

CITY OF PORTLAND, MAINE

HISTORIC PRESERVATION BOARD



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

AGENDA

HISTORIC PRESERVATION BOARD MEETING

On Wednesday, February 6, 2019, the Portland Historic Preservation Board will meet at 5:00 p.m. in Council Chambers, 2nd Floor 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 JANUARY 16, 2019.**
 - i. There were no public hearing items to report on.
- 3. COMMUNICATION AND REPORTS**
- 4. PUBLIC HEARING - 5:00 PM**
 - i. a) Amendment to Portland Company Historic District boundary to reflect revised relocation site for Building 12; and b) Certificate of Appropriateness for Disassembly, Reconstruction and Relocation of Building 12; 58 Fore Street; Portland Foreside, Applicant.
 - ii. Determination of Conformance with R-6 Small Infill Development Design Principles and Standards under the Alternative Design Review Process; 110 Sheridan Street (located in Munjoy Hill Neighborhood Conservation District); Mark Burns and Alison Leavitt, Applicants.
- BREAK FOR DINNER - MEETING RESUMES AT 7:15 PM**
- 5. WORKSHOP**
 - i. Preliminary Review of Proposed Hotel Construction; One Center Street; Fathom Companies, Applicant.
 - ii. Preliminary Review of Proposed Site Alterations; 78 Danforth Street; West Company, Applicant.
- 6. CONSENT AGENDA**

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

**PUBLIC HEARING
58 FORE STREET (former Portland Company Complex)**

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Deb Andrews, Historic Preservation Program Manager
DATE: January 31, 2019
RE: February 6, 2019 PUBLIC HEARING

Application for: a) Amendment to Portland Company Historic District boundary to reflect revised relocation site for Building 12; and

b) Certificate of Appropriateness for Disassembly, Reconstruction and Relocation of Building 12 to revised site

Address: 58 Fore Street
property includes Portland Company Historic District

Applicant: Portland Foreside Development Company
Kevin Costello and Casey Prentice, Principals

General Project Consultant: Woodard & Curran
General Contractor: Consigli Construction
Project Architect: Perkins + Will

Introduction

Following two preliminary workshops (11/23/18 and 1/16/19), the developers of the 58 Fore Street property, which includes the area comprising the Portland Company Historic District, are returning for a public hearing and formal decision on their request to revise the previously-approved location for Building 12 when it is moved from its current location. Revising the location for Building 12 will require an amendment to the boundaries of the historic district.

In addition to relocating the building, the applicant is requesting approval to disassemble Building 12 and reconstruct the building in its new location. The disassembly and reconstruction would follow the means and methods proposed by Consigli Construction, general contractor for the project. Consigli Construction provided a written report and detailed presentation on its approach at the Board's January 16th workshop.

Note that the developers are no longer pursuing their original request to rotate Building 12 when it is moved, based on Board response at the workshop sessions.

Any alterations or additions contemplated for Building 12 are not formally before the Board at this time. A separate application for a Certificate of Appropriateness will be submitted for review prior to the building's reconstruction.

Background, Summary of Workshops

***Note:** Additional background information and a summary of previous approvals was provided in the staff reports for the 11/28 and 1/16 workshops*

The Board first considered the applicant's request to revise the relocation site for Building 12 on November 28th of last year. As proposed, Building 12 will be moved to a position 50 feet south of its original proposed relocation. Under the revised scheme, the building will be separated from the new office building by the access drive leading into the 58 Fore Street property. During Board discussion, the Board expressed support for the revised relocation, finding that the new position is generally consistent with its original approved location and will still function as a highly visible placemaker as one enters the 58 Fore Street property from the west. The new position also maintains the historical separation of the building from the manufacturing core on the opposite side of the entry yard (now plaza). The Board also noted that the new alignment opens up improved views of the other historic buildings as one approaches from the west on the access road. Finally, the revised location still allows for a single, contiguous historic district boundary. (See ATTACHMENT 3 for approved historic district boundary and necessary boundary adjustment.) Based on these findings, the Board indicated that it could support the applicant's request and associated historic district boundary adjustment.

The applicant also proposed to rotate the building 180 degrees when it is relocated. This was not supported by the Board for reasons summarized in previous staff reports. Finally, at the request of the project architect and applicant, the Board provided preliminary comments on the conceptual design for the new office building planned for Block One.

With the issue of the building's new location settled, much of the second workshop focused on the preservation treatment proposed for Building 12. In considering any application to relocate a designated historic structure, the Board must apply the historic preservation ordinance's Standards for Review of Relocation, which include the following consideration:

(c) Whether the relocation of the structure or object can be accomplished without significant damage to its physical integrity.

To address this ordinance requirement and prepare for the relocation, the applicant hired Consigli Construction to develop a preservation plan for Building 12 which would secure the building in advance and during its move. At the January 16th workshop, Matt Tonello of Consigli Construction presented his firm's assessment of the building's current condition, its suitability for moving and Consigli's conclusion as to the most feasible and responsible preservation treatment. Based on the firm's evaluation, Consigli recommended that the building be disassembled and reconstructed. A copy of the firm's written report was also provided to the Board for review prior to the workshop

Following a series of questions and clarifications, the Board indicated that it could support disassembly and reconstruction in this case. This conclusion was based on Matt Tonello's professional and relevant qualifications, his assessment of the building's ability to withstand a move, his firm's demonstrated experience in disassembling and reconstructing historic structures, and Consigli's proposed methodology—which includes detailed documentation of the existing structure, stockpiling and reuse of as much original material as possible, and commitment to use bricks from other Portland Company buildings of the same era if needed.

The renderings provided by the applicant to illustrate the proposed relocation and orientation of Building 12 showed a number of conceptual alterations and as well as dormer additions. While these alterations were not formally before the Board for consideration, the Board provided preliminary comments on the alterations and additions as rendered. Early feedback was provided in order that the applicant and project architect have a clear understanding of the Board's general position as regards alterations and additions to Building 12. The Board also reminded the project team that when it forwarded its formal recommendation to the Planning Board on the proposed Master Development Plan for the property, the Board included a list of specific concerns and considerations intended to guide future development within the historic district. The first item included on that list reads as follows:

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

Amendment to Portland Company Historic District Boundary

As noted above, the boundaries of the Portland Company Historic District will need to be amended to reflect Building 12's revised new location. As before, the new position for Building 12 will allow for a single, contiguous district. See enclosed map (ATTACHMENT 3, pg. 2) for current boundaries and the required boundary adjustment.

Given the fact that the proposed historic district boundary is generally consistent with the original approved boundary, that it still allows for the creation of a single, contiguous district, and that the adjustment has no other discernable impact on the scope or nature of the district, the Planning Authority has determined that the boundary amendment does not require full review and approval by the Planning Board and City Council. As such the Historic Preservation Board's decision is final.

Historic Preservation Ordinance's Standards for Review of Relocation

In taking up any proposal to relocate a designated historic structure, the Historic Preservation Board is guided by the following ordinance review standards:

- (a) Whether the historic or urban design character and aesthetic interest of the structure or object contribute to its present setting.*
- (b) If located within a district, whether there are definite plans for the area to be vacated and what the effect of those plans is on the character of the surrounding area. In such cases, consideration of additional design guidelines for construction to be imposed as a condition of approval is appropriate.*
- (c) Whether the relocation of the structure or object can be accomplished without significant damage to its physical integrity.*
- (d) Whether the proposed relocation area is compatible with the cultural, historical or architectural character of the structure or object.*

Note: Portland's historic preservation ordinance does not include standards for the review of proposed reconstruction.

Motions for Consideration

On the basis of plans and specifications submitted by the applicant for the February 6, 2019 public hearing and information included in the accompanying staff report, the Board:

- 1) finds that the proposed disassembly, reconstruction and revised relocation of the former Portland Company's Building 12 **meets (fails to meet)** the historic preservation ordinance Standards for Review of Relocation **and approves/ does not approve** the

applicant's request for a Certificate of Appropriateness. This approval shall be subject to the following conditions of approval:

Suggested conditions of approval:

- a) *the documentation, disassembly and reconstruction of Building 12 will be performed according to the means and methods outlined in a letter dated 12/24/18 from Consigli Construction (ATTACHMENT 2.)*
 - b) *Reconstruction of Building 12 shall be completed prior to the release of a Certificate of Occupancy for any other building on the property.*
 - c) *Any proposed alterations or additions to Building 12 must be reviewed and approved by the Historic Preservation Board prior to commencing with the reconstruction.*
- 2) amends the boundary of the Portland Company Historic District to reflect the revised new location for Building 12 as shown on a plan provided by the applicant and dated 11/16 2018 (ATTACHMENT 3). The amended boundary shall encompass the entire footprint of Building 12.

Attachments:

- 1. Cover letter from project consultant Woodard & Curran
- 2. Consigli report on proposed preservation treatment for Building 12 (report includes excerpt from 2014 Becker report)
- 3. Plan of subject property showing original approved historic district boundary and proposed amended boundary.

Via Electronic Mail

January 28, 2019



Deborah Andrews, Historic Preservation Program Manager
City of Portland
389 Congress Street, 4th Floor
Portland, ME 04101

Re: 58 Fore Street Master Development Plan Block 1A
Revised Location for Historic Building 12

Dear Deb,

Thank you for the feedback provided by the City of Portland Historic Preservation Board and City Staff regarding the 58 Fore Street Master Development Plan Block 1A and Historic Building 12 during workshops on November 28, 2018 and January 16, 2019. Based upon the feedback we received during the workshops, we are withdrawing our request to modify the orientation of Historic Building 12.

We would like to please request that Portland Foreside Development Corporation (PFDC) be placed on the February 6, 2019 Historic Preservation Board meeting agenda as a public hearing for the following items:

- Amendment of the Portland Company Historic District Boundary to reflect the revised relocation site for Building 12, and
- Certificate of Appropriateness for Disassembly, Reconstruction and Relocation of Building 12.

The Building 12 means and methods will be performed per the procedures outlined in the letter from Consigli dated December 24, 2018 (and submitted on January 2, 2019 to the Historic Preservation Board) with the understanding that Building 12 will be reconstructed prior to release of a certificate of occupancy of any buildings on the site. We understand that any modification to the Building 12 façade and openings will require approval of a separate Certificate of Appropriateness at a later date. We anticipate that the design team will present these details to the Historic Preservation Board prior to October of 2019.

In addition to the above items, PFDC is happy to update the Historic Preservation Board regarding next steps for site enabling including the schedule, quality control and process for demolition of non-contributing buildings on the site. We will be prepared to discuss process for obtaining a future Certificate of Appropriateness for the façade work on the connected contributing structures. Our intent is to apply for this Certificate of Appropriateness once the non-contributing building demolition is completed and the attached contributing building is visible.



To: Portland Foreside Development Team
From: Consigli Construction Co. Inc.
RE: Building 12 Relocation/Reconstruction
Date: December 24, 2018

Development Team:

Consigli Construction has prepared the attached proposed procedure for the relocation of Building #12 sited at 58 Fore Street located in Portland, Maine. We understand that the Development Team desires to relocate Building #12 on the Portland Foreside Site and that its relocation will occur prior to the construction of the proposed office building.

Although an "intact" building relocation was the original request for us to consider, after review of the existing conditions of the building we do not believe that an intact relocation is the best treatment of the building. We have reviewed the existing condition of existing Building #12 formerly the "Pattern Storage Building" which is connected to and retains a common wall belonging to Building #11. Given the severe degradation of the masonry facades, Consigli proposes that the best practice in this case would be a reconstruction of Building #12 after documentation of the existing building façade. We are proposing a disassembly of the veneer brick (upon confirmation that the brick meets minimum durability, absorption and strength tests to the satisfaction of the design and development team)

The justification we provide for the reconstruction strategy in lieu of an intact relocation is due to the extent of the required reconstruction that would be required to prepare for the relocation, along with the post move reconstruction. Given Building #12's condition, we believe that the extent of the exterior wall reconstruction will exceed 50% of the total exterior wall elements. Further, since the roof framing of the structure must be demolished due to its excessive decay, along with its under-capacity to meet current snow loads we felt that a full documentation of existing conditions and the salvage of the maximum amount of historic masonry walls would provide a more durable, longer term solution for the relocated Building #12.

Informing our recommendation are the findings in the Becker Structural Engineers report dated March 24, 2014. The Becker report discusses the poor condition of the existing Building #12 floor framing, roof structure and exterior brick masonry walls. We reviewed the Becker report from 2014, the current condition of the existing building and documented the likely extent of reconstruction and found a nearly complete reconstruction even if were to repair the existing building in place if it were not relocated from its existing location.

Consigli has extensive experience reconstructing historic buildings along with relocating masonry brick bearing wall structures and have included in this document the procedures we propose for the documentation and examples of successful reconstruction efforts on representative projects. We are prepared to review this strategy with the Portland Historic Preservation Board and are available to answer questions and refine this procedure with you upon approval of Historic Preservation Board.

Building #12 Reconstruction Rationale – Portland Foreside Development Block 1

Consigli Construction Co., Inc. presents this plan as the proposed method for relocating Building #12 located at the Portland Foreside Development site located at 58 Fore Street, Portland Maine.

The reconstruction methodology contained within this proposal is founded upon the following findings from the Becker Structural Engineers Report dated March 28, 2014 (Full test included as Appendix B)

1. The masonry conditions identified from pages 46 and 47 Becker Structural Engineers condition report represent conditions that will require substantial reconstruction of the masonry walls in order to return the building to serviceable condition on the assumption that it was not being relocated. The report was prepared 4 ½ years ago and conditions have deteriorated since its writing.
2. The Becker report assigns a rating of 3.0/5.0 = Poor/requires substantial structural work to elements and systems. It assigns a 4.0/5.0, where a 5.0 indicates “Major reconstruction”.(Attached as Appendix A) (Italicized indicates directly quoted from report)
 - *Arching & diagonal cracks over windows that extend through the entire width of the masonry*
 - *Open joints in many locations.*
 - *Bulging in some locations.*
 - *Rust jacking at steel lintel on the east side.*
 - *Walls bowed inward on south and west elevations*
 - *Evidence of previous shed roof removal – Bulging and slip plane from flashing left in place.*
 - *Entry shed masonry in poor condition*
 - *Open joints noted in west gable (east gable appears to have been repointed).*
 - *Wooden lintels noted at interior rotting and sagging.*

Rating Justification: The roof of building 12 is in poor condition and has been letting water into the building for an extended duration.

Roof, upper floor and columns of building will require repairs or reconstruction.

Masonry damage is significant, and portions of masonry walls will need to be rebuilt.

Since the Becker Structural report indicates a major reconstruction of exterior walls is necessary and that two of the three wood framed upper levels require complete replacement, the building will require a full reconstruction either in place prior to moving the structure or a complete reconstruction in its final chosen relocation. Further, since the building has not been heated for decades, freeze thaw cycles and continuous wetting of the exterior wall has compromised the masonry core to the point that we cannot predict that the inner wythes can be reinforced under the new building construction. We have additionally identified that the exterior walls of Building #12 have shifted laterally and moved out of plumb. A 3D model will be used to develop shop drawings of the proposed coursing of Building #12 in its relocated condition. Many of the walls require reconstructing in whole and the entire upper gable end walls of the north and south of the building

are likely requiring a complete reconstruction. We are also aware of the fact that the entire solid brick panels between windows will require reconstruction.

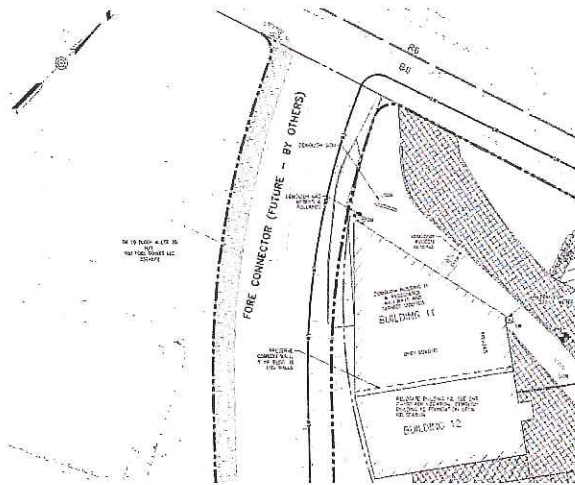
Approach to Building #12 Relocation – Portland Foreside Development Block 1

The following is the current relocation plan contemplated for Building #12 (conditional upon review by administrative authorities HPB / Planning Board) Additionally, we offer the methodology proposed for the relocation of Building #12 via a disassembly and reconstruction of the exterior wall construction and the reconstruction of a rain-screen assembly (single wythe brick construction).

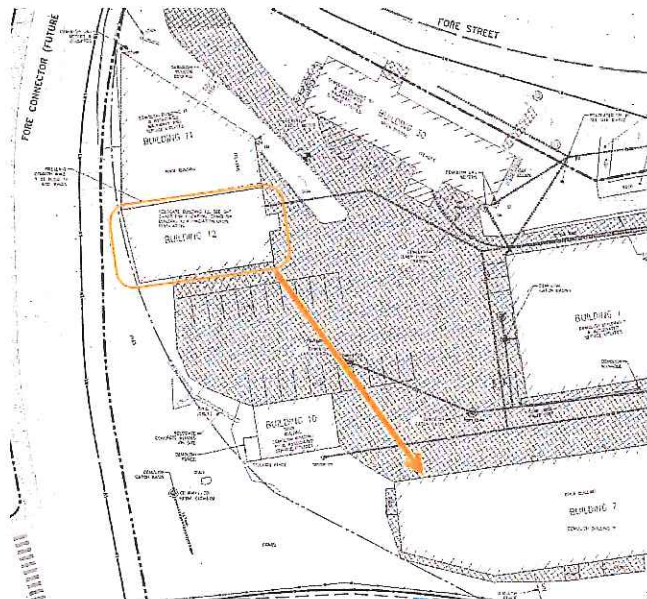
Building #12 Historic Documentation and Recording of Existing Conditions

Baseline Assumptions – for Building #12 Relocation:

1. Building #12 will be relocated approximately 200 feet East of its current location



Existing Building #12 and #11 on the current site



Building #12 will be relocated approximately 200 feet East of its current location

- 1.
2. The Development Team will retain an 8'-0" offset clear area to the south of Building #12 for the erection of staging or mast climbing staging at the full perimeter of Building #12.
3. Building #12 will be upgraded to conform to current codes listed on the Code Compliance Diagrams and narrative provided in G10-01 provided by Perkins + Will
4. A new cast in place concrete spread footing foundation will be constructed to support Building #12
5. A new structure is specified for the vertical and lateral support system for the structure consisting of structural steel and cast in place concrete floors
6. The existing wood framed roof structure will be reconstructed with a new wood framed roof framing system and asphalt shingle roof with insulation within the framing depth of the new structure
7. Windows will be replaced with historic replica windows matching the geometry and pattern of the original windows (reportedly casement style per the historic report) – Further investigation and approval of windows will be required.
8. A new elevator will be introduced either within the footprint of the existing or as an attached shaft structure in its final location
9. A new fire protection system consisting of either a wet or dry sprinkler system will be introduced
10. New HVAC systems will be designed to accommodate the change in use of the building to a restaurant or office space
11. Prior to the demolition of Building #11 and prior to the relocation of Building #12, shop drawings and existing conditions documents will be prepared to document the existing conditions of both buildings including the structural and architectural connections to each other.

Procedure for Documenting and Relocating via Reconstruction of Building #12

1. Document Existing Conditions of Exterior of Pattern Storage Building (Building #12)
2. Prepare Shop Drawings for Relocated Building #12 – See below for examples.
3. Prepare demolition and abatement plans for Buildings #7, #10 and #11, #30 (Draft Included as Appendix A)
4. Mobilize site, install perimeter 6' chain link fence closed off to all public access.
5. Complete a pre-operation safety meeting prior to starting demolition work.

Laser Scan and Shop Drawings Preparation for Relocation of Building #12

Regardless of the location the structure is rebuilt, we will document all of the existing building conditions. A practice Consigli has utilized on three similar projects is referred to below and is proposed to be implemented. Projects where this technique was utilized include the following:

1. Bowdoin Chapel Bell Tower Rehabilitation, Brunswick, Maine
2. Phillips Academy Andover Memorial Bell Tower Reconstruction, Andover Mass
3. The Granite Building Relocation, Milford, MA

All three projects have won awards from local and regional Preservation groups, including Preservation Mass, Maine Preservation and the Bowdoin College Chapel won the AGC Build Maine Award.

We are currently utilizing similar documentation procedures for the Bates College Chapel masonry Tracery Window surrounds at the historic Gomes Chapel in Lewiston, Maine.

We will complete an exterior laser scan to document all existing exterior geometry. A 3D model will be generated of existing Building #11 and #12 exterior geometry. The interior of Building #12 will also be scanned and incorporated into the 3D model in order to document the full wall thickness and existing floor levels. We will identify out of plumb/out of plane conditions and propose corrective reconstruction of the panels that exceed current industry standards for brick wall construction tolerances.

The following are examples of how this documentation was utilized on the three projects referenced. A fourth example is provided but we are at the early staged of documentation, an update can be provided if requested upon completion of the documentation.

The Design Team of Perkins + Will, Rist Frost Shumway will provide reconstruction drawings complying to current building and energy code. The Documented existing conditions will be incorporated into a reconstructed masonry veneer structure.

Appendices C, D, E & F Are attached and are the proposed standards to which the reconstruction will conform.

Further Development of the plan for reconstruction and relocation will closely follow the tenets of the following example cases, all of which were executed by Consigli Construction Co. Inc. Building #12 will undergo the complete documentation and reconstruction plan upon receipt of final construction documents and approved site plan and relocation information for the structure.

Example #1: The Granite Building Relocation – Consigli Home Office, Milford, Mass
Consigli Disassembled, Relocated and Reconstructed the “Granite Building” in Milford Massachusetts. The existing school was converted to the Consigli home office in its new location at 72 Sumner Street in Milford Massachusetts.



Granite Building Prior to Relocation – Suffered significant Fire in 1985 and Boarded Up



Approximate ½ Mile Move

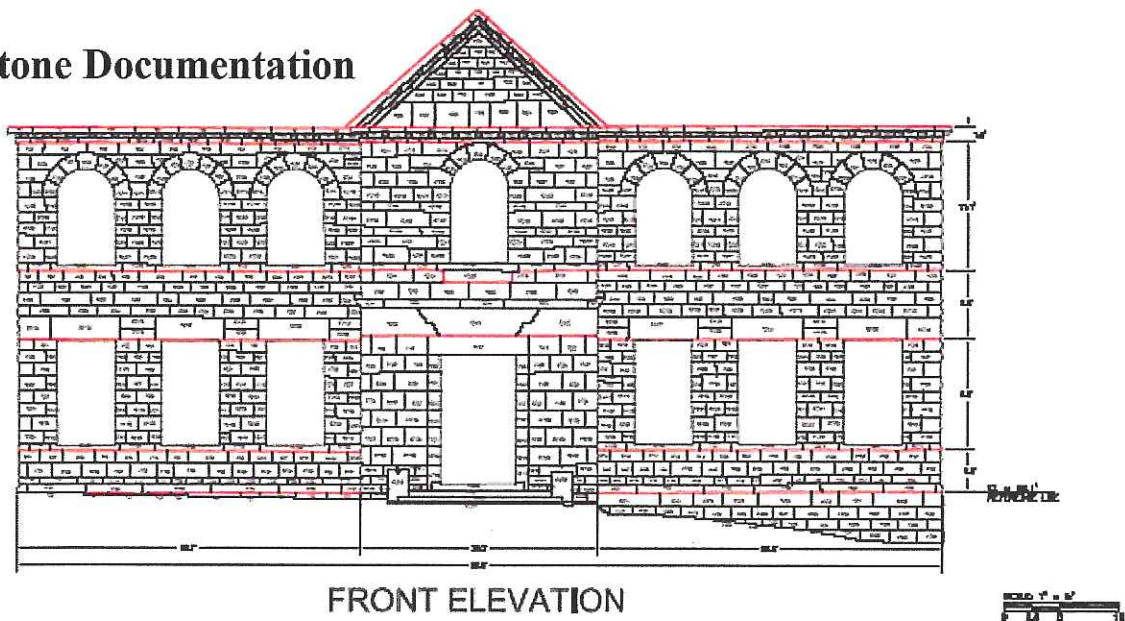
Building Documentation

- Laser Surveying
- Numbering
- Cataloging
- 3D Computer Modeling
- Field Measuring

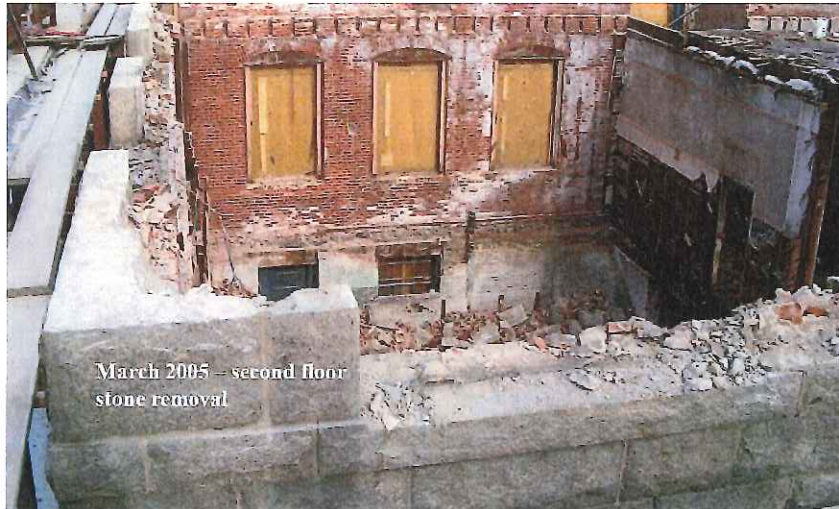


Documentation of Existing Conditions Utilizing Laser Scanning Technology

Stone Documentation



Granite Building Documentation of Existing Conditions prior to Disassembly – 2 Dimensional Shop Drawings were created from the 3D Laser Scan

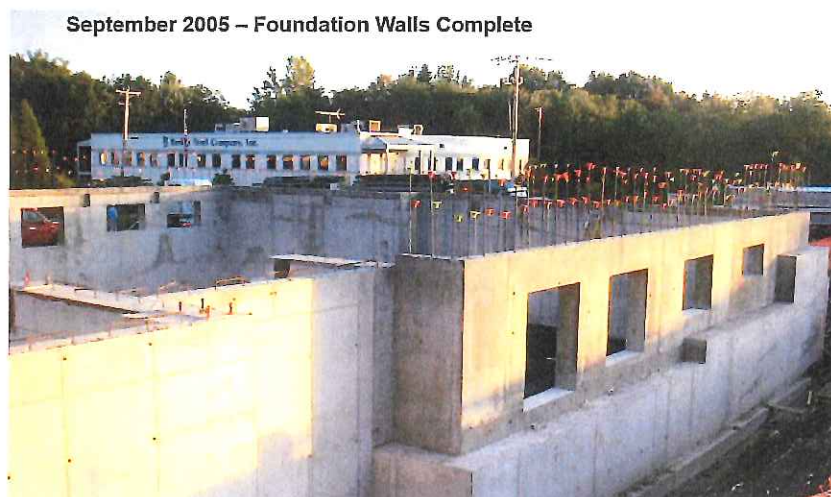


Progress of Stone Veneer Disassembly

- 2,500 Pieces of Granite Removed and Salvaged



Salvaging Stone Veneer – Demolishing Backup wall Masonry



New Concrete Foundation Walls

Consigli Construction Co., Inc. **Construction Managers and General Contractors**



Insulated Veneer Wall Construction Meeting Current Building and Energy Code



Completed Veneer Reconstruction



Existing Building



Reconstructed – Granite Building

Example #2: Phillips Academy Andover – Fuller Memorial Bell Tower Reconstruction

Consigli documented existing conditions of the Fuller Memorial Bell tower located at Phillips Academy in Andover, Massachusetts. Due to the excessive deterioration of the exterior wythe of the existing building, a reconstruction was chosen in order to provide for a long term solution to the reconstruction of the building.



