

1. 7-15-15 Legal Ad

Documents: [7-15-15 LEGAL AD.DOCX](#)

2. 7-15-15 Agenda

Documents: [7-15-15 AGENDA.DOCX](#)

3. 58 Fore Street

Documents: [58 FORE STREET - INTRODUCTION.PDF](#)

3.I. HP Report - 58 Fore Street

Documents: [58 FORE STREET - PORTLAND COMPANY HISTORIC DISTRICT DESIGNATION REPORT.PDF](#)

4. 17 Carleton Street

Documents: [HP MEMO WITH ATTACHMENTS - 17 CARLETON STREET.PDF](#)

5. 113 Winter Street

Documents: [HP MEMO - 113 WINTER STREET.PDF](#)

5.I. Revised Proposal - 113 Winter Street

Documents: [HP - 113 WINTER STREET- REVISED PROPOSAL SUBMITTED BY APPLICANT AFTER STAFF REPORT WAS PREPARED..PDF](#)

**LEGAL ADVERTISEMENT
HISTORIC PRESERVATION BOARD
CITY OF PORTLAND
Public comments are taken at all meetings.**

On **Wednesday, July 15, 2015** at 5:00 p.m., Room 209, 2nd Floor, City Hall, the Portland Historic Preservation Board will meet in Room 209, City Hall, to discuss the following items. (Public comments will be taken at this meeting):

1. PUBLIC HEARING

- i. Review and Approval of Draft Portland Company Historic District Designation Report; 58 FORE STREET, PORTLAND COMPANY COMPLEX
- ii. Certificate of Appropriateness for Comprehensive Program of Exterior Alterations; 10 EXCHANGE STREET (including Fox Court elevation); 10 Exchange Properties LLC.

Break for Dinner; Meeting Resumes at 7:15

2. WORKSHOP

- i. Preliminary Review of Proposed New Construction; 17 CARLETON STREET; Avesta Housing, Applicant
- ii. Preliminary Review of Proposed Exterior Alterations; 113 WINTER STREET; Seth White, Applicant.

3. CONSENT AGENDA

CITY OF PORTLAND, MAINE

HISTORIC PRESERVATION BOARD

Scott Benson, Chair
Bruce Wood, Vice Chair
Glenn Harmon
Ted Oldham
Penny Pollard
Julia Sheridan
John Turk

HISTORIC PRESERVATION BOARD AGENDA

July 15, 2015, 5:00 p.m.

Room 209, 2nd Floor, City Hall

Public comment is taken at all meetings

- 1. ROLL CALL AND DECLARATION OF QUORUM**
- 2. COMMUNICATIONS AND REPORTS**
- 3. REPORT OF DECISIONS OF JUNE 24, 2015:**

- i. Historic Preservation Board Recommendation to Planning Board and City Council regarding Designation as a Local Historic District; 58 FORE STREET, PORTLAND COMPANY COMPLEX; District Nominated by Historic Preservation Board.

The Board voted unanimously (7-0) to recommend designation of the Portland Company complex based on findings that it met the designation criteria included in Article IX of the Land Use Code. Details of the recommendation, including proposed district boundaries and classifications of individual buildings, are provided in the draft Portland Company Historic District Designation Report. (See item i below.)

4. PUBLIC HEARING

- i. Review and Approval of Draft Portland Company Historic District Designation Report; 58 FORE STREET, PORTLAND COMPANY COMPLEX
- ii. Certificate of Appropriateness for Comprehensive Program of Exterior Alterations; 10 EXCHANGE STREET (including Fox Court elevation); 10 Exchange Properties LLC.

Note: This item has been postponed to the Board's July 22, 2015 agenda at the request of the applicant.

Break for Dinner; Meeting Resumes at 7:15

5. WORKSHOP

- i. Preliminary Review of Proposed New Construction; 17 CARLETON STREET; Avesta Housing, Applicant
- ii. Preliminary Review of Proposed Exterior Alterations; 113 WINTER STREET; Seth White, Applicant.

6. CONSENT AGENDA

Contact the Department of Planning and Urban Development, Planning Division, 874-8726 for further information. To access agenda materials on-line, please visit the following web address on or after the Friday preceding the meeting date: <http://www.portlandmaine.gov/historic.htm>

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

**PUBLIC HEARING
PORTLAND COMPANY COMPLEX
58 FORE STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: July 10, 2015

RE: July 15, 2015 **Public Hearing – Review and Confirmation of Draft Portland Company
Historic District Designation Report**

Address: former Portland Company complex
 58 Fore Street

Introduction

On June 24, 2015, the Historic Preservation Board held a public hearing on the nomination of the former Portland Company complex for designation as a local historic district subject to the provisions of Article IX of the Land Use Code. The public hearing was followed by formal deliberations and a unanimous vote (7-0) to recommend designation of the Portland Company Historic District based on findings that the proposed district, as delineated in the attached report, meets the designation criteria included in Portland's historic preservation ordinance.

As required under Sec. 14-617 of the historic preservation ordinance (Recommendation by Historic Preservation Board), staff has drafted a designation report to be submitted to the Portland Planning Board and City Council for their consideration. The report includes the information specified in Sec. 14-617.

On Wednesday, the Board will be asked to review the draft designation report and confirm whether the report reflects the findings of the Board as regards the proposed district's significance, level of integrity and visual character. The Board will also review the district boundary map(s) and building classifications included in the designation report—see Attachments 1, 2 and 3 of the enclosed report. The maps and list of buildings were prepared pursuant to the Board's formal recommendation on June 24.

An opportunity for public comment will be provided. Based on Board review and discussion and any additional public comment, the Board may elect to amend the report as appropriate to more accurately reflect its findings on June 24.

Please note that the final designation report will be accompanied by a staff report to the Planning Board that provides a detailed summary of the Historic Preservation Board's designation review process and deliberations, together with all consultant reports reviewed by the Board.

Attachment:

1. Draft Portland Company Historic District Designation Report

Portland Company Historic District Designation Report



Portland Company circa 1938

 **DRAFT**

Portland Company Historic District

Designation Report

General Description of Complex

The Portland Company complex today is comprised of 16 extant structures occupying approximately 4.3 acres of a 12 acre parcel. The complex is located below the original shoreline along Fore Street on filled land that was created to accommodate the construction of the St. Lawrence and Atlantic Railroad.

With the exception of an office building constructed in 1950, all of the buildings within the complex are industrial structures built to house a specific function within the Portland Company's overall manufacturing process. These include both the core production buildings where the company's diverse line of cast metal products were fabricated and assembled (i.e. the principal foundry, a brass foundry, two machine shops, an erecting building, blacksmith shop, tank shop, and car shop) as well as various accessory structures that housed functions or materials important to the overall operations of the industrial complex. Accessory structures include two pattern storehouses, a paint shop, a drafting room/storehouse and vault. The pattern storehouses and paint shop were purposefully sited well away from the core production buildings to keep flammable materials such as pattern molds and paints away from production areas.

The construction date of the extant buildings ranges from 1847, shortly after the Portland Company was founded, to a large metal building addition constructed circa 1968. Most of the extant structures, however, were constructed before 1920. With the growth of the company and the need to accommodate the changing demands of the various manufacturing processes that took place in the plant, additional buildings, replacement buildings, and building additions were introduced in the 1870's, 1880's, 1890's and 1910's. As such, the Portland Company complex exhibits several industrial building types, each representative of its respective era in terms of design and structural system. Although the buildings have suffered from decades of deferred maintenance and expedient repairs since the Portland Company closed its doors in 1982, most remain in remarkably unaltered condition from the time of the company's occupation.

Most of the buildings on the site are organized in a linear alignment, running more or less parallel to the water's edge. During the Portland Company's tenure, multiple rail lines ran between the southern edge of the manufacturing complex and the water's edge; the locomotives and thousands of other items produced by the company were loaded onto these rails. Today, the number of tracks is significantly reduced. The individual buildings within the manufacturing core (on the east side of the entrance yard) are physically connected at their end walls to allow for the efficient movement of products from one

stage of the manufacturing process to the other. This manufacturing core of includes three “rows” of buildings separated by private “streets” or alleys. (The northwest row of buildings is actually built against the Fore Street retaining wall. The retaining wall forms the rear wall of these buildings; the side walls of the buildings form buttresses that help support the retaining wall.) Overhead pedestrian bridges span the private alleyways to provide upper floor access between building rows.

Virtually all of the extant buildings within the complex are brick. (While some of the early buildings were wood, they were typically replaced with brick, in some cases due to fire.) Another consistent feature in all of the core manufacturing structures is the presence of large multi-light windows, which were needed to maximize the amount of daylight reaching the interior of these buildings.

The industrial complex is approached from a curving entrance drive off Fore Street, near the western end of the property. The drive leads to a wide entrance yard which separates the manufacturing facilities to the east from the paint shop and pattern storage buildings to the west.

History of the Portland Company

Following is a brief history of the Portland Company. For a much more, illustrated history, see the Sutherland report or The Portland Company 1846-1982 by David H. Fletcher.

The Portland Company was founded as the Portland Iron Manufacturing Company in 1845 on filled land on Portland’s eastern waterfront. The name was changed to the Portland Company in 1846 and the company remained in operation at its 58 Fore Street location for 137 years, until 1982.

The Portland Company was established in conjunction with the construction of the Atlantic & St. Lawrence Railroad which was built to connect Portland to Montreal. John A. Poor, the individual most responsible for Portland’s successful bid over Boston to become Montreal’s winter port via rail, was a Director of the Atlantic & St. Lawrence and became to Portland Company’s first president. The company was founded primarily to build steam railroad locomotives for the newly formed railroad and was sited to be convenient to it, as the railroad’s mail line ran between the shop buildings and the waterfront and down Commercial Street.

The first locomotive produced by the company, the *Augusta*, was completed in 1848. For the next 60 years, the manufacturing facility turned out a total of 630 steam locomotives in at least five different gauges. The company built locomotives for Boston & Maine, Maine Central, Northern Pacific, Panama Railroad, Mexican Central, Sandy River, Wiscasset and Quebec, Portland & Rochester, as well as many other railroad lines.

The Portland Company was the only locomotive works in the country to be established specifically to produce locomotives, as most of the other builders had their start as general machine shops. Here, all of the necessary shops, as well as two foundries to pour both iron and bronze castings, were brought together in a single facility. The use of cast metals, particularly iron, was central to the rapid

industrialization and expansion of the United States in the nineteenth century and the use of it at the scale undertaken during the period the Portland Company was founded was unprecedented. Cast iron has been called “the plastic of the nineteenth century” for the way it transformed production and expanded the range of products available to industry and the public. Putting all of the stages of production for large machines in one place was a radical advance over traditional practices.

In addition to the hundreds of railroad-related engines, cars and other items it produced, the Portland Company manufactured and installed marine engines and boilers, maritime navigation aids, and other equipment for hundreds of vessels constructed at shipyards throughout Maine. It also shipped marine equipment to other shipyards throughout the country. The Portland company also produced numerous vessels from the keel up, including tugboats, fishing vessels, yachts, dredges, freighters, fireboats and ferries. Also significant to marine transportation was the Portland Company’s production of lighthouse components and navigation buoys. “Bug Light” at the entrance to Portland Harbor was entirely produced by the Portland Company.

Beyond these two core areas of focus, the Portland Company produced equipment for Maine’s paper, textile and canning industries, as well as other industries throughout the region. Its extraordinary range of manufactured products included freight and passenger cars, fire engines, heavy snowplows, cast iron storefronts, elevators, light poles, manhole covers, and even neutron reactor shells for nuclear power plants late in the company’s existence.

Areas of Significance

As documented in the report prepared for the Portland Planning Department by Sutherland Conservation & Consulting, the Portland Company complex is significant at the local, state and national level. At the local level, the complex exhibits both historic *and* architectural significance.

The Portland Company has national historic significance because it appears to have been the first complex in this country built specifically for the manufacture of railroad equipment with all of the necessary shops and a foundry on a single site. The Portland Company complex as it stands today is a rare surviving example of a pre-Civil War foundry, machine shop, and car shop complex because it retains a number of its original and early buildings, whereas most, if not all, other pre-Civil War complexes have been substantially or wholly demolished. As such, the Portland Company complex contains the oldest surviving railroad shop buildings in the nation still within their historic manufacturing complex context. Recent research indicates the Portland Company appears to be the only surviving pre-Civil War locomotive manufacturing plant in the nation, making it the only one surviving where locomotives were built for the U.S. Government as part of that war effort.

The Portland Company has statewide historic significance because the company made a significant contribution to the development of Maine’s railroads (including the state’s iconic two-foot gauge lines) and maritime shipping industry. The locomotives, railroad cars, marine engines and boilers, and

maritime navigation aids produced entirely or in part of the Portland Company were important to the development of rail and maritime transportation in the State of Maine from the middle of the nineteenth century into the twentieth century. Industrial expansion, natural resource extraction, commerce, and tourism all benefited from improved transportation made possible by products of the Portland Company.

The Portland Company was the state's largest nineteenth century foundry-machine shop, with those two shops combined in a way that was unprecedented in Maine. The company grew to be the state's most substantial engineering and machine manufacturing business, employing 150 of the 500 machinists in the state at one point. The Portland Company also played a significant role in the development of many important industries in Maine including the paper-making, textile, and canning industries. A number of industrial processes likewise benefitted from the research and development of electrical engineer and inventor William Chapman for the Portland Company and through the Chapman Electric Neutralizer Company at the Portland Company.

The Portland Company has local historic significance because it is the only intact nineteenth and early twentieth century industrial complex remaining in the city. Thirty-three manufacturing plants can be identified in the 1876 Bird's Eye View of Portland. Only the Portland Company complex remains largely intact 138 years later. Portland had 60 sizable companies engaged in industrial production of various sorts in 1924, occupying more than 85 buildings. Of these 85 buildings, fewer than a dozen survive outside the Portland Company, none as complexes.

