinion that the façade should be returned to its original configuration.

With respect to the desire to convey the scale of the items produced at the Portland Company, it is likely that historic views, interpretive materials and perhaps artifacts will need to be relied upon to communicate the scale of equipment, engines and the like produced at this site. Historic views and interpretive material will also be necessary to fully appreciate the scale and scope of this industrial complex at the height of the Portland Company's operations or the size and connected nature of the four large buildings that once made up the manufacturing/assembly core.

- Staff questions the proposal to retain a shed addition off the north side of Building 6B, especially as we do not know when or why it was added. Given that a large addition will be constructed off the north side of Building 6A, obscuring a fair amount of that building's north elevation, it would be desirable, in staff's view, to expose more of Building 6B's original north wall to reinforce the historic character of this alleyway. According to Mr. Moss, the original exterior wall is still standing behind the shed addition, with its window openings infilled.

Note: The enclosed attachments provided by the project architect address all of the buildings within Block 2. Please disregard materials related to the buildings abutting the Fore Street retaining wall at this time.

ATTACHMENTS

1. Project narrative
2. Photos of existing conditions within Block 2
3. Renderings
4. Plans, elevations and details
5. Landscape plans

Portland Foreside Development Company
Bruner/Cott Architects

Portland Foreside Block 2
Certificate of Appropriateness Application
August 6, 2019

Project Overview

All buildings remaining in the Portland Company Historic District following the PHPB's approved site clearance are now planned for rehabilitation and reuse within the framework of the *Secretary of the Interior's Standards*. Where structures are basically sound, their architecture will be adapted to house new uses that are consistent with their interior spaces and original facades. Seismic, accessibility, thermal resistance, and environmental health requirements apply additional overlays that affect the original building fabric. The design approach consistently attempts to manage these and other code constraints with a minimum of change to the buildings' exterior architecture. Over the past century and half, structural problems have accumulated as wrought iron brick ties corroded, granite sills cracked through uplift, exterior walls bulged away from the floors and roofs they support, wood windows and wood siding lost their integrity. Most design changes involve new public entrances at existing openings, often utilizing existing windows or large doorways. Today's mechanical equipment requirements necessitate exterior placement of machinery and rooftop enclosures are designed to minimize their distraction from the massing and key rooflines within the historic district. Window replacement replicates the original wood profiles and pane sizes utilizing custom extrusions in aluminum for insulated glazing units.

Consigli Construction's demolition teams salvaged and palletized brick from buildings as they took them down and Bruner/Cott indicated where they matched masonry in buildings that are to be rehabilitated. Masonry repairs will be extensive, because several buildings' exterior wythe of brick is now detached from the structural wall, but new helical stainless steel anchors will be inserted through brick joints prior to repointing. Tests are currently underway to determine their frequency and to demonstrate how to keep them invisible.

New construction along the Fore Street embankment will replace lost clapboard façade areas and floors of Building 14 and create new pedestrian bridges. The design focus is to maintain the character of the narrow alley from within the space along the north side of Building 2 and Building 3 by maintaining the massing along the embankment until the townhouses that rise beyond an opening at the restored Building 16. Bridges across the alley will reinforce its historic image from within the space and from views as people approach from the plaza and from Fore Street.

New construction at Building 2 is at roof level for set-back shed dormers that replace the overhanging third floor extension from the 1920's. Construction continues to rise above Building 2 to enclose mechanical equipment that serves all spaces below. New construction along the south edge of the site at Buildings 6A and 6B will include rebuilding of a metal-clad late addition at Building 6B along with a

new enclosure at 6A for vertical circulation. Construction will include rebuilding the existing pedestrian bridge that crosses to Building 2. New construction is designed to be compatible with host buildings while avoiding mimicry and maintaining contrast with materials of new buildings on nearby parcels.

The site will be reworked to install utilities, manage storm water and storm surges, and re-landscaped to improve accessibility. The new surface will be medium-dark basalt paving. Much of the site was originally granite Belgian Block (plus railway tracks, stacks of rails and planks, and mud).

Exterior lighting has three functions within the historic district. Pole lights and occasional bollard lights guide traffic and illuminate public pedestrian areas. Façade lighting mildly accentuates building elevations to emphasize their architectural value and highlight painted signs created by the Portland Company on Buildings 24 and 12. A third level of exterior lighting features arrays of fixtures to animate outdoor spaces; such as string lights in the Narrow Alley along the north side of Building 2.

The 1895 Pattern Storehouse reconstruction (Building 12) is the subject of a closely related, but separate Certificate of Appropriateness application.

The buildings included in this Block 2 application are as follows and will be addressed individually:

- **Building 2, c. 1845 Machine Shop.** Removal of Building 1, 1914 Erecting Building, the addition that had almost completely obscured the west elevation of Building 2 exposed large scale, integral openings at ground level.
  - **Character-defining Elements:** West elevation and south elevations will dominate perception of Building 2 as development creates views of this frontage across an open plaza. Corbelled brick cornices emphasize the gables and eave lines. Large 25/25 lite windows alternate with brick façade piers that repeat for the building's full length. An enclosed bridge connects at 2nd floor level to Building 6A near the party wall at Building 3. Large openings at ground level at the west façade with steel channels recall the movement of goods and equipment from Building 2 into the adjacent Erecting Building. Typical window openings have exposedrough-faced granite lintels and sills. A granite foundation cap is buried or revealed depending upon adjacent outdoor pavement levels.
  - **Existing Condition:** Building 2 survived two major campaigns of alteration, (a) 1914 construction of Building 1 with embedded structural steel and changed window openings in the west elevation; and (b) 1920's 3rd story expansion of cantilevered office and drafting spaces through both north and south roofs. Wood windows are original and in very poor condition. Masonry facades are remarkably sound considering that the wrought iron ties that secured the outer wythe of the brick facades have consistently failed due to corrosion. Granite sills at ground level are frequently broken in half while lintels are consistently intact.
  - **Proposed Treatment:** The original three-dimensional form of Building 2 will be re-established by removal of the over-sailing 3rd floor expansion on north and south slopes and replacement with shed dormers that are held back from the west pediment and from the reconstructed cornice brickwork on the long elevations. Existing windows will be replicated in aluminum with sashes and brick molds to match the wooden originals. Windows will be

red to maintain their visual relationship to the brick facades. At roof level the color of the dormers will be gray, espousing the design strategy that newly built elements will not match the dark red color that the Portland Company once applied over the site as a whole, rather select an understated color to signify a new element in the overall site. Proposed masonry treatments include insertion of helical anchors at brick joints calculated to secure the outer wythe and minimize reconstruction. Embedded steel and other Building 1 remnants will be removed and replaced with bricks to match adjacent areas. Glazed infill at large openings will be aluminum or steel curtain wall designed to emphasize the scale of industrial openings. The existing first floor level of Building 2 will be raised about 2' to meet a more uniform exterior grade calculated to avoid flooding during storm surges. This will not affect how the exterior of the building will be seen. On the north elevation three panels of structural brick that flank window openings will be replaced by 8' wide doors to connect the interior of Building 2 to public outdoor space in the narrow alley along the embankment buildings. There will be a new bridge from the third floor of Building 2 to Building 24.The original sills that were cracked by frost heave will be repaired *in situ*. One sill and brick spandrel will be removed to make a public entrance to the market hall inside Building 2. New doors will be glazed steel or aluminum but flanking brick and granite lintels will remain intact. Pedestrian bridges to Building 24 at the second and third floor levels will be repaired and used for egress. The pedestrian bridge at Building 14/15 will be redesigned and rebuilt to allow direct connection to the second floor of Building 2 within a partially glazed enclosure with aluminum or steel external framing. The pitched roof of Building 2 will be rebuilt with gray asphalt shingles and the low-sloped dormer roofs will be clad with grey membrane and upstanding tees of the same material.

- **Building 3, c. 1847 Machine Shop first floor, 1895 second floor:** Building 3 began as a single-story building. Its brick walls with corbelled cornices, granite lintels and sills, and large multi-pane sash windows established the architecture of Building 2, where construction followed soon afterwards. The 1895 addition of an upper story must have coincided with construction of the adjacent Foundry, Building 4. These changes drastically altered the appearance of the original structure and the new upper floor placed additional loads on the original brick below. An inserted freight equipment portal in the southwest corner of Building 3 broke the repetition of piers and windows and the construction of Building 4's two phases completely obscured the east façade.
  - **Character-defining Elements:** Brick walls with the 1847 cornice half-way up emphasize the original architecture and mark the upper story addition along the north and south elevations. Large red 25/25 lite windows alternate with brick façade piers that repeat along the building's full length except where new portals were introduced and windows infilled with brick. The brick façade has granite lintels and sills at first floor and brick segmental arches on the later upper story. A non-historic, open bridge connects at 2nd floor level to a recent exterior stair on the north facade. Two large openings at first and second floors remain in the east façade along with a large wooden jib crane. The sloped roof of Building 3

is most significant when viewed from above along Fore Street. A glazed light monitor commands the ridge, roughly centered over the interior of Building 3.

- **Existing Condition:** Brick walls at 1st floor and the 1847 cornice are in poor condition because of the additional floor loads from above, poor structural restraint, and failed brick ties. Many panels between window openings have outer wythes detached by two inches or more with the cavity filled with mortar debris. Some failures were so severe that entire panels were reconstructed in the past. Others are at the point of collapse. Large double hung sliding sash windows are original wood frame, sash, and moldings- all at the end of their useful life. Granite lintels are intact while sills at first floor are frequently cracked. The open bridge at 2nd floor level is in good condition, but will be rebuilt to suit the reconfigured embankment buildings. Two large openings at first and second floors facing Building 4 are in fair condition, but their sliding doors are not weather-proof. The two-story tall wooden jib crane appears sound enough to retain as part of restoration of the east façade and incorporation of a single structural bay of the original Building 4. The sloped roof of Building 3 is covered with asphalt shingles that have failed. The glazed light monitor at the ridge is a deteriorated enclosure but seems to have reusable wooden framing within.
- **Proposed Treatment:** Masonry failures of brick outer wythes and the 1847 cornice will be extensively anchored or rebuilt according to the extent of deflection and detachment. Windows will be replaced in aluminum to match the originals. Granite lintels and sills at first floor and brick segmental arches on the later upper story will remain in place with epoxy mortar repairs at sill cracks. The new main entrance to the market halls and event spaces from plaza level will be built where the equipment portal occurs at the southwest connection to Building 2. The east elevation will be stripped of paint with two new window openings at first floor level to allow light into the interior while maintaining the overall opacity of that facade. New glazed doorways will occupy the large freight door openings in the east façade. The wooden jib crane will be repaired with a minimum of alteration to its appearance (lead paint intactness is the issue). The non-historic, open bridge at the north façade will be rebuilt to allow for emergency egress from the 2nd floor event space. The sloped roof of Building 3 facing Fore Street will be recovered in gray asphalt shingles selected to match slate sizes and a continuous outdoor deck installed along the south elevation where the existing roof is flat. The glazed light monitor will be rebuilt to match its original appearance- but with new windows and roof covering. The most significant alteration at roof level for the west end of Building 3 and the east end of Building 2 is construction of an enclosure for mechanical equipment to serve both buildings. The design and engineering of this installation has focused on limiting its footprint and height so that the primary massing of the original buildings remains legible at a glance. The enclosure material will be metal cladding of an industrial character and colored recessively to minimize discontinuity with the roof.

- **Building 4 single-bay, 1895 Foundry:** Building 4 is currently slated for removal. The steel structure of the bay originally attached to Building 3 is proposed for retention, repair, and altered at 2nd floor level to provide an outdoor deck connected to the event space in Building 3

that can allow an unobstructed view to the waterfront past Building 6B. Its original width was less than that of Building 3, but later, lower additions to the north and south elevations made it wider.

- **Character-defining Elements:** The sectional profile with its supporting steel columns, trusses, and beams. Roof profile with framing for the overall zone of monitor glazing.
- **Existing Condition:** The later single-story side additions were framed in back-to-back steel channels that are exposed through the brick walls and deeply corroded. Steel columns and beams are bolted steel sections on concrete footings. The upper monitor trusses are supported by steel posts that rise alongside the main columns and will need new connections. All the steel is painted. The unpainted wooden roof decks of the portion may be too unsound to remain in place, but the intention is to repair and reroof them.
- **Proposed Treatment:** Attach monitor steel to primary columns. Alter columns' steel and concrete footings as necessary for raised site elevation to 15'. Remove flaking paint from steel. Make roof deck upper surface sound and replace asphalt shingles. Install new wood deck and steel balustrade at existing 2nd floor wide opening framed to accommodate the wooden crane at Building 3.

- **Building 6A, c. 1896-1903 first floor offices and upper floors machine shops:** Removal of Buildings 7 and 10 and alignment with the Thames Street extension make the west façade of Building 6A prominent as people approach the site from Portland's downtown. It will be seen with the relocated Building 12 as a marker of the Portland Company Historic District. Building 6A never had an entrance on its west façade. The proposed treatment includes construction of a new entrance across existing window openings with a canopy supported by cast iron columns salvaged from Building 7.
    - **Character-defining Elements:** Brick facades with widely spaced punched window openings and very low roof slopes. Cast iron terminals of tension rods may be original. The easternmost bays of Building 6A were built over the west end of Building 6B and supported on its wooden trusses. The east façade appears to have been framed in timber and clad in wood siding to reduce its dead load on the trusses below. Multi-pane windows were replaced with 1/1 sashes on the 2nd floor. The 2nd floor pedestrian bridge that connects to Building 2 connects at the enclosure for an elevator that rises above the roof of Building 6A in two steps increasing visibility from Thames Street.
    - **Existing Condition:** Masonry in the exterior walls was never well-bonded and displacement of outer wythes along with vertical cracking are problems on the north and south elevations. Original windows are in poor condition.
    - **Proposed Treatment:** Building 6A will incorporate new additions- new egress stair enclosure, a rebuilt elevator shaft, and rebuilt bridge connecting to Building 2. These new facades will be clad in a combination of metal shingles, metal panels, and glazed aluminum storefront. There are opportunities on the elevator shaft and new egress stair enclosure for identification signage as these will be visible from Thames Street. The new main entrance in the west façade will be under a glazed canopy

supported by 15' high cast iron columns from Building 7. Windows will be aluminum replicas of the multi-pane originals on all floors. The east elevation will be re-clad in painted clapboard designed to be consistent with the original wood siding.

- **Bridge from Building 6A to Building 2, c. 1906:** The narrow, single-story pedestrian bridge spans across the proposed plaza between Building 6A and Building 2 near the proposed market hall entrance in Building 3. The existing bridge is supported by the brick wall at Building 2, two sets of exposed steel columns on concrete footings, and a large timber frame of sloping 12"x12" members at Building 6A. The bridge is an important visual marker guiding people to the market hall and plaza activities. Its internal use is secondary, but links event spaces at 2nd floor level from Building 2 to Building 6A.
    - **Character-defining Elements:** The existing bridge establishes a relatively delicate link between two large brick buildings and is seen as associated with the vertical elevator enclosure at Building 6A. Original cladding is unproven, but assumed to have been wood. Windows are residential in scale. The pitched roof, structural supports, and exposed underside above the plaza contribute to the contrast between the bridge and the two brick buildings it connects.
    - **Existing Condition:** The existing bridge is in poor condition in terms of enclosure and structure. Its narrow corridor reflected the width of the Building 2 window, but with an awkward widening at its connection to the wall. The bridge is too poorly constructed to be repaired.
    - **Proposed Treatment:** The bridge will be rebuilt in accordance with the original appearance of its west elevation including structural supports, wood cladding painted to match the dark red color that Portland Company applied throughout the site, and new windows.

- **Building 6B, c. 1850 Blacksmith and Tank Shop with addition built between 1914 and 1949:** One of the site's earliest buildings predates the attached Building 6A and maintains a dialog with the lower story of Building 3 immediately across the paved zone that was for truck delivery and other industrial traffic. Its location suggests retail uses that continue through from Building 6A with connections to outdoor uses along both north and south elevations. The north addition from the 20th century was a wooden shed without architectural pretension, now covered with corrugated siding.
    - **Character-defining Elements:** Brick walls, granite lintels and sills, large multi-paned wood windows are the primary architectural features. Gabled roof terminates at the east end above a diamond-shaped fixed window opening (late alteration), a wide door for large equipment entry, and brick pilasters at the corners.
    - **Existing Conditions:** Exterior masonry is in good condition- both brickwork and granite. Windows are in poor condition. Roof shingles (asphalt) are worn out. The shed addition corresponds to the entire length of the north elevation where windows were removed and the original openings filled with brick. The north addition is too poorly built to

conserve and reuse. A relatively recent wooden egress stair is in poor condition and entirely out of character with the historic architecture of the site.

- **Proposed Treatment:** Rehabilitation of Building 6B will include restoration of existing masonry, replacement of wood windows with aluminum replicas, and new glazed entrances at the south and west elevations that utilize existing openings. Reconstruction of the envelope of the 1906 shed will introduce new glazing to the north elevation and original window locations in the brick wall of Building 6B will be re-opened. The shed will be clad in dark red corrugated metal panels patterned in alternating orientations between large glazed openings. The slab of Building 6B is slightly lower than the new site elevation planned for resilience at 15' above sea level, but existing granite lintels allow for new doors below their original heights without alteration.

- **Building 24, 1896-1909 Vault Storage:** Building 24 towers above other structures at the Fore Street edge of the Portland Company Historic District, is visible at a distance, and is emblazoned with a painted sign identifying the Portland Company site. Its small footprint has limited its past uses to documents storage and electrical vault with bridge connections to Building 2 at 2nd and 3rd floor levels. Its brick frontage on Fore Street continues with pilasters and recessed panels for three bays along the rising embankment. The primary structure is to remain unaltered in profile, material, and historic signage (Portland Company has not yet confirmed their permission to reuse its name in the historic signs on Building 24 and Building 12.)
  - **Character-defining Elements:** Brick elevations with infrequent punched windows, flat roof, painted sign, and open bridges to Building 2 are the significant features at Fore Street and above. The lowest story is field stone at the level of the "narrow alley" that passes between the embankment structures and along the north walls of Building 2 and Building 3.
  - **Existing Condition:** Masonry at Building 24 is in poor condition, especially as the field stone first story connects to the brick elevation alongside and above. Upper levels appear to be structurally sound with internal concrete vaults on steel beams. Windows and doors have been altered with brick infill and new openings. Extensive graffiti has disfigured accessible surfaces but the historic sign is clear enough to repaint.
  - **Proposed Treatment:** Masonry repairs will be extensive, especially at the bottom floor. Ground level door and window openings will remain with new millwork. New door openings will be coordinated with original window and door locations along Fore Street and at the existing entrance on the west elevation. Connection through the brick wall to new construction where Building 14 is as rebuilt will bring people in alongside Building 24. The existing entrance lobby at the west elevation will continue its linkage to the second floor event space in Building 2 via the existing bridge. A new bridge will connect at third floor level to Building 2. The painted sign will be restored or completely repainted and lit as a major location marker for the site.

- **Building 14, c. 1875 Drafting Room/Storage:** The wood-framed and clapboard-clad two-story building was residential in character compared to the adjacent masonry structures. Fieldstone

buttress walls and the massive seawall were concealed from view along the narrow alley. Its reconstruction is intended to activate the ground level and invite visual contact with the stone walls.

- **Character-defining Elements:** The lighter construction of Building 14 with clapboards and residential-scale windows was its distinguishing characteristic.
- **Existing Condition:** Collapsed, demolished.
- **Proposed Treatment:** New construction with metal cladding to contrast with brick and stone, sloping roof in gray asphalt shingles, contemporary glazing at 2nd floor and translucent polycarbonate doors that can open full-width at pedestrian level for "pop-up" retail. The ground floor that will open to the narrow alley with programming that links to the public market, although on a more temporary basis. These pop-up shops will be faced with rear-lit translucent polycarbonate openings. The original stone sea wall and buttresses will be exposed within the shops. Above the ground level there will be new construction, wood clad in a gray color, to distinguish this element from the existing red brick found throughout the site. Connecting Building 14 and 24 is a terrace with a weathering steel guard rail element. This material will continue as the shallow Juliet balcony cladding at the second floor. The new pedestrian bridge will connect buildings 14/15 with building 2 at their second floor levels. Cladding for the bridge will be contemporary in character with visually light metal and full-height glazing.

- **Building 15, c. 1850's Boiler House/Brass Foundry:** Exterior brick piers and eave feature corbelled detail comparable to that at Building 2. The space retains original cast iron boilers and tank. Brick vaults penetrate the seawall underneath the south edge of Fore Street.
  - **Character-defining Elements:** Brick piers at party walls east and west.
  - **Existing Condition:** Brick piers are collapsed for much of their height. Bricks in place are in good condition.
  - **Proposed Treatment:** Reconstruct upper portions of two brick piers to original detail. Install new contemporary multi-paned glazed storefront with new central vertical support. Rebuild roof at original slope and install gray asphalt shingles. Retain one historic cast iron boiler in northeast corner of the space. Install new masonry floor with accessible connections to narrow alley and Building 16.

- **Building 16 c. 1850's Boiler House/Brass Foundry:** The tall single-story brick elevation faces Building 3 across the narrow alley. Two large windows, two clerestory windows, and an enlarged opening spanned by a steel channel introduce significant transparency into the façade, inviting entrance into a space where the space expands upward under a sloping roof that spans to the Seawall. The building is in fair-to-poor condition overall, but its masonry elements of brick and granite can be repaired. The building will incorporate an outdoor fire pit in the base of its demolished foundry smokestack. Window openings will receive new glazing and the portal will be glazed with entry doors.

- **Character-defining Elements:** Brick façade, granite lintels, exposed steel channel above wide door opening, overhanging rafters at south façade, 25/25 window with small clerestories.
- **Existing Condition:** Brick is in fair condition, but should be stable enough to repair with one uncertain area at clerestory level. Existing steel channels show very limited corrosion. Windows are face-fixed and reversed sashes, probably not from Building 16. Not salvageable. Original chimney remant is exposed brick interior of chimney base.
- **Proposed Treatment:** Restore brick and granite façade and make sound the chimney base to receive an open fire-pit. Repair and protect the steel channels at the wide opening. Install new aluminum windows and multi-paned storefront for continuity with Building 15 and to allow strong connection to the narrow alley. Glazed façade will provide deep views into the space revealing the character of the existing brick arches, stone walls, and tall cast iron boiler structure. Install new masonry floor (reinstate brick surface).

- **Fore Street Brick Wall (retention, disassembly and reconstruction)**
  - **Character-defining Elements:** Brick pilasters of story-height wall at Building 14 flank recessed panels with corbel above at granite coping. Lower walls along Building 15 and Building 16 are primarily seen as granite coping stones.
  - **Existing Condition:** Walls at Building 14 remain intact even after removal of the adjoining roof structure. Lower walls along Building 15 and Building 16 were too unstable to remain and have been removed with approval of PHPB staff after on-site documentation.
  - **Proposed Treatment:** The taller three bays along Building 14 will be restored with a single new opening for an entrance doorway from Fore Street. The low walls will be reconstructed using salvaged materials with an opening for an egress stair from Building 3 east of Building 16.

- **Fore Street Sea Wall**
  - **Character-defining Elements:** Massive granite with rough stonework until 1896 rebuild in ashlar.
  - **Existing Condition:** Rough stone inconsistently pointed from Building 24 to the east wall of Building 16. Large ashlar blocks beyond. Seawall was reconstructed in 1896 and now has an earth embankment and large fuel tanks between its battered lower story and low retaining walls to the sough. The embankment keeps the wall from sliding to the south.
  - **Proposed Treatment**: The Fore Street Sea Wall will be kept intact between Building 16 and Block 4 of the development. The concrete and fieldstone retaining walls south of the sea wall will be reinforced with concrete foundation walls at single-story height. The space between these walls – approximately at a second story level – will be enclosed at a future date with a program to be determined, but will be accessible from the parking garage in Block 4 and from the pedestrian bridge from Building 3 that travels to the east

of Building 16. Below this, at ground level, will be a space for flexible programming. This space will communicate in section with the space above and be clad in translucent polycarbonate panels to match the cladding of the pop-up shops at the ground level of Building 14. The space will be bounded above by new townhouses and to the south by the narrow alleyway and Building 3 with the retained bay of Building 4.

- **Site and Landscape:** The new site treatment entails raising the finished ground level above predicted storm surge levels and elevating interior slabs to establish accessible entrances.
    - **Character-defining Elements:** Few original features remain among the Portland Company's railway tracks (standard and narrow-gauge), footprint indications of former buildings, and rough roadways up to Fore Street.
    - **Existing Condition:** The site is currently paved in deteriorated asphalt with highly variable surface conditions where different slab locations met pavement at entrances. Large areas are open soil and compacted rubble as site clearance has .
    - **Proposed Treatment:** The raised pavement will be medium gray natural stone (flame treated basalt) with sufficient depth to support vehicles and installed above an asphalt base with integral snow-melt piping, underground utilities, and fuel tanks. The extension of Thames Street will be paved identically. Grading is managed to provide drainage without curbs. The site surface will remain unbroken except for a few specific locations for deciduous trees and opportunities for natural vegetation to establish at exposed retaining walls.

- **Site Lighting:** No historic fixtures remain. The site is currently unlit except for security fixtures attached to buildings. The proposed treatment is coordinated with the lighting design for adjacent parcels. Thames Street will lead to the Portland Company Historic District with wooden pole lights and steel bollards to guide circulation and protect pedestrians. Plaza levels and west-facing facades at Building 24 and Building 2 will be lit from the roof of an adjoining parcel. The sign for Building 12 will be lit with an individual pole light. The passage along the south face of Building 2 will have a series of 14' tall wooden pole lights to illuminate the plaza and the building face. The west portion of the narrow alley will be lit with an overhead array of string lights. Beyond the bridges in the narrow alley and the main plaza south of Building 3, large pendant fixtures will be suspended from catenary cables.

- **Interpretive Material:** The development company's design team is working with their historian, Jacob Morrow-Spitzer to identify archival images that convey the nature of the individual buildings' industrial workspace and show the people who occupied places where visitors will naturally pause. Bruner/Cott's design intent is to select images for direct application to wall surfaces with almost no didactic text to show how spaces appeared to previous generations.

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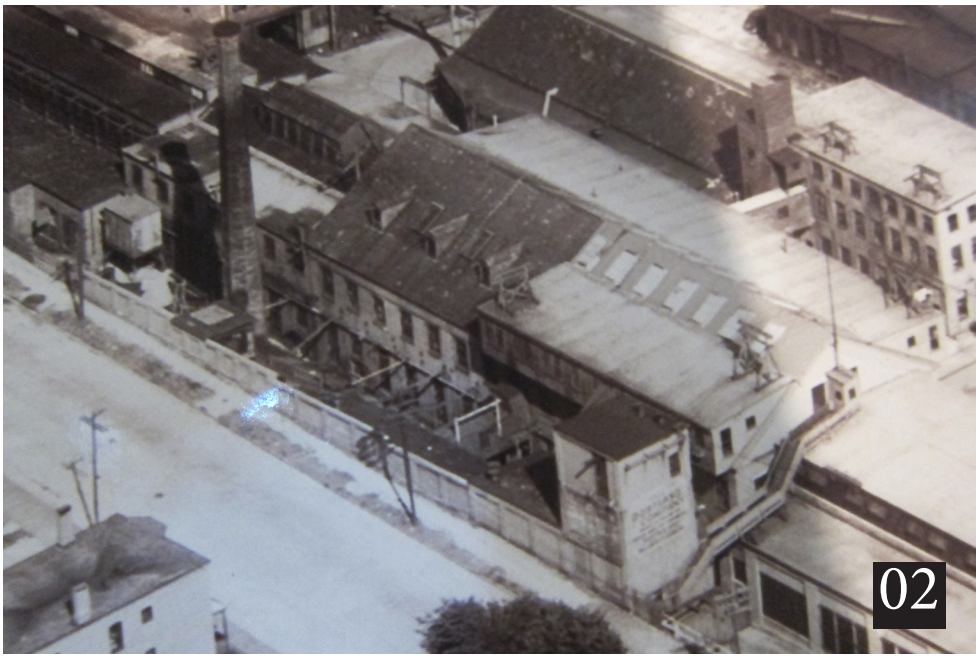
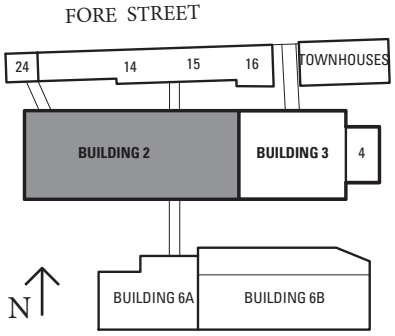
Appendix 1: Photos of Portland Foreside Development Block 2

01. Early view of Building 2 west façade with Building 16 chimney in background and north wall of Building 6B. Granite cobbles on site surface. Final brick erecting shed, Building 1, Building 6A, and bridge all yet to be built.



02. Aerial view onto site after 3rd story expansion of Building 2, construction of Building 1, Building 6A, and pedestrian bridges. Building 4 and embankment building roofs are visible along with openings and signage on Building 24 and Fore Street brick wall without graffiti.

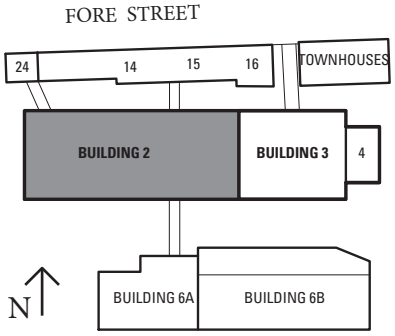
03. Industrial site condition at pattern storehouses, Building 11 and Building 12 showing stacked materials, rough landscape, and rail lines.



04. Building 2 west elevation after removal of Building 1. Altered openings at windows and doorways, embedded structural steel, and masonry damage dominate the main façade prior to repairs and restoration. Corbelled brick cornice elements survive to emphasize the gabled roof, lower cornice, and pilasters below.

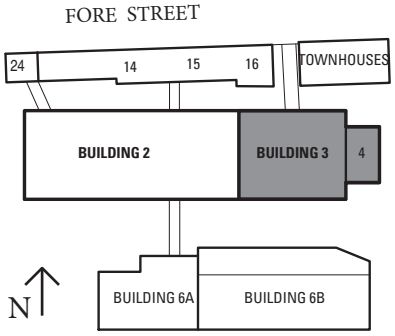
05. Frost heave below windows in Building 2 has fractured most granite sills. Where the original openings are to remain intact, the sills will be repaired rather than replaced.

06. Detailed photo of rusted wrought iron brick ties that anchored the outer wythe of visible brick to the structural masonry within. Loss of ties leaves exterior masonry unsecured now non-compliant with wind load requirements of the building code. The design team is testing anchorage with small diameter stainless steel helical ties inserted through mortar joints.



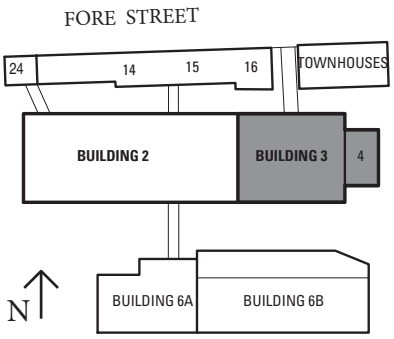
07. Brick pilasters and corbelled cornice brickwork define edge of roof. Granite lintels, sills, and stacked multi-pane sashes are primary architectural features of north and south facades.

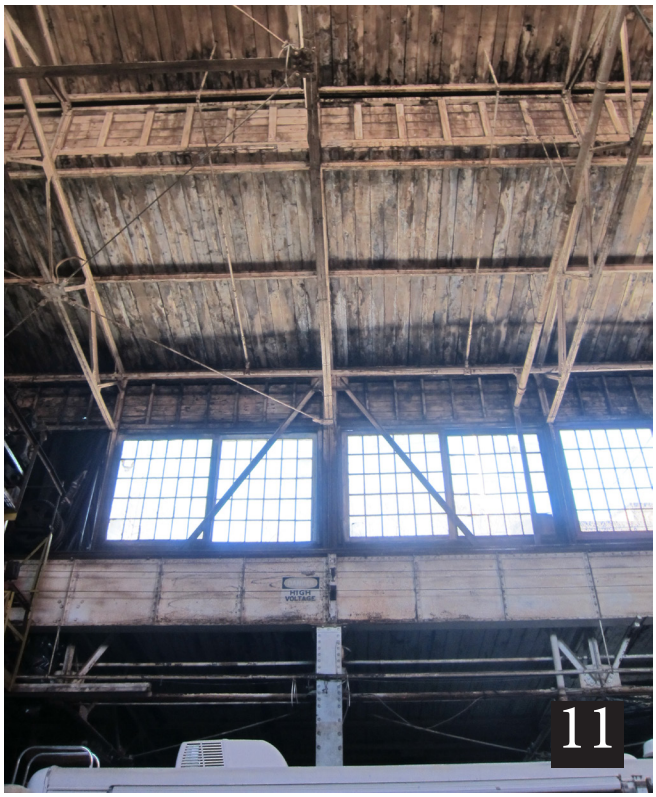
08. Removal of 1920's overhanging expansion will allow for new shed dormer that will be held back from the eave and gable and add emphasis to the corbelled brick cornice and entablature.



09. Building 3 was originally a single-story. An added second floor increased loads on the brick walls below. Pier removal to insert double-width doors for heavy equipment brought about structural movement. The upper doors are planned for repair and restoration.