Before Reconstruction



During Rebuild



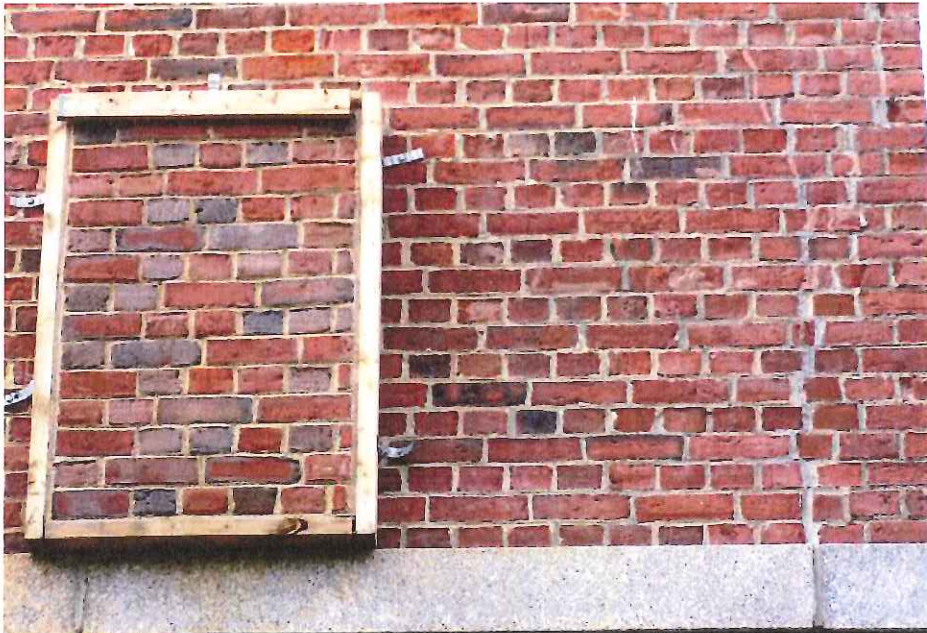
Completed

Phillips Academy Andover – Fuller Memorial Bell Tower

Consigli Construction Co., Inc. Construction Managers and General Contractors

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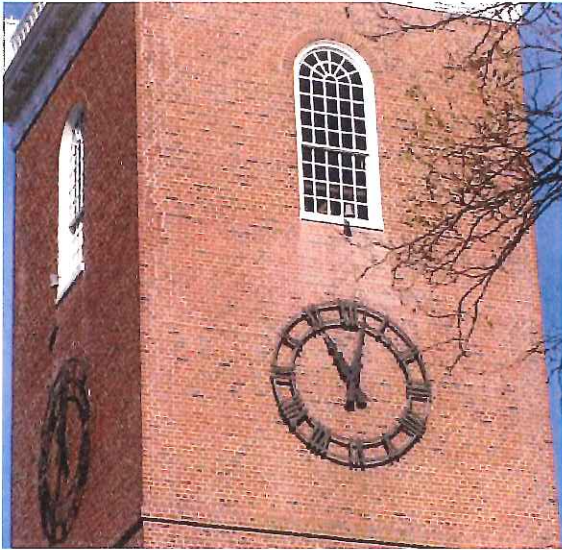
Mockups were utilized to document the proposed mortar, bonding pattern and replacement brick for the reconstruction.



Mockup of replacement brick (within wood framed panel) at Phillips Academy Memorial Bell Tower where the exterior veneer had failed and needed replication. The approved mockup within the wood frame was removed and saved for generation for the preconstruction mockup of the new wall construction and to provide a standard for quality control of the reconstruction.

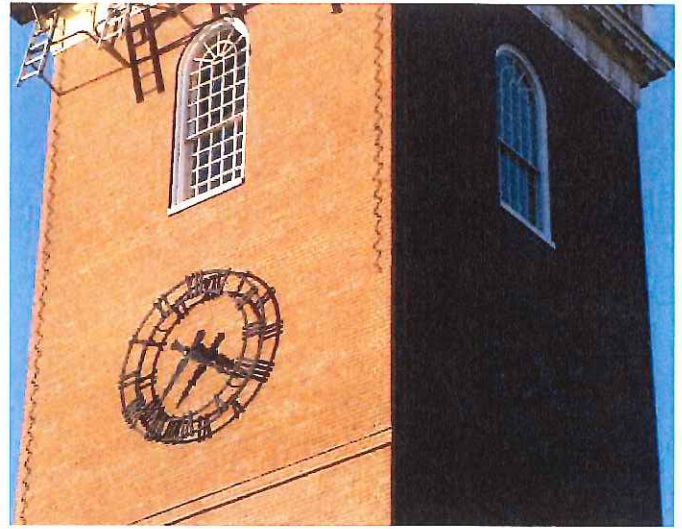


New Veneer mockup with approved mockup panel



Existing Building Prior to Rebuild

Modern construction was utilized for the reconstruction which included the introduction of an insulated / flashed rain screen brick veneer with control joints that were sealed and “sanded”. The new construction in the image on the right shows the introduced “zipper control joint” at the building corners. Note the lower section of the control joint on the right has been filled with sealant and a “sanded” finish applied by broadcasting sand utilized in the mortar mix in the wet sealant joint.



Reconstructed Veneer Tower

Example #3: Bowdoin College Chapel Bell Towers Reconstruction

Consigli documented existing conditions of the Bowdoin College Chapel Bell Towers and reconstructed the veneer stone. The Belfry level floor was cast as a new concrete floor structure and precast concrete backup panels were utilized as backup walls for the upper sections of the tower in order to provide a stable backup wall system for the spire reconstruction. The reconstruction of the towers was chosen due to the failure of the masonry veneer of the existing building.



Existing Cracked Masonry Façade

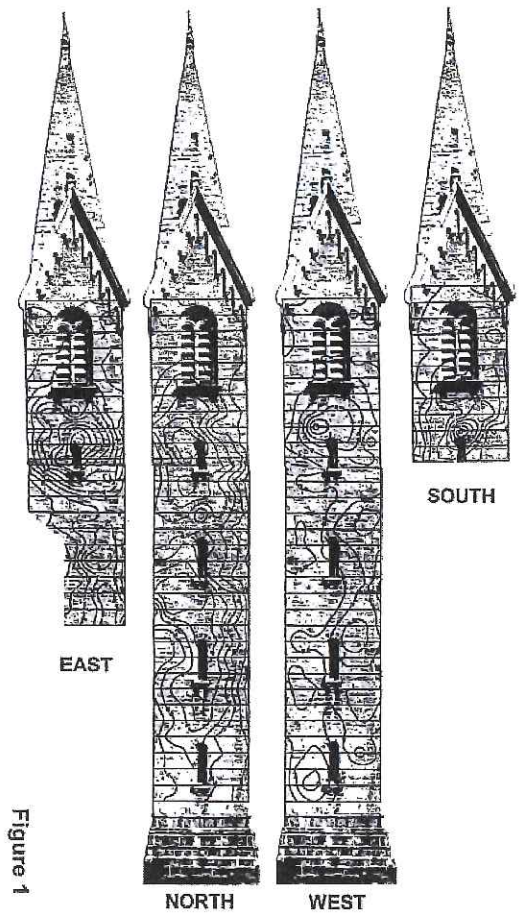
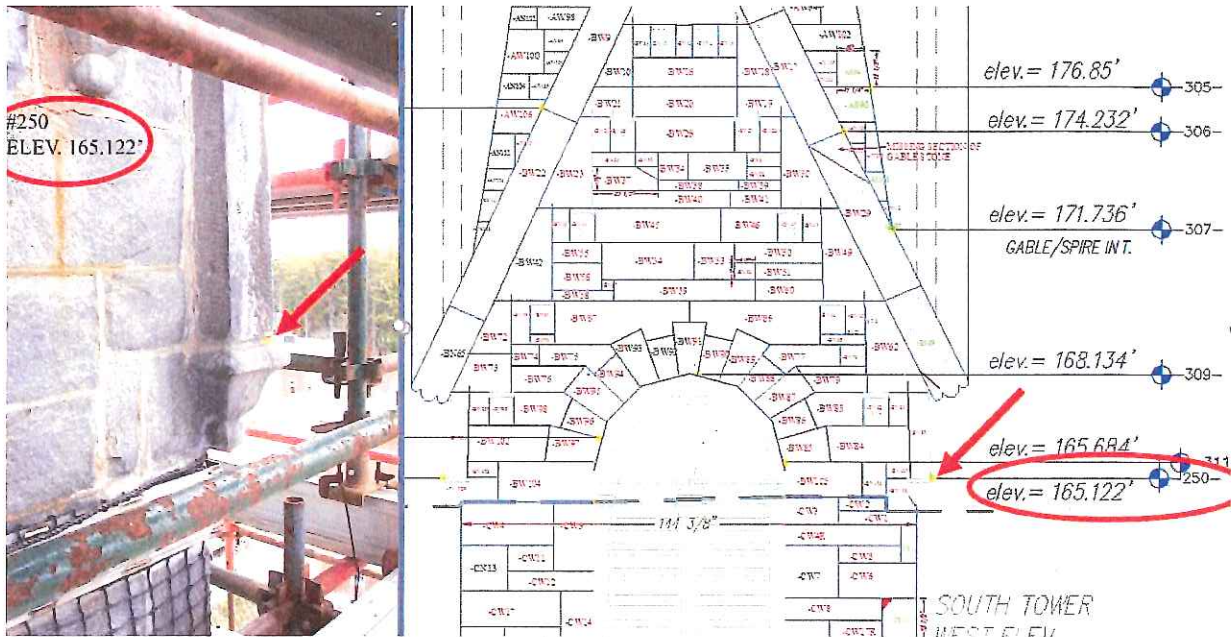


Figure 1

Contour Map of out of plane displacement of masonry



Shop drawing preparation and mockup execution prior to reconstruction
Note the documentation of coursing levels and datum elevations



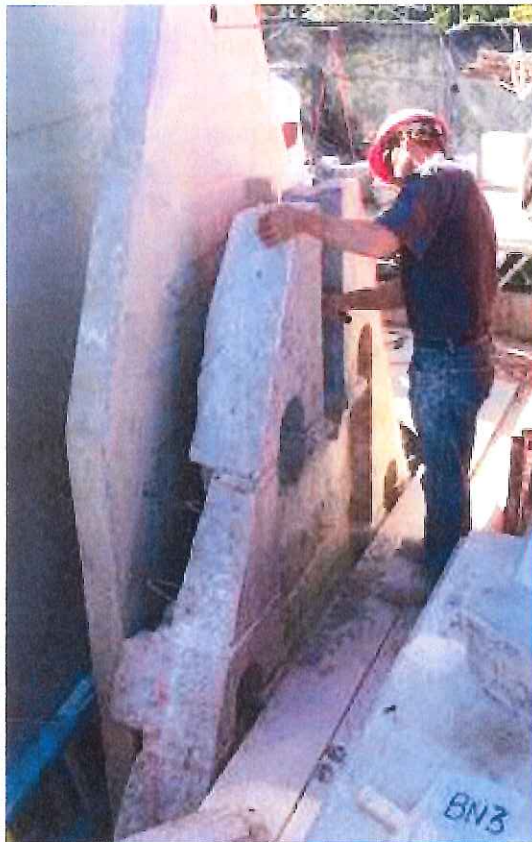
Preconstruction Mockups for Quality Control of coursing



Disassembly of Veneer and Backup Wall



Reconstruction of Backup Wall – using Precast



Veneer Reconstruction At Spires
Bell Towers - Complete Disassembly and Backup Reconstruction





Disassembly of Lower Tower – Veneer Only



Reconstructed Veneer at Lower Towers



Reconstruction of Structural Backup at upper Belfry and Spires

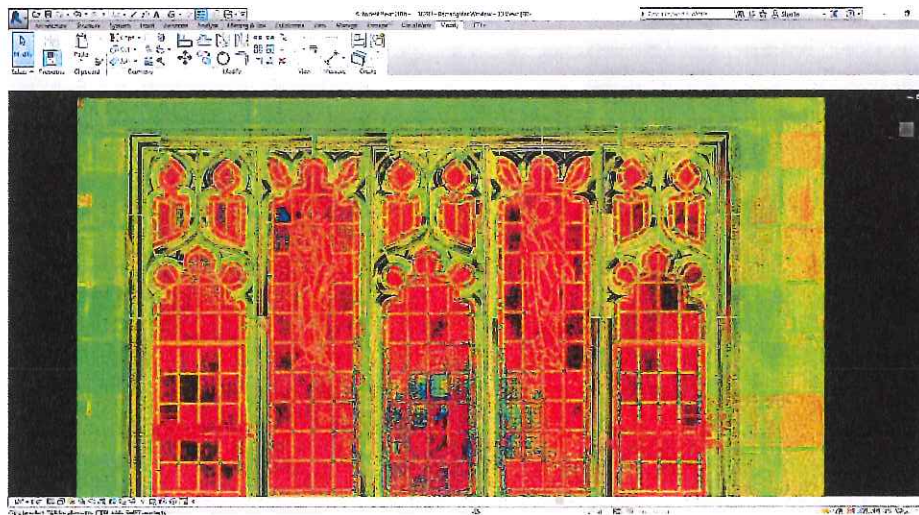
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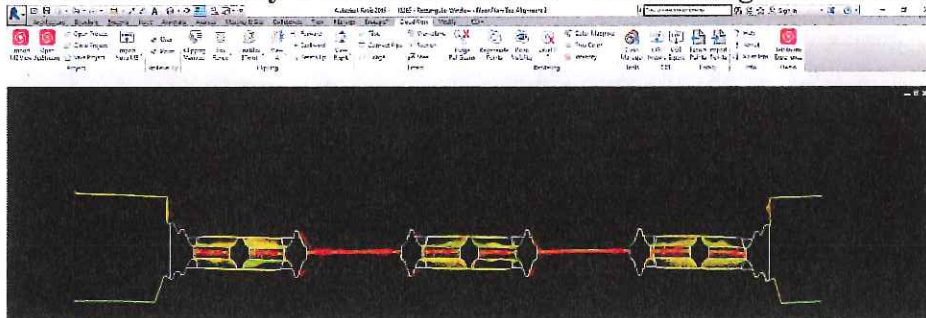
Example #4: - Bates College Chapel Stained Glass and Masonry Tracery Restoration

Consigli is utilizing laser scanning to replicate the Cast Stone traceries of the Bates College Gomes Chapel stained glass window surrounds. The cast stone has deteriorated beyond its repair and has been specified to be replaced. Consigli has used laser scanning to document the geometry of the masonry surrounds. We have generated 3D models of the cast stone, and are using Computer Numerical Controlled (CNC) cutting of foam to develop exact shapes for the replacement cast stone elements.

Images of the 3D models are below.



Laser Scan of Masonry Windows Surrounds – Bates College Gomes Chapel

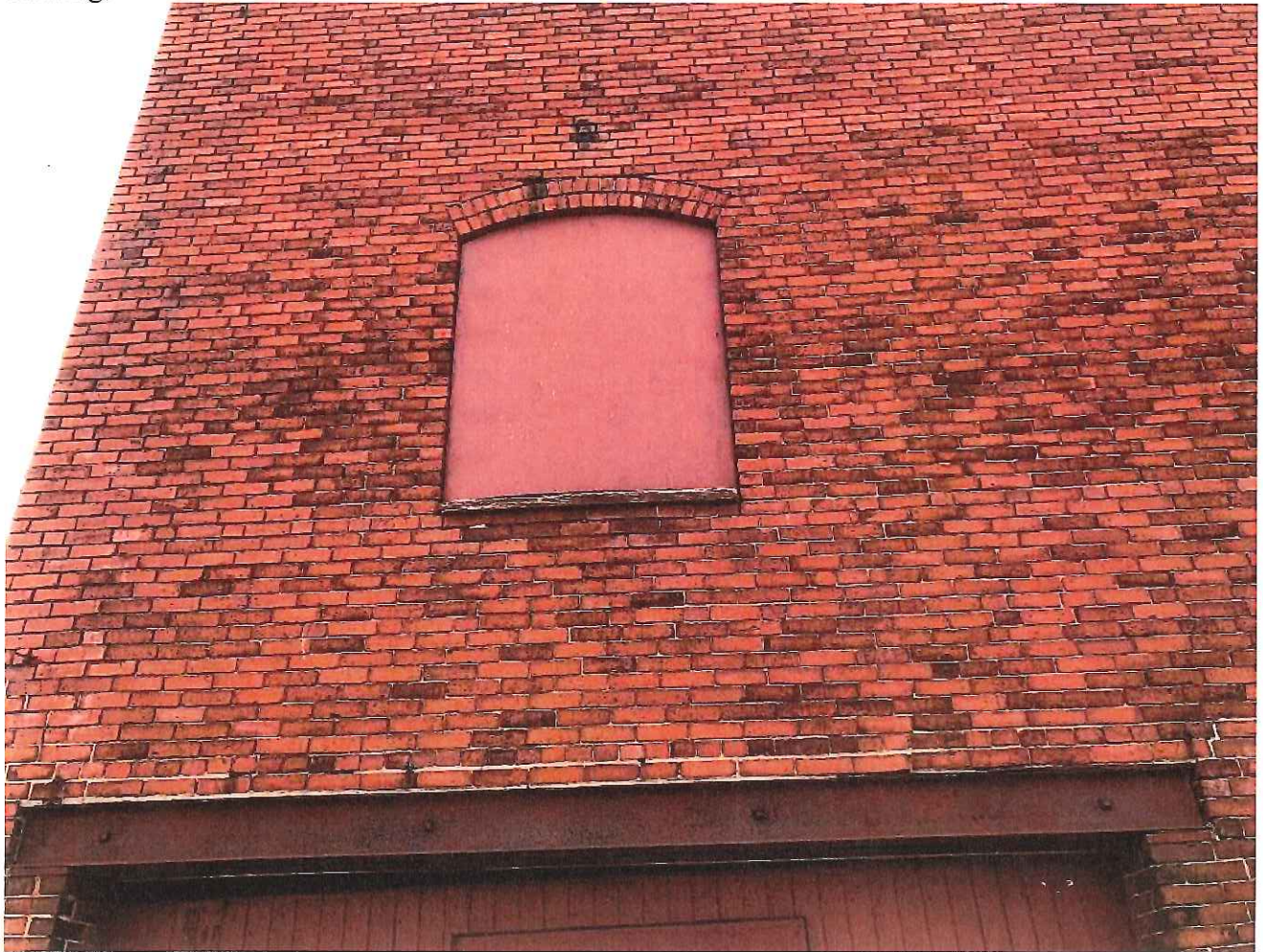


Cross Section of model information from Laser Scan

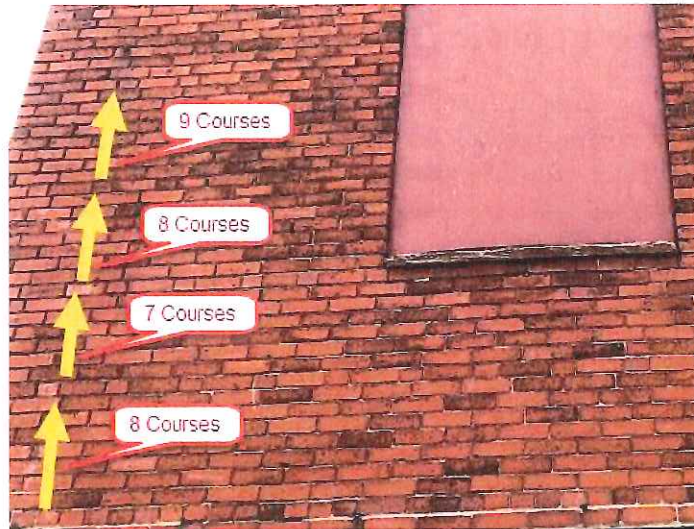
Approach to Building #12 Documentation Prior to Relocation

For the Building #12 relocation, we propose to salvage of Brick Veneer upon review and approval of the durability of the existing bricks. We propose to document all existing façade conditions of Building #12 utilizing laser scans of the building geometry. After reinforcing of the building structure, we propose to salvage all existing brick from the exterior veneer and separating the veneer brick from inner wythe and core brick. Since historically the exterior wall brick units were significantly more durable than the salmon colored inner wythe bricks that tended to be under heated, were more porous and of lower quality, the exterior units will be sorted / salvaged and the inner units disposed of.

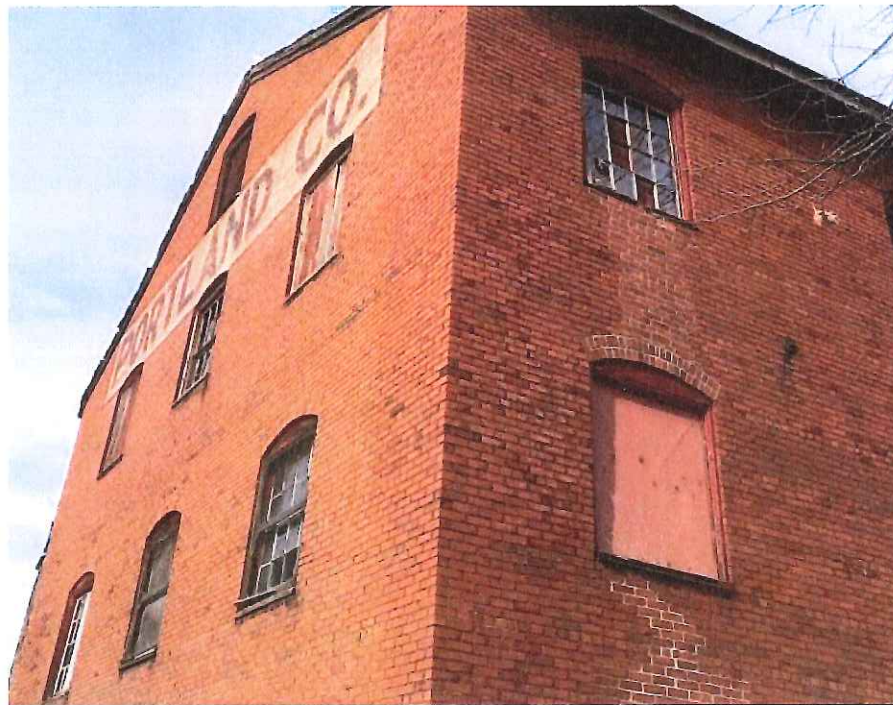
Through the documentation process, we will document the façade with high resolution photographs, recording all existing conditions and we will note any architectural anomalies. Additional written documentation of existing conditions will be completed in order to document those architectural conditions that will be incorporated in the final construction. In our preliminary review, we have already identified differences in the brick coursing / bonding patterns in two of the elevations of the building.



See below for coursing photo



East Elevation Facing Historic Core – Brick is laid up in a “Common Bond with Flemish Headers”. (comprised of alternating stretchers and headers). The header brick courses occur every 8 courses (except the course below the 2nd floor window where a header course was laid at the seventh course below the window). The next header course was laid 8 courses up and then 9 courses to restart the module of each 8 courses....



West Elevation – “Portland Co.” – Common Bond

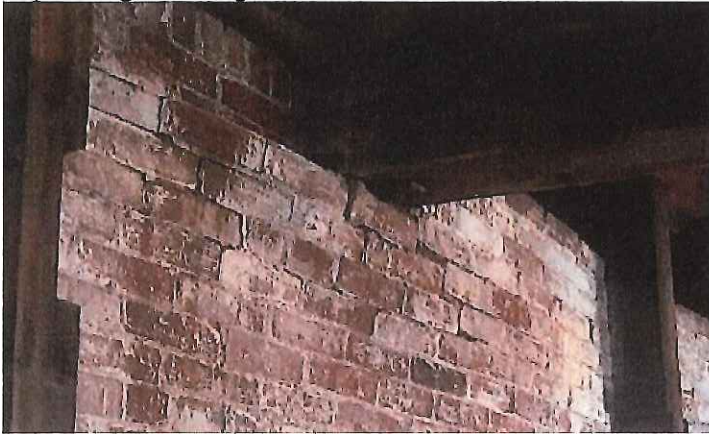
South Elevation – facing water – “Common Bond”

The bonding pattern for the West and South Elevation consist of common bond with header courses that align and repeat at every 8 courses, intermixed with Flemish Header Courses – A full documentation of the exterior will hopefully reveal a pattern to the seemingly random choice of coursing

Existing Structural Conditions of #12 Documentation Prior to Relocation



Separating Building #12 Wall from Common wall between 12 and 11



Failed Inner Wythe at Timber Connection



Existing Masonry Crack and sand from within masonry core

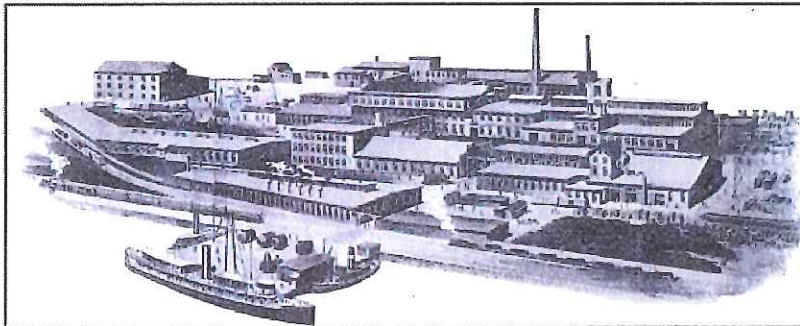


CONSIGLI

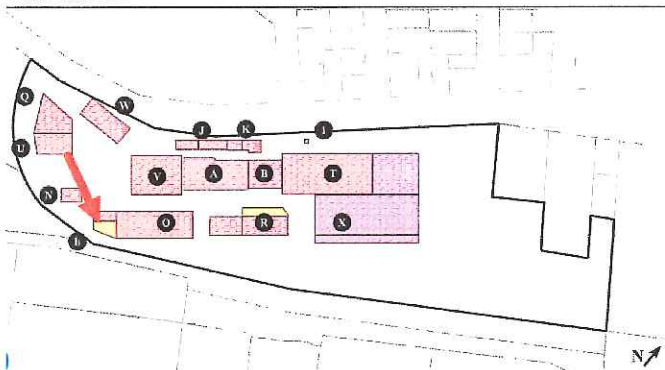
Est. 1905

Historic Photo Record of #12 Documentation Prior to Relocation

All Photos Below Excerpted from Sutherland Conservation & Consulting Further Credit provided to Maine Historical Society & Maine Historic Preservation Commission



Sketch of the Portland Company c. 1910. Courtesy of the Maine Historic Preservation Commission.



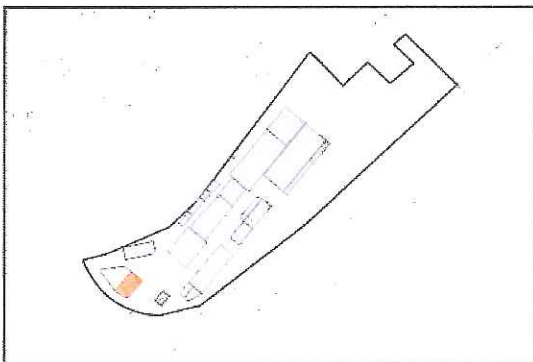
The Portland Company
2014

	Masonry
	Wood
	Metal
	Extant Masonry
	Extant Wood
	Extant Metal

PRIMARY:	
A: Machine Shop	1
B: Smith Shop	i
J: Drafting Room & Storehouse	
K: Boiler House & Brass Foundry	
N: Paint Shop	
O: Car Shop	
Q: Pattern Storehouse	
R: Blacksmith & Tank Shop	
T: Foundry	
U: Pattern Storehouse Addition	
V: Erecting Shop	
W: Office Building	
X: Modern Construction	



Location Map – The Portland Company Campus (Credit Sutherland Conservation & Consulting)



Building #12 Location on Campus
(Credit Sutherland Conservation & Consulting)



Building #12 Location on Campus



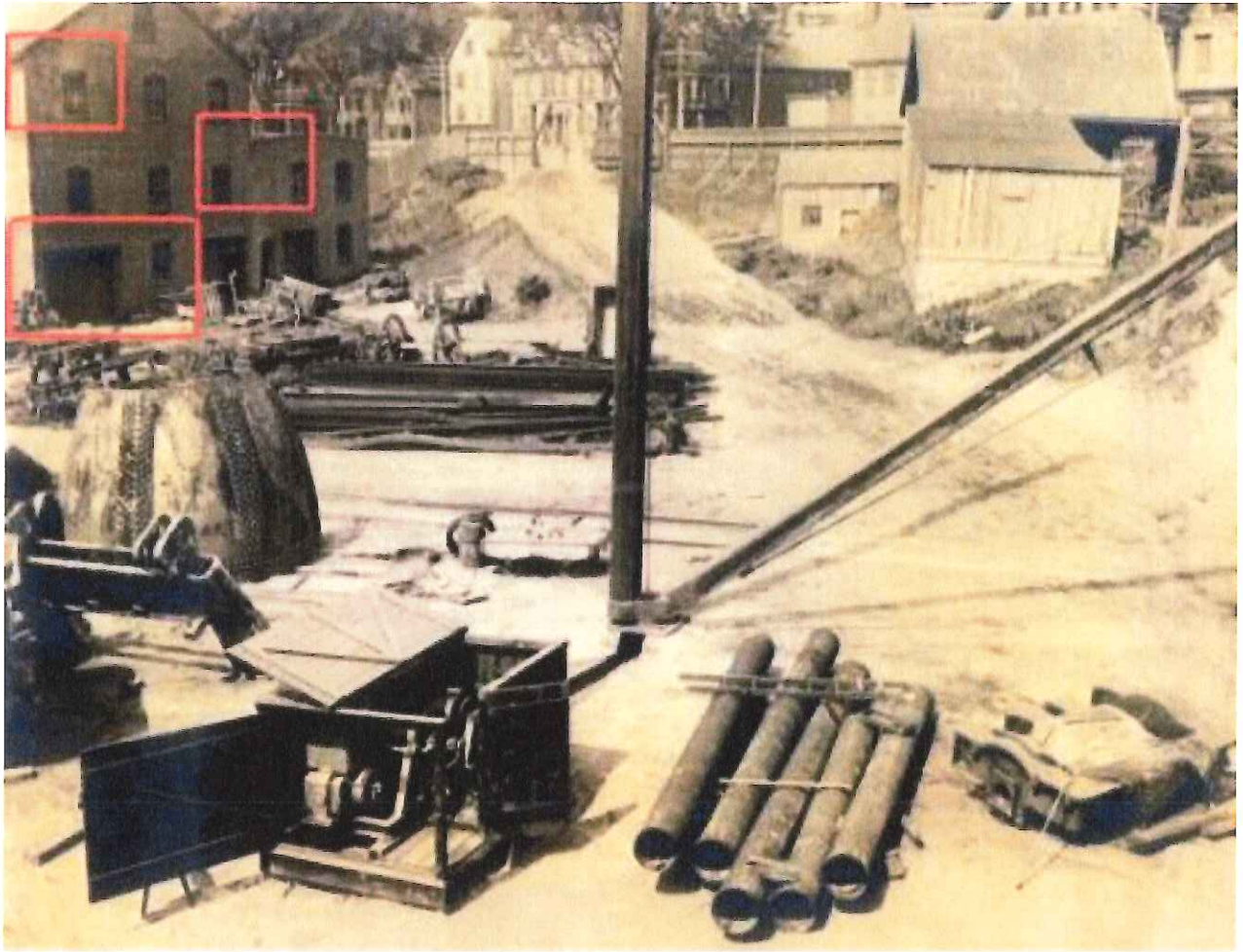
Building 12: Pattern Storehouse Addition

