

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, July 20, 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: Jul 20, 2022 05:00 PM Eastern Time (US and Canada)
Topic: Historic Preservation Public Hearing 7-20-2022

Please click the following link to join the webinar: <https://portlandmaine-gov.zoom.us/j/81041274728>
Or One tap mobile: US: +13017158592,,81041274728# or +13126266799,,81041274728#
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 +1 646 931 3860 or +1 929 205 6099 or +1 253 215 8782 or +1 346 248 7799 or +1 669 444 9171 or +1 669 900 6833

Webinar ID: 810 4127 4728

International numbers available: <https://portlandmaine-gov.zoom.us/u/kb3ruF5P9>

1. **ROLL CALL AND DECLARATION OF QUORUM**
2. **REPORT OF ATTENDANCE AT THE MEETING HELD ON JULY 6, 2022**
 - i. Workshops
404 Cumberland Avenue (Mural): *Bassett, Naifeh, Tate, Turk, Whitten present; O'Brien, Pollard absent*
63 Chadwick Street: *Bassett, Naifeh, Tate, Turk, Whitten present; O'Brien, Pollard absent*
3. **REPORTS OF DECISIONS AT THE MEETING HELD ON JULY 6, 2022**
 - i. There were no public hearing items to report on.
4. **COMMUNICATION AND REPORTS**

5. PUBLIC HEARING

- i. Certificate of Appropriateness for Proposed New Construction; 185 COMMERCIAL STREET; 185 Commercial LLC, Applicant.

6. CONSENT AGENDA

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

PUBLIC HEARING
185 COMMERCIAL STREET

TO: Chair Pollard and Members of the Historic Preservation Board
FROM: Rob Wiener, Historic Preservation Compliance Coordinator
DATE: July 15, 2022
RE: July 20, 2022 **PUBLIC HEARING – Certificate of Appropriateness for
Proposed New Construction
HPBR-001916-2022**

Address: 185 Commercial Street

Applicant: 185 Commercial Street LLC.
Jonathan Cohen, principal

Project Architect: Katherine Lermond, Archetype Architects

A sign announcing the Historic Preservation Board's meeting on July 20, 2022 was posted at the property on 7/8/22. A legal ad was published in the Portland Press Herald on 7/7/22 and 7/8/22, and 35 notices were sent to neighboring property owners within 100 feet of the subject property.

Introduction

On behalf of 185 Commercial Street LLC, architect Katherine Lermond has requested a public hearing for final review of revised plans for construction of a new, mixed-use building at 185 Commercial Street. The July 20 hearing follows three previous workshop sessions, on March 16, May 4, and June 15, 2022. With each workshop, the design has evolved in response to comments by Board members, while the overall massing, scale, and architectural program have remained quite consistent. The six-story, 21,000 square-foot building will have retail space on the first and second floors, and five residential units on floors three through six.

At the third workshop on June 15, the architect's submittal was again focused on elevations and renderings of the front and east side. These were similar to those presented on May 4, but incorporating changes to respond to the Board's most important concerns. In various workshop comments, Board members had found scale and massing to be generally appropriate, but encouraged the architect to address some basic characteristics:

- Cohesion and unity of design expression – particularly on the primary façade

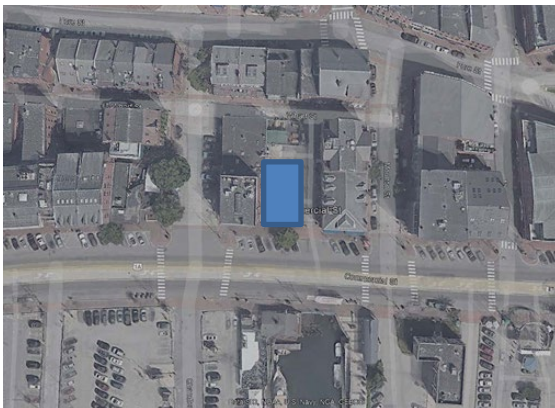
- Compatibility with context, especially street wall
- Rhythm, composition, and simplicity.

For the public hearing on July 20, the front facade facing Commercial Street has been again adjusted, to flatten and further unite the glass portion of the face, while making the brick entry tower more contextually sympathetic with changes to windows and the cornice. Ms. Lermond has provided a new project summary and updated the elevations and renderings. (See Attachments 1 and 2.)

As with the previous workshops, Board members are encouraged to consider the proposal's overall architectural expression in relation to the project's surrounding context and address the following questions: Is the design solution sufficiently responsive to Commercial Street's prevailing development patterns to achieve compatibility with the project's context? Also, is the proposed design solution sufficiently cohesive in and of itself? In judging whether to answer in the affirmative, it will be important to note which Standards for New Construction are being met in the design, and which departures from the common characteristics of the context make it difficult to find the proposed building compatible with Standards and context.

Background Information – Subject lot

The subject lot, which is currently a surface parking lot, is located on the inland side of Commercial Street, mid-block between Moulton and Dana Streets. As shown below, the proposed structure will immediately abut a five-story commercial block located at the corner of Commercial and Dana. A small passageway will separate the new building from the three-story commercial block to the east.



Analysis of Project Context - from the May 4, 2022 staff report:

The Historic Preservation Board has reviewed a number of new Commercial Street developments in the recent past and has therefore spent a considerable amount of time reviewing and discussing the prevailing development patterns that define much of this iconic streetscape. Following is a description of Commercial Street's prevailing development pattern and visual character.

General Context

The north side of Commercial Street is one of the most architecturally cohesive in the city, exhibiting an almost continuous row of similarly-scaled and architecturally related commercial structures that stretch along the inland side of Commercial Street from the Galt Block east of Franklin Street to the recently completed hotels and residential developments west of Foundry Lane and extending to High Street. Although there are some exceptions, the inland side of Commercial Street is noteworthy for its consistency.

Commercial Street was created in the early 1850's on filled land. It was the coming of the railroad in the 1840's that mandated its creation. Starting in 1850, the land downhill from Fore Street was filled to create a mile-long, 100'-wide street to accommodate tracks, traffic and the business blocks and warehouses of an expanding economy. The fact that Commercial Street was almost fully developed within a very brief time period and that many of its structures were built for the same general function accounts for its striking uniformity of scale, materials and architectural expression. Given this architectural unity and the compelling streetscape that results from it, it is important that Commercial Street's salient building characteristics be studied and reinforced in any new development.

While most of the existing structures on the north side of Commercial were built shortly after the street was created in 1850, a number were built later. These include the Porteous warehouse of 1902 between Center St. and Foundry Lane and the Workingmen's Club of 1904 at the east end of Commercial. These later structures built upon and reinforced the building patterns and characteristics that were established by the earlier warehouses that lined the street, resulting in a strongly consistent development pattern that unifies the street. The same is true for recent developments, like the W.L. Blake addition at the corner of Commercial Custom House Street, the Courtyard Marriot built immediately west of Foundry Lane and the Canopy Hotel built at the corner of Commercial and Center Street. (See photos below.) Through the Historic Preservation Board's design review process, care has been taken to ensure that new structures reinforce the strongly consistent building patterns and characteristics that unify Commercial Street while being true to their own construction era.

The photographs below, of historic warehouses and newer construction, illustrate the prevailing development character of the street.



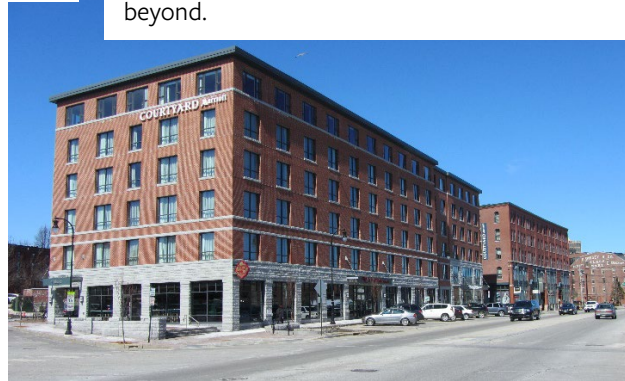
A section from of Commercial Street east of Dana as it appeared in 1924 and circa 2010.