10. The lower set of double doors will be replaced by the main entry vestibule to Building 3 , but diagonal tongue & groove boarding painted “Portland Company red” establishes part of the proposed palette for treatment of elements that were painted in the past.

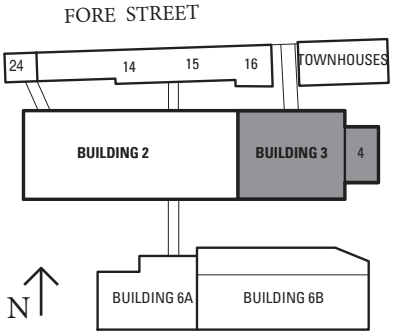




11. The east end of Building 3 was largely covered by the Foundry, Building 4. The proposed design retains one bay of the original foundry with monitor and boarded roof.

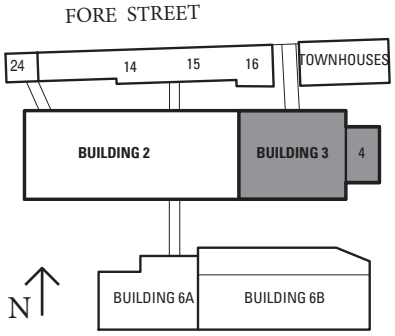
12. The north wall of Building 3 along the narrow alley shows many changes to original window openings. Windows infilled with brick reflect changing uses within and entire panels between windows have lost their facing brick and been rebuilt. The masonry cornice/ entablature at first floor level is badly deteriorated on the north elevation.

13. A closer view of the deteriorated brick cornice/ entablature on the north façade of Building 3.



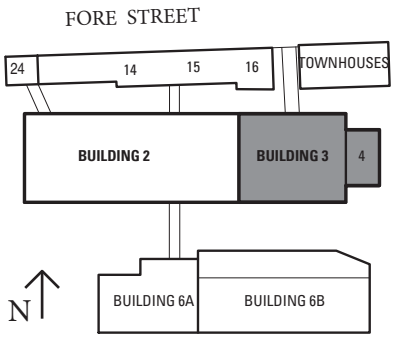
14. The east wall of Building 3 became a wall internal to the Foundry, Building 4. Existing large openings will remain with new glazed doors. Paint will be removed to an intact surface. The wooden jib crane will be conserved in situ. The remaining bay of Building 4 will be altered to support a deck over half its width to provide an outdoor area attached to the events space inside Building 3.

15. Wooden jib crane at east end of Building 3 within the retained bay of Building 4.

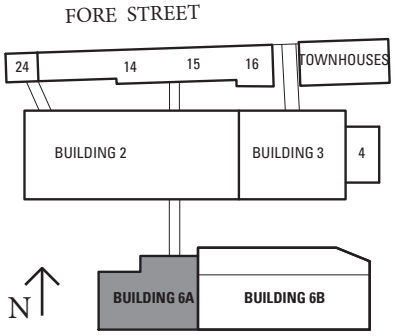


16. Corroded wrought iron brick ties no longer provide anchorage to the outer wythe of brick on a number of Building 3 exterior wall panels. This illustration shows the face brick detached and deflecting almost 4" with the resulting cavity filling with collapsed mortar. Other panels have 2" or less deflection of their detached face brick and may be back-filled with mortar and anchored with helical ties.

17. Typical window detail at Building 3 applies as well to Buildings 2, 6A, 6B, and 12. Sill depths vary, but the sight lines and brick moldings are consistent from building to building. The existing detail's dimensions are the basis for new custom extrusions to create aluminum replacements with insulated glazing units.

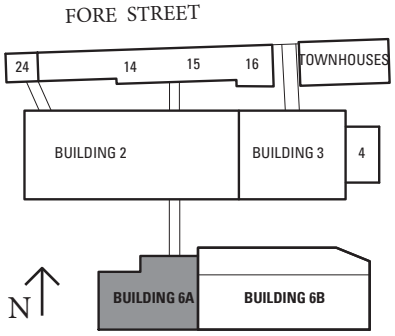


18. The east end of Building 6B and portions of Building 4 to be removed frame the view of the southeast corner of Building 3 and show the roof monitor with windows to be rebuilt to its original form. The adjacent flat roof is accessible from Building 2 and Building 3 and will be reconstructed as a deck with views out over Casco Bay. Balustrade will be recessively transparent.



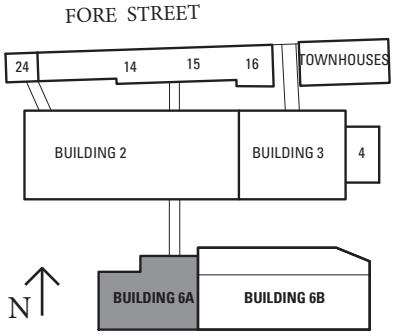
19. The west façade of Building 6A will be a gateway elevation facing visitors from Thames Street, secondary only to Building 12. The original façade had no doors. A new central entrance is proposed within a canopy structure constructed with salvaged cast iron columns. The variations in brick appearance were caused by repointing under windows where increased wetting caused. deterioration. Second floor windows are 1/1 replacements of 12/12 sashes. The replacements will be 12/12.

20. Cast iron columns salvaged from Building 7 can be reused to support the entrance canopy at the west façade of Building 6A. They were likely cast on site by the Portland Company.



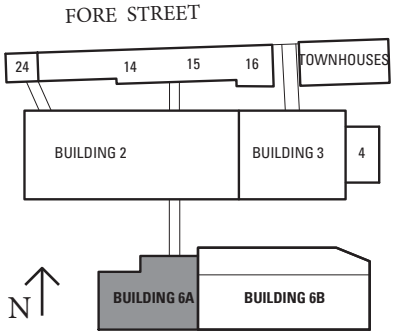
21. The northwest corner of Building 6A is structurally flawed and requires reconstruction. Most of the ground floor exterior facing brick has been replaced in the past, presumably due to poor through-bonding.

22. The north façade of Building 6A contains the existing stair that is not code-compliant. The new stair will be added to the exterior of the building within a new envelope and integrated with the design of the pedestrian bridge and elevator shaft. Windows that are covered at the exterior will remain visible from within the building.



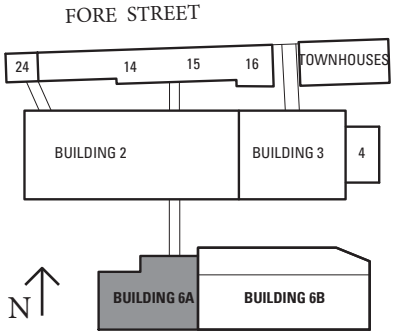
23. The existing bridge between Building 6A and Building 2 is an important element in the overall site ensemble. The proposed replacement is in the same location with façade treatments based upon painted clapboards and new windows. The new stair enclosure at Building 6A and the elevator tower are also significant compositional items as they are visible from a distance along Thames Street. Materials for new construction will be compatible with their adjacent historic structures, but different.

24. View from the southwest entry into the plaza at Building 6A shows the frontages of Building 2 and Building 3 and the importance of the bridge that will also mark the entry to Building 3.



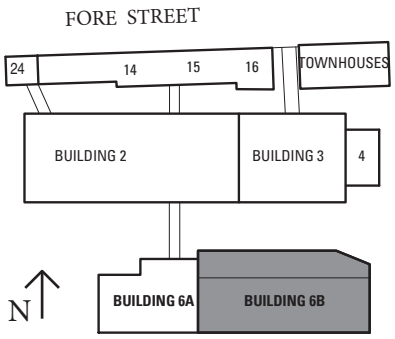
25. Existing wood escape stair to be removed and asphalt-shingled elevator shaft and bridge to be altered for new vertical access core and rebuilt pedestrian bridge to Building 2. Height at elevator tower will be retained for distant views into the Portland Company Historic District.

26. Bridge support of large timbers will be salvaged for reuse in rebuilt bridge.



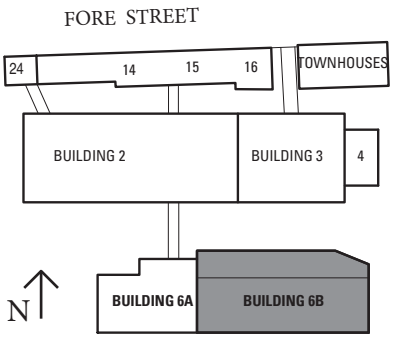
27. The west end of second and third floors of Building 6A were framed in wood to reduce the load on pre-existing wood trusses in Building 6B. The roof at 6B will have new slate-colored asphalt singles and snow guards to protect the pedestrian route along the south elevation.

28. South wall of Building 6A once had freight and personnel door openings. These may be reopened to provide indoor/ outdoor connections as sidewalk seating can relate to waterfront views. New fenestration will match original multi-paned sashes and brick moldings. Third floor masonry in the southeast corner bulges badly.

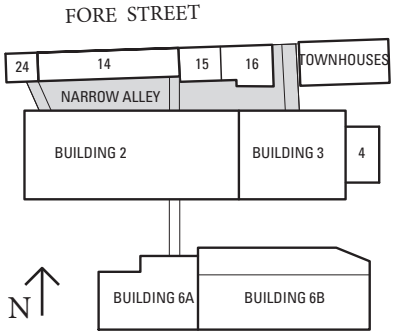


29. East elevation of Building 6B has openings that provide strong connection to the deliveries and the service vehicle route associated with the new garage at Block 4. Replacement of the recently metal-clad addition at the northeast corner of Building 6B will mark entry to the plaza and Building 3 for visitors who approach from the marina.

30. Metal-clad wooden addition along the north elevation of Building 6B will be replaced on the same footprint and at the same height. More glazing in the rebuilt façade will encourage activity in the plaza and reinforce the connection to Building 6B.

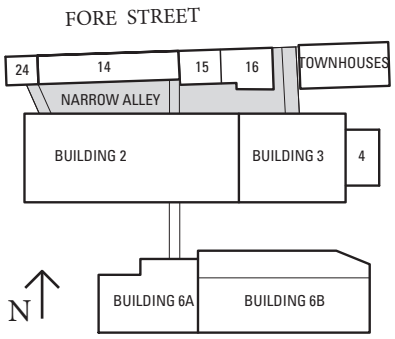


31. Existing entry to the Narrow Gauge Museum will be opened within the pilasters and brick entablature to provide a transparent, accessible entry as the site level is raised slightly here for resilience.



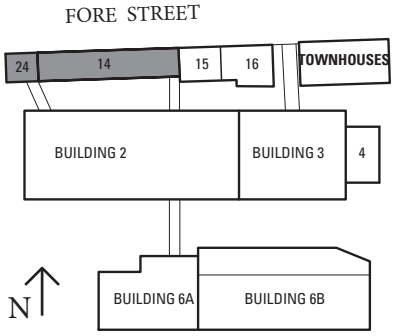
32. The "Narrow Alley" contrasts with broader plazas as its intimate scale, active embankment facades, and overhead bridges create a unique environment for dining and specialty retail along the full length of Building 2 and at Building 3. Building 24 marks the Narrow Alley entrance alongside the new landscaped stair that connects Fore Street to the plaza and the main entrance in the west façade of Building 2.

33. Building 14 and the enclosed bridge connection to Building 2 will be reinstated in contemporary materials and with floor slopes that provide accessibility. Building 14 and the bridge were too deteriorated to retain. This will be one of four overhead bridges along the Narrow Alley. Its new enclosure will be a contemporary composition of metal structure and translucent façade, lit from within.



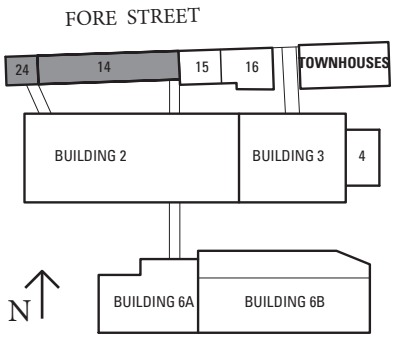
34. Pre-demolition view of buildings along the embankment at Fore Street. Collapsed facades of Building 14 and Building 15 lead eastward to the base of the chimney and the brick façade of Building 16. The bridge to Building 3 will continue to mark the full extent of the Portland Company buildings that engaged the sea wall along Fore Street.

35. The existing bridge adjacent to Building 16 will be rebuilt to provide connection between Building 3 and Fore Street. The new townhouses and flexible program space will rise from the area where the concrete and low stone retaining walls extend past Building 3.



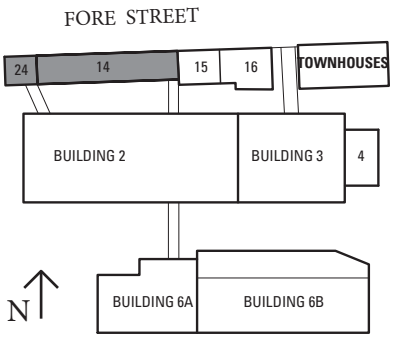
36. West façade of Building 24 with lobby opening below the level of Fore Street, the painted Portland Company sign, and bridge links to Building 2. The upper bridge is a dangerous walkway that will be replaced by a pedestrian bridge one level down. The lower bridge will be repaired with new code-compliant railings.

37. Fore Street elevations of Building 24 show that reinstatement of lower embankment buildings will continue to provide views to the roofs of Building 2 and Building 3. Power lines will be re-routed underground.



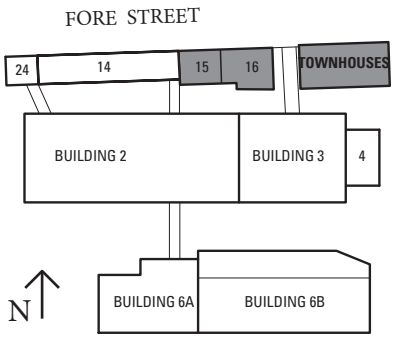
38. Ground level of Building 24 has a single door and window. There will be intensive masonry repairs at this level while the original openings will remain intact and the window replaced with matching 6/6 sashes.

39. Building 24 was erected on fieldstone buttress walls that helped to stabilize the granite sea wall at Fore Street. Masonry repairs will be extensive. The new site work will reconstruct the adjacent landscape as it provides access to the main entrance at 2nd floor with connection to the stair descending from Fore Street to the plaza in front of Building 2.



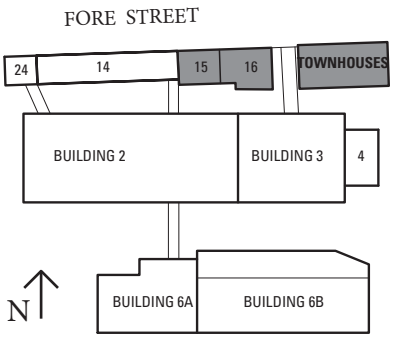
40. Brick wall built above the sea wall along Fore Street flanks the base of Building 24. A new opening in one recessed panel within the brick wall will allow access to Building 24 from Fore Street. Original openings in the base of Building 24 may be re-opened to allow light and view from Fore Street.

41. Post-demolition view at Building 24 and Building 14 showing fieldstone buttress walls, two levels of stone construction of the granite sea wall, and back of the three-panel brick flanking wall along Fore Street. Building 14 will reinstate its original roof profile and maintain alignment below the coping of the brick wall.



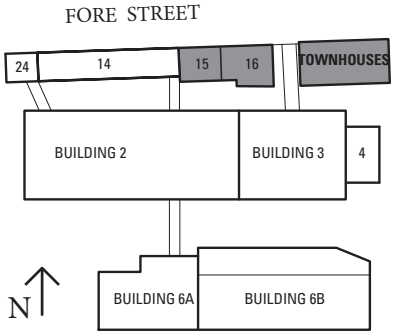
42. Brick entablature detail in the piers of Building 15 continues across the party wall of Building 16.

43. Brick entablature and cornice detail of Building 15 marks the original roof slope. Existing fragment will be reconstructed.



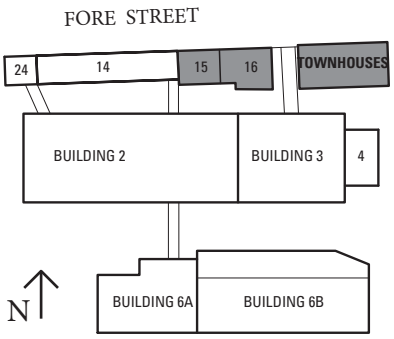
44. Original boilers and tank room at coal vaults. Central pier (left of photo) collapsed and removed. Current planning studies include feasibility of retaining one boiler when space is converted to retail/dining behind new glazed façade along the Narrow Alley.

45. Boiler prior to asbestos abatement in Building 15 beside fieldstone party wall with Building 16. This is the boiler that may remain.



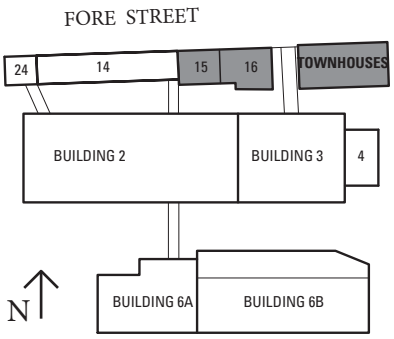
46. Building 15 façade opening width and roof slope are visible from the Narrow Alley. The cast iron tank will be removed.

47. Fieldstone buttress wall abuts the massive, coarse stonework of the sea wall. The design intent is to allow views of these material surfaces through the glazed façade of Building 15.



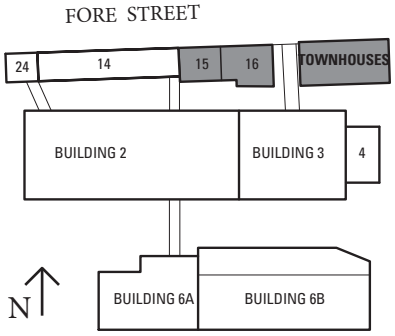
48. Building 16 masonry is in poor condition, but the main facade has effective brick bonding and most bricks are sound. Damage is worst at a bulge above one of the two windows where the granite lintel was replaced with a steel angle and vertical bricks.

49. All Building 16 windows will be replaced. The exposed steel channel spanning the freight portal will be repaired and retained.



50. Roof rafters oversail the main façade of Building 16 and may be retained. Fascia boards will be reinstated.

51. Overall façade image from the east pier of Building 15 through the chimney base remnant and Building 16 facade that projects into the narrow alley.



52. The brick base of the former chimney will be stabilized and repointed to function as semi-enclosure for a fire pit at the narrow alley.

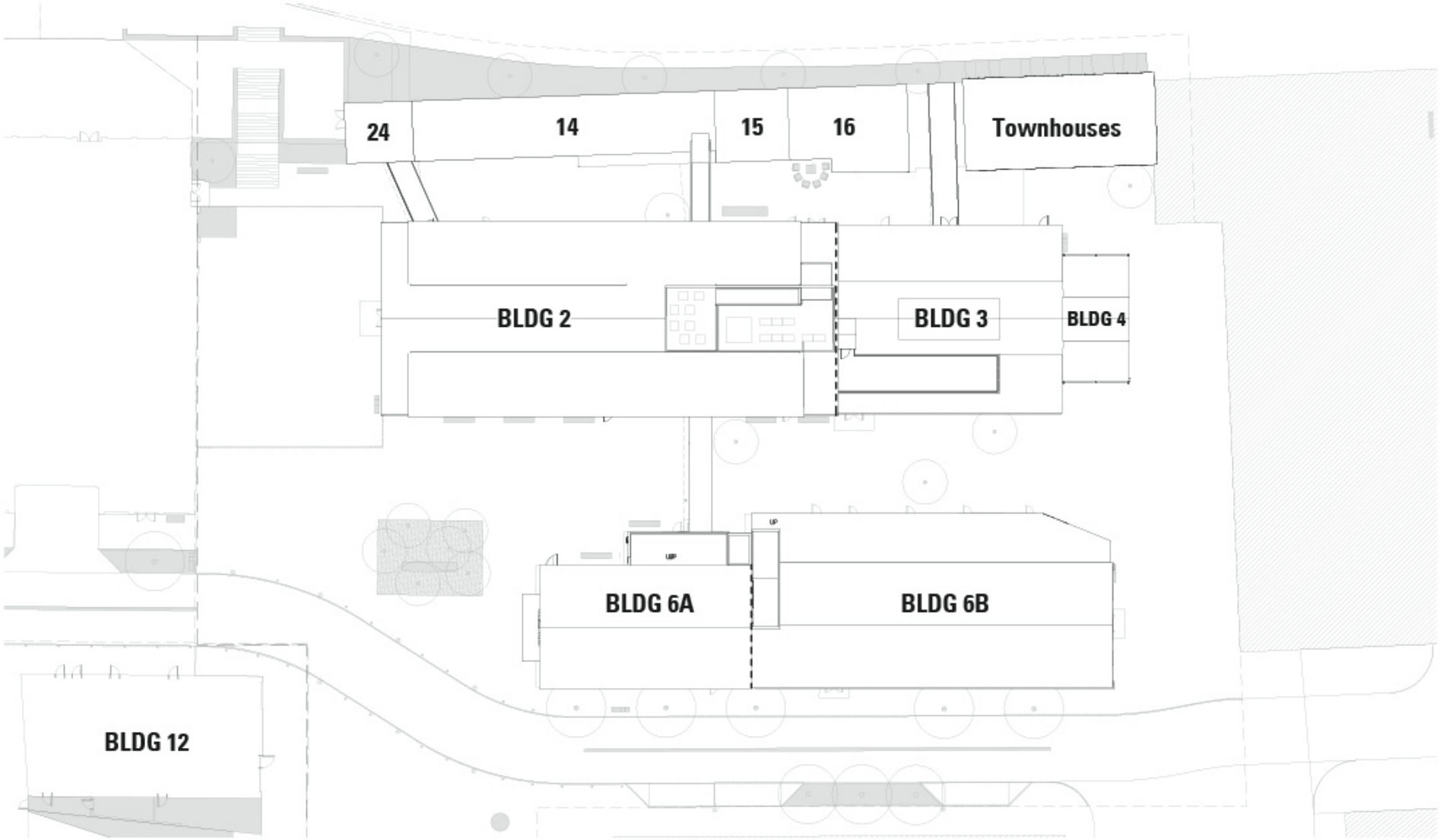
53. Building 15 and Building 16 connect at the former chimney where exposed brick is precarious. The extent of repair vs. rebuilding remains to be established. The chimney remnant should be made safe and be understood as a ruin.

Portland Company Historic District
58 Fore Street Rehabilitation

Block 2 Workshop- PHPB

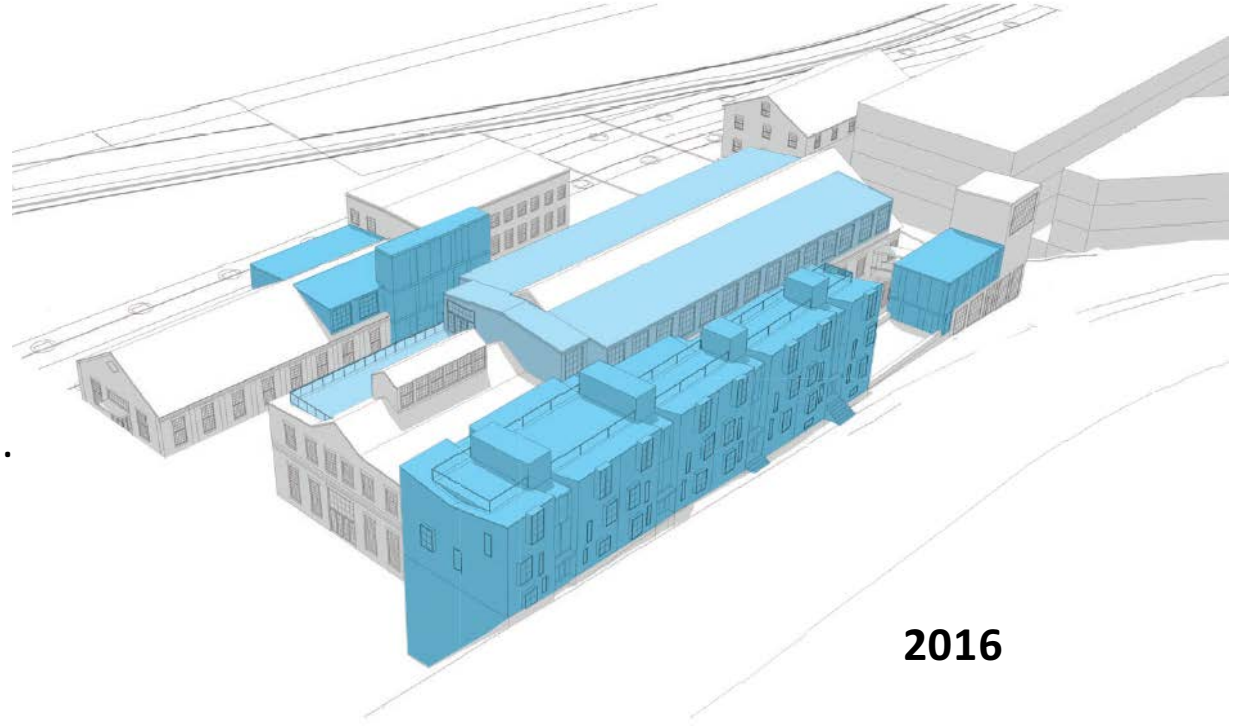
Portland Company Historic District

Building numbers



Responses to PHPB Comments on 2016 Master Development Plan

1. Reduced number of Fore Street townhouses (significantly)
2. Maintained roofline of Building 6B
3. Changed program to Buildings 2, 3, 6A to market halls and event spaces
4. Removed large new windows from Building 24
5. Relocated Building 12 for stronger entry to Portland Company Historic District
6. Reduced new construction adjacent to historic buildings
7. Incorporated a portion of Building 4 at Narrow Alley
8. Rebuilding enclosed bridges between Building 6A and Building 2 and across Narrow Alley
9. Respecting the scale of the narrow alley and maintain the number of bridges to the embankment.
10. Highlighting the granite seawall and buttress walls.
11. Salvaging boilers and water tank in Building 15



2016

2016

PORTLAND
COMPANY

Portland Company Historic District

Thames Street extension

Building 12

Building 6A

Portland Company Historic District

plaza views from south edge of site

Buildings 1A, 24, 2, and 6A

Buildings 24, 2 & 3

Portland Company Historic District

plaza views between Building 6A and 2/3

looking east

looking west

Existing conditions at Building 3

Portland Company Historic District

Narrow Alley looking east- Buildings 24, 14, 15, 16 at Buildings 2 and 3 north

Portland Company Historic District

views at Buildings 3 and 4 plus East Plaza at rebuilt Building 6B

Building 4 bay &
Building 3 east

Existing
Building 6B

East Plaza
looking west

Fore Street Stair view

View up to Fore Street

Portland Company Historic District

evolving shoreline context

Portland Company Historic District

Interpretive approach

Toronto Brickworks

PORTLAND
COMPANY

End

Block 2 Overview

PHPB Workshop 1

Bruner/Cott Architects

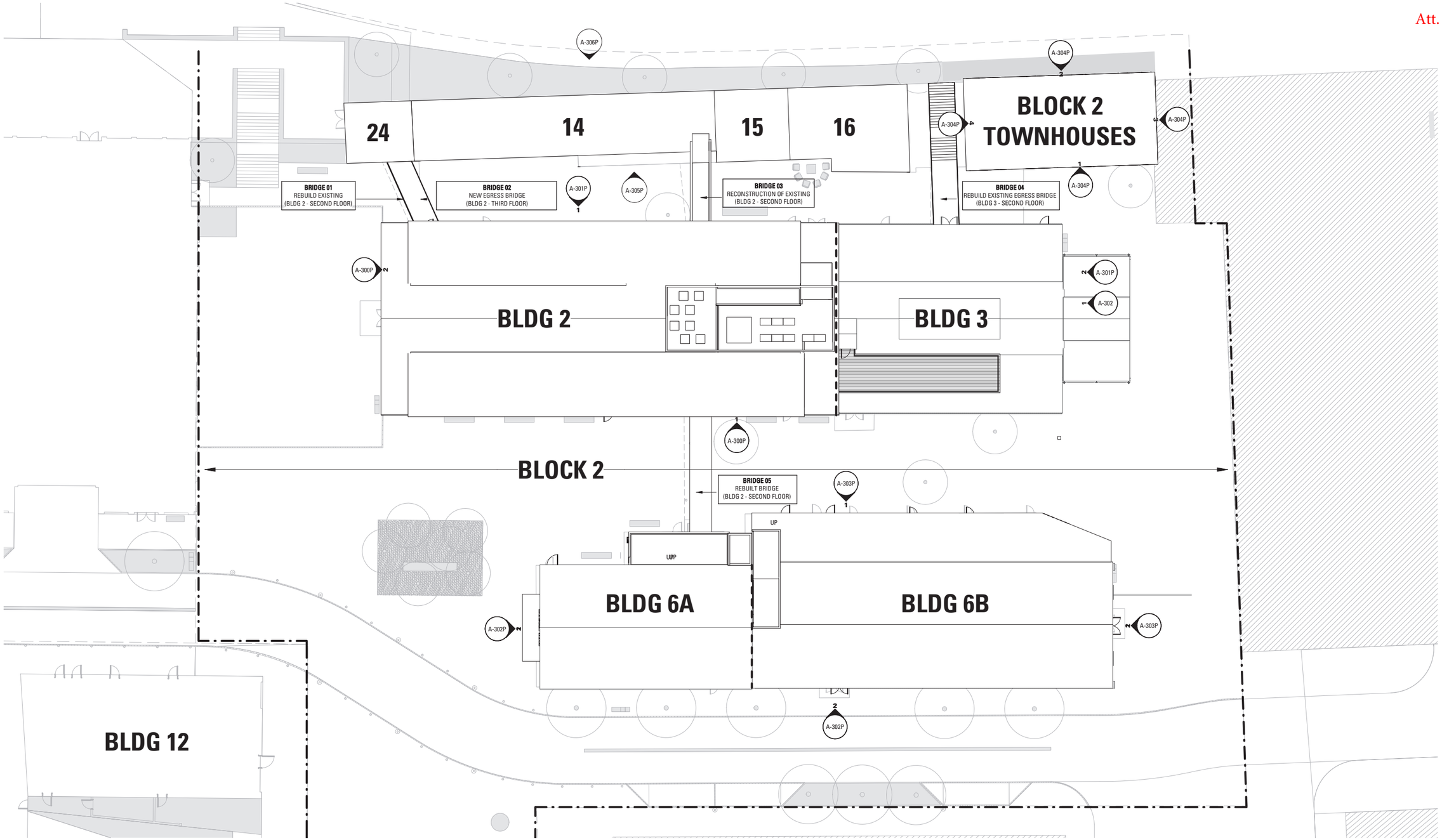
DEAD
END

PORTLAND CO.