Construction Date: 1895

(Credit Sutherland Conservation & Consulting)



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



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

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

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



Building #12 Excerpted from source image above



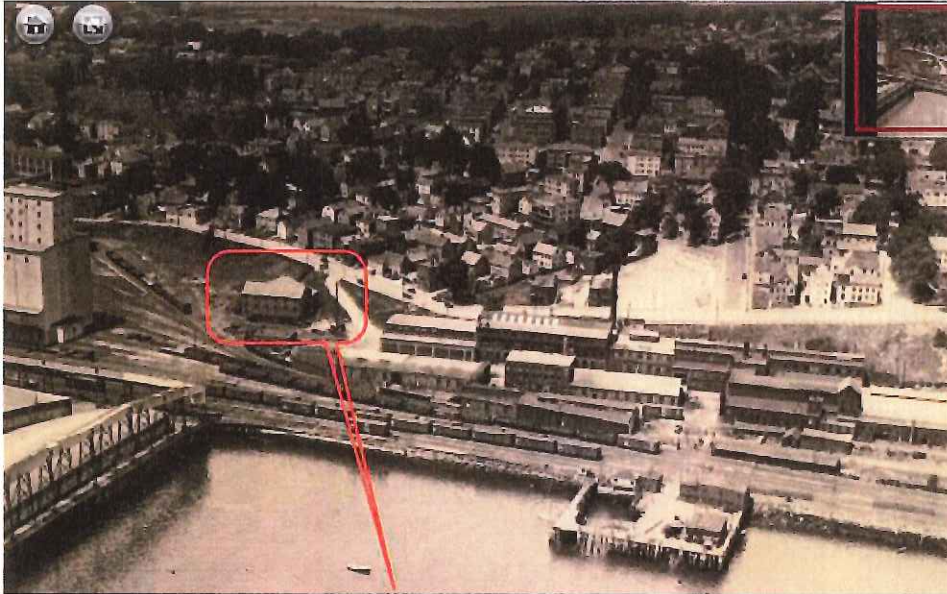
Building #12 – Roof Edge and Window Construction - Excerpted from source image above



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



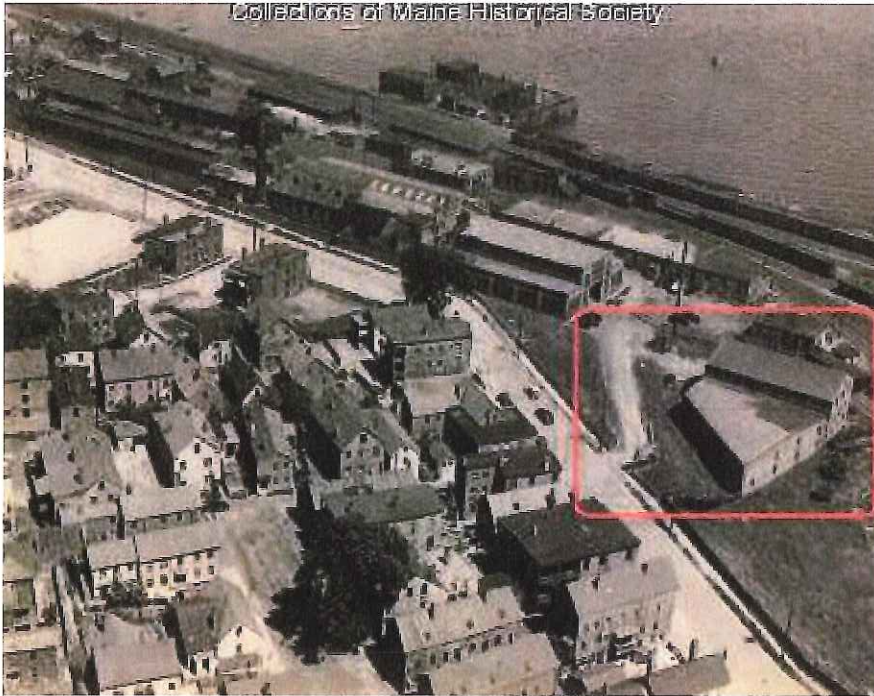
Building #12 – Interface with Building #11 - Excerpted from source image above



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



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



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



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



Credit: Unknown.

Appendix A - Temporary Support and Reinforcing of Building #11 & #12

Building #12 temporary reinforcing / shoring and support for Safe Access

1. Remove the loose floor boards and framing to at the first floor to expose the soil below and prepare the soil for supporting temporary shoring walls and posts to support upper floors.
2. Install temporary shoring posts on compacted soil and 4x10x2'0" long planks laid and levelled on soil. Install 2x temporary shoring walls on 2x10 flat sills set on prepared subgrade.
3. Post up / shore the underside of all timber to masonry wall connections at exterior walls where the bearing conditions of 2nd floor framing has failed and pulled the inner wythe of Building #12 walls out of plane.
4. Install supplementary shoring posts / walls under the southwest ¼ of the building under all floor timbers as they exhibit excessive decay in some areas and we were not able to inspect all conditions.
5. At the second floor of Building #12 fasten ¾" plywood over the full surface of the floor boards fastened at 12" on center with 2" screws.
6. Attach the floor to the perimeter masonry with a pair of 2x6s laid in an L shape with the bottom screwed to the floor and the vertical fastened to anchors set in the masonry exterior wall. This will allow the re-attachment of the floor system to the exterior wall. All workers at the second floor will be required to be tied off to a fall protection system until the plywood is installed, as the second floor has holes that exceed 12" where decayed decking and framing has failed.
7. Install diagonal full height braced panels at all locations where interior wythes of masonry have failed. Walls shall be plywood sheathed and attached to the floors making sure to reinforce the floors below the buttresses in order to retain the inner wythe of masonry in place.
8. Install shoring posts and or 2x shoring walls from the plywood of the second floor to the underside of the framing of the third floor and post under all wood timbers that have separated from the exterior walls. Attach the floor to the perimeter masonry with a pair of 2x6s laid in an L shape with the bottom screwed to the floor and the vertical fastened to anchors set in the masonry exterior wall. This will allow the re-attachment of the floor system to the exterior wall.
9. Install diagonal full height braced panels at all locations where interior wythes of masonry have failed. Walls shall be plywood sheathed and attached to the floors making sure to reinforce the floors below the buttresses in order to retain the inner wythe of masonry in place.
10. Post up to the underside of the third floor attic floor and up to the underside of all timbers framing the existing gable roof.
11. Install plywood sheathing over the floor of the loft and diagonal buttresses / braces fastened to the exterior gable end masonry walls at two locations on each end. Do not utilize hammer drills nor percussive tools to install anchors in the exterior masonry wall. Install all temporary masonry anchors into the center of bricks rather than in mortar joints. There is insufficient overbearing weight and insufficient remaining bond strength in the mortar to prevent the use of percussive tools from fracturing the brick / mortar matrix above the floor level of the existing third floor loft of Building #12.

12. Once Building #12 is shored at the interior and sheathing is continuously fastened to the floors throughout the building floors and tied into the exterior walls proceed to selectively separating Building #12 from Building #11.

Building #11 Shoring and Selective Demolition

1. The common wall between Building #11 and Building #12 will be retained during the demolition of Building #11.
2. Install a line of 2x framed walls parallel to the common wall at the Building #11 side approximately 16" off of the face of the common wall provide support for the second floor framing and additionally from the second floor to the underside of the roof framing.
3. The common wall of Building #11/#12 will remain in place until Building #12 is prepared to be relocated.
4. Separate the roof system of Building #11 from the face of the third floor of Building #12 by cutting free roofing material. Any hazardous material encountered within the roofing systems will be removed according to The State of Maine abatement and disposal guidelines and consistent with the Demolition and Abatement specifications.
5. Cut back the roof framing sheathing at the fact of building #12 and after confirmation that all roof framing is properly shored down to grade cut full depth through all framing that ties into the common wall of building #11/#12. Cut out a 6" clear opening between Building #11 and #12 to ensure that there is no continuity between building roof system and the common wall.
6. Proceed to the second floor and cut out a 6" clear opening between building #11 floor and the common wall after confirmation that shoring is in place from the underside of the second floor down to the lowest level.
7. Cut a 6" separating slot 1'-0" from the face of building #12 along the north and south masonry walls of building #11 after confirmation that the framing system is shored.
8. The demolition contractor will be required to make vertical full wall thickness saw cuts and remove a 6" minimum slot showing full separation and independence of Building #11 north and south walls from the north and south walls of Building #12. The vertical slot cut out of Building #11 will be no closer than 1'-0" west of the corners of Building #12.
9. After confirming that all floors and walls of building #11 are fully separated from Building #12. The Demolition Contractor will then proceed with demolishing Building #11 and level the site around the perimeter of Building #12.

Appendix B - Becker Structural Engineers Building #12 Conditions Report dated March 28, 2014 (excerpted Building #12 conditions)



March 28, 2014

CPB2 Management LLC
P. O. Box 7519
Portland, Maine 04112
Attn: Kevin Costello

The Portland Company
58 Fore Street
Portland, Maine

Dear Kevin:

Per our agreement, Becker Structural Engineers, Inc. performed a review of the buildings associated with the property at the Portland Company complex located at 58 Fore Street in Portland, Maine. We visually reviewed the building exteriors and interior spaces that were reasonably accessible to provide CPB2 with a general understanding of the condition of the existing buildings on the property.

Structural Code Overview

The City of Portland, Maine enforces the Maine Uniform Building and Energy Code (MUBEC) which is an amended version of the 2009 Edition International Code Series prepared and published by the International Code Council (ICC). The International Existing Building Code (IEBC) specifically governs existing construction.

In considering the structural impacts of the redevelopment of the Portland Company property, the chapters of the IEBC discussing Repairs (Chapter 5), Alterations (Chapters 6 to 8), Change of Occupancy (Chapter 9), Additions (Chapter 10), and Historic Buildings (Chapter 11) will need to be addressed if the buildings are to be maintained in the redevelopment plan. Likely impacts of these code sections are discussed below.

Repairs (IEBC Chapter 5)

Due to the observed condition of the buildings at the Portland Company, we anticipate that of repairs will be necessary in all of the buildings. Certain conditions that can be considered dangerous were observed as part of our field investigation, and are detailed later in this report. IEBC requires that dangerous conditions shall be remedied. Repairs are permitted to be made with any material permitted by current code. In most cases repairs are permitted to be made so as to restore the elements to pre-damaged conditions. In the case of substantial structural damage, defined by a 20 percent reduction or greater in critical elements, the repair must meet the requirements of the International Building Code which governs new construction.

Alterations (IBC Chapters 6 to 8)

We anticipate that building alternations may be desired as part of the redevelopment of the Portland Company property. The IBC defines three levels of alteration. Since each redeveloped building will likely encompass a total building work area of more than 50 percent of the building aggregate area, the alterations will be defined as a Level 3 Alteration. Note that the IEBC requirements for alterations are cumulative, and a Level 3 Alteration will be required to meet the requirements of Level 1 & 2 Alterations. Critical components are as follows:

Building Number 12

Location Plan

Description, Condition and Assessment:

- Building 12 story is a three story building with gable roof and mezzanine space in gable.
- Slate roof materials are loose and missing in many locations, particularly at corners. North half of gable drains onto the roof of Building 11. Wood roof eave trim rotten loose or missing in several locations (Photo 12-2). Some rafter tails appear rotten in some locations. Daylight visible through roof on the east side and rotten sheathing noted in many locations. Roof rafter framing appeared undersized.
- Roof has sag along the longitudinal axis
- Third floor deck and joists rotten in areas below leaking roofs.
- The ground floor dips to the center. Wood sills bearing on grade and columns bearing on grade were observed to be rotten. In one location the post supporting from the structure above was actually hanging from the floor beam due to the deterioration of the column base (Photo 12-4).
- Note that foundation drains are visible along the west side of the building and that wall appears to be in a low spot. It is likely that the ground floor wood sills and wooden column bases are frequently exposed to wetting.
- Second floor framing is rough saw wood joist framing with timber beams and posts. In general, framing appeared to be in good condition with framing practices consistent of the period. A joist at the northwest corner of the building had the end completely rotted off, possibly from a roof leak running down the face of the wall.
- Separation was noted at the diagonal beam supports at the columns extending from the first to second floor.
- Exterior brick masonry bearing walls show distress and are in fair condition- Distress noted included:
 - Arching & diagonal cracks over windows that extend through the entire width of the masonry (Photo 12-5).
 - Open joints in many locations.
 - Bulging in some locations.
 - Rust jacking at steel lintel on the east side.
 - Walls bowed inward on south and west elevations.

- Evidence of previous shed roof removal. Bulging and slip plane from flashing left place.
- Entry shed masonry in poor condition.
- Open joints noted in west gable (east gable appears to have been repointed).
- Wooden lintels noted at interior rotting and sagging.
- * Wooden window and sills in poor condition with broken and missing panes, rotting wood (Photo 12-1, 2 & 5).

Structural Condition Rating	3.0
Structural Renovation Cost Rating	4.0

Rating Justification: The roof of building 12 is in poor condition and has been letting water into the building for an extended duration. Roof, upper floor and columns of building will require repairs or reconstruction. Masonry damage is significant and portions of masonry walls will need to be rebuilt. Building is located at a low point on the site and drainage condition at crawlspace will need to be resolved. Despite issues, structural "bones" of building are substantial and it was well constructed in its day.

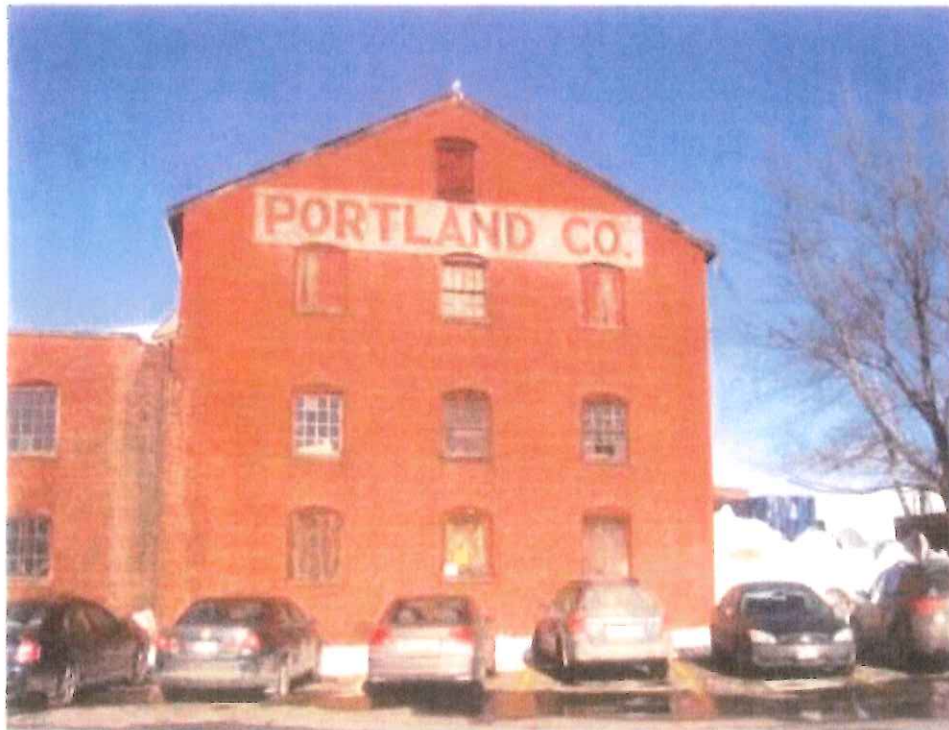


Photo 12-1: West elevation of building 12. Note windows with missing and broken panes, 1 case.



Photo 12-2: Eave with loose slates, missing eave trim, masonry cracking and broken windows.





Photo 12-4: Rotting column bottom, floor joists and sills at ground floor.

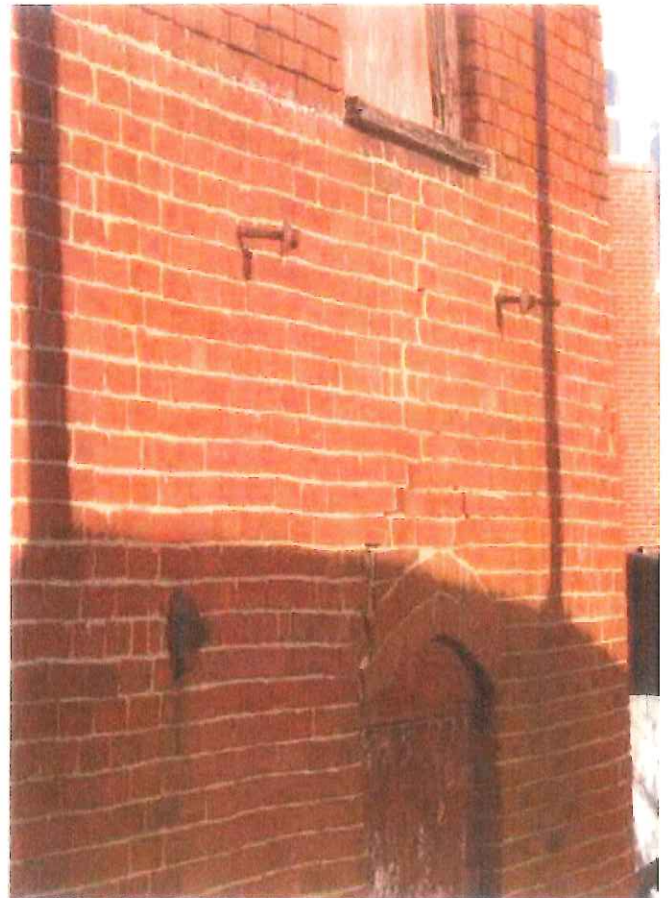


Photo 12-5: Diagonal masonry cracking over window opening, open joints, rotting window sill.

Appendix C – The Brick industry Association – Use of Existing Salvaged Brick

<http://www.gobrick.com/docs/default-source/read-research-documents/technicalnotes/15-salvaged-brick.pdf?sfvrsn=0>

INTRODUCTION Selecting building material requires the consideration of four factors: esthetics, design properties, economics and required level of performance. Salvaged brick are occasionally selected for their "rugged appearance" and sometimes for their low initial cost. Rare is the case when salvaged brick are chosen for their design properties. In general, walls using salvaged brick are weaker and less durable than walls constructed of new brick masonry units. Most salvaged brick are obtained from demolished buildings which stood 40 to 50 yr, or more. In fact, it may be next to impossible to salvage brick from modern structures which use brick set in portland cement mortars. When brick are initially placed in contact with mortar, they absorb some particles of the cementitious materials. It is virtually impossible to completely clean these absorbed particles from the surfaces of the brick units. This may greatly affect the bond between brick and mortar when reused.

MANUFACTURING METHODS In the early 1900's, manufacturing methods were markedly different from those of today. De-aired brick were unknown; coal- and wood-fired periodic and scove kilns were commonplace. The modern solid, liquid or gas-fired tunnel kilns with accurate temperature controls throughout were also unknown. Manufacturing conditions years ago were generally such that large volumes of brick were fired under greater kiln-temperature variations than could be tolerated today. These conditions resulted in a wide variance in finished products. Brick from the high temperature zones were hard-burned, high-strength, durable products; those from low-temperature zones were under-burned, low-strength products of low durability. These temperature variations also resulted in a wide range in absorption properties and color. The under-burned brick were more porous, slightly larger, and lighter colored than the harder-burned brick. (It is the nature of ceramic products to shrink during firing. Generally, for a given raw clay, the greater the firing temperature, the greater the shrinkage and the darker the color.) Their usual pinkish orange color resulted in the name salmon brick. During these bygone years, prevalent methods of construction made production of both hard-burned and salmon brick economically feasible. Most masonry buildings had loadbearing brick walls which were a minimum of 12 in. in thickness. The hardest, most durable units were used in exterior wythes; the salmons (and others) were used for the interior wythes and were not exposed to the exterior elements. Much sorting and grading of brick was performed at the construction site by the mason, although the brick manufacturers eventually assumed this responsibility.

Appendix D – ASTM Testing of Brick – Standards are yet to be determined for Salvaged brick for the Portland Company Reconstruction of Building #12.

ASTM C67 / C67M - 18 

Standard Test Methods for Sampling and Testing Brick and Structural Clay Tile

These test methods cover procedures for the sampling and testing of brick and structural clay tile. The tests include modulus of rupture, compressive strength, absorption, saturation coefficient, effect of freezing and thawing, efflorescence, initial rate of absorption, and determination of weight, size, warpage, length change, and void areas. For purposes of these tests, full-size bricks, tiles, or solid masonry units shall be used as test specimens. They shall be representative of the lot of units from which they are to be selected in respect of the range of colors, textures, and sizes and shall be free of or brushed to remove dirt, mud, mortar, or other foreign materials unassociated with the manufacturing process.

Appendix E - Technical Preservation Brief #2 – National Park Service

<https://www.nps.gov/tps/how-to-preserve/briefs/2-repoint-mortar-joints.htm>

Test mortar for strength and sand constituents. We recommend sampling the mortar from a section of the building that has not been repointed. We intend to follow the NPS test method for determining the constituent materials in the mortar.

Consigli recommends a low strength high permeability Portland Cement / Hydrated Lime / Sand mixture. We do not recommend the use of natural cements or hydraulic limes due to the limited benefit generated from utilizing the high cost materials. We believe a lower strength mortar utilizing current best in class low Alkali Portland Cement is the best use of mortars for reconstruction and repointing of historic buildings.

Appendix F – Mortar Testing and Matching

ASTM C1713 - 17  Standard Specification for Mortars for the Repair of Historic Masonry

1.1 This specification covers mortar for the repair of masonry that was constructed with methods and materials that pre-date the origination of current standards of construction that are compatible with it. The mortar may be used for non-structural purposes such as repointing of the masonry, or for structural purposes such as, but not restricted to, reconstruction or repair of mortar joints that contribute to the structural integrity of the masonry.

1.2 Masonry includes the following units laid in mortar: (1) cast stone, (2) clay masonry unit brick and clay tile, (3) concrete masonry units, (4) natural stone, and (5) terra cotta.

1.3 This specification may be used to pre-qualify mortar for a project.

1.4 Mortars tested using this specification are laboratory-prepared mortars and do not represent in-place, site mortars.



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PROJECT

BUILDING ONE
58 FORE ST
PORTLAND, ME 04101

FORESIDE/
254 COMMERCIAL ST
SUITE 118
PORTLAND, ME 04101
KEYPLAN

ISSUE CHART

DATE: 11/16/2018

NOT FOR CONSTRUCTION

NOVEMBER 16, 2018

Job Number
Design

Planning and Urban Development Department Planning Division



Subject: R-6 Small Infill Design Review – 110 Sheridan Street

Written by: Caitlin Cameron, Urban Designer

Date of Review: Thursday, January 31, 2019

The February 6th Historic Preservation Board meeting is a public hearing for the R-6 Alternative Design Review of the new two-family project at 110 Sheridan Street.

A design review according to the *City of Portland Design Manual* Standards was performed for the proposed new construction of a two-family dwelling at 110 Sheridan Street. The review of the revised plans was performed by Caitlin Cameron, Urban Designer, and Deb Andrews, Historic Preservation Program Manager. The project was reviewed against the *R-6 Small Infill Development Design Principles & Standards* (Appendix 7 of the Design Manual).

Motions for Consideration:

On the basis of plans and specifications submitted by the applicant for the February 6, 2019 public hearing and information included in the accompanying staff memorandum, the Board finds that the proposed new construction at 110 Sheridan Street meets (fails to meet) the R-6 Alternative Design Review criteria (subject to the following conditions . . .).

R-6 Alternative Design Review Criteria and Applicable Standards:

The Review Authority under an Alternative Design Review may approve a design not meeting one or more of the individual standards provided that all of the conditions listed below are met:

- A. The proposed design is consistent with all of the Principle Statements.
- B. The majority of the Standards within each Principle are met.
- C. The guiding principle for new construction under the alternative design review is to be compatible with the surrounding buildings in a two block radius in terms of size, scale, materials, and siting, as well as the general character of the established neighborhood, thus Standards A-1 through A-3 shall be met.
- D. The design plan is prepared by an architect registered in the State of Maine.

Staff Design Review Comments (*red text denotes principles or standards that are not met*):

Outstanding questions based on previous board discussion:

- Roof Forms: Has the design been revised enough to present a primary and subsidiary roof form?
- Relationship with the Street: The applicant was not able to revise the position of the building in relationship with the street and neighboring buildings – this is because of zoning requirements for the parking setback and cost constraints on the scale of the building. Is the building's relationship to the street, which is set back five feet, considered to "respect the rhythm, spacing, and orientation of residential structures along the

street” whereas the predominant pattern of buildings is set close to the back of sidewalk?

- Facade composition and Windows: The types of windows were reduced and revised to include a “family” of window types. These are vertically proportioned and consistent throughout the street-facing facades, though a different size and proportion than is found in the traditional buildings. Are the concerns about the facade composition and window types addressed?
- Entrance: The entrance was modified – it is emphasized with a material change, canopy, a window at the street, and a canopy and steps that extend towards the street. Are these actions enough to address the comments regarding activity and engaging the street?
- Materials: Are the material selections and placement considered “harmonious with the character defining materials and architectural features of the neighborhood?” These were revised to provide a clapboard-style material as the primary siding with a naturalized wood material appearing at the entrance

The Sheridan Street context, a residential street, includes many triple-decker multi-family buildings and horizontally-proportioned one and two-story single-family homes. These buildings follow traditional patterns in roof forms, materials, window types, proportions, and alignment with symmetry, and are set close to the street. There are several contemporary residential buildings on this street – some multi-family and some single-family. These buildings are a part of the streetscape and context but are not considered a part of the predominant characteristics of the context.

Principle A Overall Context – Contemporary design is encouraged but with a relationship to and acknowledgement of the context that surrounds it – in form, roof line, composition, fenestration patterns, material. Particularly with the principal mass, the applicant has demonstrated in the design a recognition of the predominant, character-defining elements of residential architecture in the neighborhood context – this is demonstrated with the height, proportion, roof form, two-bay composition, vertically proportioned windows and limited window types, clapboard material, and articulation elements such as an overhanging eave at the cornice line. The overall massing and forms are more complex than is found in the traditional context – there is a secondary mass with an asymmetrical roof form and more complex facade composition and material selection.

- *A-1 Scale and Form*: The three-story height is consistent with the multi-family buildings in this context. The mass at the street with vertical proportion and flat roof most directly relates to the triple-decker type. The building has more complex massing arrangement and roof forms than those more simple ones found within the streetscape to which this building relates. Forms in this context are predominantly vertically proportioned with one and half, two and a half, or three-story simple massing and simple roof forms (gable or flat roof). The design does break down the scale with a change in massing and roof form. The various roof lines and current arrangement of the masses create a hierarchy in the form and composition and set up a building scale that is compatible with the context.
- *A-2 Composition of Principal Facades*: The composition of the street-facing facade follows the vertical proportion and two-bay composition frequently found in the context in both the single and multi-family buildings. Instead of a bay window, traditionally

found on triple-decker buildings, the project uses elongated windows, a recess, and overhangs to provide articulation to the front façade. **The windows were revised to have the same size/proportion within the building but these vary from what is found in the context.**

- **A-3 Relationship to the Street:** The Board previously commented that the front façade of the building should be brought in alignment with front façade of the neighboring building to maintain an appropriate street wall pattern. The building placement of the principal mass is slightly setback from the street which varies from the spacing of the residential fabric – front façade right at the street, often with a side-facing entry. The driveway/building placement varies on this street – the project follows the general pattern of building with a side drive. Recessing the secondary mass is considered appropriate here to mitigate the impacts of the garage and building scale – staff support that relationship to the street.

Principle B Massing – The proposed massing in some ways reflects or reinforces the traditional building character of the neighborhood and multi-family typologies of the neighborhood – specifically, the front mass of the building is similar in scale, proportion, and form to a triple-decker building. The project includes more complex massing with additional roof forms than the simple massing and roof forms found in the context – staff interpret this complexity to meet the standards if there is a clear hierarchy and delineation of the forms and the more contemporary form being treated in a recessive way.

- *B-1 Massing:* The primary mass at the street has similar scale, proportion, and form to those found in the context. The overall project includes more complex massing with additional roof forms than the simple massing and roof forms found in the context – however, the standard does not require massing to replicate the context but must be considered harmonious. Staff consider the massing to effectively mediate between the traditional context and the contemporary design and two-family use.
- *B-2 Roof Forms:* **Two roof forms are used while the traditional context predominantly has simple roof forms.** Flat roofs are found in the context on multi-family buildings and are considered compatible. The monopitch roof is the more contemporary form and not readily found within this streetscape.
- *B-3 Main Roofs and Subsidiary Roofs:* The flat roof form should be the dominant roof form but **staff question whether the monopitch roof is sufficiently subsidiary. The overhang and depth of cornice were reduced for the subsidiary roof – staff request the board to weigh in whether this can be considered clearly subsidiary.**
- *B-4 Roof Pitch:* The secondary roof is monopitch and asymmetrical **with a pitch of less than 7:12.** The primary mass uses a flat roof consistent with similar building types and forms found on the street.
- *B-5 Façade Articulation:* The project employs **only one** of the required articulation elements – covered entry. Variety in the massing is further provided by a recess on the third floor.
- *B-6 Garages:* Garage door meets the 40% requirement, has living space above, and is set back from the street.

