

CITY OF PORTLAND, MAINE

HISTORIC PRESERVATION BOARD



Penny Pollard, Chair
Robert O'Brien, Vice Chair
Hilary Bassett
Joy Naifeh
Julia Tate
John Turk
Rob Whitten

AGENDA

HISTORIC PRESERVATION BOARD MEETING

The Historic Preservation Board will hold a remote meeting on Wednesday, June 1, 2022, 5:00 PM. This meeting will take place remotely using Zoom pursuant to the Remote Meeting Policy adopted by the Historic Preservation Board and as authorized under 1 M.R.S. 403-B because of the existence of an emergency or urgent issue that requires the committee to meet by remote methods.

Allow your computer to install the free Zoom app to get the best meeting experience. If you are not able to attend live, a recording will be available following the meeting. For public comment, you will need to use the "raise your hand" feature. To raise your hand via the telephone, please hit *9. You will be unmuted by the host when it is time for public comment.

For more information on how to access the meeting remotely and how to give public comment, please go to <http://www.portlandmaine.gov/remotepud>. Public comments will be taken for each item on the agenda during the estimated allotted time and written comments should be submitted to hp@portlandmaine.gov.

Please note that the placement of each item on the agenda is subject to change. Please check the Agenda & Minutes Center prior to the meeting for the item start time.

You are invited to a Zoom webinar.
When: Jun 1, 2022 05:00 PM Eastern Time (US and Canada)
Topic: Historic Preservation Public Hearing and Workshop 6-1-2022

Please click the link below to join the webinar:
<https://portlandmaine-gov.zoom.us/j/87270265332>
Or One tap mobile : US: +13017158592,,87270265332# or +13126266799,,87270265332#
Or Telephone: Dial(for higher quality, dial a number based on your current location):
US: +1 301 715 8592 or +1 312 626 6799 or +1 929 205 6099 or +1 253 215 8782 or +1 346 248 7799 or +1 669 900 6833
Webinar ID: 872 7026 5332
International numbers available: <https://portlandmaine-gov.zoom.us/j/87270265332>

1. **ROLL CALL AND DECLARATION OF QUORUM**
2. **REPORT OF ATTENDANCE AT THE MEETING HELD ON MAY 18, 2022**
 - i. Workshop
32 Thomas Street: *Bassett, O'Brien, Pollard, Tate present; Naifeh, Turk, Whitten absent*
Public Hearing
12 Bakery Lane: *Bassett, O'Brien, Pollard, Tate present; Naifeh, Turk, Whitten absent*
143 Spring Street: *Bassett, O'Brien, Pollard, Tate present; Naifeh, Turk, Whitten absent*
3. **REPORTS OF DECISIONS AT THE MEETING HELD ON MAY 18, 2022**

- i. Certificate of Appropriateness for Dormer Addition and Solar Panel Installation, 12 BAKERY LANE (Fort McKinley Jail); Susan and Jeffrey Welton, Applicants. The Board voted 4-0 (Naifeh, Turk, Whitten absent) to approve the application with conditions.
- ii. Certificate of Appropriateness for Gate Installation, 143 SPRING STREET; David Harvey, Applicant. The Board voted 4-0 (Naifeh, Turk, Whitten absent) to table the final consideration of the application to the next Historic Preservation Board Meeting, 6-1-2022.

4. COMMUNICATION AND REPORTS

5. PUBLIC HEARING - UNFINISHED BUSINESS

- i. Certificate of Appropriateness for Gate Installation; 143 SPRING STREET; David Harvey and Sidney Beardsworth, Applicants.
- ii. Review of Conditions of Approval for a Certificate of Appropriateness approved by this Board on November 7, 2018, CONGRESS SQUARE & CONGRESS SQUARE PARK; City of Portland, Applicant.

6. PUBLIC HEARING - NEW BUSINESS

- i. Proposed Landmark Designation; BURNHAM & MORRILL CANNERY BUILDING; ONE BEAN POT CIRCLE; Nominated by Initiative for Digital Engineering & Life Sciences (“IDEALS”).

7. WORKSHOP

- i. Preliminary Review of Proposed Addition, 99 CAPISIC STREET; Vana Carmona, Applicant.

8. CONSENT AGENDA

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

PUBLIC HEARING
143 SPRING STREET

TO: Chair Pollard and Members of the Historic Preservation Board
FROM: Rob Wiener, Historic Preservation Compliance Coordinator
DATE: May 26, 2022
RE: June 1, 2022 **PUBLIC HEARING – Continuation of Review of Proposed Gate Installation - HPBR-001685-2021**

Address: 143 Spring Street
Applicant: David Harvey
Property Manager: Sidney Beardsley
Designer / Fabricator: Jason Hahne

A sign announcing the Historic Preservation Board's meeting on June 1, 2022 was posted at the property on 5/26/22. A legal ad was published in the Portland Press Herald on 5/21/22, and 59 notices were sent to neighboring property owners within 100 feet of the subject property.

Introduction

This public hearing began at the Historic Preservation Board meeting on May 18, 2022, and was tabled to the next Board meeting (6/1/22) by a 4-0 vote of the Board (Naifeh, Turk, and Whitten absent.) At this time the applicants have submitted an additional series of images with notes.

Owner David Harvey and property manager Sidney Beardsley have requested a public hearing for a Certificate of Appropriateness to install a new iron gate at 143 Spring Street. In June, 2021, Mr. Harvey and Mr. Beardsley applied to replace the existing, aging chain-link gate across the alley between Mr. Harvey's building and 145 Spring Street. Because the gate is situated at the front corners of the buildings and adjacent to the sidewalk, staff found that the decorative, free-form design would be better suited to a less prominent location, and that for the front façade it did not meet the standards for compatibility with adjacent buildings and context. Staff suggested that a quieter, more traditional design would better meet standards for compatibility.

After the applicants submitted a somewhat simpler but still flowing and curvilinear design staff suggested that if the revised design were not right at the front of the building but 8'-15' back from the corner instead, it could be approved administratively. If the owners

desired the gate at the front corner of the building, staff communicated that the design would have to be further modified to assure compatibility with the character of the Greek Revival (with Italianate additions) row of four units, and its context. Following a long period of only intermittent communication that failed to resolve successfully the search for a design solution, the applicants have requested a Board review.

Mr. Harvey has submitted a revised package of photos and drawings, presenting the same gate design as on May 18, 2022 (Attachment 1.) Staff is also including Mr. Harvey's cover letter from May 18, and the photos and drawings presented at that time (Attachments 2 and 3.)

Subject Property

Despite some modifications, especially at the Park Street end of the row at 139 Spring, this four-unit rowhouse still conveys its significance as part of the dense development of this neighborhood in the Greek Revival Style. Though Italianate bays and porticos have altered the facades, and 20th Century shed dormers sit on the front roof, the row reinforces the formal 19th Century character of this immediate district, which is most well known for slightly earlier rowhouses on nearby Park Street.

A narrow alley separates the subject property from 145 Spring Street, to the west. The existing chain-link gate is rusty and is topped with barbed wire. It is supported by posts anchored in the ground.

Proposed Gate

Comments by Mr. Harvey and Mr. Beardsley indicate that the gate is important because of security concerns about intrusions into the back yard. As revealed at the May 18 hearing, the owners do not plan to lock the gate, since access to the gas meter and egress from the back yard might be necessary.

The original proposal is still the applicants' first choice, as shown in the updated package of photos and drawings (see Attachment 1.) The May 18 packet also included a revised gate design that was not discussed in that meeting (see Attachment 3.)

Material dimensions as described by designer and fabricator Jason Hahne, are as follows:

- 2x2 square metal posts for the primary upright members
- ¼" x ½" flat bar for gate frame
- ½" square, ½" round, and ⅜" square decorative pickets

The flanking fence sections are proposed to be attached to the walls of the two buildings; we learned on 5/18/22 that the neighboring owner (145 Spring) has endorsed the proposal to attach the western panel to the wall. Dimensions of the gate are shown as 3 feet wide by 7 feet high, and according to the owner's description on 5/18, the gate should roughly

align with the existing concrete sidewalk in the alley. The bottom of the gate and flanking panels may be fitted with a perforated metal panel to control leaf and trash infiltration into the alley. Posts (2"x2" square tubes) based on the ground will support the gate, though it is unclear how they will be anchored to the ground.

May 18 Public Hearing

Due to an unfortunate confluence of circumstances, four Board members could attend the May 18, 2022 Board meeting, but a quorum was present for the entire meeting. Board members all complimented the graceful design but were split on whether it met the Standards for Review of Alterations (particularly Standard 9,) for the proposed location near the front corner of the building, and close to the public sidewalk. Two members of the Board found the black iron gate supportable - sufficiently contextual and recessive, in its contemporary, somewhat abstract variation on traditional fences and gates. The other two members present had serious concerns about the compatibility of the eye-catching design with the restrained character of the context, given the prominent location near the front facades (see Standard 9.)

In suggesting further study and possible revision of the gate design, Board comments and suggestions included:

- More simplicity, and possibly symmetry
- A less eye-catching, quieter design would be more recessive, a better match for the character of the immediate context.
- Locating the gate further from the front would make perhaps make it less challenging
- At 7 feet, the height is a bit higher than most fences and gates; perhaps try a slightly reduced height.

As it became apparent that a split Board would not pass a motion to approve a Certificate of Appropriateness, and the prospects for reaching a redesigned, acceptable solution on the spot appeared doubtful, the Board opted to vote on a motion to table the hearing, rather than deny the application by a tie vote.

Staff Comments

Staff is fully supportive of finding a suitable gate design to replace the existing one. While agreeing that a design would not have to be fully rectilinear and conservatively composed like the traditionally themed gates and fences in the neighborhood to be found compatible, the expressive and decorative character of the proposed design is not related very closely to the prevailing character of the context. Staff notes that while the proposed gate is made of black metal, and is certainly both distinct from the historic property and clearly modern, it is better suited to a garden environment than right at the sidewalk in this formal historic context.

In attempting to compromise on a solution last summer, staff offered to approve the revised, simpler design, but finding it still rather flowing and boldly contemporary for the front façade in this context, proposed to locate the alternate some distance back from the front. Mr. Harvey has asked the Board to review whether the proposal for installation of the original design near the front of the building meets the applicable standards for review, particularly Standard 9.

Following the discussion and deliberation by the Board on May 18, it is apparent to staff that reasonable people can draw different conclusions from interpreting the Standards for Review and applying them to this application for a modern, expressive gate in the historic neighborhood that is home to the subject property. The applicants have chosen to present the same gate design proposal for the continuation of the hearing on June 1, and it is to be hoped that a constructive deliberation by the Board can reach a satisfactory resolution suitable for the historic district.

Applicable Ordinance Review Standards (from 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.*
- (9) *Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.*
- (10) *Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.*

Motion for Consideration

On the basis of plans and specifications submitted by the applicants for the June 1, 2022 public hearing and information included in the accompanying staff report, the Board finds that the proposed gate installation at 143 Spring Street **meets (fails to meet)** the historic preservation ordinance's Standards for Review of Alterations **(subject to the following conditions.....)**

Attachments:

1. Applicant's photos and drawings, 6-1-22

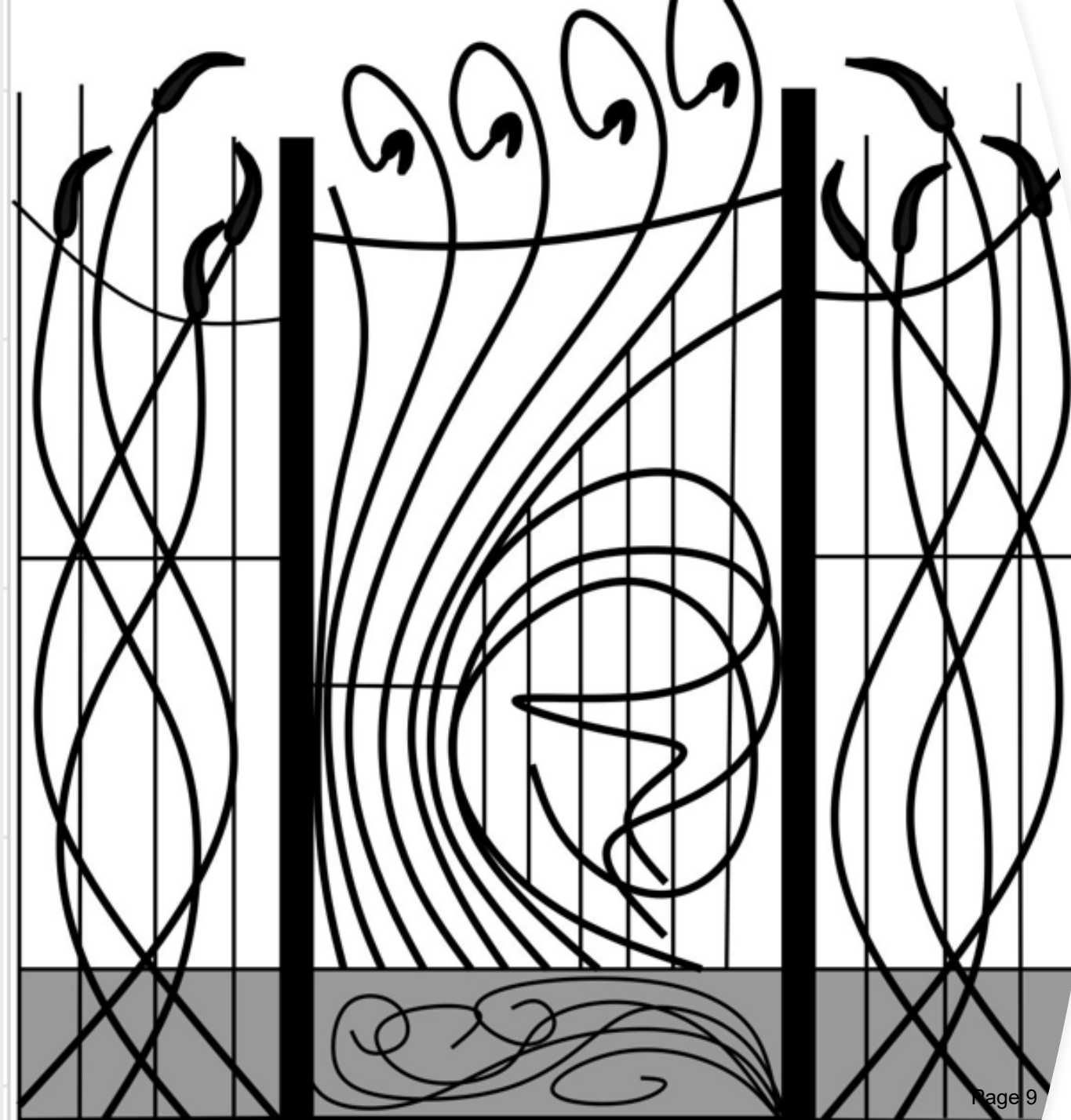
2. Cover letter from the applicant, 5-18-22
3. Applicant's drawings and photos from 5-18-22
4. Public Comment received through 5-26-22



HP Minor Board Review 143 SPRING ST Plan No: HPBR-001685-2021

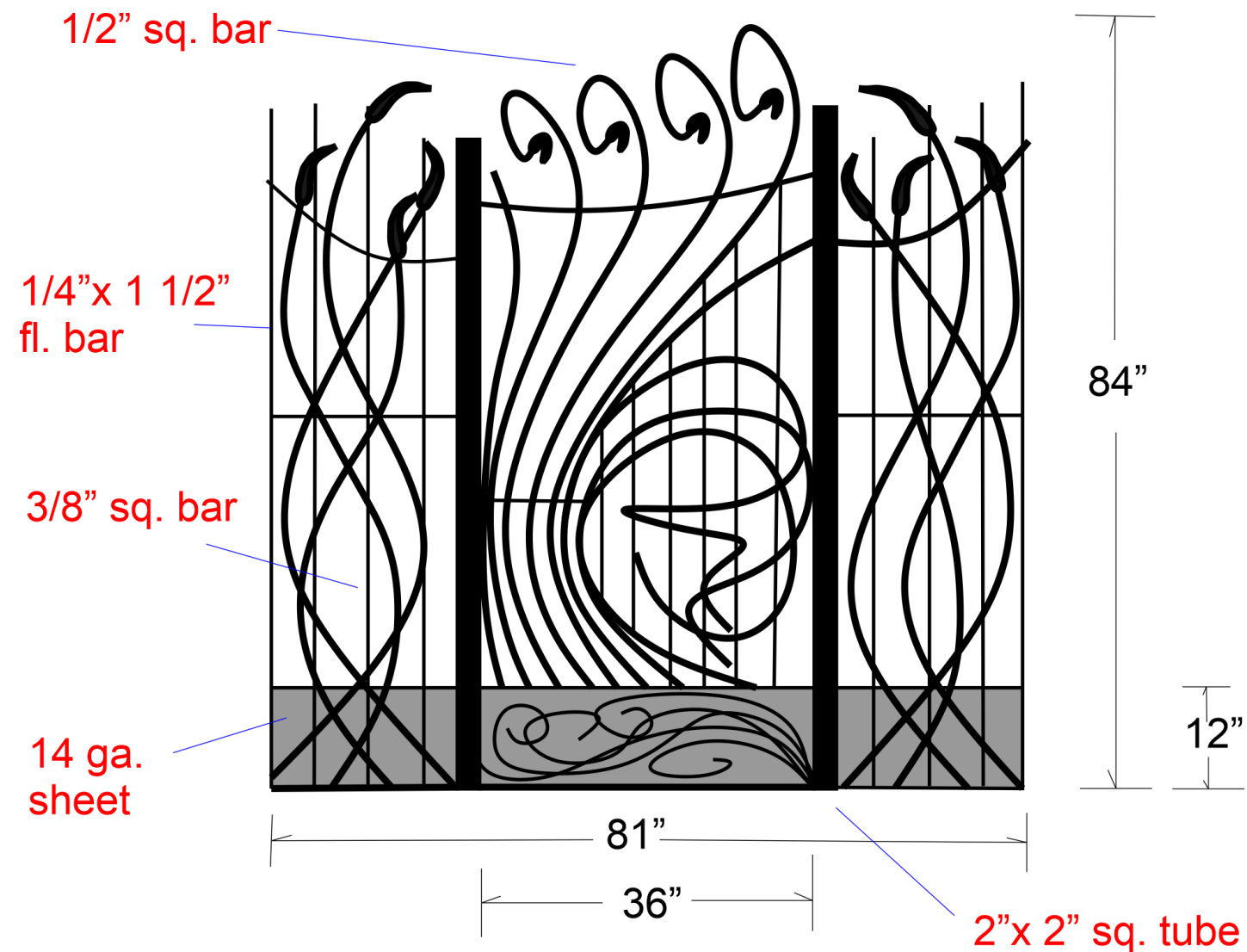
Project Description

Replace a pre-existing chain-linked fence and gate adorned with barbwire with a simple black iron gate with artistic embellishment of flora and lines by a local designer and metal fabricator.



Design Concept

- Conformity with immediate neighborhood's historical aesthetic
- Same location
- Use of black iron
- Artistic embellishments of fauna, flora and lines



Design Dimensions

- Gate Height: 84" (reduction of 18" from current gate's)
- Gate Width: 81" (identical to current gate's)
- Door Width: 36" (reduction of >40" from current gate's)
- Set back from House: ~24" (identical to current gate's)
- Set back from Sidewalk: ~13' 4" (identical to current gate's)



Compatibility of Design Dimensions

157 Spring Street

- Gate Height: 8' 9"
- Gate Width: 18' 9"
- Door Width: 18'
- Set back from Structure: 11"
- Set back from Sidewalk: 1" 5'

“Objectively, the proposed gate is shorter, narrower and set back farther from the structure and sidewalk.”



Compatibility of Design Dimensions

145 Spring Street

- Gate Height: 36"
- Gate Width: 15' 6"
- Door Width: 72'
- Set back from Structure: 11"
- Set back from Sidewalk: 8" 4'

"Objectively, the proposed gate is narrower and set back farther from the structure and sidewalk."



Compatibility of Design Dimensions

- Side view of gate is obstructed by stoops and bay windows



David Harvey

143 Spring Street • Portland • ME • 04101 | O: 415-545-8403 • C: 415-572-8432 • F: 866-755-8493 | david@lodah.com

May 13, 2022

City of Portland Department of Planning and Urban Development
389 Congress St., 4th Floor
Portland ME 04101
O: (207) 874-8719
F: (207) 756-8258
E: jmy@portlandmaine.gov

RE: HP Minor Board Review at 143 SPRING ST – Plan No: HPBR-001685-2021

Dear Board & Public:

The owners of 143 Spring Street (“Subject Property”) are submitting their application for board review for the purposes of replacing a pre-existing chain-linked fence and gate adorned with barbwire which opens to a breezeway and is adjoined to the Subject Property and the adjacent property.

The prior owners commissioned a simple black iron gate by local designer and metal fabricator Jason Hahne, which the current owners submitted for approval in 2021; however, HP staff initially disagreed with the design concept and then with the maintaining the current location of the pre-existing chain-linked fence and gate adorned with barbwire.

The owners note that Jason Hahne has spent several hours designing and re-designing the gate and that David Harvey and Sidney Beardsworth have spent collectively over a 100 hours attempting to reach a resolution to this matter with HP Staff. Combined with expended time, HP fees and project costs, replacing a chain-linked fence and gate, including barbwire, is approaching \$10,000.00.

The owners believe this is an inefficient and overly burdensome process for a minor home improvement, particularly considering the degree of enhancement of the aesthetic of the immediate neighborhood as well as in light of the use of iron in the immediate proximity of the property.

Below are photographs of the property and project along with a written overview and certification of public meeting certification. Furthermore, examples of the neighborhood design aesthetic and location

The owners’ objective is for the review board to approve the project as originally planned and in its current location without any further objections or delays.

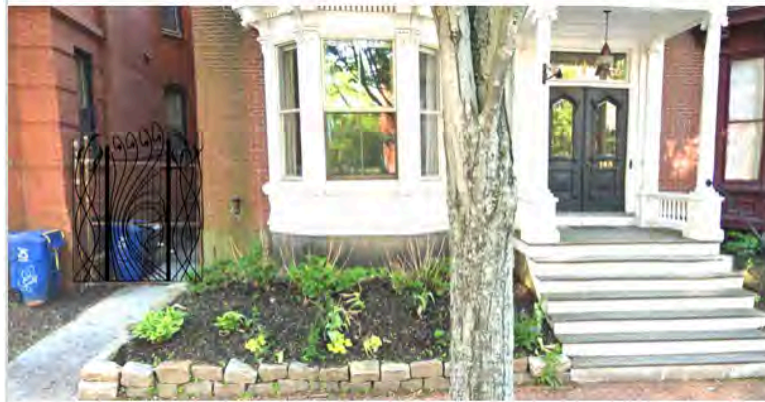
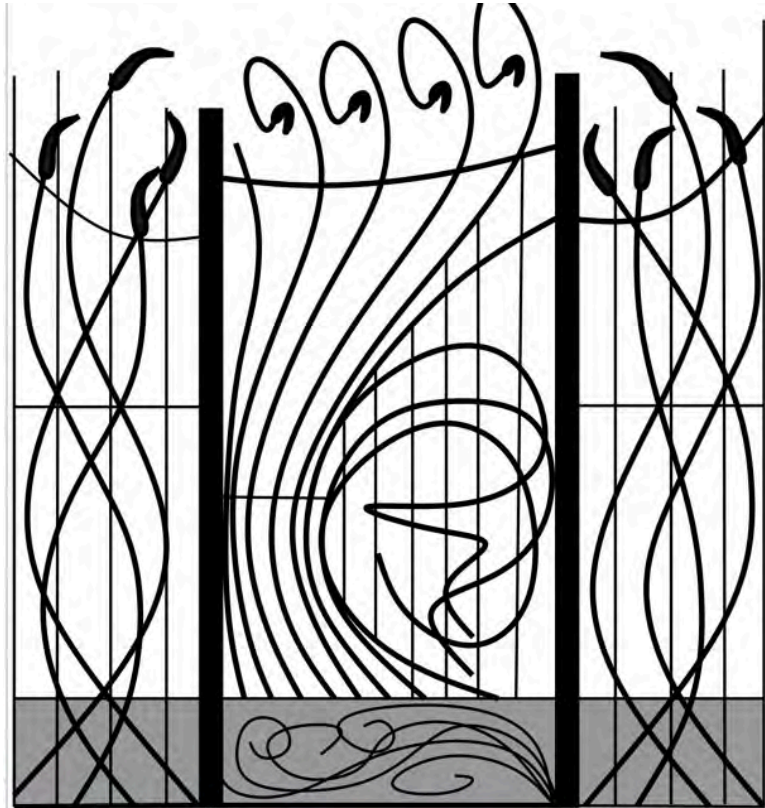
Very truly yours,

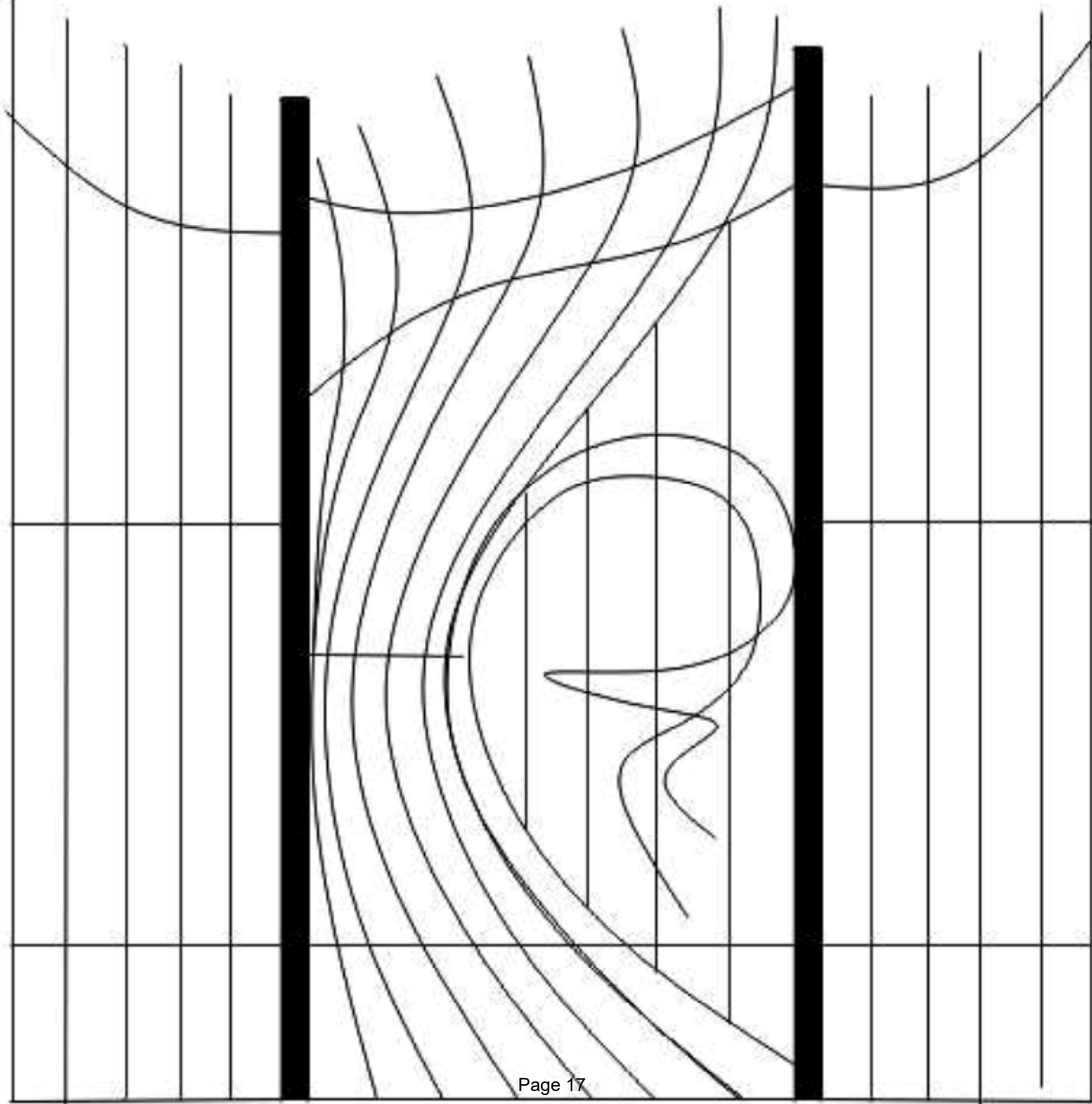
A handwritten signature in blue ink, appearing to read 'D. A. Harvey'.

David A. Harvey

Project Overview

Dimensions & Components: Main uprights 2"× 2" square tube, gate frame and door frame; 1/4"× 1 1/2" flat bar; decorative lines 1/2" square, 1/2" round and 3/8" square; plate mounted with epoxied anchors and expanding anchors on the side into the grout





Neighborhood Design Aesthetic and Location



Figure 1 Fence and gate at same offset from sidewalk as 143 Spring St's gate



Figure 2 Fence and gate at same offset from sidewalk as 143 Spring St's gate



Figure 3 Gate at property's edge with no offset from sidewalk (recently completed)



Figure 4 Gate at property's edge with no offset from sidewalk (recently completed)



Figure 5 Example of embellished iron



Figure 6 Example of embellished iron



Figure 7 Example of embellished iron



Figure 8 Example of embellished iron



Figure 8 Example of embellished iron



Figure 9 Example of embellished iron



Figure 10 Example of embellished iron



Figure 11 Example of iron gate



Figure 12 Example of chain-linked fence

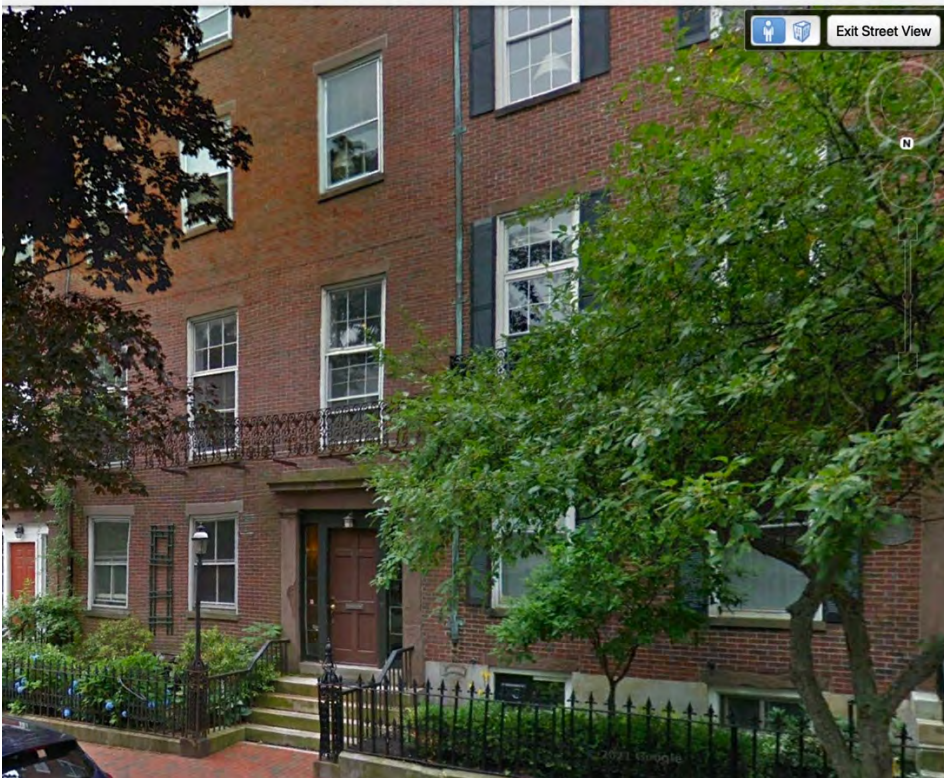


Figure 13 Example of embellished iron

Notice of Public Meeting Certification

I, David Harvey, hereby certify that a notice of neighborhood meeting sign was posted promptly after receiving notice of the requirement and prior to the hearing to be held on May 18, 2022 for the proposed project (see photograph below).



211.41

David A. Harvey

From: **Ginger Raspiller** <mainelyearth@gmail.com>

Date: Thu, May 19, 2022 at 6:45 PM

Subject: Support for iron gate at 143 Spring Street HPBR-001685-2021

To: <rwiener@portlandmaine.gov>

Hello Rob

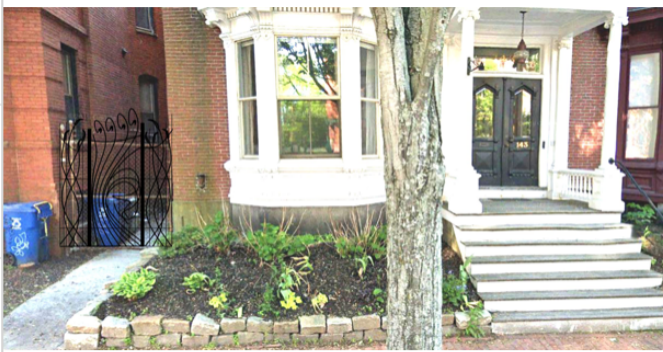
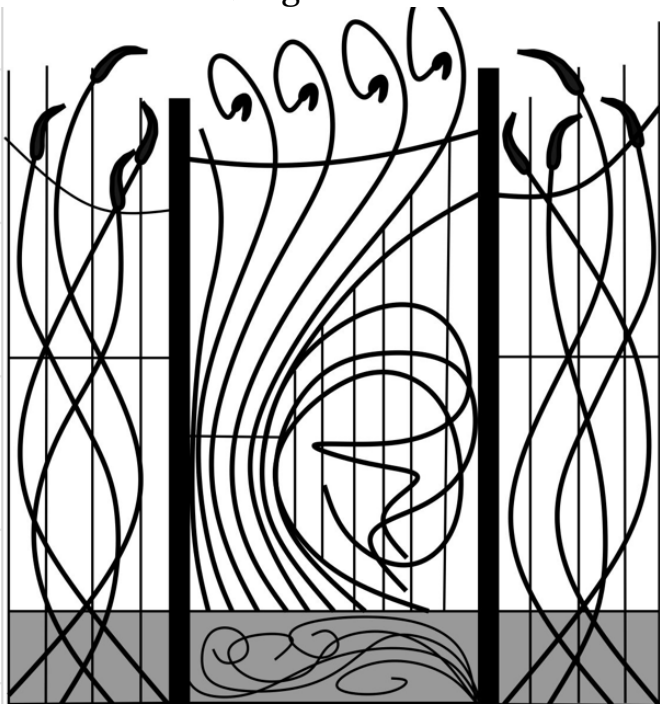
We missed the meeting yesterday, but wanted to express our support for the request to install an iron gate at 143 Spring Street. The current chainlink-type gate with barb wire on top is a bit of an eyesore.

The proposed iron gate is lovely and would be welcome upgrade.

We live at 150 Spring Street so we are across the street.

Ginger Raspiller

Kenneth Swanberg





HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

PUBLIC HEARING
COMPREHENSIVE REDESIGN OF CONGRESS SQUARE PARK AND CONGRESS
SQUARE

TO: Chair Pollard and Members of the Historic Preservation Board
FROM: Rob Wiener, Historic Preservation Compliance Coordinator
DATE: May 26, 2022
RE: June 1, 2022 **PUBLIC HEARING – Review of Design Details to Satisfy
Conditions of Previous Approval**

Address: Congress Square, including Congress Square Park
Applicants: City of Portland – Represented by Sean King, Urban Designer
Project Architect: WRT, Philadelphia
Public Artist: Sarah Sze, New York City

Introduction

On November 7, 2018 the Historic Preservation Board approved a Certificate of Appropriateness for the comprehensive redesign of Congress Square Park and Congress Square, following two previous workshops. Due to constraints outside of the City of Portland's control, several years have passed before work could commence. At this time the City of Portland, represented by Urban Designer Sean King, is requesting review of an outstanding condition of approval that required certain details to be submitted to the Board for final review and approval. (Several other details are being reviewed by HP staff, according the conditions of approval, and staff is also granting an extension of the Certificate of Appropriateness, required because the City was unable to begin construction within 12 months of the approval date.)

Approval in November 2018 was made subject to the following conditions:

- Details for stair handrails, skateboard deterrents, bus shelter location, and operation guidelines to be provided and reviewed by staff.
- Proposed final treatment for the abutting Westin wall (including surface treatment, lighting, entry design, and canopy), as well as final lighting design/specifications for park and storage shed design to return to the Board for review and approval.

At this time two items specified in the second condition that were to be submitted for Board review are not part of the current construction program: alterations to the south wall of the Westin Hotel, abutting the park; and the final design for the storage shed, to be placed near the hotel and the northeast interior corner of the park.

Mr. King has prepared a design memo updating the detailed specifications for a number of

facets of the park; note that according to the conditions of the 2018 approval, only the final lighting details and specifications need be reviewed by the Board. Mr. King's entire design update in conjunction with the current finalization of construction plans is included with this packet to communicate to the Board the project's progress toward design completion and construction.

Project Information

The Congress Square Redesign is a City of Portland project in the Congress Street historic district that is divided into two phases. Phase A is managed by the Department of Public Works and began construction on April 18, 2022. Phase A includes replacement of sidewalks, roadway intersection upgrades, new traffic signals, street lighting and landscaping that creates an urban-friendly public space.

Phase B is managed by the Planning and Urban Development Department; staff is currently working to finalize the construction documentation phase that began November 30, 2021 that includes plans, specifications and cost estimates for construction bidding. The City of Portland anticipates the completion of the Congress Square improvement project Phase A in September 2022, followed by the initiation of construction for the Congress Square Redesign Phase B thereafter in September – October 2022.

Staff Comments

Staff appreciates the work of City of Portland Urban Designer Sean King in helping to move this project closer to becoming a reality. In the past the design team has been generally responsive to the Board's workshop comments; with the generation of actual construction documents, staff and Board will have a final review of lighting details on June 1. Staff notes the elimination of wall mounted fixtures at the back wall of the park perpendicular to High Street (the Westin Hotel wall,) but there are still to be several fixtures on the building walls perpendicular to Congress Street. Some Board members might recall discussions in 2018 about avoiding dark recesses at the back corner of the park.

Staff believes the lighting plan has been carefully considered for compatibility with the sinuous design of the park, though it is difficult to be certain about the level of light there will be at night. Fixtures on poles are able to be aimed, but staff also wonders how flexibility is built into the plans in case light levels are too high or too low. (Perhaps this can be easily achieved through changing the intensity of the bulbs in fixtures.)

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the June 1, 2022 public hearing and information included in the accompanying staff report, the Board finds that the proposed lighting designs submitted to satisfy the outstanding condition of approval for the Redesign of Congress Square Park and Congress Square **meet (fail to meet)** the historic preservation ordinance's Standards for Review of New Construction in

regards Streetscape and Pedestrian Improvements **(subject to the following conditions.....)**

Attachments:

1. Design Update Memo – Urban Designer Sean King
2. Renderings – Congress Square Phase B Redesign 2022
3. Plans – 90% Construction Document sheets, including layout plan, lighting plan, site details
4. Specifications – 90% pages including site lighting cut sheets
5. Reference Material - HP Board approval letter, 11/9/18
6. Reference Material – HP Staff memo – Congress Square public hearing, 11/7/18
7. Reference Material – Congress Square Redesign Memo – Caitlin Cameron, Urban Designer and Project Manager in 2018

Memorandum
Planning and Urban Development Department



TO: Chair Pollard and Members of the Historic Preservation Board
FROM: Sean King, Urban Designer
DATE: May 25, 2022
Subject: Comprehensive Redesign of Congress Square Park and Congress Square –
90% Completion of Construction Documents & Specifications

Address: Congress Square, including Congress Square Park
Applicants: City of Portland, represented by Sean King, Urban Designer
Project Architect: WRT, Philadelphia
Public Artist: Sarah Sze, New York City

I. INTRODUCTION

Congress Square Redesign is a City of Portland project in the Congress Street historic district that is divided into two phases. Phase A is managed by the Department of Public Works and began construction on April 18, 2022. Phase A includes replacement of sidewalks, roadway intersection upgrades, new traffic signals, street lighting and landscaping that creates an urban-friendly public space. Phase B is managed by the Planning and Urban Development Department to finalize the construction documentation phase that began November 30, 2021 that includes plans, specifications and cost estimates for construction bidding.

Phase B includes site and landscape renovations to Congress Square Park and a plaza adjacent to the Portland Museum of Art (PMA) that began the construction documentation phase on November 30, 2021. The Phase B project partners include the City of Portland, the Friends of Congress Square Park and the Portland Public Art Committee. The consultants include Wallace Roberts & Todd LLC (WRT), Sebago Technics, Patrick Cullina Horticultural Design + Consulting, Tillet Lighting Design Associates, Delta Fountains, Hines Inc. Irrigation and Preferred Construction Management to finalize plans, specifications and cost estimation. Bi-weekly coordination meetings were held by design team WRT and subconsultants with city staff, Friends of Congress Square Park, Portland Public Art.

The design development phase of the Phase B project was finalized on November 6th, 2021 with a public presentation by the design consultant team and artist Sarah Sze. The artist presented advanced design for the sculpture entitled “A Shattered Sphere” that included the refinement for a singular sculpture protected within the planter at the corner of Congress / High Street.

Throughout the construction document phase of the Phase B, the consultant team held bi-weekly coordination meeting with the City of Portland, Friends of Congress Square Park and Portland Public Art Committee to advance the approved 100% DD phase into a comprehensive 90% CD & Specification deliverable.

Board Approval with Conditions:

HP Board Approval was made on the basis of plans and specifications submitted for the November 7, 2018 public hearing and followed preliminary workshops on the proposal.

HP Board Approval was made subject to the following conditions:

- Details for stair handrails, skateboard deterrents, bus shelter location, and operation guidelines to be provided and reviewed by staff.
- Proposed final treatment for the abutting Westin wall (including surface treatment, lighting, entry design, and canopy), as well as final lighting design/specifications for park and storage shed design to return to the Board for review and approval.

II. SUMMARY OF DESIGN PROGRESS

Previous workshops were held in 2018 to introduce the project to the Board with reference to the standard for *“streetscape and pedestrian improvements and any change in the appearance thereof shall not be incongruous to the character of the district”*. The advancement of construction documents is consistent with the design development (DD) phase approved by the Board with further refinements to details critical for construction, procurement of materials and maintenance. Detailed information is shown within the construction documentation (CD) phase to include plans and specifications that refine the materiality as follow:

- Splash pad water feature with in-ground stainless steel nozzles in granite paver
- Utility service control panels for electrical / plumbing located within proposed storage structure
- Precast concrete seat walls specified as Tectura product with a 5,000 psi compression strength and limited warranty. Skateboard deterrents proposed by notches, 1-1/2” radius edges and plates at wood bench
- Stairs as granite
- All curbing as granite
- All retaining walls as granite
- All paving material as granite as type A – 6” x 12” Woodbury Grey – Thermal finish, type B – 6” x 12” Caledonia Grey – Thermal finish and paver band 4” x 4” Cambrian - Thermal
- Quarry stone as salvaged granite from City of Portland stockpiles with inventory identified on plans
- Planting refined with native tree species for shade and variety of understory with seasonal interests. Irrigation control equipment located within proposed storage structure. A two-year maintenance period added into specifications
- Movable furniture to be stored within proposed storage structure with maintenance operations and programming by Friends of Congress Square Park
- Site lighting maintains design intent for a twenty (20) foot pole mounted flexible, directional floodlight and accent lighting within the planting areas.

Congress Square Park and Congress Square has been envisioned as an intentional departure from the prevailing character along Congress Street with the goal of creating an identifiable node that is a comfortable, safe urban park destination. The details and material selections reflect this goal,

specifically for the stair handrails, precast concrete benches with skateboard deterrents and site lighting poles and fixtures.

Conditions set forth by the Board are outlined and described in section III. DETAIL PLANS AND SPECIFICATIONS of this memo to include:

1. Details for stair handrails
2. Details for skateboard deterrents
3. Operation guideline reviewed and coordinated by staff with Parks department, Public Works, Portland Public Art Committee and The Friends of Congress Square Park
4. Final site lighting design and specifications for Congress Square

Exclusions:

Specific detailed plans have been excluded from the Board conditions of approval as a reduction of scope:

1. Any proposed treatment at the abutting Westin wall, this includes removal light fixtures mounted at the roof line for revised layout of site lighting throughout Congress Square Park
2. No new bus shelter as existing bus shelters on Congress Street at Oak Street are sufficient.

The proposed storage structure architectural plans were excluded from WRT's scope, although the footprint was revised in coordination with Scott Simon Architects to be independent from the existing Westin foundation. Architectural plans are conceptual and will require review and approval by the Board upon final plans and specifications during the summer months of 2022.

III. DETAILED PLANS AND SPECIFICATIONS

1. Stair handrails

Locations of stair handrails as shown within Attachment 2 Plans on drawing number L-101 Layout and Materials Plan, callout 6. The stair handrail material is stainless steel (SS) as a 1" x 2" SS handrail bar as shown within Attachment 2 Plans drawing number on drawing number L-503 Site Details for the Granite Steps @ Stage, detail 1.

2. Skateboard deterrents

Skateboard deterrents are universally incorporated throughout the park as detailed in the precast concrete seatwall and wood bench details. As shown within Attachment 2 Plans on drawing L-502 Site Details, detail 3 includes detailed information for stainless steel (SS) 2" x 1/4" plate with two (2) per bench mounted to wood bench. Drawing L-505 Site Details, detail 7,8 & 9 includes detailed information for notches incorporated at precast concrete seatwall ends and at center for all seatwall sections.

3. Operations

Staff coordinated with Parks Department and Public Works to resolve concerns about truck access for maintenance operations at planters and lighting fixtures, plant material maintenance period, artwork protection and maintenance, daily trash pickup by solid waste, public safety and accessibility.

4. Site lighting

The Board reviewed and approved the DD phase light plan and fixtures that included a quantity of nine (9) pole mounted multi-head adjustable floodlights Ao1, Ao5 at twenty (20) feet in height. The updated lighting plan and schedule from the 90% Construction Documents includes minor revisions to the DD phase light pole and fixtures with the additional of an outlet and arrangement of the multi-head fixtures Ao1-Ao5. The additional of one (1) light pole and fixtures is proposed within the PMA Plaza, for a total quantity of ten (10), to meet site lighting standards and illuminate the public space and connect visually to Congress Square Park.

The Board indicated multiple concerns for the wall mounted LED fixture ELTo5 along the Westin wall roof line concealed by fascia. This light fixture has been eliminated from the updated lighting plan and schedule as the Westin has chosen to not pursue any modifications at the façade facing Congress Square Park. The updated lighting plan and schedule includes the addition of wall mounted double head stem adjustable flood light fixture ELTo7 & ELTo8 at the proposed storage structure and along the adjacent façade facing Congress Square Park. The addition of these light fixtures at the northern corner, described as a multi-use recreational space, assist to illuminate areas not sufficiently lit during the DD phase by the accent lights in the planting area.

The accent lights in the planting area, specified as ELTo4 stake mount aimable accent lights remain with the exemption of the removal from the northern corner planting area to allow for the multi-use recreational space and reduce concerns as a stripping hazard.

The wall mounted light fixture inset into the precast concrete seatwalls at the Congress / High Street corner were replaced with a quantity of three (3) round LED light bollard ELTo6 at 24” height. The removal of the wall mounted light fixture was omitted from the project for concerns over longevity. Staff recommends the replacement for the round LED light bollard as it connects visually with the pole mounted fixtures and curvilinear layout throughout the park.



CONGRESS SQUARE PHASE B

PORTLAND, MAINE

JANUARY 25 2022

BI-WEEKLY MEETING

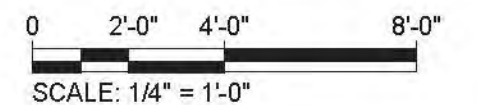
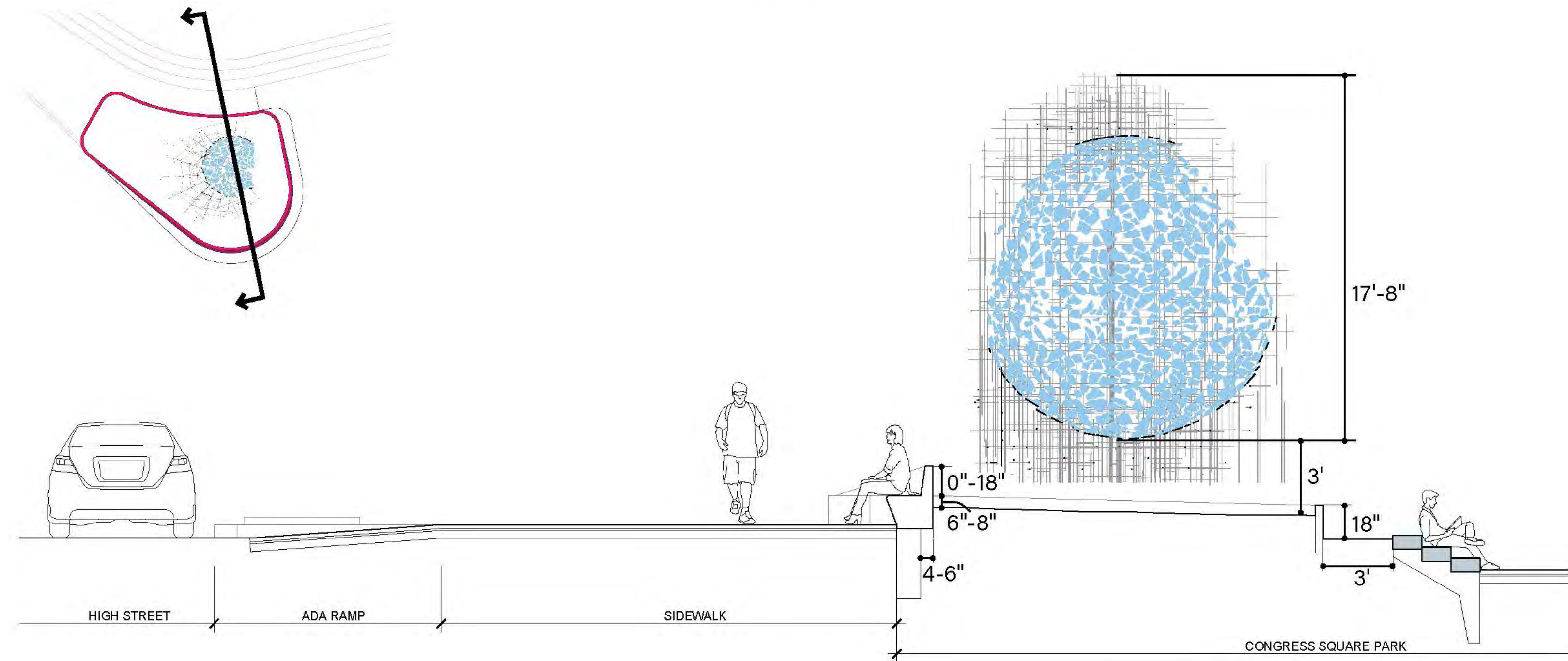
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PLANNING & URBAN DEVELOPMENT





CONGRESS SQUARE ART SCULPTURE COORDINATION

OPTION B - BACK CURB OFFSET



CONGRESS SQUARE
PHASE B
CITY OF PORTLAND, MAINE

LANDSCAPE ARCHITECT



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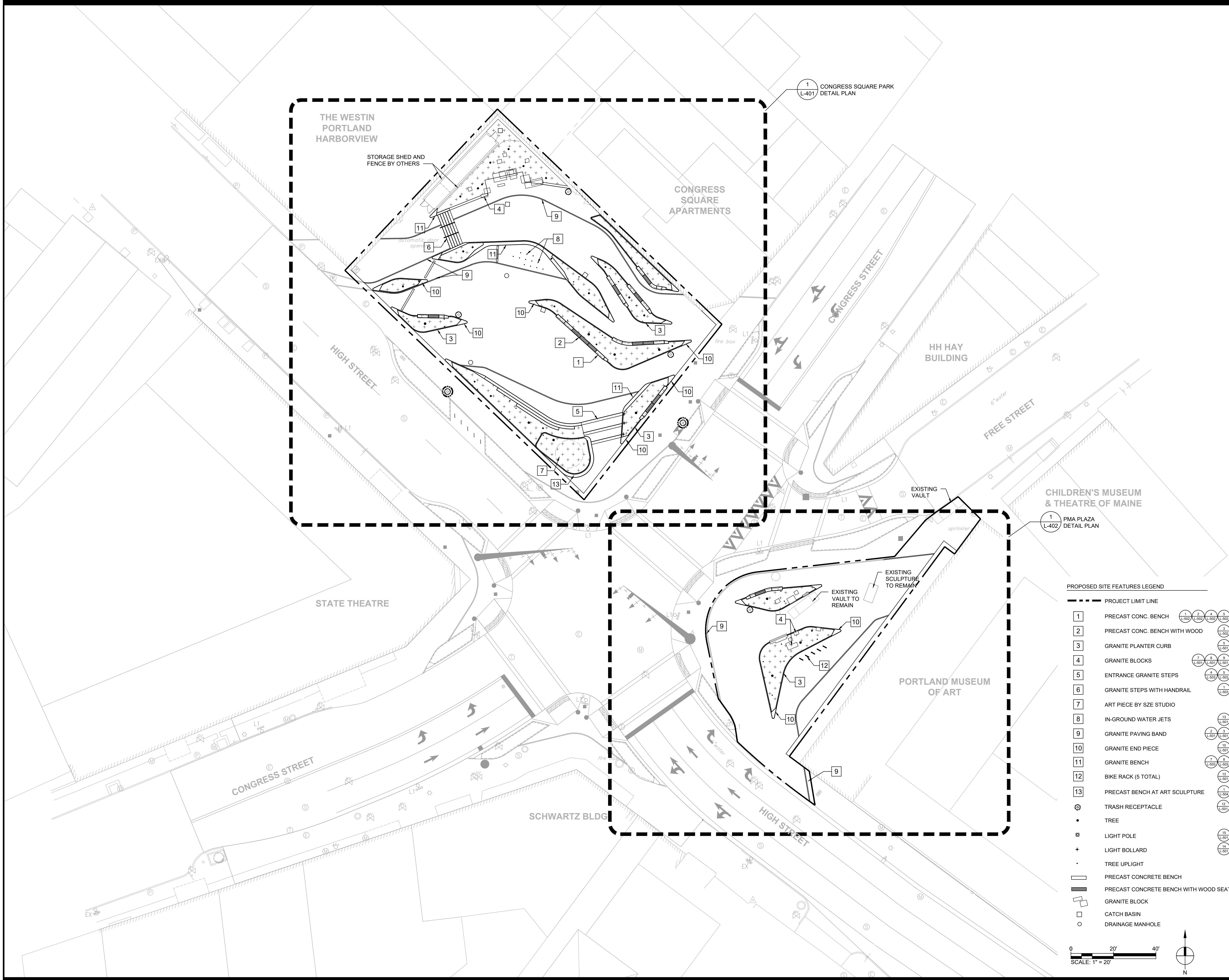
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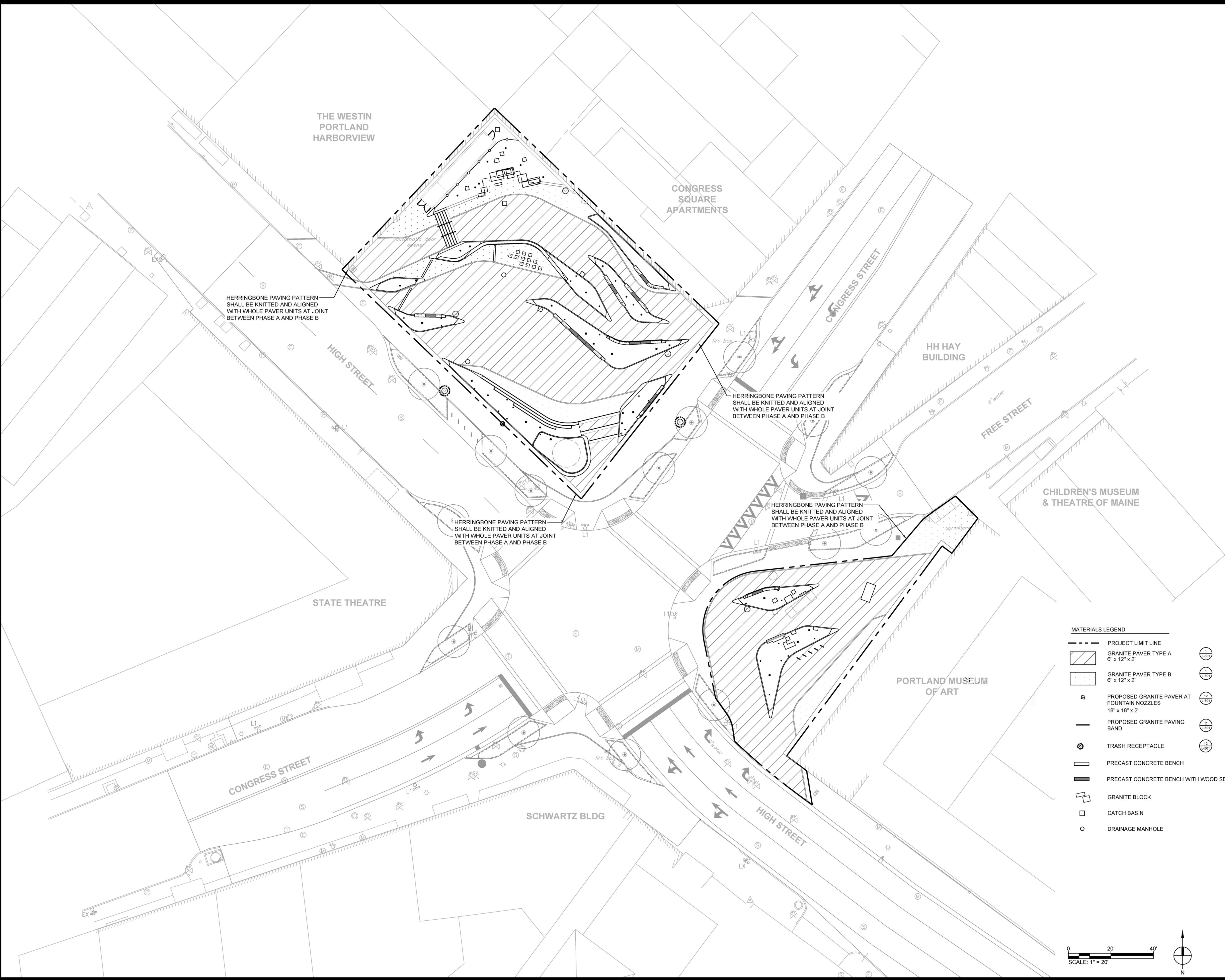
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LAYOUT AND MATERIALS PLAN

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L-101





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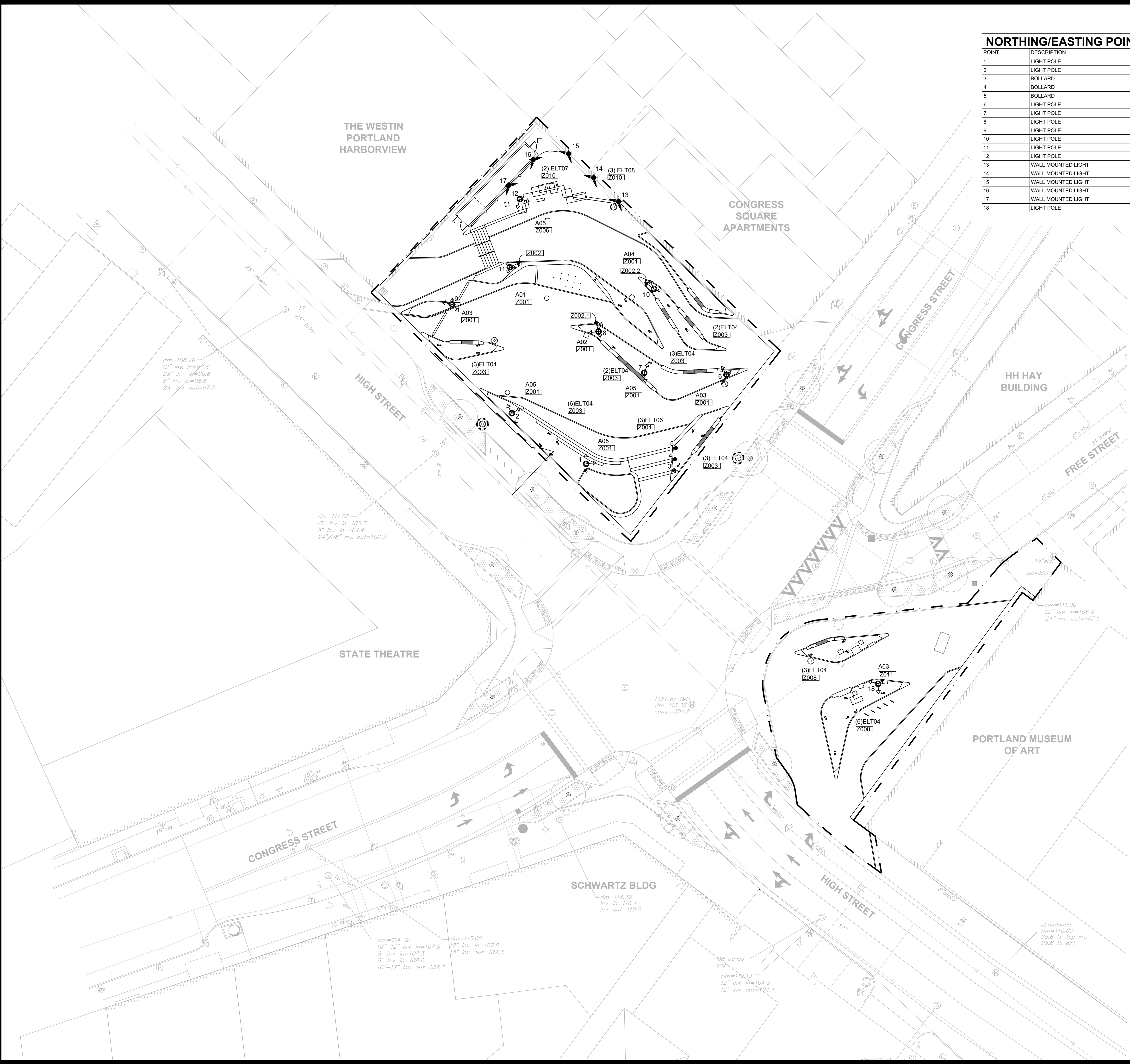
DRAWING TITLE

PAVING PLAN

DRAWING #

L-102

Page 38



NORTHING/EASTING POINT SCHEDULE			
POINT	DESCRIPTION	NORTHING	EASTING
1	LIGHT POLE	N 299209.85	E 2927183.91
2	LIGHT POLE	N 299231.77	E 2927151.72
3	BOLLARD	N 299206.99	E 2927222.06
4	BOLLARD	N 299211.83	E 2927222.39
5	BOLLARD	N 299216.66	E 2927222.80
6	LIGHT POLE	N 299248.47	E 2927244.74
7	LIGHT POLE	N 299249.27	E 2927209.09
8	LIGHT POLE	N 299267.17	E 2927189.28
9	LIGHT POLE	N 299278.95	E 2927125.77
10	LIGHT POLE	N 299285.64	E 2927213.30
11	LIGHT POLE	N 299295.01	E 2927150.84
12	LIGHT POLE	N 299324.52	E 2927155.17
13	WALL MOUNTED LIGHT	N 299323.47	E 2927198.00
14	WALL MOUNTED LIGHT	N 299333.83	E 2927187.15
15	WALL MOUNTED LIGHT	N 299344.19	E 2927176.30
16	WALL MOUNTED LIGHT	N 299341.69	E 2927160.94
17	WALL MOUNTED LIGHT	N 299330.39	E 2927150.28
18	LIGHT POLE	N 299114.53	E 2927310.47

- GENERAL NOTES
- ALL FIXTURE FINISHES TO BE DETERMINED BY ARCHITECT/ LANDSCAPE ARCHITECT.
 - ALL VOLTAGES TO BE VERIFIED BY ELECTRICAL ENGINEER.
 - ELECTRICAL CONTRACTOR TO COORDINATE ALL NECESSARY FIXTURE AND MOUNTING ACCESSORIES TO ENSURE PROPER INSTALLATION.
 - ARCHITECT/LANDSCAPE ARCHITECT TO COORDINATE ALL FOOTING DETAILS AND DEPTHS.
 - FINAL AIMING OF FIXTURES TO BE COORDINATED ON-SITE BY LIGHTING DESIGNER.
 - FIXTURES NOT TO SCALE. GRAPHICS ENHANCED FOR CLARITY.

- KEY NOTES
- 01 - - - - -

TYPICAL FIXTURE TAG DESCRIPTION

AXX ASSEMBLY TYPE

ELTXX EXTERIOR FIXTURE TYPE

Z### CONTROL ZONE DESIGNATION

FIXTURE SYMBOL

LIGHTING FIXTURE LEGEND		
SYMBOL	TYPE	DESCRIPTION
	A01	MULTI-HEAD ADJUSTABLE FLOODS - POLE AT 20' AFG
	A02	MULTI-HEAD ADJUSTABLE FLOODS - POLE AT 20' AFG
	A03	MULTI-HEAD ADJUSTABLE FLOODS - POLE AT 20' AFG
	A04	MULTI-HEAD ADJUSTABLE FLOODS - POLE AT 20' AFG
	A05	MULTI-HEAD ADJUSTABLE FLOODS - POLE AT 20' AFG
	ELT03	FIXTURE OMITTED
	ELT04	STEM MOUNTED ACCENT FIXTURE
	ELT05	FIXTURE OMITTED
	ELT06	BOLLARD
	ELT07	WALL MOUNTED DBL-HEAD FLOODLIGHT - STEM MOUNTED
	ELT08	WALL MOUNTED DUAL-HEAD FLOODLIGHT - CANOPY MOUNT

CONGRESS SQUARE PHASE B

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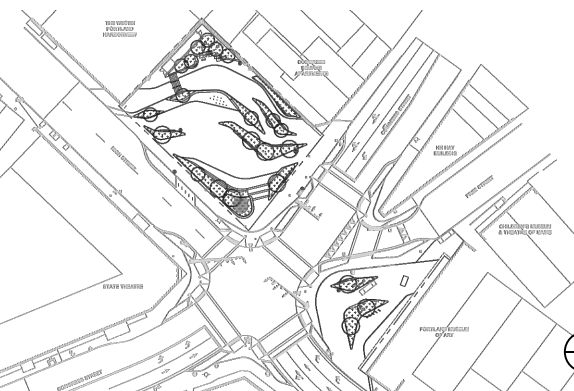
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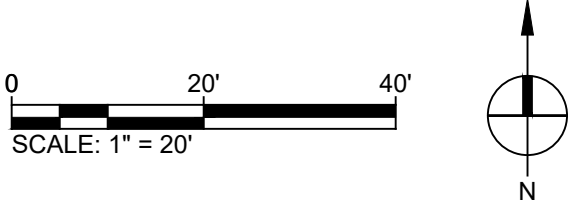
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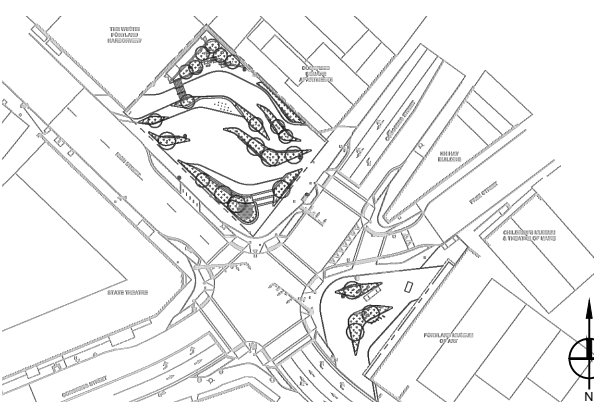
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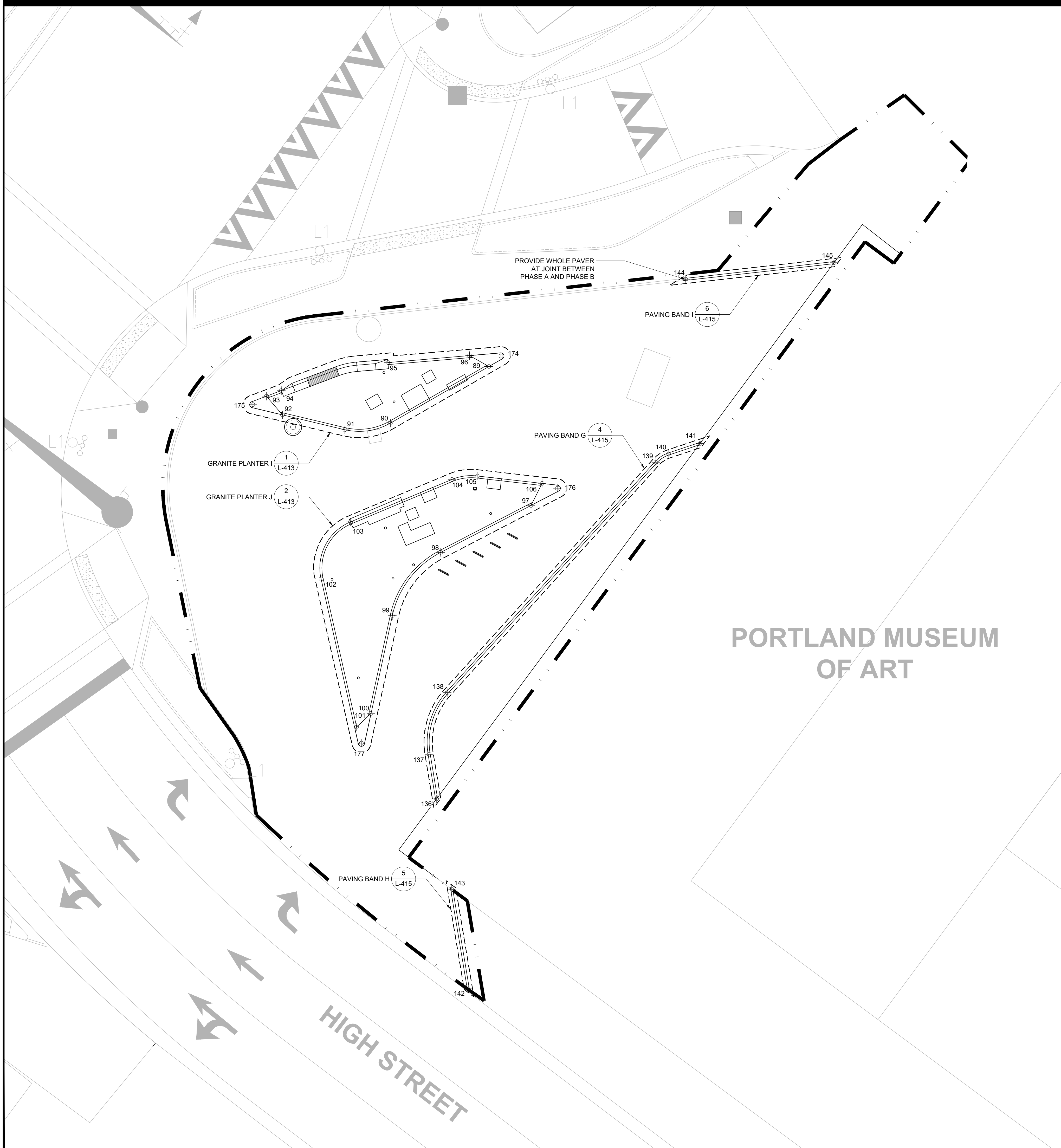
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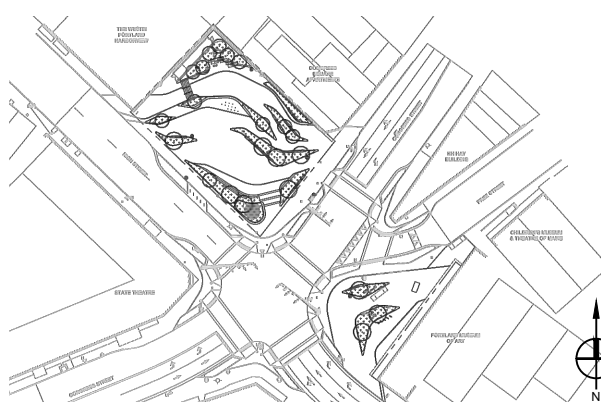
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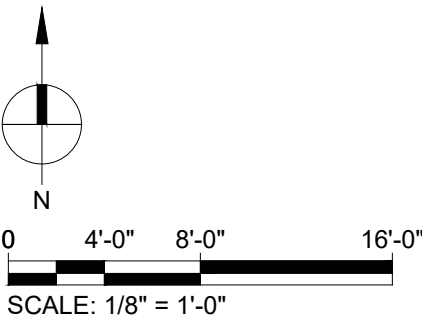
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LEGEND

COORDINATION POINT, SEE
SHEET L-403 FOR
SCHEDULE



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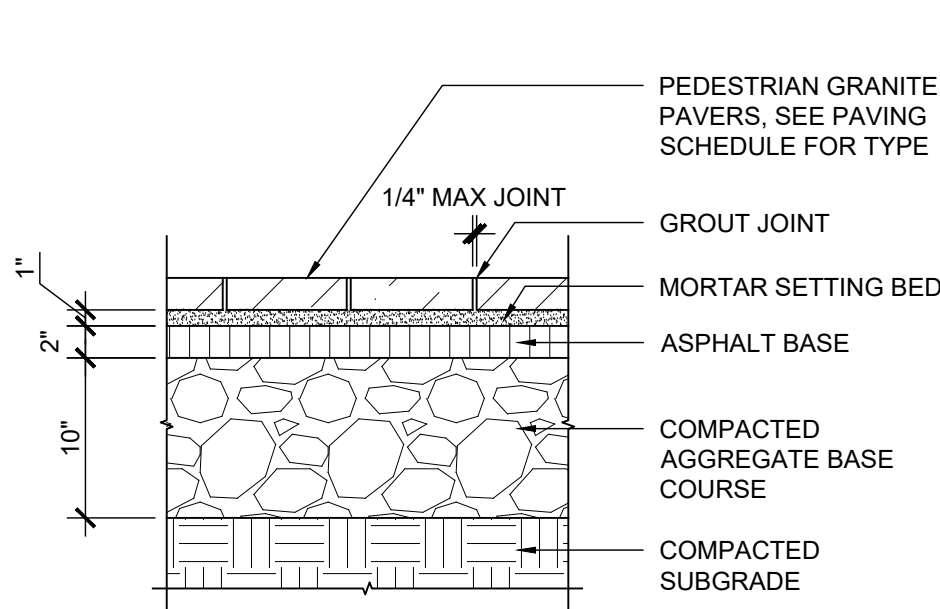
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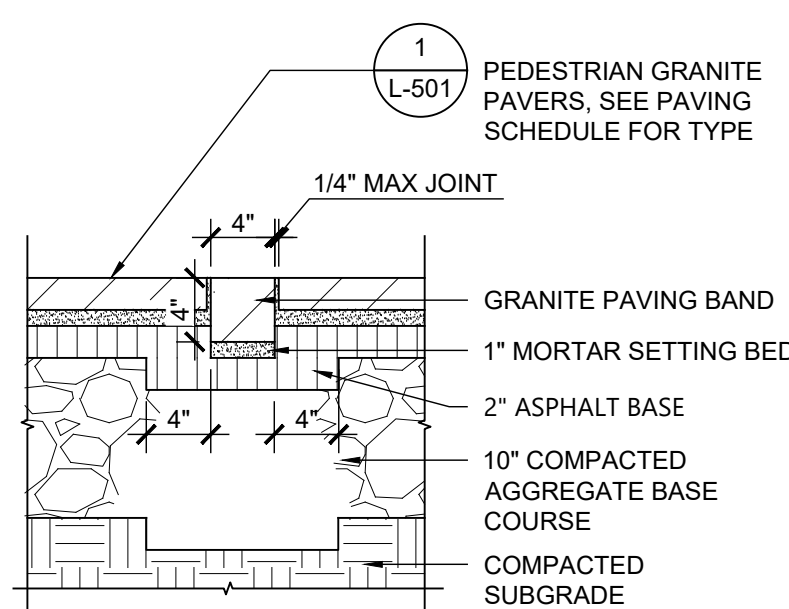
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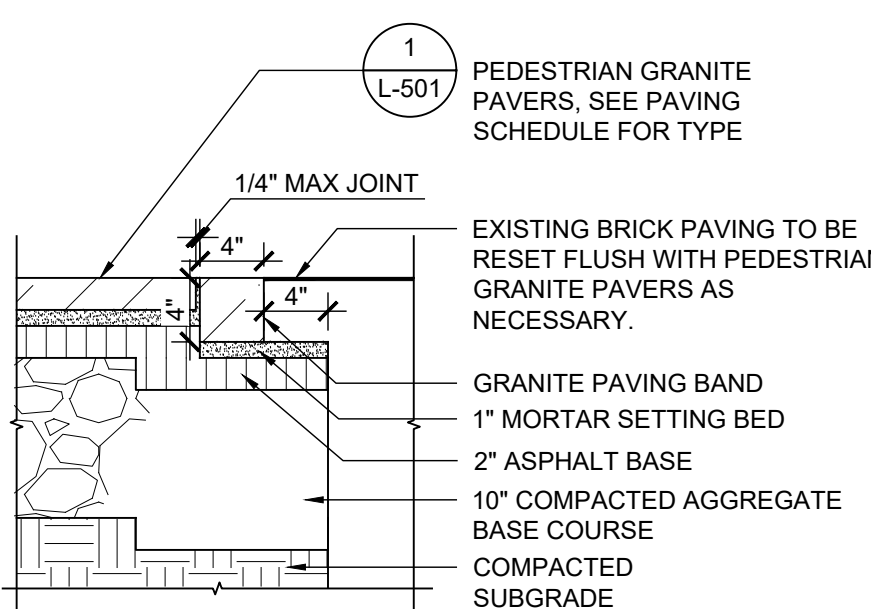
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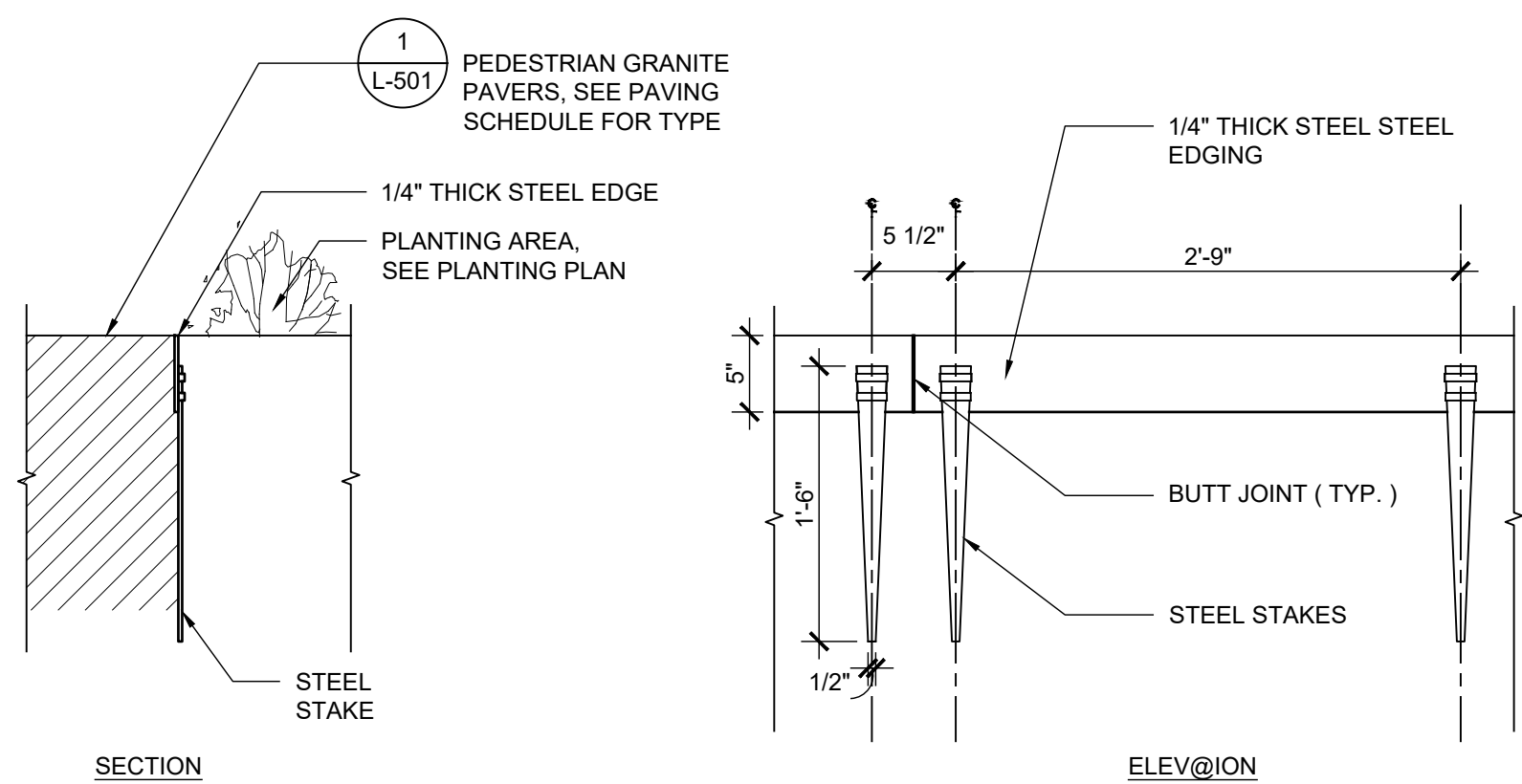
1 PEDESTRIAN PEDESTRIAN
GRANITE PAVERS - SECTION
SCALE: 1" = 1'-0"



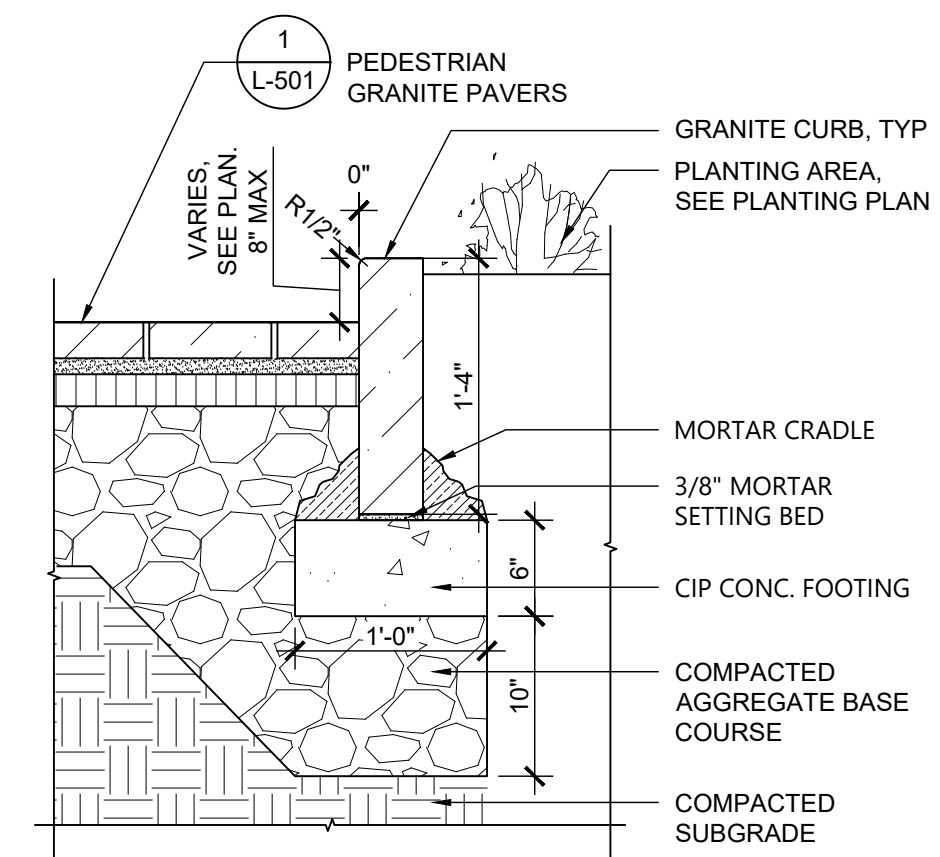
2 GRANITE PAVING BAND - SECTION
SCALE: 1" = 1'-0"



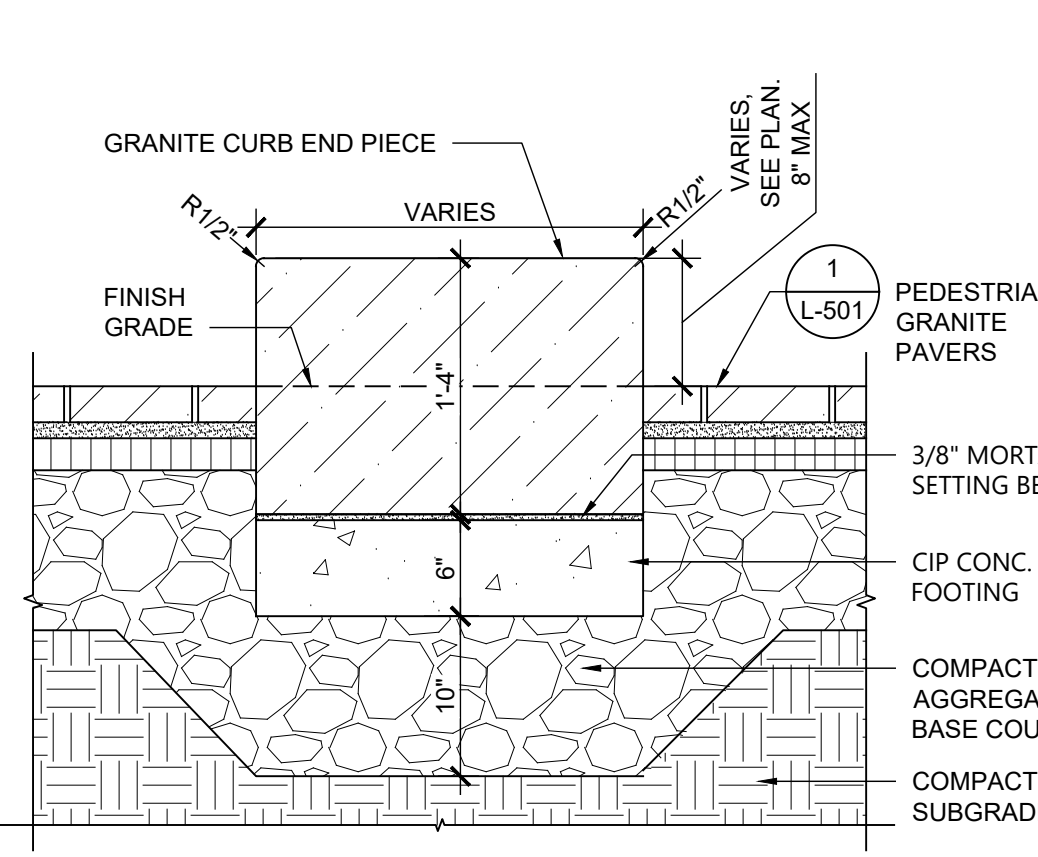
3 GRANITE PAVING BAND @ EXISTING
BRICK PAVING - SECTION
SCALE: 1" = 1'-0"