3

WM
Rochester, NH
800 847 5303

Att. 4



1 SITE PLAN
SCALE: 1/16" = 1'-0"

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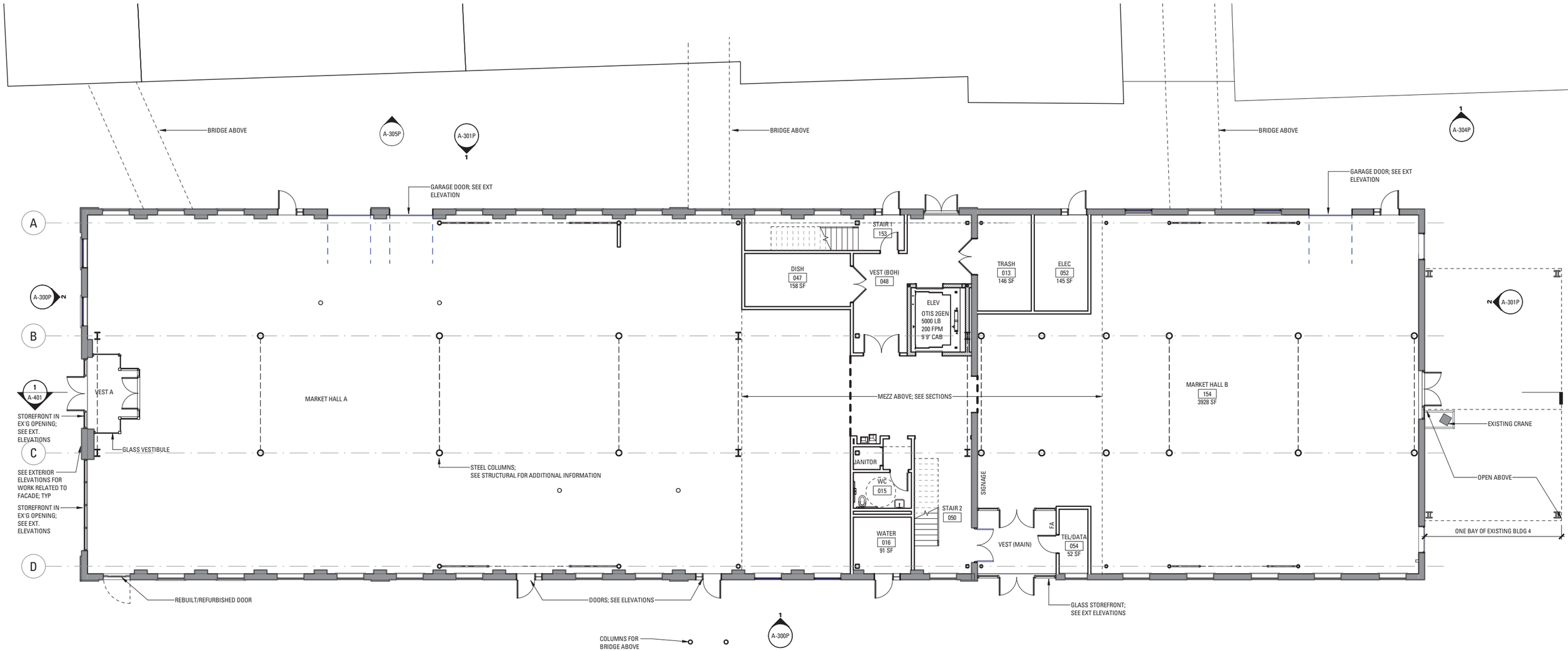
Rev.	Date	Remarks

PORTLAND FORESIDE - BLOCK 2

Date	AUGUST 07,2019
Scale	1/16" = 1'-0"
Project Number	
Drawn By	Author

BLOCK 2 - PROPOSED SITE PLAN

A-100P



1 BUILDING 2/3 - PROPOSED NEW GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"

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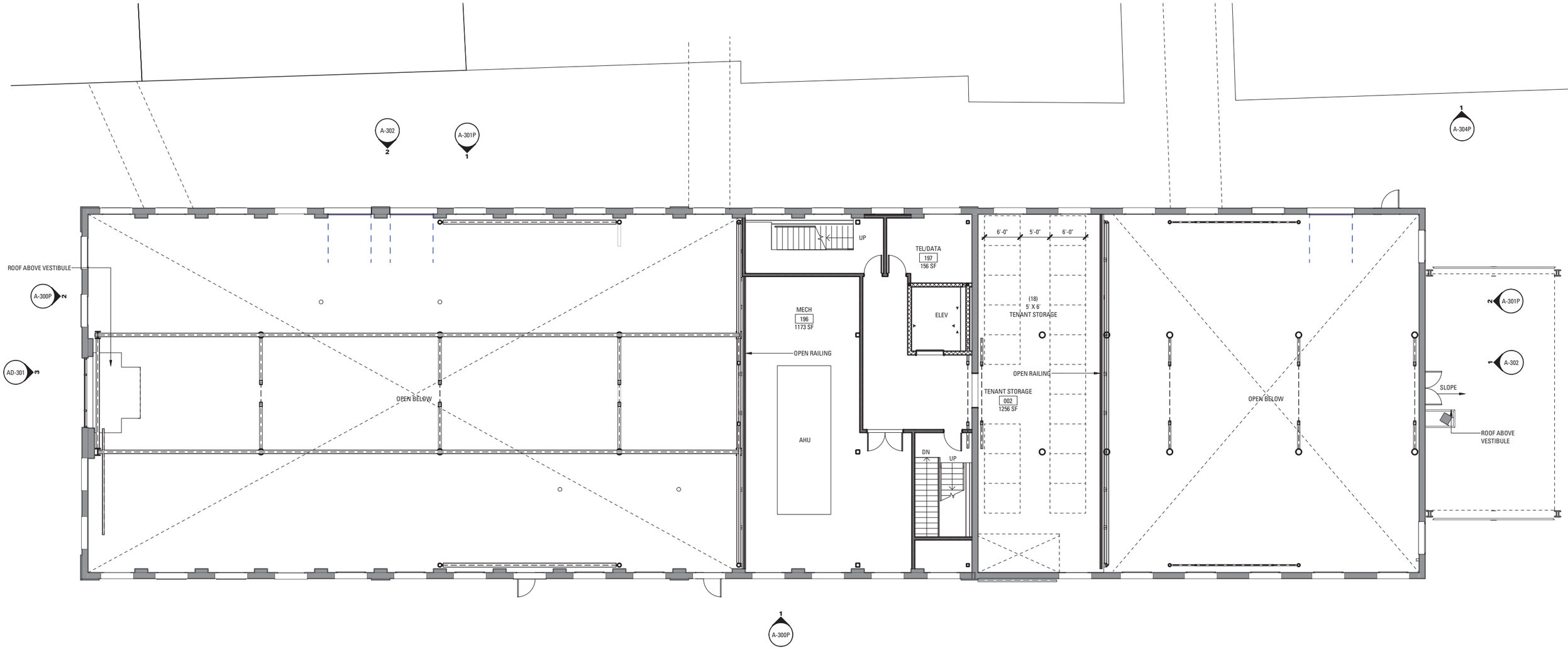
Drawn By	Author

BUILDING 2/3- PROPOSED GROUND FLOOR PLAN

A-101P



1 BLDG 2/3 - PROPOSED NEW MEZZ PLAN
SCALE: 1/8" = 1'-0"

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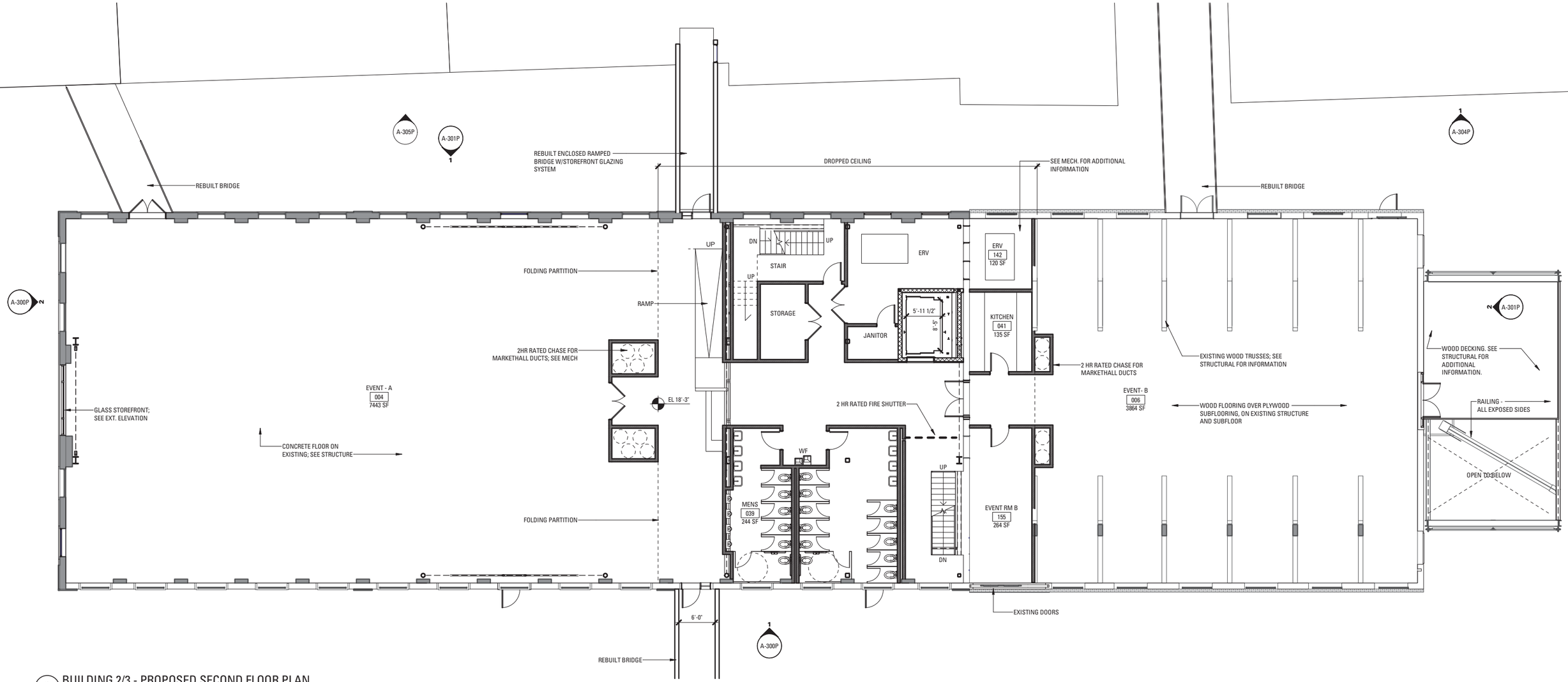
Drawn By	Author

BUILDING 2/3 - PROPOSED MEZZ LEVEL

A-102P



1 BUILDING 2/3 - PROPOSED SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

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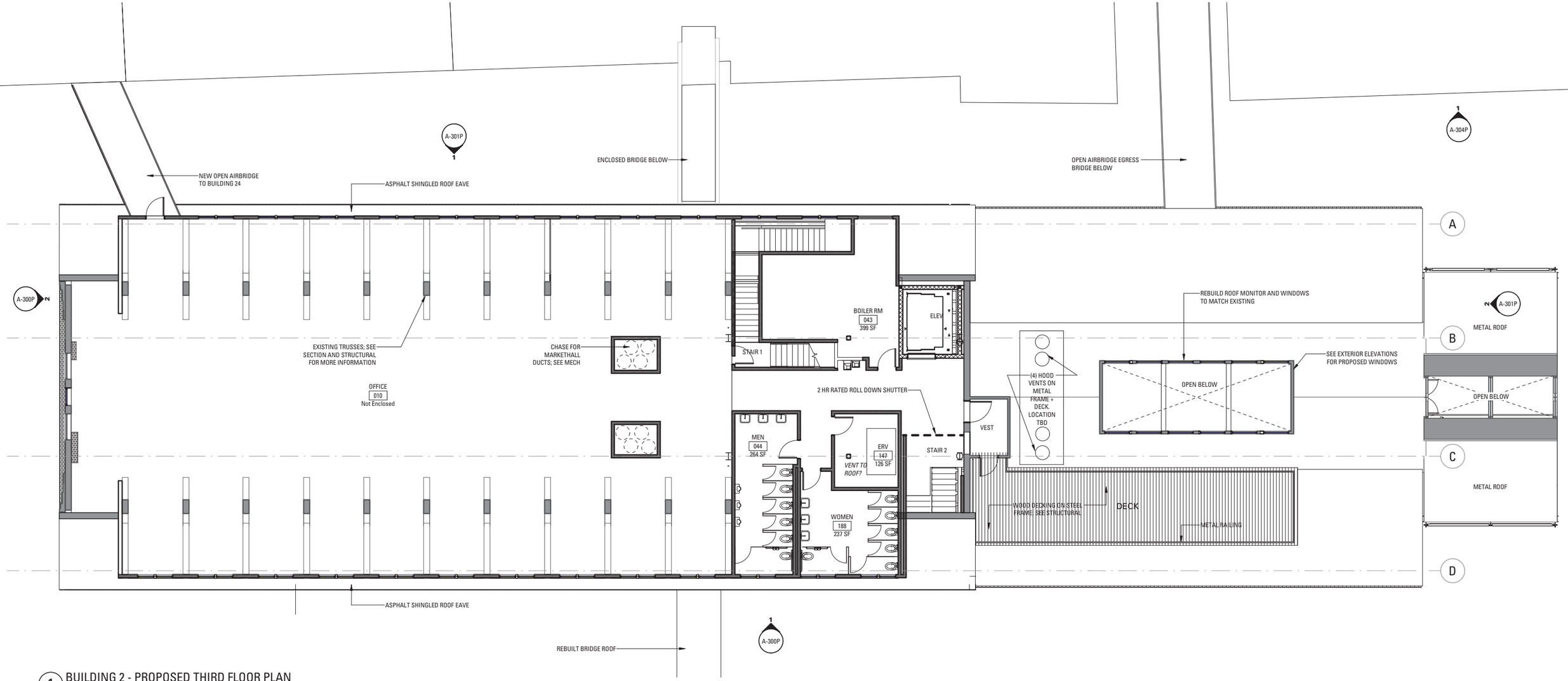
Drawn By	Author

BUILDING 2/3 - PROPOSED SECOND FLOOR

A-103P



1 BUILDING 2 - PROPOSED THIRD FLOOR PLAN
SCALE: 1/8" = 1'-0"

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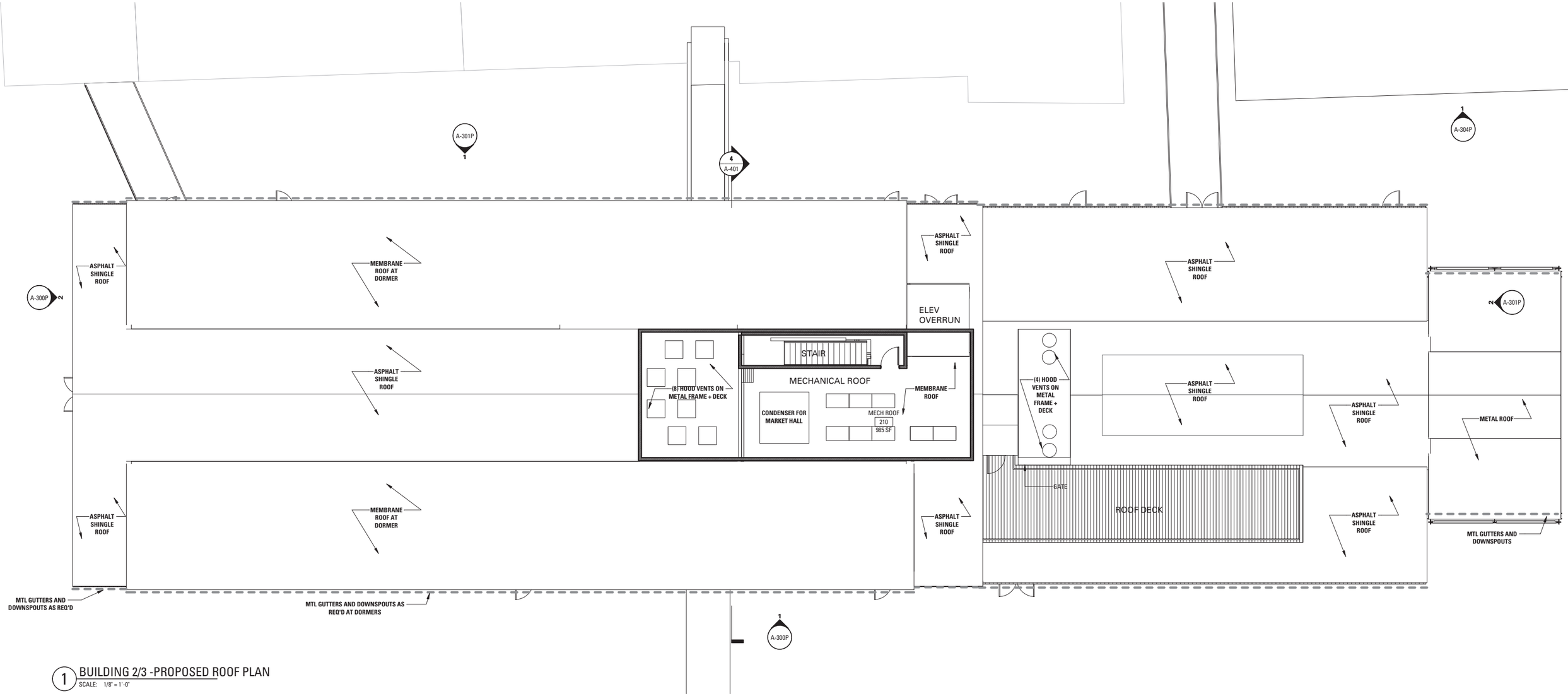
Drawn By	Author

BUILDING 2/3 - PROPOSED THIRD FLOOR PLAN

A-104P



1 BUILDING 2/3 -PROPOSED ROOF PLAN
SCALE: 1/8" = 1'-0"

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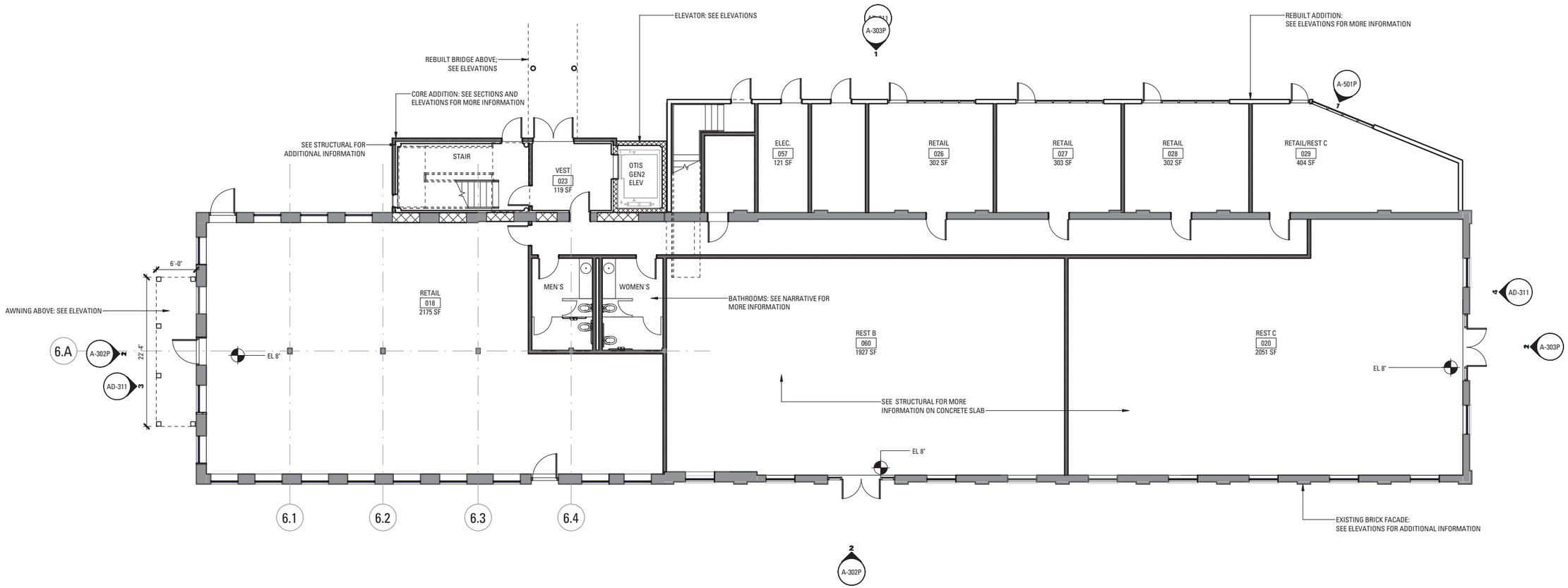
Drawn By	Author

BUILDING 2/3 ROOF PLAN

A-105P



1 BUILDING 6A/6B - PROPOSED GROUND FLOOR
SCALE: 1/8" = 1'-0"

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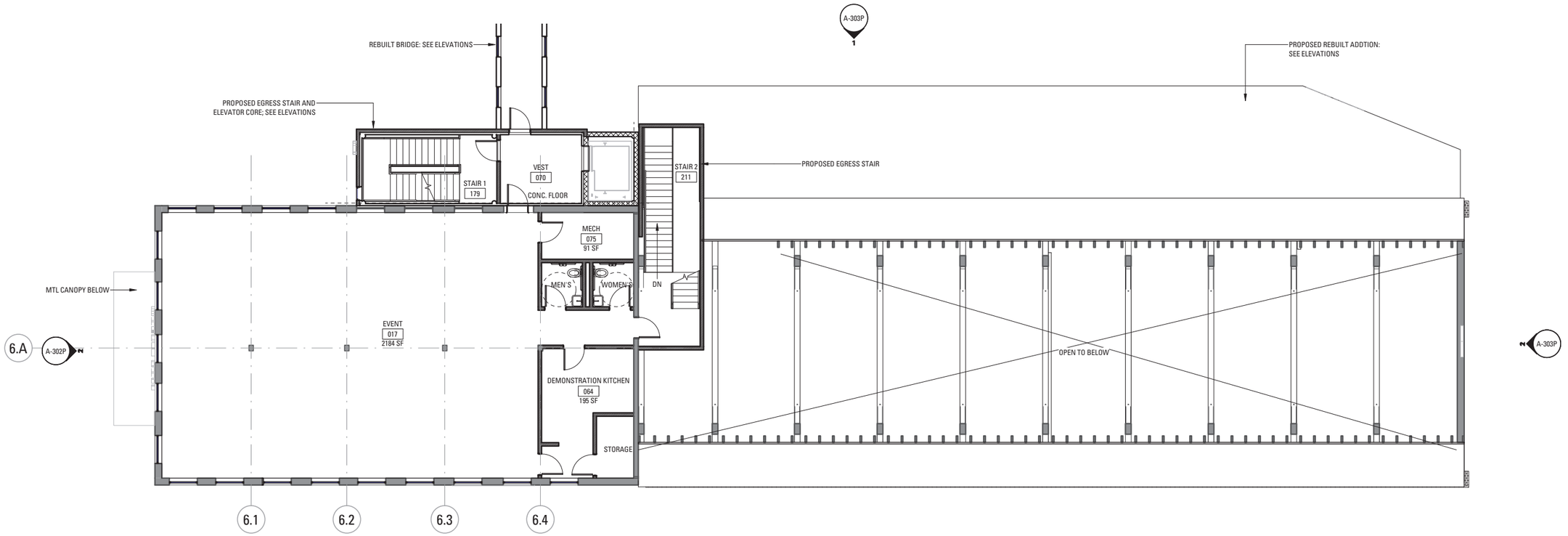
Scale	1/8" = 1'-0"
Project Number	
Drawn By	Author

BUILDING 6A/6B - PROPOSED GROUND FLOOR

A-110P



1 BUILDING 6 - PROPOSED SECOND FLOOR
SCALE: 1/8" = 1'-0"

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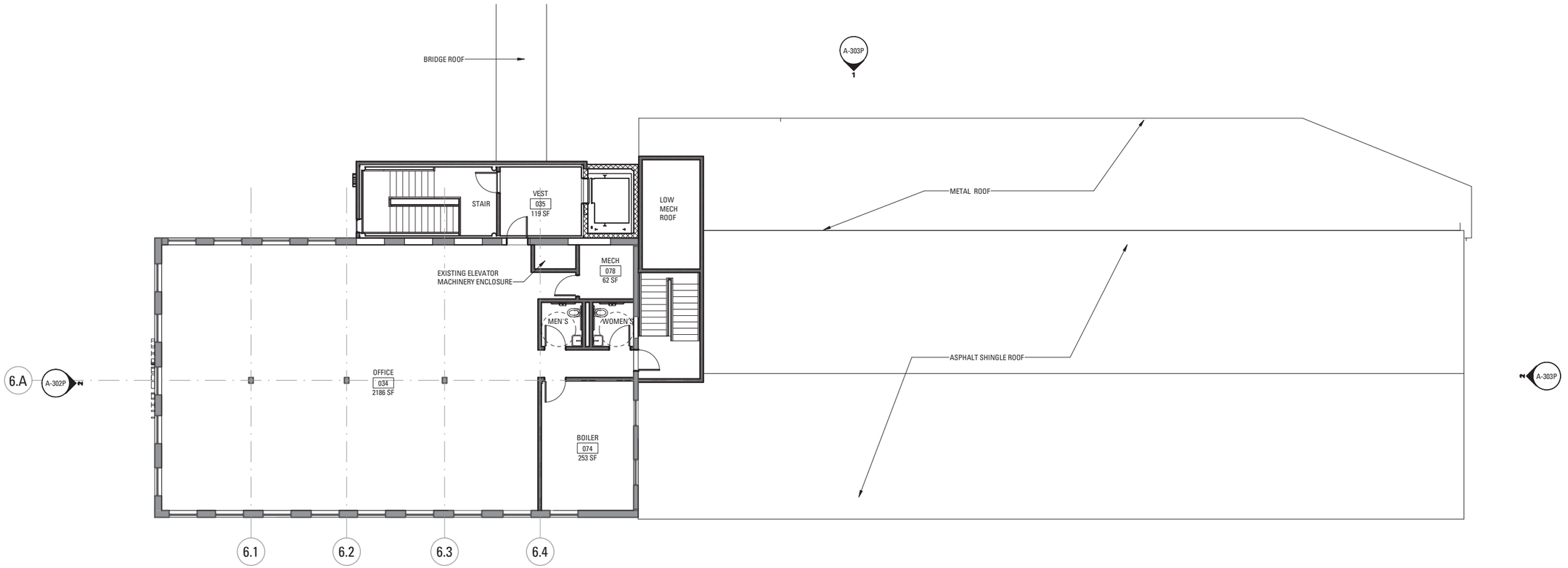
Drawn By	Author

BUILDING 6A/6B - PROPOSED SECOND FLOOR

A-111P



1 BUILDING 6 - PROPOSED THIRD FLOOR
SCALE: 1/8" = 1'-0"

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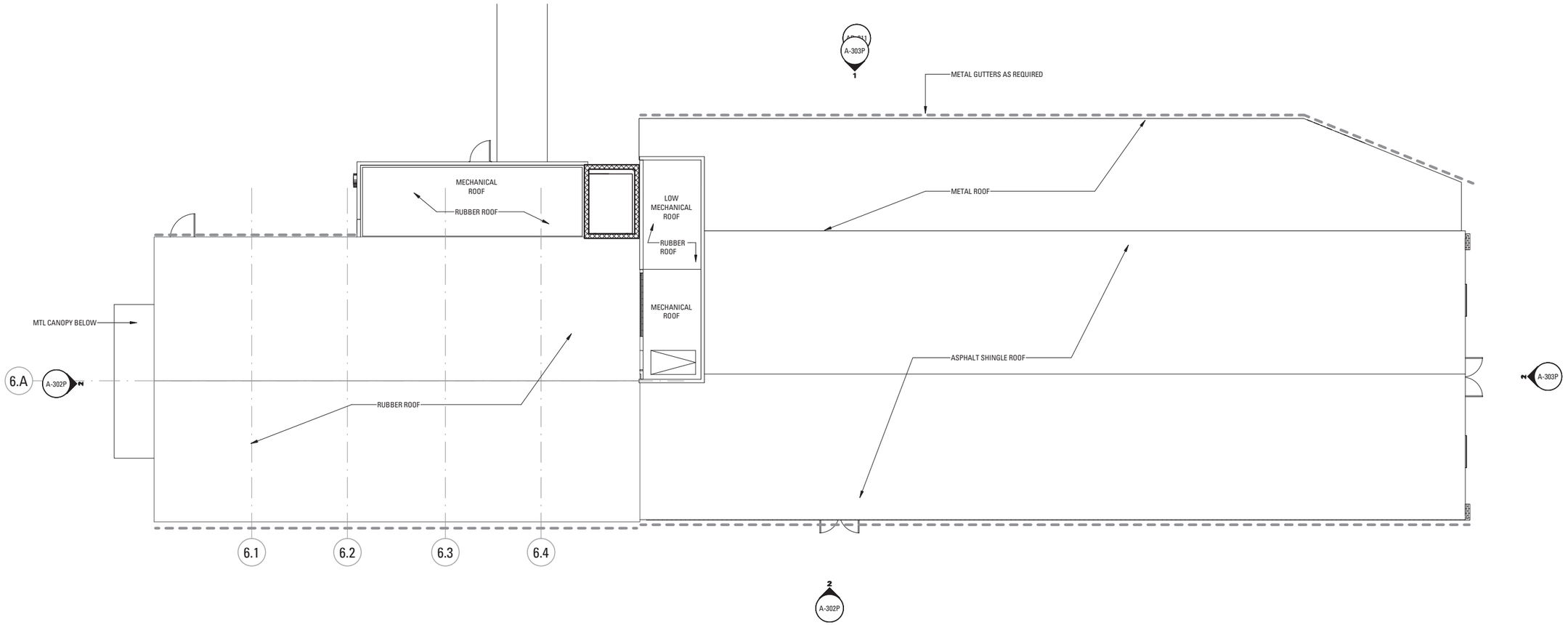
Scale	1/8" = 1'-0"
Project Number	
Drawn By	Author

BUILDING 6A/6B - PROPOSED THIRD FLOOR

A-112P



1 BUILDING 6A/6B - PROPOSED ROOF PLAN
SCALE: 1/8" = 1'-0"

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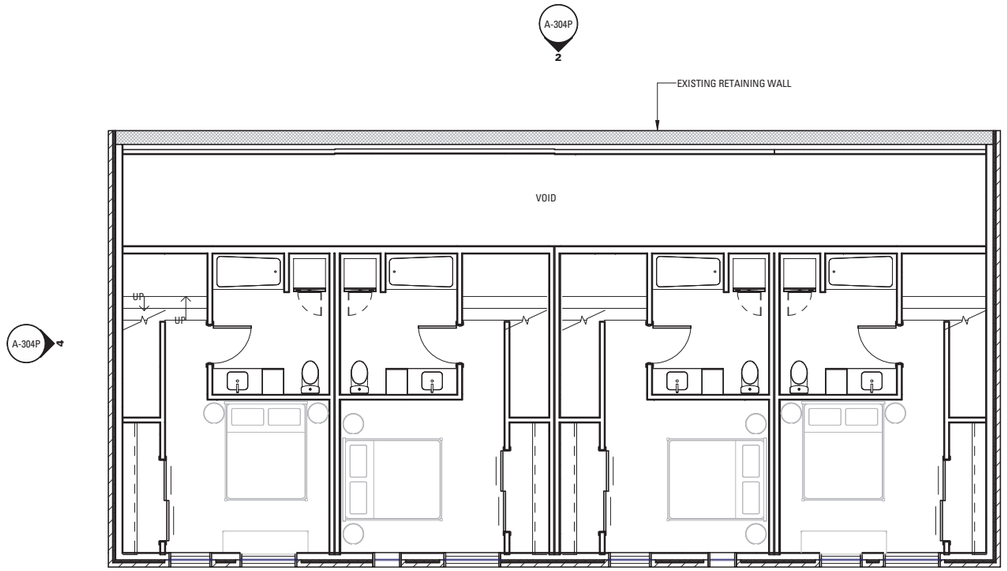
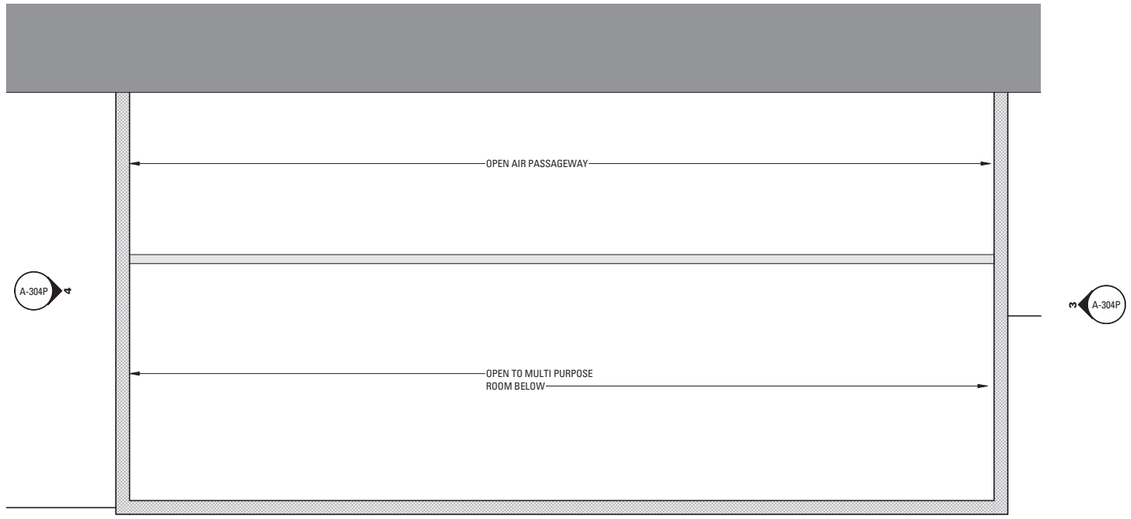
Drawn By	Author

