CITY OF PORTLAND, MAINE
HISTORIC PRESERVATION BOARD

AGENDA
HISTORIC PRESERVATION BOARD MEETING

On Wednesday, December 18, 2019, the Portland Historic Preservation Board will meet at 5:00 in Room 209 of City Hall to review the following items. (Public comments are taken at all meetings):

1. ROLL CALL AND DECLARATION OF QUORUM

2. REPORTS OF DECISIONS AT THE MEETING HELD ON DECEMBER 4, 2019

i. Certificate of Appropriateness for Rooftop Additions; 215 Commercial Street; Granite Face, LLC., Applicant. The Board tabled the application to the December 18, 2019 meeting.

3. COMMUNICATION AND REPORTS

4. WORKSHOP - 5:00 PM

i. Preliminary Review of Potential Redesign of Wharf Street and Dana Street; Department of Public Works, Applicant.

5. PUBLIC HEARING - UNFINISHED BUSINESS

i. Certificate of Appropriateness for Rooftop Additions; 215 Commercial Street; Granite Face, LLC., Applicant.

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
WHARF AND DANA STREETS

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Deb Andrews, Historic Preservation Program Manager
DATE: December 12, 2019
RE: December 18, 2019 **WORKSHOP –Review of Conceptual Plans for Street Reconstruction**

Address: Wharf Street and Dana Street
Portland Waterfront Historic District

Applicant: Department of Public Works
Keith Gray, City Engineer
Jen Ladd, Senior Transportation Engineer

Consulting Landscape Architect: Aceto Landscape Architecture

Introduction

City Engineer Keith Gray and Senior Transportation Engineer Jen Ladd have requested a workshop with the Board to present a number of options under consideration for the proposed reconstruction of Wharf Street and Dana Street in the Portland Waterfront Historic District. Both streets are paved in granite pavers and are in a poor state of repair. As currently configured, the streets also present a variety of challenges and conflicts in terms of vehicular and pedestrian access and circulation, parking, accommodations for truck deliveries, space for outdoor seating, etc. To address these functional issues and also retain the unique character of both Dana Street and Wharf Street, the Department of Public Works retained the services of a landscape architecture firm to develop a number of design concepts for consideration.

Note that the project is still at a very preliminary planning stage and construction funds have not yet been secured to complete the work. Project engineers are seeking early input from the Historic Preservation Board as well as from key stakeholders in the area before proceeding further with design development. Input as to a preferred (or modified) approach at this time will also be helpful in developing a budget for the project, as the cost of each design option varies.

Background

Until 1850, when Commercial Street was created on filled land to accommodate the Atlantic & St. Lawrence railroad line, Fore Street was the southernmost street on the peninsula. Behind Fore Street, wharfs extended into the harbor. It is not clear how Wharf Street was paved, if at all, when Commercial Street was created. What we do know from Public Works' archives is that Wharf Street was described as a "dirt passage" in 1979/80 when a comprehensive street improvement project was initiated. That project entailed the installation of a sewer line, street paving with Belgian Block granite pavers and the installation of brick sidewalks and streetlights along the street's northern edge. Wharf Street also became an accepted city street at that time. The street remains essentially unchanged since 1980.

Dana Street was accepted in 1856 as Central Street and was changed to Dana in 1899. There is a plan of the laying out of Dana, but no construction drawing. However, the 1924 Assessors photos clearly show Belgian Block pavers with edging blocks to the dirt passage of what is now Wharf Street and brick sidewalks.

Project Description, Options Under Consideration

Enclosed with the conceptual plans and renderings is a cover memo that describes some of the impetus behind this project and the general approach being taken—see ATTACHMENT 1. As you will note from the enclosed submission, two alternative schemes are being presented for consideration for Wharf Street and four alternative designs are being presented for Dana Street. Public Works staff will describe each alternative at the workshop on Wednesday and explain the relative benefits and challenges presented by each option. As the enclosed plans and renderings are quite clear, there is no need to describe them in detail here.

Board Considerations

Although the Historic Preservation Board has reviewed relatively few proposals for street reconstruction, the ordinance review standards are intended to apply to a wide variety of projects affecting historic resources and historic areas. The same general considerations apply in the review, including whether or not the current condition of the resource (street) is original or consistent with the original design and materials. Also, as with all rehabilitation projects, some level of alteration is acceptable within the ordinance review standards provided important character-defining features or materials are retained.

In addition to the ordinance's Standards for Review of Alterations, the *Historic Resources Design Manual* includes specific guidelines as to how the Standards are applied to streetscape and pedestrian improvements (see ATTACHMENT 5).

As noted above, Wednesday's workshop is strictly preliminary as there are no immediate plans to move forward with the project. Public Works staff are seeking early input as to a general design direction that would likely be supported by the Board.

Applicable Review Standards

> *(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.*
>
> *(4) Changes which may have taken place in the course of time are evidence of the history and development of a structure, object or site and its environment. Changes that have acquired significance in their own right, shall not be destroyed.*
>
> *(5) Distinctive features, finishes, and construction techniques or examples of skilled craftsmanship which characterize a structure, object or site shall be treated with sensitivity.*
>
> *(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.*

ATTACHMENTS

1. Cover letter from Jennifer Ladd, Department of Public Works
2. Aerial view of project area
3. Wharf Street – existing conditions and renderings of 2 treatment options
4. Dana Street - existing conditions, plans and renderings of 4 treatment options
5. Excerpt from Historic Resources Design Manual- guidelines for streetscape and pedestrian improvements

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

Memo

To: Deb Andrews, Historic Preservation Program Manager
From: Department of Public Works
Re: Conceptual Improvements for Dana and Wharf Streets

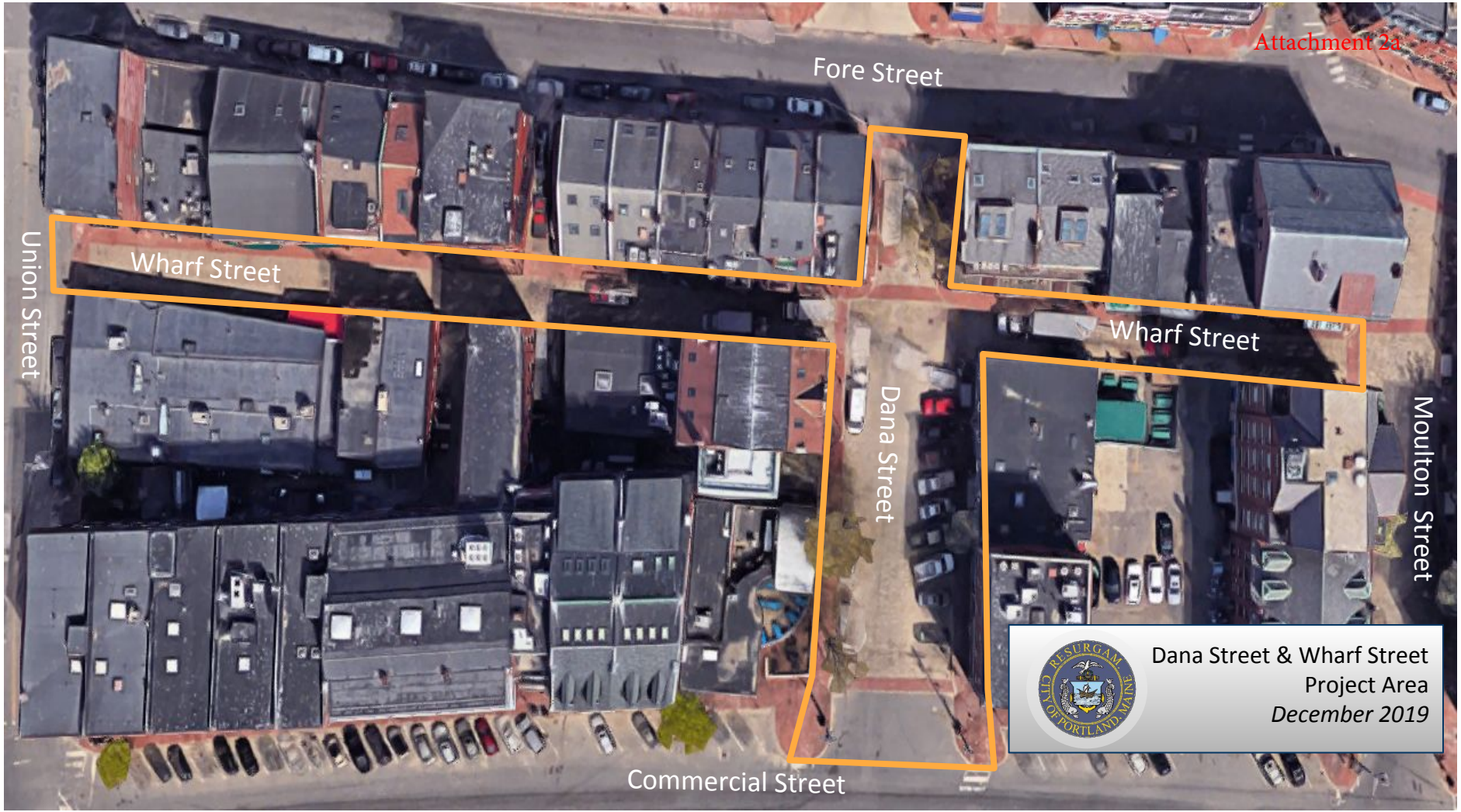
Dana and Wharf Streets are both cobblestone streets in the heart of Portland's Old Port that are in need of significant repair. Deterioration has occurred over time due to years of poor street drainage, increased vehicle & pedestrian use, deferred maintenance, and weather related wear and tear. Local businesses have requested street improvements to facilitate safer deliveries, expanded space for outdoor seating, and safety and accessibility improvements to attract more business. Visitors and residents alike have a difficult time navigating the uneven streets and sidewalks. Both Dana Street (including its sidewalks) and Wharf Street need extensive work in order to comply with federal ADA standards and be improved to a condition that is usable by all.

In response to these requests from the community and the deteriorating infrastructure, the Department of Public Works (DPW) is investigating options for reconstructing these streets. Due to the potential for improvement and concerns around existing vehicular and pedestrian safety, DPW worked with Aceto Landscape Architecture (ALA) to develop alternatives for Dana Street that balance traffic and pedestrian circulation as well as on-street parking. ALA also developed rendered options for Wharf Street intended to show how different materials like brick, granite, pervious pavers and cobblestone could be used to improve how the street functions.

A brief summary of each alternative will be presented and feedback welcomed at upcoming meetings. Each option includes reconstructing the street to a suitable condition and using existing materials like cobblestones and brick to keep the character of these historic streets. Sidewalks will also be reconstructed in brick, widened where necessary and built to comply with ADA standards. Street trees, lighting, benches, and trash receptacles are included in the alternatives, but subject to further discussion as a result of public input and project funding.

The project will be presented to the general public on December 17th at 6pm at City Hall and to the Historic Preservation Board on December 18th at 5pm also at City Hall. Additional public meetings will be held in the future as the project advances.