Principle C Orientation to the Street – The principal mass is placed near the street with side-facing doors adjacent to the street with a stoop/canopy. **The building is set back from the street more so than the other buildings – predominantly, buildings are placed directly on the property line on this street with a couple of exceptions for contemporary, larger buildings.** The front

façade includes a bedroom and entry – comparable level of activity and uses near the street to the other residential buildings.

- *C-1 Entrances:* Both entries are side-facing and emphasized with a stoop, covered entry, material changes. One entry extends to the street with steps, canopy and window.
- *C-2 Visual Privacy:* Visual privacy is adequately addressed; **not all ground floor windows are higher than 48" above adjoining sidewalk grade with the introduction of a new window at the entrance.**
- *C-3 Transition Spaces:* The project uses side entries, the living spaces are raised higher than the street. The façade is setback slightly from the street which differs from the established built pattern but does create a transition space for the living spaces.

Principle D Proportion and Scale – The building proportions are harmonious and individual building elements are human-scaled.

- *D-1 Windows:* The majority of windows are rectangular and have a vertical proportion; Use of vertical proportions is consistent with context; window proportions, sizes vary from traditional context to some degree.
- *D-2 Fenestration:* The 12% fenestration requirement is met on the street-facing facades.
- *D-3 Porches:* Not applicable

Principle E Balance – The building façade composition is balanced – use of local symmetry around discernable vertical access and alignment of windows, proportion of openings to solid.

- *E-1 Window and Door Height:* The majority of window and door head heights align along a common horizontal datum.
- *E-2 Window and Door Alignment:* The majority of windows shall stack so that centerlines of windows are in vertical alignment – windows are vertically aligned.
- *E-3 Symmetricality:* Local symmetry is employed on the front façade. The secondary façade is intentionally asymmetrical in its façade composition and roof form however, the windows maintain a horizontal alignment with the rest of the building.

Principle F Articulation – The project uses articulations elements such as material texture, canopy, and roof overhangs to provide visual interest.

- *F-1 Articulation:* Surface articulation is provided by material texture, cornice lines, canopies, and window reveals. Trim and details are consistent.
- *F-2 Window Types:* **More than two window types and sizes are used on the street-facing façades – a third type is added for the building entrance. The windows were revised to be in a family of proportions and type.**
- *F-3 Visual Cohesion:* The visual cohesion of the façade is good. Material placement, roof forms, window composition corresponds to use, massing.
- *F-4 Delineation between Floors:* The floors are delineated by massing variation, canopies, and by fenestration patterns.
- *F-5 Porches, etc.:* The entry stoop is minimal and integrated into overall design.
- *F-6 Main Entries:* The main entry is emphasized with a stoop, canopy, material change, windows. A material change, canopy, and stoop are used to indicate the second entrance on the side of the building.
- *F-7 Articulation Elements:* The roof overhang is at least 6"; trim not used n/a; the façade offsets are at least 12", both roof lines have pronounced cornice lines. **The canopies were revised to have the same depth.**

Principle G Materials – The character-defining residential context here is predominantly a single, simple material palette - clapboards with occasional shingle or brick. The material choices are harmonious with the character-defining materials and architectural features of the neighborhood (see G-1).

- *G-1 Materials:* The proposal uses a cementitious board clapboard for the primary material that is considered consistent with the context predominantly of clapboard. **The unfinished wood is not typical as a material in this context and was revised to only appear as an accent material at the entrances now better meeting the standard.** The roofline soffits are treated with a “wood” beadboard finish.
- *G-2 Material and Façade Design:* The materials are placed appropriately to the façade design and their nature.
- *G-3 Chimneys:* Not applicable.
- *G-4 Window Types:* Overall, more than two window types are used in the building; but only two types appear on front facade. The predominant character in this context is vertical proportioned windows with one or two types visible from the street. Window detailing is consistent.
- *G-5 Patios and Plazas:* Not applicable.



Deb Andrews <dga@portlandmaine.gov>

110 Sheridan Street

1 message

Lauren Reiter <laurenreiter@yahoo.com>

Tue, Jan 8, 2019 at 9:23 PM

Reply-To: Lauren Reiter <laurenreiter@yahoo.com>

To: Caitlin Cameron <ccameron@portlandmaine.gov>, Deb Andrews <dga@portlandmaine.gov>

Cc: Mark Burns <mark.burns@onsemi.com>, Alison Leavitt <aleavitt@wssa.com>

Caitlin and Deb, here is the updated set of drawings with a few additional changes from last week's email. Attached drawings are A001, A002, A102, A103 & A105, all dated 01/08/19. In addition to the changes noted in my email last week (re-stated below), we have also made some further changes in response to both the Jan. 2 workshop, as well as updated information from our structural engineer.

- fascia of sloped roof has been significantly diminished, now showing just what is required to accommodate the structure. also, the overhang of the sloped roof on the south has been reduced by a foot.
- all siding at elevations visible from the street is the fiber cement dark-colored lap siding. however, a wood screen element is added around the main and side first floor entrances, including the part of the east facade that is under the awning. this screen will consist of horizontal slats through which the dark lap siding can be perceived. (I will have images for the presentation).
- the first floor east elevation window has been enlarged to be similar to the tall windows above that are associated with the entrance & vertical rise of the interior stair through the building. (Caitlin, I should note that this puts the sill at 3'-6" above grade, but note that privacy is not really a concern here, as this window looks into an entrance space.)
- the "anomalous" square windows at the third floor have been revised to be the same vertical 3'x4' windows used elsewhere
- the entrance stairs and related canopy have been revised to align with the leading corner of the adjacent building to the south (#106). The canopy has been beefed up so that it is a significant architectural element and the stairs have been revised to be a more street-oriented massing. (Note: moving the whole building out to this line is hard to justify, as it adds unnecessary square footage and mass at three floors - plus more cost!!)
- we have eliminated the south cantilever from the rear mass above the garage, for cost/structural simplification.

I am hoping that you agree that these changes advance the project to be responsive to the workshop comments, and if so, these will be the drawings to be disseminated to the Board members. Please let me know if I should upload them separately to the CSS site, or if you will be able to do that from this submission. And, of course, there will be additional visual material that we will present at the February 6 public hearing, to further describe the proposed project.

thanks - as always - for your help,
Lauren:

Reiter Architecture & Design

Lauren J. Reiter, RA, LEED AP

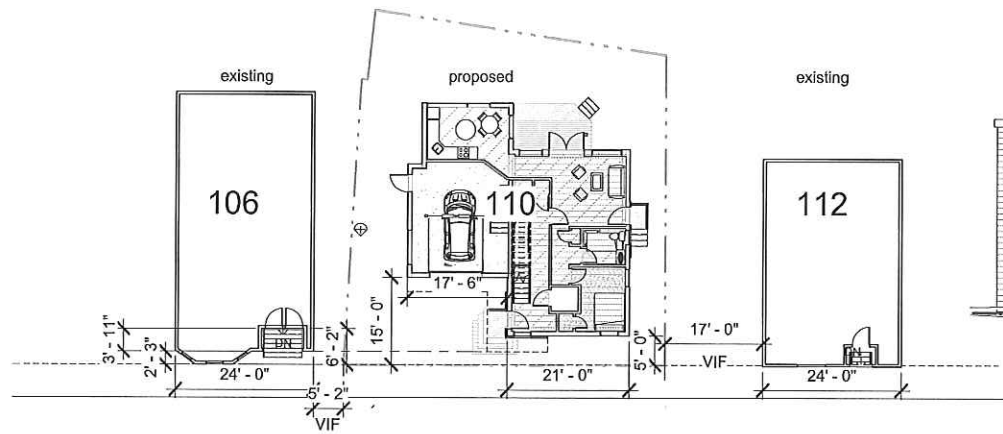
laurenreiter@yahoo.com

tel. 917.502.2225

6 South St., Portland, ME 04101

www.facebook.com/reiterarchitecture

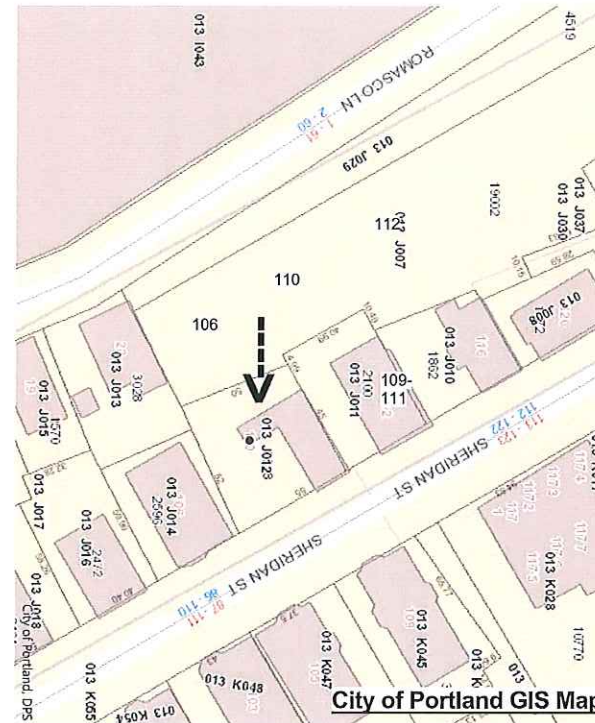
5 attachments **A001 Street Context - for info only 01-08-19.pdf**
342K **A002 Street Context - for info only 01-08-19.pdf**
742K **A102 Proposed Plans - Wall & Flr Schedules_Pricing & ADR 01-08-19.pdf**
256K **A103 Proposed Elevations - Window & Dr Schedules_Pricing & ADR_01-08-19.pdf**



⑥ 3D view from SE with neighbors, street view



④ 3D view from NE with neighbors



⑤ 3D view from SE with neighbors

① First Fl. Plan & Site w/ Neighbors
1/16" = 1'-0"



② East Elevation w/ Neighbors
1/8" = 1'-0"

③ Elevation @ 109-111 Sheridan (across the street from 110)
1/8" = 1'-0"

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Casco Bay Engineering
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Revision Schedule

Revision Number	Revision Description	Revision Date
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Review w/ City 12/7/18
Issue for Information 12/14/18
Issue for Info & ADR 1/08/19

Burns-Leavitt Residence
110 Sheridan Street
Portland, ME 04101

Street Context

Project number	Portland, ME 04101
Date	Issue Date
Drawn by	Author
Checked by	Checker

A001

Scale As indicated



EAST SIDE of SHERIDAN STREET



WEST SIDE of SHERIDAN STREET



AERIAL VIEW of SHERIDAN STREET with PROPOSED BUILDING

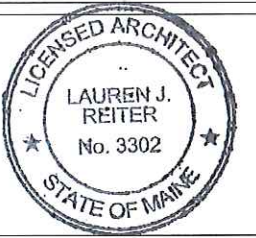
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Revision Schedule		
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	Review w/ City 12/7/18	
	Issue for Information 12/14/18	
	Issue for Info & ADR 1/08/19	

Burns-Leavitt
Residence
110 Sheridan Street
Portland, ME 04101

Street Context	
Project number	Portland, ME 04101
Date	Issue Date
Drawn by	Author
Checked by	Checker
A002	
Scale	



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Revision Schedule		
Revision Number	Revision Description	Revision Date
Progress Set 12/14/18		
Issue for Pricing & ADR 1/08/19		

Burns-Leavitt
Residence
110 Sheridan Street
Portland, ME 04101

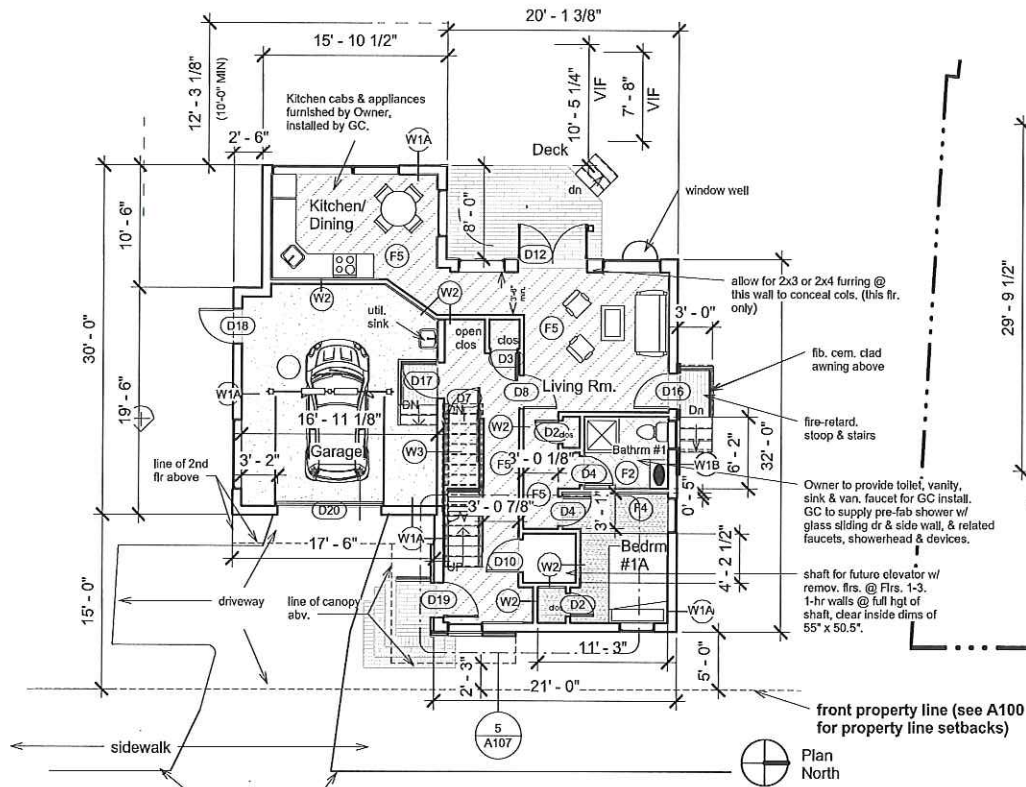
Proposed Plans
Wall & Flr. Schedule

Project number	Portland, ME 04101
Date	Issue Date
Drawn by	Author
Checked by	Checker

A102

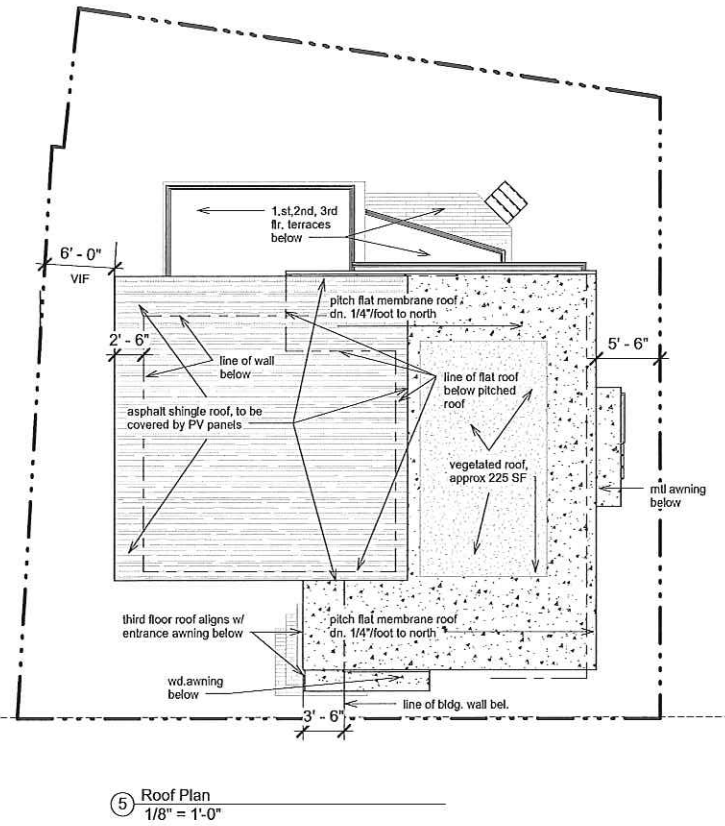
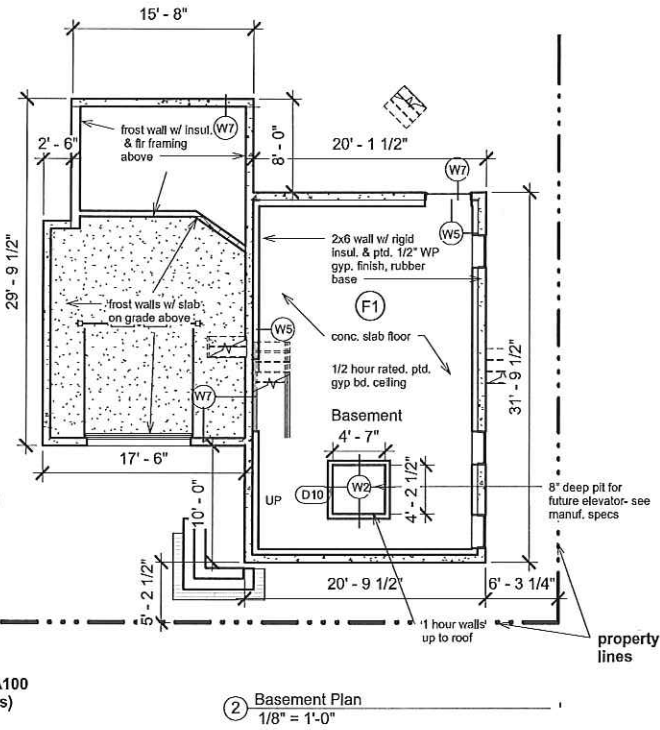
Scale 1/8" = 1'-0"

1/8/2019 5:31:45 PM



NOTE: Building dimensions on this plan are to finish exterior walls.
Furniture shown for information only

TOTAL SF CALCS:
Total Gross SF not incl. terraces/garage: 2,995 SF
Garage: 330 SF
2nd & 3rd flr terraces: 403 SF



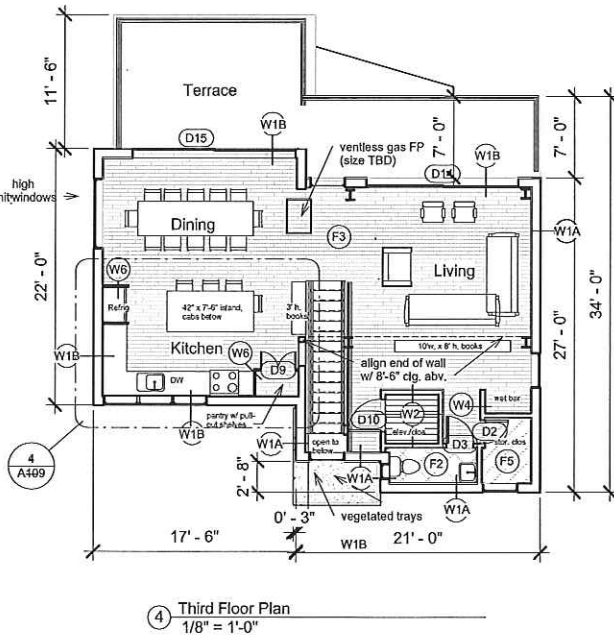
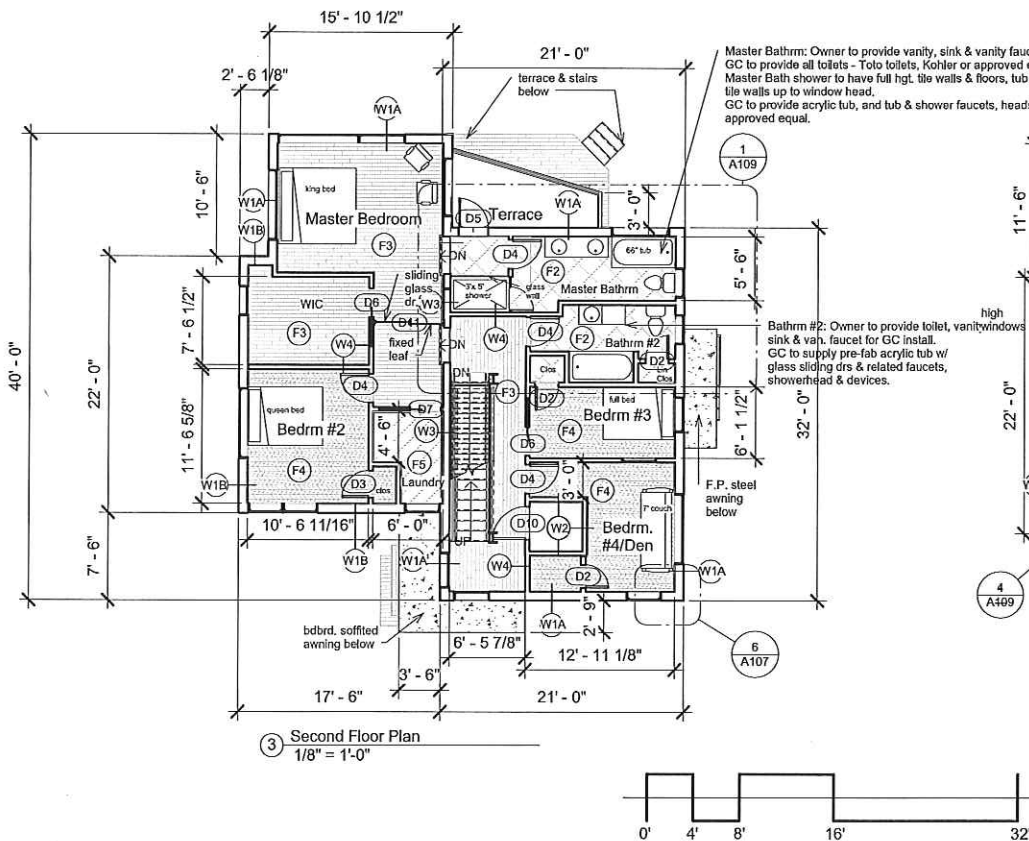
WALL SCHEDULE

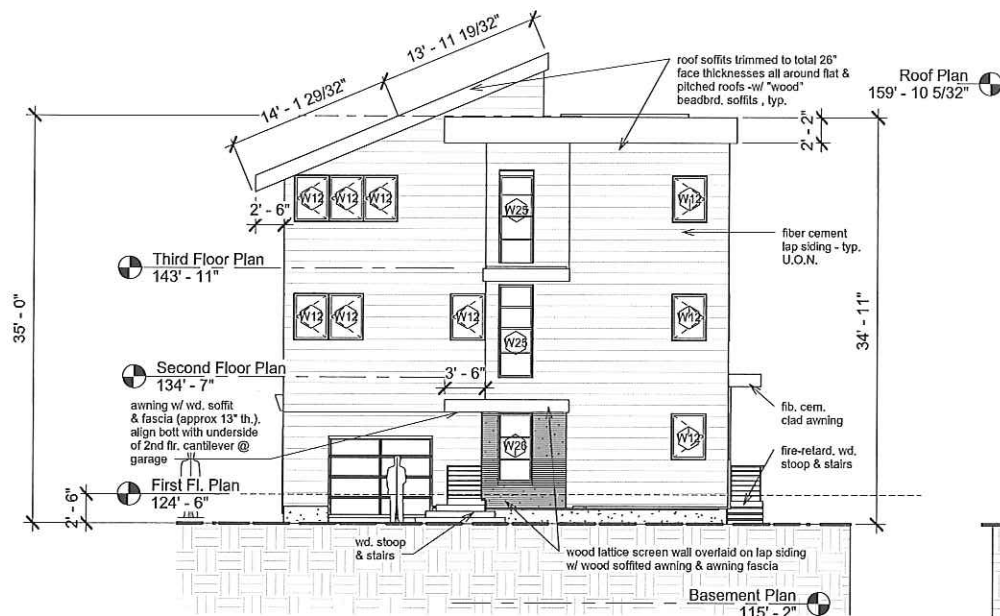
- W1A EXTERIOR WALL, non-rated. Insulated 2x8 @ 16" OC, 1/2" sheathing, shear walls where noted. 12" fiber cement lap siding, solid color, 1/2" gyp. bd interior fin. U.O.N.
- W1B EXTERIOR WALL, non-rated. Insulated 2x8 @ 16" OC, 1/2" sheathing, shear walls where noted. 6" fiber cement lap siding, "wood look", 1/2" gyp. bd interior fin. U.O.N.
- W2 INTERIOR WALL, one hour rated. One layer 5/8" Type X gyp. bd. ea. side on 2x4 (or 2x6 @ garage) wd. studs. Fire caulking @ top & bott. of walls. LVL blocking @ all floor & clg. lvs. & horizontally every 10'.
- W3 INTERIOR SHEAR WALL, non-rated. 2x6 stud wall w/ 1/2" plywd. one side, 1/2" gyp. bd. on one or both finish faces, depending on location. Use 5/8" Type X gyp. @ Garage & WP gyp. bd @ Laundry Rm.
- W4 INTERIOR WALL, non-rated, TYPICAL. 1/2" gyp. bd. ea side on 2x4 studs @ 16" o.c. Install sound attenuation insulation in wall cavity @ bedroom walls. Use WP gyp. bd @ bathrooms & kitchens.
- W5 INTERIOR WALL, non-rated, @ Basement. 1/2" WP gyp. bd. one side on 2x6 studs @ 16" o.c. Install rigid polystyrene insulation in wall cavity.
- W6 INTERIOR WALL, non-rated. Two layers 3/4" plywood, using maple veneer plywood @ exposed side.
- W7 MASONRY WALL: 8" concrete Foundation wall. See Structural drwgs.

NOTE: See structural drawings for locations of additional sheathing layer for shear walls.

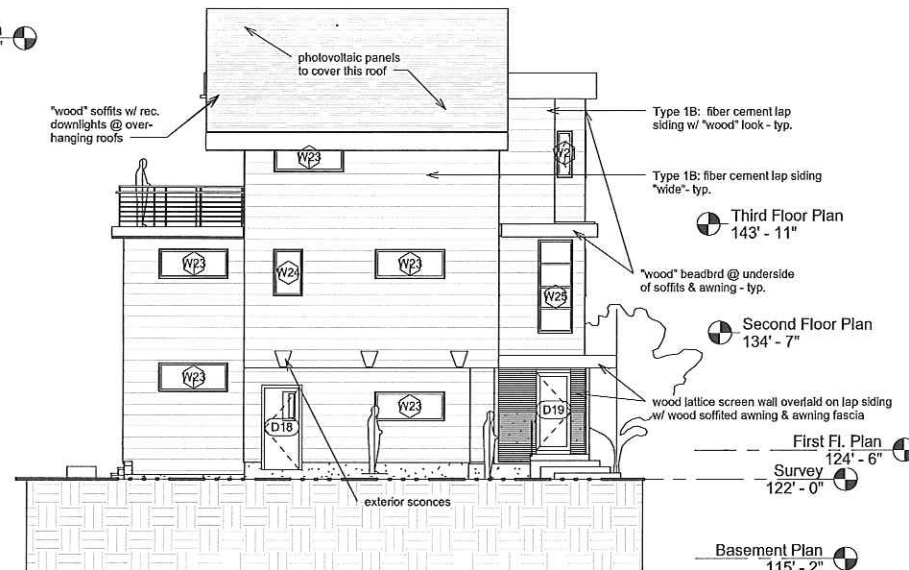
FLOOR MATERIALS SCHEDULE

- F1 Concrete slab
- F2 Tile floor w/ tile base or wainscot - see elevations
- F3 Hardwood floor, 3/4" th., pre-finished.
- F4 Plywood subfloor. Owner to provide finish floor.
- F5 Resilient/vinyl laminate sheet flooring "wood look"
- F6 "Wood" decking - Trex or equivalent.