The Portland Company also has local historic significance for its direct association with several major 19th century planning and development initiatives within the city of Portland. As part of John A. Poor's vision for creating a modern international port at Portland, he conceived of a wide new street along the waterfront which would contain railroad tracks to connect the Atlantic & St. Lawrence Railroad on the east end of the city to the Portland, Saco & Portsmouth Railroad on the west end while providing both railroads access to the numerous wharves between their terminals. The narrow original waterfront street, Fore Street, followed the natural landform, snaking along the shore around Clay and Broad coves. The new street would be built by filling between the existing wharves below Fore Street, far enough out into the harbor to allow the construction of large new warehouse buildings along the land side of the street. Broad Cove would be filled for construction of the Atlantic & St. Lawrence Railroad terminal and for the Portland Company works and Clay Cove would be filled for the street and new buildings. The Portland Company site alone was originally almost seven acres, the majority of it made by filling the mud flats and cove. This project was undertaken cooperatively by the two railroads, the Portland Company, and the City of Portland, with the railroads paying the cost of filling between the wharves and the City paying wharf owners for the value of their properties seized through eminent domain. The mile-long and one hundred foot wide street would be named Commercial Street.

This project was the largest urban planning initiative undertaken in the city of Portland in the nineteenth century and was transformative in its effects.

The buildings of the Portland Company complex have historic architectural significance because they remain substantially unaltered from the time of their original construction or enlargement during the company's occupancy and consequently show clearly the distinguishing characteristics (design and structural system) of several distinctive types of industrial buildings constructed between 1847 and 1920. Additionally, the Portland Company buildings from the 1840s and 1850s are the only industrial buildings of that period remaining in the city of Portland today.

The buildings of the Portland Company also have historic architectural significance because each of the remaining buildings served distinctive function(s) within the overall manufacturing process. Collectively, the existing buildings encompass the complete historic manufacturing process of the Portland Company.

National Register Eligibility: In 1976 the Portland Company complex was identified by the Maine Historic Preservation Commission as being eligible for listing in the National Register of Historic Places. The fact that the historic industrial complex was recognized as being highly significant as early as the 1970's is noteworthy, as the buildings and neighborhoods identified as National Register-eligible during that time period were typically landmark structures or neighborhoods with concentrations of high-style, architecturally notable buildings. Just like vernacular buildings or early working class neighborhoods, industrial sites were slower to gain recognition for their historic or architectural significance. It was the Portland Company's significant role in transportation and marine history, as well as its extraordinary importance to the history and economic growth of the City of Portland and the State of Maine that led to its early recognition as a National Register-eligible site.

Integrity of Portland Company Complex

As documented in the Sutherland report, the extant historic structures within the Portland Company complex retain a high degree of historic integrity. Historic integrity is based on the retention of sufficient essential physical features from the historic period, including location, design, setting, materials, workmanship and/or association, to convey the significance of a property. Except for some reversible alterations (e.g. infilled or enlarged window openings), most of the buildings remain substantially unchanged from the time of their original construction or alteration during the Portland Company's period of significance. For local designation purposes, the complex's *period of significance* has been defined as extending from 1847 (when the first building was constructed) until the end of World War II, when most of the company's marine and transportation-related work had ended.

As regards integrity of condition, six of the fourteen extant historic structures within the complex have been determined to be so deteriorated as to make their rehabilitation infeasible. Accordingly,

these buildings have been classified as “noncontributing” structures due to their condition. (See map and list of buildings with classifications in ATTACHMENTS 2 and 3. The assignment of this classification was based on applicable ordinance definitions and the professional assessment of two independent structural engineering firms. This level of deterioration is due primarily to a lack of maintenance and necessary repairs in recent decades. In the case of Buildings 4 and 11, however, other complicating factors have accelerated their deterioration. In the case of Building 11, the siting of the building against the Fore Street slope has undermined its structural integrity. In the case of Building 4, its exposed-to-the-weather structural system, which was experimental at the time the building was constructed, has failed.

Notwithstanding the finding as regards these six structures, the complex as a whole retains sufficient integrity of condition to make the remaining buildings and contributing site features worthy of preservation and feasible to rehabilitate. As has been demonstrated in numerous historic rehabilitation projects since Portland’s historic preservation ordinance went into effect in 1990, once-significantly deteriorated buildings such as the former Cumberland Cold Storage Building on Merrill’s Wharf, the Tracy-Causser Building at 507 Fore Street and the Portland Packing Company Building at 14-26 York Street, have been successfully rehabilitated and creatively adapted to new uses. Additionally, state and federal historic tax credits are available to offset the costs of challenging historic rehabilitation projects.

Visual Character of the Portland Company Site

One’s ability to understand and appreciate of the Portland Company as an historic industrial site relies in great measure on the *relationship* of the buildings to each other within the complex. Indeed, the Portland Company derives its significance *as a complex*. Unlike most of Portland’s other historic districts which are comprised of individual, often unrelated, structures that were sited according to a pre-established street grid, the Portland Company buildings were sited to perform a specific function within a larger manufacturing process. The proximity and orientation of the buildings to each other permitted related manufacturing processes to take place in a way that allowed for efficient progression of stages in the overall production process. Not only does this functional organization and placement of buildings in linear proximity to each other convey the history of this particular property, it also creates a visual character for the site that is unique for Portland. Also unique to this district is the way that the spacing between individual rows of connected buildings forms private streets or alleys. The overhead pedestrian bridges spanning these private alleyways also contribute to the district’s distinct visual character.

A number of architectural characteristics serve to unify the individual buildings within this district. These include a shared material palette (mostly brick with granite or concrete window lintels and sills), a simplicity of form and a linear nature generally associated with industrial architecture. The repetitive nature of the buildings’ fenestration is also a unifying characteristic.

Other important visual characteristics of the Portland Company site include the presence of a major entrance at the west end of the property that follows the grade between the original shoreline at Fore Street and the complex below. (The current driveway has been the primary entrance to the complex since 1847.)

The entrance yard is also a character-defining feature of the property. The yard has been, and continues to be, an open space serving the function of entranceway to the linear manufacturing paths of circulation. It is the point from which the streets or alleys of the complex are accessed. Historically, the entrance yard also served as a fire break between the manufacturing facilities to the east and the pattern and paint storage buildings to the west. The entrance yard has been in its current configuration since 1918.

While specific design guidelines have not been proposed for this district, it is important that these strong and identifiable visual characteristics be considered in the review of future infill development, new construction and site improvements within the district boundaries. New construction within the district should be a clear product of its own time but should also respect and reinforce the industrial architectural vocabulary, site organization and features that are unique to this historic property.

Photos illustrating some of the key visual characteristics of the Portland Company complex are included as part of this report—see ATTACHMENT 4.

Proposed Historic District Boundary

The land area encompassed by the proposed historic district is approximately 3.45 acres. Given that much of Building 4 and all of Building 5 are not included within the proposed boundary, the area of the proposed district is smaller than the area occupied by the current building complex (approximately 4.3 acres). The size of the entire property is approximately 12 acres.

The district boundary has been drawn to encompass most of the extant historic structures on the Portland Company property, as well as site features and areas that are original to the complex and which contribute to its visual character. Although some of the historic structures within the boundary have been classified as non-contributing and may therefore be demolished as of right, any new development that might occupy the area of the demolished structures will likely affect one's appreciation and understanding of the remaining historic buildings and the complex as a whole. Accordingly, the boundary includes (almost) all of the extant historic structures. The one exception to this rule is the way the boundary is drawn in the vicinity of Building 4 (the 1895 foundry). Here, the boundary encompasses about one third of the length of the original structure. Given Building 4's classification as a noncontributing structure (due to its structural condition), its considerable length and its distance from several major view corridors within the site itself, including its entire footprint within the district boundary was determined to be unwarranted. Including a portion of the footprint ensures that whatever is built adjacent to the remaining historic core of manufacturing buildings (Buildings 1-3) will be generally compatible with this historic core.

On the upland side of the district, the boundary extends to Fore Street. On the water's edge of the district, the boundary is held to the edge of the historic buildings themselves.

See ATTACHMENT 1 for district boundary map.

Structures Included Within Proposed Historic District Boundary

See ATTACHMENT 3 for a list of individual structures within the proposed district, together with their assigned classification (i.e. Contributing or Noncontributing). ATTACHMENT 2 is a color-coded map showing the buildings by classification.

ATTACHMENTS

1. Proposed District Boundary
2. District Boundary with Building Classifications Shown
3. List of Individual Buildings within Proposed District
4. Photos illustrating Visual Characteristics of the Portland Company Complex

Note: The findings in this designation report are based in part on documentation and professional assessments provided in two studies commissioned by the Portland Planning Department. These include *The Portland Company: Historic Significance and Integrity* prepared by Sutherland Conservation & Consulting and *Portland Company Complex General Building Condition Report* prepared by Resurgence Engineering and Preservation, Inc.. Copies of the full reports are available in the Portland Planning Office.





List of Portland Company District Buildings, with Classifications



Building 1

Erecting Shop, 1918

CONTRIBUTING



Building 2

Machine Shop, 1847

CONTRIBUTING*

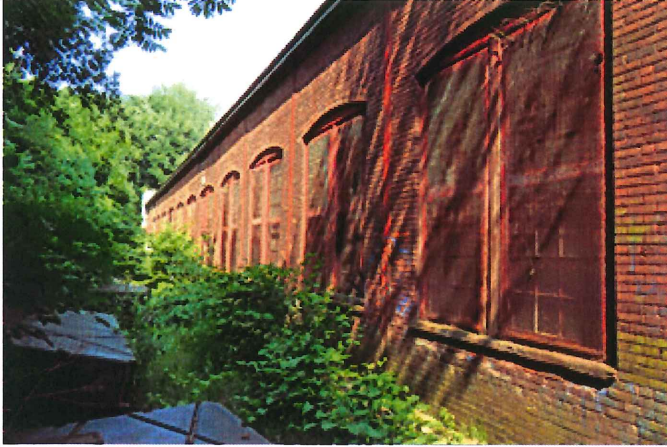
*shed dormer noncontributing based on structural condition



Building 3

Machine Shop, ca. 1847, addition ca 1895

CONTRIBUTING



Building 4

Foundry, 1895, addition 1904-1909

NONCONTRIBUTING based on structural condition



Building 5

Circa 1968 Addition to Foundry

NONCONTRIBUTING (outside the period of significance)



Buildings 6A

Chapman Electric Company building, 1896-1904

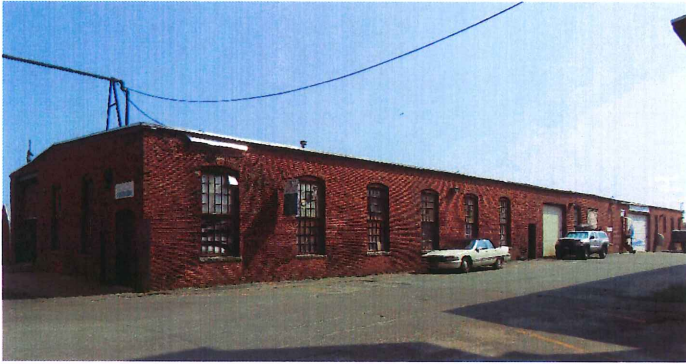
CONTRIBUTING



Building 6B

Blacksmith & Tank Shop, 1883

CONTRIBUTING



Building 7

Car Shop, c. 1873, addition 1904

NONCONTRIBUTING based on overall condition



Building 10

Paint Shop, c. 1873

NONCONTRIBUTING based on overall condition



Building 11

Pattern Storehouse, c. 1885, 1895 addition

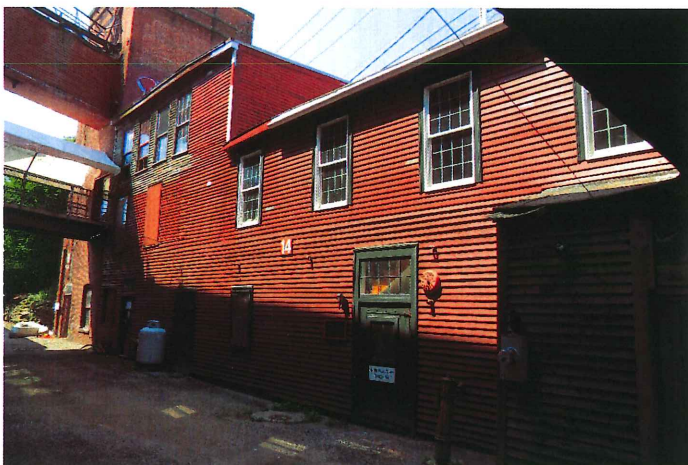
NONCONTRIBUTING based on structural condition



Building 12

Pattern Storehouse, 1895

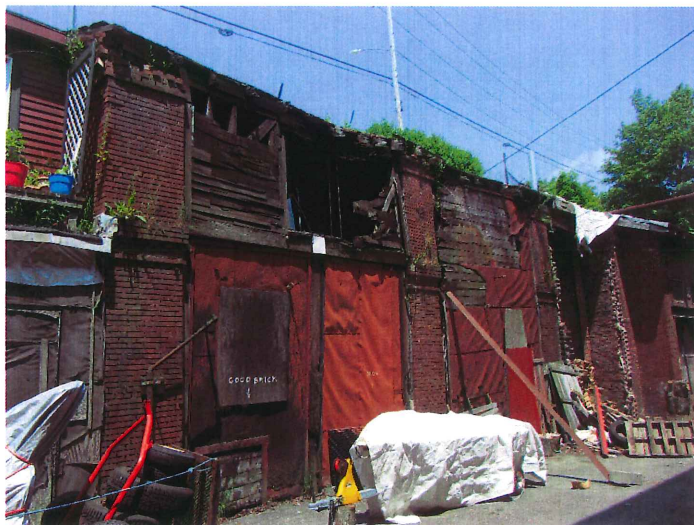
CONTRIBUTING



Building 14

Drafting/Storehouse, ca. 1858-64

NONCONTRIBUTING based on condition, alterations



Building 15

Boiler, 1858-1864

NONCONTRIBUTING based on condition



Building 16

Brass Foundry, 1864-1871

CONTRIBUTING



Building 24

Vault Storage, ca. 1905

CONTRIBUTING



Building 30

Office Building, 1950

NONCONTRIBUTING (outside period of significance)