BUILDING 6A/6B - PROPOSED ROOF PLAN

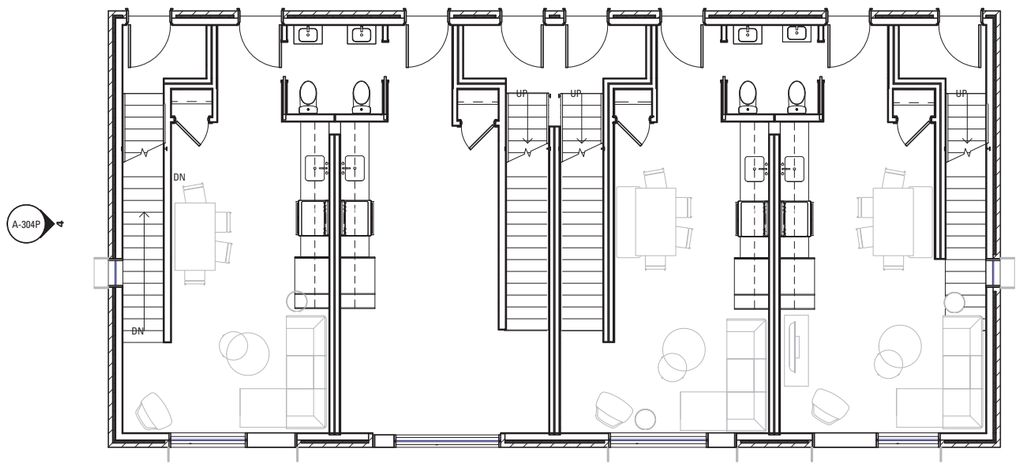
A-113P



2 TOWNHOUSE - PROPOSED LOWER LEVEL PLAN
SCALE: 3/16" = 1'-0"



1 TOWNHOUSE - PROPOSED BASEMENT PLAN
SCALE: 3/16" = 1'-0"



3 TOWNHOUSE - PROPOSED GROUND FLOOR
SCALE: 3/16" = 1'-0"

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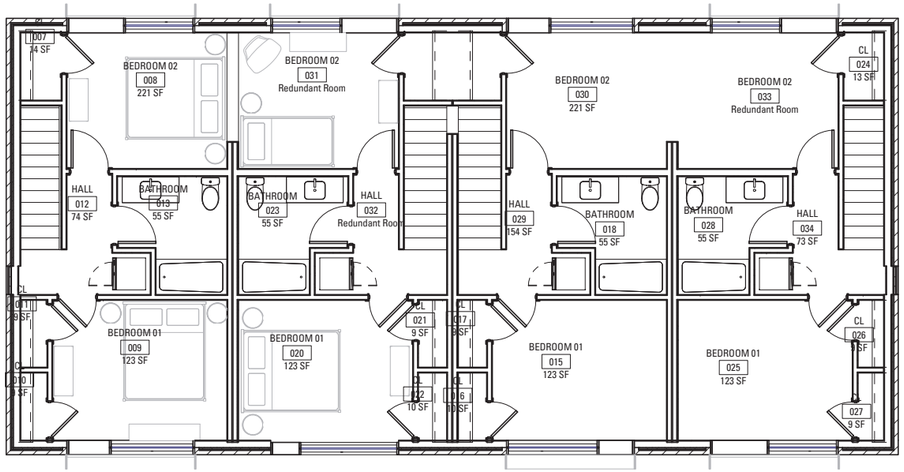
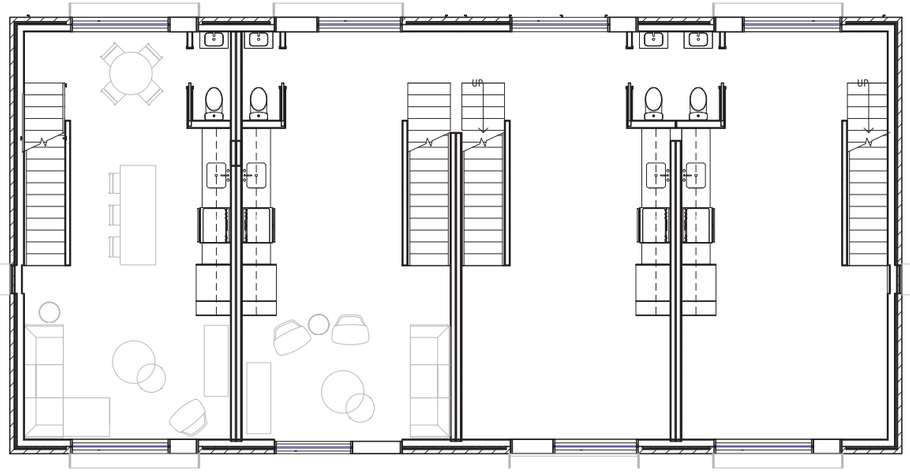
Project Number	
Drawn By	Author

TOWNHOUSE - LOWER AND GROUND FLOOR PLANS

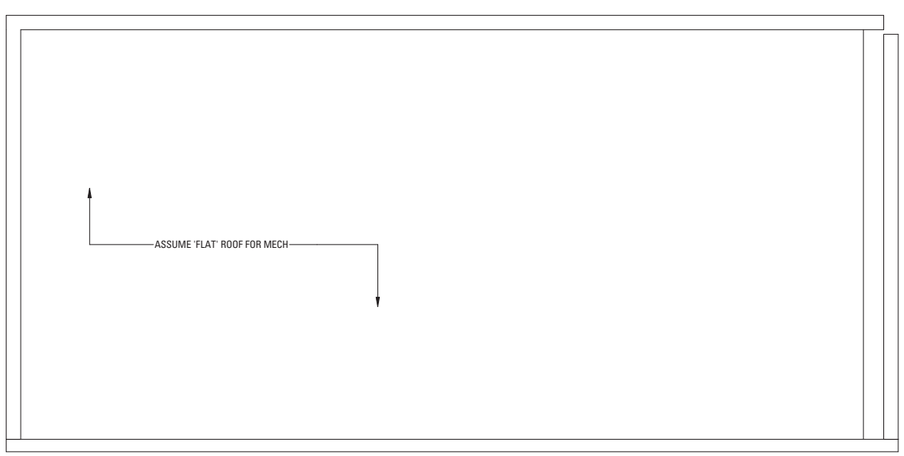
A-121P



2 TOWNHOUSE - PROPOSED THIRD FLOOR PLAN
SCALE: 3/16" = 1'-0"



1 TOWNHOUSE - PROPOSED SECOND FLOOR PLAN
SCALE: 3/16" = 1'-0"



3 TOWNHOUSE - PROPOSED ROOF
SCALE: 3/16" = 1'-0"

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PORTLAND FORESIDE - BLOCK 2

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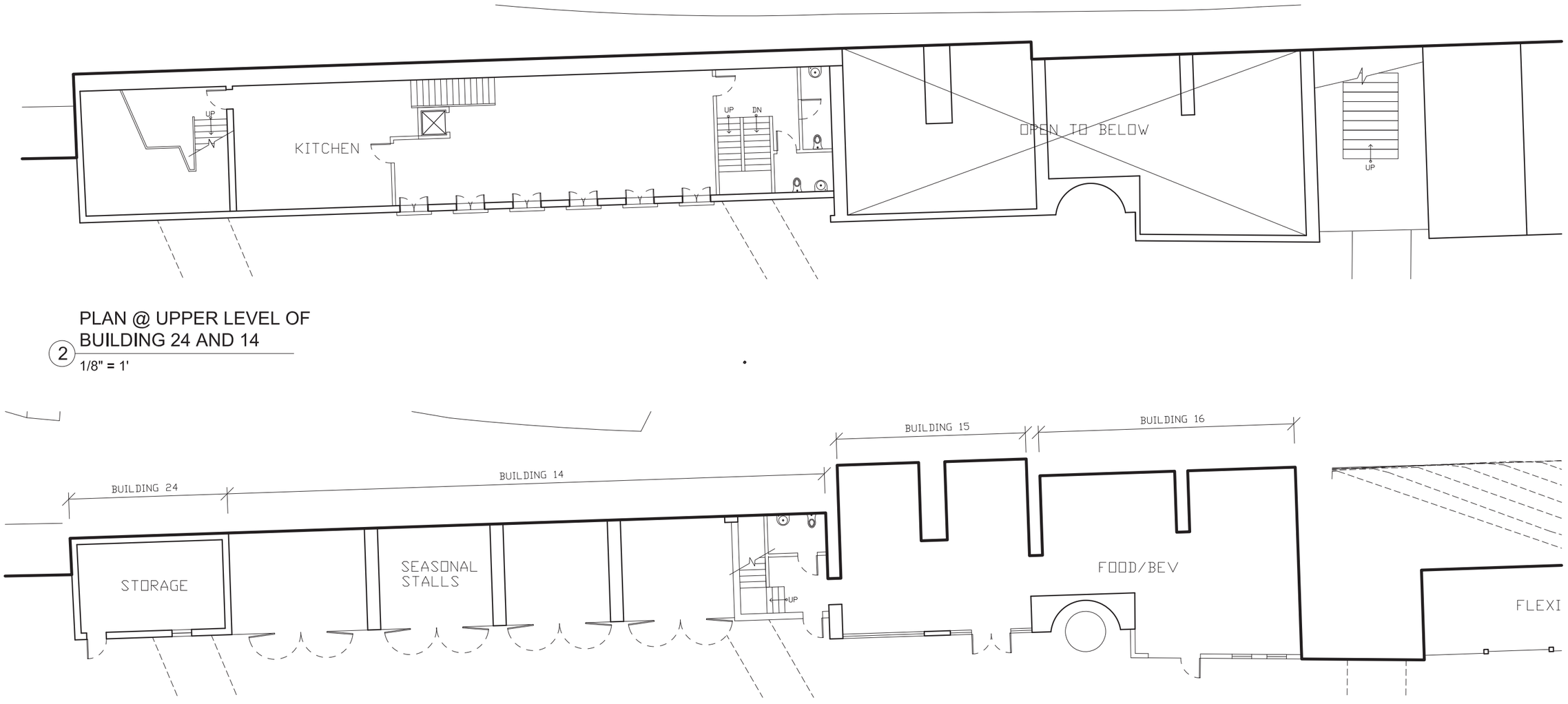
Project Number	
Drawn By	Author

TOWNHOUSE - SECOND AND THIRD FLOOR PLANS

A-122P



2 PLAN @ UPPER LEVEL OF BUILDING 24 AND 14

1/8" = 1'

1 GROUND FLOOR PLAN

1/8" = 1'

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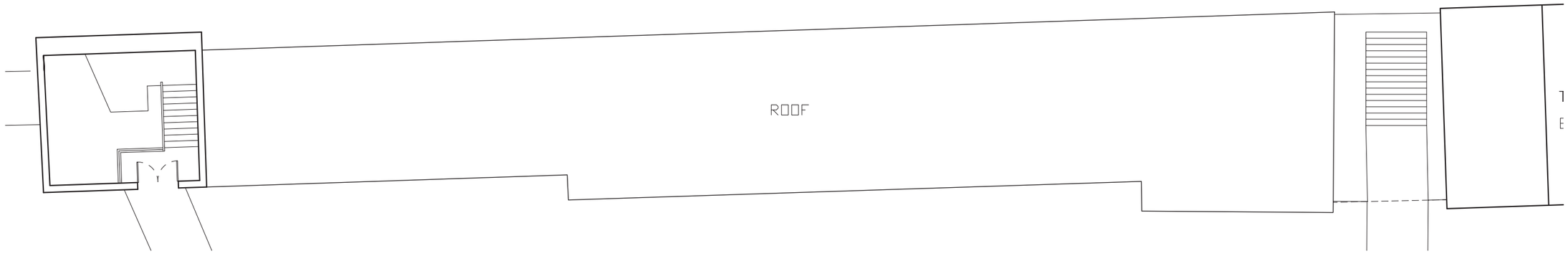
PORTLAND FORESIDE - BLOCK 2

Date	07 August, 2019
Scale	1/8" = 1'-0"
Project Number	19.003
Drawn By	kpb

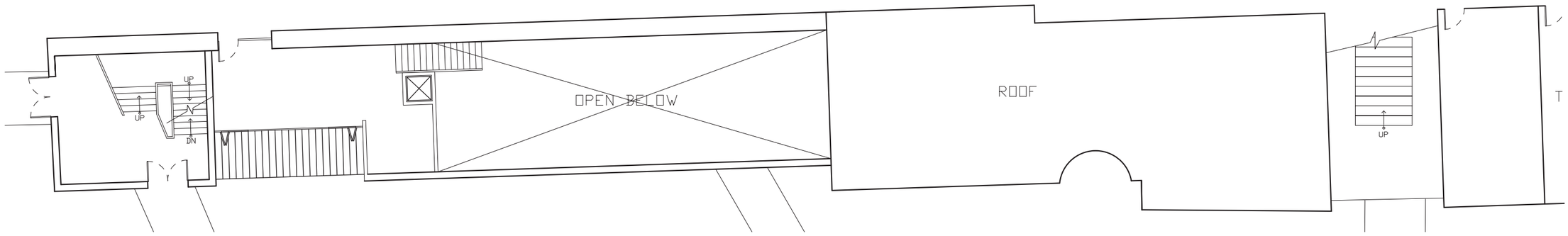
BUILDINGS 24, 14, 15, 16 - PROPOSED PLANS

A-130P



2 ROOF PLAN / TOP LEVEL OF BUILDING 24

1/8" = 1'



1 FORE STREET PLAN

1/8" = 1'

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Rev.	Date	Remarks

PORTLAND FORESIDE - BLOCK 2

Date	07 August, 2019
Scale	1/8" = 1'-0"
Project Number	19.003
Drawn By	kpb

BUILDINGS 24, 14, 15, 16 - PROPOSED PLANS

A-131P

1 BUILDING 2/3 -SOUTH ELEVATION Existing
SCALE: 1/8" = 1'-0"

2 BUILDING 2/3 - DEMO WEST ELEVATION Copy 1
SCALE: 1/8" = 1'-0"

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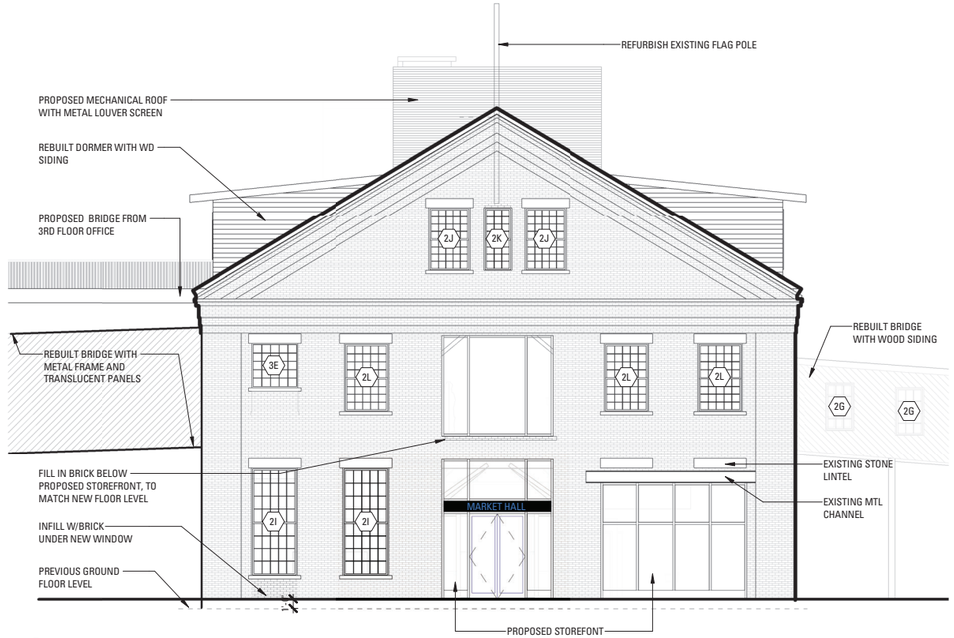
Date	AUGUST 07,2019
Scale	1/8" = 1'-0"
Project Number	
Drawn By	Author

BUILDING 2/3- EXISTING FACADE

A-300E

1 BUILDING 2/3 -PROPOSED SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



2 BUILDING 2/3 - PROPOSED WEST ELEVATION
SCALE: 1/8" = 1'-0"

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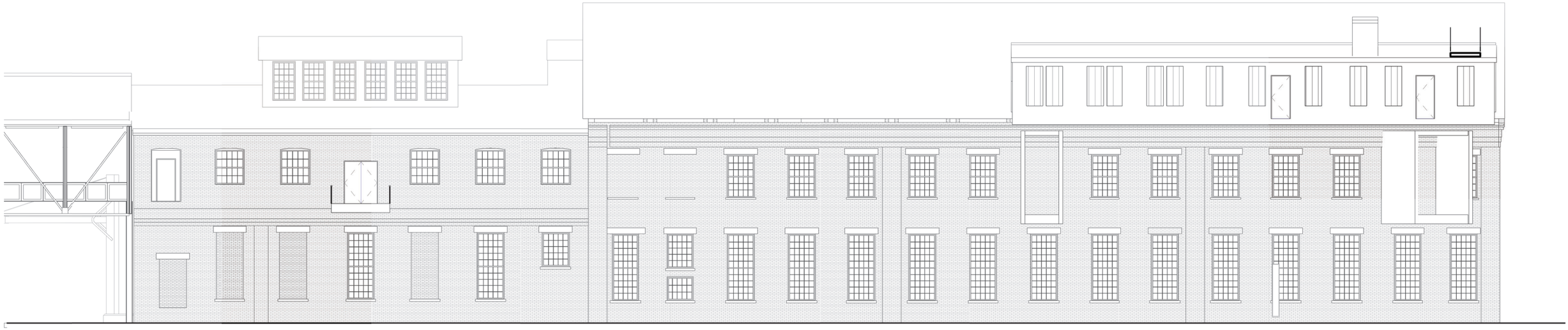
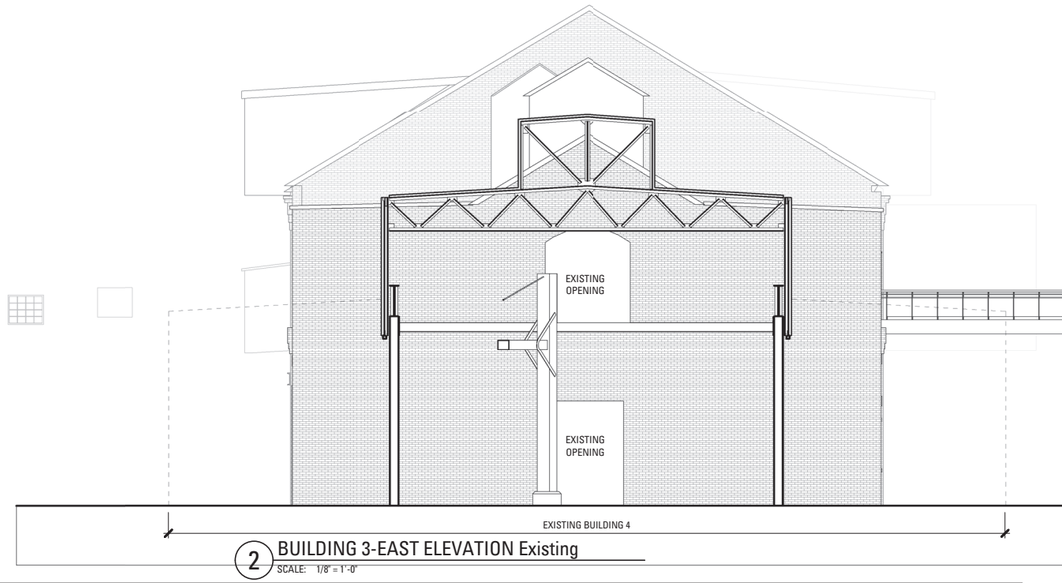
Project Number	
Drawn By	Author

BUILDING 2/3- PROPOSED FACADE

A-300P



1 Building 2/3 - NORTH ELEVATION Existing
SCALE: 1/8" = 1'-0"



2 BUILDING 3-EAST ELEVATION Existing
SCALE: 1/8" = 1'-0"

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PORTLAND FORESIDE - BLOCK 2

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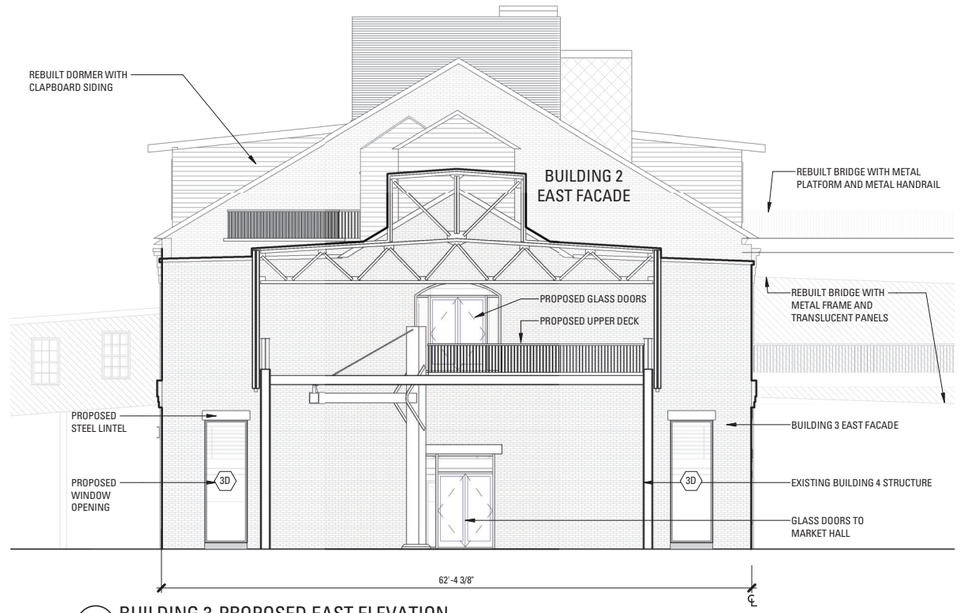
Project Number	
Drawn By	Author

BUILDING 2/3- EXISTING FACADE

A-301E

1 Building 2/3 - PROPOSED NORTH ELEVATION
SCALE: 1/8" = 1'-0"



2 BUILDING 3-PROPOSED EAST ELEVATION
SCALE: 1/8" = 1'-0"

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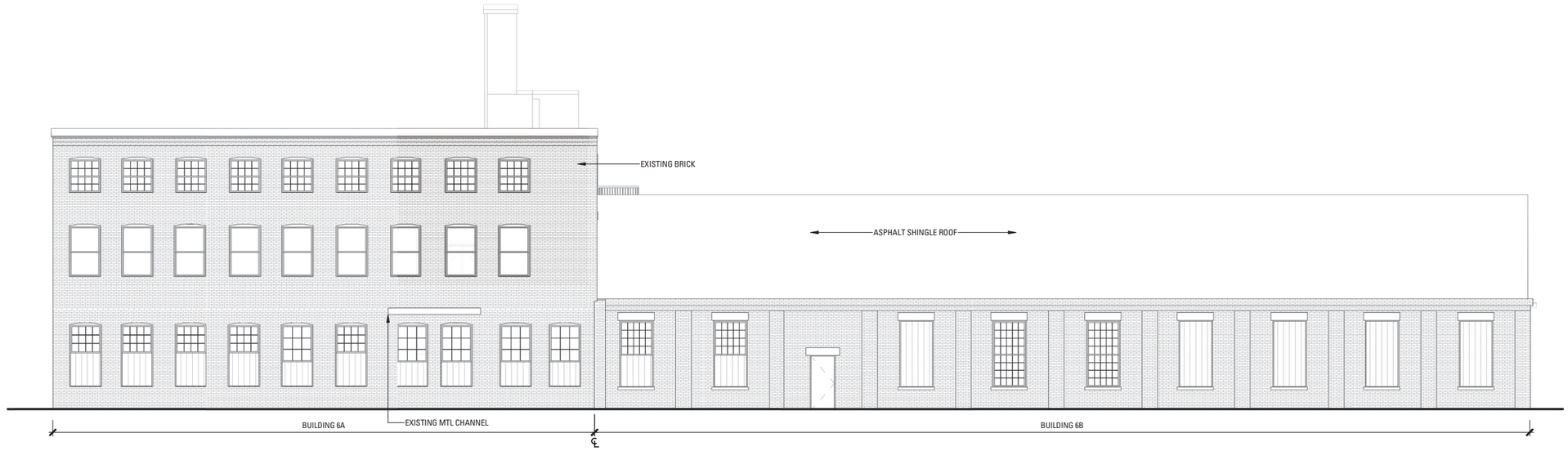
Scale	1/8" = 1'-0"
Project Number	
Drawn By	Author

BUILDING 2/3- PROPOSED FACADE

A-301P



1 BUILDING 6- SOUTH ELEVATION Copy 1 Copy 1
SCALE: 1/8" = 1'-0"

2 BUILDING 6 - EXISITING WEST ELEVATION
SCALE: 1/8" = 1'-0"

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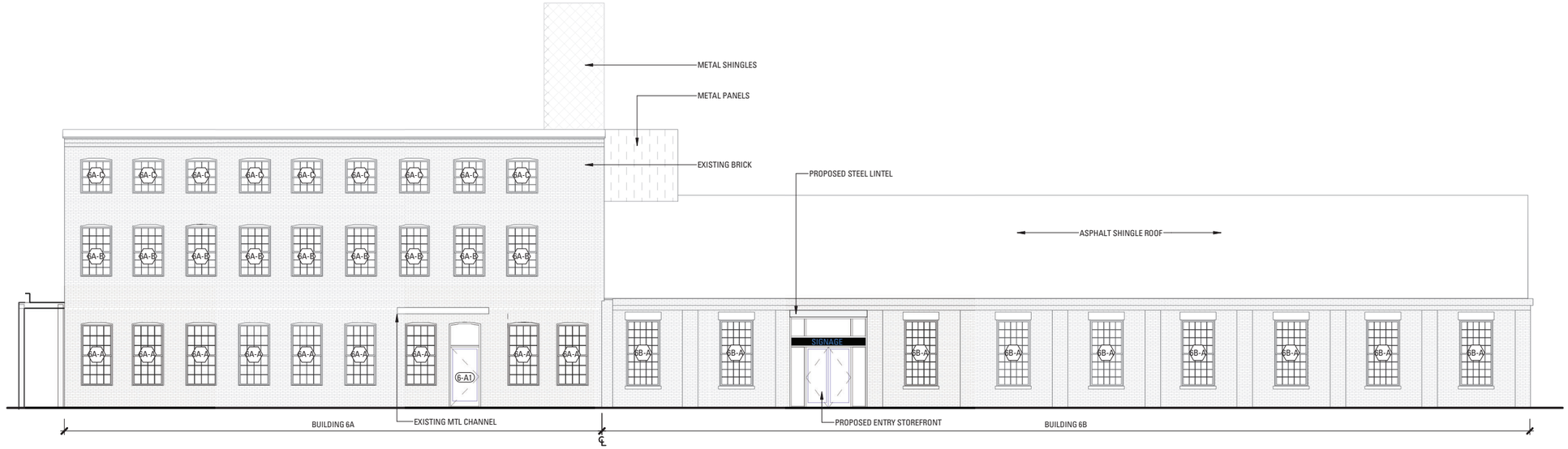
Scale	1/8" = 1'-0"
Project Number	
Drawn By	Author

BUILDING 6A/6B- EXISTING FACADE

A-302E



2 BUILDING 6- SOUTH ELEVATION Copy 1
SCALE: 1/8" = 1'-0"

1 BUILDING 6 - WEST ELEVATION Copy 1
SCALE: 1/8" = 1'-0"

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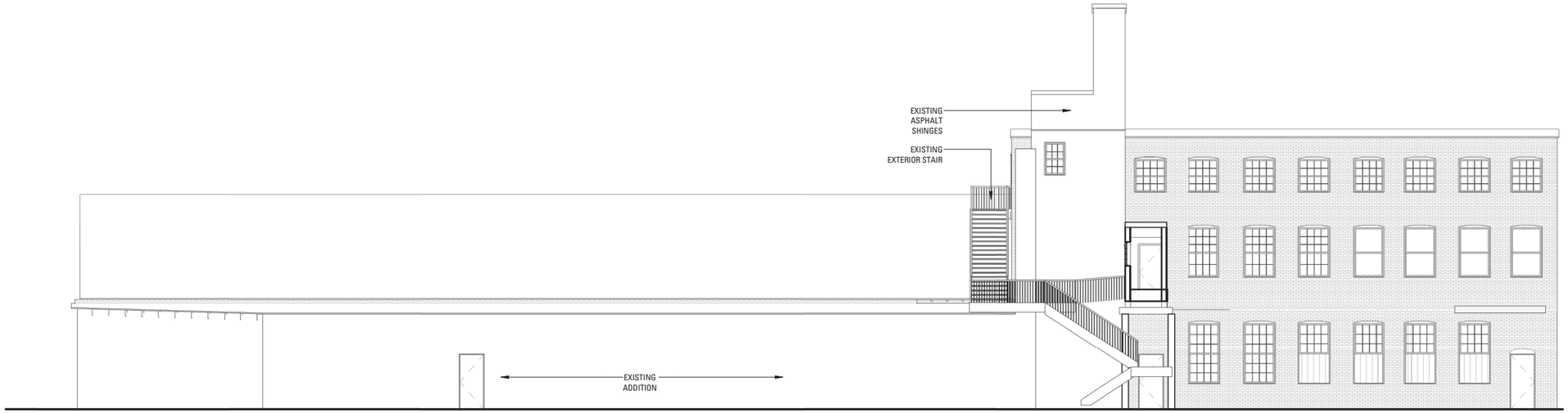
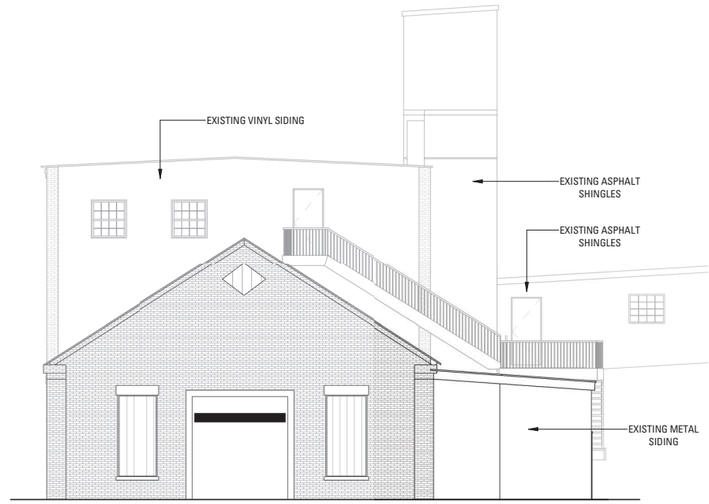
Project Number	
Drawn By	Author

BUILDING 6A/6B- PROPOSED FACADE

A-302P



1 BUILDING 6 _ EXISTING NORTH ELEVATION
SCALE: 1/8" = 1'-0"



2 BUILDING 6 - EXISTING EAST ELEVATION
SCALE: 1/8" = 1'-0"

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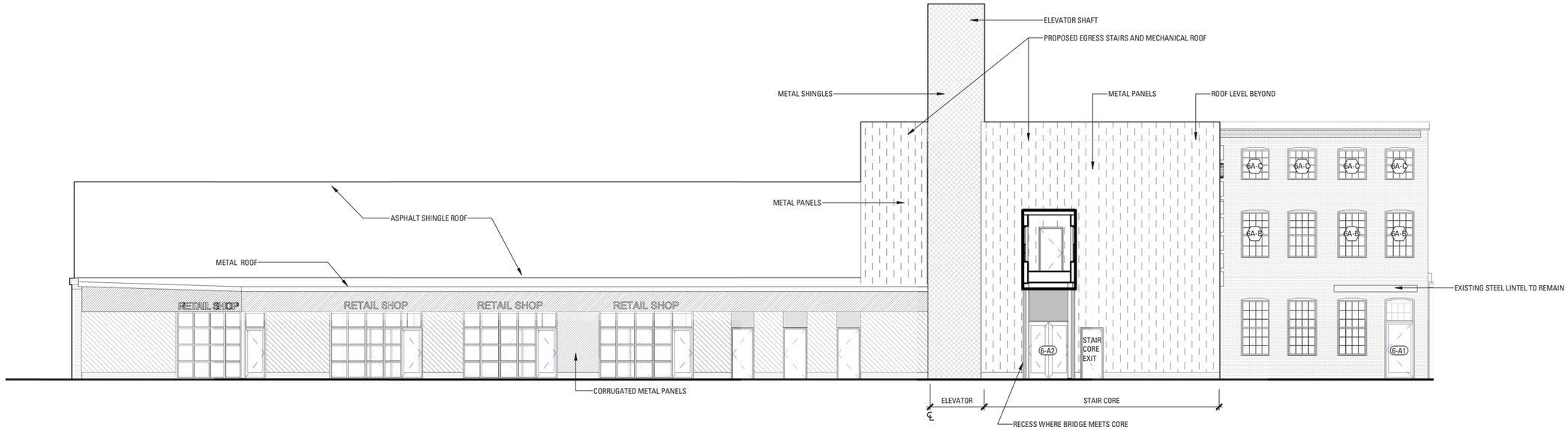
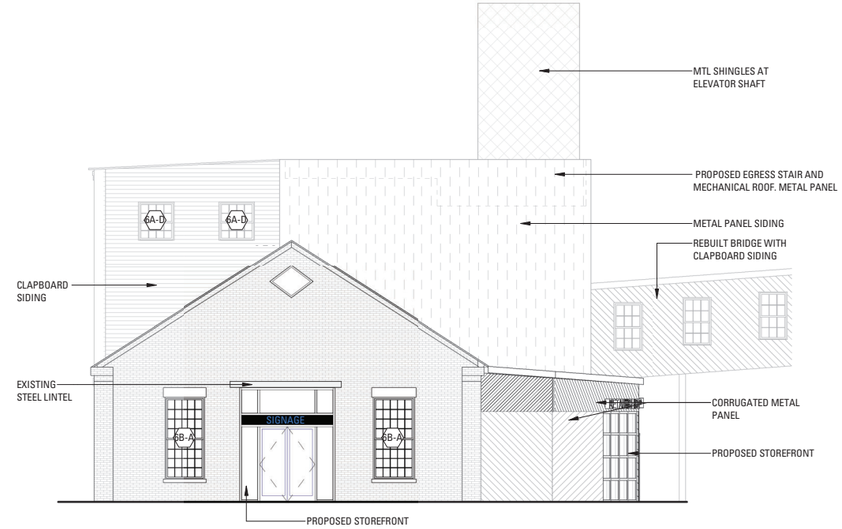
Date	AUGUST 07,2019
Scale	1/8" = 1'-0"
Project Number	
Drawn By	Author

BUILDING 6A/6B- EXISTING FACADE

A-303E



1 BUILDING 6 _ NORTH ELEVATION Copy 1
SCALE: 1/8" = 1'-0"



2 BUILDING 6 - EAST ELEVATION Copy 1
SCALE: 1/8" = 1'-0"

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Scale	1/8" = 1'-0"
Project Number	
Drawn By	Author