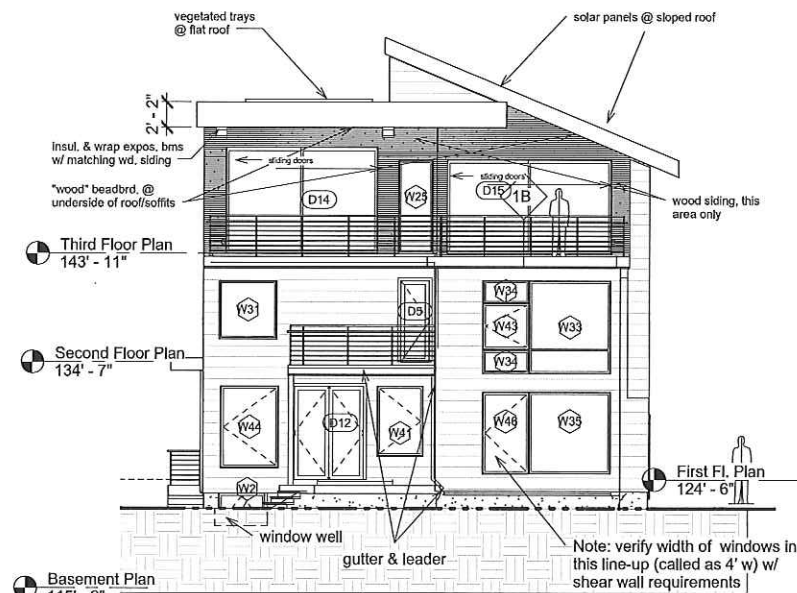
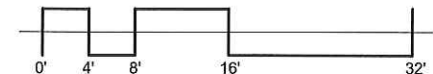
① East Elevation
1/8" = 1'-0"



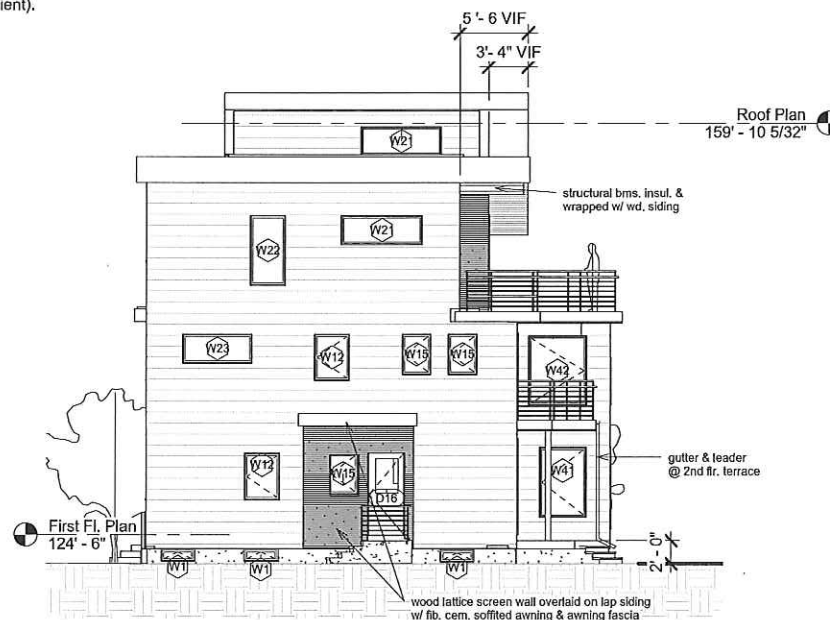
② South Elevation
1/8" = 1'-0"

GENERAL NOTES re SIDING

- All siding is fiber cement by Allura or approved equal, except at wood screen walls @ entrances & third floor west-facing exterior walls. Allura Fiber Cement Lap Siding, smooth finish, 12" face (10.75" exposure). Follow manufacturers recommendations for installation.
Note: manufacturer provides free, on-site installation training.
- Corner boards shall be fiber cement, matching finish & color.
- Underside of soffits shall be Allura fiber cement beadboard, factory painted to match selected "wood look" color.
- Wood screen walls, wood siding at 3rd floor west wall, & underside of front entrance awning shall be Eastern white cedar with marine-grade clear finish (or other wood TBD with client).



③ West Elevation
1/8" = 1'-0"



④ North Elevation
1/8" = 1'-0"

Window Schedule					
Type Mark	Family	Width	Height	Count	Comments
W1	Awning with Trim	2' - 10"	1' - 0"	3	Basement - verify height
W2	Awning with Trim	4' - 0"	2' - 9"	1	Basement - verify height
W12	Casement with Trim	3' - 0"	4' - 0"	12	
W15	Casement with Trim	2' - 6"	3' - 6"	3	
W21	Casement with Trim	1' - 4"	4' - 0"	1	
W21	Fixed	7' - 0"	2' - 6"	2	
W22	Fixed	3' - 0"	6' - 0"	1	
W23	Fixed	6' - 0"	2' - 6"	6	
W24	Fixed	2' - 6"	4' - 0"	1	
W25	Fixed	3' - 0"	8' - 0"	4	triple-glazed @ west only, others w/ mullions
W26	Fixed	3' - 0"	6' - 0"	1	w/ mullions
W31	Fixed	5' - 0"	5' - 0"	1	triple-glazed
W33	Fixed	7' - 0"	8' - 0"	1	triple-glazed
W34	Fixed	4' - 0"	2' - 0"	2	triple-glazed
W35	Fixed	7' - 0"	7' - 0"	1	triple-glazed
W41	Casement with Trim	4' - 0"	6' - 0"	2	triple-glazed
W42	Casement with Trim	5' - 0"	6' - 0"	1	triple-glazed
W43	Casement with Trim	4' - 0"	4' - 0"	1	triple-glazed
W44	Casement with Trim	5' - 0"	7' - 0"	1	triple-glazed
W46	Casement with Trim	4' - 0"	7' - 0"	1	triple-glazed

Grand total: 46 (count notes individual units, but some will be combined)

WINDOW SPECIFICATION NOTES

- Window Spec based on LOGIC tilt/turn and fixed windows - or approved equal. (Schedule and visual notation of "casement" means tilt/turn.) Narrow profile at fixed units.
- All windows are double-glazed unless noted in schedule above.
- All windows to have black frame color, inside and outside. Operating hardware to be black.

Door Schedule				
Mark	Width	Height	Comments	Count
D2	2' - 0"	6' - 8"		6
D3	2' - 4"	6' - 8"	1 3/4" th solid core ptd. wood	3
D4	2' - 6"	6' - 8"	1 3/4" th solid core ptd. wood	6
D5	2' - 6"	7' - 0"	Triple glazed full glass exterior	1
D6	2' - 6"	6' - 8"	1 3/4" th solid core pocket door	2
D7	2' - 8"	6' - 8"	1 3/4" th solid core pocket door	1
D8	2' - 10"	6' - 8"	30 min. door @ 1st floor apt.	1
D9	3' - 0"	7' - 0"	Pair ptd. plywd drs	1
D10	2' - 9 17/32"	6' - 8"	Proprietary elevator drs	4
D11	6' - 0"	7' - 0"	Interior stl & glass multi-lite w/ one fixed pnl & one sliding dr. w/ barn dr. hardware	1
D12	6' - 0"	8' - 0"	Triple glazed one full glass fixed pnl, one w 180 hinge	1
D14	13' - 0"	9' - 0"	Tripled glazed sliding doors w/ screen	1
D15	14' - 0"	8' - 0"	Tripled glazed sliding doors w/ screen	1
D16	3' - 0"	7' - 0"	Insul. exter. door w/ vision panel	1
D17	3' - 0"	6' - 8"	Insul. exter. door w/ vision panel	1
D18	3' - 0"	7' - 0"	Insul. exter. door w/ vision panel	1
D19	3' - 0"	6' - 8"	Full glass insul. entrance door	1
D20	9' - 0"	7' - 0"	Clopay or equal insul. door with translucent glass	1
D33	2' - 0"	7' - 0"		1

Grand total: 34



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Revision Schedule

Revision Number	Revision Description	Revision Date
Progress Set	12/14/18	
Progress Set	12/20/18	
Issue for Pricing & ADR	1/08/19	

Burns-Leavitt Residence
110 Sheridan Street
Portland, ME 04101

Proposed Elevations Wdw & Dr Schedules

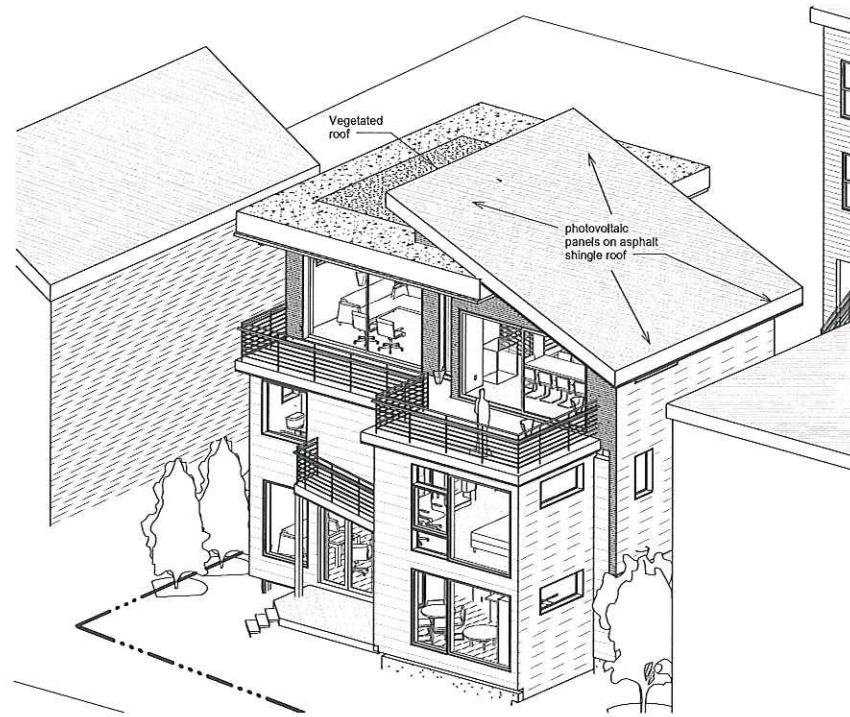
Project number	Portland, ME 04101
Date	Issue Date
Drawn by	Author
Checked by	Checker

A103

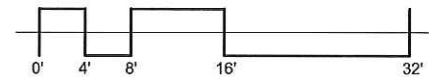
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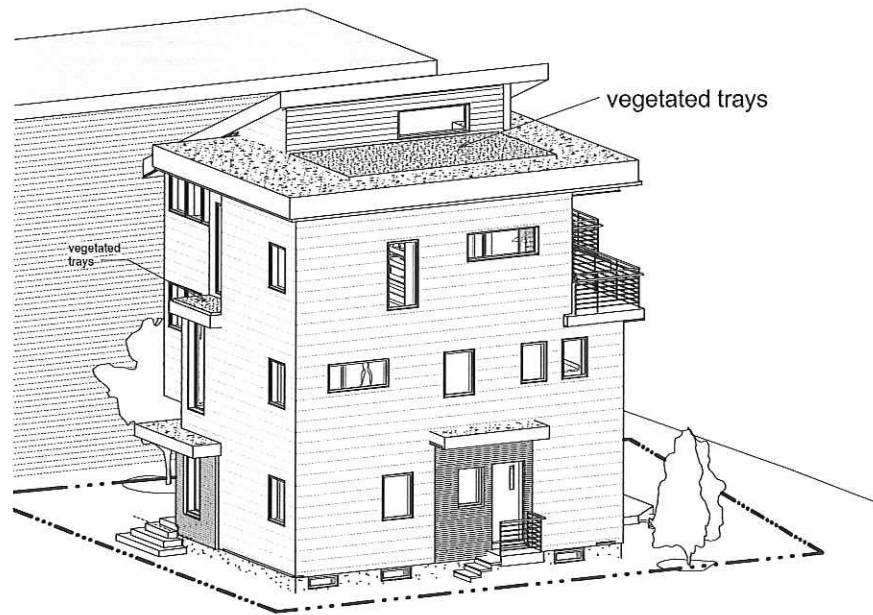
① 3D View from NW



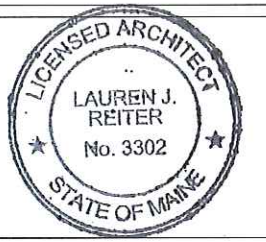
③ 3D view from SW



② 3D View from SE



④ 3D view from NE



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Revision Schedule		
Revision Number	Revision Description	Revision Date
Progress Set 12/14/18		
Issue for Pricing & ADR 1/08/19		

Burns-Leavitt Residence
110 Sheridan Street
Portland, ME 04101

3D Views	
Project number	Portland, ME 04101
Date	Issue Date
Drawn by	Author
Checked by	Checker
A105	
Scale	



① 3D Street View 1 from NE



② 3D Street View from East



③ 3D Street View 1 from SE

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Revision Schedule

Revision Number	Revision Description	Revision Date
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Issue for Info & ADR 1/08/19

**Burns-Leavitt
Residence**
110 Sheridan Street
Portland, ME 04101

Additional 3D views

Project number	Portland, ME 04101
Date	Issue Date
Drawn by	Author
Checked by	Checker

A105A

Scale

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
ONE CENTER STREET

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Deb Andrews, Historic Preservation Program Manager
DATE: January 30, 2019
RE: February 6, 2019 3rd WORKSHOP – Preliminary Review of Proposed
Hotel Construction

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

Applicant: Fathom Companies
Jim Brady, principal

Project Architect: HKS Hospitality Group

Introduction

Jim Brady, principal of Fathom Companies, and architects from HKS Hospitality Group have requested a third workshop on their proposal for a 6-story, 135-room hotel at the northeast corner of Commercial Street and Center Street. The project was before the Board at its last meeting January 16th. The development team has asked to return to the Board in short order in hopes of resolving outstanding design issues while the previous discussion is still fresh in everyone's mind.

Along with updated elevations and renderings, the project architect has provided a written summary of the design revisions made in response to Board input at the January 16th workshop—see ATTACHMENT 1. Staff has provided excerpts from the previous submission for reference purposes—see ATTACHMENT 3.

As this is the third workshop on this proposal, the Board is well familiar with the general details of this development and with the visual characteristics of the project's Commercial Street context. Accordingly, information and analysis provided for previous workshops is not repeated in this memo. Please refer to previous staff memos for this background information.

Summary of Board Comments at 2nd Workshop (January 16)

See ATTACHMENT 3 for excerpts from the applicant's previous submission, reviewed on January 16.

The Board responded favorably to a number of the design revisions made since the initial workshop, but raised the following concerns about the second iteration:

- The Board acknowledged the architect's effort to unify the Commercial Street façade by introducing an intermediate cornice above the fifth-floor level that continued across the entire width of the façade. In the Board's view, however, the relatively thin dark metal band was not sufficiently prominent on the west side of the façade to read as a defining cornice. As shown, the vertical piers separating the upper floor window bays appeared to simply terminate at the top of the fifth floor.
- Board members questioned why the window treatment proposed for the top floor of the Commercial façade (east side) was not consistent with that proposed for Center Street's top floor. On the Center Street elevation, the window treatment was consistent on all upper floor levels. On Commercial Street, the top floor windows were shown considerably larger than those on the floors below and the wide metal surrounds had been eliminated. In the view of the Board, the lack of metal framing served to exaggerate the fact that these windows were oversized and distinguished from all other windows on the building. Had a distinctive window treatment for this portion of the top floor succeeded in making the east and west ends of the floor more consistent, the different treatment might have been justified. But this was not the case.
- Contributing to the top floor's lack of consistency was the fact that the floor height on the east end was lower than that of the west end. This disparity was evident on the Commercial Street façade.
- Noting that the details of the metal framing around windows and doors had been revised since the first workshop, Board members questioned whether the revised treatment would provide the 3-dimensional character and visual interest that the previous iteration provided. Although reveals were shown between metal panels, it was not clear the width of the reveals was sufficient to make them discernable or provide a shadow line.
- Questions were raised about the treatment of the easternmost bay on the ground floor, where an egress door is proposed. Some Board members expressed the view

that the disparate treatment for this bay had the unintended effect of calling undue attention to the egress door, which was something the applicant and project architect wanted to avoid.

- Board members noted the absence of a granite base at the ground floor level, which is a consistent feature on Commercial Street buildings.
- Concern was expressed about the building's lack of engagement with the street life of Commercial Street. Recognizing that the applicant wanted to limit the number of entries onto Commercial Street, Board members expressed the view that the one entry needed to be highlighted, not downplayed as shown. Questions were also raised about provisions for signage for the ground floor restaurant.
- Some Board members expressed concern about the treatment of the east elevation, which lacked windows and was otherwise unarticulated. (It was explained that code requirements do not allow windows on this elevation.)
- One Board member raised questions about the revised treatment for the corner tower element and suggested consideration of fewer louvres to retain the sense of openness and transparency.
- Several Board members expressed opposition to the applicant's proposal to add a rooftop deck at the southwest corner of the building. They noted that the deck would necessitate an elevator overrun, an additional railing and other elements that would add complexity to the roofline. They also noted that the deck would exacerbate the building's lack of continuity between its east and west ends.
- When asked by the developer whether the Board would support an all-brick exterior as opposed to the combination of materials shown in the submitted elevations and renderings, Board members indicated that an all-brick exterior would meet the ordinance standards. That said, several members expressed a preference for metal panels on the upper façade as they found the material more consistent with the building's contemporary design and provided more architectural interest.

Revised Proposal

Enclosed with the applicant's latest submission is a written summary of the design revisions made since the last workshop—see ATTACHMENT 1.

Staff Comments

As has been noted in previous staff reports and expressed by members of the Board during previous workshops, the existing structures that line the north side of Commercial Street are noteworthy for their simplicity of form (including roof form) and singularity of architectural expression that extends across the entire width of each façade. Given this strong and identifiable development pattern and given the width and arc of Commercial Street that affords broad and expansive views of the buildings on the inland side of the street, it is important that the proposed building be unified and cohesive in its architectural expression and that its roofline remain as uncluttered as possible.

New Construction Review Standards and Guidelines

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

Scale and Form

Height

Width

Proportions of principal facades

Roof Shapes

Scale of the structure

Compositions of Principal Facades

Proportion of Openings

Rhythm of solids to voids in facades

Rhythm of entrance porch and other projections

Relationship of materials, texture and color

Presence of signs, canopies and awnings

Relationship to the Street

Walls of continuity

Rhythm of spacing and structures on streets

Directional expression of principal elevations

Attachments:

1. Summary of latest design revisions
2. Latest submission, including floor plans, site plan, elevations and renderings
3. Excerpts from 1/16 submission

CENTER STREET BOUTIQUE HOTEL

HISTORIC PRESERVATION WORKSHOP03 – SUMMARY OF UPDATES

February 6, 2019

COMMERCIAL & CENTER STREET DEVELOPMENTS

- LEVEL 01 – 02
 - Added granite base.
 - Glass canopy over Commercial Street entry
 - Modified egress door to match adjacent portals along Commercial Street, but with frosted/opaque glass.
- LEVELS 03 – 06
 - Changed all previous rust metal panel walls to brick.
 - Added articulation and wall "punches" along the public stairs.
 - Modified the 6th floor window detail to match on both Commercial and Center Street.
 - Slab at top level guestroom now aligns with top of slab at the bar to complete a flush slab. This allows greater ceiling heights within the premium guestroom suites at the top floor. Top of Structure remains at 65'-0"
 - Brick added above 6th floor window to maintain continuity with the rest of the building.
- T.O.S. (Open-Air Rooftop Terrace, occurring at the 65'-0" height limit)
 - Modified previous metal railing to cable/wire system to help the railing be more discreet.
 - Enclosed the stairs at this level.









COMMERCIAL ST. ELEVATION

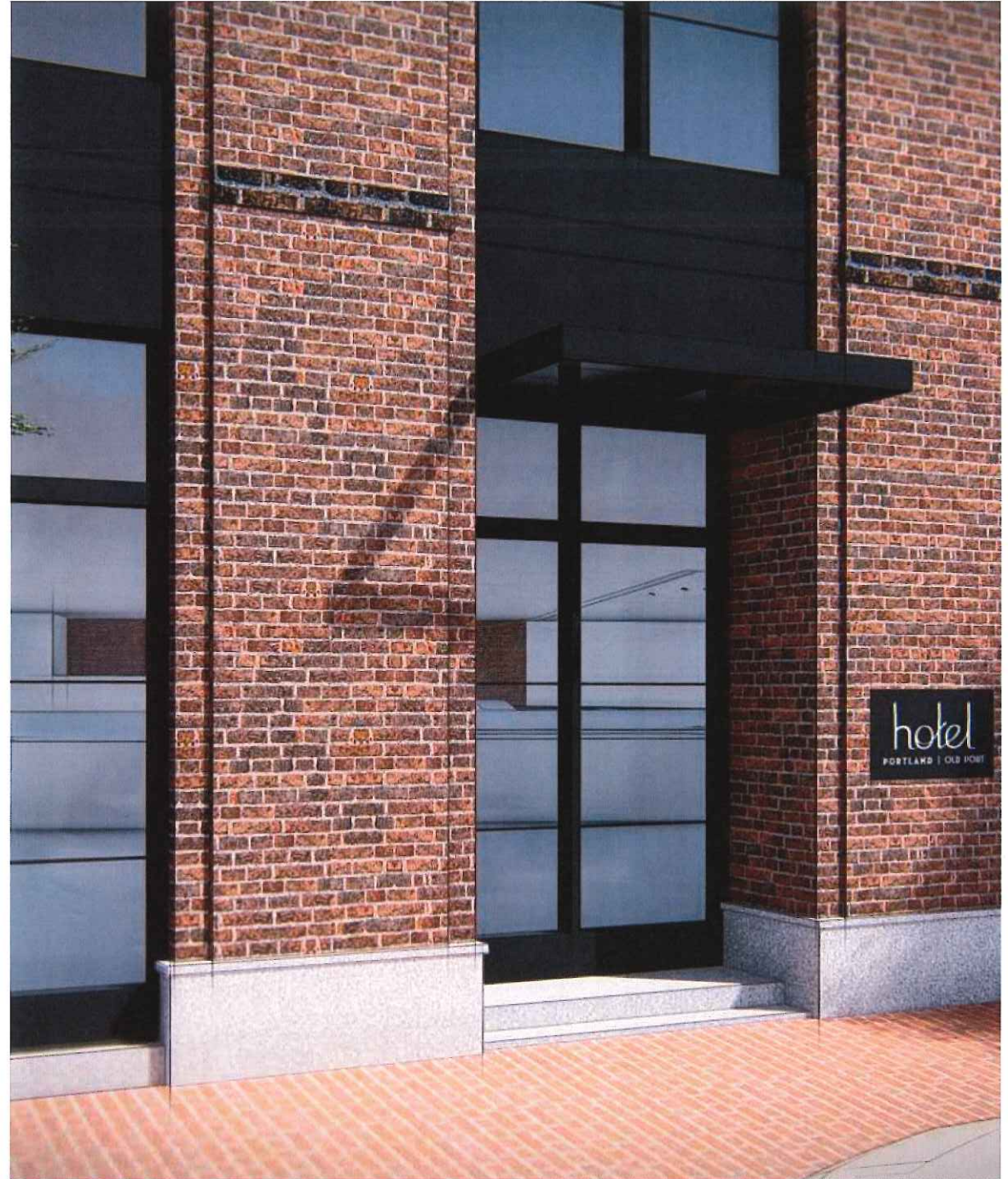
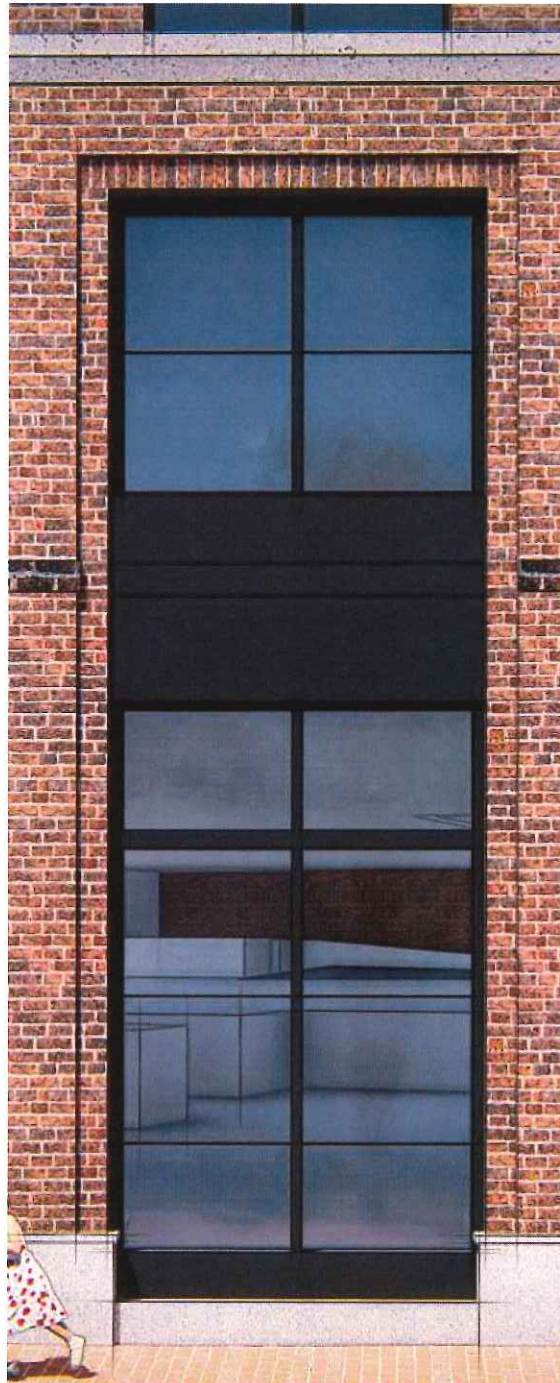














EXTERIOR MATERIAL LEGEND

ARCHITECTURAL METAL FINISHES - AMF

- AMF-01 HIGH-PERFORMANCE ORGANIC FLUOROPOLYMER - 2 COAT SYSTEM
CUSTOM COLOR TO MATCH ARCH SAMPLE (BLACK)
- AMF-02 NOT USED
- AMF-03 EXTERIOR ALUMINUM FINIS
CUSTOM COLOR TO MATCH ARCH SAMPLE
- AMF-04 EXTERIOR ALUMINUM CEILING/SOFFIT
CUSTOM COLOR TO MATCH ARCH SAMPLE
- AMF-11 HIGH PERFORMANCE COATING FOR A.E.S.S -
COLOR (DARK TO MATCH AMF-02)

ARCHITECTURAL EXPOSED STRUCTURAL STEEL

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

BRICK MASONRY VENEER SYSTEM - BK

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

MODULAR METAL WALL PANEL - MMP

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

CAST STONE SYSTEM - CS

CS-01 CAST STONE SYSTEM

STONE MASONRY VENEER - ST

ST-01 XXX - TBD

EXTERIOR GLAZING - GL

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

GLAZED ALUMINUM FRAMING SYSTEMS - GAFS

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

LOUVER WALL SYSTEM - LVR

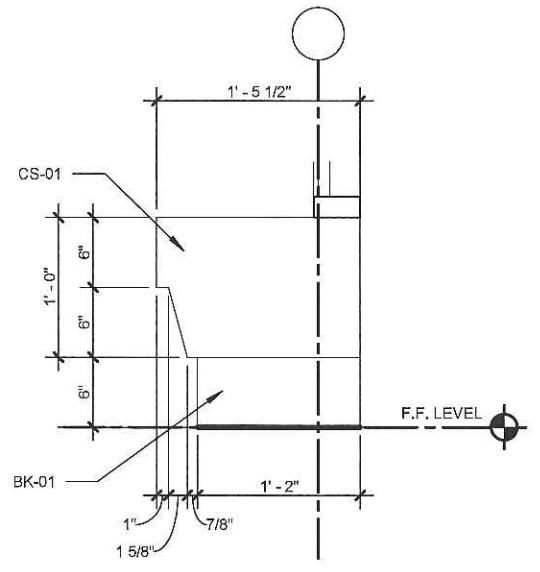
LVR-01 CONTINUOUS HORIZONTAL LOUVER
BASIS OF DESIGN: C/S RS-7705
FINISH: REFER TO LOUVER SCHEDULE

ROOF SYSTEMS

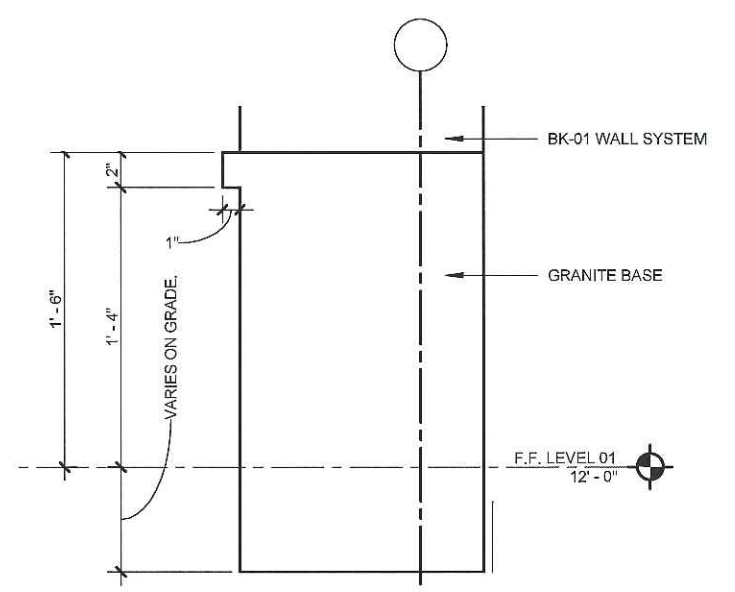
- ROOF TYPE-01 SINGLE PLY TPO MEMBRANE ROOFING SYSTEM R-XXX MIN
- SKY-01 OVERHEAD GLAZING SKYLIGHT
BASIS OF DESIGN: KAWNEER NORTH AMERICA; AN ALCOA
COMPANY.....O'KEEFE'S INC.....OLDCASTLE BUILDINGENVELOPE