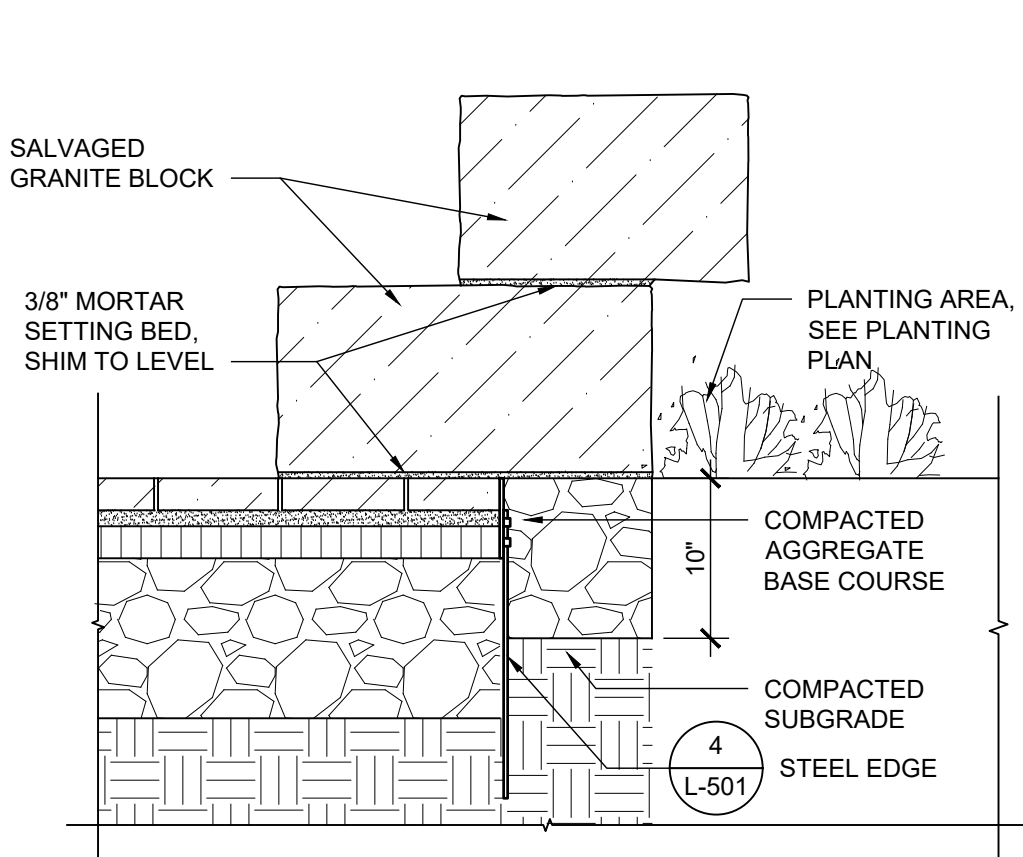
4 STEEL EDGES
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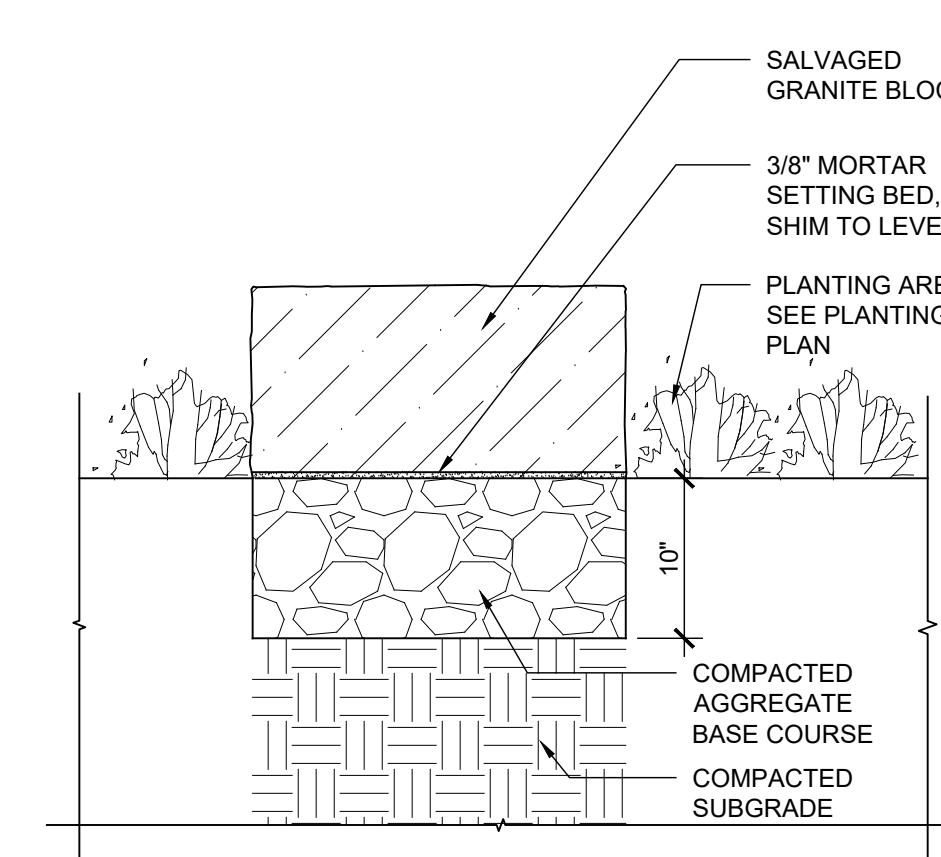
5 GRANITE CURB @ PLANTER -
SECTION
SCALE: 1" = 1'-0"



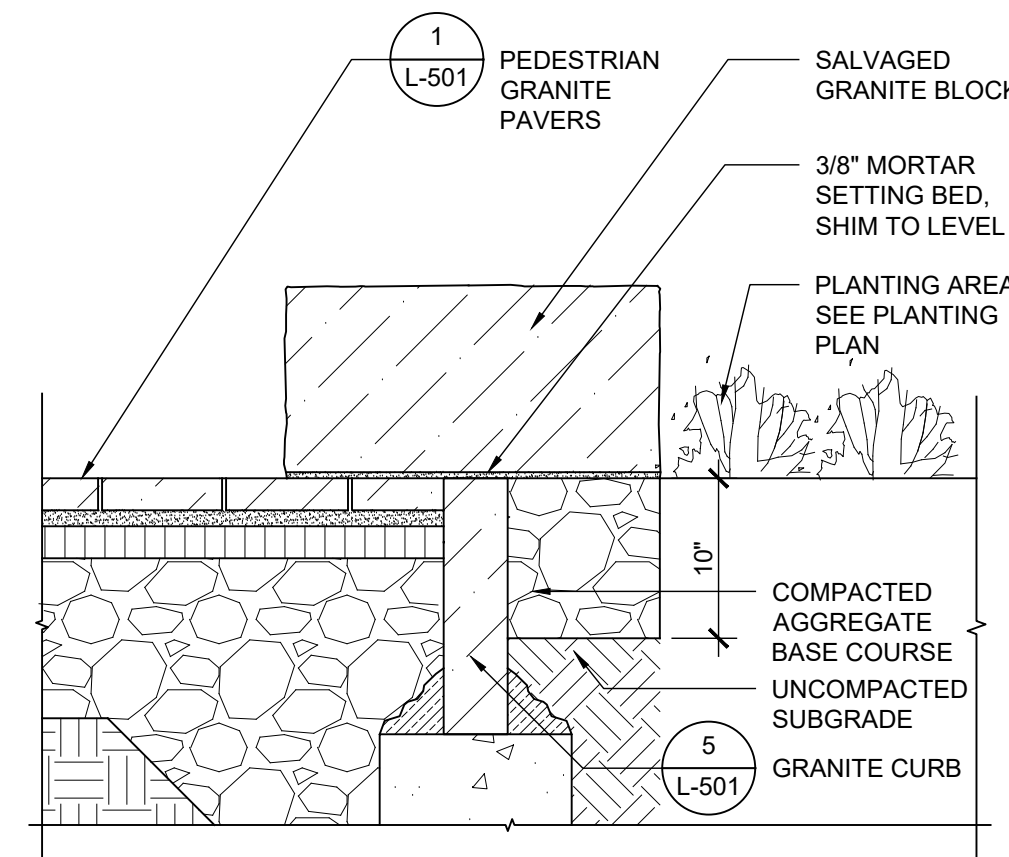
6 GRANITE CURB END PIECE @
PLANTER - SECTION
SCALE: 1" = 1'-0"



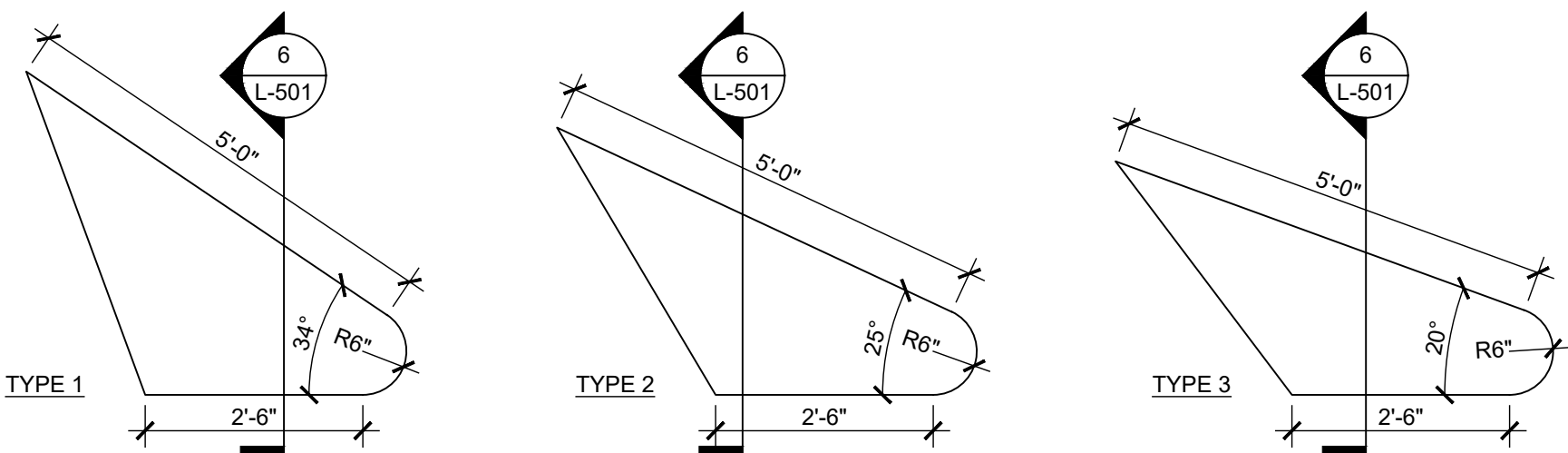
7 GRANITE BLOCK ON PEDESTRIAN
GRANITE PAVERS - SECTION
SCALE: 1" = 1'-0"



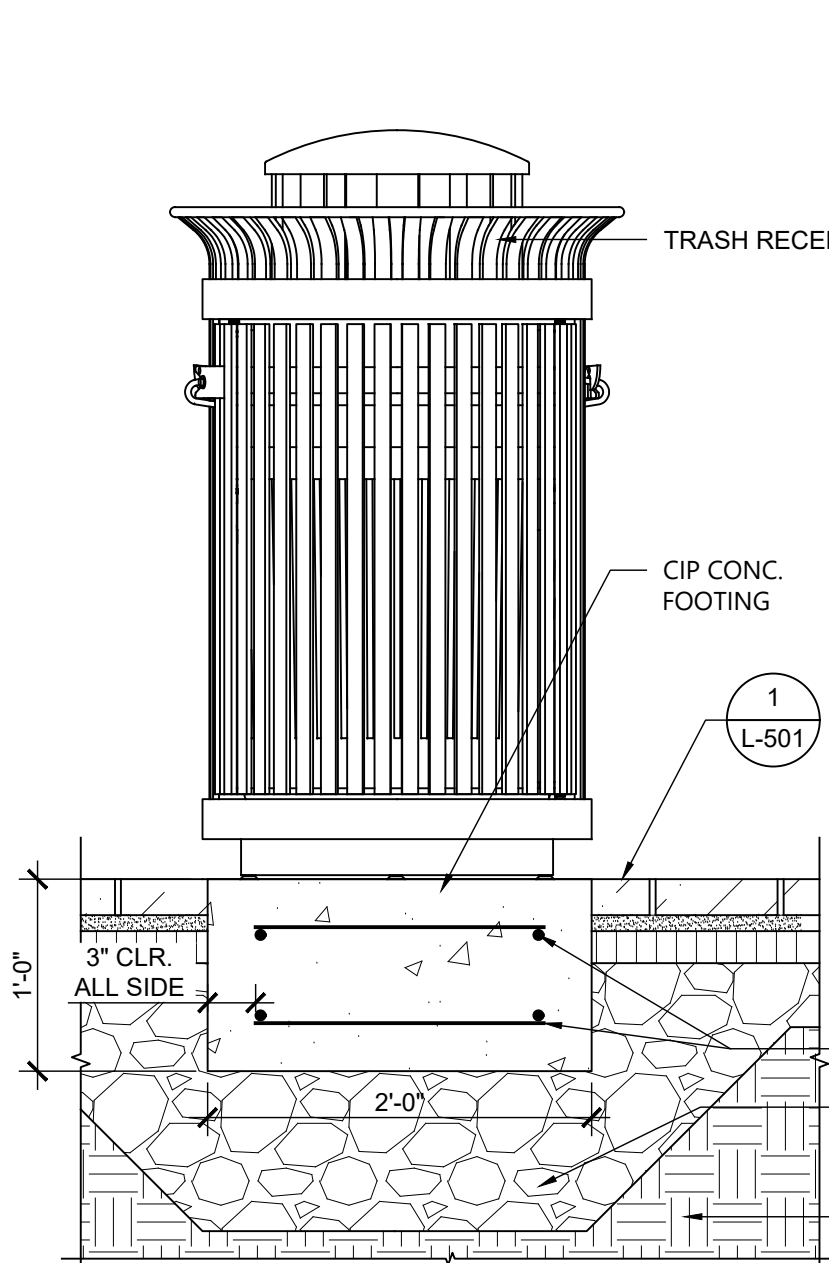
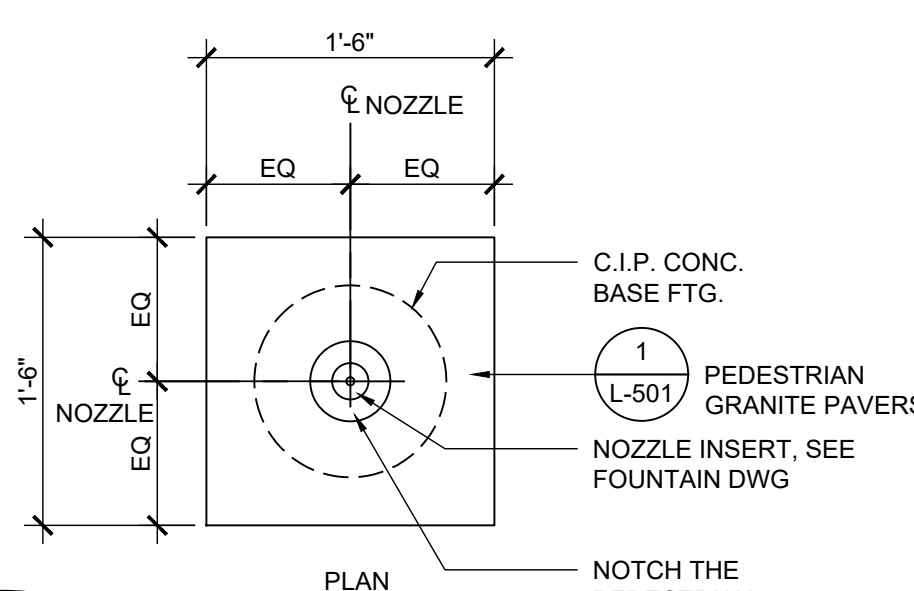
8 GRANITE BLOCK IN PLANTING AREA
- SECTION
SCALE: 1" = 1'-0"



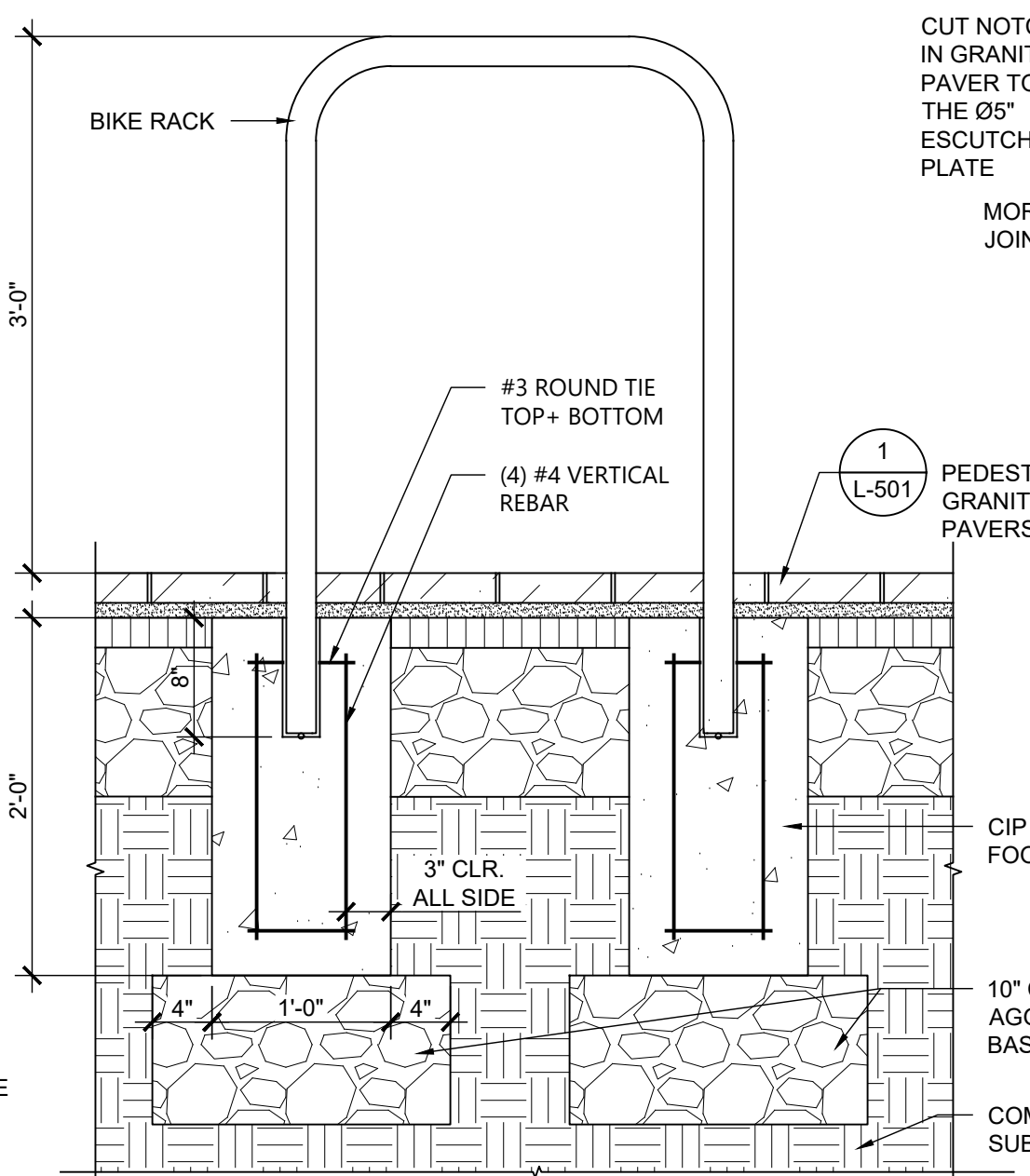
9 GRANITE BLOCK @ PLANTER CURB -
SECTION
SCALE: 1" = 1'-0"



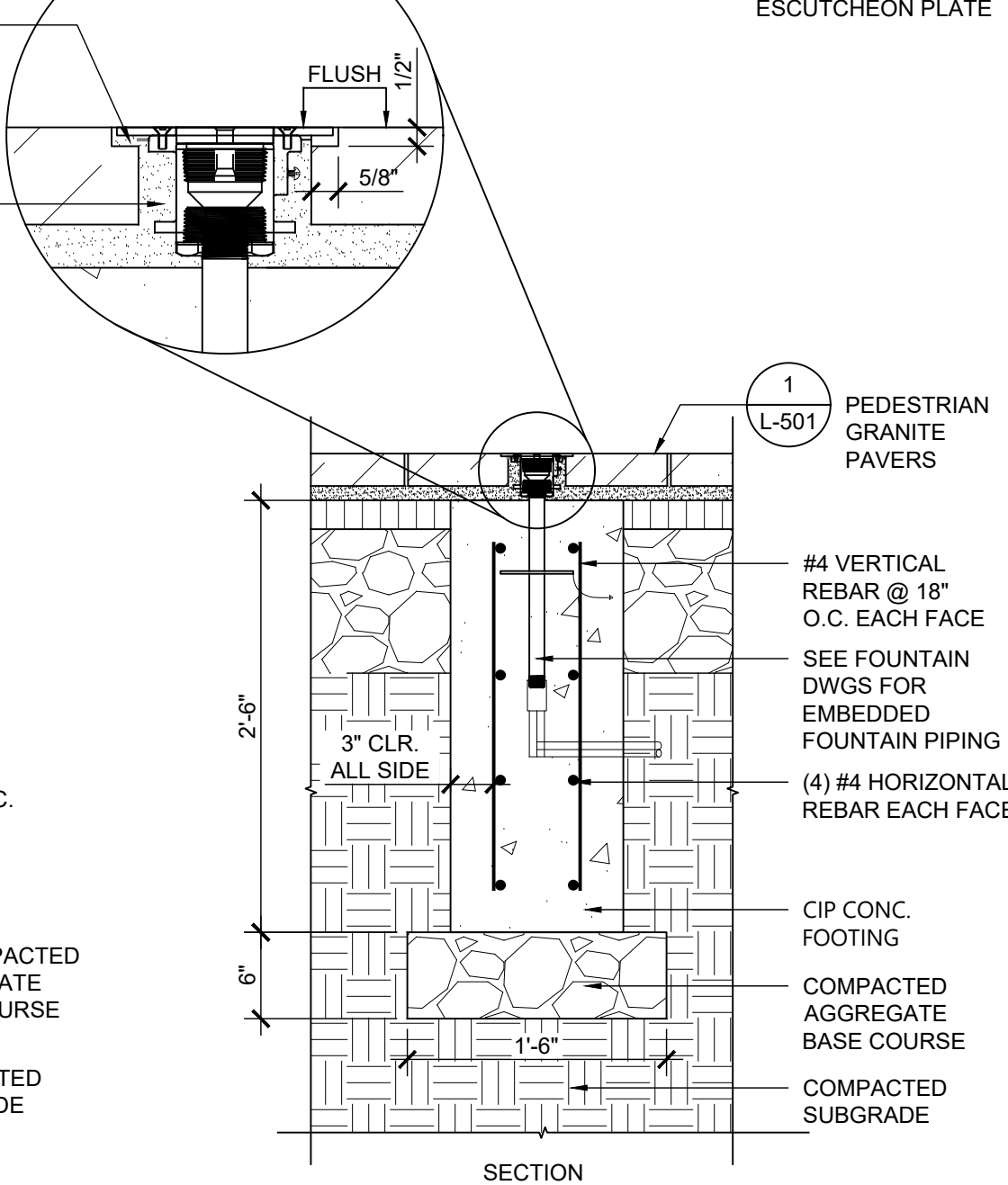
10 GRANITE CURB END PIECE @ PLANTER - PLAN
SCALE: 1/2" = 1'-0"



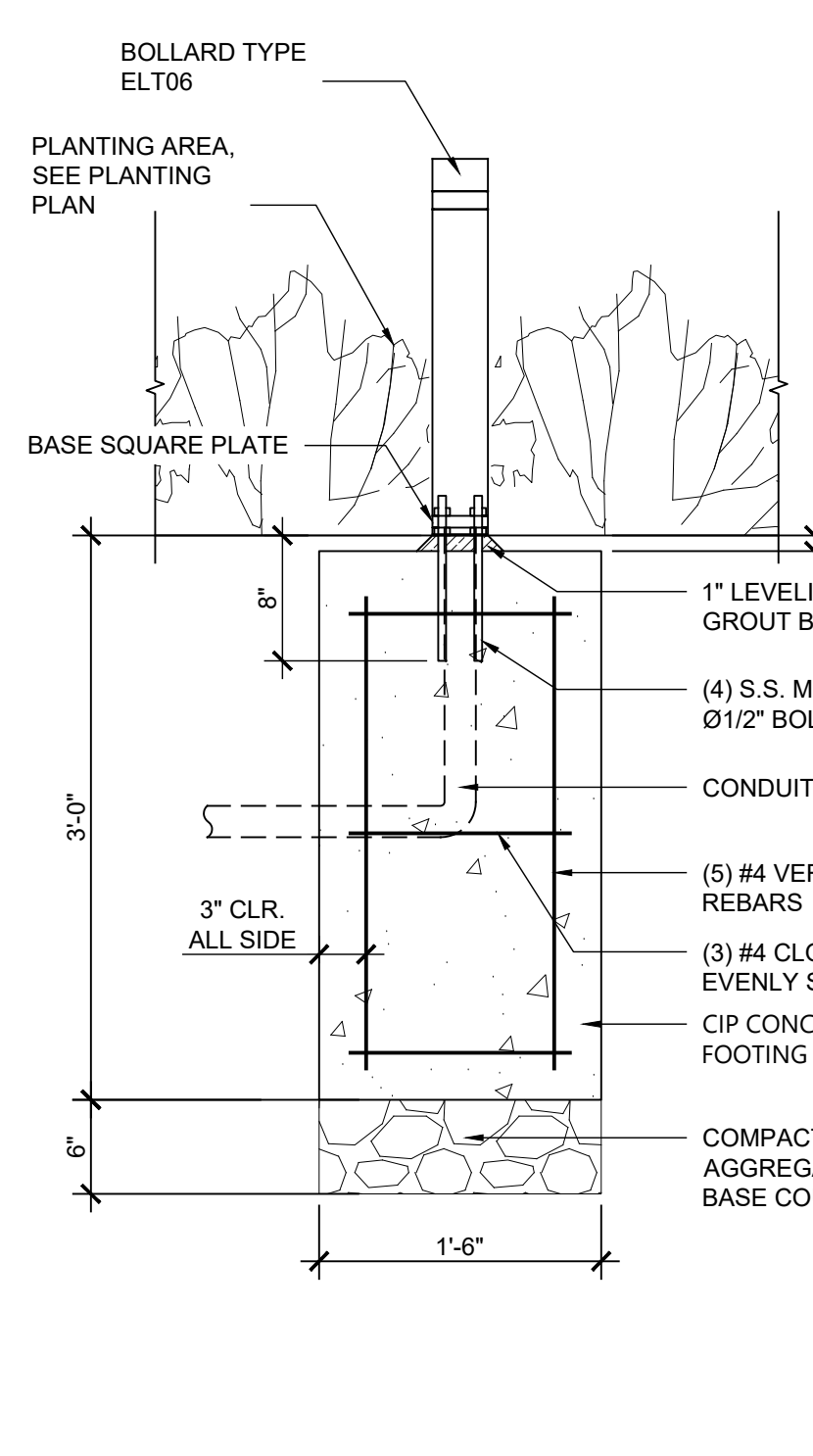
11 WASTE RECEPTACLE, TYP - SECTION
SCALE: 1" = 1'-0"



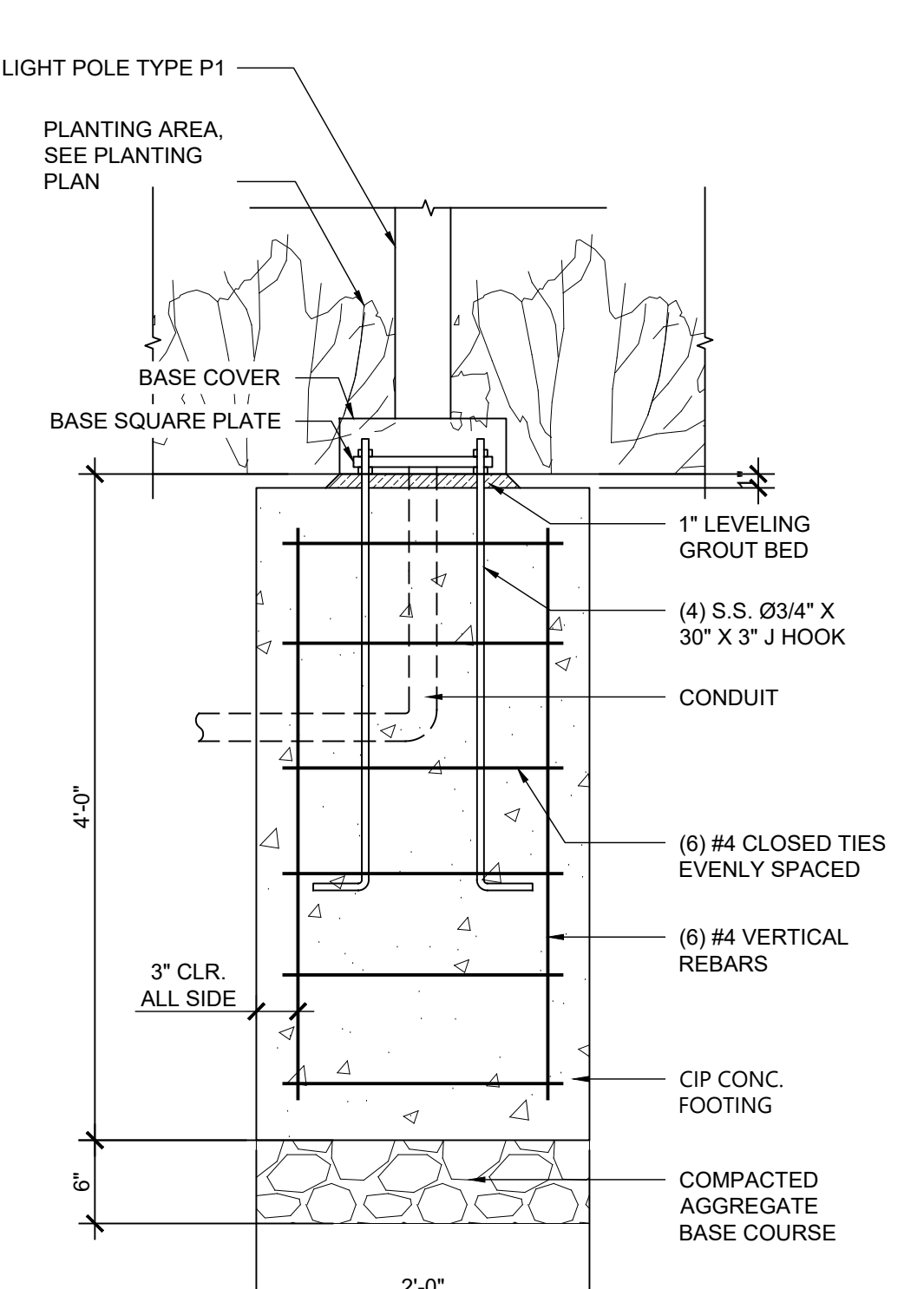
12 BIKE RACK, TYP - SECTION
SCALE: 1" = 1'-0"



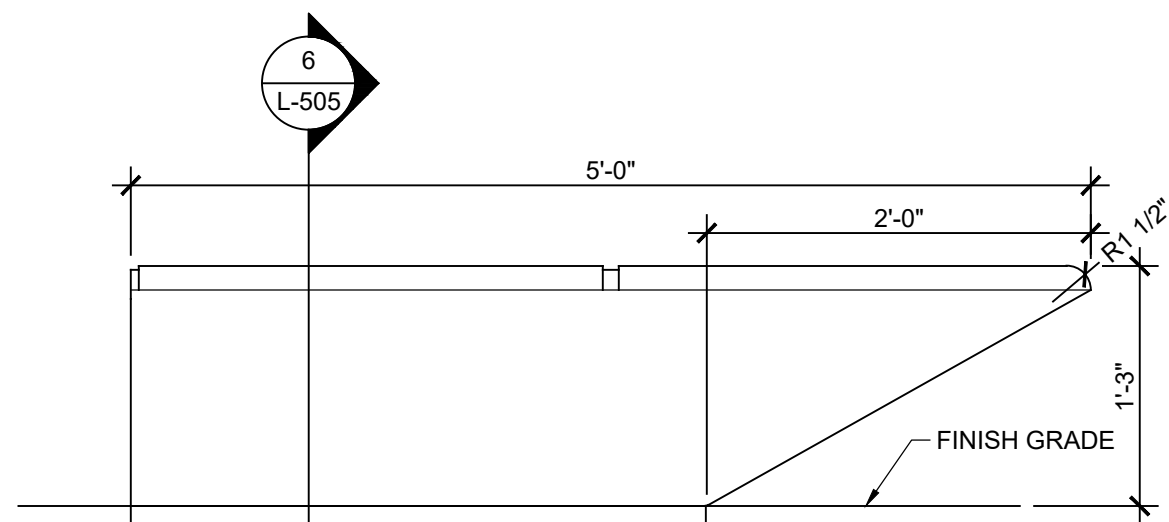
13 FOUNTAIN NOZZLE MOUNTING
SCALE: 1" = 1'-0"



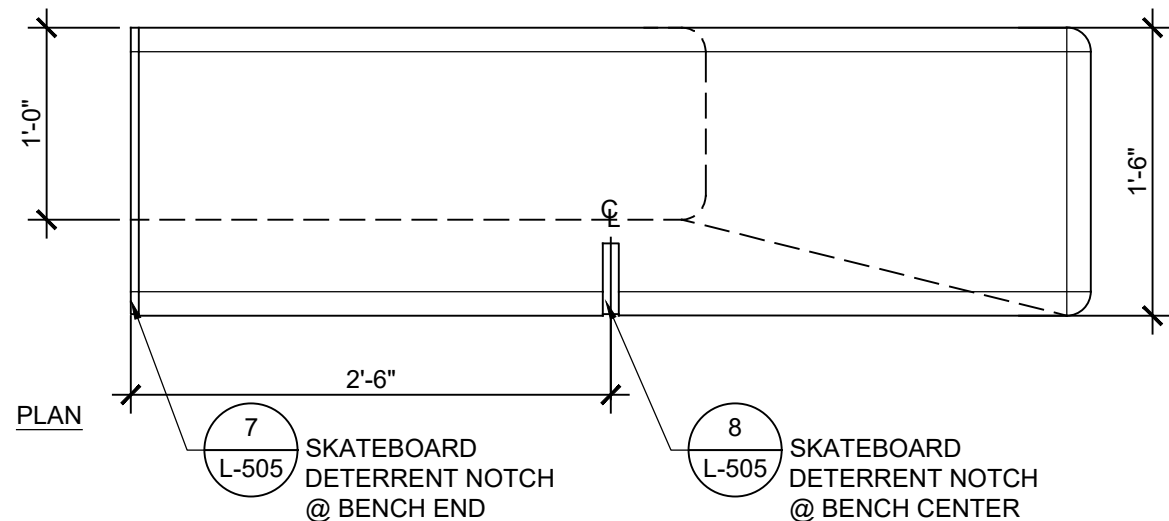
14 LIGHT BOLLARD MOUNTING
SCALE: 1" = 1'-0"



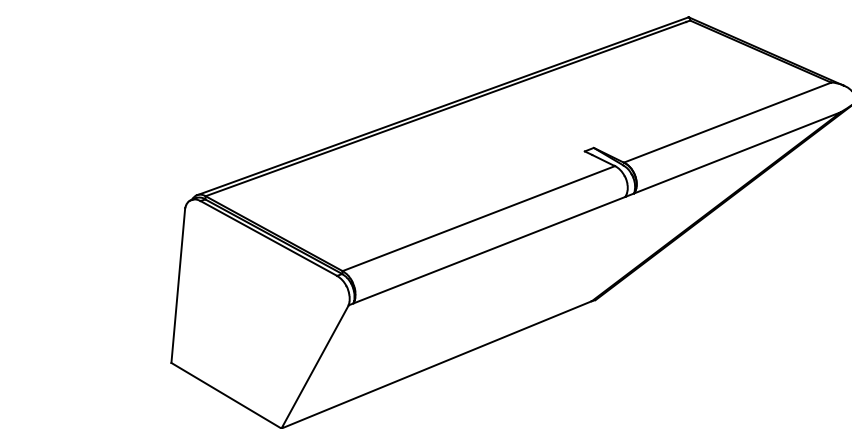
15 LIGHT POLE MOUNTING
SCALE: 1" = 1'-0"



ELEVATION

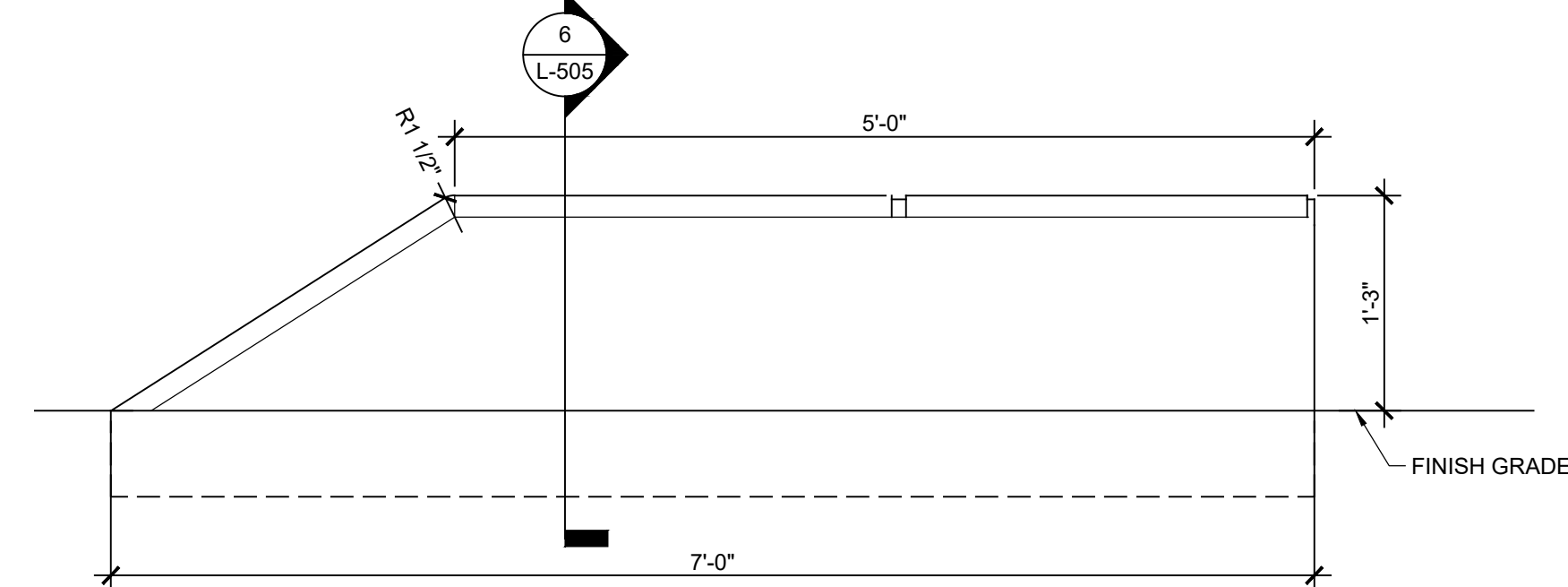


PLAN

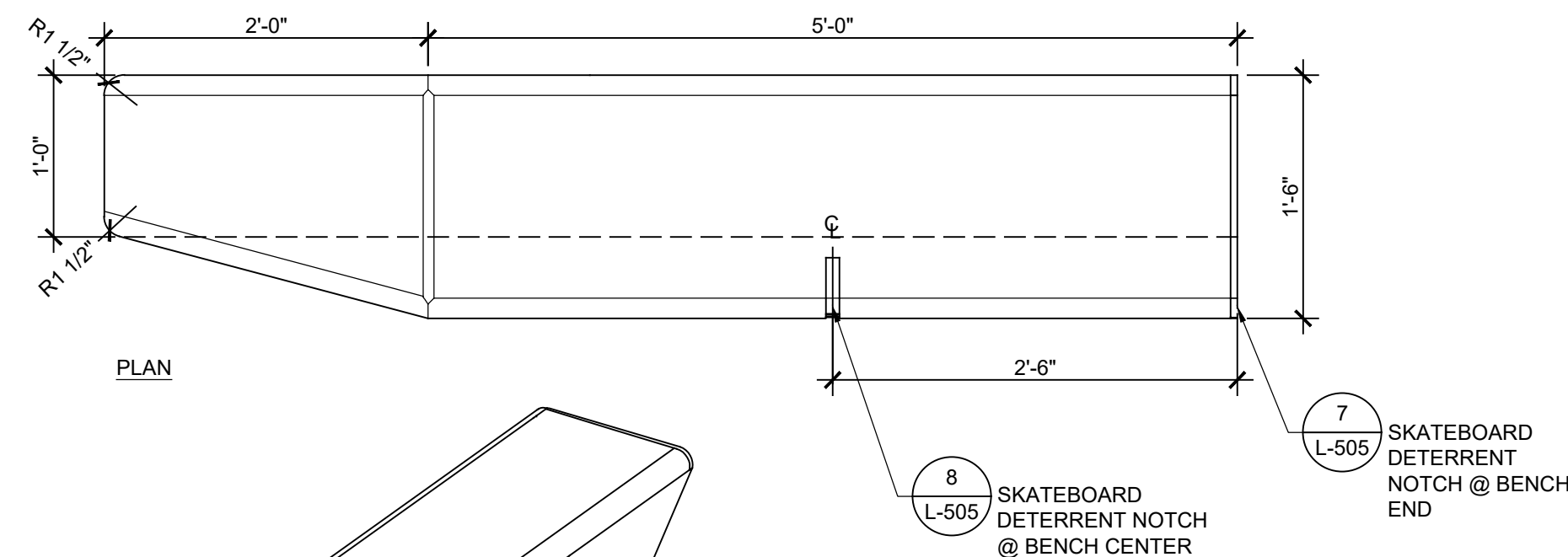


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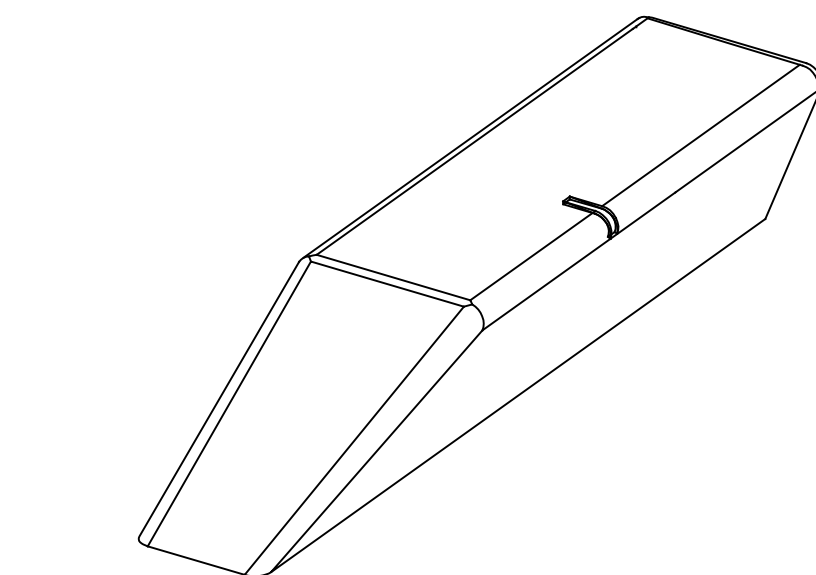
1 PRECAST CONC. BENCH TYPE 1 - DETAIL
SCALE: 1/2" = 1'-0"



ELEVATION

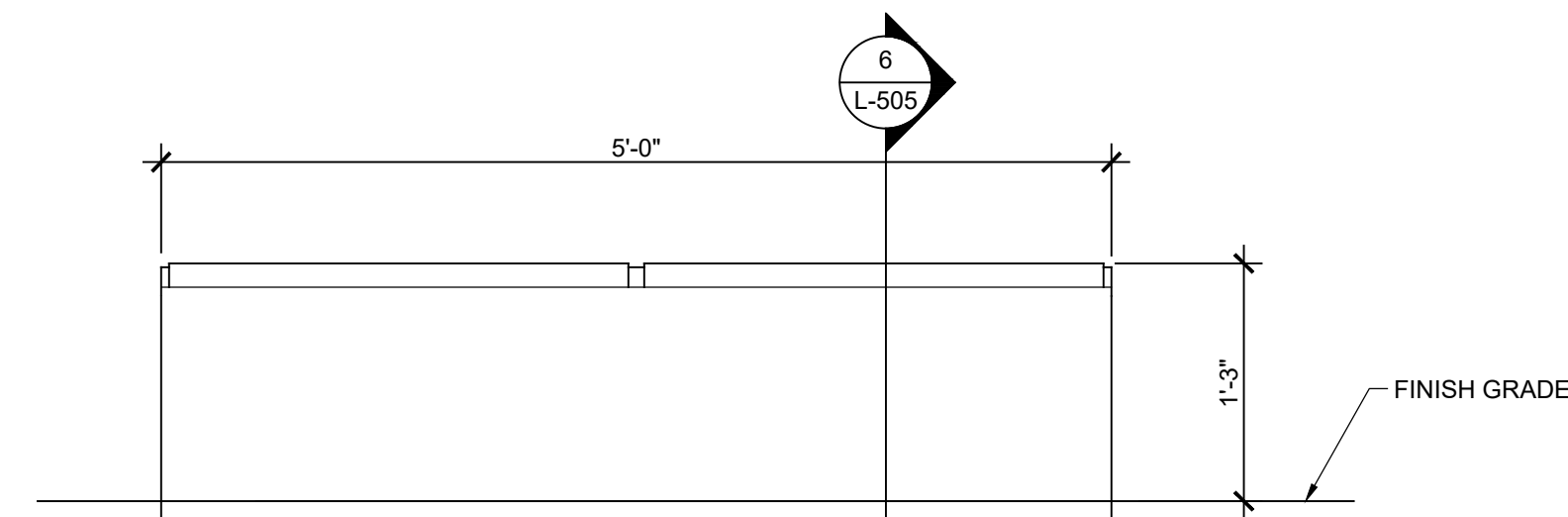


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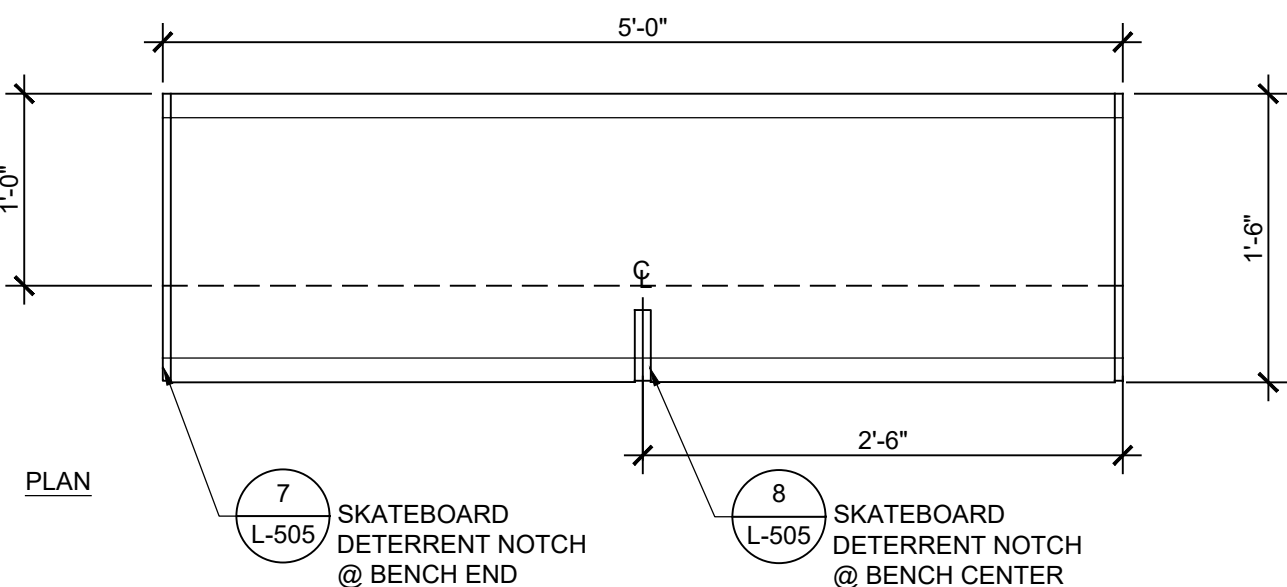


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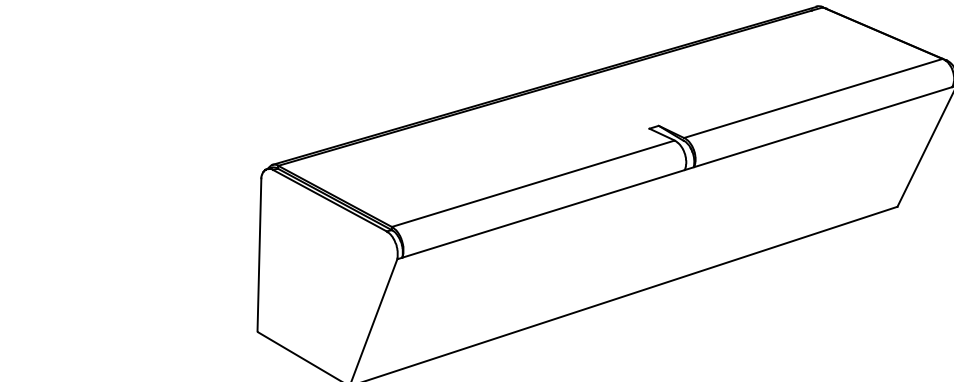
4 PRECAST CONC. BENCH TYPE 4 - DETAIL
SCALE: 1/2" = 1'-0"



ELEVATION

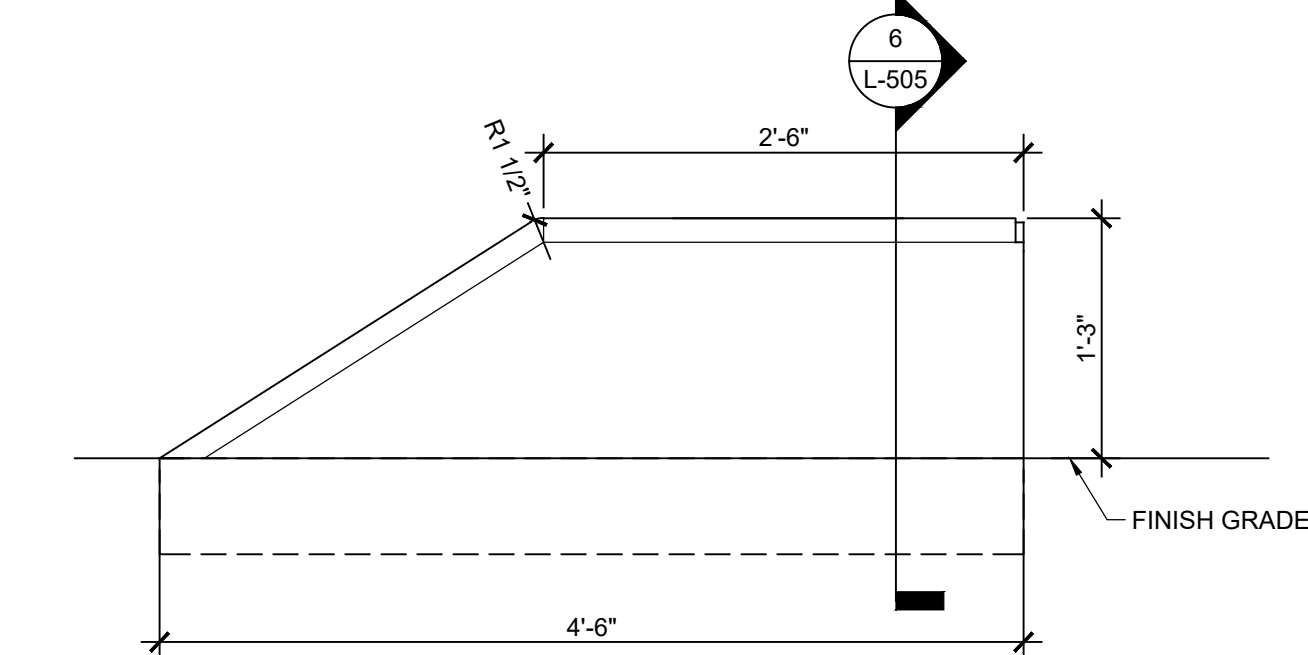


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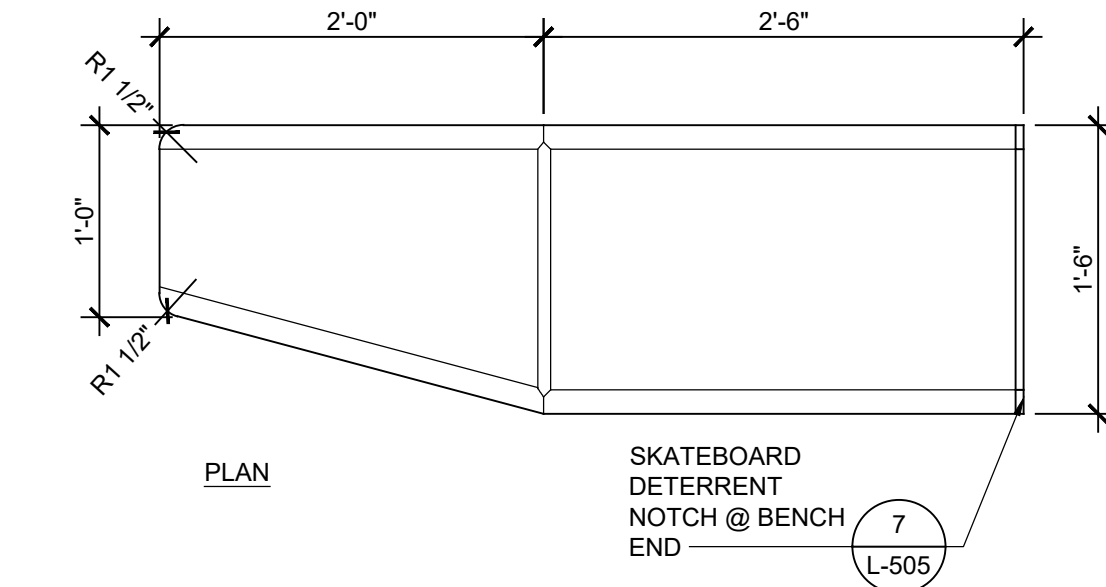


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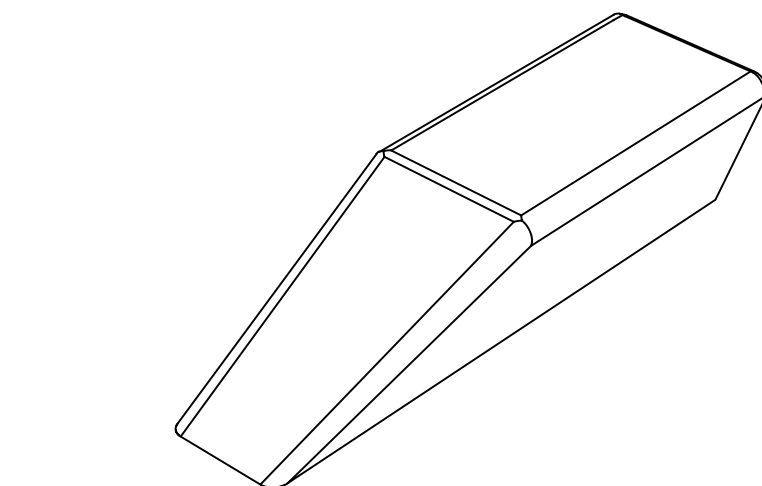
2 PRECAST CONC. BENCH TYPE 2 - DETAIL
SCALE: 1/2" = 1'-0"



ELEVATION

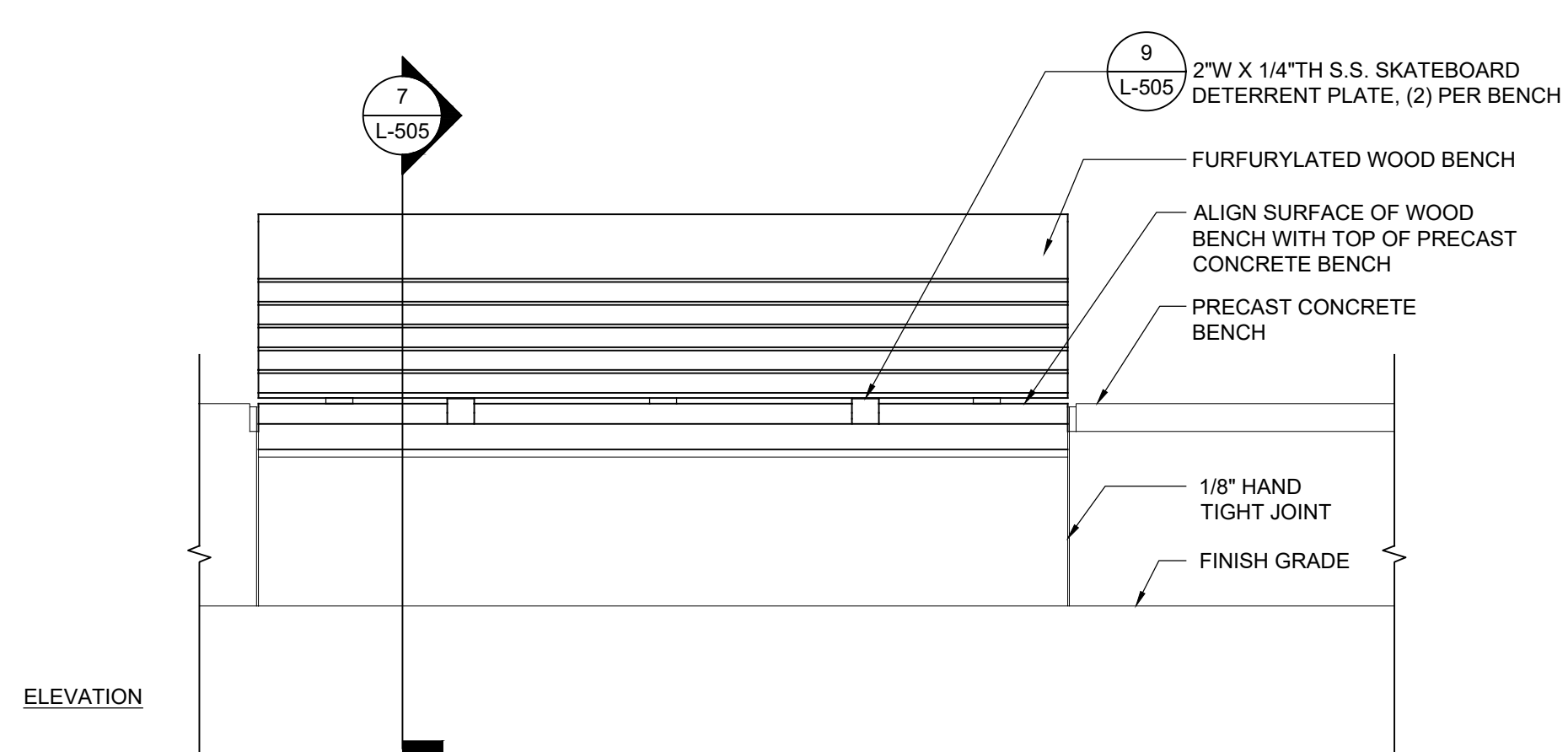


PLAN

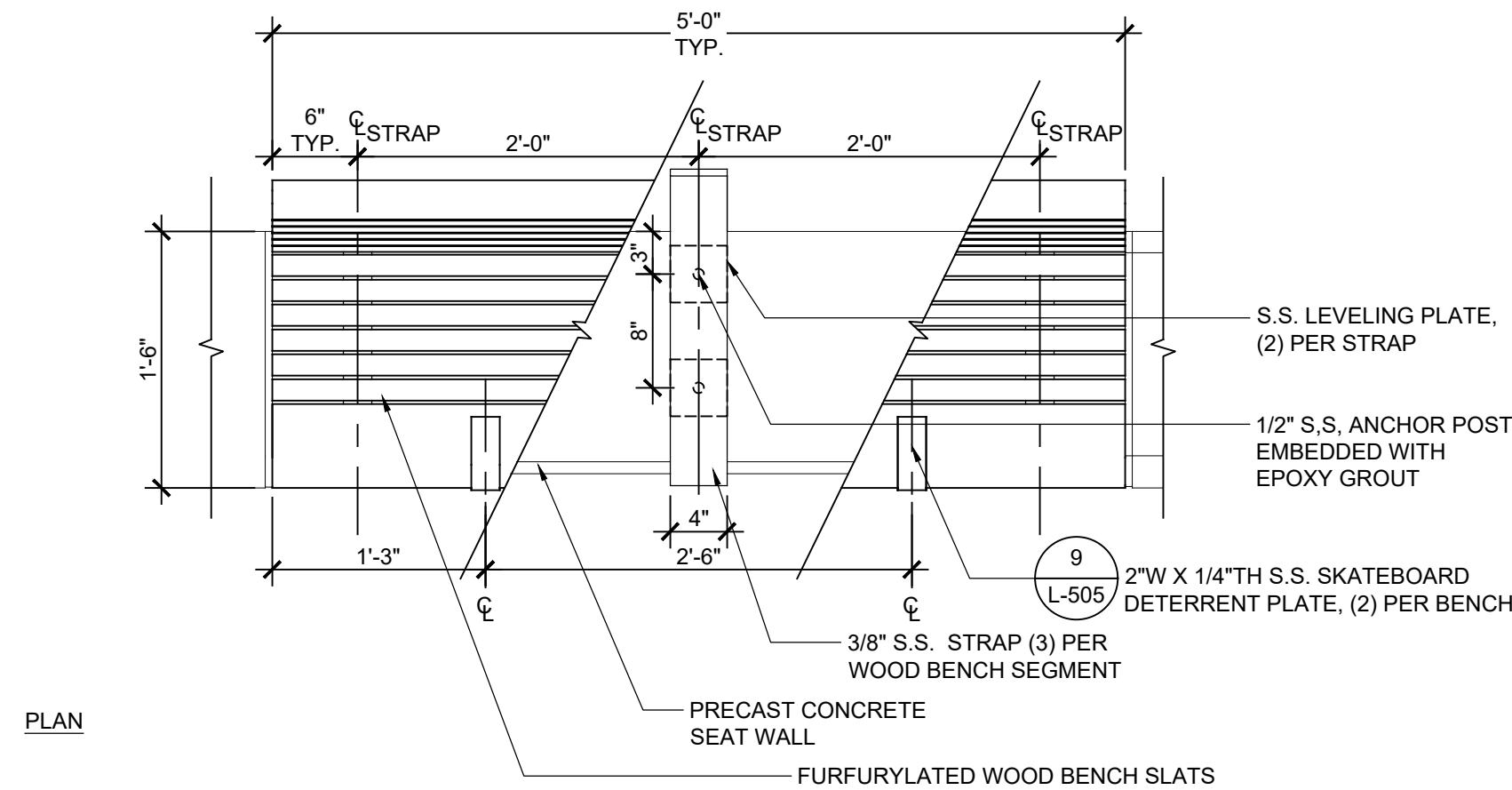


ISOMETRIC

5 PRECAST CONC. BENCH TYPE 5 - DETAIL
SCALE: 1/2" = 1'-0"

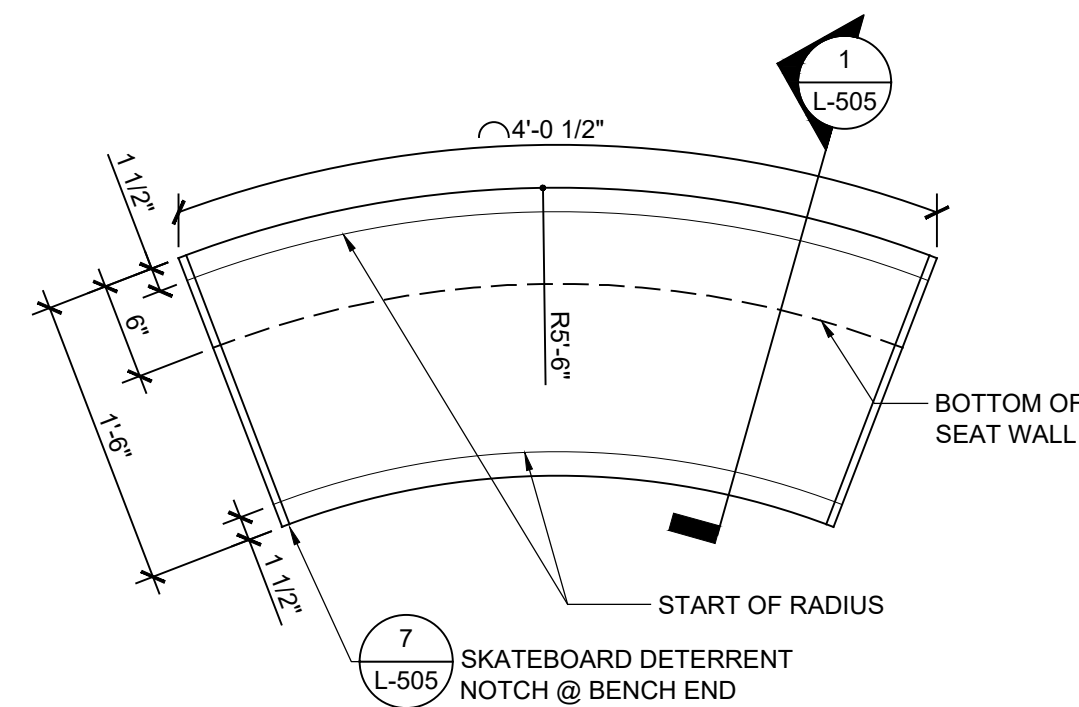


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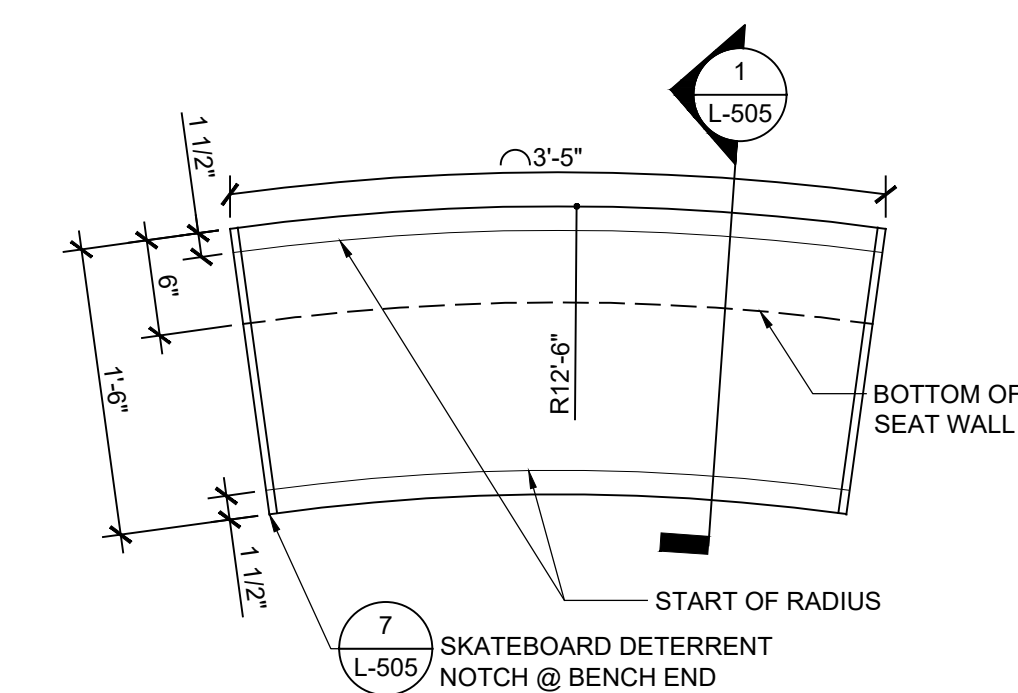


PLAN

3 PRECAST CONC SEAT WALL WITH WOOD BENCH, TYP.
SCALE: 1" = 1'-0"



6 PRECAST CONC. BENCH CURVED
PIECE 3 - PLAN
SCALE: 1" = 1'-0"



7 PRECAST CONC. BENCH CURVED
PIECE 4 - PLAN
SCALE: 1" = 1'-0"

CONGRESS SQUARE PHASE B

CITY OF PORTLAND, MAINE

LANDSCAPE ARCHITECT



WALLACE ROBERTS & TODD, LLC
1700 MARKET STREET, SUITE 2800
215.732.5215
WRDESIGN.COM

CONSULTANTS

CIVIL ENGINEERING

SEBAGO TECHNICS
75 JOHN ROBERTS RD, SUITE 4A
SOUTH PORTLAND ME, 04106
207.200.2100

MEP ENGINEER AND STREET LIGHTING

BENNET ENGINEERING
7 BENNET RD, P.O. BOX 297
FREEPORT, ME 04032
207.866.9475

URBAN HORTICULTURE

PATRICK CULLINA
894 6TH AVE, 5TH FLOOR
NEW YORK, NY 10001
718.288.8661

SITE LIGHTING

TILLETT LIGHTING
15 MAIDEN LN, SUITE 508
NEW YORK, NY 10038
212.766.0144

WATER FEATURE DESIGN

DELTA FOUNTAINS
11494 COLUMBIA PARK DR. W, SUITE 4
JACKSONVILLE, FL 32258
904.886.9030

IRRIGATION DESIGN

HINES INC.
COLORADO | TEXAS | ARIZONA | MIDWEST | EAST COAST
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970.214.0960

COST ESTIMATING

PREFERRED CONSTRUCTION MANAGEMENT
94 AUBURN STREET, SUITE 207
PORTLAND, ME 04103
207.618.7500

KEY PLAN

ISSUE

REV #	DATE	DESCRIPTION
1	03/12/18	50% DESIGN DEVELOPMENT
2	08/13/18	100% DESIGN DEVELOPMENT
3	04/29/22	90% CONSTRUCTION DOCUMENTATION

SEALS

NOT FOR CONSTRUCTION

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JOB #	7882	DRAWN BY	JY
DATE	SEE ISSUE DATE	CHECKED BY	DO
SCALE	AS NOTED		

DRAWING TITLE

SITE DETAILS

DRAWING #

L-502

CONGRESS SQUARE
PHASE B

CITY OF PORTLAND, MAINE

LANDSCAPE ARCHITECT



WALLACE ROBERTS & TODD, LLC
1700 MARKET STREET, SUITE 2800
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CIVIL ENGINEERING

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BENNET ENGINEERING

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SITE LIGHTING

TILLETT LIGHTING

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NEW YORK, NY 10038
212.766.0144

WATER FEATURE DESIGN

DELTA FOUNTAINS

11494 COLUMBIA PARK DR. W, SUITE 4
JACKSONVILLE, FL 32258
904.886.9030

IRRIGATION DESIGN

HINES INC.

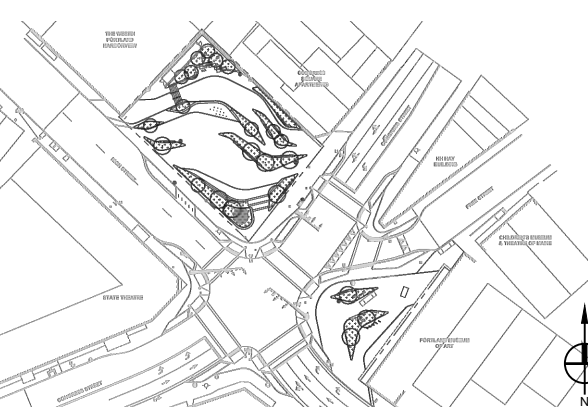
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COST ESTIMATING

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KEY PLAN



ISSUE

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1	03/12/18	50% DESIGN DEVELOPMENT
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3	04/29/22	90% CONSTRUCTION DOCUMENTATION

SEALS

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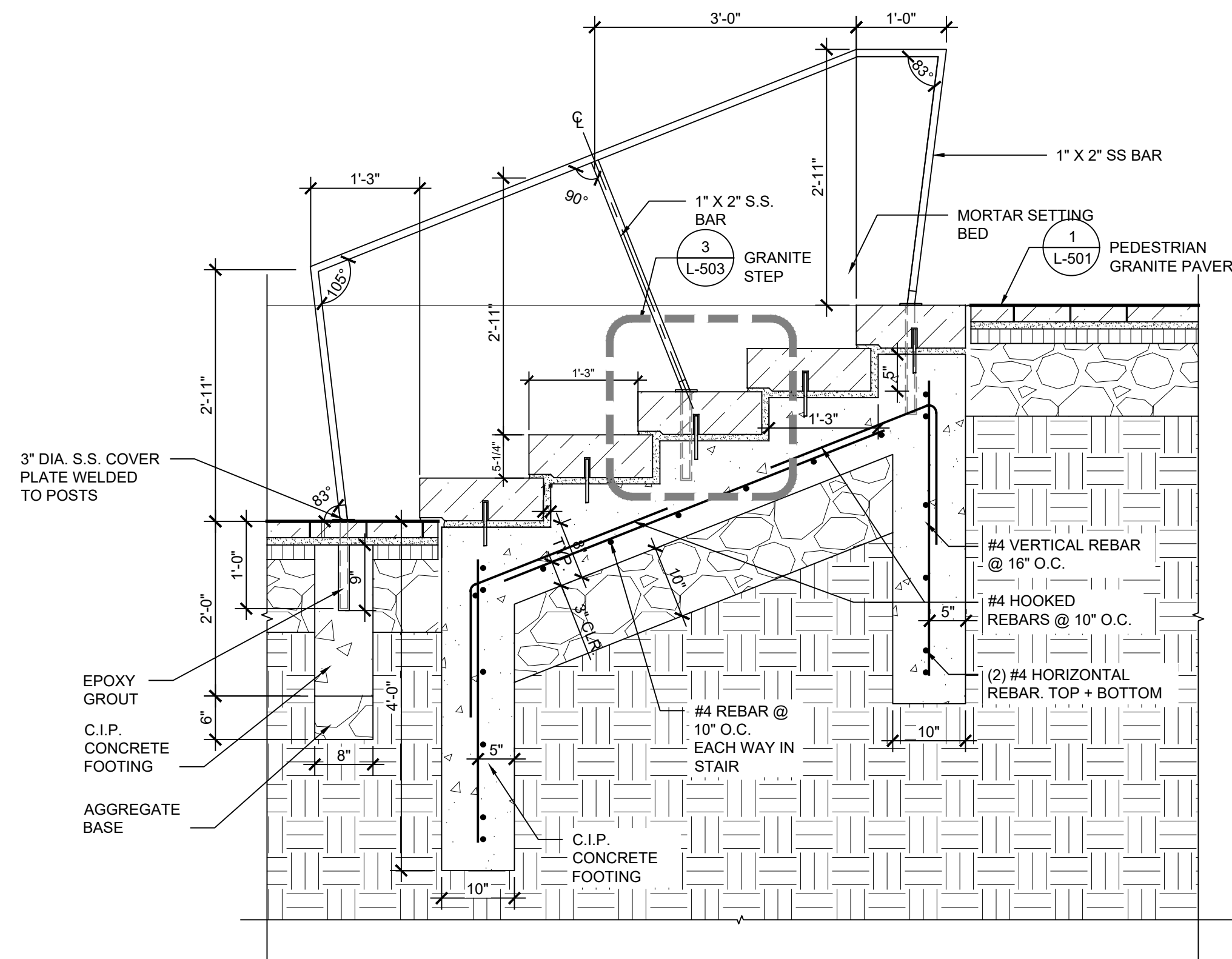
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DATE	SEE ISSUE DATE	CHECKED BY	DO
SCALE	AS NOTED		

DRAWING TITLE

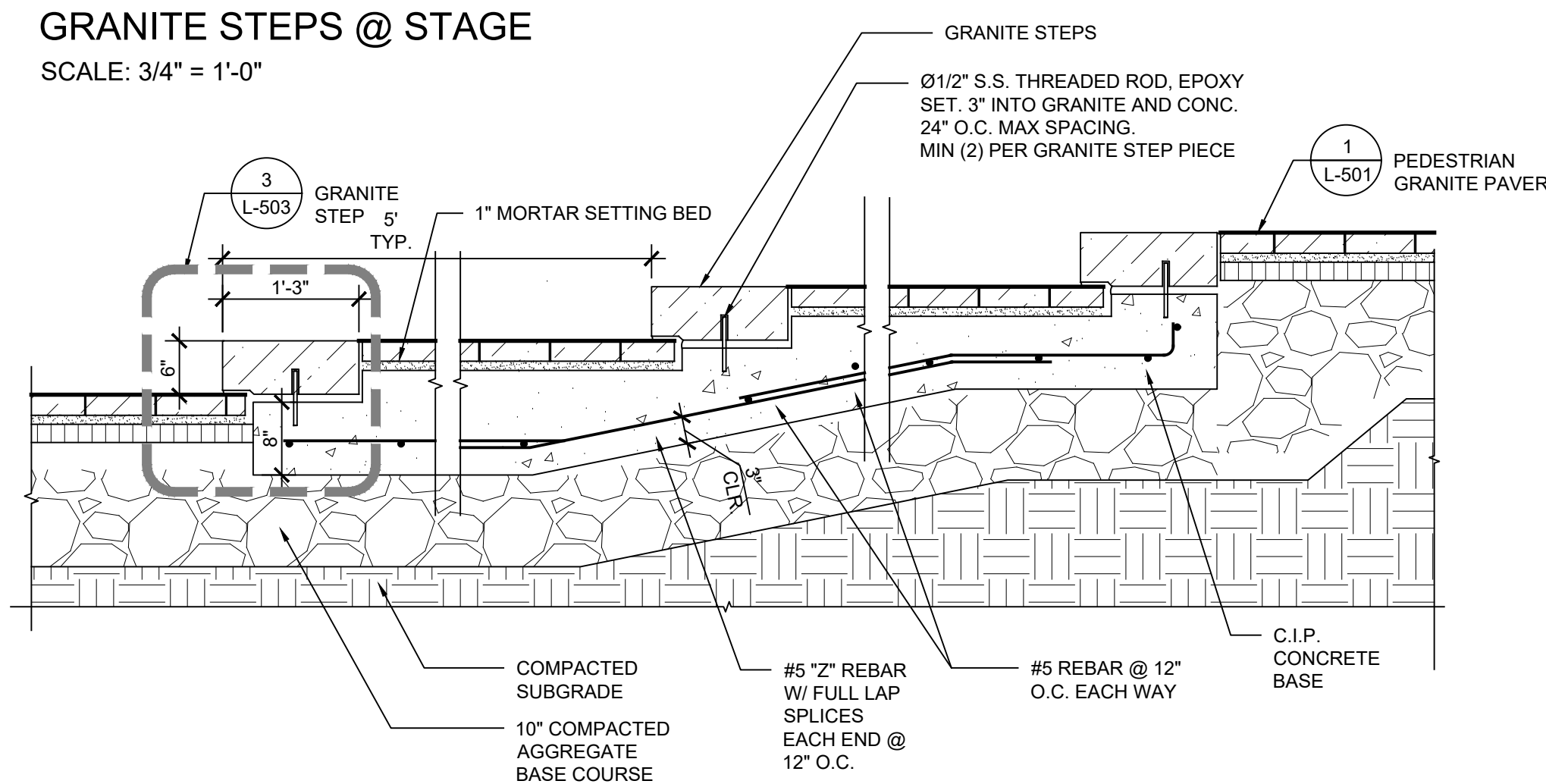
SITE DETAILS

DRAWING #

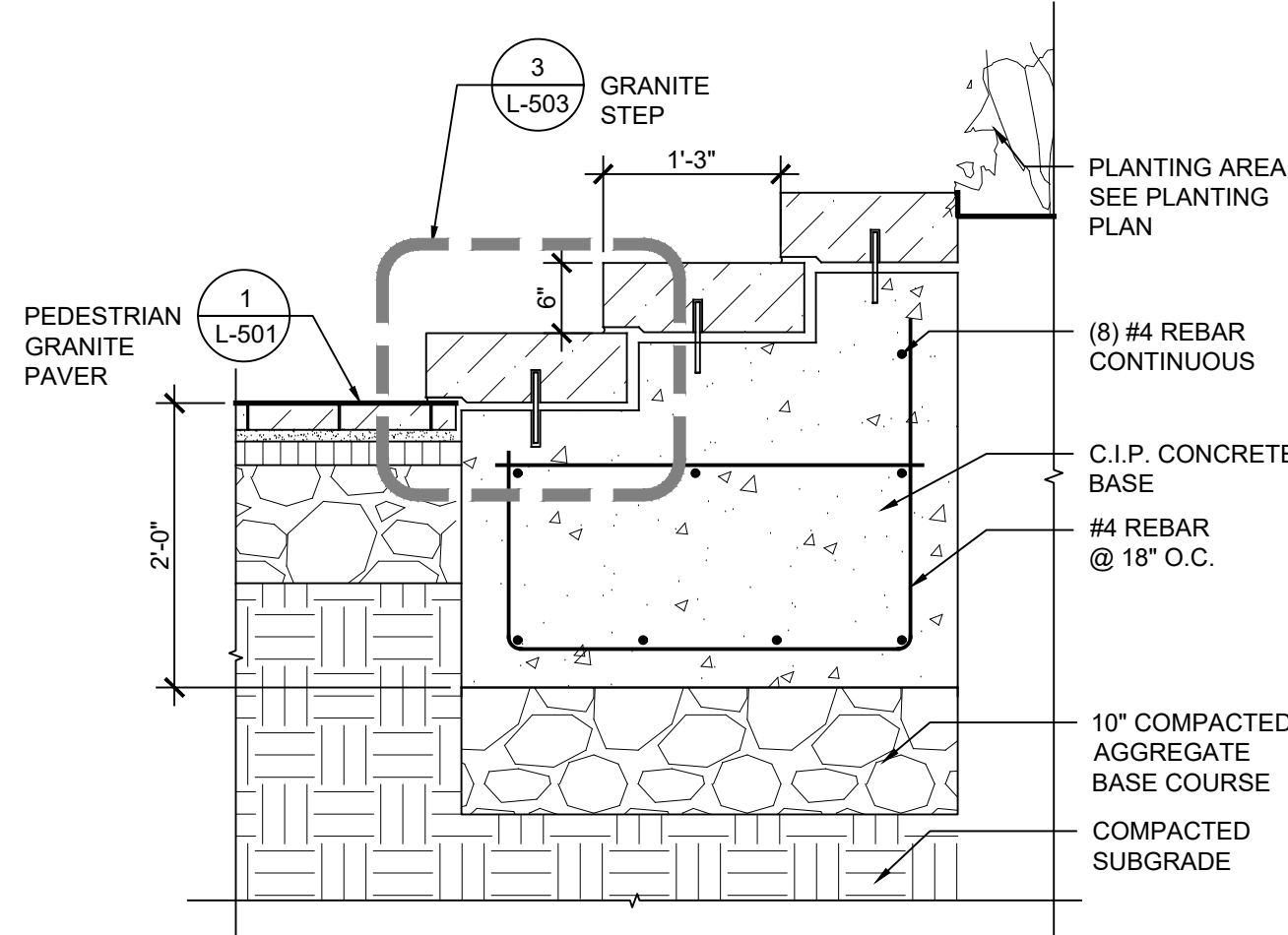
L-503



1 GRANITE STEPS @ STAGE
SCALE: 3/4" = 1'-0"



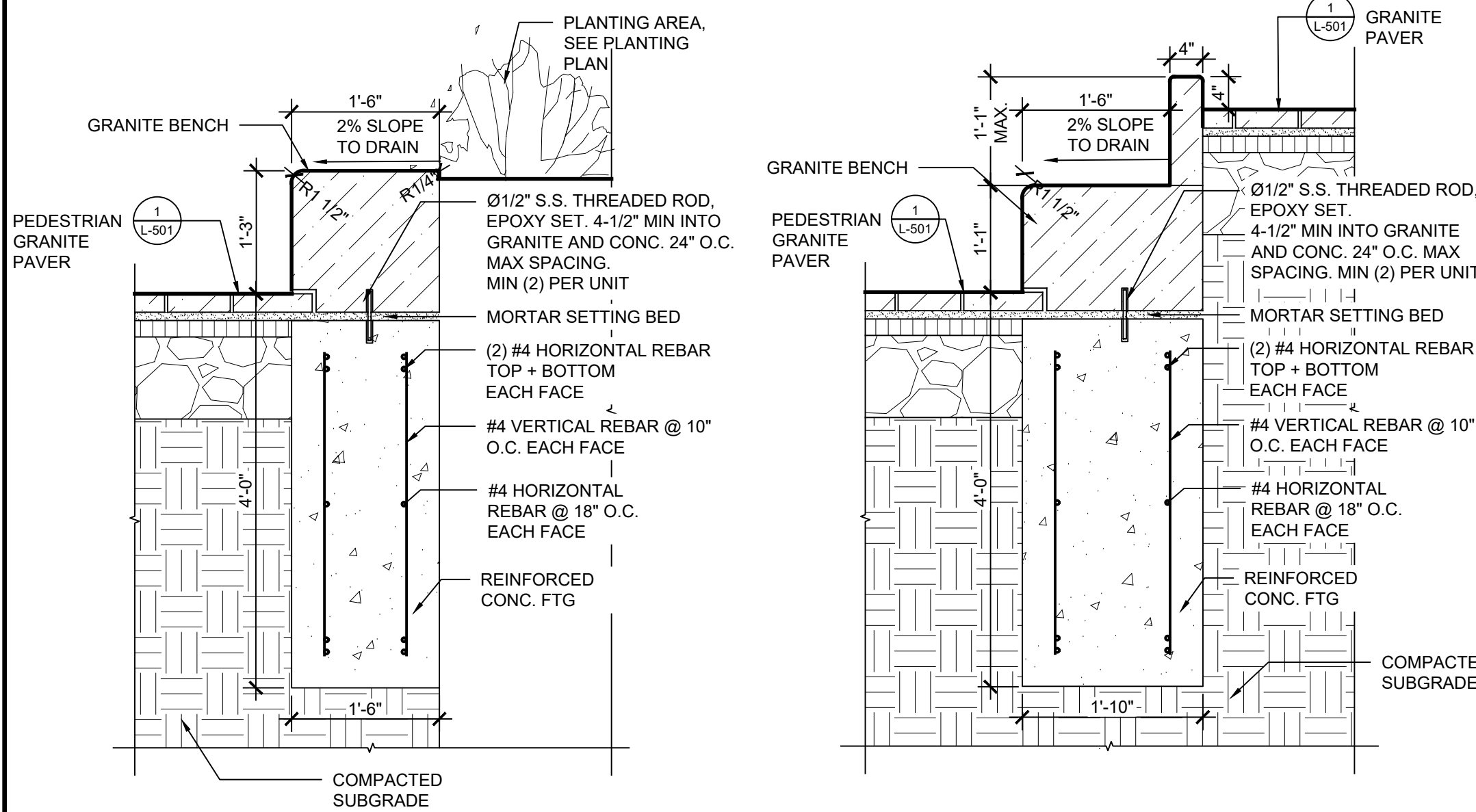
2 SOUTH CHEEK WALL @ GRANITE STEPS
SCALE: 3/4" = 1'-0"