For more information, please contact:
Jennifer Ladd at
jwl@portlandmaine.gov
874-8893


Fore Street
Union Street
Wharf Street
Wharf Street
Dana Street
Moulton Street
Commercial Street
RESURGAM
CITY OF PORTLAND, MAINE
Dana Street & Wharf Street
Project Area
December 2019

Attachment 2b

PLAN METRICS

TOTAL PLAN AREA:	15,997 SF
PEDESTRIAN ZONE:	15 %
VEHICULAR ZONE:	85 %
TOTAL CAR PARKING:	16 SPACES
BICYCLE PARKING:	0-6 SPACES
SEATING AREA:	50-80 SF (4-8 PEOPLE)

DANA & WHARF STREETS | EXISTING CONDITIONS
OCTOBER 2019

ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN

Attachment 3

WHARF STREET | EXISTING CONDITION
OCTOBER 2019

ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN

WHARF STREET | PREFERRED ALTERNATIVES

WHARF STREET | PREFERRED ALTERNATIVES

ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN

WHARF STREET | ALTERNATIVE 'A' PERSPECTIVE

OCTOBER 2019

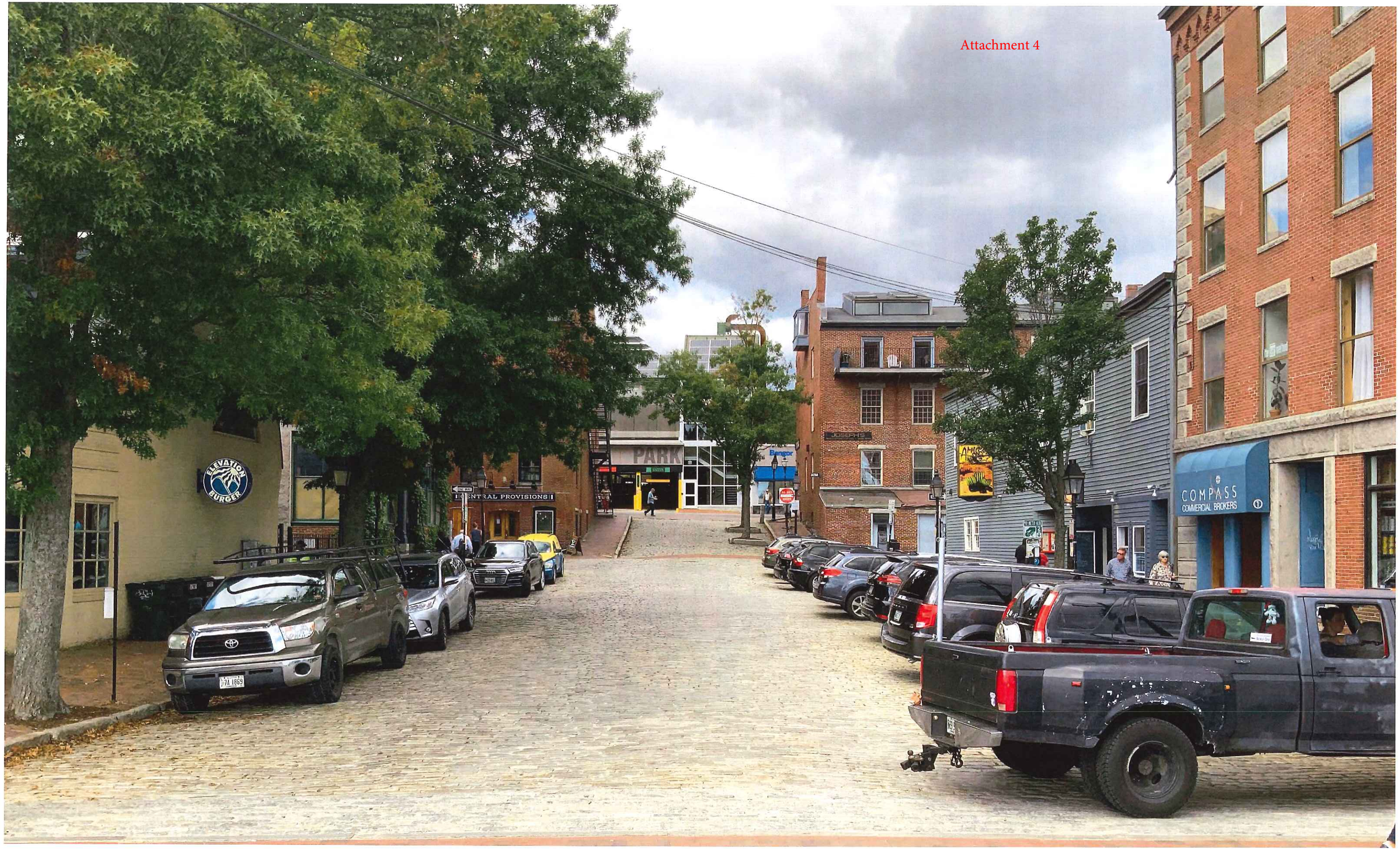
ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN

WHARF STREET | ALTERNATIVE 'B' PERSPECTIVE
OCTOBER 2019

RESURGAM CITY OF PORTLAND, MAINE

ALA
ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN

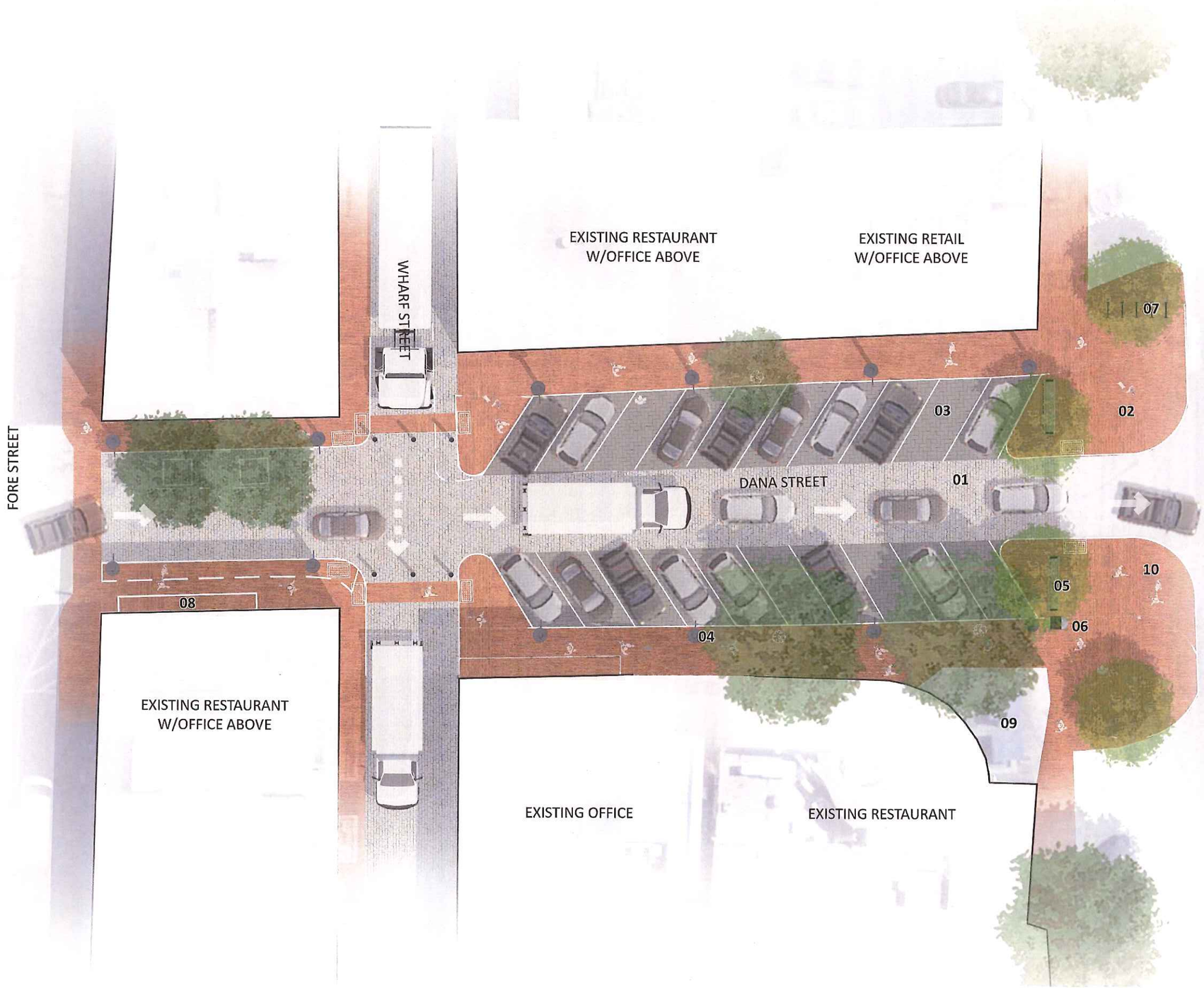
Attachment 4



DANA STREET | EXISTING CONDITION
OCTOBER 2019

RESURGAM CITY OF PORTLAND, MAINE

ALA
ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN



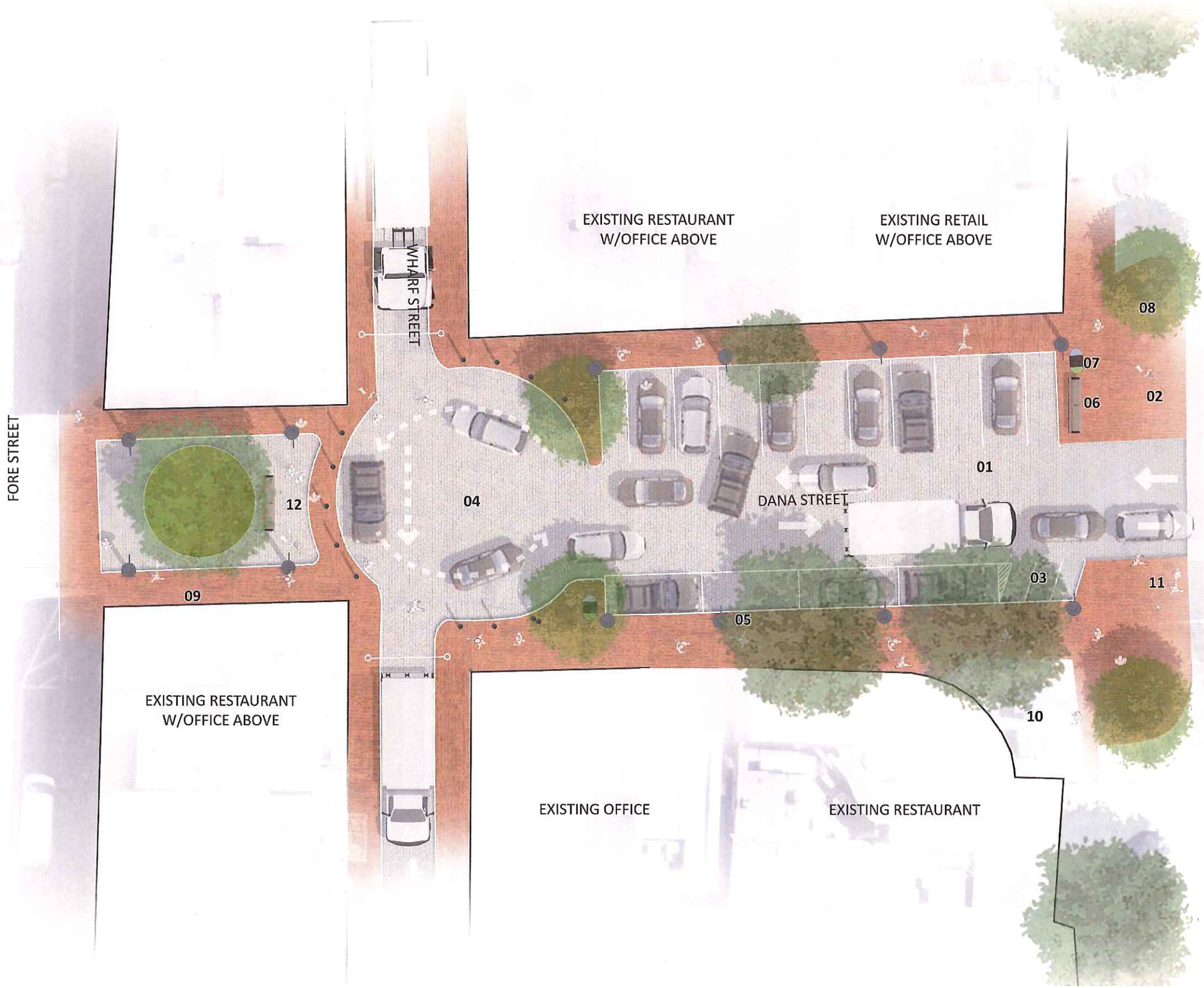
01. COBBLE PAVING
02. BRICK PAVING
03. PERVIOUS PAVING
04. STREET LAMP, TYP.
05. BENCH, TYP.
06. TRASH RECEPTACLE, TYP.
07. BICYCLE RACK, TYP.
08. EX. FIRE ESCAPE ABOVE
09. EX. OUTDOOR DINING
10. CURB EXTENSION (S)

