

1. Legal Ad

Documents: [10-21-15 LEGAL AD.PDF](#)

2. Agenda

Documents: [10-21-15 AGENDA.PDF](#)

3. High And York Streets

Documents: [HP MEMO - HIGH AND YORK STREETS.PDF](#)

4. 32 Thomas Street

Documents: [HP MEMO - 32 THOMAS STREET.PDF](#)

5. 58 Fore Street

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

6. 392 Spring Street

Documents: [HP MEMO - 392 SPRING STREET.PDF](#)

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

On **Wednesday, October 21, 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 review the following items. (Public comments will be taken at this meeting):

1. WORKSHOP

- i. Advisory Review and Comment on Proposed New Construction Abutting Historic District Boundary; 101 YORK STREET (Northeast Corner of High and York Streets); J. B. Brown & Sons, Applicant.
- ii. Preliminary Review of Proposed Site Alterations; 26-32 THOMAS STREET, Williston West Church & Parish Hall; 32 Thomas Street LLC., Applicant.

Break for Dinner; Meeting Resumes at 7:30

2. PUBLIC HEARING

- i. Advisory Review and Comment on Supplemental Information provided by CPB2 Regarding Buildings recommended as “Contributing Structures” within Portland Company Complex; PORTLAND COMPANY, 58 FORE STREET; Review at the Request of the Planning Board.
- ii. Certificate of Appropriateness for Front Porch and Site Alterations; 392 SPRING STREET; Nancy & Dix Druce, 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
October 21, 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 OCTOBER 7, 2015:

- i. Certificate of Appropriateness for Exterior Alterations; 119 CHADWICK STREET; Peter and Sherri Feeney, Applicant. *The Board voted 4-0 (Harmon, Oldham & Turk absent) to approved the application subject to conditions.*
- ii. Certificate of Appropriateness for Garage Construction; 50 WESTERN PROMENADE; David Fenton, Applicant. *The Board voted 4-0 (Harmon, Oldham & Turk absent) to approved the application subject to conditions.*

4. WORKSHOP

- i. Advisory Review and Comment on Proposed New Construction Abutting Historic District Boundary; 101 YORK STREET (Northeast Corner of High and York Streets); J. B. Brown & Sons, Applicant.
- ii. Preliminary Review of Proposed Site Alterations; 26-32 THOMAS STREET, Williston West Church & Parish Hall; 32 Thomas Street LLC., Applicant.

Break for Dinner; Meeting Resumes at 7:30

5. PUBLIC HEARING

- i. Advisory Review and Comment on Supplemental Information provided by CPB2 regarding Building #1 within Portland Company Complex; PORTLAND COMPANY, 58 FORE STREET; Review at the Request of the Planning Board.

6. WORKSHOP

- i. Preliminary Review of Proposed Front Porch and Site Alterations; 392 SPRING STREET; Nancy & Dix Druce, Applicant.

7. 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**

**WORKSHOP – ADVISORY REVIEW and COMMENT
NORTHEAST CORNER OF HIGH AND YORK STREETS**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deb Andrews, Historic Preservation Program Manager

DATE: October 15, 2015

RE: October 21, 2015 **Workshop – Advisory Review and Comment on Proposed
New Construction Immediately Abutting Historic District**

Note: This workshop was originally scheduled for the 10/7/15 agenda, but was postponed to the 10/21/15 agenda.

Address: 101 York Street (northeast Corner of High and York Streets)

Applicant: J. B. Brown & Sons

Design/Build Contractor: Opechee Construction Corporation

Introduction

Wednesday's advisory review of J.B. Brown's proposed mixed-use development at the corner of York and High Streets was originally scheduled for the Historic Preservation Board's October 7 agenda, but was postponed to the October 21 agenda. As J. B. Brown's proposal has not been modified since their original submission, Board members should refer to 10/7 staff report in preparation for Wednesday's meeting—see Attachment 4. This memo is intended to highlight supplemental materials received since the writing of that report.

As noted in the 10/7 staff report, the applicant was asked to provide additional materials to aid in the Board's review, specifically additional perspective views of the proposed development shown within its surrounding context and from various vantage points. If more detailed elevations are available at this stage in design development, staff asked that those drawings be provided as well. In response to this request, the applicant has provided additional perspective views—see Attachment 1. The applicant has also forwarded screen shots of the presentation made to the Planning Board at their initial workshop that explain the rationale behind project architect's design concept.

Also attached as supplementary information is a memo prepared by Urban Designer Caitlin Cameron for the Planning Board's October 13th workshop. As the development site is located

within the B3 zone, the project is subject to the design review standards applicable in that zone. Ms. Cameron provides a preliminary analysis of the project's compliance with the B3 design standards.

As noted in the 10/7 staff report, the Board's role in this review is advisory only and is intended to provide additional assistance to the Planning Board as they consider whether the proposed development is "generally compatible with the major character-defining elements of the portion of the district in the immediate vicinity of the proposed development". The portion of the development of greatest relevance to the Historic Preservation Board is that portion closest to the High Street boundary of the West End Historic District. That said, Planning Board members expressed reservations about some aspects of the proposed design at their preliminary workshop and indicated that they welcomed input from the Historic Preservation Board not only on the question of compatibility with the project's immediate abutting historic context, but also on the project's general design direction as currently proposed.

Attachments

1. Perspective views of proposed project
2. Print-out of applicant's presentation on proposed design approach
3. 10/21/15 design review memo prepared by Urban Designer Caitlin Cameron
4. Staff report for 10/7/15 Historic Preservation Board meeting



PERSPECTIVE VIEW AT THE CORNER OF YORK AND HIGH STREET

October 13, 2015
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York Street Apartments
Portland, Maine

OPECHEE
CONSTRUCTION CORPORATION



PERSPECTIVE VIEW FROM DANFORTH STREET

October 13, 2015
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York Street Apartments
Portland, Maine

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PERSPECTIVE VIEW FROM HIGH STREET

October 13, 2015
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York Street Apartments
Portland, Maine

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PRESENT HIGH STREET VIEW CORRIDOR

October 13, 2015
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FUTURE HIGH STREET VIEW CORRIDOR

October 13, 2015

York Street Apartments
Portland, Maine

OPECHEE
CONSTRUCTION CORPORATION

DOWNTOWN URBAN DESIGN GUIDELINES

These Downtown Urban Design Guidelines are a component of the City of Portland's Downtown Plan entitled *Downtown Vision: A Celebration of Urban Living and a Plan for Portland's Future* and of the City's Comprehensive Plan. They are supporting reference documents for the City's B-3 Downtown Business District Zoning Ordinance and Site Plan Standards, and a companion to the Technical and Design Standards and Guidelines for the City of Portland.

The **Signage, Awnings and Canopies** section contained herein supercede the Signage requirements of the Urban Renewal Plan for Maine Way (pages 9-11 of Planning Report #29-76: Urban Renewal Plan for Maine Way, amended May 1976.)

Introduction

Downtown Portland is the center of the region's business, governmental, cultural, and residential communities. It is also a physical environment comprised of a variety of individual buildings, streetscapes, parks, and districts in which people carry on with day-to-day interactions. As a physical environment, it should be designed to facilitate these uses in a setting that has beauty, is comfortable and secure, which provides amenity and interest for the pedestrian, and which celebrates the coming together of people in a concentrated pedestrian world. It is important that incremental changes to the physical environment through development or rehabilitation proposals continue to enhance the physical environment.

These guidelines are provided for the use of individual property owners and the development community in understanding the expectations of the greater community for the development of the Downtown. This represents a documentation of concerns which have been central issues within project reviews of proposed development in the past, and is an attempt to make the review process more understandable and predictable for the development community. These Guidelines are also intended to provide guidance and consistency for City staff and Planning Board development review. Finally, these Guidelines are intended to provide the public with a clearer presentation of important design issues to assure they reflect public concerns while providing a framework for public comment and involvement in the development process.

These Urban Design Guidelines are not intended to restrict the creativity of developers or designers in responding to the challenges of a given site. Rather they provide a framework of issues with which to be concerned in assuring that a creative design solution is compatible with the character of Portland's Downtown environment and is sensitive to pedestrian needs. These Guidelines are presented as a discussion of issues that specific site plan standards are intended to address. Unless otherwise provided for within the City Ordinances, these are guidelines only, a framework not to be ignored but flexible enough in intent, interpretation, and application to allow and encourage the developer and associated designers to come forward with creative and distinctive design solutions.

Note:

The following pages outline the design approach taken on the York and High Street Development to create a building that will be compatible with the character of Portland's Downtown environment and is sensitive to pedestrian needs.



245 Commercial Street



254 Commercial Street

Notable Elements:

strong horizontal cornice

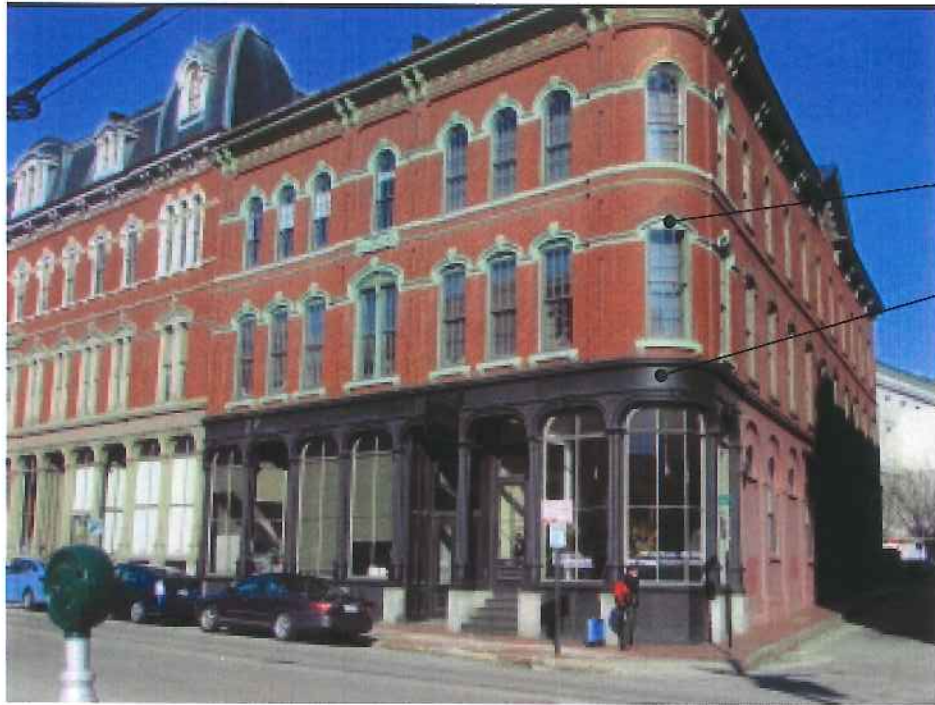
granite head & sill

vertically proportioned openings

granite base



York Street Elevation



130 Middle Street

Notable Elements:

undulating head & sill articulation

strongly distinguished storefront
street level by use of contrasting
material



York Street Elevation





215 Commercial Street

Notable Elements:

facade creates a link / transition between two strongly developed fenestrations. The "link" recedes to the background allowing the adjacent buildings to be prominent



York Street Elevation



68 High Street

Notable Elements:

strong horizontal cornice

formal buff colored brick

vertically proportioned openings

varied base



York Street Elevation



State Street

Notable Elements:

overall building height varies but
scale and proportion remain
similar to surrounding context.



High Street Profile

Planning and Urban Development Department Planning Division



Subject: B3 Design Review – 101 York Street

Written by: Caitlin Cameron, Urban Designer

Date of Review: Monday, September 21, 2015

On Monday, September 21, a design review according to the *City of Portland Design Manual* Standards was performed for the proposed development at 101 York Street. The preliminary plans were reviewed by Caitlin Cameron, Urban Designer, Nell Donaldson, Planner, and Shukria Wiar, Planner, Planning Division of the Department of Planning & Urban Development with additional coordination with Deb Andrews, Historic Preservation Program Manager. The project was reviewed against the B-3 *Downtown Business Zone Standards* and *Downtown Urban Design Guidelines* (Appendix 1 of the Design Manual).

Design Review Criteria:

The project must meet all B-3 Design Standards found in the *City of Portland Design Manual*.

Findings of the Design Review:

The proposed design currently does not pass all of the standards of the B-3 *Downtown Business Zone Standards* and *Downtown Urban Design Guidelines* (Appendix 1 of the Design Manual) – please refer to **comments below regarding Standards currently not met or where more information is needed.**

B-3 Downtown Urban Design Guidelines (Appendix 1)

I. Relationship to the Pedestrian Environment

A. Distinguish the lower 35 feet of building facades

1. Storefronts and building facades

- **Relationship to Context – Not Met** – the design of storefronts and the facades of lower portions of buildings should relate to the architecture of the rest of the building and should demonstrate a unified overall building design.
 - There is too much artificial variation in the facade design. The length of the building should be broken up in a way that is authentic and reflects the inherent building systems and function. The architectural style should not alter so much - this is one building.
- **Pedestrian character – Met –**
- **Materials and detailing**
 - Material choices need to be indicated on the elevation drawings and in the project narrative.

- Storefront materials, details, and spacing should be consistent throughout the ground floor of the project. A change in the storefront design is logical at the point where the façade becomes recessed, but currently, too much variation is shown in the storefront design across the length of the building.
 - Change in material should emphasize use – retail storefront vs. residential above. Use granite or stone to emphasize residential entry points, not to artificially break up the storefront facades.
 - Details such as cornices, belt lines, water tables, should be cohesive throughout the building.
- Transparency – Met –
 - Contemporary design – Not applicable – There is no surrounding retail context
2. Building entrances
 - Compatibility with the building façade – **Not Met** – Compatibility is less of an issue as emphasis and visibility – further design is requested. Use granite or stone to emphasize residential entry points, not to artificially break up the storefront facades.
 - Prominence along the street – **Not Met** – The two residential building entrances are not readily identifiable and do not have prominence on the building's street facades. This should be addressed through strategies such as material choice, canopies or projections, detailing, and/or lighting.
 - Access to the street – **More information needed, Not Met** – Street-level retail entries are not indicated. For any off-street entrance, prominent access directly from the street should be provided to the extent feasible.
 - Accessibility – Met –
 3. Blank Facades – Met –
 4. Special Features – Not applicable –
- B. Pedestrian Activities District (PAD) – Not applicable –
 - C. Sidewalk Areas and Open Space – Met – The project appears to follow traditional material and technical standards. More information is requested regarding the pedestrian amenities in the widened sidewalk area. see II. B.
 - D. Pedestrian Amenities – Met – Some seating walls and planters are indicated. More information is requested regarding the pedestrian amenities in the widened sidewalk area. see II. B. Landscaping at residential entrances, plaza, and sidewalk furnishing zone is appropriate. Landscaping and planters should not be placed against storefront.
 - E. Sidewalk Vendors and Sidewalk Cafes – **More information needed** – see II. B.
 - F. Urban Open Spaces – **More information needed** – see II.B.

II. Relationship to Existing Development

- A. Integrate with, respect and enhance – **More information needed, Not Met** – *Proposed development shall respect, enhance, and be integrated with the existing character of the general pattern of development in the Downtown, surround building environment and streetscape.*
 1. Street walls and building setbacks – Met – The proposed building setback on High Street does follow the pattern of the block.
 2. Open Space – Not applicable –

3. **Building form, scale and massing:**

- Particular attention should be paid to the relationship of the new building to the existing historic context on High and Danforth Streets. The form adjacent to the single-family houses should be moderated.
- Additional views of the proposal in relation to the context on High and Danforth Streets is requested.
- Refer to the Historic Preservation Board advisory review for further guidance on how to achieve compatibility with neighboring historic structures.

4. **Building façade proportion and composition – Not Met –** *In the design of larger buildings it is particularly important to examine opportunities to compose the building both horizontally and vertically, respecting the character of buildings nearby through a contextually sensitive design while creating an interesting and creative individual building. . . . Further, buildings Downtown frequently have a horizontal composition characterized by regular window openings set within distinctive bay spacing.*

- There is too much artificial variation in the facade design. The length of the building should be broken up in a way that is authentic and reflects the inherent building systems and function. The architectural style should not alter so much - this is one building.
- Consistent use of materials is desired as opposed to yellow and red brick on one building.
- Bay spacing should be consistent – clear building systems, prevailing patterns, and a hierarchy.
- Fenestration patterns should create a sense of rhythm and scale to the building horizontally and vertically with consistent window spacing, types, and sizes.
- Details such as cornices, belt lines, water tables, should be cohesive throughout the building.

5. **Pedestrian circulation and building entrances – More information needed –**

- Although storefront is planned for most of the York Street façade, building entrances are not indicated and cannot be evaluated for their frequency.

6. **Parking garages and surface lots – More information needed, Not Met –**

- Screening should be provided between the garage and the rear yards of the adjacent properties and potentially screening the parking from Danforth Street. Please provide a plan to accommodate that.
- A view of the proposal from Danforth Street is needed to evaluate how the building and parking are integrated with the existing streetscape.
- The parking entrance from Danforth Street should be designed so as to not disrupt the pedestrian environment.

7. **Areas within downtown – Not applicable –**

B. **Standards for increasing setback beyond street build-to-line – More information needed –** *In order for proposed exceptions to this pattern of predominant street wall to be acceptable, the applicant must demonstrate to the Planning Board that the introduction of additional setbacks at the street level satisfies the following:*

1. *Open space and amenity*

2. *Prevailing character and continuity*
3. *Support for existing open space*
4. *Quality and orientation*

- Further information is needed regarding the open space created by the setback on York Street in order to determine if it meets the criteria for setback variation. For example, is there landscaping, building entries, seating provided, public access?

III. Roof-Top Appurtenances – More information needed – As of 9/21/15 information about rooftop appurtenances has not been provided. In developing the mechanical plans for the project, keep this standard in mind.

IV. Shadow Impact on Open Space – Not applicable – As of 9/21/15 no portion of the building is in excess of 65' in height.

V. Wind Impacts – More information needed – As of 9/21/15 information about wind impacts has not been provided.

VI. Setback from Existing Structures – Met – New development does not appear to impact the structural integrity or general safety of neighboring structures.

VII. Building Tops – Not applicable – As of 9/21/15 no portion of the building or structure exceeds 150' in height.

VIII. View Corridors, Visual Landmarks, and Gateways

A. View Corridors – Not applicable –

B. Visual Landmarks – Not applicable –

C. Gateways – **Not Met** – The site is identified as an existing significant Gateway *High Street* and *The Million Dollar Bridge to York Street* . . . *there are opportunities to enhance these entrances by preserving view corridors and panoramic skyline views along or from these corridors, reinforcing and enhancing the scale, character and placement of buildings along these entrance routes . . . Proposals for development along Gateway entrances to the Downtown are encouraged to examine and reinforce the unique character and opportunity of that gateway entrance in terms of the design and siting of buildings, land uses, and streetscape improvements.*

- The building placement at the corner does meet the standard. However, the architecture does not include special corner treatments or acknowledgement of the "gateway" status of the corner. Staff recommends some kind of architectural emphasis on the upper floors of the building corner at High Street to provide a visual significance of "gateway." For example, each side of the corner should relate to each other because the building will be viewed obliquely from most approaches. Other strategies might include lighting, material change, details that emphasize the corner.
- **Further guidance from the Planning Board is sought on how to meet the standard.**
- The unique and positive aspects and opportunities of this gateway include "this entry to Downtown provides an opportunity to get a sense of the residential

and evolving commercial districts which surround and are so important to the Downtown."

- The *1983 Gateways to Portland* study provides guidance:
 - Create a newcomer's first impression of the city;
 - Provide a clear orientation and guiding symbol;
 - Provide unique areas for residents and commuters to observe and relate to their city, broadening an understanding of their city;
 - Provide pleasure of experiencing an attractive and more livable urban environment;
 - Image and potential economic impact

IX. Signage/Awnings/Canopies – More information needed – As of 9/21/15 no information was provided regarding potential signage, awnings, or canopies. In developing any signage plans, keep the requirements of this standard in mind.

Att. 4

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

**WORKSHOP – ADVISORY REVIEW and COMMENT
NORTHEAST CORNER OF HIGH AND YORK STREETS**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deb Andrews, Historic Preservation Program Manager

DATE: September 30, 2015

RE: October 7, 2015 **Workshop – Advisory Review and Comment on Proposed
New Construction Immediately Abutting Historic District**

Address: 101 York Street (northeast Corner of High and York Streets)

Applicant: J. B. Brown & Sons

Design/Build Contractor: Opechee Construction Corporation

Introduction

J. B. Brown and Sons will soon be before the Planning Board for site plan review of a proposal for new construction at the northeast corner of High and York Streets. As the subject lot immediately abuts the boundary of the West End Historic District, the Planning Board must find that the proposed development is “*generally compatible with the major character-defining elements of the portion of the district in the immediate vicinity of the proposed development.*” This site plan review standard, commonly referred to as the “100’-foot rule”, was added to the site plan ordinance in 2009 to ensure that new



construction in the immediate vicinity of a historic district respect any strong identifiable building patterns and/or visual characteristics exhibited in the abutting portion of the district.

Under this site plan standard (see full text in Attachment 1), historic preservation staff is required to provide the Planning Board a written analysis of the proposed development's immediate context, identifying the major character-defining elements and any established building patterns that characterize the context. In preparation for forwarding this analysis, it has been staff's practice to schedule an advisory review of the proposed project with the Historic Preservation Board, especially in the case of major development projects. In this case, the proposed development not only immediately abuts the boundary of the West End Historic District, it also is located at a key gateway to the historic core of the downtown and to the Old Port. The HP Board advisory reviews, typically conducted early on in the site plan review process, have proven instructive in highlighting particular areas of concern and in identifying possible design modifications to achieve greater compatibility with the abutting historic context.

The Board will also be reviewing proposed site alterations to the property at 27 High Street which immediately abuts the project site. The 27 High Street property, which falls within the historic district boundary, is also owned by J.B. Brown. (Note that the building is shown within the red boundary in the aerial view on the preceding page; it is included within the boundary only to show the total site controlled by J. B. Brown. The building will not be demolished as part of the development.)

Submitted Plans, Focus of Board's Review

Enclosed for the Board's review are excerpts from the preliminary plans prepared by Opechee Construction. The design/build construction company is providing design services for the project. As Board members will note, the elevations do not include a high level of detail at this time. Also provided are two perspective views of the proposed project. Staff has requested that Opechee provide additional perspective views to assist in the Board's review—including a view from directly across High Street and views from other points on High Street. Staff has also asked that the High Street elevation drawing of the proposed structure also depict at least the abutting building at 27 High.

Given the preliminary nature of the plans and the fact that this project is not before the Historic Preservation Board for formal review and approval, the Board's focus should be on general issues of compatibility: scale, massing, orientation to the street, materials. Also, notwithstanding the fact that much of the building fronts on York Street, the Board should focus its attention primarily on the High Street portion of the building, which is in closest proximity to the historic district boundary.

Proposed Development

The subject lot, located at the northeast corner of High and York Streets, is currently occupied by surface parking, a one-story former gas station that houses El Rayo Taqueria and an office building at the east end of the parcel. J. B. Brown & Sons propose to construct a 5-story, mixed use development with frontage on both High and York Streets. The building features a 17,500 sq. ft. footprint, frontage of approximately 305 feet on York Street and 88 feet of frontage on High Street. Retail or restaurant use is proposed for the first floor with 63 apartments on the upper floors. Also included in the development is a parking structure (one

level of enclosed parking with surface parking above) at the rear portion of the lot. Vehicular access to the project will be from both York Street and Danforth Street. The property is located within the B-3 zone; the allowable building height in this portion of the B3 zone is 45 feet.

As proposed, the building appears to be subdivided into three distinct elements (or five, depending on how you read the individual components) in an apparent attempt to break down the overall length and massing of the 305 ft. long building and accommodate the alignment of York Street, which curves in a northeasterly direction beyond High Street. The portion of the building at the corner of High Street is shown clad in yellow brick. The High Street façade of this building element features a fairly symmetrical composition (although the upland bay is wider than the lower bay). The center section of the High Street façade features a lower cornice and is clad in a contrasting material, but appears to be flush with the two end bays. As the yellow brick building component turns the corner onto York Street, a section that reads as a rear "ell" (also in yellow brick) is introduced and set back at an angle from the street. At this point, the building pivots to follow the line of York Street. This "bridge" section is set off by a contrasting material with a grey finish. The balance of the York Street façade is clad in red brick with granite trim details. This section projects beyond the face of the abutting bridge section. As the perspective view from York Street illustrates, an attached single-story parking structure with surface deck for additional parking extends behind the 5-story structure facing York Street.

Most of the ground floor level on York Street is retail and/or restaurant space, except for the entrance to the parking garage at the easternmost end of the building. It is not clear whether there is a formal entrance to the upper floors on the York Street frontage. On High Street, the ground floor retail treatment extends one bay up the street. Stepped planters are shown at the base of the building from this point up High Street. From the elevations, there appears to be no building entrance on High Street. (There is a building entrance on the north elevation, which is accessed by a walkway off High Street.)

Fenestration and cornice treatments vary from one section of the building façade to another.

Project Context

As noted in the introduction, the primary focus of the Board's review is the High Street end of the proposed development, where it abuts the boundary of the West End Historic District. As such, the following description focuses on that portion of the development's context.

As the detail from the West End Historic District map shows, the district extends all the way to York Street in the vicinity of State Street. East of State Street, however, the district stops short of York Street. This is due to the fact that many of the buildings on or approaching York Street have been significantly altered over time and have lost much of their architectural integrity. While the buildings directly across High Street from the proposed development are



certainly part of the current context, it is possible that these will be redeveloped in the future. The historic district begins at 27 High Street on the east side of the street and at 28-30 High Street on the west. Most of the houses on this lower block of High Street are 2 ½-3 ½ story residential structures. Many are oriented gable end-to-the-street and feature relatively narrow footprints. There are a few buildings with larger footprints, however. Exterior materials include both clapboard and brick. While some buildings have lost original architectural features with the application of aluminum or vinyl siding, others are in a very good state of preservation and are architecturally noteworthy. In general, development in the area is consistent with the smaller scale residential fabric that characterizes much of the West End.

Preliminary Staff Comments and Questions for Consideration

As noted above, the portion of the historic district immediately abutting the proposed development, including the residential structure at 27 High Street owned by JB Brown, is characterized by relatively small scale residential development. That said, the subject parcel is located at one of the city's main gateways. Virtually all northbound Casco Bay Bridge traffic, which experiences heavy commuter volumes, currently passes this site. It is at this point that one either turns left to climb High Street toward the downtown core or proceeds straight on York Street towards the Old Port. The current underutilized nature of the property fails to provide any "sense of arrival" as one enters these important and distinct areas of the peninsula. Development of this site has the potential to provide a strong architectural presence at this key corner as well as a sense of arrival. In anchoring this corner, however, the new development will need to mediate two distinctly different contexts.

In staff's view, this corner location can support a building of a larger scale and footprint than the smaller residential structures immediately upland from the site on High Street. Indeed, it could be argued that it would be a missed opportunity not to introduce a fairly substantial structure to anchor this key gateway corner. That said, to provide a successful transition to the smaller domestic-scale buildings immediate north of the property, it seems appropriate that the building step down as it approaches the abutting 2 ½ story residential structure at 27 High. Although the High Street façade as proposed shows a symmetrical treatment with a highlighted center section flanked by two more-or-less matching end bays, perhaps this design approach should be reconsidered. Instead of featuring a symmetrical facade, perhaps more of the mass and visual weight of the building could be shifted to the corner. From this point, the building could step down one story to provide a transition to the smaller scale development on High Street. The size of windows might be reduced slightly as well in the portion of the building. There are likely alternative ways as well to mediate this change in scale.

As noted in the introduction to this report, the enclosed preliminary plans do not allow for a detailed review of the proposed development as a number of details typically reviewed by the Board have not yet been provided. As such, the Board will focus on more general issues of scale, massing, general building composition/design, exterior materials and fenestration.

Site Alterations at 27 High Street

In conjunction with the proposed development, several site alterations are proposed for the 27 High Street property. These include the construction of a 6'6" opaque wood fence at the side property line separating the existing residential property from the proposed new

construction and the removal of an existing brick paver patio and raised planters toward the rear of the lot and replacement with a landscaped area and new patio.

The proposed site alterations are to be reviewed for conformance with the historic preservation ordinance review standards, as the property falls within the West End Historic District. (As the application was advertised as a workshop item, the Board is being asked whether staff might sign off on the site alterations, with input from the Board at this meeting.) With respect to the proposed fence, zoning requirements stipulate that fences not exceed 4 feet in height within 25 feet of the front property line. The fence will need to step down as it approaches the sidewalk.

Attachments

1. Applicable Site plan ordinance standard for developments within 100 feet of a historic district boundary
2. Written project description
3. Photos of existing lot, abutting context
4. Site plan of existing conditions
5. Elevations
6. Perspective views
7. Proposed site plan and site details

Att. 1

4. *View corridors:*

- a. The massing, location and height of development shall not substantially obstruct public views corridors identified in the Downtown Vision View Corridor Protection Plan, as provided in the City of Portland Design Manual, Appendix 1.

5. *Historic Resources:*

- a. Developments affecting designated landmarks or within designated historic districts or historic landscape districts: Any proposed development required to obtain a certificate of appropriateness under article IX (historic preservation) of the land use code shall be exempt from the following design standards, as described in the Design Manual:

- (i) Section (b) of the Design Manual (development in B-3 zone), except for (b) (1) e.2. (increasing setback beyond street build-to line), (b) (1)f. (shadow impact on open space), (b) (1)h. (wind impacts), and (b) (1)g. (setbacks from existing structures);

- (ii) Section (c) of the Design Manual (development in B-5 and B-5b zones), except for (c)a. (shared infrastructure) and (c)d. (parking lot location);

- (iii) Section (k) of the Design Manual (small residential lot development in R-6 zone);

- (iv) Section (e) of the Design Manual (University of Southern Maine);

- (v) Section (f) of the Design Manual (development in B-7 zone), except for (f) (1)a. (transportation demand management);

- (vi) Section (g) of the Design Manual (development in Eastern Waterfront zone).

- b. Development adjacent to designated landmarks,

historic districts or historic landscape districts: when any part of a proposed development is within one hundred (100) feet of any designated landmark, historic district or historic landscape district, such development shall be generally compatible with the major character-defining elements of the landmark or portion of the district in the immediate vicinity of the proposed development. Character-defining elements of landmarks and historic districts are identified in the historic resources inventory and respective historic district designation reports. For the purposes of this provision, "compatible" design shall be defined as design which respects the established building patterns and visual characteristics that exist in a given setting and, at the same time, is a distinct product of its own time. To aid the planning board in its deliberations, historic preservation staff shall provide a written analysis of the proposed development's immediate context, identifying the major character-defining elements and any established building patterns that characterize the context.

- c. Preservation and/or Documentation of Archaeological Resources. Where a state or local archaeological resource is known to exist or is discovered on the site, the developer shall inform the City and State and shall protect and/or document such resources.
- (i) Protection shall include leaving archaeological resources untouched beneath a new development through adaptation of foundation design or architectural layout.
 - (ii) Where the applicant can demonstrate that complete protection is not feasible, the applicant shall excavate and document archeological resources. Such measures shall be conducted in consultation with the City Historic Preservation Program and Maine Historic Preservation

Att. 2



Date: 08-14-2015

**HISTORIC PRESERVATION
APPLICATION FOR CERTIFICATE OF APPROPRIATENESS**

Pursuant to review under the City of Portland's Historic Preservation Ordinance (Chapter 14, Article IX of the Portland City Code), application is hereby made for a Certificate of Appropriateness for the following work on the specified historic property:

PROJECT ADDRESS:

27 High Street

CHART/BLOCK/LOT: 08-14-2015 (for staff use only)

PROJECT DESCRIPTION: Describe below each major component of your project. Describe how the proposed work will impact existing architectural features and/or building materials. If more space is needed, continue on a separate page. Attach drawings, photographs and/or specifications as necessary to fully illustrate your project—see following page for suggested attachments.