ORNAMENTAL METAL RAILING - OMR

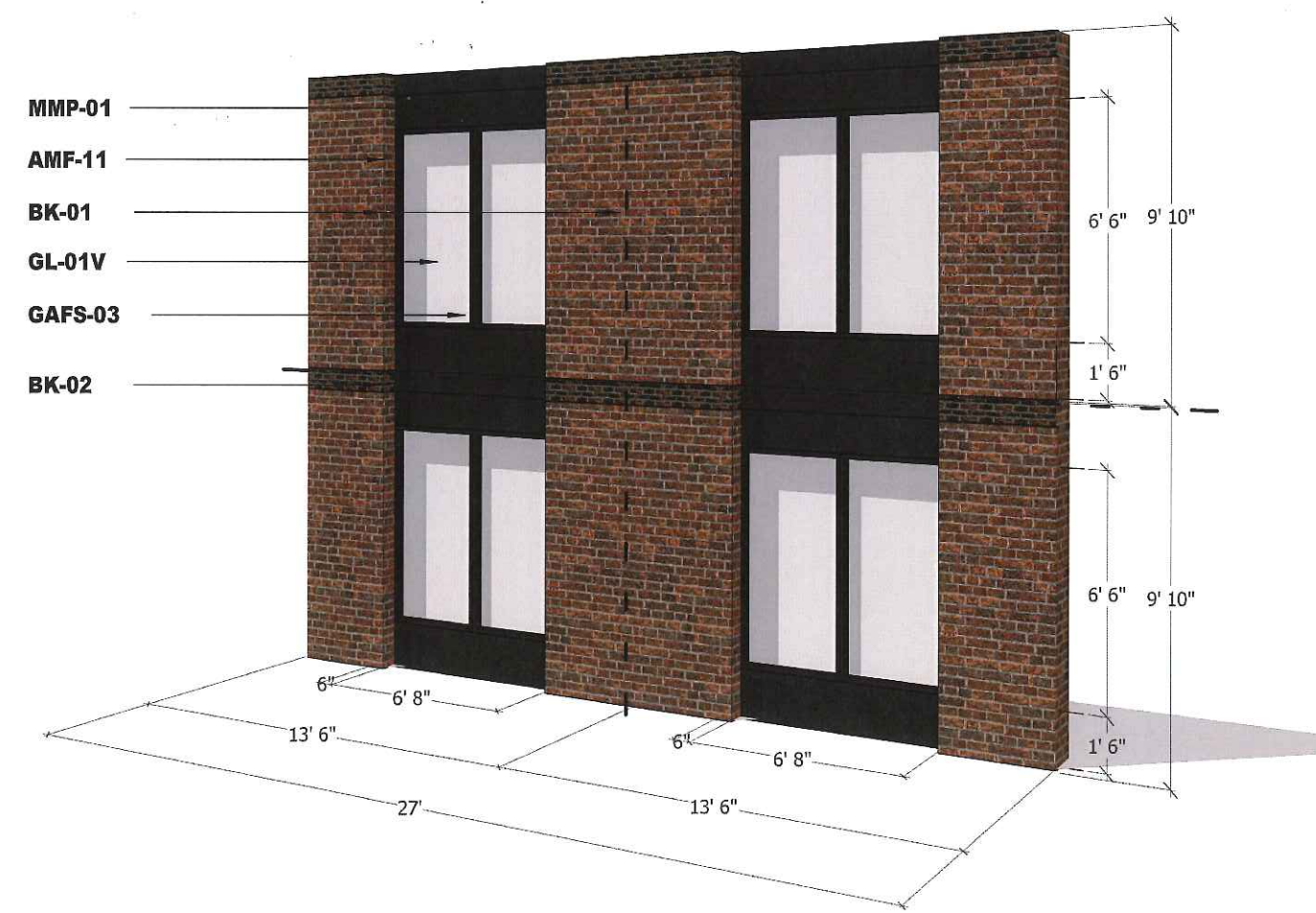
OMR-01 ORNAMENTAL METAL RAILING SYSTEM



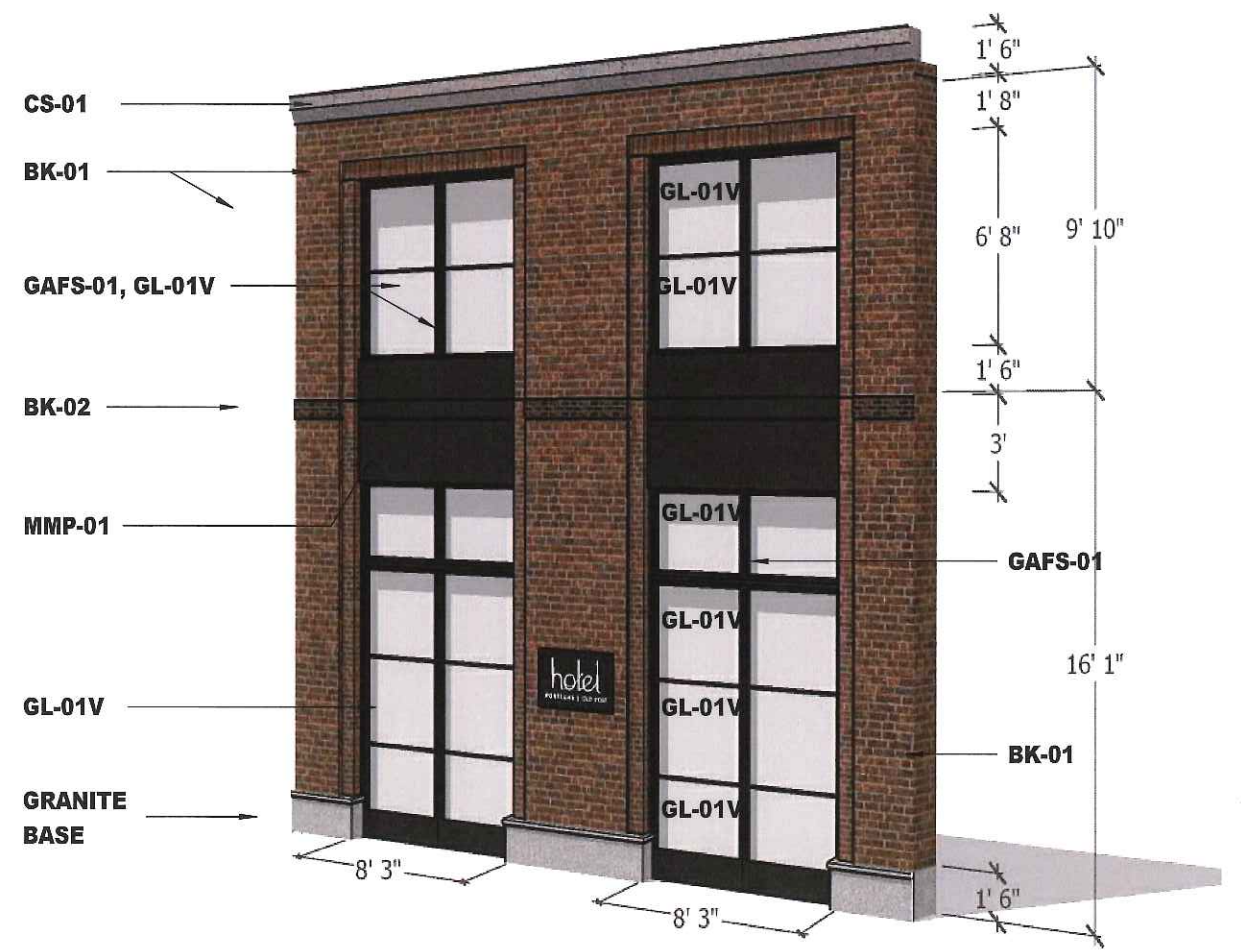
CORNICE DETAIL



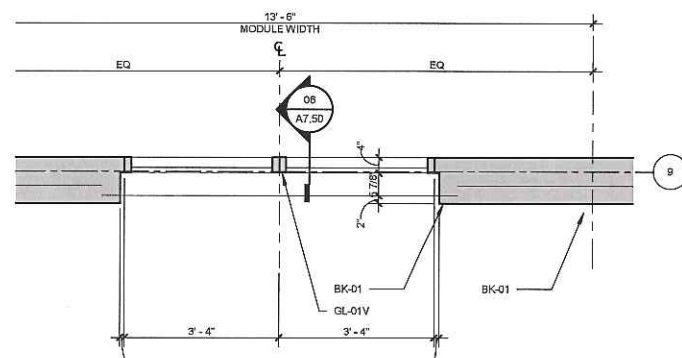
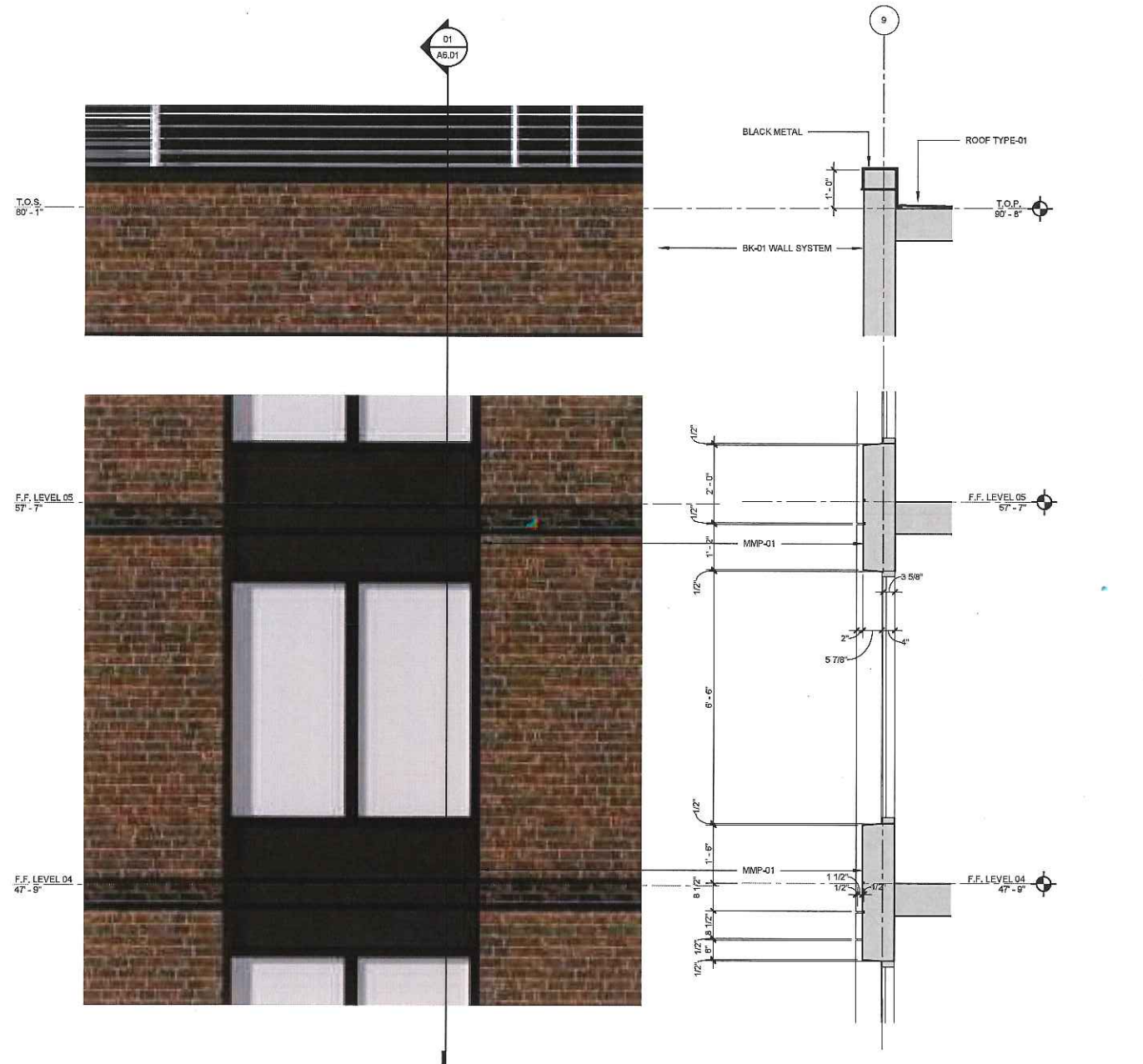
GRANITE BASE DETAIL



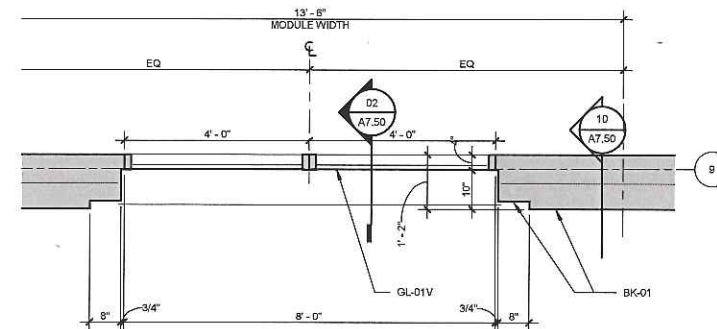
SKIN SYSTEM 02
BRICK MASONRY



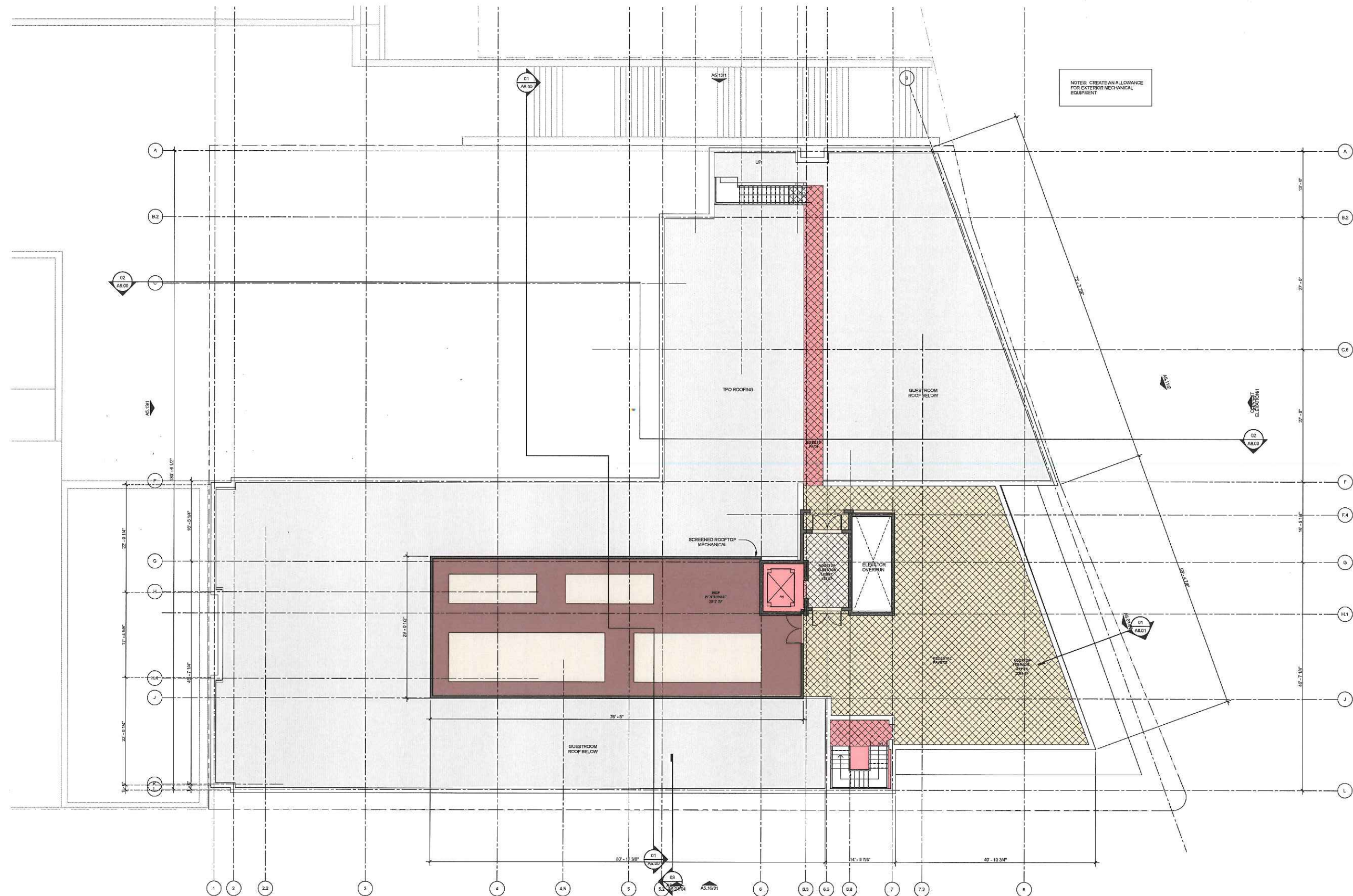
SKIN SYSTEM 01
BRICK MASONRY



PROFILE SECTION
& PLAN THROUGH
ABOVE LEVEL 03 SYSTEM



PROFILE SECTION
& PLAN
THROUGH BASE



HISTORIC CONTEXT - PALETTE



BAXTER DAVIS BLOCK

CENTER STREET
BOUTIQUE HOTEL

RICHARDSON WHARF
COMPANY

HISTORIC CONTEXT - ADJACENT BUILDING RELATIONSHIPS



BAXTER DAVIS BLOCK

CENTER STREET
BOUTIQUE HOTEL

RICHARDSON WHARF
COMPANY

COMMERCIAL ST. FACADE STRATEGIES - HISTORIC CONTEXT

HKS

ARCHITECT
HKS, INC.
350 N. MAIN ST., SUITE 100
DALLAS, TX 75201-4040
STRUCTURAL ENGINEER
BECKER STRUCTURAL ENGINEERS
75 YORK STREET
PORTLAND, MAINE 04101
OWNER
FATHOM CO. LLC
86 EXCHANGE STREET, SUITE 400
PORTLAND, MAINE 04101
OWNER'S CONSTRUCTION
MANAGER
WRIGHT-REYNOLDS CONSTRUCTION, INC.
15 DANFORTH STREET
PORTLAND, MAINE 04101
OWNER'S CIVIL ENGINEER
WOODWARD & CURRAN
41 HITCHINS DRIVE
PORTLAND, MAINE 04102
OWNER'S INTERIOR ARCHITECT
KALAH STUBBS
408 FORD STREET, SUITE 201
PORTLAND, MAINE 04101
OWNER'S LANDSCAPE ARCHITECT
CARROLL ASSOCIATES LANDSCAPE ARCHITECT
211 COMMERCIAL STREET, SUITE 200
PORTLAND, MAINE 04101

CENTER STREET
BOUTIQUE HOTEL
PORTLAND, MAINE

THESE DOCUMENTS ARE PARTIALLY DEVELOPED
FROM ARCHITECTURAL AND STRUCTURAL
DRAWINGS PROVIDED BY OTHERS. ALL AS-BUILT
CONDITIONS SHOULD BE FIELD VERIFIED.

INTERIM REVIEW ONLY
These documents are incomplete, and
are released for interim review only and
are not intended for regulatory approval,
permit, or construction purposes.
Architect
Arch. Reg. No. 121
Date: _____

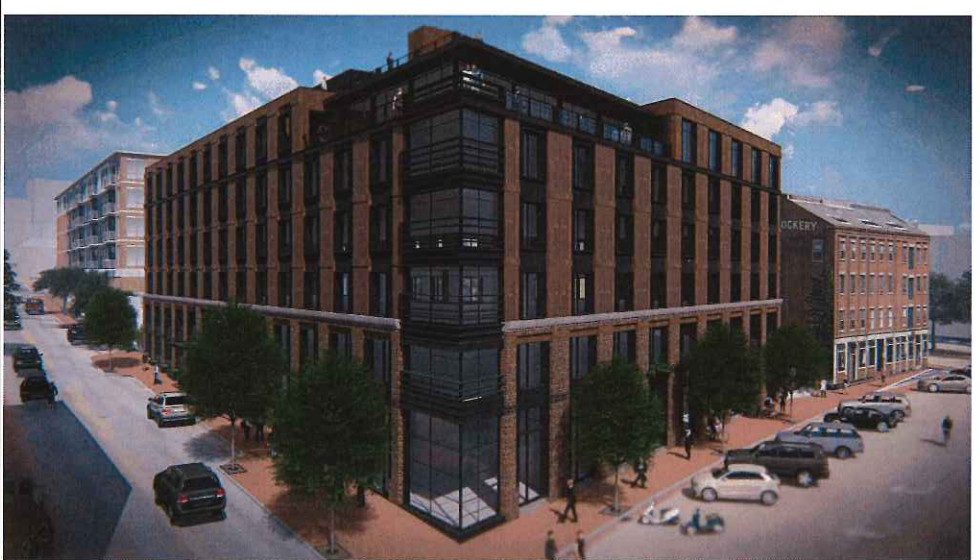
KEY PLAN
DATUM ELEVATION 121.07
(MGL) = 0.72 NOV 1928 = 0.70 Portland City Datum



REVISION	NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
22302.000
DATE
12/21/2018
ISSUE
**SCHEMATIC
DESIGN**
SHEET TITLE
RENDERINGS

SHEET NO.
A5.02



ARCHITECT
HKS, INC.
350 N SAINT PAUL ST, SUITE 100
DALLAS, TX 75201-4080

STRUCTURAL ENGINEER
BECKER STRUCTURAL ENGINEERS
75 YORK STREET
PORTLAND, MAINE 04101

OWNER
FATHON CO. LLC
88 EXCHANGE STREET, SUITE 400
PORTLAND, MAINE 04101

OWNER'S CONSTRUCTION MANAGER
WRIGHT-RYAN CONSTRUCTION, INC.
10 DANFORTH STREET
PORTLAND, MAINE 04101

OWNER'S CIVIL ENGINEER
WOODWARD & CURRAN
41 HUTCHINS DRIVE
PORTLAND, MAINE 04102

OWNER'S INTERIOR ARCHITECT
EALAN STUDIO
405 FORD STREET, SUITE 201
PORTLAND, MAINE 04101

OWNER'S LANDSCAPE ARCHITECT
CARROLL ASSOCIATES LANDSCAPE ARCHITECT
211 COMMERCIAL STREET, SUITE 200
PORTLAND, MAINE 04101

**CENTER STREET
BOUTIQUE HOTEL
PORTLAND, MAINE**



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INTERIM REVIEW ONLY
These documents are incomplete, and are released for review only and are not intended for regulatory approval, permit, or construction purposes.
As of: _____
Arch. Reg. No.: _____
Date: _____

KEY PLAN
DATUM ELEVATION 12'-0"
(MGL) = 8.72 NGVD1983 = 8.70 Portland City Datum



REVISION NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
22302.000
DATE
12/21/2018
ISSUE
SCHEMATIC DESIGN
SHEET TITLE
RENDERINGS

SHEET NO.
A5.01

ARCHITECT
HKS, INC.
350 N. GARY AVE., SUITE 100
DALLAS, TX 75201-5200

STRUCTURAL ENGINEER
BECKER STRUCTURAL ENGINEERS
75 YORK STREET
PORTLAND, MAINE 04101

OWNER
FATHOM CO. LLC
80 EXCHANGE STREET, SUITE 400
PORTLAND, MAINE 04101

OWNER'S CONSTRUCTION MANAGER
WRIGHT-RYAN CONSTRUCTION, INC.
10 DANFORTH STREET
PORTLAND, MAINE 04101

OWNER'S CIVIL ENGINEER
WOODWARD & CURRAN
41 HITCHING DRIVE
PORTLAND, MAINE 04102

OWNER'S INTERIOR ARCHITECT
BALAM STUDIO
405 FORE STREET, SUITE 201
PORTLAND, MAINE 04101

OWNER'S LANDSCAPE ARCHITECT
CAHILL ASSOCIATES LANDSCAPE ARCHITECT
211 COMMERCIAL STREET, SUITE 200
PORTLAND, MAINE 04101

CENTER STREET
BOUTIQUE HOTEL
PORTLAND, MAINE

THESE DOCUMENTS ARE PARTIALLY DEVELOPED FROM ARCHITECTURAL AND STRUCTURAL DRAWINGS PROVIDED BY OTHERS. ALL AS-BUILT CONDITIONS SHOULD BE FIELD VERIFIED.

INTERIM REVIEW ONLY
These documents are preliminary, and are not intended for regulatory approval, permits, or construction purposes.
Architect: _____
Firm: _____
Date: _____

KEY PLAN
DATUM ELEVATION 10'-0"
(MSL) = 0.12 NOV01N29 = 0.70 Portland City Datum



REVISION		
NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER:
22302.000
DATE:
12/21/2018
ISSUE:
SCHEMATIC DESIGN
SHEET TITLE:
RENDERINGS

SHEET NO.
A5.03



[illegible]

ARCHITECT
HKS, INC.
330 N HAINT PAUL ST, SUITE 100
DALLAS, TX 75201-0440

STRUCTURAL ENGINEER
BECKER STRUCTURAL ENGINEERS
70 YORK STREET
PORTLAND, MAINE 04101

OWNER
FATHOM CO, LLC
40 EXCHANGE STREET, SUITE 400
PORTLAND, MAINE 04101

OWNER'S CONSTRUCTION MANAGER
WRIGHT-RAN CONSTRUCTION, INC.
70 DANFORTH STREET
PORTLAND, MAINE 04101

OWNER'S CIVIL ENGINEER
WOODWARD & CURRIAN
11 HITCHING DRIVE
PORTLAND, MAINE 04102

OWNER'S INTERIOR ARCHITECT
ITALIAN STUDIO
608 FINE STREET, SUITE 201
PORTLAND, MAINE 04101

OWNER'S LANDSCAPE ARCHITECT
CARROLL ASSOCIATES LANDSCAPE ARCHITECT
217 COMMERCIAL STREET, SUITE 200
PORTLAND, MAINE 04101

**CENTER STREET
BOUTIQUE HOTEL
PORTLAND, MAINE**



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INTERIM REVIEW ONLY

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Architect: _____
 Arch. Reg. No.: _____
 Date: _____

KEY PLAN
DATUM ELEVATION 12'-0"
 (100%) = 0.75' MINIMUM = 0.75' Maximum = 0.75' Datum

[illegible]

HKS PROJECT NUMBER
22302.000
DATE
12/21/2018
ISSUE
**SCHEMATIC
DESIGN**
SHEET TITLE
**OVERALL
ELEVATION**

SHEET NO.