PLAN METRICS

TOTAL PLAN AREA:	15,997 SF
PEDESTRIAN ZONE:	35 %
VEHICULAR ZONE:	65 %
TOTAL CAR PARKING:	20 SPACES
BICYCLE PARKING:	6-12 SPACES
SEATING AREA:	80-100 SF (8-10 PEOPLE)

DANA & WHARF STREETS | ALTERNATIVE 'A' ONE-WAY DANA
OCTOBER 2019

ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN



01. COBBLE PAVING
02. BRICK PAVING
03. MOTORCYCLE PARKING
04. TRUCK TURNAROUND
05. STREET LAMP
06. BENCH
07. TRASH RECEPTACLE
08. BICYCLE RACK
09. EX. FIRE ESCAPE ABOVE
10. EX. OUTDOOR DINING
11. CURB EXTENSION (S)
12. PARKLET

PLAN METRICS

TOTAL PLAN AREA:	15,997 SF
PEDESTRIAN ZONE:	52 %
VEHICULAR ZONE:	48 %
TOTAL CAR PARKING:	13 SPACES
BICYCLE PARKING:	6-12 SPACES
SEATING AREA:	100-150 SF (10-15 PEOPLE)

DANA & WHARF STREETS | ALTERNATIVE 'B' TWO-WAY DANA W/TURNAROUND

OCTOBER 2019

RESURGAM CITY OF PORTLAND, MAINE

ALA
ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN

01. COBBLE PAVING
02. BRICK PAVING
03. AUTO-COURTYARD
04. STREET LAMP
05. BENCH
06. OUTDOOR SEATING
07. OVERHEAD LIGHTING
08. TERRACED PLAZA
09. PLAZA STEPS
10. PLANTING AREAS
11. PLANTER(S)
12. TRASH RECEPTACLE
13. BICYCLE RACK
14. EX. FIRE ESCAPE ABOVE
15. EX. OUTDOOR DINING
16. CURB EXTENSION (S)
17. TURNAROUND SPACE

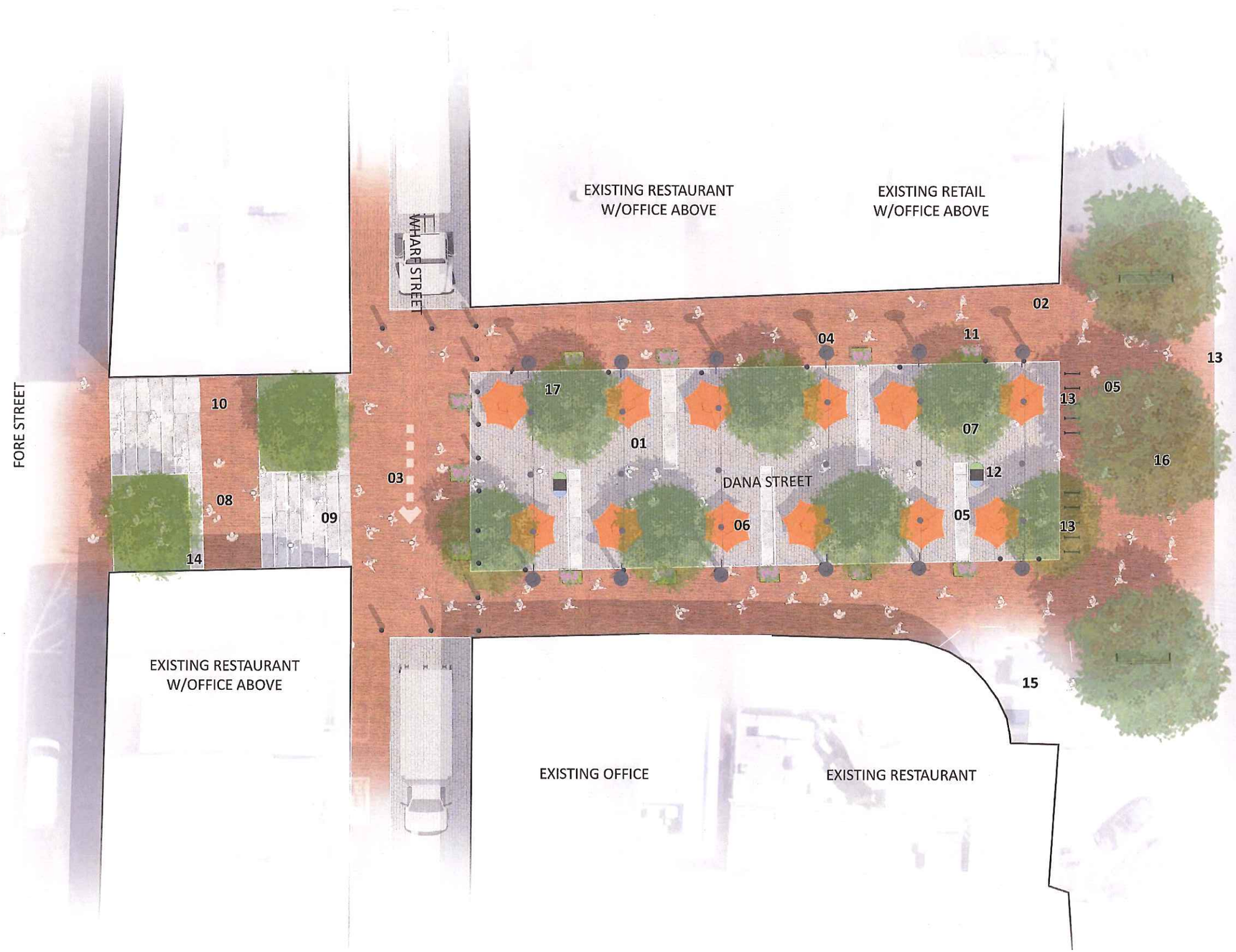
PLAN METRICS

TOTAL PLAN AREA:	15,997 SF
PEDESTRIAN ZONE:	66 %
VEHICULAR ZONE:	34 %
TOTAL CAR PARKING:	10 SPACES
BICYCLE PARKING:	12-15 SPACES
SEATING AREA:	200-250 SF (20-25 PEOPLE)

DANA & WHARF STREETS | PREFERRED ALTERNATIVE 'C' SHARED STREET HYBRID
OCTOBER 2019

RESURGAM CITY OF PORTLAND, MAINE

ALA
ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN



01. COBBLE PAVING
02. BRICK PAVING
03. FORECOURT
04. STREET LAMP
05. BENCH
06. OUTDOOR SEATING
07. OVERHEAD LIGHTING
08. TERRACED PLAZA
09. PLAZA STEPS
10. PLANTING AREAS
11. PLANTER(S)
12. TRASH RECEPTACLE
13. BICYCLE RACK
14. EX. FIRE ESCAPE ABOVE
15. EX. OUTDOOR DINING
16. EXPANDED PLAZA

PLAN METRICS

TOTAL PLAN AREA:	15,997 SF
PEDESTRIAN ZONE:	15 %
VEHICULAR ZONE:	85 %
TOTAL CAR PARKING:	0 SPACES
BICYCLE PARKING:	15-20 SPACES
SEATING AREA:	400-450 SF (40-50 PEOPLE +)

DANA STREET | PREFERRED ALTERNATIVE 'D' POCKET PARK
OCTOBER 2019

ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN

DANA STREET | PREFERRED ALTERNATIVE 'C' SHARED STREET HYBRID

OCTOBER 2019

ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN

DANA STREET | PREFERRED ALTERNATIVE 'D' POCKET PARK

OCTOBER 2019

ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN

STANDARDS: STREETSCAPE AND PEDESTRIAN IMPROVEMENTS 8

1. General

Retain the distinctive historic features of the streetscape, including walkways, alleys, lighting, signage, planters, landscaping, curbing, and paving that give the district its distinguishing character. Where streetscape or pedestrian improvements are proposed which were not historically a part of the site, such improvements shall be compatible with the existing historic character.

2. Pedestrian Amenities

a. While pedestrian amenities must be compatible with the City's historic character, variations shall be permitted in order to respect the vitality and the variety of the City's different thoroughfares and neighborhoods.

b. Different types of public spaces should respond to the following general performance criteria:

- Historic commercial streets shall be treated simply with maximum open sidewalk space, limited obstructions on the ground, and pedestrian preference for street crossing.

- Historic, non-commercial pedestrian streets and walks shall have a similar scale, more intimate design using textures and smaller elements that stimulate interest along the path.

- Waterfronts were not typically pedestrian spaces in historic Portland but should be opened up to the public wherever possible due to their historic interest and value as a public amenity.

- Parking areas must be carefully designed and landscaped due to their large size and visual impact upon visitors and residents.

- Parks should play a special role in historic interpretation and provide day-time cultural activity for the District as well as relief from paved areas.

3. Streetscape

a. Paving and Planting

a. The existing streetscape should be enriched, especially around historic buildings and heavily used pedestrian areas. Historically appropriate improvements should create some consistency while avoiding complete uniformity.

b. Historic paving features should be retained wherever possible and incorporated into the streetscape improvements. For example, where brick sidewalks existed historically, brick shall continue as the material of choice.

c. Subtle variations in paving patterns and materials shall be used to enrich sidewalks and plazas, such as highlighting patterns in street lights, trees, furniture, street crossings, and entryways.

d. Planting shade trees and shrubs shall be encouraged where they would enhance the historic character and create more inviting spaces. Removal of healthy trees over 3" caliper shall be discouraged, except where they threaten existing structures or personal safety.

b. Street Furniture

a. Placement of street furniture which is appropriate to the context, attractive, and durable shall be encouraged. Placement of furniture should be based upon careful study of how people tend to use a street.

c. Lights, Signs, and Traffic Signals

a. Public signs shall utilize compatible graphics, colors, proportions, dimensions, and fabrication methods in order to create greater consistency and improve their compatibility with their historic setting.

b. Street lights shall be designed to harmonize with their surroundings, and traffic signal poles and mounts shall be as unobtrusive as possible, both physically and visually.

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

PUBLIC HEARING
PROPOSED ROOFTOP ADDITIONS – 211-215 COMMERCIAL STREET

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Rob Wiener, Preservation Compliance Coordinator
DATE: December 13, 2019
RE: December 18, 2019 **PUBLIC HEARING**

Application for: Certificate of Appropriateness – Rooftop Additions

Location: 211-215 Commercial Street

Applicant: Granite Face, LLC

Architects: Mark Mueller Architects – Mark Mueller & Matt Provencal

Introduction

On December 18, 2019 Mark Mueller Architects will return to the Historic Preservation Board on behalf of Granite Face, LLC for the continuation of a public hearing that was tabled on December 4, 2019. Board members will recall that on December 4 the revised plans for proposed rooftop additions at 211-215 Commercial Street were reviewed by a split Board that decided to table a final decision. Plans to increase natural light on the fifth floor and add living space on a new sixth floor - including recessed infill dormers between the four existing front pedimented dormers, an inverted dormer above these front dormers, a rear dormer on top of the existing 5th floor dormer, an extension of the circulation connector at 215 Commercial Street to access the proposed sixth floor, and several additional windows – have been revised in several ways in anticipation of a final vote on December 18.