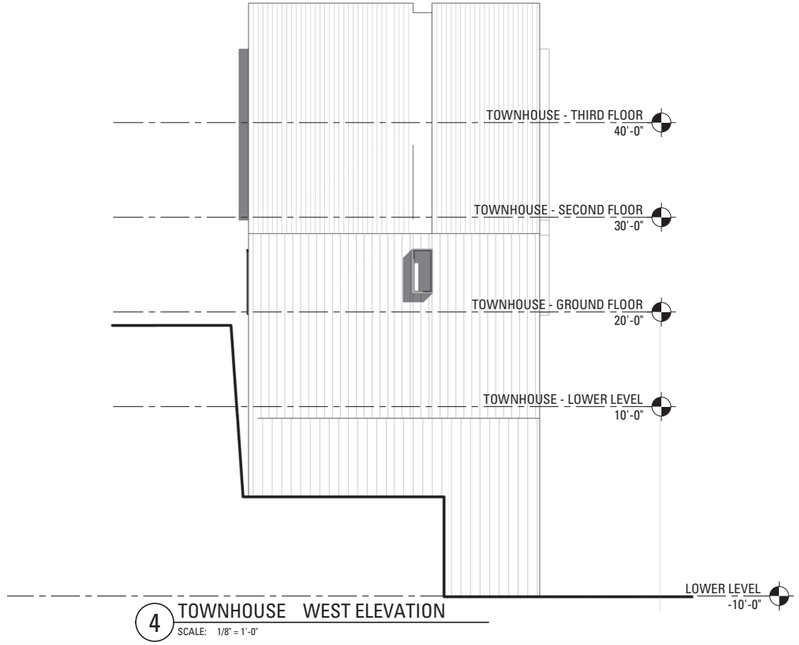
BUILDING 6A/6B- PROPOSED FACADE

A-303P

1 TOWNHOUSE SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

2 TOWNHOUSE NORTH ELEVATION
SCALE: 1/8" = 1'-0"

3 TOWNHOUSE EAST ELEVATION
SCALE: 1/8" = 1'-0"



4 TOWNHOUSE WEST ELEVATION
SCALE: 1/8" = 1'-0"

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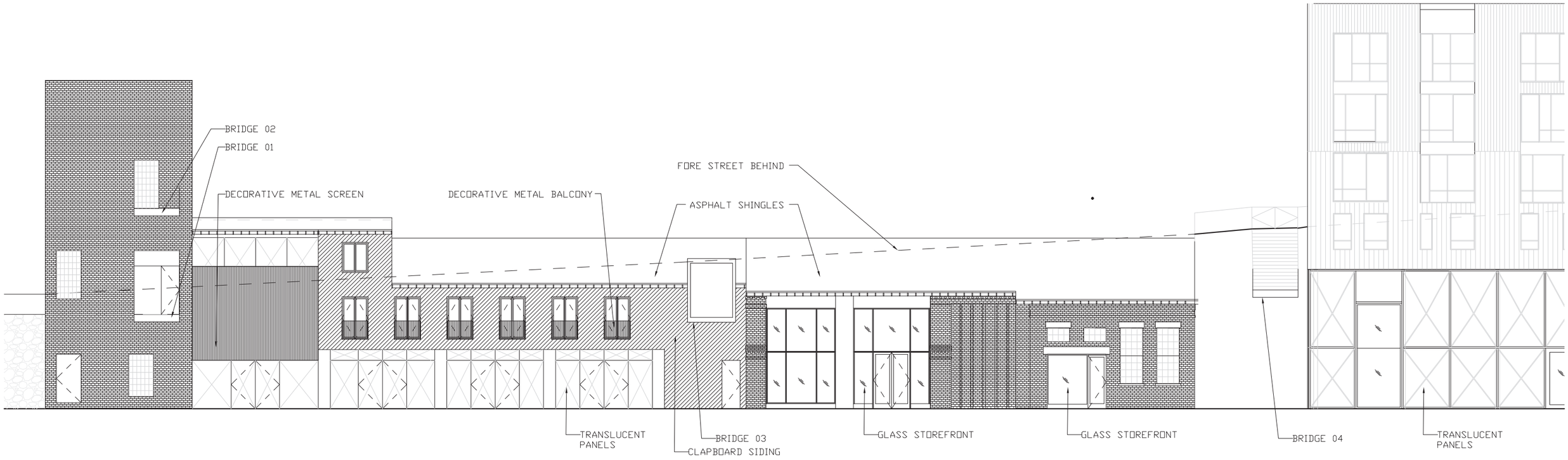
Project Number	
Drawn By	Author

TOWNHOUSE - PROPOSED FACADE

A-304P



1 ALLEY ELEVATION

1/8" = 1'

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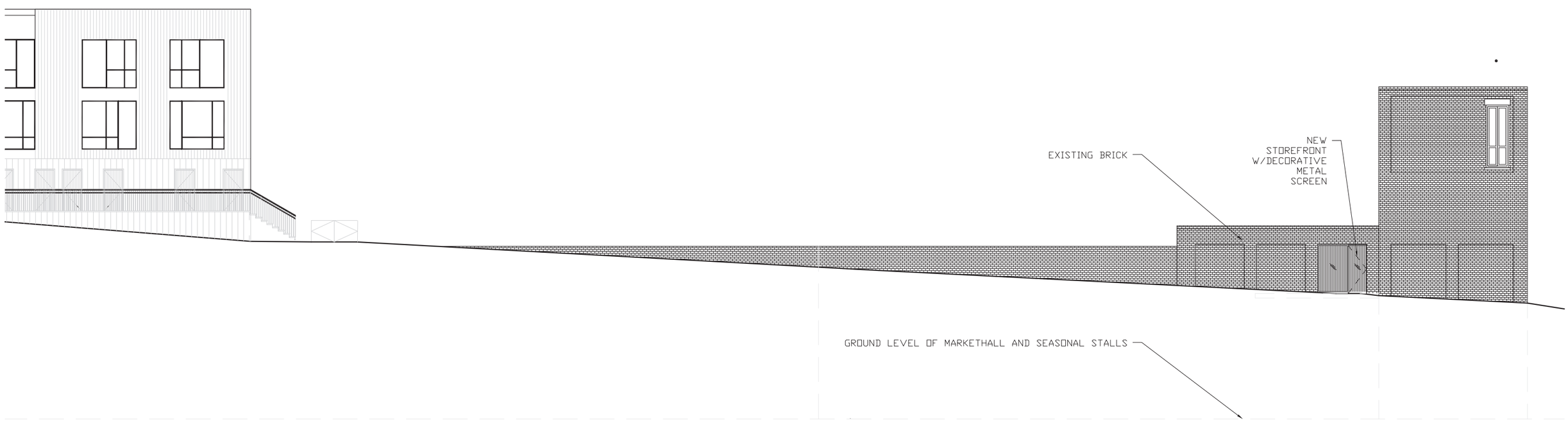
Rev.	Date	Remarks

PORTLAND FORESIDE - BLOCK 2

Date	07 August, 2019
Scale	1/8" = 1'-0"
Project Number	2000.01
Drawn By	kpb

BUILDINGS 24, 14, 15, 16 - PROPOSED FACADES

A-305P



1 FORE STREET ELEVATION

1/8" = 1'

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Rev.	Date	Remarks

PORTLAND FORESIDE - BLOCK 2

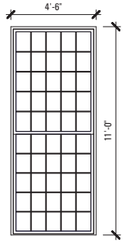
Date	07 August, 2019
Scale	1/8" = 1'-0"
Project Number	2000.01
Drawn By	DRW

BUILDINGS 24, 14, 15, 16 - PROPOSED FACADES

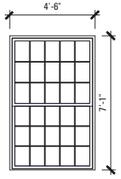
A306-P

***ALL DIMENSIONS ARE TO BE VERIFIED IN FIELD AND CONFIRMED WITH EXISTING OPENINGS.**

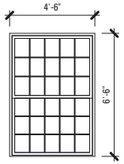
BUILDING 2



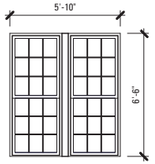
TYPE 2A



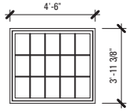
TYPE 2B



TYPE 2C



TYPE 2D



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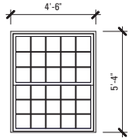

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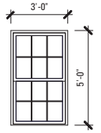

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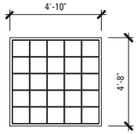

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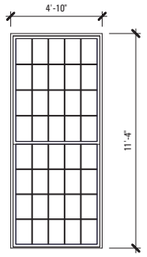
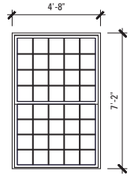


TYPE 2I



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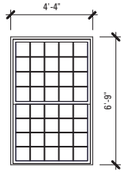

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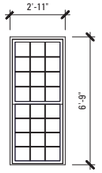
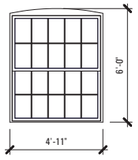
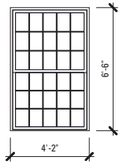


TYPE 2k

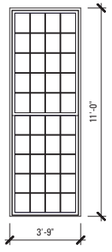
BUILDING 3



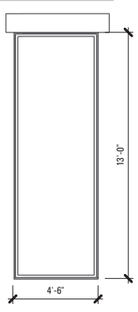
TYPE 3A



TYPE 3B

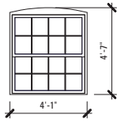


TYPE 3C

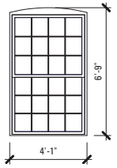


TYPE 3D

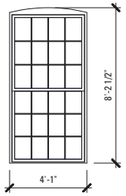
BUILDING 6A/6B



TYPE 6A

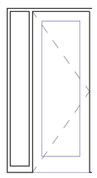


TYPE 6B

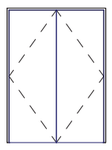


TYPE 6C

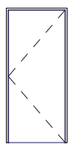
DOORS



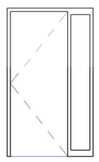
2-A1
METAL FRAME/GLASS DOOR/GLASS SIDELITE



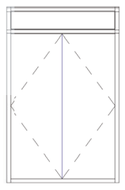
2-B1
METAL FRAME/ METAL DOOR



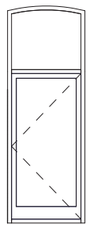
2-B1
METAL FRAME/ METAL DOOR



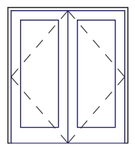
2-B3
METAL FRAME/METAL DOOR/METAL SIDELITE



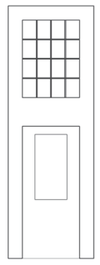
3-B4
METAL FRAME/METAL DOOR/METAL TRANSOM



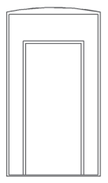
6-A1
METAL FRAME/GLASS DOOR AND TRANSOM



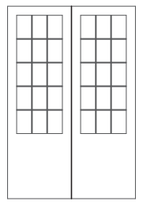
6-A2
METAL FRAME/ GLASS DOOR



EXISTING
(BLDG 2)



EXISTING
(BLDG 3)



EXISTING
(BLDG 3)

**** EXISTING DOORS TO BE REFURBISHED, REPAIRED, REBUILD AS REQUIRED**

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Rev.	Date	Remarks

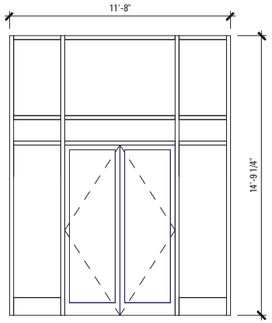
PORTLAND FORESIDE - BLOCK 2

Date	AUGUST 07,2019
Scale	1/4" = 1'-0"
Project Number	
Drawn By	Author

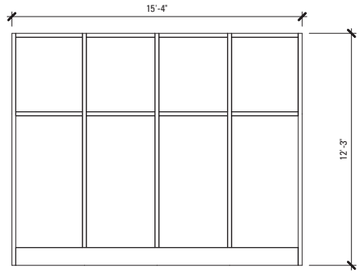
WINDOW SCHEDULE

A-500P

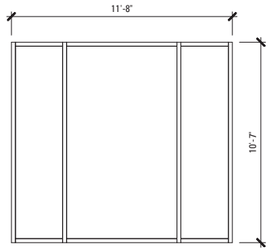
BUILDING 2



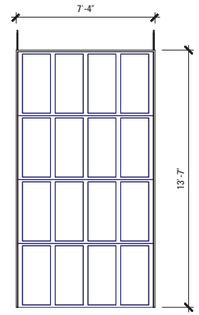
11 BUILDING 2/3 - WEST ELEVATION - ENTRY
SCALE: 1/4" = 1'-0"



10 BUILDING 2/3 - WEST ELEVATION @ MARKETHALL
SCALE: 1/4" = 1'-0"

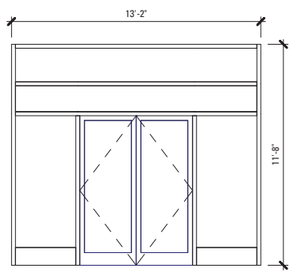


9 BUILDING 2/3 - WEST ELEVATION @ 2ND FL EVENT
SCALE: 1/4" = 1'-0"

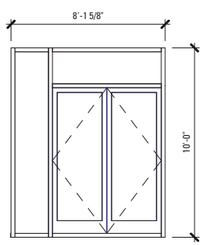


8 BUILDING 2 - NORTH ELEVATION - GARAGE DOOR
SCALE: 1/4" = 1'-0"

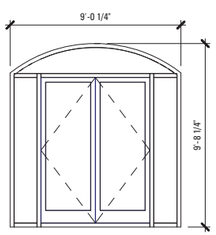
BUILDING 3



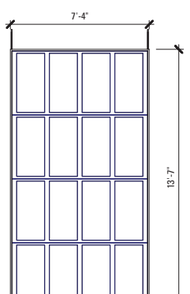
7 BUILDING 3 -SOUTH ELEVATION - MAIN ENTRY
SCALE: 1/4" = 1'-0"



6 BUILDING 3-EAST ELEVATION - ENTRY
SCALE: 1/4" = 1'-0"

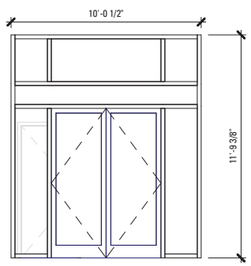


5 BUILDING 3-EAST ELEVATION @ 2ND FL DECK
SCALE: 1/4" = 1'-0"

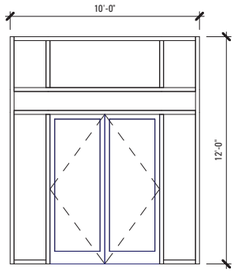


4 BUILDING 3 - NORTH ELEVATION - GARAGE DOOR
SCALE: 1/4" = 1'-0"

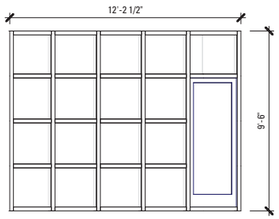
BUILDING 6A/6B



3 BUILDING 6- SOUTH ELEVATION @ ENTRY
SCALE: 1/4" = 1'-0"



2 BUILDING 6 - EAST ELEVATION @ ENTRY
SCALE: 1/4" = 1'-0"



1 BUILDING 6B- TYPICAL STOREFRONT ELEVATION
SCALE: 1/4" = 1'-0"

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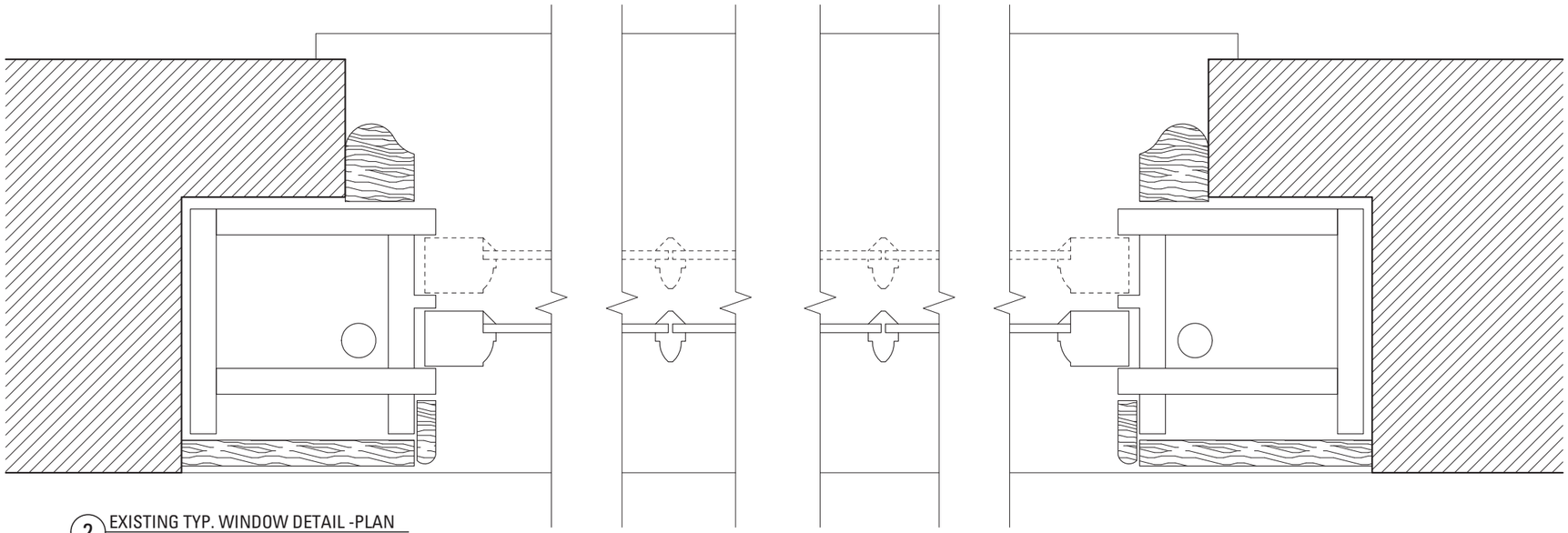
PORTLAND FORESIDE - BLOCK 2

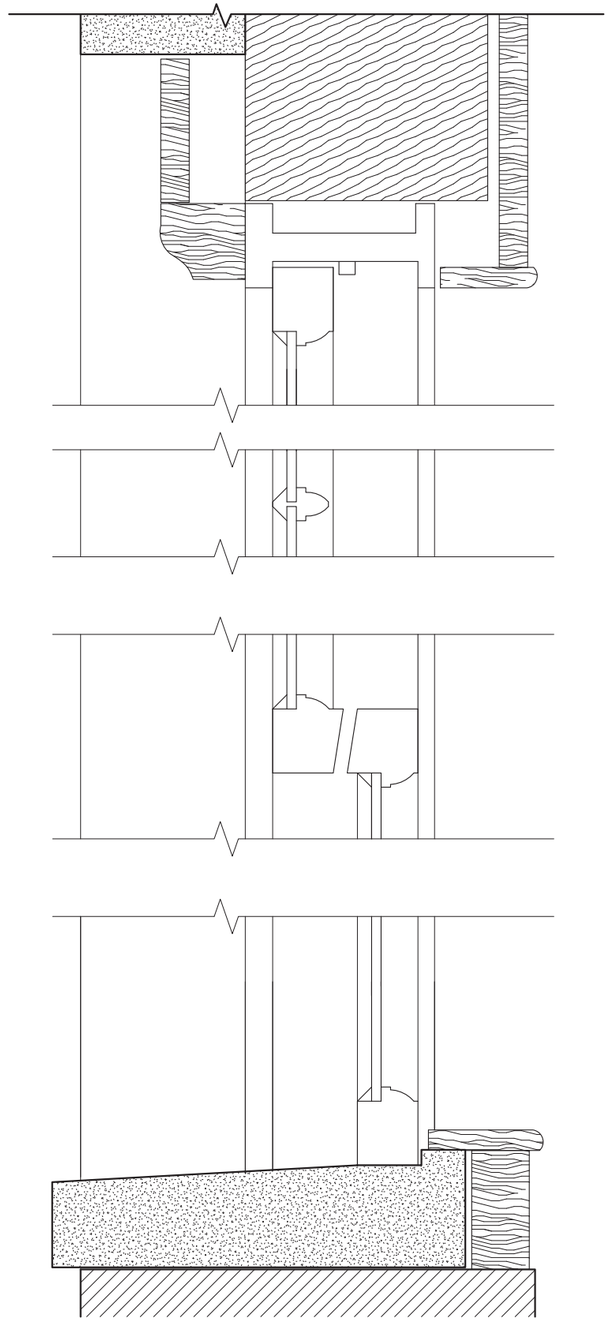
Date	AUGUST 07,2019
Scale	1/4" = 1'-0"
Project Number	
Drawn By	Author

STOREFRONT SCHEDULE

A-501P



2 EXISTING TYP. WINDOW DETAIL -PLAN
SCALE: 6" = 1'-0"



1 EXISTING TYP. WINDOW DETAIL- SECTION
SCALE: 6" = 1'-0"

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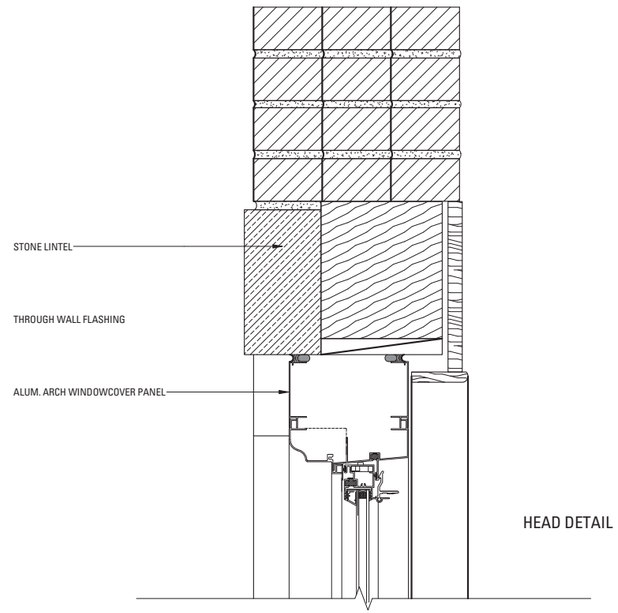
PORTLAND FORESIDE - BLOCK 2

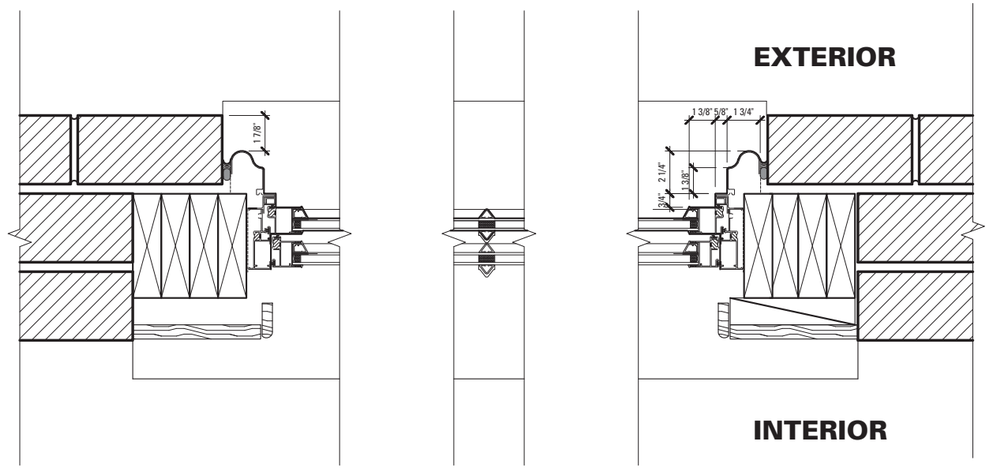
Date	AUGUST 07,2019
Scale	6" = 1'-0"
Project Number	
Drawn By	Author

EXISTING WINDOW DETAILS

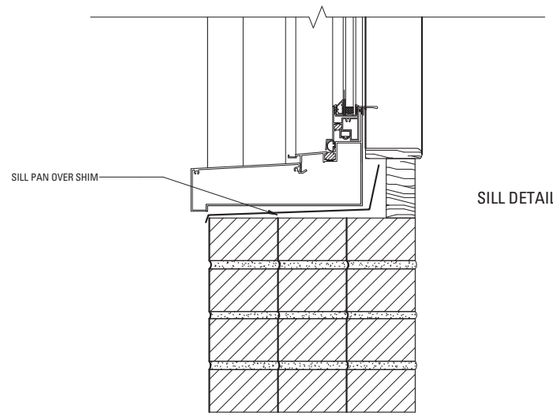
A-502E



HEAD DETAIL



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



SILL DETAIL

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

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PORTLAND FORESIDE - BLOCK 2

Date	AUGUST 07,2019
Scale	3" = 1'-0"
Project Number	
Drawn By	Author

PROPOSED WINDOW DETAILS

A-502P

SITE FURNISHINGS SCHEDULE

SYM.		QTY.	NAME	COMPANY	NOTES
BENCHES					
--		11	RECLAIMED MONOLITHIC GRANITE BENCH	--	SEE PLAN FOR DIMENSIONS
--		3	FGB BACKLESS 70"	LANDSCAPE FORMS	AT STAIR PLAZA
--		2	FGB BACKED 70"	LANDSCAPE FORMS	AT STAIR PLAZA
TRASH, RECYCLE, COMPOST RECEPTACLES					
--		8	SELECT TRIPLE UNIT	LANDSCAPE FORMS	ALL SOLID, MULTI USE SLOTS, STANDARD SIGNAGE, WITH LOCK.
BIKE RACKS					
		14	LOTLIMIT	MMCITE.COM	GALVANIZED METAL FINISH

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Rev.	Date	Remarks

Portland Foreside Block 2
58 Fore Street

Date	5 August, 2019
Scale	1"=20'
Project Number	xxx
Drawn By	TCH

mbla inc
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LAYOUT/MATERIALS PLAN

L2.00

NOT FOR CONSTRUCTION

PLANTING NOTES:

1. SEE SHEET LD2.0 FOR PLANTING DETAILS
2. ALL PLANTS TO BE SELECTED AND SEALED IN THE FIELD BY THE LANDSCAPE ARCHITECT.
3. FINAL LOCATION OF ALL PLANTS TO BE DETERMINED IN THE FIELD BY THE LANDSCAPE ARCHITECT.
4. ALL PLANTS AND ENTIRE SHRUB BEDS TO RECEIVE 3" LAYER OF DOUBLE SHREDDED HARDWOOD BARK MULCH.
5. PLANTS SHALL BEAR SAME RELATIONSHIP TO FINISHED GRADE AS THEY BORE TO EXISTING GRADE IN THE NURSERY.
6. CUT AND REMOVE BURLAP FROM TOP 1/3 OF ROOT BALL. NYLON ROPE AND/OR NYLON BALLING MATERIAL IS NOT ACCEPTABLE.
7. LOCATE GUY WIRES SO THAT THEY WILL NOT PULL TREE CROTCH APART.
8. UPON COMPLETION OF THE ONE (1) YEAR PLANT GUARANTEE PERIOD THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR ADJUSTING OR REMOVING ALL STAKES. THIS SHALL BE DONE IN CONSULTATION WITH THE LANDSCAPE ARCHITECT. ALL STAKES REMAINING SHALL THEN BECOME THE RESPONSIBILITY OF THE OWNER.
9. IF THERE IS A DISCREPANCY BETWEEN THE PLANT COUNT SHOWN IN THE PLANT LIST AND THE PLANTING GRAPHIC, THE GRAPHIC SHALL TAKE PRECEDENCE.
10. IF THE CONTRACTOR DETERMINES THE SUBGRADE SOIL CONDITIONS ARE DELETERIOUS TO PLANT GROWTH OR WILL INHIBIT DRAINAGE, THE LANDSCAPE ARCHITECT SHALL BE NOTIFIED IMMEDIATELY AND PRIOR TO INSTALLATION OF PLANT MATERIAL.
11. ALL TRANSPLANTED SHRUBS SHALL BE 'HEELED IN' OR HEAVILY MULCHED IN A SHADED AREA AND WATERED AS NECESSARY UNTIL THEY CAN BE PLANTED.
12. TOPSOIL AND SEED ALL AREAS DISTURBED AS A RESULT OF ANY AND ALL DISTURBANCES, CONSTRUCTION, OR STORAGE OF EQUIPMENT WHETHER SUCH AREAS ARE SHOWN ON THE PLANS OR NOT. CONTRACTOR TO FIELD VERIFY AREAS OF SEED PRIOR TO SUBMITTING A BID.
13. COMPLY WITH APPLICABLE REQUIREMENTS OF AMERICAN STANDARD FOR NURSERY STOCK, 2014 (ANSI Z60.1, PUBLISHED BY AMERICAN HORTICULTURE INDUSTRY ASSOCIATION D/B/A AMERICANHORT).

PLANT LIST

KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	SPACING	COMMENTS
TREES – DECIDUOUS							
AC	1	AMELANCHIER CANADENSIS	EASTERN SERVICEBERRY	10–12'	B+B	PER PLAN	
AR	4	ACER RUBRUM 'RED SUNSET'	RED SUNSET RED MAPLE	4–5" CAL.	B+B	PER PLAN	
BP	3	BETULA POPULIFOLIA	GRAY BIRCH	2.5–3" CAL.	B+B	PER PLAN	
CK	1	CLADRASTIS KENTUKEA	AMERICAN YELLOWOOD	4–5" CAL.	B+B	PER PLAN	
CS	5	CRATAEGUS SP.	HAWTHORN	2.5–3" CAL.	B+B	PER PLAN	
NS	1	NYSSA SYLVATICA	TUPELO	2.5–3" CAL.	B+B	PER PLAN	
QR	6	QUERCUS RUBRA	RED OAK	4–5" CAL.	B+B	PER PLAN	
SHRUBS, PERENNIALS, GROUNDCOVERS							
XS	72	XANTHORHIZA SIMPLICISSIMA	YELLOW ROOT	2 GAL	--	30" O.C.	
RA	117	RHUS AROMATICA	GRO-LOW SUMAC	3 GAL	--	36" O.C.	
LAWN	1595	--	--	--	SEED	--	
VO	3	VIBURNUM OPULUS	AMERICAN CRANBERRYBUSH VIBURNUM	3 GAL	--	36" O.C.	

Bruner/Cott
ARCHITECTS
225 Friend St., Suite 701
Boston, MA 02114
617.492.8400
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Rev.	Date	Remarks

Portland Foreside Block 2
58 Fore Street

Date	17 June, 2019
Scale	1"=20'
Project Number	xxx
Drawn By	TCH

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PLANTING PLAN

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Rev.	Date	Remarks

Portland Foreside Block 2
58 Fore Street

Date	5 AUGUST, 2019
Scale	1"=10'
Project Number	xxx
Drawn By	TCH

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SITE SECTION

LD4.1

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HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
PROPOSED ROOFTOP ADDITIONS – 211-215 COMMERCIAL STREET

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Rob Wiener, Preservation Compliance Coordinator
DATE: October 11, 2019
RE: October 16, 2019 **WORKSHOP**

Application for: Progress Review – Rooftop Additions

Location: 211-215 Commercial Street

Applicant: Granite Face, LLC

Architects: Mark Mueller Architects – Mark Mueller & Matt Provencal

Introduction

Matt Provencal of Mark Mueller Architects has requested a follow-up workshop on behalf of the owner of 211-215 Commercial Street, Scott Lindsay (Granite Face, LLC,) to review a revised proposal for rooftop additions. Board members will recall that at the previous workshop on September 18, 2019 Mr. Provencal presented dormer proposals for the Granite Block that were a new approach to concepts first workshopped with the Board in 2017. Mr. Lindsay hopes to add a sixth floor under the gambrel roof, and has explored several concepts for adding light and useable floor space – including recessed infill dormers between the four front pedimented dormers, an inverted dormer above these front dormers, a large, flat-roofed rear dormer, and an extension of the circulation connecter at 215 Commercial Street to access the proposed sixth floor.

The building is highly visible on Commercial Street, and immediately east of the property is a low building on the corner of Dana Street. Two good sized oak trees partially obscure views of the east wall and the rear dormer area from Dana Street, but only as long as the leaves last. As noted at the September workshop the rear of the property is visible from Plum and Wharf Streets.

At the September workshop the Board left little doubt that they consider the gambrel roof form and the four front dormers at the subject property (c. 1854,) as distinctive, character-defining features. The challenge presented by the addition of a sixth floor is to increase

light and space without overwhelming these features, and to maintain consistency with Alteration 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....*

Mr. Provencal has provided a memo outlining the plan revisions, and a package of drawings, perspective views, and photos illustrating the proposed, somewhat scaled-back alterations. For reference, staff is including several views excerpted from the September 18 workshop submission, and staff photos of existing conditions.

Subject Structure

The Ross and Lynch Block at 215 Commercial Street was known during the 19th century as the "Granite Block". Erected in 1854 soon after the construction of Commercial Street, the building is one of the most distinctive structures there, owing in large part to its use of regular coursed rough granite as a facing material on all elements of the front façade. The only other building on Commercial Street to employ granite as the primary exterior material is the Workingmen's Club on the eastern end of the street.

The building exhibits a broad gambrel roof similar to many of the historic warehouse structures that line the inland side of Commercial Street. An 1866 illustration of the building confirms that the roof featured four pedimented dormers from the time of its construction. The dormers also appear in the 1924 tax photo. Interestingly, the dormers were removed some decades later. (See Attachments 3 and 4.)