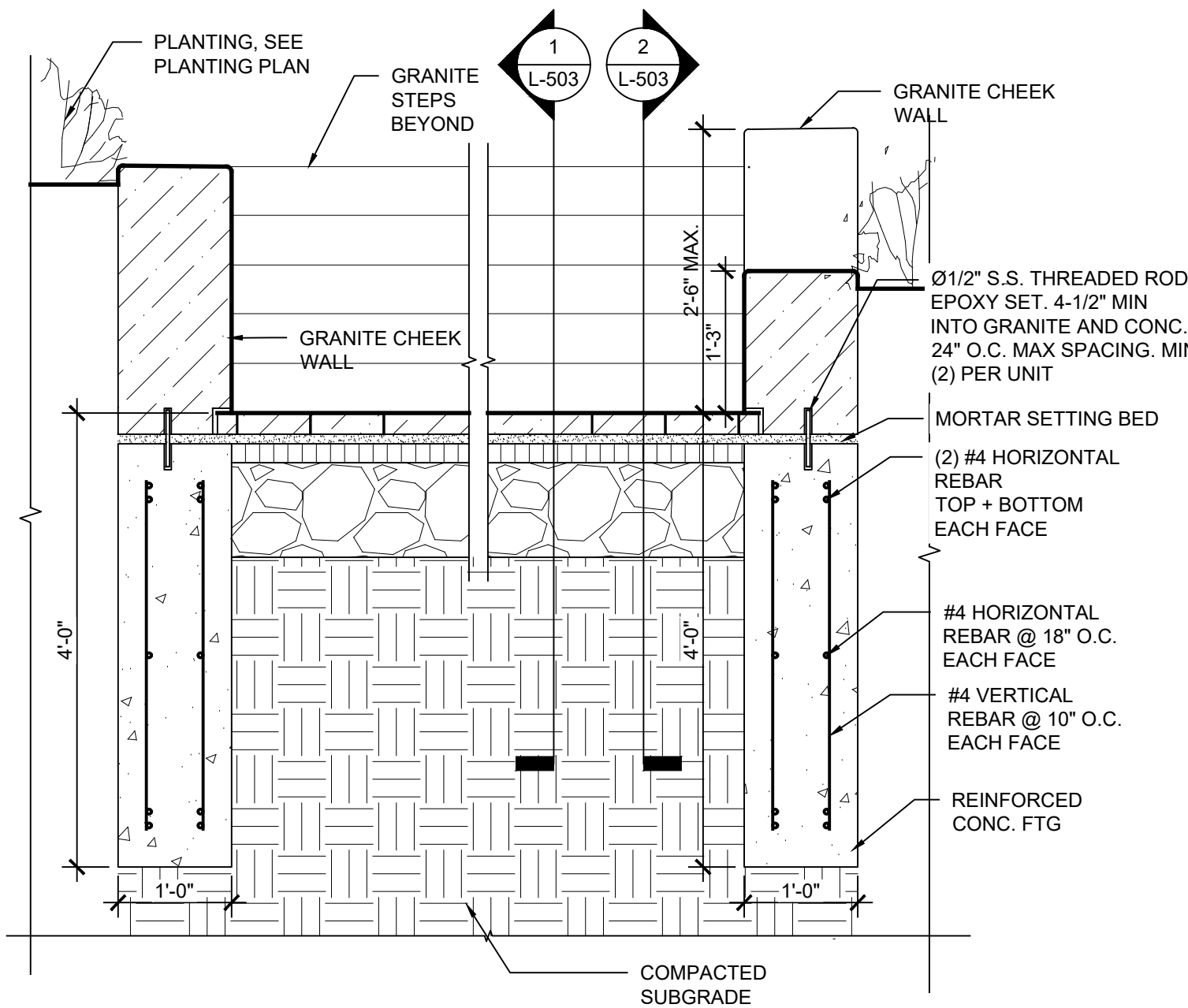
3 STAIR TREAD ENLARGEMENT - SECTION
SCALE: 1 1/2" = 1'-0"



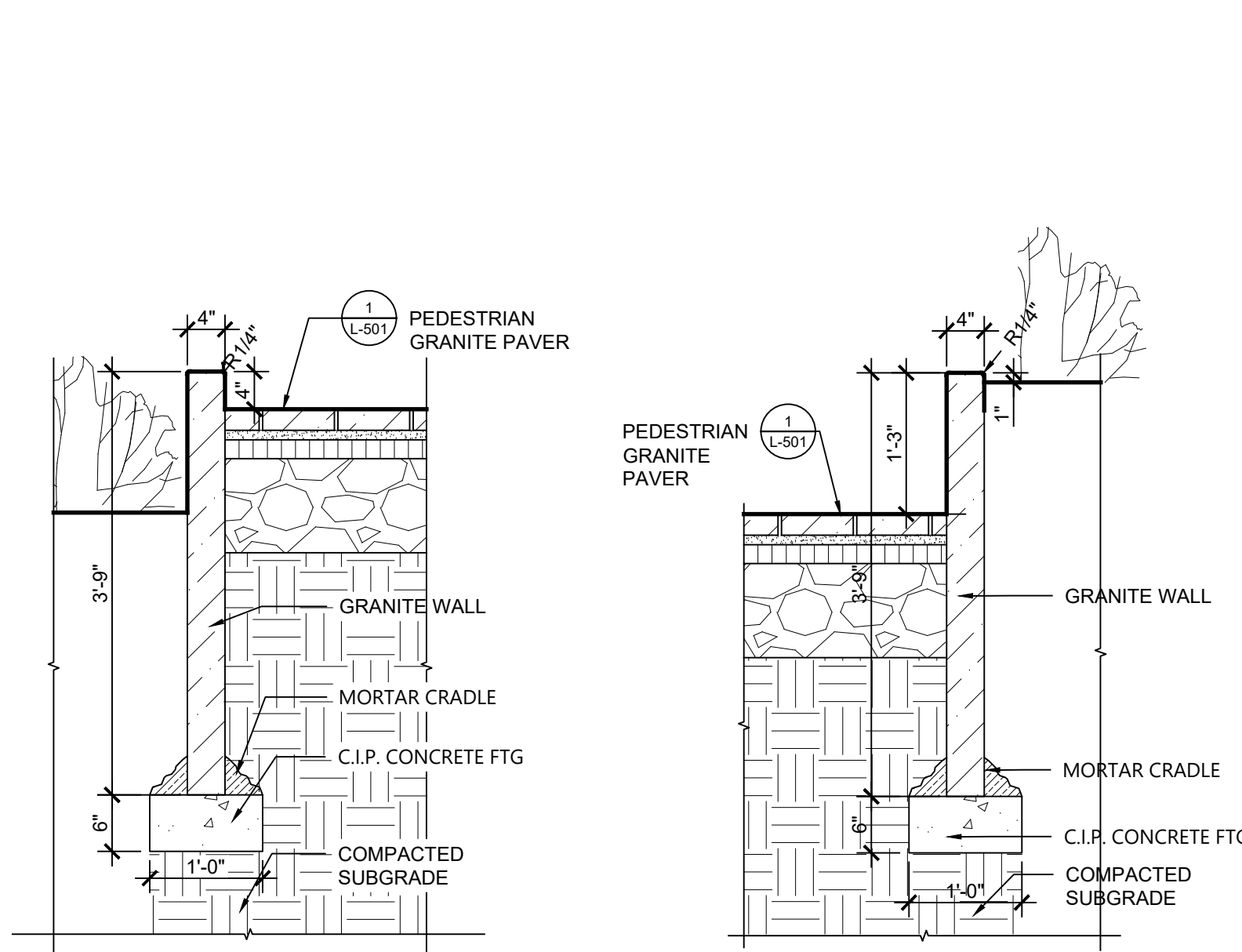
4 GRANITE STEPS AT ENTRANCE - SECTION
SCALE: 3/4" = 1'-0"



5 AMPHITHEATER SEATING - SECTION
SCALE: 3/4" = 1'-0"



6 EDGE @ GRANITE STEP AND AMPHITHEATER SEATING- SECTION
SCALE: 3/4" = 1'-0"



7 GRANITE BENCH, TYP. - SECTION
SCALE: 3/4" = 1'-0"



8 GRANITE BENCH WITH BACK AT
STAGE AREA - SECTION
SCALE: 3/4" = 1'-0"



9 GRANITE WALL AT STAGE STEPS - SECTION
SCALE: 3/4" = 1'-0"

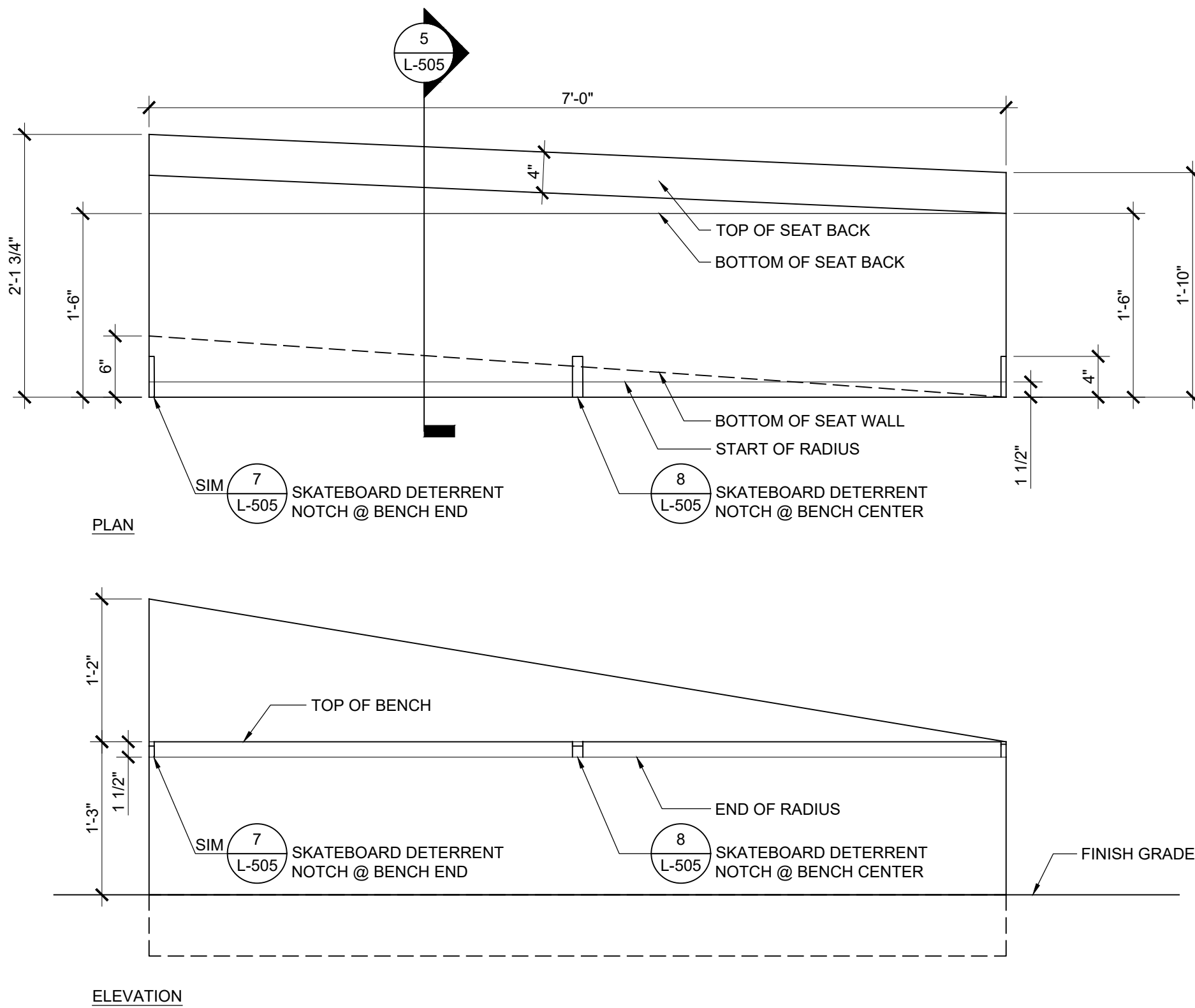


10 GRANITE WALL AT STAGE
AREA - SECTION
SCALE: 3/4" = 1'-0"

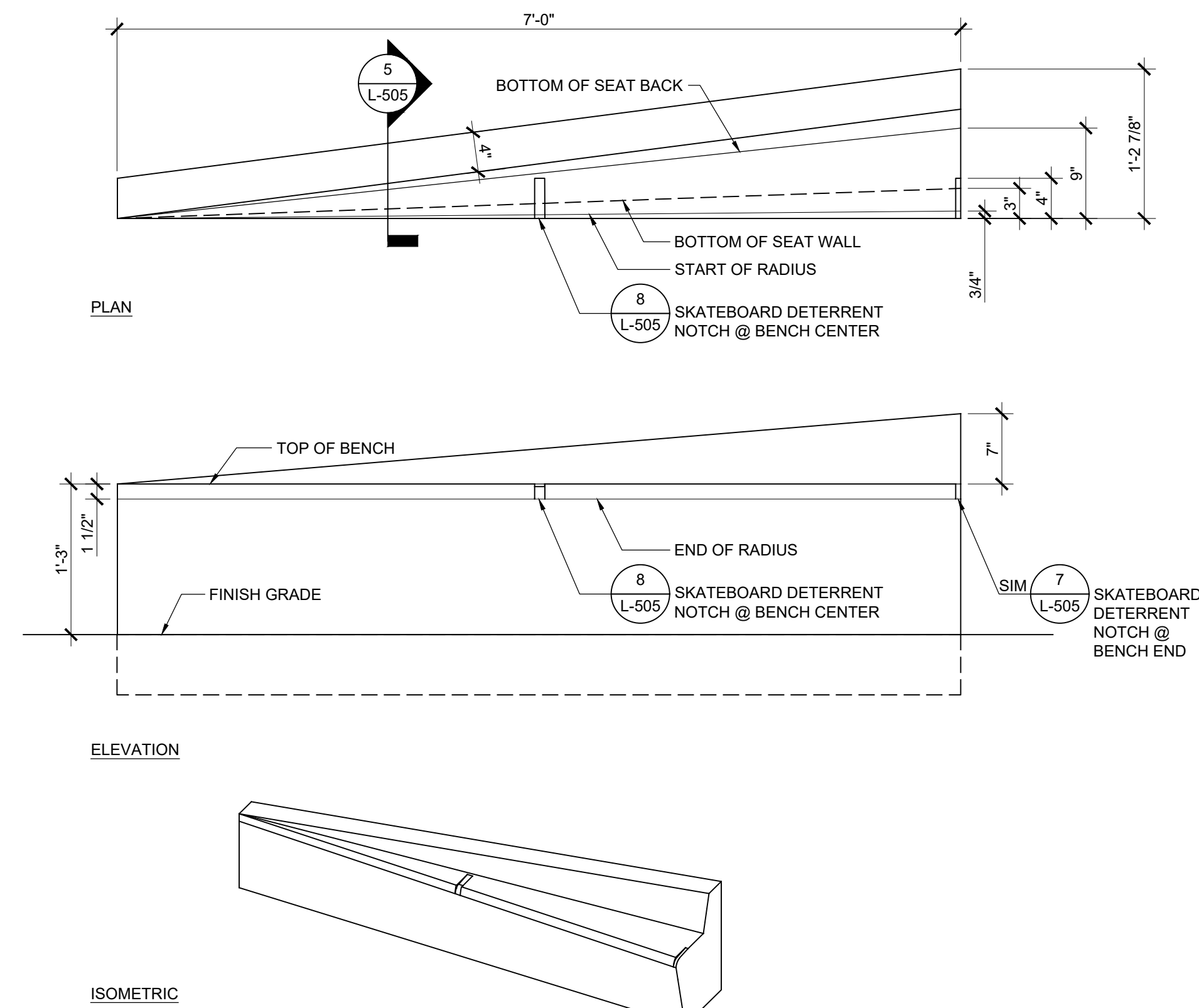


11 GRANITE WALL AT STAGE
AREA - SECTION
SCALE: 3/4" = 1'-0"

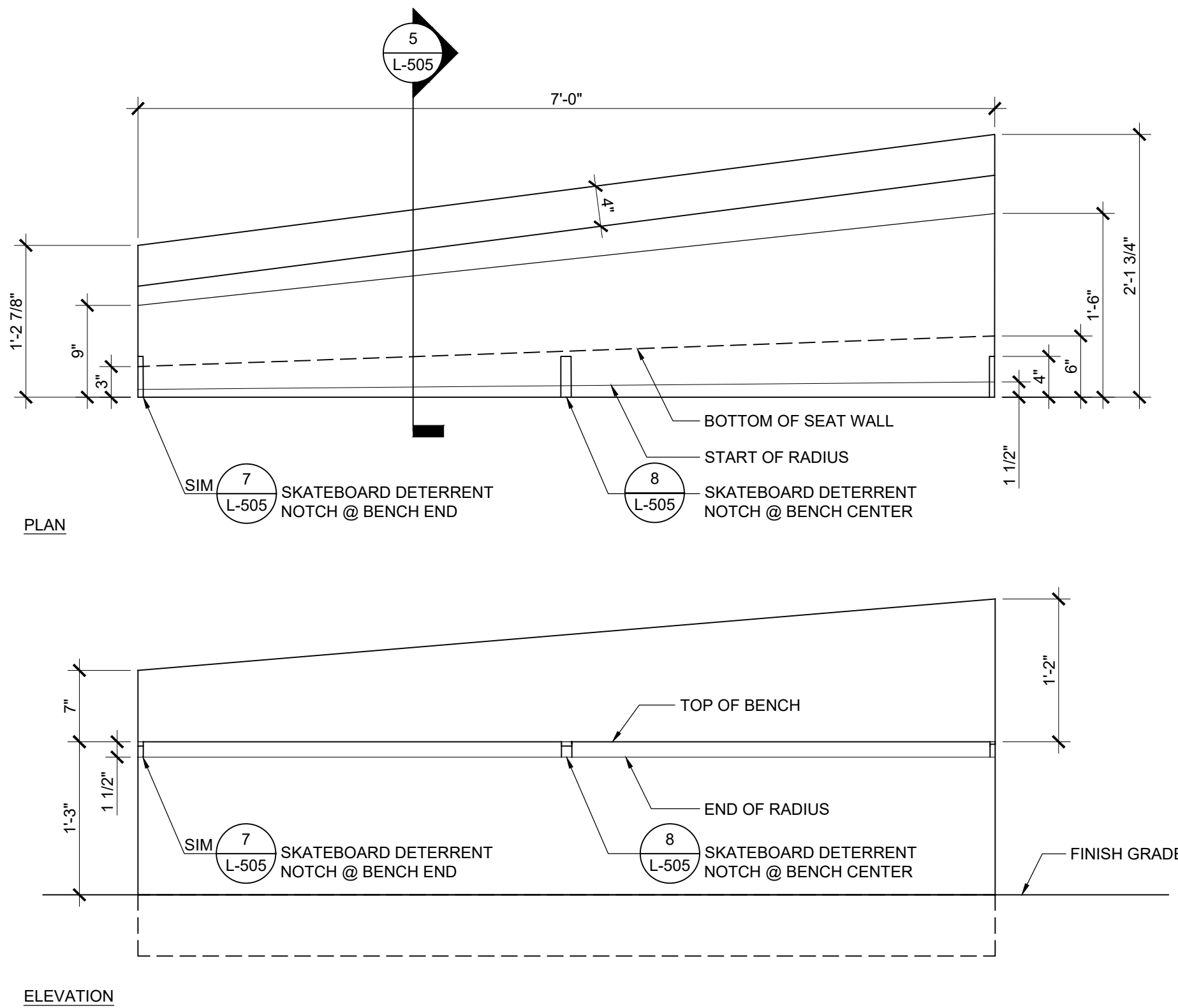




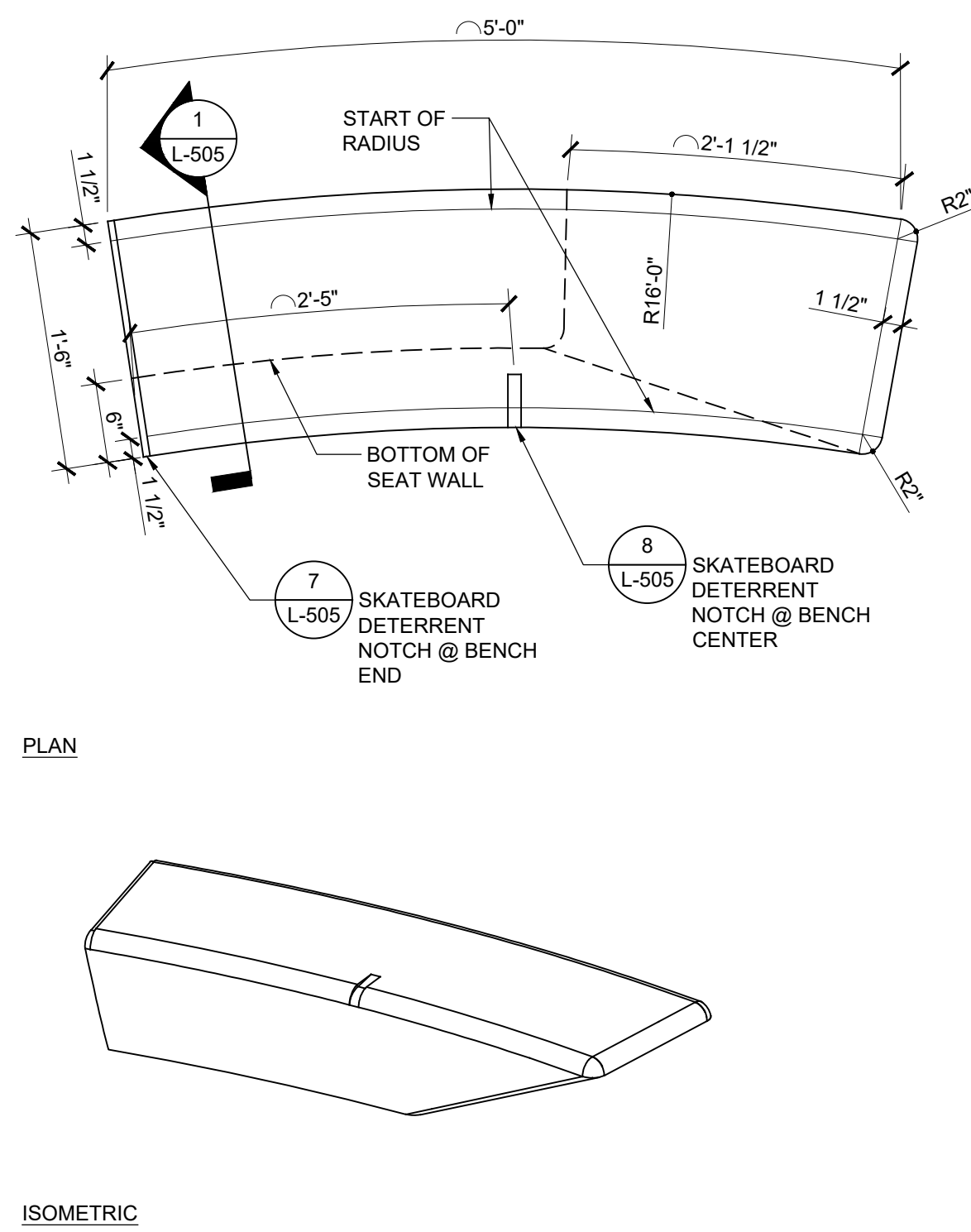
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SCALE: 1/2" = 1'-0"



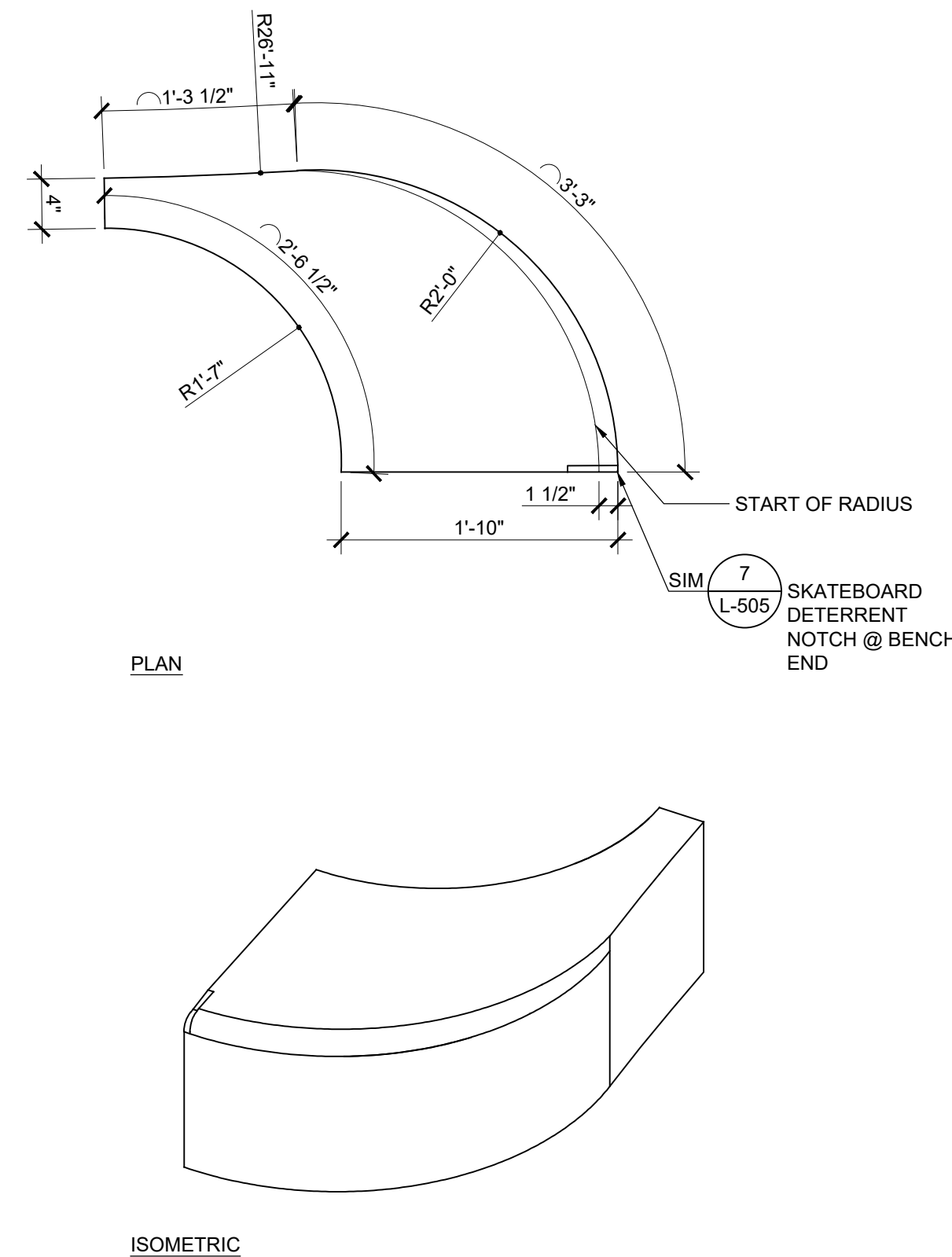
4 PRECAST CONC. BENCH @ ART WORK TYPE 5 - DETAIL
SCALE: 1/2" = 1'-0"



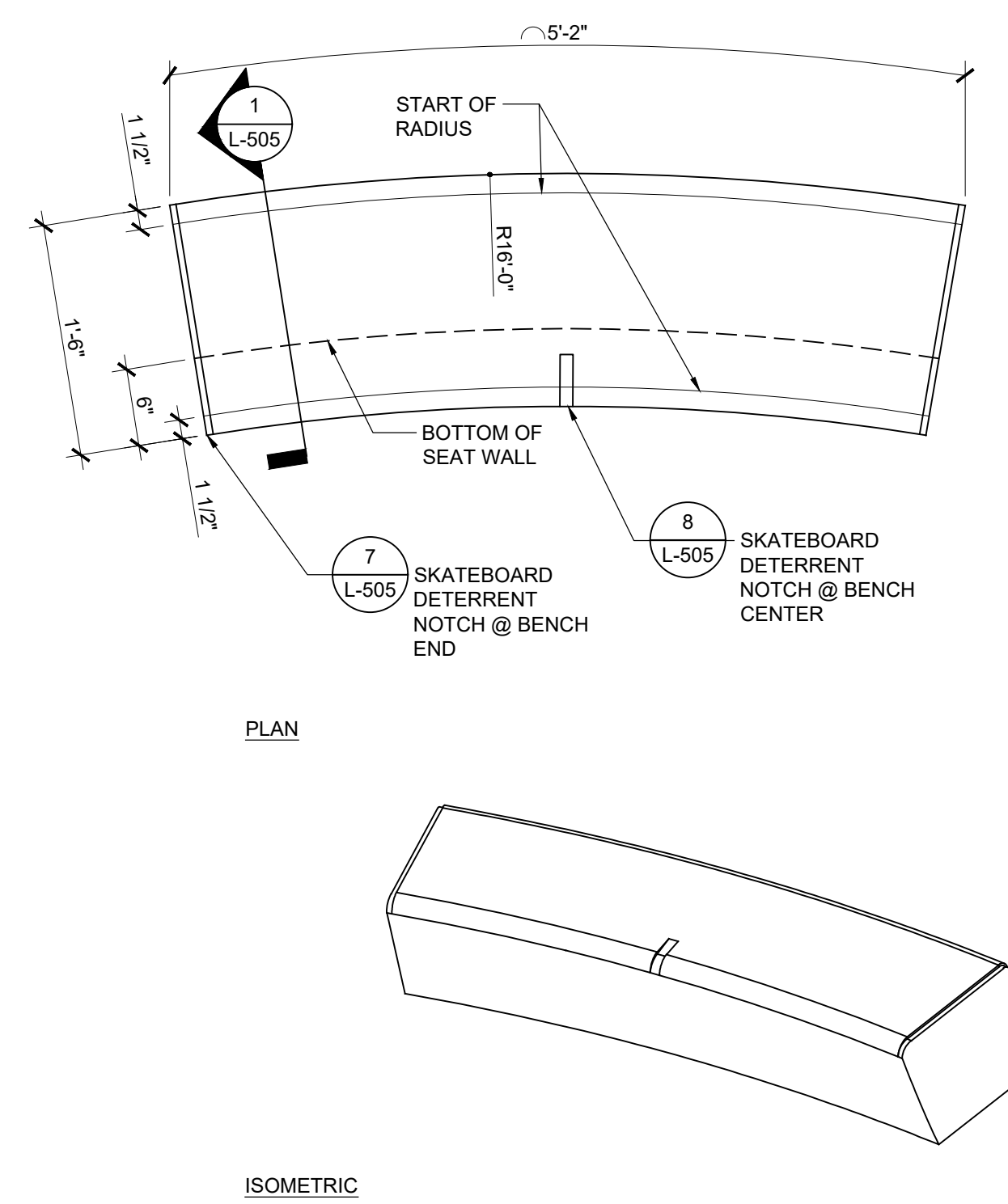
2 PRECAST CONC. BENCH @ ART WORK TYPE 4 - DETAIL
SCALE: 1/2" = 1'-0"



5 PRECAST CONC. BENCH CURVED
PIECE 1 - DETAIL
SCALE: 1" = 1'-0"



3 PRECAST CONC. BENCH @ ART
WORK TYPE 3 - DETAIL
SCALE: 1/2" = 1'-0"



6 PRECAST CONC. BENCH CURVED
PIECE 2 - DETAIL
SCALE: 1" = 1'-0"

CONGRESS SQUARE PHASE B

CITY OF PORTLAND, MAINE

LANDSCAPE ARCHITECT



WALLACE ROBERTS & TODD, LLC
1700 MARKET STREET, SUITE 2800
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BENNET ENGINEERING

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FREEPORT, ME 04032
207.866.9475

URBAN HORTICULTURE

PATRICK CULLINA

894 6TH AVE, 5TH FLOOR
NEW YORK, NY 10001
718.288.8661

SITE LIGHTING

TILLETT LIGHTING

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NEW YORK, NY 10038
212.766.0144

WATER FEATURE DESIGN

DELTA FOUNTAINS

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JACKSONVILLE, FL 32258
904.886.9030

IRRIGATION DESIGN

HINES INC.

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970.214.0960

COST ESTIMATING

PREFERRED CONSTRUCTION MANAGEMENT

94 AUBURN STREET, SUITE 207
PORTLAND, ME 04103
207.618.7500

KEY PLAN

ISSUE

REV #	DATE	DESCRIPTION
1	03/12/18	50% DESIGN DEVELOPMENT
2	08/13/18	100% DESIGN DEVELOPMENT
3	04/29/22	90% CONSTRUCTION DOCUMENTATION

SEALS

NOT FOR CONSTRUCTION

JOB #	7882	DRAWN BY	JY
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SCALE	AS NOTED		

DRAWING TITLE

SITE DETAILS

DRAWING #

L-504

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212.766.0144

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COST ESTIMATING

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PORTLAND, ME 04103

ISSUE

EV #	DA
1	2014

3	04/2
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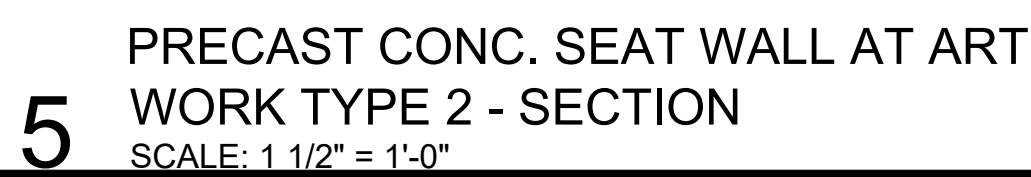
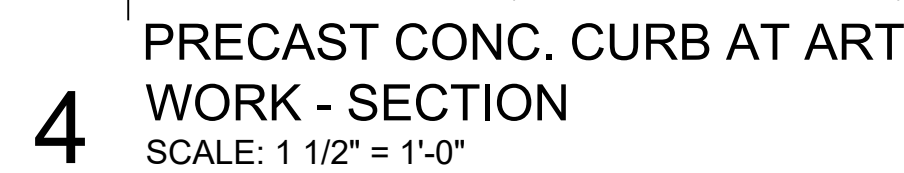
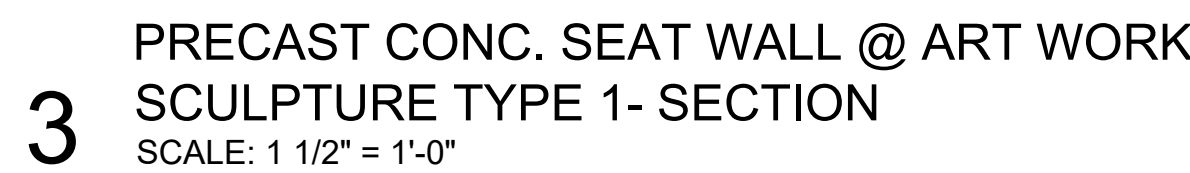
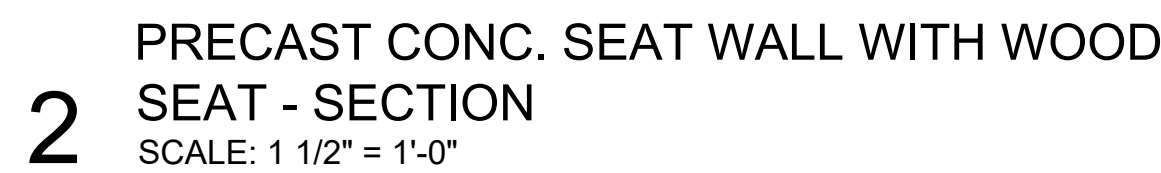
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arrangements and plan
the original and unpublish

JOB # _____

SCALE

DRAWING #



CONGRESS SQUARE PORTLAND, MAINE

LIGHTING SCHEDULES & CUT SHEETS

LANDSCAPE ARCHITECT: WRT

1700 Market Street, Suite 2800
Philadelphia, PA 19103

PROJECT REF: 1719

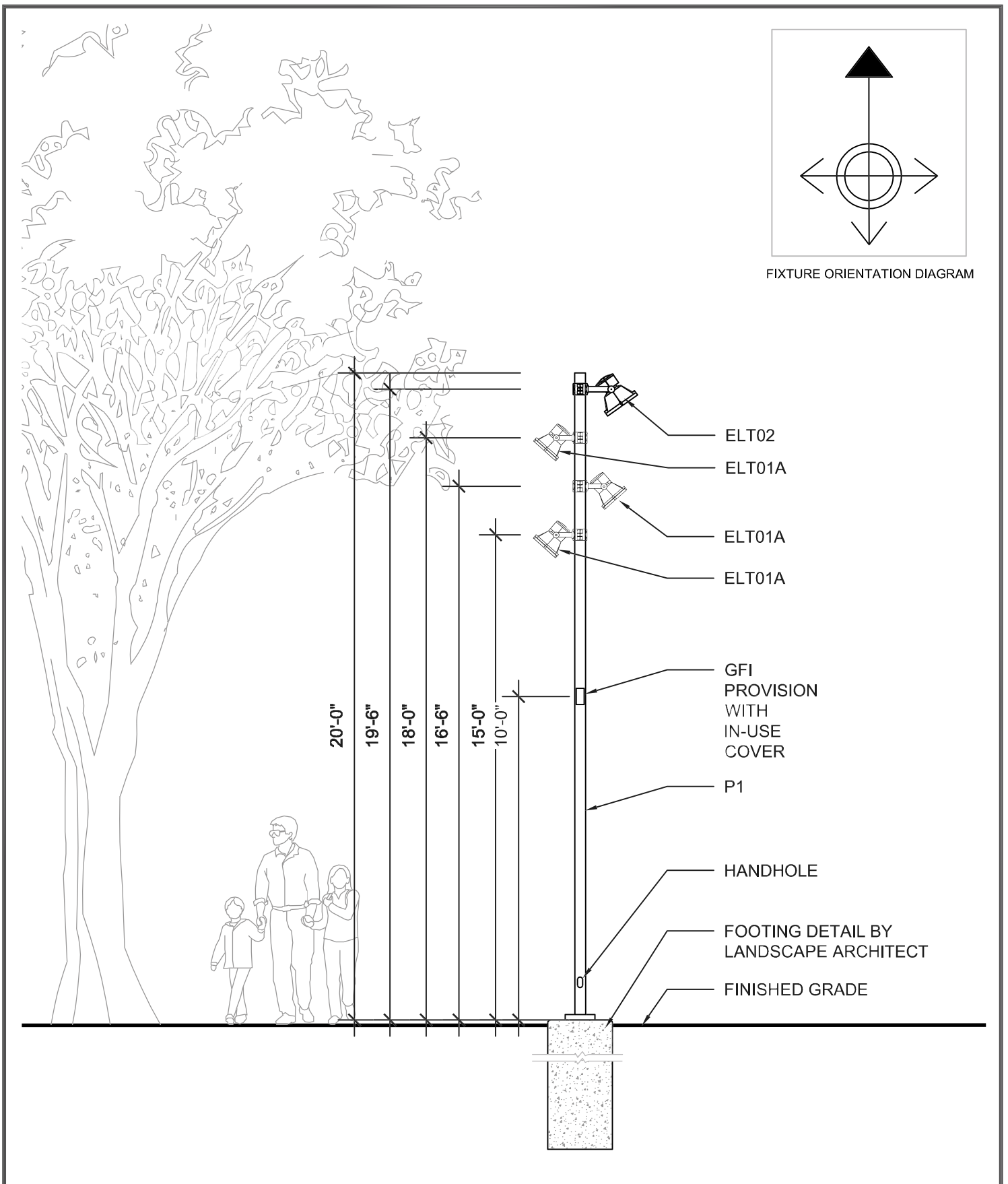
PHASE: 90% CONSTRUCTION DOCUMENTS

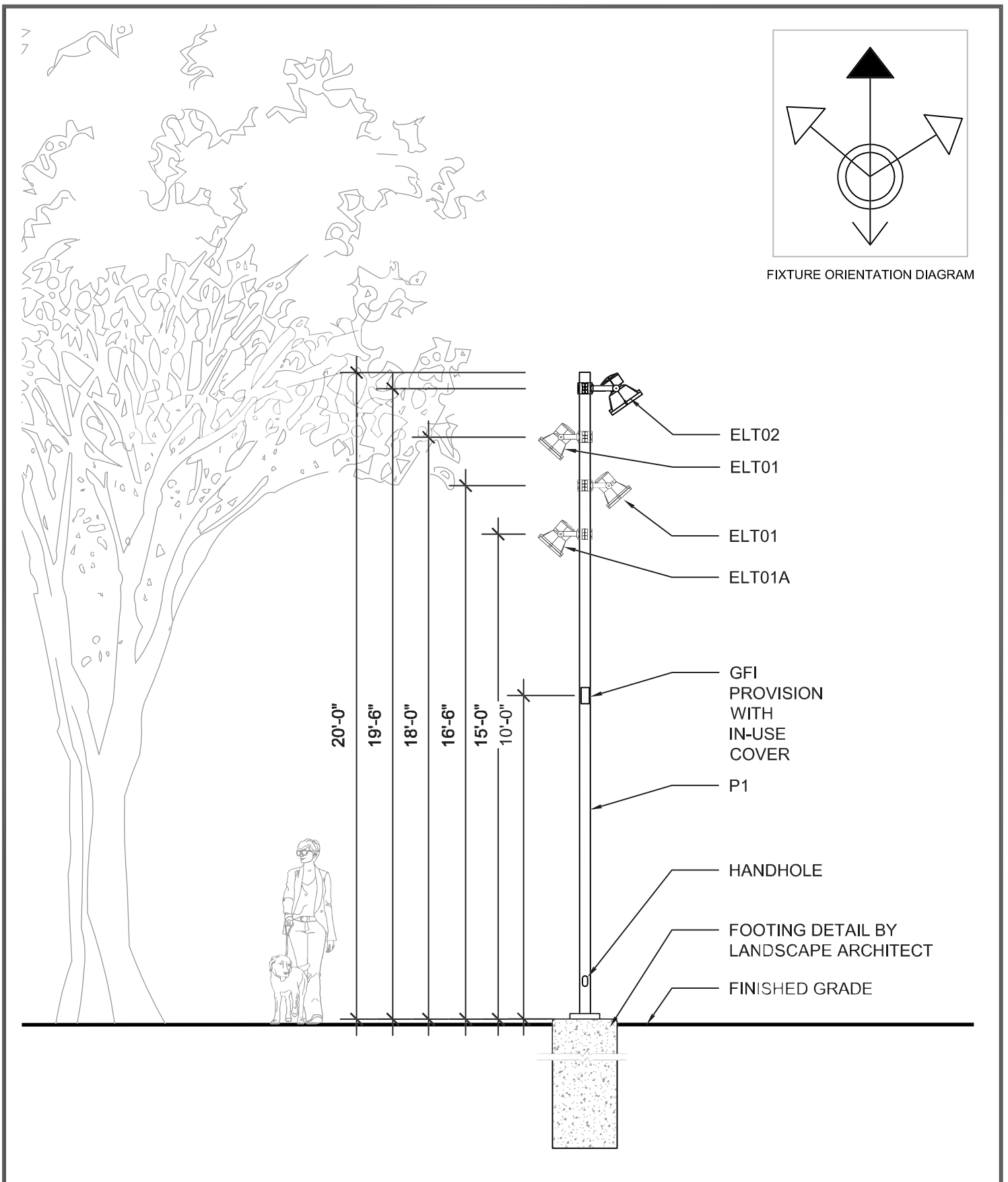
ISSUE DATE: 4/29/2022

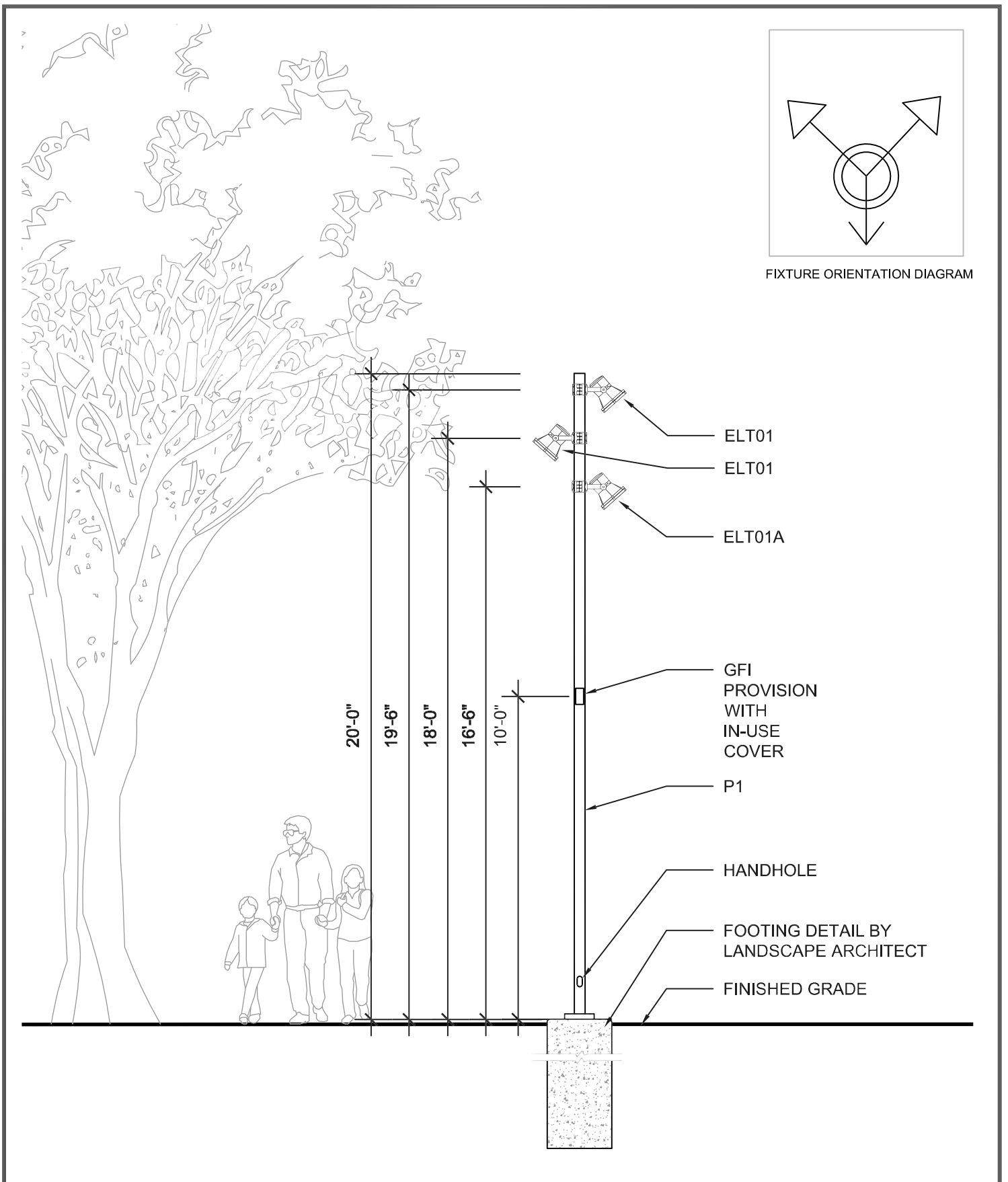
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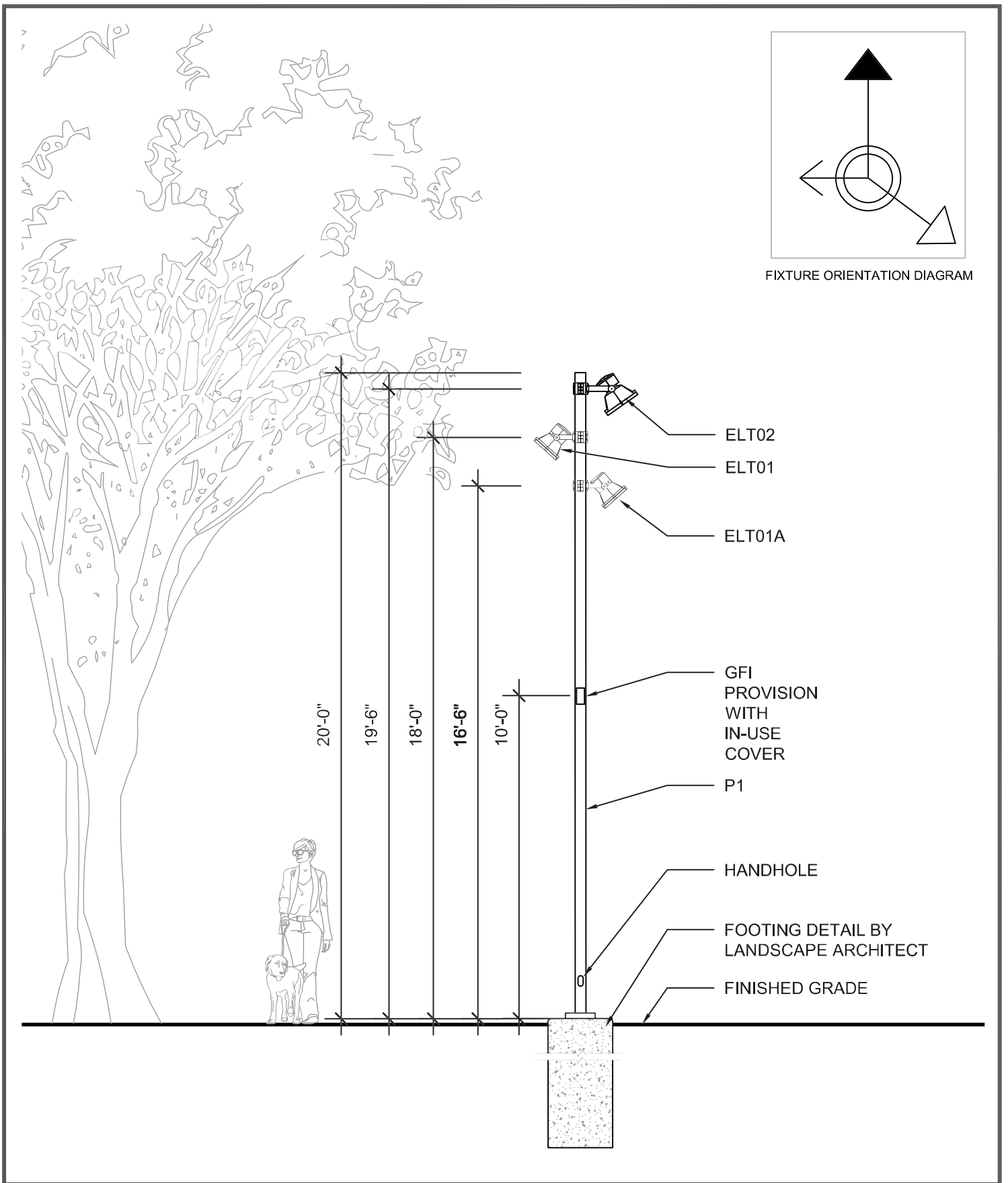
TILLET
LIGHTING DESIGN
ASSOCIATES

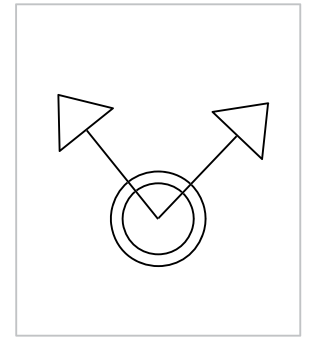
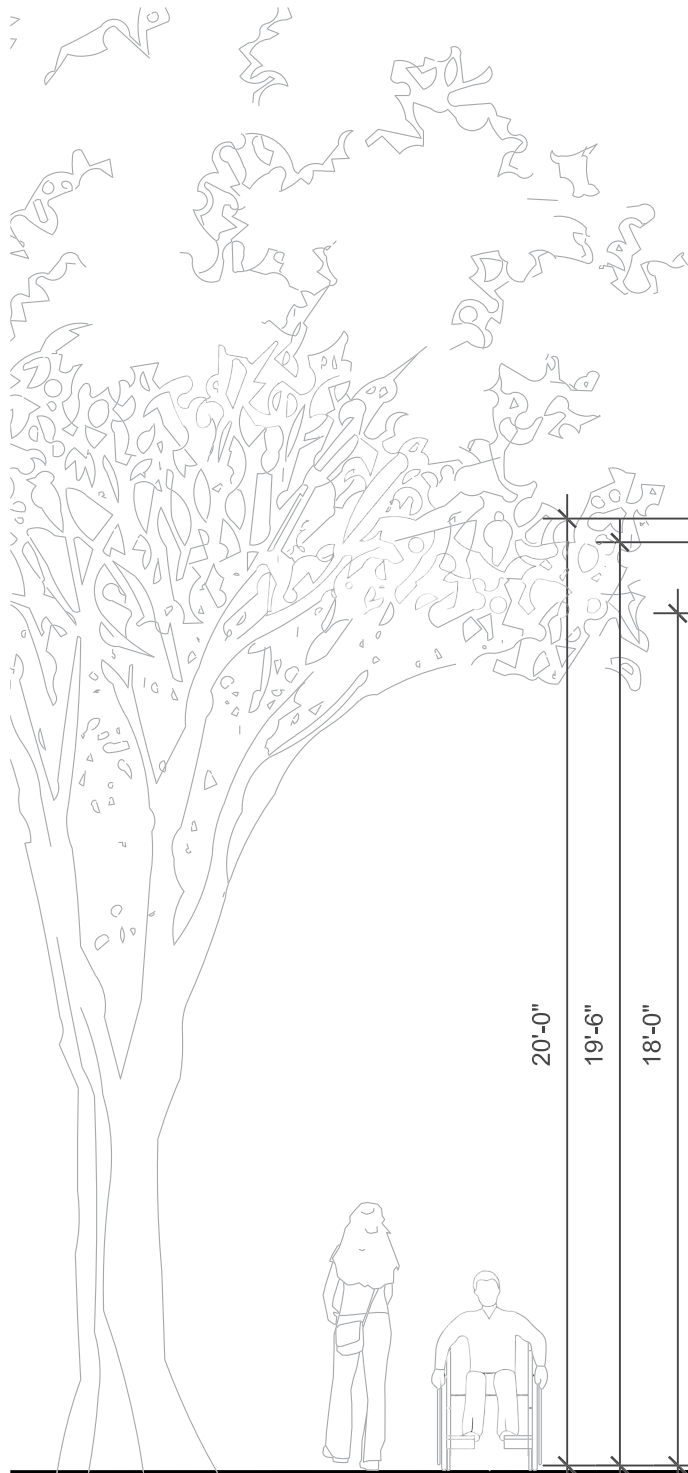
15 Maiden Lane, Suite 508 • New York, NY 10038
t : 212 766 0144 • www.tillettlighting.com











FIXTURE ORIENTATION DIAGRAM

ELT01
ELT01

GFI
PROVISION
WITH
IN-USE
COVER

P1

HANDHOLE

FOOTING DETAIL BY
LANDSCAPE ARCHITECT

FINISHED GRADE

TILLET
LIGHTING DESIGN
ASSOCIATES

DATE

04/29/2022

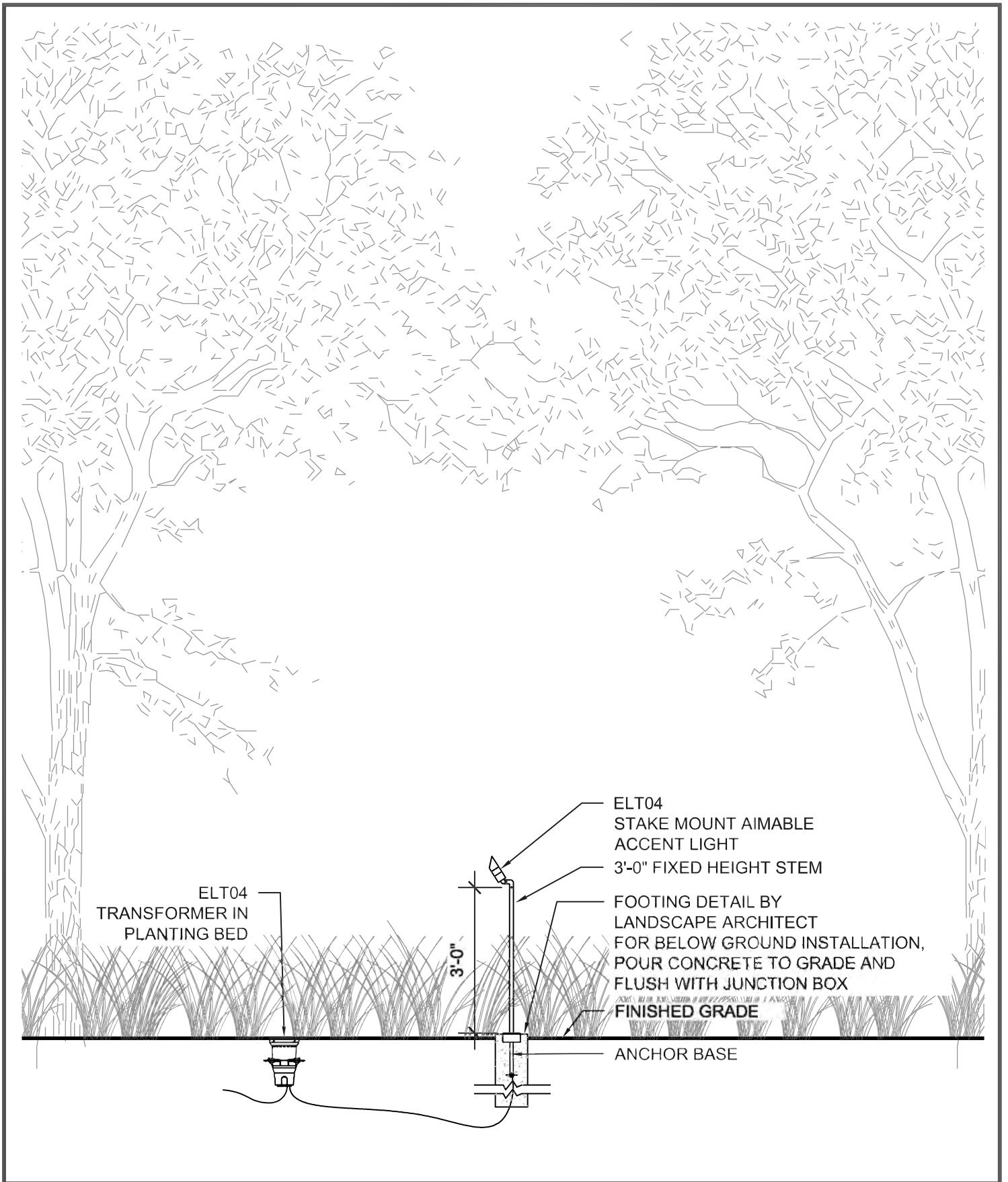
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1/4" = 1'-0"

PROJECT + PHASE 1719 - CONGRESS SQUARE
90% CONSTRUCTION DOCUMENTS

Title

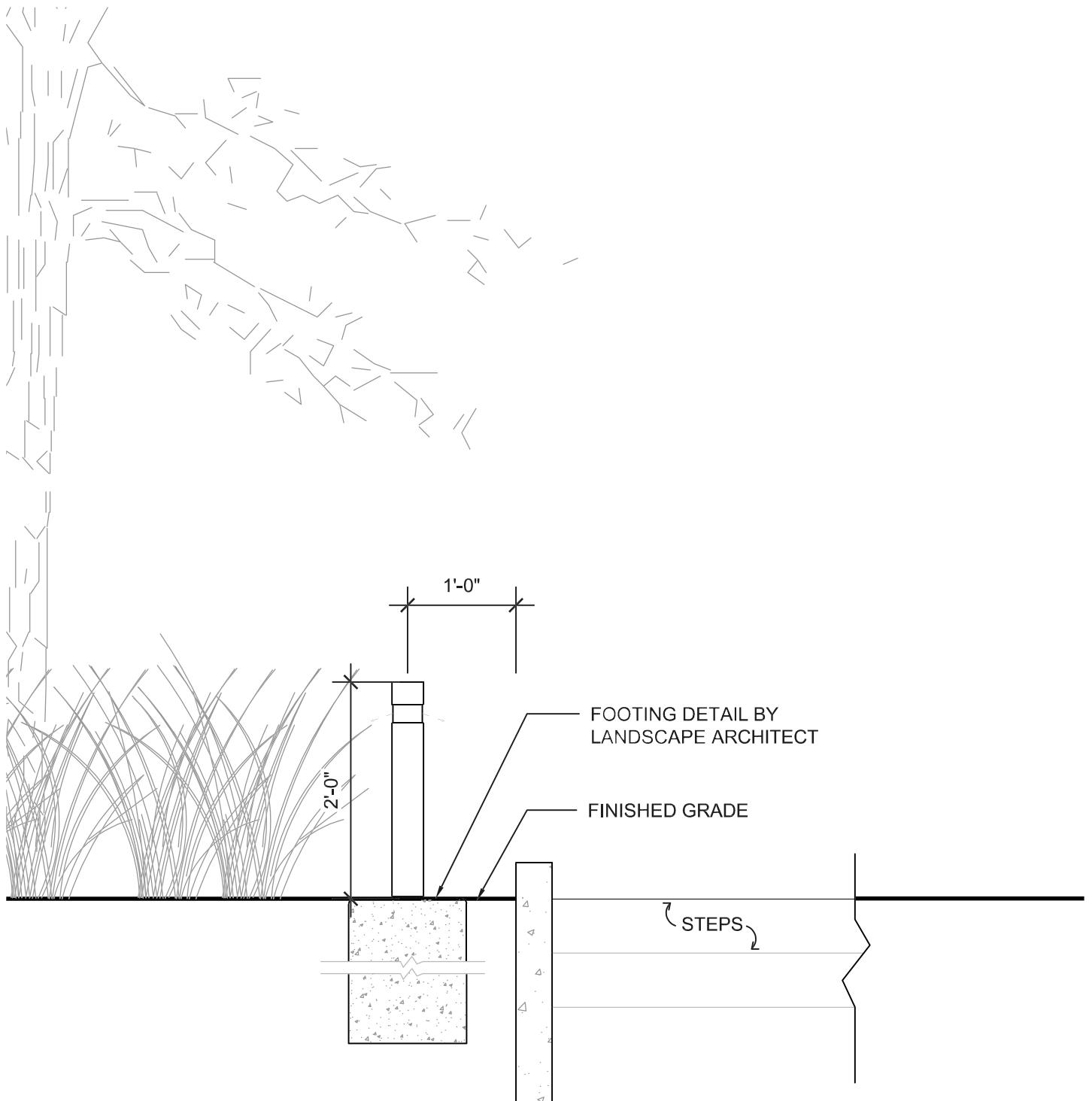
A05



TILLET
LIGHTING DESIGN
ASSOCIATES

DATE	Scale
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PROJECT + PHASE 1719 - CONGRESS SQUARE 90% CONSTRUCTION DOCUMENTS	

Title
ELT04



TILLET
LIGHTING DESIGN
ASSOCIATES

DATE

04/29/2022

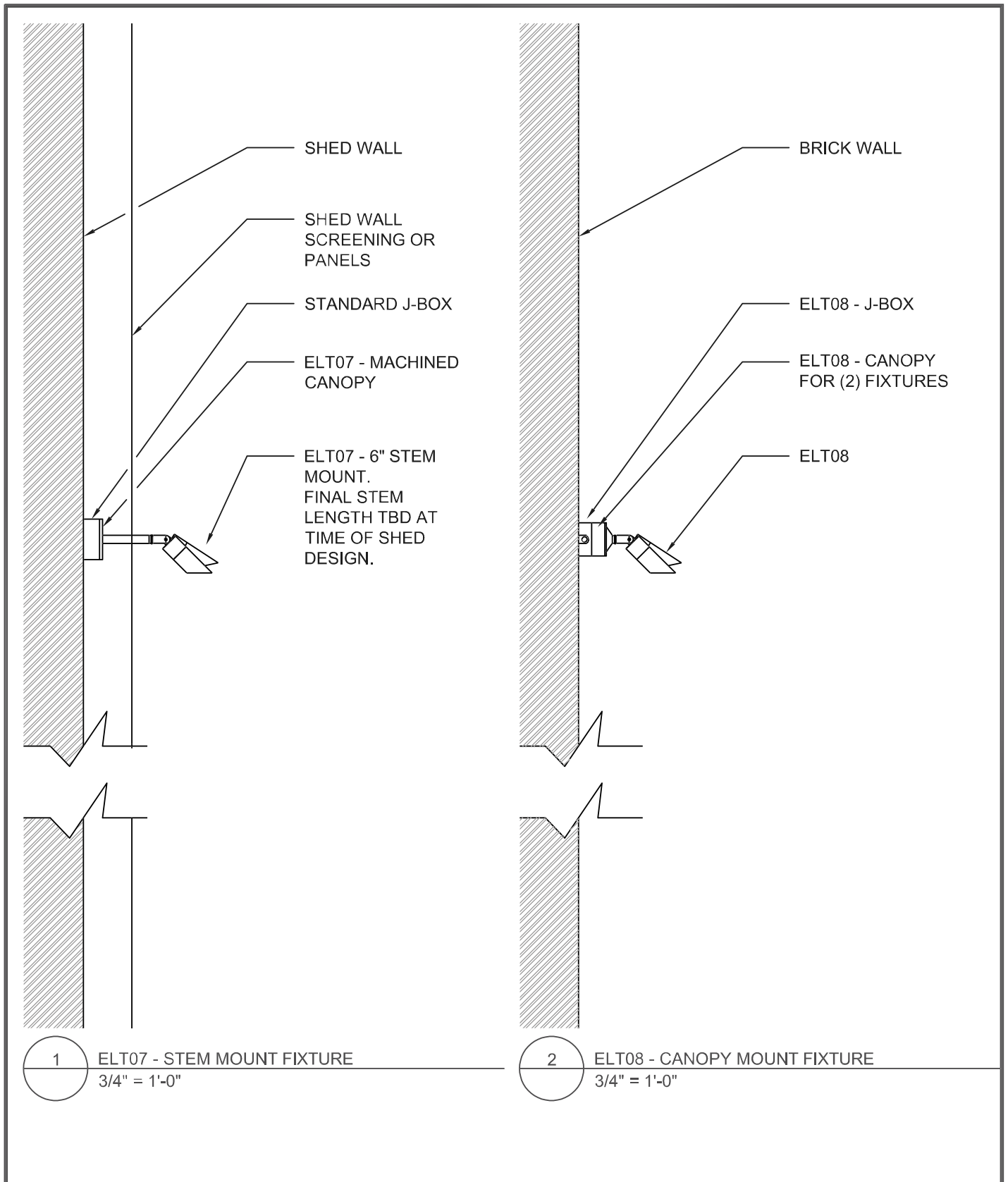
Scale

3/4" = 1'0"

PROJECT + PHASE 1719 - CONGRESS SQUARE
90% CONSTRUCTION DOCUMENTS

Title

ELT06



**[1719] CONGRESS SQUARE
Portland, Maine
LIGHTING ASSEMBLY SCHEDULE**

90% CONSTRUCTION DOCUMENTS
Date: 04/29/2022
REV DATE: _____

General Comments:

Exteriors

Landscape Architect to verify all finishes.
Landscape Architect to coordinate necessary footing depth conditions and details.
Landscape Architect to coordinate necessary installation details.
E.C. to verify all mounting options to ensure proper install.
E.C. to calculate additional power/wattage due to accessories
E.E. to verify all voltages.
E.E. to coordinate driver location with fixture and pole MFG as needed.

For information about specific Fixture types and Pole types, see the Fixture Schedule.

Assembly Type	Assembly Description	Lighting Fixture component(s) in Assembly	Fixture Qty per Assembly	Pole Height (Ft)	Fixture wattage	Fixture Type	Comments	Extended wattage (W)	Voltage (V)	Dimming	Assembly Wattage
A01	Multi-head adjustable floodlights on pole	ELT01A	3	20.0 Ft	18 W	LED		54 W	120-277 V	NON DIM	114
		ELT02	1		60 W	LED		60 W	120-277 V	0-10V DIMMING	
		P1	1			-					
A02	Multi-head adjustable floodlights on pole	ELT01	2	20.0 Ft	28 W	LED		56 W	120-277 V	NON DIM	134
		ELT01A	1		18 W	LED		18 W	120-277 V	NON DIM	
		ELT02	1		60 W	LED		60 W	120-277 V	0-10V DIMMING	
		P1	1			-					

**[1719] CONGRESS SQUARE
Portland, Maine
LIGHTING ASSEMBLY SCHEDULE**

90% CONSTRUCTION DOCUMENTS
Date: 04/29/2022
REV DATE: _____

Assembly Type	Assembly Description	Lighting Fixture component(s) in Assembly	Fixture Qty per Assembly	Pole Height (Ft)	Fixture wattage	Fixture Type	Comments	Extended wattage (W)	Voltage (V)	Dimming	Assembly Wattage
A03	Multi-head adjustable floodlights on pole	ELT01	2	20.0 Ft	28 W	LED		56 W	120-277 V	NON DIM	74
		ELT01A	1		18 W	LED		18 W	120-277 V	NON DIM	
		P1	1			-					
A04	Multi-head adjustable floodlights on pole	ELT01	1	20.0 Ft	28 W	LED		28 W	120-277 V	NON DIM	106
		ELT01A	1		18 W	LED		18 W	120-277 V	NON DIM	
		ELT02	1		60 W	LED		60 W	120-277 V	0-10V DIMMING	
		P1	1			-					
A05	Multi-head adjustable floodlights on pole	ELT01	2	20.0 Ft	28 W	LED		56 W	120-277 V	NON DIM	56
		P1	1			-					

TILLET LIGHTING DESIGN INC.
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New York, NY 10038
t: 212-766-0144

**[1719] CONGRESS SQUARE
Portland, Maine
LIGHTING FIXTURE SCHEDULE**

90% CONSTRUCTION DOCUMENTS
Date: 04/29/2022
REV DATE: _____

General Comments:

Exteriors
Landscape Architect to verify all finishes.
Landscape Architect to coordinate necessary footing depth conditions and details.
Landscape Architect to coordinate necessary installation details.
E.C. to verify all mounting options to ensure proper install.
E.E. to verify all voltages.
E.E. to coordinate driver/power supply locations.

For information about combined fixtures with poles see the Assembly Schedule.

Fixture Type / Pole Type	Fixture Description	Manufacturer's catalog reference	Light source quantity	Units (EA/LF)	Source wattage	Source type	Source reference	Comments	Extended wattage (W)	Voltage (V)	Dimming	Power Supply (Integral / Remote)
ELT01	POLE MOUNT 10" DIA. ADJUSTABLE FLOODLIGHT - WIDE FLOOD, HIGH OUTPUT <u>Description:</u> IP67, IK08, 48° Beam wide flood lens, die-cast aluminum frame and base, tempered sodium-calcium glass <u>Dimensions:</u> 10-5/8" x 10-1/4"ø <u>Accessories:</u> Glass diffuser, glare visor, pole mounting flange	<u>Luminaire:</u> iGuzzini Maxwoody Compact I.WMX-C-BO-830-WF-UNV-15-MOD27K <u>Accessories:</u> iGuzzini Diffuser: BZD6 Visor: BZE9 Ø4" Pole Mounting Flange 6111-15	1	EA	28 W	LED	MOD BY MFG 2700°K 80CRI	See General Comments at top of page 1.) Modified color temperature to 2700K	28 W	120-277 V	NON DIM	Integral
ELT01A	POLE MOUNT 10" DIA. ADJUSTABLE FLOODLIGHT - WIDE FLOOD, LOW OUTPUT <u>Description:</u> IP67, IK08, 48° Beam wide flood lens, die-cast aluminum frame and base, tempered sodium-calcium glass <u>Dimensions:</u> 10-5/8" x 10-1/4"ø <u>Accessories:</u> Glass diffuser, glare visor, pole mounting flange	<u>Luminaire:</u> iGuzzini Maxwoody Compact I.WMX-C-BO-830-WF-UNV-15-MOD 27K-MOD OUTPUT <u>Accessories:</u> iGuzzini Diffuser: BZD6 Visor: BZE9 Ø4" Pole Mounting Flange 6111-15	1	EA	18 W	LED	MOD BY MFG 2700°K 80CRI	See General Comments at top of page 1.) Modified 2700K 2.) Underdriven for output of 1500 lumens. Manufacturer to provide shop drawings showing electrical modification including output, wattage, etc.	18 W	120-277 V	NON DIM	Integral
ELT02	POLE MOUNT 12" ADJUSTABLE FLOODLIGHT - WIDE FLOOD, HIGH OUTPUT <u>Description:</u> IP67, IK08, 45° Beam wide flood lens, die-cast aluminum frame and base, tempered sodium-calcium glass <u>Dimensions:</u> 12-1/2" x 12-3/8"ø <u>Accessories:</u> Glass diffuser, visor, pole mounting flange	<u>Luminaire:</u> iGuzzini Maxwoody Small I.WMX-S-BO-830-WF-UNV-15-D10 <u>Accessories:</u> iGuzzini Diffuser: 1195 Visor: 5940 Ø4" Pole Mounting Flange: 6111-15	1	EA	60 W	LED	MOD BY MFG 3000°K 80CRI	See General Comments at top of page 1.) 0-10V Dimmable.	60 W	120-277 V	0-10V DIMMING	Integral
ELT03	FIXTURE OMITTED											
ELT04	STEM MOUNTED ADJUSTABLE TREE ACCENT LIGHTING <u>Description:</u> IP66, unibody design from solid billet, water-proof, wide flood 31° optic, and tempered glass lens <u>Dimensions:</u> 7" x 2-1/4"ø <u>Accessories:</u> Honeycomb baffle, soft focus lens, 45° cap <u>Power Supply:</u> Magnetic transformer in IP68 housing	<u>Luminaire:</u> BK Lighting Delta Star - Staff Star 'L' SF-36"-L-LED-e65-WFL-A9- STANDARD FINISH-12-11-A-ANCHOR BASE <u>Power Supply:</u> BK Lighting CUS-1828-15	1	EA	7 W	LED	BY MFG 3000° 80 CRI 409 Del.. Lms	See General Comments at top of page 1.) Refer to landscape architects detail for installation detail. 2.) Coordination location of power supplies with landscape architect. 3.) . EC is responsible for calculating qtys. of power supplies needed and for sizing low voltage wiring as per manufacturers recommendations to meet voltage requirements needed for proper operation of fixtures.	7 W	Input Voltage 12 V	NON DIM	Remote Transformer
ELT05	FIXTURE OMITTED											

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15 Maiden Lane #508
New York, NY 10038
t: 212-766-0144

**[1719] CONGRESS SQUARE
Portland, Maine
LIGHTING FIXTURE SCHEDULE**

90% CONSTRUCTION DOCUMENTS
Date: 04/29/2022
REV DATE: _____

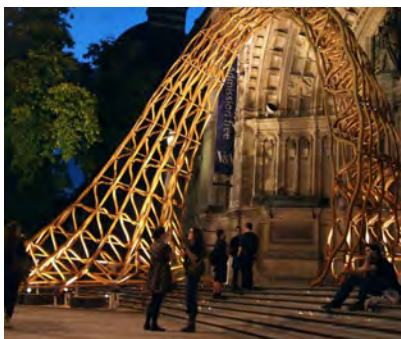
Fixture Type / Pole Type	Fixture Description	Manufacturer's catalog reference	Light source quantity	Units (EA/LF)	Source wattage	Source type	Source reference	Comments	Extended wattage (W)	Voltage (V)	Dimming	Power Supply (Integral / Remote)
ELT06	BOLLARD - ROUND - 24" HT. <u>Description:</u> IP66, IK10, Extruded aluminum body, opal white UV polycarbonate lens, s.s. screws, 360 degree symmetrical optic <u>Dimensions:</u> 24" Ht. x 3-1/2"ø <u>Accessories:</u> Mounting plate with anchor bolts, IP68 waterproof field connectors	<u>Luminaire:</u> iGuzzini IIWAY90-M-RD-830-SYM-UNV-FINISH-MOD27K <u>Mounting:</u> iGuzzini IB514-A <u>Connectors:</u> iGuzzini Male and Female as per EC	1	EA	8 W	LED	BY MFG 3000°K 80 CRI 185 lms	See General Comments at top of page 1.) Modified 2700K	8 W	120-277 V	NON DIM	Integral
ELT07	DBL HEAD ADJUSTABLE FLOOD LIGHT ON STEM MOUNT CANOPY <u>Description:</u> IP66, unibody design, water-proof, wide flood 31° optic <u>Dimensions:</u> 7" x 2-1/4"ø (Single Fixture) 2 fixtures per STEM <u>Accessories:</u> Honeycomb baffle, soft focus lens, 45° cap, Modified arm length (6") 5" diameter machined canopy for mounting to a standard surface jbox Low voltage magnetic power supply. To be located inside shed structure.	<u>Luminaire:</u> BK Lighting Delta Star - Twin Sign Star Style C LED ST-MOD 6"-C-E64-WFL-A9-STANDARD FINISH-12-11-A <u>Mounting:</u> BK Lighting CANOPY: BC6-STANDARD FINISH <u>Power Supply:</u> BK Lighting TR-LOAD-VOLTAGE	2	EA	7 W	LED	BY MFG 2700°K 80 CRI 400 lms	See General Comments at top of page 1.) Modified 6" stem length. Arm length to be verified at the time of final shed design. 2.) Machined canopy to go over a standard jbox. 3.) Remote power supplies to be located in the shed storage structure or other accessible, dry and ventilated location. Coordinate locations with Landscape Architect or Owner. 4.) EC is responsible for calculating qties. of power supplies needed and for sizing low voltage wiring as per manufacturers recommendations to meet voltage requirements needed for proper operation of fixtures.	14 W	Input Voltage 12 V	MLV DIMMING	Remote Transformer
ELT08	TWO SINGLE HEAD ADJUSTABLE FLOOD LIGHTS ON DBL WALL CANOPY <u>Description:</u> IP66, unibody design, water-proof, wide flood 31° optic <u>Dimensions:</u> 7" x 2-1/4"ø (Single Fixture) <u>Accessories:</u> Honeycomb baffle, soft focus lens, 45° cap Surface Jbox and 4" diameter canopy for two fixtures. Low voltage magnetic power supply. To be located inside shed structure.	<u>Luminaire:</u> BK LIGHTING DELTA STAR, TWO LUMINAIRES DS-LED-E64-WFL-A9-STANDARD FINISH-12-11-A-360SL <u>Mounting:</u> BK Lighting ONE JBox: MB3 -STANDARD FINISH ONE Canopy for 2 fixtures: BC5-STANDARD FINISH <u>Power Supply:</u> BK Lighting TR-LOAD-VOLTAGE	2	EA	7 W	LED	BY MFG/BY 2700°K CRI	See General Comments at top of page 1.) Provide manufacturers shop drawing showing BK jbox, dual canopy, and fixtures. 2.) Remote power supplies to be located in the shed storage structure or other accessible, dry and ventilated location. Coordinate locations with Landscape Architect or Owner. 3.) EC is responsible for calculating qties. of power supplies needed and for sizing low voltage wiring as per manufacturers recommendations to meet voltage requirements needed for proper operation of fixtures.	14 W	Input Voltage 12 V	MLV DIMMING	Remote Transformer
POLES												
P1	20' HT. ROUND NON-TAPERED STEEL POLE <u>Description:</u> Non-Tapered round steel pole with pole cap and 2-piece steel base cover. <u>Dimensions:</u> 4.0" DIA x 20' Ht. X 0.18" HEAVY wall thickness	<u>Pole:</u> AV POLES AVPL-RSS-20-4-0.180-MOUNTING-GFI WITH IN-USE COVER-FINISH	-	EA	-	-	-	1.) Provide a GFCI provision at each pole located 10 AFG. GFCI: 120 volt, 20 amp 2.) Fixtures are clamp mounted. Refer to assembly drawings for arrangement and height of fixtures on poles. 3.) Refer to Specification section 265600 for delegated design submittal information.				

**[1719] CONGRESS SQUARE
Portland, Maine
LIGHTING CONTROL SCHEDULE**

90% CONSTRUCTION DOCUMENTS
Date: 04/29/2022
REV DATE: _____

Control Zone	Location	Control Type	Assembly Type	Fixture Type	Fixture Description	Load Type	Fixture Qty.	Units (EACH/ LF)	Fixture Wattage [W]	Total load [W]	
Z001	PLAZA	NON DIM	A01	ELT01A	POLE MOUNT 10" DIA. ADJUSTABLE FLOODLIGHT - WIDE FLOOD, LOW OUTPUT	LED	3	EA	18.0	54.0	
		NON DIM	A02	ELT01	POLE MOUNT 10" DIA. ADJUSTABLE FLOODLIGHT - WIDE FLOOD, HIGH OUTPUT	LED	2	EA	28.0	56.0	
		NON DIM		ELT01A	POLE MOUNT 10" DIA. ADJUSTABLE FLOODLIGHT - WIDE FLOOD, LOW OUTPUT	LED	1	EA	18.0	18.0	
		NON DIM	A03	ELT01	POLE MOUNT 10" DIA. ADJUSTABLE FLOODLIGHT - WIDE FLOOD, HIGH OUTPUT	LED	4	EA	28.0	112.0	
		NON DIM		ELT01A	POLE MOUNT 10" DIA. ADJUSTABLE FLOODLIGHT - WIDE FLOOD, LOW OUTPUT	LED	2	EA	18.0	36.0	
		NON DIM	A04	ELT01	POLE MOUNT 10" DIA. ADJUSTABLE FLOODLIGHT - WIDE FLOOD, HIGH OUTPUT	LED	1	EA	28.0	28.0	
		NON DIM		ELT01A	POLE MOUNT 10" DIA. ADJUSTABLE FLOODLIGHT - WIDE FLOOD, LOW OUTPUT	LED	1	EA	18.0	18.0	
		NON DIM	A05	ELT01	POLE MOUNT 10" DIA. ADJUSTABLE FLOODLIGHT - WIDE FLOOD, HIGH OUTPUT	LED	6	EA	28.0	168.0	
Z002	STAGE LIGHT	0-10V DIMMING	A01	ELT02	POLE MOUNT 12" ADJUSTABLE FLOODLIGHT - WIDE FLOOD, HIGH OUTPUT	LED	1	EA	60.0	60.0	
Z002.1	STAGE LIGHT	0-10V DIMMING	A02	ELT02	POLE MOUNT 12" ADJUSTABLE FLOODLIGHT - WIDE FLOOD, HIGH OUTPUT	LED	1	EA	60.0	60.0	
Z002.2	STAGE LIGHT	0-10V DIMMING	A04	ELT02	POLE MOUNT 12" ADJUSTABLE FLOODLIGHT - WIDE FLOOD, HIGH OUTPUT	LED	1	EA	60.0	60.0	
Z003	PLANTING BEDS	NON DIM	-	ELT04	STEM MOUNTED ADJUSTABLE TREE ACCENT LIGHTING	LED	19	EA	7.0	133.0	
Z004	PLAZA ENTRY	NON DIM	-	ELT06	BOLLARD - ROUND - 24" HT.	LED	3	EA	7.8	23.4	
Z005	ZONE NOT USED										
Z006	STACKED STONE CORNER	NON DIM	A05	ELT01	POLE MOUNT 10" DIA. ADJUSTABLE FLOODLIGHT - WIDE FLOOD, HIGH OUTPUT	LED	2	EA	28.0	56.0	
Z007	ZONE NOT USED										
Z008	PMA PLANTING BEDS	NON DIM	-	ELT04	STEM MOUNTED ADJUSTABLE TREE ACCENT LIGHTING	LED	9	EA	7.0	63.0	
Z009	ZONE NOT USED										
Z010	SHED + SHORT BRICK WALL	MLV DIMMING	-	ELT07	DBL HEAD ADJUSTABLE FLOOD LIGHT ON STEM MOUNT CANOPY	LED	2	EA	14.0	28.0	
		MLV DIMMING	-	ELT08	TWO SINGLE HEAD ADJUSTABLE FLOOD LIGHTS ON DBL WALL CANOPY	LED	3	EA	14.0	42.0	
Z011	PMA PLAZA	NON DIM	A03	ELT01	POLE MOUNT 10" DIA. ADJUSTABLE FLOODLIGHT - WIDE FLOOD, HIGH OUTPUT	LED	2	EA	28.0	56.0	
		NON DIM		ELT01A	POLE MOUNT 10" DIA. ADJUSTABLE FLOODLIGHT - WIDE FLOOD, LOW OUTPUT	LED	1	EA	18.0	18.0	
ADDITIONAL 15% FACTORED INTO LOAD ESITMATES					TOTAL LOAD (1)					561 W	

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New York, NY 10038
t: 1-212-766-0144



Collection of projectors for exterior applications. Available in two sizes. Thanks to its adjustable spotlights and versatile installation, the MaxiWoody system can light horizontal surfaces (streets, squares, car parks) and vertical planes (facades, monuments, architectural details) simultaneously.

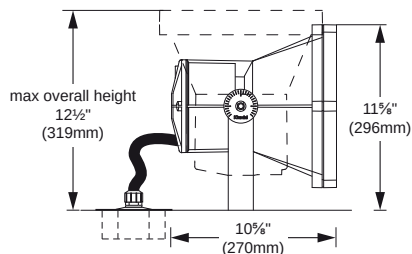
Luminaire characteristics:

Power input: 28W to 60W
Lumens: 2600lm to 6700lm (for 3000K, 80CRI)
Luminaire efficacy: Up to 114lm/W

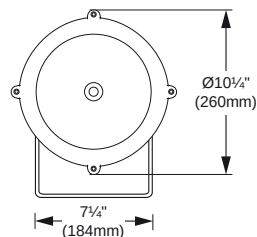
Source:	White LED (LM-80 Tested) 3000K: 80CRI 4000K: 80CRI
Lumen maintenance:	>80% of initial lumens at 100 000 hours (L80)
Optics:	Available in spot, flood or wide flood.
Material:	Body: Die-cast aluminum optical assembly frame and base. Reflector: 99.93% super-pure aluminum. Diffuser: 4mm thick tempered sodium-calcium glass. Hardware: Stainless steel screws.
Mounting:	Ground, wall, MultiWoody arm and pole flange mounting. Single entry feed. Supplied with 3ft (1m) of power cable.
Electrical:	Universal high efficiency electronic driver, rated at 50 000 hours, 120V-277V.
Dimming:	Supplied standard with 0-10V dimmable LED driver (15% minimum dimming). Leading and trailing edge (ELV) for 120V only for compact.
Finish:	Gray (RAL9007) painted finish with a high level of weather and UV resistance. The semi-gloss finish coating is electrostatically applied, durable acrylic enamel baked at high temperatures for superior color retentive finish.
Weight:	Compact: 10lbs (4.57kg) Small: 16.75lbs (7.60kg)
Warranty:	5 year limited warranty.
Ratings:	IP67, IK08
Certification:	 cULus listed for wet location

DIMENSIONS

COMPACT Ø10¼"

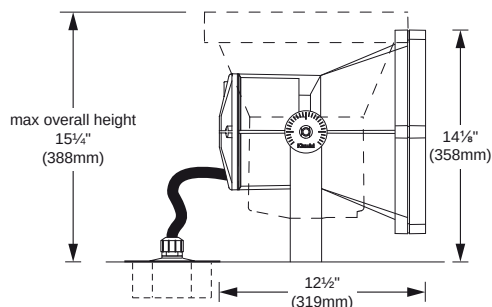


SIDE VIEW

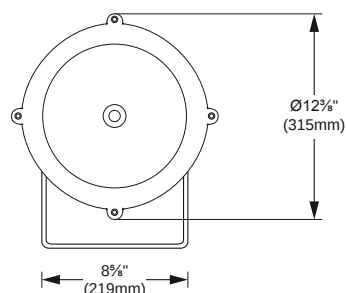


FRONT VIEW

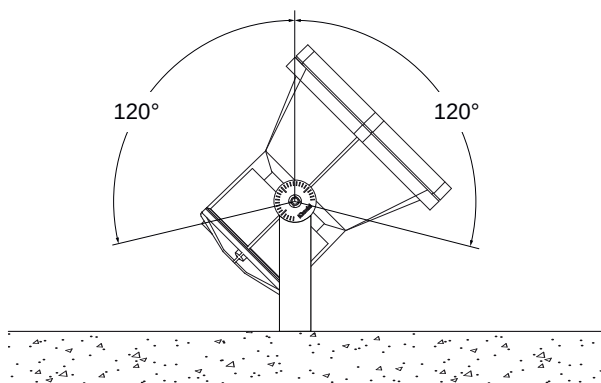
SMALL Ø12⅜"



SIDE VIEW



FRONT VIEW



PHOTOMETRIC DATA

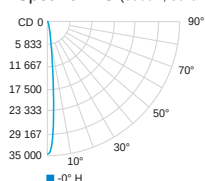
Visit iguzzini.com/us for complete photometric data.