On December 4, the Board's deliberation and a straw poll revealed that several of the proposed alterations could be approved as presented. Because of outstanding concerns about the proposed infill dormers between the existing front "doghouse" dormers it appeared an evenly split Board would not result in approval. (Three of the six voting members present judged the infill as unacceptable interference with the four character-defining dormers on the front roof.)

At all of the previous meetings, the Board made clear they would be cautious about

preserving the distinctive appearance of the gambrel roof form and the four front dormers at the subject property (c. 1854,) as character-defining features. Throughout the review process Board members persistently questioned whether the proposed sixth floor and associated measures to increase light and space could be added without overwhelming these key features or pushing the limits of 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....*

With each revision between Board meetings, the architects have scaled back the additions, and at the December 4 public hearing most of the proposed alterations met with at least qualified support. At around 10:15 the Board voted table the hearing, with the front infill dormers prompting three Board members to express a lack of support for the application.

For the final consideration on December 18 Mark Mueller Architects have provided some further plan revisions, described in a package of drawings, perspective views, and photos, and in a summary of the recent revisions.

December 4, 2019 Public Hearing

Plans presented at the December 4 hearing included revisions that further scaled back several of the proposed additions, in response to the Board's workshop feedback. Board members expressed appreciation for design responses that moved toward minimizing the potential visual distraction from the historic character of the Granite Block. The somewhat protracted, iterative review has resulted in revisions that won general acceptance by most Board members of most of the proposed alterations.

Front Dormer Infill:

The December 4 plans showed infill dormers with reduced height and a flatter roof that stayed completely below the roof trim of the existing dormers, lower by an additional 6" than the version shown at the previous workshop. The infill was set the same distance back from the face of the existing dormers - at 48" – as at the October workshop.

- Three Board members indicated they could support the more minimal infill dormers, and three expressed enduring serious reservations about any infill between the front dormers, based on their interpretation of Standard for Alterations # 1.
- There was some question about whether a tie vote (had a formal vote been taken, which it was not,) would result in a denial of the proposal. Staff reading of the Historic Preservation Ordinance (since December 4) appears to indicate that an application is not considered approved unless a winning vote is cast.

- Mr. Mueller was asked about the depth of the overhanging roof on the infill dormers, which was approximately 12" and was further exaggerated by the gutters.

The architect spoke in favor of the effect of the shadows caused by the overhangs; Board members were not overwhelmingly opposed but suggested further study and a possible reduction in the overhang depth.

Inverted Dormer:

In response to Board comments, the inverted dormer shown at the public hearing was completely within the lower gambrel roof plane, leaving the pitch change line unbroken. The reduction in scale made the proposal acceptable to all but one Board member, according to a straw poll.

Rear Dormer:

Another reduction in the scale of the rear dormer was presented on December 4, with the face of the proposed 6th floor dormer 5' back from the face of the existing 5th floor dormer. Cheek walls on the sides were treated with a consistent siding in the same plane for both floors. The Board response was generally favorable to the reduction, but the large windows in the cheek walls at the east and west sides of the 6th floor dormer raised concerns – especially facing the east and Dana Street. Members suggested reducing the size of the windows, or eliminating them altogether.

Circulation Core Connector – 215 Commercial Street

The redesigned circulation connector at 215 Commercial received favorable responses on December 4th. A fully integrated, consistent approach to new copper siding, and a roof line that preserved the primacy of the gambrel parapet profile at the west end of the main block of the building were key to the more recessively scaled revision.

Additional Windows in End Walls - Sixth Floor:

For December 4, an additional pair of windows were added to the east wall of the Granite Block, for a new total of five levels of paired windows at the 5th and 6th floors. The middle pair were still proposed as spandrel glass, to obscure the framing for the new 6th floor. Several Board members still had some reservations about the use of spandrel glass at the level of the new sixth floor framing, and several also asked for further study of the window arrangement, which had a stack of five windows high that some thought too tall.

Revised Proposal for December 18 Public Hearing

For a summary narrative for the latest design revisions please see the memo from the architects, Attachment 1. Notes on select changes follow:

- The most serious outstanding concerns pertained to the front infill dormers, and the new design shows them lower by an additional 4", and further back from the faces of the existing dormers by an additional 2' – for a total setback of 6'. As on December 4, simple windows with minimalist black frames are specified to further the recessive treatment.
- On the east end wall of the main block the existing stack of windows for the 5th

floor is three high; for the December 18 submission, the proposed stack is four high, back down from the five high array shown on December 4. The spandrel glass that prompted ongoing concerns has been removed; instead the 6th floor framing facing the windows will be finished with paint (color not specified.)

- The east facing (toward Dana Street) window in the 6th floor of the rear dormer has been removed entirely, and the west facing window is unchanged in the most recent plans.

Staff Comments and Questions

The changes made by Mark Mueller Architects to the final plans respond to Board feedback on several fronts. Most critical of the Board concerns are those about the front infill dormers. Whether the greater setback of the dormer faces (now 6' back) and the further lowering of the roof line (an additional 4") can render the infill sufficiently recessive will be known on December 18. If the integrity of the character-defining front dormers can only be assured by maintaining them as completely unfettered rooftop elements, then this part of the proposal may not be approved. If the existing dormers are judged to be sufficiently dominant and independent with the reduced infill, then acceptance may be possible. While staff suggests that perhaps the existing dormers can "hold their own," with the further minimized infill, it is certainly true that reasonable arguments exist both for and against the proposal.

Staff supports the two changes to fenestration described in the architects' narrative, and it appears the modifications directly address Board concerns. The large window in the west-facing end cheek wall of the new rear dormer remains in the proposal; staff believes this window will be somewhat visible if one stands in the right spot on Plum Street just below Fore Street, but the view is narrow and is not as critical as the east (Dana Street) view. Staff also notes that the end of the dormer may be visible from the far end of Wharf Street, near Union Street. The Board may still wish to see the window reduced in size, or perhaps even eliminated, for simplicity and consistency.

In regards to the other aspects of the proposal, the evolution of the design through several iterations has definitely improved the level of acceptance among Board members. Based on previous comments, staff agrees with the majority of Board members that the inverted dormer, the circulation connector, the skylights, the rear dormer, and most of the additional windows are acceptable as they are presented. Among the details that may need further clarification are drainage for the inverted dormer and front and rear roofs and gutters, and the overhang details on the infill and inverted dormers, should they be approved.

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.

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the December 18, 2019 public hearing and information included in the accompanying staff report, the Board finds that the proposed alterations and additions at 211-215 Commercial Street meet (fail to meet) the historic preservation ordinance review standards for review of alterations (subject to the following conditions.....)

ATTACHMENTS

1. Summary of design changes – Mark Mueller Architects
2. Drawings, renderings and photos – Mark Mueller Architects

M A R K
MUELLER
ARCHITECTS

Date: December 18, 2019

Project Narrative – Public Hearing

RE: The Granite Block
215 Commercial Street
Portland, Maine

On behalf of Granite Face LLC, our office is submitting architectural plans and details for final Historic approval.

Changes to the architecture are as follows:

Front Shed Dormer: The dormer roof has been lowered 4", by using an alternate insulation technique, this reduces the profile of the low-slung shed dormer further. Previous iterations set the dormer wall back 4' from the existing gable dormers, that setback is now 6' in this submission.

Rear 6th Floor Dormer: Previously the drawings portrayed a dormer end wall window facing Dana Street, this window has been removed for simplicity.

Gambrel End: Pair of stacked upper window combination were removed. Spandrel glazing is removed.

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Fax: 207.773.3851
E-Mail:
rfi@muellerarchitects.com
Member AIA

THE GRANITE BLOCK

Attachment 2

GRANITE BLOCK

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email:
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HISTORIC PRESERVATION SUBMITTAL

12.18.19

215 Commercial Street
Portland, Maine 04101

HP - 0

THE GRANITE BLOCK

SOUTH WEST PERSPECTIVE

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HISTORIC PRESERVATION SUBMITTAL

12.18.19

215 Commercial Street
Portland, Maine 04101

HP-1.0

SOUTH WEST PERSPECTIVE

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HISTORIC PRESERVATION SUBMITTAL

12.18.19

215 Commercial Street
Portland, Maine 04101

HP-1.1

THE GRANITE BLOCK

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12.18.19

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HP-1.2

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NORTH WEST PERSPECTIVE

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HP-1.3

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HP-1.4

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HP-1.5

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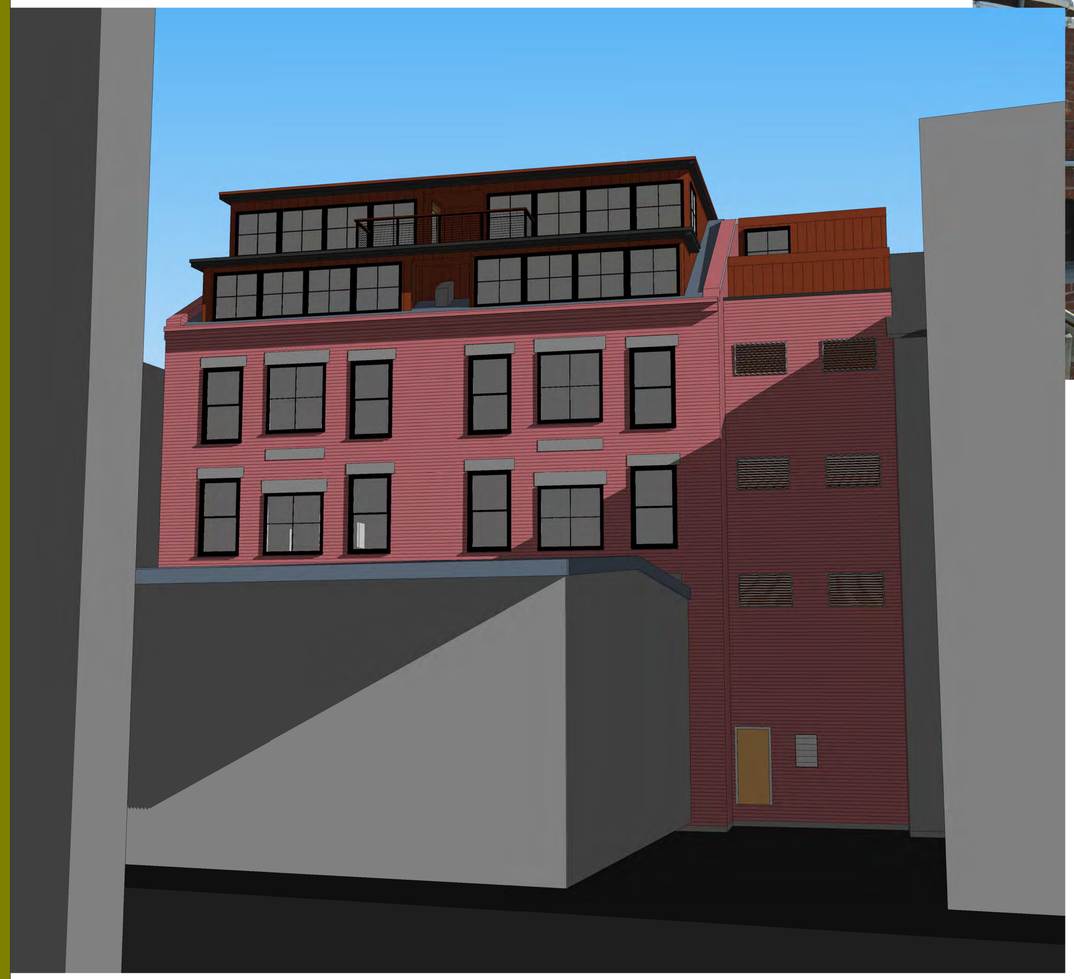
THE GRANITE BLOCK