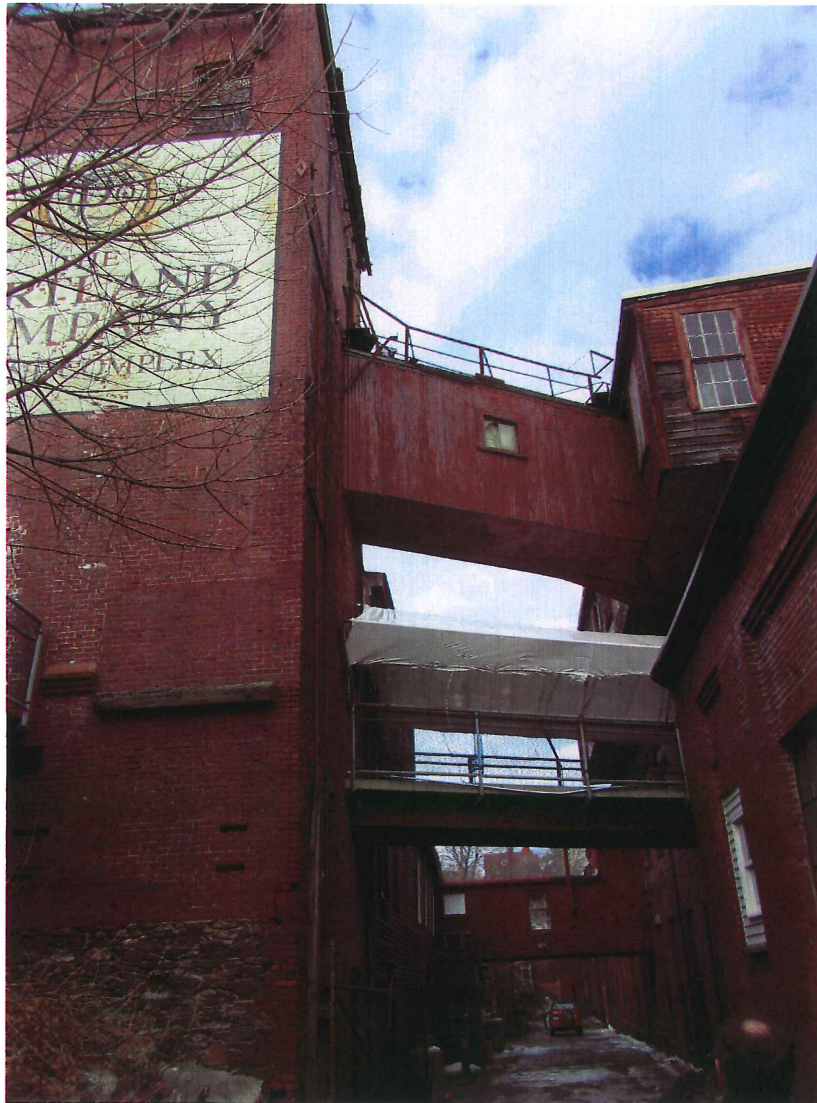
Visual Characteristics of Portland Company District



The linear alignment of the buildings east of the entrance yard creates a series of private streets or alleys. The distance between building rows allows one to observe the connected nature of the buildings and appreciate the scale of the complex.



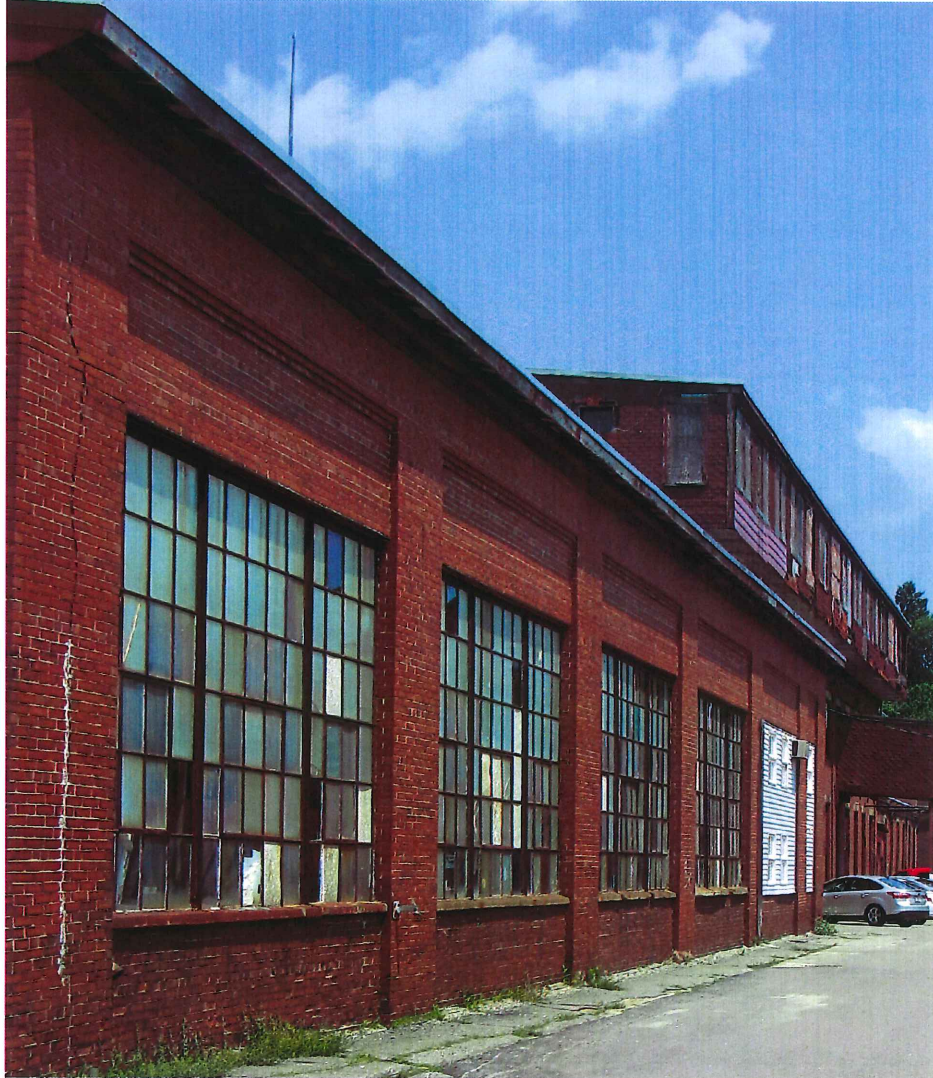
Important site characteristics include a major entrance into the complex from Fore Street toward the west end of the district and a generous open space between Building 12 and the historic manufacturing rows. It is from this space that the original alignment of the production buildings is observed and the alleys are accessed.



The pedestrian bridges connecting the manufacturing rows at the upper floor level are character-defining features of the complex.



A unifying characteristic of the industrial buildings within the Portland Company complex is their simplicity of form and repetition of detail. Most buildings are brick with granite or concrete window lintels and sills.



Windows within the manufacturing rows, whether on mid-19th structures or this 1918 erecting building, are typically large and multi-lite.

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

**WORKSHOP (2nd)
17 CARLETON STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: July 10, 2015

RE: July 15, 2015 2nd WORKSHOP – Preliminary Review of Proposed
New Construction

Address: 17 Carleton
(between Pine and West Streets)

Applicant: Avesta Housing

Architect: David Lloyd, Archetype Architects

Introduction

Architect David Lloyd, representing Avesta Housing, is returning to the Board for a second workshop to present revised elevations and computer-generated images of a proposed multi-unit housing development at 17 Carleton Street. As Board members will recall, the proposal calls for a four-story, 37-unit apartment building with surface parking at the rear. Access to the parking is through an opening at the ground floor of the building. The original elevations, reviewed by the Board in a preliminary workshop on May 13th, have been revised in an attempt to address concerns and recommendations expressed by the Board and members of the public at the first review session.

Enclosed are the latest elevations and renderings, together with a letter from Mr. Lloyd summarizing the changes made to the original design. For reference purposes, staff has also enclosed the original plans and elevations reviewed in May—see ATTACHMENT 3.

Subject Property

The subject property is located on the east side of Carleton, between Pine and West Streets. The property is currently occupied by a large surface parking lot that extends deep into the interior of the triangular block bounded by Carleton, West and Pine Streets. Enclosed for the Board's reference is a vicinity map showing the location of the site. The map is also instructive in illustrating the variety of building footprints in the immediate and general vicinity of the proposed development. Also enclosed are photographs of the surrounding context.

Original Proposal

In the original proposal (see ATTACHMENT)-, the Carleton Street façade, which measures 120' long, was broken down into a series of narrower bays or units through shifts in building plane and alternating exterior siding materials. Proposed siding materials included masonry (brick?) and a fiber cement product. Upper story fenestration consisted of 1/1 windows throughout. The spacing of the windows varied slightly from bay to bay.

In an attempt to reduce the perceived height of the building and respond to the heights of the abutting 2 ½ story residential structures, most of the bays featured a change in building materials between the third and fourth floors of the building. (Two of the “bays” extended the full four story height without a break between the third and fourth floors.) Cornice treatments varied across the face of the building. Minimal, precast caps were shown at the top of the two all-masonry bays, while projecting overhangs were shown above each of the other bays. The ground floor of the building featured a 24' wide open passageway that provided vehicular access to the parking lot behind the building. The main entrance to the apartment complex was located behind a projecting first floor canopy or porch. The porch extended in width beyond the entrance itself. The balance of the ground floor façade featured a variety of window openings and a screen in front of a section of solid wall at the north end of the building.

The front façade of the building was set back approximately 10 feet from sidewalk. At the sidewalk line a low retaining wall with fence extended the full width of the property, with openings for vehicular and pedestrian entries. The proposal called for metal fencing with a concrete base and posts.

Response to Original Proposal

In the staff report for the May 15 workshop, staff identified a number of concerns and questions about the elevations as presented. Staff noted that the West End currently features a number of long rowhouse developments—both historic and of more recent construction—as well as several substantial apartment buildings. Based on this established precedent, staff found that the large footprint and general scale of the proposed building were not altogether incompatible with the development's existing context. Staff noted, however, that most of these larger developments were very well integrated within their respective streetscapes due in great part to a respect for the neighborhood's unifying visual characteristics, including the use of a traditional, enduring, and fairly limited material palette and the masterful design and execution of architectural detail. Although some of the historic rowhouses in the neighborhood feature a high level of detail, like the John Calvin Stevens rowhouse on Neal Street, others are fairly spare in terms of detail, relying on a few well-placed, well-designed details to provide architectural punctuation. Based on this observation, staff questioned whether it was necessary or even desirable for the proposed development to employ the number of materials, textures and façade treatments shown on the submitted plans. In staff's view, a simpler material palette might achieve greater compatibility.

Staff also questioned the proposed material palette itself for this particular context. Although the Board has been receptive to the incorporation of contemporary building materials and finishes in many of the projects it has reviewed, the specific context of the project must be

considered. On this this narrow and intimate block of Carleton Street, the historic buildings are finely detailed and architecturally noteworthy and the neighborhood as a whole is characterized by fine-grained traditional materials of enduring quality. In staff's view, the fiber-cement material—shown laid up in two types of large panel patterns—appears incongruous in this setting.

Staff also expressed concern about the ground floor treatment, as it appeared to lack cohesion or clear visual focus. Staff also noted that the traditional character of the proposed fencing in front of the development seemed at odds with the more contemporary architectural treatment of the building itself.

At the May 15 workshop, Board members echoed a number of the concerns raised in the staff report and identified others as well. Board members appeared to be generally comfortable with a block of the scale proposed, but were not supportive of the composition of the Carleton Street façade and its general complexity in terms of material palette and multiple treatments for the individual “units” of the “rowhouse”. While members appreciated the desire to provide architectural interest, the proposed architectural solution was found to lack cohesiveness. They noted that larger block developments in the neighborhood tended to be unified by a repetition of individual modules and architectural details as well as a commonality of material. They also noted that the large scale panels of the fiber cement siding was incongruous with the fine-grained nature of the materials that characterized this neighborhood.

Board members also noted that the surrounding residential context is characterized by 2-3 story structures built above a raised foundation. Entrances are raised above the street level and the foundations provide a strong, unifying datum line along the street. This architectural composition of “raised base/middle stories/terminating roof or cornice” is characteristic of this traditional neighborhood. The proposed structure has no raised base; the entrance is located at ground level, allowing a full four story structure to be accommodated within the same height as most of the 2-3 story building located in its immediate vicinity. While it was recognized that given accessibility requirements for multifamily development, it is unlikely that a raised base would be possible, this distinction in organization provides a challenge in terms of achieving compatibility. It was also noted that the proposed 4-story structure features shorter floor-to floor heights than is the tradition in this neighborhood.

Several neighborhood residents attended the workshop. Most expressed concerns or opposition to the development. Chair Benson advised those present that some of the concerns raised (e.g. impact on neighborhood parking) are more appropriately addressed by the Planning Board and encouraged them to participate in that review process. Other concerns raised by the public had to do with the size of the proposed development, the material palette in terms of its compatibility with the traditional materials found in the West End and the durability of the proposed materials over time, the potential visibility of rooftop mechanicals and the possibility of a rooftop deck. Some residents opposed any development on the site, noting that this lot had historically been open space (playground for Butler School). One member expressed the view that “the architectural landscape of Portland is looking a lot like this and alot alike.” More specific comments included an observation that the windows on the proposed development are smaller than those of the surrounding context because of the lower ceiling heights. This, they noted, had the effect of truncating the overall appearance of the building.