C - Compact



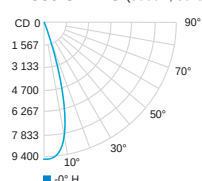
CCT (K)	CRI	OUTPUT	LOAD (W)	OPTIC	LUMENS (lm)	EFFICACY (lm / w)	MAX CANDELA (cd)	MODELS
3000K	80	BO	28W	Spot 10°	2 615	93	34 620	I.WMX-C-BO-830-SP
4000K				Flood 31°	2 920	104	9 370	I.WMX-C-BO-830-FL
				Wide flood 48°	2 925	104	4 945	I.WMX-C-BO-830-WF
				Spot 10°	2 685	95	35 505	I.WMX-C-BO-840-SP
				Flood 31°	2 995	106	9 610	I.WMX-C-BO-840-FL
				Wide flood 48°	3 000	107	5 075	I.WMX-C-BO-840-WF
3000K		HO	41.5W	Spot 10°	3 725	89	50 345	I.WMX-C-HO-830-SP
Flood 31°				4 160	97	13 860	I.WMX-C-HO-830-FL	
Wide flood 48°				4 165	100	7 115	I.WMX-C-HO-830-WF	
4000K				Spot 10°	3 820	92	51 635	I.WMX-C-HO-840-SP
	Flood 31°			4 265	102	14 210	I.WMX-C-HO-840-FL	
	Wide flood 48°			4 270	102	7 295	I.WMX-C-HO-840-WF	

Spot 10° BO (3000K, 80 CRI)



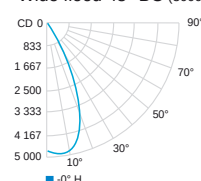
	Center Beam fc	Beam Width ft
2ft	8656	0.4
4ft	2164	0.7
6ft	962	1.1
8ft	541	1.5
10ft	346	1.8
12ft	240	2.2

Flood 31° BO (3000K, 80 CRI)



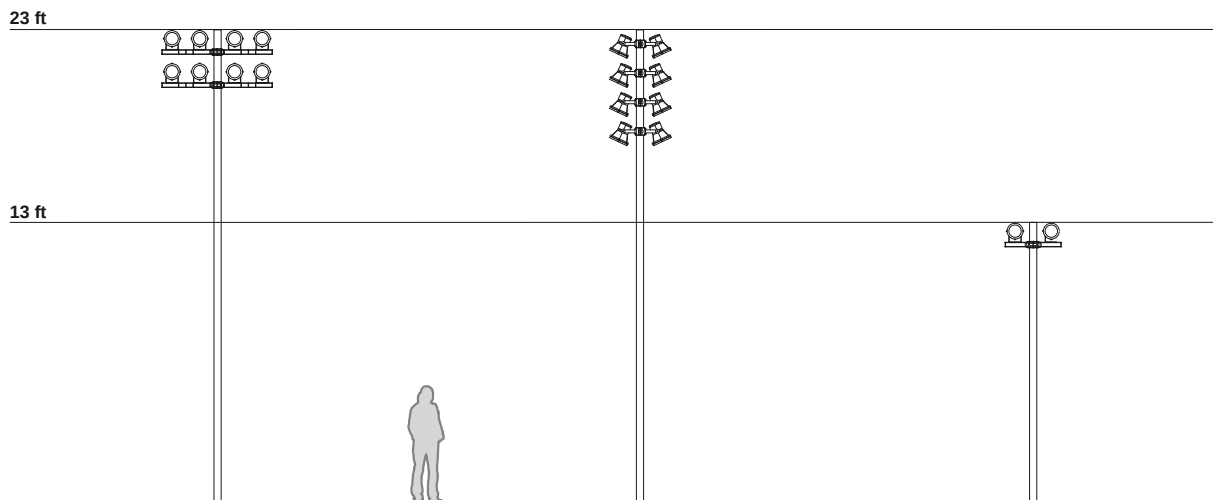
	Center Beam fc	Beam Width ft
2ft	2343	1.1
4ft	586	2.2
6ft	260	3.3
8ft	146	4.4
10ft	93.7	5.6
12ft	65.1	6.7

Wide flood 48° BO (3000K, 80 CRI)

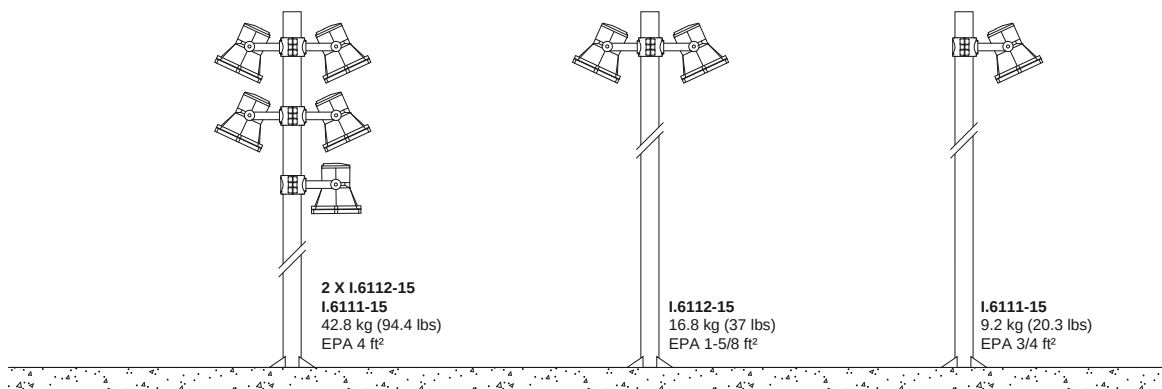


	Center Beam fc	Beam Width ft
2ft	1212	1.8
4ft	303	3.5
6ft	135	5.3
8ft	75.8	7.0
10ft	48.5	8.8
12ft	33.7	10.5

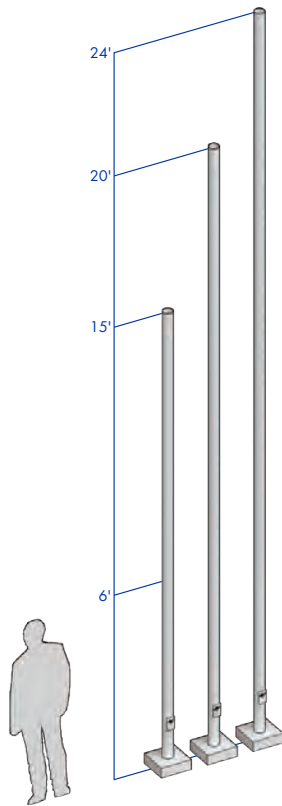
MOUNTING



STRAIGHT Ø4" POLES



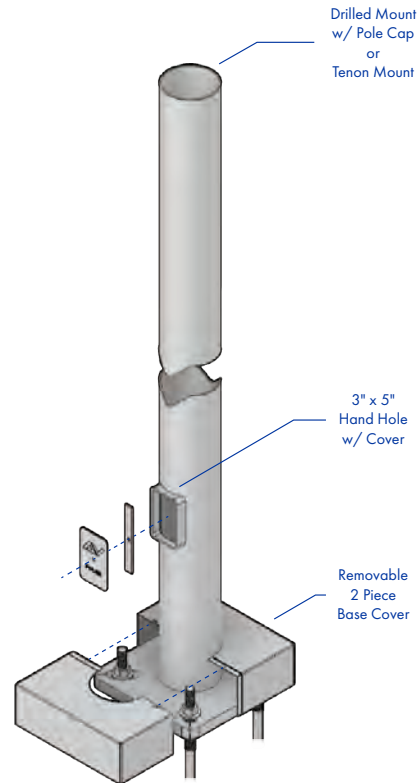
4" ROUND STRAIGHT STEEL (0.180 Heavy Wall)



SHAFT: Commercial-quality, hot-rolled, carbon steel tubing with a minimum yield strength of 46,000 PSI, conforms to ASTM A500 grade B.

GROUNDING: Provision; 3/8-16 Threaded stud welded to inner shaft wall opposite hand hole. Flat washer and hex nut provided.

HARDWARE: S304 stainless steel



FINISH: TGIC thermoset polyester powder coat finish is electrostatically applied at a 3.0 mil minimum thickness. A five stage metal pretreatment process and sealer provide maximum corrosion resistance. The powder top coat is baked in excess of 400 degrees for supreme endurance.

POLE SCHEDULE

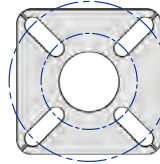
E.P.A. DATA SCHEDULE

Calculations based on sustained wind forces plus additional 1.3 mph gust.

CATALOG NUMBER	POLE HEIGHT	SHAFT SIZE	WALL GAUGE	BOLT CIRCLE	ANCHOR BOLTS	MAX. FIXT. WT.	70 MPH	80 MPH	90 MPH	100 MPH
RSS-154-7	15'	Ø4"	7	10"	3/4" x 24" x 3"	N/A	N/A	N/A	N/A	N/A
RSS-204-7	20'	Ø4"	7	10"	3/4" x 30" x 3"	135	18.8	15.0	10.4	7.0
RSS-244-7	24'	Ø4"	7	11"	3/4" x 30" x 3"	110	13.3	9.1	8.0	3.4

ANCHOR PLATE

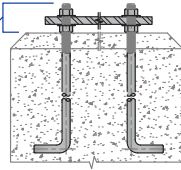
ANCHOR PLATE: Fabricated from hot-rolled carbon steel plate conforming to ASTM A36 meets or exceeds minimum yield strength of 36,000 PSI. All welds shall conform to AWS D1.1. Base plate and shaft are circumferentially welded top and bottom.



STL-1 Template
10.00 X 10.00 X 0.75 Anchor Plate
8.00-11.00" DIA. Bolt Circle

Bolt Projection Above Grade

Minimum.....3.25"
Maximum.....3.75"

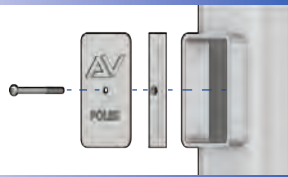
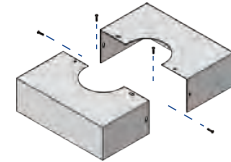
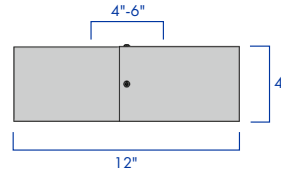


ANCHOR BOLTS

ANCHOR BOLTS: Fabricated from hot-rolled carbon steel bar with minimum yield strength of 55,000 PSI. Bolts are fully galvanized and conform to ASTM-F1554 A55. Each bolt is furnished with two hex nuts and two flat washers.

BASE COVER

BASE BOLT COVER: Two-piece standard full base cover is fabricated from heavy gauge quality carbon steel and pretreated with corrosion inhibitors. Provided with S304 stainless steel hardware. Spun and cast aluminum covers are available.

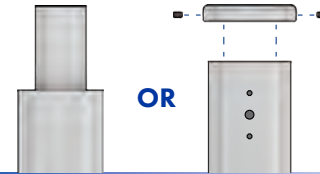


HAND HOLE

HAND HOLE: Reinforced 3" x 5" hand hole is located 18" above base. Cover and attachment hardware provided.

TENON OR DRILL MOUNT

TENON MOUNT: Available with 2.375" O.D. or 2.875" O.D. tenon
DRILL MOUNT: Removable top cap provided with drill-mount poles



GFI RECEPTACLE

GFI-METAL COVER: 2 gang vertical GFI receptacle with NEC 2017 Section 406.9(B)(1) compliant metal cover.

GFI-WEATHER PROOF IN-USE COVER: 2 gang vertical GFI receptacle with In Use Non Metallic cULus listed cover.

ORDERING INFORMATION

HEIGHT	SHAFT	SHAFT WALL	MOUNTING	GFI	ACCESSORIES	FINISH
15'	4" Ø4" Round	0.180" 7 Gauge	PT23 Ø2.375" TENON	GFI with METAL COVER	BEB BANNER EYE BOLT	DBZ DARK BRONZE
20'			PT27 Ø2.875" TENON	GFI with WEATHER PROOF IN-USE COVER	CPLN THREADED COUPLING	BLK BLACK
24'			1@90 POLE DRILLING		BA BANNER ARMS	WHT WHITE
			2@90 POLE DRILLING		BH BASKET HOLDERS	GRY GREY
			2@180 POLE DRILLING		FH FLAG HOLDERS	GRN GREEN
			3@90 POLE DRILLING			GALV GALVANIZED
			3@120 POLE DRILLING			
			4@90 POLE DRILLING			
CONTACT FACTORY FOR HEIGHT OPTIONS			CONTACT FACTORY FOR DRILLING OPTIONS		CONTACT FACTORY FOR DETAILS	ALL RAL COLORS AVAILABLE

DELTA STAR - STAFF STAR STYLE 'L' LED

IP66 RATED

DATE:

PROJECT:

TYPE:

CATALOG NUMBER LOGIC:



**For use with standard Anchor Base only.*

***Designed for use with 12 VAC. LED transformer. Requires magnetic low voltage dimmer.*

****Please see Adjust-e-Lume photometry to determine desired intensity.*

*****For use up to 48" maximum overall height.*

CATALOG NUMBER LOGIC

Example: SF - 36- L - LED - e65 - NSP - A9 - BZP - 12 - 11 - C - PP-TRe20

MATERIAL

Aluminum

SERIES

SF - Staff Star Pathlight

OVERALL HEIGHT

24" (Standard), 30", 36", 42", 48", *54", *60", *66", or *72" height

STAFF STYLE

L - 90° Radius

SOURCE

LED - with Integral Dimming Driver (25W min. load when dimmed)**

LED TYPE

e64 - 7W LED/2700K e66 - 7W LED/4000K

e65 - 7W LED/3000K e74 - 7W LED/Amber

OPTICS

NSP - Narrow Spot (13°) MFL - Medium Flood (23°)

SP - Spot (16°) WFL - Wide Flood (31°)

ADJUST-E-LUME OUTPUT INTENSITY***

A9 (Standard), A8, A7, A6, A5, A4, A3, A2, A1

FINISH (See page 2 for full-color swatches)

Standard Finishes (BZP, BZW, BLP, BLW, WHP, WHW, SAP, VER)

Premium Finish (ABP, AMG, AQW, BCM, BGE, BPP, CAP, CMG, CRI, CRM, HUG, MDS, NBP, OCP, RMG, SDS, SMG, TXF, WCP, WIR)

Also available in RAL Finishes

LENS TYPE

12 - Soft Focus 13 - Rectilinear

SHIELDING

11 - Honeycomb Baffle

CAP STYLE

A - 45°

B - 90°

C - Flush

D - 45° Less Weephole (Interior use only)

E - 90° Less Weephole (Interior use only)

F - 90° with Flush Lens

BASE OPTION

(Blank) - Anchor Base (Standard, for use with remote 12 VAC. LED transformer)

PP18B - 18" Power Pipe Stake with 'B' Cap****

PP-TRe20 - Power Pipe T with 18" Stake, TRe20 Electronic Transformer (105-300 VAC. 50/60 Hz. non-dimming)****

SF - Stability Flange (For use with Power Pipe)

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12/10/2020 SKU-1135
SUB-2343-00

TILLET
LIGHTING DESIGN
ASSOCIATES

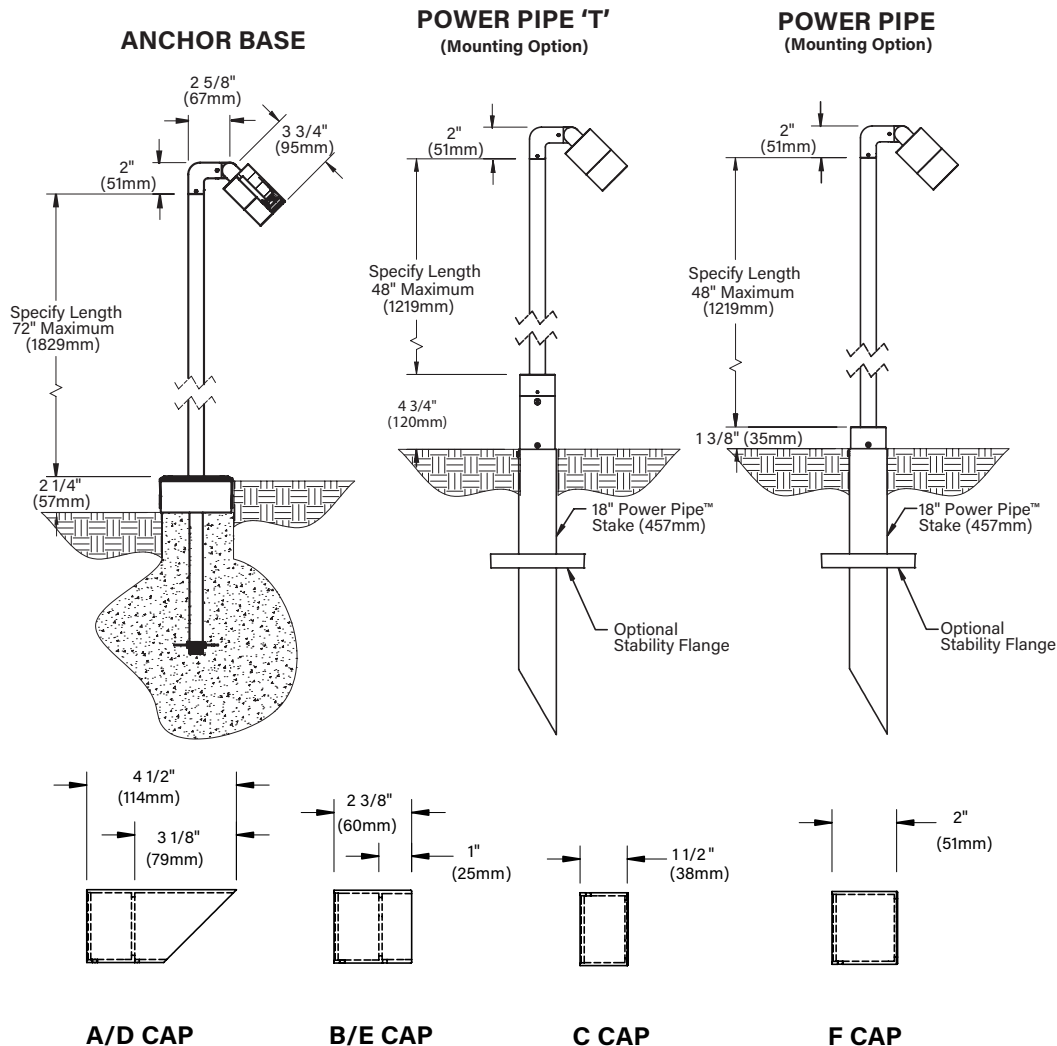
[1719] CONGRESS SQUARE
90% CONSTRUCTION DOCUMENTS
APRIL 29, 2022

ELT04

DATE:

PROJECT:

TYPE:

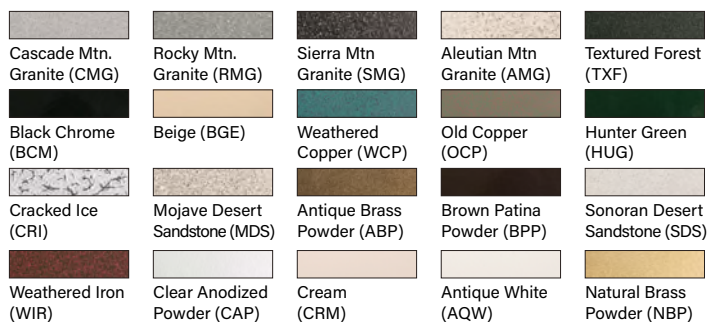


STANDARD FINISHES



[Click Here](#) to view larger, full-color swatches of all available finishes on our website.

PREMIUM FINISHES



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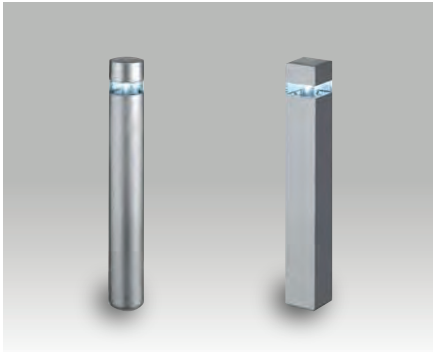
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12/10/2020 SKU-1135
SUB-2343-00

TILLET
LIGHTING DESIGN
ASSOCIATES

[1719] CONGRESS SQUARE
90% CONSTRUCTION DOCUMENTS
APRIL 29, 2022

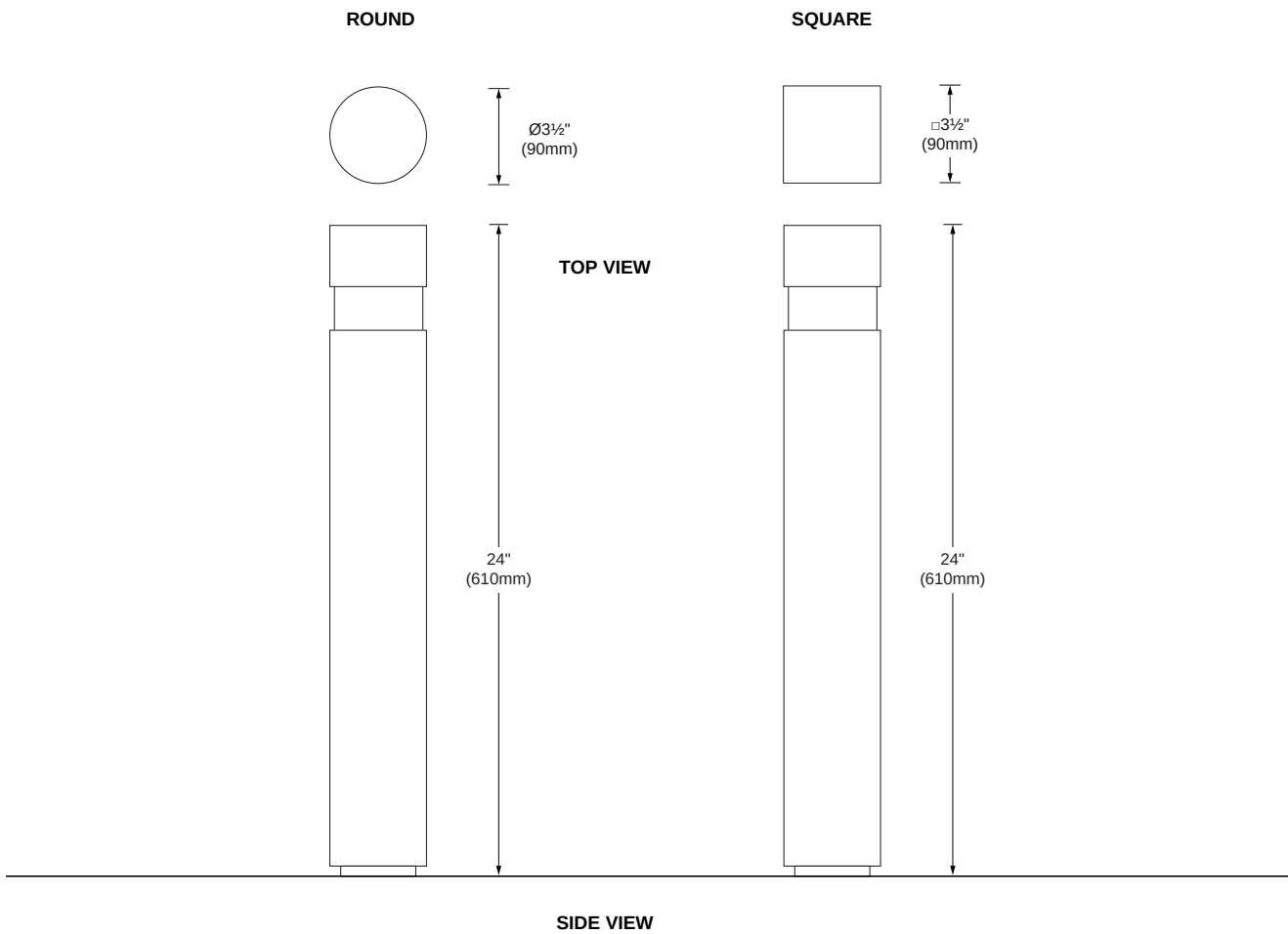
ELT04



Collection of exterior bollards for commercial and institutional applications. Available in a round or square design for diverse applications, scale and design. Robust aluminum alloy construction with stainless steel fasteners, factory sealed diffuser and lenses, with five layers corrosion resistant finish

Luminaire characteristic:	Power input: 7.8W (system wattage) Lumens: 168lm to 185lm (for 3000K, 80CRI) Luminaire efficacy: Up to 27lm/W
Source:	White LED (LM-80), 3000K: 80CRI, 4000K: 80CRI.
Lumen maintenance:	80% of initial lumens at 50 000 hours (L80) (LM-79).
Optic:	360° symmetrical optic
Material:	Body: Extruded aluminum Base: Die cast aluminum with stainless steel rods Diffuser: Opal white anti UV polycarbonate Hardware: Stainless steel screws
Mounting:	Install with fixing plate accessory or fasten to ground. Supplied with 3ft (1m) of the power cable minimum.
Electrical:	Integral high efficiency dimmable LED driver, rated at 50 000 hours. 120V-277V. Overvoltage protection : 10kV common and differential mode
Dimming:	0-10V (120-277V), down to 10%.
Finish:	White (RAL9016), black, rust brown or gray (RAL9007) painted finish with a high level of weather and UV resistance. The semi-gloss finish coating is electrostatically applied, durable acrylic enamel baked at high temperatures for superior color retentive finish.
Weight:	Round: 6.94lb (3.15kg) Square: 8.49lb (3.85kg)
Warranty:	5 year limited warranty.
Ratings:	IP66, IK10
Certification:	 cULus listed for wet location.

DIMENSIONS



DELTA STAR - TWIN SIGN STAR STYLE 'C' LED

IP66 RATED

DATE:

PROJECT:

TYPE:

CATALOG NUMBER LOGIC:



*36" maximum stem length with Power Canopy option.

**Designed for use with 12 VAC. LED transformer. Requires magnetic low voltage dimmer.

***Please see Adjust-e-Lume photometry to determine desired intensity.

****Accommodates up to 2 lens/shielding media.

CATALOG NUMBER LOGIC

Example: ST - 30 - C - LED - e65 - SP - A7 - SAP - 12 - 11 - C - PC-TRe20

MATERIAL

Aluminum

SERIES

ST - Twin Sign Star

STEM LENGTH

18" (Standard), 24", 30", 36", *42", or *48"

STYLE

C - Straight Mount

SOURCE

LED - with Integral Dimming Driver**

LED TYPE

e64 - 7W LED/2700K e66 - 7W LED/4000K

e65 - 7W LED/3000K e74 - 7W LED/Amber

OPTICS

NSP - Narrow Spot (13°) MFL - Medium Flood (23°)

SP - Spot (16°) WFL - Wide Flood (31°)

ADJUST-E-LUME OUTPUT INTENSITY***

A9 (Standard), A8, A7, A6, A5, A4, A3, A2, A1

FINISH

Standard Finishes (BZP, BZW, BLP, BLW, WHP, WHW, SAP, VER)

Premium Finish (ABP, AMG, AQW, BCM, BGE, BPP, CAP, CMG, CRI, CRM, HUG, MDS, NBP, OCP, RMG, SDS, SMG, TXF, WCP, WIR)

(Also available in RAL Finishes. See submittal SUB-1439-00)

LENS TYPE****

12 - Soft Focus 13 - Rectilinear

SHIELDING****

11 - Honeycomb Baffle

CAP STYLE

A - 45°

B - 90°

C - Flush

D - 45° Less Weephole (Interior use only)

E - 90° Less Weephole (Interior use only)

F - 90° with Flush Lens

OPTIONS

PC-TRe20 - Power Canopy with TRe20 Electronic Transformer (105-300 VAC. 50/60 Hz. non-dimming)*****

UPM - Universal Power Module

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12/02/2020 SKU-745
SUB-2282-00

TILLET
LIGHTING DESIGN
ASSOCIATES

[1719] CONGRESS SQUARE
90% CONSTRUCTION DOCUMENTS
APRIL 29, 2022

ELT07

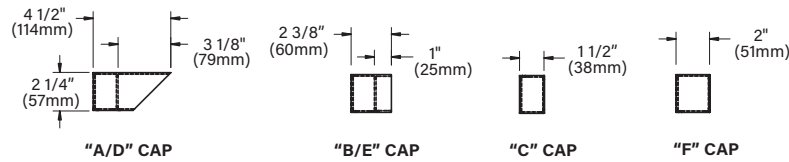
DELTA STAR - TWIN SIGN STAR STYLE 'C' LED

IP66 RATED

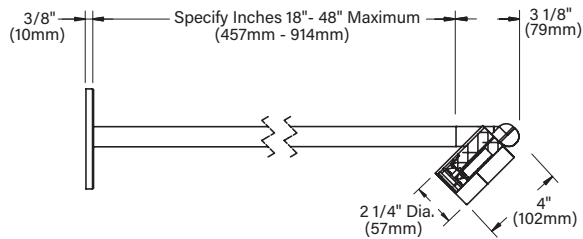
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PROJECT:

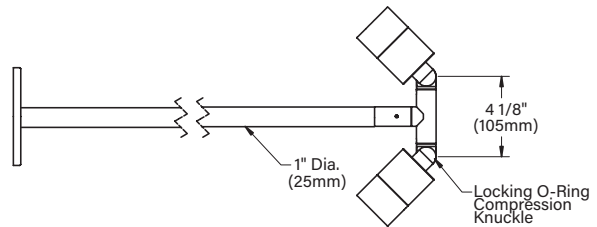
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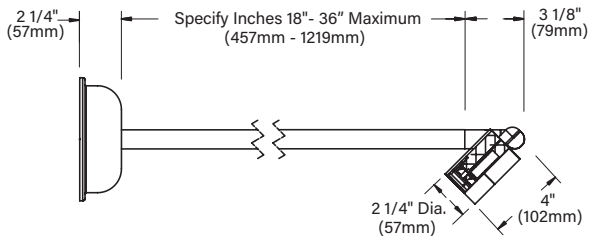
CANOPY - SIDE VIEW



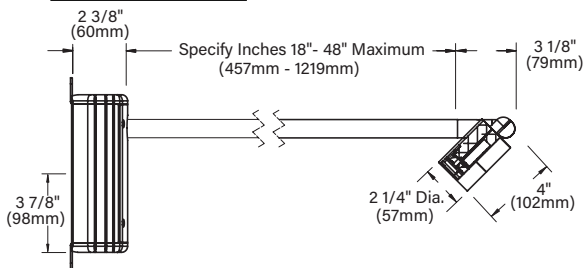
SIDE VIEW



PC - SIDE VIEW



UPM - SIDE VIEW

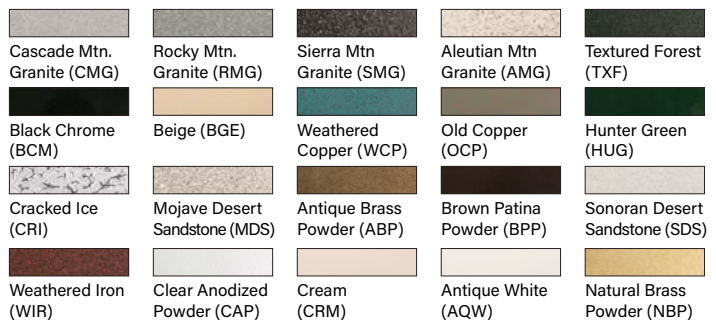


STANDARD FINISHES



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SUB-2282-00

TILLET
LIGHTING DESIGN
ASSOCIATES

[1719] CONGRESS SQUARE
90% CONSTRUCTION DOCUMENTS
APRIL 29, 2022

ELT07

DATE:

PROJECT:

TYPE:

CATALOG NUMBER LOGIC:



**Designed for use with LED transformer. Requires magnetic low voltage dimmer.*

***Please see Adjust-e-Lume photometry to determine desired intensity.*

****The 360SL cost is already included in the price of UPM, UPM dual, and Power Canopy.*

CATALOG NUMBER LOGIC

Example: B - DS - LED - e64 - SP - A7 - BZP - 12 - 11 - A - 360SL

MATERIAL

(Blank) - Aluminum B - Brass S - Stainless Steel

SERIES

DS - Delta Star

SOURCE

LED - with Integral Dimming Driver (25W min. load when dimmed)*

LED TYPE

e64 - 7W LED/2700K e66 - 7W LED/4000K

e65 - 7W LED/3000K e74 - 7W LED/Amber

OPTICS

NSP - Narrow Spot (13°) MFL - Medium Flood (23°)

SP - Spot (16°) WFL - Wide Flood (31°)

ADJUST-E-LUME® OUTPUT INTENSITY**

A9 (Standard), A8, A7, A6, A5, A4, A3, A2, A1

FINISH (See page 2 for full-color swatches)

Standard Finishes (BZP, BZW, BLP, BLW, WHP, WHW, SAP, VER)

Premium Finish (ABP, AMG, AQW, BCM, BGE, BPP, CAP, CMG, CRI, CRM, HUG, MDS, NBP, OCP, RMG, SDS, SMG, TXF, WCP, WIR)

Also available in RAL Finishes

Brass Finishes (MAC, POL, MIT)

Stainless Steel Finishes (MAC, POL)

LENS TYPE

12 - Soft Focus 13 - Rectilinear

SHIELDING

11 - Honeycomb Baffle

CAP STYLE

A - 45°

B - 90°

C - Flush Lens

D - 45° Less Weephole (Interior use only)

E - 90° Less Weephole (Interior use only)

F - 90° with Flush Lens

OPTIONS

360SL - Knuckle Mounting System***

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01/15/2020 SKU-739
SUB000930

TILLET
LIGHTING DESIGN
ASSOCIATES

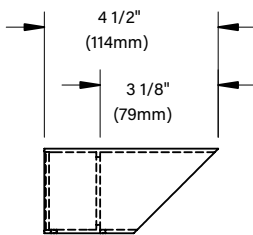
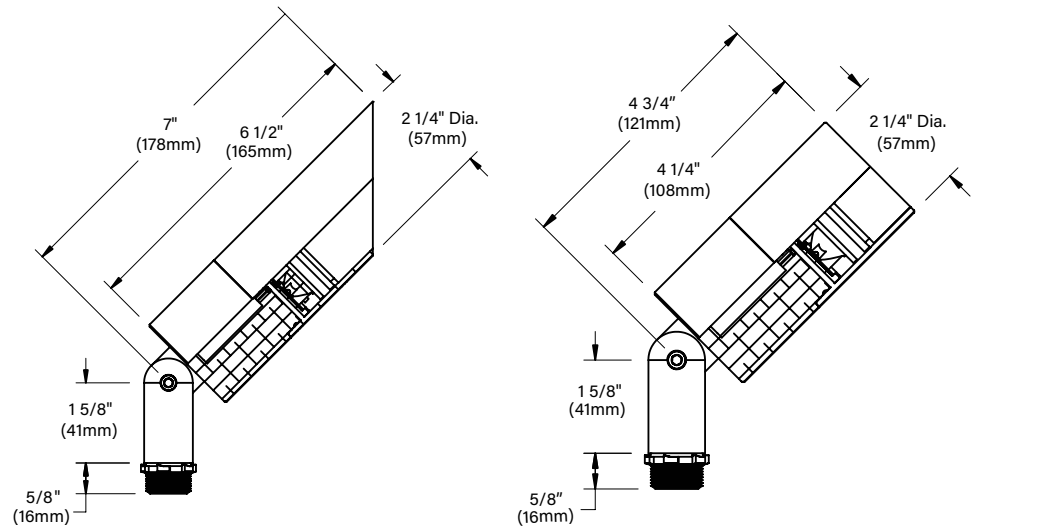
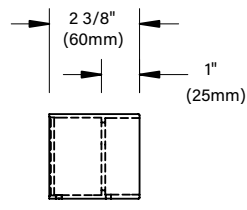
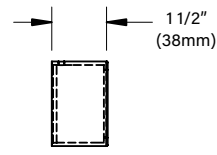
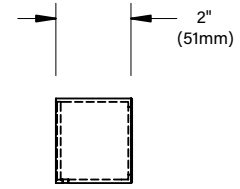
[1719] CONGRESS SQUARE
90% CONSTRUCTION DOCUMENTS
APRIL 29, 2022

ELT08

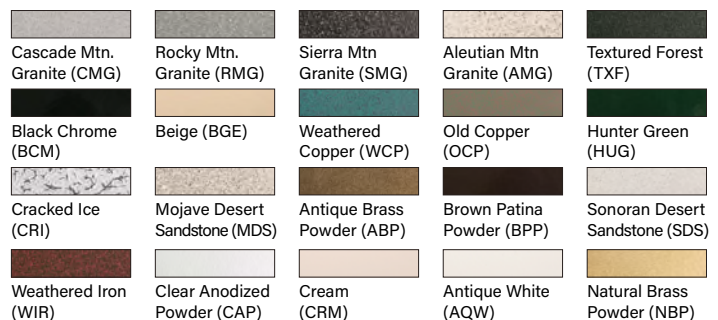
DATE:

PROJECT:

TYPE:

**A/D CAP****B/E CAP****C CAP****F CAP****STANDARD FINISHES**

[Click Here](#) to view larger, full-color swatches of all available finishes on our website.

PREMIUM FINISHES**B-K LIGHTING****MADE IN THE USA**559.438.5800 | INFO@BKLIGHTING.COM | BKLIGHTING.COM

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01/15/2020 SKU-739
SUB000930

TILLET
LIGHTING DESIGN
ASSOCIATES

[1719] CONGRESS SQUARE
90% CONSTRUCTION DOCUMENTS
APRIL 29, 2022

ELT08

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

November 9, 2018

Caitlin Cameron, Urban Designer
City of Portland
389 Congress Street
Portland, Maine 04101

Re: Comprehensive Redesign of Congress Square, including Congress Square Park

Dear Caitlin,

On November 7, 2018, the City of Portland's Historic Preservation Board voted 7-0 to approve the City of Portland's application for a Certificate of Appropriateness for the comprehensive redesign of Congress Square and Congress Square Park. Approval was made on the basis of plans and specifications submitted for the 11/7/18 public hearing and followed preliminary workshops on the proposal.

Approval was made subject to the following conditions:

- * Details for stair handrails, skateboard deterrents, bus shelter location, and operation guidelines to be provided and reviewed by staff.
- * Proposed final treatment for the abutting Westin wall (including surface treatment, lighting, entry design, and canopy), as well as final lighting design/specifications for park and storage shed design to return to the Board for review and approval.

Construction to be carried out as shown on the plans and specifications submitted for the 11/7/18 public hearing and/or as described above. Changes to the approved plans and specifications and any additional work that may be undertaken must be reviewed and approved by this office prior to construction, alteration, or demolition. If, during the course of completing the approved work, conditions are encountered which prevent completing the approved work, or which require additional or alternative work, you must apply for and receive a Certificate of Appropriateness or Non-Applicability PRIOR to undertaking additional or alternative work.

This Certificate is granted upon condition that the work authorized herein is commenced within twelve (12) months after the date of issuance. If the work authorized by this Certificate is not commenced within twelve (12) months after the date of issuance or if such work is suspended in

significant part for a period of one year after the time the work is commenced, such Certificate shall expire and be of no further effect; provided that, for cause, one or more extensions of time for periods not exceeding ninety (90) days each may be allowed in writing by the Department.

Sincerely,

A handwritten signature in black ink, appearing to read "Deborah Andrews". The signature is written in a cursive, flowing style with a large initial "D".

Deborah Andrews
Historic Preservation Program Manager

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

**PUBLIC HEARING
CONGRESS SQUARE**

TO: Chair Sheridan and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: October 31, 2018

RE: November 7, 2018 – **PUBLIC HEARING**

Application for: Certificate of Appropriateness for Comprehensive Redesign of Congress Square Park and Congress Square

Address: Congress Square, including Congress Square Park

Applicant: City of Portland
represented by Caitlin Cameron, Urban Designer and Project Manager

Project Architect: WRT, Philadelphia

Public Art: Sarah Sze, New York

Introduction

Following two preliminary workshops, Urban Designer Caitlin Cameron is requesting final review and approval of plans for the comprehensive redesign of Congress Square Park and surrounding Congress Square. The project scope also includes the substantial expansion and redesign of the sidewalk/plaza in front of the Portland Museum of Art. The project was first introduced to the Board in January 2017. A second workshop was held in May following further design development by project architect WRT of Philadelphia. With input from the Historic Preservation Board and other project stakeholders, the design team has revised elements of the design presented in May and provided the level of detail required for formal review and approval.

Board members will recall that in addition to requesting a Certificate of Appropriateness from the Historic Preservation Board, the project will require approval from the Land Bank Commission, Planning Board, MDOT (for changes to High Street, which is a state-owned road) and the City Council.

Attached is a memo from Ms. Cameron that describes the final design proposal and its key features, summarizes the concerns and questions raised by the Board at the last workshop and identifies the design revisions made in response to Board feedback—see ATTACHMENT 2. Final plans, renderings, details and specifications provided by WRT Architects are enclosed as ATTACHMENT 3 a-d.

Summary of May 2, 2018 Workshop, Final Design Revisions

Ms. Cameron's memo summarizes the issues raised by Board members during the last workshop and the design revisions made in response to these concerns—see ATTACHMENT 2.

Historic Preservation Staff Comments

As members of the Board might recall from the introductory workshop on this project, there were some initial questions or concerns about the “organic” nature of the proposed redesign of the square, given the square’s distinctly urban context and given the direction provided by the ordinance review standard for streetscape and public infrastructure improvements, which generally encourages more contextual treatments. The standard states: *“streetscape and pedestrian improvements and any change in the appearance thereof shall not be incongruous to the character of the ... district”*. As was explained by staff, however, in this case the departure is an intentional one, with the goal of creating an identifiable node or “special moment” that breaks with the orthogonal/rectilinear nature of the streets that lead to this intersection and park. Ultimately, Board members appeared comfortable with the consultant’s decision to set the square apart from the surrounding context. No doubt the eclectic architectural character of the Congress Street Historic District, the fact that Congress Square has no defining historic monument that needs to be taken into consideration, and fact that the intersection is at the center of Portland’s Arts District all contributed to this finding. That said, much of the Board’s discussion rightly focused on how the points of transition from the square to the abutting sidewalks and streets would be handled. The Board wanted to ensure that the transitions were not abrupt and that an appropriate balance be struck between highlighting this intersection as distinct from the surrounding area and retaining a sense of continuity with the abutting sidewalks/streets. The final paving solution, which was revised in response to Board feedback, attempts to strike that balance.

Another initial concern of the Board was whether all of the programmatic elements desired by key stakeholders (stage area, seating for viewing the stage, public art, water feature, etc.) could be accommodated without overly complicating the design. In the final proposed design, the individual elements are successfully subsumed within the overall design language established for the park.

In staff’s view, the one aspect of the proposal that does not appear to be fully resolved at this time is the treatment of the wall of the abutting Westin Hotel. Plans call for downlighting and a continuous canopy along the entire façade and storage beneath the canopy. The canopy is

shown as an irregular shape, suggestive of a series of gabled roof forms. As shown, the canopy extends to the High Street corner of the building. Drawings are rather conceptual at this point, however. Also, the Friends of Congress Square Park are proposing to introduce a mural on this wall (which will be a separate project) and the Westin is looking to have some signage. Staff has a number of questions about this area of the project and suggests that this area warrants further discussion and design development. There should also be clarification as to whether the mural would remain once the larger redesign project is undertaken. Perhaps resolution of this aspect of the project could be handled as a condition of approval.

Applicable Review Standard and Guidelines

Sec. 14-651. Standards for review of new construction, (c) Relationship to street

4. Streetscape, pedestrian improvements. Streetscape and pedestrian improvements and any change in the appearance thereof located adjacent to...or within an historic district or within an historic landscape district which is readily visible from any street or open space shall not be incongruous to the character of the landmark or district and shall comply with the criteria and guidelines specified in the design manual.

Chapter 8 of Portland's *Historic Resources Design Manual* provides additional design guidelines that expand upon this review standard. See ATTACHMENT 1 for the applicable guidelines.

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the November 7, 2018 public hearing and information included in the accompanying staff report, the Board finds that the proposed redesign of Congress Square and Congress Square Park **meets (fails to meet)** the historic preservation ordinance's Standards for Review of New Construction as regards Streetscape and Pedestrian Improvements **(subject to the following conditions.....)**

Attachments

1. Chapter 8 of Portland's *Historic Resources Design Manual*, "Streetscape and Pedestrian Improvements"
2. Memo from Caitlin Cameron, Urban Designer and Project Manager
3. WRT proposal
 - a. Plans and illustrations
 - b. Site sections and details
 - c. Lighting concepts
 - d. Public artwork concept

STANDARDS: STREETSCAPE AND PEDESTRIAN IMPROVEMENTS

8

1. General

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

2. Pedestrian Amenities

- a. While pedestrian amenities must be compatible with the City's historic character, variations shall be permitted in order to respect the vitality and the variety of the City's different thoroughfares and neighborhoods.
- b. Different types of public spaces should respond to the following general performance criteria:
 - Historic commercial streets shall be treated simply with maximum open sidewalk space, limited obstructions on the ground, and pedestrian preference for street crossing.
 - Historic, non-commercial pedestrian streets and walks shall have a similar scale, more intimate design using textures and smaller elements that stimulate interest along the path.
 - Waterfronts were not typically pedestrian spaces in historic Portland but should be opened up to the public wherever possible due to their historic interest and value as a public amenity.

- Parking areas must be carefully designed and landscaped due to their large size and visual impact upon visitors and residents.
- Parks should play a special role in historic interpretation and provide day-time cultural activity for the District as well as relief from paved areas.

3. Streetscape

a. Paving and Planting

- a. The existing streetscape should be enriched, especially around historic buildings and heavily used pedestrian areas. Historically appropriate improvements should create some consistency while avoiding complete uniformity.
- b. Historic paving features should be retained wherever possible and incorporated into the streetscape improvements. For example, where brick sidewalks existed historically, brick shall continue as the material of choice.
- c. Subtle variations in paving patterns and materials shall be used to enrich sidewalks and plazas, such as highlighting patterns in street lights, trees, furniture, street crossings, and entryways.
- d. Planting shade trees and shrubs shall be encouraged where they would enhance the historic character and create more inviting spaces. Removal of healthy trees over 3" caliper shall be discouraged, except where they threaten existing structures or personal safety.

b. Street Furniture

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

c. Lights, Signs, and Traffic Signals

- a. Public signs shall utilize compatible graphics, colors, proportions, dimensions, and fabrication methods in order to create greater consistency and improve their compatibility with their historic setting.
- b. Street lights shall be designed to harmonize with their surroundings, and traffic signal poles and mounts shall be as unobtrusive as possible, both physically and visually.

Memorandum

Planning and Urban Development Department

Planning Division



To: Members of the Historic Preservation Board

From: Caitlin Cameron, Urban Designer, Department of Planning & Urban Development

Date: November 7, 2018

Re: Congress Square Redesign + Public Art: Public Hearing for Certificate of Appropriateness

1. Introduction

The Congress Square Redesign project and Public Art Commission are City of Portland projects completing the Design Development (DD) phase. The project partners include The City of Portland, Friends of Congress Square Park, and the Public Art Committee. The consultants include WRT, Sebago Technics, Patrick Cullina Horticultural Design + Consulting, Tillett Lighting Design Associates, and Sze Studio. The overall concept remains the same as presented in 2017 as part of the Schematic Design phase with continued refinement of circulation, planter placement and details, material selection, water feature, lighting scheme, grading and drainage, and planting selection. The project has reached 100% of the DD phase and at this point City staff seek approval from the Historic Preservation Board on appropriateness within the Congress Street Historic District and according to the Historic Resources Design Manual especially on those design elements mentioned above.

Approvals:

The project is seeking a Certificate of Appropriateness for the design and public artwork. Other approvals for the new design and public art will include:

- Land Bank Commission – Land Bank Ordinance (approved 2018)
- City Council – Land Bank Ordinance
- Planning Board – Site Plan
- MDOT – PDR and changes to the roadway (High Street is a State road)

2. Summary of Design Concept, Revisions, Workshop Comments

In the workshop, staff sought Historic Preservation Board input on the following items:

1. General appropriateness within the district according to the review standards
2. Paving material selection and placement
3. Furnishing zone approach (street trees planters)
4. Planter design details
5. Lighting concept, especially as it relates to the surrounding historic buildings
6. Public artwork placement
7. Any other observations

Concept: Accessibility, Connectivity, Identity

The project will completely reimagine the space occupied by the Congress Square intersection, the PMA plaza, and the 1981 Congress Square Park. The design approach intentionally seeks to set Congress Square apart in its visual character as a special node on Congress Street. The concept uses the sinuous, curvilinear planter forms and the grey paver palette to knit the whole square together and give an identity to Congress Square that is unique from the rest of historic Congress Street. The square is treated as a special node along the street corridor and provides an intentional break in the street wall. The goal is to give the square identity as the contemporary arts district square, and improve its connectivity and accessibility at the same time.

Program: The program includes landscape and planting, fixed and mobile seating with both sunny and shady conditions, event and performance space, traffic and intersection redesign, storage, lighting, water feature, and public artwork.

Materials: The proposal uses a grey material palette with shades of grey pavers in the pedestrian plazas, the sidewalks, and in the streets on Congress and Free Street. The intention is to convey a contemporary design but also use the ground plane to visually and physically define and unify the square space. The planter edges are granite curb. Benches, seating walls, and steps are introduced along the planter edges and are proposed to be concrete.

Board members commented on the extent of the **pavers**, the pattern, the transition from red brick to grey, and the relationship of the paver to the historic building edges. The special pavers within the intersection were considered unsuccessful in tying the space together and could give the wrong impression of protected pedestrian space. **In response to these comments, the paver design was revised in several ways:**

- The special pavers were removed from the intersection. The crosswalks will use a permanent material and are the only part of the roadway that now uses the granite pavers with a granite band transition. Free Street remains raised with bollards, inset curb, and paving material demarking the pedestrian spaces – the sidewalks are red brick, the roadway will be either paver or asphalt.
- The extent of the special paver was condensed towards the Square – the grey pavers now appear in Congress Square Park, the PMA Plaza, and at the corners of the other sides of the intersection. This keeps the existing condition of red brick in the sidewalk and next to the historic buildings. The grey pavers now appear only in the square itself and does not extend down the streets.
- The paver material is now specified to be granite in two tones – light and dark grey. The size of the granite pavers is consistent in the pedestrian areas and changes to a larger scale in the crosswalks and roadway.
- The paver pattern was revised – the herringbone pattern remains, but instead of pixelated, ombre approach, color bands continue the lines created by the curvilinear planters onto the ground plane (see attachment a.).

Board members also raised questions about the **durability of concrete materials.**

- WRT continues to pursue this material palette for its durability, construction and cost considerations, and aesthetics.
- All curbs and pavers are proposed to be granite.

- Steps will either be granite or concrete.
- The benches are concrete with rounded edges and in some cases include wood benches.
- All concrete edges will be treated with a skateboard deterrent.
- Quarry stone was introduced in four locations – the back corner of the park, beneath each sculpture, and at the two PMA planters. These stones will be terraced to build up the terrain in these locations and will provide moments where climbing, play, and seating are an option.

Planting: The planting concept provides visual interest in all seasons and with low maintenance, native plants. All planter areas, including the furnishing zone, will include understory plantings as well as trees. The trees are intended to provide shaded seating areas in some cases, but also some vertical elements to the overall design.

Since the workshop,

- The planting palette was refined.
- Planting areas include the quarry stone components in four locations
- Lighting was added to highlight the trees.
- The new renderings at street level indicate how this distinct landscape language queues people they are entering a special space from each approach.

Street Furniture: The space will include a combination of permanent bench seating and seating walls incorporated into the planter edges as well as the moveable tables and chairs and Adirondack chairs already employed in the space.

Lighting: The lighting concept uses minimal fixtures that have flexible, directional light. The lighting will be functional ambient lighting, lighting for the stage, and lights that highlight certain design features such as landscape, the artwork, the Westin Wall, and the steps. The street/sidewalk lighting will use the standard Downtown fixture. **Since the workshop,**

- The light fixture types and locations have been identified (attachment c.)
- Landscape accent lights were added to the trees
- The fixtures are minimal and contemporary intended to provide even lighting levels with accents at the trees, Westin wall, and entrance steps.
- Landscape lighting treatment was introduced on the PMA plaza side to be consistent with the park

Other Elements: The plans include a splash pad water feature, quarry rocks for play, a storage structure with a screen wall and canopy. The water feature will provide an active, visible element that will draw the eye into the park. **Since the last workshop:**

- No revisions were made to the water feature.
- Quarry rocks were introduced in four locations interior to the park and PMA plaza to provide grade changes, visual interest in all seasons, and a incidental play element.
- A concept for the storage structure was introduced to include a scrim wall and canopy that extend across the back wall. This will include a downwash light from the top of the Westin wall. Friends of Congress Square Park also propose a temporary mural on that wall (separate project and approval). The Board will likely be asked to consider these changes to the Westin façade at

a later time when the design approach, materials, mural, and Westin signage and lighting are more finalized.

Public Art (attachment d.): The public art concept includes two sculptures within Congress Square Park. The first, largest sculpture is placed to mark the corner and create a visual gateway presence as the predominant public space for the Arts District. This should be visible from multiple approaches and have a scale that is read from a vehicle speed as well as a pedestrian level. The second sculpture leads the viewer into the park but also is visually a companion piece to the first “mothership.” The artwork marks the entrances to the park space but also interacts with the plantings, allowing the landscape to grow up and around the sculpture. **The third sculpture as shown in attachment d. is not intended at this time but should be considered as a possibility in the review and approval.** The reflective material on the underside will reflect the movement of people, cars, the landscape, etc., while the concave side is a still image showing a reflection of the sky. There will be a 3-foot planting and rock buffer around each sculpture and the intent is for the sculpture to appear to be a part of the landscape. **The placement, scale, orientation of the sculptures remains the same as the workshop and as shown in the design drawings (attachment a.). Revisions include:**

- Two sculptures rather than three shown in the public art concept
- Lighting will be ambient only; no direct lighting on sculpture
- Rock formations added as part of the sculpture bases

3. Standards of Review: Streetscape and Pedestrian Improvements

Per *City of Portland Historic Resources Design Manual*, staff refer to *Section 8 Standards: Streetscape and Pedestrian Improvements* when considering the appropriateness of the proposed design and public artwork in the Congress Street Historic District.

The Congress Square Redesign and Public Art concept addresses the review standards in the following ways:

1. General – The project uses organic, curvilinear forms as an identity element that ties the public open spaces together. This design approach is also intended to accentuate the rectilinear, red brick, historic buildings that create the urban room.
2. Pedestrian Amenities
 - a. Historic Character – The project intentionally varies from the established character in order to set Congress Square apart as a node along the streetscape. This includes pedestrian amenities that are designed to have a character specific to Congress Square.
 - b. Performance Criteria
 - The square includes three different commercial streets – the project widens and enlarges sidewalks and pedestrian zones where possible.
 - The project does not include non-commercial pedestrian streets, waterfront, or parking areas.
 - On-street parking will be maintained except in the case directly on Congress Street in front of Congress Square Park. Those on-street spaces are being removed in order to provide better visual connection though the square as well as widen the sidewalk and shorten the crossing distances through the intersection.
 - As a park design, the goal is to create a new, special role in the linear parade of public squares along Congress Street (City Hall, Monument Square, Longfellow Square, Bramhall Square). The goal is to create a square that is distinct from both the streetscape and the other squares. This square is intended to celebrate

its place in the center of the Arts District – accomplished through the new public artwork, allowing for temporary art installations, and park design to accommodate the arts programming currently taking place there (administered by Friends of Congress Square Park). Some design features to achieve this goal include a “stage” area and seating for viewing the stage, adequate clear space for dancing and other active events, design around the already-existing PMA 7 sculpture, providing clear site and circulation lines to the PMA and into the park and events.

3. Streetscape

- a. Paving and Planting – The paving and planting will be unique to Congress Square and will be a critical component to its identity. These will be of high-quality design and serve to visually queue to pedestrians and vehicles that they have entered a special node within the Congress Street corridor. The current sidewalks are red brick and Congress Square Park has asphalt hexagonal pavers. The area of special paver is concentrated. The proposal uses a distinct grey palette of granite pavers in a herringbone pattern and color bands to define the square on the ground plane. The red brick transitions to the grey material with granite bands set at angles that relate to the language of the project and that makes a clear and designed transition rather than appearing incidental or haphazard. Red brick sidewalk is maintained adjacent to the three historic buildings with the granite pavers being introduced at the edges of the intersection – the pavers and plantings are used to visually tie the space together.
- b. Street Furniture - Street furniture includes benches and seating walls integrated into the planters within the park. Street lights and trash cans follow established Downtown District selections.
- c. Lights, Signs, and Traffic Signals
 - Signs – No signs are proposed at this time. Staff will bring any future sign proposal to the HP staff/board for review. The Westin may also propose revised signage.
 - Street lights shall follow the Downtown District lighting standard and continue the same streetlight/pedestrian fixtures already established on Congress Street. These lights will appear on Congress Street, Free Street, and High Street within the furnishing zone along the sidewalk/street edge. Interior to the plaza spaces will be special lighting treatments to light the stage/events, the landscape features, the public artwork and overall ambient lighting (refer to attachment c.). Fixtures include poles with amiable directional lights, landscape uplighting to highlight the trees, flush mounted lights at planter edges to light the entrance to the park and rock formations, and wall wash on the Westin Hotel wall/storage structure and canopy. These lighting fixtures are proposed to have a recessive quality – calling attention to what is being lit rather than the light fixtures. The lights are intended to provide enough light for functional uses such as the stage and activities, provide adequate and even coverage of light for safety reasons, and to then highlight the landscape and design features above and beyond the functional lighting.

4. Attachments

- a. Plans and Illustrations
- b. Site Sections and Details

- c. Lighting Concepts
- d. Public Artwork Concept



CONGRESS SQUARE REDESIGN

PORTLAND, MAINE

October 30, 2018

Historic Preservation Board Meeting

PERVIOUS (11%)
IMPERVIOUS (89%)

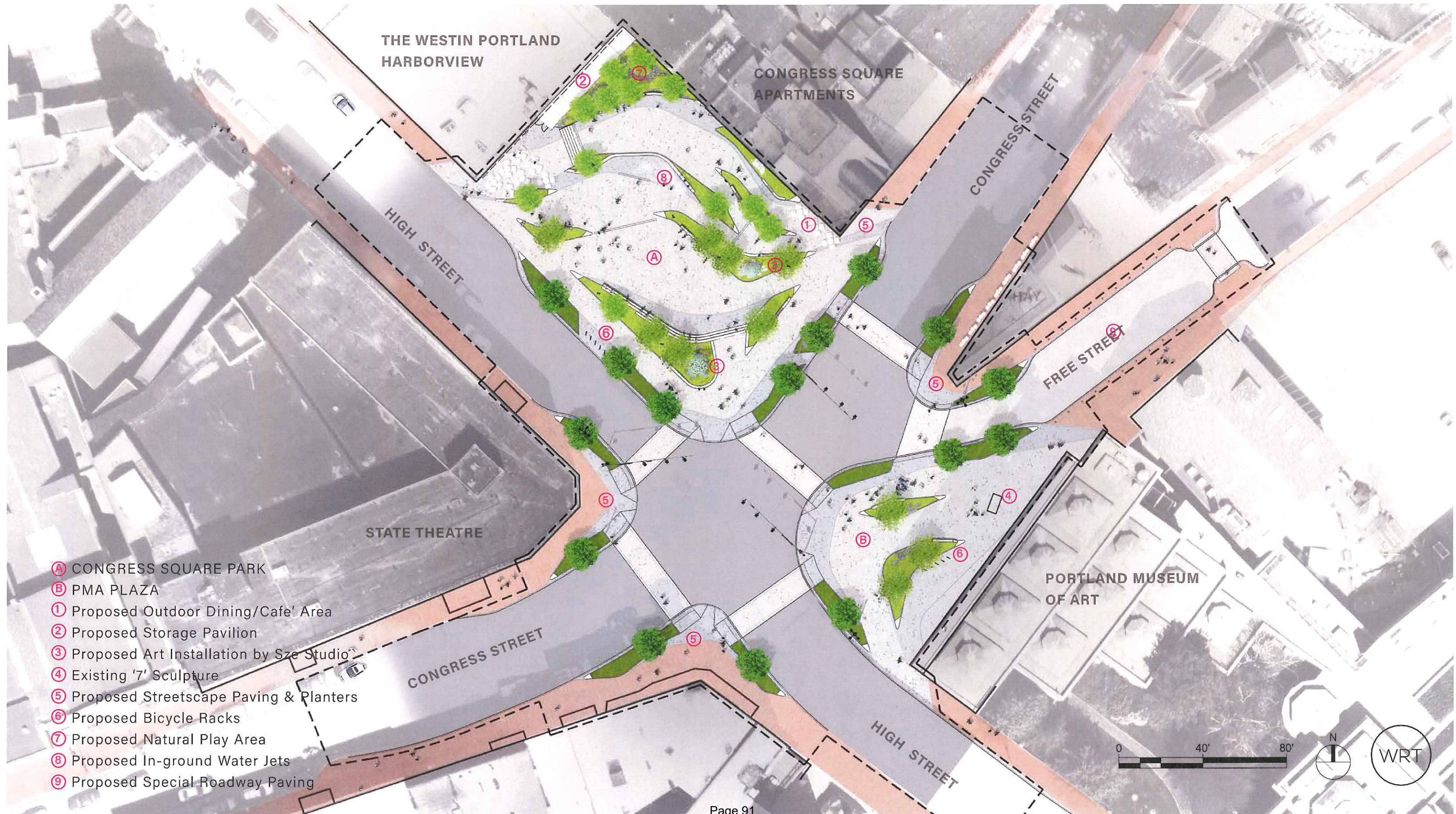
CURRENT



PERVIOUS (14%)
IMPERVIOUS (86%)

PROPOSED

CONGRESS SQUARE REDESIGN SITE PLAN



CONGRESS SQUARE REDESIGN PLANTING PALETTE



CONGRESS SQUARE REDESIGN

PLANTING PALETTE

CANOPY TREES



Quercus macrocarpa | Bur Oak

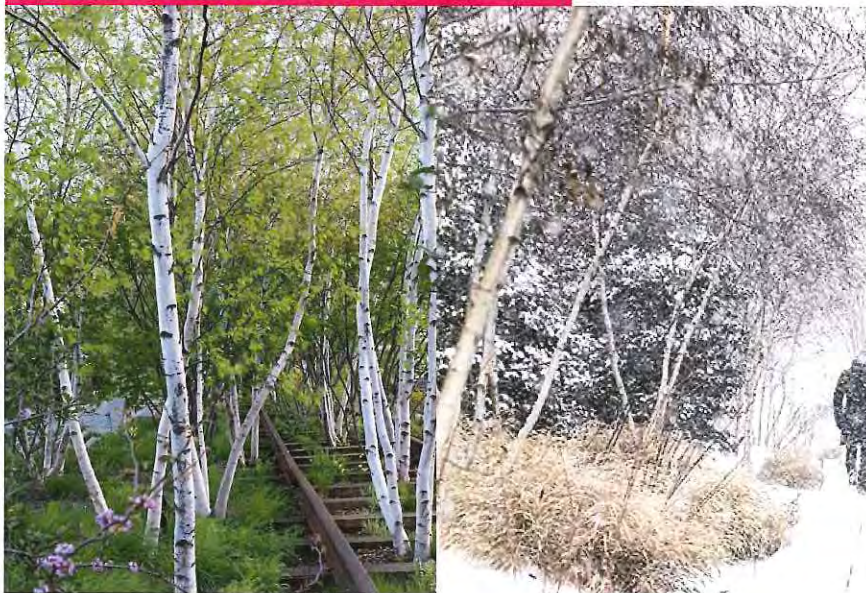


Quercus bicolor | Swamp White Oak



Nyssa sylvatica | Black Gum

ACCENT TREES



Betula populifolia | Grey Birch



Amelanchier laevis | Allegheny Serviceberry

CONGRESS SQUARE REDESIGN

PLANTING PALETTE

SHRUBS



Clethra alnifolia 'Compacta'
SUMMERSWEET

Comptonia peregrina
SWEETFERN

Ilex verticillata 'Red Sprite'
WINTERBERRY

Ilex verticillata 'Jim Dandy'
WINTERBERRY

Rosa virginiana
VIRGINIA ROSE

FERNS & SEDGES



Athyrium angustum
NORTHERN LADY FERN

Polystichum acrostichoides
CHRISTMAS FERN

Carex appalachica
APPALACHIAN SEDGE

Carex eburnea
BRISTLE-LEAVED SEDGE

Carex pensylvanica
PENNSYLVANIA SEDGE

PERENNIALS



Amsonia tabernaemontana
var. *salicifolia*
BLUESTAR

Asclepias tuberosa
BUTTERFLY WEED

Actaea racemosa
BLACK COHOSH

Actaea rubra
RED BANEBERRY

Baptisia 'Purple Smoke'
FALSE INDIGO

Liatris spicata
BLAZING STAR

CONGRESS SQUARE REDESIGN

PLANTING PALETTE

PERENNIALS



Monarda fistulosa 'Claire Grace'

WILD BERGAMOT

Phlox paniculata 'Jeana'

GARDEN PHLOX

Pycnanthemum tenifolium

MOUNTAIN MINT

Symphyotrichum laeve

SMOOTH ASTER

Symphyotrichum oblongifolium 'October Skies'

AROMATIC ASTER

Symphyotrichum cordifolium

BLUE WOOD ASTER



Solidago flexicaulis

BROADLEAF GOLDENROD

Tiarella cordifolia

FOAMFLOWER

Veronicastrum virginicum

CULVER'S ROOT

Vernonia noveboracensis

NEW YORK IRONWEED

ORNAMENTAL GRASSES



Deschampsia cespitosa

TUFTED HAIR GRASS

Panicum virgatum 'Shenandoah'

SWITCH GRASS

Schizachyrium scoparium

'Standing Ovation'

LITTLE BLUESTEM

CONGRESS SQUARE REDESIGN MATERIAL PALETTE

PARK & PLAZA



ROADWAY/CROSSING



TRANSITION PAVING



THE WESTIN PORTLAND
HARBORVIEW

CONGRESS SQUARE
APARTMENTS

CONGRESS STREET

BRICK PAVING TO MATCH
EXISTING SIDEWALK (TYP.)

FREE STREET

PORTLAND MUSEUM
OF ART

STATE THEATRE

CONGRESS STREET

HIGH STREET

BRICK PAVING TO MATCH
EXISTING SIDEWALK (TYP.)



CONGRESS SQUARE REDESIGN

MATERIAL PALETTE

SEAT WALL - TYPE I



SEAT WALL - TYPE II



FLUSH PLANTER CURB



THE WESTIN PORTLAND
HARBORVIEW

CONGRESS SQUARE
APARTMENTS

CONGRESS STREET

FREE STREET

STATE THEATRE

PORTLAND MUSEUM
OF ART

CONGRESS STREET

HIGH STREET

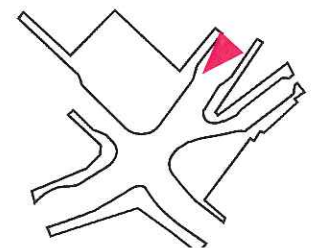
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WRT

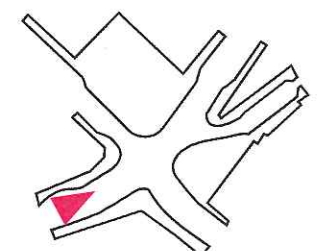


VIEW FROM CONGRESS ST.



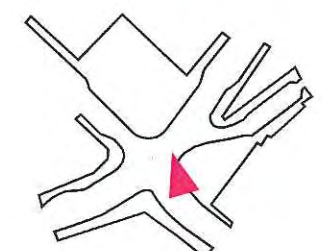


VIEW FROM CONGRESS ST.





VIEW TO CONGRESS SQ. PARK



CONGRESS SQUARE
PORTLAND, ME

CITY OF PORTLAND, MAINE

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KEY PLAN



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LAYOUT PLAN

DRAWING #

L-101



PROPOSED SITE FEATURES LEGEND

- 1 PRECAST CONC. BENCH
- 2 PRECAST CONC. BENCH WITH WOOD
- 3 4" HT GRANITE PLANTER CURB
- 4 GRANITE BLOCKS
- 5 PRECAST CONC. STEPS
- 6 PRECAST CONC. STEPS WITH HANDRAIL
- 7 ART PIECE BY SZE STUDIO
- 8 IN-GROUND WATER JETS
- 9 GRANITE BAND 4"
- 10 STORAGE STRUCTURE
- 11 ADA RAMP WITH TRUNCATED DOMES
- 12 TABLE TOP AT FREE STREET
- 13 BIKE RACK (10 TOTAL)
- 14 SAFETY BOLLARD

SITE FEATURES LEGEND

- PROJECT LIMIT LINE
- PROPOSED TREE
- TRAFFIC POLE
- TRAFFIC LIGHT
- PEDESTRIAN LIGHT
- TYPICAL BENCH



CONGRESS SQUARE
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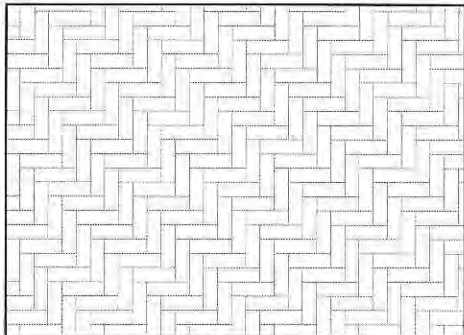
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MATERIALS PLAN

DRAWING #
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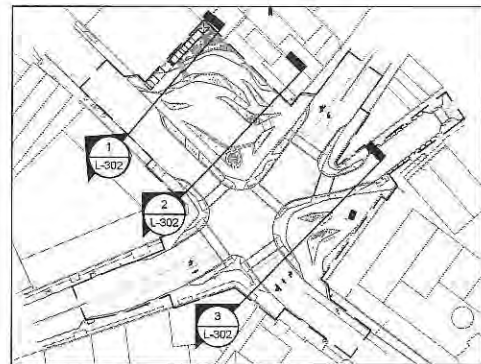


GRANITE PAVERS ENLARGMENT
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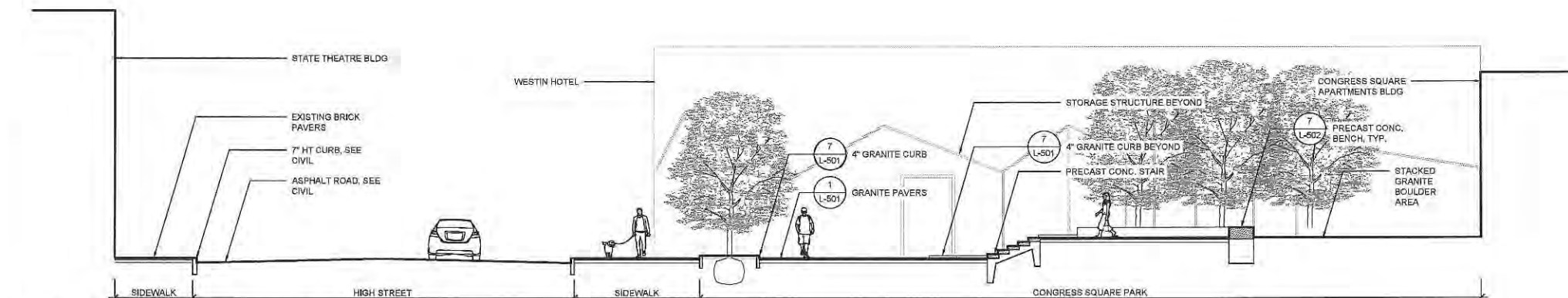
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4" x 12" x 2" PEDESTRIAN
4" x 12" x 4" VEHICULAR
 - PROPOSED GRANITE PAVER IN DARK GREY COLOR
4" x 12" x 2" PEDESTRIAN
 - PROPOSED BRICK PAVER
 - EXISTING BRICK PAVER
 - PRECAST CONCRETE
 - PROPOSED GRANITE PLANTER CURB

- SITE FEATURES LEGEND
- PROJECT LIMIT LINE
 - PROPOSED TREE
 - TRAFFIC POLE
 - TRAFFIC LIGHT
 - PEDESTRIAN LIGHT
 - TYPICAL BENCH

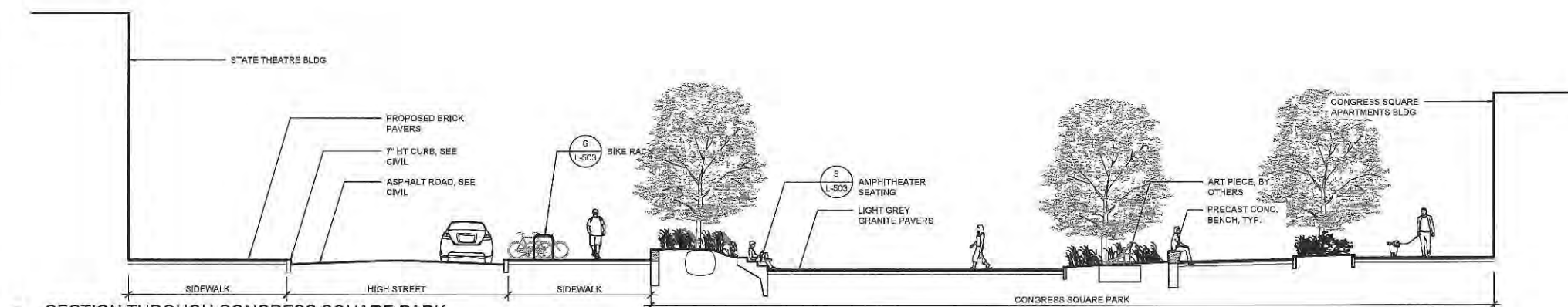
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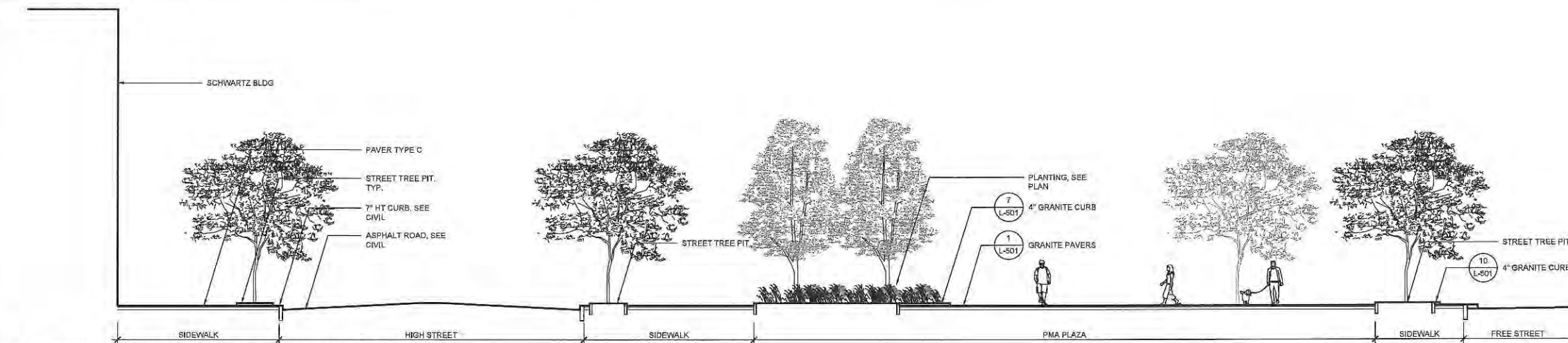
KEY PLAN



1 SECTION THROUGH CONGRESS SQUARE PARK
SCALE: 1/8" = 1'-0"



2 SECTION THROUGH CONGRESS SQUARE PARK
SCALE: 1/8" = 1'-0"



3 SECTION THROUGH CONGRESS SQUARE PARK
SCALE: 1/8" = 1'-0"

CONGRESS SQUARE PORTLAND, ME

CITY OF PORTLAND, MAINE

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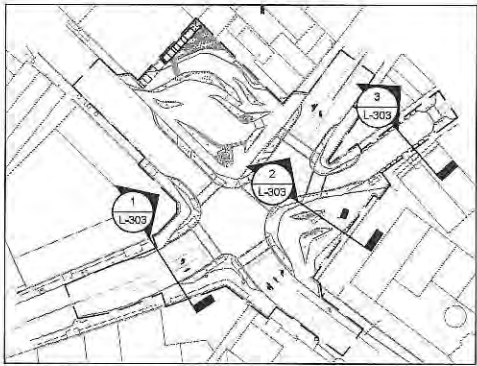
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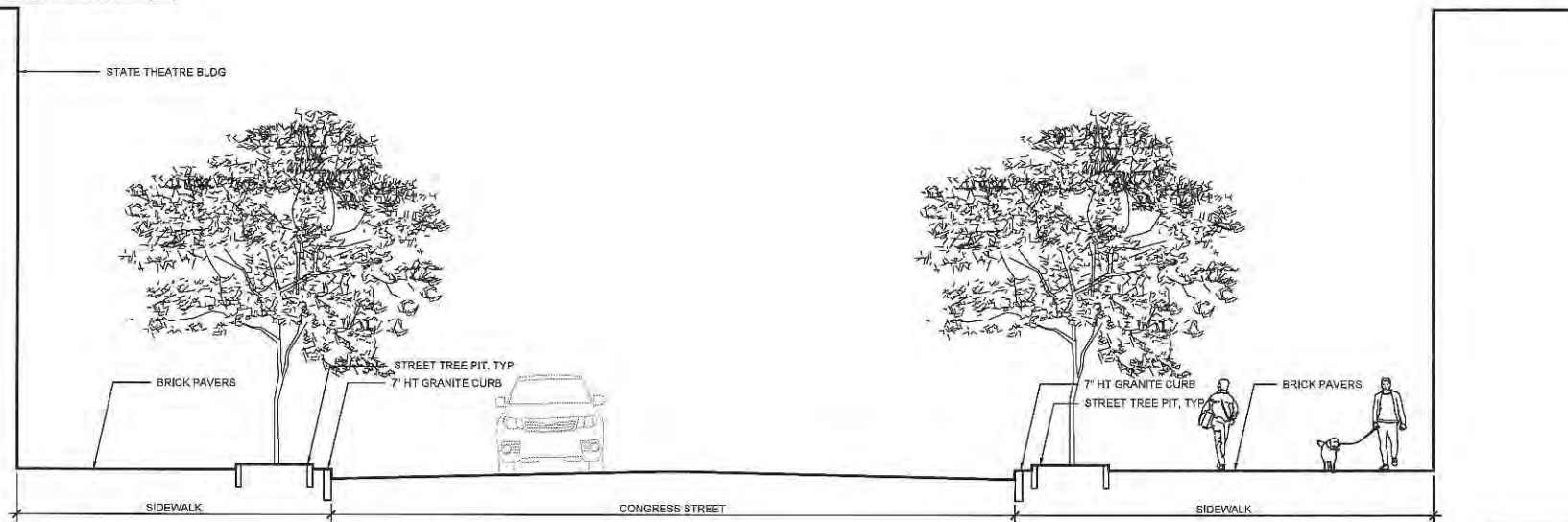
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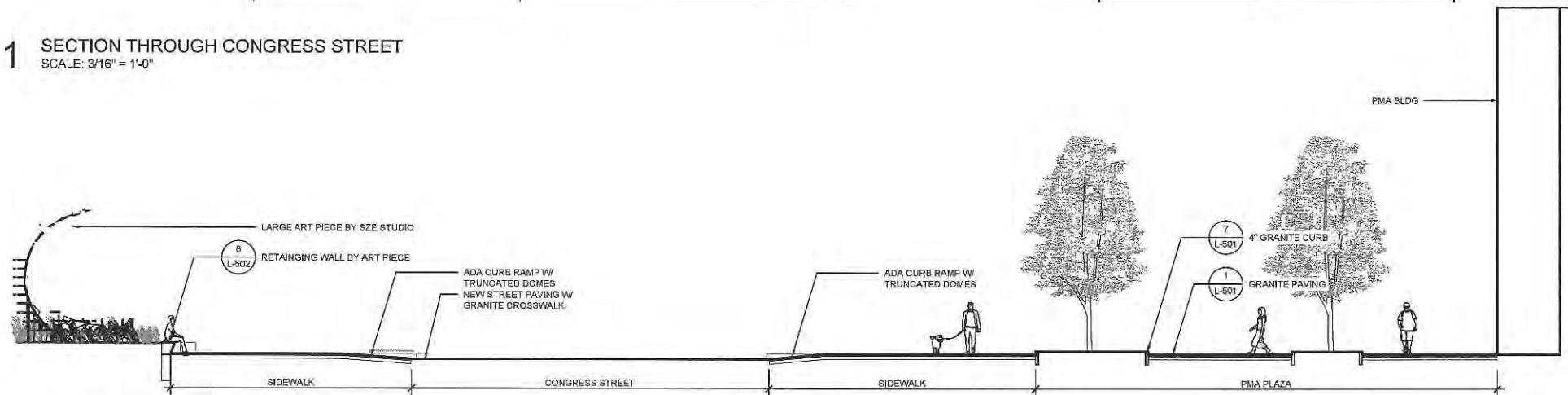
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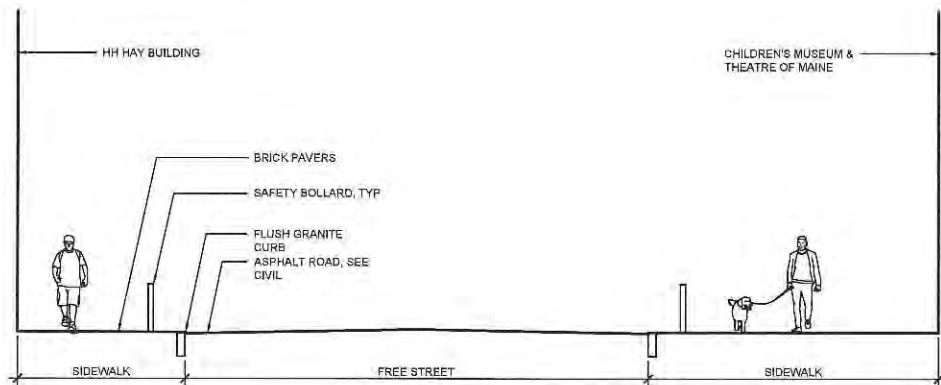
KEY PLAN



1 SECTION THROUGH CONGRESS STREET
SCALE: 3/16" = 1'-0"



2 SECTION THROUGH PMA PLAZA
SCALE: 1/8" = 1'-0"



3 SECTION THROUGH FREE STREET
SCALE: 3/16" = 1'-0"

CONGRESS SQUARE
PORTLAND, ME
CITY OF PORTLAND, MAINE

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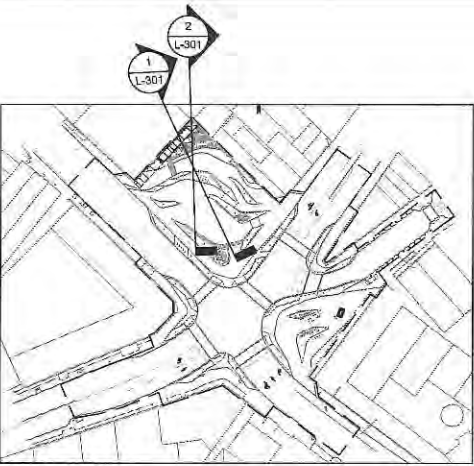
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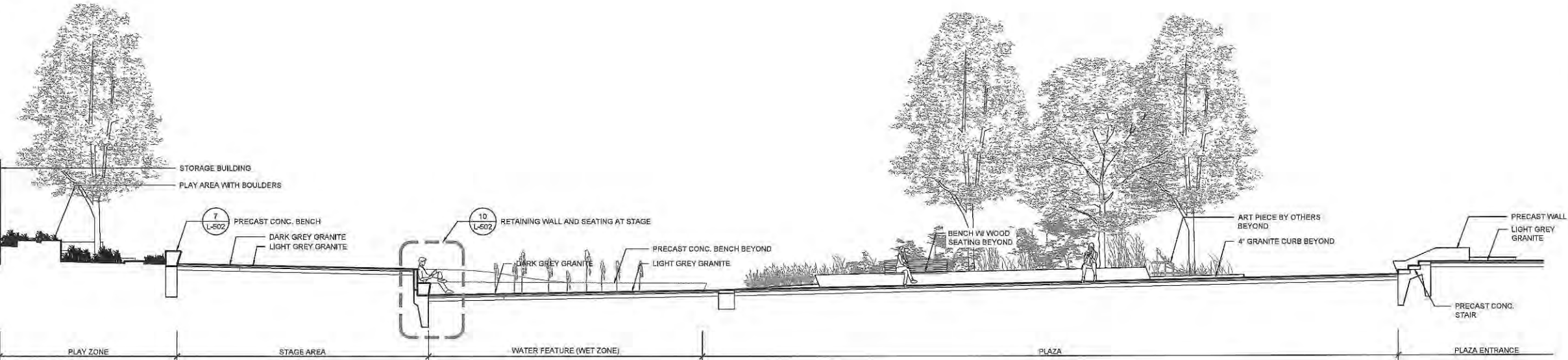
SITE SECTIONS

DRAWING #

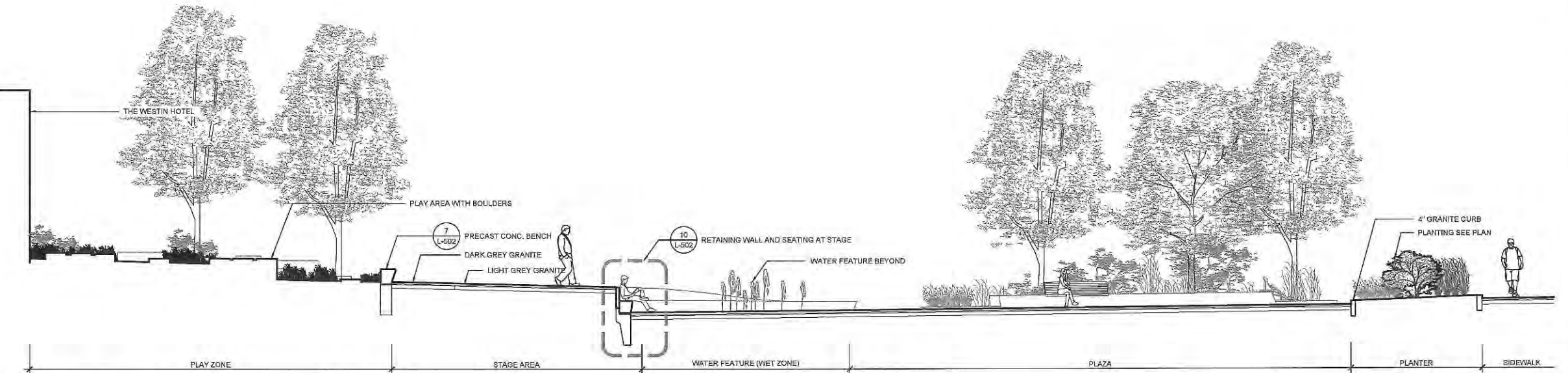
L-303



KEY PLAN



1 SECTION THROUGH CONGRESS SQUARE PARK
SCALE: 3/16" = 1'-0"



2 SECTION THROUGH CONGRESS SQUARE PARK
SCALE: 3/16" = 1'-0"

CONGRESS SQUARE
PORTLAND, ME
CITY OF PORTLAND, MAINE

LANDSCAPE ARCHITECT
WRT
WALLACE ROBERTS & TODD, LLC
1700 MARKET STREET, SUITE 2800
215.732.5215
WRTDESIGN.COM

CONSULTANTS
CIVIL ENGINEERING
SEBAGO TECHNIQS
75 JOHN ROBERTS RD, SUITE 4A
SOUTH PORTLAND ME, 04106
207.200.2100
MEP ENGINEER AND STREET LIGHTING
BENNET ENGINEERING
7 BENNET RD, P.O. BOX 297
FREEPORT, ME 04032
207.865.9475
URBAN HORTICULTURE
PATRICK CULLINA
884 5TH AVE, 8TH FLOOR
NEW YORK, NY 10001
718.288.8681