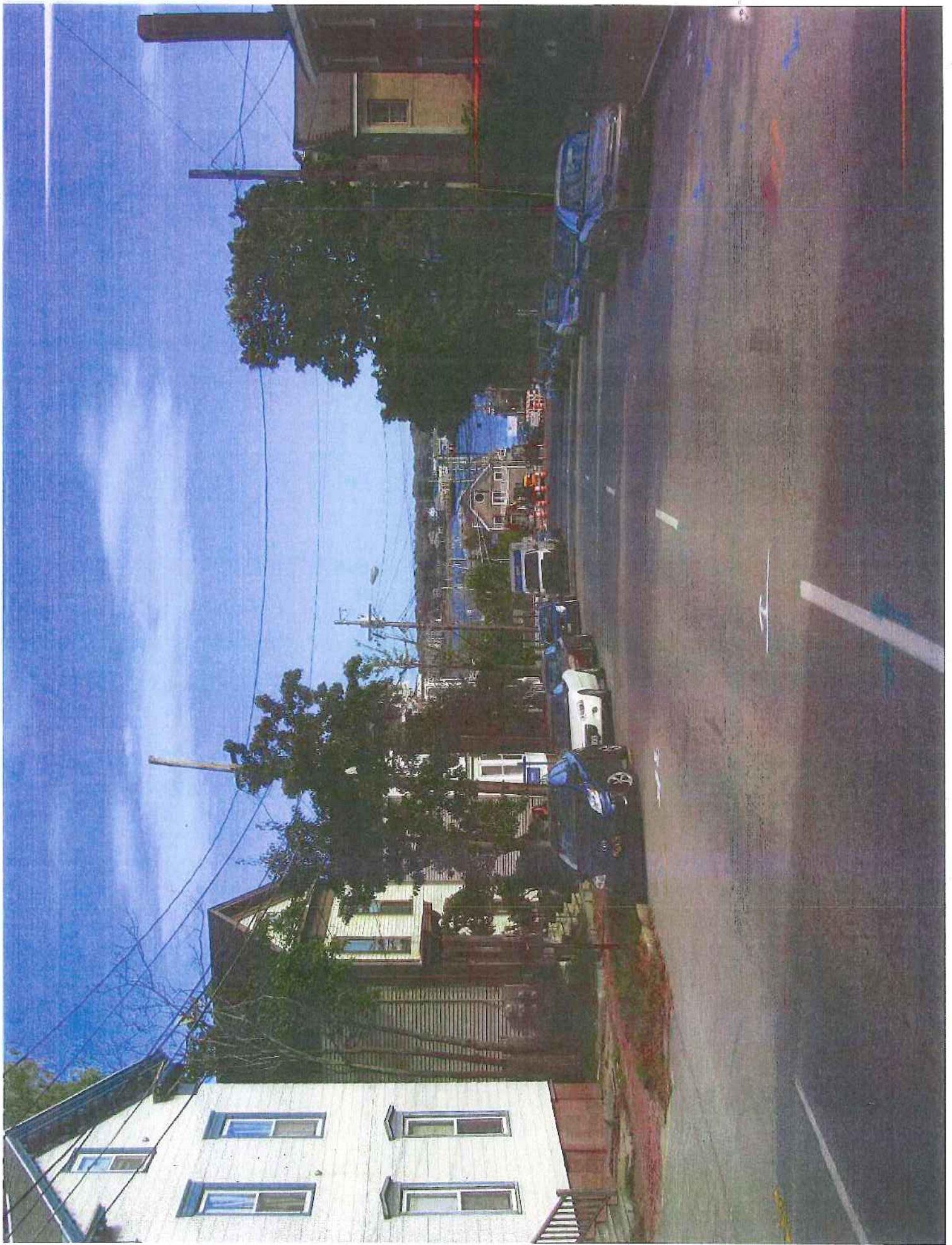
101 York Street, LLC (a subsidiary company of J.B. Brown & Sons) is proposing a
mixed-use development at the corner of York Street and High Street in the B-3
zone. The proposal is a 5-story building that will provide approximately 17,000
sq.ft. of flexible commercial on the first floor and 63 residential apartments on the
upper 4 floors. Also, the development will include a 2-level parking structure with
211 total spaces in the back of the 5-story structure. As it relates to the Historic
District, 27 High Street is under the common ownership with the project a lot line
adjustment to property lines is proposed. In addition, the proposal is to raze and
existing brick paver patio and planters on 27 High Street to provide a landscape
buffer and a new brick patio area to be shared with the proposed project. Please
see the attached hardscape plans for a graphic representation of the proposed
improvements and the attached photo graphs for the previous and current
conditions. Also, please note that in reviewing aerial photos of 27 High Street, the
existing hardscape and planters was installed some time after 2008 when J.B.
Brown purchased 101 York Street. Previously to those improvements, the area
was deteriorated bituminous pavement, lawn, and weeds.

Att. 3





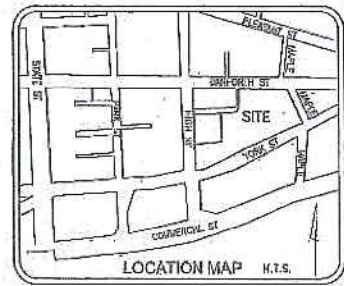








AH.4



- NOTES**
- OWNERS OF RECORD, TAX MAP AND LOT, DEED BOOK/PAGE:
J.B. BROWN & SONS 40-C-3, 4 492/338
40-C-3, 5 415/345
40-C-18 2453/330
40-C-25 2715/179
40-C-21 2412/341
THOMAS L. SCORRIS 40-C-21 2437/292
HARBORVIEW, LLC 40-C-22 2813/287
 - BEARINGS ARE GRID NORTH AND ELEVATIONS ARE CITY DATUM AS BASED ON MONUMENT AT INTERSECTION OF SOUTHWEST LINE OF HIGH STREET AND NORTHEAST SIDE OF YORK STREET AND MONUMENT AT INTERSECTION OF SOUTHWEST LINE OF STATE STREET AND NORTHEAST LINE OF YORK STREET.
 - STREET LINES OF HIGH STREET, DANFORTH STREET AND MAPLE STREET ARE BASED ON MONUMENTS FOUND AS SHOWN AND VES OF BUILDING AT MAPLE AND YORK AS SHOWN ON CITY ENGINEERING PLANS, STREET LINE OF YORK STREET BASED ON SURVEYS BY H.L. & E.C. JORDAN - SURVEYORS.
 - LINE OF LOTS 1 AND 2 AND HIGH STREET COURT BASED ON PLAN REFERENCE ONE.
 - THE REAR LINE OF LOTS 14, 15, AND 16 BASED ON PLAN REFERENCE ONE AND TWO.
 - THE LINES OF LOT 26 BASED ON FIELD NOTES FROM JORDAN SURVEY FOR FOX AND GINN IN JANUARY 1955.
 - STATUS OF AND RIGHTS OF OTHERS IN HIGH STREET COURT NOT KNOWN. STATUS OF AND RIGHTS OF OTHERS IN PALERMO ROAD, AS SHOWN ON TAX MAP, NOT KNOWN.
 - THE BUILDING ON LOT 38 ENCRACHES OVER THE PROPERTY LINES. PLAN REFERENCE 10 SHOWS LINES DIFFERENTLY. THE DEED TO LOT 38 CALLS FOR THE LINE TO BE 38 FEET FROM THE ORIGINAL BUILDING AT THE CORNER OF STREETS. BUILDING APPROX. 15.32 LONG. PROPERTY LINE OF 55.6 FEET TAKEN FROM 1956 FIELD NOTES IN PLAN REFERENCE 2.
 - LOCUS FALLS IN FLOOD ZONE C, AREAS OF MINIMAL FLOODING, ON FLOOD INSURANCE RATE MAP 22051-0013B EFFECTIVE DATE JULY 17, 1988.
 - THIS SURVEY WAS PERFORMED WITHOUT BENEFIT OF A CURRENT TITL E COMMITMENT.
 - PLAN REFERENCE 4 SHOWS LINES THAT DO NOT MATCH DEED, REFERENCES AN AGREEMENT WITH J.D. BROWN & SONS, AND REFERENCES AN EXCHANGE OF DEEDS. NO AGREEMENT DEEDS WERE FOUND.
 - INTERIOR LINES CREATED FROM DEED DIMENSIONS OF OLD PLANS AND FIELD BOOKS OF H.L. & E.C. JORDAN COMPANY. SOME MEASURING DEVICES DO NOT MATCH BY DIMENSION. SOME LINES ARE MISSING ANGLES AND/OR DISTANCES.

ALTA/ACSM Land Title Survey

on
High, Danforth, Maple & York Streets
Portland, Cumberland County, Maine
made for
J.B. Brown & Sons

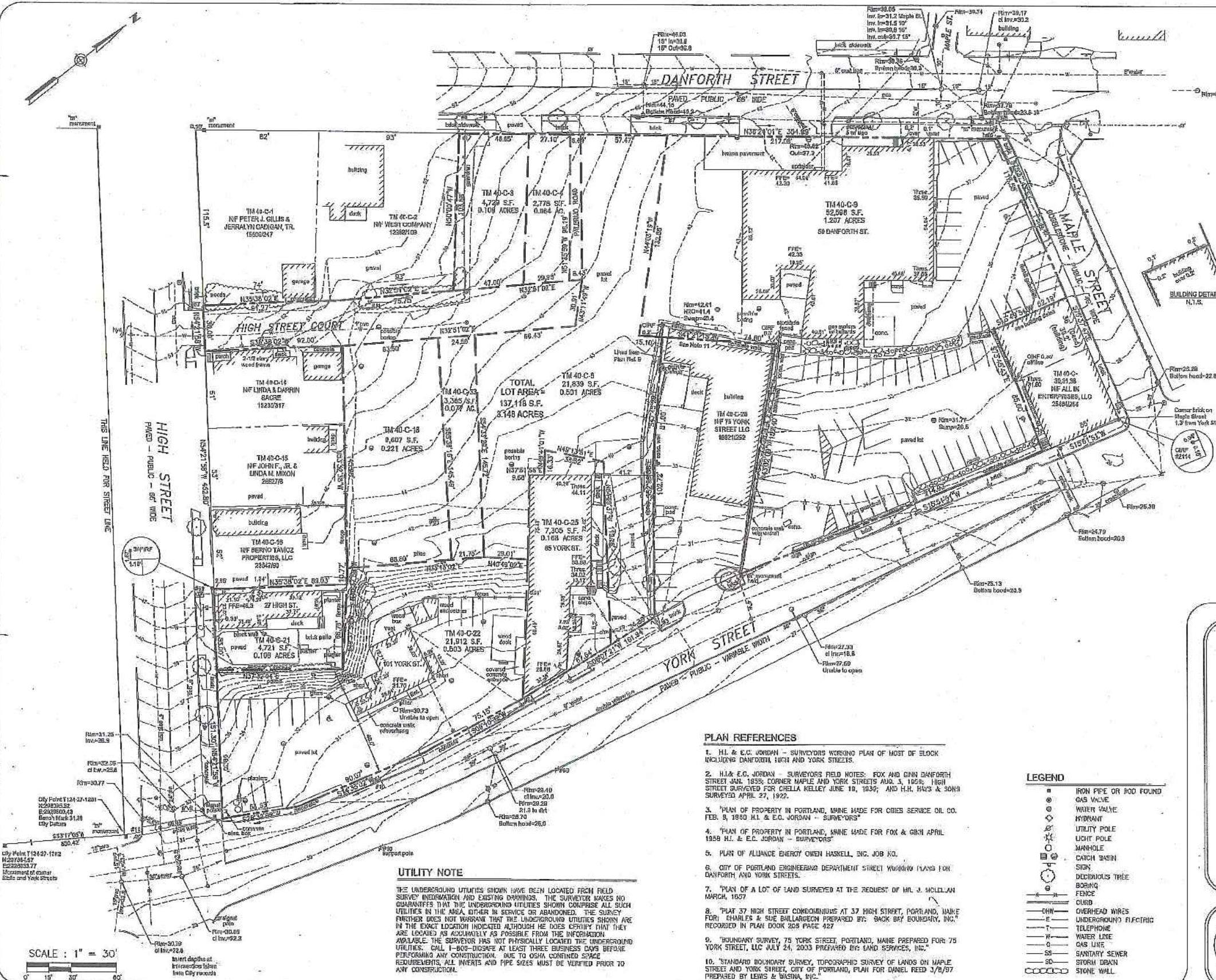
Surveyor's Certification

THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS. THE FIELD WORK WAS COMPLETED ON DECEMBER 2, 2013.

John C. Schwanke
JOHN C. SCHWANKE
PROFESSIONAL LAND SURVEYOR NO. 1252
IN THE STATE OF MAINE
DATE OF PLAN: DECEMBER 3, 2013
REVISION DATE: JUNE 5, 2015
(ADD INTERIOR LOT LINES WITH DIMENSIONS & AREAS; NOTE 12)



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



PLAN REFERENCES

- H.L. & E.C. JORDAN - SURVEYORS WORKING PLAN OF MOST OF BLOCK INCLUDING DANFORTH HIGH AND YORK STREETS.
- H.L. & E.C. JORDAN - SURVEYORS FIELD NOTES: FOX AND GINN DANFORTH STREET JUL. 1955; CORNER MAPLE AND YORK STREETS AUG. 3, 1955; HIGH STREET SURVEYED FOR CHELLA KELLEY JUNE 18, 1959; AND H.L. HAYS & SONS SURVEYED APRIL 27, 1922.
- PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR CITIES SERVICE OIL CO. FEB. 9, 1980 H.L. & E.C. JORDAN - SURVEYORS
- PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR FOX & GINN APRIL 1958 H.L. & E.C. JORDAN - SURVEYORS
- PLAN OF ALLIANCE ENERGY OWEN HASKELL, INC. JOB NO.
- CITY OF PORTLAND ENGINEERING DEPARTMENT STREET VARIATION PLANS FOR DANFORTH AND YORK STREETS.
- PLAN OF A LOT OF LAND SURVEYED AT THE REQUEST OF MR. J. MOLLAN MARCH, 1957
- PLAN 37 HIGH STREET CONDOMINIUMS AT 37 HIGH STREET, PORTLAND, MAINE FOR: CHARLES & SUE BAILLARGEON PREPARED BY: BACK BAY BOUNDARY, INC. RECORDED IN PLAN BOOK 208 PAGE 427
- BOUNDARY SURVEY, 75 YORK STREET, PORTLAND, MAINE PREPARED FOR: 75 YORK STREET, LLC JULY 24, 2003 PREPARED BY: LAND SERVICES, INC.
- STANDARD BOUNDARY SURVEY, TOPOGRAPHIC SURVEY OF LANDS ON MAPLE STREET AND YORK STREET, CITY OF PORTLAND, PLAN FOR DANIEL REED 3/8/97 PREPARED BY LEWIS & WATSON, INC.

LEGEND

- IRON PIPE OR ROD FOUND
- Gas Valve
- WATER VALVE
- HYDRANT
- UTILITY POLE
- LIGHT POLE
- MANHOLE
- CATCH BASIN
- SEWER
- DECIDUOUS TREE
- BORING
- FENCE
- CURB
- OVERHEAD WIRES
- UNDERGROUND ELECTRIC
- TELEPHONE
- WATER LINE
- GAS LINE
- SEWERY
- STORM DRAIN
- STONE WALL

UTILITY NOTE

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPREHEND ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEY FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-800-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

SCALE: 1" = 30'
0' 15' 30' 60'

AH.5



11 OPECHEE CONSTRUCTION CORPORATION
11 OPECHEE CONSTRUCTION CORPORATION
11 OPECHEE CONSTRUCTION CORPORATION

Mixed Use Development

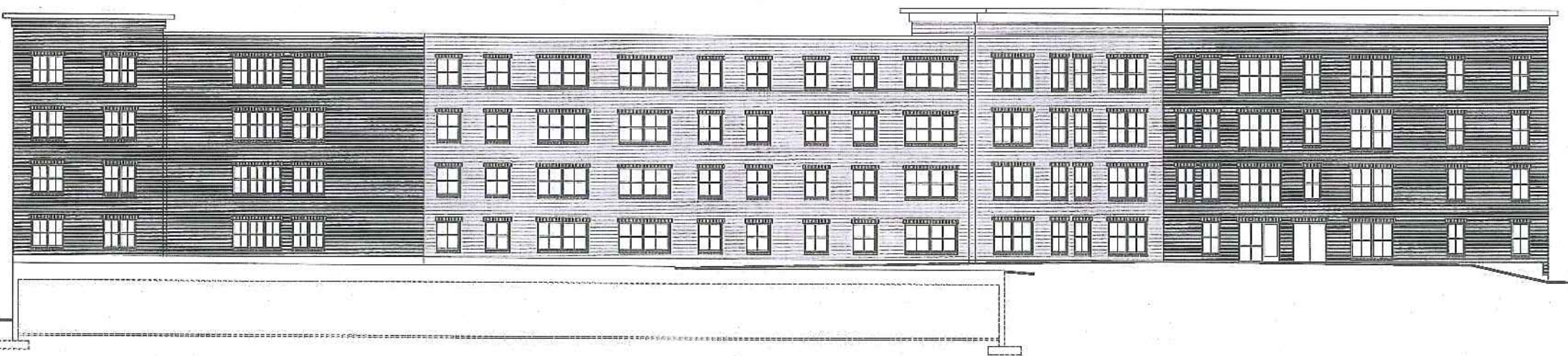
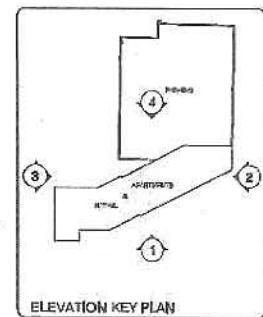
York & High Street
Portland, Maine

REVISION:

ISSUED:
08-14-15 SITE PLAN REVIEW

project architect: KK
drawn by: DQ

EXTERIOR
BUILDING
ELEVATIONS
sheet number
C9.01



4 PARKING DECK EXTERIOR ELEVATION
3/32" = 1'-0"



3 HIGH STREET EXTERIOR ELEVATION
3/32" = 1'-0"



2 SIDE YORK STREET EXTERIOR ELEVATION
3/32" = 1'-0"



1 YORK STREET EXTERIOR ELEVATION
3/32" = 1'-0"

Monday, August 17, 2015 11:52:14 AM

Alt. 6



Perspective View from York Street

September 03, 2015
© 2015 OPECHEE

Proposed Mixed Use Development
Portland, Maine

OPECHEE
CONSTRUCTION CORPORATION



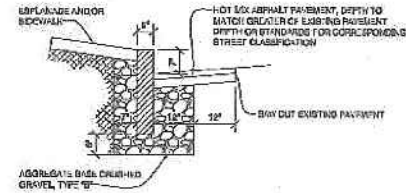
Perspective View from the corner of York Street and High Street

September 03, 2015

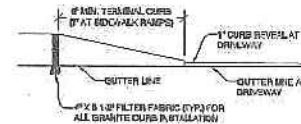
Proposed Mixed Use Development

Portland, Maine

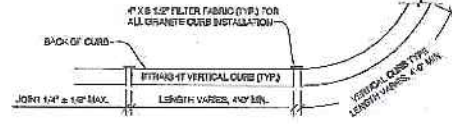
OPECHEE
CONSTRUCTION CORPORATION



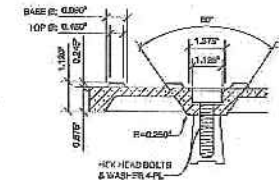
11 CURB INSTALLATION - CROSS SECTION
1/2" = 1'-0"



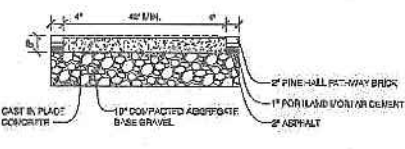
10 CURB INSTALLATION - TERMINAL CURB PROFILE
NOT TO SCALE



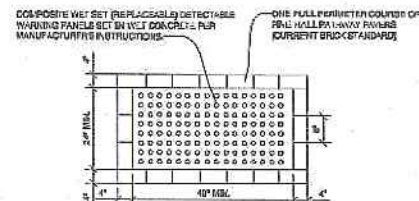
9 CURB INSTALLATION - PLAN
NOT TO SCALE



7 DETECTABLE WARNING STRIP - BOLT DETAIL
NOT TO SCALE

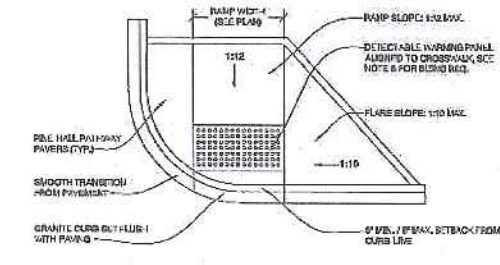


6 DETECTABLE WARNING STRIP - SECTION
1/2" = 1'-0"

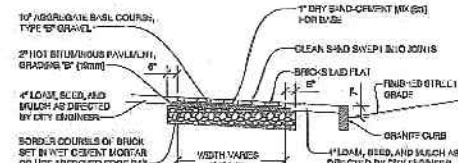


5 DETECTABLE WARNING STRIP - PLAN
1/2" = 1'-0"

NOTES:
1. COMPOSITE WET SET (REPLACEABLE) DETECTABLE WARNING PANELS SHALL BE AS MANUFACTURED BY JCA SOLUTIONS, INC. (WWW.JCASOL.COM), OR APPROVED EQUAL.
2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FORWMA D.07, CLASS A STRUCTURAL MORTAR, COMPRESSIVE STRENGTH 4000 PSI. THE CONCRETE SHALL BE SEALED PRIOR TO SETTING PANELS.
3. TRUNCATED DOMES SHALL BE ALIGNED WITH PARKING AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. NO OTHER DETECTABLE WARNING DESIGN CONFIGURATION ALLOWED.
4. FOR ALL DETECTABLE WARNING PANELS, WHEN OR ADJUSTING EXISTING DETECTABLE WARNING PANELS, "DARK GRAY" COLORED (ASHT) PANELS SHALL BE USED. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
5. THE DETECTABLE WARNING PANEL SHALL HAVE ONE FULL COURSE OF FINE HALL PATWAY PAVERS (1/2" CURB) BRICK STANDING AROUND THE FULL PERIMETER OF THE PANEL. IT IS PAVEMENT COURSE SHALL BE SET IN PORTLAND CEMENT MORTAR TO CREATE A FLUSH SURFACE BETWEEN THE BRICK AND THE PANEL.
6. THE DETECTABLE WARNING PANELS SHALL EXTEND 24" MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP, LANDING, OR BUILT-UP TRANSITION TO THE STRIP.
7. ORIENTATION OF THE DETECTABLE WARNING STRIP SHALL BE LOCATED SO THAT THE STRIP IS PARALLEL TO THE CURB LINE. THE STRIP SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS INDICATED BY THE POST OF EXISTENCE.

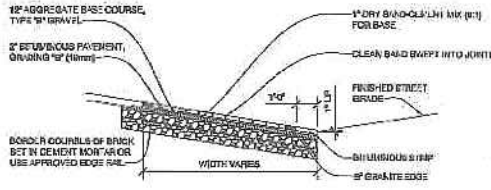


8 DETECTABLE WARNING STRIP - RAMP DETAIL
3/4" = 1'-0"

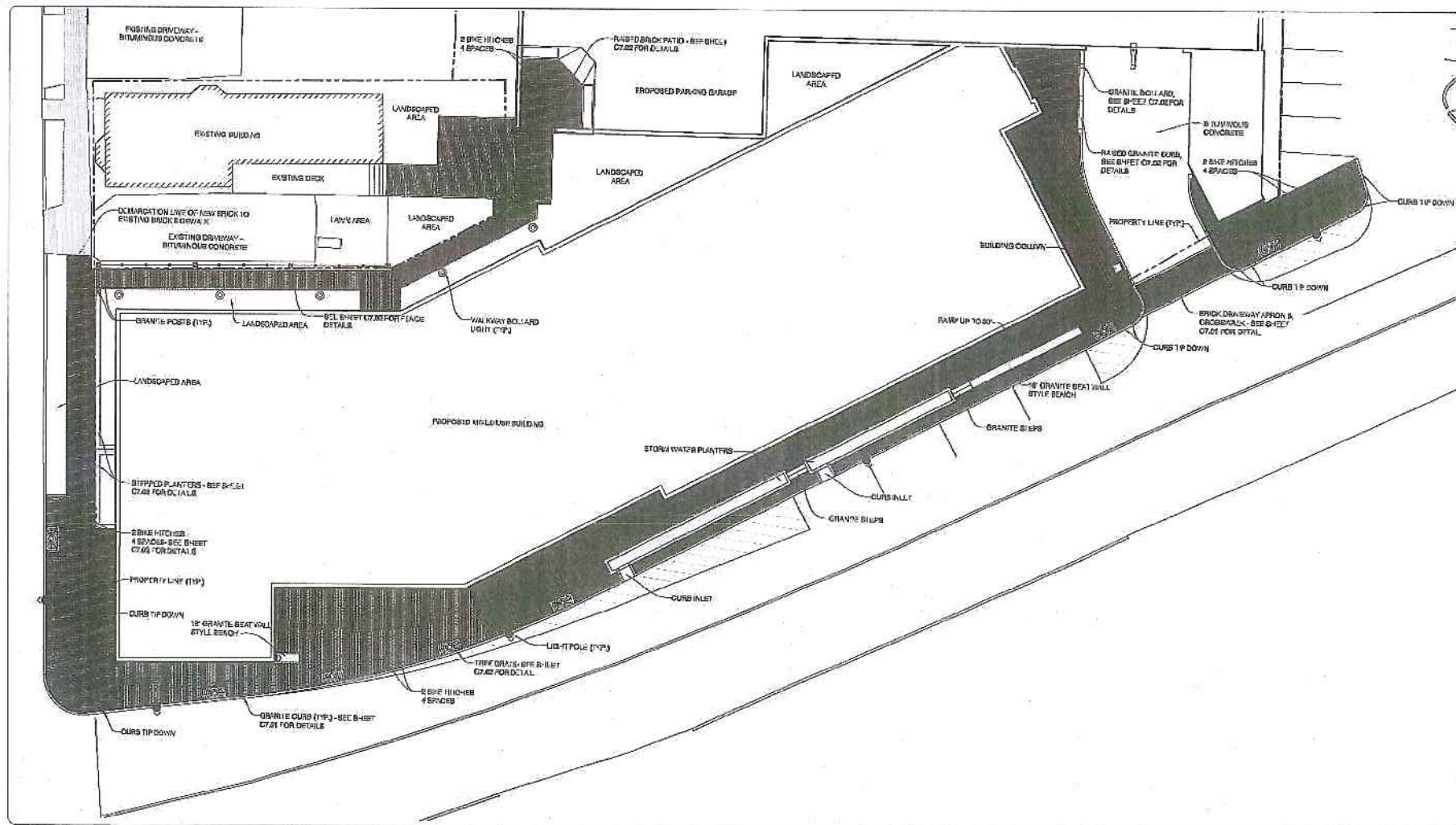


4 BRICK SIDEWALK SECTION
1/4" = 1'-0"

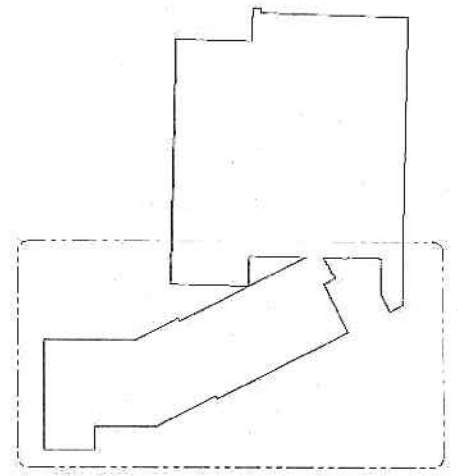
BRICKS TO BE USED:
NEW CONSTRUCTION:
400 FINE HALL PATWAY PAVES BRICK, 8\"/>



3 BRICK DRIVEWAY APRON SECTION
1/4" = 1'-0"



2 HARDSCAPE PLAN - MIXED USE
1/16" = 1'-0"



1 HARDSCAPE KEY PLAN
1/64" = 1'-0"

Alt. 7

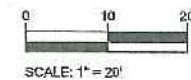
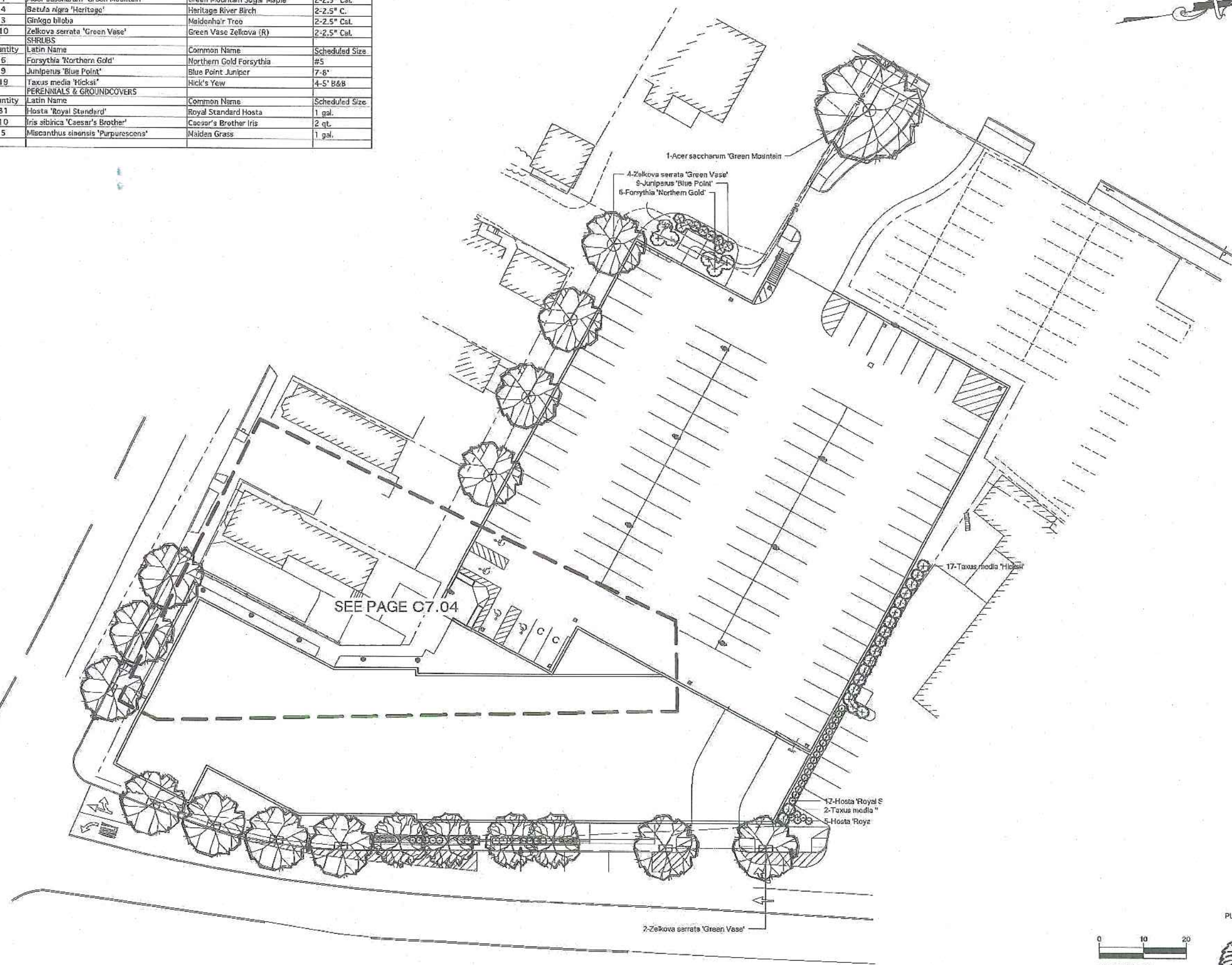
Mixed Use Development
York & High Street
Portland, Maine

REVISION:
.....

ISSUED:
8-14-15 SITE PLAN REVIEW
project architect: KK
drawn by: CDR

HARDSCAPE
PLAN &
DETAILS
sheet number:
C7.01

PLANTING SCHEDULE			
TREES			
Quantity	Latin Name	Common Name	Scheduled Size
1	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	2-2.5" Cal.
4	Betula nigra 'Heritage'	Heritage River Birch	2-2.5" C.
3	Ginkgo biloba	Maidenhair Tree	2-2.5" Cal.
10	Zelkova serrata 'Green Vase'	Green Vase Zelkova (R)	2-2.5" Cal.
SHRUBS			
Quantity	Latin Name	Common Name	Scheduled Size
6	Forsythia 'Northern Gold'	Northern Gold Forsythia	#5
9	Juniperus 'Blue Point'	Blue Point Juniper	7-8'
19	Taxus media 'Hicksi'	Hick's Yew	4-5' B&B
PERENNIALS & GROUNDCOVERS			
Quantity	Latin Name	Common Name	Scheduled Size
31	Hosta 'Royal Standard'	Royal Standard Hosta	1 gal.
10	Iris sibirica 'Caesar's Brother'	Caesar's Brother Iris	2 qt.
5	Miscanthus sinensis 'Purpureus'	Maiden Grass	1 gal.