Typical block



1902 Porteous warehouse in foreground and new construction beyond.



Examples of new infill construction approved under historic preservation ordinance standards

Following are **key unifying characteristics** of the Commercial Street streetscape as it exists today:

Scale and Form

- Building heights generally range from 3-5 stories. A few buildings rise to 6 stories.
- Overall simplicity of massing, clarity of form, single volume
- Roof forms are typically flat or gambrel, with few exceptions

Composition of Principal Facades

- Traditional composition of base/middle/top
- Cohesive facade, where architectural details contribute to one overall, consistent design expression
- Defined building base, typically executed in granite, which is clearly distinguished from upper floors. A strong, continuous horizontal datum is established by the intermediate frieze and cornice located above the storefronts of abutting buildings.
- Very regular fenestration, typically consisting of individual punched window openings.
- Windows are generally of vertical proportions
- Presence of a defined roof cornice

- Consistent and limited material palette.

Variety of Architectural Detail

- Notwithstanding Commercial Street's generally uniform scale and massing and overall cohesiveness/simplicity of architectural expression, individual buildings exhibit considerable richness and variety in terms of architectural detail. Architectural detail is provided through corbelling of brick, the presence of projecting and recessed elements (although restrained rather than pronounced), decorative cornices, alternating bay treatments, granite detailing, etc. Observing the various ways in which granite alone is employed on building facades, one sees a wide range of surface treatments and detailing. This lends textural and architectural interest to the street.

Relationship to the street:

- With few exceptions, the entire width of each block is developed with wall-to-wall buildings. On a few blocks, individual buildings with large footprints fill the entire width of the block. More often, individual, smaller-footprint buildings directly abut each other, sharing party walls. This creates a strong continuous street wall, interrupted only by intersecting side streets. The few gaps in this continuous street wall pattern are the result of demolition and reuse of the subject site for surface parking.
- Buildings are oriented with their principal facades facing Commercial Street, with no setback from the sidewalk.
- The flatness and unusual breadth of Commercial Street, together with its broad sweeping curve as one travels from one end to the other, make possible expansive views of the continuous street wall on the inland side of the street. This condition affords broad visibility of each structure that lines the street and allows one to appreciate the relationship between individual buildings.

Immediate Project Context

Recognizing Commercial Street's generally cohesive architectural character, it should be noted that the proposed development's immediate context is a bit more eclectic. To the east of the proposed development, and separated by a narrow passageway, is the 1885 Guptill Block, a three-story brick commercial structure with a hip roof. Its comparatively diminutive scale and atypical roof form make it relatively unique among the commercial blocks that now line the street. On the west side and immediately abutting the proposed building is the 1853 John C. Brooks Block, a five-story, flat-roof Italianate commercial structure. The fifth-story multi-paned glass rooftop addition was built in the 1980's before the preservation ordinance was adopted and includes a recessed break in the center for a deck. The addition significantly impacts the historic character of the building. Even more distracting is the solid brick party wall that directly abuts the east elevation of this rooftop addition and extends above its roofline. (It appears that the requirement for a firewall was not anticipated when the rooftop addition was designed.) Also in the immediate vicinity is a six-story brick structure at 10 Moulton Street built in 1987. (The rear elevation of 10 Moulton will face the east elevation of the proposed development, separated by the narrow passageway.) This brick building is simple in form,

appropriately scaled and picks up on a number of the key characteristics of surrounding historic structures, while being a clear product of its own time.

Proposed Development – General Description

Plans call for a 21,000 square foot, 65' tall mixed-use structure. As noted above, a retail use is proposed for the first and second floors with a total of 5 housing units on floors 3-6. The proposed building immediately abuts its neighbor to the west, but recall that a co-owned, 25'-wide passage will be maintained between the new structure and its neighbor to the east. Given this gap in the street wall and the fact that the neighboring building is only three stories tall, the east elevation of the new structure will have broad visibility. Note also that the building extends relatively deep into its lot, but does not extend to Wharf Street. A small-scale rear addition to a Dana Street building separates the rear of the proposed structure from Wharf Street. Given the presence of this low addition, the rear elevation of the proposed six-story building will be readily visible from Wharf, at least for the foreseeable future.

Design Evolution, and Board Comments from May 4, 2022

Staff includes a rendering from each of the previous two workshops. **March 16:**



May 4:



v June 15 - panels open v





^ June 15: Panels closed, floors 2, 3, and 4 ^

Summary of Board Comments at June 15 Workshop

In response to revisions that were concentrated on the Commercial Street façade, several Board members commented that the design had evolved to the point of being close to meeting the New Construction Standards, but several others still had serious, fundamental reservations. Board members offered the following comments and concerns:

Form Scale, and Massing:

- Consistent with previous workshops, the proposed structure was found to be compatible with its context in terms of scale, massing, and form. Board members noted that, consistent with the prevailing development pattern on the street, the proposed building features a defined base, middle and top.
- Board members were generally supportive of some steps to further simplify and flatten (though not completely) the front façade, by squaring the southeast corner at the top of the fifth floor (now more defined with the primary cornice,) and carrying the dark datum from the decks through the spandrel between floors at the corner. In addition, seasonal glass is now shown to close in the recessed decks above the glass railing, resulting in a more solid and consistent glass face *except* during open deck season.
- Several members agreed that the design had an effective base, middle, and top scheme, with a clearly defined primary cornice at the top of the fifth floor and the sixth floor treated like a penthouse, with a more recessive cornice. It was suggested that the cornice at the top of the southwest brick entry tower could be explored in a grey color, rather than matching the material of the primary cornice.

- Most Board members did not seem to feel that the base was significantly weakened by the absence of a strong granite pilaster at the southeast corner of the storefront.
- There was discussion about further flattening of the façade by making the deck faces and the curtainwall glass at the southeast all one plane; this was encouraged, while several members expressed support for there still to be a small setback from the face of the brick entry tower to the face of the decks.

Decks:

- In order to further flatten and fill in the façade when decks were not being used, folding accordion window systems were proposed above the glass railings enclosing the decks on floors 2, 3, and 4. Several members expressed support for this compromise, while at least two voiced lack of support for decks facing Commercial Street, whether they included accordion windows or not. The primary reason seemed to be the void or hole left in the solidity of the building's face.
- See comment on set back of decks, above.

Composition, Coherence, and Materials:

- Board members expressed that there were still unresolved design issues affecting both the unity and coherence of the design, and its compatibility with the context. Several members expressed that as presented on June 15, the design lacked the simplicity and clear, unified composition and singular identity necessary to find it meeting the standards for compatibility with its context.
- It was again noted that Commercial Street is notable for buildings that have a singular identity or architectural expression, with regular and rhythmic façade systems and a limited number of materials.
- Although some moves had been made to simplify the Commercial Street façade by eliminating some jogs in the volumes, it was noted that the strong and simple warehouses of Commercial Street are generally flatter and less articulated than the proposed design.
- Some of the Board accepted that the amount of glass facing Commercial Street made it the primary material on the south face, which could be accepted, but the façade lacked the symmetry and repetitive, rhythmic patterning that is common in the street wall. For several members, there was still unresolved tension and lack of a defining character, in the juxtaposition of brick elements and glass. One member remained opposed to large, predominantly glass buildings in the Commercial Street context.
- Some Board members again questioned the presence of the deeply recessed center section of the upper façade created by the residential decks facing the street. While this deep setback allowed for decks for the residential units proposed for the third and fourth floors, several Board members expressed the view that the recesses would create a break in the street wall

Revised Design Proposal – Public Hearing, July 20, 2022

Ms. Lermond has provided a written description of the revised design proposal and explains the rationale behind the design features and the revisions.

Current Design, Accordion Windows Closed:



Accordion Windows open:



Staff Comments

As noted above, with each iteration the design for 185 Commercial Street has gained in simplicity and unity, and coherent rhythm. Two moves in the final design make the primary façade flatter, and thus somewhat closer to contextual consistency:

- Shifting the curtainwall back to be in alignment with the faces of the central deck
- Eliminating the deck and accordion windows on the second floor

Staff finds these changes to be partially successful in creating a more solid façade, with two exceptions:

- When the accordion windows are open at the third and fourth floors
- The more forward brick entry tower poses a sharp contrast to the rest of the front façade, as if it has been imported from a different building.
- Because the alley on the east will allow visibility of the brick-faced east wall of the new building, there is asymmetry in the brick elements: a four-story entry tower on the front, and an entire five-story brick façade on the east, with the balance of the front façade being a contemporary glass composition.