SITE LIGHTING
TILLET LIGHTING
15 MAIDEN LN, SUITE 508
NEW YORK, NY 10038
212.766.0144

WATER FEATURE DESIGN
DELTA FOUNTAINS
11494 COLUMBIA PARK DR, W, SUITE 4
JACKSONVILLE, FL 32258
904.866.8030

COST ESTIMATING
VJ ASSOCIATES
35 HIGHLAND CIRCLE, SUITE 200
NEEDHAM, MA 02464
781.444.8200



ISSUE		
REV #	DATE	DESCRIPTION
1	08/12/18	50% DESIGN DEVELOPMENT
2	08/13/18	100% DESIGN DEVELOPMENT

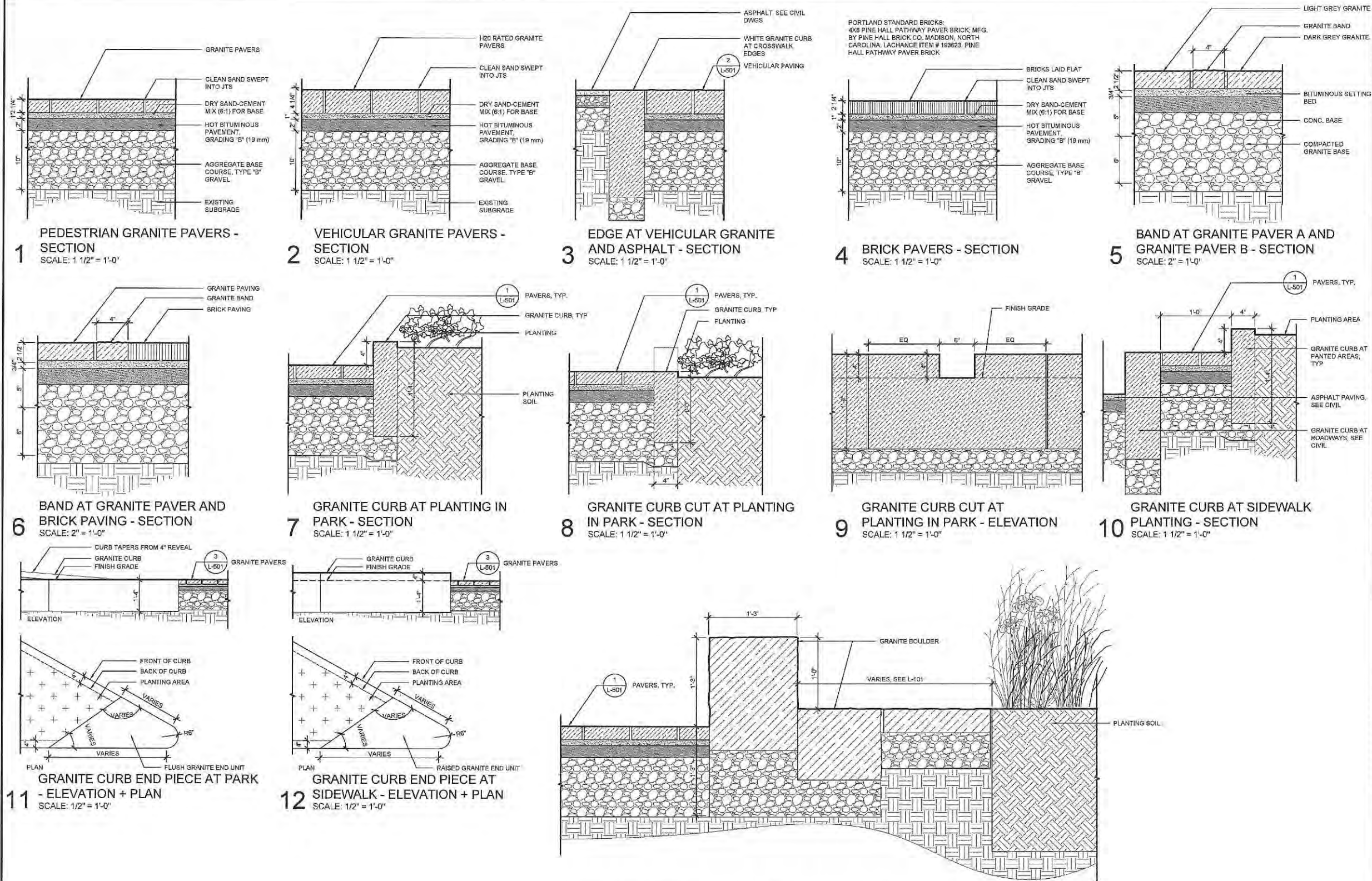
SEALS
100% DESIGN DEVELOPMENT -
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JOB #	7882	DRAWN BY	RP
DATE	SEE ISSUE DATE	CHECKED BY	MC
SCALE	AS NOTED		

DRAWING TITLE
SITE SECTIONS

DRAWING #
L-301



CONGRESS SQUARE

PORTLAND, ME

CITY OF PORTLAND, MAINE

LANDSCAPE ARCHITECT

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FREEPORT, ME 04032
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NEW YORK, NY 10038
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JACKSONVILLE, FL 32258
904.866.9030

COST ESTIMATING
VJ ASSOCIATES
35 HIGHLAND CIRCLE, SUITE 200
NEEDHAM, MA 02494
781.444.8200

KEY PLAN

ISSUE

REV #	DATE	DESCRIPTION
1	03/12/18	50% DESIGN DEVELOPMENT
2	08/13/18	100% DESIGN DEVELOPMENT

SEALS

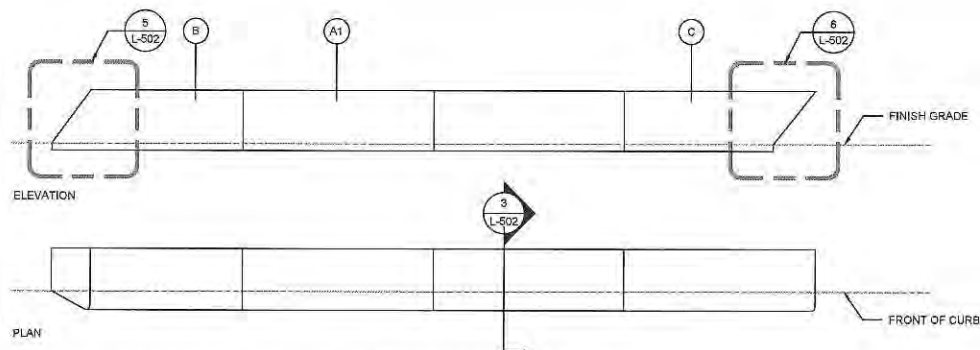
100% DESIGN DEVELOPMENT - NOT FOR CONSTRUCTION

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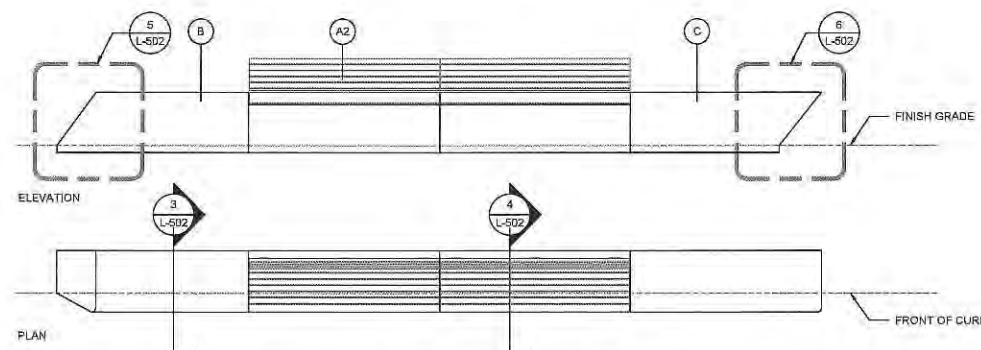
JOB #	7882	DRAWN BY	KP
DATE	SEE ISSUE DATE	CHECKED BY	MC
SCALE	AS NOTED		

DRAWING TITLE
SITE DETAILS

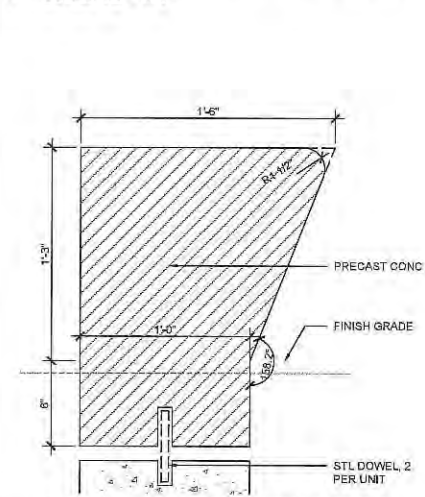
DRAWING #
L-501



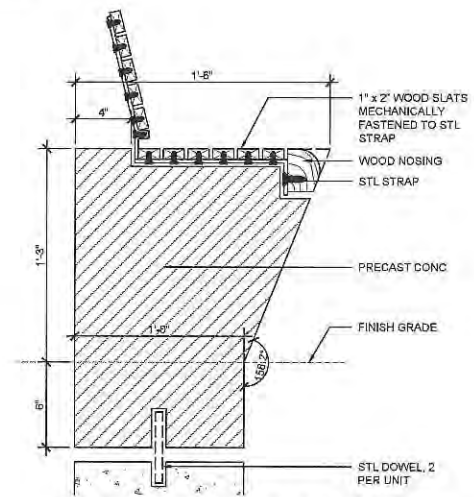
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SCALE: 1/2" = 1'-0"



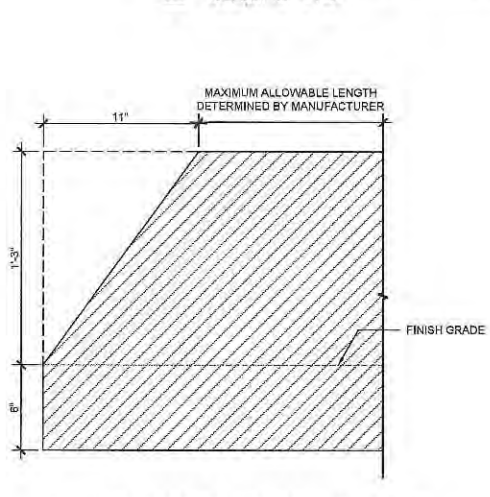
2 PRECAST CONC. BENCH WITH WOOD SEAT - PLAN AND ELEVATION
SCALE: 1/2" = 1'-0"



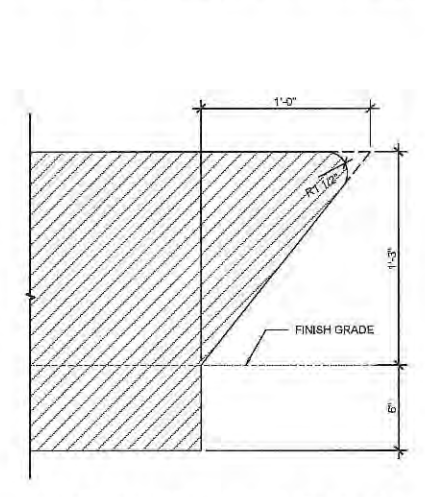
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SCALE: 2" = 1'-0"



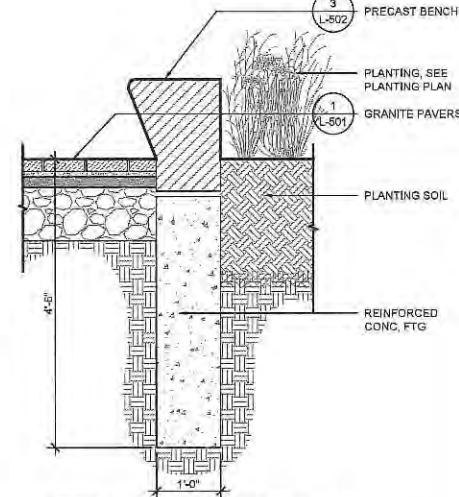
4 PRECAST CONC. BENCH - TYPE A2 - SECTION
SCALE: 2" = 1'-0"



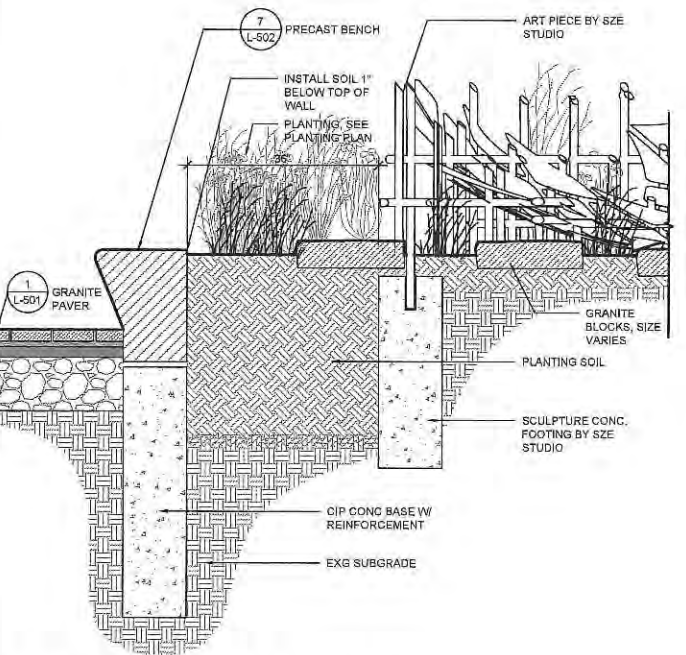
5 PRECAST CONC. BENCH - TYPE B - ELEVATION
SCALE: 2" = 1'-0"



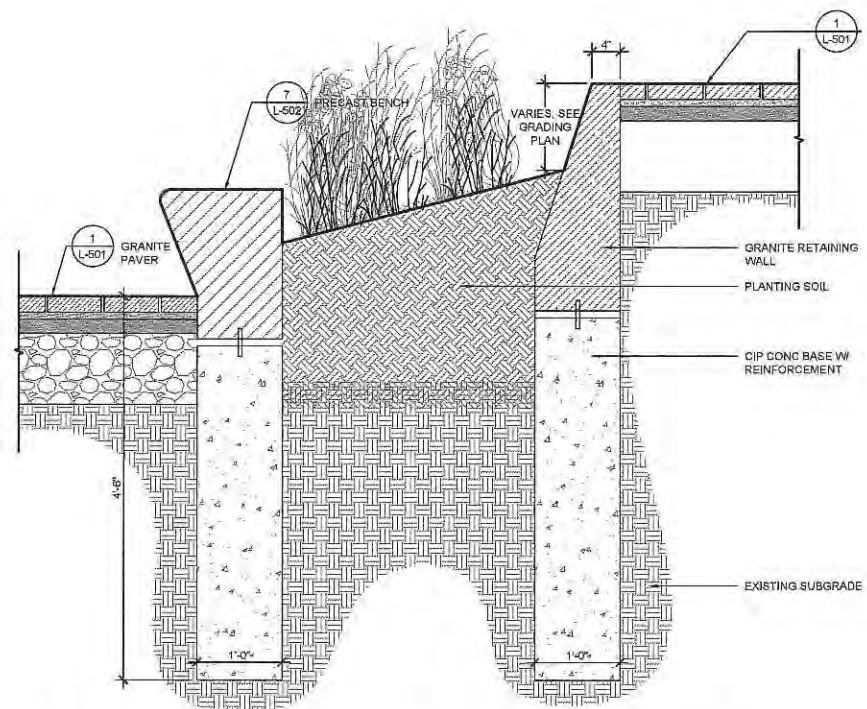
6 PRECAST CONC. BENCH - TYPE C - ELEVATION
SCALE: 2" = 1'-0"



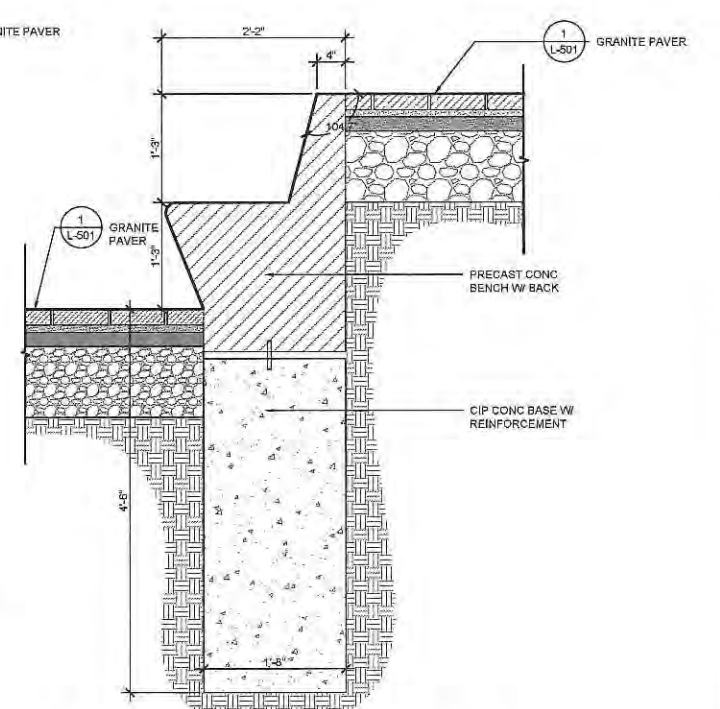
7 PRECAST CONC BENCH, TYP - SECTION
SCALE: 3/4" = 1'-0"



8 BENCH AT ART PIECE - SECTION
SCALE: 3/4" = 1'-0"



9 EDGE AT STAGE AND PLAZA WITH PLANTING - SECTION
SCALE: 1" = 1'-0"



10 EDGE AT STAGE AND PLAZA - SECTION
SCALE: 1" = 1'-0"

CONGRESS SQUARE
PORTLAND, ME
CITY OF PORTLAND, MAINE

LANDSCAPE ARCHITECT
WRT

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215.732.5215
WRTDESIGN.COM

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TILLET LIGHTING
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NEW YORK, NY 10038
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JACKSONVILLE, FL 32256
904.886.9090

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VJ ASSOCIATES
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NEEDHAM, MA 02464
781.444.8200



ISSUE

REV #	DATE	DESCRIPTION
1	09/12/16	50% DESIGN DEVELOPMENT
2	08/13/18	100% DESIGN DEVELOPMENT

SEALS

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JOB #	7882	DRAWN BY	HP
DATE	SEE ISSUE DATE	CHECKED BY	MC
SCALE	AS NOTED		

DRAWING TITLE

SITE DETAILS

DRAWING #

L-502

CONGRESS SQUARE
PORTLAND, ME
CITY OF PORTLAND, MAINE

LANDSCAPE ARCHITECT
WRT
WALLACE ROBERTS & TODD, LLC
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215.782.5215
WRDESIGN.COM

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MEP ENGINEER AND STREET LIGHTING
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TILLET LIGHTING
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WATER FEATURE DESIGN
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VJ ASSOCIATES
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NEEDHAM, MA 02494
781.444.8200



ISSUE

REV #	DATE	DESCRIPTION
1	09/12/18	50% DESIGN DEVELOPMENT
2	08/13/18	100% DESIGN DEVELOPMENT

SEALS

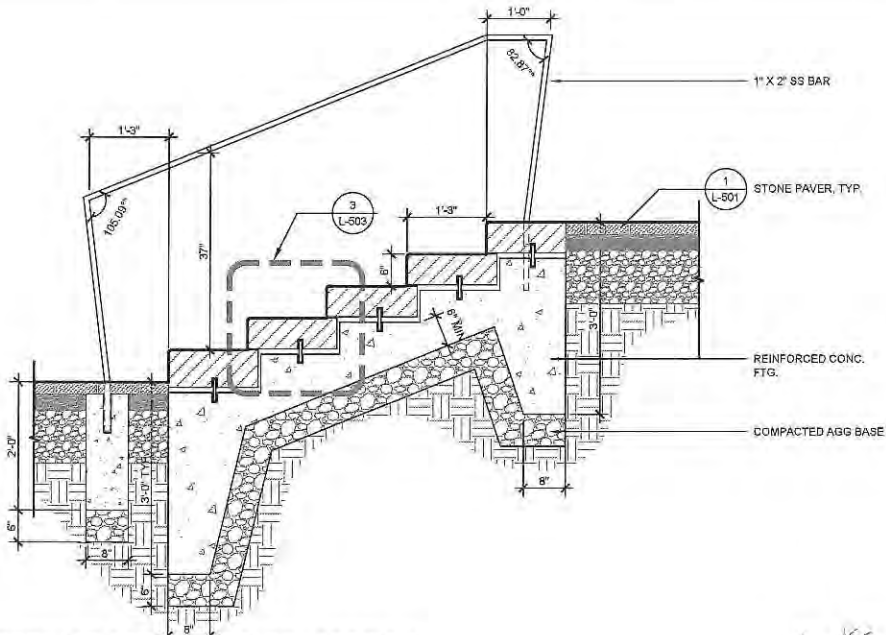
100% DESIGN DEVELOPMENT -
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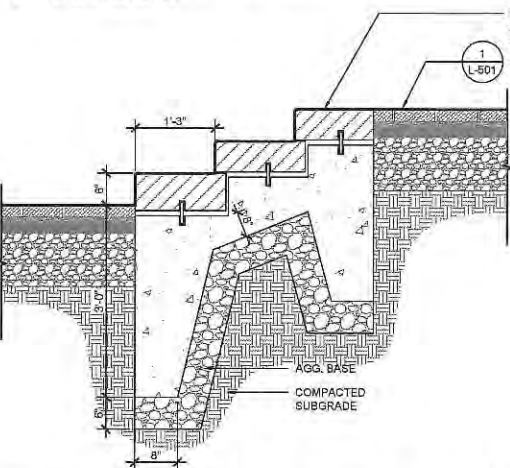
JOB #	7802	DRAWN BY	RP
DATE	SEE ISSUE DATE	CHECKED BY	MC
SCALE	AS NOTED		

DRAWING TITLE
SITE DETAILS

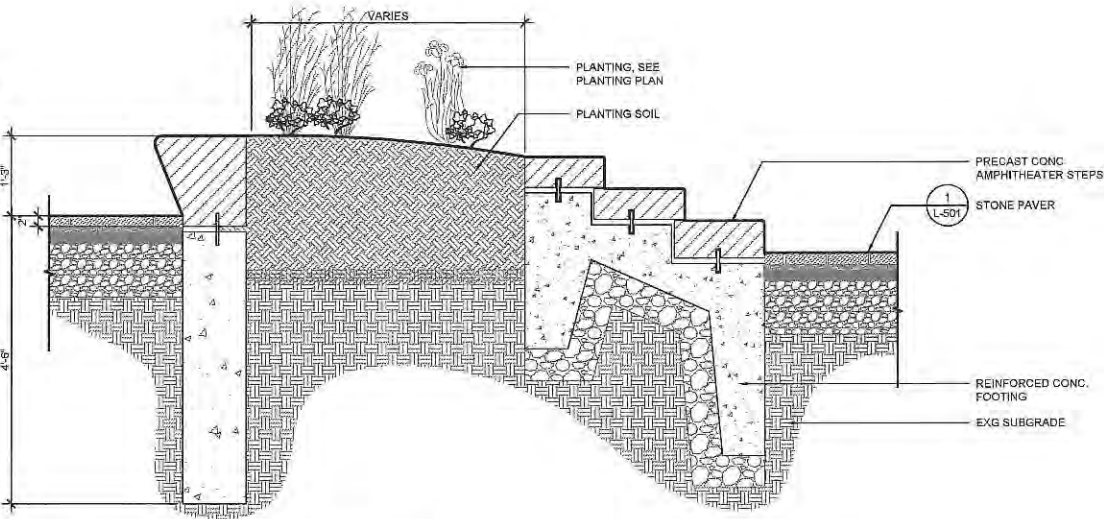
DRAWING #
L-503



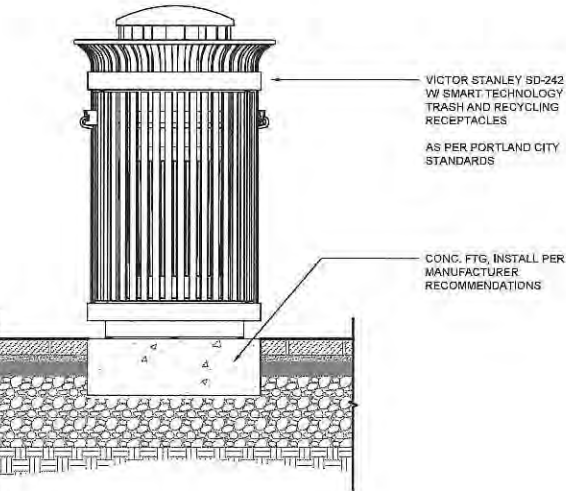
1 PRECAST STEPS AT STAGE - SECTION
SCALE: 3/4" = 1'-0"



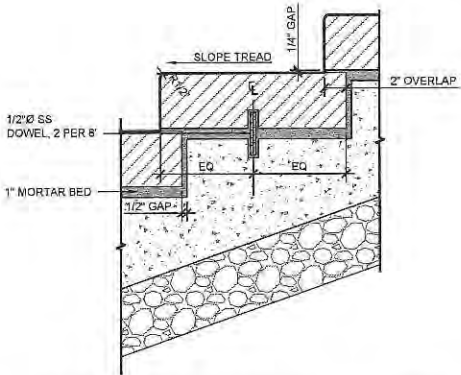
4 PRECAST STEPS AT ENTRANCE - SECTION
SCALE: 3/4" = 1'-0"



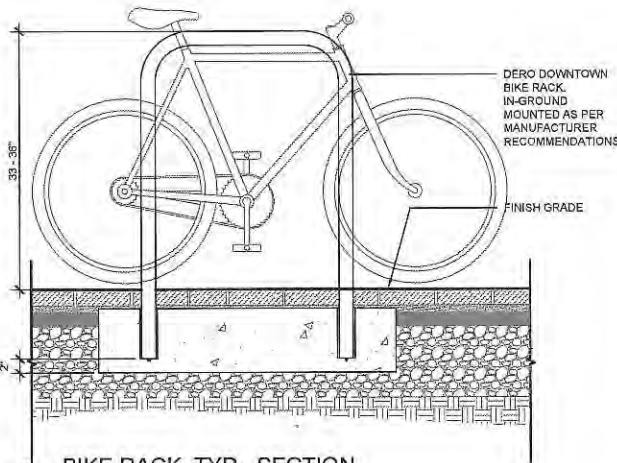
5 AMPHITHEATER SEATING - SECTION
SCALE: 3/4" = 1'-0"



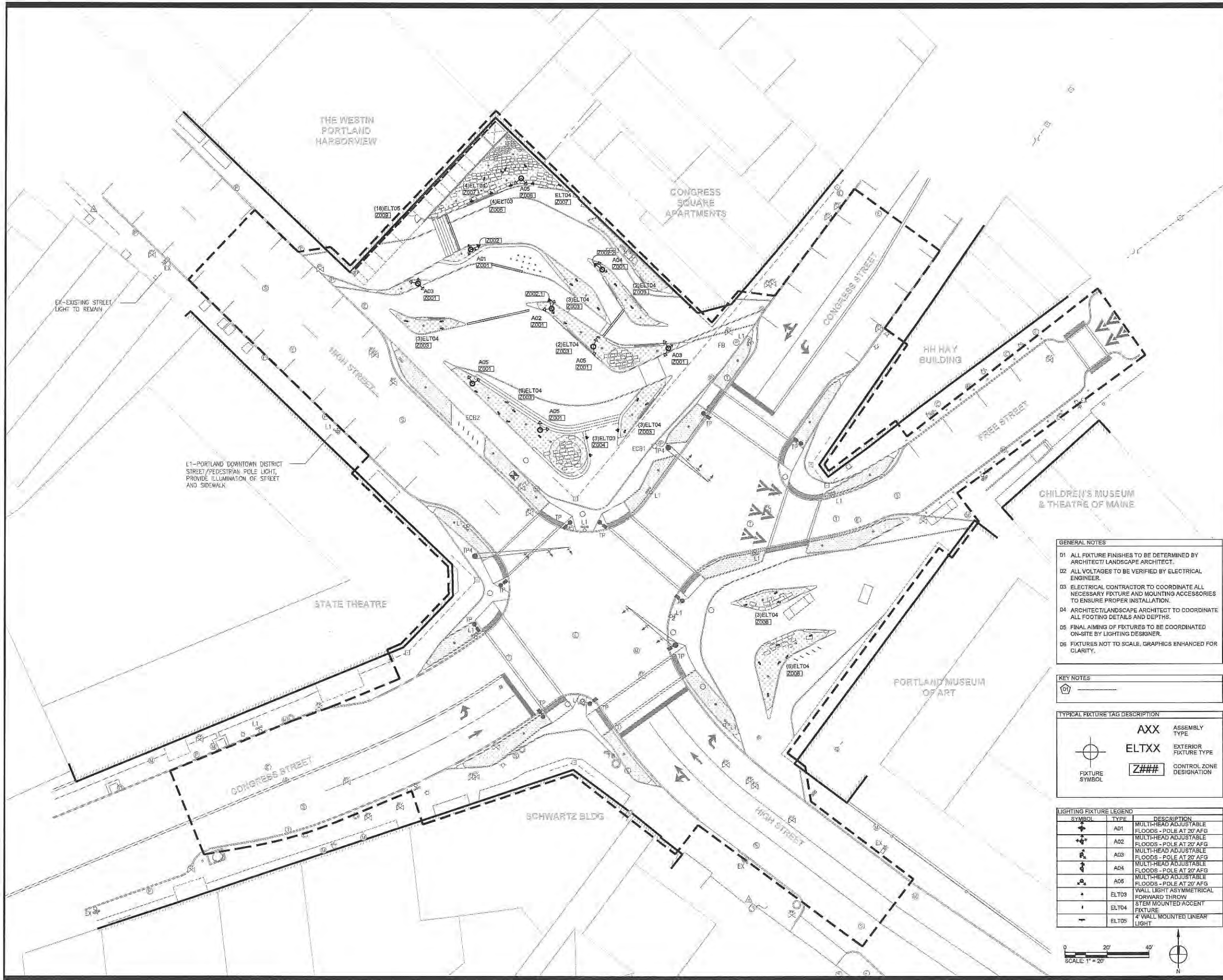
7 WASTE RECEPTACLE, TYP - SECTION
SCALE: 1" = 1'-0"



3 STAIR TREAD ENLARGEMENT - SECTION
SCALE: 1 1/2" = 1'-0"



6 BIKE RACK, TYP - SECTION
SCALE: 1" = 1'-0"



CONGRESS SQUARE
PORTLAND, ME

CITY OF PORTLAND, MAINE

LANDSCAPE ARCHITECT



WALLACE ROBERTS & TODD, LLC
1700 MARKET STREET, SUITE 2800
215.732.5215
WRTDESIGN.COM

CONSULTANTS

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SEBAGO TECHNICS
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SOUTH PORTLAND ME, 04106
207.200.2100

MEP ENGINEER AND STREET LIGHTING
BENNET ENGINEERING
7 BENNET RD, P.O. BOX 297
FREEPORT, ME 04032
207.865.9475

URBAN HORTICULTURE
PATRICK CULLINA
894 6TH AVE, 5TH FLOOR
NEW YORK, NY 10001
718.288.8661

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TILLET LIGHTING
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NEW YORK, NY 10038
212.766.0144

WATER FEATURE DESIGN
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JACKSONVILLE, FL 32256
904.896.9030

COST ESTIMATING
VJ ASSOCIATES
35 HIGHLAND CIRCLE, SUITE 200
NEEDHAM, MA 02494
781.444.8200

KEY PLAN



ISSUE

REV #	DATE	DESCRIPTION
1	03/12/18	50% DESIGN DEVELOPMENT
2	08/13/18	100% DESIGN DEVELOPMENT

SEALS

100% DESIGN DEVELOPMENT -
NOT FOR CONSTRUCTION

JOB #	7582	DRAWN BY	KP
DATE	SEE ISSUE DATE	CHECKED BY	MC
SCALE	AS NOTED		

DRAWING TITLE

LIGHTING PLAN

DRAWING #

L-103

- GENERAL NOTES
- D1 ALL FIXTURE FINISHES TO BE DETERMINED BY ARCHITECT/ LANDSCAPE ARCHITECT.
 - D2 ALL VOLTAGES TO BE VERIFIED BY ELECTRICAL ENGINEER.
 - D3 ELECTRICAL CONTRACTOR TO COORDINATE ALL NECESSARY FIXTURE AND MOUNTING ACCESSORIES TO ENSURE PROPER INSTALLATION.
 - D4 ARCHITECT/LANDSCAPE ARCHITECT TO COORDINATE ALL FOOTING DETAILS AND DEPTHS.
 - D5 FINAL AIMING OF FIXTURES TO BE COORDINATED ON-SITE BY LIGHTING DESIGNER.
 - D6 FIXTURES NOT TO SCALE. GRAPHICS ENHANCED FOR CLARITY.

KEY NOTES

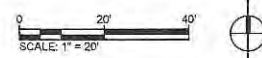


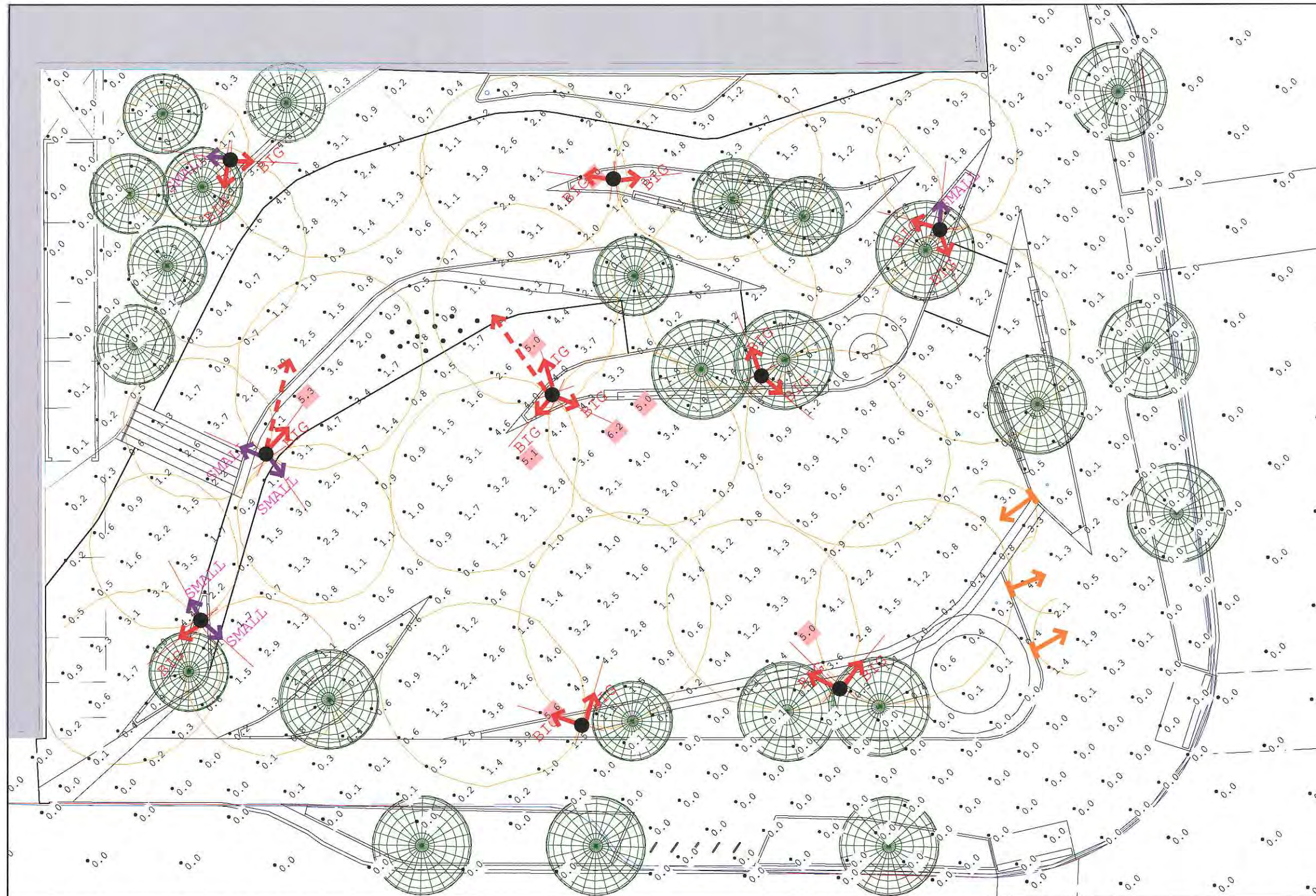
TYPICAL FIXTURE TAG DESCRIPTION

AXX ASSEMBLY TYPE
ELTXX EXTERIOR FIXTURE TYPE
Z### CONTROL ZONE DESIGNATION

FIXTURE SYMBOL

SYMBOL	TYPE	DESCRIPTION
	A01	MULTI-HEAD ADJUSTABLE FLOODS - POLE AT 20' AFG
	A02	MULTI-HEAD ADJUSTABLE FLOODS - POLE AT 20' AFG
	A03	MULTI-HEAD ADJUSTABLE FLOODS - POLE AT 20' AFG
	A04	MULTI-HEAD ADJUSTABLE FLOODS - POLE AT 20' AFG
	A05	MULTI-HEAD ADJUSTABLE FLOODS - POLE AT 20' AFG
	ELT03	WALL LIGHT ASYMMETRICAL FORWARD THROW
	ELT04	STEM MOUNTED ACCENT FIXTURE
	ELT05	4' WALL MOUNTED LINEAR LIGHT





REQUIRED ILLUMINANCE (FC) LEVELS

AVG ILLUMINANCE: 1.25 FC

MAX: 5.0 FC

MIN: 0.2 FC

MAX/MIN RATIO: 20:1

PROPOSED ILLUMINANCE (FC) LEVELS

AVG ILLUMINANCE: 1.74 FC

MAX: 6.2

MIN: 0.2 FC

MAX/MIN RATIO: 31:1

← GENERAL FLOOD LIGHT

←-- STAGE LIGHTING

FIXTURE LABEL: MAXIWOODY COMPACT
FIXTURE WATTAGE: 28.5W
FIXTURE DETAILS: NOM. 10" DIA, 50 ° WIDE FLOOD



← STEP LIGHT

FIXTURE LABEL: BEGA
FIXTURE WATTAGE: 5.1W
FIXTURE DETAILS: 6-5/8" x 2-3/4" x 5", ASYM FOWARD THROW

SYMBOLS ON PLAN ARE NOT TO SCALE



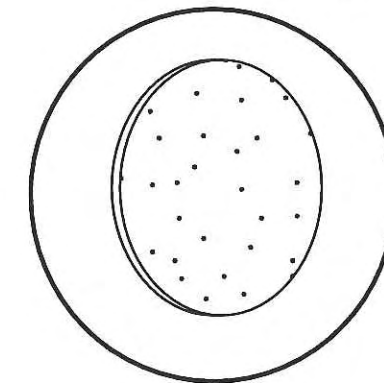
OVERALL POLE HEIGHT: 20'

1ST FIXTURE MOUNTED @ 19.5', MAXIMUM 35 ° TILT

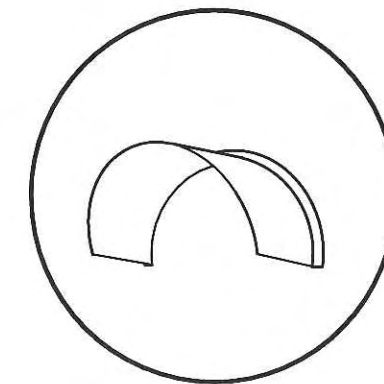
2ND FIXTURE MOUNTED @ 18.0', MAXIMUM 35 ° TILT

3RD FIXTURE MOUNTED @ 16.5', MAXIMUM 35 ° TILT

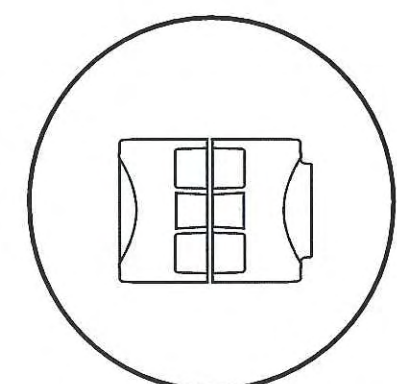
ACCESSORIES



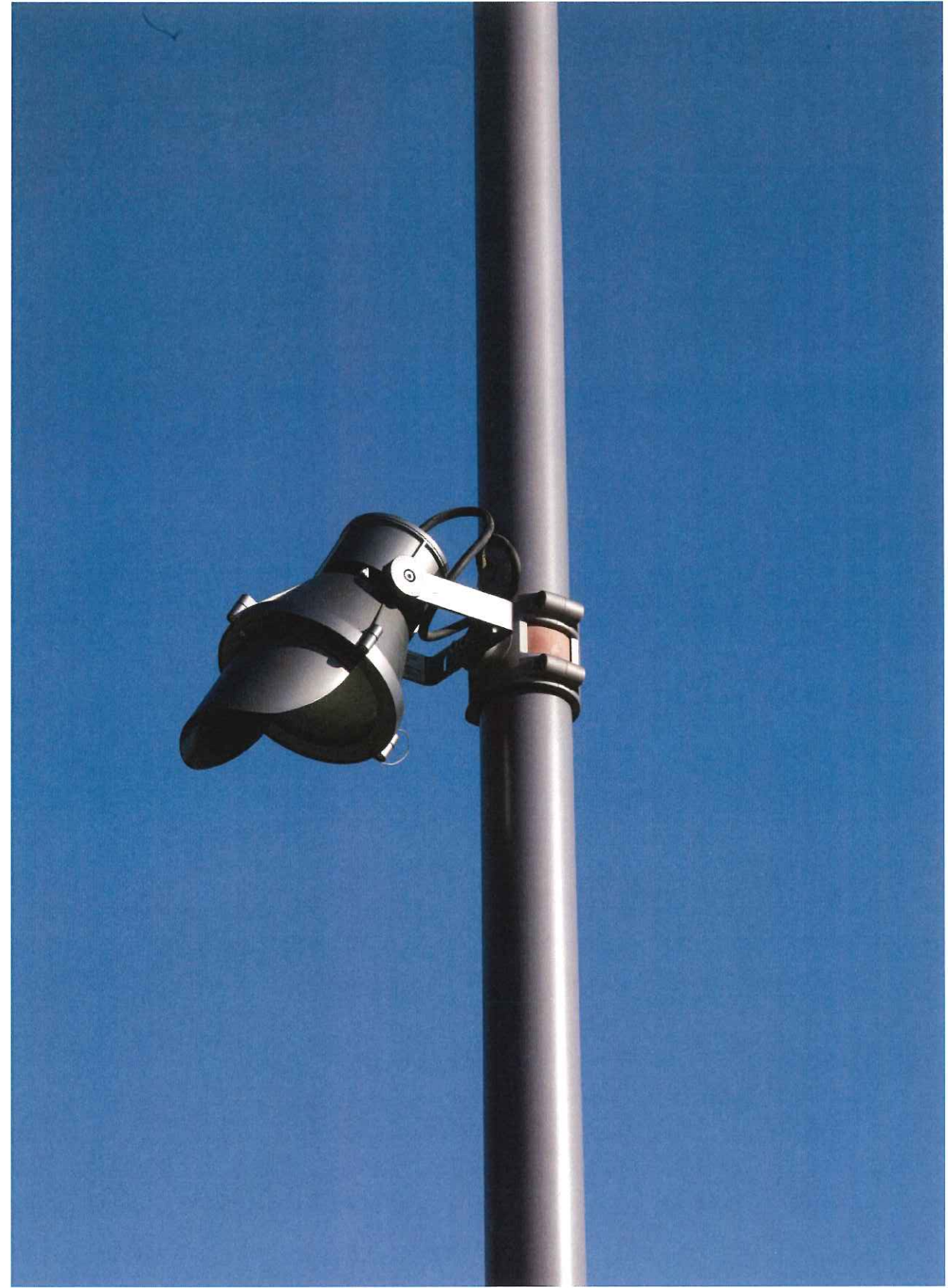
GLASS DIFFUSER



VISOR



Ø4" POLE FLANGE FOR 1 FIXTURE





CONGRESS SQUARE
PORTLAND, MAINE
LIGHTING FIXTURE DETAILS
AND
CUT SHEETS

LANDSCAPE ARCHITECT WRT
1700 Market Street, Suite 2800
Philadelphia, PA 19103

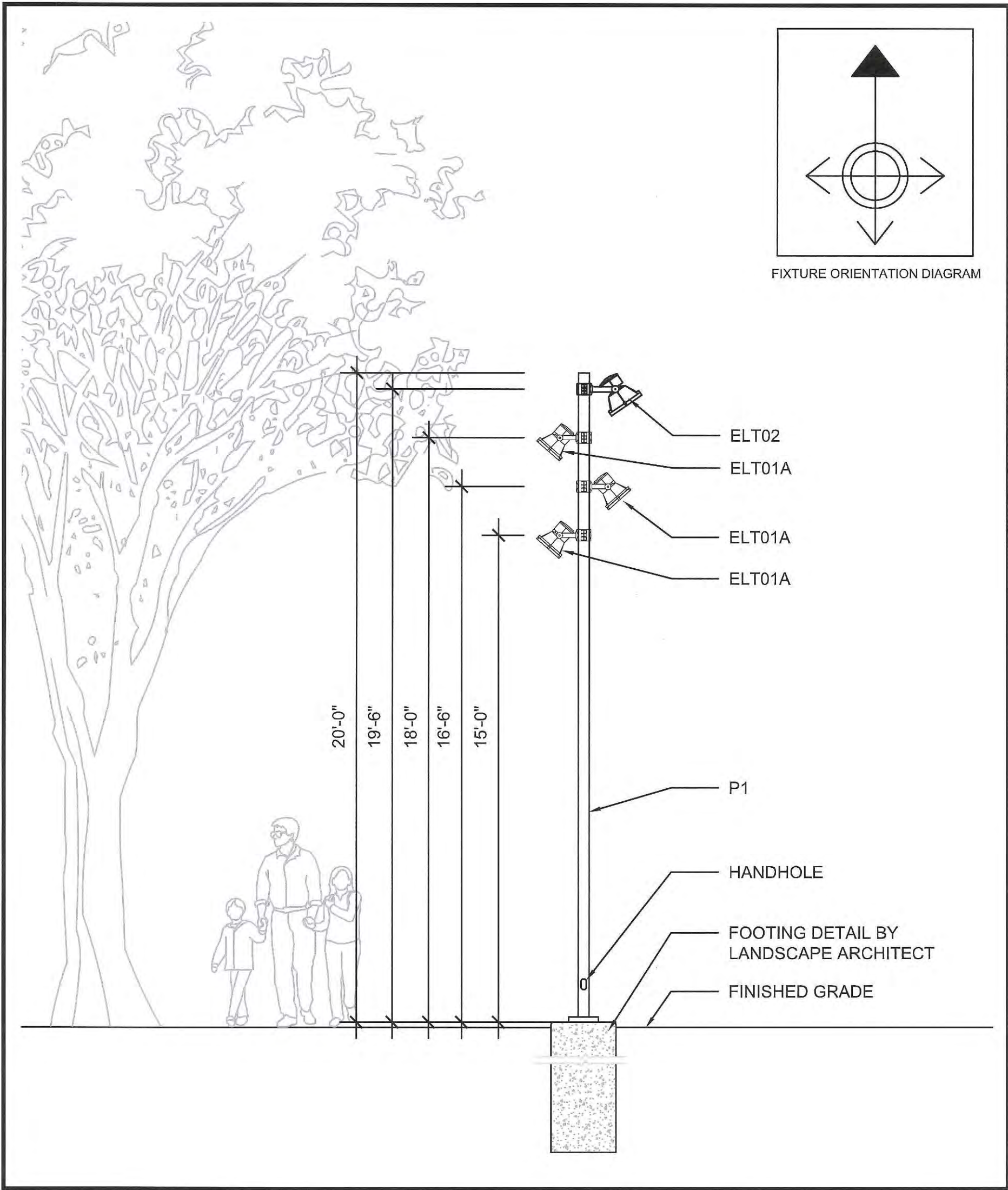
PROJECT REF: 1719

PHASE: 100% Design Development

FIRST ISSUE: 08/10/18

REVISION(S):

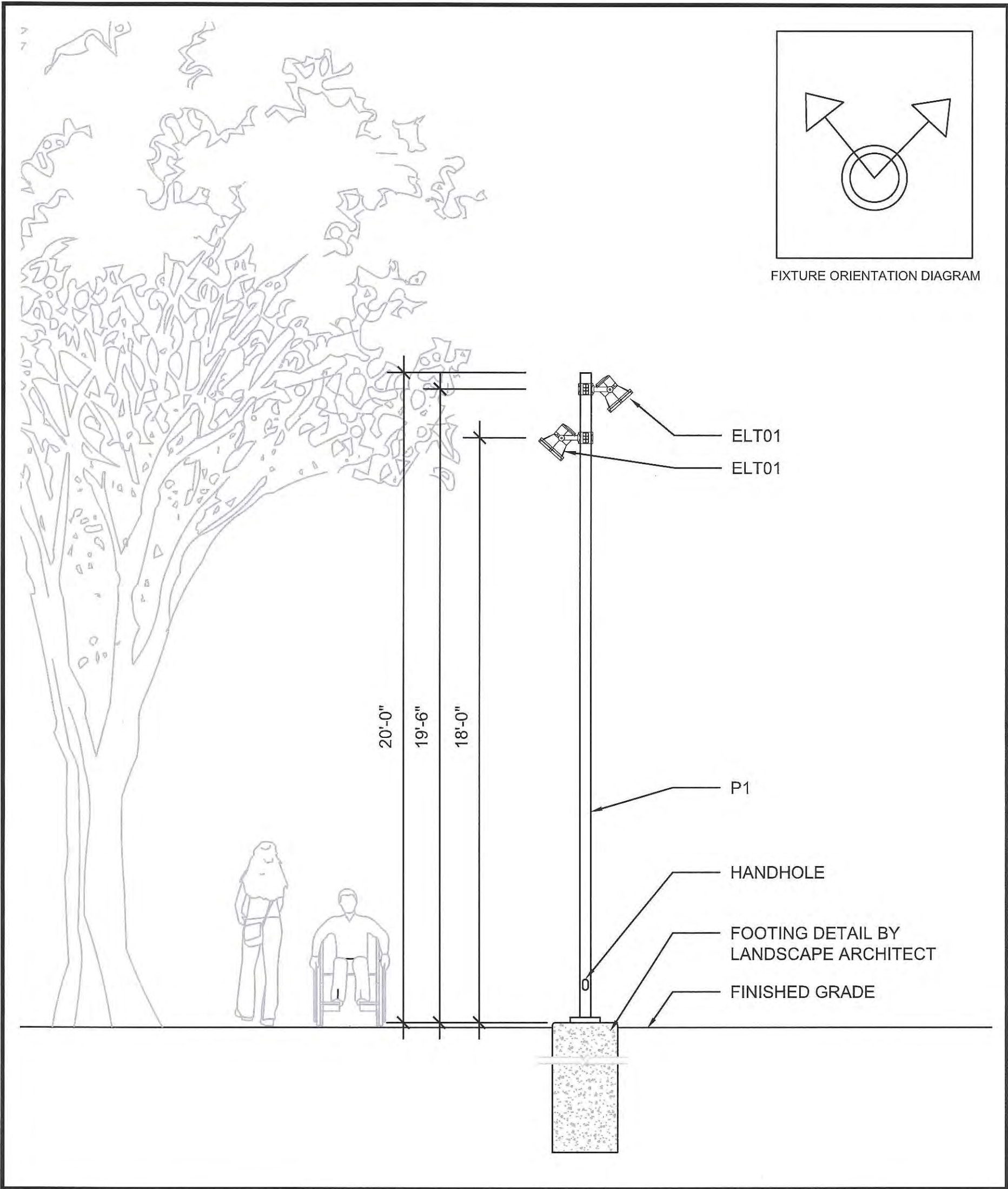
TILLET
LIGHTING DESIGN
ASSOCIATES
15 Maiden Lane, Suite 508 • New York, NY 10038
t: 212 766 0144 • www.tillettlighting.com



TILLET
LIGHTING DESIGN
ASSOCIATES

DATE	Scale
08/10/18	1/4"= 1'-0"
PROJECT + PHASE	
[1719] CONGRESS SQUARE - 100% DD	

Title
A01



TILLET
LIGHTING DESIGN
ASSOCIATES

DATE

08/10/18

Scale

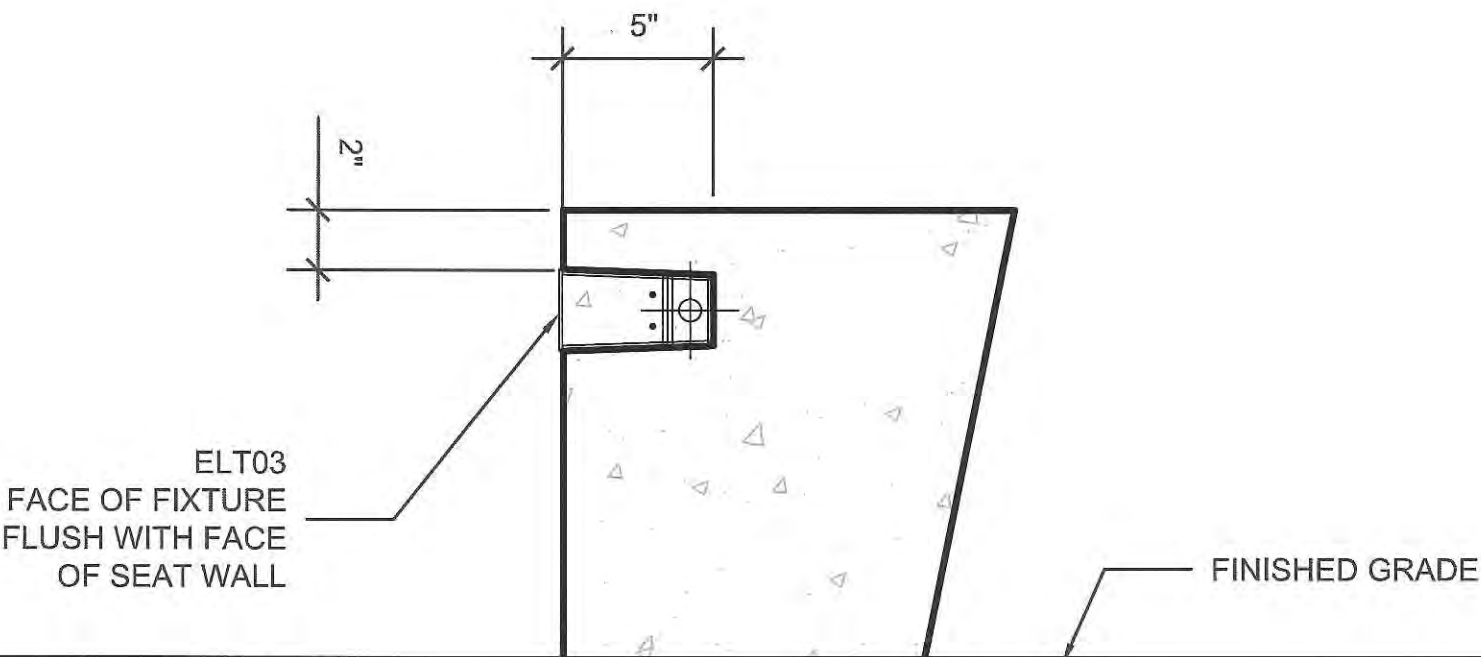
1/4"= 1'-0"

PROJECT + PHASE

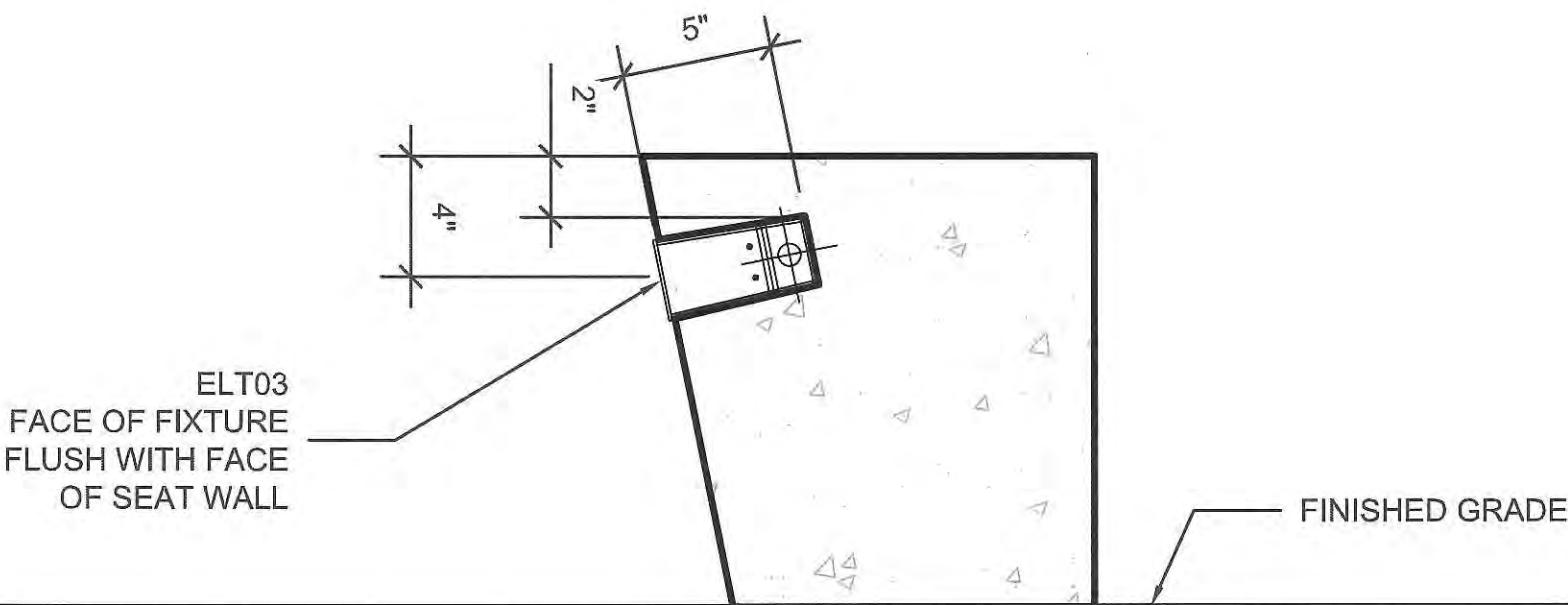
[1719] CONGRESS SQUARE - 100% DD

Title

A05



A SECTION- AT BACK OF SEAT WALL
SCALE: 1-1/2"=1'-0"

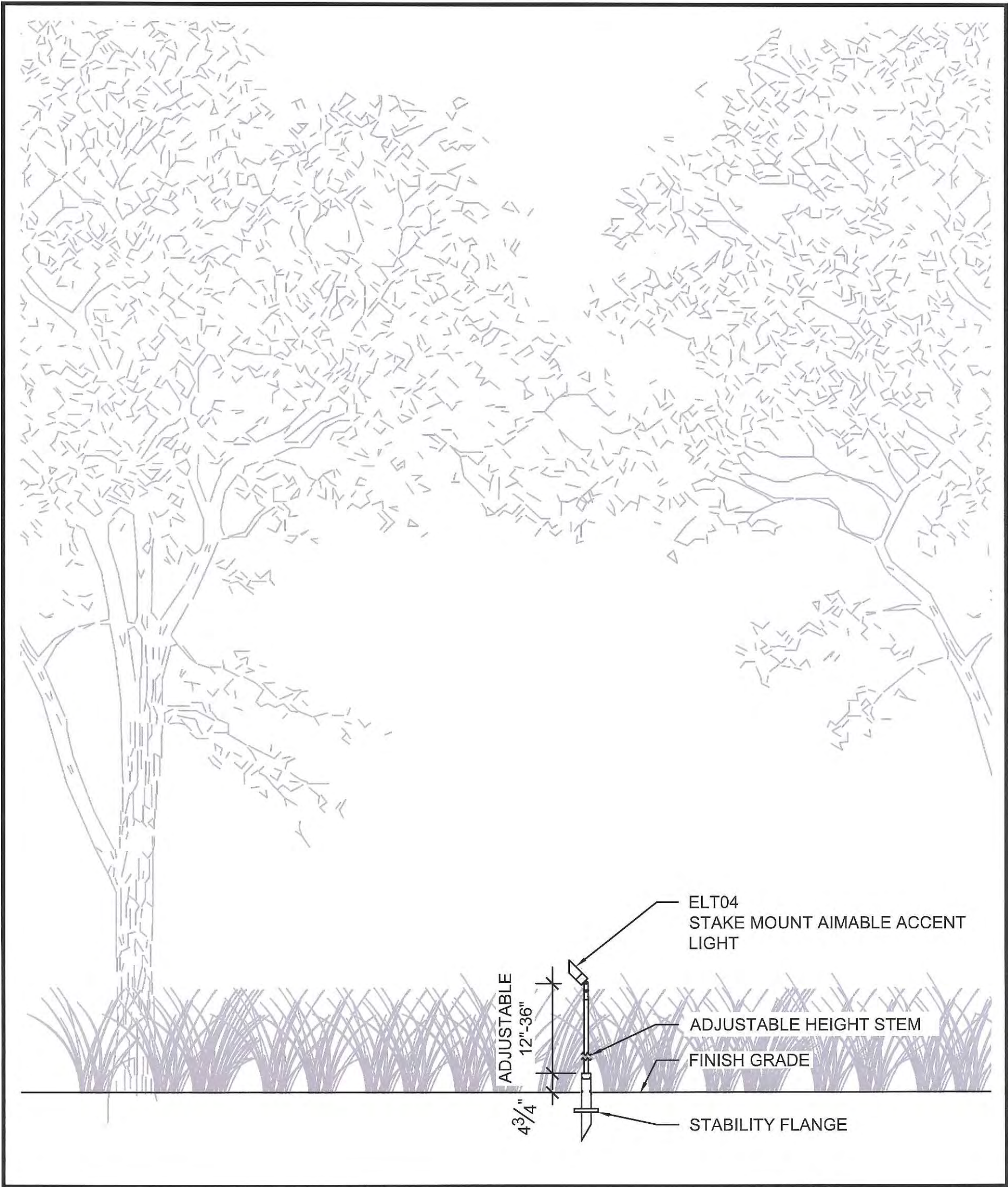


B SECTION- AT FACE OF SEAT WALL
SCALE: 1-1/2"=1'-0"

TILLET
LIGHTING DESIGN
ASSOCIATES

DATE	Scale
08/10/18	3/4"= 1'-0"
PROJECT + PHASE	
[1719] CONGRESS SQUARE - 100% DD	

Title
ELT03



TILLET
LIGHTING DESIGN
ASSOCIATES

DATE

08/10/18

Scale

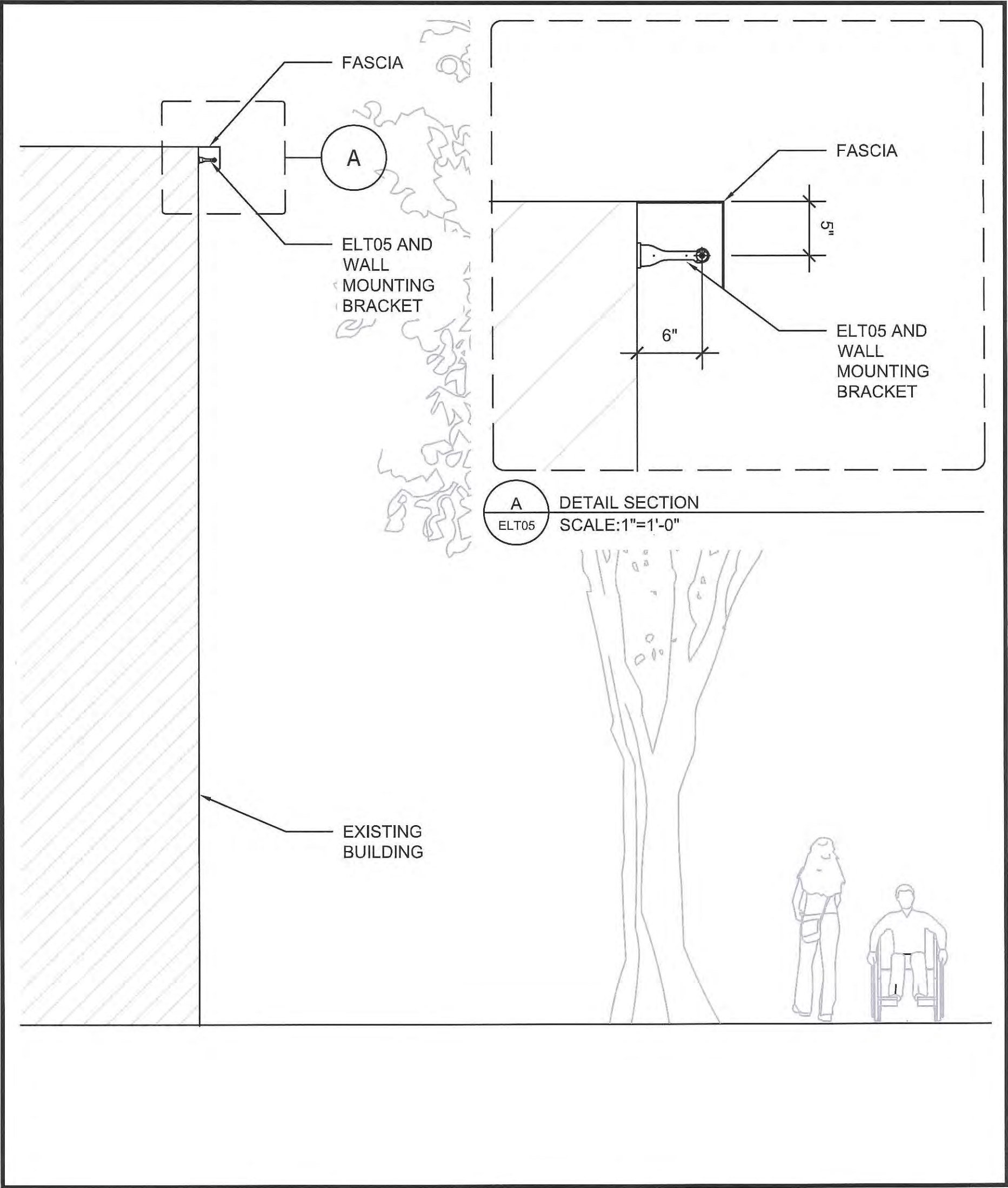
3/8" = 1'-0"

PROJECT + PHASE

[1719] CONGRESS SQUARE - 100% DD

Title

ELT04



TILLET
LIGHTING DESIGN
ASSOCIATES

DATE

08/10/18

Scale

1/4"= 1'-0"

PROJECT + PHASE

[1719] CONGRESS SQUARE - 100% DD

Title

ELT05

Sarah Sze Studio

Design Proposal

**Congress Square Art Commission
Portland, ME**

2017

PROPOSAL FOR A SHATTERED SPHERE

For the Congress Square Public Art Commission, Sarah Sze will create a series of three site-specific sculptures that mark and activate Congress Square as a site of live interaction and intersecting ideas. As with all of Sarah's work, this piece will be site-specific, emerging from the site and intimately related to its location. The form of the piece will echo the openness and interconnectivity of the congress square site. The artwork will hold a portrait of the sky above the park, permanently encapsulating a universal yet ephemeral moment in time.

The first and largest section of the sculptures will describe and define a sphere. The second and third sections will act as fragments—Descending in size as they disappear into the park. The piece will be visually light and porous, allowing for views into the park from the street.

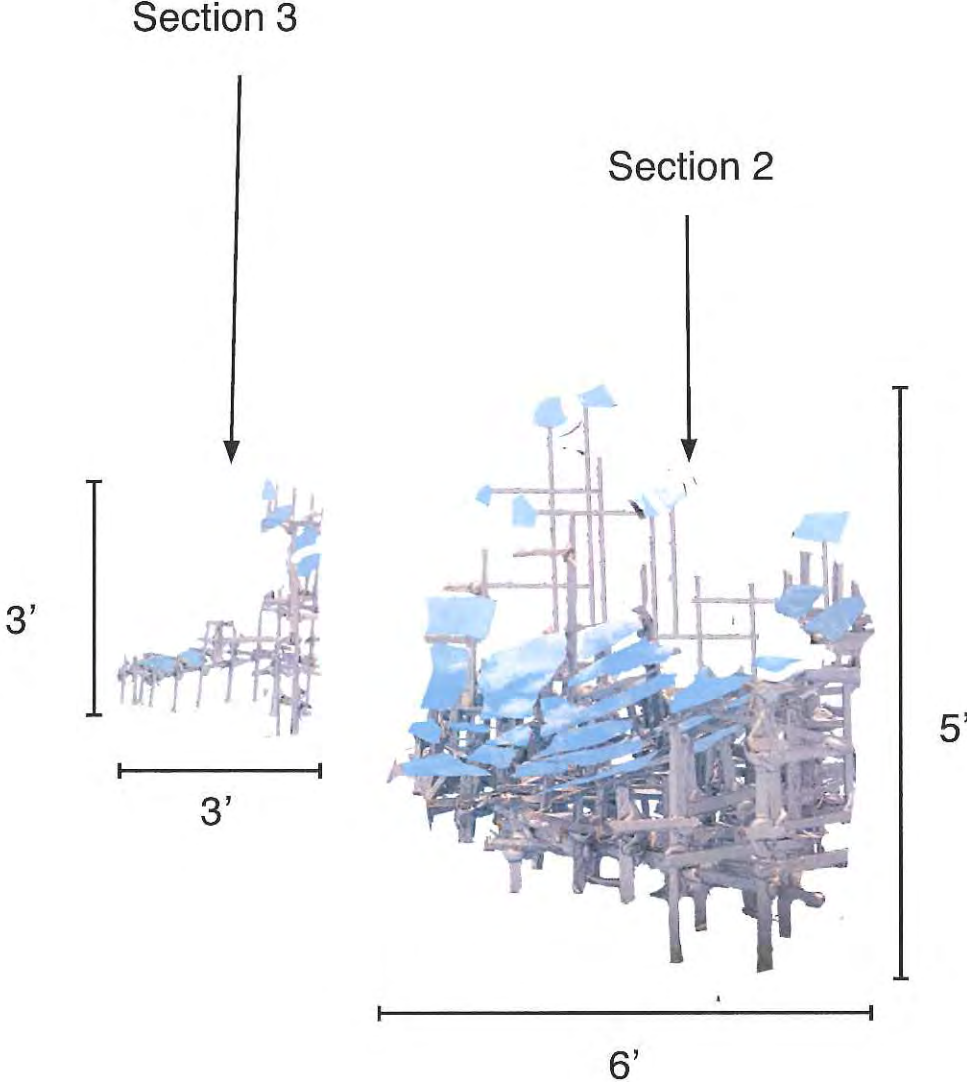
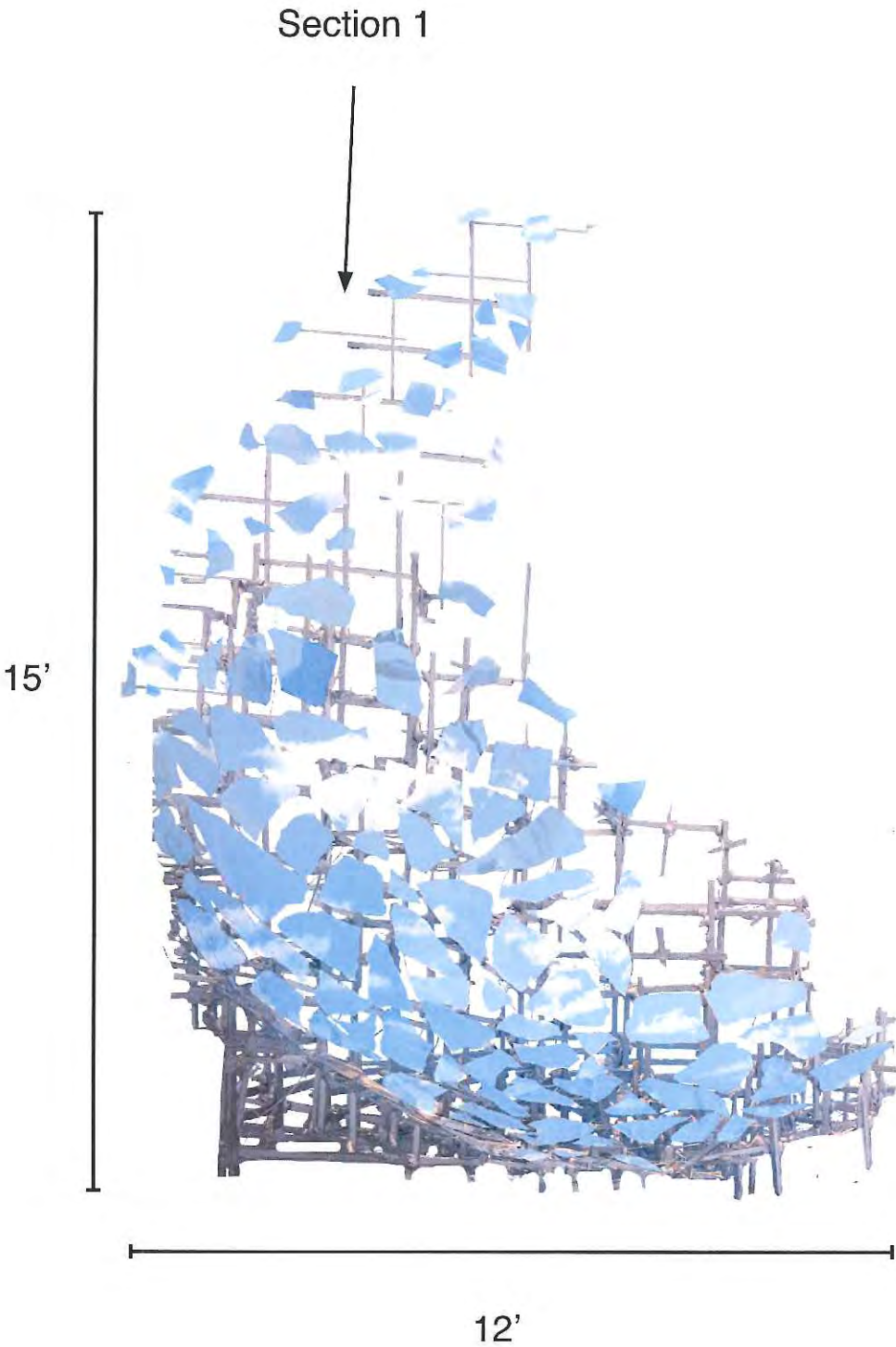
The three sculptures will form a trail of discoveries that unfold as you enter and move into the park. Rising out of the ground, the sculptures will appear as though they were growing alongside the trees, plants and grasses all along. The first two sculptures will act as a gateway that visitors pass through as they enter. From the entrance facing the street and Art Museum, the sculptures will appear tilted towards the street to create a shattered sphere of reflected sky. The static image will be in a constant dialogue with the changing light, weather and seasons. As visitors move in and around each sculpture, they will discover that the reverse side of each fragmented panel is a reflective surface mirroring the surrounding landscape. From the park's interior these reflections will create an intimate yet evolving experience as the works reflect the plants and grasses growing around the work as well as the movements of people as they flow in and out of the park.

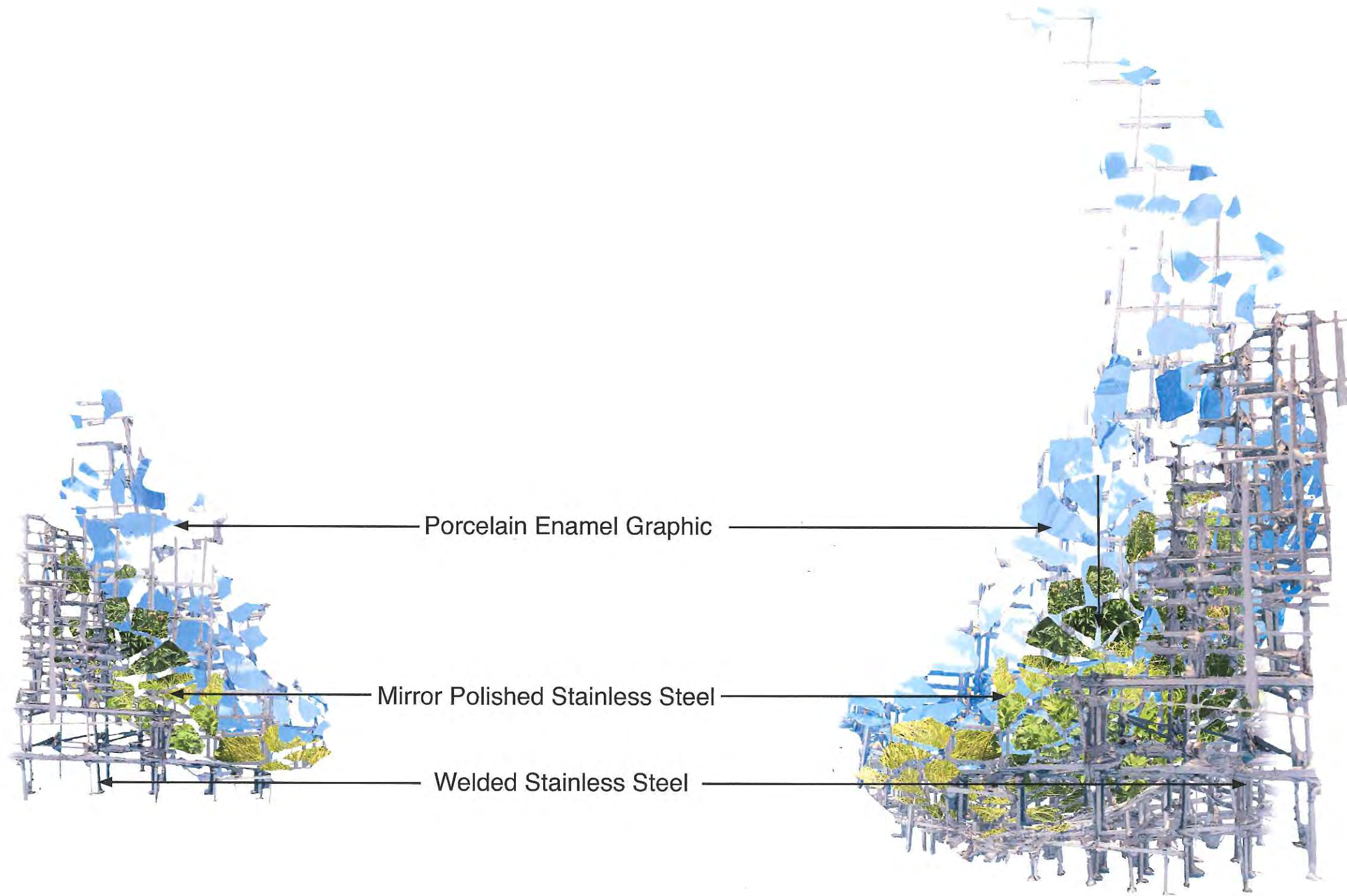












HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

PUBLIC HEARING
ONE BEANPOT CIRCLE

TO: Chair Pollard and Members of the Historic Preservation Board
FROM: Rob Wiener, Historic Preservation Compliance Coordinator
DATE: May 26, 2022
RE: June 1, 2022 PUBLIC HEARING – Review of Landmark Nomination

Address: Burnham & Morrill Cannery
One Beanpot Circle

Nominated By: Institute for Digital Engineering and Life Sciences (“IDEALS”)
Represented by attorney Mary Costigan

A legal advertisement ran in the 5/21/22 and 5/24/22 editions of the Portland Press Herald. Notices were sent to 21 neighboring property owners and interested parties.

Introduction

Following the formal nomination of the B&M Cannery building for local landmark designation by the Institute for Digital Engineering and Life Sciences (IDEALS) at the Board’s March 2, 2022 meeting, and a workshop to consider the designation on April 20, 2022, attorney and owner’s representative Mary Costigan has requested a public hearing on a revised nomination. At the April workshop the Board considered the detailed Designation Report on the history and significance of the Burnham & Morrill Company and on the architectural significance of the 1913 buildings the company occupied at One Beanpot Circle. The enclosed report (see ATTACHMENT 2) was prepared by preservation consultants Michael LaFlash of Heritage Consulting and Christine Beard of Essex Preservation Consulting for the Institute for Digital Engineering & Life Sciences (IDEALS), which has nominated the Cannery Building for landmark designation. Detailed documentation on a nominated building is required in order for the nomination to be considered “complete” and formal consideration to begin.

Background

On March 2, 2022, the Board held a preliminary workshop on the nomination of the former Burnham & Morrill Office and Cannery Building at One Beanpot Circle as a local landmark. This followed receipt of a letter of nomination dated 2/24/22 from attorney Mary Costigan on behalf

IDEALS —see ATTACHMENT 4 for the original nomination letter. By the time of the April 20 workshop, IDEALS had closed on the 13.6 acre property, and the Designation Report had been submitted.



Undated photo, Maine Historical Society collection

In planning for the property’s redevelopment, IDEALS recognizes the significance of the 1913 cannery building and the important industry it housed for more than a century, and has therefore included the building’s rehabilitation and adaptive reuse as part of its redevelopment plans. It has also taken the lead in nominating the building for landmark designation. As the Board knows, IDEALS has elected not to nominate or rehabilitate B&M’s Codfish Building, which was built at the same time as the Cannery, is of the same architectural design, and played a key role in the cannery’s operations. IDEALS’ decision was based on the findings of several structural analyses of the building and the pier on which it is located, which concluded that both the pier and building are severely structurally compromised and that the nature of the deterioration (corrosion due to high levels of chloride in the concrete and metals) makes rehabilitation inordinately challenging if not infeasible. A copy of the latest structural report on the Codfish Building was provided for the March 2nd workshop, and is also attached to this report as Attachment 5.

Following the April 20 workshop, discussions between HP staff and Ms. Costigan considered how to address the concerns of Board members, particularly about the scope of the designation and the possible inclusion of some site area around the building. For the final review of the local landmark designation on June 1, IDEALS is proposing that the scope of the designation include a limited additional site area surrounding the Cannery Building, and the area (but not the structures,) where the Codfish Building and the pier below it presently stand. (See the revised Nomination Letter, Attachment 1, and the accompanying aerial view map, Attachment 2.) IDEALS is also proposing that the so-called “100-foot rule” of Portland’s site

plan ordinance (requiring an *advisory* review by the Historic Preservation Board or staff of any project requiring site plan review that is within 100' of a designated landmark or historic district,) would not apply to the Cannery Building designation. Recall that some years ago when the India Street Historic District was created, the site plan ordinance was amended to exempt the District from this rule.

For the June 1, 2020 public hearing the Board's packet includes the revised nomination letter and aerial map, the Designation Report, the original letter of nomination dated 2/24/22, and the latest engineering report evaluating the pier and Codfish Building. Staff also includes excerpts from the historic preservation ordinance pertaining to designations. Public comment received by the Friday morning before the meeting is included as Attachment 7. Any public comment received after the publishing of the packet will be uploaded to the website and to the folder containing additional public comments.

Board's Role in Landmark Designations

In considering the eligibility of a nominated structure or site for landmark designation, the Board's role is to determine whether the nominated resource meets the historic preservation ordinance's minimum criteria for designation--*Sec. 17.4.1.A 1-6*. (See following section of this report for a list of the criteria.) The minimum criteria pertain to the resource's historic, architectural and/or cultural *significance*. Note that a nominated resource need only meet one of the six criteria. The Board must *also* determine whether the nominated historic resource exhibits sufficient *integrity* to make it worthy of preservation or restoration. Integrity, for purposes of landmark designation, is defined as "integrity of location, design, condition, materials and workmanship". (See *Sec. 17.4.2*)

Based on its findings, the Board forwards a recommendation to the City Council regarding designation. (For historic districts, the recommendation is forwarded to the Planning Board.) The recommendation must be accompanied by supporting materials, including a map showing the location of the nominated landmark, an explanation of the significance (or lack of significance) as it relates to the designation criteria, an explanation of the level of integrity of the resource and any specific recommended design guidelines associated with the designation.

An excerpt from the historic preservation ordinance detailing the designation process is attached to this report. (See ATTACHMENT 6.)

April 20 Workshop on Landmark Designation

Board members were unanimously supportive of the designation of the Cannery Building, and mostly, but regretfully accepting of the determination that the Codfish Building and pier below it were beyond repair. Attorney Mary Costigan and Chuck Hewitt of IDEALS made assurances

that views of the significant Cannery would be protected, but all Board members spoke in favor of a wider designation area that protected a small amount of the site surrounding the Cannery, as well as the site, if not the structures, where the Codfish Building is.

Many of the comments by Board members, HP staff, the applicants, and Preservation Consultant Christine Beard concerned how to protect the most sensitive areas of the site:

- Should consideration be given to a wider area, as a significant industrial site? Board members supported this view.
- Though IDEALS does not intend to create large buildings very close to the Cannery, they want to maintain flexibility on a large area of the site to create the new campus.
- It was suggested that the Institutional Development Plan will include language governing height, open space, public access, etc., and might also include a “no build zone.”
- Preservation consultant Christine Beard questioned how to justify the designation of a larger area, asking whether it could be considered a “designed landscape.”
- HP staff and several Board members expressed that the setting of the Cannery and pier is a significant aspect of the historic resource that warrants protection.
- There has long been an open area in front of the Cannery and Codfish Building, assuring views of the site from Portland and the nearby highway. Though no new buildings are intended in that area, Board members sought protection for the immediate site that would involve some Historic Preservation purview.
- The Codfish Building and pier convey the compelling relationship of the B&M complex to the water. Interpretive displays should communicate the history and past relationship.
- Several Board members suggested that the Board could play a role in guiding the redevelopment of the pier, while the applicants stated that the intended construction of a new pier would already be tightly controlled by zoning and shoreland regulations.
- HP staff suggested that the Cannery is also significant because of its architecture. Very few examples exist in Portland of post-and-beam, reinforced concrete buildings.

Revised Designation Scope

Please see Attachment 1, a revised letter from Mary Costigan submitted following consultation with HP staff. Key elements include:

- A larger area to be designated, including the open area in front of the Cannery, 25’ on the north and east sides, and the entire area of the Codfish Building and pier.
- The Codfish Building and pier are considered non-contributing in the designation nomination because they lack integrity of condition. Under this proposal they could be demolished without further review by the Historic Preservation Board.
- A new pier could be constructed in the same location without being reviewed by the

Historic Preservation Board. A review and a Certificate of Appropriateness would be required for anything to be built on top of or above the pier.

- The new pier will include interpretive elements conveying the history and significance of the Codfish Building; the proposal for interpretive elements must be submitted to the HP Board for review and approval.
- The Cannery Building landmark designation proposal includes an exemption from the 100' rule contained in the site plan ordinance; no advisory review by the HP Board would be required for construction projects outside the designated area, but within 100'.

Designation Criteria

17.4.1 Minimum criteria for designation

A. The Historic Preservation Board shall limit its consideration to the following criteria in making a determination on a proposed nomination of an area, site, structure, or object for designation by ordinance as a landmark or district:

- 1. Its value as a significant example of the cultural, historic, architectural, archaeological, or related aspect of the heritage of the City of Portland, State of Maine, New England region, or the United States.*
- 2. Its location as a site of a significant historic or prehistoric event or activity which may have taken place within or which involved the use of any existing structure on the property.*
- 3. Its identification with a person or persons who significantly contributed to the cultural, historic, architectural, archaeological, or related aspect of the development of the City of Portland, State of Maine, New England region, or the United States.*
- 4. Its exemplification of a significant architectural type, style, or design distinguished by innovation, rarity, uniqueness, or overall quality of design, detail, materials, or craftsmanship.*
- 5. Its identification as the work of an architect, designer, engineer, or builder whose individual work is significant in the history or development of the City of Portland, the State of Maine, the New England region, or the United States.*
- 6. Its representation of a significant cultural, historic, architectural, archaeological, or related theme expressed through distinctive areas, sites, structures, or objects that may or may not be contiguous.*

17.4.2 Integrity of landmarks and historic districts

Any area, structure, or object that meets the criteria in Section 17.4.1 must also have sufficient integrity of location, design, condition, materials, and workmanship to make it

worthy of preservation or restoration.

Consultant's Analysis of Eligibility

In addition to providing documentation on the Burnham & Morrill Company and on the building itself, the consultant's report provides an analysis of the nominated resource's areas of significance. Based on their research, the consultants find that the B&M Offices and Cannery building warrants landmark designation on the basis of two of the ordinances' minimum criteria for designation

Criterion #1: Its value as a significant example of the cultural, historic, architectural, archaeological, or related aspect of the heritage of the City of Portland, State of Maine, New England region, or the United States.

According to the consultants' assessment, the building is significant for its association with the Burnham & Morrill Company, which became a widely recognized food packing and canning company that sold its products—which showcased foods historically associated with Maine and the New England region—throughout the country.

Criterion #5: Its identification as the work of an architect, designer, engineer, or builder whose individual work is significant in the history or development of the City of Portland, the State of Maine, the New England region, or the United States.

According to the consultants' assessment, the building is significant as the work of Burnham & Higgins (in particular George Burnham), George Burnham is recognized as one of Maine's foremost architects of the early 20th century.

In staff's view, considering the very limited number of early twentieth century industrial buildings of this construction type and style that either remain in Portland or retain their original appearance (USM's library and the MEMIC building on Commercial Street shared the same appearance and construction type but have been dramatically altered), staff suggests that the Board consider whether the B&M Cannery building also satisfies the following additional criterion:

Criterion #4: Its exemplification of a significant architectural type, style or design distinguished by innovation, rarity, uniqueness or overall quality of design, detail, materials, or craftsmanship.