In 1994 Mr. Lindsay received approval from the Historic Preservation Board for the comprehensive exterior rehabilitation of the building. (The former warehouse had been boarded up for several years prior to Mr. Lindsay's purchase in the early 1990's.) Approved alterations included reconstruction of the four missing pedimented dormers on the front roof plane, installation of six skylights on the upper portion of the gambrel roof, and construction of two long dustpan dormers on the rear roof plane. Mr. Lindsay also received approval for the introduction of several additional window openings in the once-solid eastern party wall. The side of the eastern rear dormer is just visible above the parapet from Commercial Street east of the building, opposite Dana Street.

Board Response – September 18, 2019 Workshop

All Board members present at the September workshop cautioned against overwhelming the building with rooftop additions; there was unanimous concern that too much was being asked of the building with the proposed additions and that the interference with important features would simply be altering them too much. In brief:

- For the infill between the front dormers, some Board members seemed to feel that it would be worth exploring more recessive alternatives for infill that might

preserve the primary, distinct visibility of the existing dormer forms on the roof. Others seemed skeptical that any infill there could be found compatible.

- At first there was some confusion whether or not the proposed inverted dormer cut into the front roof would be visible, and whether or not it would interfere with the first gambrel roof angle line. Once it was established that indeed, the cut-in dormer would be visible from below, and would interrupt the roof pitch change, support for the inverted dormer was conditional on whether it could be designed to be invisible and leave the gambrel pitch change intact.
- It was noted that the structural implications of creating the inverted dormer would need to be explored and engineered. Mr. Provencal added that due to its age and the extent of the proposed work, all of the roofing would need replacement.
- There was no Board support for the added rear dormer for the sixth floor, as drawn. Members agreed the proposed mass, height, and scale of the rear dormer was too much for the building. It was suggested that if the dormer were scaled back, lowered, and generally minimized, and given a sloped roof instead of a flat one, it might be found to be compatible.
- No Board members supported roof access to a deck on top of the proposed sixth floor rear dormer. The height of the flat-roofed mass was, in members' opinions, made considerably worse by the need for a stair enclosure for access to the deck.
- Finally, Board members were concerned about the height of the circulation connector extension, proposed for accessing the sixth floor. With its greater height, and front face situated on the street side of the ridge of the west parapet wall, the extension was not supported as drawn - largely because of its projection above the gambrel parapet line of 211 Commercial. While there was support for hiding rooftop mechanicals on top of 215 Commercial, the height and position of the stair and elevator tower brought requests to shorten the addition.
- On the east end of the building the proposed added windows - stacked above two vertical rows of existing windows – did not raise objections, except that the architects were asked by at least one Board member to eliminate the spandrel glass proposed to replace the glazing where the new sixth floor would be built immediately inside the wall.

Since many of the proposed changes to the property are to accommodate a new sixth floor, a more general question was raised regarding the need for the added floor. The consequences for the building, given the size of the proposed floor plate and the desire for light and headroom caused some members to question whether the new floor could be reduced in size fairly significantly, or eliminated altogether.

Revised Proposal for October 16

Mr. Provencal provided a summary narrative for the latest design revisions. (See

attachment 1.) Briefly:

Front Dormers – Fifth Floor:

The new design for the infill dormers sets the faces 4' back from the existing dormer faces, twice as far as in the last version; the height is also lower, and with flat roofs the new infill would be completely below the eaves of the existing gabled dormers.

Front Inverted Dormer – Sixth Floor:

This feature is similar to the September 18th version, but it is shorter, leaving more of the gambrel pitch change line intact. Lowering the proposed infill dormers below has resulted in slightly more potential visibility of the inverted dormer from the street.

Rear Dormer and Roof Deck – Sixth Floor:

In the new plans the corner of the rear dormer closest to the east end of the building and Dana Street has been stepped back slightly from the end parapet and the rear of the lower existing dormer. There is a similar setback from the rear at the west end of the proposed sixth floor dormer. The proposed height is the same, but the rooftop access has been eliminated entirely.

Circulation Core Extension – Sixth Floor:

The size and location of this component are the same in the new version; the new proposed cladding is intended to be softer and more subtle than in the September version. Rooftop Mechanicals that are presently on the roofs of the circulation connector would still be moved to the rear roofs of that section, and hidden by the new construction.

Additional Windows in East End Wall - Sixth Floor:

Also proposed are additional windows in the east wall of the block, adding to the stacked windows that were introduced in the 1990's. These windows appear to be the same as in the September 18th plans, including spandrel glass where the third windows in the existing series would be crossed by the sixth floor structure.

Staff Comments and Questions

Since many of the staff comments in the September 18, 2019 memo still seem valid, we begin by repeating some of them. The applicants' proposal to add a sixth floor to the Granite Block involves constructing a number of new features and additions that force the Board to ask at what point would the proposed alterations stretch Review of Alterations Standard 1, and require more than *"minimal alteration to the character-defining features of the structure...."* Staff suggests that if proposed alterations interfere with or obscure character-defining features of the historic structure, or overwhelm the basic form of the resource, their compatibility and adherence to the Standards for Alteration become questionable.

A number of the staff comments from the 2017 memos are also still relevant:

- The gambrel roof form is typical of the mid-19th century warehouses that populate Commercial Street and is characteristic of this commercial building

type and era of construction.

- Given the fact that the abutting building is much lower than the Granite Block, the east outline of the roof is fully exposed to view, clearly revealing its gambrel form.

- The presence of doghouse dormers on the roof reinforces the fact this is a 19th century commercial structure. Although the existing dormers are not the original dormers, reconstruction of the missing dormers in 1994 was welcomed by the HP Board, as their reconstruction would return the building to its documented historic appearance.

- Standard #1 requires that every reasonable effort be made to provide a *compatible use which requires minimal alteration to the character-defining features of the structure*. While the Board has been generally receptive to projects that will extend the utility of unoccupied roof spaces, such projects should not necessitate alterations that unduly compromise the character of the structure. Inevitably, there will be circumstances where accommodating an expansion cannot be done without eroding the character of a building. In those circumstances, the Board's responsibility is to ensure that the ordinance standards are met.

Revised plans submitted for the October 16 workshop include changes that make some of the proposed additions closer to being compatible, but staff believes the Board will agree that significant further design changes will be necessary to satisfy the Standards for Alteration.

Front Infill Dormers:

Lowering the roofs of the proposed infill dormers and pushing the faces back another two feet from the front of the existing dormers makes them significantly more recessive. If Board members find that these changes do enough to preserve the predominance of the four dormers that follow the historic form, they may agree the infill is sufficiently recessive, despite the substitution of new geometry for simple roof in between the existing dormers.

Rear Dormer:

Staff has little doubt that the Board will recommend further significant reduction in the height and mass of the rear dormer in order to avoid overwhelming the building. Despite its rear roof location, the addition will definitely be visible not only from Plum and Wharf Streets, and narrowly visible from Fore Street, but from Dana Street as well. (See staff photos.) Perhaps a smaller shed dormer with a low-pitched roof could be set on top of the existing dormers, with the face held back from the face of the lower ones and the sides held back further from the west and east. This might result in a smaller sixth floor, but would still afford an increase in light and space, in a more subtle and compatible form.

Front Inverted Dormer:

From the perspective views supplied by Mr. Provencal it is apparent that the proposed cut-in dormer would be visible on the front – mostly in the interruption of the gambrel pitch change line. At the last workshop a majority of Board members stated that they could certainly consider an inverted dormer that could not be seen – but it appears that if the roof were only cut away above the gambrel pitch change line – on the upper plane – the result might be a light well without any easily accessed outdoor space.

In the renderings supplied by Mr. Provencal the interruption at the ends of the inverted dormer are plainly visible. Staff wonders if a narrower inverted dormer that would position the roof cuts behind the middle two pedimented dormers would help hide the interruption. In the middle of the building between the two middle dormers, the visible roof line would be lower than at the ends where the gambrel form would be preserved, so complete invisibility of the inverted dormer would still be beyond reach.

Finally, staff notes that this Board has approved inset dormers before in simple gable roofs, but staff does not know of one in a gambrel roof of this significance.

<u>Circulation Connector – 215 Commercial</u>

Board members were concerned at the last workshop that the stair and elevator extension to the sixth floor seems to require that it project above the western front parapet wall, breaking the strong form presented by the existing building – at least with the interior layout as proposed. If the elevator (which only connects the fifth and sixth floors) could be located on the rear side of the roof, perhaps the needed height would be much less obtrusive.

In conclusion, there may be further adjustments that could be made to the proposed rooftop additions that would soften the visual interference caused to the existing roof. While both the Board and staff have expressed sympathy for the applicant's desire for light and useable space, staff nonetheless feels compelled to return to the threshold question of whether a sixth floor can reasonably be added to the subject property without pushing the interpretation of the Standards for Alterations beyond the Board's comfort level. And it will be for the applicant and architect to decide whether a design that the Board can find to meet the applicable Standards for compatibility can still meet the needs of the desired design program.

As before, this workshop should serve to provide the applicant and the architect feedback as to the limits on appropriate alterations. Designing additions that will make a sixth floor a viable addition is clearly a challenge that the owner feels is worth exploring further; the Board's role is to judge when the historic character of the building's appearance is in danger of being overwhelmed or obscured by the proposals. While no doubt both the Board and Staff would be happy to approve further ***compatible*** uses of the subject property, understanding that in the owner's view this makes the viability, value and long-term maintenance easier, alterations must be found to meet the standards the Board is obligated to uphold.

APPLICABLE STANDARDS

Standards for Review of Alterations

(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.

(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. Summary of design changes – Mark Mueller Architects
2. Drawings, renderings and photos – Mark Mueller Architects
3. Excerpted drawings and renderings from September 18, 2019 workshop
4. Staff photos of existing conditions

M A R K
MUELLER
ARCHITECTS

Date: October 16, 2010

Project Narrative - Revised

RE: The Granite Block
215 Commercial Street
Portland, Maine

Our office has revised our original submission to your committee based upon a productive workshop with board feedback along with a meeting with Greater Portland Landmarks and peer review with a previous board member.

The revised design for the front gable infill dormers has evolved from a shed roof design, which integrated into the gable roof dormers, to a smaller less invasive flat roof dormer. This has allowed us to lower the height and set the dormer faces back further from the façade. In doing so this has allowed the gable roof dormers to remain strong and preserves the accentuated gable shape. The goal is to still create more light to the 5th floor.

The inverted dormer on the new 6th floor has been reduced in width to conceal it from distance views. In reducing the impact of the infill dormers below, the inverted dormer now has a limited presence when viewed from the front. While impact is minimal, the reduction in width allows more gambrel roof to be retained which keeps the historic character of the building shape and massing.

The extension of a 6th floor shed dormer at the building rear has been reduced in scale from the side and rear facades, approximately 5' in each direction. This decreases the overall massing as viewed from Dana Street. We additionally removed the roof deck in its entirety from the scope of the project.

The additional element of the project which includes extending the elevator service and egress stair has been revised to a softer and more subtle façade using a flat seem metal siding with a dull gray finish. This element is viewed as a separate component, which we feel does not compete with the overall massing and context of the Granite Block given the 'connector' component between the two buildings is contemporary in nature and set back within the block. Mechanical systems and their relocation to the rear will still be integrated into part of the project.

This re-submission is to further discuss the design context for the work proposed and to prepare the next steps in making this project a reality.

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Member AIA

THE GRANITE BLOCK

Att. 2

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HP Workshop

10.16.19

SOUTH WEST PERSPECTIVE

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HP-1.0

THE GRANITE BLOCK

SOUTH WEST PERSPECTIVE

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THE GRANITE BLOCK

NORTH WEST PERSPECTIVE

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THE GRANITE BLOCK

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HP Workshop
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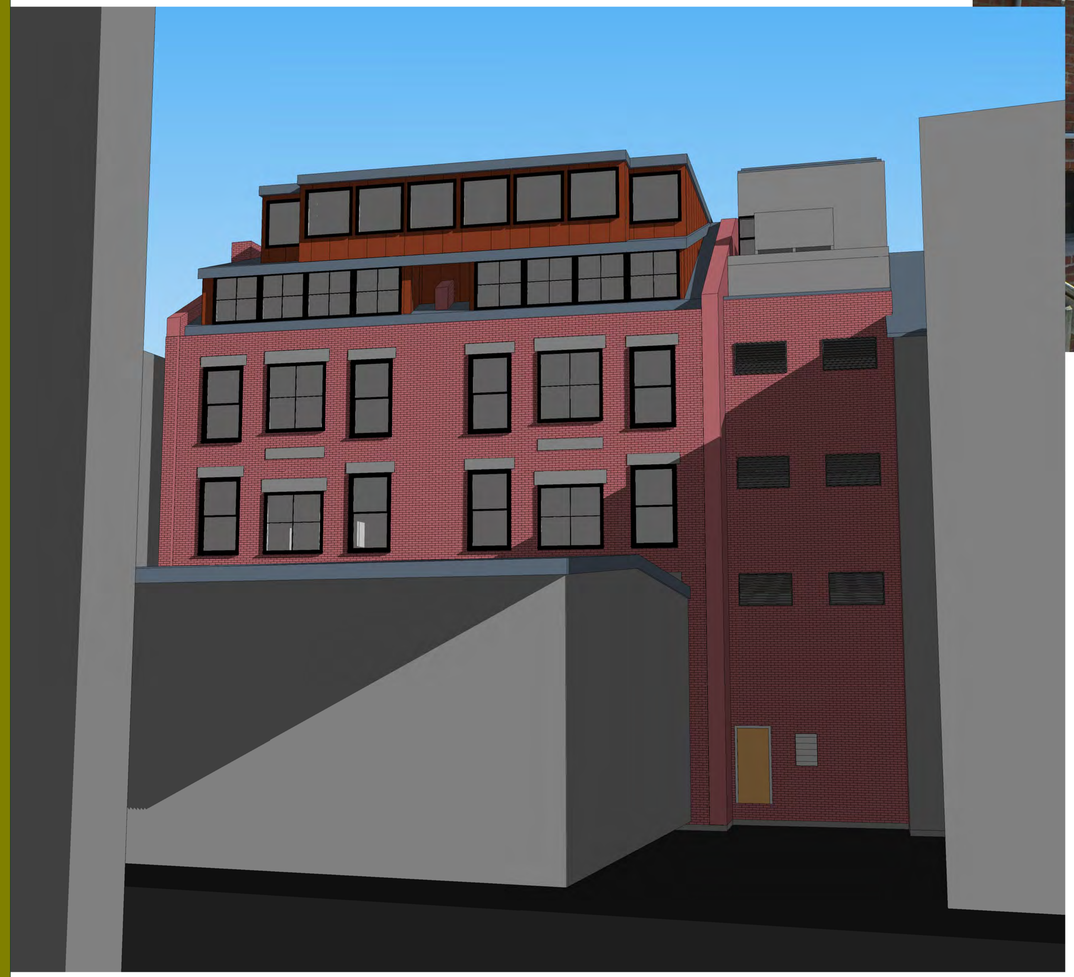
THE GRANITE BLOCK



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HP Workshop

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215 Commercial Street
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HP-1.7

THE GRANITE BLOCK

PROPOSED FRONT ELEVATION

1/4" = 1'-0"

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HP-2.0

THE GRANITE BLOCK

EXISTING FRONT ELEVATION
1/4" = 1'-0"

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215 Commercial Street
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HP-2.0.1

THE GRANITE BLOCK

PROPOSED REAR ELEVATION
1/4" = 1'-0"

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THE GRANITE BLOCK

EXISTING REAR ELEVATION
1/4" = 1'-0"

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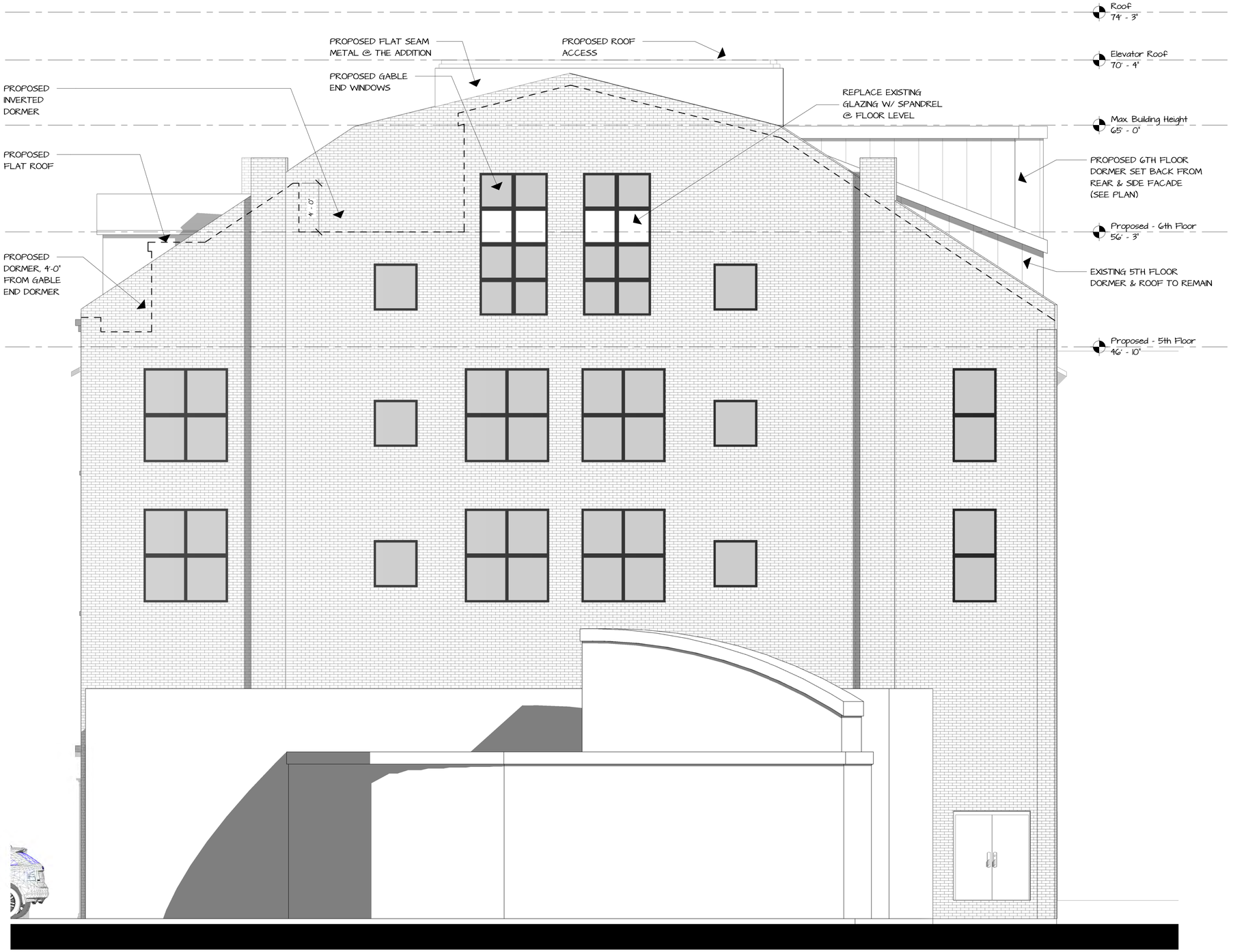
THE GRANITE BLOCK



PROPOSED RIGHT ELEVATION
1/4" = 1'-0"

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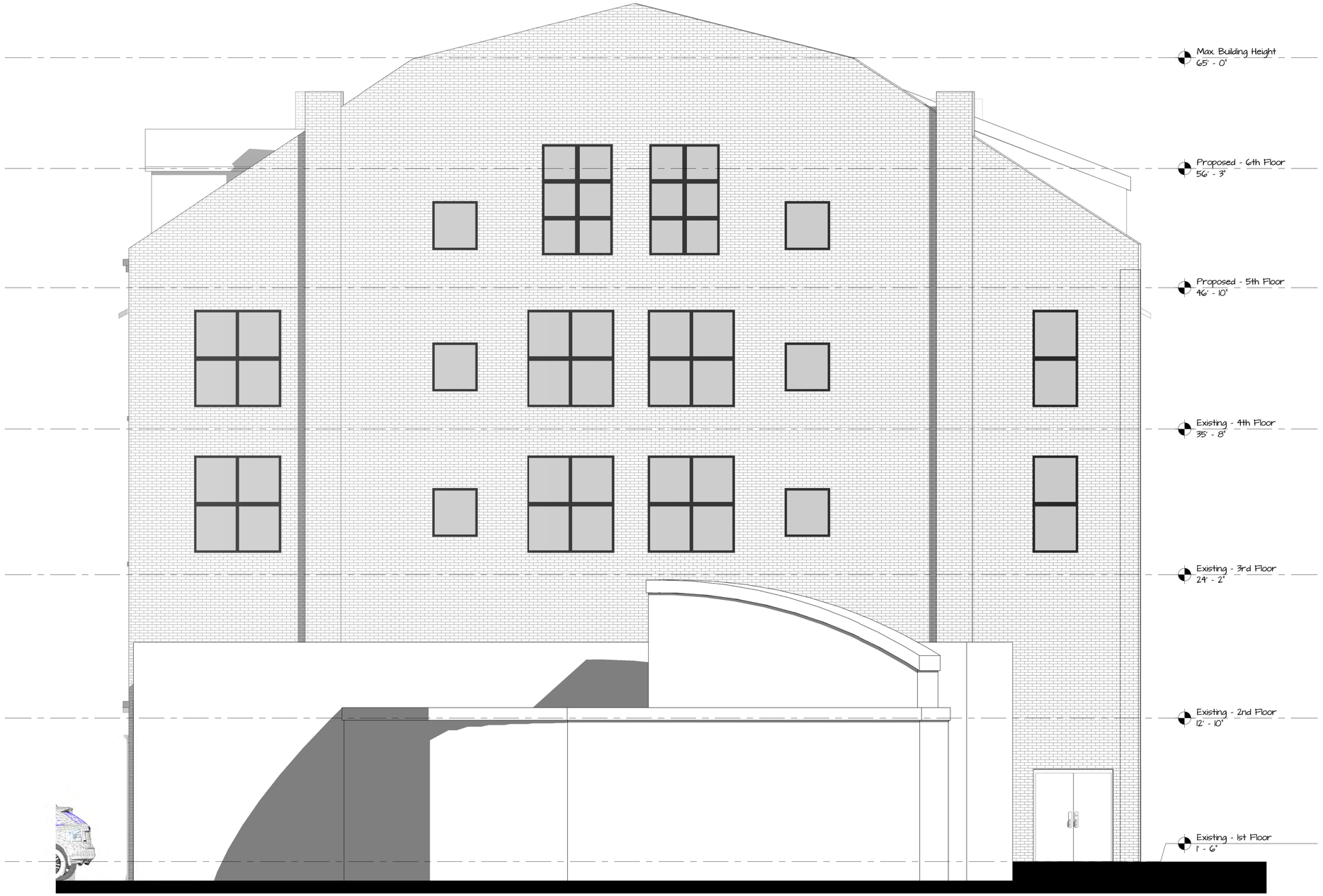
HP-2.2

THE GRANITE BLOCK



EXISTING RIGHT ELEVATION
1/4" = 1'-0"

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10.16.19

215 Commercial Street
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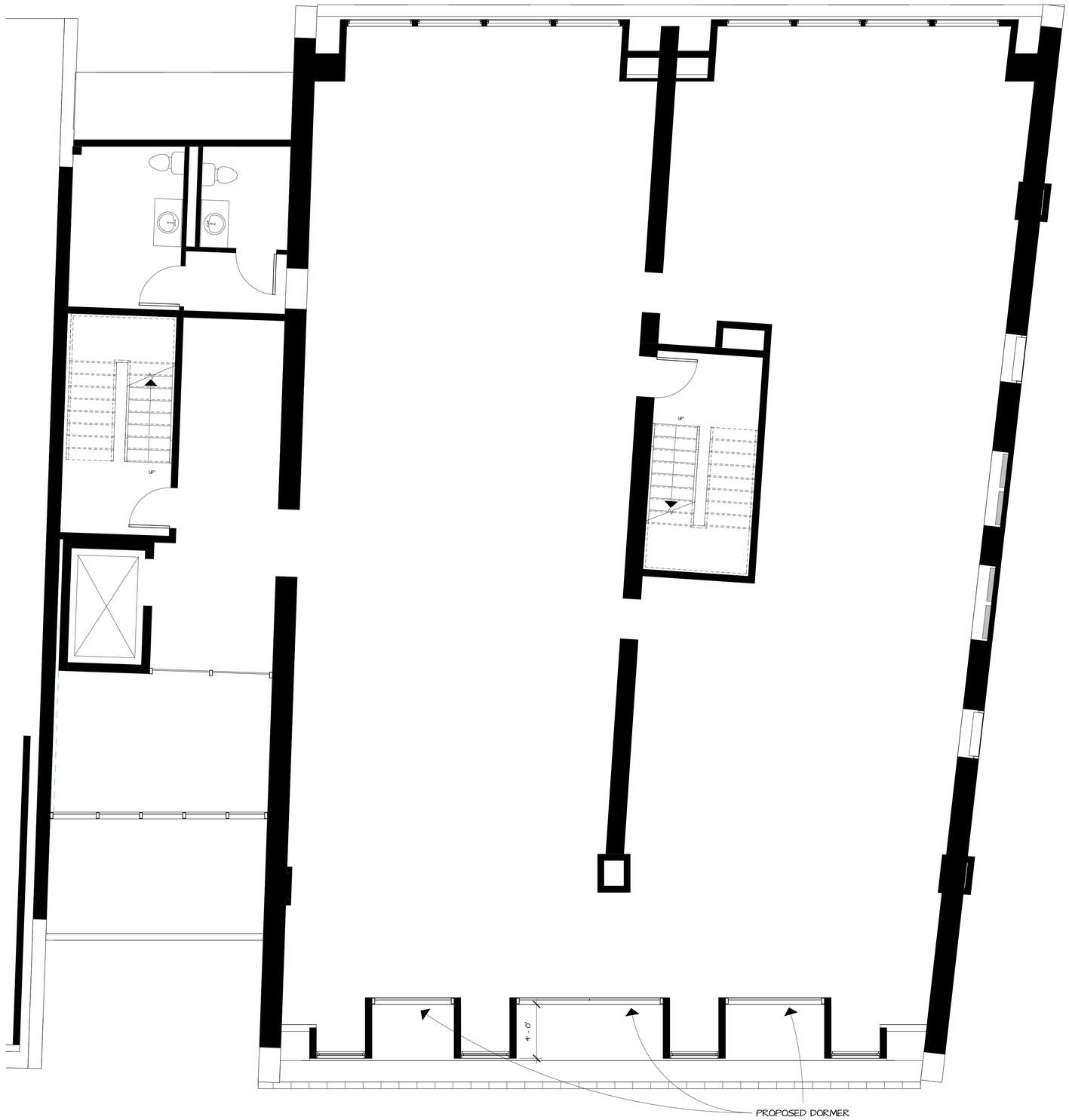
THE GRANITE BLOCK



5TH FLOOR PLAN
1/4" = 1'-0"

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HP Workshop
10.16.19

215 Commercial Street
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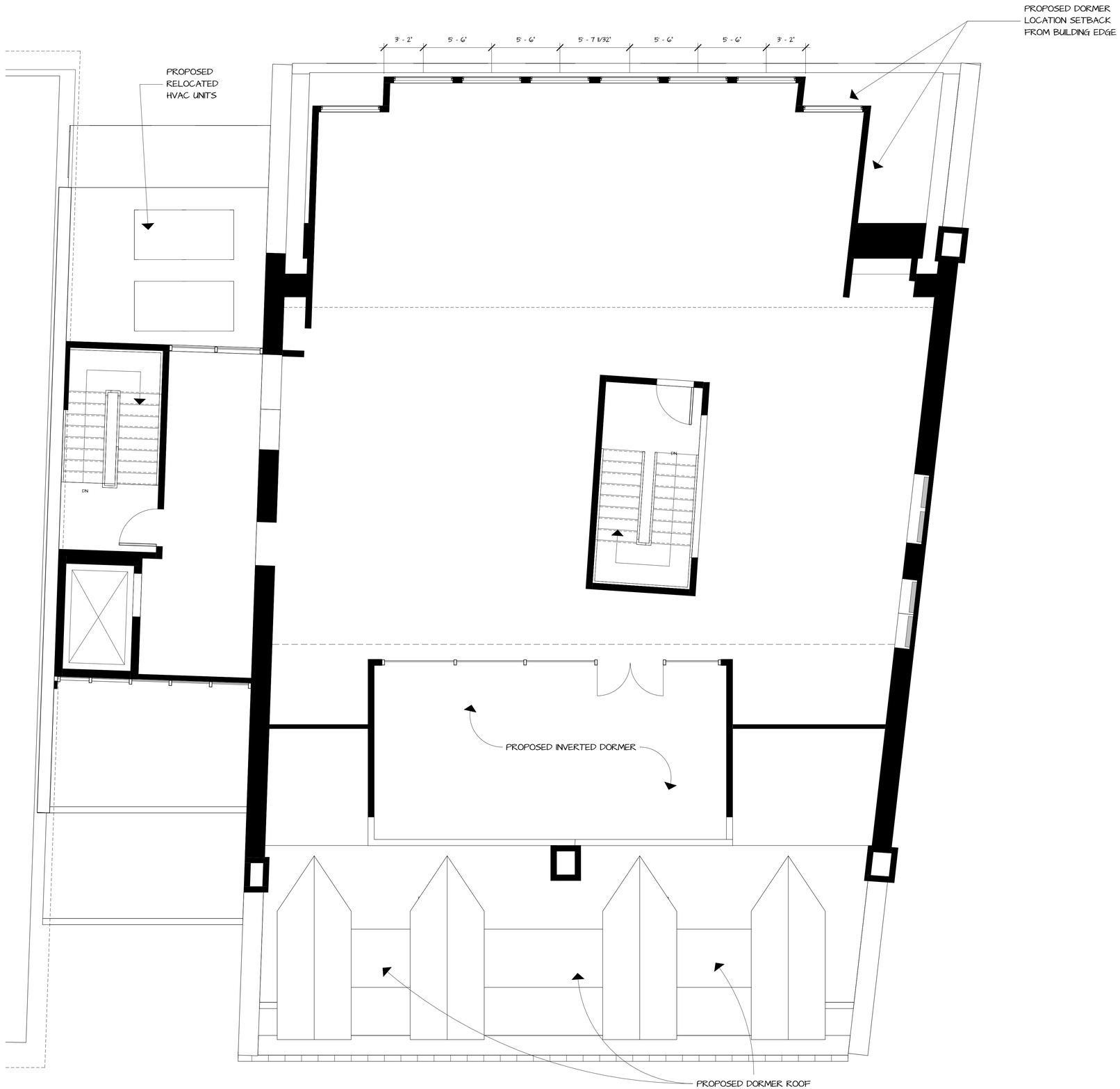
HP-3.0

THE GRANITE BLOCK



6TH FLOOR PLAN
1/4" = 1'-0"

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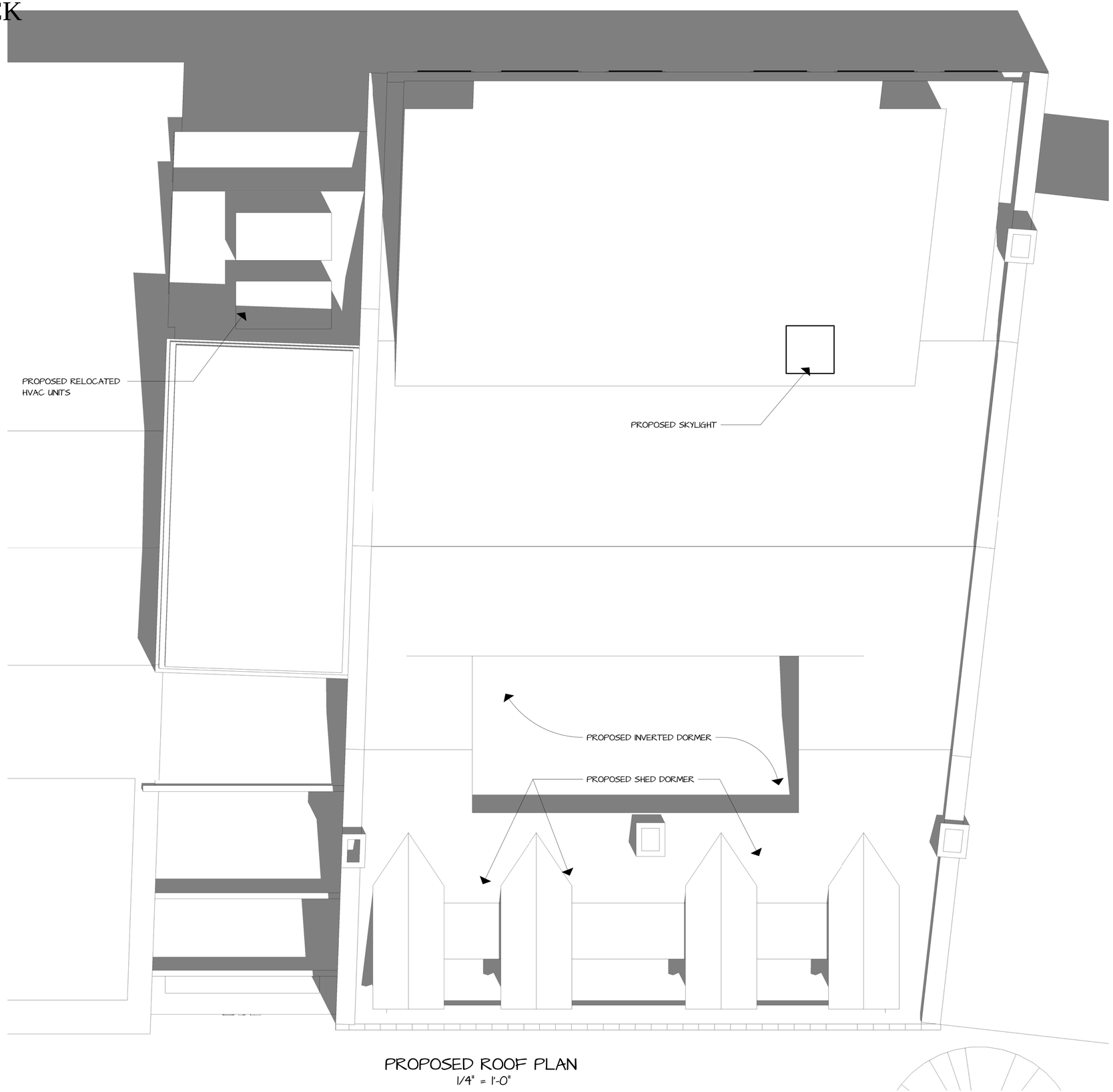
Phon: 207.774.3057
email:
rf@muellerarchitects.com