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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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HP-2.1

THE GRANITE BLOCK

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

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HP-2.2

THE GRANITE BLOCK

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

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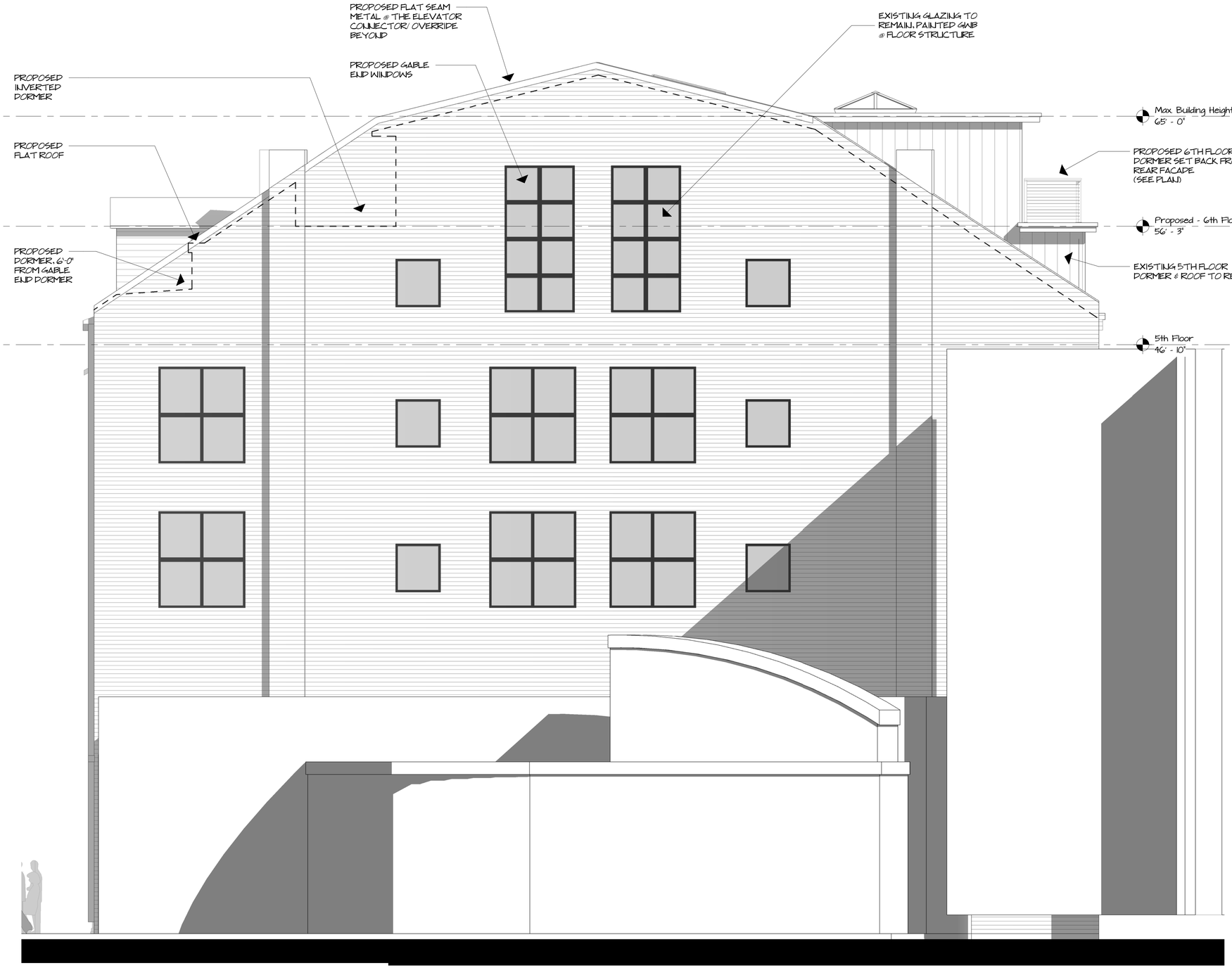
HP-2.3

THE GRANITE BLOCK



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

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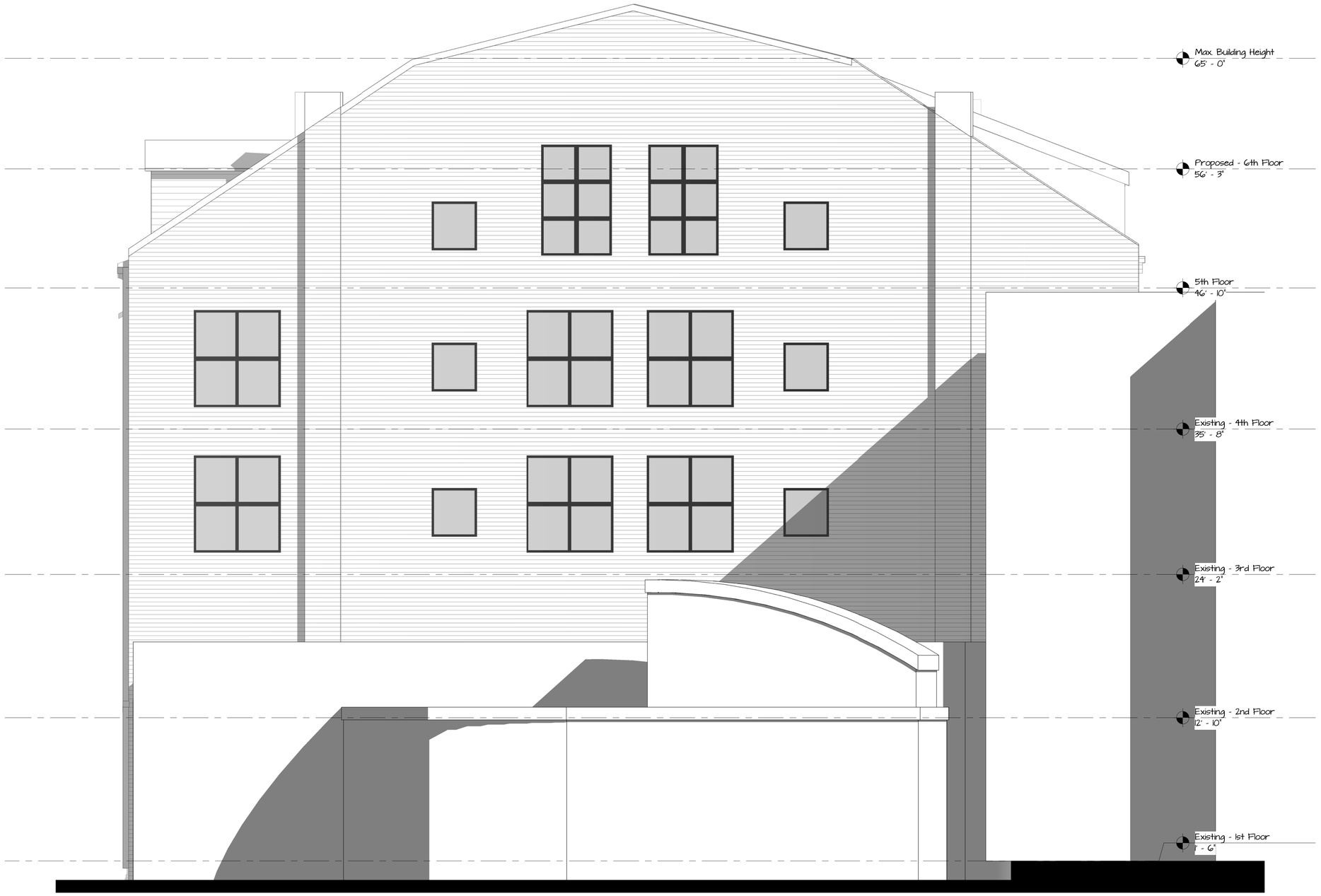
HP-2.4

THE GRANITE BLOCK



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

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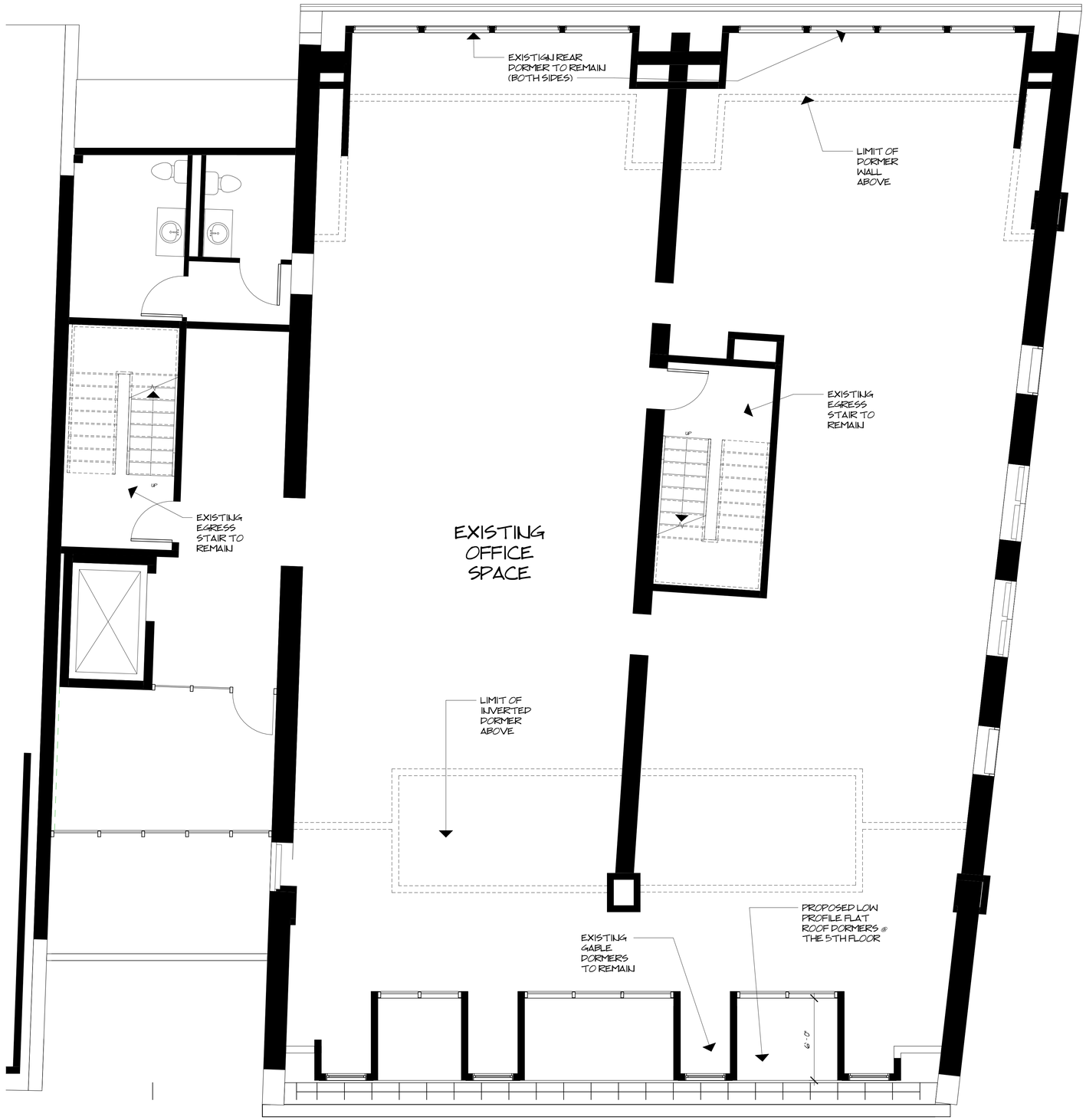
HP-2.5