Board Recommended Design Revisions and Request for Additional Information

Following the public hearing and general Board discussion, Board members identified a number of specific revisions that should be explored prior to the next workshop. Chief among the suggested revisions was a simplification of the material palette and the use of exterior materials that are characteristic of this historic neighborhood—brick, granite, wood clapboards, etc. The Board also recommended that the overall composition of the Carleton Street façade be simplified and unified through repetition of a few, well-detailed architectural features. Board members noted that bay windows are a common element throughout the neighborhood and that their incorporation into the design--or the employment of other projecting and/or receding elements--might provide a level of architectural interest that would benefit the project.

Board members suggested that the project architect consider delineating the base of the building to make reference to the raised foundations of abutting structures. Taller windows were also suggested to offset the visual impact of shorter floor heights. Board members also asked for further consideration as regards the proximity of the proposed building to its abuttor to the south. Further refinement of the ground floor treatment was also suggested, as was a simplification of the proposed fencing along Carleton. The fence, Board members noted, should not read like it was left from a former estate on the site.

Board members requested that for future submissions, the contextual views of the proposed development illustrate the neighboring buildings in accurate detail, not just as general masses. This would allow for a fairer assessment of compatibility as regards general building organization, materials, scale, etc. Board members also asked that any rooftop mechanicals be depicted in future submission.

Revised Elevations

As Mr. Lloyd indicates in his cover letter, the elevations have been revised to respond to several of the comments, concerns and suggestions made at the preliminary workshop. Following are some of the major changes:

- The material palette has been simplified and now features a brick veneer as the principal cladding material for the upper floors.
- The overall composition of the Carleton Street façade has been simplified as well, now broken up into three sections. Note that the section closest to Pine Street projects slightly beyond the rest of the Carleton Street façade.
- At some sections of the top floor, “copper cladding” is proposed in an effort to create a defined “top” and as a nod to the mansard roof forms found throughout the neighborhood. A projecting cornice is shown on the center section.
- Two two-story bays have been introduced at the center section of the façade, also in copper cladding.
- Windows now have defined lintels and sills.
- A defined base is shown at the ground floor level. A “stone-like” material is identified for the base.

- The upper floor windows have been lengthened (Staff note: Windows at the top floor level, especially when incorporated into a “roof” element, are typically shorter than those of the upper floors.)
- The ground floor canopy has been extended over the opening for the drive-through.
- The rear elevation (facing parking lot at interior of block) has been revised to correspond to the new design scheme.

Applicable Review Standards

In reviewing the preliminary design proposal, the Board shall apply the historic preservation ordinance’s new construction standards. For detailed and illustrated guidelines on the application of these standards, please review the chapter on new construction included in the *Historic Resources Design Manual*.

Attachments:

1. Memo from project architect and project description
2. Revised elevations and computer-generated renderings
3. Excerpts from original proposal, presented May 13
4. Photos of subject property and surrounding buildings

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

June 3, 2015

Deb Andrews
Historic Preservations Program Manager
Portland City Hall
389 Congress Street
Portland, ME 04101

RE: Carleton Street Submission – Portland, Maine

Dear Deb

We are resubmitting revised designs based upon the comments received on the May 13, 2015 meeting with the Historic Preservation Board. The Board made it clear that they wanted a more traditional design approach. This redesign shows a stone like base element, most probably a ground block, with a brick veneer above. We have also established a strong cornice line and the upper story with a copper cladding. This element, similar to the mansard roofs in the neighborhood, would not be sloped but be a vertical element meant to reflect the mansard but not copy. We have changed the window proportions as requested by the Board. The front porch roof line cornice runs over the drive through and we have broken down the mass of the building by incorporating the center section of the building without the copper element on the 4th floor and moving it back horizontally. We wish to have another workshop to discuss this change in design and receive new input from the Board.

Please call or e-mail with any questions or concerns.

Respectfully Submitted,



David Lloyd
Maine Registered Architect



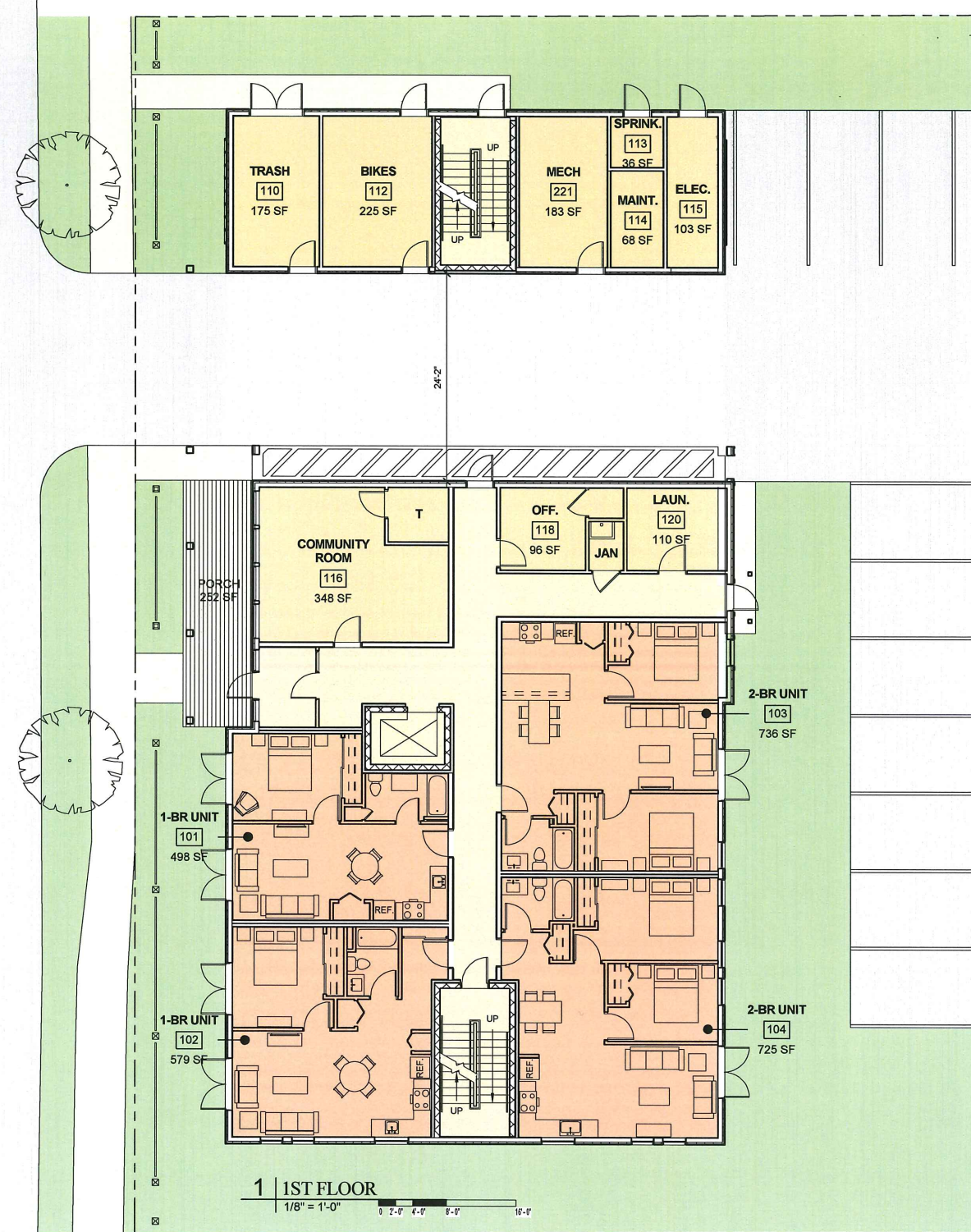






Zd



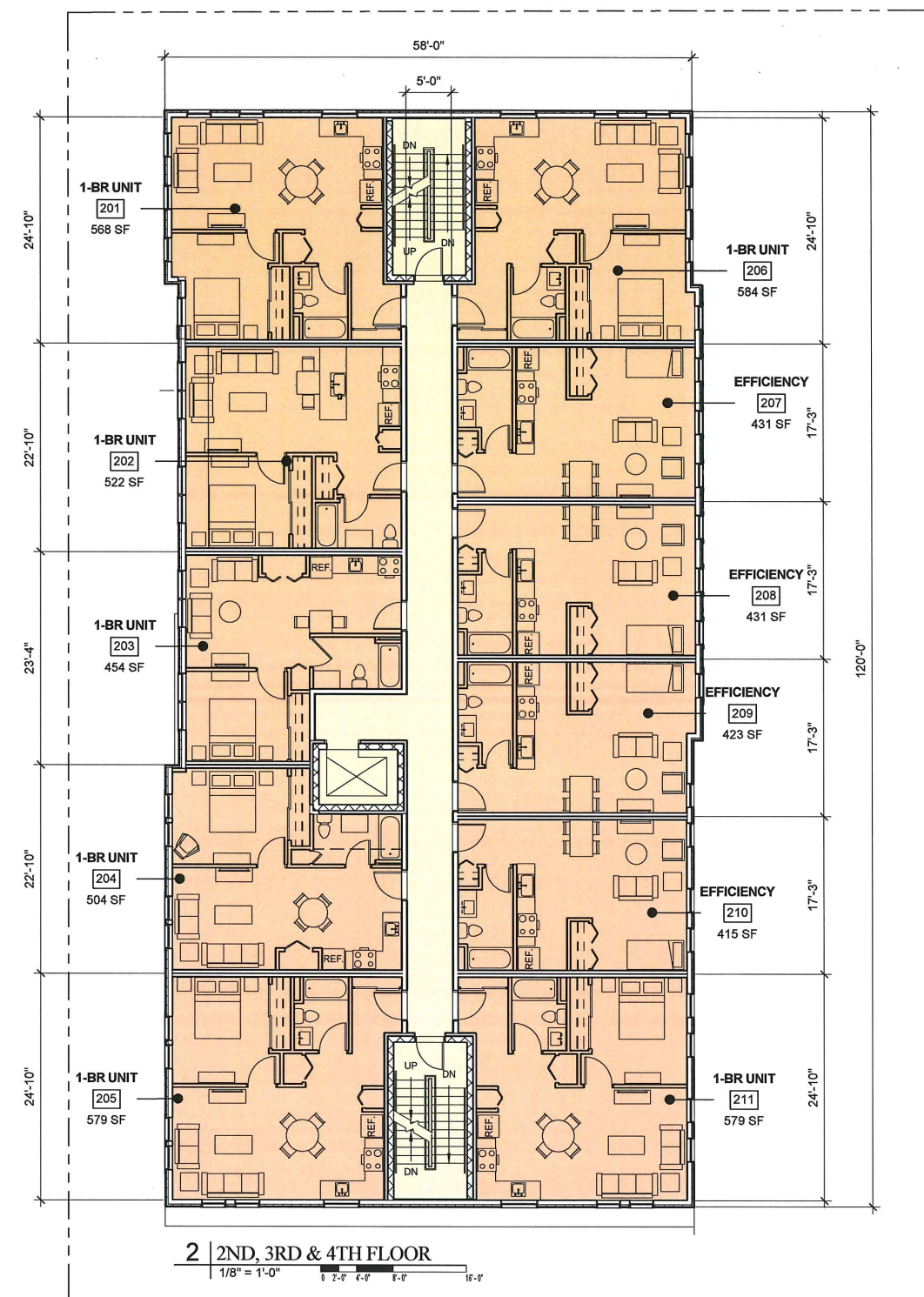


SPACE CLASSIFICATIONS (MEASURED ROCK TO ROCK)

GROSS SF CALCULATIONS:
FOOTPRINT (4 FLOORS) 6,960 GSF +
TOTAL 27,840 GSF

TOTAL: 37 UNITS

1ST FL: DRIVE ISLE UNDER BUILDING: **1,390 SF**
1ST FL. UNITS: **2,529 SF**
1ST FL. COMMUNITY SPACE,
CIRCULATION, UTILITY: **2,392 SF**



UPPER FLOORS: **5,490 SF** (ROCK TO ROCK)
UNITS: **5,490 SF** (ROCK TO ROCK)
CIRCULATION: **800 SF** (ROCK TO ROCK)

CARLETON STREET

Carleton Street, Portland, Maine

JUNE 2, 2015

A1.2



2f



CARLETON STREET - STREET VIEW RENDERING



CARLETON STREET - VIEW FROM NORTH - WEST CORNER

3c



CARLETON STREET - VIEW FROM PARKING IN THE REAR

Aerial View of 17 Carleton Street















INTERIOR OF
BLOCK





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

**WORKSHOP
113 WINTER STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: July 8, 2015

RE: July 15, 2015 Preliminary review – rooftop dormer addition

Address: 113 Winter Street

Property Owner: Lurette Saul

Introduction

Homeowner Lurette Saul and her partner Seth White have requested a workshop to get the Board's feedback on alterations to the rear section of their two unit house at 113 Winter Street. The applicants propose to increase headroom and the amount of useable second floor space in the rear ell by raising the ridge and creating a larger dormer than exists there now. Also included in the proposed work is cutting back the rearmost dormer to create a small rooftop deck cut into the roof. Before creating the alterations to improve the rear unit's living space, Ms. Saul and Mr. White will have to address some structural issues such as rotted sills and poorly supported sections of the second floor, stemming from deferred maintenance and ill-conceived renovations in the past. They have engaged the services of a structural engineer to address both the remediation and the structure of the improvements.

The rear ell has a lower profile than the main house, reducing somewhat the visibility of the proposed work. Nonetheless, an open yard on the south (right, as viewed from the street) side of the building, and a driveway on the north (or left) side make the proposed changes to the roof lines partially visible and worthy of Board review.