Staff is aware that the asymmetrical contrast and play of materials is intentional on the part of the design team, and the solid, brick entry tower is intended to respect the prevailing context on Commercial Street. Ms. Lermond refers to the architectural intent in her updated project description; both the architect and Board members will have the opportunity to comment further on July 20.

At the public hearing the Board must still decide whether these design changes are enough to address its concerns about the threshold questions of compatibility and coherence. There are ways in which this design is still challenging to the primary characteristics of the Commercial Street context:

- In its mix of materials, the design is still an asymmetrical hybrid, rather than a consistent architectural identity. For example, the brick on the east side is carried to the top of the fifth floor, while the brick entrance tower on the west stops at the fourth floor, relating to the next-door building, but contrasting with the glass southeast corner.
- More articulation, variety, and interruption in the wall planes departs from the simple, solid street walls that are most common on the street.
- The cornices at the fifth and sixth floors, are simple, hierarchical, and clearly defined, but at the top of the fourth floor it is still unresolved.
- There seems to be a deliberate tension created between very solid building elements and less clearly defined edges, recesses and structure – such as the southeast corner, which contrasts dramatically with the southwest corner of the building.
- Fenestration on floors 2, 3, and 4, has become more regular, especially in the colder months, but several Board members may still have fundamental objections to the remaining two decks facing Commercial Street.

Additional Staff notes:

- Exterior site lighting (particularly for the alley) will be part of the Planning Board's site plan review. It would be appropriate for the Board or HP staff to review fixture choices and lighting plans.

- Likewise, signs will require a separate review, under a separate permit application. Staff is unaware of any preliminary signage plan.
- Staff is unaware of any details for utilities and mechanical systems. In the plans Ms. Lermond has placed mechanical equipment in the center of the roof, and expects visibility to be minimal.

As noted by staff in the May 4 report, the New Construction chapter of the *Historic Resources Design Manual* states that “a new building in a historic district need not follow the pattern set by its neighbors in each and every category of compatibility. It should, however, relate to a number of them...There will usually be one or more definite and easily discernable traits, such as a uniform scale, rhythm of window openings, consistent roof shapes, or a uniform cornice line, that should serve as a basis for a design solution...Within a homogeneous context, where expression of these building characteristics is fairly consistent, the building should reinforce the consistent character.”

In past reports staff has noted that the program proposed for the building’s upper floors introduces inherent design challenges. Such amenities as outdoor decks, balconies, and floor-to-ceiling windows are not typical on Commercial Street, and when they are regarded as essential to the building, they must be sensitively and creatively integrated in order to avoid a disruptive influence on the solidity and consistency of the façade.

In staff reports and at the three workshops, staff and Board members have expressed some reservations about ability of the earlier designs for 185 Commercial Street to successfully meet the Standards for New Construction. In response the architect has made changes that improved the clarity, simplicity, and coherence of the design. At this stage of the review the Board is called to decide whether the changes have sufficiently resolved the issues to meet the relevant standards for review and satisfy the important requirement of compatibility with one of Portland’s most notable architectural environments.

New Construction Review Standards and Guidelines (See also Attachment 5)

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

Scale and Form

Height

Width

Proportions of principal facades

Roof Shapes

Scale of the structure

Composition of Principal Facades

Proportion of Openings

Rhythm of solids to voids in facades

Rhythm of entrance porch and other projections

Relationship of materials, texture and color

Presence of signs, canopies and awnings

Relationship to the Street

Walls of continuity

Rhythm of spacing and structures on streets

Directional expression of principal elevations

Motion for Consideration

On the basis of plans and specifications submitted by the applicants for the July 20, 2022 public hearing and information included in the accompanying staff report, the Board finds that the proposed new construction at 185 Commercial Street **meets (fails to meet)** the historic preservation ordinance's Standards for Review of Alterations **(subject to the following conditions.....)**

Attachments:

1. Cover letter for revised proposal
2. Revised submission for July 20, 2022 public hearing
3. Window details
4. Site plan
5. Standards for New Construction

A R C H I T E C T Y P E

July 7, 2022

Dear Rob,

We are excited to re-submit our revised designs for the proposed project at 185 Commercial Street. Please note the following:

1. It is a mixed-use project of approximately 21,000 SF of new construction comprising a 1st and 2nd floor retail space and 5 residential units on floors 3-6.
2. The alley between 185 and 177 Commercial is jointly owned by the two properties
3. The proposed façade on Commercial Street and on the alley have been revised based on the Historic Preservation Board meeting we attended on the 15th of June.

The design still carries the contemporary use of glass and the asymmetry from the flat Commercial elevations but the decisions to maintain these aspects will be discussed thoroughly at the meeting from the viewpoint of, us, the designers as they relate to the surroundings, to the standards and to the context.

There are changes that have been made to the Commercial Street elevation. The most important move is that the glazing at the curtain wall corner has been shifted back to align, in plane, with the rail glazing at the center decks. Only the brick residential entry tower has been left protruding forward from the rest of the façade up to the 5th floor. This is in response to Board comments and we agree that it brings the building more into keeping with the surrounding historic buildings which generally have flatter facades. The entry tower remaining forward is important to setting up the hierarchy of the building based both on interior use and material choice and creates the asymmetrical balance that is an important part of the design and, again, will be discussed in context at the next meeting.

Another noticeable difference is that the accordion windows and deck have been eliminated at the second story of the building. Because of the commercial use at that level the deck is not necessary, although the intended user was fine with having it and if the second level ever changes from commercial to residential, it would have been a nice feature as in the units above, but we are okay with the elimination in order to minimize the instances of interruptions to the glass wall when the windows are open.

The final changes were made to the masonry entry tower. The windows have been narrowed up to be more in scale with those of the neighboring buildings, most importantly One Dana Street, and the cornice on the tower is now the gray that ties into the receding cornices and the infill on the curtain wall. This leaves just the first floor and fifth floor cornice as presenting themselves through detail and finish as the dominant horizontals which would be more in keeping with the historic treatment of cornices along Commercial Street.

4. The windows in the masonry wall are shown as one-over-one and are proposed as a PVC product due to their proximity to salt water.

A R C H I T E C T Y P E

5. The entries to both the retail and the residential are recessed off the sidewalk. The first floor is 6” higher than the sidewalk due to the flood ordinance and the change in height will be addressed with interior ramping.