PLANTING PLAN PROVIDED BY:



14 EIGHTH AVENUE, SUITE 200
PORTLAND, ME 04101
PHONE: 207.761.1111
WWW.OPECHEECONSTRUCTION.COM

Mixed Use Development

York & High Street
Portland, Maine

REVISION:

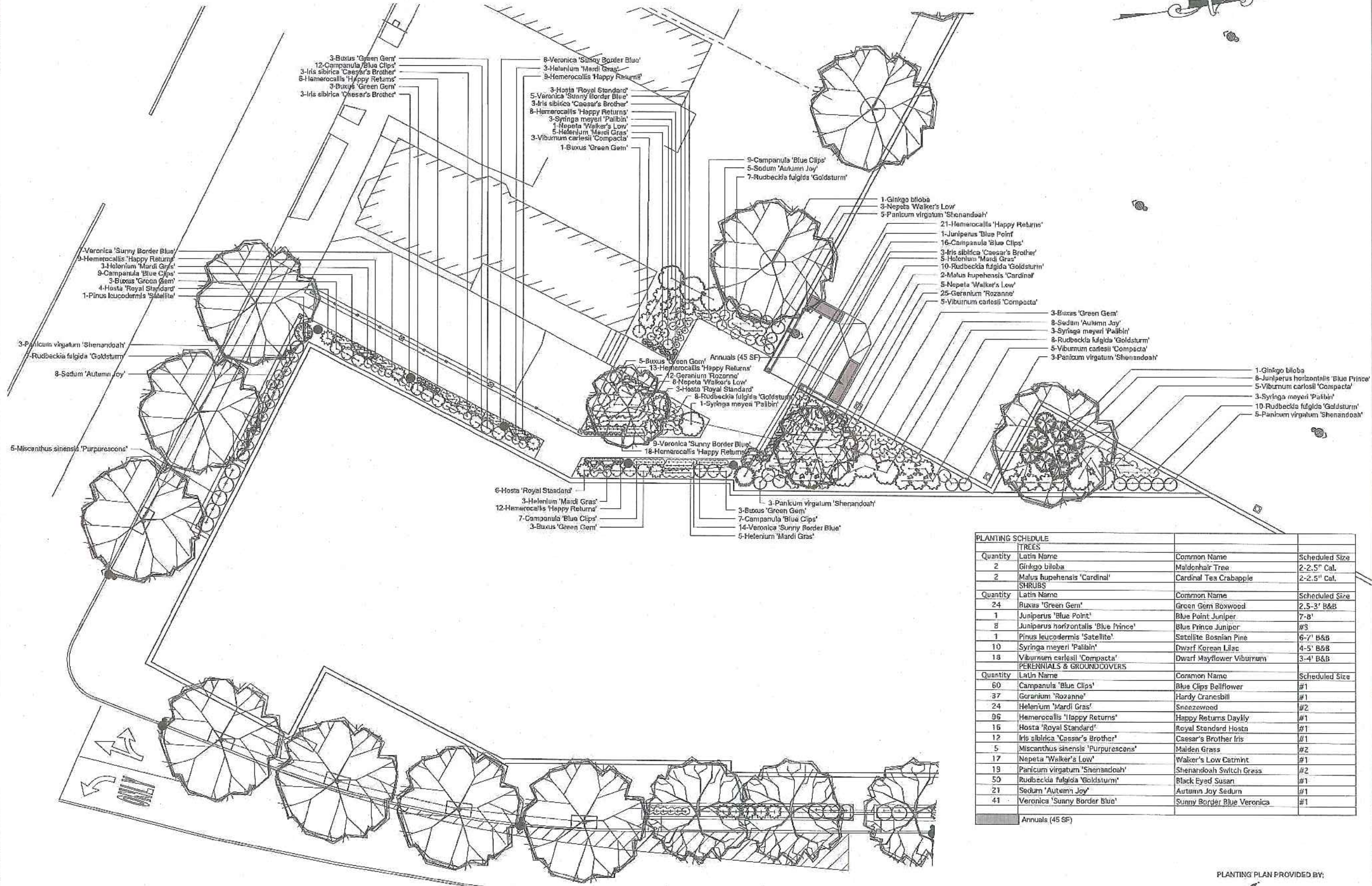
ISSUED:
8-14-15 SITE PLAN REVIEW

project architect: KS
drawn by: KS

LANDSCAPE
PLAN
COMMERCIAL

sheet number:

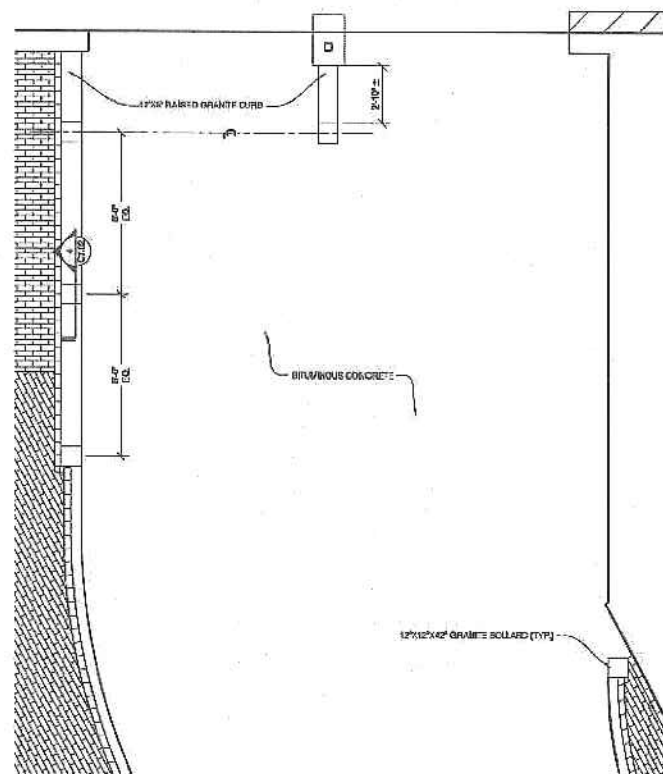
C7.03



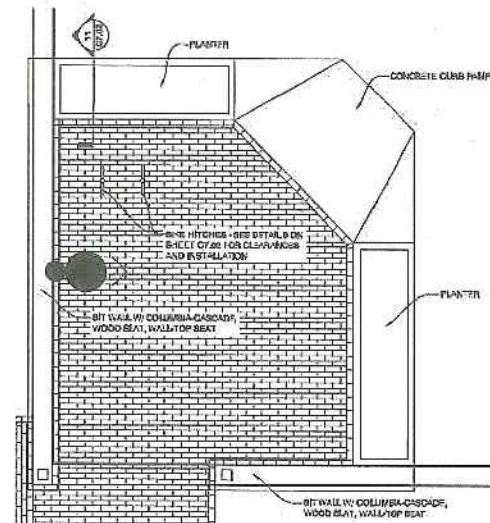
PLANTING SCHEDULE			
TREES			
Quantity	Latin Name	Common Name	Scheduled Size
2	Ginkgo biloba	Maidenhair Tree	2-2.5" Cal.
2	Malus hupehensis 'Cardinal'	Cardinal Tea Crabapple	2-2.5" Cal.
SHRUBS			
Quantity	Latin Name	Common Name	Scheduled Size
24	Buxus 'Green Gem'	Green Gem Boxwood	2.5-3" B&B
1	Juniperus 'Blue Point'	Blue Point Juniper	7-8'
8	Juniperus horizontalis 'Blue Prince'	Blue Prince Juniper	#3
1	Pinus leucodermis 'Satellite'	Satellite Bosnian Pine	6-7' B&B
10	Syringa meyeri 'Palibin'	Dwarf Korean Lilac	4-5' B&B
18	Viburnum carlesii 'Compacta'	Dwarf Mayflower Viburnum	3-4' B&B
PERENNIALS & GROUND COVERS			
Quantity	Latin Name	Common Name	Scheduled Size
60	Campanula 'Blue Clips'	Blue Clips Bellflower	#1
37	Geranium 'Rozanne'	Hardy Cranesbill	#1
24	Helenium 'Mardi Gras'	Sneezewood	#2
96	Hemerocallis 'Happy Returns'	Happy Returns Daylily	#1
16	Hosta 'Royal Standard'	Royal Standard Hosta	#1
12	Iris sibirica 'Caesar's Brother'	Caesar's Brother Iris	#1
5	Miscanthus sinensis 'Purpureascens'	Maiden Grass	#2
17	Nepeta 'Walker's Low'	Walker's Low Catmint	#1
19	Panicum virgatum 'Shenandoah'	Shenandoah Switch Grass	#2
50	Rudbeckia fulgida 'Goldsturm'	Black Eyed Susan	#1
21	Sedum 'Autumn Joy'	Autumn Joy Sedum	#1
41	Veronica 'Sunny Border Blue'	Sunny Border Blue Veronica	#1
Annuals (45 SF)			

PLANTING PLAN PROVIDED BY:

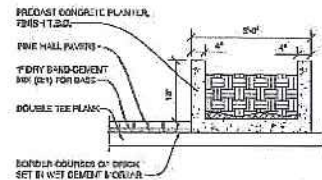




3 GRANITE BOLLARD - PLAN
1/8" = 1'-0"

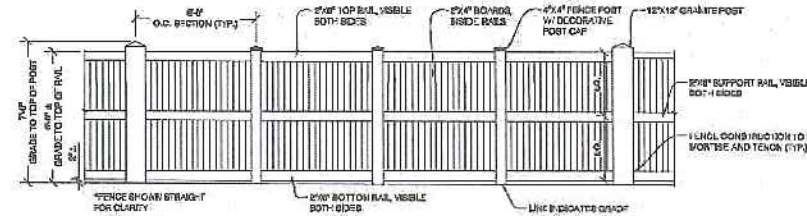


8 PATIO AT PARKING GARAGE - PLAN
1/8" = 1'-0"

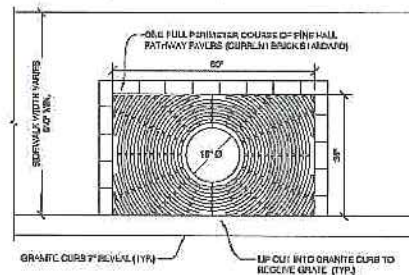


11 PATIO PLANTER - SECTION
1/2" = 1'-0"

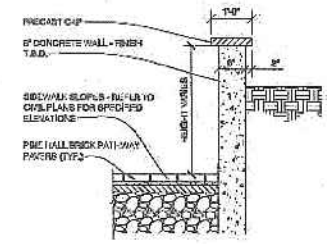
EXPANDABLE TREE GRATE (PLAN) COURTESY CO. MODEL NUMBER 1000. SEE SITE PLAN FOR SPECIFIC LOCATIONS.
BRICKWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.
WHEN INSTALLED IN A BRICK SIDEWALK, BRICKWALK MATERIAL TO BE INSTALLED TO HOLD THE GRATE IN PLACE.



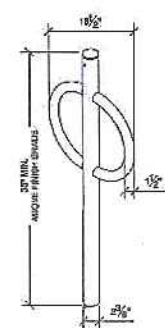
10 FENCE - ELEVATION
1/4" = 1'-0"



7 EXPANDABLE TREE GRATE - PLAN
1/2" = 1'-0"

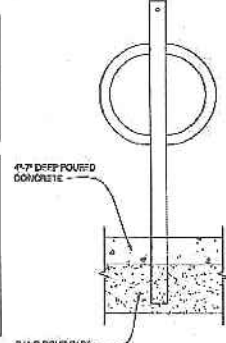


6 PLANTER - SECTION
1/2" = 1'-0"

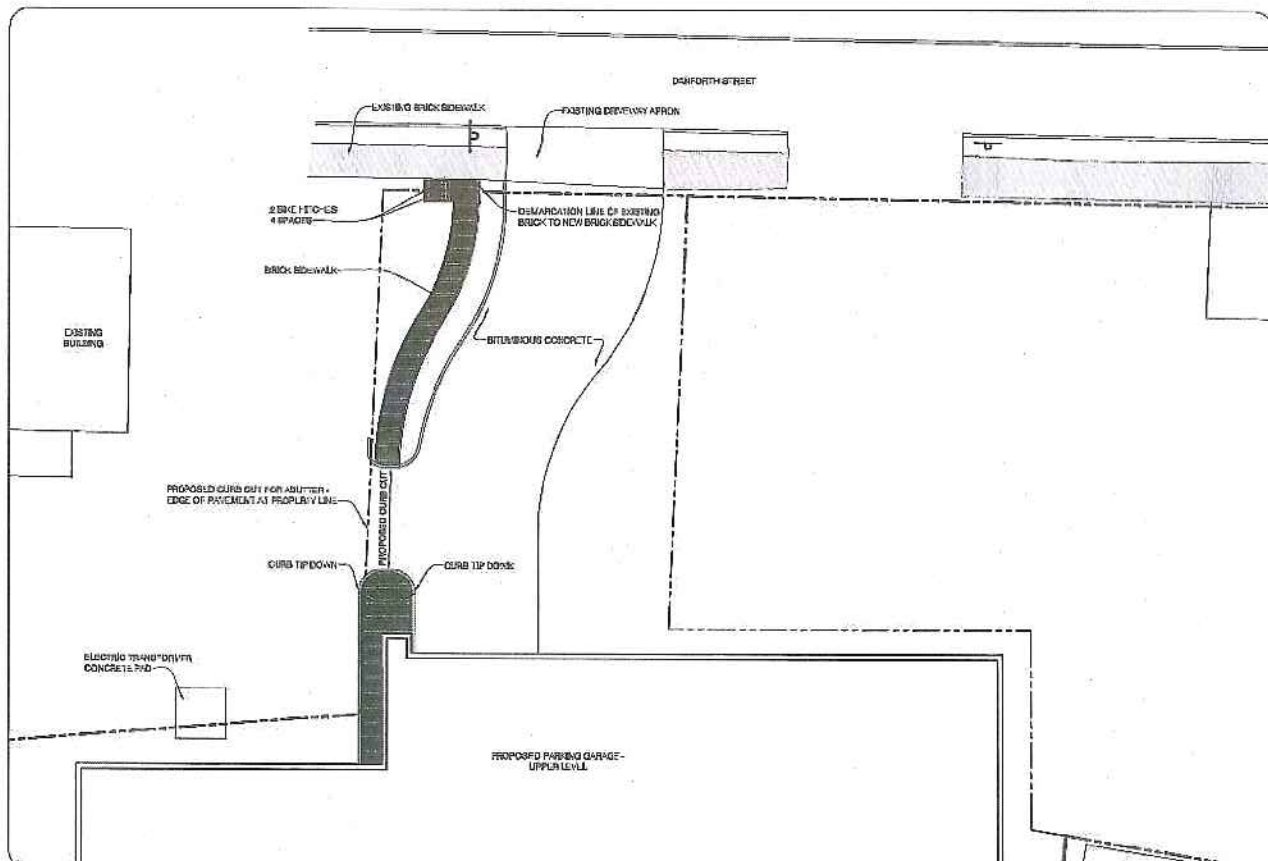


9 BIKE HITCH - ELEVATION & SECTION
NOT TO SCALE

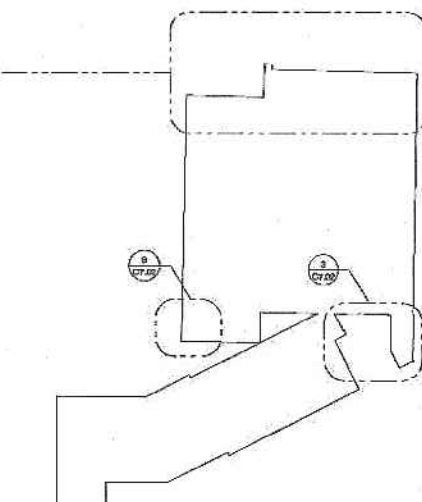
BIKE HITCH - INSTRUCTIONS
IN GROUND MOUNTED BIKE HITCH SHALL BE EMBEDDED INTO CONCRETE BASE.
PLACE STAKE IN POUR BED WHERE EACH SHALL BE SET. STAKE SHALL BE SET IN POUR BED TO ENSURE ROCK REMAINS STRAIGHT WHILE CONCRETE IS POURED. VERIFY THAT ROCK IS LEVEL AND SET AT LEAST 2" ABOVE FINISH GRADE PRIOR TO POURING.
POUR CONCRETE AROUND BACK. DO NOT TOUCH ROCK UNTIL CONCRETE HAS FULLY SET.
SUBSIDE UNITS - SUBSIDE & CONCRETE WALL SETBACKS - SET PARALLEL TO A WALL
RECOMMENDED: 2"
WALL SET BACKS - SET PARALLEL TO A WALL
RECOMMENDED: 2" (CENTERLINE)
DISTANCE BETWEEN SETBACKS
RECOMMENDED: 2"
STREET SETBACKS
RECOMMENDED: 2"



4 GRANITE BOLLARD - SECTION & EXAMPLE
1/2" = 1'-0"



2 HARDSCAPE PLAN - PARKING GARAGE
1/8" = 1'-0"



1 HARDSCAPE KEY PLAN
1/8" = 1'-0"

DATE: AUGUST 2009	CITY OF PORTLAND, MAINE TECHNICAL STANDARDS MANUAL	MUNICIPAL STREET LIGHTING STANDARDS SECTION X	FIGURE:
REVISED:	EASTERN WATERFRONT DISTRICT MEDIUM SCALE LIGHTING POLE		X-5C

[illegible][illegible]

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

**WORKSHOP
WILLISTON WEST CHURCH & PARISH HOUSE
32 THOMAS STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deb Andrews, Historic Preservation Program Manager

DATE: October 16, 2015

RE: October 21, 2015 **Workshop – Preliminary Review of Proposed Site Alterations and Building Addition (Connector)**

Note: This workshop was originally scheduled for the 10/7/15 agenda, but was postponed to the 10/21/15 agenda. The application has not been revised since the original report. Letters received since the mailing of the original report are enclosed as Attachment 2.

Address: 32 Thomas Street

Applicant: Frank Monsour, 32 Thomas Street LLC

Consultants: Mathew Winch, Architect, Garrison Consulting
Cynthia Orcutt, Landscape Architect, Orcutt Consulting

Introduction

A workshop has been scheduled to consider plans for site alterations and a replacement building addition at the Williston West Church complex at 32 Thomas Street. The complex is comprised of the church itself, located at the corner of Thomas and Carroll Streets, and the parish house positioned to the south of the church. At the street edge, the two buildings are separated by a courtyard area. A small addition built sometime after the two historic structures were constructed serves to connect the parish hall and church at the rear of this courtyard.

The proposed site alterations and replacement connector structure are proposed in conjunction with plans to convert the parish house to 5 residential units, while maintaining the previously-approved office use on the first floor. The subdivision request that would allow the 5 residential units is scheduled to be reviewed by the Planning Board. There are no current reuse plans for the sanctuary.

The applicant's consultants have provided a very detailed written description of the project, as well as existing and proposed site plans, photographs of existing conditions and images of proposed plant and hardscape materials. As such, the following staff narrative is fairly brief.

Proposed Site Alterations

The project calls for the comprehensive redevelopment of the courtyard area, including removal of an existing handicap ramp to the church; removal of an existing asphalt driveway and parking space adjacent to the Parish Hall; and removal of existing overgrown vegetation. The applicant proposes to regrade the courtyard to address existing drainage problems.

The new site plan calls for the introduction of four parking spaces next to the Parish House. The four spaces are stacked and oriented parallel to Thomas Street. An entrance drive paved and edged in Belgian block granite pavers will lead into the courtyard. The entrance drive is centered on the three stained glass windows of the church narthex.

Separating the entrance drive from the parking spaces is a brick walkway. This walkway leads back to a set of granite stairs and brick landing which provide access into the new replacement connector between buildings. (The entrance to the residences will be from this connector.) Note that an existing set of granite steps leading to a door facing the courtyard will be removed. The new stairs will be reoriented to lead to the new brick landing.

The parking spaces themselves will be paved in asphalt with the individual spaces delineated by Belgian block pavers. A densely-planted yew hedge is proposed to be planted between the parking spaces and the sidewalk to screen the cars. Granite posts are proposed to mark the pedestrian entrance to the Parish House and the entrance to the vehicular drive within the courtyard.

Note that the enclosed plans show a new curb cut and additional parking space on the south side of the parish house. Staff understands that this parking space has been eliminated.

Landscaping around the church itself will also be reworked and simplified. Note that the project description calls for the removal of the iron fencing along Carroll Street.

Replacement Connector

As noted above, the small building connector that adjoins the parish house and the chapel portion of the church was constructed sometime after the two structures were built. It was built originally as an open breezeway, but was enclosed sometime later. Architecturally, it is not of the same caliber as the buildings it adjoins. Plans call for replacing this structure with a fully glazed entry portico with a flat roof. A new glass guardrail is proposed at the edge of the raised brick landing that accesses this entry portico. On the back side of the portico, away from the street, another brick landing and stairs are proposed. These lead to a service area at the rear.

Staff Comments

The threshold question raised by this application is the appropriateness of introducing four parking spaces within the courtyard separating Williston West Church and its Parish House. It is clear from early photographs of the church complex that this area was originally intended as a simple landscaped area. Over time, however, the original design intent has been compromised with the introduction of an asphalt driveway that widens to provide a parking space, as well as the construction of a large wood ramp parallel to the sidewalk. This area also functioned as a nursery school playground for many years. The result is a rather motley site treatment that does not reinforce the significant architecture of the complex.

Review Standard #1 is instructive in the review of the proposed site alterations. It encourages reuse schemes that require minimal alterations to the character-defining features of a structure, object or site. Standard # 2 also instructs that the distinguishing qualities of a site not be destroyed. In this case, however, the site in question has already been altered from its original design intent. The question for consideration is whether an increase in parking within this historic courtyard area can be accomplished in such a way that is compatible with the character-defining features of this historic property. Setting aside the threshold question of whether any parking is appropriate in this setting, it appears that every effort has been made to use screening, high quality, contextual hardscape materials and selective plantings to make the new site treatment as compatible as possible.

Less detailed information has been provided about the proposed replacement building connector. The Board is being asked to respond to the general design concept, with the understanding that more detailed elevations, details and specifications will follow.

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

Attachments

1. Applicant submission, including project description, photographs, existing and proposed site plans, elevations and details
2. Public Comment

AH.1

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

**WORKSHOP
WILLISTON WEST CHURCH & PARISH HOUSE
32 THOMAS STREET**

TO: Chair Benson and Members of the Historic Preservation Board
FROM: Deb Andrews, Historic Preservation Program Manager
DATE: October 2, 2015
RE: October 7, 2015 **Workshop – Preliminary Review of Proposed Site
Alterations and Building Addition (Connector)**

Address: 32 Thomas Street
Applicant: Frank Monsour, 32 Thomas Street LLC
Consultants: Mathew Winch, Architect, Garrison Consulting
Cynthia Orcutt, Landscape Architect, Orcutt Consulting

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compromised with the introduction of an asphalt driveway that widens to provide a parking space, as well as the construction of a large wood ramp parallel to the sidewalk. This area also functioned as a nursery school playground for many years. The result is a rather motley site treatment that does not reinforce the significant architecture of the complex.

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Attachments

1. Applicant submission, including project description, photographs, existing and proposed site plans, elevations and details

Att. 1

GARRISON

CONSULTING

September 15, 2015

Portland Historic Preservation Board
389 Congress Street
Portland Maine, 04101

Re: Submission for Historic Preservation Review
32 Thomas St – Williston West Church

Dear Chair Benson and Members of the Historic Preservation Board,

On behalf of 32 Thomas Street LLC please accept and consider this submission for Historic Preservation review and Certificate of Appropriateness plan review for the conversion of the parish house at 32 Thomas Street to 5 residential dwelling units and office use. The work proposed meets the requirements of the conditional rezoning agreement for the property as well as the underlying requirements for the R4 Zone, which in part are applicable to this submission.

This submission includes:

- o A completed application and fee.
- o A narrative of the proposed work and compliance with the requirements
- o Deed for the property
- o Existing site plan and existing conditions analysis
- o Preliminary utility plan and site plan
- o Illustrative landscape plan and detailed landscape plan.
- o Existing floor plan and proposed first floor plan for associated context
- o Exterior elevations and building sections.

Along with this submittal, we are concurrently submitting to the Planning Board as required for conditionally allowed residential sub-division in the R4.

We look forward to the workshop review of this submission as we work towards a final plan and final hearing for our application.

Sincerely,



Matthew G Winch, Architect
Principal

Activities Requiring Approval in Historic Districts

If your property is located within a historic district or is an individually designated historic structure, it is necessary to receive approval before proceeding with any exterior alteration, construction activity or site improvement that will be visible from a public way. Following is a list of activities requiring review.

Please check all those activities that apply to your proposed project.

Alterations and Repair

- ☐ Window and door replacement, including storms/screens
- ☐ Removal and/or replacement of architectural detailing (for example porch spindles and columns, railings, window moldings, and cornices)
- ☐ Porch replacement or construction of new porches
- ☐ Installation or replacement of siding
- ☐ Masonry work, including repointing, sandblasting, chemical cleaning, painting where the masonry has never been painted, or conversely, removal of paint where the masonry historically has been painted
- ☐ Installation or replacement of either roofing or gutters when they are a significant and integral feature of the structure
- ☐ Alteration of accessory structures such as garages

Additions and New Construction

- ☒ New Construction
- ☒ Building additions, including rooftop additions, dormers or decks
- ☐ Construction of accessory structures
- ☐ Installation of exterior access stairs or fire escapes
- ☐ Installation of antennas and satellite receiving dishes
- ☐ Installation of solar collectors
- ☐ Rooftop mechanicals

Signage and Exterior Utilities

- ☐ Installation or alteration of any exterior sign, awning, or related lighting
- ☐ Exterior lighting where proposed in conjunction with commercial and institutional signage or awnings
- ☐ Exterior utilities, including mechanical, plumbing, and electrical, where placed on or near clearly visible facades

Site Alterations

- ☒ Installation or modification of site features other than vegetation, including fencing, retaining walls, driveways, paving, and re-grading

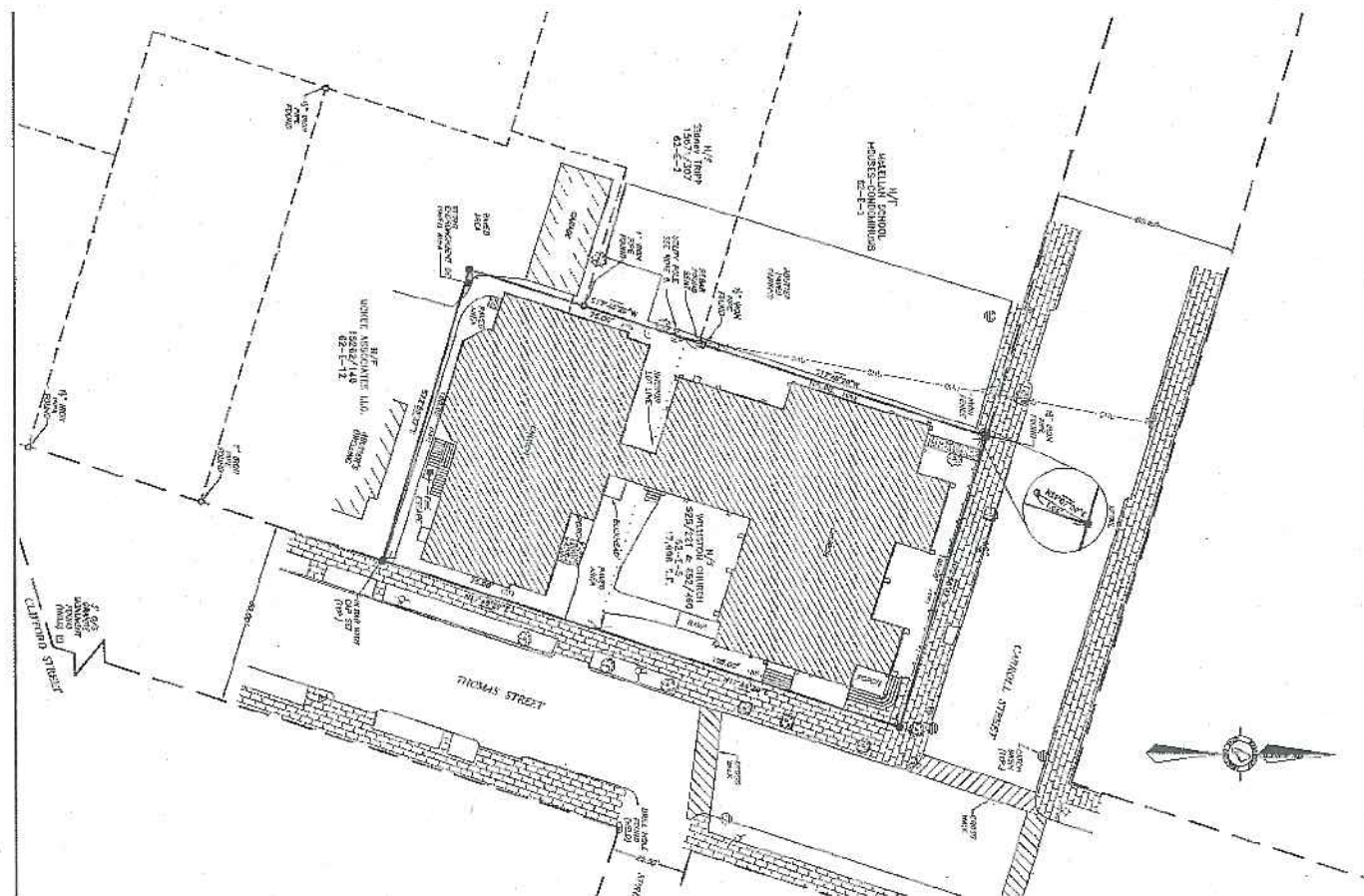
Moving and Demolition

- ☒ Moving of structures or objects on the same site or to another site
- ☒ Any demolition or relocation of a landmark contributing and/or contributing structure within a district

Note: Your project may also require a building permit. Please call Building Inspections (874-8703) to make this determination.

PROJECT DESCRIPTION

The project site, 32 Thomas Street, sits at the corner of Thomas and Carrol Street on Portland's Western Promenade. The lot is approximately 18,000 SF in size and is comprised of two smaller parcels. The first parcel; 100' (along Carrol Street) by 105' (along Thomas Street) contains the Williston West Church, completed in 1877 and designed by Portland architect Francis H. Fassett. The second parcel; 100' wide (adjacent to the Church parcel) by 75' (along Thomas Street) contains the Parish House, built in 1904 and designed by Portland architect John Calvin Stevens. The two buildings were connected at a later date by a breezeway, which is not an historic structure. Both buildings, the Church and Parish House, were admitted to the National Register of Historic Places in 1980. The survey plan is copied below:



Both buildings are large, solid structures, comprised of brick facades with heavy granite and limestone detailing. Gothic details punctuate each building including tall stained glass windows, several round stained glass windows, ornate brick dental edging just below the roof line, arched window and door openings, slanted pilasters, copper gutters, steeply pitched slate roofs, a tall, ornate bell tower and solid granite water table bases at the ground level.

This Applicant proposes a reuse of the Parish House for five residential units, one for a caretaker and four market rate units, to supplement the currently allowed office space within the building. The interior of the Church will remain unimproved for now.

The building exteriors are in good condition and remain almost unaltered from the time of original construction. Each building shows some signs of wear and weathering, but the overall composition of buildings remains today much like it appeared in the early 1900s. Photographs of the elevations of each building are copied on the next pages. These photographs were taken in September, 2015, illustrating current conditions.

APPLICATION FOR CERTIFICATE OF APPROPRIATENESS- SITE DESIGN @ 32 THOMAS STREET

Williston West Church facades:



East facade facing Thomas Street - featuring the main entrances to the Church and the Bell Tower



South facade facing the Courtyard



East facade facing the Courtyard



West facade facing parking lot - featuring significant stained glass windows



North facade facing Carrol Street - featuring Bell Tower



Williston West Parish House facades:



East facade facing Thomas Street



South facade facing residential neighbor



West facade facing parking lot



North facade facing Courtyard - featuring entrance portico and illustrating current condition of brick and limestone detailing



East facade of 'Connector' piece facing Thomas Street



West facade of 'Connector' piece facing parking

EXISTING LANDSCAPE

The landscape surrounding Williston West Church and Parish House is overgrown. Although filled with many lovely plants, small trees and flowers, these materials have been left to grow too large for the space. Architectural details have been obliterated, light to stained glass windows is blocked and individual plants are now meshed into one another. Aside from a very robust, and appropriately located row of Hosta and one lovely Hydrangea shrub/tree both along the northern side of the Church building, facing Carrol Street, existing plant material should be removed.

Other site features that have been added over the years should also be removed, including an unsafe, dilapidated fence along Carrol Street, an asphalt and wood ramp leading up to a side door of the Church in the Courtyard, unsafe steps in the Courtyard, a leaking bulkhead in the Courtyard, deteriorating asphalt in the Courtyard and a tired sign facing Thomas Street. Photographs illustrating some of these features are printed below:



Photo above: Overgrown planting by Church

Top left: Hosta edge and Hydrangea along Carrol Street

Top right: Planting blocking light and views of stained glass at Church.