Mr. White has provided drawings showing the existing and proposed elevations of the south and east (rear) walls. Staff expects he may supply more drawings before packets are mailed, or distribute copies of new drawings at the Board's meeting on July 15.

Subject Property

The subject property is one of the earliest structures on Winter Street, and is one of the few houses remaining on the east side – much of which is taken up by parking lots associated with

Mercy Hospital. As part of the original Spring Street Historic District (national listing date is 1970,) it was listed as noncontributing, presumably because it is a vernacular building with some features obscured by modern siding and full shed dormers on both sides of the main roof. Despite the persisting classification staff believes the house is worthy of note because of its age (1829,) its reminder of the early history of the neighborhood, and the recognizable shape. The original lines are still visible, and simple restoration of the original clapboard siding and corner boards (an expressed desire of the applicants,) and exposure and/or restoration of some of the other original trim details would greatly enhance the historic appearance.

This Greek Revival Cape is oriented with its gable facing the street and the long front facing an open yard to the south. A detached, one-car garage sits at the rear on the south side, opposite the rear unit. The full shed dormers on both sides of the main roof of the house existed in 1924 (see attached tax photo,) as did the rear ell with at least one doghouse dormer. The wide shed dormer at the rear of the south elevation was constructed since 1924. Mr. White indicated that there is evidence that a second floor deck existed there, that was later enclosed by the existing wall and roof. The original wood clapboard siding was replaced at undetermined dates by a mixture of aluminum and vinyl siding, and cedar shingles, with varying exposures.

Proposed Alterations

As Mr. White's project description indicates, most of the work is proposed for the rear unit of the building, and will have to begin with repairing the basic structure. The footprint of the house is not proposed to be expanded, and the proposed rear elevation demonstrates that raising the roof line of the second unit will not challenge the primacy of the front section of the house.

Siding and trim are proposed to be restored, starting with the rear unit as part of this project. Siding and trim will emulate existing remnants that are buried under modern siding, which should also echo the appearance of the house in the 1924 tax photo.

Staff Comments and Questions for Consideration

As noted above, the property's historic character is still evident despite alterations that have taken place in the past. In recognition of this, staff believes the Board will want to consider the degree to which the proposed improvements are compatible with the simple, low forms now characterizing the house. Among the questions and issues staff has noted are the following:

- Is the proposed shape of the new dormer, with two gabled units connected by a shed, too complex? Should a simple shed similar to the front dormers be used instead? Maximizing interior headroom is a goal in this design, and perhaps adding the two gables yields a more spacious result. There is not full visibility of the proposed expanded dormer, and the setback of the rear section may help avoid overwhelming the present form.
- Is the proposed fenestration, with three sets of triple mulled (presumably 6/6 double-hung) windows on the south face of the rear unit an acceptable configuration, or should the fenestration be more similar to the front building?
- Does cutting away the rear shed dormer to create a small second-story deck help the design by removing the dormer's bulk at the very end of the house? Is the re-introduced deck in this location a reasonably compatible feature – perhaps preferable to

the existing dormer?

- As listed in Mr. White's proposed scope of work, he would like to increase opportunities for a ventilated roof and at the same time protect the sidewalls by slightly increasing overhangs. Would the Board judge the addition of a small cornice to be inappropriate? Should the applicants be encouraged to find a way to add ventilation without a wider overhang than is visible in the 1924 tax photo?
- Mr. White's narrative also poses a question about adding appropriate, simple hoods to shelter each of the two entrances.

Applicable Ordinance Review Standards

- (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.*
- (4) Changes which may have taken place in the course of time are evidence of the history and development of a structure, object or site and its environment. Changes that have acquired significance in their own right, shall not be destroyed.*
- (5) Changes which may have taken place in the course of time are evidence of the history and development of a structure, object or site and its environment. Changes that have acquired significance in their own right, shall not be destroyed.*
- (6) Deteriorated historic features shall be repaired rather than replaced wherever feasible. Where the severity of deterioration requires replacement of a distinctive feature, the new feature should match the feature being replaced in composition, design, texture and other visual qualities and, where possible, materials. Repair or replacement of missing historic features should be based on accurate duplications of features, substantiated by documentary, physical or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other structures or objects.*
- (9) Deteriorated historic features shall be repaired rather than replaced wherever feasible. Where the severity of deterioration requires replacement of a distinctive feature, the new feature should match the feature being replaced in composition, design, texture and other visual qualities and, where possible, materials. Repair or replacement of missing historic features should be based on accurate duplications of features, substantiated by documentary, physical or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other structures or objects.*
- (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

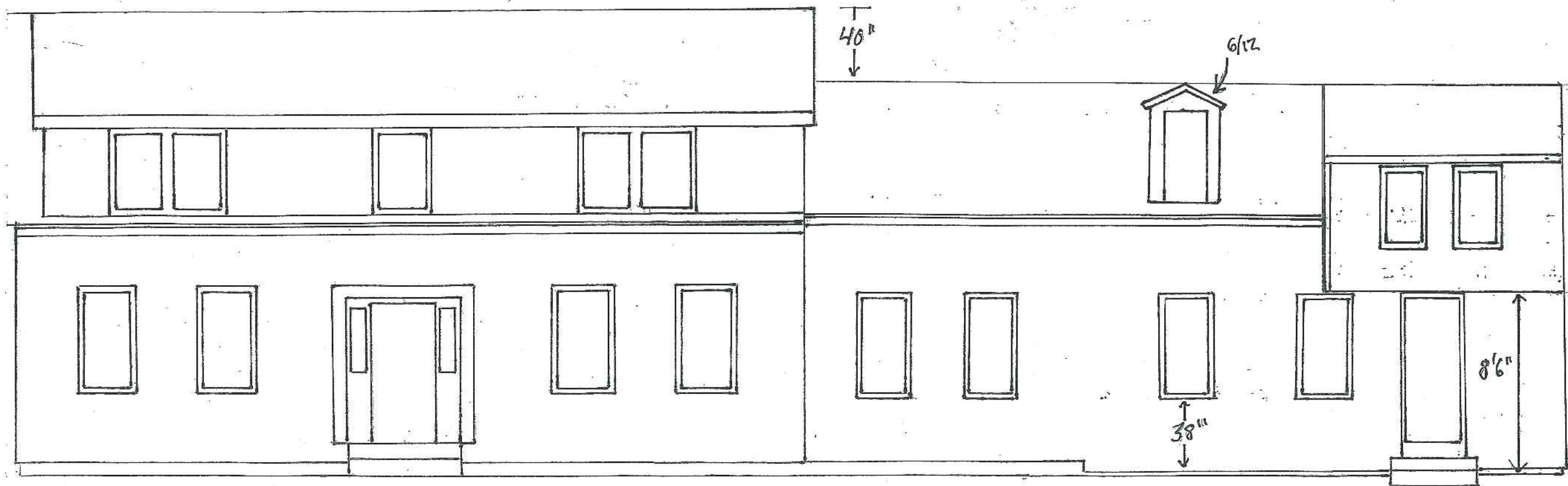
1. Applicant's proposed scope of work
2. Applicant's existing and proposed elevations, south and east
3. Staff photos of property
4. Applicant's photos of property interior (rear unit)
5. 1924 tax photo of property

This work pertains to the rear unit unless otherwise noted:

1. Raising the ridge approximately 16 inches. I estimate this to be about as much as I could raise the rear roof while keeping it lower than the front roof line (Mr. Wiener and I discussed the visual appeal of how the building diminishes as it goes back into the yard). This aspect is included more or less to scale on the "after" photo. I've included a picture of myself (all 5'7" of me) in an upstairs doorway to show why this change would help make for a more realistic living space. Moreover this would allow space for installation of collar ties, which would be helpful for reducing the chance of wracking in the balloon framing.
2. Extend the second floor dormer by having two gabled dormers connected by a shed roof. Again, the primary reason is to make a more livable footprint on the second floor.
3. Second floor deck. I've included an interior picture of what used to be a second floor deck, which we'd like to reclaim. I'm hoping the large, horizontally sliding windows can be restored. At some point (I'm guessing during the mid-80's work) this area was closed off with the shoddy structure there now.
4. Adding and moving windows. The window nearest the back door was moved there at some point, but as you can see from the before photo, it is directly under where the original roof line meets the 80's dormer. In other words, that window is under an unsupported end wall and the second floor is failing. The floor sags two inches over six feet from either side to the middle of the room. I need to move the window so I can post up a load bearing beam there. Not shown on the photoshop rendition are two windows on the NE end we'd like to reclaim: one is a picture window on the first floor, and a lone window above it by the deck. The rest of the windows are to help achieve balance between the first and second floor and to take advantage of all that great SE passive solar. On that note: we'd like to look into doing some minimal solar, if it fits the budget. A small panel on the shed roof between gables might be pretty low visual impact.
5. Extending the roof line to ventilate the building. 75% of the sill plates on all three sides of the rear unit are rotten. I think this is largely due to the fact that the unit was insulated in the mid 80's without adding ventilation. There is a fair amount of evidence to suggest that insulating balloon framing without creating ventilation quickly leads to rot, and this house certainly corroborates that. Moreover the building inspector noted some swelling and mold, particularly on the northern aspects, and thought creating an overhang would help significantly. I would like to extend the roof by a few courses of shingles, just enough to create a ventilated soffit a few inches wide behind the fascia.

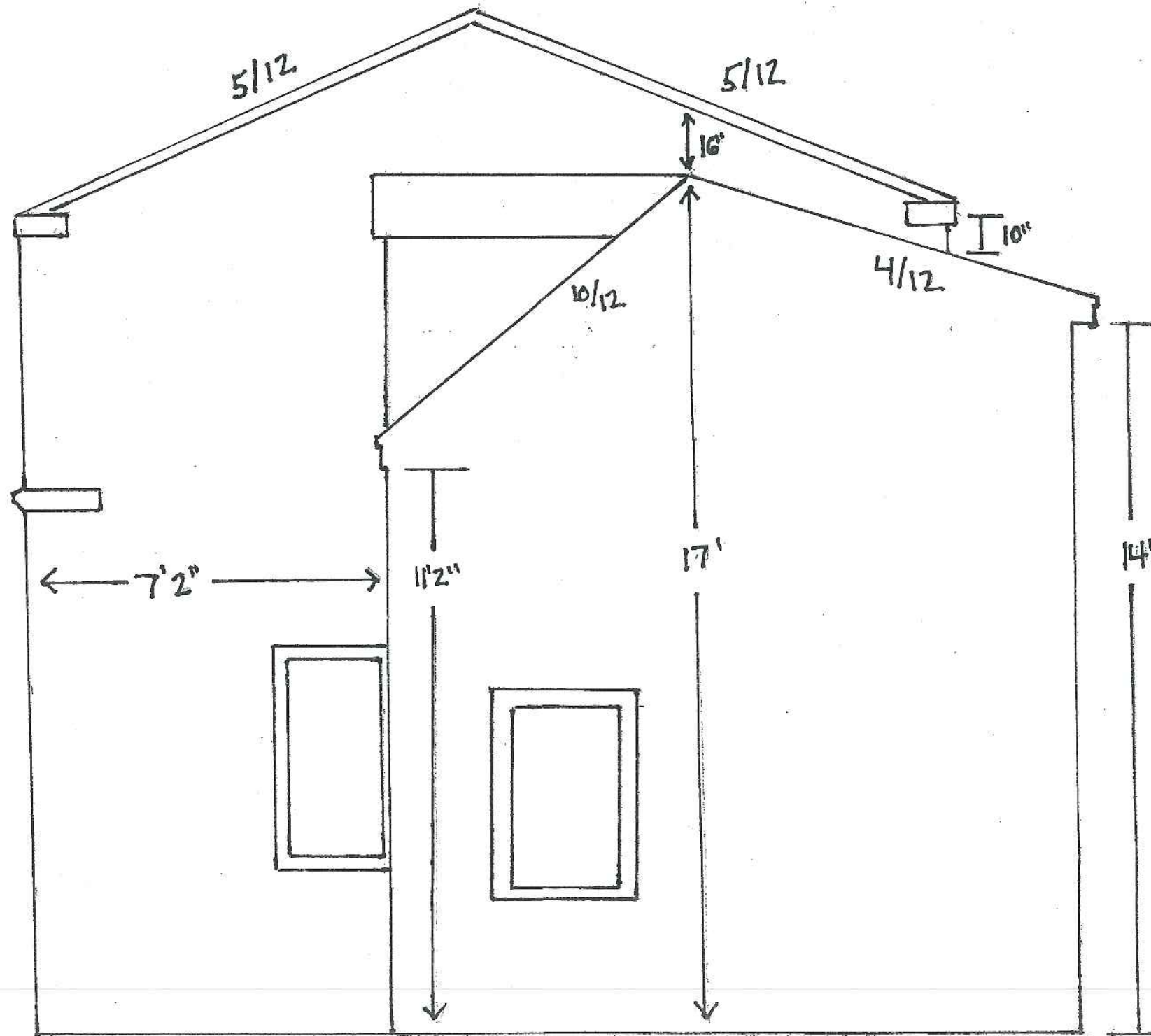
I would also like to add crown molding to the profile of the rear fascia and feel that this would be a tasteful way to help increase the roof overhang, but if the board is wedged to the plain fascia as is then that's okay. Ultimately (on a future project) I would repeat this feature on the dormer roofline on the front unit.
6. Covered entryways. I would be happy to match the shed roof covered entryway in the 1924 picture, but I thought a shed roof on the back and a gabled roof over the front entry would be a good way to tie the front and back together stylistically. I am happy to do either, but with no eaves to speak of these entrances really need to be covered.