Staff Comments

Staff is pleased that IDEALS is committed to protecting the most significant parts of this important site in Portland's commercial history, and it is apparent that the Board is as well. While it is extremely regrettable that the Codfish Building and pier can't be saved, the structural assessment makes clear that reconstruction would be an enormous and expensive undertaking. It is to be hoped that although the Board would not have any review of the future pier

construction under this proposal, the design of the pier itself can still express some of the character of the historic one. It is very important that the Board's purview will extend to any structure or elements above the pier's deck, railings, ramps, and floats, and also very important that the Board will be able to guide the creation of meaningful and prominent interpretive elements to tell the story and show the significance of the Codfish Building and its functions.

Although a relatively small part of the 13.6 acre property is to be designated, and staff acknowledges that only a 25' buffer would be subject to the HP Board's review on the north and east of the Cannery, the development plans for the IDEALS campus will be going through extensive reviews by the Planning Board. Open space, public access, and site planning that respects the historic resource will be important facets of upcoming design and reviews. For many decades the rest of the site has been home to numerous utilitarian structures in service of the commercial activity and surface parking. Staff notes that it does not carry the significance of a large industrial site like the Portland Company, for example, and hence the individual landmark designation makes sense for the Cannery.

Staff has included the mention from the April 20 staff report about Criterion #4, referring to the design and construction type that is exemplified by the Cannery Building. If the Board decides that it is an important aspect to be mentioned in the Analysis of Eligibility, it could suggest that when the Designation Report is amended following Board review of these revisions, this Criterion could be included. This would document the architectural significance which might provide a footnote for future reviews of alterations at the building, but would not significantly alter the physical extent or influence of the designation. (As noted above, a nominated resource need only meet one of the six criteria.)

Motion for Consideration

Pursuant to the nomination submitted by property owner IDEALS and on the basis of documentation provided in a report prepared by Michael LaFlash of Heritage Consulting and Christine Beard of Essex Preservation Consulting, the Board finds that the Burnham & Morrill Cannery Building at One Beanpot Circle meets the historic preservation ordinance's minimum criteria for designation, specifically Criteria A.1 and A.4 under Sec. 17.4.1. The Board also finds that the Cannery Building exhibits integrity of location, design, condition, materials and workmanship as required under Sec. 17.4.2. Based on these findings, the Board recommends designation of the Burnham & Morrill Cannery Building as a local landmark, subject to the provisions of Article 17 of the Land Use Code. In conjunction with the scope of this designation, the Board also finds that the Codfish Building and pier lack sufficient integrity of condition under Sec. 17.4.2 to make them worthy of restoration and preservation, and are therefore non-contributing structures in this landmark designation.

Attachments

1. 5/17/22 Revised letter of nomination from Mary Costigan for IDEALS
2. Aerial view with map showing designation area

3. Consultant report on history and significance of B&M Cannery building
4. Initial letter of nomination (Mary Costigan, 2/24/22)
5. Structural Report, from preliminary workshop 3/2/22
6. HP ordinance excerpts re: designation process and criteria
7. Public comment

May 17, 2022

Robert Wiener
Historic Preservation Program
City of Portland
389 Congress Street
Portland, Maine. 04101

RE: Historic Landmark Nomination of the Burnham & Morrill Cannery Building

Dear Rob:

I am writing on behalf of The Institute for Digital Engineering and Life Sciences (“IDEALS”) to revise the nomination of the Burnham and Morrill Cannery Building (the “Cannery Building”) as a historic landmark. The Historic Preservation Board has held two workshops on the nomination. At the meetings, the Board provided feedback on the scope of the nomination. The following revisions are provided in response to the Board’s comments.

1. In addition to the Cannery Building, the nomination is amended to include the site area shown on the attached illustration, with one caveat. While the area of the pier and codfish building will be included in the landmark designation, the Board’s review in that area will be limited. The following language shall be included in the designation:

The site of the codfish building is included in the landmark designation. However, due to the condition of the building and underlying pier, it lacks sufficient integrity of condition to make it worthy of preservation or restoration. The codfish building and underlying pier are therefore non-contributing and may be demolished. The Historic Preservation Board’s review of activity within the site of the former codfish building and pier is limited to review of any activity that would require a Certificate of Appropriateness that is proposed on top of a newly constructed pier. A Certificate of Appropriateness will not be required for the demolition of the codfish building and pier or construction, maintenance and repair of a new pier and related infrastructure, including but not limited to decking, railings, floats, and supports.

2. The following requirement shall be included in the designation:

The owner shall include interpretive element(s) on top of or within the surface of the new of the pier that convey the history and significance of the codfish building. Prior to construction of said elements, the owner shall submit the proposal to the Historic Preservation Board for its review and approval. The interpretive elements shall be designed in a manner that does not interfere with the use and functionality of the pier as a marine passenger facility and for water access by the Roux Institute and the public.

3. The Land Use Code will be amended to exempt the Cannery Building from the 100-foot site plan review standard. The Code currently exempts the India Street Historic District from the 100-foot standard and this exemption would be similar. The Cannery Building property is unique in that the landmark building is located on a large site that will soon be entirely redeveloped and transformed from an industrial site into a graduate school campus. Boundaries of the landmark nomination have been expanded to allow for a buffer of open space around the Cannery Building, thus preserving the building's historic setting. In addition, the expanded boundaries allow for Historic Preservation Board review of site work immediately adjacent to the Cannery Building. Including the open space and the site of the codfish building within the designation boundaries ensures that the Cannery Building and its historic setting are preserved long term.

14.6.4 Site design standards

...

E. Historic resources 1. When developments affect designated landmarks or lie within designated historic districts or historic landscape districts, such development shall be required to obtain a Certificate of Appropriateness under Article 17. 2. When any part of a proposed development is within 100 feet of any designated landmark, **except the B&M Cannery Building**, historic district, except the India Street Historic District, or historic landscape district, such development shall be generally compatible with the major character-defining elements of the landmark or portion of the district in the immediate vicinity of the proposed development. Character-defining elements of landmarks and historic districts are identified in the historic resources inventory and respective historic district designation reports. For the purposes of this provision, "compatible" design shall be defined as design which respects the established building patterns and visual characteristics that exist in a given setting and, at the same time, is a distinct product of its own time. To aid the review authority in its deliberations, Historic Preservation staff shall provide a written analysis of the proposed development's immediate context, identifying the major character defining elements and any established building patterns that characterize the context.

May 17, 2022
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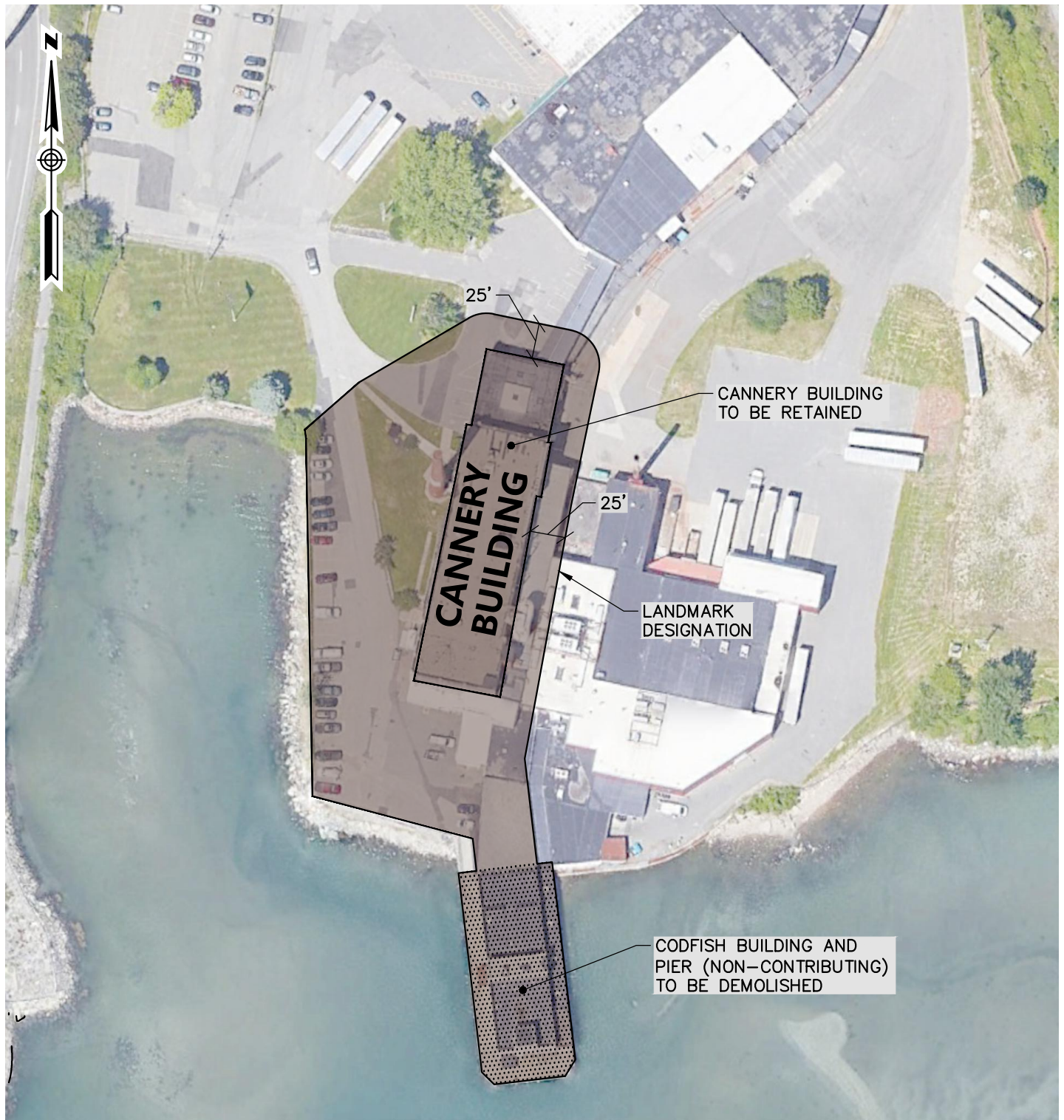
Thank you for your consideration. The designation report will be amended following the Board's review of the proposed revisions.

Sincerely,

A handwritten signature in blue ink, appearing to read "ME Costigan", is centered below the word "Sincerely,".

Mary E. Costigan

cc: Chuck Hewett



 Woodard & Curran	41 Hutchins Drive Portland, Maine 04102 800.426.4262 www.woodardcurran.com	COMMITMENT & INTEGRITY DRIVE RESULTS	CANNERY BUILDING AND SITE AREAS		IDEALS	JOB NO: 233482
						DATE: MAY 2022
						SCALE: 1" = 100'
			DESIGNED BY: N/A	CHECKED BY: BSS	HP LANDMARK NOMINATION	FIG. 1
			DRAWN BY: JBC	EX BASE JBC.dwg		



**Burnham & Morrill Company Office and Cannery
1 Beanpot Circle
Portland, Maine**

Historic Landmark Study Report
Prepared by Michael LaFlash of Heritage Consulting
with
Christine Beard of Essex Preservation Consulting

April 2022

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Physical Description

Summary:

The Burnham & Morrill Company Offices & Cannery (B&M CanneryCannery), located at 1 Beanpot Circle in Portland's East Deering neighborhood, is a brick and concrete industrial building with a four-story main block and two-story north wing. Constructed in 1913, the building was designed by prominent Portland-based architect George Burnham of the firm Burnham and Higgins. The Cannery building has served for decades as one of Portland's most noteworthy landmarks due to its highly visible location along I-295 at the mouth of Back Cove. The Cannery's design of contrasting red brick and white painted concrete serves as a highly recognizable element situated adjacent to the water.

Setting/Site: The B&M Cannery is located on a 13.6-acre parcel at the southernmost portion of Portland's East Deering neighborhood (City of Portland Parcel ID #447 A001). Due to the Cannery's location, it is largely secluded from the surrounding neighborhood and situated within the former complex of the food packing company. The parcel is irregularly shaped and bound at the west by I-295, at the east by the former Grand Trunk Railroad tracks, at the north by Sherwood Street, and at the south by Casco Bay.

The larger B&M Cannery site consists of additional Cannery buildings, paved driveways and parking areas, and sections of lawn at the perimeter of the site and to the west of the subject building. The B&M Cannery is situated at the south end of the property, located near the water, and is connected to the former codfish canning building, a storage and labeling building, and the 1947 cooking building through late-20th century connectors (see Figure 1). Historic images indicate that the Cannery's original smokestack (no longer extant) was located on the east side of the building (Figure 14). A second brick smokestack was added c. 1958 in front of the B&M Cannery's primary (west) elevation (Figure 21) but was removed in 2021 by B&G foods, the former owner.¹ A round concrete base remains in the location of the former smokestack.

Aside from the subject building and the codfish canning building, the larger complex does not convey the early-20th century industrial architecture found at the B&M Cannery. The codfish canning building was constructed at the same time as the subject building, designed by Burnham and Higgins, and contains many of the same architectural features, including offsetting red brick and white painted concrete, as well as an identical parapet. Constructed upon a wharf, however, the building is no longer structurally sound and has high levels of corrosive chlorides. Additionally, the building has undergone various changes over time, that have resulted in the loss of primary character-defining features, most notably its windows (see Photos 11-13).

¹ Peter McGuire, "B&M Baked Beans leaving Portland after more than 150 years," *Portland Press Herald*, Aug. 30, 2021.

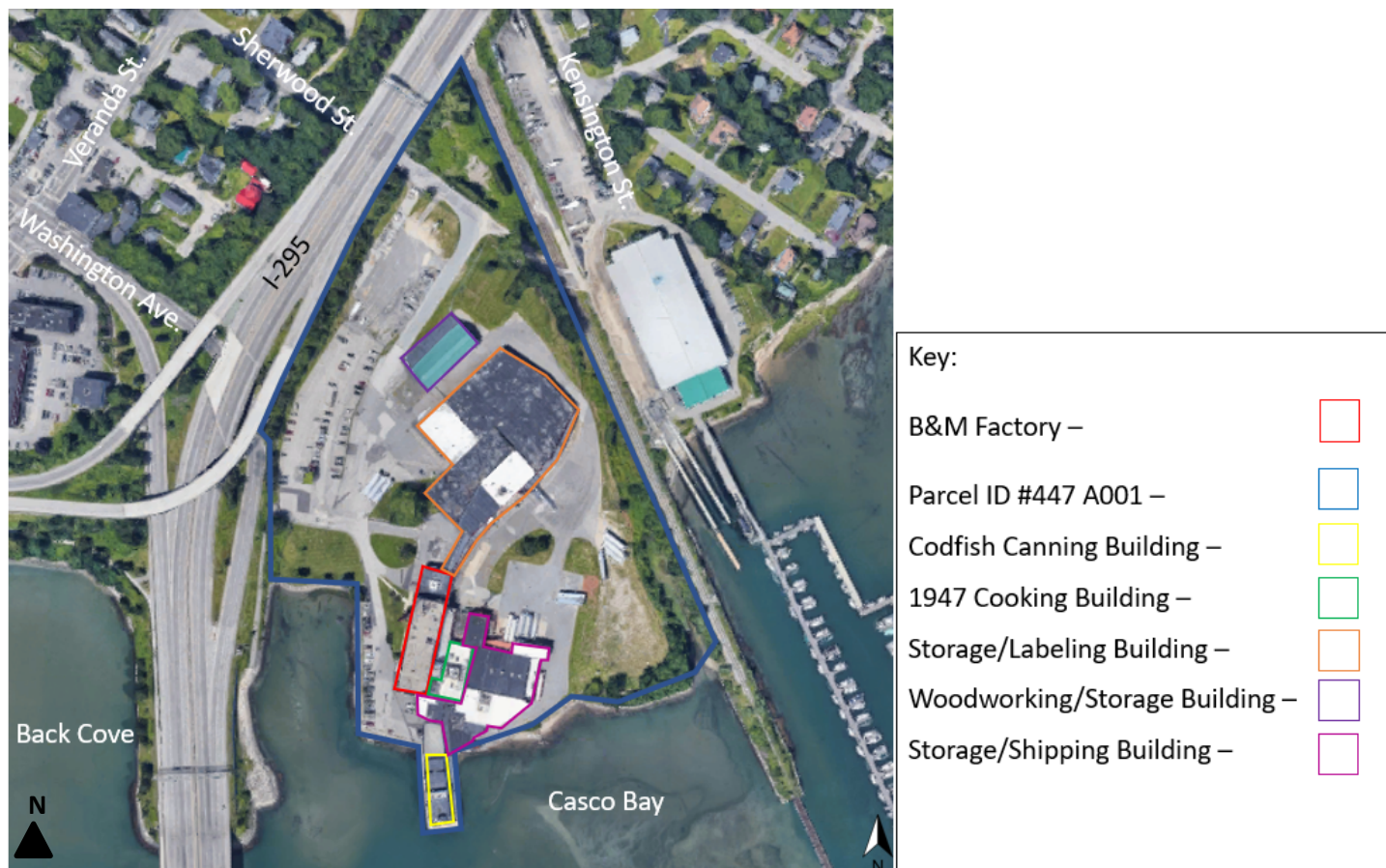


Figure 1: B&M Cannery Site Plan

Structure: The B&M Cannery is of reinforced concrete post and beam construction with an exterior brick veneer and a poured concrete foundation. The internal structure of the building is emphasized on the exterior by the concrete vertical pilasters and horizontal banding. On the interior, the building features an early version of board-formed reinforced concrete mushroom columns that are not as round as their mid-20th century counterparts (see Photos 9-10).

Exterior: The B&M Cannery consists of two sections: the four-story main block of the building that housed the kitchen and Cannery operations, and the smaller two-story office block at the north end of the building (Photo 6). Due to the sloping grade, the basement level is fully exposed at the south end of the building (Photo 3). The building sections are identical in design and only differ in their height. Exterior elevations are divided into window bays by wide concrete pilasters that rise through the decorative parapet. The upper portion of each pilaster is embellished with brick coursing in a stylized pattern (Photo 4). Wide brick panels define the parapet walls. Throughout the building, windows have been largely replaced with modern aluminum-framed hung windows, though some examples of the historic multi-light wood windows remain.

West Elevation: The primary (west) elevation is 15-bays wide, with the main block extending 12-bays at the south end of the building (Photo 1), and the office wing extending three-bays to the north (Photo 2). The six central bays of the main block are slightly recessed, flanked by two shallow pavilions of three bays each. The office wing is recessed slightly from the main block. As the principal facade, the west elevation contains the building's main entrance, located in the second bay from the north end on the main block (Photo 2). The entrance consists of an older glazed wood-framed single-leaf door that appears to be an early replacement, flanked by the original partial sidelights with paneled aprons. The vast majority of windows at this elevation are modern aluminum-framed replacements. In some cases, window openings at both sections of the building have been altered to either increase or decrease the size of the opening. Several window openings above the main entrance retain the historic double-hung wood windows, which were paired eight-over-eight windows. Examples of glass block infill also exist at the elevation. (See Photos 1-2, 5-6)

A large rectangular sign board at the center of the parapet reads "B&M Brick Oven Baked Beans" (Photo 1). The extant sign was installed in 2009. Historic images indicate that the original signage was affixed to the roof and projected well above the parapet (See image on cover page).

North Elevation: The north elevation is three-bays wide and features the same design elements as the west elevation. While the two floors of the office wing are visible, only the third and fourth floors of the main block are exposed on this side of the building. All windows openings hold modern aluminum-framed replacement windows. There are no entrances at this elevation. The easternmost bay of the office wing is joined to the adjacent storage and labeling building by an added wood-frame connector. (See Photos 4-6)

South Elevation: The south elevation consists of four exposed floors of the main block above the exposed raised basement, which is now obscured by a CMU block addition (Photo 3). Like the north elevation, the south consists of three-bays that each contain window openings. The windows on the south elevation have been completely replaced with modern aluminum-framed windows. Within the easternmost bay, windows do not extend the full width of the bay due to the location of the freight elevator on the interior. Similarly, a modern metal-sided addition projects from the easternmost bay at the second floor level, connecting with the later storage and shipping building. This addition connects with the subject building only at the second floor level. (See Photo 3)

East Elevation: Due to later construction, only the office wing and the third and fourth floor levels of the main block are visible on the east elevation. The visible walls area largely mirrors the west elevation, with a similar design and fenestration pattern. At the first and second floor levels, the main block is obscured by later additions that connect the B&M Cannery to the 1947 cooking building and storage and shipping building in the location of the former rail access. The later connections consist of standing seam metal siding and do not convey any of the original Cannery building's materials or design. (See Photos 7-8)

Roof: The B&M Cannery features two roof levels. The roofs are both flat with a modern synthetic membrane. The roof over the office wing features a skylight at its center. Historic images confirm that there was originally a skylight in this location but it is not known if the existing skylight itself is a replacement.

Interior: The interior of the B&M Cannery is largely utilitarian with open floor plans and limited finishes. As such, the former Cannery spaces are primarily open in plan with exposed concrete floors, exposed brick walls, exposed concrete ceiling structure, and painted concrete columns. Instances of modern alterations exist in office areas, where subdivisions have occurred and ceilings have been lowered and consist of dropped acoustic ceiling tiles (Photos 9 and 10).

Historical Overview

City of Portland Minimum Criteria Standards for Designation

The city of Portland has an impressive collection of historic resources that are identified at the local level by the Historic Preservation division of the city's Department of Planning & Urban Development. Many of the city's historic resources are designated either as individual landmarks or as contributing resources to one of twelve local historic districts. Historic designation is covered in Section 17 of the City of Portland Land Use Code, which outlines the designation process and identifies six minimum criteria standards for designation.

A noted visual landmark in the city, the B&M Cannery satisfies the following criteria for individual landmark designation as established in the City of Portland Historic Preservation Ordinance, Sec. 17.4.1.A:

Sec. 17.4.1.A.1 – Its value as a significant example of the cultural, historic, architectural, archaeological, or related aspect of the heritage of the City of Portland, State of Maine, New England region, or the United States.

Throughout the late-19th century and well into the 20th century, the Burnham & Morrill Company grew to become a widely recognized food packing and canning company that sold its products on a national scale. Burnham & Morrill was founded in 1867 by George Burnham, Jr. and Charles S. Morrill, both of whom worked for the earlier Maine-based packing firm of Rumery & Burnham. Burnham & Morrill grew to a national scale through a product line that showcased foods historically associated with Maine and the New England region. With canned corn, clams, lobster, fish flakes, and others, Burnham & Morrill were able to establish packing facilities throughout the State of Maine, employing thousands of Mainers throughout its history. In the 20th century, however, the company expanded its product line to incorporate Boston-style baked beans. With the incorporation of baked beans, B&M became nationally known, distributing and selling in grocery stores from Maine to California. The wide reach of the Burnham & Morrill name, however, extended well beyond the United States, with former president of the company, Charles Morrill, explaining in the 1940s that B&M products were eaten “as far away as India, though we don’t know how they got there.” Morrill also explained that B&M beans were found in “an igloo just under the Arctic Circle.”²

The company's growth in the late-19th century and the first decade of the 20th century, necessitated expanded production facilities. Prior to construction of the subject building, the Burnham & Morrill company was headquartered in a combination canning factory/office building on Franklin Street (also known as the W.L. Blake Warehouse, this building is a contributing resource to the Portland Waterfront Historic District). The

² Charles S. Morrill, “‘B&M’ – What two young Maine men founded 80 years ago!” and Address at Portland, ME to the American Newcomen (New York City, NY: Newcomen Society in North America, 1950), p. 15.

company also owned and operated numerous satellite canning facilities throughout the state. In 1913, the B&M Cannery was constructed, providing the company with what was hailed as “a modern, sanitary plant” considered to be “one of the industrial show places” of Maine. Between 1913 and the 1960s, the building remained Burnham & Morrill’s office headquarters and primary canning facility, complete with the company’s laboratories, which were necessary for the development of additional products and updated sanitation. Following Burnham & Morrill’s sale in 1965, the facility continued to operate under the B&M brand name. Operations ceased at the Cannery in 2021.

As the purpose-built headquarters and primary canning facility for the Burnham & Morrill Company, the B&M Cannery satisfies eligibility under Criterion 1.

Sec. 17.4.1.A.5 – Its identification as the work of an architect, designer, engineer, or builder whose individual work is significant in the history or development of the City of Portland, the State of Maine, the New England region, or the United States.

The B&M Cannery was designed by the prominent Portland-based architectural firm of Burnham and Higgins, though credit to the design is most often associated with George Burnham. Considered to be “one of Maine’s most accomplished architects of the early 20th century,” Burnham was responsible for the design of numerous commercial, industrial, municipal, and residential buildings both in Portland and the State of Maine, a number of which are listed in the National Register of Historic Places and designated Portland landmarks. Additionally, the duo grew to become one of the leading firms in all of Maine by the end of the 1910s.

The B&M Cannery serves as one of Burnham and Higgins’ most notable examples of industrial architecture. Burnham’s use of contrasting areas of red brick and light concrete situated adjacent Casco Bay has resulted in one of Portland’s most noteworthy buildings. As such, the B&M Cannery satisfies eligibility under Criterion 5.

History of the Burnham & Morrill Company and the B&M Offices and Cannery

In the Napoleonic era, the French army carried food in small metal boxes that they called canisters. The canisters, or cans for short, functioned more as containers than what we today would consider cans, as they were not sealed. Around the time that Napoleon had waged his war against the European continent, the residents of the greater Portland area were combatting a different kind of enemy, famine. Portland’s primary industry in the early-19th century was the lumber industry. When corn failed to grow, the city “had all but starved to death,” as was detailed in one retrospective.³ One Mainer, with ties to France, took it upon himself to experiment with canning corn to ensure that famines would no longer be a major cause for concern.

³ Morrill, “B&M, p. 8-9.

During his trips to France in the early-19th century, Isaac Winslow learned about the process of preserving food by canning. Winslow brought the concept back to Portland, Maine, where he took cooked corn and preserved it in a hermetically sealed can.⁴ Winslow's experiments highlighted numerous potential challenges to properly preserving food. For years, Winslow's attempts at cooking and canning corn resulted in spoiled products. Then, in 1844, he succeeded in cooking the corn in a common household wash boiler, using an open boiler process, and cut the kernels off the cob with a knife, placing them into the can and sealing it shut. Winslow's son Nathan commercialized the canned corn product and developed a family-run company with his nephew John Winslow Jones.⁵ The two operated out of a factory on Fore Street in Portland. The first recorded sale of canned corn was from Nathan Winslow to Samuel S. Pierce of Boston for a dozen cans that cost \$4.00.⁶ In 1862, John Winslow Jones, then sole owner of the company was granted a patent for the canning process.⁷

Around the same time that the Winslow family was canning corn in the 1840s and 1850s, others in Maine were experimenting with the canning and packing process. In the Bay of Fundy, the Treat, Noble & Company of Eastport was experimenting with packing lobsters and salmon. Similarly, various other firms were established in Portland that packed meats and fish. Among these early firms was the company of Rumery & Burnham who packed meat, fish, clams, poultry, and lobster.⁸ Rumery & Burnham was established by Samuel Rumery, who had his start in the industry in the Eastport firm, and George Burnham Jr., who's father was involved in the early years of the food packing industry.⁹ The duo took up shop in a factory and warehouse on Franklin Street in the Old Wharf section of Portland (see Figure 2).

⁴ "The Canning Industry" in *Fourteenth Annual Report of the Bureau of Industrial and Labor Statistics for the State of Maine 1900* (Augusta, ME: Kennebec Journal Print, 1901), p. 67-68.

⁵ Morrill, "B&M," p. 10-11.

⁶ "The Canning Industry" in *Fourteenth Annual Report of the Bureau of Industrial and Labor Statistics for the State of Maine 1900* (Augusta, ME: Kennebec Journal Print, 1901), p. 67-68.

⁷ Morrill, "B&M," p. 11.

⁸ Ibid.

⁹ Ibid, p. 11-12.

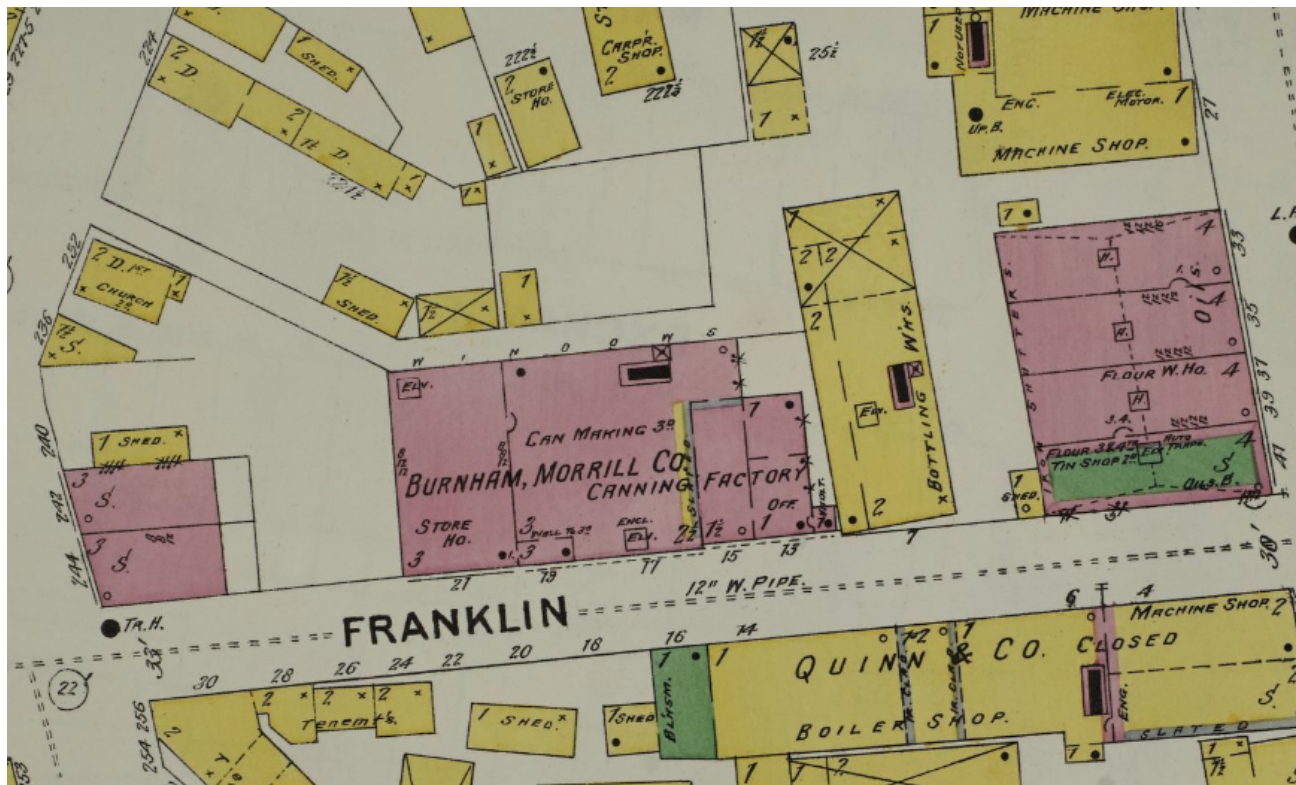


Figure 2: 1896 Sanborn Fire Insurance Map, showing the original location of the Rumery & Burnham Cannery on Franklin Street. Burnham & Morrill, successor to Rumer and Burnham used the Cannery through the remainder of the 19th century.

By the Civil War, even more food packing firms, such as the Portland Packing Company, were established in Maine. In 1867, Rumery & Burnham dissolved, with Samuel Rumery moving to the Portland Packing Company and George Burnham establishing his own firm, named the Burnham & Morrill Company, with his son John E. Burnham and former Rumery & Burnham employee Charles Morrill.¹⁰ Burnham & Morrill maintained operation of the Franklin Street canning factory. This factory building remains extant and is a contributing resource to the Portland Waterfront Historic District (see Figure 3).

¹⁰ "The Canning Industry," p. 68.



Figure 3: 2018 Image of the former Burnham & Morrill Company Cannery on Franklin Street. (Image Source: Google Maps)

The Civil War opened the door for expanded interest in canned foods, which accommodated the early growth of Burnham & Morrill in the late-1860s. Like the earlier Rumery & Burnham, Burnham & Morrill canned meats, vegetables, and seafood products. Beyond the growth of the industry, however, Burnham & Morrill rose above their stiff competition through these highly regarded products. In 1874, the company was awarded the highest medal in excellence for their sweet corn and succotash from the American Institute in New York. Then, in 1876, at the Centennial International Exhibition in Philadelphia the company won another award for excellence. This was shortly followed by a gold medal at the Exposition Universelle Internationale in Paris.¹¹

Like many other canning companies in Maine, Burnham & Morrill focused heavily in the 19th century on canned sweet corn (see Figure 4). In a retrospective on the development of the company, however, the grandson of founder Charles Morrill explained that the company found great success in engaging with both farmers and fishermen alike. As he put it, “Burnham & Morrill play no favorites, but open assured markets to the products of both sea and land.” He continued, “the canning of these perishables means stable employment and a solid type

¹¹ “Sea-Food for Inlanders” in *The Story of a Pantry Shelf: An Outline History of Grocery Specialties* (New York City, NY: Butterick Publishing Company, 1925), p. 45-46.

of citizenship for both the tillers of the soil and the fishers of the Sea.”¹² As such, the company also sold canned deep-sea lobsters, mackerel, and clams in addition to corn and succotash (see Figures 5-7).



Figure 4: 1891 Burnham & Morrill trademark label for Paris Sugar Corn. (Image Source: Maine Memory Network)

¹² Morrill, “B&M,” p. 13.



Figure 5: 1891 Burnham & Morrill trademark label for Deep Sea Lobster. (Image Source: Maine Memory Network)



Figure 6: 1891 Burnham & Morrill trademark label for Cape Shore Mackerel. (Image Source: Maine Memory Network)

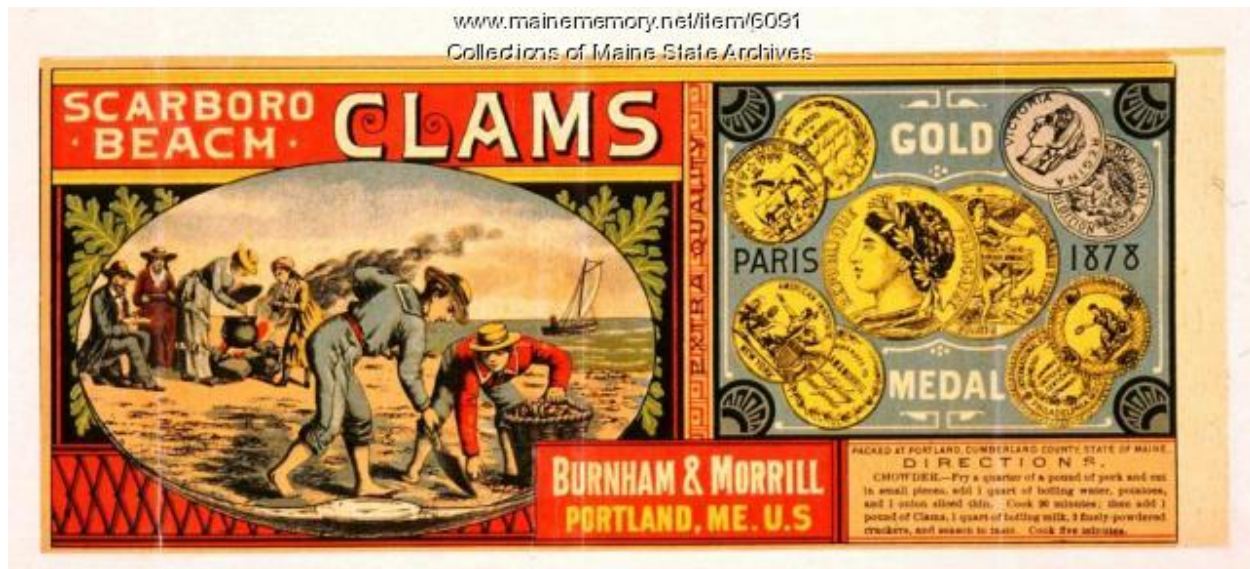


Figure 7: 1891 Burnham & Morrill trademark label for Scarboro Beach Clams. (Image Source: Maine Memory Network)

Throughout the late-19th and early-20th century periods, the company operated primarily out of their Franklin Street plant, with many smaller canning facilities along the “Maine Corn Belt” and the Maine coastline for clam products. Additional factories were established in Nova Scotia, Canada.¹³ (see Figure 8)

¹³ “Sea-Food for Inlanders,” p. 46.

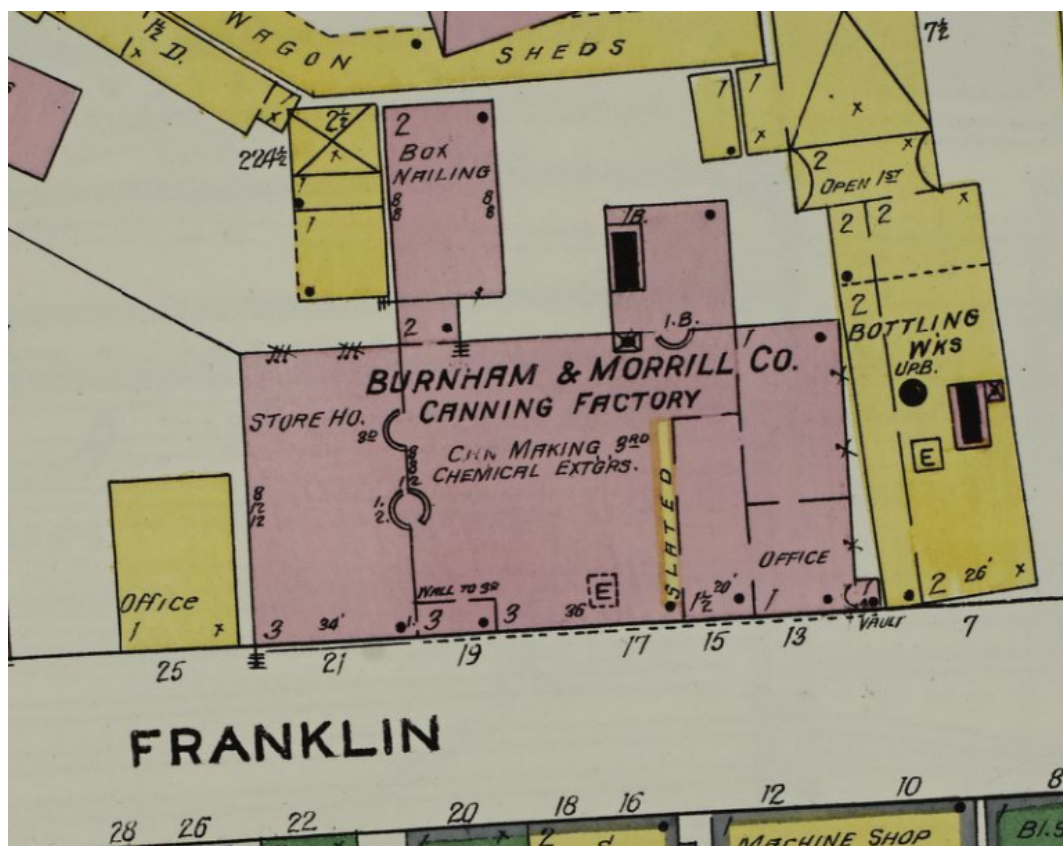


Figure 8: 1909 Sanborn Fire Insurance Map.

Burnham & Morrill’s high-quality products were the result of the company’s dedication to experimentation and sanitation. From an early period in the company’s history, they developed an experimental laboratory and diet kitchen that allowed for better quality products as better practices in sanitation and food sciences were developed.¹⁴ In the first decade of the 20th century, they introduced a new product, fish flakes. Fish flakes were a combination of cod and haddock that was cooked and boned, season and packing in parchment-lined tin.¹⁵

The company grew in the early-20th century with a greater demand for their products on a national scale. Advertising played an integral role in this period growth. As they had done with the manufacture of their products, Burnham & Morrill was thorough in their advertising. For example, when fish flakes were introduced in the early 1900s, the company conducted a careful investigation through conservative advertising before

¹⁴ Morrill, “B&M,” p. 14.

¹⁵ “Sea-Food for Inlanders,” p. 47.

approving a national ad campaign.¹⁶ Advertisements for Burnham & Morrill products, therefore, are found in newspapers as close as New York and as far away as Texas, California, and Montana (see Figures 9-12).



Figure 9: 1908 Burnham & Morrill Advertisement in the *Fort Worth Star-Telegram* (Fort Worth, TX).

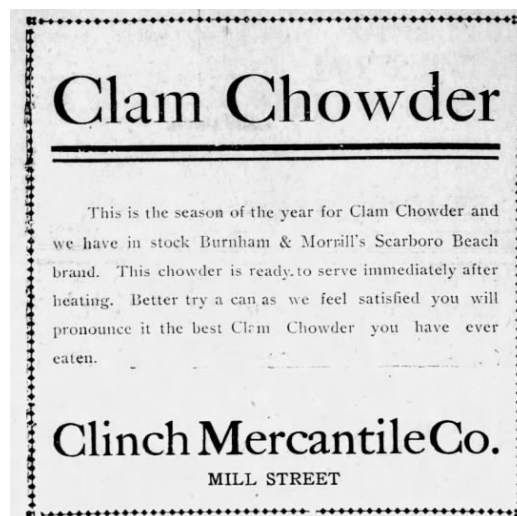


Figure 10: 1908 Burnham & Morrill Advertisement in *The Morning Union* (Grass Valley, CA).

¹⁶ "Sea-Food for Inlanders," p. 47.

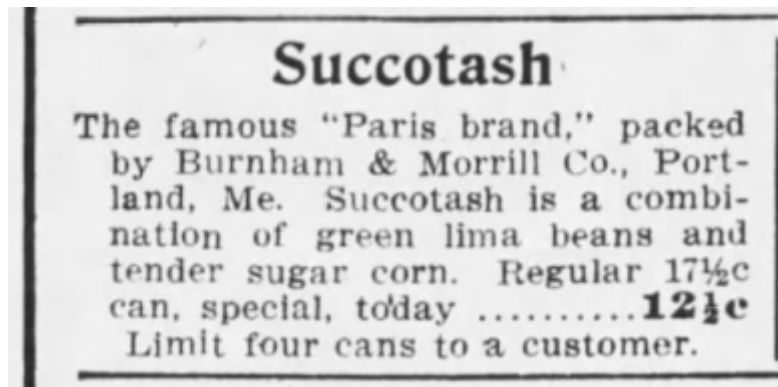


Figure 11: 1908 Burnham & Morrill Advertisement in *The Anaconda Standard* (Anaconda, MT).



Figure 12: 1910 Burnham & Morrill Advertisement in *The New York Tribune* (New York City, NY).

In 1910, the Burnham family's shares in the company were purchased by George B. Morrill, son of founder Charles Morrill. Morrill's purchase of the company was done on a "character" note, which his son later recalled

that “the bank had confidence in his technical knowledge, his business shrewdness, and his general durability.”¹⁷ The Morrill’s would go on to take the company to new heights and introduce the company’s most well-known product, baked beans.

Demand in Burnham & Morrill goods necessitated the construction of a new, purpose-built, modern canning facility that could take the company into the 20th century. For their factory, Burnham & Morrill turned to local architects George Burnham, no relation to the company’s founders, and E. Leander Higgins to design a state-of-the-art headquarters located on the outskirts of Portland in the city’s East Deering neighborhood. The subject building was completed in 1913 and situated in a prominent location at the mouth of Back Cove at Casco Bay. The location of the Cannery was advantageous for the company as it was conveniently and strategically located adjacent to the water and the Grand Trunk Railway railroad tracks. As illustrated in the 1914 Richards Atlas of the City of Portland, the complex was designed with direct rail access, as well as a deep-water harbor that allowed for shipping and receiving direct to the Cannery (see Figure 13).

¹⁷ Morrill, “B&M,” p. 14.

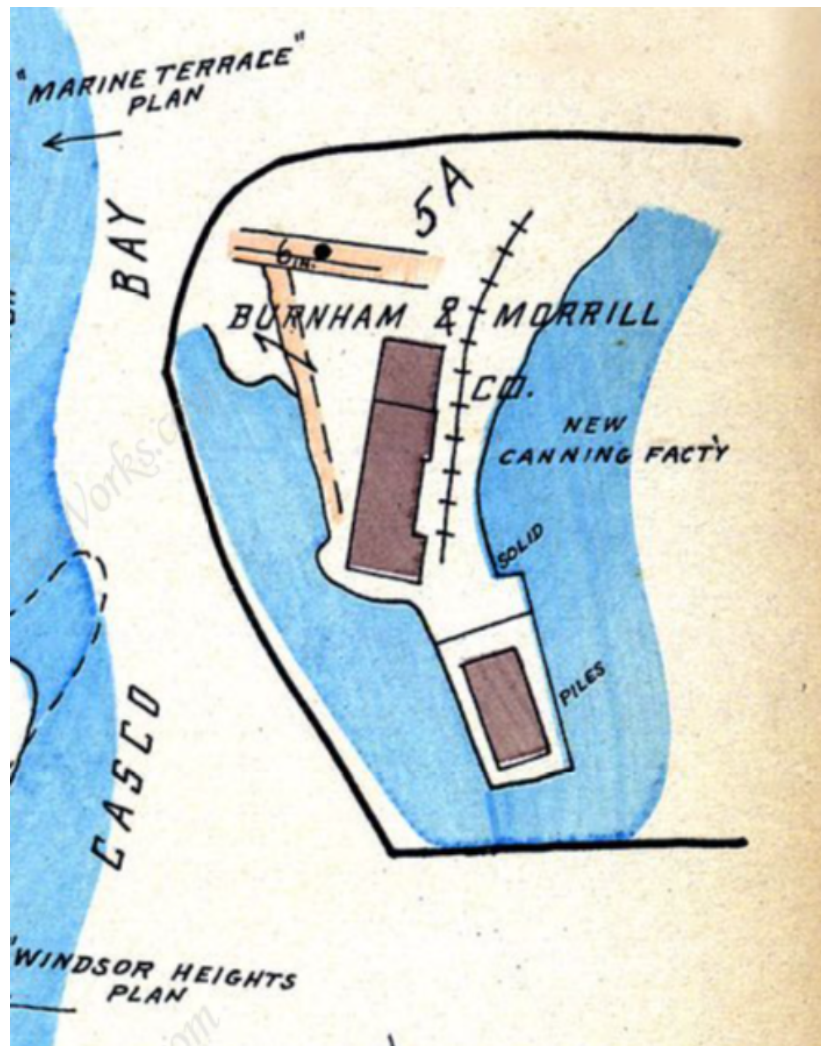


Figure 13: 1914 Richards Atlas of the City of Portland, showing the "New Canning Fact'y" of the Burnham & Morrill Co.

Following construction, the new Cannery building was hailed as “one of the industrial show places of [Maine].”¹⁸ Within the building, the company established a sanitary facility complete with kitchens, packing rooms, ovens, a new laboratory space, and the executive offices “where freshly uniformed employees [worked] under ideal conditions affording an abundance of sunlight and fresh air.”¹⁹

¹⁸ “Sea-Food for Inlanders,” p. 47.

¹⁹ Ibid.



Figure 14: 1924 Portland Tax Record Photograph, Burnham & Morrill Company Offices and Cannery. (Image Source: Maine Memory Network)

At the same time that the B&M Cannery was constructed, the company also constructed a codfish canning building.²⁰ The two-story building was also designed by Burnham & Higgins and was constructed on a reinforced concrete wharf by the Aberthaw Construction Company of Boston, Massachusetts.²¹

²⁰ The codfish building has not been nominated for landmark designation, due to its poor structural condition resulting from high levels of chloride ions in the concrete. The building does not have sufficient integrity of condition, materials or workmanship necessary to make it worthy of preservation or restoration.

²¹ "Concrete Wharf To Be Built," *Boston Evening Transcript* (Boston, MA), Nov. 20, 1912.



Figure 15: 1924 Portland Tax Record Photograph, Burnham & Morrill Company Codfish Canning Building. (Image Source: Maine Memory Network)

The original Cannery complex consisted solely of the subject building and the codfish canning building, with landscaped lawns and paved driveways leading up to the B&M Cannery (see Figures 16-18).

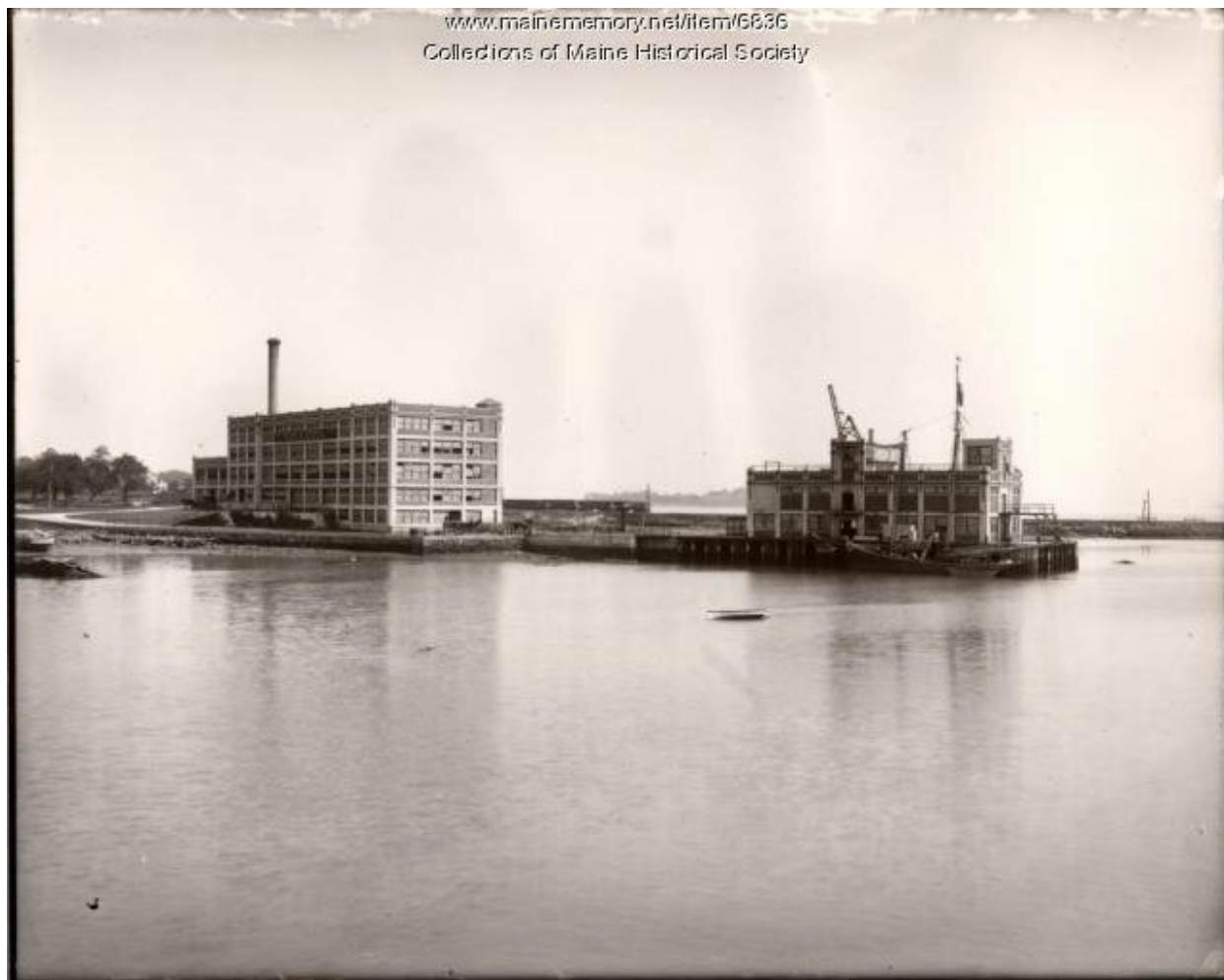


Figure 16: c. 1930 Photograph, Burnham & Morrill Company Plant. (Image Source: Maine Memory Network)



Figure 17: 1930s photograph showing the construction of Tukey's Bridge with the Burnham & Morrill Company Plant at right.
(Image Source: Maine Memory Network)



Figure 18: 1930s Photograph, Burnham & Morrill Company Plant. (Image Source: Maine Memory Network)

Completion of the subject building increased Burnham & Morrill's output and increased their employment numbers, but, perhaps most importantly, it also resulted in the introduction of their most notable product, baked beans. Newspaper advertisements indicate that the company was producing baked beans as early as the first decade of the 20th century. It was not until 1927, however, that the company began canning baked beans within the subject building.²² The famous B&M Brick Oven Baked Beans grew to become a nationally recognized brand name product that was sold on grocery store shelves throughout the United States (see Figure 19).

²² McGuire, "B&M Baked Beans leaving Portland after more than 150 years."



*Every Forkful
a Delicious
"DOWN-EAST"
FEAST*

Know why Yankee sailors used to break speed records winging home in their tall clipper ships? One reason was to get back to the feasts of baked beans our New England grandmothers used to bake with such a special flavor knack. Beans baked with true, old-time goodness exactly as B & M bakes 'em for you now "Down East" in Portland, Maine. Slowly (with no boiling) for one entire day! With lots of juicy pork chunks and spicy sauces! 'Till each flavor-drenched bean is mealy and tender and temptingly brown! Treat yourself to these genuine New England favorites . . . and you'll prefer 'em always. Burnham & Morrill Company Portland 2, Maine.

B&M Genuine New England Brick-Oven BAKED BEANS

214 November 1946 Good Housekeeping

Figure 19: 1946 B&M Baked Beans advertisement. (Image Source: *Good Housekeeping*, Nov. 1946)

At the company's height in the mid-century period, sources vary, but indicate that they employed between 300 and 500 employees at the B&M Cannery.²³ This total does not account for the number of employees at secondary canning facilities in Maine and Nova Scotia, which included 750 additional employees hired each year for seasonal work, picking and packing string-beans, corn, squash, and blueberries.²⁴ As further advances in machinery were introduced during that period, the Cannery's filling machines could produce more than 150 cans per minute, depending upon the product.²⁵

In that mid-century period, the company undertook their final major construction campaigns at the larger Burnham & Morrill complex. Beginning in 1947, a two-story cooking building was completed to the east of the B&M Cannery. This was followed by the c. 1951 construction of a storage and labeling building to the north of the B&M Cannery and a woodworking and storage building, also constructed c. 1951. Also at that time a one-story CMU block loading dock and connector was built between the B&M Cannery and the codfish canning building. Each of these buildings are illustrated on the 1951 Sanborn Fire Insurance Map (see Figure 20).

²³ Morrill, "B&M," p. 15; McGuire, "B&M Baked Beans leaving Portland after more than 150 years."

²⁴ Morrill, "B&M," p. 15.

²⁵ Ibid, p. 14.



Figure 20: 1951 Sanborn Fire Insurance Map.

Following the physical expansion of the plant, Burnham & Morrill was recognized as the “largest food packing organization in the State of Maine and one of the largest in the United States.”²⁶ Further, the company was the largest producer of baked beans in the country. At that time, they employed more than 300 people at the plant.

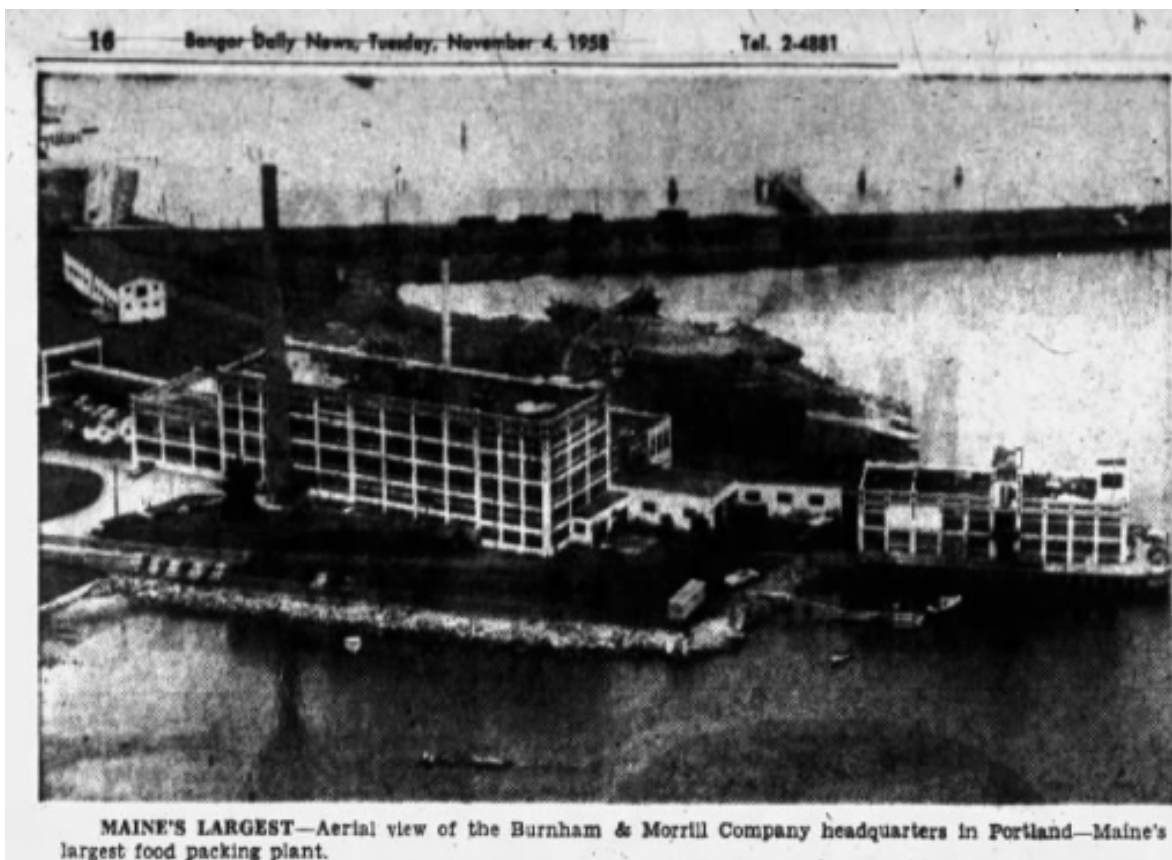


Figure 21: 1958 aerial image of B&M plant. (Image Source: *Bangor Daily News*)

In 1965, the City of Portland renamed the street address of the building to Bean Pot Circle, honoring the impact of the company and its world-renowned baked beans. That same year, the Burnham & Morrill was purchased by the Watertown, Massachusetts-based food packing and canning company William Underwood Company.²⁷ Following the initial sale of Burnham & Morrill, the complex continued to expand, and the company changed hands at various points throughout the latter portions of the 20th century. Despite changes in ownership, the B&M Cannery remained in active use until 2021.

²⁶ “Painstaking, Careful, Non-Rushing Methods Reasons For Great Growth At Burnham, Morrill,” *The Bangor Daily News* (Bangor, ME), Nov. 4, 1958.

²⁷ “Burnham & Morrill Company Records,” Located in the Raymond H. Fogler Library Special Collections, The University of Maine.

Throughout the 108 years that the Burnham & Morrill Company called the B&M Cannery home, the company etched a significant place in Portland's industrial history. The canning and food packing industry traces its origins in America to the City of Portland and the State of Maine, becoming one of its largest industries in the 19th century. The Burnham & Morrill Company exemplifies the industry in Portland and Maine as one of its longest lasting companies and one that grew to become one of the largest in the entire United States by the mid-20th century period. As a truly Maine company, for well over 150 years, the Burnham & Morrill Company packed food products are historically associated with the state and larger New England region, placing Boston Baked Beans, Maine lobster, and Atlantic scallops into homes throughout the country. As such, the B&M Cannery stands as the physical representation of the company's impact on Portland and Maine's industrial heritage.

Architects –Burnham and Higgins

Among Maine's most notable architects of the late-19th and early-20th century period, few rise to the prominence of George Burnham. Throughout his career, Burnham designed numerous commercial, industrial, municipal, and residential buildings throughout Maine, with many prominent examples of his work in Portland. With the firm of Burnham and Higgins, Burnham and his partner E. Leander Higgins continued this legacy, and designed some of Portland's most notable homes and buildings.

George Burnham was born in Portland, Maine in 1875. He undertook his architectural training at the Massachusetts Institute of Technology (MIT), graduating in 1898. While studying at MIT, Burnham studied architectural theories made famous at the Ecole des Beaux Arts in Paris. Following his graduation, Burnham first worked in New York City under architect Thomas Tryon.²⁸

In 1902, Burnham contracted typhoid and pneumonia forcing him to return to his hometown. In Portland, Burnham went right to work designing homes and commercial buildings in the Colonial Revival and Beaux Arts styles. Among Burnham's earliest commissions were the Perez Burnham House (1902), completed in the Federal Revival style, and the Porteous, Mitchell and Braun Block (1904), designed in the Beaux Arts style.²⁹ In 1904, Burnham was awarded perhaps his most important and famous contract, the Cumberland County Courthouse. Burnham beat out eight other architects, including John Calvin Stevens, perhaps Maine's most prominent architect. Burnham worked on the courthouse project until 1909, but designed various smaller

²⁸ Roger G. Reed, "George Burnham" in *A Biographical Dictionary of Architects in Maine*, Jan. 1984.

²⁹ Ibid.

projects concurrently.³⁰ The Cumberland County Courthouse is a contributing resource to the Portland Waterfront National Register Historic District and the Portland Waterfront Local Historic District.

In 1909, Burnham hired E. Leander Higgins as a draftsman. Higgins was born in Bar Harbor, Maine in 1879 and, like Burnham, trained at MIT and graduated in 1906.³¹ During Higgins' early years working with Burnham, George Burnham completed another of his most well-known designs, the Maine Central Railroad Station in Gardiner, Maine (1911); the station was listed in the National Register of Historic Places in 1982.³² Higgins was named a partner at the firm in 1912 and the firm subsequently changed its name to Burnham and Higgins.³³

The firm of Burnham and Higgins was primarily known for their residential designs in Portland. In his biographical sketch of George Burnham, architectural historian Roger Reed explained that the firm's residential designs "characterize the work of the firm."³⁴ He further explained that their homes followed an established format:

"Typically this consisted of rectangular structures with broad hipped roofs and over-hanging eaves supported on modillion blocks or exposed rafter ends. Dormers, an important decorative feature in a Burnham and Higgins house, are prominently situated to provide maximum exposure."³⁵

Among their many homes Burnham and Higgins designed in the popular revival styles of the period, were the Charles F. Flagg House (1913) in the Mediterranean Revival style, and the Sidney St. Felix Thaxter House (1918) in the Colonial Revival style.

In 1913, Burnham and Higgins designed two industrial buildings, the firm's only recognized industrial examples. The B&M Cannery and its associated codfish canning building highlighted the firm's ability to work outside its comfort zone and resulted in the building's prominent use of concrete at a time when brick and wood framing remained the dominant structural and facing materials in industrial architecture. Additionally, the

³⁰ Alessa Wylie, "Architect of the Week: George Burnham," Greater Portland Landmarks, accessed April 4, 2022, <https://www.portlandlandmarks.org/blog/2020/5/14/architect-of-the-week-george-burnham>.

³¹ "Biographical Note," in Higgins (Edward Leander) Architectural Records, located in the Raymond H. Fogler Library Special Collections, The University of Maine.

³² Frank A. Beard, "Gardiner Railroad Station," National Register of Historic Places Inventory-Nomination Form, 1982.

³³ Reed, "George Burnham."

³⁴ Ibid.

³⁵ Ibid.

B&M Cannery's location on the outskirts of Portland afforded the architects the opportunity to incorporate the Cannery into a larger setting. Concurrently, the firm designed the Portland Shoe Manufacturing Company factory on Pearl Street in downtown Portland. The downtown factory building is much more traditional. The narrow, brick building displays minimal ornamentation, which was largely achieved through its fenestration (see Figure 22).

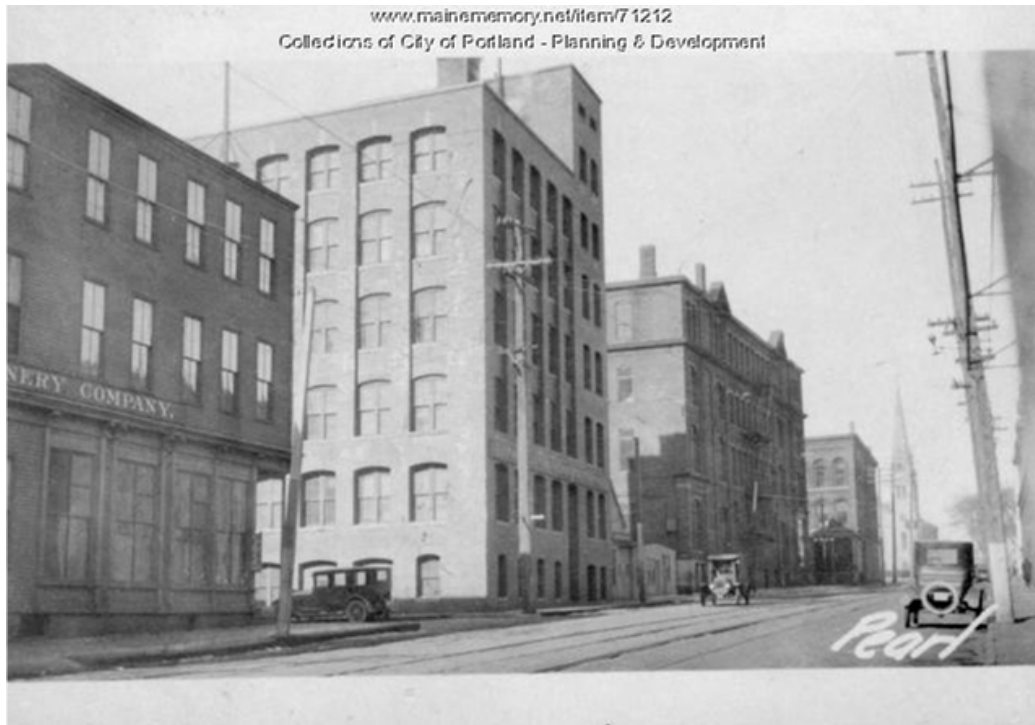


Figure 22: 1924 Portland Tax Record Photograph, Portland Shoe Manufacturing Company. (Image Source: Maine Memory Network)

Through the remainder of the 1910s, the firm continued to design buildings in Portland and throughout Maine. In 1919, Burnham retired.³⁶ Following Burnham's retirement in 1919, Higgins "went on to become a leading practitioner of his profession in Maine during the 1920s and 1930s." His son, Ambrose S. Higgins, followed in his footsteps, opening his own firm in Bar Harbor after serving in World War II.³⁷ In his final years, George Burnham suffered from severe mental depression. He took his life in 1931.³⁸ Higgins passed away in 1951.³⁹

³⁶ "Business Notices," *The American Contractor* (New York City, NY), January 18, 1919.

³⁷ "Biographical Note."

³⁸ *Portland Evening Express*, June 3, 1931.

³⁹ "Biographical Note."

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APPENDIX

Parcel Map





Burnham & Morrill Company Office & Canning Factory

1 Beanpot Circle

Portland, ME

March 2022



1. B&M Factory, West Elevation, looking southeast.



2. B&M Factory, West Elevation, looking east.

Burnham & Morrill Company Office & Canning Factory

1 Beanpot Circle

Portland, ME

March 2022



3. B&M Factory, South Elevation, looking north.



4. B&M Factory, North Elevation, looking south.

Burnham & Morrill Company Office & Canning Factory

1 Beanpot Circle

Portland, ME

March 2022



5. B&M Factory, North and West Elevations, looking southeast.



6. B&M Factory, North and West Elevations, looking southeast.

Burnham & Morrill Company Office & Canning Factory

1 Beanpot Circle

Portland, ME

March 2022



7. B&M Factory, North and East Elevations, looking southwest.



8. B&M Factory, North and East Elevations, looking southwest.

Burnham & Morrill Company Office & Canning Factory

1 Beanpot Circle

Portland, ME

March 2022



9. B&M Factory, Second Floor, looking north.



10. B&M Factory, Fourth Floor, looking south.

Burnham & Morrill Company Office & Canning Factory

1 Beanpot Circle

Portland, ME

March 2022



11. Site, Codfish Canning Building, looking southeast.



12. Site, Codfish Canning Building looking northwest.

Burnham & Morrill Company Office & Canning Factory

1 Beanpot Circle

Portland, ME

March 2022



13. Site, Codfish Canning Building, looking southwest.



14. Site, Storage/Labeling Building looking northwest.

Burnham & Morrill Company Office & Canning Factory

1 Beanpot Circle

Portland, ME

March 2022



15. Site, Woodworking/Storage Building, looking northwest.



16. Site, Entrance and Woodworking/Storage Building looking south.



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February 24, 2022

Christine Grimando
Director of Planning and Urban Development
City of Portland
389 Congress Street
Portland, Maine. 04101

RE: Historic Landmark Nomination of the Burnham & Morrill Cannery Building

Dear Christine:

I am writing on behalf of The Institute for Digital Engineering and Life Sciences (“IDEALS”) to formally nominate the Burnham and Morrill Cannery Building (the “Cannery Building”) as a historic landmark. IDEALS is under contract to purchase the Burnham and Morrill property at 1 Beanpot Circle and is therefore submitting this nomination pursuant to Section 17.5.2(A)(2) of the Land Use Code. They expect to close on the property prior to completion of the designation process.

The scope of this nomination is the 1913 Cannery Building only, and does not include the entire 13-acre property. The attached figure shows the extent of the nomination.

We also would like to explain why the building over the pier, known as the Codfish Building, is not included in the nomination. Prior to agreeing to purchase the property, IDEALS performed its due diligence, including a structural engineering analysis of the buildings. The analysis was performed by Thornton Tomasetti and the report is attached for your information. With regard to the Codfish Building, Thornton Tomasetti concluded that the concrete pier foundation is in danger of collapsing and has to be replaced. They advised the current owners of the danger and the owners quickly ceased use of the building. The engineers also concluded that structural rehabilitation of the building itself is unlikely to be successful due to the poor condition of the superstructure and the probable high levels of chloride ions in the concrete which render any repairs a short-term fix at best. They found that “the amount of cracking and corrosion observed raised concerns about the short-term structural integrity of the building and whether or

not the building could be safely raised without causing substantial damage to the existing structure and more importantly, the long-term durability of the building.”

Pursuant to Section 17.4.2 of the Land Use Code, any structure that meets the minimum criteria for designation must also have sufficient integrity of location, design, condition, materials, and workmanship to make it worthy of preservation or restoration. Based upon Thornton Tomasetti’s findings, the Codfish Building does not have sufficient integrity of condition, materials or workmanship necessary to make it worthy of preservation or restoration.¹ Therefore, the nomination is limited to the only structure on the property that meets the minimum criteria for designation and has the integrity to make it worthy of preservation and restoration.

We will provide further documentation on the Cannery Building for the designation following the Historic Preservation Board’s initial consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mary E. Costigan", is centered below the "Sincerely," text.

Mary E. Costigan

cc: Chuck Hewett
Deb Andrews

¹ In accordance with Shoreland Zoning Laws, even if the building were able to be preserved, it would have to be relocated away from the water, resulting in a loss of integrity of its location over the water.

Project

**ROUX INSTITUTE
REAL ESTATE DUE DILIGENCE
PORTLAND, MAINE**

Prepared For

Charles E. Hewett, Ph.D.
Executive Director
Institute for Digital Engineering and Life Sciences (IDEALS)
100 Commercial Street
Portland, Maine. 04101

Prepared By

Thornton Tomasetti
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June 8, 2021

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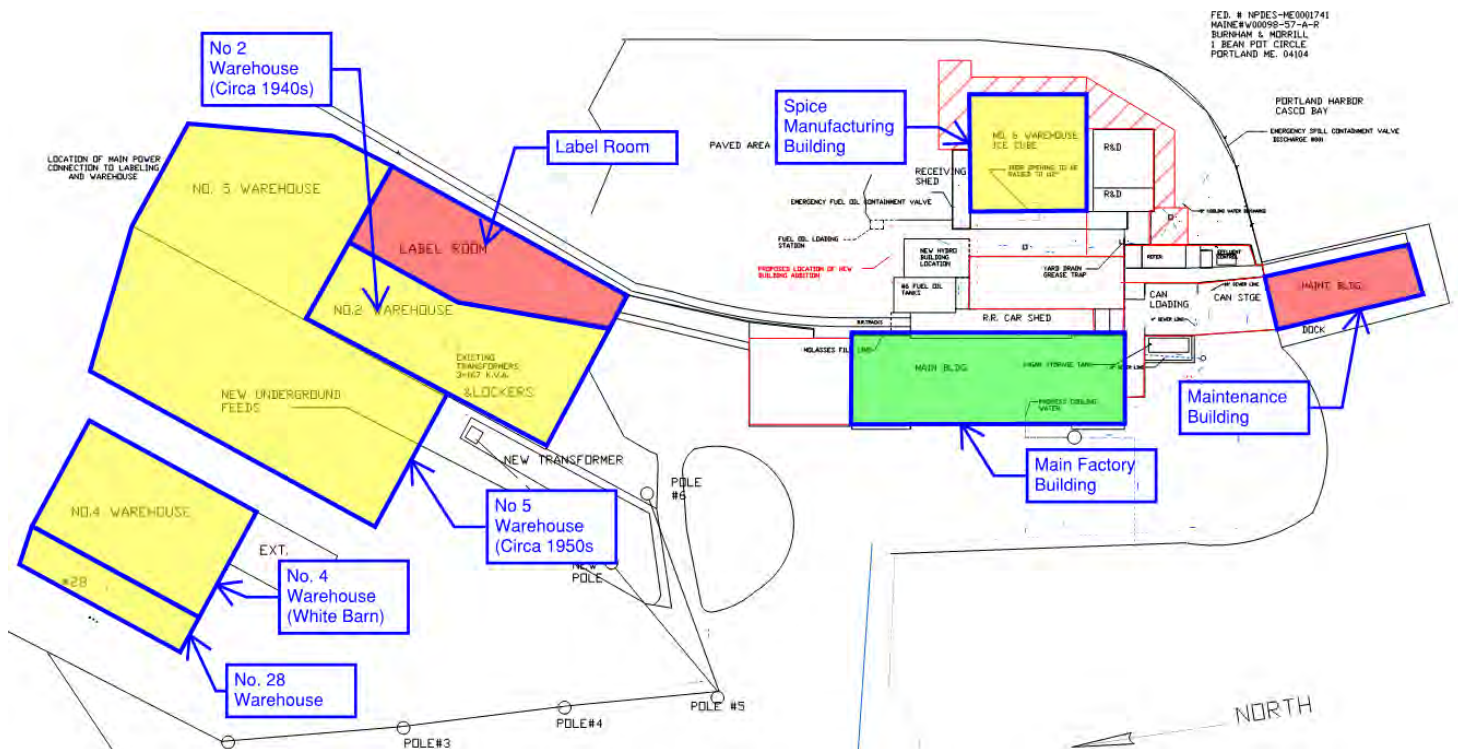
1.00 INTRODUCTION

Thornton Tomasetti (TT) has been engaged by the Institute for Digital Engineering and Life Sciences (IDEALS) to provide structural engineering consulting for a Due Diligence Real Estate Evaluation for a potential real estate transaction for the Roux Institute for a property located at One Bean Pot Circle in Portland, Maine.

The scope of work included the review of up to eleven buildings on the proposed site in order to provide a visual assessment of condition and potential high level re-use, with a focus on the historic core consisting of the main factory building and the current maintenance building.

TT visited the site on Sunday, February 21, 2021 and on Tuesday, April 27, 2021 to walkthrough the buildings and perform a high-level evaluation of the structural conditions that are readily visible and accessible. The buildings observed included the Main Factory Building, the current Maintenance Building (former Cod Fish Building located on the wharf), Warehouses No. 2, 4, 5 and 28, the Label Room, and Spice Manufacturing Building.

A key plan of the buildings reviewed is shown below.



2.00 DISCUSSION

Main Factory Building

The main factory building is the cornerstone and flagship of the food manufacturing facility. Constructed circa 1912 by Aberthaw Construction Co., Boston, MA, the building currently houses the bean manufacturing processes and the plant management offices. The structural system for the five story building is a reinforced concrete flat plate consisting of concrete columns with capitals supporting concrete slabs. The concrete frame is exposed on the exterior of the building with brick and masonry infill walls and glass windows. The main entry is on the 2nd floor level. The plant manager indicated that the large brick smoke stack on the westerly side of the building facing the highway is in poor condition and scheduled to be removed this year.

Documents in the data vault for the bean manufacturing building were sparse and consisted of manufacturing process drawings and one Monorail Evaluation Report. The 2011 report prepared by Mohlin & Company that documents the load capacity of the production monorails contained two pieces of insightful structural information; concrete strength test results for the 4th and 5th floors and an earlier 1980 building condition report prepared by Philip Snow Associates.

The 2011 concrete strength testing was performed by R. W. Gillespie and consisted of 3 cores from the 5th floor and 3 cores from the 4th floor. The average strength of the 5th floor core samples was 3,500 psi with a floor thickness ranging from 10½" to 12" and the average strength of the 4th floor core samples was 4,800 psi with a floor thickness ranging from 14 to 16¼". These concrete strengths are relatively high given the age of the building. Typical concrete strengths in 1912 were in the range of 2,500 psi.

The 1980 building condition study by Philip Snow Associates concluded that the live load capacities of the floors were 300 psf and the roof 100 psf. These results are based on live loads given to Philip Snow from Aberthaw in 1950 and from his own analyses. His research indicated that the reinforced concrete flat plate construction was likely one of the patented system typically used for heavy industrial buildings in the early 1900's. The report continues to state "Due to a variety of reasons the building has many cracks, spalls, and other signs of age and wear, however a program of repair could easily restore the building to acceptable levels."

The Philip Snow report does not specify where in the building the forementioned cracks were located. However, during our February 28th site visit we observed many cracks on the underside of the 4th floor slab that had been repaired by epoxy injection. The 4th floor supports the heavy bean ovens. Further investigation is recommended to determine the cause of the cracking and if the repairs have restored the structural integrity to the slabs or if additional repairs will be required. It is important to note that adaptive reuse of the 4th floor will require removal of the bean ovens which will reduce current loading on the floor which can be substantial when the ovens are full of beans.

During our April 27th site visit we visually observed the exterior building concrete from the ground. It appears to be in good condition. The plant manager noted during our visit that the exterior concrete on several sides of the building had been recently repaired, patched and coated. We could not confirm the level of deterioration prior to the repairs.

The main factory building is robust 5-story reinforced concrete building with high floor live load capacity. It appears structurally sound with minor structural modifications required. The exterior concrete surfaces were recently repaired. Building has long term value and could be used for housing, hospitality or office space

Current Maintenance Building on the Wharf (Former Cod-Fish Building)

The current maintenance building was constructed circa 1913, shortly after the main factory building was completed. Drawings prepared by Sawyer & Moulton Engineers and dated January 1913 reference the building as the Reinforced Concrete Wharf. The two-story 44' wide by 125' long building is constructed of reinforced concrete slabs, beam and columns. The head house and stairway portions of the building are three stories tall. The building sits on the 66' wide by 140' long concrete wharf that extends out over the salt water bay. The wharf serves as the first floor of the building and is constructed of reinforced concrete slabs and girders that are supported on concrete piers bearing on concrete caissons founded on ledge.

The 1980 study by Philip Snow Associates also addressed the condition of the Maintenance Building. Forty years ago the condition of the wharf was raising concerns. The study states "Checking under the building, the piers and girders are showing their age. Some repair work has been attempted but the patches are coming loose and more corrective work is needed." The study further states "I have a feeling that parts of the building were overloaded at some time in the past. Several first floor and even some second floor columns have serious cracks running vertically and in some case there is displacement of the concrete. This should be corrected as a priority. A few columns have been faced indicating distress. A few still need attention however, the urgency is not to be compared with that of the first floor structure."

Forty years later, the condition of the building has only gotten worse. Under the wharf it appears that there have been several attempts to repair the structure. The concrete piers have been coated in shotcrete but that encasement has deteriorated and portions are missing many locations. Some additional pipe piles have been driven around two sides of the perimeter of the wharf and reinforced concrete grade beams added between these piles to shore up some of the most heavily deteriorated piers but the new concrete beams are already showing signs of cracking and rust staining indicating active rebar corrosion.

One concrete pier observed on the interior of the building had deteriorated to the point that the original 48" x 48" dimension had necked down to a current dimension of approximately 10"x10". The 95% loss of concrete area raised concerns that a sudden partial collapse of the structure could occur if the remaining concrete failed. A letter dated April 30, 2021 was sent to B&G Foods alerting them of the immediate safety concern and recommending that they

conduct their own structural evaluation as soon as possible to determine if the building is safe to occupy in its current compromised condition. This letter is attached in Appendix C.

In addition to the piers, a majority of girders and many areas of the wharf slab exhibit significant concrete deterioration, reinforcing steel corrosion, and section loss. The deterioration is the result of over a 100 years of exposure to salt water. In 2006 S.W. Cole Engineering tested the chloride content in three of the existing wharf piers. (Refer to Appendix C for test report.) The generally accepted threshold at which corrosion can begin in reinforcing steel is at a chloride ion concentration of 1.1 pounds per cubic yard of cement. Concrete samples were taken at depths of 2 to 3 inches, 3 to 4 inches and 4 to 5 inches from the outer surface to examine the depth of chloride penetration. The following table summarizes the findings:

2006 Test Results for Chloride Ion Levels in Wharf Piers				
	Depth	Chloride	Threshold	
	From	Ion	Level	%
Sample No.	Surface (in)	Lb/cu yd ³	Lb/cu yd ³	Exceeded
#1 B9	2-3	14.29	1.1	1300
#1 B9	3-4	14.13	1.1	1300
#1 B9	4-5	8.69	1.1	800
#2 C6	2-3	15.66	1.1	1400
#2 C6	3-4	15.07	1.1	1400
#2 C6	4-5	8.26	1.1	800
2A	-	37.4	1.1	3400
2B	-	30.3	1.1	2800

The threshold level of chloride ions was exceeded at all of the test locations. The levels of chloride ions was exceptionally high, ranging from 800% to 3400% greater than the limit at which concrete reinforcing steel can begin to corrode. The test results appear to collaborate the level of deterioration observed in the wharf concrete piers, girders and slabs (Refer to photographs in Appendix B). It is likely that the chloride levels have increased in the 15 years since these tests were taken. With chloride ions at levels 800% greater than threshold levels at a depth of 4" to 5" from the surface of the concrete member, concrete repairs are not recommended. After removing the contaminated and corroded materials, little concrete and reinforcing steel would remain. The wharf slab, girders and piers are not salvageable and full replacement would be required.

Replacing the wharf structure would require shoring the building above the first floor while the deteriorated structure below was removed and replaced. The existing first floor is at Elevation 10.0' above sea level. All new construction is required to be at Elevation 12.0' due to current flooding and sea level rise requirements. This would require the building not only to be supported in place but to be lifted two feet higher. The process of shoring and lifting the building is complex and expensive. Some of the challenges include the following:

- Working in tidal water. Working around 12' tides would be economically prohibitive. A cofferdam would need to be constructed around the building to allow demolition and construction to occur in the dry.
- Crane access. A crane cannot access the building from the shore. (Refer to Construction Access Sketch in Appendix C). One or possibly two cranes will need to be mounted on barges outside of the cofferdam. The barges will be sitting in the mud at low tide and cannot be move to a new position until the tide rises. Careful logical planning will be required to maximize crane time.
- Shoring frames. Shoring systems are complex. They need to be design for the gravity and wind loading with the building in a raised position on temporary supports. The taller temporary supports need to be adequately braced to provide stability all loading conditions. A preliminary concept for a shoring system is included in Appendix C. It involves threading long trusses through the building windows on both sides of each column below the second floor. The concept is to grab and lift the building by the columns. The design of the long span trusses is governed by stiffness in order to prevent excessive deflection which could lead to cracking of the building when it is lifted. The exterior first floor walls would need to be hung from the shoring system. Internal cross beams and bracing would be required throughout the building. External bracing would be required for external stability and to transfer lateral wind loads to temporary foundations.
- Shoring frame foundations. Temporary foundations will need to be constructed to support the shoring frames. The loading at each foundation element is estimated to be in the range of 150 to 300 kips. The location of ledge and the depth of overburden varies across the wharf structure. Driven H-Piles could work where adequate overburden exists to brace the H-Piles. Mini-piles drilled into ledge could be an option where overburden is shallow. It would be easier to locate the temporary foundations outside of the limits of the existing 66' wide wharf structure but this requires longer, deeper, and more expensive trusses. Locating the temporary foundation just outside of limits of the existing 44' wide building reduce the cost of the trusses but increase the cost of the foundations since this would require cutting holes in the existing wharf slab to install the temporary piles, building the new wharf around the temporary piles and patching holes when the temporary piles are removed. Zoning restrictions prevent temporary piles driven outside of the existing wharf footprint to become permanent.
- Lifting mechanism. Raising the building 2' to meet flood requirements requires different and more costly equipment than shoring in place. The equipment must have motors with the ability to lift heavy structures and be synchronized to lift the building uniformly and prevent cracking from differential movement.
- Demolition. Once the building is raised, the wharf slab, girders and piers can be demolished. However, access to the area to be demolished is limited. It is not safe to work from below. The work has to be performed from above or from the side. The equipment used to perform the demolition and remove the debris is must smaller in size and the work is more labor intensive.
- Construction. Building a new wharf foundation and first floor structure underneath the raised building will be difficult and more expensive than typical new construction. Head room under the elevated building will be limited. Limited head room eliminates the

possibility of driving H-Piles. More, smaller capacity mini piles will be required and installed using smaller height limited equipment. Constructing the new concrete structure will also be more expensive since barge access to the work area is limited.

The premise for undertaking the additional expense of shoring and lifting the building is predicated on the concept that the remaining building is worth salvaging. After considering shoring and replacement of the substructure we were able to observe the interior and upper levels of the building on April 27th. The amount of cracking and corrosion observed raised concerns about the short term structural integrity of the building, whether or not the building could be safely raised without causing substantial damage to the existing structure and more importantly, the long term durability of the building.

Cracking was observed throughout the building. The cracking in the second floor slab appears to have been from overloading but the cracking in the second floor beams and columns and the roof slab, beams and columns is from corrosion of the concrete reinforcement evident from the spalling concrete and exposed rusting reinforcement. (Refer to photographs in Appendix B). The corrosion induced cracking was not limited to the exterior beams and columns. It was observed at interior locations as well. This indicates high chloride content in the concrete throughout the building. The concrete deterioration and rebar corrosion damage could be repaired but it will continue to be an ongoing long term maintenance problem into the future. In the short term, extensive concrete and reinforcing steel repairs with some elements requiring full replacement would be necessary before the building could be safely shored and lifted.

Based on our observations of this building, it is our opinion that undertaking a structural rehabilitation will have a cost that far exceeds its replacement value and that the rehabilitation efforts carry a risk of being unsuccessful due to the poor condition of the superstructure and the probable high levels of chloride ions in the concrete which render any repairs a short-term fix at best. Unless IDEALS has a critical programmatic need, it is our opinion that the existing maintenance building located over the water is a financial and safety liability and should be removed by the current owners prior to the sale.

Warehouse No. 4

The circa 1920's warehouse, referred to as the white barn, consist of high bay wood roof trusses supported on wood columns and wood infill walls. It is our understanding that the building was initially an army barracks building that was moved the site and placed on a new foundation. The building appears to be structurally sound with minor structural modifications required. The wood columns are currently stacked on the concrete foundation. Mechanical anchorage is recommended. The building has short term value. With 19' high ceilings and a 50' wide by 130' long column free space, the building could be repurposed as a gymnasium or fitness center. There is possible salvage value in the building. The large open space provides opportunity for boat storage. The building could be sold and moved to the Maine Yacht Center next door.

Warehouse No. 28

The single story low bay building is attached to the westerly side of Warehouse No. 4. The wood framed building appears to be in good structural condition with newly framed and sheathed exterior walls. The full size 3x10 at 15" o.c. roof rafters clear span 25 feet. Integrally connected to Warehouse No. 4, the building has short term value. The 25' wide x 130' long building could provide ancillary space to a gymnasium or fitness center in Warehouse No. 4.