THE GRANITE BLOCK



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HISTORIC PRESERVATION SUBMITTAL

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EXISTING 5TH FLOOR PLAN

1/4" = 1'-0"

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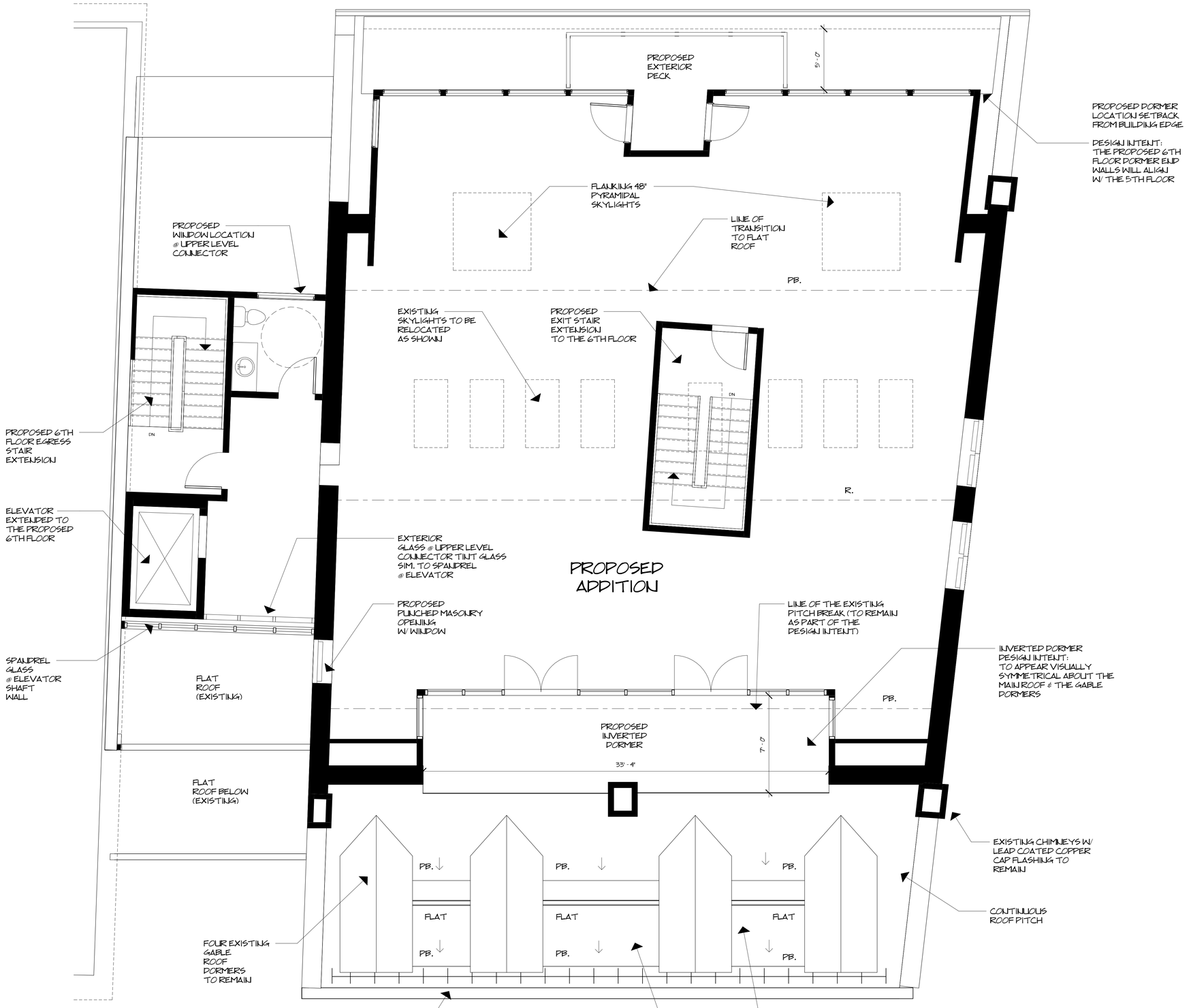
HP-3.0

THE GRANITE BLOCK



PROPOSED 6TH FLOOR PLAN

1/4" = 1'-0"

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THE GRANITE BLOCK

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

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THE GRANITE BLOCK

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

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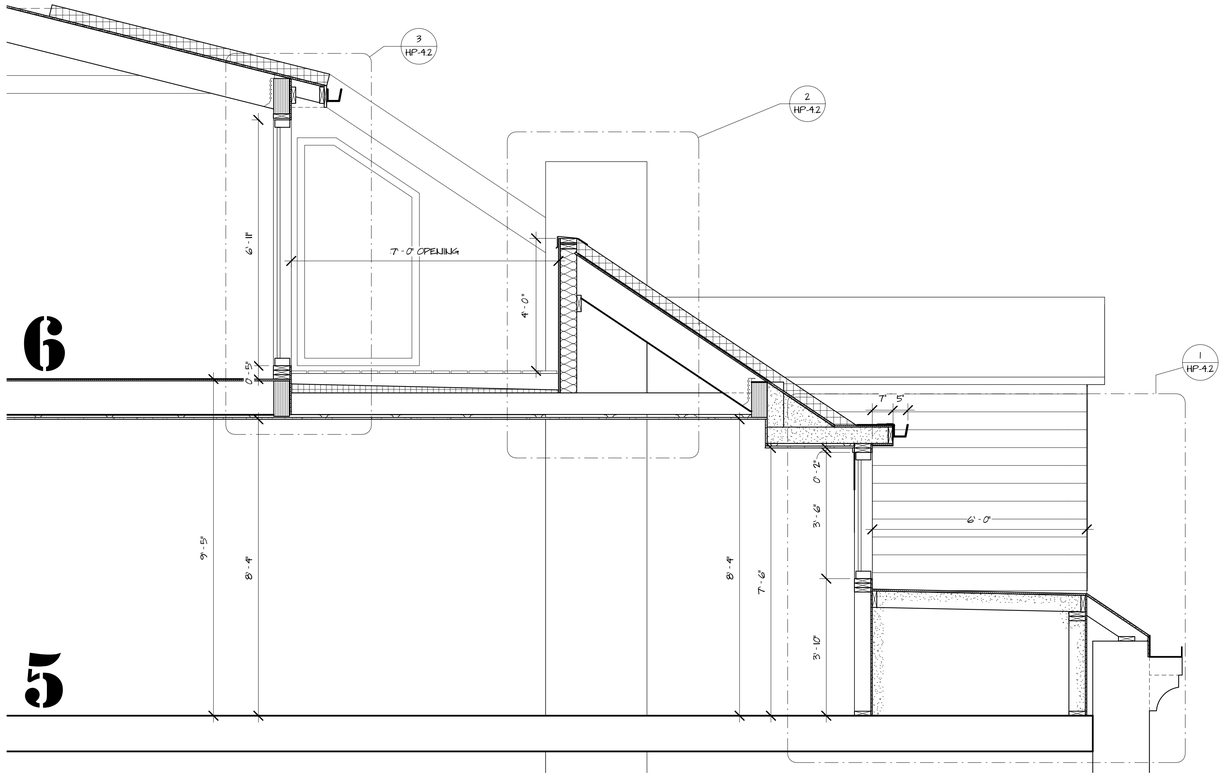
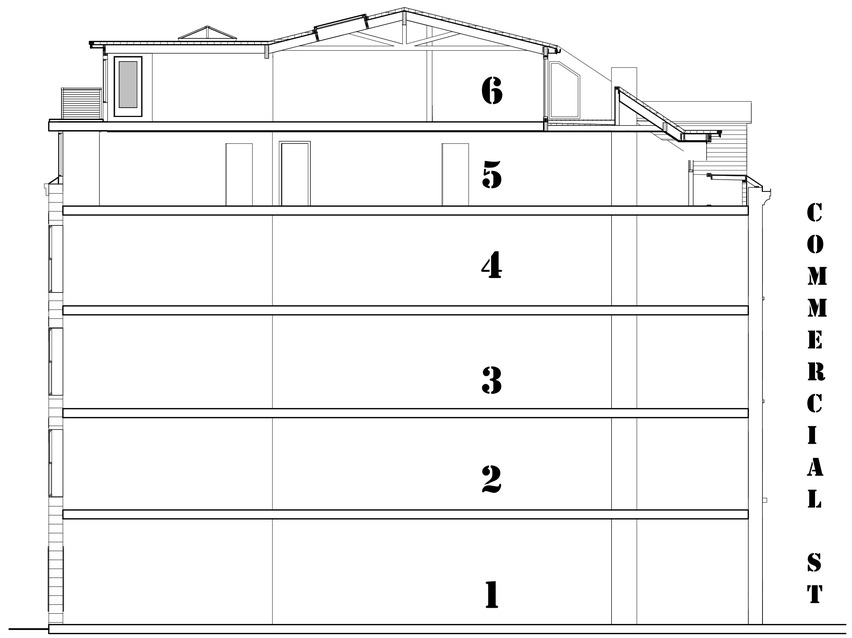
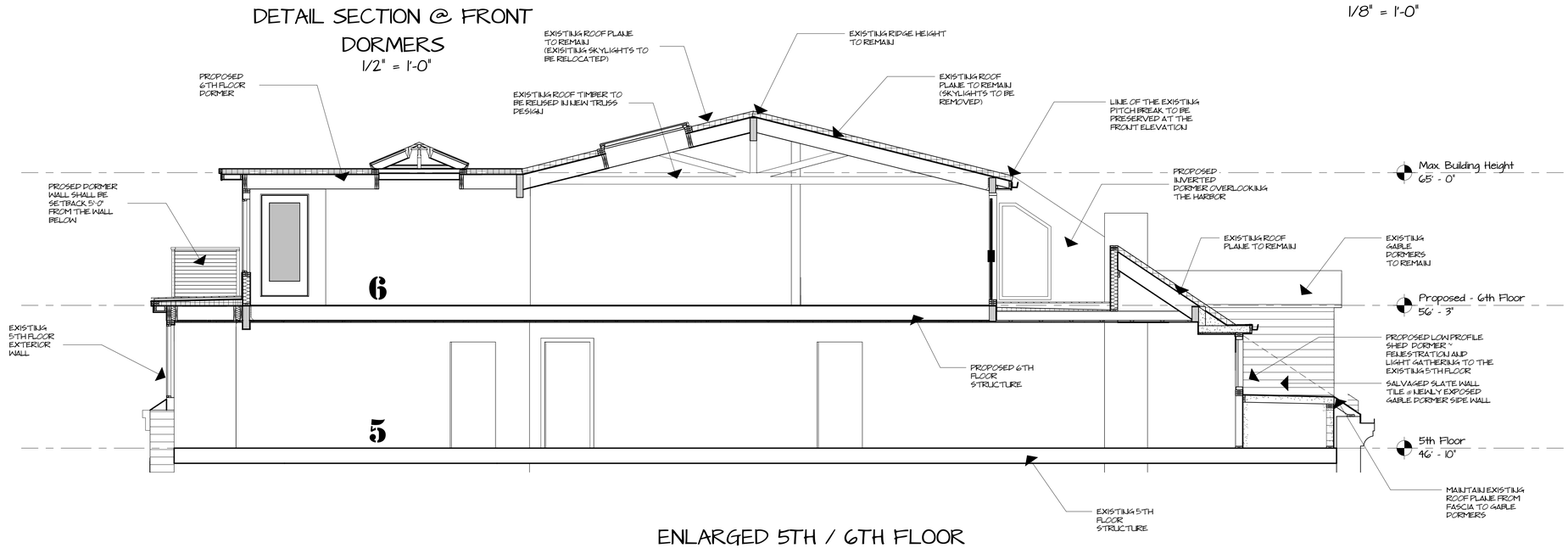
THE GRANITE BLOCK