113 WINTER ST.
EXISTING SOUTH ELEVATION
~~1/4" = 10'~~ NTS

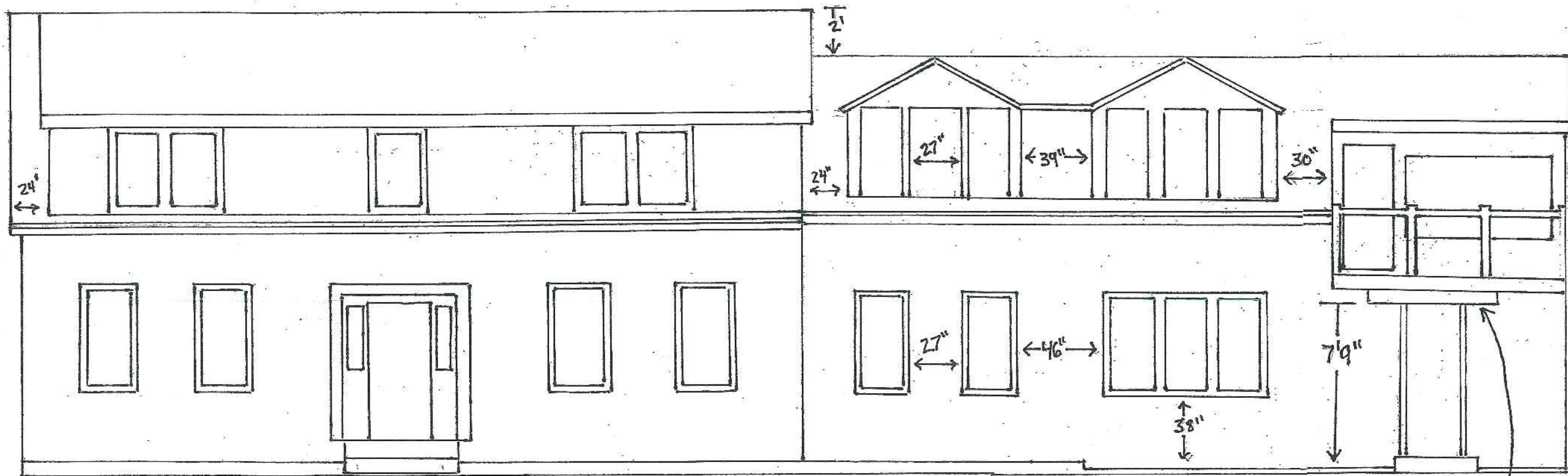


113 WINTER ST.
EXISTING REAR (EAST) ELEVATION
~~3/8" = 1'0"~~ NTS

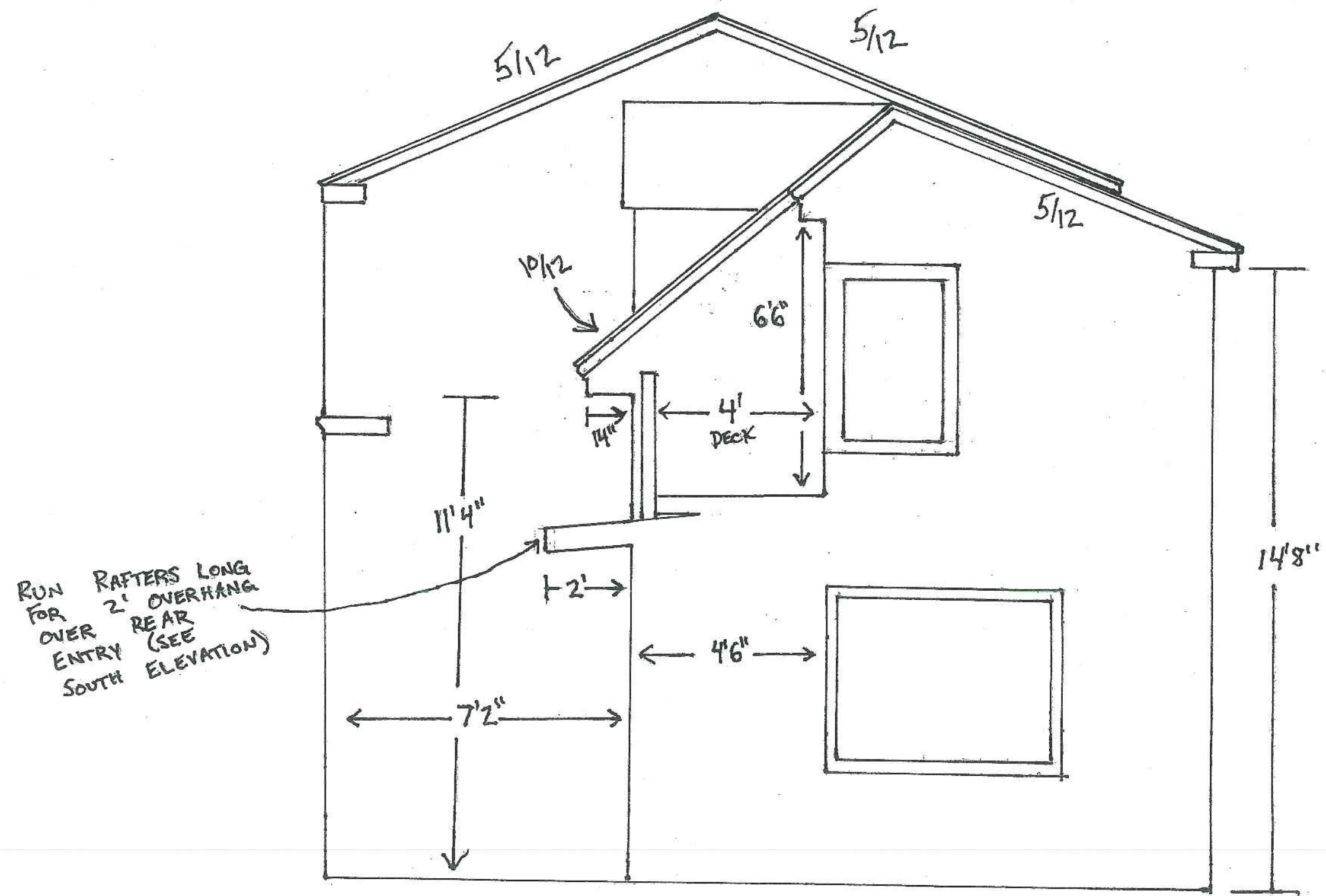
ATTACHMENT 2

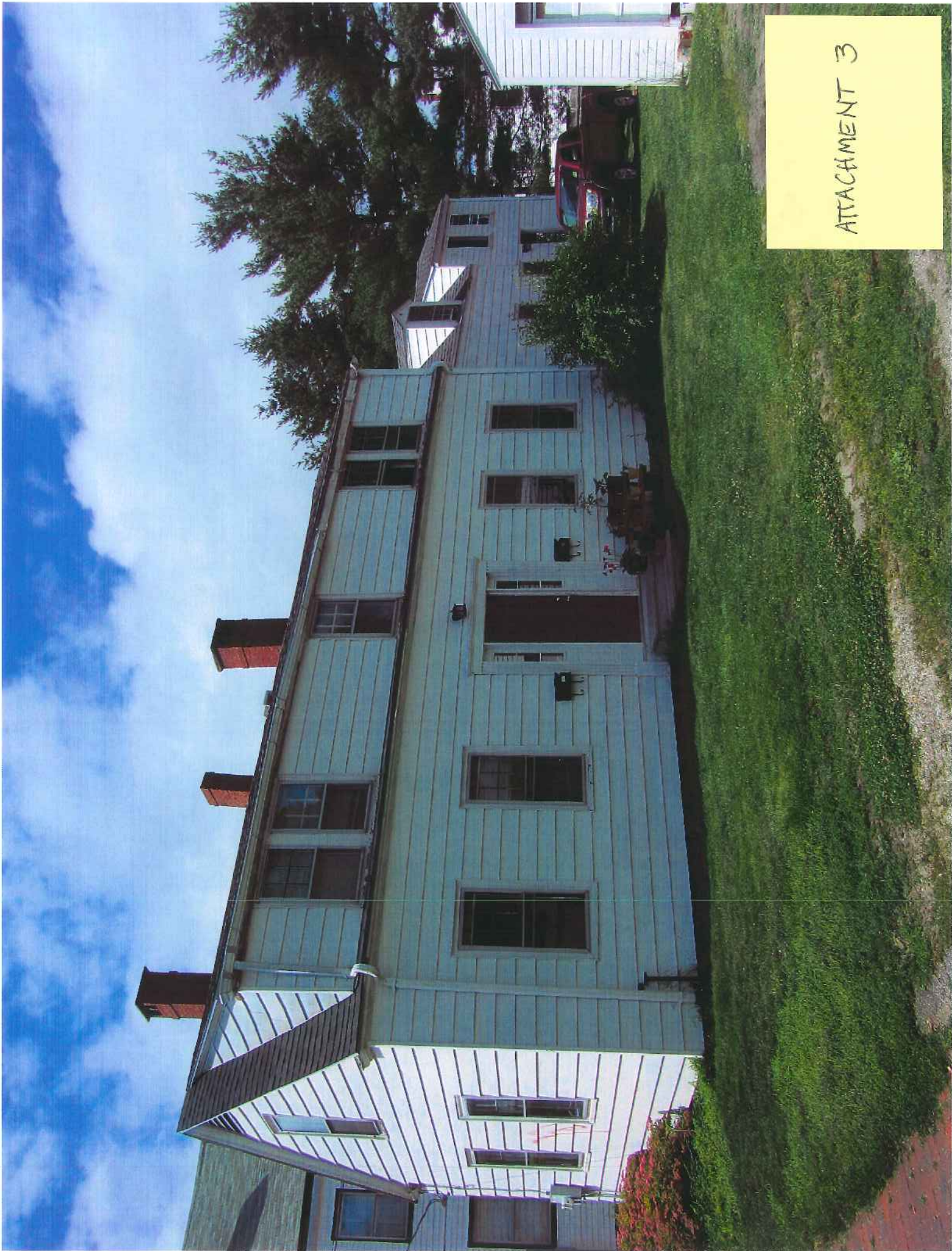


113 WINTER ST.
PROPOSED SOUTH ELEVATION
~~1/4" = 1'0"~~ NTS

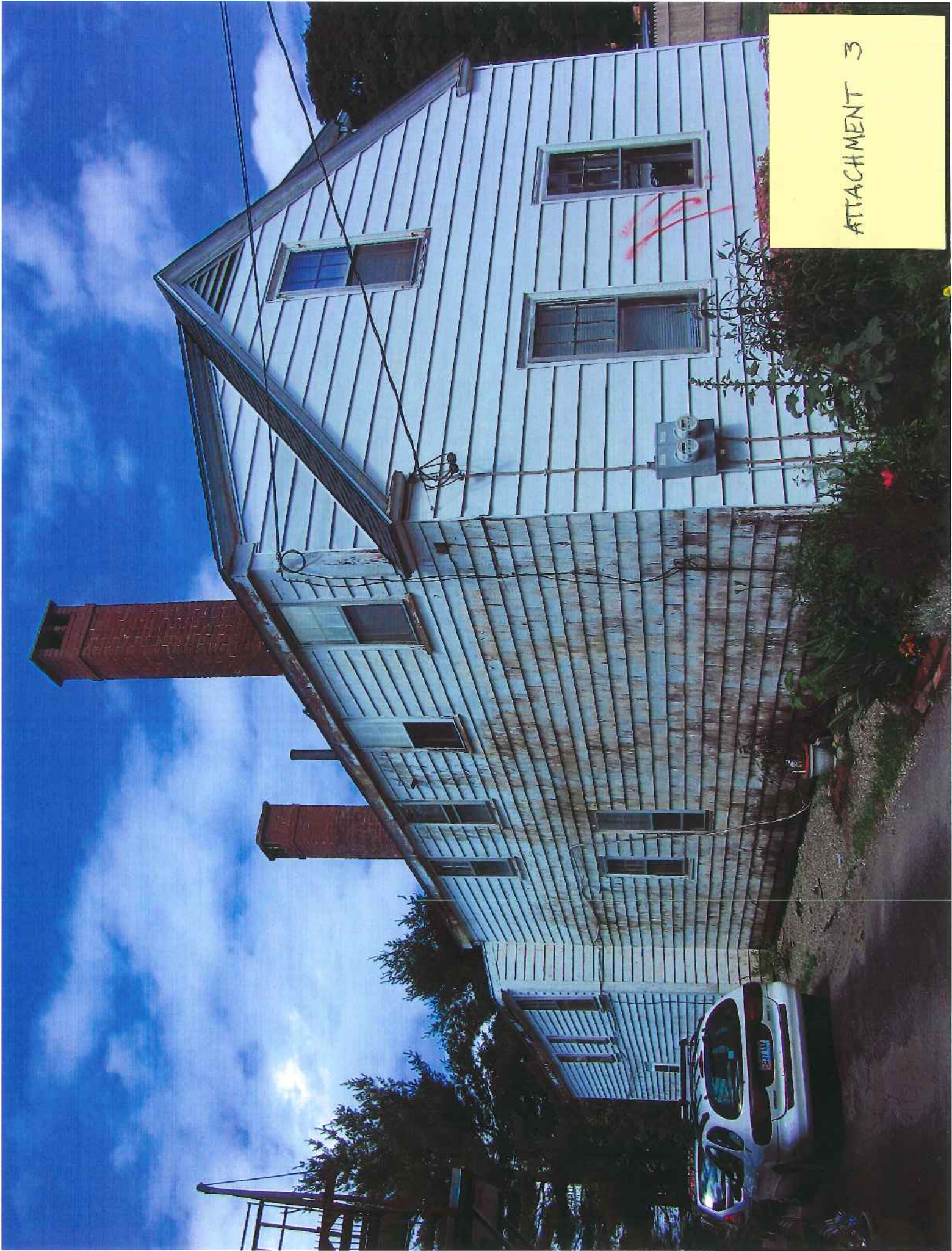


113 WINTER ST.
PROPOSED REAR (EAST) ELEVATION
~~3/8" = 1'0"~~ NTS



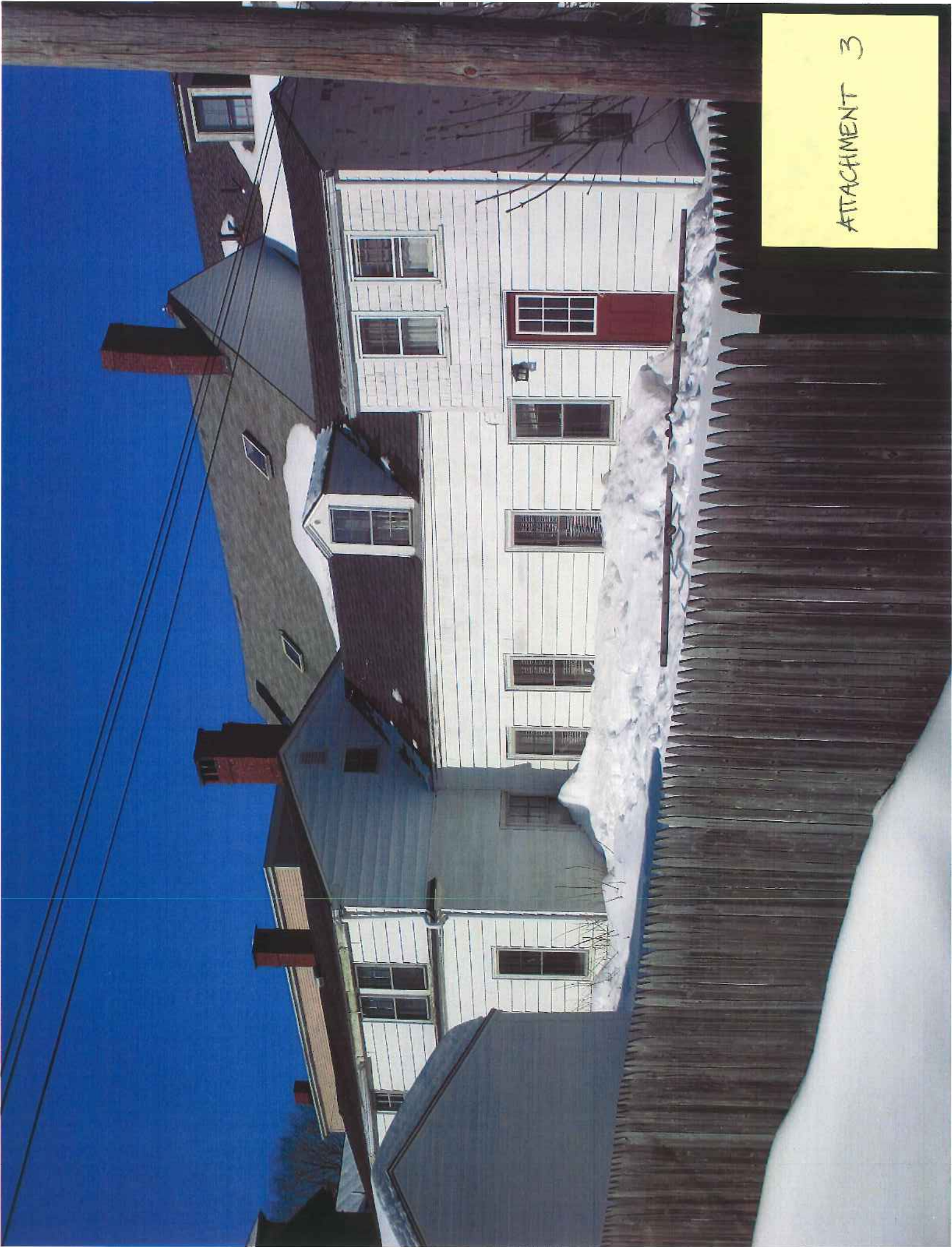