A5.10



EXTERIOR MATERIAL LEGEND	
ARCHITECTURAL MATERIAL FINISHES - A.M.F.	
A.M.F-01	HIGH PERFORMANCE ORGANIC FLUOROPOLYMER - 2 COAT SYSTEM - CUSTOM COLOR TO MATCH ARCHITECTURAL FINISHES
A.M.F-02	HIGH PERFORMANCE ORGANIC FLUOROPOLYMER - 2 COAT SYSTEM - CUSTOM COLOR TO MATCH ARCHITECTURAL FINISHES (GLAZED)
A.M.F-03	EXTERIOR ALUMINUM FINISH - CUSTOM COLOR TO MATCH ARCHITECTURAL FINISHES
A.M.F-04	EXTERIOR ALUMINUM CERAMIC GLAZE - CUSTOM COLOR TO MATCH ARCHITECTURAL FINISHES
A.M.F-05	HIGH PERFORMANCE COATING FOR ALUMINUM - CUSTOM COLOR TO MATCH ARCHITECTURAL FINISHES
ARCHITECTURAL FINISHES - A.F.	
A.F-01	ARCHITECTURAL EXPOSED STRUCTURAL STEEL (A.F.S.S.)
BRICK FINISHES - B.F.	
B.F-01	BRICK FINISHES - BRICK - BROWN
B.F-02	BRICK FINISHES - BRICK - RED
B.F-03	BRICK FINISHES - BRICK - WHITE
B.F-04	BRICK FINISHES - BRICK - BLACK
B.F-05	BRICK FINISHES - BRICK - GREY
B.F-06	BRICK FINISHES - BRICK - BLUE
B.F-07	BRICK FINISHES - BRICK - GREEN
B.F-08	BRICK FINISHES - BRICK - PURPLE
B.F-09	BRICK FINISHES - BRICK - PINK
B.F-10	BRICK FINISHES - BRICK - YELLOW
B.F-11	BRICK FINISHES - BRICK - ORANGE
B.F-12	BRICK FINISHES - BRICK - BROWN
B.F-13	BRICK FINISHES - BRICK - RED
B.F-14	BRICK FINISHES - BRICK - WHITE
B.F-15	BRICK FINISHES - BRICK - BLACK
B.F-16	BRICK FINISHES - BRICK - GREY
B.F-17	BRICK FINISHES - BRICK - BLUE
B.F-18	BRICK FINISHES - BRICK - GREEN
B.F-19	BRICK FINISHES - BRICK - PURPLE
B.F-20	BRICK FINISHES - BRICK - PINK
B.F-21	BRICK FINISHES - BRICK - YELLOW
B.F-22	BRICK FINISHES - BRICK - ORANGE
B.F-23	BRICK FINISHES - BRICK - BROWN
B.F-24	BRICK FINISHES - BRICK - RED
B.F-25	BRICK FINISHES - BRICK - WHITE
B.F-26	BRICK FINISHES - BRICK - BLACK
B.F-27	BRICK FINISHES - BRICK - GREY
B.F-28	BRICK FINISHES - BRICK - BLUE
B.F-29	BRICK FINISHES - BRICK - GREEN
B.F-30	BRICK FINISHES - BRICK - PURPLE
B.F-31	BRICK FINISHES - BRICK - PINK
B.F-32	BRICK FINISHES - BRICK - YELLOW
B.F-33	BRICK FINISHES - BRICK - ORANGE
B.F-34	BRICK FINISHES - BRICK - BROWN
B.F-35	BRICK FINISHES - BRICK - RED
B.F-36	BRICK FINISHES - BRICK - WHITE
B.F-37	BRICK FINISHES - BRICK - BLACK
B.F-38	BRICK FINISHES - BRICK - GREY
B.F-39	BRICK FINISHES - BRICK - BLUE
B.F-40	BRICK FINISHES - BRICK - GREEN
B.F-41	BRICK FINISHES - BRICK - PURPLE
B.F-42	BRICK FINISHES - BRICK - PINK
B.F-43	BRICK FINISHES - BRICK - YELLOW
B.F-44	BRICK FINISHES - BRICK - ORANGE
B.F-45	BRICK FINISHES - BRICK - BROWN
B.F-46	BRICK FINISHES - BRICK - RED
B.F-47	BRICK FINISHES - BRICK - WHITE
B.F-48	BRICK FINISHES - BRICK - BLACK
B.F-49	BRICK FINISHES - BRICK - GREY
B.F-50	BRICK FINISHES - BRICK - BLUE
B.F-51	BRICK FINISHES - BRICK - GREEN
B.F-52	BRICK FINISHES - BRICK - PURPLE
B.F-53	BRICK FINISHES - BRICK - PINK
B.F-54	BRICK FINISHES - BRICK - YELLOW
B.F-55	BRICK FINISHES - BRICK - ORANGE
B.F-56	BRICK FINISHES - BRICK - BROWN
B.F-57	BRICK FINISHES - BRICK - RED
B.F-58	BRICK FINISHES - BRICK - WHITE
B.F-59	BRICK FINISHES - BRICK - BLACK
B.F-60	BRICK FINISHES - BRICK - GREY
B.F-61	BRICK FINISHES - BRICK - BLUE
B.F-62	BRICK FINISHES - BRICK - GREEN
B.F-63	BRICK FINISHES - BRICK - PURPLE
B.F-64	BRICK FINISHES - BRICK - PINK
B.F-65	BRICK FINISHES - BRICK - YELLOW
B.F-66	BRICK FINISHES - BRICK - ORANGE
B.F-67	BRICK FINISHES - BRICK - BROWN
B.F-68	BRICK FINISHES - BRICK - RED
B.F-69	BRICK FINISHES - BRICK - WHITE
B.F-70	BRICK FINISHES - BRICK - BLACK
B.F-71	BRICK FINISHES - BRICK - GREY
B.F-72	BRICK FINISHES - BRICK - BLUE
B.F-73	BRICK FINISHES - BRICK - GREEN
B.F-74	BRICK FINISHES - BRICK - PURPLE
B.F-75	BRICK FINISHES - BRICK - PINK
B.F-76	BRICK FINISHES - BRICK - YELLOW
B.F-77	BRICK FINISHES - BRICK - ORANGE
B.F-78	BRICK FINISHES - BRICK - BROWN
B.F-79	BRICK FINISHES - BRICK - RED
B.F-80	BRICK FINISHES - BRICK - WHITE
B.F-81	BRICK FINISHES - BRICK - BLACK
B.F-82	BRICK FINISHES - BRICK - GREY
B.F-83	BRICK FINISHES - BRICK - BLUE
B.F-84	BRICK FINISHES - BRICK - GREEN
B.F-85	BRICK FINISHES - BRICK - PURPLE
B.F-86	BRICK FINISHES - BRICK - PINK
B.F-87	BRICK FINISHES - BRICK - YELLOW
B.F-88	BRICK FINISHES - BRICK - ORANGE
B.F-89	BRICK FINISHES - BRICK - BROWN
B.F-90	BRICK FINISHES - BRICK - RED
B.F-91	BRICK FINISHES - BRICK - WHITE
B.F-92	BRICK FINISHES - BRICK - BLACK
B.F-93	BRICK FINISHES - BRICK - GREY
B.F-94	BRICK FINISHES - BRICK - BLUE
B.F-95	BRICK FINISHES - BRICK - GREEN
B.F-96	BRICK FINISHES - BRICK - PURPLE
B.F-97	BRICK FINISHES - BRICK - PINK
B.F-98	BRICK FINISHES - BRICK - YELLOW
B.F-99	BRICK FINISHES - BRICK - ORANGE
B.F-100	BRICK FINISHES - BRICK - BROWN
GLASS FINISHES - G.F.	
G.F-01	GLASS FINISHES - GLASS - CLEAR
G.F-02	GLASS FINISHES - GLASS - TINTED
G.F-03	GLASS FINISHES - GLASS - REFLECTIVE
G.F-04	GLASS FINISHES - GLASS - LOW E
G.F-05	GLASS FINISHES - GLASS - HIGH E
G.F-06	GLASS FINISHES - GLASS - INSULATED
G.F-07	GLASS FINISHES - GLASS - SINGLE GLAZED
G.F-08	GLASS FINISHES - GLASS - DOUBLE GLAZED
G.F-09	GLASS FINISHES - GLASS - TRIPLE GLAZED
G.F-10	GLASS FINISHES - GLASS - LAMINATED
G.F-11	GLASS FINISHES - GLASS - TEMPERED
G.F-12	GLASS FINISHES - GLASS - HEAT TREATED
G.F-13	GLASS FINISHES - GLASS - FIRE RATED
G.F-14	GLASS FINISHES - GLASS - SOUND ATTENUATING
G.F-15	GLASS FINISHES - GLASS - UV PROTECTIVE
G.F-16	GLASS FINISHES - GLASS - ANTI REFLECTIVE
G.F-17	GLASS FINISHES - GLASS - ANTI GLARE
G.F-18	GLASS FINISHES - GLASS - ANTI STATIC
G.F-19	GLASS FINISHES - GLASS - ANTI BUMP
G.F-20	GLASS FINISHES - GLASS - ANTI VANDALISM
G.F-21	GLASS FINISHES - GLASS - ANTI THEFT
G.F-22	GLASS FINISHES - GLASS - ANTI TERRORISM
G.F-23	GLASS FINISHES - GLASS - ANTI BIOHAZARD
G.F-24	GLASS FINISHES - GLASS - ANTI CHEMICAL
G.F-25	GLASS FINISHES - GLASS - ANTI RADIATION
G.F-26	GLASS FINISHES - GLASS - ANTI NUCLEAR
G.F-27	GLASS FINISHES - GLASS - ANTI SPACE
G.F-28	GLASS FINISHES - GLASS - ANTI TIME
G.F-29	GLASS FINISHES - GLASS - ANTI GRAVITY
G.F-30	GLASS FINISHES - GLASS - ANTI MAGNETIC
G.F-31	GLASS FINISHES - GLASS - ANTI ELECTRIC
G.F-32	GLASS FINISHES - GLASS - ANTI THERMAL
G.F-33	GLASS FINISHES - GLASS - ANTI ACoustic
G.F-34	GLASS FINISHES - GLASS - ANTI VIBRATION
G.F-35	GLASS FINISHES - GLASS - ANTI SHOCK
G.F-36	GLASS FINISHES - GLASS - ANTI IMPACT
G.F-37	GLASS FINISHES - GLASS - ANTI COLLISION
G.F-38	GLASS FINISHES - GLASS - ANTI BURST
G.F-39	GLASS FINISHES - GLASS - ANTI EXPLOSION
G.F-40	GLASS FINISHES - GLASS - ANTI FIRE
G.F-41	GLASS FINISHES - GLASS - ANTI SMOKE
G.F-42	GLASS FINISHES - GLASS - ANTI GASES
G.F-43	GLASS FINISHES - GLASS - ANTI LIQUIDS
G.F-44	GLASS FINISHES - GLASS - ANTI SOLIDS
G.F-45	GLASS FINISHES - GLASS - ANTI PARTICLES
G.F-46	GLASS FINISHES - GLASS - ANTI DUST
G.F-47	GLASS FINISHES - GLASS - ANTI MOISTURE
G.F-48	GLASS FINISHES - GLASS - ANTI HUMIDITY
G.F-49	GLASS FINISHES - GLASS - ANTI CORROSION
G.F-50	GLASS FINISHES - GLASS - ANTI WEAR
G.F-51	GLASS FINISHES - GLASS - ANTI SCRATCHES
G.F-52	GLASS FINISHES - GLASS - ANTI ABRASION
G.F-53	GLASS FINISHES - GLASS - ANTI EROSION
G.F-54	GLASS FINISHES - GLASS - ANTI FRICTION
G.F-55	GLASS FINISHES - GLASS - ANTI TENSILE
G.F-56	GLASS FINISHES - GLASS - ANTI COMPRESSIVE
G.F-57	GLASS FINISHES - GLASS - ANTI TORSION
G.F-58	GLASS FINISHES - GLASS - ANTI BENDING
G.F-59	GLASS FINISHES - GLASS - ANTI TWISTING
G.F-60	GLASS FINISHES - GLASS - ANTI VIBRATION
G.F-61	GLASS FINISHES - GLASS - ANTI SHOCK
G.F-62	GLASS FINISHES - GLASS - ANTI IMPACT
G.F-63	GLASS FINISHES - GLASS - ANTI COLLISION
G.F-64	GLASS FINISHES - GLASS - ANTI BURST
G.F-65	GLASS FINISHES - GLASS - ANTI EXPLOSION
G.F-66	GLASS FINISHES - GLASS - ANTI FIRE
G.F-67	GLASS FINISHES - GLASS - ANTI SMOKE
G.F-68	GLASS FINISHES - GLASS - ANTI GASES
G.F-69	GLASS FINISHES - GLASS - ANTI LIQUIDS
G.F-70	GLASS FINISHES - GLASS - ANTI SOLIDS
G.F-71	GLASS FINISHES - GLASS - ANTI PARTICLES
G.F-72	GLASS FINISHES - GLASS - ANTI DUST
G.F-73	GLASS FINISHES - GLASS - ANTI MOISTURE
G.F-74	GLASS FINISHES - GLASS - ANTI HUMIDITY
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G.F-96	GLASS FINISHES - GLASS - ANTI SOLIDS
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ARCHITECT
HKS, INC.
350 N SAINT PAUL ST, SUITE 100
DALLAS, TX 75201-4280

STRUCTURAL ENGINEER
BECKER STRUCTURAL ENGINEERS
75 YORK STREET
PORTLAND, MAINE 04101

OWNER
FATHOM CO. LLC
95 EXCHANGE STREET, SUITE 400
PORTLAND, MAINE 04101

OWNER'S CONSTRUCTION MANAGER
WRIGHT-RYAN CONSTRUCTION, INC.
19 DANFORTH STREET
PORTLAND, MAINE 04101

OWNER'S CIVIL ENGINEER
WOODWARD & CURRAN
41 HUTCHINS DRIVE
PORTLAND, MAINE 04102

OWNER'S INTERIOR ARCHITECT
KALAM STUDIO
408 FORE STREET, SUITE 201
PORTLAND, MAINE 04101

OWNER'S LANDSCAPE ARCHITECT
CARROLL ASSOCIATES LANDSCAPE ARCHITECT
217 COMMERCIAL STREET, SUITE 200
PORTLAND, MAINE 04101

CENTER STREET BOUTIQUE HOTEL PORTLAND, MAINE

THESE DOCUMENTS ARE PARTIALLY DEVELOPED FROM ARCHITECTURAL AND STRUCTURAL DRAWINGS PROVIDED BY OTHERS. ALL AS-BUILT CONDITIONS SHOULD BE FIELD VERIFIED.

INTERIM REVIEW ONLY
These documents are for review only and are not intended for regulatory approval, permit, or construction purposes.
Architect:
Arch. Reg. No.:
Date:

KEY PLAN
DATUM ELEVATION 12'-0"
(MRL) = 0.12 NGVD1983 = 0.70 Portland City Datum



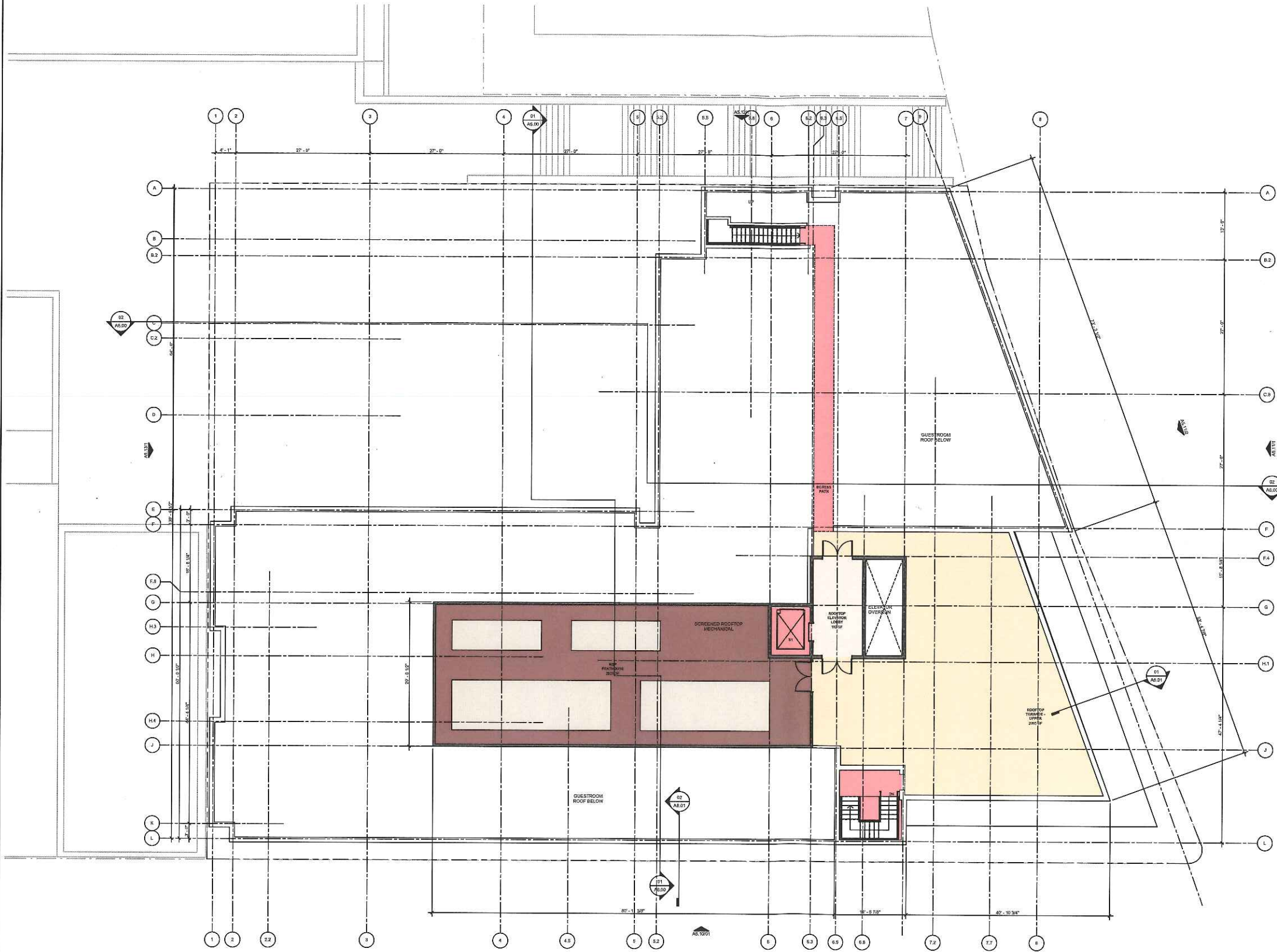
REVISION	NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
22302.000
DATE
12/21/2018
ISSUE
SCHEMATIC DESIGN
SHEET TITLE
ROOF TERRACE

SHEET NO.
A2.07

01 ROOFTOP TERRACE

1/8" = 1'-0"



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

**WORKSHOP
78 DANFORTH STREET**

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Rob Wiener, Preservation Compliance Coordinator
DATE: February 1, 2019
RE: February 6, 2019 **WORKSHOP** – Site Alterations – Parking,
Retaining Wall, Landscaping

Address: 78 Danforth Street
Applicants: West Company
Engineering / Site Design: Sam Lebel, Will Savage, Acorn Engineering
Property Management: Tom Watson, Port Property Management

Introduction

On behalf of the property owner (West Company) and the property manager (Tom Watson of Port Property Management,) Acorn Engineering has requested a review by the Historic Preservation Board of site alterations at 78 Danforth Street. Plans for paving an existing dirt parking lot for twelve vehicles, improvement of drainage and storm water management, and landscaping are currently before the Planning Department for a Level 1 Site Alteration review. No work is proposed on the multifamily building at the property – a late 19th Century brick apartment building with Queen Anne characteristics – that currently comprises 8 units.

There are no existing curb cuts serving 78 Danforth Street. Entrance to the property is now through an access easement with J.B. Brown & Sons, the developer of the large project at 101 York Street (at the corner of High Street) several years ago. J.B. Brown's parking lot is accessed from a curb cut on Danforth Street just below the subject property, and the access to 78 Danforth's dirt parking area is already in place. Owners of the two properties also created a drainage easement benefitting 78 Danforth, to handle its storm water on the J.B. Brown property. Vehicular access to 78 Danforth Street was also formerly available off of High Street Court, running off High Street; the frontage on High Street Court is less than 16 feet wide and the proposal under consideration would close off the access.

The proposed site work includes pavement of much of the open land, including pervious precast panels to promote drainage, an engineered block retaining wall to separate the grade immediately surrounding the building from the parking area, and landscape plantings. Acorn Engineering's cover letter explains the scope of work in more detail. The site plan states that the existing parking lot has a capacity of 12 cars, the same as the proposed number.

In addition to site plans and detail drawings, Acorn Engineering has also included photos of the existing site, information on the retaining wall product, bollard covers, and photos of the concrete infiltration panels proposed for the parking lot. Staff has added photos of the existing conditions, printed from Google Earth and staff files.

Finally, it is worth noting that the review by the Historic Preservation Board has to do with the site alterations and whether they meet the standards for alterations: are the proposed landscaping changes compatible with and not harmful to the historic property? Review of the parking, drainage and engineering details is being covered under Planning Department review of the Level 1 site plan application.

Subject Property

Located at the eastern edge of the West End Historic District, 78 Danforth Street was added in 1997 as a contributing structure. Staff has not found any historic photos showing a clear view of the side yard on the east side of 78 Danforth Street. The 1924 photo of the building was taken from uphill; from this western view the building appears to have undergone little outward change. In 1924 the three-story Queen Anne was recorded by the assessor to be at least 35 years old, and contained three units. There appeared to be a fenced yard on the eastern, downhill side.

On the rear of the building there is now a modern, three-story deck structure next to a non-original, enclosed stair tower of undetermined age. To the rear of the west side a set of wooden stairs leads down to a walkway in the sloping yard, leading to a set of granite stairs down to the level of the parking. The understated main entrance is on the west side, not the Danforth Street face.

According to a quick search through recent images, the parking and yard were modified since 2016. A 2014 staff photo and a 2016 Google satellite image show the grassy bank sloping to the dirt parking area, and cars parked at the eastern boundary. Since 2016 the grassy bank was cut back, and as seen today is raw and lacking landscaping and erosion control; recent photos show cars parked facing the house.

According to Acorn's analysis of applicable parking standards for historic properties in the R-6 zone (see drawing C-10, in Attachment 2,) the historic property is required to have 5 spaces. The existing number of gravel-surfaced spaces is stated as 12, far exceeding the requirement.

Proposed Alterations

Acorn Engineering has provided a cover letter with the Level 1 site plan application, describing the proposed work. Staff suggests that the most important aspects for the Board's consideration are:

- Bituminous pavement of the 12-space, L-shaped parking area, with pervious concrete drainage panels

- Stabilization of the slopes between the building and the parking, and on the western edge of the property with an engineered concrete block retaining wall system – pictures are supplied showing the “granite blend” color, and shape of the masonry units
- The height of the retaining wall varies from 3’-3” down to less than a foot at the Danforth Street end (see sheet C-20, Attachment 2,) and 3’ or less on the side and rear, depending on the location. Height changes are to be accomplished with steps down in the number of courses, not a sloping top.
- Along the east side of the building the face of the retaining wall is proposed to be located about 6’-4” from the face of the foundation.
- Landscape plantings are shown on Sheet C-10, with some junipers screening the Danforth Street and western edges of the parking spaces and lower plantings around the building.
- The existing granite curb along the Danforth Street frontage of the property will remain, with new plantings proposed between it and the building.

Staff Comments and Questions

Surrounded as it is by a rough gravel and dirt parking area and a raw bank in need of stabilization, the property at 78 Danforth Street undoubtedly deserves a more thoughtful and sympathetic landscaping treatment than the current conditions. Located at the edge of the historic district, the unusual building would benefit from more of a buffer – especially on the east and south. With a current parking capacity that far exceeds the required number of spaces, staff would love to see the building surrounded by more landscaping and less parking, but the relegation of the dirt lot to cars occurred long ago. Staff supports the proposal to improve the treatment of parking and landscaping, but has some questions and comments, as well as some suggestions for improving the relationship of the proposed work with the structure.

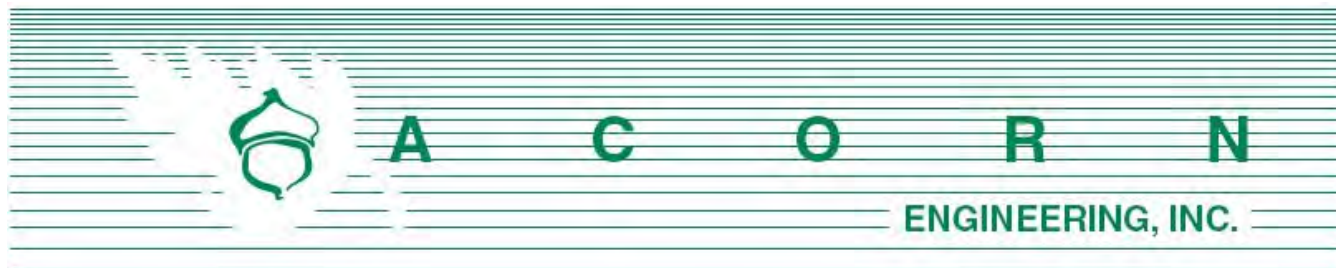
- Staff is aware that the distance from the east side of the building to the east boundary constrains the amount of space between the parking and the foundation. If it were possible to move the retaining wall further from the building it would soften the effect, but the size of parking spaces and a minimal turning aisle leave little room for adjustment – only a narrow buffer for grass and snow storage is planned at the eastern boundary.
- Staff wonders if twelve parking spaces are really necessary. Even reducing the number by one (or more) could make more landscaping and screening possible along Danforth Street.
- Staff wonders if there would be a visual benefit to moving parked cars further away from the structure by having the parking spaces face the eastern and rear boundaries, and the turning aisles closer to the building. (Staff has not explored this idea with a representative from Acorn to assess the feasibility.)
- Staff notes that several of the Standards for Review of Alterations specifically include “*site.*” Applicable Review 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.*
- (3) All sites, structures and objects shall be recognized as products of their own time, place and use. Alterations that have no historical basis or create a false sense of historical development such as adding conjectural features or elements from other properties shall be discouraged.*
- (4) Changes which may have taken place in the course of time are evidence of the history and development of a structure, object or site and its environment. Changes that have acquired significance in their own right, shall not be destroyed.*
- (10) Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.*

Attachments:

1. Cover Letter
2. Drawings
3. Supporting Documents
4. Google Street Views, 2018
5. Google Satellite View, 2016
6. Google Satellite View, 2018
7. Staff Photo, 2014
8. 1924 Tax Photo



Planning Division
City of Portland, Maine
389 Congress Street, 4th Floor
Portland, ME 04101

November 7th, 2018

Subject: Level I Site Alteration Application
78 Danforth Site & Stormwater Management Improvements

To Whom It May Concern,

West Company is pleased to submit the accompanying package of submission materials related to the proposed redevelopment of an existing gravel parking including paving, stormwater infrastructure upgrades, slope stabilization, and overall site/landscaping improvements. This submission package is intended to meet the City's Final Submission Requirements as outlined in the Level I Application procedures.

The redevelopment site is located within the City's R-6 Zoning District and complies with the permitted uses within the zone. There are no proposed changes to the existing 8-unit residential building. The site improvements are proposed to better serve the residences and improve stormwater management. There is currently a gravel parking lot that will be paved in conjunction with pervious concrete panels. The overall flow patterns will largely remain the same, but a large portion of the parking area's runoff will drain to pervious concrete panels which will detain and filter stormwater before slowly outletting to the existing drain basin within the abutting site (subject to a private drainage easement). Although not required by ordinance, this pervious concrete panels are a MDEP-approved Best Management Practice (BMP) for stormwater quality and are also considered a low-impacted development (LID) technique.

In addition to providing a more stable parking lot surface, a small block retaining wall be installed along certain portions of the building, maintaining the soil cover around the foundation while stabilizing the slope of urban fill that is currently vulnerable to erosion. Additionally, providing the grade separation will allow for more accommodating slopes within the parking area. Lastly, the landscaping on site be improved to provide a more aesthetically pleasing site while cutting down on maintenance requirements associated with lawn areas.

West Company and the design team look forward to your review of this project. Please do not hesitate to contact us if you have any questions regarding these materials or the completeness of the application materials.

Sincerely,

William H. Savage, P.E.
Project Manager - Acorn Engineering, Inc.

The following documents and drawings are to be uploaded onto the City's electronic submission site per the procedure outlined in the application:

Please note that a Fire Dept. letter has not been developed because the site circulation is remaining the same and there are no proposed alterations to the structure.

Documents:

- A. Cover Letter
- B. Level I Site Plan Application & Checklist
- C. Right, Title, and Interest
- D. Zoning Assessment
- E. Easements
- F. Waiver Table
- G. Financial Capacity
- H. Technical Capacity
- I. Conformity with Land Use Ordinance
- J. Erosion & Sedimentation Control Report
- K. Construction Management Plan
- L. Stormwater Management Report
- M. Stormwater Maintenance Agreement

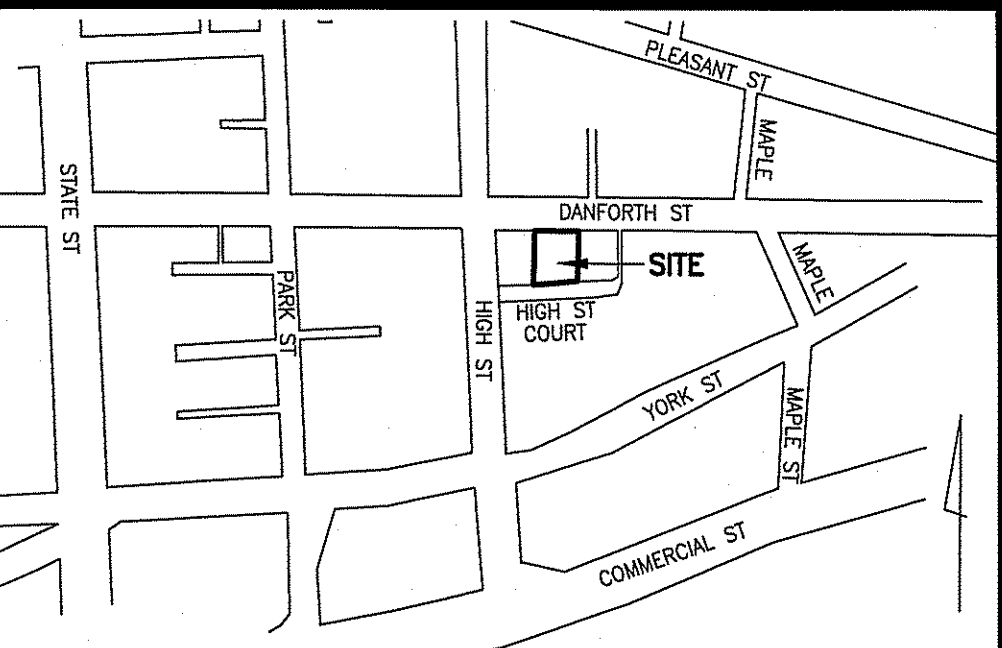
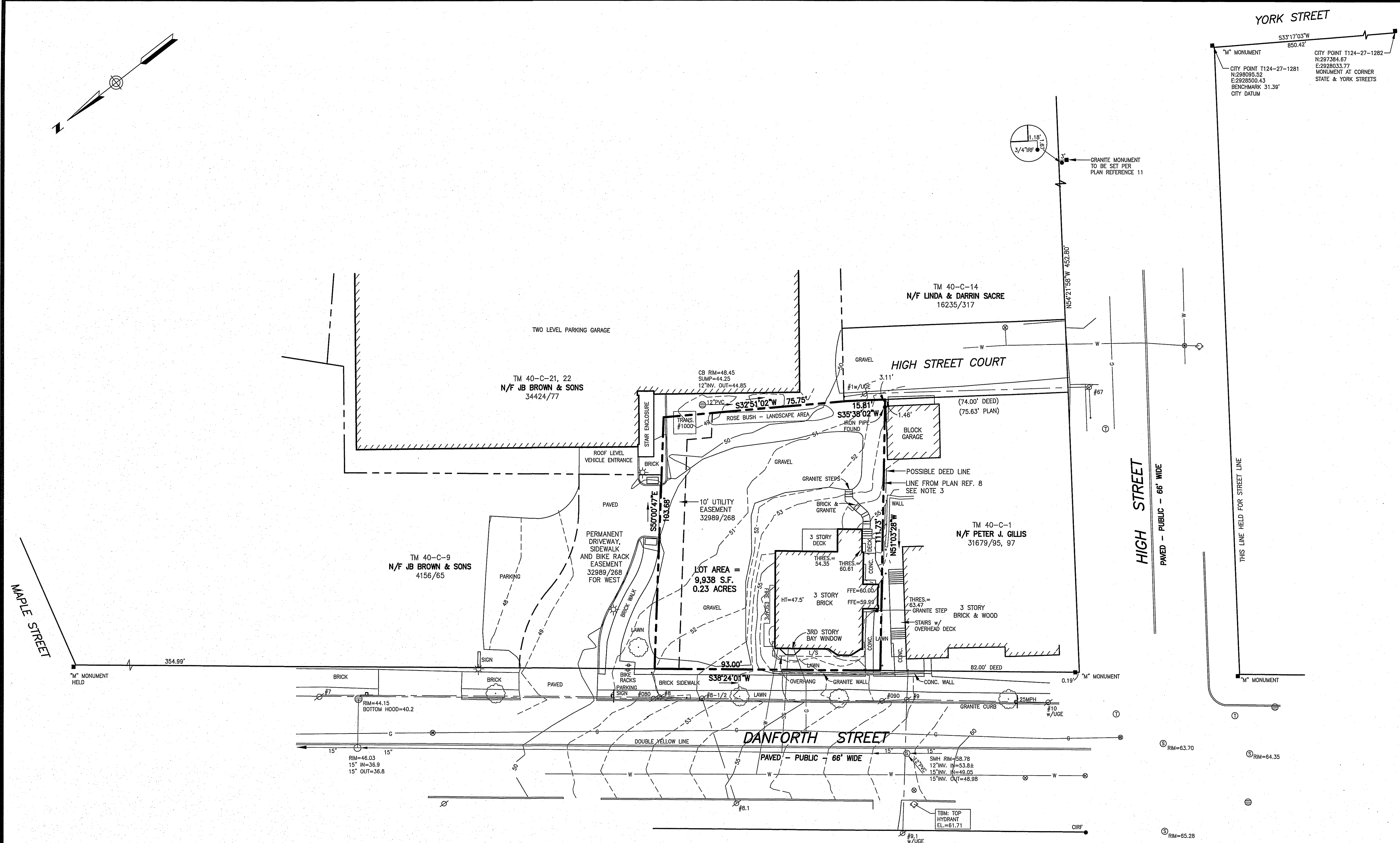
Drawings:

- Civil Site Plan Set, Dated 11/6/2018



WEST COMPANY
PORTLAND, MAINE

C-01



LEGEND

●	IRON PIPE OR ROD FOUND	—	CURB
■	MONUMENT FOUND	—	OHW — OVERHEAD WIRES
○	GAS VALVE	—	W — WATER LINE
○	UTILITY POLE	—	G — GAS LINE
○	MANHOLE	—	T — TELEPHONE
⊗	ELECTRIC/GAS METER	—	SD — STORM DRAIN
⊗	SIGN	—	SS — SANITARY SEWER
⊗	CATCH BASIN	—	50 — 1' CONTOUR
⊗	HYDRANT	—	IPF/IRF — IRON PIPE OR ROD FOUND
⊗	WATER VALVE OR SHUTOFF	—	N/F — NOW OR FORMERLY
⊗	LIGHT POLE	—	000/000 — DEED BOOK / PAGE
⊗	DECIDUOUS TREE		

- PLAN REFERENCES
- H.I. & E.C. JORDAN - SURVEYORS WORKING PLAN OF MOST OF BLOCK INCLUDING DANFORTH, HIGH AND YORK STREETS.
 - H.I. & E.C. JORDAN - SURVEYORS FIELD NOTES: FOX AND GINN DANFORTH STREET JAN. 1958; CORNER MAPLE AND YORK STREETS AUG. 3, 1956; HIGH STREET SURVEYED FOR CHELLA KELLEY JUNE 19, 1958; AND H.H. HAYS & SONS SURVEYED APRIL 27, 1922.
 - CITY OF PORTLAND ENGINEERING DEPARTMENT STREET WORKING PLANS FOR DANFORTH AND YORK STREETS.
 - "PLAN OF A LOT OF LAND SURVEYED AT THE REQUEST OF MR. J. MCLELLAN MARCH, 1857
 - "PLAT 37 HIGH STREET CONDOMINIUMS AT 37 HIGH STREET, PORTLAND, MAINE FOR: CHARLES & SUE BAILLARGEON PREPARED BY: BACK BAY BOUNDARY, INC." RECORDED IN PLAN BOOK 205 PAGE 427
 - "SUBDIVISION PLAN, YORK STREET - MIXED USE DEVELOPMENT, PORTLAND, MAINE, OWNER OF RECORD: 101 YORK STREET, LLC JUNE 2015 GORRILL PALMER" REVISED APRIL 11, 2016 AND RECORDED IN PLAN BOOK 216, PAGE 150.
 - "REVISED DIVISION OF LOTS ON HIGH, DANFORTH, MAPLE & YORK STREET, PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR RECORD OWNER J.B. BROWN & SONS" DATED MAY 11, 2017 REVISED JUNE 15, 2017 BY OWEN HASKELL, INC.
 - "ALTA/ACSM LAND TITLE SURVEY AT 78 DANFORTH STREET, PORTLAND, MAINE MADE FOR THOMAS WATSON JAN. 14, 1999 OWEN HASKELL, INC."

- GENERAL NOTES
- OWNER OF RECORD: WEST COMPANY
6E 43RD ST., 36 FL, NEW YORK, NY
TAX MAP 40 BLOCK C LOT 2
C.G.R.D. BOOK 12982 PAGE 109
 - BEARINGS ARE GRID NORTH AND ELEVATIONS ARE CITY DATUM AS BASED ON MONUMENT AT INTERSECTION OF SOUTHWEST LINE OF HIGH STREET AND NORTHWEST SIDE OF YORK STREET AND MONUMENT AT INTERSECTION OF SOUTHWEST LINE OF STATE STREET AND NORTHWEST LINE OF YORK STREET.
 - BOUNDARY AGREEMENT RECOMMENDED WITH GILLIS.

CERTIFICATE

OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE.

JOHN C. SCHWANDA, PLS #1252
1-29-2012
DATE

STATE OF MAINE
JOHN C. SCHWANDA
1252
PROFESSIONAL LAND SURVEYOR

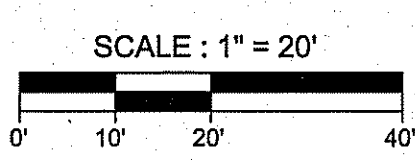
Boundary & Topographic Survey
At
78 Danforth Street, Portland, Maine
Made for
Acorn Engineering, Inc.
65 Hanover Street, Portland, Maine

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE ONE, UNIT 10, FALMOUTH, MAINE 04105

DRAWN BY: RS / JLW	DATE: JANUARY 29, 2019	JOB NO. 2018-355 P
CHECKED BY: JCS	SCALE: 1" = 20'	DRWG. NO. 1

UTILITY NOTE

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.



DANFORTH STREET
PAVED - PUBLIC - 66' WIDE

J.B. BROWN & SONS
LOT B
AREA =
62,688 S.F.
1.439 ACRES

PERMANENT COMMON
DRIVEWAY, SIDEWALK
AND BIKE EASEMENT
FOR BENEFIT OF WEST
PROPERTY 32989/268

10' WIDE UTILITY
EASEMENT
CMP 33000/277
WEST CO. 32989/268

TM 40-C-2
N/F WEST COMPANY
12982/109

TM 40-C-1
N/F PETER J. GILLIS 31679/95
31679/97

TM 40-C-14
N/F LINDA & DARRIN SACRE
16235/317

TM 40-C-15
N/F JOHN F., JR. &
LINDA M. MIXON
28627/8

TM 40-C-16
N/F BERNO TAVICZ
PROPERTIES, LLC
23547/90

PORTION OF LOT A
TO BE ADDED TO
27 HIGH STREET
PROPERTY
104,916 S.F.
2.408 ACRES

TM 40-C-26
N/F 75 YORK STREET LLC
18821/252
33066/89

MUTUAL MAINTENANCE AGREEMENT
ALONG LINES 33066/91

GAS UTILITY EASEMENT
TO BENEFIT JB BROWN
LOT B

STORAGE
ROOM
8" WATER
PIPE

UTILITY
ROOM
FD-2

FD-1

COMMON
FOUNDATION

PROPERTY LINE ALONG
FACE OF BUILDING

101 YORK STREET LLC
NEW LOT A
AREA =
24,558 S.F.
0.564 ACRES
5 STORY STRUCTURE

HIGH STREET COURT

BIO-CELL AREA
PATIO EASEMENT
ELECTRIC UTILITY
EASEMENT
FIRE LANE / ACCESS
EASEMENT

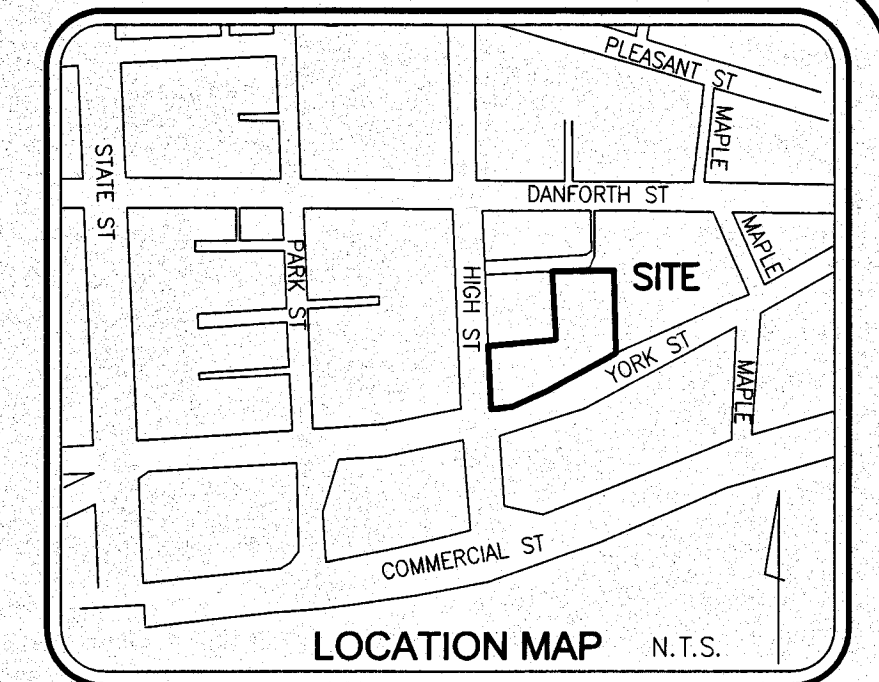
27 HIGH STREET
4,503 S.F.
0.103 ACRES

HIGH STREET
PAVED - PUBLIC - 66' WIDE

THIS LINE HELD FOR STREET LINE

LEGEND

- IRON PIPE OR ROD FOUND
- UTILITY POLE
- MANHOLE
- CATCH BASIN
- CURB
- OVERHEAD WIRES
- UNDERGROUND ELECTRIC
- WATER LINE
- GAS LINE
- SANITARY SEWER
- STORM DRAIN
- RELEASE OR EASEMENT
(SEE SHEET 2)



NOTES

- OWNERS OF RECORD:
TAX MAP 40 BLOCK C LOT 9
J.B. BROWN & SONS
P.O. BOX 207, PORTLAND, MAINE 04112
C.C.R.D. BOOK 4842, PAGE 336, BOOK 4156, PAGE 65
TAX MAP 40 BLOCK D LOT 5
101 YORK STREET, LLC
10 FREE STREET, PORTLAND, MAINE 04101
C.C.R.D. BOOK 33066, PAGE 241
- BEARINGS ARE GRID NORTH AND ELEVATIONS ARE CITY DATUM AS BASED
ON MONUMENT AT INTERSECTION OF SOUTHWEST LINE OF HIGH STREET AND
NORTHWEST SIDE OF YORK STREET AND MONUMENT AT INTERSECTION OF
SOUTHWEST LINE OF STATE STREET AND NORTHWEST LINE OF YORK STREET.
- STREET LINES OF HIGH STREET, DANFORTH STREET AND MAPLE STREET ARE
BASED ON MONUMENTS FOUND AS SHOWN AND TIES OFF BUILDING AT MAPLE
AND YORK AS SHOWN ON CITY ENGINEERING PLANS. STREET LINE OF YORK
STREET BASED ON SURVEYS BY H.I. & E.C. JORDAN - SURVEYORS.

State of Maine, Cumberland SS.
Registry of Deeds
Received July 19, 2017
at 2:50 PM and recorded in
Plan Book 217 Page 293
Attest: [Signature]

THIS PLAN AMENDS PLAN RECORDED
IN PLAN BOOK 216, PAGE 150

AMENDED SUBDIVISION PLAT

York Street - Mixed Use Development
on
High & York Streets
Portland, Cumberland County, Maine
Made for Record Owner
101 York Street, LLC
10 Free Street, Portland, Maine

Surveyor's Certification

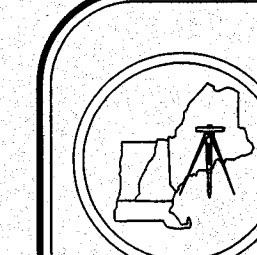
OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON, AND THE
RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR
KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE
FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE, WITH THE
EXCEPTION OF MARKERS NOT SET AT ALL CORNERS.

[Signature]
JOHN C. SCHWANDA
PROFESSIONAL LAND SURVEYOR NO. 1252
IN THE STATE OF MAINE
DATE OF PLAT: JULY 19, 2017



OHI JOB NO. 2013-194P

SHEET 1 OF 2



OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. Route One, Unit #10
Falmouth, Maine 04105
Tel. (207)774-0424 Fax (207)774-0511
www.owenhaskell.com

APPROVED BY THE
CITY OF PORTLAND PLANNING BOARD

[Signatures of Planning Board members]

DATE

SCALE: 1" = 20'
0' 10' 20' 40'

1. REFER TO AS-BUILT PLAN FOR THE YORK STREET - MIXED USE DEVELOPMENT PROJECT SHEET C4.01 BY GORRILL PALMER FOR BUILT DRAINAGE INFRASTRUCTURE INFORMATION.

TOP
RANT
61.71

DANFORTH STREET (UNDER MORATORIUM UNTIL 2021)

BOTTOM GRANITE STAIRS 53.08
UP FOUR 7" RISERS TO 55.41

LOCATE AND/OR TEST PIT FOR EXISTING
UGR/T/C CONDUITS AND MAINTAIN MIN. 5'
HORIZONTAL SEPARATION BETWEEN CONCRETE
PANELS AND ELECTRIC EX. CONDUITS

HIGH STREET COURT

TM 40-C-14
N/F LINDA & DARRIN SACRE

PROPOSED PVIOUS
STORMCRETE PANELS WITH
UNDERDRAIN PER DETAIL, TYP.

PERMANENT
DRIVEWAY,
SIDEWALK
AND BIKE RAC
EASEMENT
32989/268
FOR WEST

TM 40-C-21, 22
N/F JB BROWN & SONS
34424/77

- CONNECT 6" SOLID PVC INTO EXISTING 2' DIA. NYOPLAST DRAIN BASIN PURSUANT TO DRAINAGE EASEMENT WITH ABUTTING PROPERTY OWNER.
RIM 48.45'
EX. 12" INV. OUT 44.85'
PROPOSED INV. IN 45.30'

PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

[illegible]

DRAWING NAME: GRADING & DRAINAGE PLAN
 PROJECT NAME: 78 DANFORTH STREET SITE IMPROVEMENTS
 CLIENT: WEST COMPANY

 **A C O R N**
ENGINEERING, INC.

ACORN ENGINEERING, INC.
158 DANFORTH ST., PORTLAND, MAINE 04102

THIS FIRM SHALL NOT BE ASSUMED TO HAVE ASSIGNED, TRANSFERRED, OR
IN ANY MANNER, AUTHORIZED ANY OTHER PERSONS, FIRM OR INDIVIDUAL,
TO REPRESENT OR ACT FOR IT IN ANY MANNER.

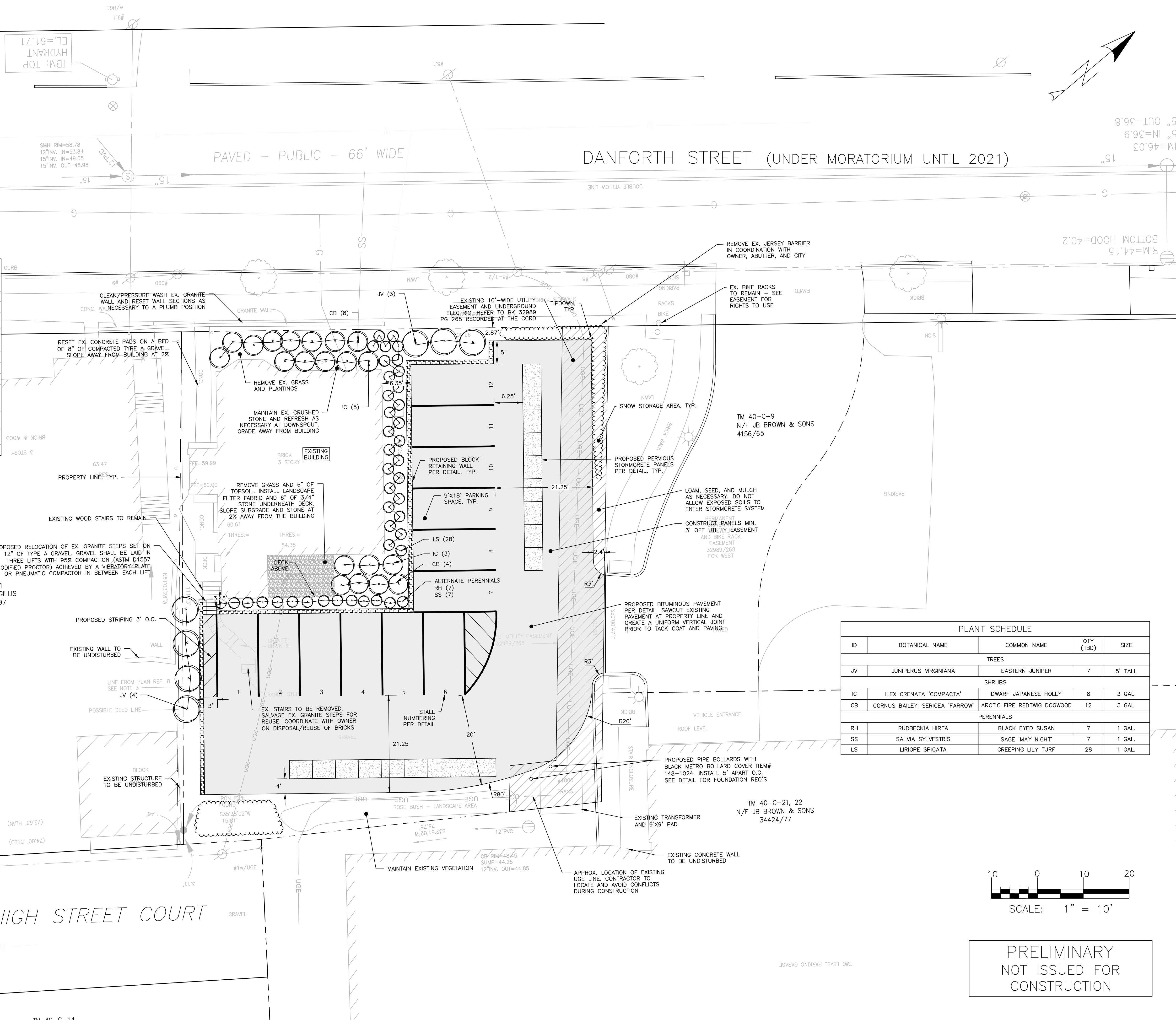
FILE:	1093_CM
JN:	1093
SCALE:	1"=1
DESIGNED BY:	SA
DRAWN BY:	SA
CHECKED BY:	WH

DRAWING NO.
C-20

1. CONTRACTOR TO VERIFY FIELD CONDITIONS, INCLUDING, BUT NOT LIMITED TO SITE FEATURES, TOPOGRAPHY, AND UTILITIES PRIOR TO CONSTRUCTION.
2. ANY DISTURBED BRICK SIDEWALK OR VERTICAL GRASS CURB TO BE REBUILT TO AT CONTRACTOR'S EXPENSE.
3. STRIPING AS INDICATED ON THE PLAN SHALL BE 4" WIDE. ALL STRIPING SHALL BE WHITE UNLESS OTHERWISE NOTED.
4. ANY ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED AT ANOTHER SITE.
5. AT ALL MATCH LINES BETWEEN EXISTING AND PROPOSED PAVEMENT, SAWCUT BUTT JOINT ON EXISTING PAVEMENT AND APPLY TACK COAT BEFORE.
6. MINIMUM NEW PAVEMENT, UP TO 20% R.A.P. IS PERMISSIBLE IN THE HOT MIX ASPHALT FORMULA.
7. CONTRACTOR TO BE HELD RESPONSIBLE FOR THE WATERING AND MAINTENANCE OF ALL PLANT MATERIAL AND LANDSCAPING IMPROVEMENTS AS NECESSARY.
8. CONTRACTOR TO MAINTAIN A ONE YEAR WARRANTY ON ALL PLANTINGS FOLLOWING INSTALLATION.
9. ALL TOPSOIL DUG WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
10. CONTRACTOR TO VERIFY ALL UTILITIES ON PROPERTY AND TO PROTECT ALL UTILITIES DURING EXCAVATION AND REPAIR FOR EXISTING UTILITIES.
11. ALL CONTAINER MATERIAL TO BE GROWN IN CONTAINER MINIMUM OF 6 MONTHS.
12. ALL MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMAN.
13. CONTRACTOR SHALL REPAIR ALL DAMAGE TO PROPERTY FROM PLANTING MATERIAL AT NO COST TO THE OWNER.
14. THE ENGINEER MAY TAG ALL PLANTS AT THE NURSERY AND INSPECT THEM AFTER DELIVERY TO THE SITE; ALL PLANT MATERIAL SHALL BE INSPECTED BY THE ENGINEER ON THE DAY OF DELIVERY.
15. SEE PERMANENT SEEDING TABLE ON SHEET C-32 FOR LAWN AREAS.

SPACE AND BULK STANDARDS			
ZONE: R6	REQUIRED	EXIST'ING	PROPOSED
MINIMUM LOT SIZE	2,000 SF	9,938 SF	9,938 SF
MINIMUM STREET FRONTAGE	20'	> 20'	> 20'
MINIMUM FRONT YARD SETBACK	5' – ORDINANCE	> 5'	> 5'
MINIMUM SIDE YARD SETBACK	5'	< 5'	< 5'
MINIMUM REAR YARD SETBACK	10'	> 10'	> 10'
MAXIMUM LOT COVERAGE	60%	< 60%	< 60%
MINIMUM LOT WIDTH	20'	> 20'	> 20'
MAXIMUM BUILDING HEIGHT	45'	< 45'	< 45'
MINIMUM LANDSCAPED OPEN AREA	20%	> 20%	> 20%
MAXIMUM NUMBER OF DWELLING UNITS	725 SF/UNIT = 13.6	8	8
RESIDENTIAL PARKING	1 SPACE PER UNIT AFTER 3 UNITS = 5 SPACES	12	12
MINIMUM INTERNAL RESIDENT BICYCLE STORAGE SPACES	2 SPACES/5 D.U. = 2	4	4
MAXIMUM GARAGE OPENING	20'	N/A	N/A

1. REFER TO AS-BUILT PLAN FOR THE YORK STREET - MIXED USE DEVELOPMENT PROJECT SHEET C4.01 BY GORRILL PALMER FOR BUILT DRAINAGE INFRASTRUCTURE INFORMATION.

[illegible]

DRAWING NAME:

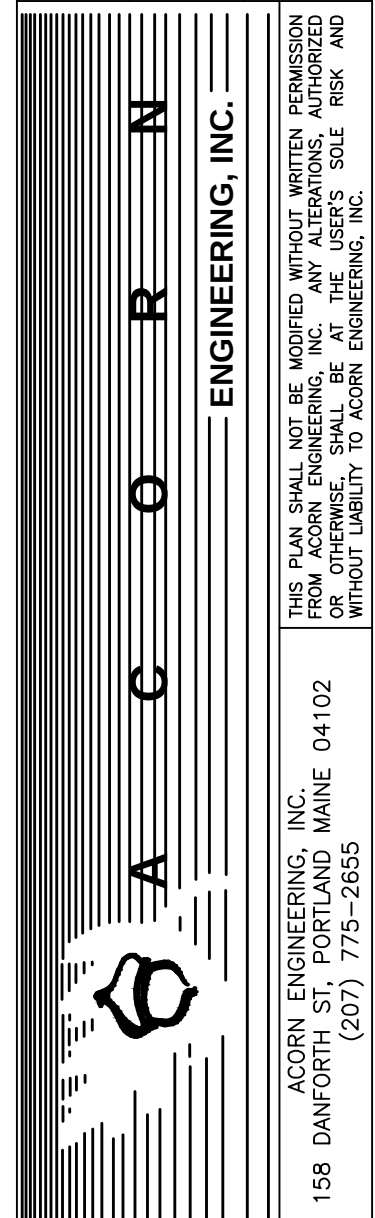
SITE & LANDSCAPE PLAN

PROJECT NAME:

78 DANFORTH STREET SITE IMPROVEMENTS

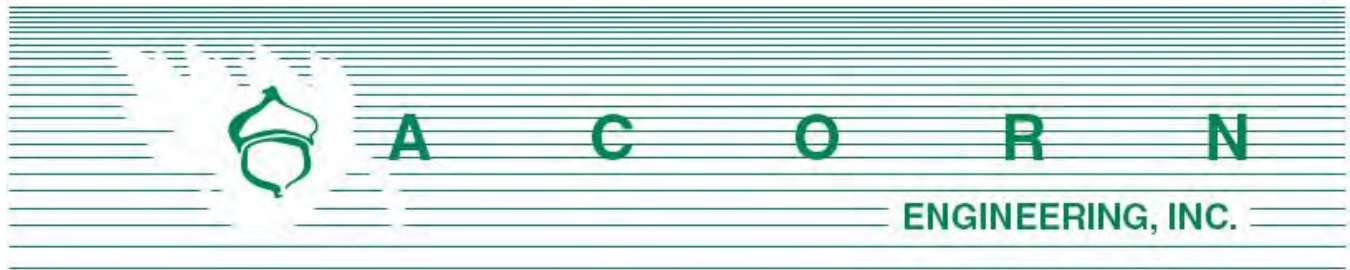
CLIENT:

WEST COMPANY
PORTLAND, MAINE



FILE:	1093_CIVIL
JN:	1093.4
SCALE:	1"=10'
DESIGNED BY:	SJL
DRAWN BY:	SJL
CHECKED BY:	WHS

DRAWING NO.
C-10



Supporting Documentation – 78 Danforth Street

Attached, please find the following documents to represent the proposed changes.

1. Retaining Wall Product Sheet (pgs 2-3)
2. Bollard Cover (pg 4)
3. Existing Photographs of Site (pgs 5-6)
4. Photographs of Installed Pervious Concrete Panels in Portland (pgs 7-8)

For additional information please refer to the level I Site Plan application materials or make a request to Acorn Engineering via email.

PRODUCT INFORMATION



GRANITE BLEND
(proposed color for
78 Danforth St.)



Renowned for its rough-hewn face and earthen tones, the Diamond Pro Stone Cut[®] retaining wall system imparts a rich appearance not commonly found in commercial retaining walls. The performance characteristics make it the proven solution for tall walls, Department of Transportation projects, commercial developments, water applications and other critical wall needs.

- Original rear-lip block
- Can be used to build gravity walls up to 4 feet high, including buried course, but excluding the cap*
- Taller walls can be built using geosynthetic reinforcement or the Anchorplex[™] retaining wall system when designed by a qualified engineer
- Minimum outside radius, measured on the top course to the front of the units: 4 feet**
- Minimum inside radius, measured on the base course to the front of the units: 7 feet**
- ICC evaluated

*This height assumes cores are filled with drainage aggregate, level backfill and clean, compacted sand or gravel and no surcharge.

**May vary depending on the installation pattern.



Diamond Pro Stone Cut®

MULTIPIECE RETAINING WALL SYSTEM

PRODUCT INFORMATION



See anchorwall.com
for installation instructions.

*Product dimensions are height by face length by depth. Actual dimensions and weights may vary from these approximate values due to variations in manufacturing processes. Specifications may change without notice. See your Anchor representative for details, color options, block dimensions and additional information.



Stretcher Units

Large



Medium



Small

	Large	Medium	Small
Approximate Dimensions*	8" x 18" x 12"	8" x 11" x 12"	8" x 7" x 12"
Approximate Weight*	77 lbs.	45 lbs.	34 lbs.
Coverage	1.00 sq. ft.	0.61 sq. ft.	0.39 sq. ft.
Setback/System Batter	1"/7.1°	1"/7.1°	1"/7.1°



Accessory Units

Cap



Corner

	Cap	Corner
Approximate Dimensions*	Front, 4" x 17 1/4" x 10 3/8" Back, 4" x 12" x 10 3/8"	8" x 18" x 9" 8" x 18" x 9"
Approximate Weight*	47 lbs.	101 lbs.
Coverage	1.22 lin. ft.	1.50 sq. ft.

© 2013 Anchor Wall Systems, Inc. The Diamond Pro Stone Cut® wall system is manufactured under license from Anchor Wall Systems, Inc. (AWS). The "Anchor A" and "Anchor Build Something Beautiful" logos, "Anchorplex" and "Diamond Pro Stone Cut" are trademarks of AWS. The wall system blocks are covered by the AWS Limited Warranty. For a complete copy, visit your local dealer or see anchorwall.com.

Anchor Wall Systems, Inc., 5959 Baker Road, Suite 390, Minnetonka, MN 55345.

73.3066.2 01/13 4015





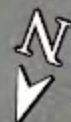




OYSTERS

MAINE CRAFT DISTILLING



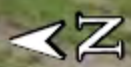






Google Earth

© 2018 Google
© 2019 Google



10 ft

High & Pleasant

78 Danforth St





78 Danforth St





78
Dian