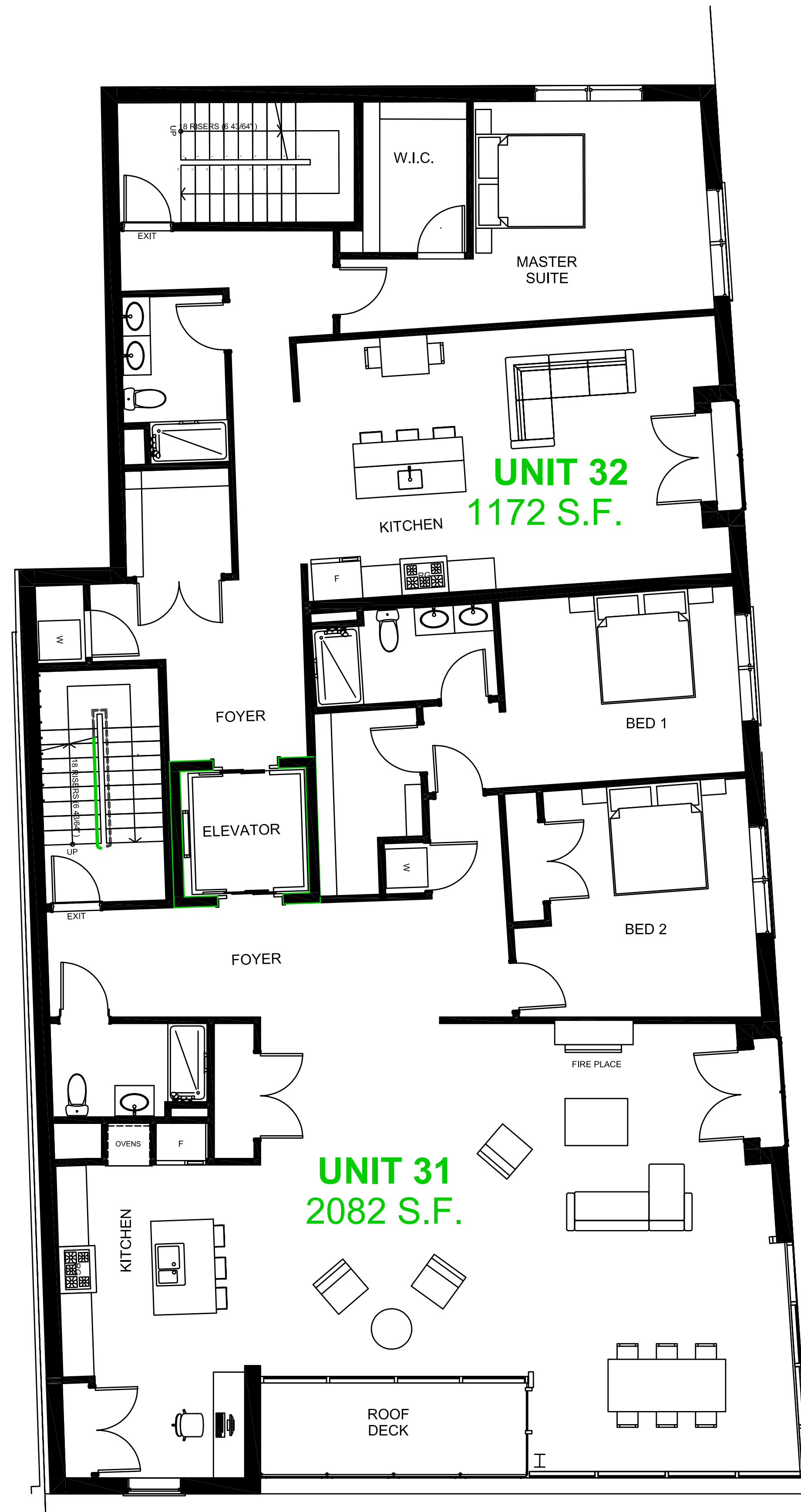
We have very much appreciated the meetings with the Board and we feel the design has benefited greatly from the changes that have been made throughout the reviews.