Bottom left: Ramp to side door of Church

Bottom right: Overgrown planting by the Parish House

HISTORIC CONTEXT

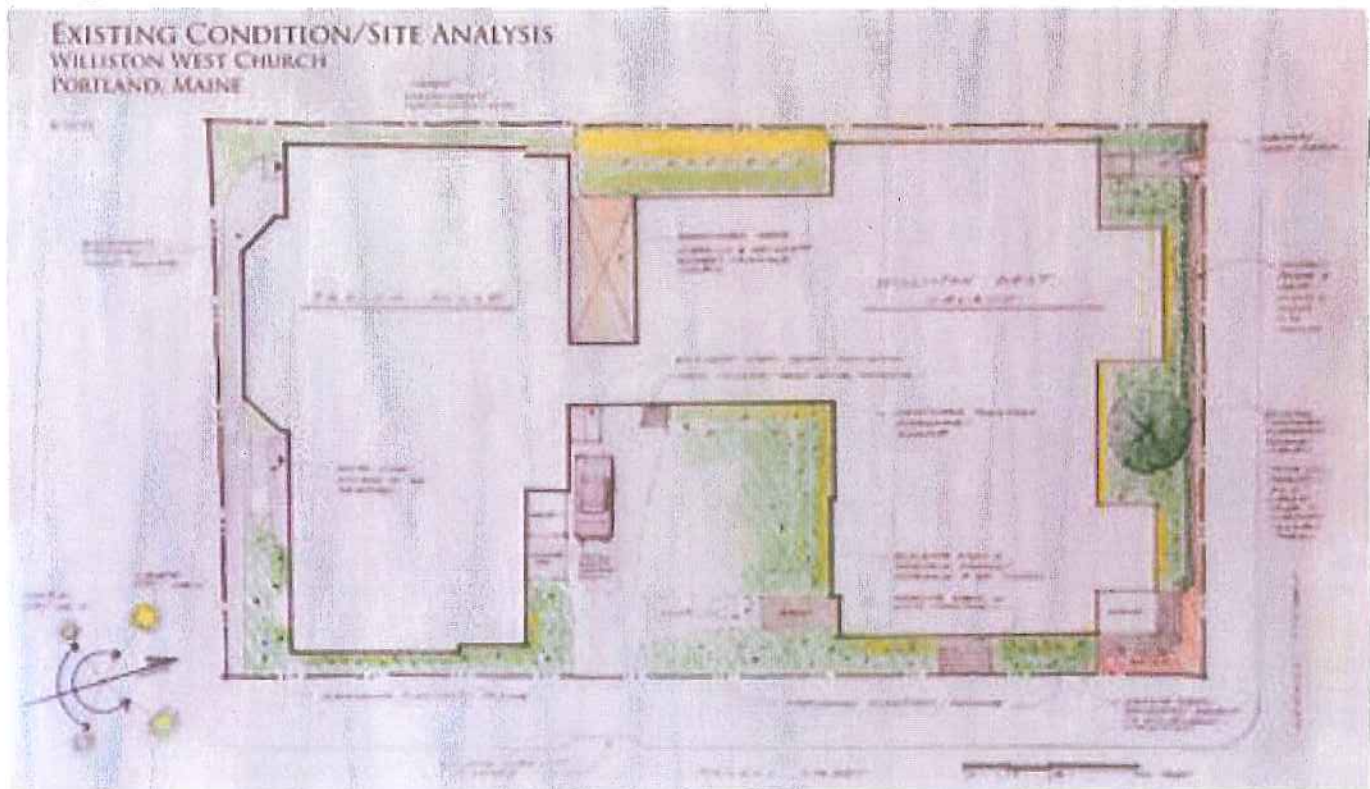
A photograph taken in 1931 shows a Church and Parish House surrounded by a very simple and low landscape. The stained glass windows were open to light and they were visible from the street. The sidewalks that lined both Thomas and Carrol Streets were met by a simple grass lawn that sloped up towards the buildings. Plant materials on these sloped banks were low, simple and were probably perennials that disappeared in the winter. This landscape allowed the architecture of these magnificent buildings to be seen by the public and allowed light to penetrate through the stained glass into the interior of the building. The landscape of today is vastly different: it is dense with greenery and competes with the intricacy of the architecture. The concept of the proposed Site Plan is to remove the overgrown landscape of today and replace this with a much simpler landscape plan, reflecting the site design from in the early 1900s. The comparison of the landscape of 1931 (top photo) and the landscape of today (bottom photo) is illustrated by the photographs below:



Photo Courtesy Maine Historical Society/1931

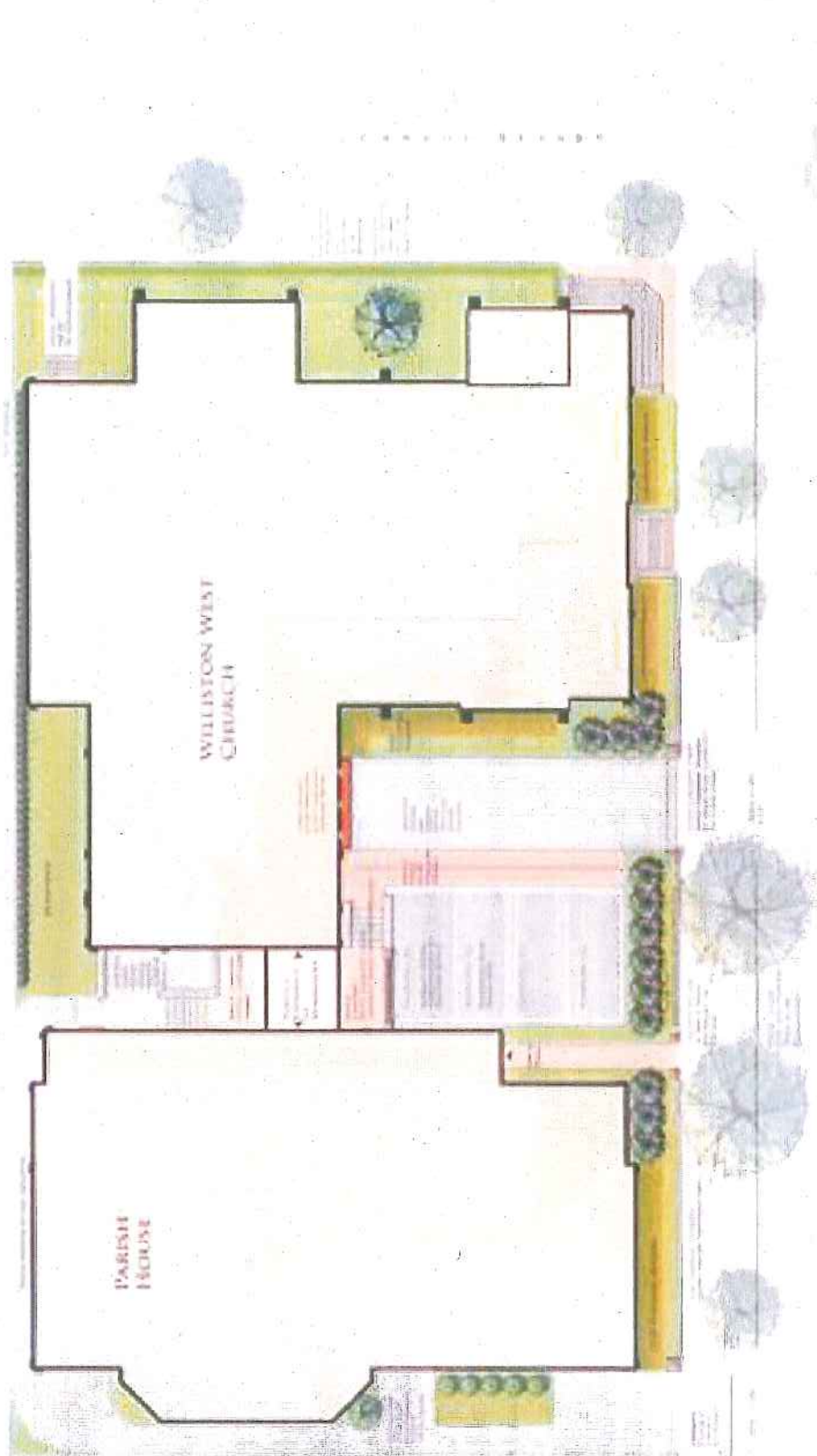


A compass diagram indicates the path of the sun during the year, which shows that there is a nice pocket of good sun exposure and protection from harsh winds in the courtyard.



SITE PLAN

The proposed preliminary site plan development for 32 Thomas Street is shown on the following page. A written project description follows on the next several pages.



PRELIMINARY SITE PLAN

WILLISTON WYSE - 32 THOMAS STREET
PORTLAND, MAINE

DATE: JANUARY 2004

SITE DESIGN

The proposed preliminary site design for 32 Thomas Street has three major components: the Street edge, the Courtyard and the Service area.

The Street Edge - The narrow edges along Thomas and Carrol Streets will be restored to their earlier simplicity. The broken and unsafe fencing along Carrol Street will be removed and the Hosta edge will be restored. All other plant material, including invasive ivy, will be removed and replaced with grass. The one specimen Hydrangea will be saved and pruned to improve the structure. The edge along Thomas Street will be stripped of existing plant material and regraded to slightly slope up towards the Church, as shown on the 1931 photograph. Grass will be planted along the brick walkway. A double row of Stella deOro Daylily will edge the grass, backed by a double row of Ostrich Fern along the Church and Parish House walls. Both plants will die back during winter months.



Existing Hosta to remain



Stella deOro Daylily



Ostrich Fern

The Courtyard - Most everything currently in the existing Courtyard will be removed. The site will be regraded to match street grade and drain properly. The proposed design includes one parking space for each market rate unit, for a total of four parking spaces, and two pedestrian entrances: one to the Office space and one to the Residential units. The Office entrance is from a brick sidewalk leading from Thomas Street to the existing canopy into the Parish House. The Residential entrance will be through a new, transparent connector portico, placed between the Church and Parish House. Access will be from a set of granite stairs, leading to an upper, brick paved landing at the portico level. Walls, piers and caps will be granite. Railings will be bronze with glass inserts. The concept is to make this new addition clearly modern - sympathetic in form and scale to the historic buildings, but not copying the historic details or style.

The four parking spaces will be accessed from Thomas Street via a new curb cut that centers on the three magnificent stained glass windows in the Church. This will increase visibility of these windows for the public and insure maximum light penetration for the stained glass. Granite Belgium block pavers will line the access road and granite piers will mark the opening from the street. A granite planter sits at the base of the windows, at the end of the access road, to soften this view. This planter is to be filled with annuals each summer. A brick walk separates the parking stalls from the access road and leads occupants to the Residential entrance stairs. A low perennial border lines the south facing edge of the Courtyard, filled with long-flowering Stella DeOro Daylily and Obedient plant. Icicle Veronica will be planted between the Daylily and Obedient plant to insure constant white blooms throughout the summer months. Finally, a solid hedgerow of evergreen Hicks Yew will fill the planting strip between the parking stalls and Thomas Street sidewalk, blocking views of the automobile, yet still allowing views from the street to the historic architecture. A photo mock-up of the view from Thomas Street, copied on the next page, illustrates the Courtyard design concept of creating a full public view of the historic windows while blocking views of parked cars.



Above: A photo simulation of the proposed design for the Courtyard, as seen from Thomas Street. Cars are parked behind the hedge of Hicks Yew, separated from the Belgium Block paver entry drive by a brick sidewalk.



Photos to the left:
Evergreen Hicks Yew

Photos below:
Obedient Plan (left)
Icicle Veronica (right)



SITE DESIGN (CONTINUED)



Images taken in Portland's Western Promenade showing examples of typical landscape materials proposed for the Courtyard, such as low granite curbing, brick sidewalks, granite piers, Belgium block paving, and simple landscape plantings.

The Service Yard- The area to the west of the new Connector will be reserved for use by the Residents for their service needs. Rolling garbage and recycling containers, two for each unit, will be stored in this location. The area will be paved in asphalt and properly drained to avoid odor accumulation. The area will be hidden from view by two brick screen walls, one to the west and one to the east. The eastern wall will have a planting area at the base, which will be seen from the Residential Entrance. This planting area will be at the same elevation as the Entrance portico. A set of stairs will lead to the lower level - where the service area is housed. The service area will be locked from public access by a gate. The Caretaker will roll garbage bins towards Thomas Street, using the paved walkway that extends from the service area gate, behind the west side of the Parish House and down the walkway to the south of the Parish House to the street side. This will happen on a weekly basis on trash collection days. The bins will sit in the widened paved area to the south of the Parish House, away from the public brick sidewalk, until emptied and returned to the service yard. This widened area will also be used as a parking space by the Caretaker on non-trash collection days.

Plantings to be installed on the south side of the Parish House include one specimen Royal Star Magnolia tree and a hedgerow of Limelight Hydrangea. These white blooming plants will help soften the edge of the Parish House that site adjacent to a residential home.



Royal Star Magnolia as a specimen tree



Limelight Hydrangea hedgerow

WARRANTY DEED
Maine Statutory Short Form

KNOW ALL BY THESE PRESENTS, that **WILLISTON-WEST CHURCH**, a/k/a Williston-West United Church of Christ, successor in interest to Williston Church, a Maine non-profit corporation having a place of business at Portland, County of Cumberland, and State of Maine, for consideration paid, grants to **32 THOMAS STREET, LLC**, a Maine limited liability with a place of business in Portland, County of Cumberland and State of Maine, whose mailing address is 477 Congress Street, Suite 601, Portland, Maine 04101, with **WARRANTY COVENANTS**, the land, together with any improvements thereon, located in the City of Portland, County of Cumberland and State of Maine, and more particularly described in Exhibit "A" attached hereto and made a part hereof.

IN WITNESS WHEREOF, said WILLISTON-WEST CHURCH has caused this instrument to be signed and sealed by Patrick Costin, its duly-authorized Chairman of the Board of Trustees this 19TH day of December, 2011.

WITNESS:

WILLISTON-WEST CHURCH,
a/k/a Williston-West United Church of
Christ, successor in interest to Williston
Church

By: Patrick Costin
Its: Chairman of Board of Trustees

STATE OF MAINE
COUNTY OF CUMBERLAND

December 19, 2011

Personally appeared before me the above-named Patrick Costin, Chairman of the Board of Trustees, and acknowledged the foregoing to be his free act and deed in said capacity and the free act and deed of said church.

Notary Public/Attorney at Law

Peter L. Murray
Printed Name

MAINE REAL ESTATE TAX PAID

**EXHIBIT A
TO
WARRANTY DEED**

Two certain lots or parcels of land, together with any improvements thereon, situated in the City of Portland, County of Cumberland and State of Maine and further described as follows:

PARCEL 1: A certain parcel of land located in said Portland bounded as follows. Beginning at the corner made by the intersection of the Westerly side of Thomas Street unto the Southerly side of Carroll Street; thence Southerly by said Westerly side of Thomas Street one hundred and five (105) feet to a point; thence Westerly on a line parallel with said Southerly side of Carroll Street one hundred (100) feet to a point; thence Northerly on a line parallel with said Westerly side of Thomas Street one hundred and five (105) feet to said Carroll Street; thence Easterly by said Carroll Street to the point begun at. Being the same premises described in two certain agreements between Abby A. Steele and John H. True. Being the premises described in a deed from Abby A. Steele to Williston Church dated April 13, 1886 and recorded in the Cumberland County Registry of Deeds in Book 525, Page 221.

PARCEL 2: Property located in said Portland, being the premises described in a deed from Edward P. Chase to Williston Church dated September 9, 1897 and recorded in the Cumberland County Registry of Deeds in Book 652, Page 460.

Also hereby conveying all of the Grantor's right, title and interest in and to the fee underlying all public or private rights-of-way, easements, streets and alleys over, contiguous, benefitting or appurtenant to the premises.

The above described property is conveyed subject to an Easement from Williston Church to Central Maine Power and New England Telephone and Telegraph dated November 11, 1970 and recorded in said Registry of Deeds in Book 3157, Page 51.

By acceptance of this deed, Grantee agrees, for itself and its successors and assigns, that should the Grantee, its successors or assigns, at any time desire to demolish or alter the building on the property conveyed herein as to result in material damage to or removal of the stained glass windows, pipe organ and church bell, the Grantor shall have the right to remove and repossess the affected stained glass windows, pipe organ and church bell, without charge, but at its own expense, for preservation, recycling and/or re-use by Grantor, its successors and assigns, at Grantor's other location or elsewhere; provided, however, that Grantor, its successors or assigns, shall at its own expense reasonably restore any portion of the property disturbed by such removal activities.

Meaning and intending to describe the same property as described in a deed from Abby Steele to Williston Church, dated April 13, 1886 and recorded in said Registry of Deeds in Book 525, Page 221 and in a deed from Edward Chase to Williston Church, dated September 9, 1897 and recorded in said Registry of Deeds in Book 652, Page 460.

The above-described premises were surveyed by Northeast Civil Solutions as shown on a "Boundary Survey of 26 Thomas Street, Portland, Maine" dated December 13, 2011, and the Grantor conveys all right, title and interest in and to the metes and bounds description as follows:

A certain lot or parcel of land, together with any improvements thereon, located on the southerly side of Carroll Street and on the westerly side of Thomas Street, in the City of Portland, County of Cumberland, State of Maine, being more particularly bounded and described as follows:

BEGINNING at a #5 rebar w/cap stamped "NCS, INC PLS 1314" at the intersection of the southerly right-of-way line of Carroll Street and the westerly right-of-way line of Thomas Street. Said rebar being shown on a plan entitled "Boundary Survey of 26 Thomas Street, Portland, Maine" by Northeast Civil Solutions, dated December 13, 2011;

THENCE S 17°46'20" W along the westerly right-of-way line of said Thomas Street 180.00' to a #5 rebar w/cap stamped "NCS, INC PLS 1314". Said rebar being the northeasterly corner of land now or formerly of McKee Associates LLC as recorded in a deed recorded in the Cumberland County Registry of Deeds in Book 15262, Page 140;

THENCE N 72°58'37" W along the northerly line of land now or formerly of said McKee Associates LLC, 100.00' to a #5 rebar w/cap stamped "NCS, INC PLS 1314";

THENCE N 17°46'20" E along the easterly line of said McKee Associates LLC, land now or formerly of Sidney Tripp as recorded in a deed recorded in said Registry of Deeds in Book 15671, Page 307 and land now or formerly of McLellan School Houses Condominiums 180.00' to a #5 rebar w/cap stamped "NCS, INC PLS 1314". Said rebar being on the southerly right-of-way line of Carroll Street;

THENCE S 72°58'37" E along the southerly right-of-way line of said Carroll Street 100.00' to the POINT OF BEGINNING.

The above described parcel contains 17,998 square feet, more or less.

The basis of bearing for the above described parcel is Magnetic 1980.

SASISANG01Williston West ChurchDeed.doc

Received
Recorded Register of Deeds
Dec 20, 2011 02:21:24P
Cumberland County
Pamela E. Lovley



- | | |
|--|--|
| | BOUNDARY LINE |
| | RIGHT OF WAY LINE |
| | ADDITION LINE |
| | INTERIOR LOT LINE |
| | PAVEMENT |
| | EXISTING BUILDING |
| | STEEL FENCE |
| | OVERHEAD UTILITY |
| | WATER MAIN |
| | SERVICE LINES |
| | GAS MAIN |
| | SANITARY SEWER MAIN |
| | SANITARY SEWER SERVICE |
| | SEWER MANHOLE |
| | CATCH BASIN |
| | NOTE OR FORMERLY OWNED |
| | UTILITY MARK AND PIN (U-M-P) |
| | TAX MAP BLOCK/LOT |
| | PARENTHETICAL DISTANCE RECORD DATA |
| | FOUND OBSOLETE LINE |
| | UTILITY POLE |
| | FOUND MONUMENT (AS NOTED) |
| | "AS REBUILT" OR "PLASTIC CAP STAMPS"
(AS, INC. PLS "3-4" SET ON 12/22/21) |
| | FOUND OLD POLE (AS NOTED) |
| | FOUND OLD POLE |

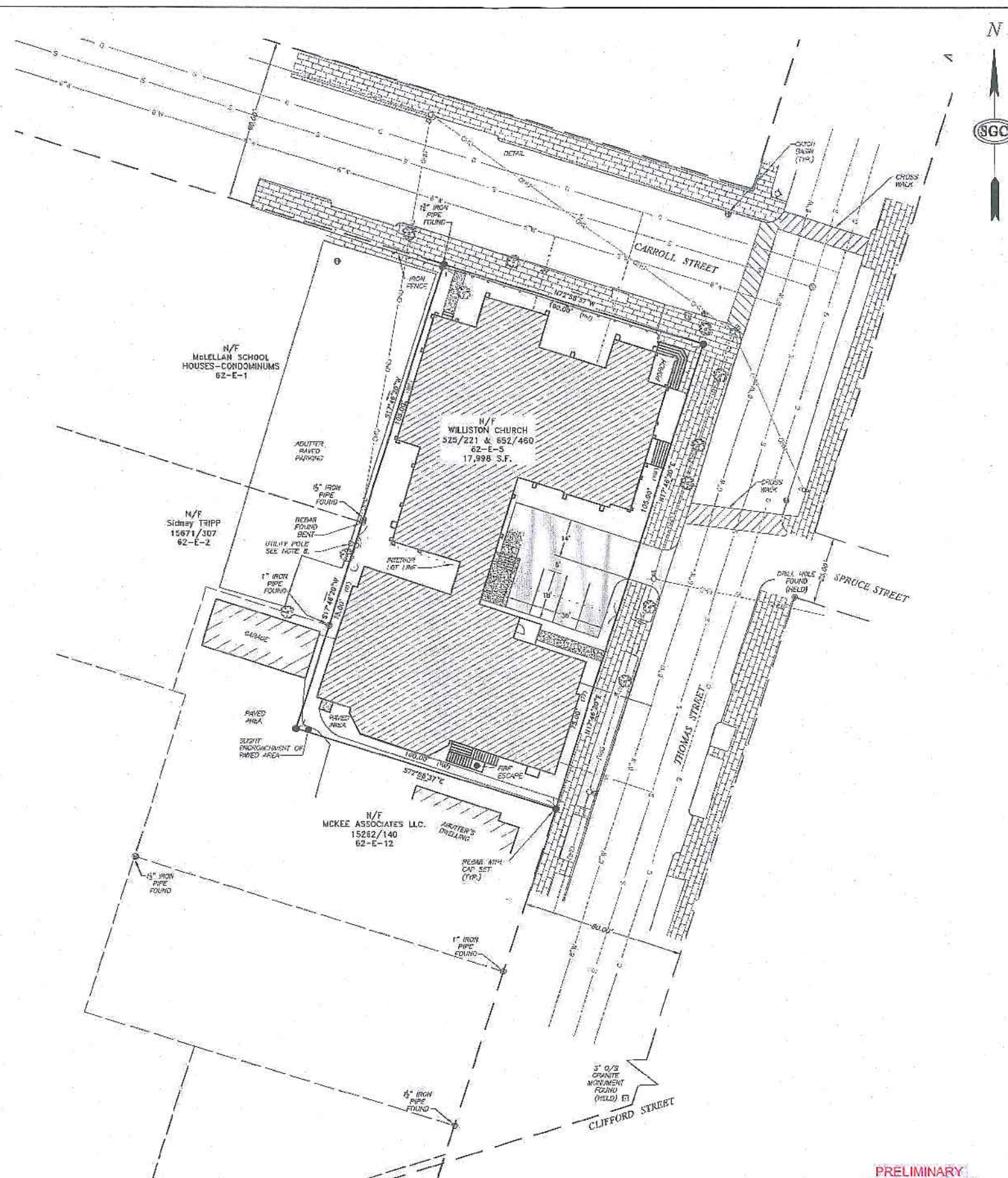
PROJECT

-

SURVEY NOTES:

1. THE BASIS OF PLANNING FOR THIS SURVEY MAGNETIC 1932 AND FROM PLAN PREVIOUS IS NOTE 4.4.
2. DATA AND PLAT BOOK REFERENCES ARE TO THE GAIHERLAND COUNTY RECORDS OF DEEDS.
3. RECORD NUMBER(S) OF THE PARCELS SURVEYED CAN BE FOUND IN THE FOLLOWING LIST OF RECORDS:
 - A. DEED FROM ARBY SEED TO WILSON CHURCH DATED APRIL 15, 1906 AND RECORDED IN DEED BOOK 562, PAGE 245.
 - B. DEED FROM FERRIS C. WILSON TO WILSON CHURCH DATED SEPTEMBER 9, 1907 AND RECORDED IN DEED BOOK 632, PAGE 403.
4. HEREINAFTER IS MADE IN THE FOLLOWING PLANS:
 - A. PLAN OF LAND ON NEAL AND DORRILL STREETS, PORTLAND, MAINE FOR MCGILLIAN SCHOOL HOUSES, OF JOHN H. VASSILL, INC., DATED DECEMBER 15, 1928 AND RECORDED IN PLAT BOOK 97, PAGE 1.
 - B. CITY OF ST. CROIX MAP IN PLAT 15 OF ST. CROIX ST. PORTLAND, MAINE FOR WILLIAM HARRIS, BY OWEN HARRIS, INC., DATED SEPTEMBER 10, 1929 AS SET FORTH IN PLAT 15 OF ST. CROIX ST. PORTLAND, MAINE.
 - C. PLAN OF REZONALIZATION PLAN OF PORTLAND, DATED OCTOBER 24, 1934 AND RECORDED IN PLAN BOOK 8, PAGE 62.
 - D. VARIOUS SOUTH-OF-MAIN PLANS OR GRANTS FROM THE CITY OF PORTLAND ENGINEERING DEPARTMENT.
5. THE PARCEL SURVEY IS IDENTIFIED ON THE CITY OF PORTLAND TAX ASSESSOR'S MAP 52, BLOCK E, PARCEL 8.
6. THE PARCEL SURVEY IS LOCATED IN THE 4-4 ZONE/DISTRICT, PORTIONS OF BRUK AND SPACE REQUIREMENTS ARE AS FOLLOWS:

MIN. STREET FRONTAGE	50	FEET
MIN. FRONT YARD	25	FEET
MIN. SIDE YARD	5	FEET
MIN. REAR YARD	25	FEET
7. SIDE YARD IS DETERMINED BY HEIGHT OF STRUCTURE AND CAN INCREASE TO 15 FEET
8. THE WIDTH AND LAYOUT OF CARROLL AND THOMAS STREETS IS 60 FEET AND FRONT YARDS REFERENCED IN NOTES 4.0, 4.1
9. HEREINAFTER IS MADE IN THE FOLLOWING EASEMENTS OR RECORDS:
 - A. SUBJECT TO THE RIGHT OF CENTRAL, MAINE POWER AND NEW ENGLAND TELEPHONE AND TELEGRAPH CO. FOR THE RIGHT ADVANTAGE TO CONSTRUCT, MAINTAIN, OPERATE, MAINTAIN AND REMOVE ELECTRIC DISTRIBUTION AND COMMUNICATION LINES AS DESCRIBED IN DEED BOOK 3167, PAGE 51.
10. THE UTILITIES SHOWN ON THIS PLAN WERE FROM FIELD OBSERVATION ONLY. THERE MAY BE UTILITIES NOT SHOWN AND THERE MAY BE UNRECORDED CONTACT NOT SHOWN (SEE) UNLESS SHOWN IN CONTACT OR NOT EXAMINATION WORK.
11. THERE IS MENTION OF AN UNDERGROUND OIL STORAGE FACILITY IN DEED BOOK 5904, PAGE 153. THE LOCATION OF THIS FACILITY IS UNKNOWN.
12. BOUNDARY SURVEY CONDUCTED BY HORNHEAST CIVIL SOLUTIONS, INC., DATED DECEMBER 13, 2021.



PRELIMINARY
NOT FOR CONSTRUCTION

ZONING, BULK & SPACE REQUIREMENTS:

1. REFERENCE TO CONDOMINIUM ZONING AGREEMENT: REFERENCE TO CONDOMINIUM ZONING AGREEMENT IS TO BE MADE TO THE CONDOMINIUM ZONING AGREEMENT, REGISTRY OF DEEDS AT BOOK 28754 PAGE 123 AND #4 ZONING REQUIREMENTS.
2. **PROPOSED USES:**
- A. **USES IN THE R-4 ZONE:**
- B. **PROFESIONAL OFFICES, INCLUDING COMPUTER SOFTWARE PROGRAMMING AND MARKETING, AND EXCLUDING PERSONAL SERVICES, RETAIL SERVICES AND RECREATIONAL SERVICES:** PROFESSIONAL OFFICES SHALL BE LIMITED TO THE FOLLOWING:
- C. **PROFESSIONAL OFFICES SHALL BE LOCATED ON THE FIRST FLOOR OF THE PARISH HOUSE AND SHALL OCCUPY NO MORE THAN 2800 SQ. FEET AREA.**
- D. **THE TOTAL NUMBER OF INDIVIDUALS WORKING IN THE PROFESSIONAL OFFICES SHALL NOT EXCEED FOURTEEN (14) NON-RESIDENT EMPLOYEES REGULARLY SCHEDULED TO OCCUPY THE PREMISES AT ANY ONE TIME.**
- E. **THE BUSINESS OWNER SHALL BE RESPONSIBLE FOR PROVIDING A SINGLE TRAVEL OFFICE USE, OWNED BY OR AFFILIATED WITH THE OWNER OF THE BUILDING COMPLEX.**
- F. **OFFICE USE SHALL NOT INCLUDE FREQUENT DAILY VISITATION BY CLIENTS, CUSTOMERS, OR THE GENERAL PUBLIC.**
- G. **THE OWNER OF THE OFFICE USE BUSINESS SHALL SECURE AND PROVIDE TO HIS EMPLOYEES: (1) OFFICE USE OF A MINIMUM SPACE OF 300 SQ. FEET PER EMPLOYEE AND COMMITMENT TO THE OFFICE BY 8:00 AM WITH AUTHORITY.**
3. **THIS PROPOSAL INCLUDES AN OFFICE USE ON THE FIRST FLOOR OF THE PARISH HOUSE AND OCCUPY NO MORE THAN 2800 SQ. FEET AREA. THE FOLLOWING ARE THE MINIMUM DIMENSIONAL REQUIREMENTS FOR THE UNDERLYING R-4 ZONE APPLY BUT FOR THE FOLLOWING MODIFICATIONS AS PER THE CONDOMINIUM ZONING AGREEMENT. THESE DIMENSIONAL REQUIREMENTS SHALL BE SUBJECT TO THE FOLLOWING:**
- A. **MINIMUM LOT SIZE FOR PLACES OF ASSEMBLY AND PROFESSIONAL OFFICE USES IS 17,000 SQ. FEET. THE MINIMUM LOT AREA OF THE PROPERTY IS 17,000 SQ. FEET AND IS LOCATED AS SUCH ON THE BOUNDARY SURVEY. (NO NEARLY LOTS SOLUTIONS DATED OCTOBER 13, 2011).**
- B. **MINIMUM YIELD DETERMINATION:**
1. **FRONT YARD: 3 FEET; THE FRONTING FRONT YARD OF PARISH HOUSE IS 6'-4" W/ 3. THE SANCTUARY IS 10'-0" AT THE INTERSECTION AND 8'-0" AT CORNER. 5'.**
2. **REAR YARD: 3 FEET. THE EXISTING STRUCTURE OF SANCTUARY IS 2'-0" AT THE CORNER AND 3 FEET. THE EXISTING STRUCTURE AT THE REAR OF THE PARISH HOUSE IS 3'-0".**
3. **SIDE YARD: 4 FEET. THE SIDE OF THE EXISTING PARISH HOUSE STRUCTURE AT THE SIDE YARD IS 5'-0".**
4. **SIDE YARD OR SIDE STREET: 8 FEET.**
- C. **MAXIMUM LOT COVERAGE: THE EXISTING FOOTPRINT OF THE STRUCTURES ON THE PROPERTY IS APPROXIMATELY 12,000 SQ. FEET. THE LOT COVERAGE OF 67%.**
- D. **MAXIMUM STRUCTURE HEIGHT (SANCTUARY): 37 FEET. THE EXISTING HEIGHT OF THE SANCTUARY IS APPROXIMATELY 47 FEET.**
- E. **MAXIMUM STRUCTURE HEIGHT (PARISH HOUSE): 47 FEET. THE EXISTING HEIGHT OF THE PARISH HOUSE IS APPROXIMATELY 47 FEET.**
- F. **MAXIMUM STRUCTURE HEIGHT (TOWER): 100 FEET. THE EXISTING HEIGHT OF THE TOWER TOWER IS APPROXIMATELY 75 FEET.**
- G. **MAXIMUM FLOOR AREA FOR PLACES OF ASSEMBLY: 4,000 SQ. FEET. THIS PROJECT DOES NOT INCLUDE ANY PLACES OF ASSEMBLY FOR THE USE OF THE SANCTUARY AS A COMMUNITY HALL AT THIS TIME.**
- H. **RESIDENTIAL DWELLINGS WITHIN THE EXISTING STRUCTURES SHALL BE COVERED BY THE PROVISIONS OF THE CONDOMINIUM ZONING AGREEMENT. THE MINIMUM YIELD CALCULATIONS FOR RESIDENTIAL USES SHALL BE BASED ON THE LOT SIZE OF THE PARCEL WITHIN LAND AREA RESERVATIONS FOR OTHER NON-RESIDENTIAL USES ON THE SITE. THIS PROPOSAL DOES NOT INCLUDE ANY RESIDENTIAL USES ON THE EXISTING STRUCTURE OF THE PARISH HOUSE. THE R-4 ZONE REQUIRES A MINIMUM LOT AREA OF 30,000 SQ. FEET UNIT AND A MINIMUM FLOOR AREA OF 7,000 SQ. FEET. A PROPOSAL OF 17,000 SQ. FEET UNIT AND 17,000 SQ. FEET LOT AREA. THE EXISTING LAND AREA OF THE SITE IS 17,000 SQ. FEET. THE SMALLEST OF THE 5 PROPOSED UNITS IS APPROXIMATELY 1,000 SQ. FEET.**
- I. **THE CONDOMINIUM ZONING AGREEMENT PROHIBITS THE INCREASE IN VOLUME OF FOOTPRINT OF EITHER THE PARISH HOUSE OR THE SANCTUARY. THE SUBMISSION INCLUDES THE RENOVATION OF THE EXISTING PORCH CONNECTION BETWEEN THE PARISH HOUSE AND THE SANCTUARY. THE RENOVATION OF THE EXISTING PORCH CONNECTION TO THE RESIDENCES IN THE PARISH HOUSE THESE MODIFICATIONS WILL NOT INCREASE THE FOOTPRINT OR THE VOLUME OF THE PRIMARY STRUCTURES ON THE PROPERTY. THE CONDOMINIUM ZONING AGREEMENT DOES NOT INCLUDE A RENOVATION SCHEDULE THAT WORK HAS COMMENCED AND IS UNDERWAY AS NOTED. THIS PROJECT DOES NOT INTEND TO NOT A CERTIFICATE OF OCCUPANCY FOR THE OFFICE USE IN THE PARISH HOUSE UNTIL ALL OF THE WORK ON THE RENOVATION SCHEDULE HAS BEEN COMPLETED.**
- J. **THE SUBMISSION FOR 5 RESIDENTIAL DWELLING UNITS IS CONSIDERED A SUB-PROPOSAL. IT IS CONSIDERED A SUB-PROPOSAL AS IT IS NOT THE SAME AS THE EXISTING UNITS SHALL BE PRESENTED TO THE ZONING BOARD OF APPEALS. UNDER PARKING FOR THE RESIDENTIAL USE IS NOT REQUIRED BECAUSE OF THE HISTORIC RENOVATION OF THE SANCTUARY. THE SUBMISSION FOR THE PROJECT PROVIDES PARKING FOR UP TO FOUR (4) VEHICLES ON SITE.**

UNIT SQUARE FOOTAGE TABLE		SQUARE FOOTAGE (SF)
UNIT #	DESCRIPTION	
1	GROUND FLOOR GARAGE/STAIRS	1,115
2	OVERLOOKING THOMAS STREET	2,461
3	CENTER OF BUILDING	1,768
4	SOUTH-WEST CORNER	1,627
5	REAR NORTHWEST CORNER	1,207

APPROVED BY CITY OF PORTLAND PLANNING BOARD

NAME

DATE

TITLE:

1 of 1

RECORD OWNER:	MAJELLA GLOBAL TECHNOLOGY DEVELOPMENT 1200 MIDDLE STREET PORTLAND, MAINE	PROJECT: 1309601
DRAWING NO.	DRAWN: TEO	PLOT: 1-800-878-7868, WWW.MAJELLAGLOBAL.COM
CHECKED BY:	DATE: 08/01/2013	
SCALE:		

RECORDING PLAT
WILLISTON CHURCH
26 THOMAS STREET
PORTLAND, MAINE

TITLE:

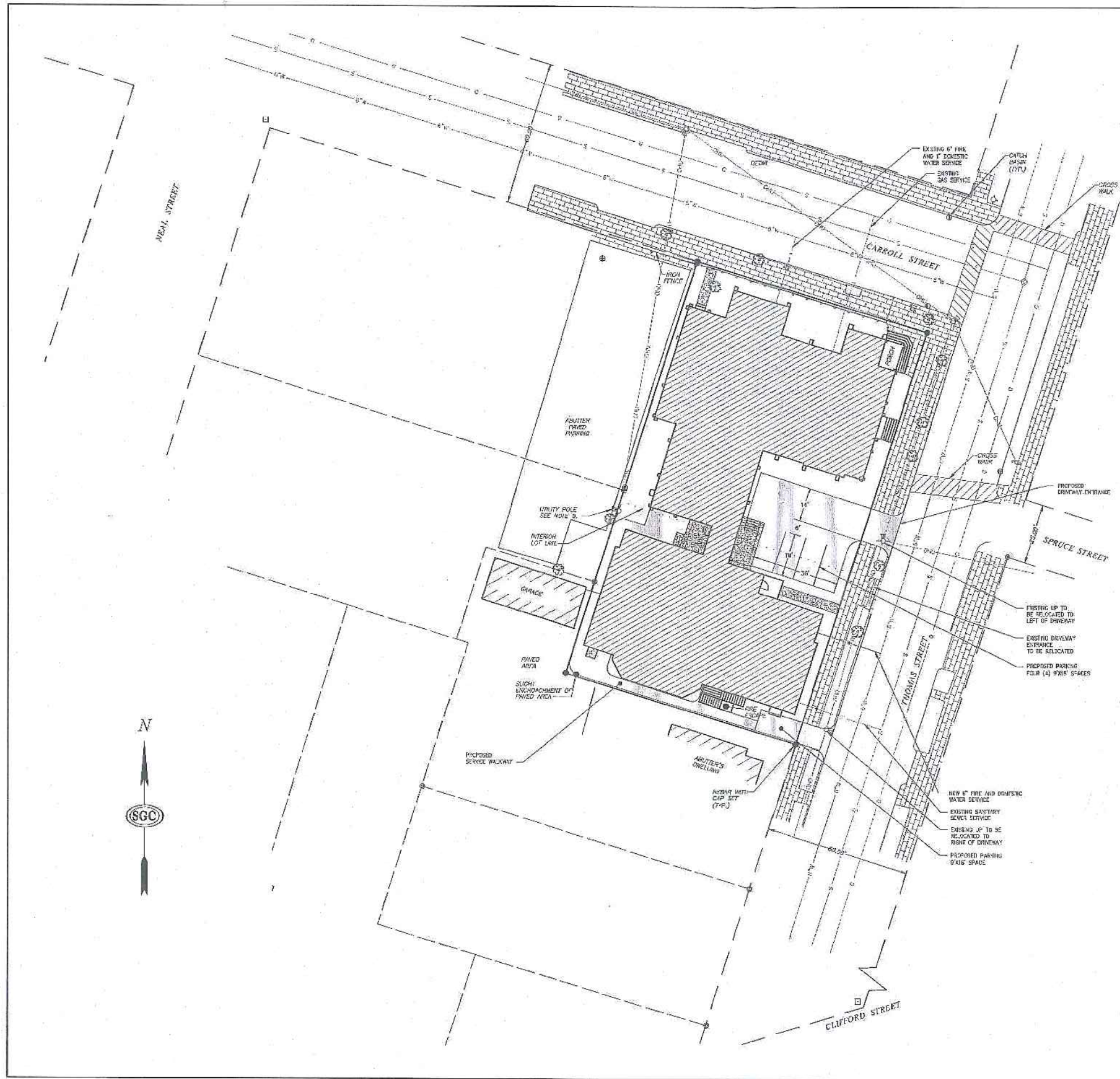
1 of 1

SGC ENGINEERING, LLC
 • Civil Design & Survey Engineering
 • Environmental & Regulatory Permitting
 • Electrical Power Systems Engineering



STUDENTS IN THE U.S.A. & CANADA

5142
LICENCED
PROFESSIONAL
No. 9500



LEGEND	
EXISTING	
[Symbol]	BOUNDARY LINE
[Symbol]	RIGHT-OF-WAY LINE
[Symbol]	ADJUTER LINE
[Symbol]	INTERIOR LOT LINE
[Symbol]	PAVEMENT
[Symbol]	EXISTING BUILDING
[Symbol]	STEEL FENCE
[Symbol]	OUTREACH UTILITY
[Symbol]	WATER MAIN
[Symbol]	SANITARY MAIN
[Symbol]	GAS MAIN
[Symbol]	SANITARY SEWER MAIN
[Symbol]	SANITARY SEWER SERVICE
[Symbol]	SEWER MANHOLE
[Symbol]	CATCH BASIN
[Symbol]	LANDSCAPING TREES
[Symbol]	UTILITY POLE
[Symbol]	FOUND MONUMENT (AS NOTED)
[Symbol]	63 REBAR WITH PLASTIC CAP STAMPED, VCS, INC. PLUS 15/4\"/>
[Symbol]	FOUND IRON PIPE (AS NOTED)
[Symbol]	FOUND DRILL HOLE
PROPOSED	
[Symbol]	PAVEMENT LINE
[Symbol]	CONCRETE ISIF
[Symbol]	WATER LINE

GENERAL SITE NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING "DIG-SAFE" AND LOCAL UTILITY COMPANIES AT LEAST 3 BUSINESS DAYS, BUT NOT MORE THAN 30 CALENDAR DAYS, PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION, OR AS OTHERWISE REQUIRED BY MAINE STATE LAW.
2. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL MEANS, METHODS AND TECHNIQUES EMPLOYED TO PERFORM THE WORK SHOWN ON THESE PLANS.
3. ALL WORK SHALL COMPLY WITH ALL LOCAL, STATE AND FEDERAL SAFETY REGULATIONS.
4. CONTRACTOR SHALL VERIFY LOCATIONS AND DEPTHS OF ALL UTILITIES WITH THE RESPECTIVE COMPANY PRIOR TO THE START OF CONSTRUCTION. IF ANY DISCREPANCIES OR CONFLICTS ARE FOUND, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND OWNER PRIOR TO PROCEEDING.
5. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITIES UNLESS OTHERWISE NOTED. UTILITY POLE RELOCATION SHALL BE COORDINATED WITH CMP.
6. THE CONTRACTOR SHALL SECURE ALL NECESSARY PERMITS FOR THE WORK SHOWN ON THESE PLANS PRIOR TO CONSTRUCTION.
7. NO BLASTING WILL BE ALLOWED WITHIN 500 FT OF ANY UTILITY WITHOUT THE NOTIFICATION AND APPROVAL OF CMP OR THE APPROPRIATE UTILITY COMPANY. NO LEDGE BLASTING WILL BE PERMITTED WITH A UTILITY COMPANY EASEMENT UNTIL WRITTEN APPROVAL FROM THE UTILITY IS GIVEN.
8. PAVEMENT CUTS SHALL BE SAW CUT TO RESULT IN CLEAN EDGES. A TACK COAT SHALL BE APPLIED ALONG THE CUT EDGES AND NEW PAVEMENT BUTTED TO IT, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
9. THE CONTRACTOR SHALL BE RESPONSIBLE TO RECLAIM OR PROPERLY DISPOSE OF REMOVED SURFACIOUS MATERIALS.
10. ROADWAY MATERIALS SHALL BE AS REFERENCED FROM "STATE OF MAINE, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS, DECEMBER 2002" OR LATER 401.32 MATERIALS, EXCEPT AS OTHERWISE NOTED.
11. ALL WORK SHALL BE IN CONFORMANCE WITH THE CITY OF PORTLAND AND RESPECTIVE UTILITY COMPANY STANDARDS.
12. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED & MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION, BEST MANAGEMENT PRACTICES, MARCH 2003 AND AS OTHERWISE SPECIFIED OR INDICATED ON DRAWINGS.
13. THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FLAG PERSONNEL OR OTHER DEVICES NECESSARY TO PROVIDE FOR PUBLIC SAFETY IN ACCORDANCE WITH THE CURRENT MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL CONSTRUCTION ZONE TRAFFIC CONTROL.
14. SAFETY IS THE RESPONSIBILITY OF THE CONTRACTOR. THE ENGINEER IS NOT RESPONSIBLE FOR SAFETY IN, ON, OR ABOUT THE PROJECT SITE, NOR FOR COMPLIANCE BY THE APPROPRIATE PARTY WITH ANY REGULATIONS RELATING TO JOB SITE SAFETY.
15. THE CONTRACTOR SHALL TAKE ALL APPROPRIATE PRECAUTIONS TO SIGNIFICANTLY REDUCE ANY POTENTIAL POLLUTION CAUSED BY HIS ACTIVITIES, INCLUDING VEHICLE FUELING, STORAGE OF FERTILIZERS OR CHEMICALS, ETC. THE CONTRACTOR SHALL HAVE IDENTIFIED PROCEDURES FOR HANDLING POTENTIAL POLLUTANTS AND HAVE IDENTIFIED SPILL PREVENTION AND RESPONSE PROCEDURES PRIOR TO ANY ACTIVITIES AT THE PROJECT SITE.
16. THE CONTRACTOR SHALL NOT SCALE DRAWINGS FOR CONSTRUCTION PURPOSES. WRITTEN DIMENSIONS SHALL PREVAIL. ANY MISSING DIMENSIONS OR DISCREPANCIES IN PLANS, FIELD STAKING, OR PHYSICAL FEATURES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER. IF THE CONTRACTOR PROCEEDS WITH THE WORK WITHOUT NOTIFYING THE ENGINEER, HE DOES SO AT HIS OWN RISK.
17. THE CONTRACTOR SHALL KEEP TWO SETS OF CONTRACT DRAWINGS MARKED UP TO FULLY INDICATE AS-BUILT CONDITIONS. THE DRAWINGS SHALL BE PROVIDED TO SOC ENGINEERING, LLC AND THE OWNER UPON COMPLETION OF WORK. WHERE PRACTICAL THE CONTRACTOR SHALL PROVIDE AT LEAST TWO SETS FROM PHYSICAL MONUMENTS TO ALL HITWORK, VALVES, MANHOLES, AND THE END OF ALL SERVICE LINES.
18. THE CONTRACTOR SHALL MAINTAIN EXISTING DRAINAGE CHANNELS AND FACILITIES DURING CONSTRUCTION AS NECESSARY TO PROTECT ROADS AND PROPERTY.
19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RE-ESTABLISHING AND RESETTING ALL EXISTING PROPERTY MONUMENTATION DISTURBED BY HIS OPERATIONS. THIS WORK SHALL BE DONE BY A LAND SURVEYOR REGISTERED IN THE STATE OF MAINE, AT NO ADDITIONAL COST TO THE OWNER.
20. ALL AREAS THAT ARE EXCAVATED, FILLED, OR OTHERWISE DISTURBED BY THE CONTRACTOR SHALL BE LOADED, SHAWED, LIMED, FERTILIZED, SEEDDED AND MULCHED, UNLESS OTHERWISE NOTED. THE 10\"/>
21. CONTRACTOR SHALL CONTROL DUST ON THE CONSTRUCTION SITE TO A REASONABLE LIMIT, TO THE SATISFACTION OF THE TOWN AND ENGINEER.
22. CONTRACTOR SHALL NOT TRACK OR SPILL EXCESS DEBRIS, OR OTHER CONSTRUCTION MATERIAL ON PUBLIC OR PRIVATE STREETS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE IMMEDIATE ASSOCIATED CLEAN UP.
23. CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL DEBRIS AND EXCESS EXCAVATED MATERIAL FROM WITHIN THE CONSTRUCTION LIMIT OF WORK, TO A SUITABLE OFF SITE LOCATION PROVIDED BY THE CONTRACTOR, IN COMPLIANCE WITH STATE AND LOCAL REGULATIONS.
24. CONTRACTOR SHALL REMOVE AND REPLACE, OR REPAIR ALL PAVEMENT AND OTHER ITEMS DAMAGED BY HIS CONSTRUCTION ACTIVITIES TO AT LEAST THEIR ORIGINAL CONDITION, TO THE SATISFACTION OF THE CITY AND ENGINEER.

PRELIMINARY
NOT FOR CONSTRUCTION

REVISED:
NO. 1
DATE 07/20/2018
PREPARED BY: SGC

SGC ENGINEERING, LLC
Civil Design & Survey Engineering
Environmental & Regulatory Permitting
Electrical Power Systems Engineering
SERVING OUR CLIENTS IN THE U.S.A. & CANADA
14500 Highway 101, Suite 200, Portland, ME 04106
Tel: 207.767.1111 Fax: 207.767.1112
www.sgc-engineering.com

MAJELLA GLOBAL TECHNOLOGY
DEVELOPMENT
1200 MIDDLE STREET
PORTLAND, MAINE
PROJECT: 190201
FILE: 190201_Site Plan

DATE: 07/20/2018
DESIGN: TD
SCALE: 1" = 20'
SHEET: 1 of 1

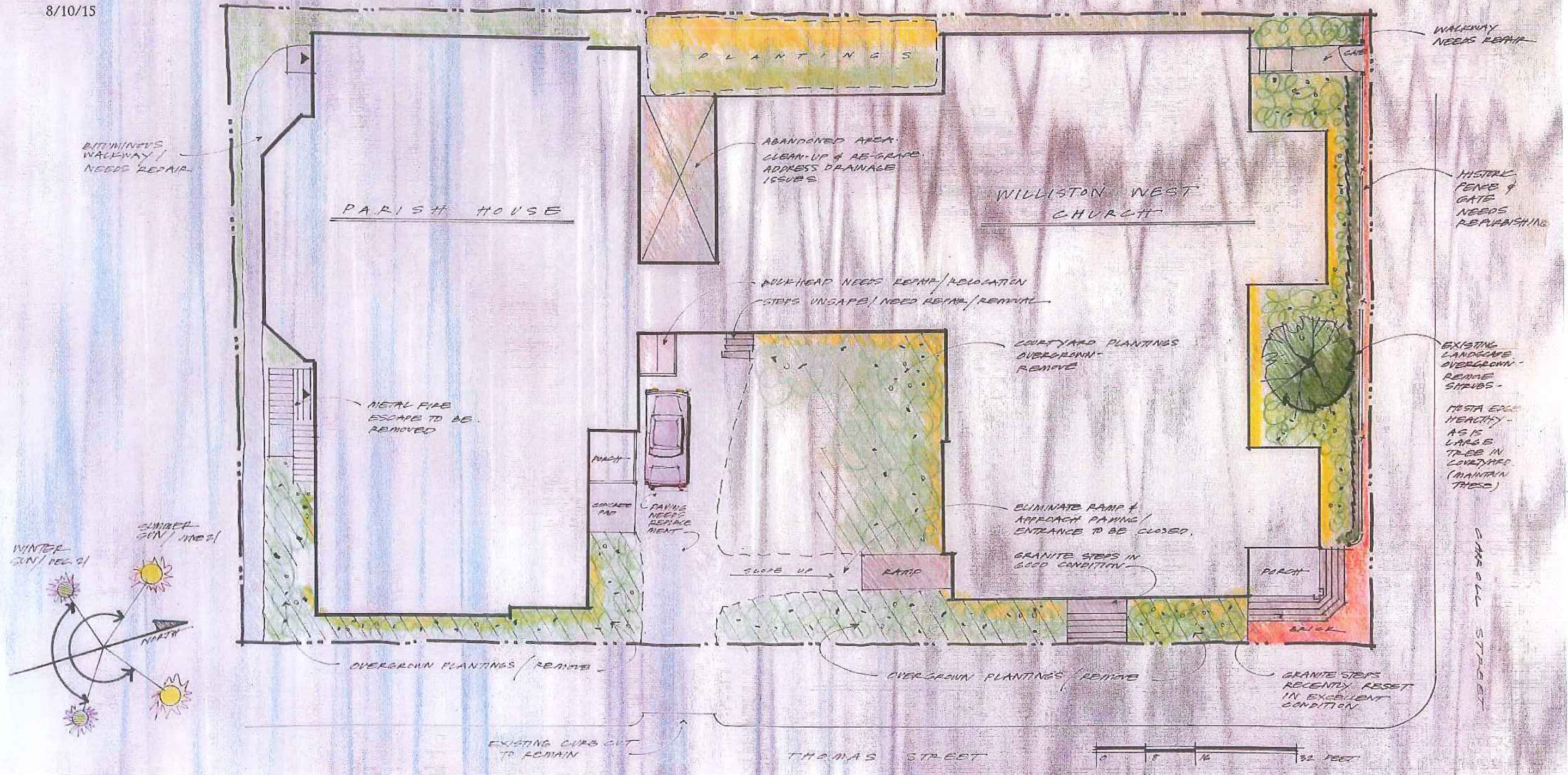
EXISTING CONDITION/SITE ANALYSIS

WILLISTON WEST CHURCH

PORTLAND, MAINE

8/10/15

CYNTHIA ORCUTT
LANDSCAPE ARCHITECT, ME #086



GARRISON
CONSULTING

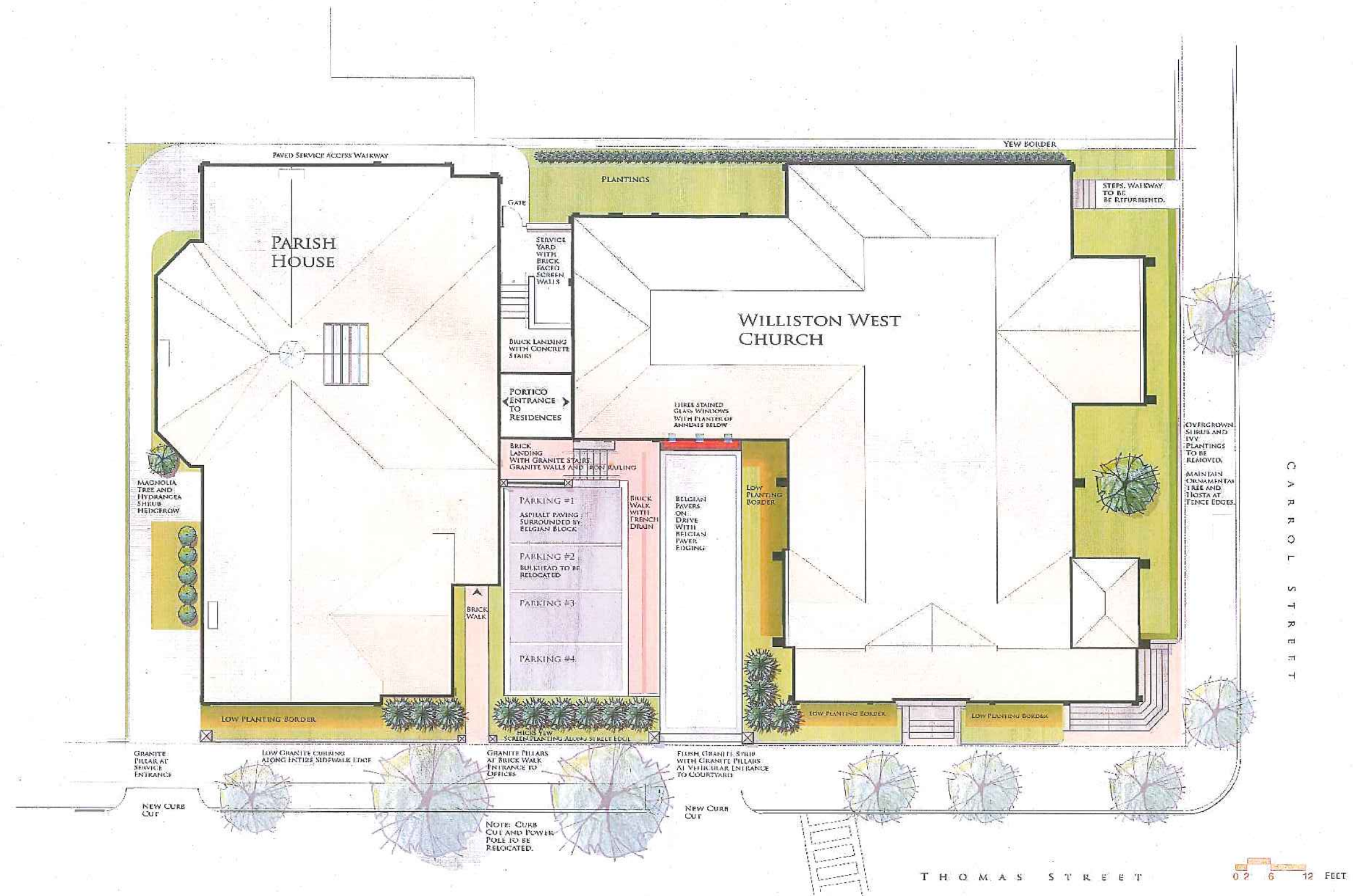
41 Longwood Ave
Portland, Maine 04103
Telephone 207-450-0750
g.mall@mathewvprh.com

ORCUTT CONSULTING
ARCHITECTURE • PLANNING • LANDSCAPE ARCHITECTURE

PO Box 314
Kingfield, Maine 04847
Telephone 207-869-8510
e-mail: orcutt@orcuttconsulting.com

Williston West
32 Thomas Street LLC
32 Thomas Street
Portland, Maine

date February 1, 2012
scale 1/8" = 1'-0"
project # 2011-019
Existing Conditions
Analysis
drawing title L100



PRELIMINARY SITE PLAN

WILLISTON WEST - 32 THOMAS STREET
PORTLAND, MAINE

SEPTEMBER 23, 2015

GARRISON
CONSULTING

41 Edgewood Ave.
Portland, ME 04103
Tel: 207.633.1111
Fax: 207.633.1112
www.garrisonconsulting.com

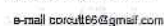
ORCUTT CONSULTING

1000 1/2 St.
Portland, ME 04103
Tel: 207.633.1111
Fax: 207.633.1112
www.orcuttconsulting.com

Planting List

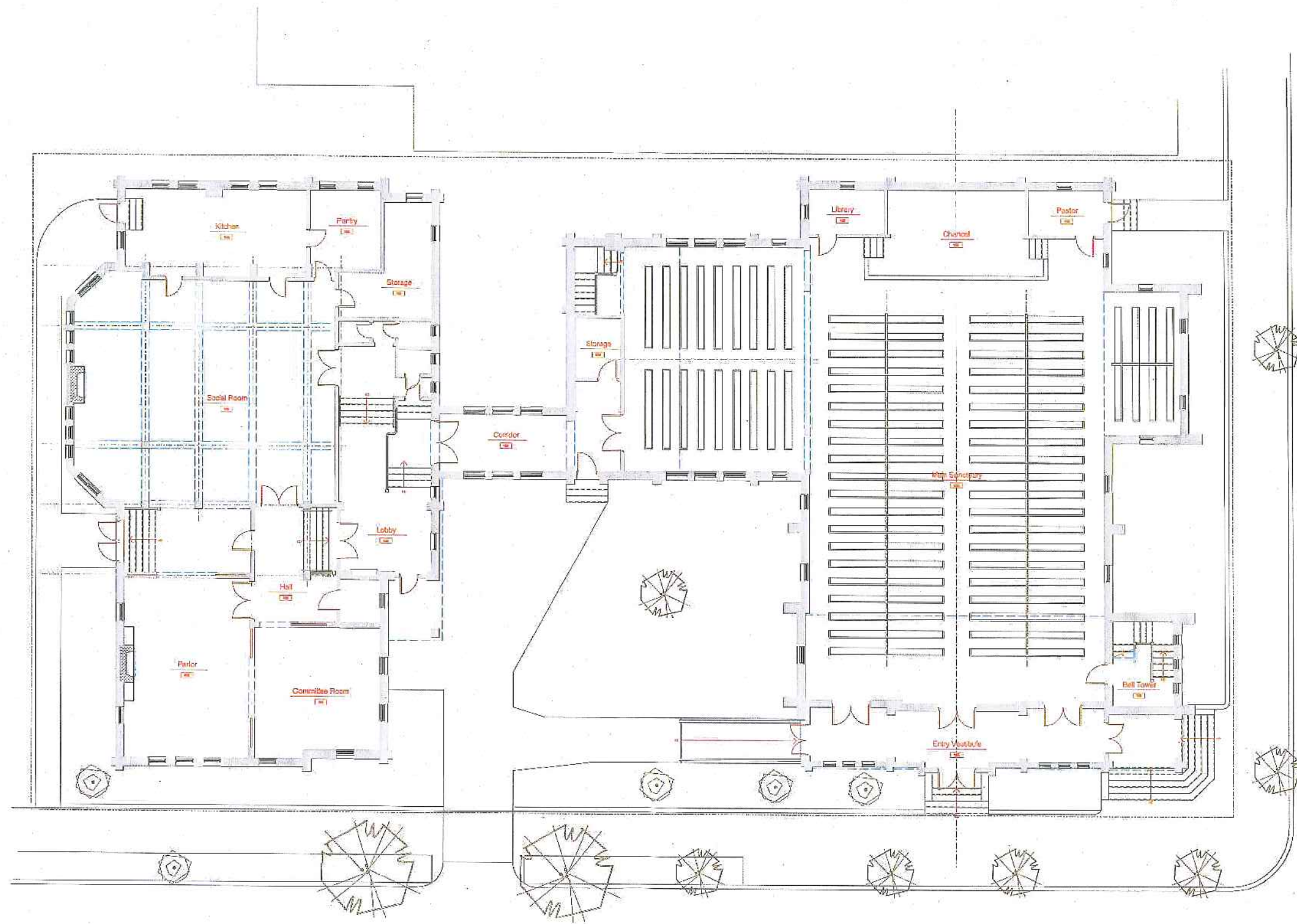


e-mail: matthewwainor@earthlink.net



project location
32 Thomas Street
Portland Maine 04101

drawing number L101

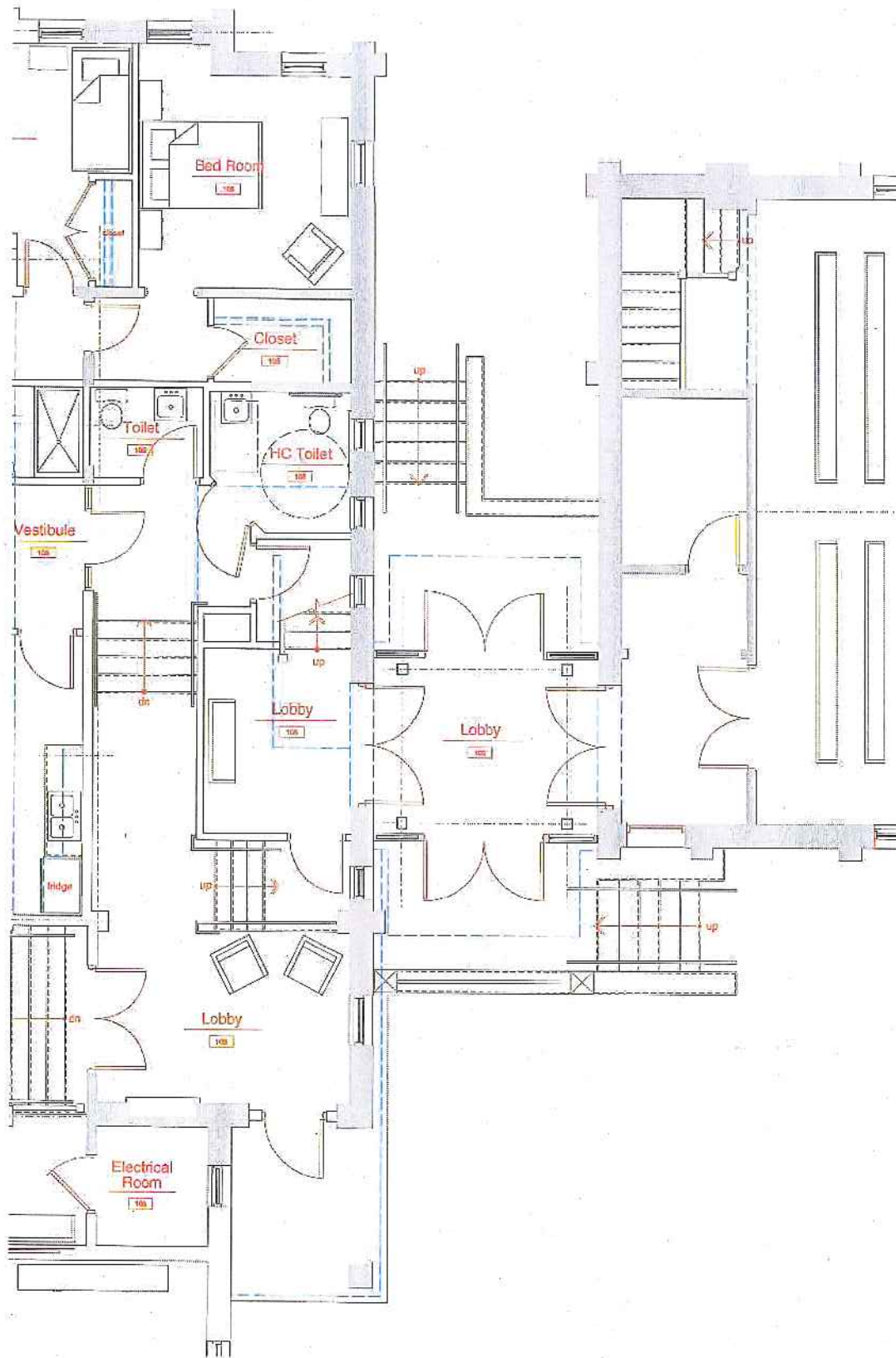


GARRISON
CONSULTING

41 edgewood ave
portland, maine 04103
telephone 207 450 0759
e-mail mathewwinch@sarthlinic.net

Williston West
32 Thomas Street LLC
32 Thomas Street
Portland, Maine

date September 15, 2015
scale 1/8" = 1'-0"
project # 2011-018
drawing title Ground Floor
Exist Cond Plan
A100



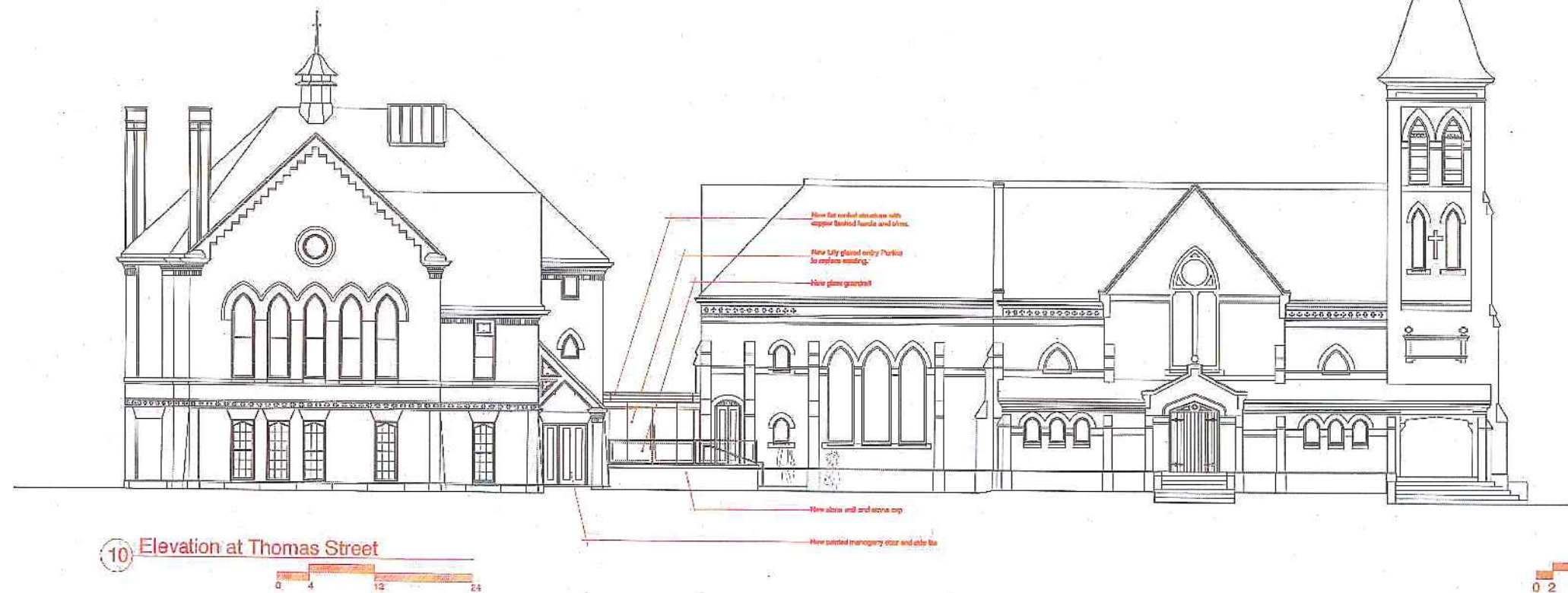
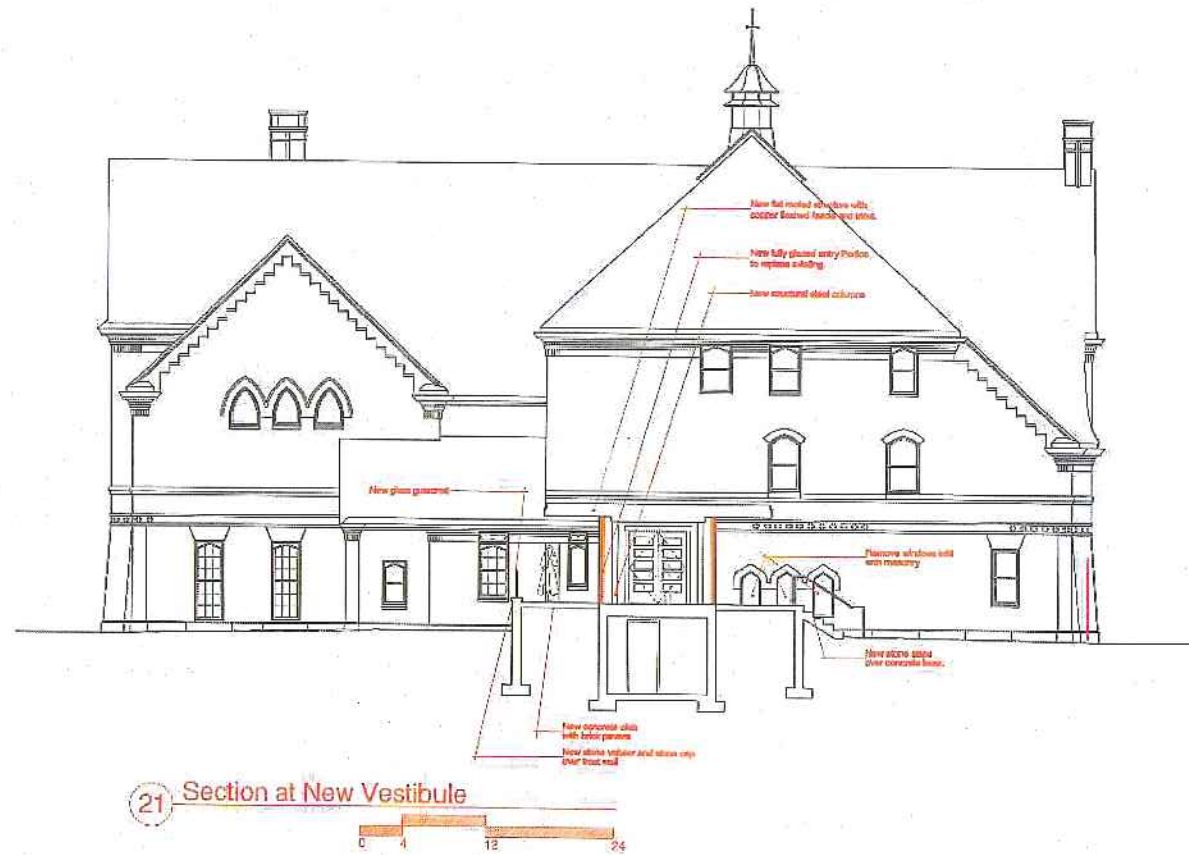
0 2 6 12 Graphic Scale

GARRISON
CONSULTING

41 edgewood ave
portland, maine 04103
telephone 207 430 0750
e-mail malikowitch@earthlink.net

Williston West
32 Thomas Street LLC
32 Thomas Street
Portland, Maine

date September 17, 2015
scale 1/8" = 1'-0"
project # 2011-018
Partial Enlarged
Ground Floor Plan
drawing title A102



0 2 6 12 Graphic Scale

GARRISON
CONSULTING

41 edgewood ave
portland, maine 04103
telephone 207 450 0750
e-mail matthewwinch@earthlink.net

Williston West
32 Thomas Street LLC
32 Thomas Street
Portland, Maine

date September 15, 2015
scale 1/8" = 1'-0"
project # 2011-018
drawing title Thomas St
Elevation

A#2

From: Sid Tripp <stripp@maine.rr.com>
To: Deb Andrews <dga@portlandmaine.gov>
Date: 10/15/2015 10:21 PM
Subject: Williston-West

Hello Historic Preservation Board,

My name is Sid Tripp, I'm a neighbor directly in back of the Parrish House of the Williston-West complex. A very large portion of the back of my property abuts the largest back portion of the Parrish House, as well as a portion of the sanctuary. I'm reaching out to you about the possibility that my abutting vacant property might come into play in the parking, or lack thereof, that seems to be a cog in the redevelopment of the Williston-West complex.