DETAIL SECTION @ FRONT DORMERS
1/2" = 1'-0"



KEY BUILDING SECTION
1/8" = 1'-0"



ENLARGED 5TH / 6TH FLOOR SECTION
1/4" = 1'-0"

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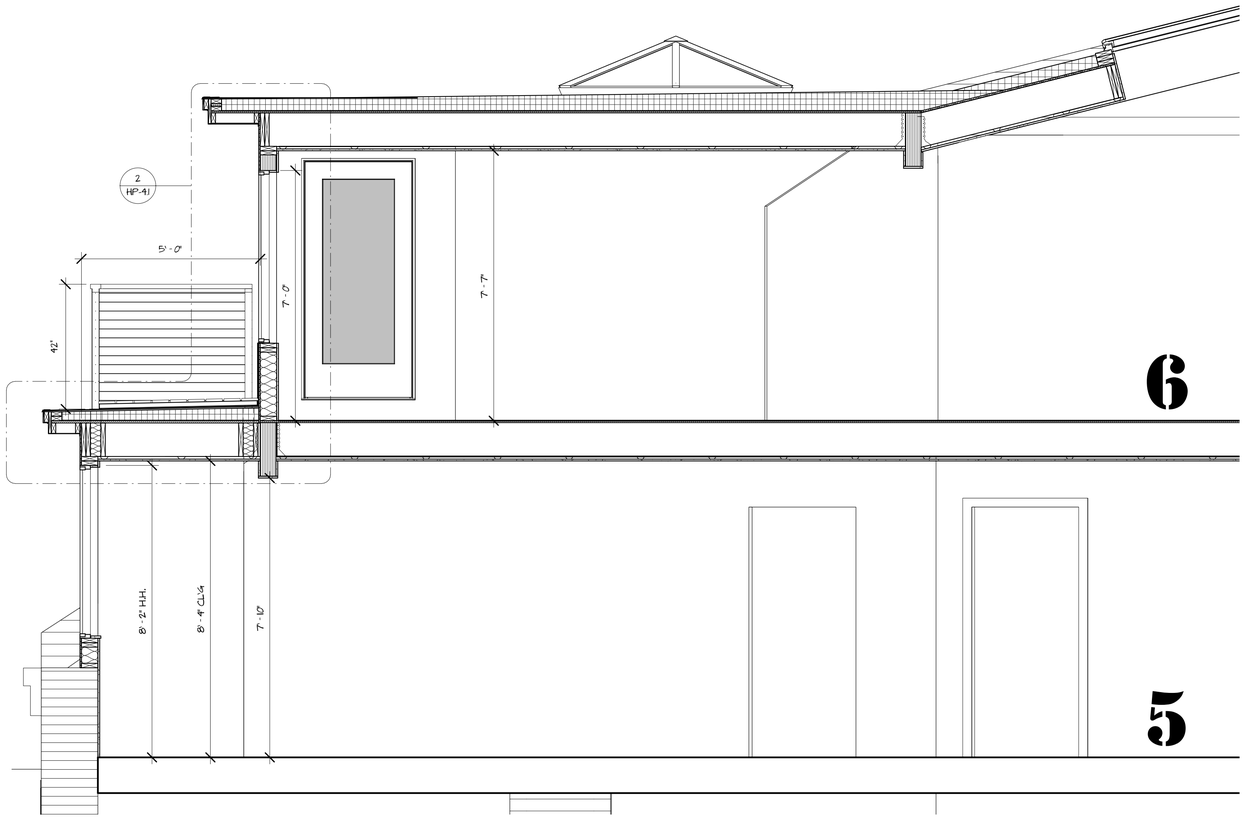
THE GRANITE BLOCK



ENLARGED SECTION REAR
1/2" = 1'-0"

MATERIAL NOTES:

EXTERIOR MATERIAL NOTES:
THE FOLLOWING ARE EXTERIOR SKIN MATERIALS VISUAL TO THE PUBLIC WAY.

KYNAR METAL:
FASCIA AND SOFFITS: 22 GA. STEEL, 70% KYNAR PAINTED FINISH, LOW GLOSS, ASTM A-792-83; SOFFIT SYSTEM
FIELD FABRICATE FROM COIL STOCK
COLOR: DARK BRONZE, PROVIDE SUBMITTAL

COPPER:
COPPER WALL CLADDING: RED COLD ROLLED COPPER SHEET, COMPLY WITH ASTM B370
SHOP/ FIELD FABRICATED PANELS: FLAT SEAM, WIDTH 12"
WEIGHT: 20 OZ. PER S.F. (.027-INCH THICK)
FASTENERS: BRASS OR PASSIVATED STAINLESS STEEL SCREWS

PANEL PROFILE: FABRICATE SEAMS FOR PANELS TO BE INSTALLED IN A OVERLAPPED, INTERLOCKED MANNER.
FOLD TWO ADJACENT EDGES OVER 180 DEGREES FOR WIDTH OF 3/4" AND FOLD TWO ADJACENT EDGES UNDER 3/4".
FORM INTERLOCKING SEAMS WITH CLEATS FOLDED INTO THE SEAM. WELD SEAMS FOR WEATHER RESISTANCE AS DETERMINED FOR SITE CONDITIONS.

COPPER ROOFING: RED COLD ROLLED COPPER SHEET, COMPLY WITH ASTM B370
SHOP/ FIELD FABRICATED PANELS: WELDED FLAT SEAM, WIDTH 12"
WEIGHT: 20 OZ. PER S.F. (.027-INCH THICK)

TRIM, CLOSURES AND ACCESSORIES: SAME MATERIAL AND THICKNESS TO MATCH ADJACENT PANELS.
BRAKE FORM IN DESIRED PROFILES

MOISTURE BARRIER: BLUESKIN PE 200 HT, HENRY
ASPHALT SATURATED FELT WEIGHING NOT LESS THAN 30LBS. PER 100 SF

ROOF SHINGLES:

ASPHALT SHINGLES: FIBERGLASS BASED CONSTRUCTION ASTM D3462
TYPE: 3-TAB (NOW KNOWN AS A STRIP SHINGLE)
MANUFACTURE: CERTAINTEED XT30 OR EQUAL
WEIGHT: 230 LB WEIGHT
FIRE: UL CLASS A FIRE RESISTANCE

LOCATION: FACING COMMERCIAL STREET AND AS SHOWN ON THE DRAWINGS

EPDM ROOF:

TYPE I, NON-REINFORCED UNIFORM FLEXIBLE SHEET
ASTM D 4637
WEIGHT: 60MIL AT EXPOSED ROOFS, 90MIL AT ROOF DECKS
COLOR: BLACK

LOCATION: REAR ELEVATION: UPPER LOW-SLUNG PITCH

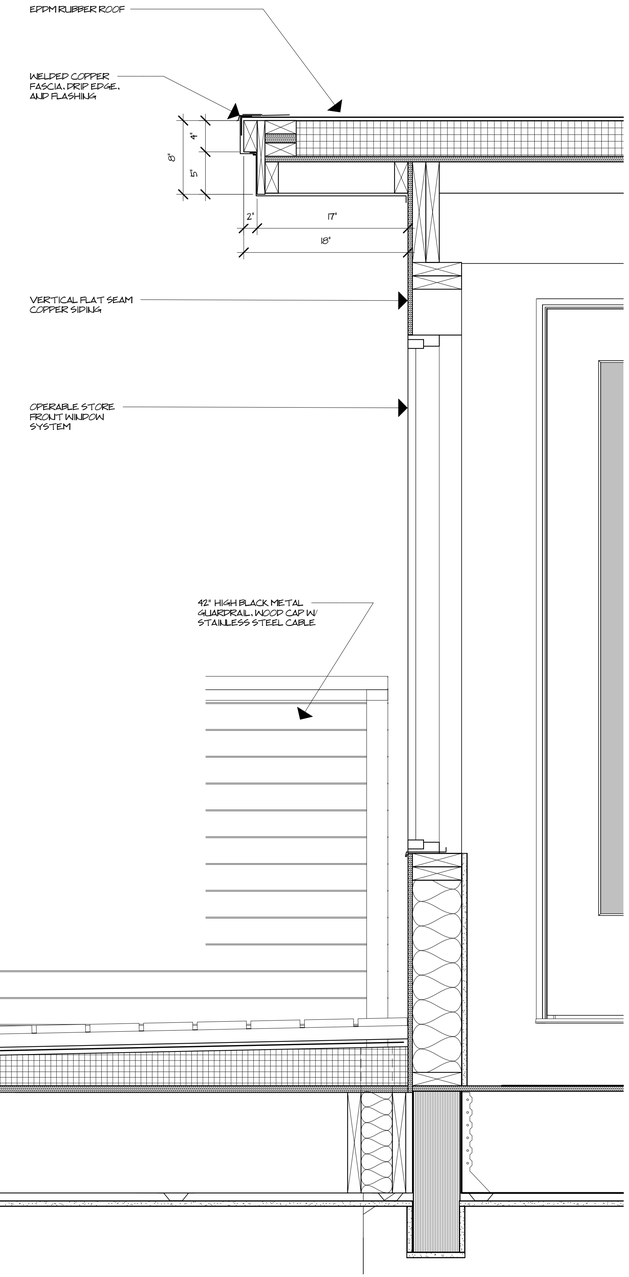
WINDOWS:

1. MARVIN
SERIES: MODERN: AWNINGS, DIRECT GLAZE AND OPERABLE DOORS
SASH/ MULLION: 2" HEAD, JAMB AND SILL: 2 7/8" MULLED UNIT WIDTH
COLOR: EBONY
GLASS: 1" DUAL PANE- LOW E. IG GLASS
PERFORMANCE: PG50

LOCATION: FRONT ELEVATION ON COMMERCIAL STREET

2. EFCO CORPORATION OR EQUAL
TYPE: OPERABLE STOREFRONT FIXED OVER AWNINGS
NOTE: NEW WINDOWS TO MATCH EXISTING FENESTRATION IN COLOR AND PROFILE

LOCATION: REAR ELEVATION AND SIDE ELEVATIONS, PROPOSED 6TH FLOOR



ENLARGED SECTION
1 1/2" = 1'-0"

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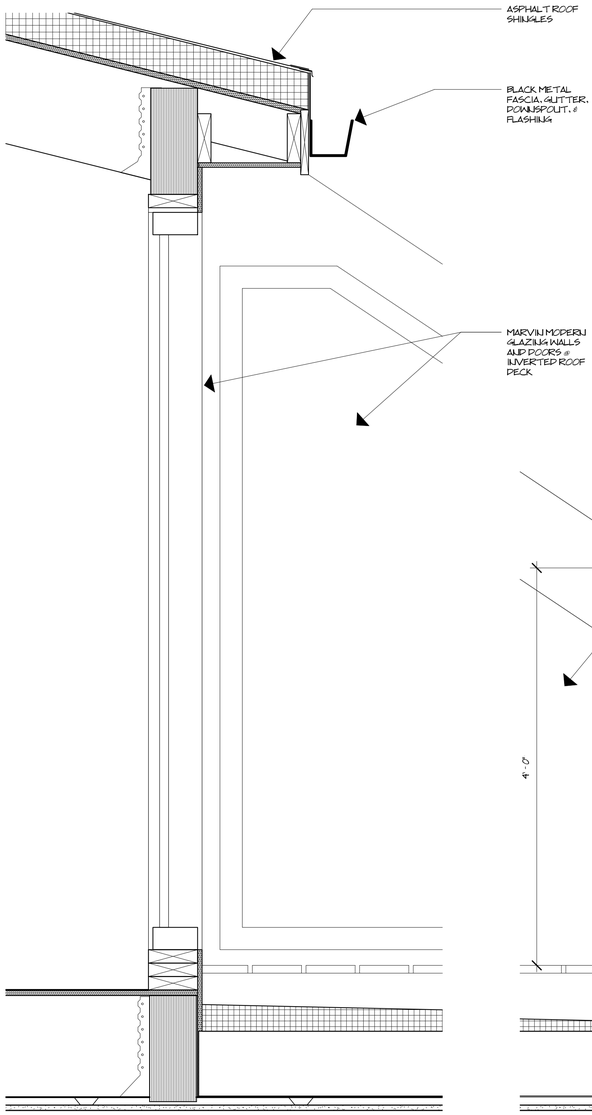
THE GRANITE BLOCK