NEW PROPOSAL ALIGNS GLAZING, ELIMINATES 2ND FLOOR DECK,
NARROWS THE ENTRY TOWER WINDOWS AND ADJUSTS ENTRY
TOWER CORNICE

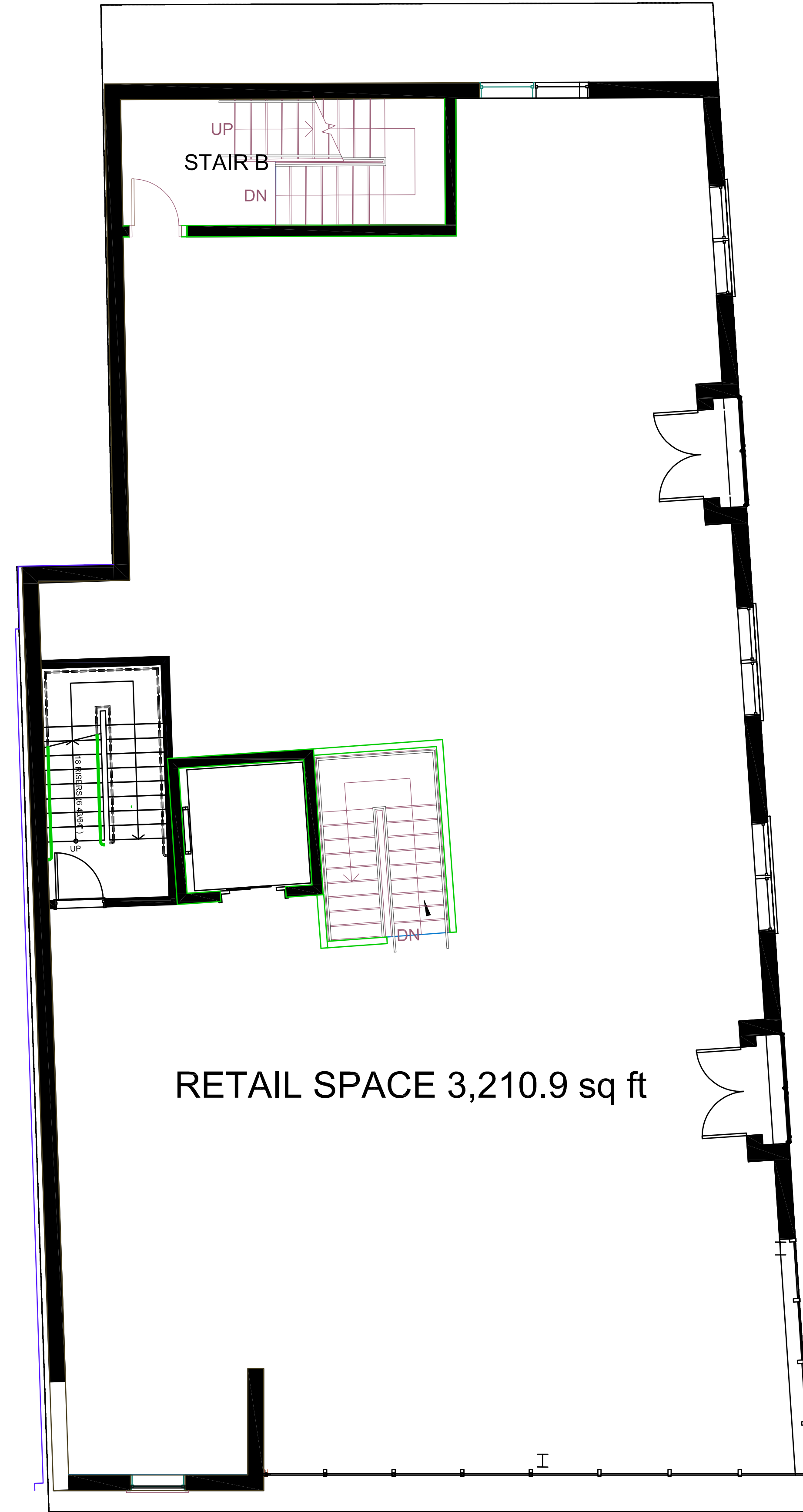




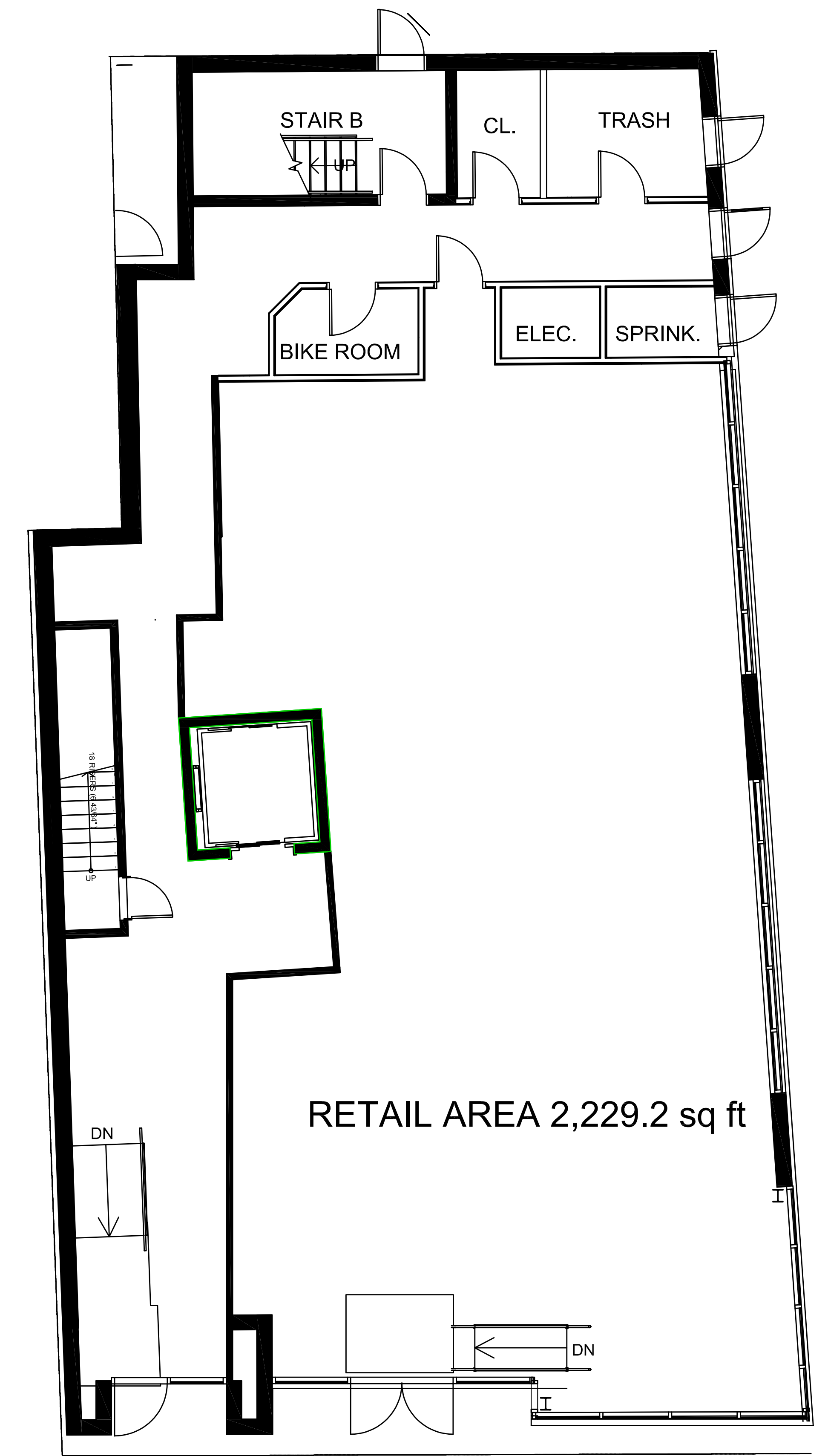




3 UPPER FLOOR PLAN
SCALE: 3/16" = 1'-0"



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



1 1ST FLOOR PLAN
SCALE: 3/16" = 1'-0"



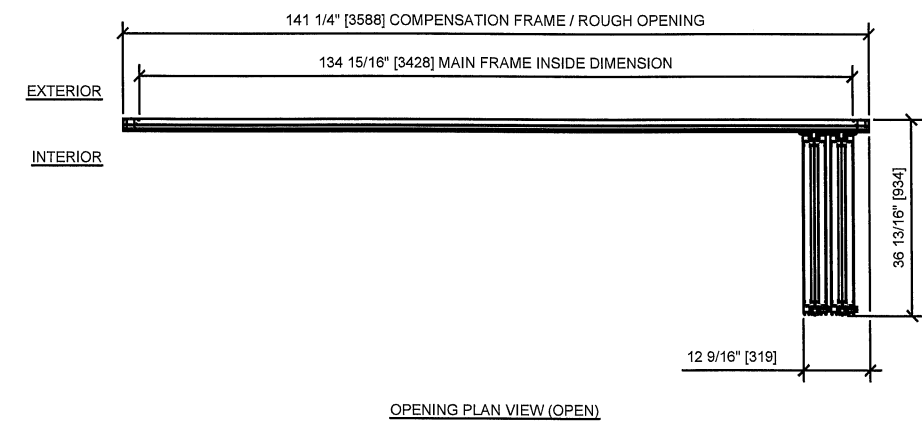
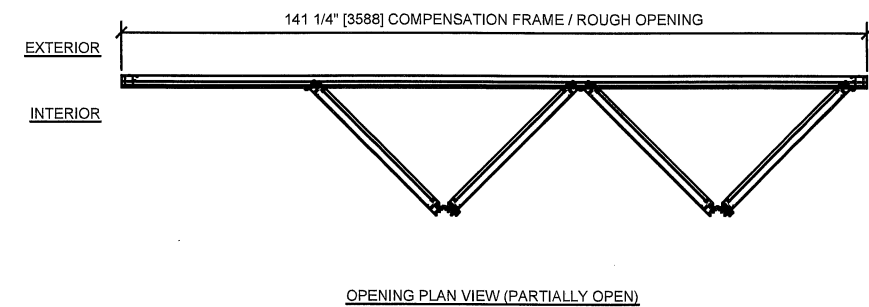
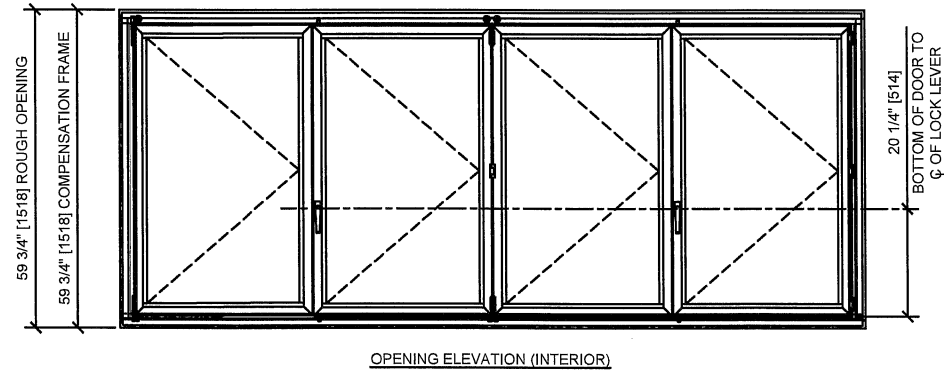
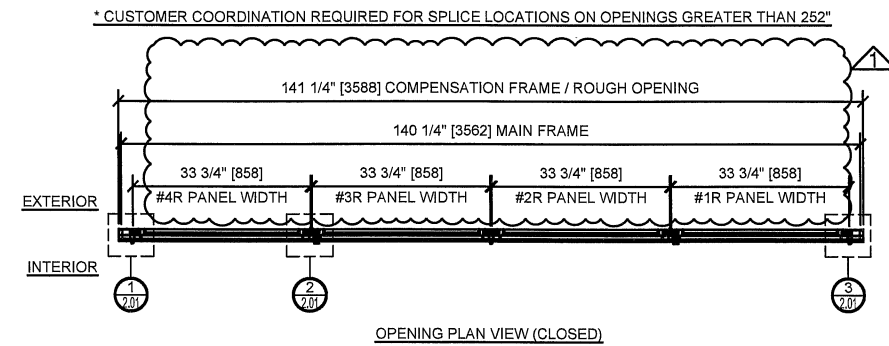




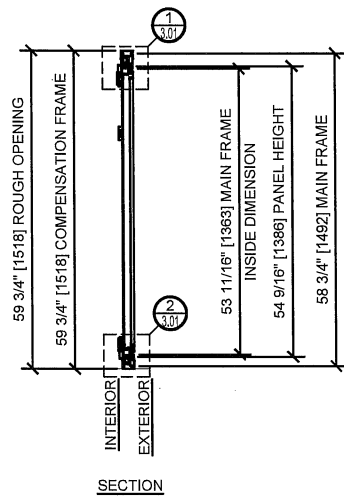








* NOMINAL GLASS SETTING BLOCKS HAVE BEEN INSTALLED IN ALL 4 (FOUR) CORNERS OF EACH MONTEREY PANEL. ADDITIONAL VARYING THICKNESS CORNER BLOCKS ARE SHIPPED LOOSE WITH MONTEREY SYSTEMS. THESE CORNER BLOCKS ARE TO BE USED BY GLASS INSTALLER TO ACHIEVE PROPER BLOCKAGE WITHIN PANEL FRAMES.