ATTACHMENT 3



ATTACHMENT 3

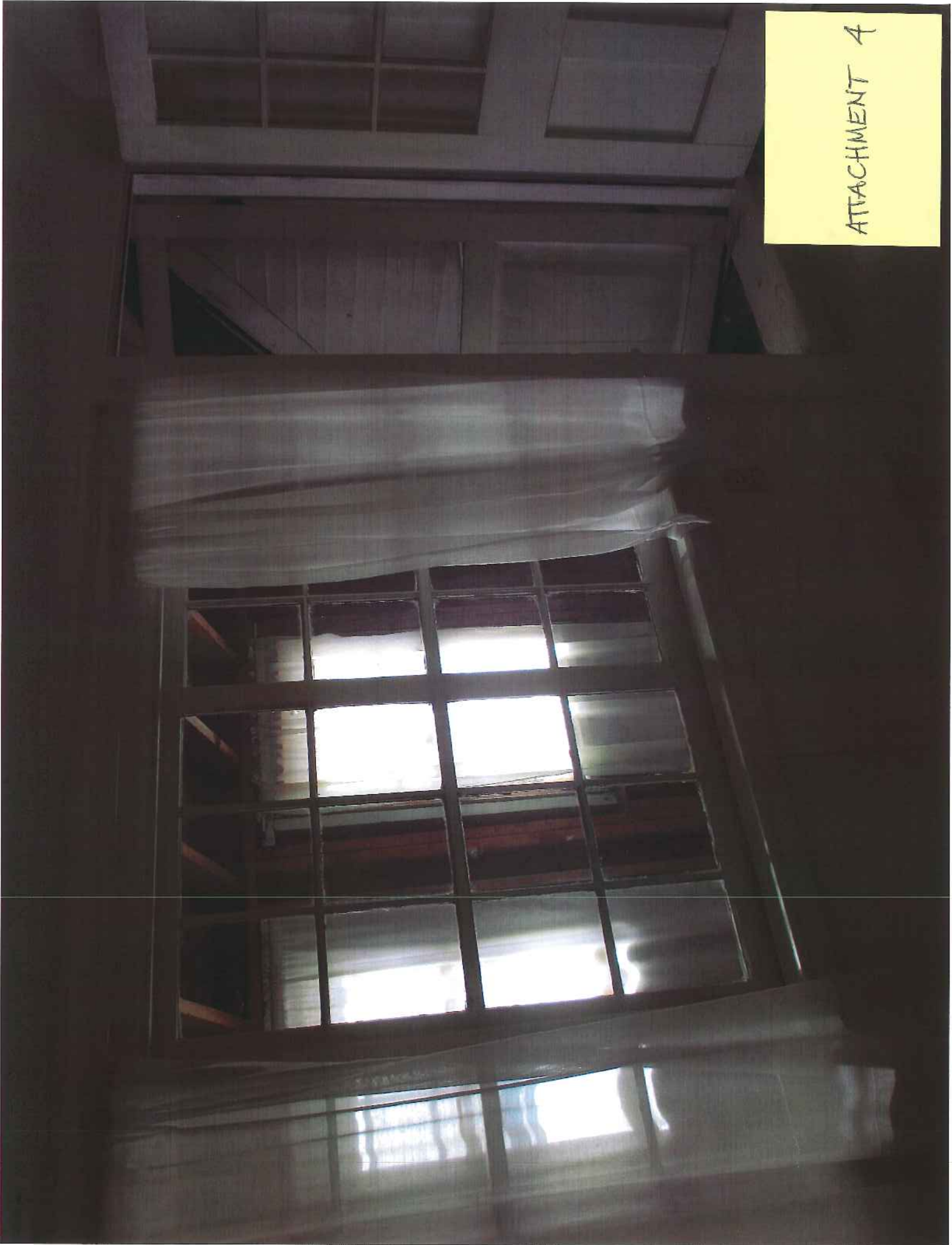
ATTACHMENT 3

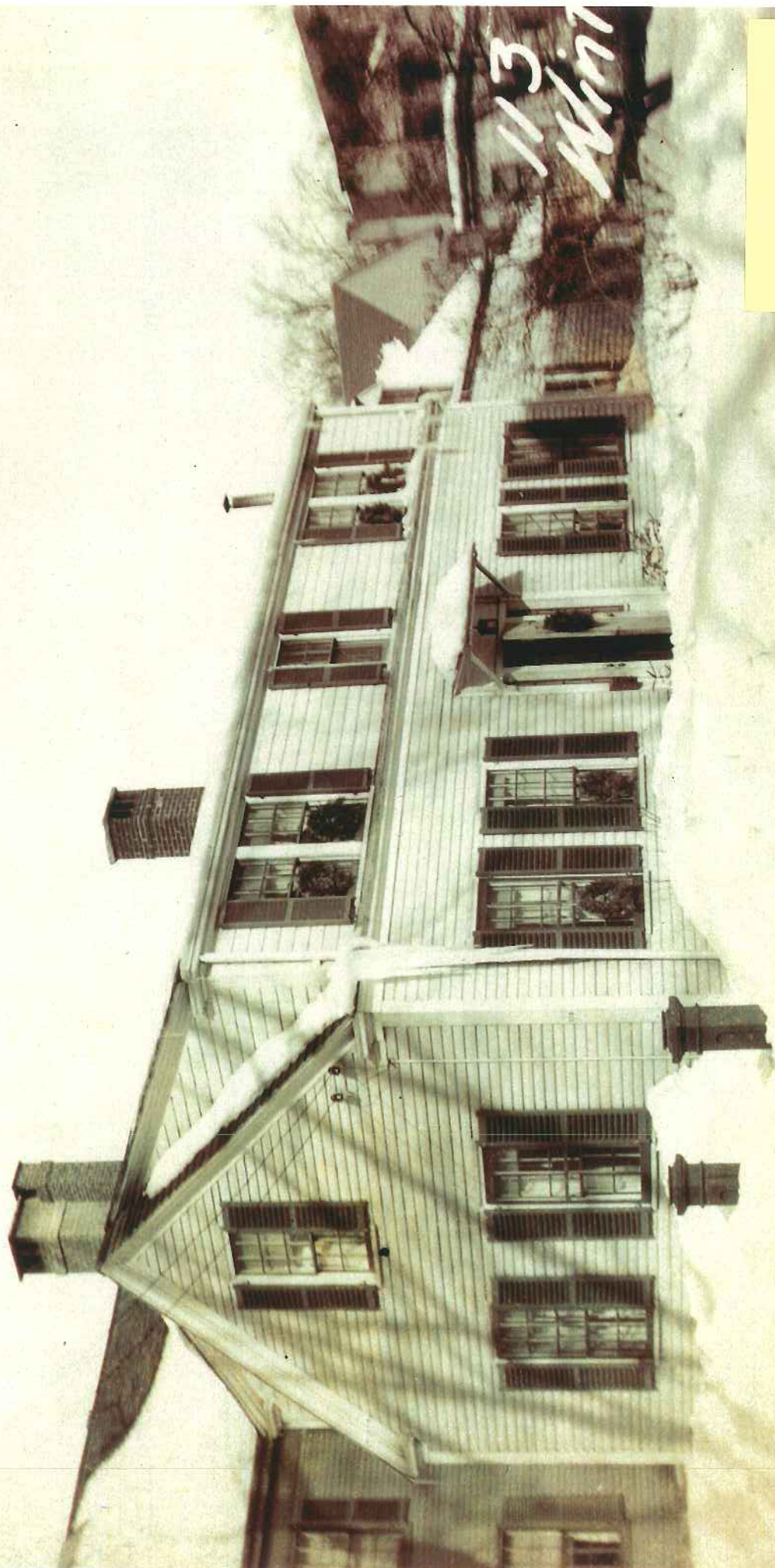




ATTACHMENT 4

ATTACHMENT 4





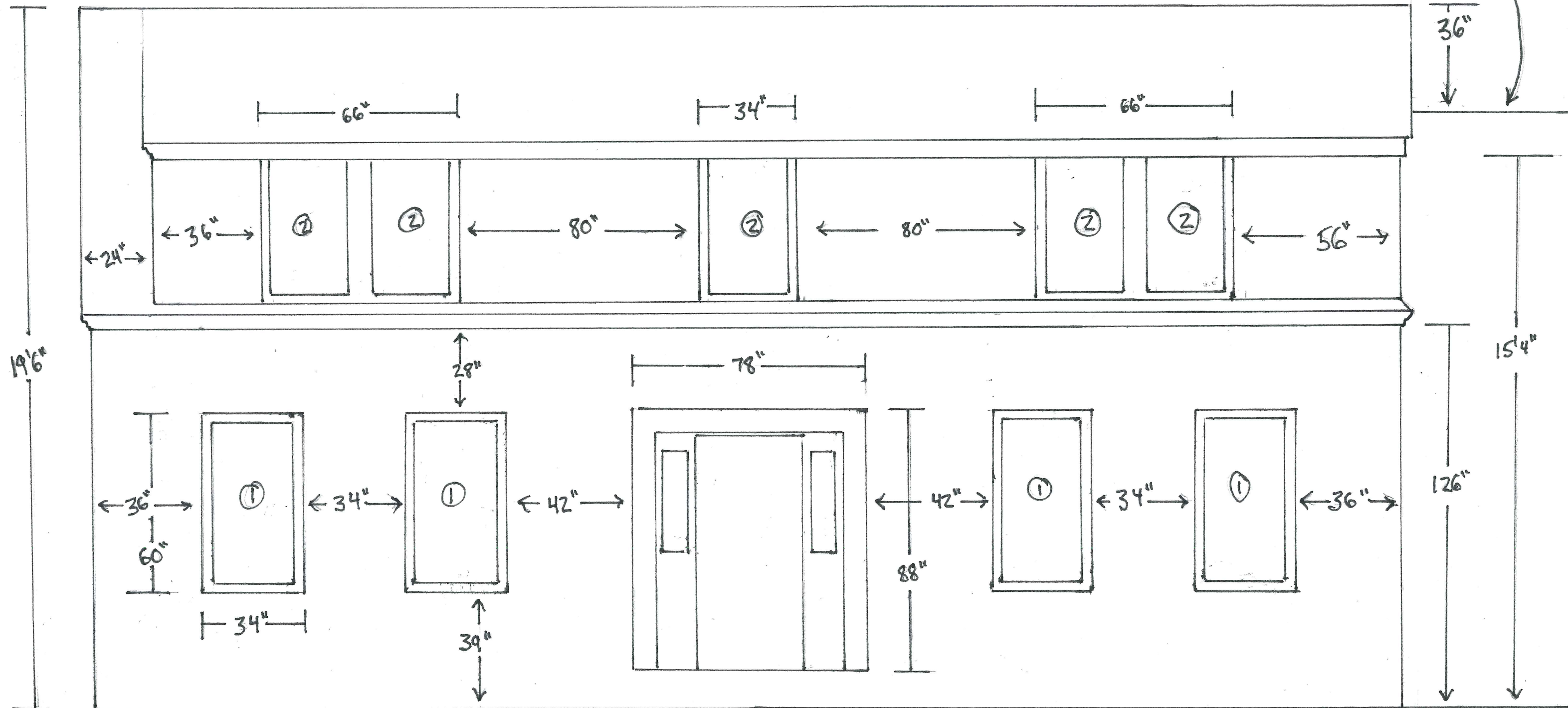
11/3
Whit

ATTACHMENT 5

113 WINTER ST. #1
EXISTING SOUTH ELEVATION
3/8" = 1'0"

REVISED PROPOSAL
SUBMITTED BY
APPLICANT AFTER
STAFF REPORT
WAS PREPARED

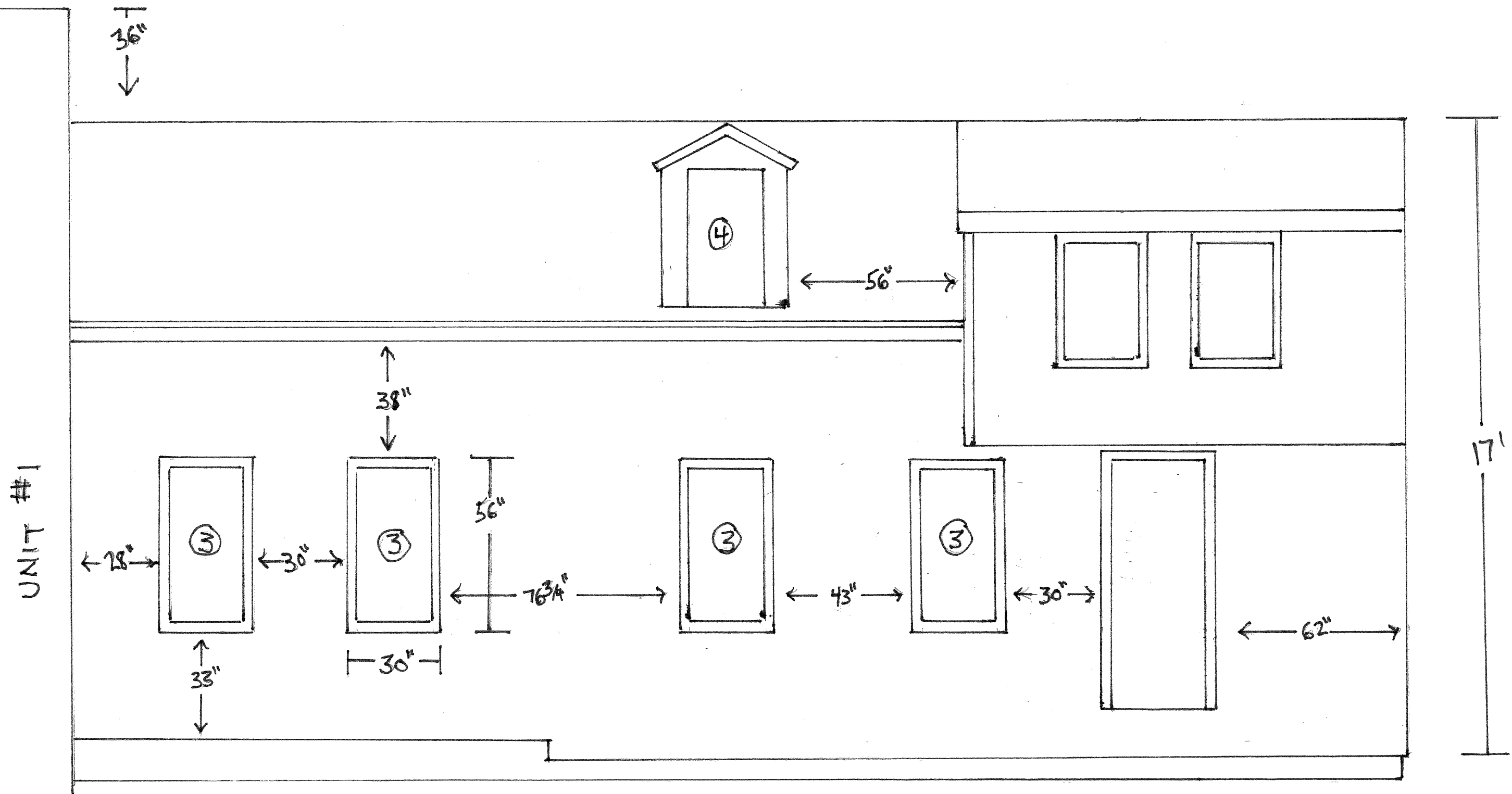
UNIT # 2
EXISTING RIDGE
@ 16'6"



WINDOWS:
① 28 x 54
② 28 x 45

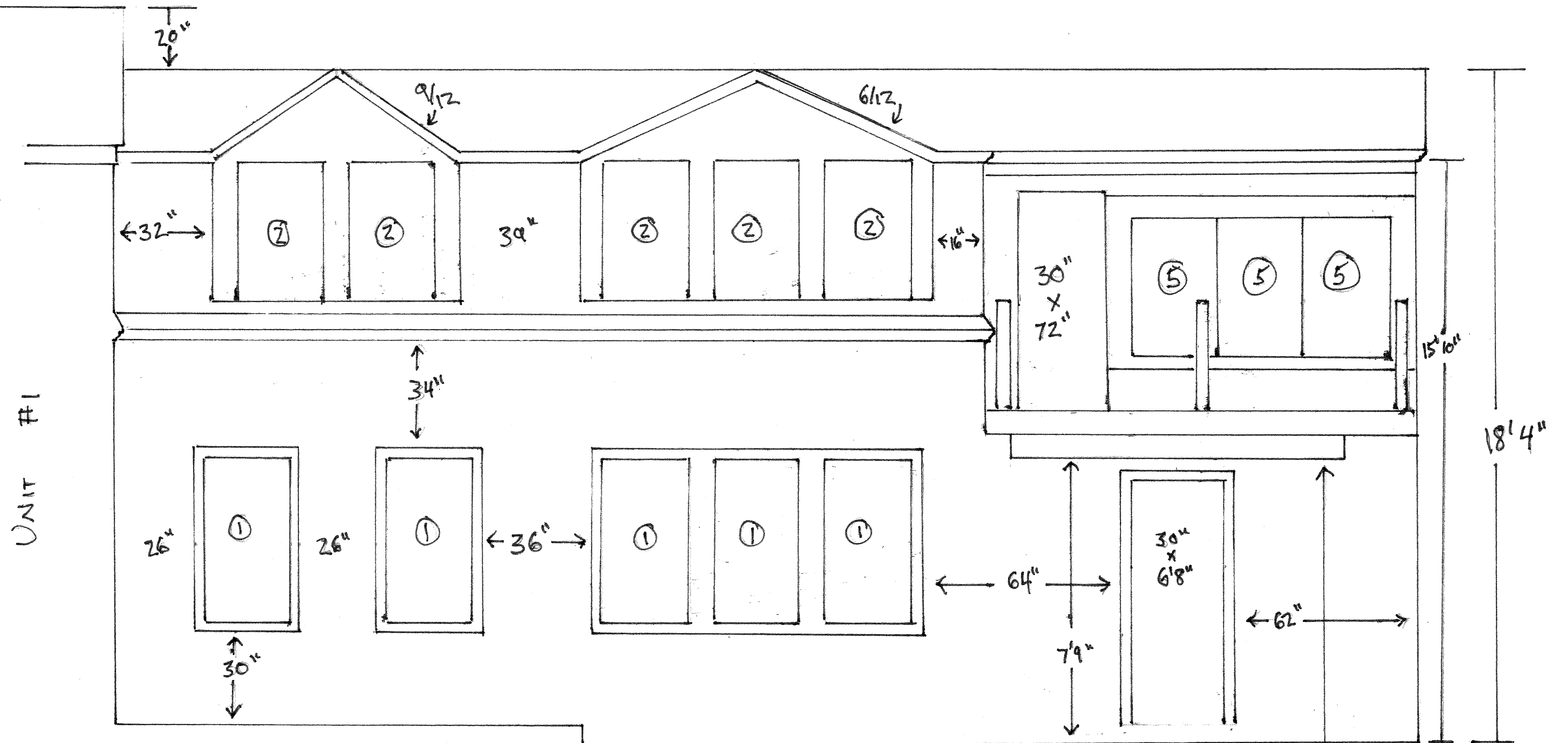