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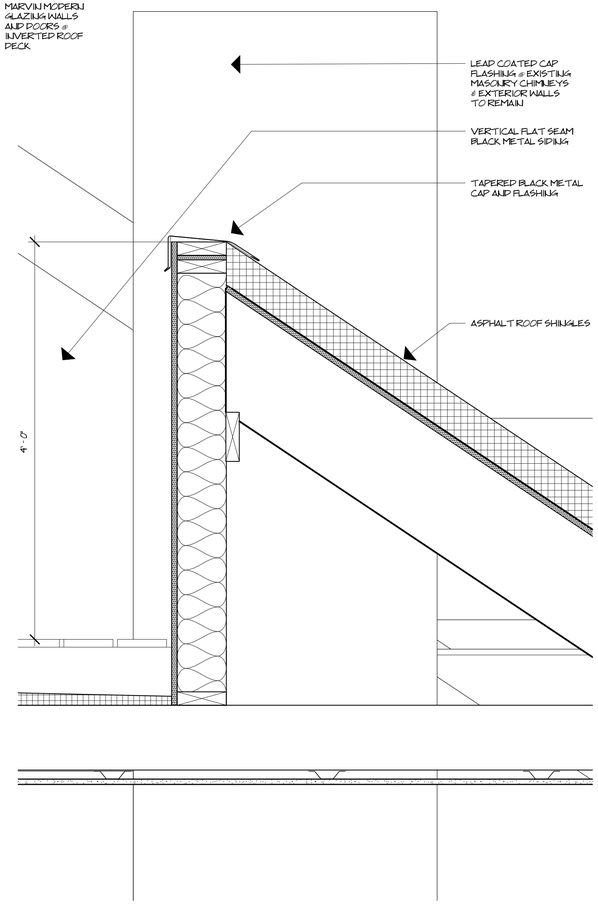

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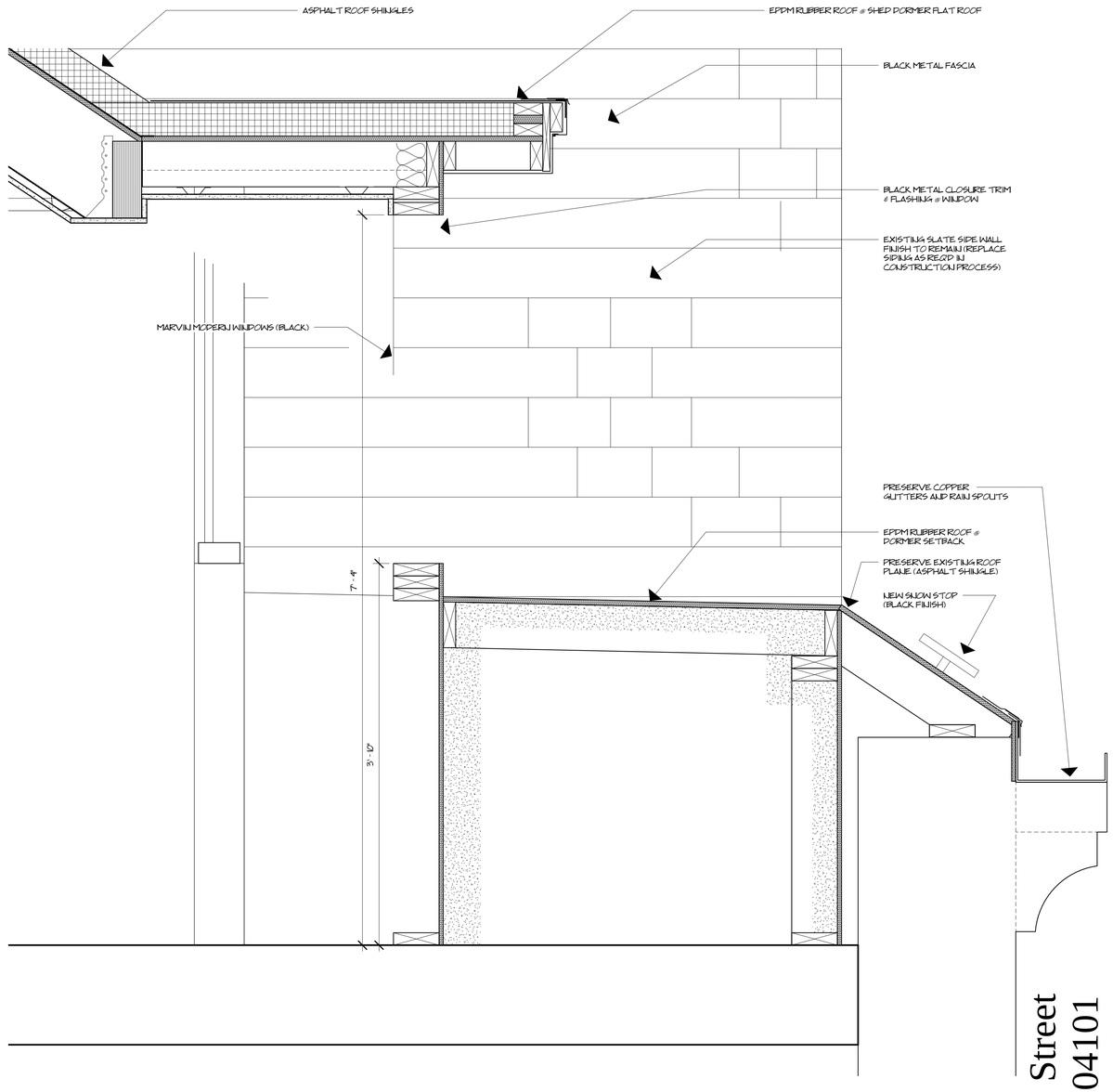

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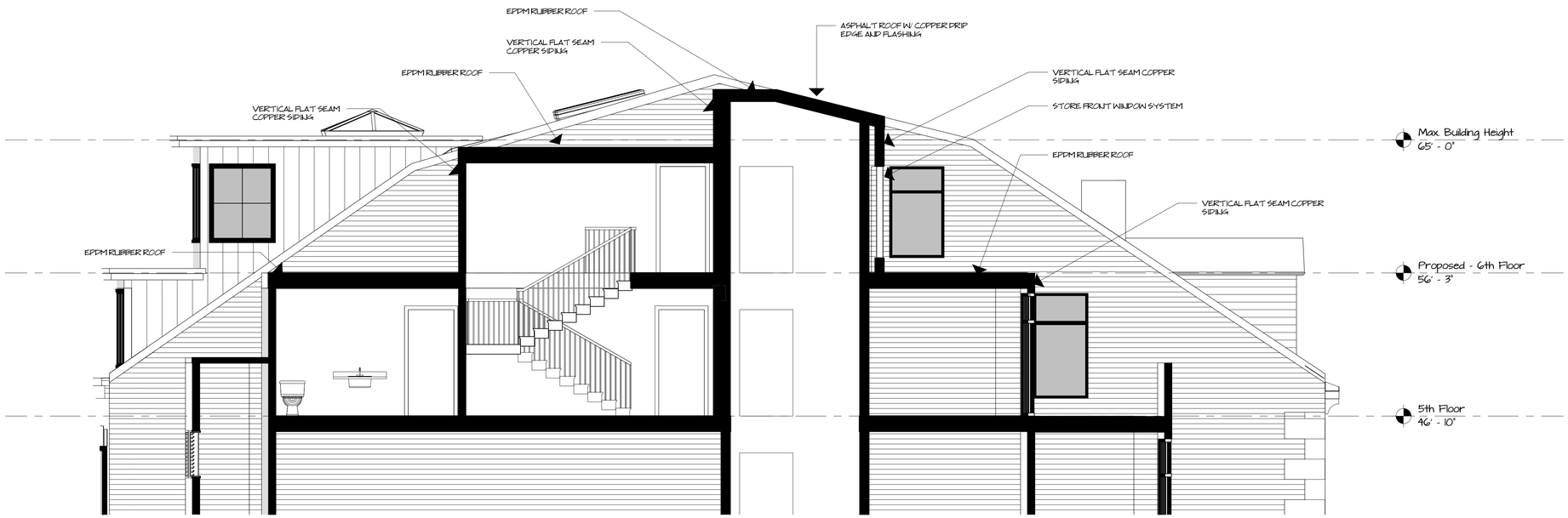
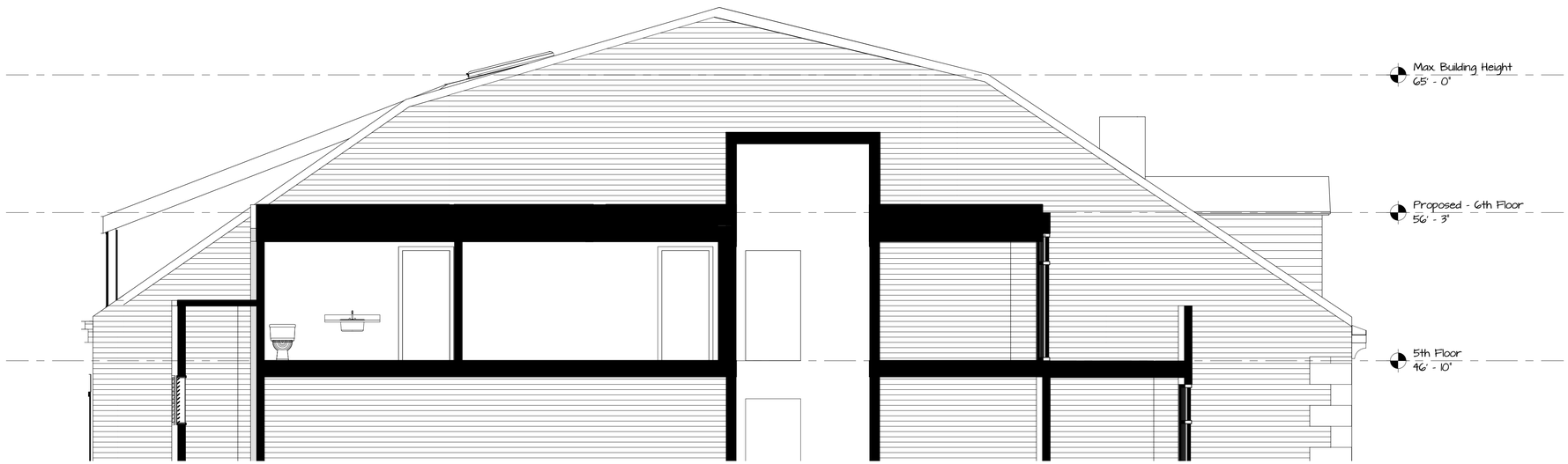


PROPOSED ELEVATOR
SECTION
1/4" = 1'-0"



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

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