MONTEREY DOOR CONFIGURATION

SYSTEM: S55

FRAME & PANEL FINISH: STANDARD KYNAR COLOR UC70570

HARDWARE FINISH: BLACK POWDER COAT

SILL: RAISED

SWING: IN

GLAZING: 1" INSULATED (1/4"x1/2"x1/4") BY OTHERS

QTY: 2 (TWO) THUS

ACTIVE DOOR: 2 POINT INTERIOR LEVER LATCHES ONLY, NO EXTERIOR ACCESS WHEN CLOSED AND LATCHED

Drawn by

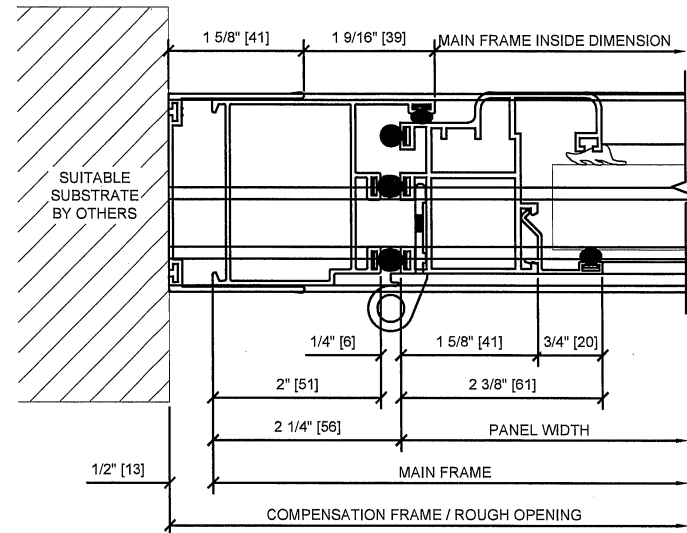
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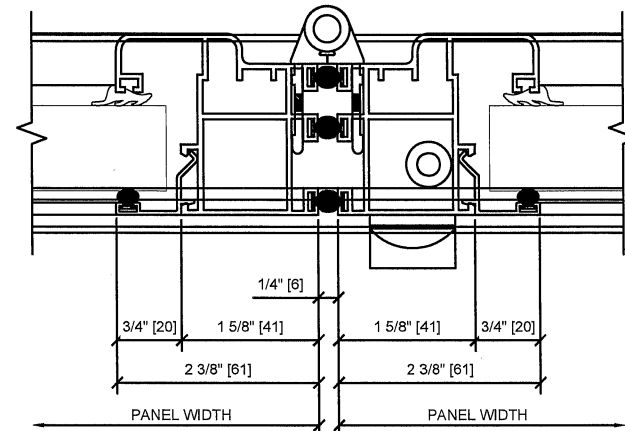
Architect :
Job Name :
Phone :
Fax :
Contact :
Customer: A D & C
865 SPRING ST. 04092
WESTBROOK, ME. 7800
Phone 207-879-7800
Fax 207-774-3982
Contact SHAWN BREEN

Drawn By : VM
Checked By : SM
Date 10-14-2020
Scale AS NOTED

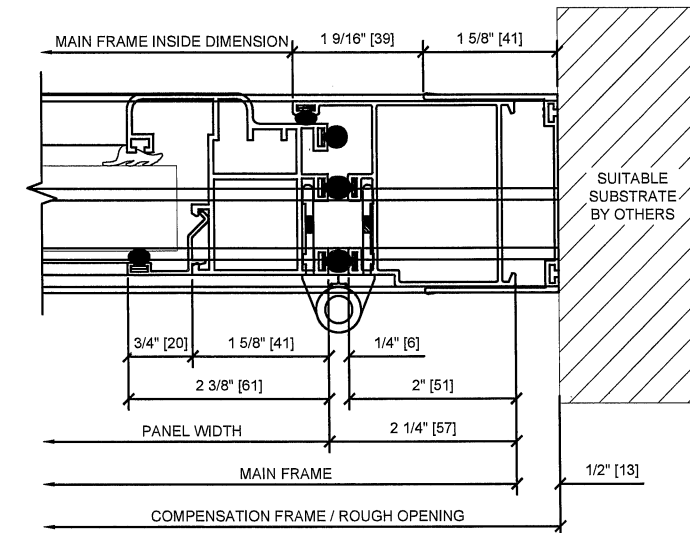
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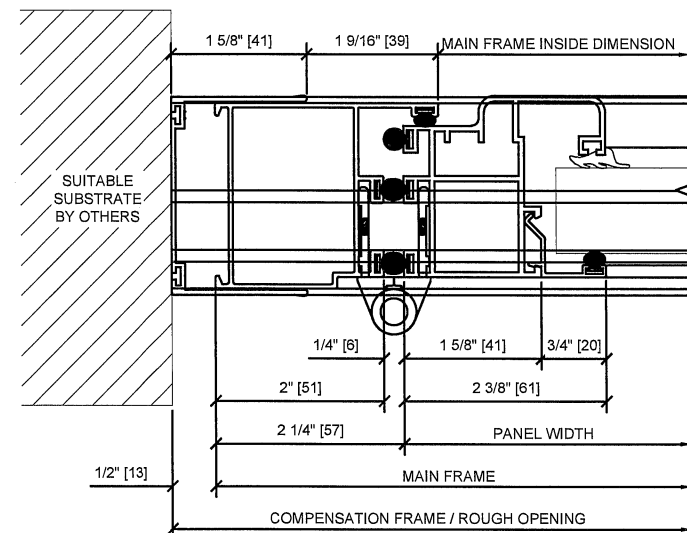
① JAMB AT ACTIVE PANEL
ARCH REF: NONE 1'-0"=1'-0"



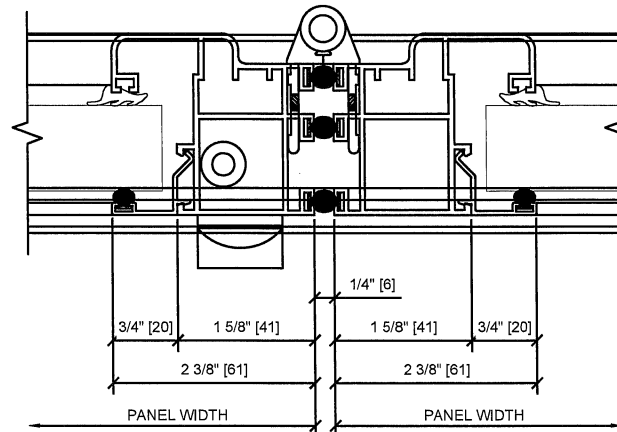
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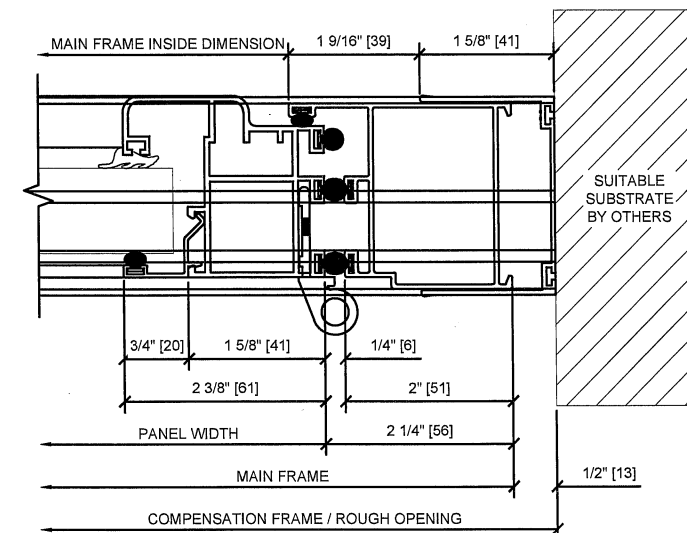
③ HINGE JAMB DETAIL
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④ HINGE JAMB DETAIL
ARCH REF: NONE 1'-0"=1'-0"



⑤ TYPICAL HINGES DETAIL
ARCH REF: NONE 1'-0"=1'-0"



⑥ JAMB AT ACTIVE PANEL
ARCH REF: NONE 1'-0"=1'-0"