UNIT #1
RIDGE HEIGHT @ 19'6"

113 WINTER ST. #2
EXISTING SOUTH ELEVATION
3/8" = 1'0"



WINDOWS:
③ 24x 50
④ 24x 44

113 WINTER ST. #2
 PROPOSED SOUTH ELEVATION
 3/8" = 1'0"

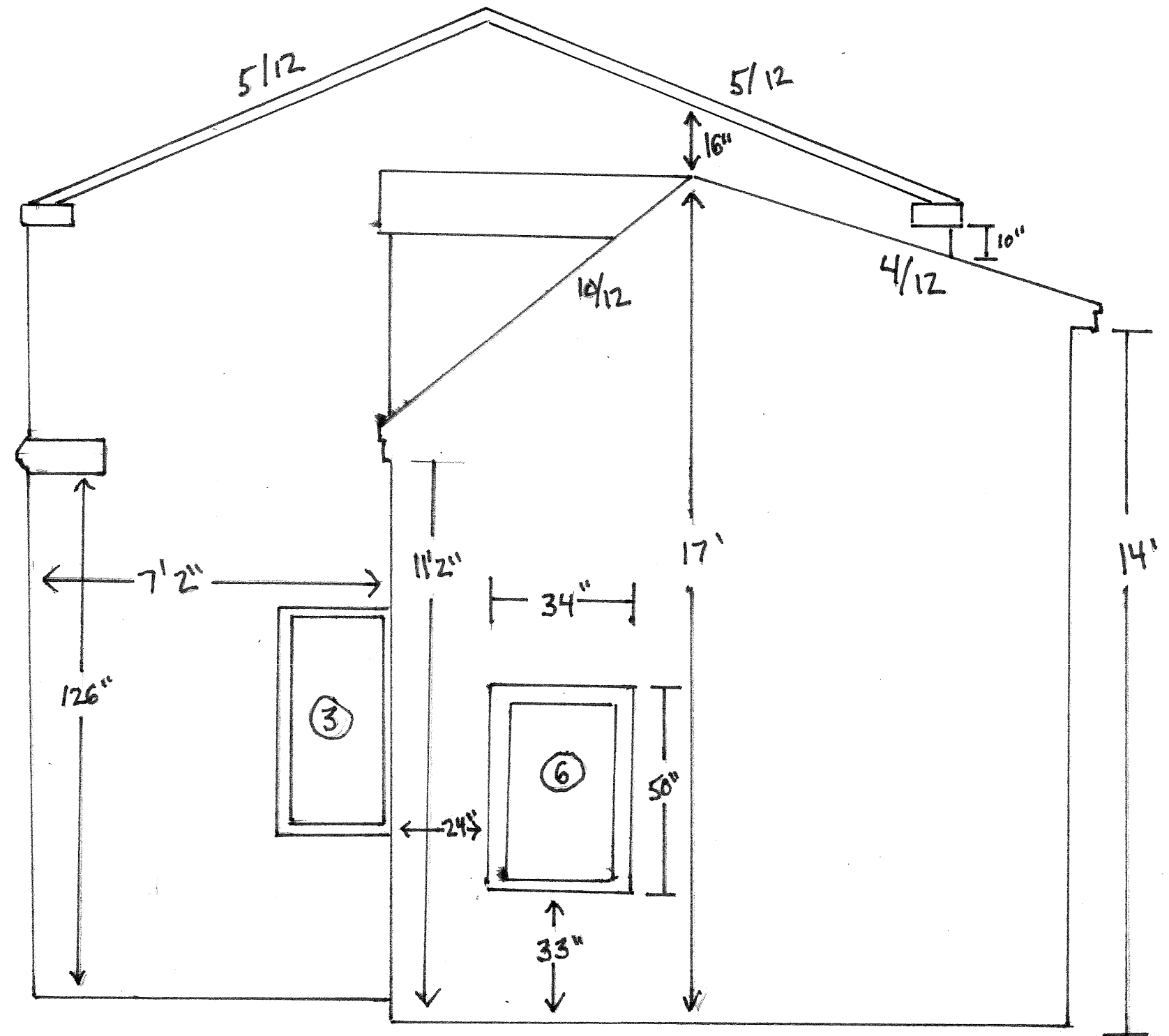


WINDOWS:
 (1) 28x54
 (2) 28x45
 (5) 28x46

EXTEND RAFTERS UNDER
 DECK FOR 2' COVERED
 ENTRY SHED ROOF

113 WINTER ST.
EXISTING REAR (EAST) ELEVATION
 $\frac{3}{8}" = 1'0"$

WINDOWS:
③ 24x50
⑥ 24x42



113 WINTER ST.
PROPOSED REAR (EAST) ELEVATION
3/8" = 1'0"