HP Workshop
10.16.19

215 Commercial Street
Portland, Maine 04101

HP-3.1

THE GRANITE BLOCK



PROPOSED ROOF PLAN
1/4" = 1'-0"

MARK
MUELLER
ARCHITECTS
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Suite 205
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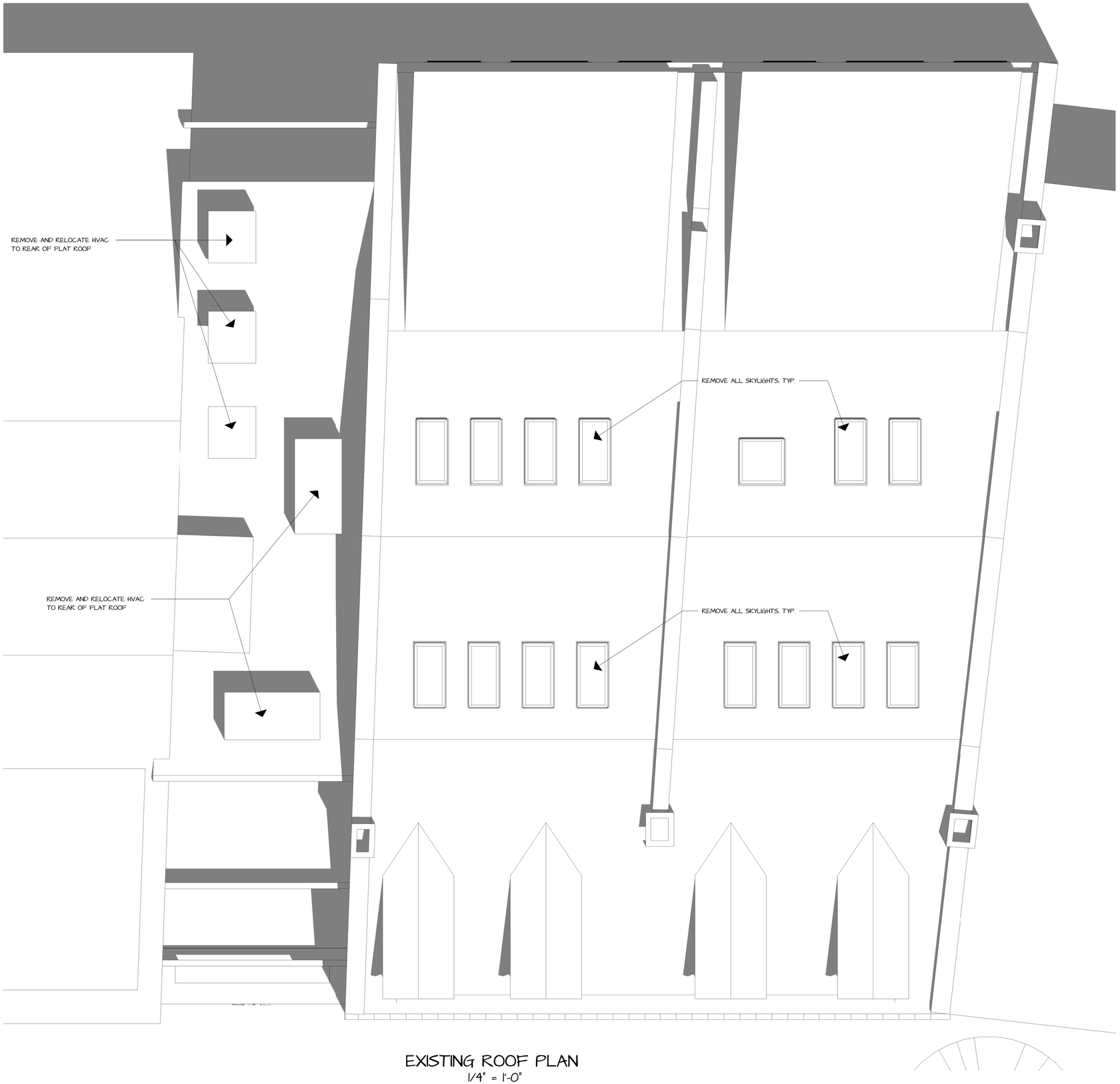
Phon: 207.774.9057
email:
rf@muellerarchitects.com

HP Workshop
10.16.19

215 Commercial Street
Portland, Maine 04101

HP-3.2

THE GRANITE BLOCK



EXISTING ROOF PLAN
1/4" = 1'-0"

MARK
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Suite 205
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HP Workshop
10.16.19

215 Commercial Street
Portland, Maine 04101

HP-3.2.1

THE GRANITE BLOCK

Att. 3

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HP Workshop
07/03/19

SOUTH WEST PERSPECTIVE

215 Commercial Street
Portland, Maine 04101

HP-1.0

THE GRANITE BLOCK

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rf@markmuellerarchitects.com

HP Workshop
07/03/19

NORTH WEST PERSPECTIVE

215 Commercial Street
Portland, Maine04101

HP-1.1

THE GRANITE BLOCK

PROPOSED FRONT ELEVATION

1/4" = 1'-0"

MARK MUELLER ARCHITECTS

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Suite 205
Portland, Maine 04101
Phon: 207.774.9057
email:
rfi@muellerarchitects.com

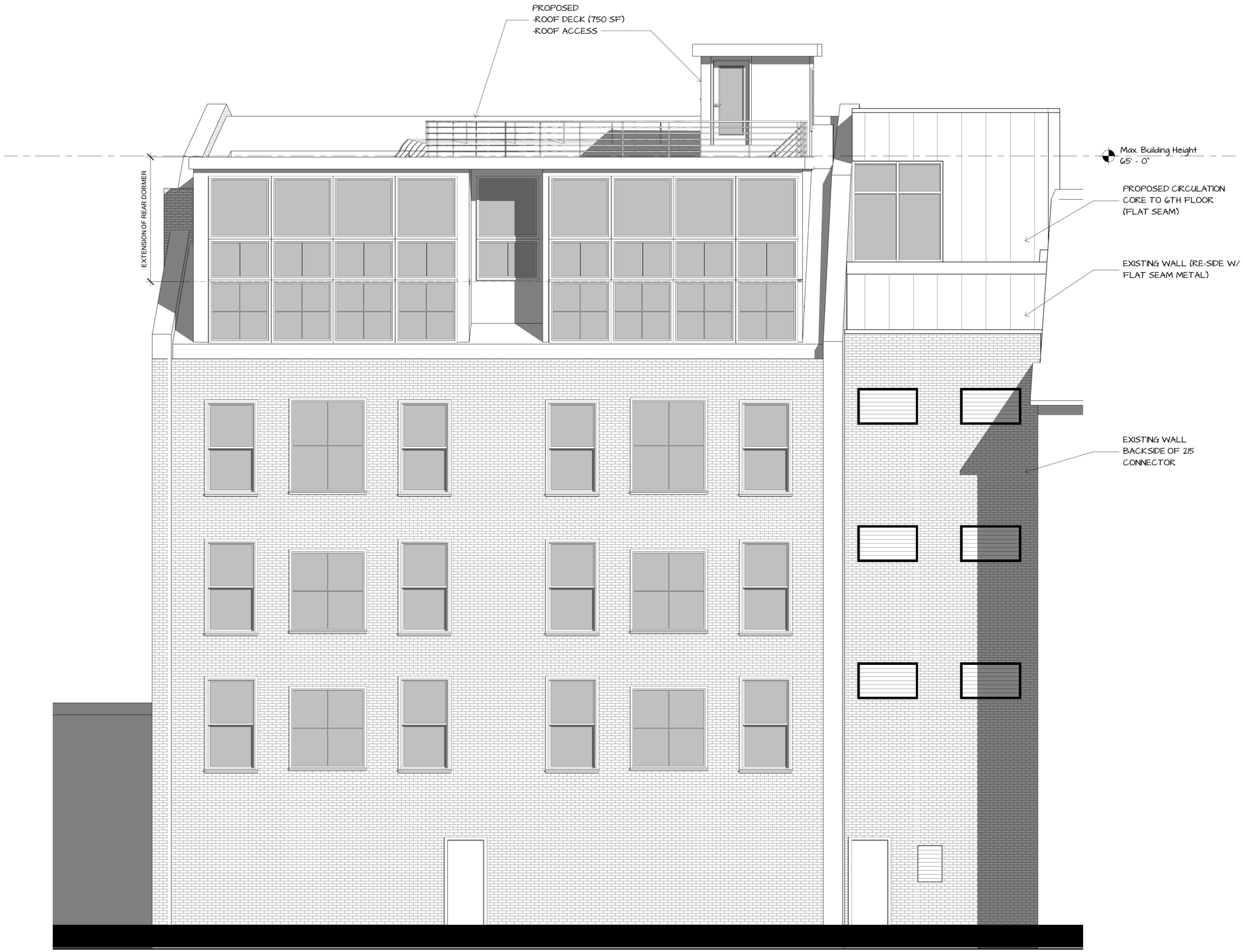
HP Workshop

07/03/19

215 Commercial Street
Portland, Maine04101

HP-2.0

THE GRANITE BLOCK



PROPOSED REAR ELEVATION
1/4" = 1'-0"

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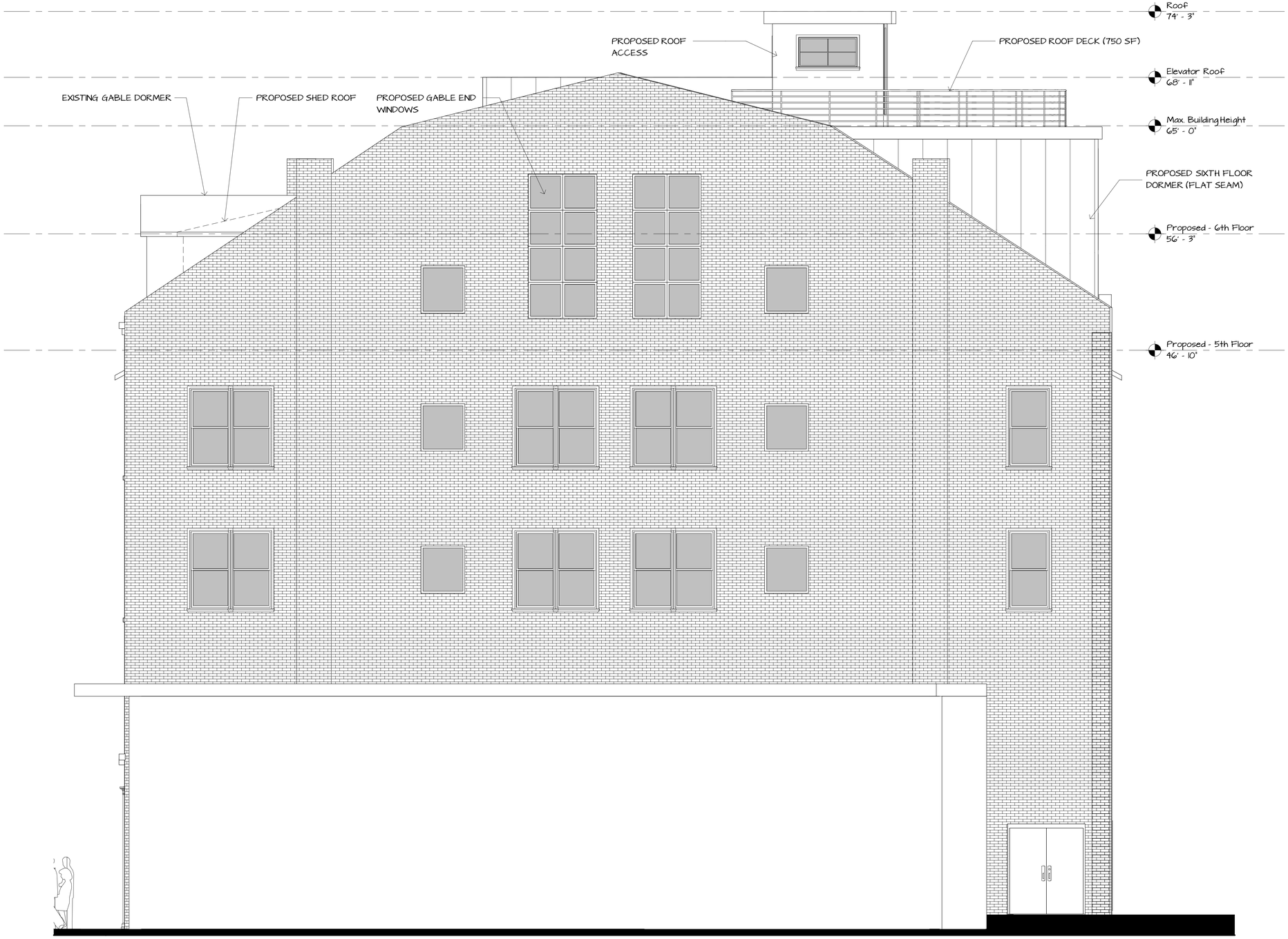
215 Commercial Street
Portland, Maine04101

HP-2.1

THE GRANITE BLOCK



PROPOSED RIGHT ELEVATION
1/4" = 1'-0"

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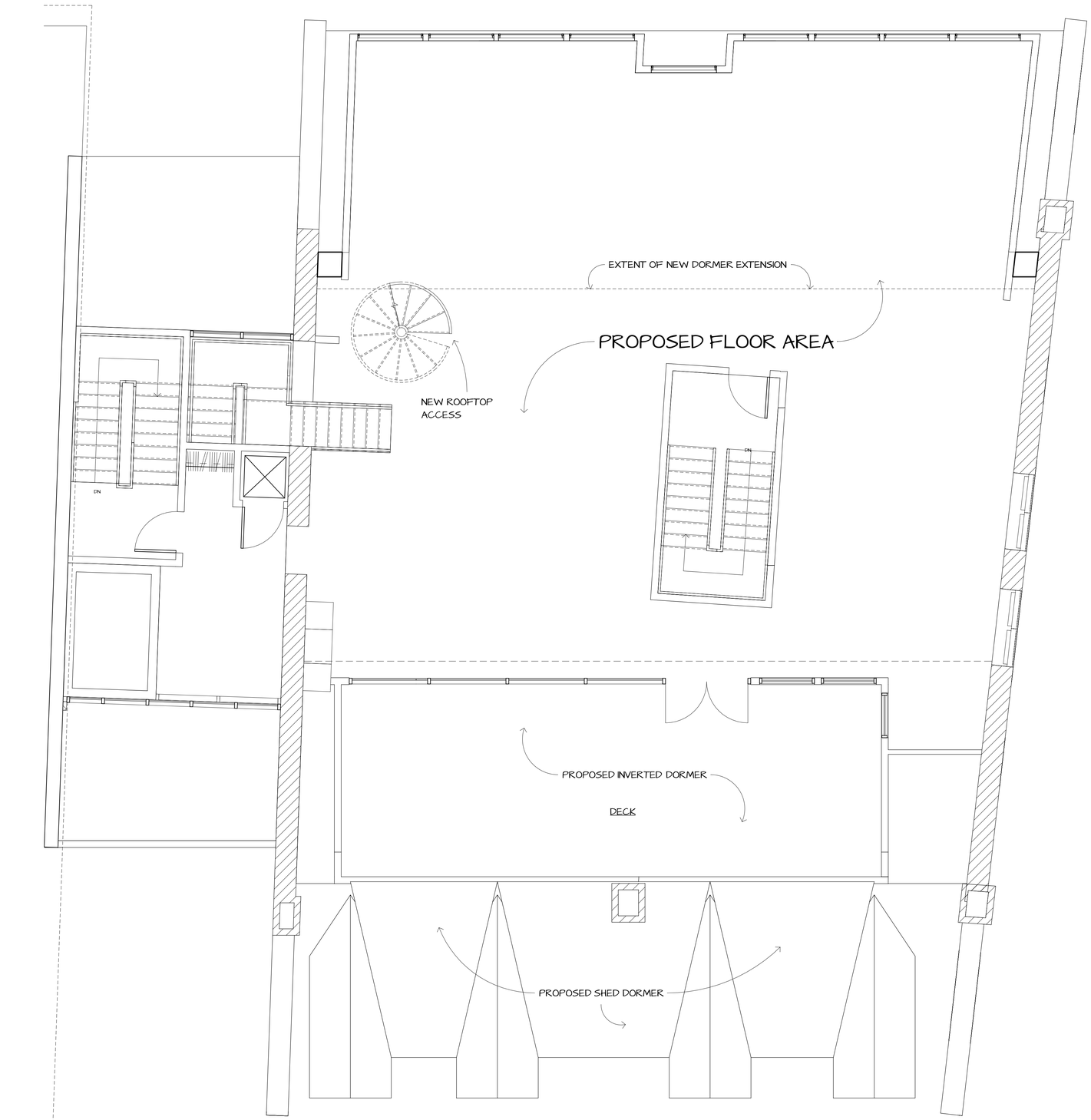
email:
rf@muellerarchitects.com

HP Workshop
07/03/19

215 Commercial Street
Portland, Maine04101

HP-2.2

THE GRANITE BLOCK



PROPOSED FLOOR PLAN
1/4" = 1'-0"

MARK MUELLER ARCHITECTS
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email
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HP Workshop
07/03/19

215 Commercial Street
Portland, Maine04101

HP-3.1

19

Com

31-E-4

SHIPWRECK & CARGO
SHIPWRECK & CARGO
NO PARKING ANY TIME
PAY TO PARK
PHONE
ELEVATION BURGER
100% ORGANIC GRASS-FED BEE
HOURS

ELEVATION
BURGER

ELEVATION BURGER
Supplies for Cats & Dogs

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
754 CONGRESS STREET

TO:	Chair Sheridan and Members of the Historic Preservation Board
FROM:	Deb Andrews, Historic Preservation Program Manager
DATE:	October 10, 2019
RE:	October 16, 2019 WORKSHOP – Preliminary Review of Proposed Hotel Construction
Address:	754 Congress Street
Applicant:	CenterWest LLC.
Project Architect:	David Lloyd, Archetype Architects

Introduction

Architect David Lloyd, representing CenterWest LLC., has requested a workshop to introduce plans for new hotel construction at 754 Congress Street. The project site, located at the southeast corner of Congress and Neal Streets, is currently occupied by an abandoned gas station. The former gas station occupied by Tandem Coffee is located immediately east of the property. West of the project site, across Neal Street, is a late 19th century brick double house with early 20th century storefront addition.

The proposal calls for construction of a 4-story, 46-room boutique hotel with spa and fitness center and a separate commercial space on the ground floor. Seventeen parking spaces are provided at the rear, ground floor level of the building and are accessed from Neal Street.

The development team proposing the boutique hotel is the same team that rehabilitated the former Hay & Peabody Funeral Home across the street for hotel use (Hotel Francis) in 2017. That project also included the construction of townhouses behind the hotel.

Mr. Lloyd has provided a written project description, aerial view of the site, composite street view of the south side of Congress showing the proposed hotel in context, a site plan, elevations, axonometric views and renderings.

Project Context

General context:

As noted above, the subject property is located at the southeast corner of Congress and Neal Streets, along a stretch of Congress Street that is distinctly different from sections to the east and west. This section of Congress Street is dominated by high-style, late 19th century, brick residential structures which are both substantial in scale and formal in architectural character. Indeed, this stretch of Congress is generally consistent with the character of the Deering Street Historic District, having been developed at the same time and functioning as an integral part of that neighborhood.

While the north side of Congress in this area is noteworthy for its architectural consistency and maintains a high level of historic integrity, the south side has not fared as well. The south side of the street retains a number of notable historic buildings similar in scale and character to those across the street (particularly as one approaches Longfellow Square), but the streetscape has been disrupted by the introduction of several mid-20th century gas stations which are low-scale and set back from the street behind a wide swath of asphalt paving. Walker Terrace, a multi-unit residential structure built in 2002, is considerably larger than the buildings around it and occupies the block between Walker and Carleton.

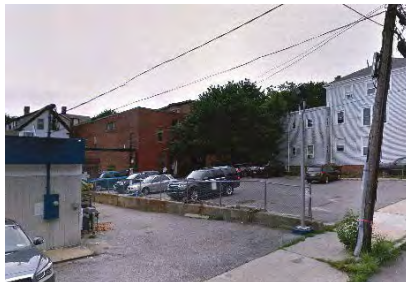
The area of the West End just south of the project site is characterized by smaller-scale, mostly wood-frame 19th century houses. Indeed, development on the short blocks connecting Congress Street and Brackett Street is generally modest and vernacular, with buildings closely spaced.

Immediate Context

The proposed development's immediate context is decidedly mixed. Tandem Bakery, located in a converted gas station, is located immediately east of the project site on Congress. The single story, concrete block building is set back from the street and features a high level of glazing and a dramatic Modernist canopy projecting toward the sidewalk.

On the west side of the proposed development, across narrow Neal Street, is a two-story, brick, Second Empire style double house with mansard roof. The west side of the double house features an early twentieth century storefront addition that is sensitively integrated into the original building design. An almost identical double house is located next door.

Immediately behind the project site on Neal Street is a large surface parking lot. Note that there is a marked change in grade from the subject property to the property behind it, particularly as one moves toward the interior of the lot. A concrete retaining wall with chain link fencing marks the transition in grade.



Project Description

Please see ATTACHMENT 1 for Mr. Lloyd's written project description. Note that the narrative describes the rationale behind some of the design and material choices.

The development site is located within the B-2b zone, which is a transitional commercial zone and allows a maximum building height of 50 feet. The proposed four-story building is 50' tall at its highest point. The east end of the Congress Street façade is slightly taller than the balance of the façade and is intended to highlight the hotel entry and set this section of the building apart from the commercial storefront on Congress. From the renderings, it appears that this section also projects slightly beyond the front plane of the balance of the façade, but this is difficult to confirm from the elevations.

A series of granite headers above each of the ground floor openings (which are separated by brick piers) serve to establish a base for the building. At the eastern end of the building, there is an intermediate cornice above the second-floor level. As the hotel lobby at this

end is two stories tall, this cornice marks the height of the lobby. Large, square, divided-lite windows at the second-floor level of this section also announce the tall lobby within.

The east end of the façade is further distinguished by a pair of two-story projecting bays at the third and fourth floor levels. The bays are clad in composite siding that is laid up in large panels. The bays flank tall French doors with French balconies at both floor levels. A suspended canopy is shown above the French doors at the fourth-floor level. The balance of the façade features regularly-spaced square window openings at the second and third floor levels and taller French doors with French balconies across the fourth-floor level. The windows at the second and third floor levels feature granite sills and lintels. At the fourth floor, a brick soldier course replaces the granite lintel.

The brick exterior of the Congress Street façade returns onto the side elevations of the building. The entire Neal Street (west) elevation is clad in brick. On the east elevation, which faces Tandem Bakery, the brick continues for a depth of two bays. Beyond that point, the exterior changes to fiber cement clapboards. The rear (south) elevation also features clapboard siding.

Note that the large ground floor storefront windows return onto the east and west elevations as well. The ground floor of the Neal Street elevation also features an opening to the garage. This opening is set back a considerable distance from the corner of Congress and Neal.

The rear (south) elevation of the building features large openings for the garage at ground level. Above the second-floor level, the building steps back slightly, allowing space for a continuous balcony. Access to the balcony is from a series of French doors.

Preliminary Staff Comments and Questions

- It goes without saying that replacing the existing single-story gas station with a substantial building that fills the site will do much to mend the eroded streetwall along this section of Congress. Beyond this obvious positive impact, staff finds the proposed design solution to be successful in a number of respects. The traditional brick-and-granite material palette takes its cues from the historic structures that define much of the surrounding context and provides a sense of quality and permanence to the new building. The number of exterior materials is also limited, which makes for a quieter presence on the street. Staff also commends the use of painted mahogany trim for the storefronts, as opposed to a standard aluminum storefront system.

  The overall façade composition is also fairly "calm" and restrained, with few gratuitous architectural details. The upper floor window pattern is regular (other than at the east end of the Congress Street façade, discussed below) and the number of window types limited. Although the windows are larger (and squarer) than those of historic

buildings in the area, the window-to-wall ratio appears reasonable. And given the eclectic nature of development on this side of the street, the deviation in window size and proportion is perhaps more acceptable than it would be in a more cohesive historic setting.

Another positive aspect of the design solution is the placement of the garage entry. By locating the entry on Neal Street, a large ground floor opening on the principal façade is avoided.

- Obviously, the proposed building is considerably taller and larger in footprint than its immediate abuttors. That said, the large Walker Terrace building to the east and Holt Hall to the west are in close proximity to this development and are taller than the proposed structure. Taking into consideration the less-than-consistent nature of development on the south side of the street and the fact that the underlying zone allows for taller structures, does the Board find the scale of the proposed building to be acceptable? Or should it be adjusted?

- In staff's view, the most unresolved aspect of the proposed Congress Street facade is the treatment of the upper façade at the east end of the building. The large, square multi-lite windows at the second-floor level are wider than the bays above and do not appear integrated with the overall building design. The windows also appear excessively large in this context. Perhaps a better solution would be to extend the two-story bays down to the second-floor level. This would simplify the composition without eliminating the distinct design treatment of this eastern end. The suspended canopy over the fourth-floor French doors is also a curious feature.

- Does the new structure effectively reference datum lines established by the historic double house next door which would help relate the new building to its neighbor?

- A rendering of the project as viewed from Neal Street would be helpful in understanding the building's relationship to the residential neighborhood behind it.

  It should be noted that the presence of a surface parking lot immediately behind the proposed development on Neal Street helps to reduce the impact of its height and overall scale on the residential block. If/when this lot is developed in the future, the height and size of the building should be carefully considered to create an appropriate transition between the scale of new commercial development on Congress and that of a historic residential neighborhood.

Applicable Review Standards

The ordinance's Standards for Review of New Construction apply in the review of this project. The Board is encouraged to study the context of the proposed development and evaluate the design proposal according to the following general compatibility factors:

Scale and Form
Height
Width
Proportions of principal facades
Roof Shapes
Scale of the structure

Composition of Principal Facades
Rhythm of solids to voids in facades
Rhythm of entrance porch and other projections
Proportion of openings
Relationship of materials, texture and color
Presence of signs, canopies and awnings

Relationship to the Street
Walls of continuity
Rhythm of spacing and structures on streets
Directional expression of principal elevations

ATTACHMENTS:

1. Letter from project architect
2. Photos of project site
3. Photo montage of building with surrounding context
4. Aerial view of site with surrounding context
5. Renderings
6. Elevations
7. Axonometric view of proposed development
8. Site plan and floor plans

September 6, 2019

Dear Deb,

We are pleased to submit our preliminary designs for the proposed project at 754 Congress Street. Please note the following information:

1. The mixed-use project of approximately 35,000 square feet of new construction comprises a 46-room boutique hotel, with a spa and fitness center, and a commercial space on the first floor facing Congress Street. The spa and commercial space are intended to support both community and hotel guest uses.

2. The parking under the building is accessed off Neal Street, allowing the Congress Street side of the property to be free of vehicle access and provide for vibrant pedestrian activities.

3. The façade is predominantly brick with granite accents . The design intent is to create a monolithic brick façade with clean lines. By using brick as the prominent material, it ties the building strongly into the context of the neighborhood. The façade along Congress Street uses a carefully designed layout of bay windows , French balconies and traditional window patterns. The design intent is to reflect the architecture of the neighborhood by using traditional elements, but all detailed with modern, clean lines. We have also made an effort to distinguish the hotel entry with the use of a canopy and larger grid-patterned windows above the door entry. It is our intent to use a painted Mahogany on the storefronts, and the bays would have the look of a painted wood. We are looking at using Boral TruExterior Siding on sections of the building, which gives the same look and feel of traditional wood siding. (We will bring samples to the meeting.) As the building turns toward the rear elevations, a more residential context, we are changing from brick to clapboard .

4. The majority of the windows are shown as one over one, and are proposed as a PVC product. The French balconies would have French style patio doors and also be a PVC product. The windows we are considering are Unilux or similar and give us many options for exterior color. These windows are a very energy-efficient, triple glazed unit, also providing excellent sound control. A good example of a recent installation is 20 Thames Street

5. We are proposing our storefronts at a height of approximately 15 feet. We have studied the streetscape carefully and believe that this is proportionally correct, and will allow the building to present a welcoming feel to the streetscape and to the building's users. Please take note that we have a 13-foot-wide sidewalk that will offer pedestrian activity such as dinning tables and seating. We have created street front elevations in context with neighboring buildings to demonstrate compatibility.

6. The entry to the hotel is an important element and we have highlighted it by creating a canopy over the entry doors. This canopy is envisioned to be steel and

glass with thoughtfully designed lighting. Details have not yet been developed. We are also considering introducing some granite pavers into the brick sidewalk pavers to create a stronger entry element to the building. Again, this is our thinking, but details are not developed at this time.

7. We are also proposing a painted sign on the east elevation as a creative design element, which is based upon similar signage, popular in Portland at the turn of the century.

We look forward to discussions with the Board and feel that this project will bring added life and new, high-quality architecture and construction to a site that has contributed little in the recent past.