While I know that the property in question is in it's final stages of approval, I do know that the parking situation now, and most certainly later, is, and will always be a problem in the west end, and in particular, for the Williston-West complex. Having attended several workshops, meetings in the complex and City Hall round-robins, I know that the 4 meager parking spaces in the front of the complex are less than ideal for the immediate neighborhood and various governing bodies. I also know that I have between 2500 - 3000 square feet of vacant property that abuts the two buildings, and would hold, out of sight, 6-8 cars, and possibly more, if my property was configured in a conforming way to accommodate a larger lot.

Looking at the breezeway between the two buildings of the complex, and the 12 foot space between the two, it's very possible that a driveway could be established, leading to hidden parking in the back. This new parking would add more space to accommodate more off street parking. I would be willing to have a conversation with your board & the Monsour team about the possibility of a parking lot lease agreement with the complex. I don't care either way about the mixed use of their space, so there is no further expectation of the use of the complex on my part.

Looking at the plans online, they have made an error on the extant of their property in the back, particularly with the Parrish House. It sits closer to the property line (less than 2 feet) than the sanctuary, which has a 4-5 feet set back. I bring this to your attention, because the plans show the two properties aligned in the back, which is not the case in reality. The placement of trash cans, and a back path, would be on my property, not theirs.

I would be happy to a further conversation with the board on this proposal. As an FYI, I have met with several contractors over the past few months on quotes for a full size swimming pool for that back area. My construction date would be next spring. I have had a conversation with Deb Andrews about HP's view of this proposal. As I thought, with its relative seclusion, there wouldn't be any objection from her office. I am considering my options in full, with this being another factor to consider for the use of this extant piece of my property.

As you know, land, especially vacant land, is a premium in the west end ~ especially land that could be used for adjacent parking.

I have indicated to Fred Lamontagne that I would be open to having a conversation with the Monsour team about the possibility of a monthly lease agreement, at their earliest convenience.

Sid Tripp
39 Neal Street

KELLY, REMMEL & ZIMMERMAN
ATTORNEYS AT LAW
53 EXCHANGE STREET
P.O. BOX 597
PORTLAND, MAINE 04112-0597

U. CHARLES REMMEL, II
BARRY ZIMMERMAN
GRAYDON G. STEVENS
R. TERRANCE DUDDY
TIMOTHY H. NORTON
MICHAEL A. DUDDY
JOHN A. MCARDLE, III
JENNIFER A. ARCHER
LAURI BOXER-MACOMBER
TIMOTHY E. STEIGELMAN

TELEPHONE
207-775-1020

WATTS
800-540-4212

FAX
207-773-4895

OF COUNSEL
JOHN N. KELLY
ROBERT E. CROWLEY
JULIUS CIEMBRONIEWICZ

WEB SITE
www.krz.com

October 7, 2015

Portland Historic Preservation Board
c/o Deb Andrews
Portland City Hall
389 Congress Street
Portland, Maine 04101

Re: 32 Thomas Street/former Williston Premises

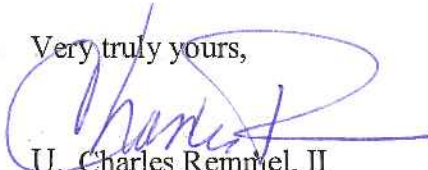
Dear Chairman Benson and Members of the Board:

While I hope to attend, I am writing this letter to you since it is possible I may not be able to be present for tonight's hearing.

The current proposal for the former Williston parish house property involves 5 residential units. I am supportive of that proposal. This is a significant move toward a residential re-purposing of the property, which remains the original suggestion of those who questioned the introduction of an office use into an historic residential neighborhood.

I would also encourage the Board to direct its attention to having the applicant convert what remains of the proposed office space in the parish hall to a sixth residential unit. A sixth unit would further insure the economic re-purposing, and give the owner and residential unit occupants a stake in the building maintenance and preservation. It could also lead to a review of the use of the former sanctuary as an adjunct to the residential use, or as a situs for residential re-purposing of that structure, and avoid a potentially bruising conflict concerning the re-use of the former sanctuary as an event venue.

Very truly yours,


U. Charles Remmel, II

Celebrating Over 35 Years of Service

UCR/kaj

Enclosure

cc: Mary Costigan, Esq.

MEMO

To: Mr. Scott Benson, Chairman, and Members of the Historic Preservation Board
through Deb Andrews, Historic Preservation Program Manager
From: O. E. Delogu, a homeowner at 22 Carroll Street, Unit #8, Portland, ME 04102
Subject: Approval by Historic Preservation Board for five units of housing in the Parish House
portion of property located at 26-32 Thomas Street, Port. ME 04102, brought by 32
Thomas Street LLC, Mr. Frank Monsour, principal
Date: October 5, 2015

Introductory Note: I apologize to the Chairman and the Board for my absence from the Board's hearing of the above agenda item. October 7th is my wife's birthday—we have prior commitments the evening of the hearing. I would ask that this memo be read at the hearing and made a part of the Board's proceedings on this matter.

Substantive Comment: I support, and fully endorse the expanded residential use of the Parish House before you this evening. Indeed, it has been my view from the outset of Mr. Mansour's acquisition of the property and his dealings with the Planning Board and City Council, that residential use was/is the most appropriate use of the Parish House.

In the housing market that existed in the neighborhood in early 2012 (and more so today) upscale residential units (whether rental or condominium) were/are in great demand. These are long-standing permitted uses in the R-4 zone; such housing is clearly consistent with existing development/uses in the neighborhood; and (given this Board's primary concern—historic preservation) such housing will more fully than the contentious, but now permitted, office uses provide the "necessary economic value" that will allow the restorative work Mr. Monsour has laid out to be completed.

In fact, given these practical and economic realities, one wonders why Mr. Monsour has not sought a sixth residential unit in, a full residential build out of, the Parish House. The space is available—a variance of slight dimension is all that would be needed.

The developer originally advanced an "economic necessity" argument to justify the office uses he sought. Those uses he said would facilitate the degree of preservation this Board, the Planning Board, the City Council sought. You accepted his reasoning; so did the Law Court. Now he is before you wanting to adjust not just the number of housing units, but some of the historic preservation commitments express and implied in the Contract Zone.

Fair enough—times change. The economic benefits of office uses in the West End may well have declined. The economic benefits of upscale housing in the West End were high in 2012 and are higher today. The disagreements and rancor of litigation and the immediate past should not obscure today's economic realities. Increased residential reuse of the Parish House will provide a more secure economic base for planned historic renovations than the limited office use sought in 2012—the developer's application tacitly acknowledges this. A full residential build out of the Parish Hall would further strengthen this economic base.

Moreover, this Board (more so than any other regulatory body in the city) knows that there is no tradition of office uses in the West End. You know full well that the office needs of Majella Technologies can be readily met in other appropriately zoned areas in Portland. Given these realities and the economic realities (with respect to residential reuse of the Parish House) outlined above I would urge this Board to recommend to the developer and to the Planning

Board and Council that a full residential buildout of the Parish House is both in line with the developer's proposal (it simply extends the developer's own reasoning) and will more fully achieve the historic preservation goals of the city than the present contract zone

Finally, the disposition of this matter along the lines suggested in this memo provides a win/win situation for all concerned—the uncertainties and contentions in the neighborhood with respect to now permitted office uses goes away; historic preservation goals are made more secure; additional housing (a high priority in Portland) will be provided. In short, the Historic Preservation Board would be a vehicle for conciliation and would be acting well within its authority and area of expertise advancing the recommendation outlined in this memo.

Respectfully Submitted,

O. E. Delogu

**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: October 15, 2015

RE: October 21, 2015 **Public Hearing – Review and Comment on Additional
Information re: Condition of Building #1, Portland
Company Complex**

Address: former Portland Company complex
 58 Fore Street

Introduction

Representatives of CPB2 will be presenting the findings of a recent report prepared by Becker Structural Engineers (BES) regarding the condition of Building #1 within the Portland Company Complex. The report provides a more detailed level of structural analysis of the building than the two reports provided to the Historic Preservation Board during their review of the building complex for potential historic district designation. Both reports, which addressed most of the buildings within the complex, were conducted at the same level of analysis, which was described as a “30,000-foot view”. This level of analysis was considered sufficient for purposes of evaluating the general feasibility of preserving/rehabilitating each of the 16 individual buildings within the complex as part of the designation review process. The latest Becker report was commissioned by CPB2 to support their position that Building #1 lacks sufficient integrity of condition to warrant classification as a “contributing” structure within the proposed Portland Company historic district, a position expressed by CPB2 in letters and testimony to both the Historic Preservation Board and the Planning Board.

Review of the latest Becker report by the Historic Preservation Board is at the direction of the Planning Board. Board members will recall that the Planning Board was scheduled to hold a public hearing and conduct final deliberations on the Portland Company Historic District designation recommendation on September 8th. The public hearing followed a July 28 informational workshop on the Historic Preservation Board’s designation recommendation. At the start of the September 8 meeting, representatives of CPB2 requested that the public hearing be postponed to provide more time for the development team to review and respond to material

provided in the staff report for the public hearing. The report included a series of responses to specific questions raised by Planning Board members at the preliminary workshop, including questions related to the significance and condition of Building # 1. (See Attachment 2, with supporting material.) Mary Costigan, on behalf of her clients, also submitted a letter in advance of the September 8 public hearing addressing the Planning Board's requests for more information. (See Attachment 3, with supporting material.)

During the course of discussion with the Planning Board on September 8, representatives of CPB2 requested an opportunity to provide a more detailed analysis of Building #1 for the Board's consideration. It was the consensus of the Planning Board members that any additional information should first be presented to the Historic Preservation Board, as the HP Board had made the initial determination as to Building #1's classification and had spent considerable time evaluating the condition of each building within the complex during its deliberations on the proposed district designation. The public hearing was tabled to October 27th, with the understanding that any additional information would be presented during the intervening period to the Historic Preservation Board and that the HP Board's input on the supplemental information would be taken into consideration by the Planning Board during its final deliberations.

Role of the Historic Preservation Board

Although the role of the Historic Preservation Board in this matter was not explicitly defined by the Planning Board, staff understands that the Historic Preservation Board is being asked to review and comment on the new information as it relates to their previous finding that Building #1 meets the ordinance criteria of a "contributing" structure. The Board is not being asked to formally amend its July 24 recommendation to the Planning Board, but to act in an advisory role. Additional input from the Historic Preservation Board will be considered by the Planning Board as it reviews the HP Board's historic district designation recommendation for purposes of forwarding its own recommendation to the City Council.

Questions for Consideration

The recent request to provide a more detailed level of analysis for one of the buildings within the Portland Company complex raises the following threshold questions:

- What level of analysis is appropriate to establish "integrity of condition" as part of the historic designation process outlined in Portland's ordinance?
- How does one fairly evaluate the additional information regarding Building #1 when the same level of information is not available for other buildings within the complex?

Moving on to the findings included in the new Becker report, the Board shall, as before, consider whether Building #1 meets the historic preservation ordinance's definition of a "noncontributing" structure, which reads as follows:

Noncontributing: *A classification applied to a site, structure, object, or portion thereof within a historic district signifying that 1) it does not contribute generally to the qualities that give the district...significance as embodied in the criteria for designating a historic district; 2) was built within 50 years of the date of district designation unless otherwise designated in the historic resources inventory; or 3) where the location, design, setting, materials, workmanship and association have been so altered or have so deteriorated that the overall integrity of the site, structure or object has been irretrievably lost. A portion of an otherwise contributing or landmark structure may be determined by the historic preservation board to be noncontributing if it meets one or more of the above conditions.*

In order for the Board's input to the Planning Board be as clear and informative as possible, Board members are encouraged to fully describe the basis for their findings and to identify the historic preservation ordinance criteria and definitions that guide the Board's determination. (Applicable provisions of the ordinance are cited in 9/8/15 Planning Board report, Attachment 2.)

Attachments

1. October 13, 2015 report from Becker Structural Engineers
2. September 8, 2015 staff report for (postponed) Planning Board Public Hearing, including selected attachments
3. August 26, 2105 letter from Mary Costigan for (postponed) September 8 public hearing
4. Recent public comment



October 13, 2015

Mr. Kevin Costello
Manager
CPB2, LLC
PO Box 7987
Portland, ME 04112

Dear Kevin,

Per your request, we are issuing this letter report to you as a summary of our evaluation of Building 1 of The Portland Company Complex, located at 58 Fore Street in Portland, Maine. The purpose of our evaluation is to assess the condition of the building's structure in order to determine the modifications and repairs required to meet current adopted codes and standards. Our analysis of this structure has expanded from a high level conditions assessment of the 58 Fore Street Complex performed by Becker Structural Engineers (BSE) in 2014, to a more detailed evaluation that will determine the scope of repair work needed to occupy Building 1.

The basis of our analysis as well as itemized descriptions of recommended modifications to the building are included in the following sections of this report. In addition, we have attached drawings S1-S5, which document the recommendations of this report and can be used to reference each of the repair items. After performing our evaluation, we have determined that the repairs and alterations required to meet the current code are extensive.

BASIS OF EVALUATION:

Building 1 at 58 Fore Street was constructed circa 1918. It consists of an exterior masonry wall shell supporting a combination of steel and timber roof structures. Members of BSE visited the building on September 22, 2015 to perform observations and take field measurements of the existing structural elements and systems. Our evaluation is based on these findings and the City's adopted codes, which include the International Building Code (IBC) 2009 edition and the International Existing Building Code (IEBC) 2009 edition. As referenced by IBC, gravity and lateral loads have been determined using the American Society of Civil Engineers, ASCE 7 Minimum Design Loads for Buildings and Other Structures, 2005 edition. The future occupancy of the building is unknown at this time, but for the purposes of this evaluation, we have assumed that this building will serve a public assembly occupancy.

ROOF FRAMING:

Building 1 consists of a center, clerestory roof structure with lower "saddle-bag" roofs along each side. The high roof consists of timber decking spanning to steel purlins. The purlins are supported by clear-spanning steel trusses spaced approximately 20'-0" on center (o.c.), which are in turn supported by steel columns. The lower roofs also consists of timber decking spanning

to steel beams. These beams are carried by steel girders that span to the main steel columns and to the exterior brick walls.

Our recommendations for repairs and modifications to the roof structure are as follows:

- Item R1: Approximately 30% of the existing timber decking is rotted and needs to be replaced. The areas requiring repair are scattered throughout the lower and upper roofs. Our opinion is that it will be more efficient and cost effective to replace all of the decking rather than replace the individual areas of rot. We recommend using a 3" nominal tongue and groove (T&G) timber decking as replacement.
- Item R2: Some of the elements in the roof trusses are overstressed for snow loads. We recommend reinforcing the chords and some of the web members with new steel rods or angles. Further analysis is required to determine if the riveted connections at the truss members are adequate. This detailed analysis was not performed for this report.
- Item R3: The existing columns supporting the roof structure are overstressed. We recommend reinforcing them with new steel tee-shapes and plates. In addition, the column splice that occurs at the low roof is inadequate, and we recommend reinforcing it with new steel side plates.
- Item R4: Our analysis showed the existing bottom chord bridging is inadequate to brace the truss during uplift caused by wind loads. We recommend welding steel reinforcement to the existing bridging and cross-bracing, as well as adding new bridge lines near the ends of the trusses.

LATERAL FORCE RESISTING SYSTEM:

A lateral force resisting system collects wind and seismic loads from the exterior envelope of the building and transfers them to the foundations and substructure. To transfer loads effectively, there must be positive load paths from the envelope to the roof diaphragms (existing roof decking), from the diaphragms to the lateral resisting elements (existing masonry walls), and from the walls to the foundations. Our observations determined that many of these load paths are inadequate or do not exist. Examples of this include inadequate fastening of the roof deck to the exterior walls, as well as several openings and discontinuities in the walls that reduce overall stiffness and capacity. Our opinion is that Building 1 does not have a functioning lateral force resisting system, and thus a new system should be installed.

Our recommendations for the lateral force resisting system are as follows:

- Item L1: To create an effective structural diaphragm for resisting wind and seismic loads, we recommend sheathing over all of the new timber decking with 1/2" thick plywood.
- Item L2: New steel channels and new beam nailers should be installed to allow the roof diaphragm to be positively connected to its support structure.
- Item L3: For lateral forces in the long direction of the building, we recommend installing new steel rod cross-braces within four bays of the clerestory.
- Item L4: To transfer forces from the cross braces identified in item L3, as well as the low roof diaphragms, we recommend installing new columns, beams and braces along the exterior walls and between the existing columns to create moment frames. Further



analysis may allow for the existing crane rail beam to be used as part of the new moment frames, eliminating some of the new structural steel.

- Item L5: For lateral forces in the short direction of the building, we recommend installing HSS cross-braced frames (or frames of a similar configuration). A total of six new frames are proposed to control uplift forces due to wind and seismic loads. We believe the six frames will best lessen the uplift demand on the mat foundations, reducing their size and the overall pile quantity as much as possible.

FOUNDATIONS AND SUBSTRUCTURE:

Little is known about the foundations for Building 1 since most of them are not exposed to view. Based on our past experience with sites along the Portland Waterfront, existing soils typically consist of poorly compacted fill that is often unsatisfactory for support of structures. Historical maps of the area indicate the site was originally underwater and was filled in order to construct the facility. Building 1, however, appears to be well founded with little to no signs of settlement or foundation distress. Therefore, we believe the building may be supported by shallow rock or deep foundation elements, such as pilings or piers, extending to more favorable soils or bedrock below. Prior to proceeding with the design of structural modifications for the building, further geotechnical observations and testing would be required to determine the existing soil properties and the existing foundation characteristics.

Our recommendations for the foundations are as follows and are based on a pile-supported foundation:

- Item F1: The existing concrete slab is in fair to good condition but has several surface deformations and poor levelness. We also found locations where voids beneath the slab are present. To meet the needs of an assembly occupancy, we recommend replacing the slab. Prior to placing the new slab, the existing soils will likely require re-compaction, and new compacted structural fill may also be necessary.
- Item F2: All new columns will require support from new concrete footings. We recommend supporting new footings using steel mini-piles driven to refusal. The existing exterior wall will likely be undermined during the installation of the new footings. Therefore, the scope of foundation work will need to include temporary shoring of the existing exterior walls to install the new footings.
- Item F3: To control uplifts at the braces and moment frames, new mat foundations and strip footings will be required. All new foundations will likely need support from mini-piles. Mini-piles will need to be connected to the mat foundations with uplift anchors. Lastly, the existing columns will need temporary shoring to allow for the existing footing to be removed prior to construction of the new mats.

EXTERIOR WALLS AND FACADE:

The exterior structure of Building 1 consists primarily of multi-wythe, solid brick walls. The building has several large openings for windows, both at the main level and the clerestory. Brick above the openings is typically supported by steel plates attached to steel beam lintels. The brick at the clerestory, however, is supported directly by the roof structure. There are several steel hangers from the high roof structure to the low roof beams that support the brick. The eccentric load from the hangers has caused the high roof beams to twist into the building.



Along the south elevation, several vertical cracks are present in each of the brick piers between the windows. The steel lintels above the windows are anchored into the piers at each end. As thermal expansion and contraction has occurred over time, our opinion is the lintel anchorage is restraining movement and causing the cracks. Further evidence of this is shown by the north elevation, where the larger cracks are not present. This elevation is mostly concealed from exposure to the sun, which would suggest why the cracks have not developed.

Our recommendations for the exterior of the building are as follows:

- Item E1: The cracked piers at the south wall are beyond repair and need to be rebuilt. During the rebuild, we recommend providing vertical control joints in the center of each of the brick piers to control future cracking.
- Item E2: The hanging structure that supports the clerestory facade is not performing adequately, as shown by the twisting beams. We recommend installing new HSS purlins, removing the hanger connections from the existing beams and connecting them to the new HSS beams. The HSS members have resistance to torsion and will not twist.
- Item E3: The steel plates at all of the lintels are heavily corroded and require replacement. We recommend temporarily shoring the facade, removing the plates, removing any rust or corrosion on the lintel, and welding new galvanized plates to the lintels. New flashing details will be required to protect the lintels from future corrosion.
- Item E4: The lintels in the north and south walls create a hinge in the exterior wall, significantly reducing its ability to resist out-of-plane wind loads. To eliminate the hinge, we recommend connecting each of the brick piers to the new columns with clip angle connections.
- Item E5: The exterior brick below the main windows is in poor condition due to rising damp and splash-back from the rain that falls from the upper roofs. Partial reconstruction and repair of this brick will be required..
- Item E6: The steel framed windows and windows sashes throughout the building are in poor condition and should be replaced. In addition, the cast-stone sills beneath the windows are showing signs of heavy corrosion and should also be replaced.
- Item E7: As mentioned in item R1, the roof decking requires replacement at the low roofs. Our observations determined that the brick walls at the clerestory partially bear on the existing deck. These walls are in poor shape, with the brick below the window sills bowing out in most locations. Given the condition of the walls and the wall damage that may occur during the roof deck replacement, we recommend that the clerestory walls be rebuilt.

CONCLUSION AND CLOSING:

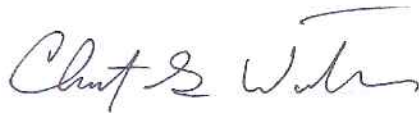
Our evaluation of Building 1 has shown that the structure does not meet current code requirements for resisting gravity and lateral forces, including snow, wind and seismic loads. As a result, a significant amount of structural modifications to the foundations and framing will be required. Repair or replacement is recommended for approximately 50% of the existing foundations, 100% of the roof deck, 70% of the roof framing and 40% of the masonry. In addition to these repairs, we believe a significant amount of new structural systems are required to upgrade the building, including braced frames, moment frames, mat foundations and mini-



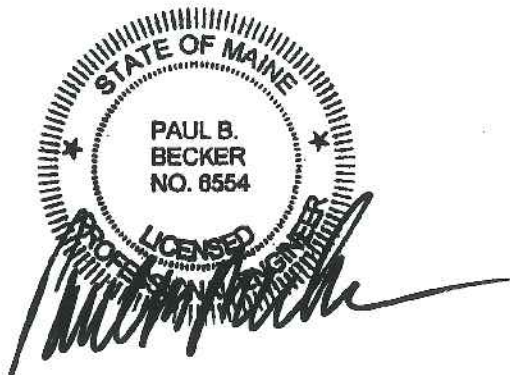
piles. Our review addresses structural concerns only, and it should be understood that there will be mechanical, electrical, plumbing and life-safety upgrades required as well.

We trust that this information addresses your concerns at this time and will be helpful in planning for the future use of Building 1 at 58 Fore Street. This letter report should be understood in the context it is provided. It is based upon our site observations and preliminary analysis of existing conditions. It has been prepared to provide an overview of the building's structural condition, and to identify the scope and nature of structural issues, which may impact future use. As there have been some assumptions made regarding the existing framing and proposed scope of future work, it is important to review, whenever possible, the building for conformance with the assumptions made. We would be happy to discuss this further, so please contact us if you have any questions.

Sincerely,
BECKER STRUCTURAL ENGINEERS, Inc.



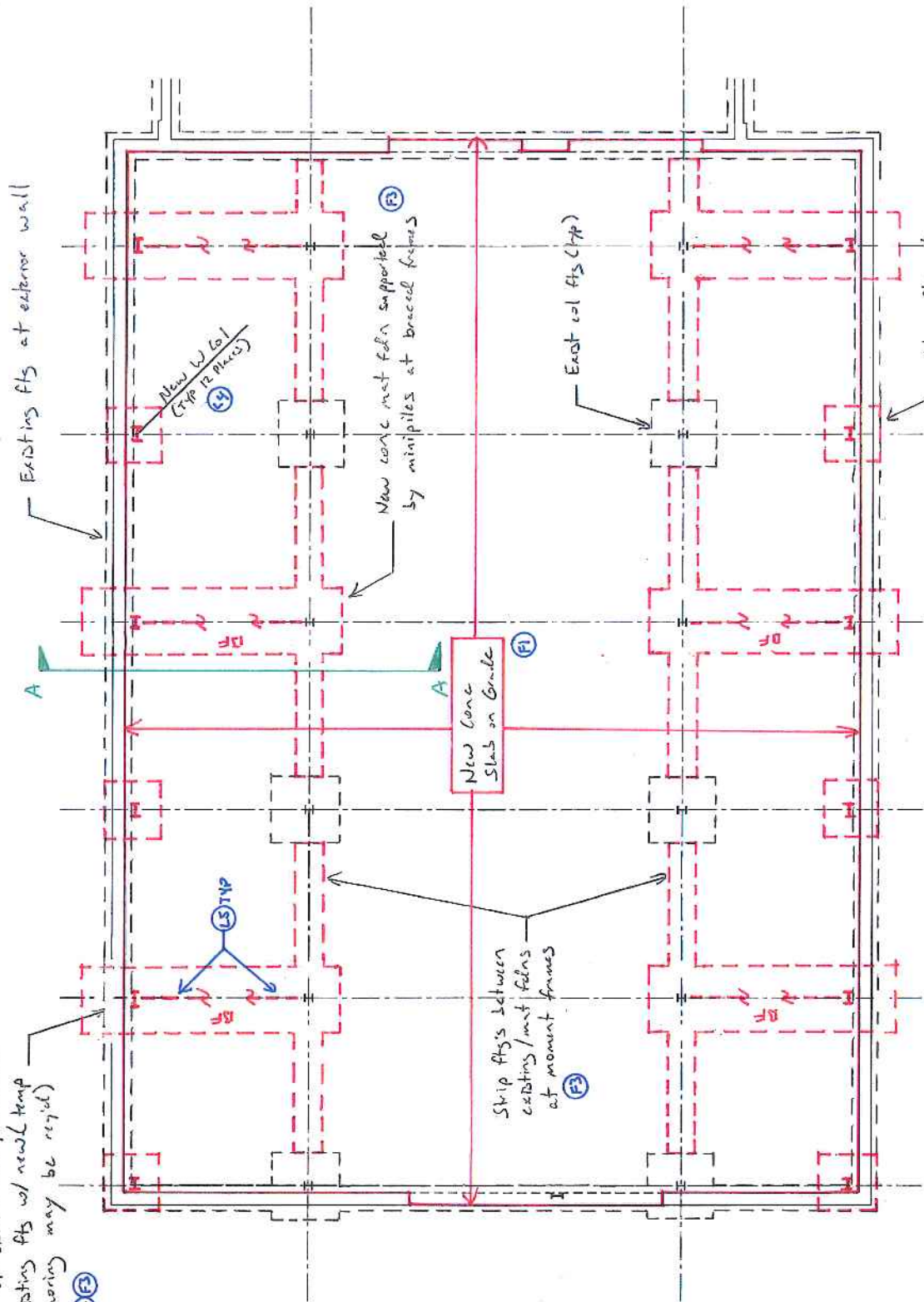
Christopher G. Williams, P.E., S.E.
Project Engineer



Paul B. Becker, P.E.
President



Typ of exterior wall, undermine existing fts w/ new temp shoring may be rigid) (P2) (E3)



FIRST FLOOR/FDN PLAN

3/32"=1'-0"

I.B.F. indicates new steel braced frame

Typ all Exist Limits: Remove corroded relieving plates & limit. Provide new galvanneal plate or angle and new flaring as required. (E3)

Repair damaged masonry below windows. Replace existing windows (typ)

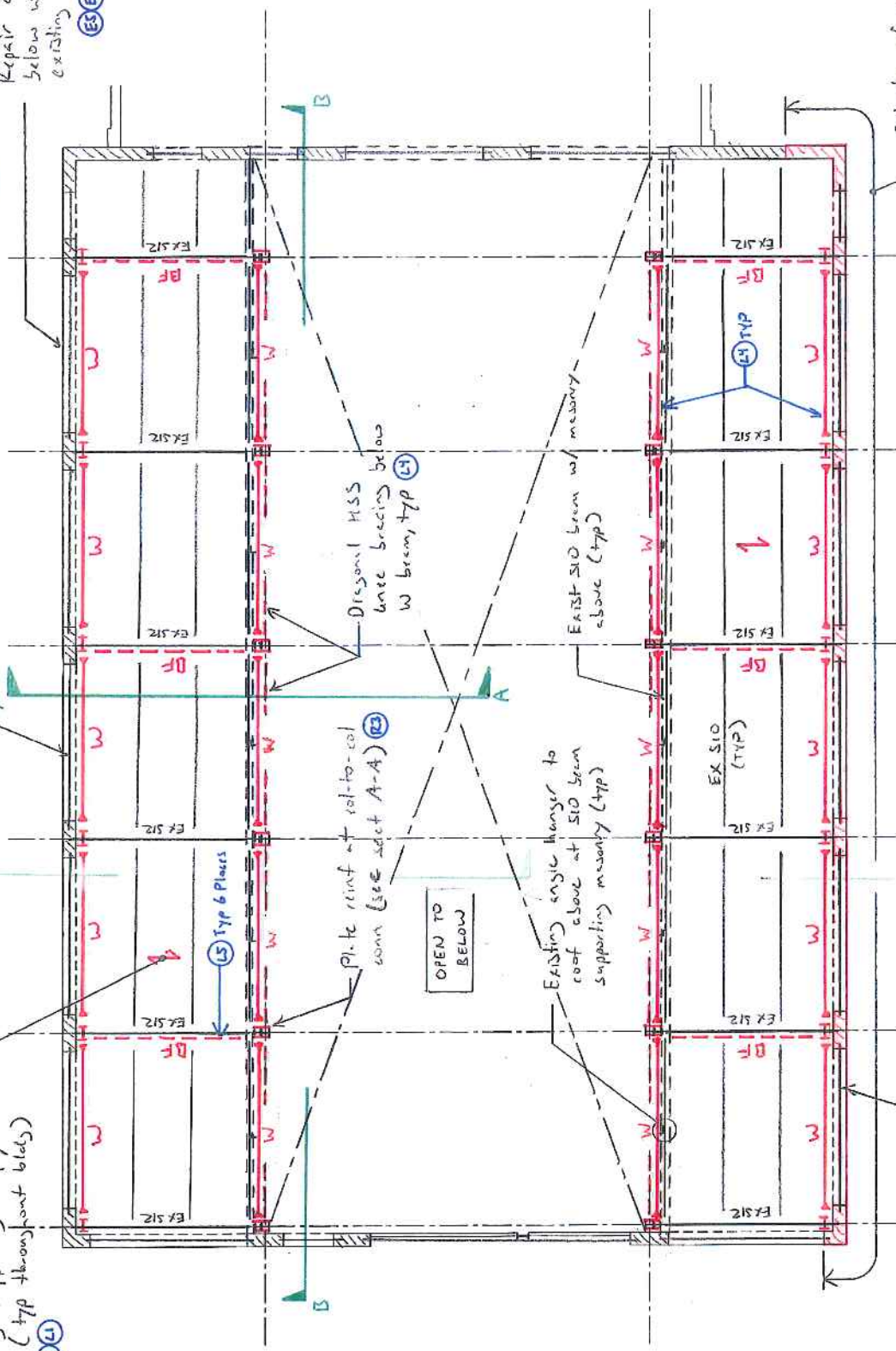
Extents of existing per
and/or will be liable to ^{EL} ^{ES} replaced damaged minority.