Warehouse No. 5

The circa 1950's warehouse is a one story steel framed building with an exterior brick veneer and CMU walls. The 40,000 sf building is L-shaped with one leg measuring 100' wide by 250' long and the other leg measuring 125' by 125'. The steel framing is laid out on a 25' by 25' column grid with 20' high exposed wood roof deck ceilings. The concrete floor slabs and the building appears to be in excellent structural condition given the age of the building. With relatively minor top of column reinforcing, the structure appears to be in move-in condition. The large open spaces provide flexibility for multiple uses. The building has short term value as an incubator or maker space.

Warehouse No. 2

The circa 1940's warehouse is a one story steel framed building located between Warehouse No. 5 and the Label Room. The building is approximately 180' long and flares from 50' wide at the northerly end of the building to 90' wide at the southerly end. The column grid and steel framing is similar to Warehouse No. 5.. The building is in excellent structural condition and has short term value as an incubator or maker space.

Spice Manufacturing Building

Constructed circa 1980's, the spice manufacturing building is a recently constructed steel framed building with large bay spacing and 22' high ceilings. The building is in good structural condition has short term value as an incubator or large meeting space.

Label Room

The Label Room building was the original warehouse and rail car unloading dock. The two-story building house warehouse facilities on the first floor and labelling operations on the second floor. The wood and steel framed building has closely spaced columns and low 9 foot high ceilings on the first floor rendering the space less flexible and adaptive to reuse. The building limited has limited value and removal is recommended.

Other Miscellaneous Buildings

There were several other smaller miscellaneous buildings located on the easterly side of the complex including the receiving shed, RR car shed, R&D buildings, and can loading/staging building that would be difficult to repurpose and removal is recommended.

3.00 CONCLUSIONS

We have conducted reviews and evaluations of eleven existing buildings on site. The following is a summary of structural findings and potential reuse of the buildings.

Short Term Value

These buildings are in good structural condition present short term value but may not fit into the long-term masterplan for the site:

- Warehouse No 4 - could be repurposed as a gymnasium or fitness center.
- Warehouse 28 – could provide ancillary space to a gymnasium or fitness center in Warehouse No. 4.
- Warehouse No 5 – could be used as incubator or maker space.
- Warehouse No 2 - could be used as incubator or maker space.
- Spice Manufacturing Room – could be used for incubator or large meeting space.

Long Term Value

These buildings in good structural condition and may fit into the long-term masterplan for the site:

- Main Factory Building – could be used as housing, hospitality or office space.

Limited Value

These buildings are in poor condition or have structural limitations which make re-use ineffective:

- Current Maintenance (Wharf) Building – Cost of structural rehabilitation cost far exceeds the replacement value and removal is recommended.
- Label Room Building – limited use and difficult to repurpose , removal is recommended.
- Other Miscellaneous Buildings– limited use and difficult to repurpose , removal is recommended.

4.00 LIMITATIONS AND ASSUMPTIONS

Thornton Tomasetti's professional services have been performed in accordance with the standards of skill and care generally exercised by other professional consultants acting under similar circumstances and conditions at the time the services were performed.

Thornton Tomasetti's findings, conclusions and opinions are based on Thornton Tomasetti's visual observations, professional experience, interviews with those knowledgeable with the conditions pertinent to the subject investigation, evaluation of documentation and sound investigation practices.

Observations were limited to readily visible and accessible conditions. Thornton Tomasetti did not perform any destructive material testing. Limited drawings of existing buildings were provided. After review of available documents in the Data Vault, a request for all previous condition assessments of the main factory and wharf buildings were made but no additional information was provided.

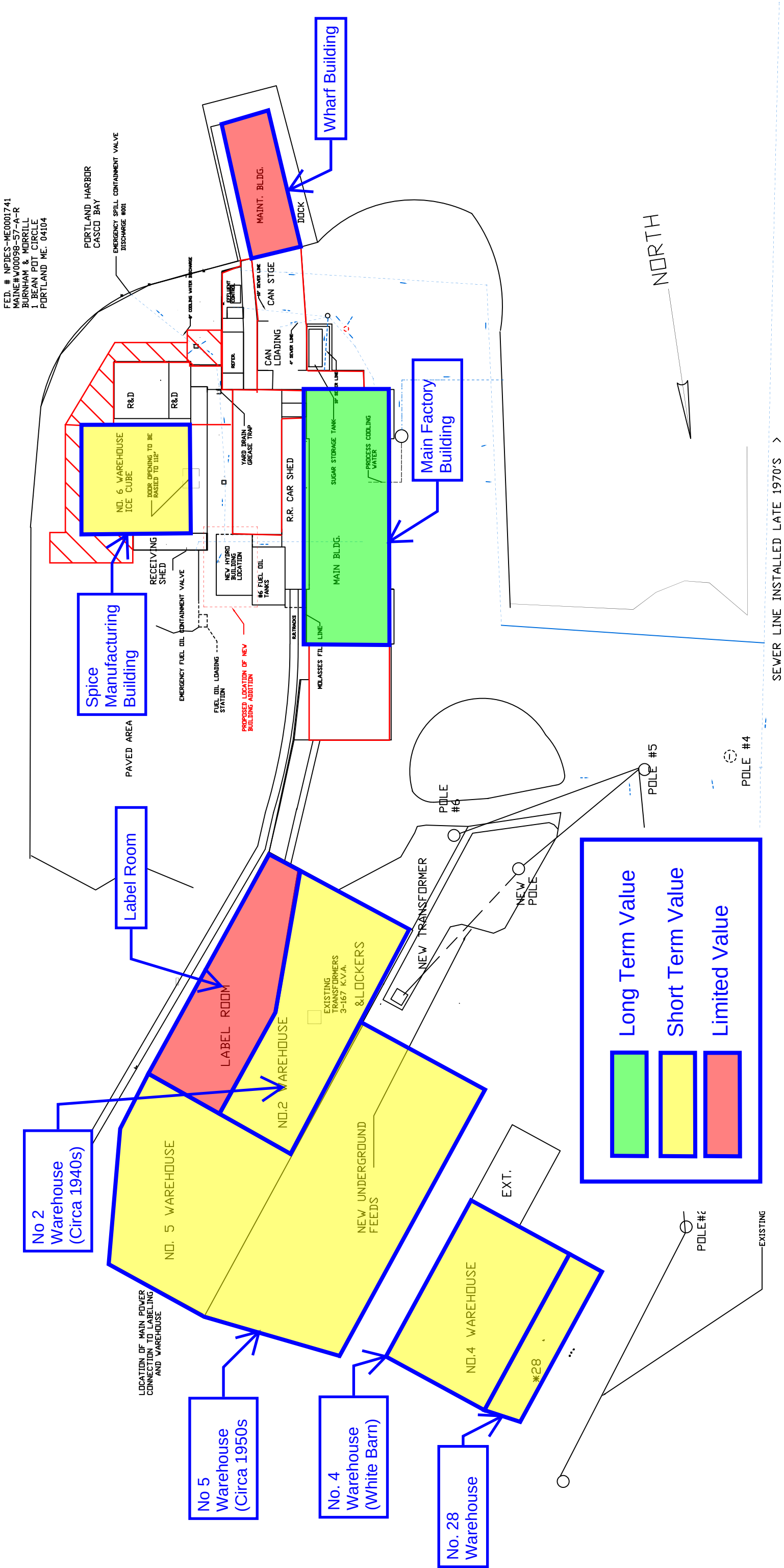
While Thornton Tomasetti's findings are summarized as of the date of issuance, should new information or additional documentation become available, Thornton Tomasetti may amend or revise its opinions and recommendations accordingly.

This report shall not be construed to warrant or guarantee the building and/or any of its components under any circumstances. Thornton Tomasetti shall not be responsible for latent or hidden defects that may exist, nor shall it be inferred that all defects have been either observed or recorded. Thornton Tomasetti's visual observations include no specific knowledge of concealed construction or subsurface conditions at the subject property. Comments pertaining to concealed construction or subsurface conditions are professional opinion of Thornton Tomasetti based on relevant experience, judgment and current standards of practice.

Conditions noted in this report are as of the time of observation only. It can be expected that the subject building will undergo changes and additional deterioration subsequent to that date.

No other warranty, express or implied, is made as to the professional advice presented in this report.

APPENDIX A SITE KEY PLAN



APPENDIX B PHOTOGRAPHS



Photo 1. Main Factory Building. Constructed circa 1912, the building has long term value as housing, hospitality or office space.



Photo 2. Main Factory Building. Exterior concrete surfaces have been recently repaired.



Photo 3. Main Factory Building. Heavy bean ovens located on the fourth floor.

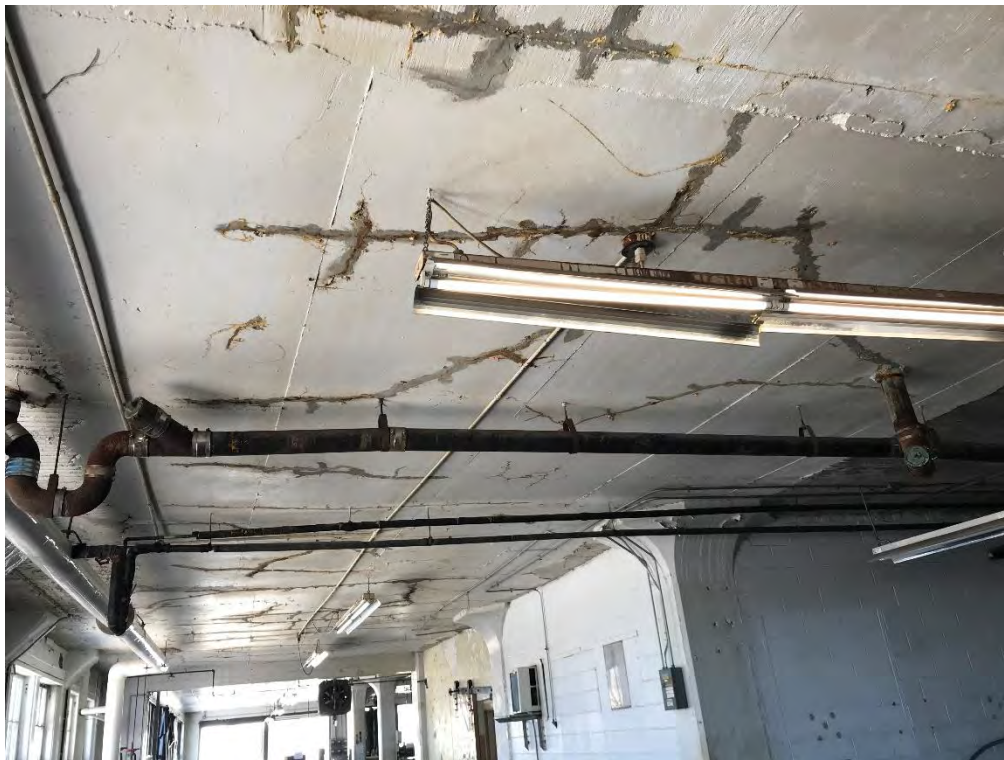


Photo 4. Main Factory Building. Epoxy injected crack repairs on the underside of the fourth floor.

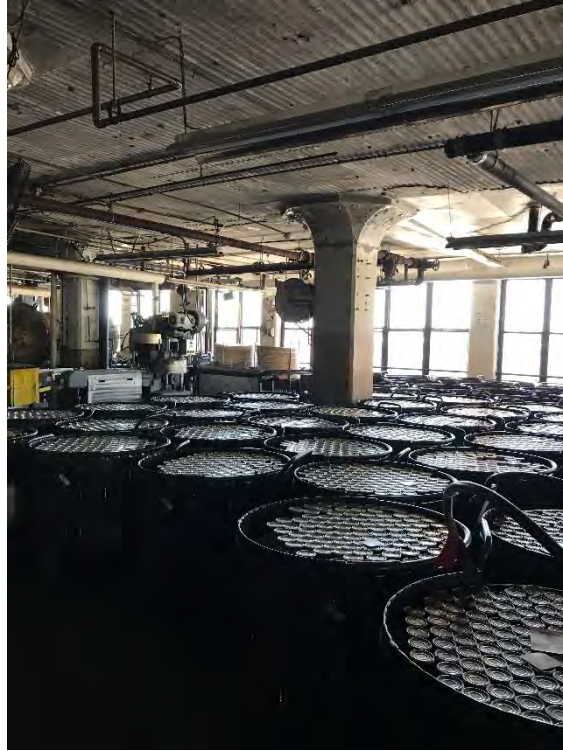


Photo 5. Main Factory Building. Reinforced concrete flat plate construction consisting of concrete columns with capitals supporting concrete slabs.



Photo 6. Main Factory Building. Robust reinforced concrete building with high floor load capacity.



Photo 7. Maintenance Building on the Wharf (Former Cod-Fish Building). Constructed circa 1913.



Photo 8. Maintenance Building. Exterior building condition.



Photo 9. Maintenance Building. Deteriorated concrete girders and pier under the wharf.



Photo 10. Maintenance Building. Concrete deterioration and reinforcing steel corrosion in the girders and piers.



Photo 11. Maintenance Building. Deteriorated concrete floor slab and girders under the wharf.



Photo 12. Maintenance Building. Deterioration has reduced the size of a concrete pier from 48" by 48" to 10" by 10". The owner was alerted of safety concerns.



Photo 13. Maintenance Building. Concrete deterioration and reinforcing steel corrosion in roof beam.



Photo 14. Maintenance Building. Concrete deterioration and reinforcing steel corrosion in roof slab.



Photo 15. Maintenance Building. (Before removing spall) Concrete cracking in second floor column.



Photo 16. Maintenance Building. (After removing spall) Corroding reinforcing steel caused column spall.



Photo 17. Maintenance Building. Concrete cracking in second floor column.



Photo 18. Maintenance Building. Concrete cracking in second floor slab.



Photo 19. Warehouse No. 4 (White Barn) and Warehouse No 28 (Low bay attachment).



Photo 20. Warehouse No. 4. High bay wood roof trusses.



Photo 21. Warehouse No. 4 (White Barn). 50' wide by 130' long column free space with potential reuse as gymnasium or fitness center.



Photo 22. Warehouse No. 28. Low bay wood framed structure with newly framed exterior wall could provide ancillary space to gymnasium or fitness center located in attached Warehouse No. 4.



Photo 23. Warehouse No 5. Circa 1950's one story steel framed building with exterior brick veneer and CMU walls.



Photo 24. Warehouse No. 5. Steel framing is laid out on 24' by 25' column gird with 20' high exposed wood roof deck ceilings. The building is in excellent structural condition.



Photo 25. Warehouse No. 5. The warehouse buildings have short term value as incubator or maker space.



Photo 26. Warehouse No. 2. Similar to Warehouse No. 5, the one story steel framed building is in excellent structural condition with short term value as incubator or maker space.



Photo 27. Spice Manufacturing Building. The circa 1980's steel framed building has large column gird and 22' high ceilings. The building is in excellent structural condition and has short term value as large meeting or incubator space.

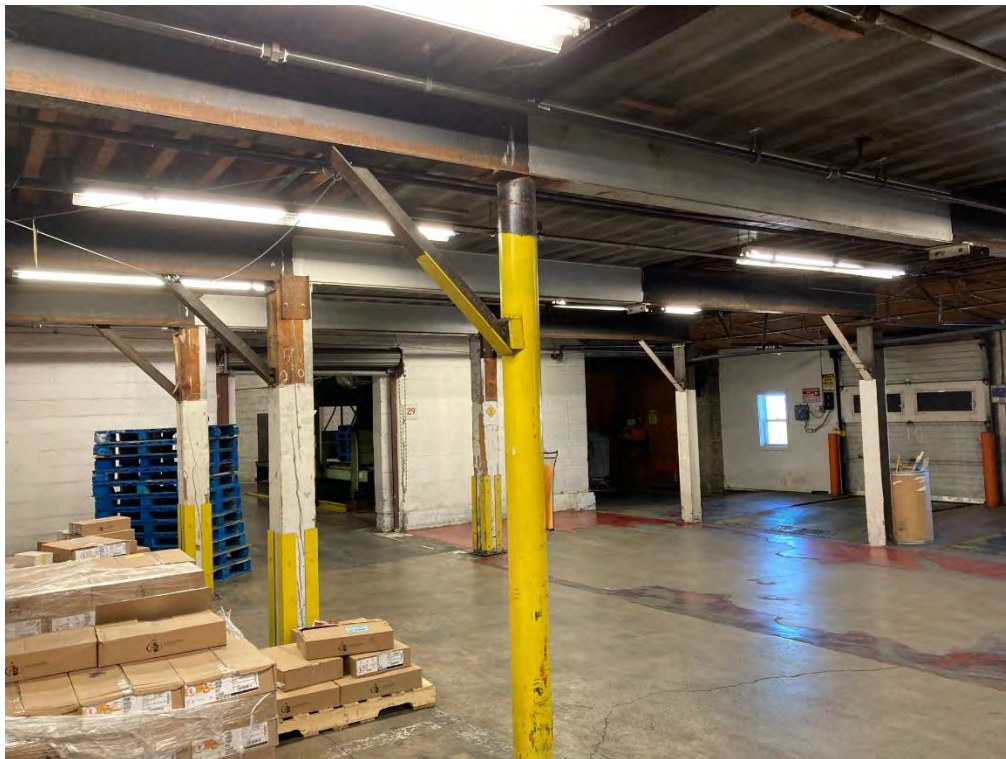


Photo 28. Label Room Building. Original warehouse and rail car unloading dock. The wood and steel framed structure has closely spaced columns that limit building reuse options.

APPENDIX C REFERENCE DOCUMENTS

- Letter Dated April 30, 2021
- Letter Dated May 4, 2021
- 2006 SW Cole Report
- Construction Access to Wharf Building Sketch
- Preliminary Shoring Concept Sketches

Sent via email; chuck.hewett@ideals.org

April 30, 2021

Charles E. Hewett, Ph.D.
Executive Director
Institute for Digital Engineering and Life Sciences (IDEALS)
100 Commercial Street
Portland, Maine. 04101 USA

**RE: CONFIDENTIAL REAL ESTATE REVIEW
B & G Foods, Portland, Maine**

In accordance with our agreement we have been conducting structural evaluations of the existing buildings on the subject site. In the course of our work we have noted that the condition of the existing fish house (maintenance shop) located over the water is in poor condition with advanced corrosion and deterioration of the concrete structure. This deterioration is most significant at the concrete piers below the building, concrete beams and first floor slab which function as the substructure or "base for the second floor and roof structure.

Of immediate concern is the condition of one particular concrete pier below the building at column line C10. This concrete pier supports the first floor slab and second floor and roof column loads. The concrete pier is severely deteriorated and the cross section has been necked down from an original dimension of 48" x 48" to a current dimension of approximately 10" x 10". The actual concrete strength and condition is unknown but clearly the quality of the concrete has been greatly diminished. Our evaluation of the remaining concrete section indicates the capacity of the pier at column line C10 to be significantly lower than required and presents a very high risk of a sudden partial structural collapse.

We recommend that B&G Foods conduct their own structural evaluation as soon as possible to address this condition and the overall condition of the fish house to determine if the building is safe to occupy in its current compromised condition.



Very truly yours,
THORNTON TOMASETTI, INC.

Paul B. Becker, P.E.
Senior Principal

Sent via email; chuck.hewett@ideals.org

May 04, 2021

Charles E. Hewett, Ph.D.
Executive Director
Institute for Digital Engineering and Life Sciences (IDEALS)
100 Commercial Street
Portland, Maine. 04101 USA

**RE: CONFIDENTIAL REAL ESTATE REVIEW
B & G Foods, Portland, Maine**

Dear Chuck,

In accordance with our agreement we have conducted structural reviews and evaluation of the existing structures on the site. We are particularly concerned with the condition of the former fish pier which now serves as the maintenance shop for the plant. In our letter of April 30, 2021 we identified an immediate structural concern regarding the concrete pier at grid line C-10 which in its compromised condition presents a risk of sudden structural collapse. Further, we recommended B&G Foods to conduct an independent evaluation of the structure to determine if the building is safe to occupy in its current compromised condition.

Our visual observations of the fish house structure note the following;

1. Advanced corrosion and section loss of concrete piers with prior repairs to wrap them in wire mesh and reinforce them with shotcrete. Much of this shotcrete reinforcement has failed, exposing section loss and corroded reinforcing steel.
2. First floor beams with complete section loss of bottom reinforcing steel with significant section loss of the concrete beams.
3. First floor slabs with significant concrete spalling and complete loss of reinforcing steel.
4. First floor topside surfaces with significant cracks of 0.25" - 0.375" width.
5. First and second floor interior columns with vertical cracking caused by corroding reinforcing steel.
6. First and second floor exterior columns with spalled and de-bonded concrete caused by corroding reinforcing steel.
7. Second floor beams with significant longitudinal cracking caused by corrosion of reinforcing steel.
8. Chloride ion concentrations within the concrete establish that any repairs will be ineffective.

In our further review of the fish house we have evaluated the potential methods and costs to structurally rehabilitate the building. Our evaluation of the original construction drawings of the fish house indicate that the current level of reinforcing steel loss due to corrosion is significant. Our initial consideration was to shore the superstructure in order to demolish and reconstruct the first floor slab and substructure in-kind. We developed a shoring concept which requires construction of a cofferdam surrounding the building, installation of temporary piles to support lifting jacks and supplemental steel to shore and secure the superstructure. Based on our most recent investigation of the superstructure condition, we noted significant damage to structural concrete members caused by corroding reinforcing steel likely due to high levels of

RE: CONFIDENTIAL REAL ESTATE REVIEW
B & G Foods, Portland, Maine
May 04, 2021

Page 2 of 2

chloride ions in the concrete. Our conclusion is that the structural condition of the existing concrete superstructure frame has been compromised enough that it is uncertain the superstructure would survive a shoring and jacking operation necessary to enable repairs. Further, given the visible cracking and rebar corrosion on the upper levels, even if short-term structural repairs were successful to enable jacking and lifting of the superstructure, the superstructure will require ongoing concrete and reinforcing steel repairs as the deterioration of the superstructure concrete is likely to continue.

Based on our observations of this building, it is our opinion that undertaking a structural rehabilitation will have a cost that far exceeds its replacement value and that the rehabilitation efforts carry a risk of being unsuccessful due to the poor condition of the superstructure and the probable high levels of chloride ions in the concrete which render any repairs a short-term fix at best. Unless IDEALS has a critical programmatic need, it is our opinion that the existing fish house located over the water is a financial and safety liability and should be removed by the current owners prior to the sale. I am available to further discuss our findings and opinions and answer any questions you may have.

Very truly yours,

THORNTON TOMASETTI, INC.

Paul B. Becker, P.E.
Senior Principal

A circular professional engineer seal for the State of Maine. The outer ring contains the text "STATE OF MAINE" at the top and "LICENSED PROFESSIONAL ENGINEER" at the bottom, separated by two stars. The center of the seal contains the text "PAUL B. BECKER" and "NO. 6554". A handwritten signature in black ink is written across the bottom half of the seal.



Photo 1 – First Floor Beam Corrosion Deterioration



Photo 2 – First Floor Beam Corrosion Deterioration



Photo 3 – First Floor Slab Corrosion Deterioration



Photo 4 – First Floor Concrete Pier Deterioration



Photo 5 – First Floor Concrete Beam and Pier Corrosion Deterioration



Photo 6 – Previous Repairs to On Going Deterioration are Already Rusting



Photo 7 – Second Floor Slab and Beam Corrosion Deterioration



Photo 8 – Second Floor Slab Cracking



Photo 9 – Roof Slab Corrosion Deterioration



Photo 10 – Exterior Roof Column Corrosion Deterioration

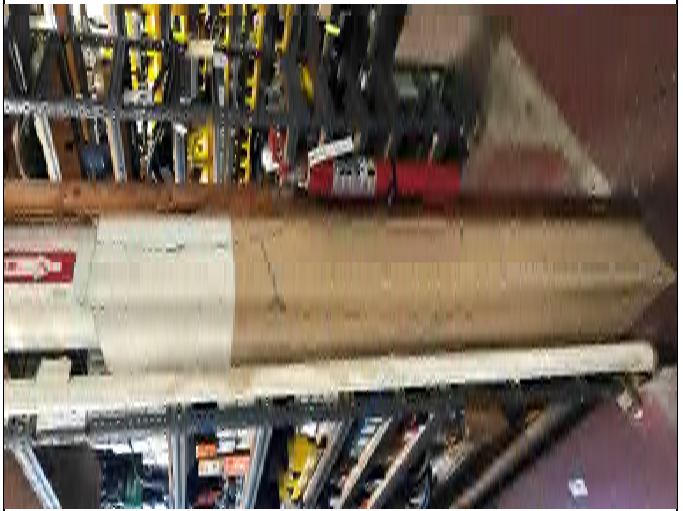


Photo 11 – Interior Roof Column Cracking



Photo 12 –Interior Roof Column Cracking

05-1401

January 10, 2006

Gagnon Engineering, Inc.
Attention: Roger Gagnon
198 Main Street
Gorham, ME 04038

Subject: Concrete Pier Explorations
B & M Baked Beans Building
Portland, Maine

Dear Mr. Gagnon:

As requested, we made a site visit on December 27, 2005 to the above-mentioned site. The purpose of our visit was to provide field observations and obtain concrete core samples from three of the existing concrete piers for laboratory testing.

OBSERVATIONS

We observed and logged three explorations (C-1 through C-3) made into existing concrete piers. The explorations were made by S. W. COLE ENGINEERING, INC. using a four inch diameter core barrel. The exploration locations were selected jointly in the field by you and S. W. COLE ENGINEERING, INC. The approximate exploration locations are shown on the attached Sheet 1. Laboratory test results are attached as Sheet 2.

The concrete piers support an elevated building. Previous repair work was observed on all of the existing piers. The repair included the application of a grout jacket and welded wire reinforcing. The grout jacket thickness varied at each sample location and all repair work exhibited some degree of deterioration.

Piers A¹ / 1, C / 6 and B / 9 were chosen as the exploration locations. Exploration C-1 was made in pier A¹ / 1. Pier A¹ / 1 is located on the southeast corner of the building, it is submerged during high tides. The concrete appears to be in relatively good condition for the age of the structure. Exploration C-1 was made at pier C / 6. Pier C / 6 is located in the middle of the building left of center-line, it is only partially submerged during high tides and appears to be in poor condition (the jacket repair has separated from the surface of the pier). Exploration C-3 was made at pier B / 9. B / 9 is located near the in the middle of

GRAY, ME OFFICE

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Other offices in Augusta, Bangor, and Caribou, Maine & Somersworth, New Hampshire

January 10, 2006

the Pier structure right of center-line, it is only partially submerged during high tides and appears to be in relatively good condition. All core samples were taken below high water mark and in the approximate center of the piers. Exploration depths varied from approximately 8 inches to 12 inches in depth. Prior to making the explorations, an electronic r-meter was used to scan the immediate area around the exploration location in an attempt to locate reinforcing steel. The reinforcing steel for the piers appears to be located in the four corners approximately 3 inches from the outside face of the original piers. No reinforcing steel was encountered during the coring.

LABORATORY TESTING

We performed compressive strength tests on each of the concrete core samples obtained. The laboratory strengths ranged from 7290 psi to 7940 psi.

Observed Concrete Core Characteristics:

C-1: Good consolidation of the concrete. Aggregate appears relatively clean, angular, and $\frac{3}{4}$ " in size.

C-2: Good consolidation of the concrete. Aggregate appears to be unwashed (aggregate pop-outs), angular, and $\frac{3}{4}$ " in size.

C-3: Good consolidation of the concrete. Aggregate appears to be unwashed, angular, and $\frac{3}{4}$ " in size.

We trust that the information presented herein will be useful to you in planning. Please call us if you have any questions regarding this report, or if we may be of further assistance.

Sincerely,

S. W. COLE ENGINEERING, INC.

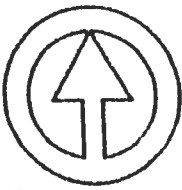


Roger Domingo
Construction Services Manager

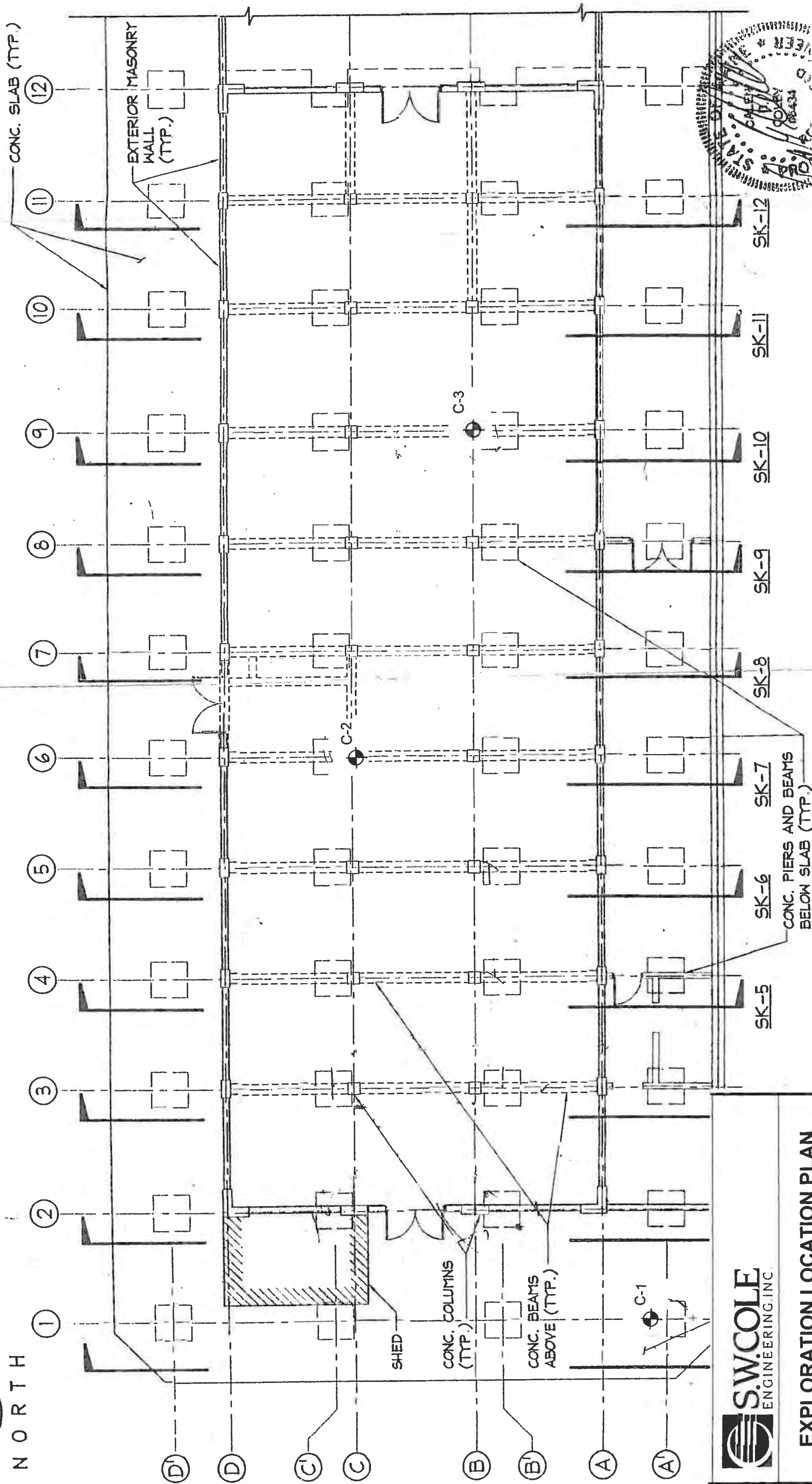
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PROJECT



NORTH



EXPLORATION LOCATION PLAN

PIER EXPLORATIONS
B&M BAKED BEANS
PORTLAND, MAINE

PROJECT NO. 05-1401
DATE: January 9, 2006

SCALE: nts
SHEET: 1

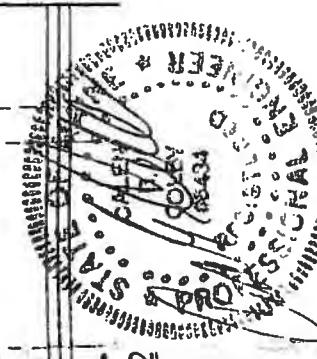
KEY PLAN (1st FLOOR)

LEGEND

Approximate Core Exploration Location

E: N.T.S.

PLEASE NOTE: THIS DOCUMENT MAY NOT ACCURATELY REPRESENT THE FINAL DOCUMENT. ONLY AN ENGINEER, ARCHITECT OR SURVEYOR SIGNED, SEALED AND DATED PAPER COPY, PROVIDED BY THIS OFFICE, MAY BE UTILIZED FOR BIDDING OR CONSTRUCTION PURPOSES.





S.W.COLE
ENGINEERING, INC.

• Geotechnical Engineering • Field & Lab Testing • Scientific & Environmental Consulting

**CONCRETE CORE COMPRESSIVE STRENGTH TEST
ASTM C42**

Project Number: 05-1401

Date Sampled: 12/27/2005

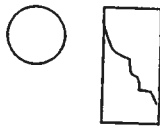
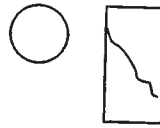
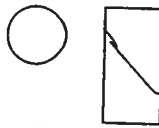
Project Name: Pier Rehabilitation

Date Tested: 12/29/2005

Client: Gagnon Engineering

Tested By: MJH

Project Location: B&M Baked Beans – Portland, Maine

Core Number	C-1	C-2	C-3
Sample Location	A ¹ / 1	C / 6	B / 9
Diameter (inches)	3.70	3.70	3.70
Length Capped (inches)	5.3.9	4.27	3.69
Area (in ²)	10.75	10.75	10.75
Load (kips)	80.34	86.20	98.10
Initial Strength (psi)	7473	8020	9126
Length/Diameter	1.46	1.15	1.01
Strength (psi) Adj. for L/D<2	7435	7290	7940
Moisture Condition	Moist	Moist	Moist
Size Aggregate (inches)	3/4	3/4	3/4
Fracture and Reinforcement Location			

REMARKS: No reinforcing steel observed in samples. Concrete appeared to be well consolidated. Aggregate is angular and appears sound.

Reviewed By: RED

05-1401 Core Compressive Strength

GRAY, ME OFFICE

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SHEET 2

5 January 2006

LABORATORY REPORT

BY BB Widger

PROJECT 060008 – Chloride Ion Analysis for S.W. Cole Engineering, Inc

SUBJECT Tests to Determine Chloride Ion Contents in Hardened Concrete

SAMPLES Two concrete powdered samples identified as Sample 2A and 2B were submitted by PC Scheiner and Mauro Scali on 4 January 2006.

PROCEDURES

The powdered specimens were analyzed in accordance with AASHTO T-260-97 – The Standard Method of Sampling and Testing the Total Chloride Ion in Concrete and Concrete Raw Materials. The following summarizes the test procedures used.

- The powdered samples are oven dried at 150°F for a minimum of 24 hrs.
- A 3 g sample of the powdered concrete is added to a tared 100 ml flask and weighed to the nearest 0.1 mg.
- Ten milliliters of distilled water is added to the sample and swirled while in suspension.
- Three milliliters of nitric acid is pipetted into the beaker and allowed to digest for 4 min.
- The beaker is filled to 50 ml with hot distilled water and stirred again.
- Three milliliters of hydrogen peroxide (30%) is added and then allowed to digest for 3 min.
- Five drops of methyl orange indicator are added to the solution. When needed, nitric acid is added drop wise until a slight red color is observed.
- The 100 ml beaker is covered with a watch glass and placed on a hot plate. The sample is brought to a boil and maintained at temperature for 1 min.
- While hot, the sample is filtered through a set of double filter papers (No. 41 on top of No. 40) into a 250 ml flask. The filters are washed ten times with hot distilled water. The funnel and the outside of the filter papers are rinsed with hot distilled water. The final sample volume is approximately 150 ml.
- The sample is covered with a watch glass and allowed to cool to room temperature (1.5 hrs).

- The sample solution is weighed (0.1 g) on an Ohaus balance.
- The sample is titrated (Gran Plot Method) using an Orion chloride-selective electrode and an Orion Model 702 Conductivity Meter.
- Silver nitrate (0.0141 N) is added to produce a reading of 225 ± 5 mV, and the amount of silver nitrate is recorded. Additional silver nitrate is added five times in 0.5 ml increments, and the resulting mV readings are recorded after each increment. A linear regression analysis of the data, the "Gran Plot Method," is then used to determine the end point and the corresponding percent chloride which is calculated per AASHTO T260-97 – Section 5.4.2.1.

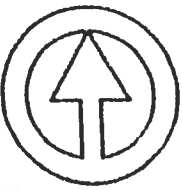
- **RESULTS**

The calculated chloride ion content for the powdered samples is summarized below:

Sample No.	Chloride Ion	
	%	Lb/cu yd
2A	0.955	37.4
2B	0.775	30.3

Calculated chloride ions based on assumed unit weight of 145.0 lbs/cu ft.

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NORTH

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②

③

④

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⑪

CONC. SLAB (TYP.)

SHED

CONC. COLUMNS (TYP.)

CONC. BEAMS ABOVE (TYP.)

EXTERIOR MASONRY WALL (TYP.)

SK-8

SK-9

SK-10

SK-11

SK-12

SK-1

SK-2

SK-3

SK-4

SK-5

SK-6

SK-7

SK-8

SK-9

SK-10

SK-11

SK-12

SK-1

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Construction Access to Wharf Building

Construction Vehicle Access

Existing Buildings Prevent Construction Access

Cofferdam

155'-0"

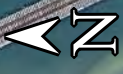
95'-0"

175'-0"

Construction Vehicle Access

Construction Barge Access

Wharf Building



Preliminary Shoring Concept Sketches

Need to address

- lateral stability - wind
- lateral stability - water/waves
- bracing adequate?
- bulkhead system?

Trusses each side of column to grab and lift building

tie beam for lateral stability

maybe two new elements beside the existing caisson-typ?

Page 1 of 2

EAST ELEVATION 5-A.

Preliminary Shoring Concept Sketches

remove interior partitions, windows, equipment.
remove vats
utilities to be stabilized or removed
add secondary bracing for stability (cables/misc metal/etc)
add misc "strap" framing to stabilize hanging masonry, etc

cross beams below existing beams

150 kips to 300 kips (range)

48" truss (12x12 top/bot chord) ea side of col

maybe jack from above and pull truss up

jacking "box" assembly

depending on existing condition - possibly bring "box" down to lower caisson

TRANSVERSE SECT. 3-B.

- D. In the event that a required notice of public meeting sign is knocked over or made illegible, it shall be the responsibility of the applicant to promptly reset or replace the sign, though failure to do so shall not invalidate the review.

17.3.3 Notices and public comment

- A. Except as provided in Subsection 17.7.5, notice of proceedings upon any application for a Certificate of Appropriateness shall be given only when the proposed activity otherwise constitutes major site plan. Notice of such proceedings also shall be furnished to any persons interested in historic preservation who have registered with the Planning Authority, and to the Historic Preservation Board and/or the Planning Board when the proceeding is pending before a different body. The failure to give any notice required by this article shall not affect the validity of any action taken.
- B. The Historic Preservation Board, the Planning Board, the Board of Appeals, and the City Council shall each invite public comment at a public meeting in accordance with their respective rules, prior to any final action being taken under this article.
- C. The Planning Authority shall advise the Historic Preservation Board and the Planning Board of any demolition permit application received by the Planning Authority as to structures or objects that have been classified as noncontributing within nominated or designated districts, but there shall be no Historic Preservation Board review of such permit applications.

17.4 CATEGORIES AND CRITERIA FOR DESIGNATION

17.4.1 Minimum criteria for designation

- A. The Historic Preservation Board shall limit its consideration to the following criteria in making a determination on a proposed nomination of an area, site, structure, or object for designation by ordinance as a landmark or district:
 1. Its value as a significant example of the cultural, historic, architectural, archaeological, or related aspect of the heritage of the City of Portland, State of Maine, New England region, or the United States.
 2. Its location as a site of a significant historic or prehistoric event or activity which may have taken place within or which involved the use of any existing structure on the property.
 3. Its identification with a person or persons who significantly contributed to the cultural, historic, architectural, archaeological, or related aspect of the development of the City of Portland, State of Maine, New England region, or the United States.
 4. Its exemplification of a significant architectural type, style, or design distinguished by innovation, rarity, uniqueness, or overall quality of design, detail, materials, or craftsmanship.
 5. Its identification as the work of an architect, designer, engineer, or builder whose individual work is significant in the history or development of the City of Portland, the State of Maine, the New England region, or the United States.

6. Its representation of a significant cultural, historic, architectural, archaeological, or related theme expressed through distinctive areas, sites, structures, or objects that may or may not be contiguous.
- B. In the case of a nominated historic district, the Historic Preservation Board shall also determine whether there is an interrelationship of resources within it which creates an identifiable entity, even if composed of a wide variety of resources. A district must convey a visual sense of the overall historic environment or be a grouping of historically or functionally related properties. A historic district can comprise both individually distinctive historic resources and historic resources that may lack individual distinction but which contribute to the significance and visual character of the district as a whole.
 - C. In the case of a nominated historic landscape district, the Historic Preservation Board shall also consider its significance as a geological, natural, or designed landscape associated with the development, heritage, or culture of the City of Portland, State of Maine, New England region, or the United States.
 - D. The Planning Board and City Council shall apply the criteria of (A), (B), and (C) above as well as historic preservation goals included in the Comprehensive Plan, but shall also consider the effect of such designation on other aspects of the Comprehensive Plan of the City.

17.4.2 Integrity of landmarks and historic districts

Any area, structure, or object that meets the criteria in Section 17.4.1 must also have sufficient integrity of location, design, condition, materials, and

workmanship to make it worthy of preservation or restoration.

17.4.3 Designation of historic landscape districts

An historic landscape district may be nominated and considered for designation only if the entire area of the district is owned by a unit of federal, state, or local government, or any combination of such ownership.

17.5 NOMINATION, CONSIDERATION AND DESIGNATION

17.5.1 Procedure

The provisions of this section shall govern the nomination, consideration, and designation of landmarks and districts.

17.5.2 Initiation of nomination

- A. Nomination of an area, site, structure, or object for consideration of designation as a landmark, historic district, or historic landscape district shall be submitted to the Planning Authority by the following:
 1. Any two members of the Historic Preservation Board on their own initiative, by written notice to the Planning Authority, or
 2. By written petition of any owner, in the case of a landmark, or
 3. By written petition of one or more owners of affected property in the case of a district, provided two members of the Historic Preservation Board must sponsor the petition.
- B. A nomination shall be completed and filed with the Planning Authority with all required signatures for the nomination to be pending.

- C. Upon nomination, the Planning Authority shall notify the owner or owners of the nomination and shall transmit the nomination to the Historic Preservation Board for its preliminary consideration at a scheduled meeting, which in no event shall be held later than 60 days following nomination.
- D. If documentation and analysis that is necessary for the consideration of a given designation has not been provided at the time of nomination, such documentation shall be completed prior to further consideration by the Historic Preservation Board of the nominated landmark, district, or historic landscape.
- E. At any time after a complete nomination is filed for an historic district, the owner of a structure who seeks a permit for demolition may apply to the Historic Preservation Board for a determination that the structure to be demolished is noncontributing and eligible for a demolition permit. The determination of the Historic Preservation Board that the structure is eligible for a permit shall be conclusive.

17.5.3 Notification of nomination and public hearing

- A. A public hearing on the nomination shall be held by the Historic Preservation Board following one or more preliminary workshops of the Historic Preservation Board.
- B. The hearing shall be conducted in accordance with procedures adopted by the Historic Preservation Board. The Historic Preservation Board shall consider all testimony or evidence relating to the designation criteria in Section 17.4 from any person who makes written submissions or appears at the public hearing. The owner of a nominated landmark or of

property within a nominated district shall be allowed reasonable opportunity to present testimony or evidence concerning the applicability of the designation criteria in Section 17.4.

17.5.4 Recommendation by Historic Preservation Board

- A. Within 45 days following the close of the public hearing, the Historic Preservation Board shall make recommendation to the City Council in the case of a landmark, or to the Planning Board in the case of a district, upon the evidence as to whether the nominated landmark or district meets the criteria for designation in Section 17.4. Such recommendation shall be approved by at least four members of the Historic Preservation Board and shall be accompanied by a report to the City Council and/or Planning Board containing the following information:
 1. Explanation of the significance or lack of significance of the nominated landmark or district as it relates to the criteria for designation.
 2. Explanation of the integrity or lack of integrity of a nominated landmark or historic district.
 3. Proposed design guidelines for review of alteration or construction may be recommended. The specific design guidelines may provide explanation by text and/or schematic examples of visual compatibility for purposes of complying with Section 17.8.
 4. Relationship of the nominated landmark or district to the ongoing effort by the Historic Preservation Board to identify and

nominate areas, sites, structures, and objects that meet the criteria for designation.

5. A map showing the location of the nominated landmark and/or the boundaries of the nominated district.
6. A list, including the address, of every site, structure, and object in each nominated historic district indicating their degree of cultural, historic, architectural, or archaeological significance by classification as a landmark, contributing, or noncontributing.

- B. Where a motion either in favor of a recommendation or in opposition to a recommendation results in a vote of fewer than four members, the item shall automatically be tabled to the next regularly scheduled meeting.

17.5.5 Notification of Historic Preservation Board recommendation

- A. The recommendation of the Historic Preservation Board, including a copy of the report, shall be transmitted to the City Council in the case of a landmark and to the Planning Board in the case of a district. Notice of the recommendation shall be sent by mail to the owner of a nominated landmark and to all owners within a nominated district within 14 days following adoption of the recommendation and report.
- B. If the recommendation of the Historic Preservation Board is that the property or district not be designated, the nomination process shall terminate and no new nomination shall be submitted for the identical property or area for a period of one year from the date of termination, except upon a showing of

substantial and material newly discovered information.

17.5.6 Determination by Planning Board

- A. The Planning Board, upon receipt of a recommendation and a report from the Historic Preservation Board concerning nomination of a district, may hold one or more workshops pursuant to the provisions of Article 2. After review of the Historic Preservation Board recommendation and report, the Planning Board shall hold a public hearing.
- B. All meetings, hearings, and deliberations of the Planning Board to consider the recommendation and report of the Historic Preservation Board shall be held in conformity with Article 2.
- C. The Planning Board may request the chair of the Historic Preservation Board, or a member designated by the chair, to appear at any meeting, hearing or deliberation to explain any recommendation or report.
- D. A public hearing shall be scheduled within 30 days of the Planning Board's final workshop. At the conclusion of the public hearing, the Planning Board shall make its final determination including written findings as to whether the nominated district meets the criteria for designation in Section 17.4. A copy of the determination of the Planning Board shall be sent by regular mail to all owners within a nominated district within 14 days following the determination.

17.5.7 Planning Board recommendation to City Council

The recommendation of the Planning Board regarding a nominated district shall be filed with the

City Clerk within 14 days. It shall be accompanied by a copy of the report and recommendation of the Historic Preservation Board, including any specific proposed design guidelines applicable to the nominated landmark or district. The recommendation of the Planning Board may include proposed changes in other City ordinances, policies, infrastructure, or recommendations with respect to the Comprehensive Plan of the City relating to the proposed designation.

17.5.8 Action by City Council

- A.** Within 60 days after the filing of a Planning Board recommendation, or Historic Preservation Board recommendation in the case of a landmark, on the nomination with the City Clerk pursuant to Section 17.5.6, the City Council shall designate the landmark or district or reject designation. Any designation may include specific design guidelines for the designated landmark or district.
- B.** Designation of a district shall be accompanied by a list, including the address, of every site, structure and object in the district. Every site, structure, or object shall be assigned a classification of landmark, contributing, or noncontributing, indicating their degree of cultural, historic, architectural, or archaeological significance. This list may be amended thereafter by the City Council upon recommendation from the Historic Preservation Board and Planning Board under the same procedures as set forth above. Where there are no express findings by the City Council in the designation ordinance, there shall be a presumption that the City Council found that all requirements of Section 17.4 were met.

- C.** Notice of the proposed action of the City Council shall be provided by mail to the nominator and the owner of the nominated landmark and/or of all properties adjacent thereto prior to City Council action.
- D.** Notice of City Council action to the same persons shall be sent within 14 days following the City Council action. A copy of each designation and any design guidelines shall be sent to the Planning Board, the Historic Preservation Board, and the Planning Authority.
- E.** A complete schedule of all landmarks and districts, including design guidelines and a listing of landmark and contributing structures, shall be maintained by the Planning Authority and shall be available online or for public inspection and copying during ordinary business hours.

17.5.9 Amendment or rescission of designation

Amendment or rescission of any designation shall be upon the request of a person or persons authorized to nominate the property or properties affected, or upon request of the City Council, and shall follow the procedure set forth in Section 17.5 for designation. The City Council may rescind or amend a designation only after all of these procedures have been followed. The standards for rescission or amendment applied by the Historic Preservation Board, Planning Board, and City Council shall be limited to those provided in Subsections 17.4.1(A) and (B) and Subsection 17.4.2. Amendments may include reclassification of a portion of a contributing property to noncontributing status, refinement or correction of design guidelines, maps, and other parts of any designation.

Public Comment - Bean Pot Circle

Application - Demolition of B&M Wharf Building



Assigned to me

Subscribe 

1 view



George Rheault

Mar 1, 2022, 12:10:01 PM (yesterday)

to HHistoric Preservation, d...@portlandmaine.gov, rwi...@portlandmaine.gov, Christine Grimando, j...@portlandmaine.gov, Abigail Reed

I oppose the demolition of the B&M Wharf Building being proposed by the applicant.

The City of Portland should make strenuous efforts (including commissioning its own engineering analysis) to ensure the Wharf Building is preserved in some reasonable form, even if it means jacking it up above its originally constructed height. See attached visual from 1924 Tax Records: [7 Water Street, Portland, 1924 - Maine Memory Network](#) as well as another photo from circa 1930 showing undeveloped area prior to expansion by B&M and others (principally the oil tank farm): [Tukey's Bridge, Portland, ca. 1930 - Maine Memory Network](#)

The standard the HPB set at the Portland Company campus is what should be guiding preservation staff here rather than prematurely taking the side of the applicant. On Fore Street, the "Pattern Storehouse," an otherwise unexceptional 19th century brick warehouse few could pick out of a line-up of similar aged structures, was deemed so essential (simply due to the fetishizing of some signage painted on the brick which itself had dubious lineage and significance), that the applicant on that site was required to reconstruct the building elsewhere on the campus (ultimately brick by damn brick).

1.) It is absolutely unquestioned that B&M's fish flake factory move from Franklin Street to Water Street had everything to do with the ability of the Portland operation to fully optimize an integrated "sea-land" manufacturing process at the new location - delivering fresh catch and using improved rail connections to quickly send finished product to distant markets before the advent of the trucking age. See attached an advertisement perfectly demonstrating this visually. B&M post-1913 made clear to its customers how the Wharf Building gave it a competitive advantage over others selling canned fish. Note bene: the undated advertisement was taken from pg 29 of "Deering: A Social and Architectural History (2010)" but is from a personal collection of William David Barry and probably could be easily accessed by reaching out to him.

2.) The Wharf Building is one of the last physical reminders that Back Bay (called such when it was navigable) was once a critical part of Portland's authentic working waterfront (as opposed to our modern "working waterfront" which mostly is conjured up by our local NIMBY class to hide behind). As such it deserves extra special recognition since the "The Battle Over Back Cove" (a/k/a, "The Battle for the Boulevard") roiled Portland, both its politics and physical form, for several generations and still ripples through our polity today. Very little of Portland's industrial past has ever received proper historic protection and study and the losses have piled up enormously over the years (American Can Company on Read Street being the most notable but the list is long and B&M's Wharf Building should not be added to it). The only reason the Portland Company received outsized attention was due to neighboring NIMBY property-owners desperate to preserve their views and a low-key environment to which they had grown accustomed. It is unlikely that the B&M site will be turned into a similar totem (neighborhood NIMBYs are mobilizing as I write), but by NOT insisting on preserving the Wharf Building the HPB needs to confront the question of whether saving the remaining stub of the original B&M complex even makes sense. When B&M began an intense focus on baked beans in the 1930s, it was using existing space that had not been architecturally tailored to baked bean production. Indeed, as we have seen from the bean factory relocation, there was really nothing requiring this manufacturing process to be located there other than the fact that B&M already owned it at the time.

3.) There are unquestioned challenges to preserving the Wharf Building but considering the scale of the overall real estate play here (cleverly and elaborately camouflaged from the NIMBY class as the "Roux Institute"), the expense is not an unreasonable ask. Indeed applicants are routinely ordered by the HPB

to make extraordinary outlays in relation to a project's overall budget to accommodate the HPB's historic whims. Here, the money to save the Wharf Building will probably amount to rounding error if the full campus build-out envisioned by the Roux Family Wealth Office is achieved. It is also somewhat comical that a tech titan of the 21st century and his operatives are unable to find cost-effective engineering solutions for pier repair and shoring that are commonly done across the globe in marine environments including Portland itself.

Also, the idea that shoreland zoning is an impediment should be challenged and the applicant required to document in writing what it is specifically that such zoning would prevent or complicate. The Wharf Building presumably is a grand-fathered non-conforming use and any necessary modifications, while certainly triggering regulatory review and extra permits, are in no way categorically forbidden by shoreland zoning. And pier repairs and reconstructions take place routinely along the different zones of the Commercial Street waterfront without being blocked by shoreland zoning. Attorney Costigan should retract her "footnote" and an independent legal analysis on this question should be sought by the City of Portland if the applicant persists with this line of complaint.

FISH FLAKES
CORNEO
COD AND HADDOCK
FOR FISH BALLS, CREAMED FISH, ETC.
READY FOR IMMEDIATE USE WITHOUT SOAKING
PACKED IN MAINE, U.S.A.
BURNHAM & MORRILL CO.

BURNHAM & MORRILL FISH FLAKES

You can have, in your home—no matter where you live—the most wonderfully fresh fish, specially cooked and prepared for you so that they are as fresh and flavorful as on the day taken from the ocean. B & M Fish Flakes—the finest fish product for making

Creamed Fish, Fish Souffle, Codfish Balls,
Fish Chowder, Fish Salad, and many other dainty and delicious fish dishes.

Only the firm, white meat of selected cod and haddock, rushed in fast steamers to our sanitary kitchens at Portland, Maine, and there packed in clean parchment-lined containers. It takes three pounds of fish to make one pound of B & M Fish Flakes—no bones, no waste, no water. That is why this wholesome food is economical as well as delicious.

B & M Fish Flakes are cooked and packed in a clean factory at the water's edge, flooded with sunlight and kept perfectly sanitary at all times. They simplify the cooking question, delight the family and guests, and are nourishing as well as appetizing. You will find them a perfect fish food for every day in the year.

¹ AT YOUR GROCER'S
Free on request—"A Book of Recipes" for preparing many tempting dishes.

BURNHAM & MORRILL CO.
72 Water Street, Portland, Maine

Packets exclusively of State of Maine Food Products—the best of their kind—including B & M Porto Sugar Corn, B & M Fish and Beans, B & M Cream Chowder, B & M Clams, B & M Lobster.

Creamed Fish

Fish Souffle

Codfish Balls





HP Public Comment: Opposition to B&M Wharf Building Demolition



Assi...

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George Rheault

Apr 15, 2022, 12:58:06 PM (3 days ago)

to HHistoric Preservation, d...@portlandmaine.gov, rwi...@portlandmaine.gov, j...@portlandmaine.gov, Abigail Reed, Christine Grimando

As I stated previously, I am appalled that the concrete wharf and the "Fish House" on top of it is not being included in the proposed B&M site nomination.

The fact that the City of Portland stood by last summer and sanctioned the demolition of the gigantic and ICONIC smokestack (visible for miles in all directions) next to the "cannery" building was a grievous sin.

But now, apparently, the Historic Preservation Board is more than happy to stand by (with the connivance of planning staff) to allow further desecration of this site's local and national significance.

Stewardship of our community's historic resources is a tough business with trade-offs and compromise a necessary part of the job. However, the standards and exertions should be uniformly applied regardless of the applicant's power and political "pull" on the city's bureaucracy.

It is impossible to "celebrate" the proposed nomination by the applicant because what is being "delivered" for "preservation" is a monument stripped of most everything that matters about its history. It is no surprise the plan is for the site to be flanked by bland corporate architecture (designed mostly by spreadsheet). The end product - neither the "new" or the "old" - will excite any enthusiasm for the community.

See attached photo of the complex (believed to be circa 1960) when it was a beacon on the landscape and a meaningful engine for Portland's economy.

SOURCE: https://digitalcommons.portlandlibrary.com/pphnegs_images_business/68/

There was no intentional effort to make anything "beautiful" here but that is the irony of so many of our industrial vernacular landscapes. Through the sheer power of their concentrated resources used to manufacture and market their products and the enormous footprints needed to accomplish that work, our industrial neighbors did end up effectively making works of art.

Unfortunately, the HPB now expects to take pride in its support of a nomination that gives us merely a large concrete box, devoid of the smokestack, the fish-house wharf and the neon signage that once gave the overall site meaning and energy capable of eliciting an emotional response. If the HPB wants to cleave off all the important parts, the leftovers are probably not worth the preservation effort and certainly not if it means endorsing the applicant's myopic vision here.



Portland Public Library Archive

HPB Public Comment - 1 of 2 - Original Construction Specifications for Fish Wharf

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**George Rheault**

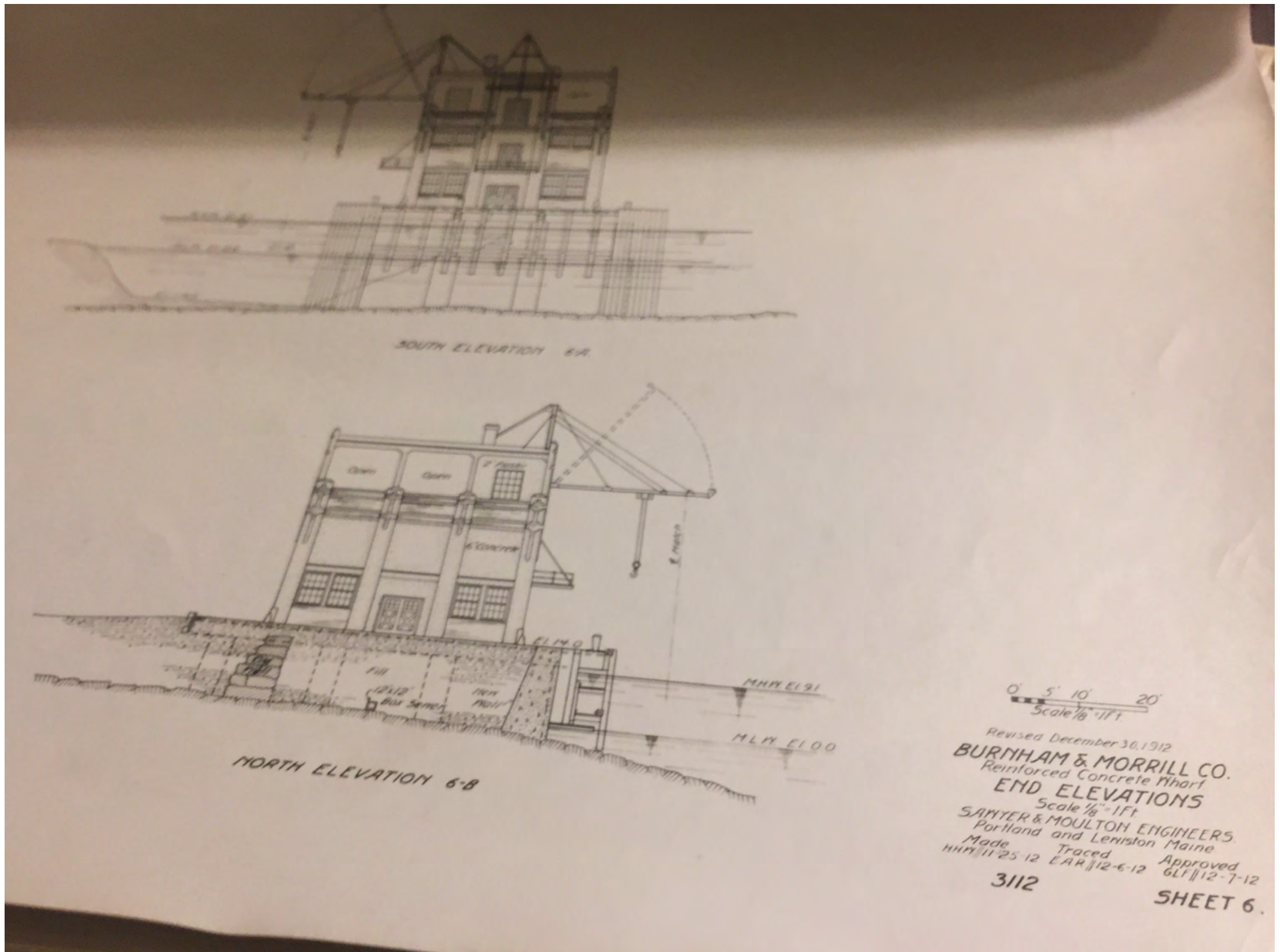
11:22 AM (8 minutes ago)

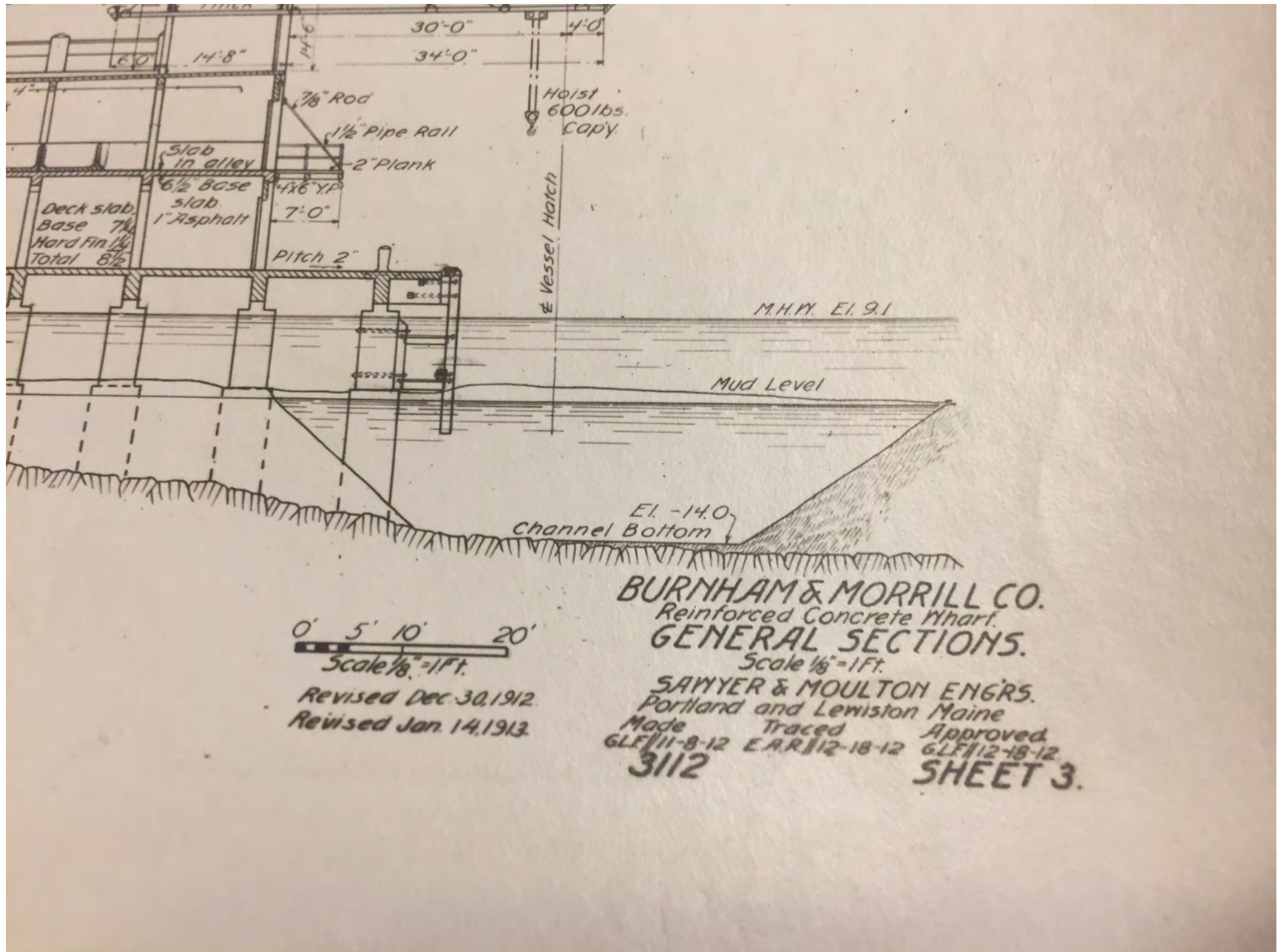
to HHistoric Preservation, d...@portlandmaine.gov, rwi...@portlandmaine.gov, Abigail Reed, j...@portlandmaine.gov, Christine Grimando

It did not come up in the staff memo or the applicants' materials, but the original plans for the Fish Wharf Building (the wharf and the building were one and the same structure) can be found at the Maine Historical Society.

The original specifications quite literally provide a basis for a faithful reconstruction effort should demolition of the original structure be deemed absolutely necessary (based on an independent evaluation not beholden to the applicant's agenda or frankly the City of Portland's agenda since they do not seem to have any daylight between them).

Additionally, since a reproduction will not actually need the same tolerances as a building truly meant for regular industrial use (e.g., the hoisting mechanisms), there may be some significant cost shaving enabled by reproducing the LOOK without having to make it FUNCTIONAL.





-3-

The plans accompanying these Specifications are as follows:-

- | | |
|-----------|--|
| Sheet #1. | First Floor Plan. |
| " #2. | Second and Third Floors and Roof Plan. |
| " #3. | General Sections. |
| " #4. | Construction Trestle. |
| " #5. | Side Elevations. |
| " #6. | End Elevations. |
| " #7. | Reinforcing Details for Pent Houses. |
| " #8. | Reinforcing Details for Roof. |
| " #9. | Reinforcing Details for Second Floor. |
| " #10. | Reinforcing Details for Wharf Floor. |
| " #11. | Reinforcing Details for Wharf Floor Sections. |
| " #12. | Details of Foundation Piers. |
| " #13. | Detail Sections of Superstructure. |
| " #14. | Fender Details. |
| " #15. | Details of Ironwork. |
| " #16. | Details of Windows and Office Partitions. |
| " #17. | Details of Doors. |
| " #18. | Details of Vats. |
| " #19. | Details for Pent House Partitions and Travelers. |

Plans are identified by a number and each view by a letter. References in these Specifications are made to the plans by means of these numbers and letters. For example, "1-B" would mean that on Sheet #1, View "B", would be found the portion of the work described. For cross reference to the various plans and views the above letters and numbers are enclosed in circles at various points on the plans. These enclosed numbers and letters indicate that there are details, or views, showing more completely these specific portions of the work.

Where section lines are used the

3112-S-1.

SPECIFICATIONS

for

CONSTRUCTION

of

WHARF & FISH HOUSE

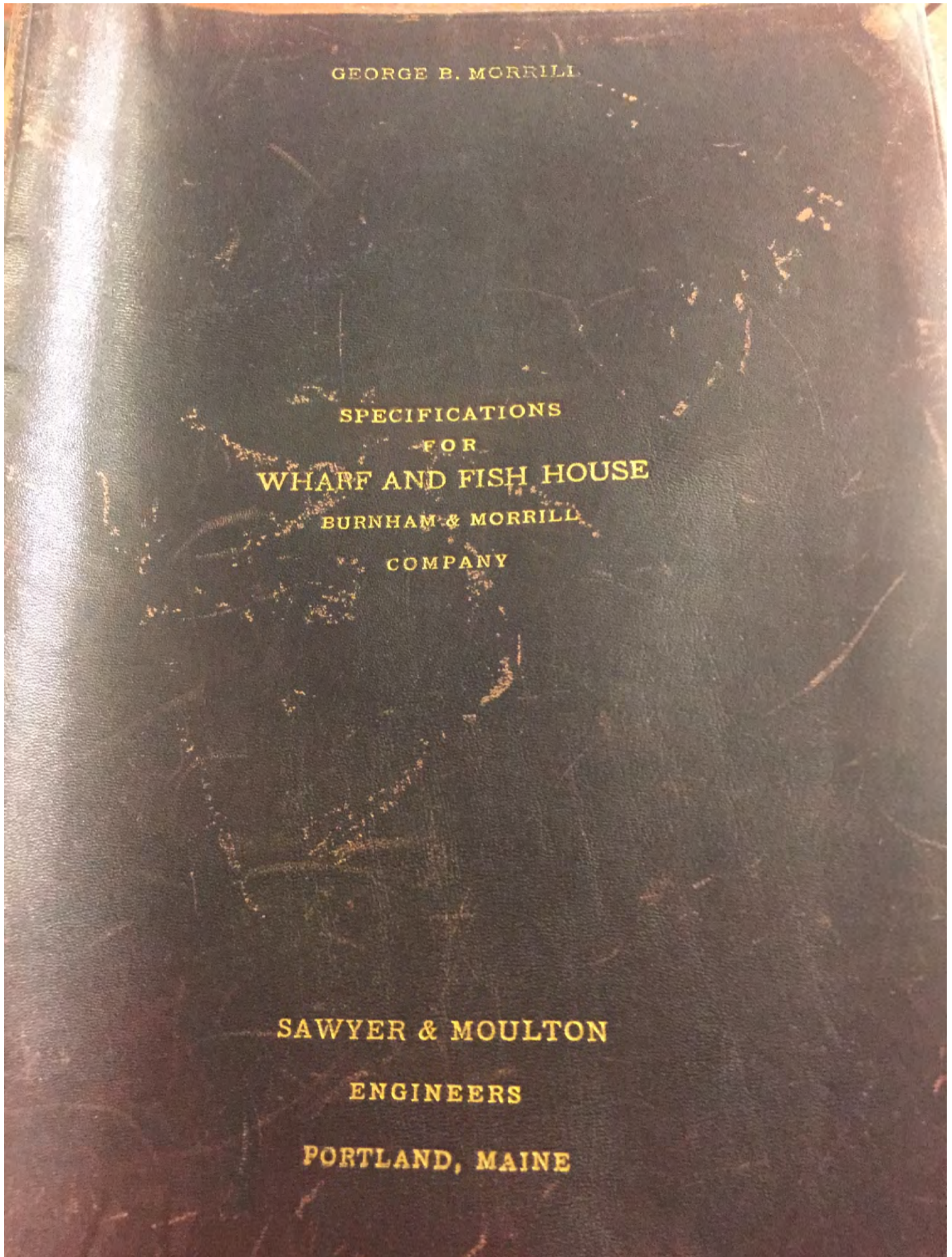
for

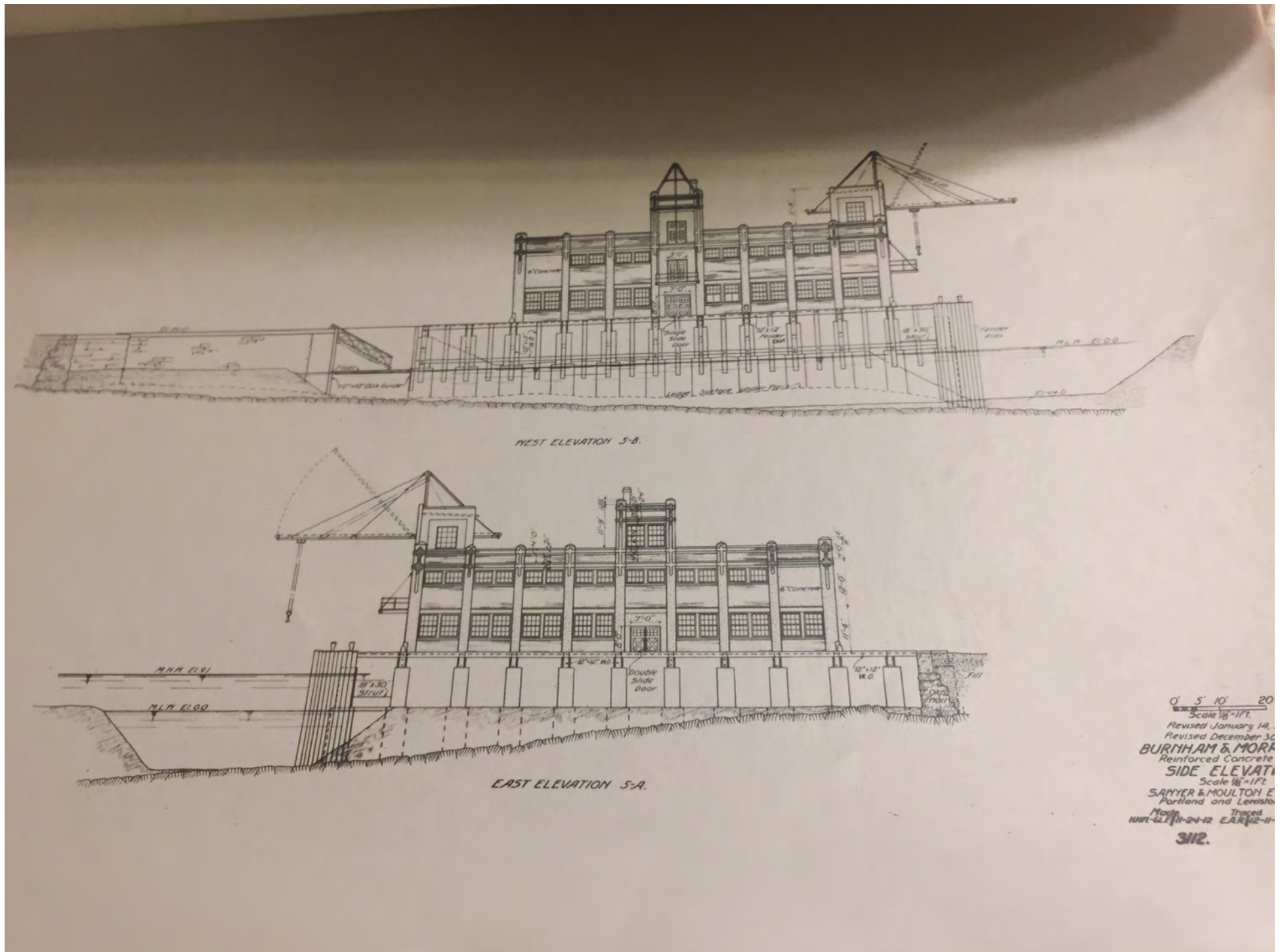
BURNHAM & MORRILL COMPANY,**PORTLAND, MAINE.****Sawyer & Moulton, Engineers, Portland, Maine.****December 17, 1912.****DIVISION I. GENERAL REQUIREMENTS.****SECTION #1. WORK TO BE DONE.**

The work to be executed under these Specifications comprises the construction of a reinforced concrete Wharf & Fish House, with concrete and dry rubble masonry sea wall. All of the foregoing work to be done in strict accordance with the requirements of these Specifications and the plans hereinafter described.

All workmanship and materials must be the best for their respective kinds, conforming in all respects to the true intent and purpose of these Specifications and the plans accompanying same.

The above work is to be constructed in the City of Portland, Maine, for the Burnham & Morrill Company near the site of said Company's new food products plant in the, so-called, East Deering section of the City.





HPB Public Comment - 2 of 2 - Original Construction Specifications for Fish Wharf

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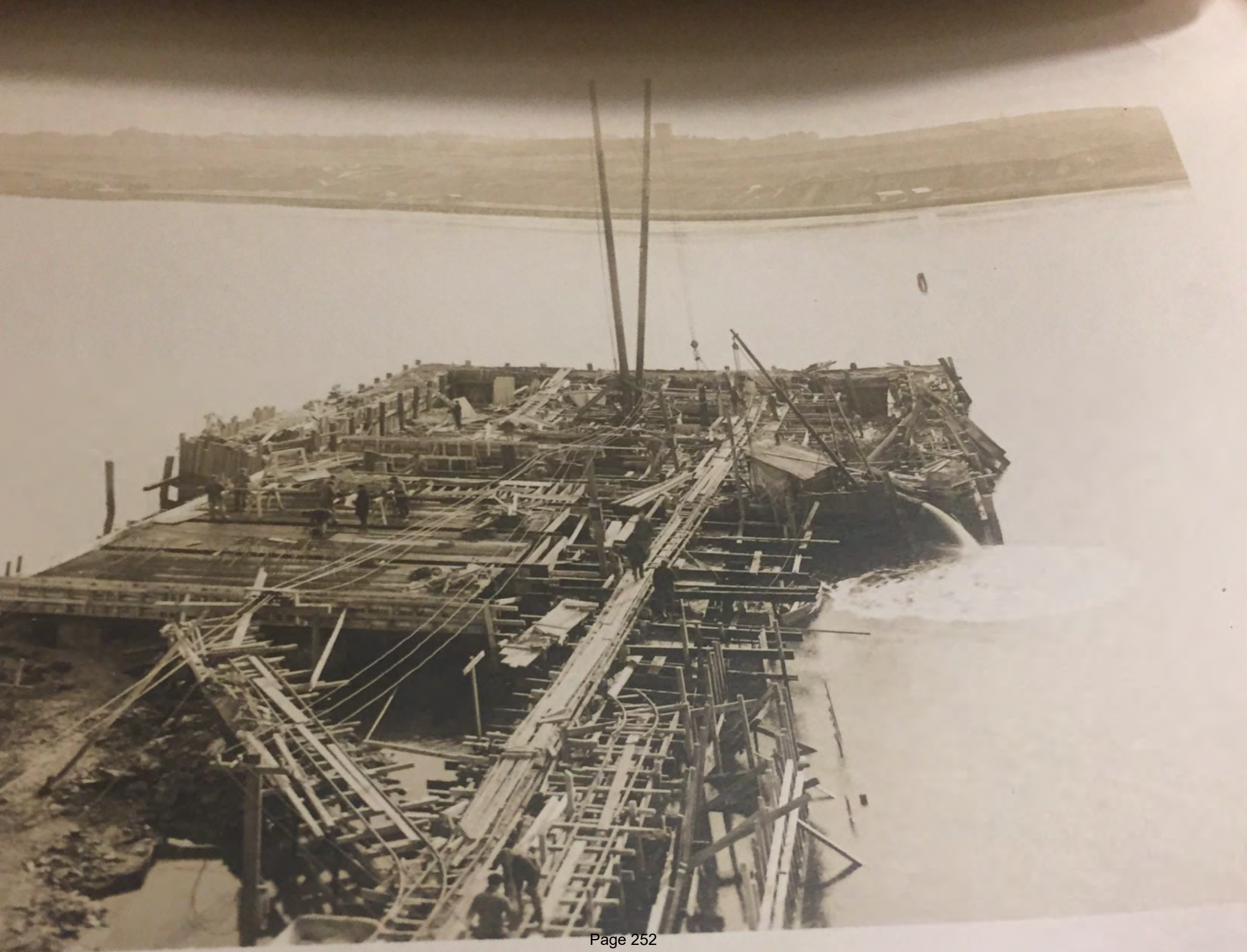
**George Rheault**

11:44 AM (7 minutes ago)

to HHistoric Preservation, d...@portlandmaine.gov, rwi...@portlandmaine.gov, Abigail Reed, j...@portlandmaine.gov, Christine Grimando

Included at the Maine Historical Society with the original plans for the B&M Fish Wharf were quite a few "in process" construction photographs, some of which I have attached.

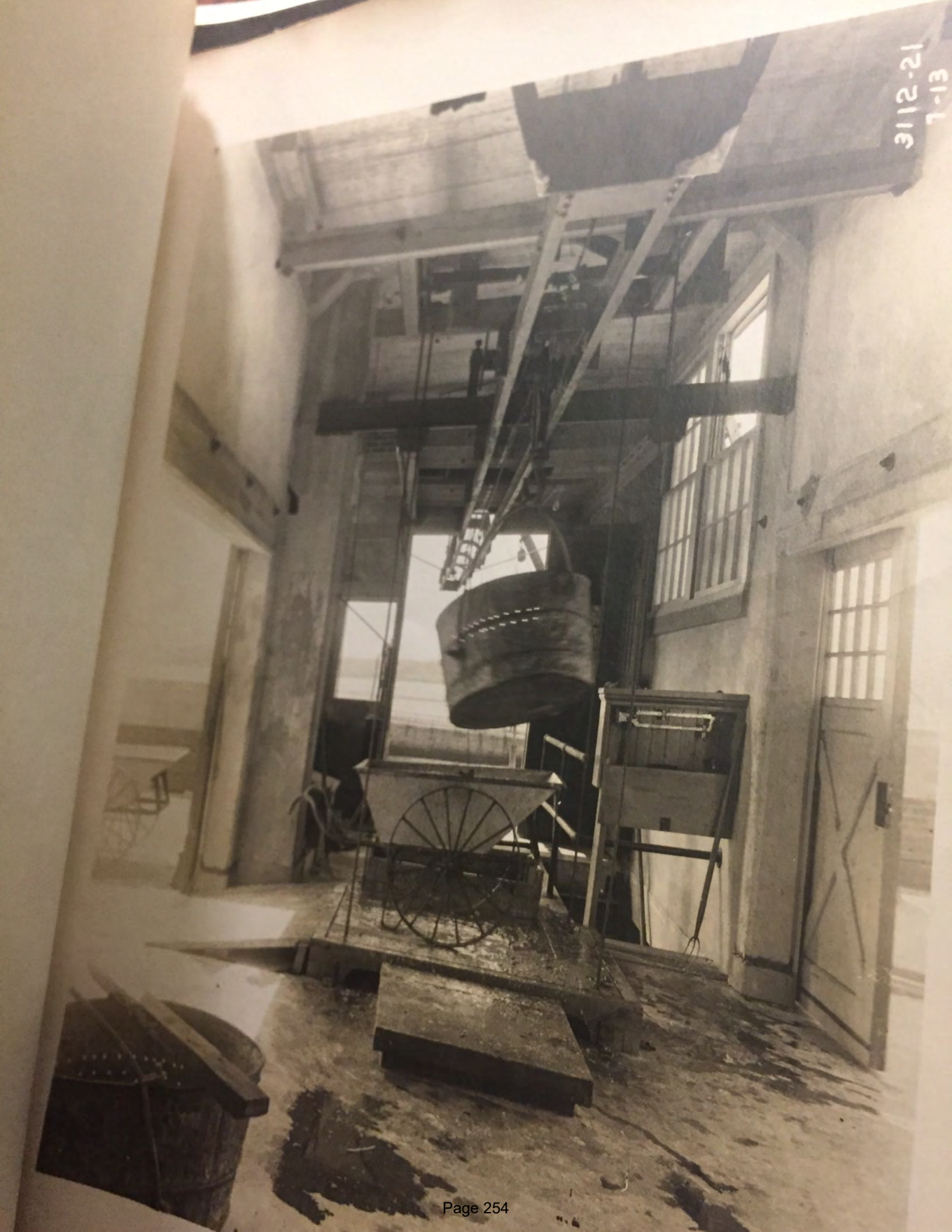
Besides being amazing documents on a stand-alone basis, they also offer insight about what it would take to renovate, rehabilitate and, if absolutely necessary, reconstruct the Fish Wharf.

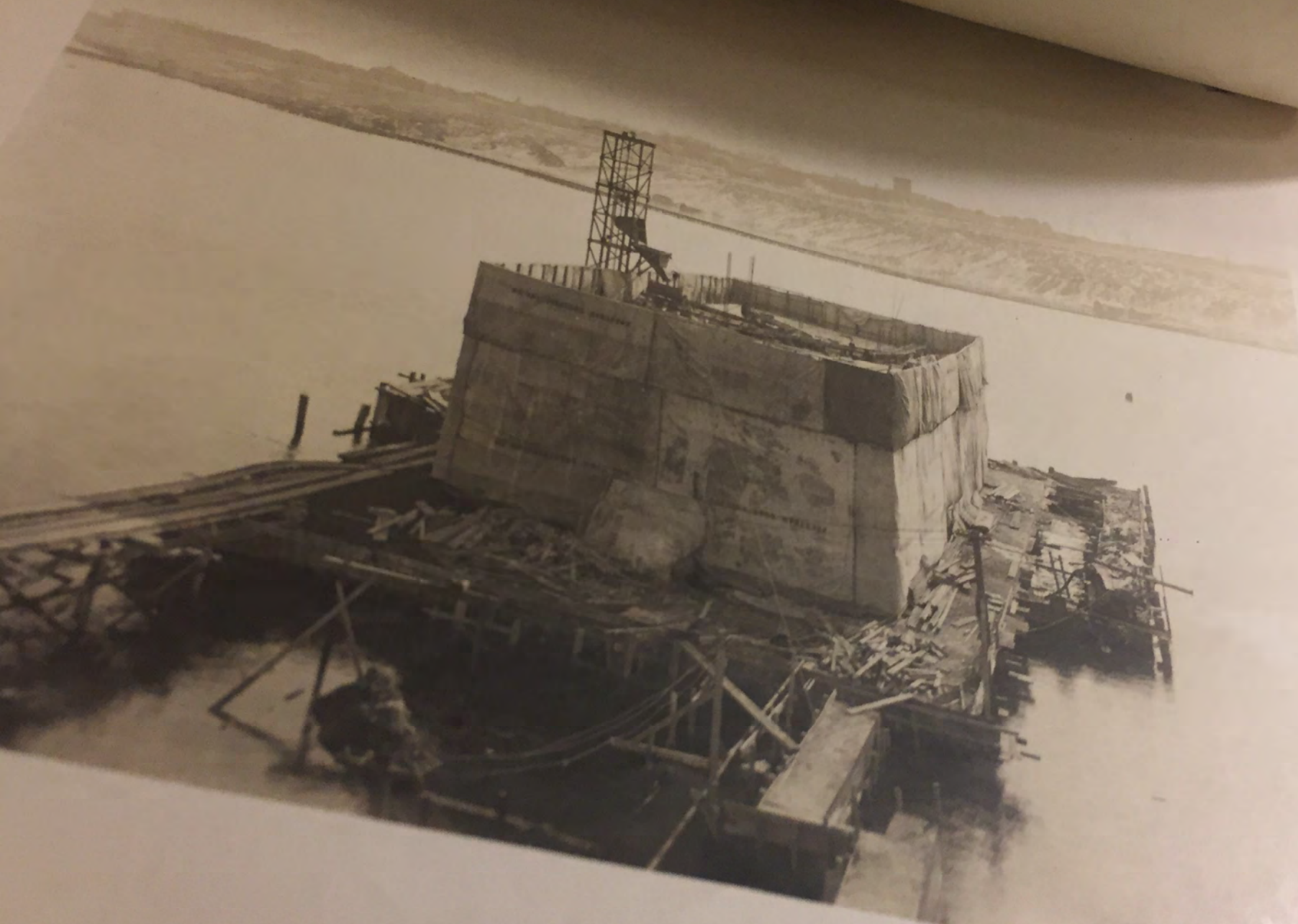




3112-24
7-13

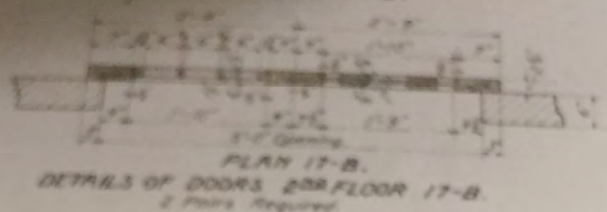
3112-21
1-13





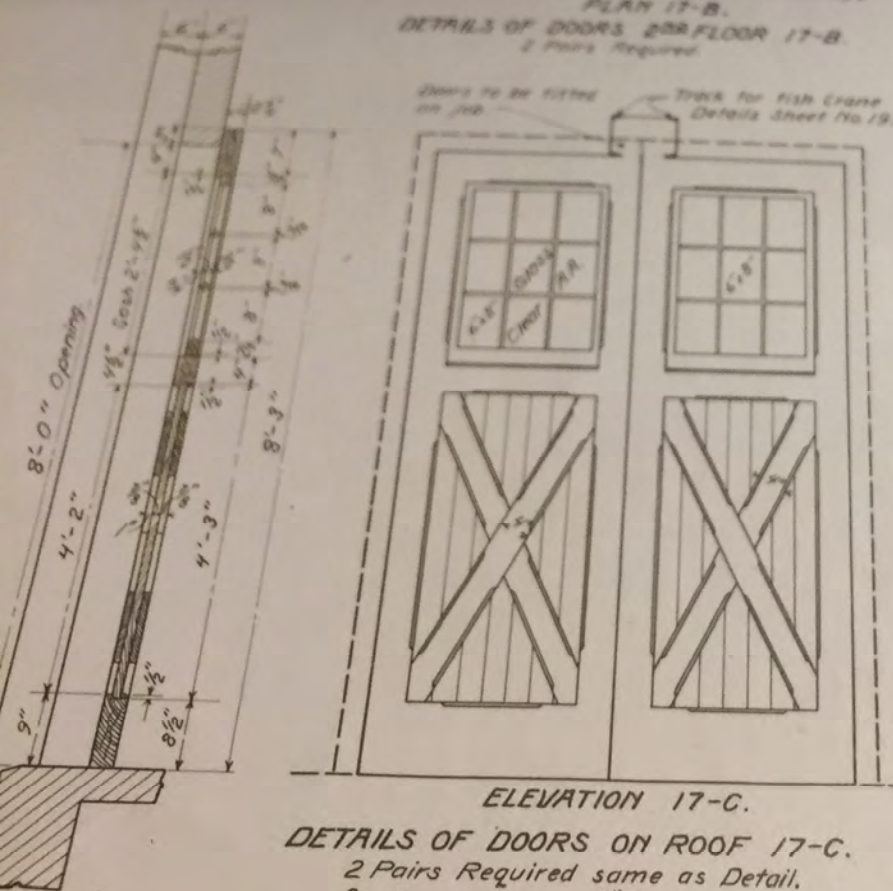
GENERAL VIEW FROM FACTORY BUILDING - POURING ROOF SLAB.