Respectfully Submitted,

David Lloyd
Maine Licensed Architect #936

NEW $35
MONTHLY
PLAN.
ATM
AIR
HERSHEY'S
15
MINUTE
PARKING

NO PARKING ANY TIME
15 MINUTE PARKING
ATM
PERSHITS
5 50

1 Site Plan
1" = 40'-0"

A0.01	Date: SEP 5, 2019	Scale: 1" = 40'-0"	Revisions:	Project: 754 CONGRESS 754 Congress Street Portland, Maine	Architect: ARCHETYPE ARCHITECTS 48 Union Wharf Portland, Maine 04101 (207) 772-6022 Fax (207) 772-4056	Consultant:	Prepared For: Owner	
	AREA VIEW							

BRAKES & SHOCKS Our Specialty
BAKERY
The
LONGFELLOW
HOTEL
LONGFELLOW

The
PORTLAND MAINE
LONGFELLOW
HOTEL
EST. 2020
LONGFELLOW
Specialty
BAKERY
COFFEE
BAKERY

5 | NORTH ELEVATION - CONGRESS ST.
1/8" = 1'-0"

2 | WEST ELEVATION - NEAL ST.
1/8" = 1'-0"

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

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

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

Prepared For: Owner

Consultant:

Architect: ARCHETYPE ARCHITECTS
48 Union Wharf Portland, Maine 04101
(207) 772-6022 Fax (207) 772-4056

Project: 754 CONGRESS
754 Congress Street Portland, Maine

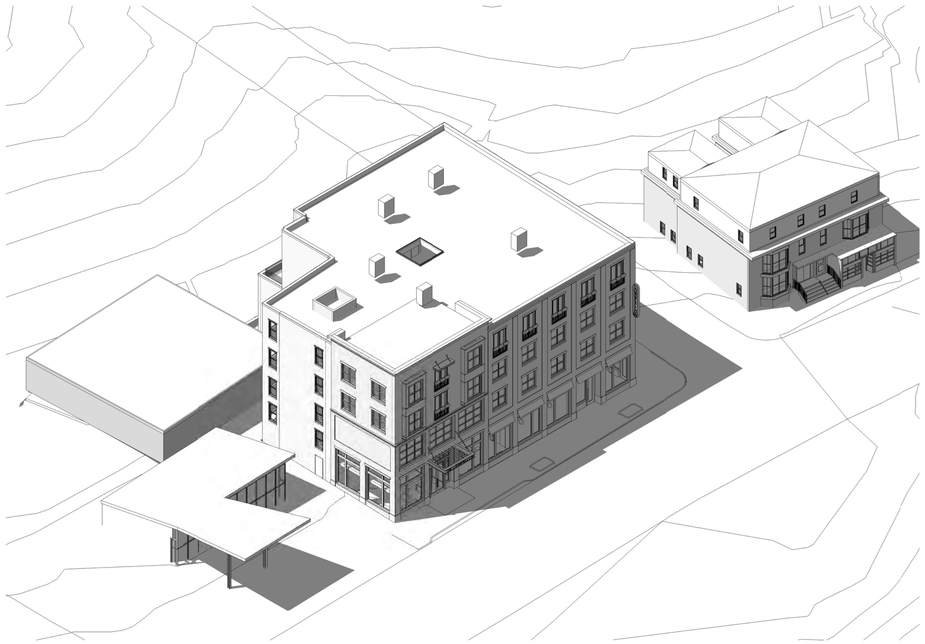
Revisions:

Scale: 1/8" = 1'-0"

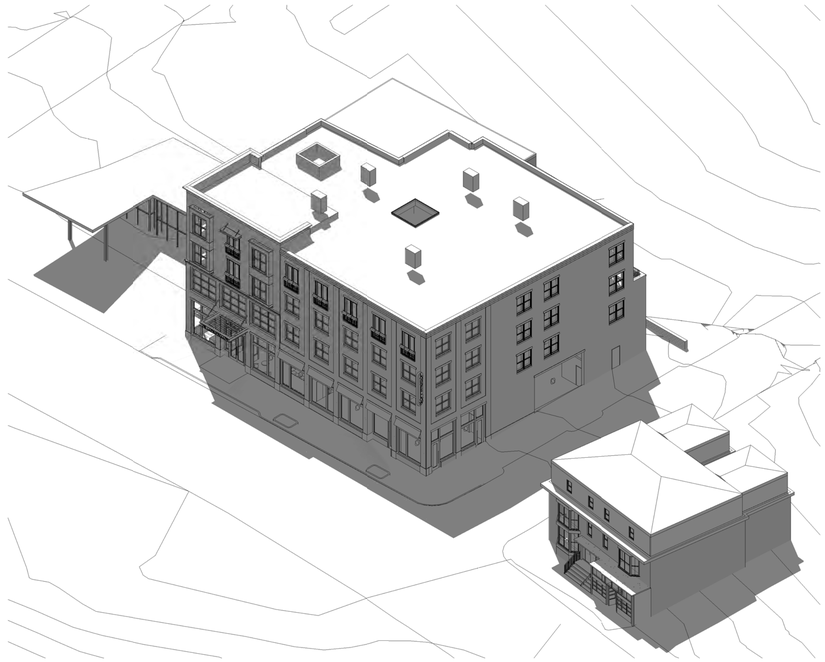
Date: SEP 5, 2019

BUILDING ELEVATIONS

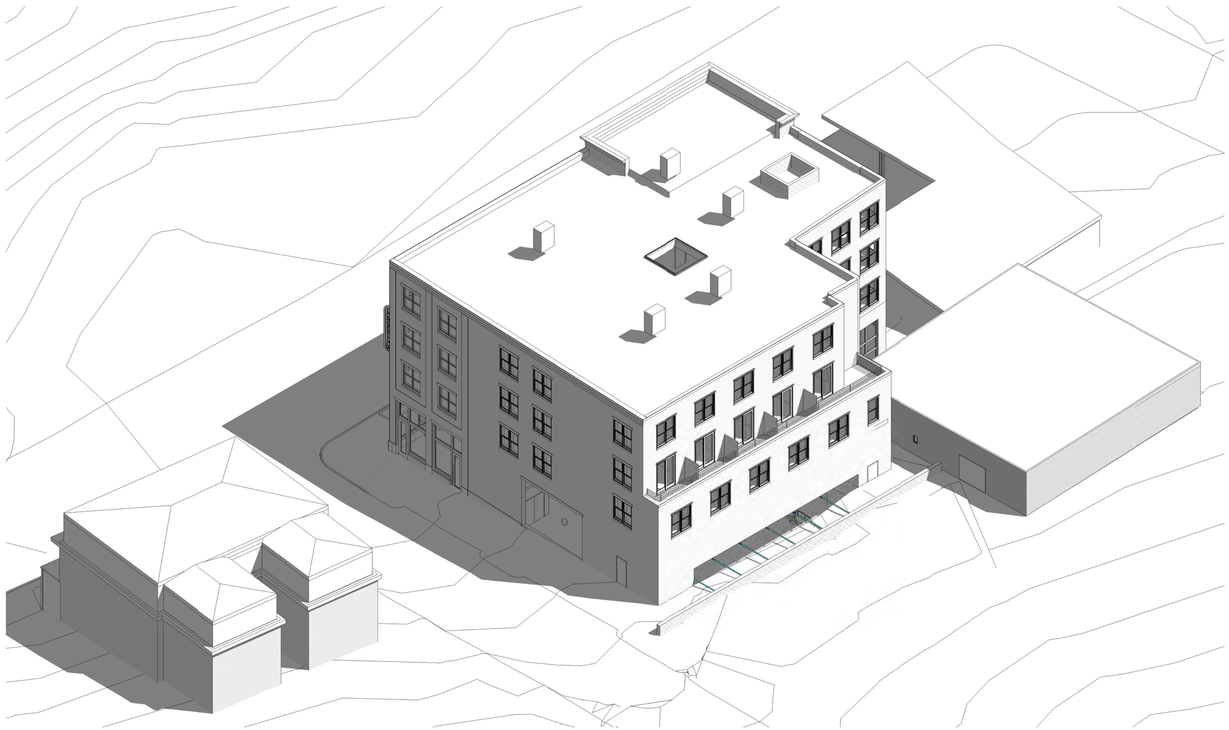
A2.01



1 | Axon - Carleto Congress



2 | Axon - Neal Congress



3 | Axon - Neal St

4 | Axon - Carleto St

Prepared For:
Owner

Consultant:

Architect:
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Project:
754 CONGRESS
754 Congress Street
Portland, Maine

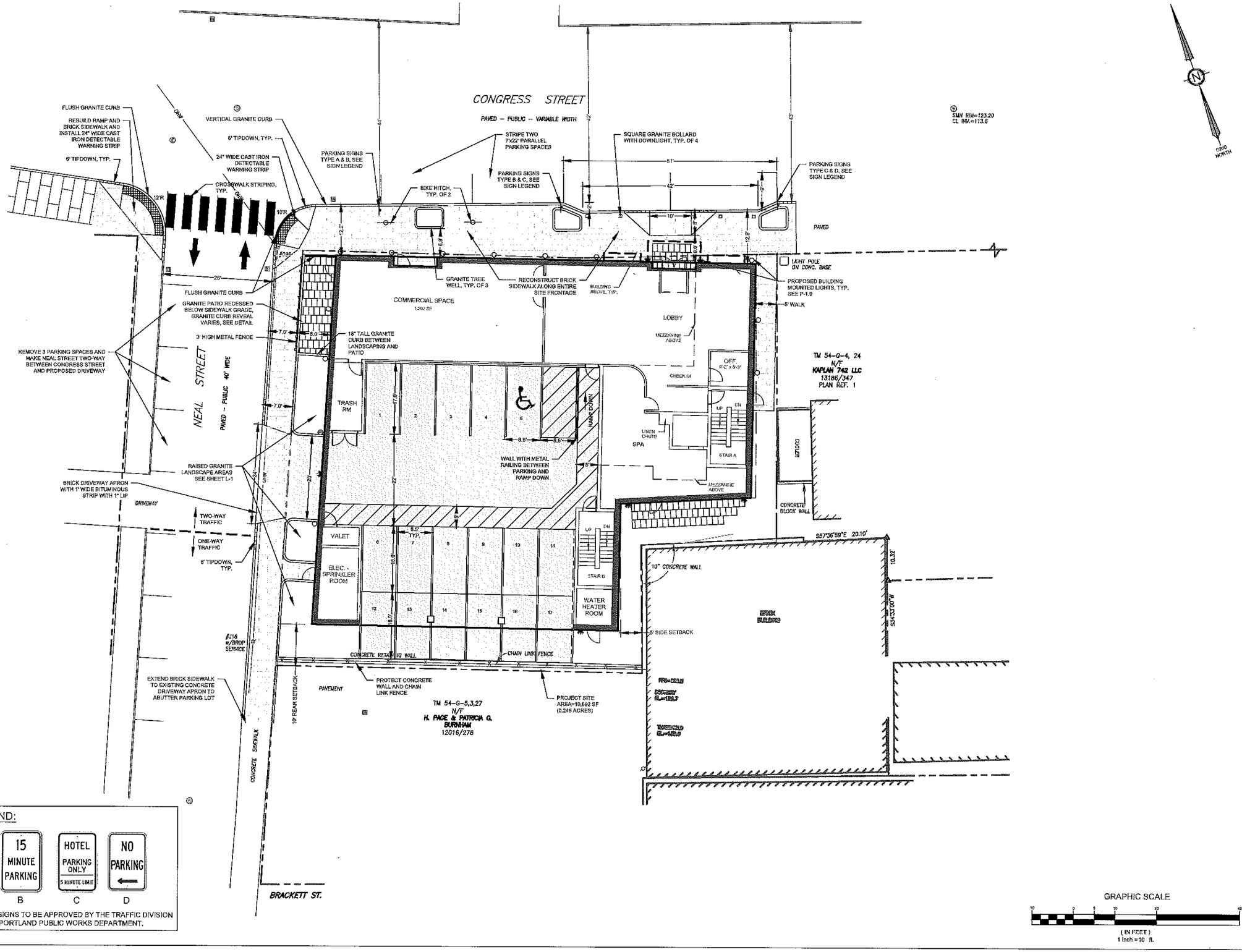
Revisions:

Scale:

Date:
SEP 5, 2019

3D Axon Views

A0.02



SIGN LEGEND:

A	B	C	D
NO PARKING FROM HERE TO CORNER →	15 MINUTE PARKING	HOTEL PARKING ONLY 5 MINUTE LIMIT	NO PARKING ←

NOTE: PARKING SIGNS TO BE APPROVED BY THE TRAFFIC DIVISION OF THE CITY OR PORTLAND PUBLIC WORKS DEPARTMENT.

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

STATE OF MAINE
MICHAEL E. TADEMA-WIELANDT
REGISTERED PROFESSIONAL ENGINEER

DATE: 9/13/2019
P.E.: MICHAEL E. TADEMA-WIELANDT

NO.	DATE	REVISIONS	APPD BY

41 CAMPUS DRIVE
SUITE 210
NEW GLOUCESTER, ME 04260

365 CONGRESS STREET
SUITE 200
PORTLAND, ME 04101

OFFICE: (207) 926-5111 FAX: (207) 221-1317
www.terradyn consultants.com

TERRADYN CONSULTANTS, LLC
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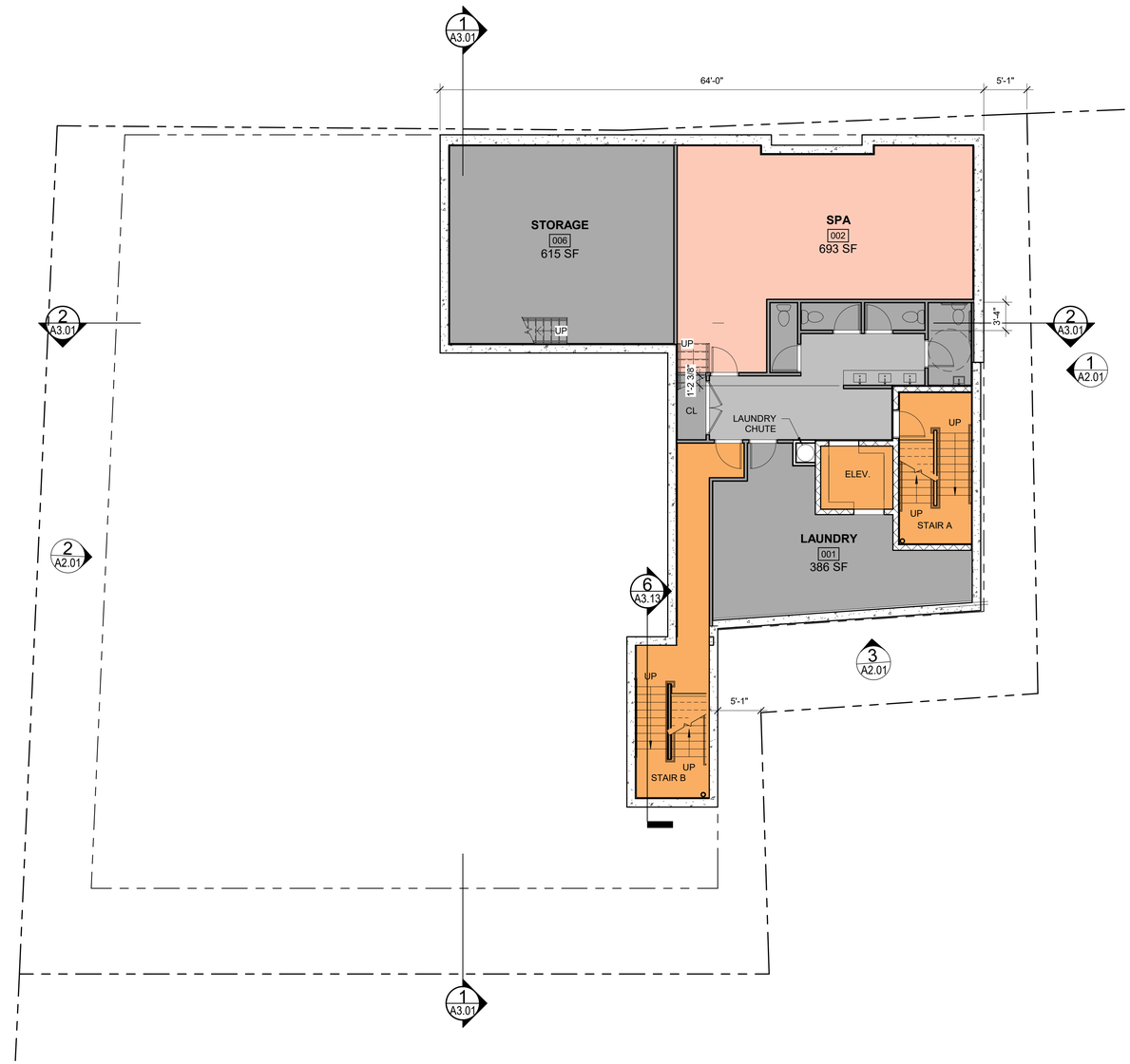
PERMIT DRAWING
NOT FOR CONSTRUCTION

PROJECT: LONGFELLOW HOTEL
756 CONGRESS STREET
PORTLAND, MAINE 04102

SHEET TITLE: SITE PLAN

CLIENT: CENTERWEST, LLC
795 CONGRESS STREET
PORTLAND, MAINE 04102

DATE:	9/13/2019
SCALE:	1"=10'
DISSIGNED:	ARF
JOB NO.:	1923
FILE: 1923 B.DWG	
SHEET	C-3.0



1 BASEMENT
1/8" = 1'-0"

0 2'-0" 4'-0" 8'-0" 16'-0"

Prepared For: Owner

Consultant:

Architect:
ARCHETYPE ARCHITECTS
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(207) 772-6022 Fax (207) 772-4056

Project:
754 CONGRESS
754 Congress Street
Portland, Maine

Revisions:

Scale: 1/8" = 1'-0"

Date: SEP 5, 2019

BASEMENT PLAN

A1.00

AREA CALCULATIONS

BASEMENT:	3,037 GSF
1ST FL:	8,145 GSF
MEZZANINE:	1,305 GSF
2ND FL:	8,213 GSF
3RD FL:	7,803 GSF
4TH FL:	7,803 GSF +
	36,306 GSF (INCL. PARKING GARAGE)

CONGRESS STREET

NEAL STREET

COMMERCIAL SPACE
1,262 SF

LOBBY

MEZZANINE ABOVE

OFF.
9'-2" x 8'-3"

CHECK IN

TRASH RM

1 2 3 4 5 6

LINEN CHUTE

SPA
416
617 SF

UP DN

STAIR A

MEZZANINE ABOVE

VALET

7 8 9 10 11 12

ELEC. - SPRINKLER ROOM

13 14 15 16 17 18

WATER HEATER / SPRINKLER

10'-0"

UP DN

STAIR B

5'-1"

10'-1"

8'-0"

B2b ZONE

B2b ZONE

B2b ZONE

R6 ZONE

754 CONGRESS STREET

ZONE = B2b
AREA = 10,692 SF
REAR YARD SETBACK MIN. = 10 FEET
SIDE YARD SETBACK = NONE
FRONT YARD MAX. = NO MORE THAN 10 FEET
STRUCTURE STEPBACKS = ABOVE 35 FEET - 5 FEET FROM SIDE PROPERTY LINE & 15 FEET FROM REAR PROPERTY LINE WHEN ABUTTING A RESIDENTIAL ZONE.
HEIGHT MAX. = 50 FEET IF FIRST FLOOR IS PARTIALLY OCCUPIED BY COMMERCIAL USE.
MAX. IMPERVIOUS SURFACE RATIO = 90%

1 | 1ST FLOOR
1/8" = 1'-0"
0' 2'-0" 4'-0" 8'-0" 16'-0"

N

Prepared For: Owner

Consultant:

Architect: ARCHETYPE ARCHITECTS
48 Union Wharf Portland, Maine 04101
(207) 772-6022 Fax (207) 772-4056

Project: 754 CONGRESS
754 Congress Street
Portland, Maine

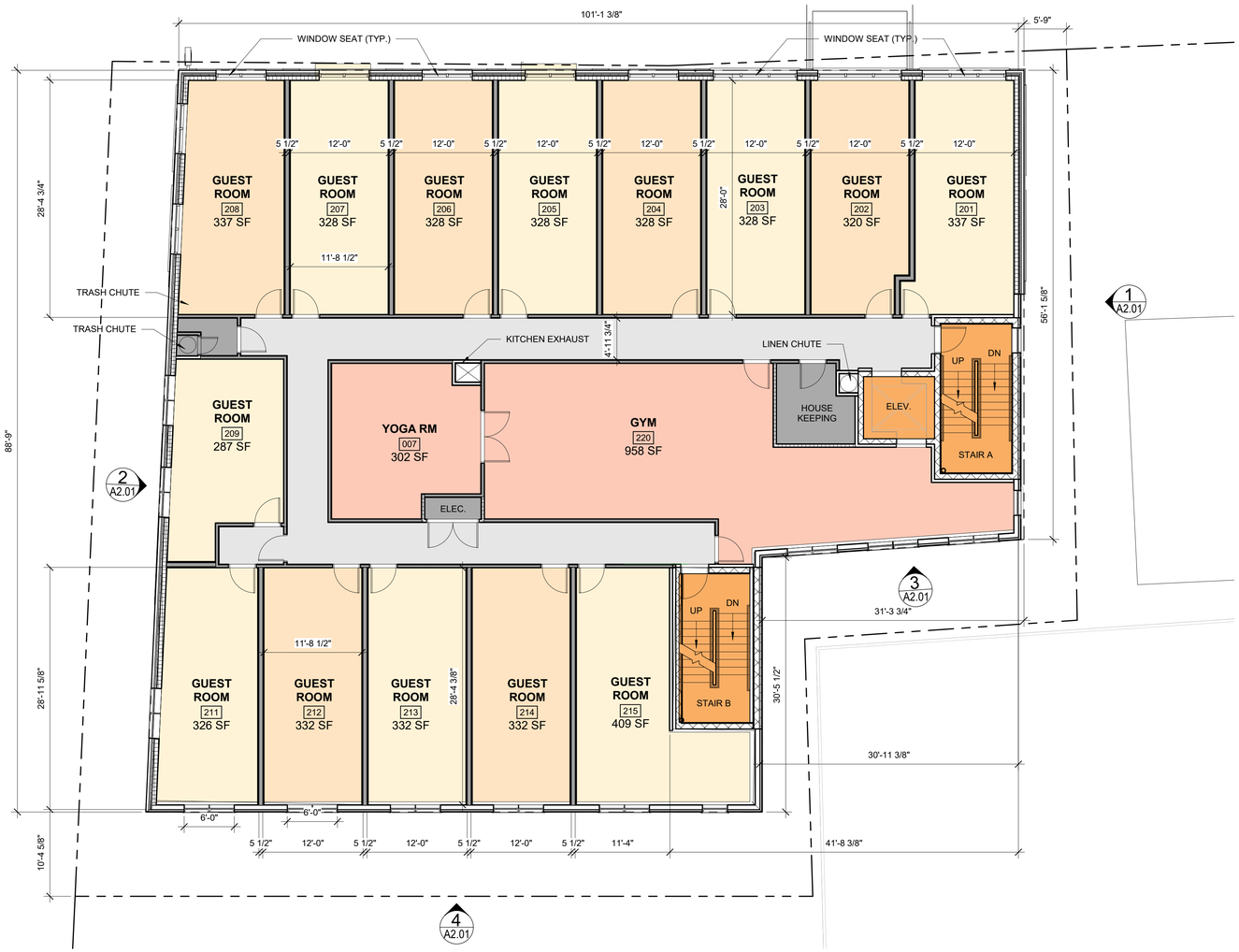
Revisions:

Scale: As indicated

Date: SEP 5, 2019

GROUND FLOOR PLAN

A1.01



1 | 2ND FLOOR
1/8" = 1'-0"
0 2'-0" 4'-0" 8'-0" 16'-0"

Prepared For: Owner

Consultant:

Architect:
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(207) 772-6022 Fax (207) 772-4056

Project: 754 CONGRESS
754 Congress Street
Portland, Maine

Revisions:

Scale: 1/8" = 1'-0"

Date: SEP 5, 2019

SECOND FLOOR PLAN

A1.02

1 | 3RD FLOOR
1/8" = 1'-0"
0 2'-0" 4'-0" 8'-0" 16'-0"
N

Prepared For: Owner

Consultant:

Architect: ARCHETYPE ARCHITECTS
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(207) 772-6022 Fax (207) 772-4056

Project: 754 CONGRESS
754 Congress Street
Portland, Maine

Revisions:

Scale: As indicated

Date: SEP 5, 2019

THIRD FLOOR PLAN

A1.03

1 | 4TH FLOOR
1/8" = 1'-0"
0 2'-0" 4'-0" 8'-0" 16'-0"
N

Prepared For: Owner

Consultant:

Architect: ARCHETYPE ARCHITECTS
48 Union Wharf Portland, Maine 04101
(207) 772-6022 Fax (207) 772-4056

Project: 754 CONGRESS
754 Congress Street
Portland, Maine

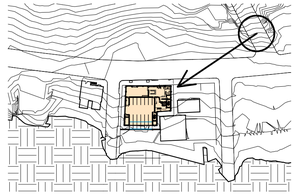
Revisions:

Scale: As indicated

Date: SEP 5, 2019

FOURTH FLOOR PLAN

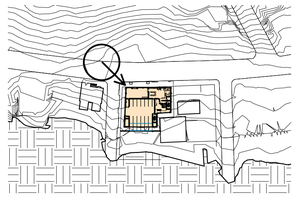
A1.04



VIEW 2 CAMARA LOCATION

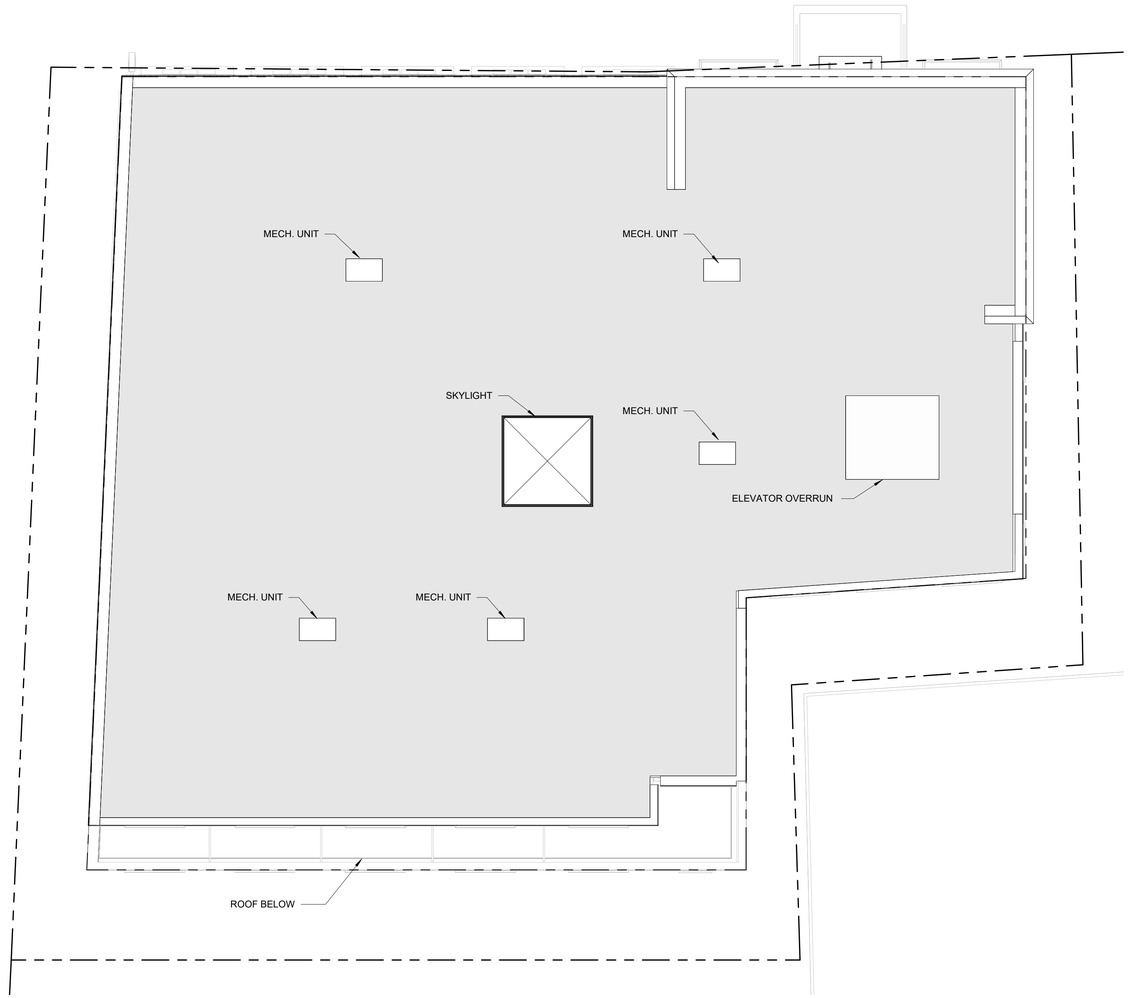
3 | 3D View 2

ROOFTOP UNITS NOT VISIBLE



VIEW 1 CAMARA LOCATION

2 | 3D View 1



1 | ROOF

1/8" = 1'-0"

0 2'-0" 4'-0" 8'-0" 16'-0"

Prepared For: Owner

Consultant:

Architect:
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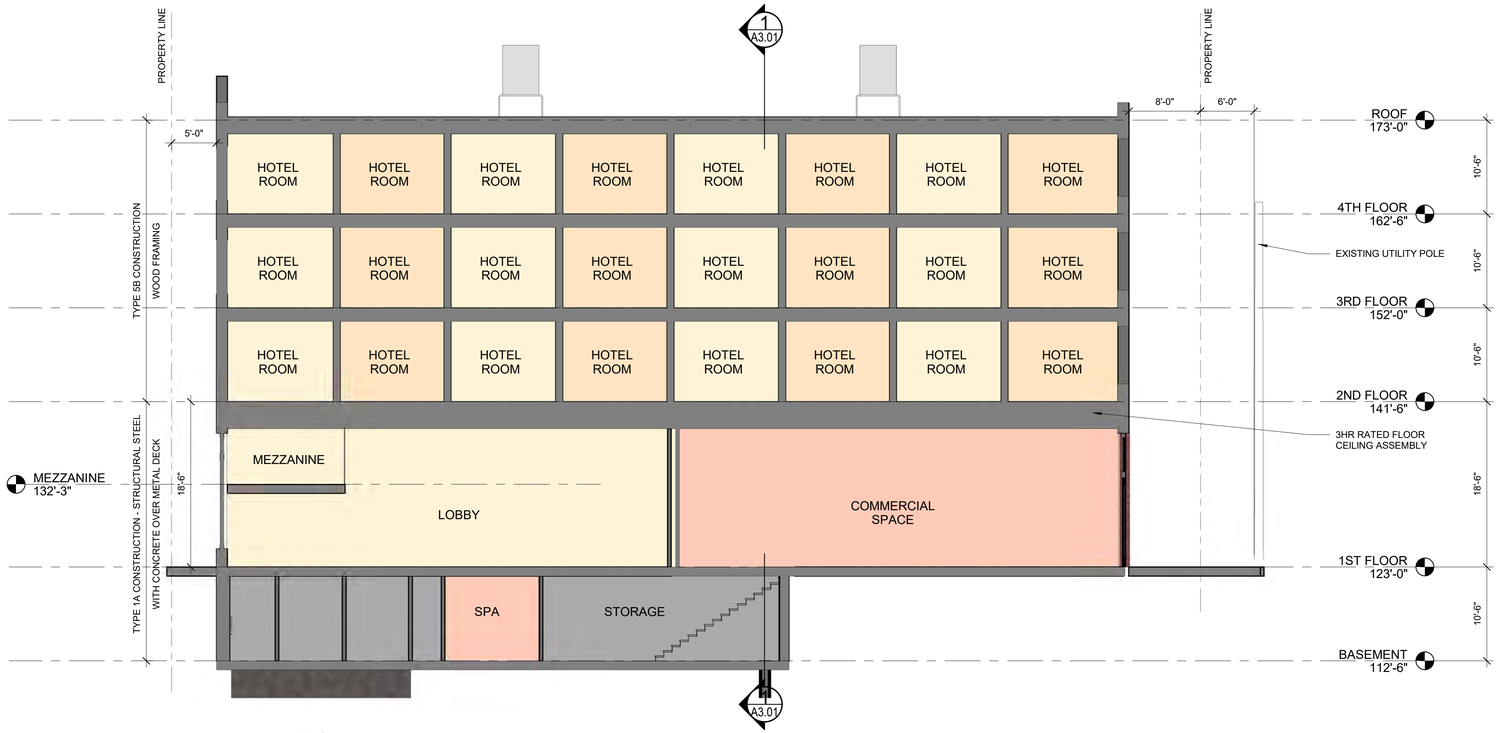
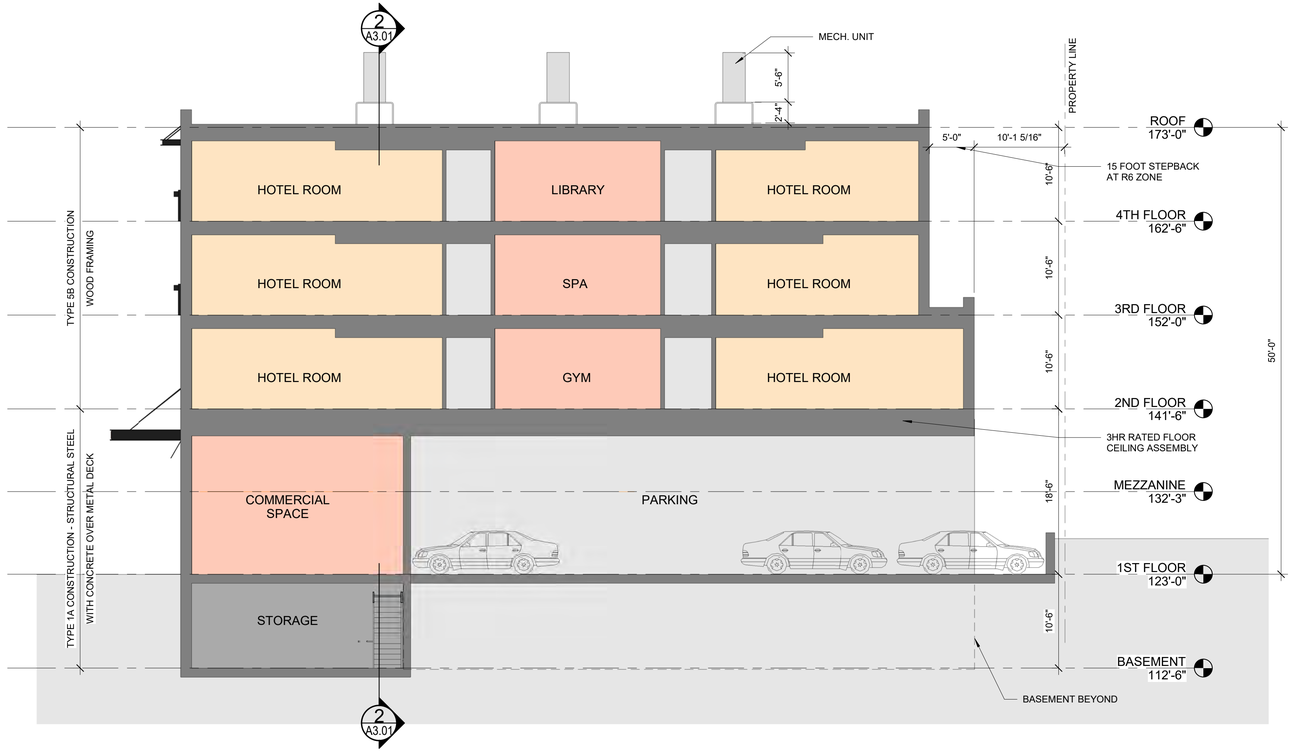
ROOF PLAN

A1.05



2 BUILDING SECTION B
1/8" = 1'-0"
0 2'-0" 4'-0" 8'-0" 16'-0"



1 BUILDING SECTION A
1/8" = 1'-0"
0 2'-0" 4'-0" 8'-0" 16'-0"

Prepared For: Owner

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Architect:
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754 CONGRESS
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Revisions:

Scale: 1/8" = 1'-0"

Date: SEP 5, 2019

BUILDING SECTIONS

A3.01

1 MEZZANINE
1/8" = 1'-0"

0' 2'-0" 4'-0" 8'-0" 16'-0"

Prepared For: Owner

Consultant:

Architect: ARCHETYPE ARCHITECTS
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MEZZANINE

A1.01a