Drawn by

Rev #	Date
1	10-14-20
2	10-22-20
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CRL
A CRH COMPANY
2503 E. Vernon Avenue, Los Angeles, CA 90058-1897
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Architect :
Phone :
Fax :
Contact :

Job Name :
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865 SPRING ST. 04092
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Contact SHAWN BREEN

Drawn By : VM
Checked By : SM
Date 10-14-2020
Scale AS NOTED

Sheet No.
2.01



Customer:		Job Name :	Architect :	CRL[®] A CRH COMPANY 2503 E. Vernon Avenue, Los Angeles, CA 90058-1887 PH (800)-421-6144 FX: 800-567-7501 www.crlinc.com	Rev #	Date
A D & S 865 SPRING ST. WESTBROOK, ME. 04092 Phone 207-879-7800 Fax 207-774-3982 Contact SHAWN BREEN	 Phone : Fax : Contact :	0	10-14-20		VM	
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Standards for Review of New Construction

The central idea behind good design in an historic context is a simple one. The scale, mass, orientation and articulation of an infill building should be compatible with that of the buildings that surround it. Compatibility refers to the recognition of patterns and characteristics which exist in a given setting, and responsiveness in a new design which respects these established patterns and characteristics. Although similarity of design is one way of achieving compatibility in an historic context, a creative and distinctly contemporary design response is both permitted and encouraged with the parameters of the new building's context.

There are a number of building characteristics which can be used to gauge visual compatibility of new construction in an existing context. A new building need not follow the pattern set by its neighbors in each and every category. But it should relate to a number of the easily discernable traits. These characteristics are:

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.

Signs, canopies and awnings – Any new sign, and any change in the appearance of an existing sign located within a historic district, or historic landscape district, which is readily visible from any street or open space shall not be incongruous to the historic character of the district and shall comply with the criteria and guidelines specified in the Historic Resources Design Manual

Relationship to the street

Walls of continuity – Facades and site structures such as masonry walls, fences, and landscape masses shall when it is a characteristic of the area, form cohesive walls of enclosure along a street, to ensure visual compatibility with the structures, public ways and places to which such elements are visually related.

Rhythm of spacing and structures on streets – The relationship of a structure or object to the open space between it and adjoining structures or objects shall be visually compatible with the structures, objects, public ways and places to which it is visually related.

Directional expression of principal elevations – A building shall be visually compatible with the structures, public ways, and places to which it is visually related in its directional character, whether this be vertical, horizontal, or nondirectional character.

The following *Standards for Review of Alterations* may also apply in the review of new construction:

- Compatible use (see Standard #1)
- Distinguishing original character (see Standard #2)
- Archeological resources (see Standard #8)
- Contemporary design (see Standard #9)
- Addition (see Standard #10)

HP Public Comment: 185 Commercial Street 0 views

Subscribe ☐

George Rheault

11:31 AM

to Historic Preservation, d...@portlandmaine.gov, rwi...@portlandmaine.gov, j...@portlandmaine.gov, Abigail Reed

The preservation staff's opinions about Commercial Street's "prevailing development patterns" are not supported by history. Commercial Street was always a place of design eclecticism driven by ad hoc entrepreneurialism and COMMERCIAL expediency of the moment as Portland's prosperity waxed and waned (particularly along this primary waterfront corridor). The fact we see some clusters of homogeneity have to do with historical happenstance and are not due to any kind of urban planning design intent - either from the original builders or their clients.

The HPB should NOT get in the way of this actual AUTHENTIC pattern by rejecting a contemporary style merely because it does not ape SOME of the project's 19th-century neighbors. Let our contemporary world express itself instead of being hog-tied by the consistency hobgoblins. No existing historic architecture is being "upstaged" especially since such a comment is completely subjective (most people think ubiquitous modern automobiles and other contemporary elements "upstage" historic architecture but somehow reasonable people can separate out the new without losing appreciation for the old).

To do its work well, the HPB should review the following as part of its review:

1.) 1924 Tax Photo showing what the existing site once looked like (obviously itself departing from the "prevailing development pattern"):

[185-193 Commercial Street, Portland, 1924 - Maine Memory Network](#)
[185 Commercial Street \(rear\), Portland, 1924 - Maine Memory Network](#)

2.) Other Photos (including from 1924) along Commercial that clearly "depart" from the preservation staff's imagined narrative about some "prevailing development pattern" being adhered to by anyone prior to the 1990 enactment of Portland's historic preservation ordinance.

[Commercial Street, Portland, ca. 1900 - Maine Memory Network](#)
[7-9 Commercial Street, Portland, 1924 - Maine Memory Network](#)
[11-13 Commercial Street, Portland, 1924 - Maine Memory Network](#)
[15-23 Commercial Street \(ex.\), Portland, 1924 - Maine Memory Network](#)
[53-55 Commercial Street, Portland, 1924 - Maine Memory Network](#)
[61-67 Commercial Street, Portland, 1924 - Maine Memory Network](#)
[79-85 Commercial Street, Portland, 1924 - Maine Memory Network](#)
[121-125 Commercial Street, Portland, 1924 - Maine Memory Network](#)
[141-145 Commercial Street, Portland, 1924 - Maine Memory Network](#)
[147 Commercial Street, Portland, 1924 - Maine Memory Network](#)
[157-163 Commercial Street, Portland, 1924 - Maine Memory Network](#)
[195-197 Commercial Street, Portland, 1924 - Maine Memory Network](#)
[201-207 Commercial Street, Portland, 1924 - Maine Memory Network](#)
[209-215 Commercial Street, Portland, 1924 - Maine Memory Network](#)
[253-263 Commercial Street, Portland, 1924 - Maine Memory Network](#)
[269-277 Commercial Street, Portland, 1924 - Maine Memory Network](#)

[285-291 Commercial Street, Portland, 1924 - Maine Memory Network](#)
[321-331 Commercial Street, Portland, 1924 - Maine Memory Network](#)

3.) Attached Photos from a recent relevant matter (see email below) involving a proposed development east of 185 Commercial Street showing the actual "prevailing development pattern" in the Eastern Waterfront area.

----- Forwarded message -----

From: **George Rheault** <george.rheault@gmail.com>

Date: Mon, Mar 7, 2022 at 7:19 AM

Subject: Public Comment re Order 153-21/22: Tall Structures Were Once Integral Part of Portland Waterfront

To: Public Comment <publiccomment@portlandmaine.gov>, Kate Snyder <ksnyder@portlandmaine.gov>, Pious Ali <pali@portlandmaine.gov>, April Fournier <afournier@portlandmaine.gov>, Roberto Rodríguez <rrodriguez@portlandmaine.gov>, Anna Trevorrow <atrevorrow@portlandmaine.gov>, <vpelletier@portlandmaine.gov>, Andrew Zarro <Azarro@portlandmaine.gov>, Mark Dion <mdion@portlandmaine.gov>, Tae Chong <tchong@portlandmaine.gov>, Dena Libner <dlibner@portlandmaine.gov>, Danielle West-Chuhta <dwchuhta@portlandmaine.gov>, Christine Grimando <cdg@portlandmaine.gov>, Jennifer Thompson <jlt@portlandmaine.gov>

I fully support the zoning amendment for Maine Public Radio that grants them a height allowance.

Portland's Eastern Waterfront was once full of tall structures that helped Portland grow and prosper - SEE ATTACHED various images as proof.

These structures were ever present soon after the advent of the railroad age in the 1850s until the early 1970s by which time many had been destroyed by fire, neglect or outright demolition. Without them, Portland would frankly have never become the Portland that we inherited.

To argue there is no precedent for tall structures impacting the water views along Portland's waterfront is to willfully ignore virtually all of Portland's history during the industrial age. It was only when Baby Boomers began gentrifying Portland in the late 1970s (a process that continues through today) that the notion that height, including on the waterside of Commercial Street, was somehow antithetical to respecting Portland's history and its future.