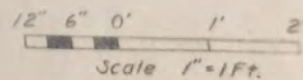
DETAILS OF DOORS 2ND FLOOR 17-B.
2 Pairs Required.

NOTE: Door Stiles & Rails to be
Matched & Tenoned, Pegged &
Pinned, and thoroughly Oiled.
Sheathing $\frac{1}{2}$ " Hatched & Single
Beaded.



ELEVATION 17-C.

DETAILS OF DOORS ON ROOF 17-C.
2 Pairs Required same as Detail.
2 " " 6" Higher for
Plaster Walls.
Plan same as 17-B.



BURNHAM & MORRILL CO.
Reinforced Concrete Wharf.
DETAIL OF DOORS.

Scale 1"=1Ft.

SAWYER & MOULTON, ENGRS.
Portland and Lewiston, Maine.

Made. Traced. Approved.
A.J.H./1-16-13. A.J.H./1-17-12. G.L.F./1-17-13.

3112.

SHEET-17.

HPB Public Comment - Supplements to B&M History re Fish Wharf - Not Just Portland...

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George Rheault

12:59 PM (2 hours ago)

to HHistoric Preservation, d...@portlandmaine.gov, rwi...@portlandmaine.gov, j...@portlandmaine.gov, Abigail Reed, Christine Grimando

While the applicant's historical background does make mention of the wide scope of the B&M Company's operations, in the rest of Maine and beyond, it also strangely undersells that reality.

Below are links that make more clear the many parts of Maine that were highly dependent, for decades, on the B&M company for employment and purchase of raw agricultural produce for its packaged products.

Indeed, B&M's business and all the marketing that went along with it, may have done more to market "Maine" to the rest of the country and world than any other entity, including its own state government, during this period (goodwill that continued to translate into profits for both Maine and B&M into our contemporary era).

Preserving the B&M complex therefore has big implications not just for Portland's past but for the entire State of Maine.

[Burnham and Morrill Clam Plant, Scarborough, ca. 1885 - Maine Memory Network](#)

[Cannery 9, Burnham and Morrill Co., 1887 - Maine Memory Network](#)

[Clam factory at Medomak, Bremen, ca. 1915 - Maine Memory Network](#)

[Burnham & Morrill Corn Shop, North Turner, ca. 1920 - Maine Memory Network](#)

[Burnham Morrill Corn Factory, Farmington, ca. 1930 - Maine Memory Network](#)

[Burnham & Morrill corn plant, Fryeburg, 1938 - Maine Memory Network](#)

[Husks and cobs, Burnham & Morrill Co., ca.1938 - Maine Memory Network](#)

[Clam factory at Medomak, Bremen, ca. 1915 - Maine Memory Network](#)

[Clam Diggers at Fishermen's Cove, Scarborough, ca. 1900 - Maine Memory Network](#)

"Early in the 20th century one of Burnham and Morrill's best selling products was Scarboro Beach Clam Chowder. It was served on railroad dining cars across the country." [This not in this item should not be treated as gospel without further corroboration but it does give us a clue that SEAFOOD was a huge part of the B&M Company's prosperity in the first 25 years of the 20th Century which is why their NEW COMPLEX in 1912-1913 was specifically designed to include a wharf house.]

[Burnham and Morrill Company Trademark for Scarboro Beach Clams - Maine Memory Network](#) (this trademark is included in the applicant's historical report, but provides little context).

One Business Supporting Another: Portland Company fulfilling orders for B&M pots (NB: not sure if these were for beans)

[Cast Iron bean pots awaiting shipment, Portland, ca. 1900 - Maine Memory Network](#)

HPB Public Comment - More B&M History - The Centrality of Fish & Tucker Carlson's 1989 Summer Job

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0 views

**George Rheault**

1:30 PM (2 hours ago)

to HHistoric Preservation, d...@portlandmaine.gov, rwi...@portlandmaine.gov, j...@portlandmaine.gov, Abigail Reed, Christine Grimando

Some additional history for the record:

[Filling fish cans, Portland, 1934 - Maine Memory Network](#)

As the above link suggests, fish products were synonymous with the B&M Company's portfolio for much of its history. Charles Morrill makes this clear in his 1950 Newcomen lecture (see attached pages 14 & 15).

But he also makes clear that while B&M did NOT invent baked beans with pork, it was a HUGELY important pivot for the company in order to maintain a prosperous place in the food industry. The seafood side was dying until the advent of Charles Birdseye's frozen fish sticks which B&M missed out on and never (to my knowledge) tried to pursue.

For our purposes architecturally and from a preservation standpoint, the original move from the Portland waterfront to Back Cove had EVERYTHING to do with seafood processing but its continued existence and expansion in the Back Cove required it to ultimately abandon the seafood connection in favor of a focus on a more marketable and saleable foodstuff. But the Fish Wharf is a significant characteristic of that physical history that absolutely has to be honored if the HPB is serious about doing its job.

See also attached - excerpt from *"The Canning Clan: A Pageant of Pioneering Americans"* - Earl Chapin May - NY 1937 (The Macmillan Company) highlighting other bean canning tycoons like Frank Van Camp who made it big in beans AND later seafood - [Van Camp's - Wikipedia](#)

See also attached - 2006 NY Times Magazine piece by Tucker Carlson reminiscing about working at the bean plant in the summer of 1989.

Kind of sad that apparently one of the only accounts we have of the inside factory work comes to us via Tucker Carlson, whose notorious personality, also very sadly, has become more and more associated with Maine in recent years.

[NB: Carlson, as we all know, is a very unreliable narrator on many levels and generally out for himself no matter the topic. So it would be interesting if anyone

could corroborate that he in fact worked in the B&M factory rather than merely using the experiences of others to create his compendium of factory-life anecdotes that he may then have appropriated for his own self-promotion. Other than exploiting the well-known northeast novelty of B&M baked beans, how else does THIS guy end up getting a feature in a food-focused edition of the NYT's Magazine in March 2006?)]].

“ B & M ”
*What two young
Maine men founded
80 years ago!*

CHARLES S. MORRILL

MEMBER OF THE NEWCOMEN SOCIETY

PRESIDENT

BURNHAM & MORRILL COMPANY

PORTLAND

MAINE

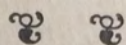


THE NEWCOMEN SOCIETY IN NORTH AMERICA
NEW YORK SAN FRANCISCO MONTREAL

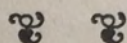
1950

It was a risk of course, but it was a reasonable risk. Nowadays risk is a risky word. Where is the bank, *Gentlemen*, that will lend a young man money on his simple promise to pay it back? Yet in those old calculated risks many of our modern enterprises got their start.

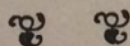
Burnham & Morrill was one of them, and it has had good expansion through the decades. The present East Deering plant in Portland employs steadily 500 people; and B & M's ten country plants, which are seasonal, pack string-beans, corn, squash, blueberries. They employ for that two-month period about 1500 hands, both men and women.



The markets for these products are some near at hand and some distant. Increasing public acceptance of fish in the Mid-West has widened that market. Our *largest* market is New England to Norfolk, Virginia; *second*, the West Coast; *third*, the Great Lakes region; *fourth*, Florida and New Orleans.



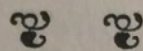
The product really gets around. Our beans have been eaten as far away as India, though we don't know how they got there. *Life's* correspondent, going from Paris to Istanbul on the Orient Express, photographed a sterno stove as furnishing heat to a can of B & M Beans. A Chief Engineer of the Northern Coast Guard Patrol, speaking to Portland Rotary, said he had found a can of B & M Beans in an igloo just under the Arctic Circle. This raised a laugh that puzzled him; he didn't know that B & M Beans were packed in Portland.



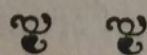
The Burnham & Morrill Company is 80 years old, and in that time has made good strides, and produced some striking innovations. We cannot say what the next 80 years have in store; but we look confidently for more discoveries in food packing, and more expansion generally. Burnham & Morrill is eighty years young. We like to think that it is always on the threshold of something

The market for canned fish is wide, but it has limits. There is a certain public resistance to fish. Why does the small boy have poked at him so often that hoary old adage: "Fish make brains"? It is on the theory that he wants his share of brains, but dislikes fish. Fish is cheaper food than meat, and he must be coaxed into eating it. The eating of fish therefore must be linked with the increased production of brains. If he eats fish, his algebra troubles will be solved—we hope.

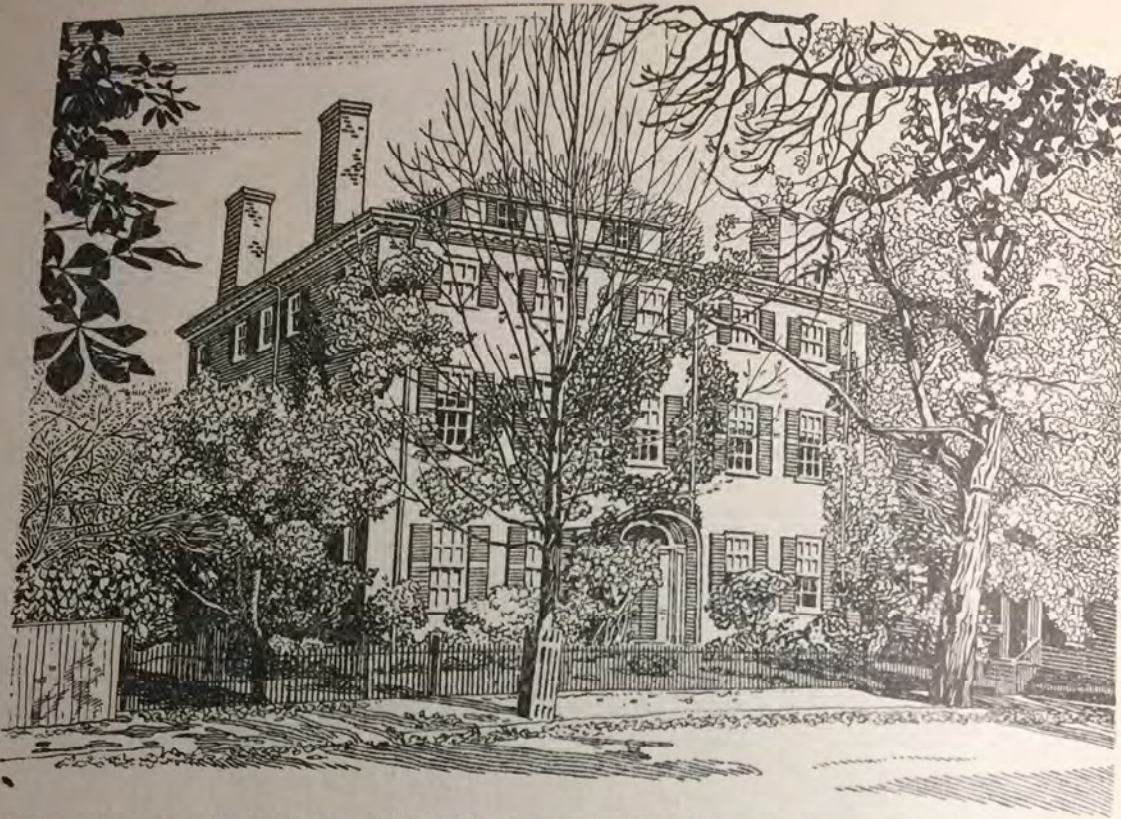
Fish, then, with some is an acquired taste. Not so meat. In place of a percentage of public resistance, there is the widest public acceptance. Out-and-out vegetarians are few and far between. Burnham & Morrill therefore has gone extensively into canned meats; into canned meat stews, along with its Oven Baked Beans, Brown Bread, fish products, and specialties, which many of our coastwise vessels include in their stores.



This link with the Sea is of course of long standing. From the first beginnings of canning, the ships that took Maine lumber and shook into the Caribbean brought back the molasses that went into Burnham & Morrill Company Pork and Beans; and so our Maine cannery has played its part in perpetuating the Maine blue water legend.

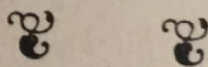


The firm meanwhile changed its top control. Once that had been practically all Burnham—George Burnham, who took in with him young John Burnham and young Charles Morrill. In 1910, it became all Morrill, when George B. Morrill bought out the Burnham interest. He had to borrow money to do this; and he did it on a "character" note. The bank had confidence in his technical knowledge, his business shrewdness, and his general durability, and it let him have the money.



“We who have B & M destinies in charge cannot imagine ourselves in any other line of business. For generations this has been our life; and the present Morrills, like the past, believe that ‘food is fun.’ We are conscious of the fact that we should be lost in any other enterprise. We are happy in the hope that we shall continue to find ourselves in this one.”

—CHARLES S. MORRILL



FOOD

Eat, Memory: Bean There

By Tucker Carlson

March 26, 2006

I bet we were the only people in my neighborhood growing up who ate B&M baked beans. We lived in La Jolla, Calif., 25 miles north of the Mexican border, where the only beans you saw were refried or served in salad. B&M beans came in a can, suspended in molasses with a chunk of salt pork. They seemed like the sort of thing you'd eat by the wood stove if you were snowbound in the mountains. They were a little heavy for La Jolla.

That was doubtless the appeal for my father, who came from New England and ate things like shepherd's pie, rhubarb and other mysterious foods that baffled guacamole-stuffed Southern California natives like my brother and me. But we ate the beans anyway, partly out of respect for my father, but also because they were delicious. In the summers, on the way from the Boston airport to vacation in Maine, we'd salute as we drove past the immense brick B&M plant in Portland. I remember wondering who worked there.

One summer during college, I found out. My roommate and I were living in Portland, though not very successfully. I'd applied to Denny's; he'd put his name in for a bartending job. Neither of us heard back. We sold car insurance door to door for a day. Finally we tried a temp agency. The next afternoon we found ourselves wearing white uniforms and hairnets and reporting for duty at the Burnham & Morrill baked-bean factory.

B&M was a strict union shop, closed to all but members of the Bakery, Confectionery, Tobacco Workers and Grain Millers International, local 334, and possibly their sons and nephews. But for some reason that summer the union allowed an exemption for temporary help. We went to work on the second shift at \$6.60 an hour.

The B&M plant was built in 1913 and, from what I could tell, hadn't been updated since. Outside, the building was dominated by a towering brick smokestack that belched bean fumes into the salty Portland air. Inside, it was a time capsule. True to advertising, B&M's beans (white pea and red kidney) were cooked as they had always been, in enormous cast-iron pots that were lowered into brick ovens. The pots hung from chains and moved across the plant floor on steel rails suspended from the ceiling.

It looked to me as if someone must have bribed the safety inspectors. Each bean pot was the size of a Fiat. They whipped across the floor at surprisingly high speeds, often pushed by workers who looked as if they could have used a nap. (When your shift starts at 4 in the afternoon, there's ample time to drink before work.) Occasionally a pot would slip the rails and come crashing down. I saw it happen

once. The impact sounded like a massive explosion. During our next smoke break, one of my gossiping co-workers claimed that the Burnham & Morrill plant had the highest rate of work-related injuries in all of Pet Inc., then the corporate parent. I believed him.

Most of my jobs were safe enough. One week I scraped charred beans from the insides of the ovens. The next I ran a machine that stacked cans onto pallets. For two weeks after that, I extracted the hot cans in which B&M baked its brown bread. They were made in enormous pressure cookers that looked like missile silos and were called reefers, for some mysterious reason. By the end, I got curious about the bread and tasted some. Surprisingly, it was pretty good.

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By July I'd been assigned to a pot-saucing station, mixing ingredients for 16- and 18-ounce containers of barbecue-flavored pea beans. For each pot we combined 21 gallons of hot water with 4.3 ounces of mustard slurry, a portion of ground bacon and 8 ounces of liquid hickory-smoke flavor. I was the liquid-hickory man.

Until that day, I'd naïvely imagined that food ingredients resembled food. Not so with barbecue sauce (i.e., liquid-hickory flavor). The flavor came in white plastic 50-gallon drums, shipped from a chemical plant in New Jersey. I learned right away that you didn't want to get the flavoring on your skin. It was the consistency of oil-based deck sealant and harder to remove. Within an hour every one of my fingers was dyed a deep yellow, the color of nicotine stains. I looked like a wino with a bad Pall Mall habit.

But at least I wasn't bored. The women on the pork line clearly were. I walked by them several times a day as they stood silently at a conveyor belt, dropping pieces of salt pork into cans of beans, one piece per can, eight hours a day. The monotony was enough to make you hope for a falling bean pot.

One day toward the end of my short career at the plant, a supervisor sent me to a storeroom on the third floor. Inside there was a pile of hundreds of bean cans, all of them full. Apparently some of these cans had bad seams. It was impossible to know exactly which ones were defective, but the company wasn't taking chances. Leaky seams meant spoiled product, maybe even botulism. You couldn't just throw them away, for fear that someone would retrieve them from the trash, eat them, get sick and sue. They had to be destroyed. My job was simple: puncture every can.

The assignment came with a special tool, fabricated in the millwright's shop. It looked like a framing hammer with a steel spike welded to the end. It made a satisfying sound as it pierced the cans.

I had a great time for the first hour. Then I came to a bad can. I should have known what it was. It looked different than the others, misshapen and bulging in the middle. If you've ever shot a can of shaving cream with a BB gun, you know what happened next. A plume of fermented beans burst forth like a geyser. The liquid was brown and bubbling and smelled like sewer gas. It hit me directly in the

face, spraying into my eyes and mouth, and running down the inside of my collar. I felt like screaming, but there were people watching, so I just kept whacking cans. My uniform stuck to me for the rest of the night.

On my final day of work, I stopped by the company store to pick up some beans, which B&M sold to employees at cost. Cheap beans were considered a key perk of the job, and in fact they were. The labels were often flawed and the cans dented, but the beans were fine, and incredibly inexpensive. For \$3, I bought a case of pork-free pea beans in sauce. I threw it on the back seat of my car and drove off.

Last year I was rooting through a cabinet in the laundry room of our summer house looking for Fourth of July fireworks. There, next to a leaky container of Tide, were the beans. I'd bought them fully intending to cook them for dinner. Tastes change over time, though. I worked there in 1989. I haven't had a baked bean since.

Food Tucker Carlson is the host of "The Situation With Tucker Carlson" on MSNBC. He is also the author of "Politicians, Partisans and Parasites: My Adventures in Cable News."

A version of this article appears in print on , Section 6, Page 61 of the National edition with the headline: Eat, Memory; Bean There

THE CANNING CLAN

evinced a fondness for the exclusive social circles of Indianapolis. Frank raised a small mustache and, following the lead of his able father, solved some of the problems of canning vegetables.

One problem solved very nicely in the environs of the Van Camp cannery was the baking and hermetical sealing of orthodox tin cans. A fire at Indianapolis brought beans and other products together and gave "Van Camp" an international popularity.

Frank Van Camp, rapidly assuming mature physique, was sent by his father to clean up a charred mess which had been part of a factory, and sat down to lunch on a certain day in 1890. "Canned beans" were just beans, without any adornment except a bit of pork in each can.

Boston baked beans had been in vogue throughout New England since about 1825, although they did not appear in cooking literature until Mrs. S. M. Child included a recipe for baked beans in "The Frugal Housewife," published at Boston around 1829. Mrs. Child was generous with her proportions, for she said: "A pound of pork is enough for a quart of beans and that is a large number for a common family. Pieces of pork streaked with lean should be chosen."

Whether Burnham & Morrill of Portland, Maine, packed pork with beans for their fishing fleets before W. K. Lewis of Boston was granted his patent on canned pork and beans in 1877 had not been officially decided by 1890. But Lewis had fixed the name "baked beans" in the canners' glossary nearly thirty years before a national Food and Drugs Act officially defined it. But canned pork and beans had not been packed or consumed in large quantities.

Frank Van Camp was rather sourly eating his frugal lunch in the mess left by an unfortunate fire—while a can of beans sat on a sooty shelf in front of him. Beans were regularly included in his noon-day lunch box. A tomato was also an item in his unheated menu. The pork packing establishment of Holmes, Paddock & Bradshaw was close to the Van Camp Packing Company. Subconsciously he was affected by the association of ideas. Son of a canner, Frank had an inspiration. "Why not," he thought, "add tomato sauce to canned pork and beans and thus give the public a novel combination?"

Within a few months there issued from the Kentucky Avenue plant

DREAMS OF EMPIRE

of the Van Camp Packing Company full carloads of "Van Camp's Boston Baked Pork and Beans with Tomato Sauce." From the advertising department there likewise issued full pages of flamboyant into a musket barrel while he ran somewhere, probably for his Boston pork and beans. In two years Frank Van Camp had established canned pork and beans in American kitchens and on American tables. Courtlandt's Van Camp Hardware and Iron Company was restricted to a comparatively small territory around Indianapolis, but Frank's Van Camp Packing Company sent salesmen to cities and towns all over the country.

Small, quiet, self-contained, Frank's brain grasped innumerable details, and he was the perfect executive. Caring little for formal social affairs, he found relaxation in playing pool and lunching almost daily at the Columbia Club with his close friend, the real estate broker, John Valentine Dittmore.

One day Frank said, "I believe the evaporated milk business is only in its infancy."

The Borden Company of New York and other eastern states, the Anglo-Swiss Milk Company of Dixon, Illinois, and the Helvetia or Highland Milk Company of Highland, Illinois, near St. Louis were the only aggressive evaporated milk manufacturers in America.

"If you care to investigate the evaporated milk business," Frank Van Camp suggested to his friend, Dittmore, "I will contribute half of the expense of a thorough investigation."

Mr. Dittmore, anxious to retire from the real estate field, accepted the offer and began his investigation during 1903. He soon discovered that evaporated milk processes were as carefully guarded as were "secret" processes of the 1870's. But after a few months' general study Van Camp and Dittmore incorporated the Indiana Condensed Milk Company, built and equipped a small plant at Sheridan, a few miles north of Indianapolis, and produced "bulk" milk of two kinds—sweetened for the confectionery trade and unsweetened for ice-cream manufacturers.

With a one-man sales department (Mr. Dittmore) and a very limited mechanical equipment, they realized they could not go far

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
99 CAPISIC STREET

TO: Chair Pollard and Members of the Historic Preservation Board
FROM: Rob Wiener, Historic Preservation Compliance Coordinator
DATE: May 26, 2022
RE: June 1, 2022 **WORKSHOP – Preliminary Review of Proposed Addition**

Address: 99 Capisic Street

Applicant: Vana Carmona

Project Architect: Margaret Innes, Studio E Architect

Contractor: Matthew Alcorn

A sign announcing the Historic Preservation Board's meeting on June 1, 2022 was posted at the property on 5/24/22. A legal ad was published in the Portland Press Herald on 5/21/22, and 37 notices were sent to neighboring property owners within 100 feet of the subject property.

Introduction

Vana Carmona, the owner of 99 Capisic Street, has requested a workshop with the Historic Preservation Board for a preliminary review of plans to add a small addition to the rear of the house, and a separate, unconnected barn to serve as a garage with guest quarters above. Board members will recall that on September 8, 2021 the City Council designated the property as an individual local landmark, following a unanimous recommendation from the Historic Preservation Board. The designation and preservation were thanks to the efforts of Ms. Carmona, who purchased the City-owned parcel and house in 2020 with taxes due, and in poor condition. Following two years of effort to rehabilitate the Greek Revival farmhouse (c. 1848, with later additions and alterations,) she is once again working with architect Margaret Innes and the same contractor to create plans for a small “back house” addition, and a barn-like garage that together recall the traditional extended New England farmstead. In this project, however, the barn and entry/office addition to the house will not be physically connected.

For the workshop on June 1, Ms. Carmona has submitted a cover letter, drawings by Ms. Innes, and a series of photos of existing conditions as well as an historic image of unknown date, showing the connected barn and back house. For background information, staff is also attaching

I:\Shared drives\PUD - Planning\4 Historic Preservation\BOARD MEMOS & REPORTS\2022 Memos\6-1-22 Capisic 99 Addition, W.docx

Ms. Carmona's historical documentation, as submitted for the landmark designation. Two historic photos from Ms. Carmona's report are packaged with her recent photos, showing the connected barn from two sides: an earlier photo from the front, and one of the side view, taken in 1962. Staff is also including the 1924 tax photo.

Subject Property

The Board is well aware of the admirable renovation carried out by Ms. Carmona and her contractors, but may not have seen the completely finished renovation, visible in the applicant's recent photos. For documentation of the history and historic appearance of the house and barn, please see Ms. Carmona's thorough narrative submitted at the time of its nomination as a local landmark.

Staff observes that the face of the new entry addition on the back of the house and certainly the front of the barn, will be visible from Capisic Street, at some distance. There is also some limited visibility from the rear, where a recent subdivision reduced the number of trees that formerly existed to the north of the property. Also worth noting is the terrain, which drops off at the rear of the property; Ms. Carmona's narrative describes how the old barn had shelter for livestock below the main floor, thanks to the elevation difference.

Proposed Addition and New Construction

Please see Ms. Carmona's cover letter and the architect's drawings and applicant photos. The exact dimensions of the new barn and addition are unclear, though one can get a sense of the scale, massing, and relationship of the house to the addition and new barn from the elevations. For this preliminary workshop review, a number of details have yet to be finalized, but some idea of the windows, doors, finishes, siding and trim types are noted on the plans and elevations. Staff will not list them here, since they are in the drawing notes.

Staff Comments

In evaluating an addition and a new building that recall the memory of historic elements missing for approximately 10 years (Ms. Carmona approximates the demolition of the decrepit barn and back house as 2012,) staff begins with some general thoughts:

- It is not necessary to recreate exactly, or even approximate, the structures that are documented in photos as having once existed.
- Ms. Carmona intends to preserve parts of the memory of a traditional building form, the connected farmhouse, while updating the forms to suit modern uses, materials, and to some degree, aesthetics.
- It is appropriate to review the new entry and office at the back of the house for its compatibility as an addition, under the Standards for Review of Alterations to Historic Buildings.
- Staff believes that the proposed entry / office addition would be joining a part of the house that was completely reconstructed in a slightly different form from the historic element.

- While the new barn will not be an infill building in an urban context, the Standards for Review of New Construction must be applied to ensure compatibility with the landmarked house:

Scale and Form:

Height – The height of the proposed building shall be visually compatible with surrounding structures when viewed from any street or open space.

Width – The width of a building shall be visually compatible with structures and open spaces to which the building is visually related.

Proportion of principal facades – The relationship of the width to the height of the front elevation shall be visually compatible with structures to which the building is visually related.

Roof shapes – The roof shape of a structure, including rooftop additions, shall be visually compatible with the structures to which it is visually related.

Scale of the structure – The size and mass of structures in relation to open spaces, windows, door openings, porches, and balconies shall be visually compatible with the structure, public ways, and places to which they are visually related.

Composition of Principal Facades

Proportion of openings – The relationship of the width to height of windows and doors and the location of windows and doors within the façade shall be visually compatible with structures, public ways and places to which the building is visually related.

Rhythm of solids to voids in facades – The relationship of solids to voids in the facade shall be visually compatible with the structures, public ways, and places to which it is visually related.

Rhythm of entrance porch and other projections – The rhythm of entrances and other façade projections or recesses shall be visually compatible with the structures, public ways, and places to which it is visually related.

Relationship of materials, texture and color – The relationship of the color and texture of materials (other than paint color) of the façade shall be visually compatible with the predominant materials used in the structures to which they are visually related.

It is noted that while the design is meant to refer to an historic barn it has modern uses: a garage on the lower floor and a guest apartment on the second floor. The Board will no doubt want to comment on the Juliette balconies proposed for the second floor of the

south (front) and east elevations. The proposed barn also has a mixture of modern materials:

- Three types of vertical siding: recycled barn board with battens (front,) modern engineered shiplap siding that has a vertical orientation (east and west,) and corrugated metal (rear,) all to be painted.
- New windows are proposed as Andersen 400 Series, a mixture of vinyl-clad awning windows and “Woodwright” double-hungs with fiberglass exteriors. All are to have simulated divided lights; the Board can discuss the most appropriate configurations for these new openings in new walls.
- The owner has proposed a salvaged Palladian window for the east elevation of the barn, and may also propose a second one for the front, depending on the Board’s response. (See Attachments 5 and 6.)
- Most of the proposed doors appear to be painted wood, except for steel garage doors with a carriage house / barn door overlay.
- Painted composite trim (Boral) – detailed relationship between siding and trim TBD

While the site plan indicates that the proposed barn, which is believed to be smaller than the historic one, is to be located well away from the rear property line, a detailed site and grading plan will help to clarify how much elevation change there might be at the rear of the new barn, and how much foundation might be visible.

Applicable Standards for Review

In addition to the Standards for New Construction, excerpted above, the Standards for Review of Alterations to Historic Buildings are relevant to both the addition and the barn:

(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.

(9) Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.

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

Attachments:

1. Cover Letter from Applicant
2. Preliminary plans and elevations
3. Photos submitted by Applicant
4. Materials – engineered shiplap siding for some barn walls
5. Applicant memo – Palladian windows
6. Previous front elevation with Palladian window
7. 1924 tax photo

99 Capisic St.
Portland, ME 04102
May 9, 2022

City of Portland
Historic Preservation Board
Portland, ME

Re: Design plans for rebuilding back house and barn/99 Capisic St

Dear Board Members:

After having spent the last two and a half years restoring the Greek Revival farmhouse at 99 Capisic, I am looking to rebuild the barn and some of the back house. These parts of the house collapsed and/or were taken down due to neglect over the years.

Originally the house was the classic "Big House/Little House/Back House/Barn." The back house extended from the rear of the house over to the barn, which then extended out over the ledge. This allowed for the livestock to come in under the barn.

My plan is to rebuild a smaller section of the back house and to erect the barn separately. This will be used as a garage (now that horses and cattle no longer live here!) and will have a guest space above it for visiting family. The house and the barn will be connected by a walkway.

The driveway will continue to function where it has always been.

The plan is to maintain the overall look and feel of the original buildings while allowing the new structures to have their own distinctive style. I understand that this is the objective of building anything on a local landmark property.

I have taken into consider mass and scale, location, siding options, windows, doors, as well as its relationship to the house.

Attached please find:

1. Design plans for this project. I have been working again with Margaret Innes of Studio E Architects.
2. Photos of the property as it is today. These show where the original structures were and where I plan to locate the new addition and building
3. Photo of the current driveway which is where it has historically been located.
4. Photos of the original buildings.

I would appreciate it if we can get my project on the next agenda for a workshop.

Please let me know if there is anything else I need to provide to you at this time.

Thanks so much.

Sincerely,

Vana Carmona
vanacarmona@gmail.com
cell 207 420 6962

NO DEVIATION FROM THE DRAWINGS OR SPECIFICATIONS OR INTENT OF SAME SHALL BE MADE WITHOUT THE ARCHITECT'S WRITTEN AUTHORIZATION.

ALL ARCHITECTURAL DRAWINGS AND CONSTRUCTION NOTES ARE COMPLEMENTARY. WHAT IS INDICATED AND CALLED FOR ON THE DRAWINGS SHALL BE BINDING AS THOUGH CALLED.

MINOR DETAILS NOT USUALLY SHOWN NOR SPECIFIED BUT NECESSARY FOR PROPER AND ACCEPTABLE CONSTRUCTION, INSTALLATION OR OPERATION OF ANY PART OF THE WORK AS DETERMINED BY THE ARCHITECT SHALL BE INCLUDED IN THE WORK AS IF IT WERE SPECIFIED OR INDICATED ON THE DRAWINGS.

MANUFACTURER'S STANDARD SPECIFICATIONS AND MATERIALS APPROVED FOR PROJECT USE ARE HEREBY MADE PART OF THESE DOCUMENTS. THE SAME SHALL BE SAID TO BE PART OF THE WORK AS IF WRITTEN OUT IN FULL HEREIN. ALL APPLIANCES, FIXTURES, EQUIPMENT, HARDWARE, ETC. SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATION AND PROCEDURES.

ALL UTILITIES SHALL BE CONNECTED TO PROVIDE GAS, ELECTRIC, AND WATER TO ALL EQUIPMENT WHETHER SOLD EQUIPMENT IS IN CONTRACT OR NOT. EQUIPMENT SHALL BE GUARANTEED TO FUNCTION PROPERLY UPON COMPLETION.

NO CUTTING NOR DAMAGE TO BUILDING STRUCTURE COMPONENTS WILL BE ALLOWED WITHOUT WRITTEN AUTHORIZATION FROM THE ARCHITECT.

CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL MATERIALS AND WORKMANSHIP IN ACCORDANCE WITH FEDERAL, STATE AND LOCAL BUILDING CODES AND THEIR REQUIREMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING PERMITS FROM THE CITY AND ENFORCEMENT BY THE LOCAL JURISDICTIONAL AUTHORITIES FOR THIS JOB. ALL WORK SHALL COMPLY WITH THE STATE AND LOCAL FIRE DEPARTMENT REGULATIONS, UTILITY COMPANY STANDARDS, AND THE BEST TRADE PRACTICES.

ALL PLUMBING AND ELECTRICAL WORK SHALL BE PERFORMED BY STATE LICENSED CONTRACTORS. CONTRACTOR SHALL SUBMIT ALL REQUIRED PERMITS, CERTIFICATES, AND SIGN-OFFS TO OWNER AND ARCHITECT FOR THEIR RECORDS.

CONTRACTOR SHALL REVIEW AND DIRECT ALL SUB-CONTRACTORS TO REVIEW ALL DRAWINGS AND SPECIFICATIONS TO ASCERTAIN THE SCOPE OF WORK FOR EACH TRADE PRIOR TO BID. ALL CONTRACTORS AND SUB-CONTRACTORS SHALL BE RESPONSIBLE FOR ALL DRAWINGS AND SPECIFICATIONS. DO NOT SCALE DRAWINGS.

ALL SUB-CONTRACTORS SHALL PURCHASE AND CONTINUOUSLY MAINTAIN IN FULL FORCE AND EFFECT BOTH WORKER'S COMPENSATION AND CONTRACTOR GENERAL LIABILITY INSURANCE FOR THE DURATION OF THE PROJECT.

NO SUBSTITUTIONS OF SPECIFIED MATERIALS NOR EQUIPMENT WILL BE ACCEPTED UNLESS APPROVED BY ARCHITECT IN WRITING.

ALL DIMENSIONS ARE FRAMING, UNLESS OTHERWISE NOTED.

ALL ANGLES ARE 90 DEGREES UNLESS OTHERWISE NOTED.

CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL AND DISPOSAL OF ALL RUBBISH AND DEBRIS FROM THE BUILDING AND THE SITE THAT IS ASSOCIATED WITH THE CONSTRUCTION OF THIS PROJECT.

ALL CONSTRUCTION INDICATED SHALL BE NEW, UNLESS OTHERWISE NOTED.

BEFORE COMMENCING WORK, THE CONTRACTOR SHALL VERIFY THAT NO CONFLICTS EXIST IN LOCATIONS OF ANY AND ALL MECHANICAL, ELECTRICAL AND TELEPHONE LINES (INCLUDING PIPING, DUCTWORK, LIGHTING AND/OR CONDUIT) AND THAT ALL REQUIRED CLEARANCES OR INSTALLATIONS FOR ABOVE-REFERENCED EQUIPMENT ARE PROVIDED. COORDINATION SHALL BE COMPLETED PRIOR TO CONSTRUCTION.

THE CONTRACTOR'S FAILURE TO REPORT TO THE ARCHITECT ANY DISCREPANCIES WITH THESE CONSTRUCTION DOCUMENTS WILL NOT BE GROUNDS FOR ADDITIONAL COSTS NOR CHANGE ORDERS.

1

DETAIL NAME
SCALE

DOOR

DOOR TAG

A

WINDOW TAG

ELEVATION

W-2

WALL/PARTITION TAG

1
A3-01

BUILDING SECTION

3
6 4

A3-02

INTERIOR ELEVATIONS

CONCRETE		WOOD BLOCKING OR SHIMS	
SAND FILL		RIGID INSULATION	
METALS		INSULATION	
FINISH WOOD		SEALANT	
WOOD SECTION		GYPSUM WALLBOARD	
PLYWOOD		CARPET	

Class Bungalow
Single House
Two family

Exterior
Clapboards
Siding
Shingles

Plumb
Con
Ind
Pro

Item 36247 | detail | notes | maps | add to album

21
COP

193-E-6

OWNER:
VANA CARMONA
207-420-6962

ARCHITECT:
MARGARET INNES,
MAINE LICENSED ARCHITECT
STUDIO E, INC.
P.O. BOX 1385
WESTBROOK, ME 04092
860-874-1033

PROJECT DESCRIPTION:
CONSTRUCTION OF A NEW BARN THAT WILL
FUNCTION AS CAR STORAGE ON THE 1ST FLOOR
AND LIVING SPACE ON THE 2ND FLOOR. THE LIVING
SPACE WILL BE IN A 2ND PHASE OF CONSTRUCTION.

SHEET NUMBER	SHEET DESCRIPTION	DATE ISSUED:			
		05-10-2022 ISSUED FOR REVIEW			
G1-01	COVER SHEET	●			
A1-00	FOUNDATION PLAN	●			
A1-01	1ST FLOOR PLAN	●			
A1-02	2ND FLOOR PLAN	●			
A2-00	ELEVATIONS - SOUTH & NORTH	●			
A2-01	ELEVATIONS - EAST & EAST BARN	●			
A2-02	ELEVATIONS - WEST, WEST BARN AND SOUTH ADDITION ONLY	●			

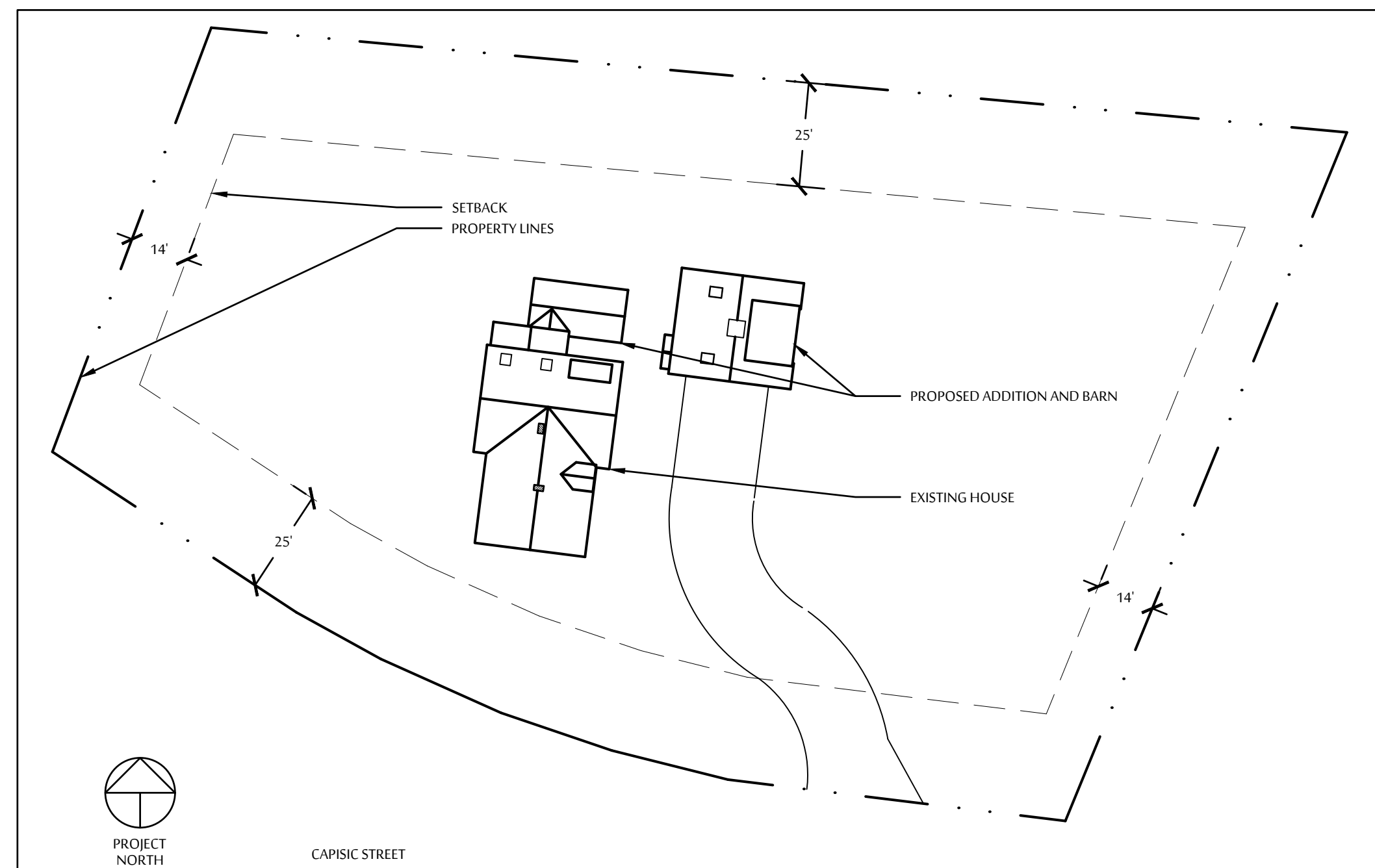
LEGEND: ○ NOT ISSUED ⊗ OUTDATED ● ISSUED

IT IS THE INTENT OF THESE DRAWINGS TO SERVE AS A BASIS OF DESIGN AND SCOPE OF WORK; HOWEVER THEY ARE NOT INTENDED TO BE ALL-INCLUSIVE. IT WILL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR AND THE ASSOCIATE SUBCONTRACTORS TO COMPLETE AND COORDINATE THE FULL SCOPE OF WORK IN THE FIELD. THE FOLLOWING INFORMATION IS INTENDED TO OUTLINE THE BASIC SYSTEMS AND SERVICES REQUIRING MODIFICATIONS AS PART OF THIS PROJECT.

1. THE FINAL SCOPE OF THE MECHANICAL WORK SHALL BE ULTIMATELY DETERMINED BY THE MECHANICAL CONTRACTOR, UNDER SEPARATE CONTRACT AND COORDINATED WITH THE OWNER AND ARCHITECT AS REQUIRED. THIS SHALL INCLUDE CLIMATE CONTROL DESIGN AND DUCTWORK INSTALLATIONS AND MODIFICATIONS AS WELL AS PLUMBING MODIFICATIONS AND ADDITIONS AS REQUIRED. THE CONTRACTOR SHALL REVIEW THE ARCHITECTURAL DRAWINGS AND COORDINATE WITH THE ARCHITECT TO IDENTIFY ALL MECHANICAL COMPONENTS OF THE WORK. MECHANICAL NOTING WITHIN THE DOCUMENTS ARE NOT MEANT TO IDENTIFY THE COMPLETE SCOPE OF MECHANICAL INSTALLATIONS; THEY ARE INTENDED TO NOTE SPECIFIC NEEDS THAT HAVE BEEN DISCUSSED WITH THE OWNER AS PART OF THE PROJECTS DEVELOPMENT.

THE FINAL SCOPE OF THE ELECTRICAL WORK SHALL BE ULTIMATELY DETERMINED BY THE DESIGN-BUILD ELECTRICAL CONTRACTOR AND COORDINATED WITH THE OWNER AND ARCHITECT AS REQUIRED. AT A MINIMUM THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATIONS OF ALL ELECTRICAL LIGHTING, PULLER, AND FIRE ALARM AND DETECTION SYSTEMS, IN COMPLIANCE WITH ALL APPLICABLE CODES. THE CONTRACTOR SHALL REVIEW THE ARCHITECTURAL, MECHANICAL AND CIVIL DRAWINGS AND COORDINATE WITH THE MECHANICAL COMPONENTS OF THE WORK. ELECTRICAL NOTING WITHIN THE DOCUMENTS ARE NOT MEANT TO IDENTIFY THE COMPLETE SCOPE OF ELECTRICAL INSTALLATIONS. THEY ARE INTENDED TO NOTE SPECIFIC NEEDS THAT HAVE BEEN DISCUSSED WITH THE OWNER AS PART OF THE PROJECTS DEVELOPMENT.

1. CONTRACTOR IS TO DESIGN AND PROVIDE FIRE/SMOKE DETECTION SYSTEM AS REQUIRED TO MEET COVERAGE REQUIREMENTS OF THE SPACE CONFIGURATIONS. ARRANGEMENT OF FIRE/SMOKE PROTECTION SYSTEM TO MEET ALL APPLICABLE CODES. SMOKE DETECTORS ARE REQ'D IN ALL SLEEPING ROOMS AND IMMEDIATELY OUTSIDE OF SLEEPING ROOMS. ALL SMOLE ALARMS AND/OR DETECTION SHALL BE HARDWIRED WITH BATTERY BACKUP, SHALL BE INTERCONNECTED, AND SHALL USE PHOTOELECTRIC TECHNOLOGY PER PORTLAND CITY CODE CHAPTER 10 (PCC 10-3-3 #4-A); CONTRACTOR IS TO PROVIDE ADDITIONAL EQUIPMENT AND MATERIAL AS REQUIRED.



ZONING:
ZONE = RESIDENTIAL 3; SETBACKS SHOWN ABOVE; FRONTAGE 50 FEET MINIMUM; MAXIMUM HEIGHT FOR PRINCIPAL STRUCTURES AND ADDITIONS 35 FEET

STUDIO E
P.O. BOX 1385
WESTBROOK, ME 04098

ED FOR HP BOARD WORKSHOP
NOT FOR CONSTRUCTION

MAY 10, 2022

99 CAPI SIC STREET, PORTLAND, ME

COVER SHEET

CARMONA BARN

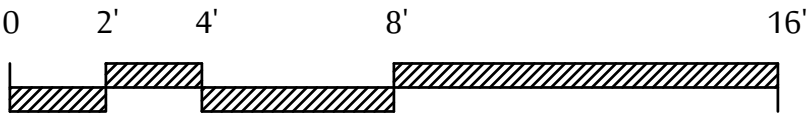
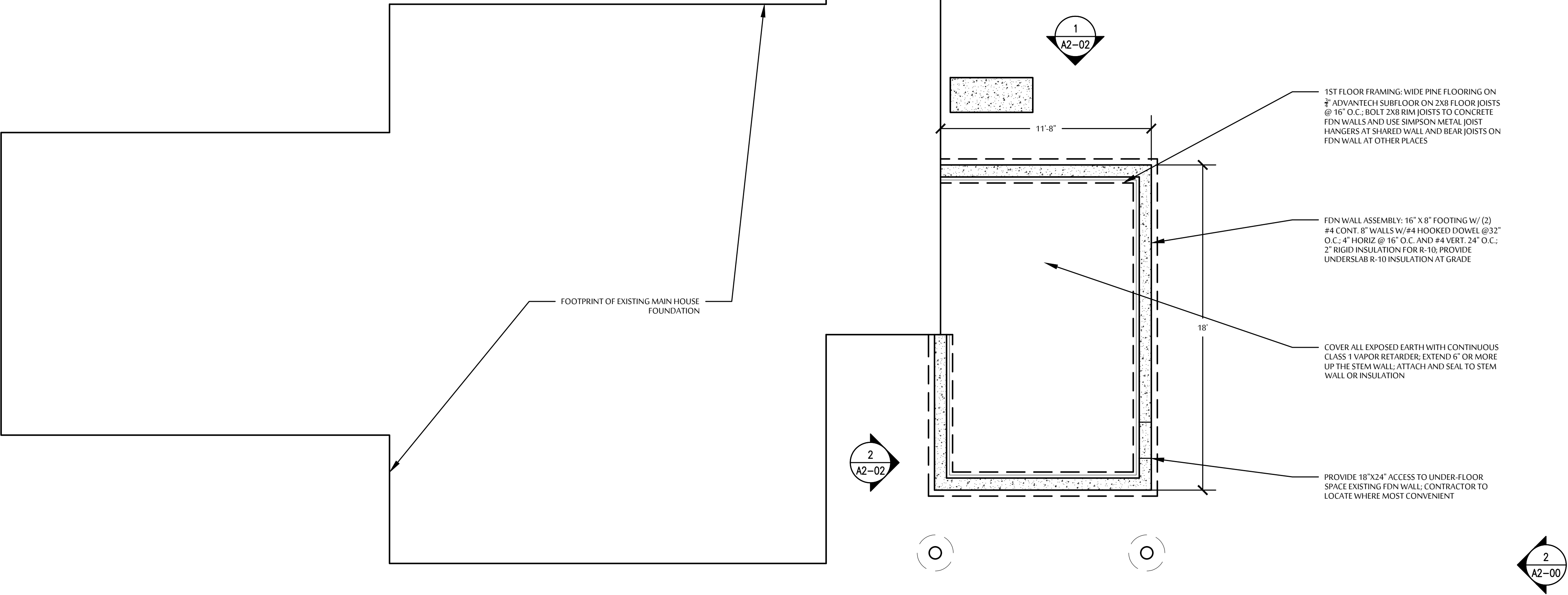
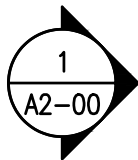
G1-01

1

PROJECT NORTH

1/4" = 1'-0"

FOUNDATION PLAN

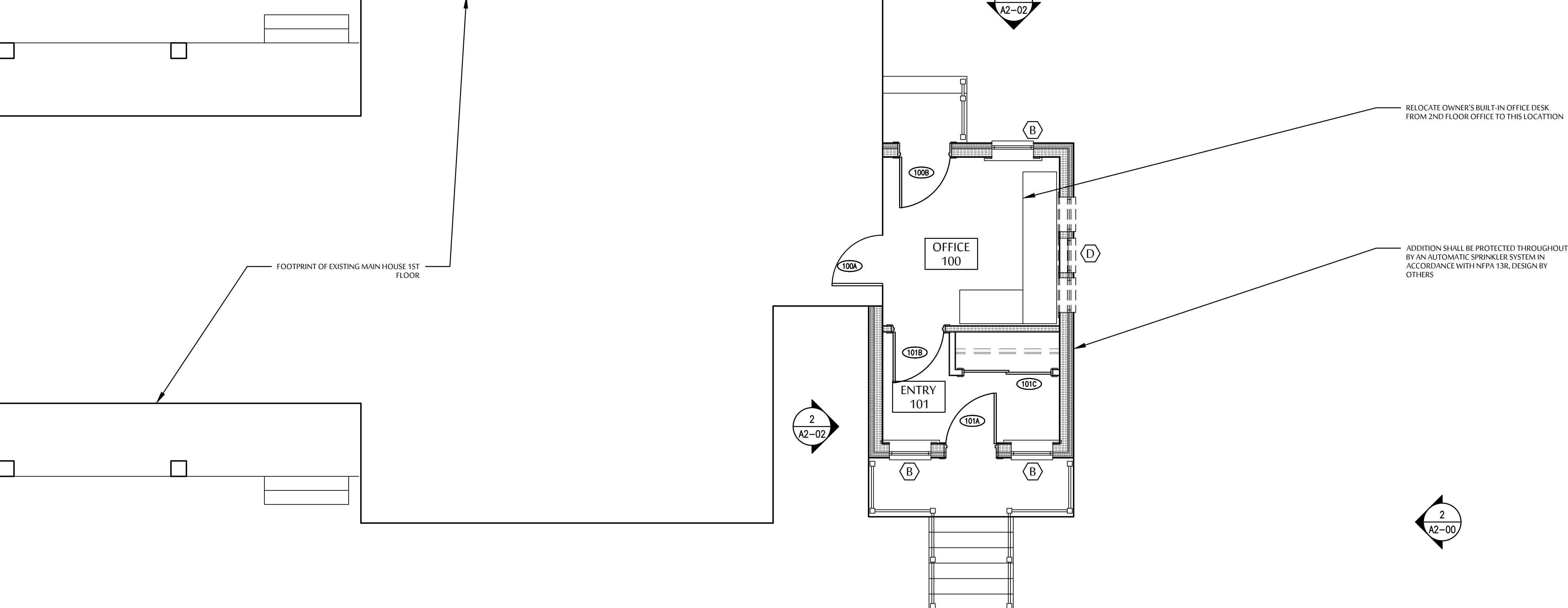
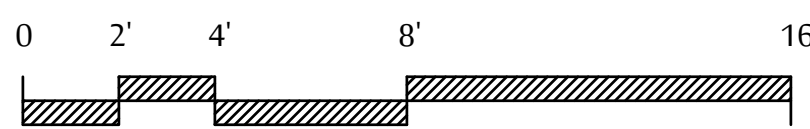
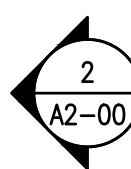
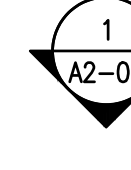
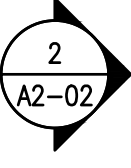
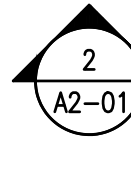
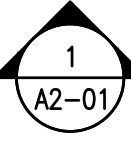
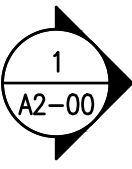


A1-00	FOUNDATION	ISSUED FOR HP BOARD WORKSHOP NOT FOR CONSTRUCTION	99 CAPISIC STREET, PORTLAND, ME	MAY 10, 2022
	CARMONA BARN			

STUDIO E

PROJECT NAME: 99 CAPISIC STREET, PORTLAND, ME
PROJECT NUMBER: 850-874-1033

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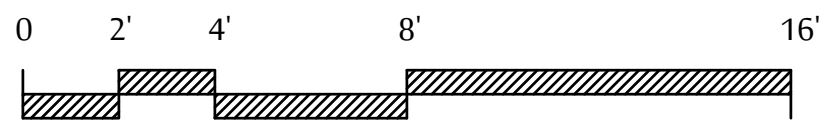
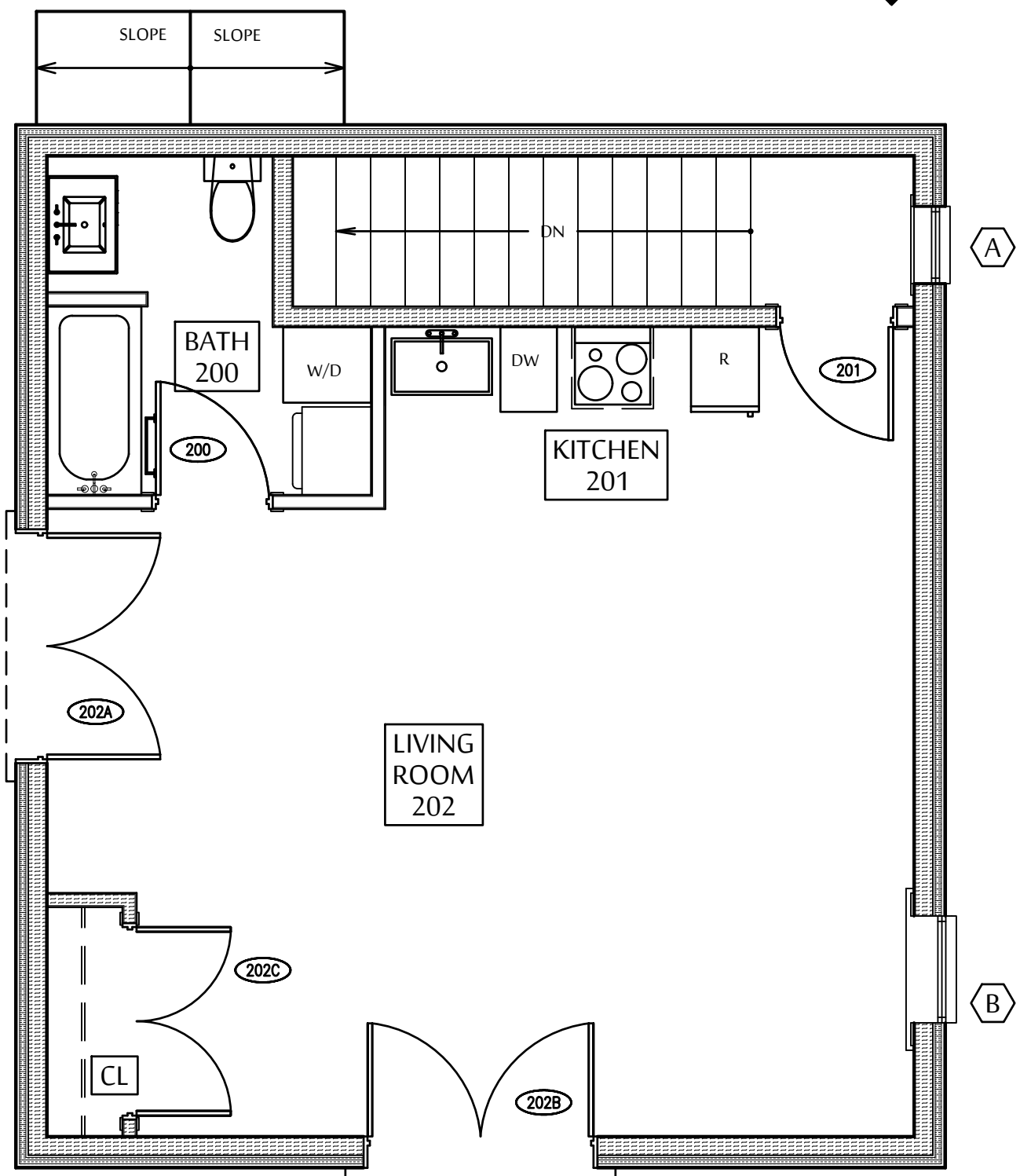
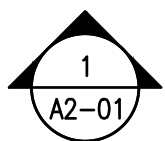
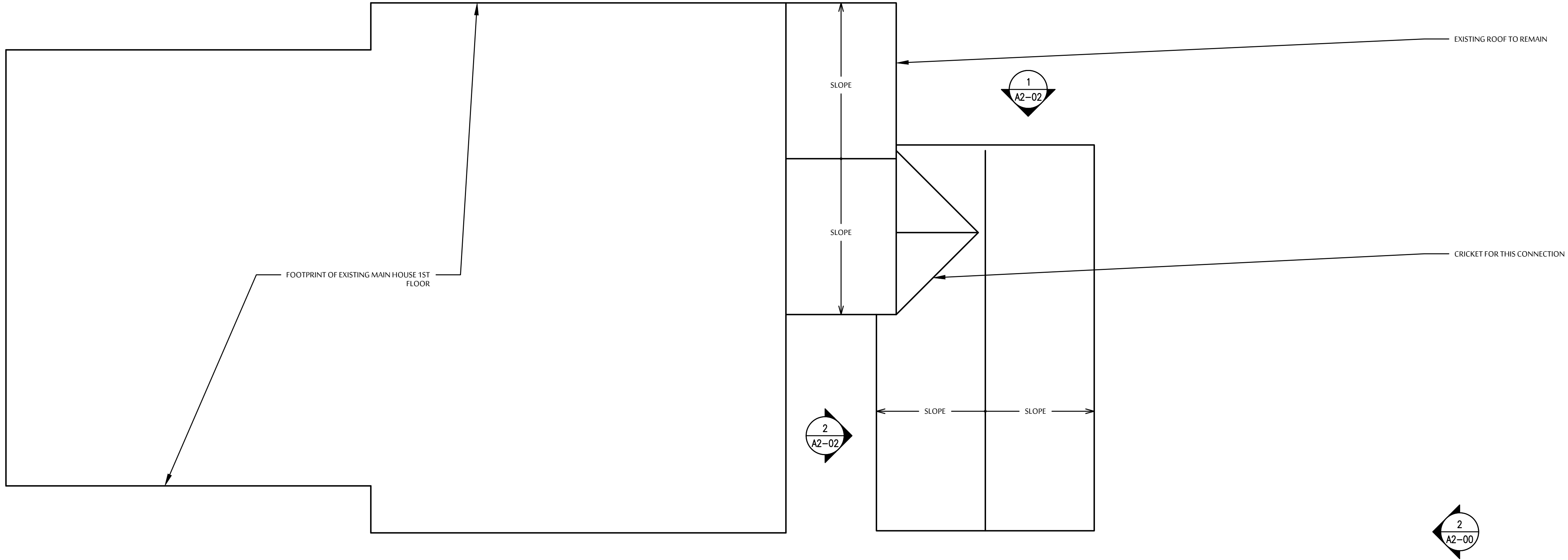
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	CARMONA BARN	99 CAPISIC STREET, PORTLAND, ME		MAY 10, 2022



1

SECOND FLOOR PLAN

$\frac{3}{4}" = 1'-0"$

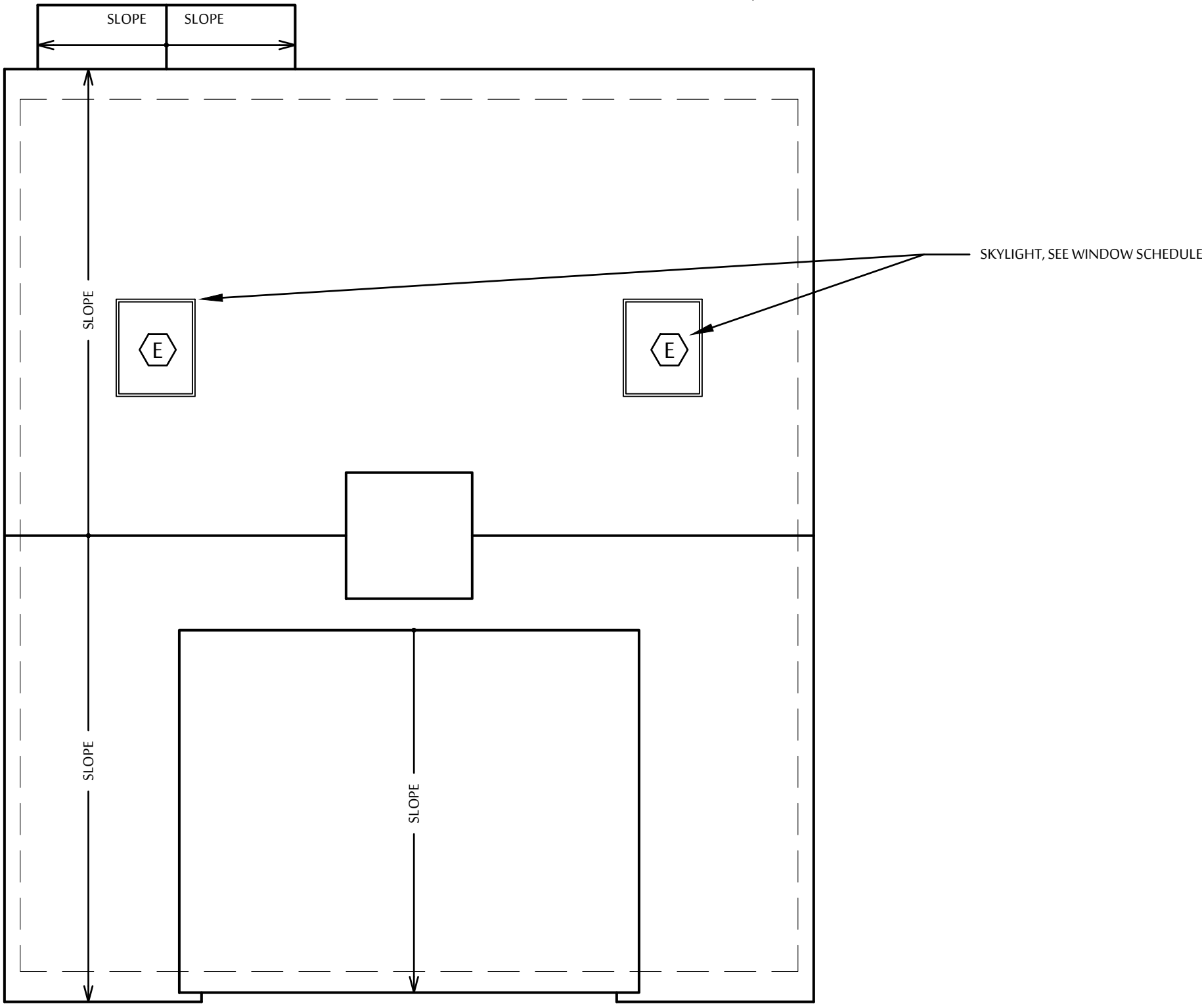
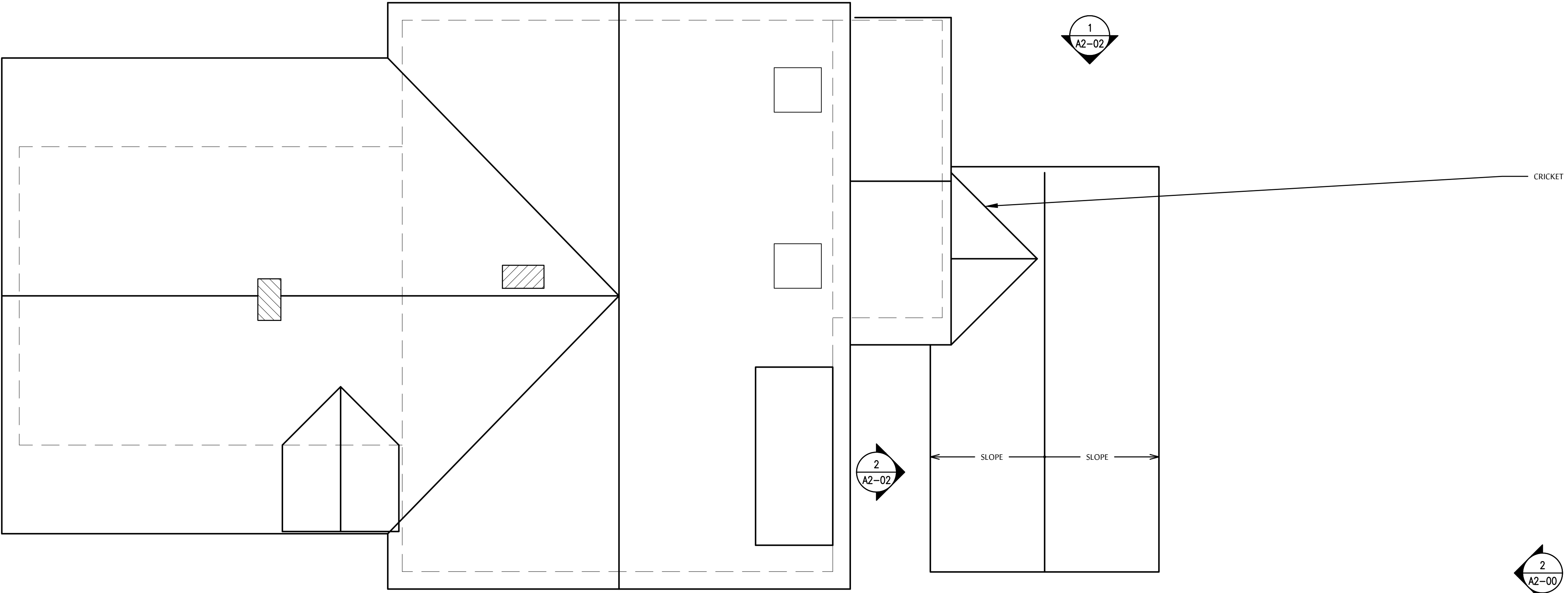
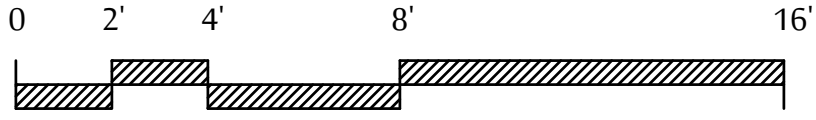
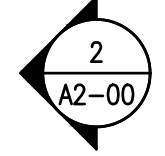
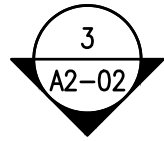
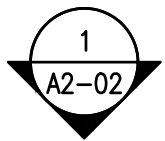
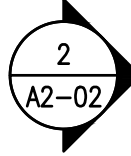
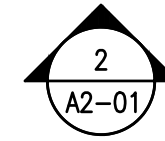
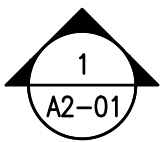
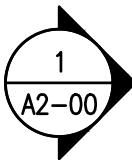


E2-Copyright 2022 STUDIO E				
A1-02	2ND FLOOR	99 CAPISIC STREET, PORTLAND, ME	CARMONA BARN	STUDIO E P O B O X 1 3 8 5 WESTBROOK, ME 04098 8 6 0 - 8 7 4 - 1 0 3 3
	ISSUED FOR HP BOARD WORKSHOP NOT FOR CONSTRUCTION			

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



A1-03	ROOF PLAN	ISSUED FOR HP BOARD WORKSHOP NOT FOR CONSTRUCTION	STUDIO E P. O. B O X. 1 3 8 5 WESTBROOK, ME 04098 8 8 0 - 8 7 4 - 1 0 3 3
	CARMONA BARN		
	99 CAPISIC STREET, PORTLAND, ME	MAY 10, 2022	

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2 NORTH ELEVATION
¾" = 1'-0"

1 SOUTH ELEVATION
¾" = 1'-0"

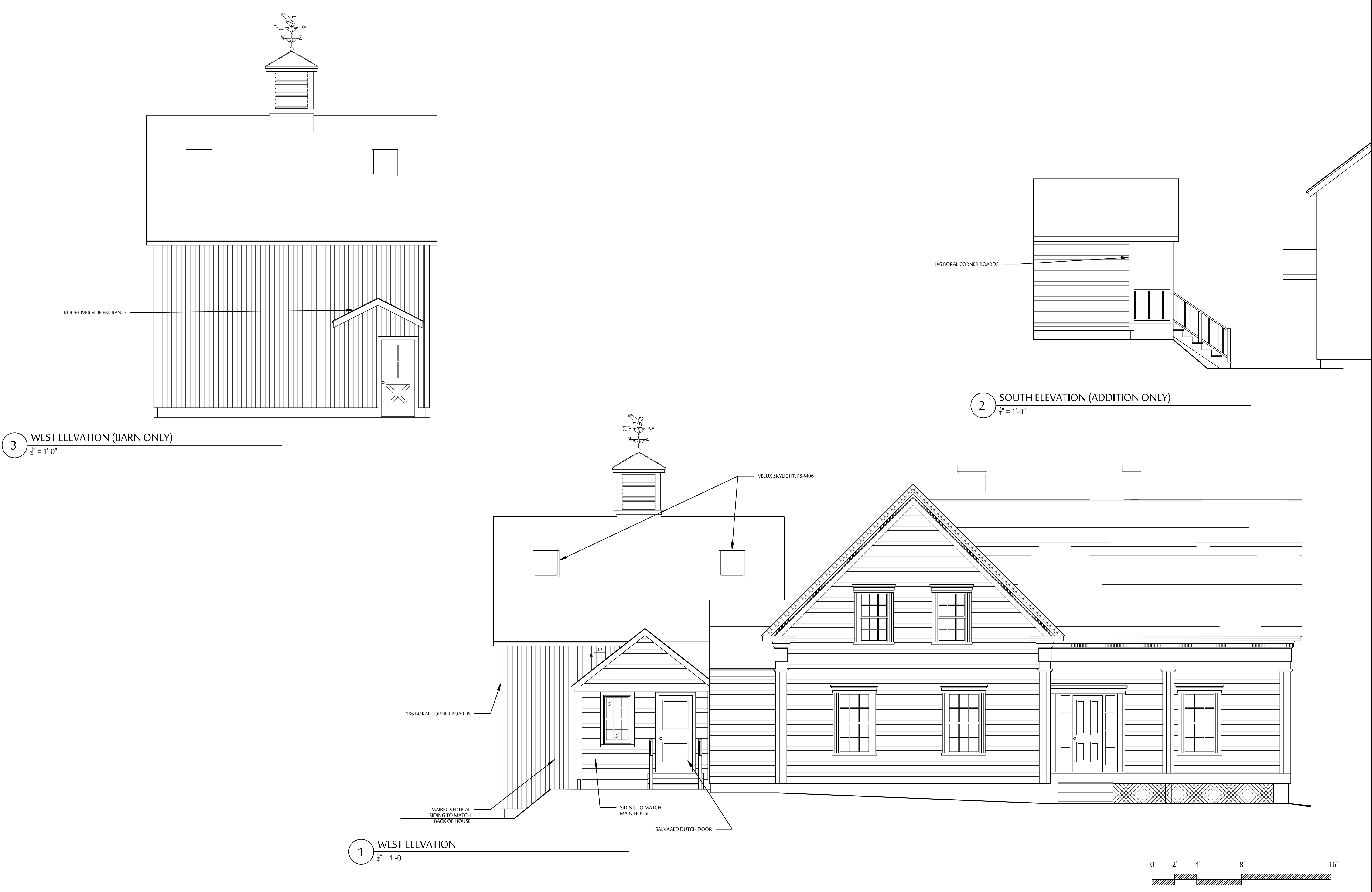
A2-00	EXTERIOR ELEVATIONS: SOUTH	ISSUED FOR HP BOARD WORKSHOP NOT FOR CONSTRUCTION	MAY 10, 2022	STUDIO E P.O. BOX 1385 ASTOR, ME 04816 860.874.1033
	99 CAPISIC STREET, PORTLAND, ME			

2 EAST ELEVATION (BETWEEN BARN AND HOUSE)
1/4" = 1'-0"



1 EAST ELEVATION (BARN SIDE)
1/4" = 1'-0"





A2-02	EXTERIOR ELEVATIONS: NORTH		99 CAPISIC STREET, PORTLAND, ME	ISSUED FOR HP BOARD WORKSHOP NOT FOR CONSTRUCTION	MAY 10, 2022	STUDIO E P. O. BOX 1385 WESTBROOK, ME 04098 860-874-1033
	CARMONA BARN					
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DOOR SCHEDULE

NO.	LOCATION	MANUFACTURER	MODEL/ID	DOOR TYPE	FRAME TYPE	DOOR FINISH	RATING	ROUGH OPENING		DOOR SIZE			CLOSER	HARDWARE SET	ELECTRIC FUNTION	NOTES
								WIDTH	HEIGHT	WIDTH	HEIGHT	THICKNESS				
100A	OFFICE	SIMPSON	F-744	4-PANEL	WOOD	PAINTED	-	38.5"	80"	36"	80"	1-3/8"	-	PASSAGE	N/A	
100B	OFFICE	SALVAGED	EXISTING	DUTCH	WOOD	PAINTED	-	V.I.F.	V.I.F.	36"	80"	1-3/4"	-	EXISTING	N/A	G.C. TO INSTALL DOOR AND PROVIDE FRAME FOR OWNER-RESTORED DUTCH DOOR
101A	ENTRY	SALVAGED	-	-	WOOD	PAINTED	-	38.5"	80"	36"	80"	1-3/4"	-	EXISTING	N/A	SALVAGE EXISTING BACK KITCHEN DOOR AND FRAME AND REINSTALL AT ENTRY
101B	ENTRY	SIMPSON	F-744	4-PANEL	WOOD	PAINTED	-	38.5"	80"	36"	80"	1-3/8"	-	PASSAGE	N/A	
101C	CLOSET	SIMPSON	F-744	4-PANEL	WOOD	PAINTED	-	66.5"	80"	32"	80"	1-3/8"	-	CLOSET	N/A	PAIR OF SLIDING DOORS
102A	EXTERIOR	SIMPSON	F-418	1/2 VIEW; 9-LIGHT	WOOD	PAINTED	-	38.5"	80"	36"	80"	1-3/4"	-	ENTRANCE	N/A	SOLID BAR TRUE DIVIDED LIGHTS, 4 1/2" STYLES, SINGLE PANE GLASS, FIR
102B	HALL	SIMPSON	F-9344	4-PANEL	WOOD	PAINTED	20 MIN	38.5"	80"	36"	80"	1-3/8"	TYPE 1	ENTRANCE	N/A	R302.5.1
103A	GARAGE	OVERHEAD DOOR	7540 (309)	SQUARED	STEEL	PAINTED	-	8'-2"	7'-0"	8'-0"	7'-0"	1-1/16"	-	-	GARAGE	X-SHAPED OVERLAY X; R-10
103B	GARAGE	OVERHEAD DOOR	7540 (309)	SQUARED	STEEL	PAINTED	-	8'-2"	7'-0"	8'-0"	7'-0"	1-1/16"	-	-	GARAGE	X-SHAPED OVERLAY X; R-10
200	BATH	SIMPSON	F-744	4-PANEL	WOOD	PAINTED	-	38.5"	80"	36"	80"	1-3/8"	-	PASSAGE	N/A	
201	KITCHEN	SIMPSON	F-9344	4-PANEL	WOOD	PAINTED	20 MIN	38.5"	80"	36"	80"	1-3/8"	TYPE 1	ENTRANCE	N/A	R302.5.1
202A	LIVING ROOM	ANDERSEN	FWH60611APLR	15-LITE	WOOD	PAINTED	-		80"	36"	80"	1-3/4"	-	FRENCH	N/A	ONE-SIDE GLIDING INSECT SCREEN W/METAL GUARDS ON FACE OF EXTERIOR
202B	LIVING ROOM	ANDERSEN	FWH60611APLR	15-LITE	WOOD	PAINTED	-		80"	36"	80"	1-3/4"	-	FRENCH	N/A	FRENCHWOOD PATIO INSWING
202C	LIVING ROOM	SIMPSON	F-744	4-PANEL	WOOD	PAINTED	-	38.5"	80"	30"	80"	1-3/8"	-	PASSAGE	N/A	PAIR OF CLOSET DOORS
NOTES FOR DOOR HARDWARE SETS																
GENERAL DESCRIPTION		SCHLAGE ADA COMPLIANT HARDWARE; BRUSHED CHROME; OR EQUAL														
FRENCH		COVINGTON HARDWARE, OIL-RUBBED BRONZE														
ENTRANCE:		SCHLAGE S1 SATURN S SERIES - 626; BRUSHED CHROME; DOORS TO BE KEYED ALIKE; ADA COMPLAINT, OR EQUAL														
PRIVACY:		SCHLAGE 40; SATURN S-SERIES 626; BRUSHED CHROME; ADA COMPLAINT, OR EQUAL														
PASSAGE:		SCHLAGE 75; SATURN S-SERIES 626; BRUSHED CHROME;ADA COMPLAINT; OR EQUAL														
BARN		MISENO BENT STRAP BARN DOOR HARDWARE; MODEL: MBDH0005X96BK; 96"														
CLOSET		RECESSEDPULLS, EMTEK, SATIN BRASS; EMTEK, 2213US4, OR EQUAL														
CLOSERS																
TYPE 1		DORMA 8600 SERIES, SURFACE MOUNTED HYDRAULIC CLOSER														
ELECTRIC FUNCTION																
GARAGE DOOR		OVERHEAD DOOR, DESTINY 1500, MODEL 8060H-B; WITH BATTERY BACKUP; WITH ACCOMPANYING CAR OPENERS														
GENERAL DOOR NOTES																
1)	ALL DOORS SHALL BE PROVIDED WITH 3 HINGES															
2)	SEE FLOOR PLANS FOR HANDING															
3)	ALL EXTERIOR DOORS TO BE KEYED ALIKE															

WINDOW SCHEDULE

ID	MANUFACTURER	TYPE	MODEL	ROUGH OPENING		FRAME SIZE		ADDITIONAL DETAILS			
				WIDTH	HEIGHT	WIDTH	HEIGHT	U-FACTOR	SHGC	VLT	EGRESS
A	ANDERSEN	AWNING	A21	2'-0 5/8"	2'-0 5/8"	2'-0 1/8"	2'-0 1/8"	0.29	0.28	0.48	NO
B	ANDERSEN	DOUBLE HUNG	WDH2442	2'-6 1/8"	4'-4 7/8"	2'-5 5/8"	4'-4 7/8"	0.3	0.3	0.46	NO
C	EXISTING	FAN	SALVAGED	60.5"	35.5"	60"	35"	-	-	-	NO
D	ANDERSEN	AWNING	A321	6'-0 3/8"	2'-0 5/8"	5'-11 7/8"	2'-0 1/8"	0.29	0.28	0.48	NO
E	VELUX	SKYLIGHT	FS-M06	30-1/16"	45-3/4"	27 13/16"	43 1/2"	0.41	-	-	NO
NOTES:											
1)		FOR ALL ANDERSEN WINDOWS									
2)		WHITE EXTERIOR, PINE INTERIOR									
3)		ESTATE LOCK AND KEEPER, OIL-RUBBED BRONZE									
4)		SEE ELEVATIONS FOR SIMULATED DIVIDED LIGHT GRILL CONFIGURATIONS (BARN HAS DIFFERENT GRILLE PATTERN THAN HOUSE)									
5)		LOW-E4 GLASS									
6)		PROVIDE GRILL PATTERNS SHOWN ON ELEVATIONS									
7)		PROVIDE FULL TRUSCENE INSECT SCREENS FOR ALL WINDOWS; MATCH COLOR OF FRAME									
8)		EXTERIOR TRIM - DONE IN FIELD, SEE ELEVATIONS AND DETAILS									
9)		WHERE TOP OF OPERABLE WINDOW OPENING IS LOCATED LESS THAN 24" AFF OR GREATER THAN 72" ABOVE FINISHED GRADE THEN WINDOW SHALL HAVE A FALL PROTECTION THAT COMPLIES WITH IRC R312.2.1									
10)		ALL BATHROOM WINDOWS MUST BE TEMPERED GLASS									
11)		FOR SKYLIGHTS: DECK-MOUNTED, FIXED SKYLIGHT. PROVIDE VELUX FLASHING KIT FOR NO LEAK WARRANTY. SKYLIGHT U-FACTOR PER IRC 2015, TABLE N1102.1.4 IS 0.55 OR LESS, BLACK									

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SCHEDULES

A6-01

ISSUED FOR HP BOARD WORKSHOP
NOT FOR CONSTRUCTION

99 CAPISEC STREET, PORTLAND, ME

STUDIO E
ARCHITECTS
860-874-1093

MAY 10, 2022











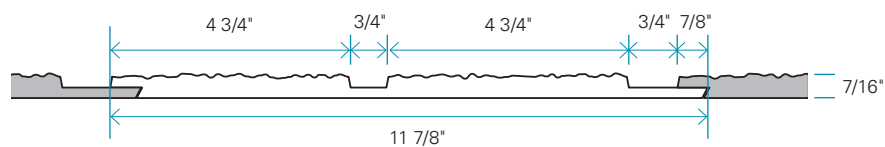


UltraPlank™

TEXTURED FINISH

REGULAR INSTALLATION SYSTEM

12"



NOMINAL DIMENSION	INSTALLATION SYSTEM	SUBSTRATE	FINISH	ACTUAL DIMENSIONS	NOMINAL THICKNESS*	CONVERSION FACTOR FT² TO PIECES	INSTALLATION
12" (30,48 cm)	Hidden fasteners	HDF	Textured	11 7/8" (30,16 cm)	7/16" (1,11 cm)	11 ft²	Vertically and diagonally

General Specifications

SUBSTRATE

- High Density Wood Fiber (HDF);
- 960 kg/m³;
- Substrate available in a textured finish;
- Exclusively made of hardwood species.

PACKAGING

- 12' lengths in bundles;
- Bundles of 4 boards;
- 44 sq. ft. covering per package;
- 27 bundles per pallet.

AVAILABLE COLOURS

- Maibec CanExel™ colour chart (22 colours);
- Solid colours and 2 tones colours.

FACTORY-STAINING

- Factory-coated in a controlled environment for maximum paint absorption and retention. This also provides increased protection from the damaging effects of the sun and the elements;
- Heat-cured paint proven for its durability against erosion and fading.

UltraPlank™

Preparing the Wall for Installation

Siding must be installed over a standard maximum 16" on centre stud built wall with OSB (oriented strand board) sheathing or plywood, and an approved water-resistive barrier. The final step in preparing the wall for siding is to nail furring strips where required into the studs according to all applicable building codes and the Maibec CanExel™ installation requirements.

When used in combination with ventilation and drainage accessories, these furring strips create a continuous air gap between the siding and the water-resistive barrier. For details, see the Installation Guide at canexel.ca.

Installation Systems

NAILS

Use corrosion-resistant nails with a minimum 0.113" diameter shank and a 0.240" head.

Maintain a minimum 1-1/4" fastener penetration into the stud, strapping, sheathing, or combination thereof.

DO NOT USE STAPLES.

Complementary accessories

MAIBEC CANEXEL™ ACCESSORIES

Whether it is Nobelia moldings, aluminum joints, ventilated strips, touch-up stain, Maibec offers a complete range of complementing siding products of proven superior quality.



* Some restrictions apply.



Russet 325



Cocoa 365



Burnt Orange 363



Brick red 364



Country Red 299

The basics



Semi-transparent colors

For shingles.

The Spice series. Five gorgeously rich shades available only from Maibec. Manufactured with high-performance resins, requiring less maintenance than traditional semi-transparent stains.



To: City of Portland/Historic Preservation Board

From: Vana Carmona, Owner of 99 Capisic St.

Re: Possible addition of palladium window

Dear Board:

The current plans that I have submitted for the rebuilding of the barn do not include a palladium window up in the front peak. It only has the one in the rear of the building.

At one point, we had added in this second one to the front and then took it out.

Attached is a former drawing of the barn with that in place.

Recently, I have noticed various barns around southern Maine that do indeed have something similar.

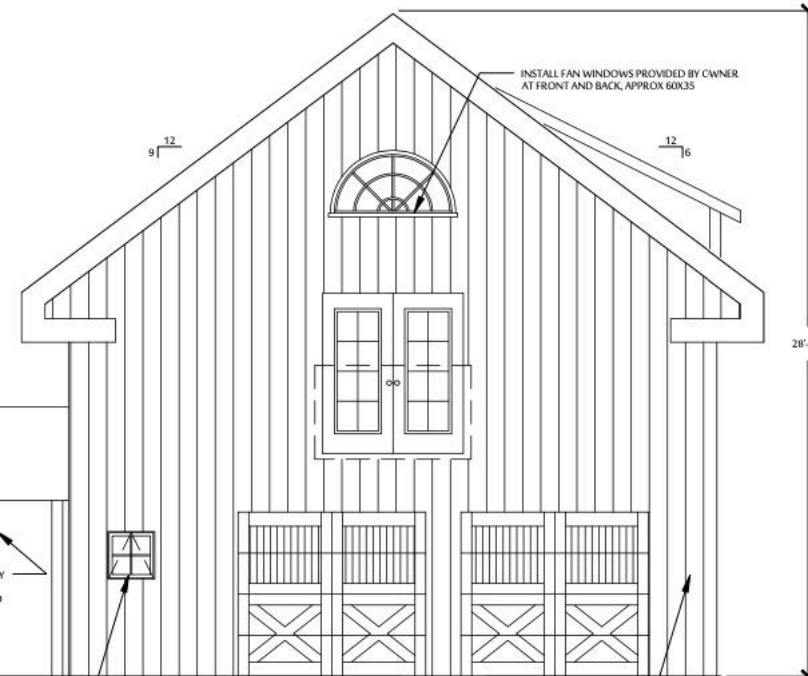
Would the HPB consider this appropriate for the future barn? If so, I would like to add it back in.

The two matching windows in question had been removed from a building in Brunswick and I purchased them at Maine Preservation's auction last year.

Please let me know if you feel the second window could also be added in the front.

Thank you.

Vana Carmona





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