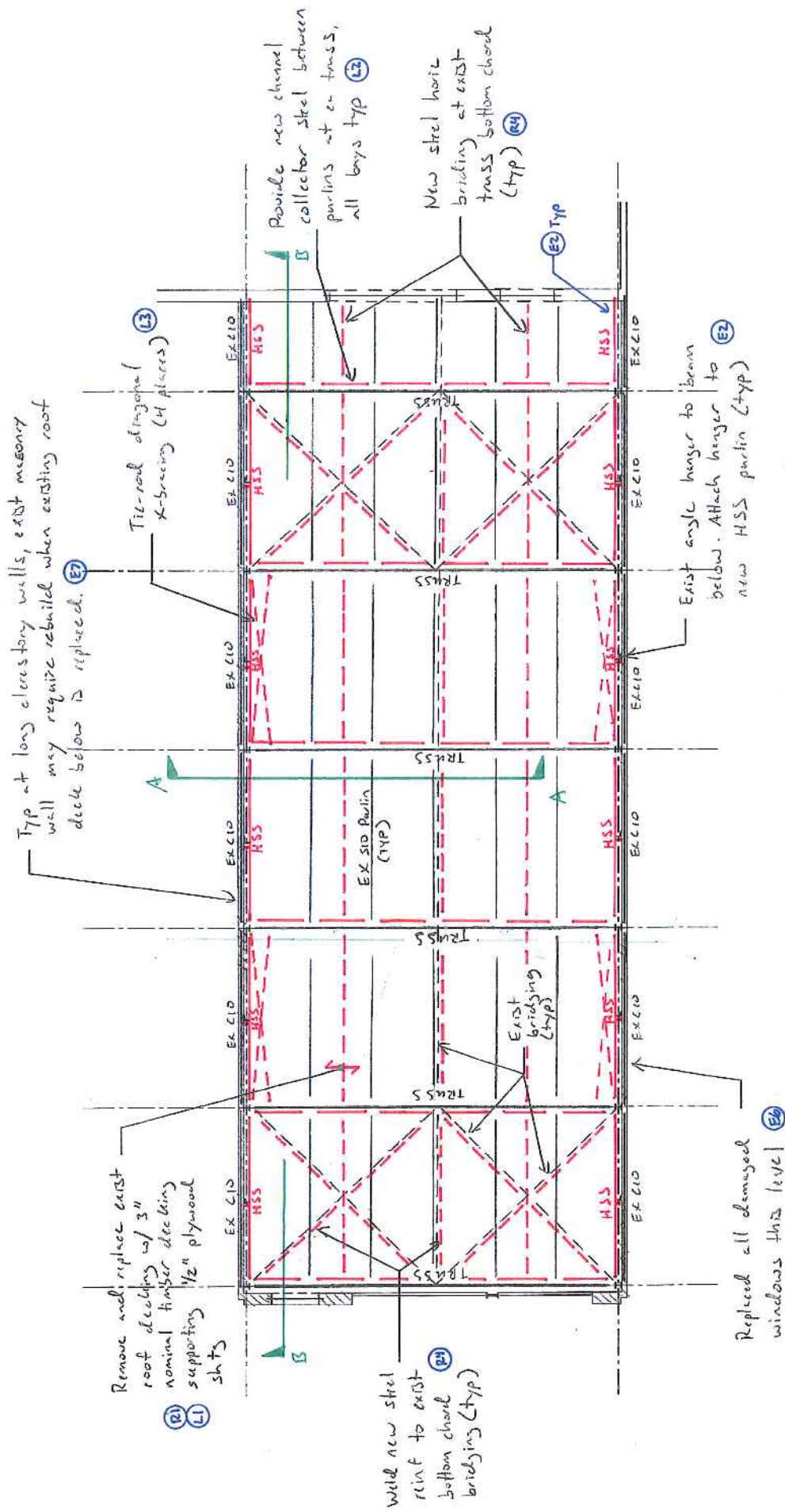
LOW ROOF PLAN
3/32" = 1'-0"

1. B.F. indicates new steel braced frame.
2. indicates new moment frame.

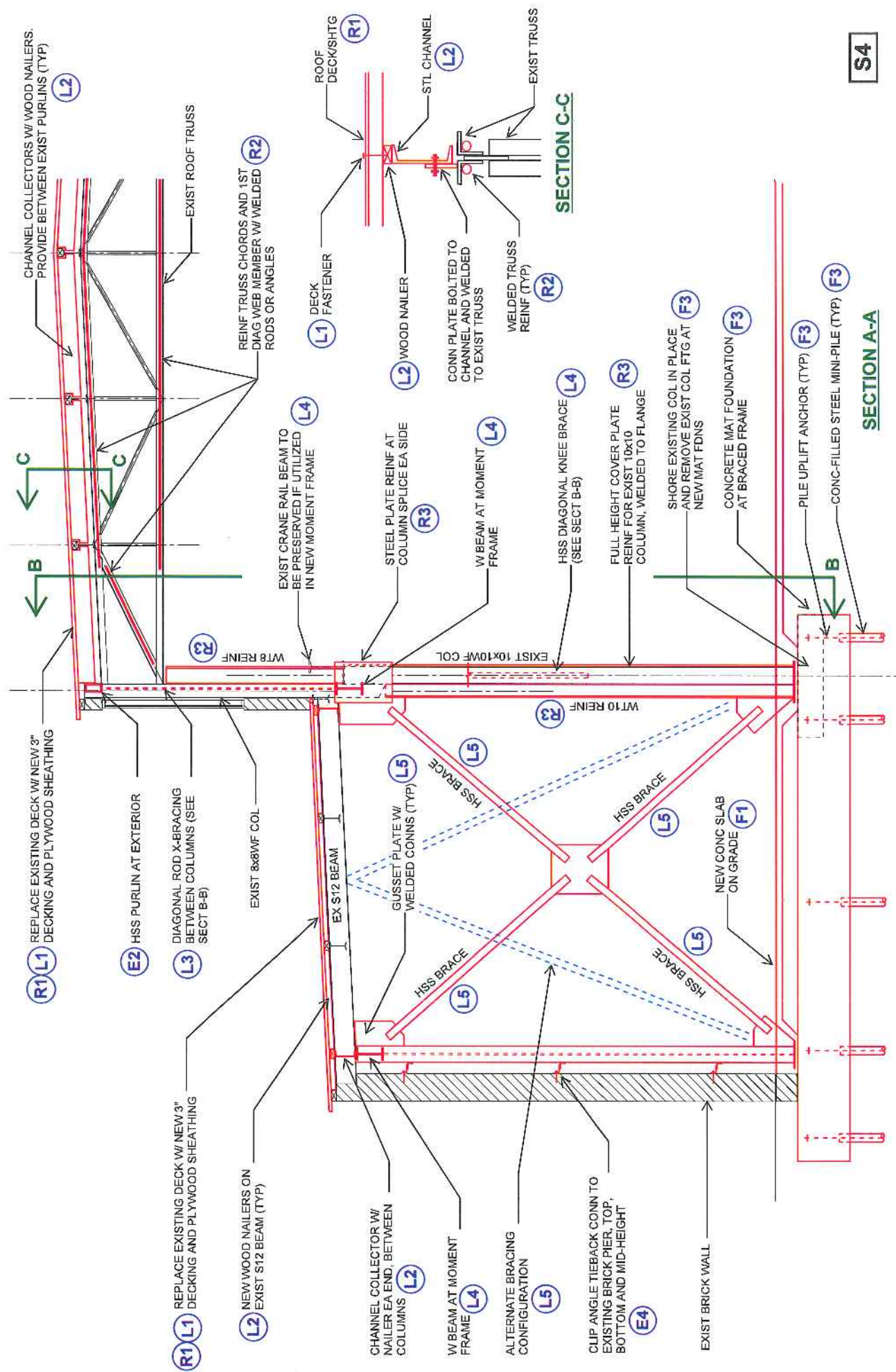
Shore existing lintels and masonry above during lintel and masonry repairs (typ)

25

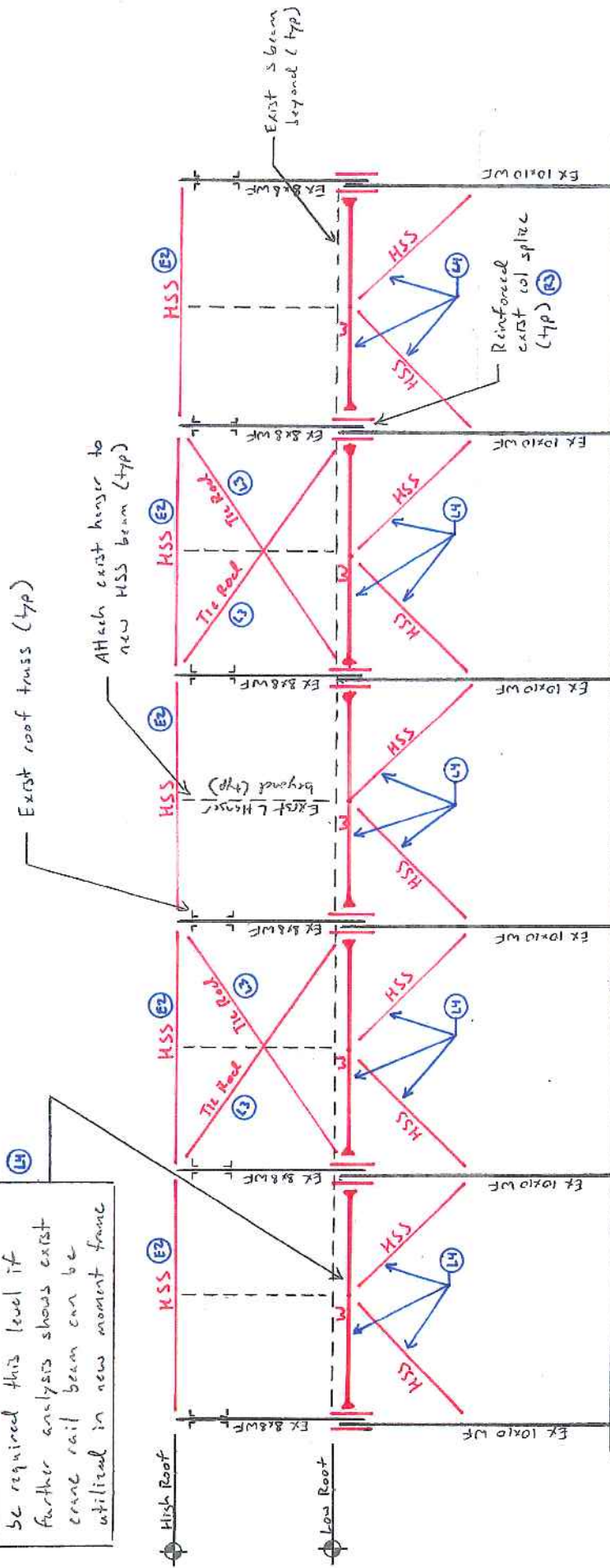




HIGH ROOF PLAN
 3/32"=1'-0"



Note: New W beams may not be required this level if further analysis shows exist crane rail beam can be utilized in new moment frame



SECTION B-B



PLANNING BOARD REPORT PORTLAND, MAINE

Recommendation of Historic Preservation Board to Designate Portland Company Historic District 58 Fore Street

Submitted to: Portland Planning Board Public Hearing Date: September 8, 2015	Prepared by: Deborah Andrews, HP Program Manager Date: September 4, 2015
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I. INTRODUCTION

The Planning Board will hold a public hearing and final deliberations on a recommendation by the Historic Preservation Board to designate a portion of the property at 58 Fore Street as a local historic district subject to the provisions of Article IX (Historic Preservation) of the Land Use Code. The Planning Board's role in this matter is to determine whether the nominated **Portland Company Historic District** meets applicable designation criteria in Division 3 of the historic preservation ordinance, specifically the criteria identified in Sec. 14-610 (a) and (b). The Planning Board is also charged with considering the effect of such designation on other aspects of the Comprehensive Plan. Based on its determination, the Planning Board will forward its recommendation regarding designation of the Portland Company Historic District to the City Council, which has the final authority as regards local designation of nominated historic properties.

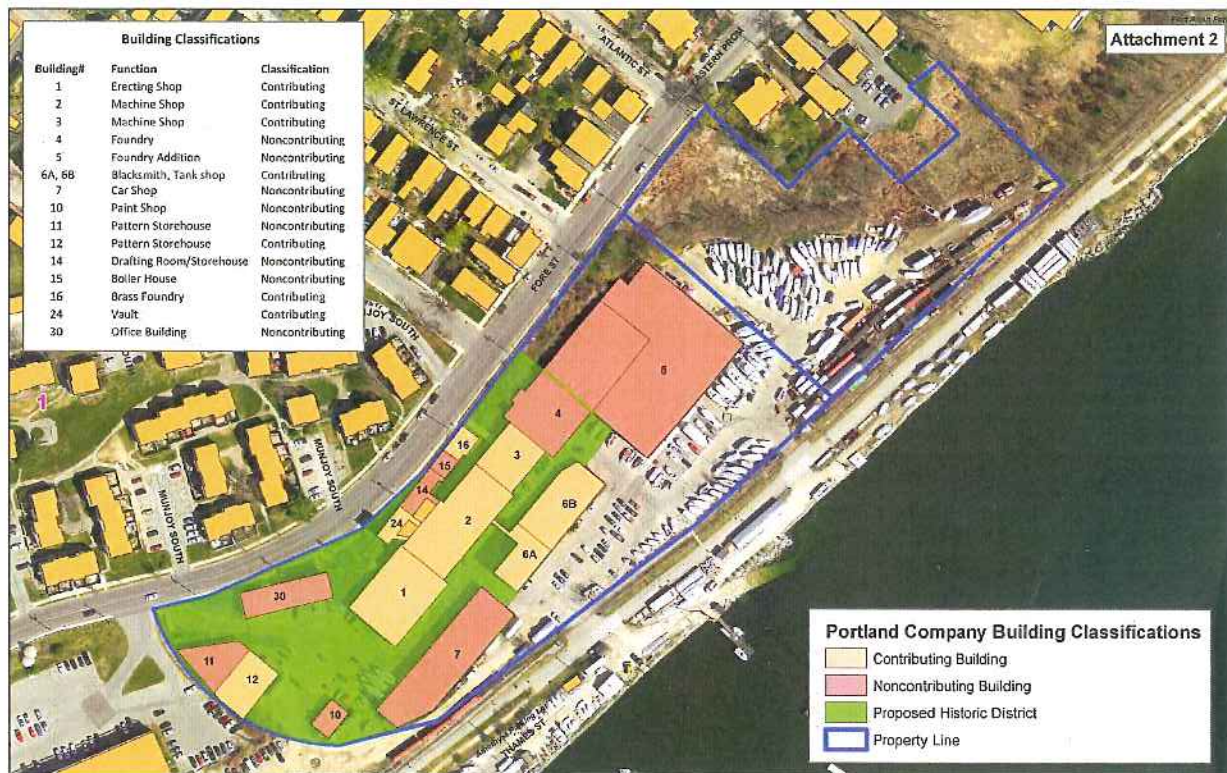
The proposed designation applies to an area occupying approximately 4.3 acres of the 9.93 acre 58 Fore Street parcel and includes 8 identified contributing structures, the footprint of several structures classified as noncontributing due to physical condition or date of construction and common areas associated with the historic Portland company complex.

A workshop on the proposed designation was held on July 28, 2015. Much of the material provided in the July 28 workshop memo is included in the public hearing report. **New material** included in this report includes:

- Responses to questions raised during the preliminary workshop--see Section IX of the report, page 14. Additional attachments related to these responses are enclosed as ATTACHMENTS 10, 11, 12 and 13.
- An evaluation of the effect of the proposed designation on other aspects of the Comprehensive Plan, prepared by Senior Planner Christine Grimando—see Section X of the report, page 19
- Motions for the Board's consideration

II. HISTORIC PRESERVATION BOARD RECOMMENDATION

On June 24, 2015, the Historic Preservation Board voted 7-0 to recommend to the Planning Board and City Council that the Portland Company complex at 58 Fore Street be designated a local historic district as delineated below and as further defined/described in the attached Portland Company Historic District Designation Report—see ATTACHMENT 2. The Historic Preservation Board's recommendation was based on findings that the proposed district meets the designation criteria in Division 3 (Categories and Criteria for Designation) of the historic preservation ordinance (Article IX of the Land Use Code).



III. ROLE OF THE HISTORIC PRESERVATION BOARD IN THE DESIGNATION PROCESS

As prescribed in Portland's historic preservation ordinance, the Historic Preservation Board's role in the designation of landmarks and historic districts is to review the merits of the nomination and, based on findings as to whether or not the nominated resource meets the ordinance's designation criteria, forward a recommendation regarding designation to the Planning Board and Council for their consideration. The ordinance requires that the Historic Preservation Board's recommendation be accompanied by a report which includes the following information (see Sec. 14-617):

- Explanation of the significance or lack of significance of the nominated district as it relates to the ordinance's criteria for designation
- Explanation of the integrity or lack of integrity (as defined in the ordinance) of the nominated historic district.

- Any proposed design guidelines for review of alterations or construction in the proposed historic district
- Explanation of the relationship of the nominated district to the ongoing effort by the Historic Preservation Board to identify and nominate potential areas, sites and structures that meet the criteria for designation.
- A map showing the boundaries of the nominated district.
- A list of every site, structure and object in the nominated historic district indicating their degree of cultural, historic, architectural or archaeological significance by classification as of a landmark or contributing significance.

The formal **Portland Company Historic District Designation Report**, including map and building classifications, is enclosed as ATTACHMENT 2. The report reflects the findings of the Historic Preservation Board and is informed by documentation and analysis provided in two consultant reports commissioned by the Portland Planning Department for the City's evaluation of a potential Portland Company historic district. These include *The Portland Company: Historic Significance and Integrity*, prepared by Sutherland Conservation & Consulting (ATTACHMENT 4) and *Portland Company Complex General Building Condition Report*, prepared by Resurgence Engineering and Preservation Inc. (ATTACHMENT 5).

IV. ROLE OF THE PLANNING BOARD

In the case of a recommendation for historic district designation, the Historic Preservation Board forwards its recommendation to the Planning Board for its review and recommendation to the City Council. (Recommendations for individual landmark designations are forwarded directly to the City Council.) Like the Historic Preservation Board, the Planning Board must determine whether the district as defined and delineated in the Designation Report meets the minimum criteria for designation set forth in Division 3, Sec. 14-610 (a) and (b) AND Sec. 14-611 of the historic preservation ordinance. These criteria address the *significance, historic and architectural integrity, as well as physical integrity* of the nominated historic district. The Planning Board shall also consider the effect of the proposed designation on other aspects of the comprehensive plan.

V. BACKGROUND – DOCUMENTATION AND ASSESSMENTS COMMISSIONED BY THE PLANNING DEPARTMENT

In preparation for the Historic Preservation Board's consideration of the proposed designation, the Planning Department commissioned two detailed reports to provide the level of documentation and assessment needed to fairly evaluate the nominated resource and its eligibility for local historic district designation. Mindful of the fact that the Maine Historic Preservation Commission identified the Portland Company as eligible for listing in the National Register of Historic Places as early as 1976 but that the detailed documentation required for nomination had never been prepared, the Planning Department contracted with Sutherland Conservation & Consulting to document the history of the company (which remained in continuous operation on Fore Street from 1847 to 1982) and to assess its place in the history of Portland and its significance in the history of manufacturing and transportation at the local, state and national levels. The Sutherland report provides a detailed description of the development history of the complex itself as the company evolved to accommodate changes and expansion in production over time. The report also provides a description and assessment of the individual extant historic structures within the complex, describing their respective role in the Portland Company's operations and their level of historic and architectural integrity. Finally, the Sutherland

report provides an analysis of the visual character of the overall building complex. See ATTACHMENT 4 for a copy of the Sutherland report.

The Planning Department also commissioned a building condition report on the individual structures within the complex. A condition report was important in this instance given the fact that the historic structures within the Portland Company complex appear not to have received any significant level of maintenance, repair or rehabilitation in recent decades and given that the historic preservation ordinance requires that a nominated district not only meet the ordinance's designation criteria related to *significance*, but also a separate criterion related to the *integrity* of the resource. In order to designate a landmark or historic district, the nominated resource must be found to have sufficient integrity of location, design, *condition*, materials and workmanship to make it worthy of preservation (see Sec. 14-611). The Sutherland report provided adequate information to assess the question of several other relevant aspects of integrity, but it did not address the question of condition.

Although the owners of the property had retained Becker Structural Engineers to provide a condition assessment for their own planning purposes and had provided a copy of the report to the City (see ATTACHMENT 6), Planning and Historic Preservation staff determined that an independent condition assessment would be important to the Board's deliberations. Resurgence Engineering & Preservation, a structural engineering firm with expertise and experience in historic rehabilitation, was hired by the City to conduct the assessment. It should be noted that the Resurgence report, like the Becker report, was necessarily limited in scope and taken from a "30,000-foot view". Given the number of buildings to be assessed, the limited budget for the report and the fact that no specific use had yet been identified for any of the buildings which would inform a full assessment of applicable building code, life safety and other requirements, the review was limited to the current condition of the building envelope and structural systems. (The limited parameters of the assessments were acknowledged in both reports.) Additionally, neither consulting firm was asked to explore or recommend specific solutions to address identified building envelope and structural deficiencies.

Although the two condition reports include a fairly detailed written narrative for each building that describes the building envelope and structural system and include observations and identification of issues, both reports also summarize their findings in a rating system for ease of reference—with 1 representing very poor condition and 5 representing a good structural condition. Although the Resurgence report, which came after the Becker report, used the same rating system for ease of comparison, Resurgence provided an alternative rating system as well. As stated in the Resurgence report, "REP believes there is a more accurate and further defined way to classify the buildings in terms of condition."

In addition to the condition index, both reports provide a "relative structural renovation cost index". As stated in the Becker report, the cost index was prepared "in an effort to quantify what a renovation might cost". An inverse rating system was used here—with 1 representing a relatively low renovation cost and 5 representing a relatively high renovation cost. It should be noted that the historic preservation ordinance does not include rehabilitation cost as a factor in the evaluation of nominated historic resources.

A copy of Resurgence Engineering's *Portland Company Complex General Building Condition Report* is enclosed as ATTACHMENT 5. An excerpted chart from the Resurgence Report (ATTACHMENT 7) provides a building-by-building comparison of Resurgence Engineering's findings as regards condition and relative rehab cost with those of Becker Structural Engineers.

VI. SUMMARY OF PRELIMINARY HP BOARD REVIEW SESSIONS

As noted in the introduction, the Historic Preservation Board held four preliminary workshops on the proposed historic district designation, as well as two site walks.

Workshop and Site Visit to Review History and Significance of Complex

The first workshop, held on September 24, 2014, followed the completion of the Sutherland report. Sutherland's Scott Hanson made a detailed, illustrated presentation on the history of the Portland Company itself, explaining that it was built in conjunction with construction of the Atlantic & St. Lawrence Railroad and was the first complex in the country built specifically for the manufacture of railroad equipment where the foundry and all of the necessary related shops were located on a single site. He reviewed the extraordinary range of machines, engines and products related to the fields of railroad and marine transportation, industry, manufacturing, and architecture that were produced over the company's 135-year history, as well as the distribution of its products to industries and municipalities throughout the country. Mr. Hanson also described the pivotal role the Portland Company played in the city of Portland's development and economy (it was the single largest business in the City in the mid-19th century), as well as that of the state of Maine.

Mr. Hanson also discussed the Portland Company's "period of significance", noting that National Register listing requires the identification of a period of significance. (Portland's ordinance does not specifically require the identification of a period of significance.) The Maine Historic Preservation Commission had determined a period of significance extending from the company's founding in 1847 to its closing in 1982. Within that period, however, Sutherland found that there are more specific (and more limited) periods of significance for key aspects of the Portland Company's production. Mr. Hanson indicated that as of the end of World War II, most of the Portland Company's marine and transportation-related work--the type of engines, machinery and products the company had been founded to produce--had ended and it had diversified its operations to produce a wide range of architectural, industrial and other products. The last building constructed for the express purpose of serving the company's marine and transportation-related work was the Erecting Building, built in 1918.

In his presentation, Mr. Hanson described the specific role each of the extant buildings played in the overall manufacturing process and the sequence in which products moved throughout the complex—from the initial drawing and pattern-making stage onto the foundry and machine shops and finally, onto assembly in the Erecting Building or Car Shop. Mr. Hanson explained that while some of the Portland Company's original buildings were lost due to fires or were replaced or expanded over time to respond to changing production needs, the historic buildings that remain on the site today collectively encompass the complete historic manufacturing process of the Portland Company. In this respect alone, the Portland Company complex as it exists today is highly significant and underscores Sutherland's finding that *the Portland Company property derives its significance as a complex of related, interdependent structures*. Collectively, the buildings provide a substantially complete record of the type of industry that was located at this site and of the specific functions or steps involved in its fabrication process. The number and size of extant buildings on the site also convey the company's scope and scale of operations during the 19th and 20th centuries.

Mr. Hanson also reviewed Sutherland's findings regarding the historic integrity of each of the extant buildings on the Portland Company property. As Mr. Hanson explained, historic integrity, as defined by the National Register," is based on the retention of sufficient essential physical features from the historic period, including location, design, setting, materials, workmanship, feeling, and/or association, to

convey the significance of a property.” Sutherland found that all of the buildings retained sufficient historic integrity to convey the significance of the property. Most of the buildings were found to retain a high degree of historic integrity.

Finally, Mr. Hanson reviewed the visual character of the Portland Company site and described how the complex’s visual character contributed to the overall significance of the historic property. Contributing elements to the complex’s visual character are the primary entrance drive into the site from Fore Street, which has been the entrance since 1847, as well as the entrance yard which serves the function of entranceway to the linear manufacturing paths of circulation. The entrance yard is also the point from which one can best appreciate the linear alignment of the manufacturing complex. The historic functional organization and placement of the Portland Company buildings in linear proximity to each other is also a major visual characteristic of the site and is unique to Portland in the way that the industrial buildings form private streets or alleys. The overhead pedestrian bridges spanning these private streets were also found to be unique in Portland and contribute to the visual character of the site. As summarized in the Sutherland written report, “to a large degree, the architectural significance of the Portland Company exists in the relationship of the buildings to each other within the complex. The proximity and orientation of the buildings to each other permitted related manufacturing processes to take place in a way that allowed for the efficient progress of stages in the production of the company’s products.”

Except for a follow-up site walk of the complex in December led by Mr. Hanson, the Historic Preservation Board’s consideration of potential historic district designation of the Portland Company was temporarily suspended until April of 2015. Board review was suspended at the request of the Planning Director in order to allow the property owners’ pending rezoning request for the property to proceed through review by the Planning Board and Council to conclusion and provide for a sequential review process. Rezoning was felt to be a threshold issue for any potential redevelopment of the site and that consideration of potential historic district designation would appropriately follow.

Formal District Nomination

On February 23, 2015, Board members John Turk and Ted Oldham submitted a formal letter to the Planning Department nominating the Portland Company complex as a local historic district, consistent with the requirements for nomination and designation set forth in the preservation ordinance. While the previous workshops had been conducted in anticipation of/preparation for the formal designation review process, the nomination letter set the formal process into motion. The letter of nomination was filed as the Planning Board was concluding its review of the rezoning request and the matter was being sent to the City Council for final action.

Workshops and Site visit to Review Building Condition

On April 1, 2015, Al Hodson, principal of Resurgence Engineering, presented his analysis and findings regarding building condition in a detailed workshop session. Like Mr. Hanson, Mr. Hodson provided a building-by-building analysis, describing each building’s original structural system and building envelope as well as any modifications which had affected the structural system over time. He reviewed his general observations of condition and highlighted specific areas of concern. He also presented the ratings he had assigned to each building based on his analysis and explained that he had adopted the same rating system used in the Becker report for ease of reference and comparison, while noting that perhaps a more nuanced rating system would provide a more accurate summary of the condition and potential of the buildings. An alternative building condition index was offered for consideration.

Mr. Hodson explained that while all of the buildings had suffered some level of deterioration due to years of deferred maintenance, three buildings stood out as presenting the greatest structural and building envelope challenges. Of the buildings his firm evaluated, three buildings were found to be in the most compromised condition. These were Building #7 (Car Shop), Building #10 (Paint Shop), and Building #11 (Pattern Storehouse). (*Resurgence Engineering's report is enclosed as ATTACHMENT 5. See pg. 2 of Executive Summary; pgs. 25-28 for written condition analysis of each building; pg. 1 of Appendix A for assigned condition and cost rating.*)

Mr. Hodson also identified Building #4 as having unique condition issues with an exterior brick masonry wall system that is integrated with built-up iron or steel structural columns, which columns are exposed to weather and in an advanced state of disrepair. The columns at the building exterior would require replacement as part of any rehabilitation program. Detailing for replacement would need to consider both improved performance as well as preservation of historic integrity, including degree of replacement of original material. Like the roof structures at Buildings #1, #2, and #3, Mr. Hodson noted that the roof structure at Building #4 will need to be evaluated for snow load capacity, the decking above the beams will need to be replaced at deteriorated areas and all of the roof sheathing may need replacement. Recognizing these issues, Mr. Hodson's report also noted that the large and consistently framed building has fewer variations in its framing than many other structures on the Portland Company site and this repetition in detailing along with open access to structural members may serve to simplify necessary structural repairs. (*See pg. 1 of Executive Summary, pgs. 19-22 for written condition analysis of Building #4, pg. 1 of Appendix A for assigned condition and cost rating, and pg. 6 of Appendix A for an explanation of the basis for cost opinion conclusions for Building #4.*)

In preparation for the April 1 workshop, Board members were provided copies of the Resurgence Engineering report as well as the Becker Structural Engineers report, which had been produced for the current property owner. During the workshop session, Mr. Hodson made frequent reference to the findings of the Becker report as well as his own. Based on Resurgence's written report and Mr. Hodson's presentation, it appeared that the findings of the two reports were quite similar as regards most buildings. (A comparison chart of the summary rankings for building condition and relative cost to address condition was provided in Mr. Hodson's report (Appendix A, pg. 1) and is enclosed with this report as a separate attachment – ATTACHMENT 7.)

On May 20, a second site walk was conducted of the Portland Company complex, this walk focusing on the issue of condition. Both Mr. Hodson and Paul Becker of Becker Structural Engineers provided commentary, summarizing their findings relative to each building. Given the constraints of a site visit in terms of providing opportunity for Board discussion or public comment, a follow-up workshop session was scheduled for May 27th in City Hall. At the May 27 workshop, Board members shared their observations from the site visit. Staff also provided information about the requirements of the federal and state historic tax credit program and summarized discussions held with staff of the Maine Historic Preservation Commission (MHPC) regarding potential access to tax credits.

Consideration of NPS Certification and Availability of Tax Credits

As the availability of historic tax credits can be a significant factor in the feasibility of an historic rehabilitation project, staff and the HP Board had identified early on in the review process that it would be important to learn more about what might affect the property owners' eligibility for the tax credits. Staff explained that distinctions between Portland's local designation criteria and National Register designation criteria (especially as regards the issue of building condition) made the question of whether current or future owners of the property would be able to take advantage of tax credits fairly complicated. Eligibility for tax credits might be particularly challenging if several buildings were

determined under Portland's designation criteria to be noncontributing by virtue of condition. MHPC staff had indicated, however, that if a strong case could be made that the *local* Portland Company Historic District was clearly based on and supported by its local designation criteria, it might be approved as a "Certified Local Historic District" and thereby make the project eligible for federal and state tax credits. A clear and rational basis would have to be demonstrated for the boundaries of the local district and the assigned classifications of individual buildings (landmark, contributing, and noncontributing).

Final Workshop – Preliminary Board Deliberations

On June 10th, the Historic Preservation Board held a final workshop to synthesize the information provided in the various consultant reports, staff reports, site visits and preliminary workshop sessions. While each of the previous workshops had focused on a specific aspect of the Board's overall deliberations, the June 10 session was the first opportunity for Board members to consider the various applicable designation criteria in the aggregate and begin to assign a net "preservation value" for each structure within the complex. The Board also took up the question of appropriate, defensible district boundaries. Chair Benson organized the discussion, focusing on the specific designation criteria (Sec. 14-610 and 611) that must be met in the ordinance and the questions that must be addressed in the designation report that accompanies the Board's recommendation to the Planning Board and City Council (Sec. 14-617).

Following discussion of the significance and integrity of the complex as a whole, the Board spent considerable time discussing the integrity (*historic/architectural* as well as *condition*) of each building and assigned a preliminary classification to each. In taking up each building, Chair Benson summarized the salient findings for each structure included in each of the consultants' reports.

The assignment of a classification is required by the ordinance as part of the designation process. A list of every building, object or site within a nominated historic district must be included in the designation report and assigned a classification of "landmark", "contributing" or "noncontributing" indicating its degree of significance and that a list of structures.

The ordinance's definitions for these terms are instructive in assigning a classification:

Landmark: A property, site, structure or object designated by the Council as having a high degree of historical, cultural and/or architectural significance.

Contributing: A classification applied to a site, structure or object within a historic district signifying that it contributes generally to the qualities that give the historic district cultural, historic, architectural or archaeological significance as embodied in the criteria for designating an historic district, but without being itself a landmark.