The Grand Trunk grain elevators were 160+ feet tall and the various conveyor sheds that connected them to the wharves were also many stories tall. The Galt Block Warehouse (on the pier side of Commercial Street - not the similarly named one on the land-side of Commercial Street) was a VERY tall and looming presence for most of the 20th century. It sat beside what became the Maine State Pier (now often referred to as the Portland Ocean Terminal). If the original Galt Block Warehouse had not been demolished for parking in the 1970s (the parking lot remains to this day), it would stand

directly across the street from the Maine Public Radio building proposed to be built as part of this rezoning amendment - and it undoubtedly would be landmarked and championed as an authentic part of Portland waterfront past. The attached images help show this.

I urge the City Council to educate itself about Portland's ACTUAL working waterfront history - rather than the sanitized distorted view that many people who have only recently come to Portland get fed.

Please enjoy the images and carefully scrutinize them. I am posting these under fair use for educational purposes, but I have done my best to make sure the sources I obtained these images from are noted as best as possible for original identification.

See Attached - MPR Rezoning - 1900 Photo of Eastern Waterfront With Sailing Ships
<https://www.facebook.com/MaineHistoryPix/photos/392197317534511>

See Attached - MPR Rezoning - 1900 Photo of Eastern Waterfront from Maine Memory Network - Old + New Elevators
[View of Portland, ca. 1900 - Maine Memory Network](#)

See Attached - MPR Rezoning - 1940s Photo of Galt Wharf Warehouse from Portland Facebook History Group
<https://www.facebook.com/PortlandMaineHistory1786ToPresent/photos/1436874733043615>

See Attached - MPR Rezoning - 1937 Photo of Eastern Waterfront from Portland History Facebook Group
<https://www.facebook.com/PortlandMaineHistory1786ToPresent/photos/a.329444590453307/641327412598355>

See Attached - MPR Rezoning - 1948 Photo of Galt Wharf Warehouse - Maine Memory Network
[Galt Block Warehouse Co., Portland, 1948 - Maine Memory Network](#)

See Attached - MPR Rezoning - 1970 Photo of Eastern Waterfront from Portland History Facebook Group
<https://www.facebook.com/PortlandMaineHistory1786ToPresent/photos/1681100248621061>

Additional Images of Interest:

1905 - Grand Trunk Elevators - looking east towards Portland Company
<https://www.facebook.com/MaineHistoryPix/photos/395906923830217>

Galt Block Warehouse (The Water-Side Building)

[24 Commercial Street, Portland, 1924 - Maine Memory Network](#)

1968 - Grand Trunk Grain Elevator - looking towards what is Munjoy South area today
<https://www.facebook.com/MaineHistoryPix/photos/415456258541950>









www.maine-memory.net/item/20507
Collections of Maine Historical Society





185 Commercial Street comments 0 views

Subscribe ☐**Ian Stevenson**

3:04 PM (1 hour ago)

to h...@portlandmaine.gov, Sarah Hansen, d...@portlandmaine.gov, rwi...@portlandmaine.gov

Dear HP Board:

Please find attached a letter with comments regarding 185 Commercial Street on the May 4, 2022 agenda.

Sincerely,

Ian

C. Ian Stevenson

Director of Advocacy

Greater Portland Landmarks

93 High Street, Portland, ME 04101

207.774.5561 | istevenson@portlandlandmarks.orgportlandlandmarks.orgFind us on [Facebook](#) and [Instagram](#)

May 3, 2022

Chair Pollard and members of the Historic Preservation Board:

Thank you for the opportunity to comment on the revised design for proposed new construction for the vacant lot at 185 Commercial Street. Greater Portland Landmarks holds a preservation easement on the Guptill Building (Lyman Block) at 175-179 Commercial Street/4 Moulton Street, adjacent to the proposed new construction across the shared alley. Landmarks purchased the Guptill Building in a deteriorated state in 1971 and resold it in 1972 with restrictive covenants designed to restore and then maintain in perpetuity its historic character. In 1972-73, Douglas Christopherson faithfully restored the building to its 1885 appearance. Landmarks therefore has a particular interest in the adjacent 185 Commercial Street project.

Landmarks appreciates staff's comments and agrees that there remain challenges in the building design's intent to generally respond to Commercial Street's prevailing development patterns. This new iteration seems overly complicated visually, with an abundant use of glass and recessed decks that interrupt the street wall. While the building is less "heavy" in its appearance than it was in the first iteration, the recessed central decks seem awkward - even with the lightening of materials from the additional glass. Furthermore, we agree with board concerns about the proposed floor-to-ceiling windows facing Commercial Street on the second-fourth floors and the likelihood of varied window treatments that will detract from the proposed cohesiveness of the glass on the east end of the facade.

Despite some general concerns regarding the compatibility of design, Landmarks agrees with the board's comments on the appropriate scale and massing of the building and supports both:

- the height, especially due to the step-back design of the 5th and 6th floors.
- the retail windows wrapping the southeast corner and the granite banding above the first floor effectively encourage pedestrian engagement with the alley and Wharf Street.

Of the two options with regard to the west end of the Commercial Street elevation, we believe that Option B is the more successful treatment because it helps obscure the otherwise incongruous brick party wall of the adjacent property.

We offer these comments with the hope that the applicant will rework the design to bring it more in line with Commercial Street's prevailing development patterns while still presenting itself as a modern building.

Sincerely,



C. Ian Stevenson
Director of Advocacy

Greater Portland Landmarks comment on 185 Commercial Street for 7/20 public hearing

Subscribe ☐

0 views



Ian Stevenson <istevenson@portlandlandmark...ago) Jul 11, 2022, 1:25:38 PM (19 hours ago)
to hp@portlandmaine.gov, Evan Schueckler, rwi...@portlandmaine.gov, Sarah Hansen

Dear HP Board:

Please find attached a letter with comments regarding 185 Commercial Street on the July 20, 2022 agenda. We are submitting this letter in advance in the hopes that it can make it into the published packet due out this Friday.

Sincerely,

Ian

C. Ian Stevenson

Director of Advocacy

Greater Portland Landmarks

93 High Street, Portland, ME 04101

207.774.5561 | istevenson@portlandlandmarks.org

portlandlandmarks.org

Find us on [Facebook](#) and [Instagram](#)



July 11, 2022

Chair Pollard and members of the Historic Preservation Board:

Founded in 1964, Greater Portland Landmarks is a non-profit advocacy organization that works toward the preservation and revitalization of greater Portland's built environment. Our goal is to save greater Portland's historic places through preservation and adaptive use while promoting creative new architecture that enhances historic neighborhoods. We appreciate the opportunity to comment on projects that impact the historic character of the city.

We are writing to support approval of the revised design for new construction in the vacant lot at 185 Commercial Street. Greater Portland Landmarks holds a preservation easement on the Guptill Building (Lyman Block) at 175-179 Commercial Street/4 Moulton Street, adjacent to the proposed new construction across the shared alley. Landmarks purchased the Guptill Building in a deteriorated state in 1971 and resold it in 1972 with restrictive covenants designed to return and then maintain in perpetuity its historic character. In 1972-73, Douglas Christopherson faithfully restored the building to its 1885 appearance. Landmarks therefore has a particular interest in the adjacent 185 Commercial Street project.

Landmarks appreciates that the applicant has responded to the board's comments at three previous workshops and substantially improved the exterior appearance as a result. Since the third workshop, we have met with the applicant and had a collaborative discussion about what further refinements would improve the design. As a result, we feel the design as presented now is successful, including the elimination of the balcony on the second floor entirely and the now-flush glass façade that more effectively reconstitutes the street wall. We find the sliding glass accordion doors, which will be closed for the vast majority of the year, as a particularly good compromise solution to our earlier concerns, which the board shared. We approve of the slight step back of the glass portion of the façade to demarcate it from the brick where there is a material change, and note that this does not impede the overall feel of a street wall in concert with neighboring buildings. We appreciate that the wrapping glass corner helps to engage the view of the Guptill Building and that the wrapping granite belt course above the first floor around to the rear façade encourages use of the alley and Wharf Street. As noted in earlier comments, we appreciate the simplification of the cornices and upper two, set-back stories.

As a whole, the building now reads more simply, in concert with the historic streetscape, yet clearly presents itself as a modern building of its time. We offer these supportive comments with the hope that the board will approve the application.

Sincerely,



C. Ian Stevenson
Director of Advocacy