Noncontributing: A classification applied to a site, structure, object, or portion thereof within a historic district signifying that 1) it does not contribute generally to the qualities that give the district...significance as embodied in the criteria for designating a historic district; 2) was built within 50 years of the date of district designation unless otherwise designated in the historic resources inventory; or 3) where the location, design, setting, materials, workmanship and association have been so altered or have so deteriorated that the overall integrity of the site, structure or object has been irretrievably lost. A portion of an otherwise contributing or landmark structure may be determined by the historic preservation board to be noncontributing if it meets one or more of the above conditions.

The Board's June 10 preliminary deliberations informed its formal findings and vote on June 24, a summary of which follows.

VII. HP BOARD PUBLIC HEARING – BOARD FINDINGS AND FORMAL RECOMMENDATION

A public hearing on the nomination was held on June 24, 2015. At the start of the hearing, attorney Mary Costigan, representing the property owner, distributed a letter requesting a reclassification of several buildings identified as contributing structures during the Board's preliminary deliberations. These included Buildings 1, 4, 14, and 16. Arguments for reclassifying the buildings were included in her letter. (See ATTACHMENT 9). Ms. Costigan also proposed that the district boundaries be reduced. Finally, Ms. Costigan asked that the Board include in its recommendation to the Planning Board language (likely in the form of an ordinance amendment) making clear that the height allowances established by zoning supersede the historic preservation regulations as they would apply to height for new construction.

Following a review of the Ms. Costigan's letter and a public hearing, the Board conducted its formal deliberations. Following are the Board's formal findings:

CRITERIA FOR DESIGNATION

Sec. 14-610 (a) Minimum Criteria for Designation (*Note: nominated districts must satisfy a minimum of one of the following criteria*)

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

Finding: the Portland Company complex exhibits local, state *and* national significance, as described in detail in the Sutherland report, *The Portland Company: Historic Significance and Integrity*. The Board identified the following major areas of significance:

National significance

- Research suggests that the Portland Company was the first complex in the country built specifically for the manufacture of railroad equipment with all necessary shops and foundry on a single site.
- Rare surviving example of a pre-civil War foundry, machine shop and car shop complex, and apparently the only surviving plant in the nation where locomotives were built for the US Government as part of the war effort.

Significance to the State of Maine

- Contributed significantly to the development of Maine's railroads and maritime industries through manufacture of locomotives, railroad cars, marine engines and boilers.
- Played a significant role in the development of Maine's paper-making, textile and canning industries.
- The state's largest 19th century foundry/machine shop

Local significance

- Founding was directly tied to the establishment of the Atlantic & St. Lawrence Railroad. Company was founded to manufacture railroad locomotives for the railroad.
 - Company's founding was directly associated with the creation of Commercial Street and filling of Broad and Clay Coves, as well as the organization of rail service throughout the City
 - Only intact 19th and early 20th century industrial complex remaining in the city.
 - Largest 19th century employer in the city.
2. Its location as a site of significant historic or prehistoric activity which may have taken place within or which involved the use of any existing structure on the property.

Finding: The Portland Company complex was the site of significant industrial activities of local, state and national importance, as detailed in #1 above, which took place within extant structures on the property.

3. Its identification with a person or persons who significantly contributed to the cultural, historic, architectural, archaeological or related aspect of the development of the City of Portland, State of Maine, New England region, or the United States.

Finding: The Portland Company was founded by John Poor, director of the Atlantic and St. Lawrence Railroad and the person most responsible for Portland's successful bid over Boston to become Montreal's winter port via rail. Other stockholders in the company included noted industrialist, developer and civic leader J.B. Brown and U.S. Secretary of the Treasury William Pitt Fessenden. William Chapman, electrical engineer in charge of the company's research department, did important work in the research that led to the development of microwave technology as well as experimentation and invention related to the use of electricity in manufacturing. Chapman's inventions were used in mills and factories throughout the state.

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

Finding: The building complex as a whole, and the individual structures included in it express the evolution of construction techniques developed for industrial building types as was required to enclose increasingly complex and large scale manufacturing processes. Located within the complex are substantially unaltered examples of several distinctive industrial building types constructed between 1847 and 1920. The Portland Company buildings from the 1840's and 50's are the only industrial buildings of that period remaining in the city today.

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

Finding: Although noted Portland architect Frederick Thompson was responsible for the design of the projecting shed dormers that were added to the roof of Building # 2 (Machine Shop), this designation criterion is not applicable for the Portland Company.

6. Its representation of a significant cultural, historic, architectural or related theme expressed through distinctive areas, site, structures or objects that may or may not be contiguous.

Finding: The Portland Company complex is representative of Portland's role as a major center of rail and maritime transportation for Maine and northern New England as described in detail in the Sutherland report.

Sec. 14-610 (b) In the case of a nominated historic district, the historic preservation board shall also determine whether a substantial number of the properties, site, structures or objects have a high degree of cultural, historic, architectural or archaeological significance and integrity, many of which may qualify as landmarks, and which may also have within its boundaries other properties site, structures or objects, which while not of such cultural....significance to qualify as landmarks, nevertheless contribute to the overall visual characteristics of the significant properties, sites structures or objects located within it.

Finding: The Board found that the Portland Company complex meets this requirement. Given the high degree of significance of the district as a whole and the interrelated role each building plays within the district, the Board discussed the possibility of designating it as "landmark district", however this designation type is not included in the preservation ordinance. Also discussed was the possibility of classifying each building as a landmark. Ultimately, the Board determined that the individual buildings are appropriately characterized as "contributing" structures to the overall complex, which is highly significant.

Sec. 14-611. Integrity of landmarks and historic districts.

Any area structure or object that meets the criteria in Section 14-610 must also have sufficient integrity of location, design, condition, materials and workmanship to make it worthy of preservation or restoration. (Note that this integrity standard applies to the district as a whole; the question of integrity also applies in the assignment of a classification or "preservation value" to each individual building or structure within the nominated district boundary.)

Finding: As described in the Sutherland report, the complex as a whole retains a high degree of *historic and architectural integrity* within its identified period of significance. (A period of significance *for the buildings* within the complex was identified as extending from 1847 when the first building was constructed to 1920 when the last building associated with the Portland Company's core transportation and/or marine-related business had been completed. Note that the *company's* period of significance extends much longer, as it remained a leader in its field until the end of WW II, and continued to operate until 1982. It should be noted that Portland's ordinance does not require a determination of period of significance, but the Board discussed the question as part of its effort to determine the relative significance of the more recent extant structures on site: the office building, built in 1950, and the large metal building, built in 1968.

As regards the question of *integrity of condition*, the Board found that although a number of the 16 extant structures have become so deteriorated due to deferred maintenance as to make their rehabilitation infeasible (see assigned classifications of individual structures below), the

complex as a whole retains sufficient integrity of condition to make it worthy of preservation and rehabilitation. This finding was based on assessments provided in two separate condition reports prepared by Resurgence Engineering & Consulting and Becker Structural Engineers.

DESIGN GUIDELINES

In the report which is required to accompany the Historic Preservation Board's recommendation regarding designation, the Board may recommend specific design guidelines for the review of alterations or new construction within the proposed district—See Sec. 14-617-(c). Following discussion, the Board elected not to recommend specific design guidelines for the Portland Company district, but to include in the designation report a description of the complex's major visual characteristics that contribute to the district's significance and should be recognized in evaluating future proposals for alterations and infill construction within the district. (See pages 8-10 of Designation Report, ATTACHMENT 2.) The visual character of the site is also described in the Sutherland report (see pg. 4). Major visual characteristics include the presence of a major entrance off Fore Street at the west end of the complex; the open entrance yard; the linear alignment and east-west orientation of the buildings; the separation of connected buildings by private streets and alleys; the presence of overhead pedestrian bridges; the predominance of brick and granite building exteriors; and large scale windows typical of industrial structures.

DISTRICT BOUNDARY DELINEATION and ASSIGNED BUILDING CLASSIFICATIONS

Taking into consideration the documented significance of the Portland Company complex as a whole, the assessment of the complex's extant historic structures in terms of their significance and current condition, and in consideration of the identified visual character of the Portland Company complex, which was determined by the Board to contribute significantly to one's understanding of and appreciation of the historic resource, the Board determined that the district boundary and building classifications as delineated on ATTACHMENT 1 should be recommended to the Planning Board and Council.

Assigned Classifications for Individual Structures within the Proposed District Boundaries

Building 1	Erecting Shop	1918	Contributing
Building 2	Machine Shop	c. 1847	Contributing (a)
Building 3	Machine Shop	c. 1847	Contributing
Building 4	Foundry	1895	Contributing (b)
Building 5	Foundry Addition	c. 1980's	Noncontributing (c)
Building 6A, 6B	Blacksmith & Tank Shop	1883, 1896-1904	Contributing
Building 7	Car Shop	1873, 1904	Noncontributing (d)
Building 10	Paint Shop	c. 1873	Noncontributing (e)
Building 11	Pattern Storehouse	1885	Noncontributing (f)
Building 12	Pattern Storehouse	1895	Contributing
Building 14	Drafting Rm/Storehouse	1858-64	Noncontributing (g)
Building 15	Boiler House	1848-64	Noncontributing (h)
Building 16	Brass Foundry	1864-71	Contributing
Building 24	Vault	c. 1905	Contributing
Building 30	Office Building	1950	Noncontributing (i)

Notes:

- (a) Cantilevered roof addition noncontributing due to structural instability
- (b) Noncontributing due to condition, potential requirement for significant reconstruction
- (c) Constructed in 1968, outside the period of significance
- (d) Noncontributing due to severely deteriorated condition
- (e) Noncontributing " " " " " "
- (f) Noncontributing " " " " " "
- (g) Noncontributing " " " " " "
- (h) Noncontributing " " " " " "
- (i) Constructed in 1956, outside the period of significance

Note that a classification of noncontributing allows a building to be demolished as of right. Any proposed replacement new construction would, however, be subject to review and approval under the historic preservation ordinance's new construction standards.

Although several of the buildings included within the recommended district boundary were determined by the Board to be noncontributing due to condition or date of construction, Board members expressed the view that the boundary should include the footprint of most of these noncontributing buildings.

In coming to this conclusion, the Board noted that the placement, alignment and relationship of the extant structures is key to conveying the Portland Company's history and significance and is an important character-defining element of the complex. They also noted that whatever is built in close proximity to the remaining historic structures has the potential to either reinforce or undermine the remaining buildings and one's appreciation of this historic complex. Acknowledging that noncontributing buildings may be demolished as of right under the provisions of Portland's historic preservation ordinance and that new construction within the district is likely, including the footprints of most of the historic extant structures within the district boundary will ensure that whatever new construction is introduced within the historic core of the complex will be reviewed for general compatibility with the abutting or adjacent contributing structures. They also noted that district designation would not preclude future adjustments or alterations to buildings or site features within the district boundaries.

In response to the property owner's request to classify additional buildings as noncontributing (i.e. Buildings 1 and 16), Board members found these buildings to be important contributing structures to the overall complex, as documented in the preservation consultant's report, and that their condition did not warrant their removal. Board members also expressed the view that allowing the removal of additional historic structures from the property would materially affect one's ability to understand and appreciate the history, significance and scale of operations of the former Portland Company complex.

REQUESTED ORDINANCE AMENDMENT

As noted above, Ms. Costigan requested that the Board include as part of its recommendation to the Planning Board an ordinance amendment providing that the height allowances established by the underlying zoning for this property supersede the HP Board's authority as regards review of building height. As the Historic Preservation Board had not been involved in discussions regarding building heights for this property and had not been briefed on details of the final rezoning, including allowable building heights, the Board did not think it was appropriate to include such an amendment as part of its recommendation. They also noted that review of building height for compatibility with a development's surrounding context is an integral part of the Historic Preservation Board's review process for new

construction. While it is rare that the Board has required heights lower than that allowed by zoning, maintaining the authority to impose this requirement may be important in some instances. The Board also pointed out that they made an exception to this rule for the Congress Street Historic District given the wide range of building heights exhibited within the district and the fact that recently adopted building heights for the B3 zone had been based on a careful analysis of Congress Street's existing building stock.

VIII. FINAL HP BOARD VOTE ON PROPOSED DISTRICT DESIGNATION

Based on the above findings, the Board voted 7-0 to recommend to the Planning Board and City Council that the former Portland Company complex be designated as a local historic district as delineated in the map enclosed as ATTACHMENT 1.

Note: Following the Historic Preservation Board's formal vote on June 24, staff prepared a draft designation report for the Board's review and comment. The draft designation report was reviewed on July 15. Following an opportunity for public comment, the Board confirmed the content of the report with minor clarifications and amendments.

New Information

IX. RESPONSES TO QUESTIONS RAISED AT PLANNING BOARD'S 7/28 WORKSHOP

At the Planning Board's July 28 workshop a number of questions were raised about various aspects of the Historic Preservation Board's deliberations and recommendation. Following are responses to specific questions raised by members of the Planning Board as well as clarification on aspects of the Historic Preservation Board's deliberations and findings that appeared to warrant further explanation.

What was the Historic Preservation Board's process for assigning a classification to each building? Is it a balancing act between consideration of significance and condition?

The Board's review process began with an analysis of the Portland Company complex *as a whole*, rather than a focus on individual buildings. This was the appropriate approach given the fact that the Portland Company property is comprised of buildings that are historically and functionally related to each other. Only after the significance and integrity of the overall complex was evaluated was it appropriate to move on to a detailed evaluation of the individual buildings within it. The building-by-building evaluation focused primarily on the question of *condition* because the *significance* of virtually every extant building within the complex was made clear in the report prepared by Sutherland Conservation & Consulting. The Sutherland report explained that each building within the complex played a specific, necessary and interdependent function in the overall manufacturing process and that much of the property's significance is due to the fact that, collectively, the existing buildings encompass the complete historic manufacturing process of the Portland Company.

The Board's first task was to consider whether the complex of buildings meets the ordinance's *minimum criteria for designation*, which are outlined in Sec. 14-610 (a) and (b) of the ordinance.

Sec. 14-610 (a) lists six potential areas of significance, at least one of which must be clearly met by the nominated resource. In the case of the Portland Company complex, all six of the criteria were found to be met. For two of the criteria, the Portland Company complex was found to be significant at the local, state *and* national level. (A more detailed description of the Board's findings as regards significance is included in the 9/2/15 PUBLIC HEARING report.)

Next, the Board had to determine whether the complex (proposed district) meets the criterion in Sec. 14-610 (b), which states: *"In the case of a nominated historic district, the historic preservation board shall also determine whether a substantial number of the properties, sites, structures or objects have a high degree of cultural, historic, architectural or archeological significance and integrity, many of which may qualify as landmarks, and which may also have within its boundaries other properties, sites, structures or objects which, while not of such cultural, historic, architectural or archeological significance to qualify as landmarks, nevertheless contribute to the overall visual characteristics of the significant properties, sites, structures or objects located within it."*

Here, the Board determined that all of the extant buildings within the Portland Company complex, with the exception of the 1956 office building (Building #30) and the large 1968 metal building addition to the foundry (Building #5), exhibit a high degree of historic significance as they all played an important, distinct and interdependent role in the overall manufacturing process of the Portland Company. Since the office building did not represent the core function of the historic complex and was added much later in its history, it was found not to be significant. Building #5 was found not to be significant because it was built late in the company's history, when the nature of company's product line began to change.

Note that this review criterion also requires demonstration of "integrity". "Integrity" as defined under this ordinance criterion applies only to a structure's cultural, historic or architectural integrity. Historic integrity is distinct from structural integrity or integrity of condition. "Historic integrity", as explained in the Sutherland report, "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 the property. The Sutherland report includes an entire section on the integrity of the individual buildings within the complex and on the integrity of the complex as a whole--see SECTION II, beginning on page 21. Here, the Board found that the remaining historic structures within the complex exhibited a high level of *historic and architectural integrity*, as they remain in relatively unaltered condition from the time of their construction.

Following consideration of these two threshold criteria, the ordinance requires that the Board then address the nominated resource's *integrity of condition*:

Sec. 14-611. Integrity of landmarks and historic districts

Any area, structure or object that meets the criteria in section 14-610 must also have sufficient integrity of location, design, condition, materials and workmanship to make it worthy of preservation or restoration.

Under this criterion, the Board considers the *integrity of condition of the overall complex*, taking into consideration the condition of the individual buildings within the complex. Notwithstanding the poor condition of a number of individual buildings, as documented in two reports available for the Board's reference, the Board found that the complex, or proposed district as a whole, had "sufficient integrity of location, design, condition, materials and workmanship to make it worthy of preservation or restoration."

The assignment of a classification for each building within a proposed district is a requirement of the historic preservation ordinance and must be provided as part of the historic district designation report that accompanies the Historic Preservation Board's recommendation. (See Sec. 14-617 (f).) It should be noted that the ordinance does not provide specific criteria which must be met to prove that a building is "noncontributing"; the only guidance provided for this determination is the ordinance definition included in Sec. 14-602 Definitions, which states:

Noncontributing: A classification applied to a site, structure, object, or portion thereof, within a historic district signifying that 1) it does not contribute generally to the qualities that give the historic district cultural, historic, architectural or archaeological significance as embodied in the criteria for designating a historic district; 2) was built within 50 years of the date of district designation unless otherwise designated in the Historic Resources Inventory; or 3) where the location, design, setting, materials, workmanship and association have been so altered or have so deteriorated that the overall integrity of the site, structure or object has been irretrievably lost. A portion of an otherwise contributing or landmark structure may be determined by the historic preservation board to be non-contributing if it meets one or more of the above conditions.

In reviewing the results of the condition reports, the question for the Board was not whether a building was in poor condition, but whether it had "so deteriorated that the overall integrity of the...structure...had been irretrievably lost." The two condition reports, one prepared for the CPB2 for initial planning purposes and cost/benefit analysis (which is not a relevant consideration in the designation review process) and the other for the City for the purposes of designation deliberations, were by their nature preliminary assessments of the overall condition of the buildings. Neither consultant was asked to develop specific proposals for addressing identified structural or building envelope deficiencies. Without knowing what use was proposed for a given building, it would be impossible to develop specific recommendations or to reasonably determine the feasibility of its adaptive reuse.

Given the preliminary nature of the condition reports, it is fair to say that the Historic Preservation Board demonstrated a willingness to accept the findings of the reports where the two reports were clear, definitive and in strong agreement. Accordingly, Buildings #7, #10, #11 and #15 were identified early on in Board's discussions as noncontributing due to condition. Later, based on additional information from CPB2, the Board reclassified Building #14 as well, from contributing as noncontributing

Classification of the foundry (Building #4) proved to be the most difficult. In the Resurgence report, Building #4 was not one of the buildings identified as being in significantly deteriorated condition. (See pg. 32 of Resurgence report, Recommendations and Conclusion - ATTACHMENT 5. Both the Resurgence and the Becker reports, however, noted that Building #4 exhibits unique condition issues with an exterior brick masonry wall system that is integrated with iron structural columns. The columns are exposed to weather and in an advanced state of disrepair. They noted that in order to correct the structural deficiencies, it might be necessary to dismantle the exterior masonry walls (or portions thereof). The roof structure was also identified as inadequate for snow loads and might need replacement or substantial reinforcement. In response to the findings in the two reports, CPB2 representatives questioned whether this degree of potential intervention (partial or complete reconstruction) could reasonably be defined as preservation or rehabilitation.

At the final workshop, several members of the Board argued that it was premature to classify the foundry as noncontributing without a more detailed structural analysis or exploration of options. They suggested that Building #4 be classified as contributing, but that the classification be annotated to indicate the Board's willingness to reconsider its classification upon more detailed structural analysis. CPB2 argued that the ordinance does not provide for annotated or qualified classifications. Ultimately, the Board voted to classify Building #4 as noncontributing due to condition. This was a particularly difficult decision, as the foundry represents to a large extent the "heart" or center of the Portland Company's operations. The foundry is also a key component of the complex's core manufacturing row, which is comprised of four connected structures through which most of the company's product line moved from raw material stage to final assembly. Also making the decision difficult was the Board's recognition that the removal of the large foundry building

would inevitably impact one's ability to appreciate the scale and magnitude of the Portland Company's operations and the significance of the company to Portland's economy from the mid-19th to the mid-20th century.

How were the district boundaries determined? Why does the proposed boundary include the footprint, or partial footprint, of buildings that have been determined to be noncontributing due to condition?

As noted above, the Portland Company property derives its significance *as a complex*. This complex is defined not only by the buildings within it, but also by the alignment and spatial relationship of the buildings and by its contributing site features such as the entrance drive, the alleyways, the entrance yard and the elevated bridges. Collectively, these elements communicate how this industrial complex functioned.

Although several buildings within the complex have been determined to be noncontributing due to their physical condition and it is very likely that new development will be introduced in their place, the question of how future development relates to the remaining historic resources--in terms of placement, orientation, massing, etc.--is an important consideration. It is appropriate to include the footprints (or portion thereof, in the case of Building 4) of these noncontributing structures within the district boundary because of their close proximity to what will likely become the only remaining historic structures on site and so that the architectural characteristics that distinguish this historic complex are taken into consideration in future development. Similarly, it is appropriate to include within the district boundary the entrance drive and entrance yard, as these are elements that have been part of the complex since the company's inception. While it is likely that the position, size and/or function of these key site elements will change with any future redevelopment scheme (the Historic Preservation Board has acknowledged this possibility) including them within the district boundary provides an opportunity to preserve the primary visual characteristics of the Portland Company complex by maintaining such attributes as the spatial relationship between the buildings and building rows as well as a general sense of the footprint, scale and sequential nature of the overall complex.

See page 4, *Historic Significance and Visual Character of the Portland Company Site* of Sutherland report (ATTACHMENT 4) for a description of the contribution each element makes in conveying the significance of this property.

Is Building 1 (Erecting Building) significant and does its condition warrant classification as a noncontributing building?

With respect to the question of the Erecting Building's significance, please see attached memo from preservation consultant Scott Hanson, the principal author of the Sutherland report. (ATTACHMENT 10)

With respect to the Erecting Building's condition and feasibility of rehabilitation, please see attached letter from structural engineering consultant Al Hodson, who prepared the building condition report for the City. (ATTACHMENT 11)

It should also be noted that, apart from the Erecting Building's individual merits, it is a key component of the Portland Company's core manufacturing/assembly row, which is currently made up of four buildings. With the potential removal of Building #4 due to condition, preservation of Building 1 becomes especially important if the overall scale and magnitude of the Portland Company's operations and its major presence on the Portland waterfront for almost 150 years is to be conveyed. The Executive Summary in the Sutherland report (see pg. 4) includes the following: "The removal of any of the historic buildings existing in the

complex will diminish the ability of the complex to demonstrate the historic manufacturing process of the Portland Company.”

What is the condition of Building 16 (brass foundry) and how will the removal of Building 15 affect Building 16?

Please see attached memo from Al Hodson of Resurgence Engineering & Preservation. (ATTACHMENT 11)

Why is the district’s eligibility for National Park Service certification (and thus eligibility for historic tax credits) a relevant consideration in the City’s local district designation process?

Any conversation about eligibility for Federal or State historic tax credits is only to highlight the opportunity as a possible path to pursue for a future rehabilitation project. Tax credits have proven to be a powerful financial incentive and have been employed in approximately 110 historic rehabilitation projects in Portland alone. It behooves the City of Portland to determine whether the proposed historic district is likely to meet the requirements for National Park Service certification, because NPS certification will be *required* in order to access the historic tax credits.

Reference to the possibility of NPS certification and tax credit eligibility is also relevant to the discussion because Portland’s designation criteria are patterned directly after the criteria used by the Maine Historic Preservation Commission and the National Park Service. (The only difference is that Portland’s ordinance takes into consideration the physical condition of nominated resources while the National Park Service does not.) If the National Park Service determines that the Portland Company Historic District as proposed by the City of Portland does not include sufficient historic resources to adequately convey the history and significance of the Portland Company complex, it will not certify the district. Portland must be able to make a strong and defensible argument for the removal of historically significant buildings and site elements if the district is to be certified.

See letter from the Maine Historic Preservation Commission - ATTACHMENT 12.

Should the height allowances established in the underlying zoning should govern height within the proposed district or should the HP review standards as they apply to height supersede the zoning regulations?

The Historic Preservation Board did not include as part of its recommendation a proposed ordinance amendment that would pertain to the regulation of building height for new construction within the Portland Company Historic District. As the Historic Preservation Board was not involved in discussions regarding allowable building heights for this property and has not been briefed on details of the final rezoning, the Board did not think it was appropriate to include such an amendment as part of its recommendation. Board members noted that review of building height for compatibility with a proposed development’s surrounding context is a standard and integral part of the Historic Preservation Board’s review process for new construction. While it is rare that the Board has required a height lower than that allowed by zoning, maintaining the authority to impose this requirement may be important in the review of some projects, particularly in very sensitive contexts. While an exception to this rule was made for the Congress Street Historic District, it was based on the fact that Congress Street exhibits a very wide range of building heights. Additionally, the allowable building heights in the B3 zone had been based on a careful, and recent, analysis of Congress Street’s existing building stock. In the Board’s view, waiving otherwise applicable review standards should be carefully considered.

Responses to information and attachments included in Ms. Costigan's letter of August 26, 2015:

Note that the district boundary map proposed by CPB2 as provided in Ms. Costigan's letter of August 26 (ATTACHMENT 13) includes two separate boundaries: one around several buildings on the east side of the entrance yard and another around Building # 12. According to cite NR Bulletin 16A, pg. 57, as cited by staff of the Maine Historic Preservation Commission, this is not consistent with standard requirements for delineating boundaries of historic districts. Historic *districts* typically comprise a single contiguous area.

Also, on page 2 of Ms. Costigan's letter, she states "as we know, these credits are reviewed annually and should not be considered as planning tools and may in fact not be available at the time of development or any other rehabilitation project". Maine Historic Preservation Commission staff has confirmed that there is no sunset provision for the Federal tax credits and the State tax credits were recently extended to 2023. An annual *report* on state historic tax credit activity is required, but no *reauthorization review* is required.

X. ANALYSIS OF PROPOSED DESIGNATION'S CONSISTENCY WITH COMPREHENSIVE PLAN

Senior Planner Christine Grimando has evaluated the proposed historic district designation consistency with the Comprehensive Plan. Following are Ms. Grimando's findings:

The Comprehensive Plan is widely supportive of preservation of Portland's historic resources. Volume 1, State Goal I, *To preserve the State's historic and archeological resources*, endorses preserving and enhancing distinctive areas, sites, structures and objects that have historic, cultural, architectural and archeological significance. It includes an overview of preservation efforts in the city, recommendations for furthering preservation, and reference to the adoption, as part of the 1990 Comprehensive Plan, of the Historic Preservation Ordinance, and the Historic Resources Design Manual, both still being utilized today.

There are several, but not extensive, references to the Portland Company site/58 Fore Street, as well as more general policy for the Eastern Waterfront as a whole, within elements of the Comprehensive Plan. Below are pertinent components for preservation as it concerns 58 Fore Street.

- Volume 1 gives an overview of the years of waterfront planning efforts of the City, and addresses redevelopment of the Waterfront East specifically, which encompasses and extends beyond the Portland Company complex. It outlines four redevelopment principles for development in this area: 1) Character and Impact of Development; 2) Mixed-use as a component of an active, vibrant urban area; 3) maintaining Maritime Resources; and 4) Economically Responsible Development that benefits the city and the region. *Character and Impact of Development* calls for a variety of related outcomes, including compatibility with surrounding neighborhoods and maritime uses, historic preservation and adaptive reuse, compatible architecture, protection of view corridors, as well as integrated street and trail networks.
- Volume I, State Goal I references the Historic Resources Design Manual, which identifies 58 Fore Street as eligible for the National Register of Historic Places on the basis of the 1976 Portland Historic Resources Inventory.
- A **Masterplan for Redevelopment of the Eastern Waterfront** (Masterplan) consists of three documents: 1) **A Masterplan for Redevelopment of the Eastern Waterfront**, 2) **Eastern Waterfront Building Height Study** (Height Study), and 3) **Design Guidelines for the Eastern Waterfront** (Design Guidelines) - the latter are two freestanding documents that were both adopted by reference into the

Masterplan. The Height Study does not mention preservation of historic structures, and is focused on height recommendations for new construction, without explicit consideration of how new construction would interact with the existing urban fabric.

The Masterplan reiterates and expands upon the four redevelopment principles for the Eastern Waterfront of Volume 1, encouraging historic preservation and active reuse of historic structures as a component of the *Character and Impact of Development* principle (page 12). The document also encourages aggregation of surface parking for better use of valuable land, including more intensive reuse of historic buildings, replacement of non-historic structures, and open space enhancement (page 6). This also is a recommendation that applies to the entirety of the Eastern Waterfront. In regard to specific recommendations for the Portland Company complex (page 8), the Masterplan notes its potential for adaptive reuse, and that it is a property that has been deemed eligible for inclusion in the National Register of Historic Places. It goes on to note that parking enhancements and better site access will better integrate the property with the rest of the Eastern Waterfront, which in turn is expected to spur adaptive reuse and restoration of historic structures. Finally, adaptive reuse and sensitive rehabilitation of existing historic structures is a primary development consideration.

The Design Guidelines note the historic character of the area by making strong recommendations for new construction that respects the historic character of the waterfront, while representing the best elements of contemporary design (page 4). In regard to historic structures the guidelines state: *Historically and architecturally significant structures and sites should be inventoried and protected from demolition and carefully rehabilitated in a way that is consistent with their original architectural intent. The challenge and opportunity is to adaptively reuse significant structures while retaining their historic character. New additions to historically significant buildings should be designed for compatibility with the original structure in size, composition and material and should result in the minimum necessary loss of original architectural material* (page 7).

An historic district on the site of the Portland Company complex is consistent with Comprehensive Plan policy. The Comprehensive Plan recognizes the importance of historic preservation and rehabilitation for the city as a whole, the unique characteristics of the Eastern Waterfront, and the significant legacy of the Portland Company complex. It also anticipates new construction, and the need for sensitive, compatible architecture beside and (in some cases) in place of the existing building stock. While recognizing the value of preservation and adaptive reuse, its support is framed broadly enough to allow for the Historic Preservation Board, and ultimately the Planning Board and City Council, to make final, informed determinations about the appropriate parameters of a district boundary and its specific contents.

XI. MOTIONS FOR CONSIDERATION

Upon the recommendation of the Historic Preservation Board and on the basis of the Portland Company Historic District Designation Report, documentation and analysis provided in reports prepared by Sutherland Conservation & Consulting and Resurgence Engineering & Preservation, and information included in the staff report for the September 8, 2015 public hearing,

- 1) The Planning Board finds that the proposed Portland Company Historic District:**
 - a) meets the historic preservation ordinance's minimum criteria for designation as set forth in Sec. 14-610 (a), specifically Criteria 1, 2, 3, 4, 5 and 6, based on the Board's findings that all of the summary statements as to significance of the Portland Company complex included in the 9/8/15**

public hearing report are well-founded and based on detailed research and documentation. Accordingly, the Board confirms and references the report's statements of significance as the basis for its finding; and

- b) meets the criterion in Sec. 14-610 (b), based on the Board's finding that a substantial number of the structures and sites within the proposed district have a high degree of historic and/or architectural significance and integrity, many of which qualify as landmarks, and that the proposed district also has within its boundaries other sites and structures which contribute to the overall visual characteristics of the significant structures located within it. Pursuant to this finding, the Board supports the building classifications included in the Designation Report.; and
 - c) meets the integrity criterion set forth in Sec. 14-611, based on the Board's finding that the district and identified contributing structures therein have sufficient integrity of location, design, condition, materials and workmanship to make them worthy of preservation or restoration.
- 2) The Planning Board also finds that designation of the Portland Company Historic District is consistent with the goals of the Comprehensive Plan, including the Masterplan for Redevelopment of the Eastern Waterfront, based on the analysis provided in the 9/8/15 public hearing report.

On the basis of the above findings, the Planning Board recommends that the City Council designate the former Portland Company complex as a local historic district (as delineated in ATTACHMENT 2 of the 9/8/15 public hearing report) subject to the provisions of Article IX of the Land Use Code.

Attachments

1. Proposed Historic District Map with Boundaries and Individual Building Classifications
 2. Portland Company Historic District Designation Report
 3. Excerpts from Portland's historic preservation ordinance (Article IX of the Land Use Code).
 4. *The Portland Company: Historic Significance and Integrity*, prepared for City of Portland by Sutherland Conservation & Consulting
 5. *Portland Company Complex General Building Condition Report*, prepared for City of Portland by Resurgence Engineering and Preservation Inc.
 6. *Evaluation of Existing Buildings at the Portland Company Property*, prepared for CPB2 by Becker Structural Engineers
 7. Appendix A: Comparative Condition/Cost Analysis (excerpted from Resurgence report)
 8. March 31, 2014 Letter from Maine Historic Preservation Commission regarding eligibility of Portland Company Complex for Listing in the National Register of Historic Places
 9. Letters from interested parties
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New Attachments

10. 9/2/15 Memo from Scott Hanson, Sutherland Conservation & Consulting, regarding Building 1
11. 9/4/15 Letter from Al Hodson, Resurgence Engineering, re: condition of Buildings 1 and 16
12. 9/4/15 Letter from Maine Historic Preservation Commission
13. 8/26/15 letter from Mary Costigan on behalf of CPB2

(s) To annually report to the council with following matters:

1. Survey work in progress or completed;
2. The number of projects reviewed (by type);
3. How many certificates of each type were issued.

(Ord. No. 235-90, 2-26-90; Ord. No. 165-08/09, 3-16-09)

DIVISION 3. CATEGORIES AND CRITERIA FOR DESIGNATION

Sec. 14-610. Minimum criteria for designation.

(a) The historic preservation board shall limit its consideration to the following criteria in making a determination on a proposed nomination of an area, site, structure or object for designation by ordinance as a landmark or district:

- (1) Its value as a significant example of the cultural, historic, architectural, archeological or related aspect of the heritage of the City of Portland, State of Maine, New England region, or the United States;
- (2) Its location as a site of a significant historic or prehistoric event or activity which may have taken place within or which involved the use of any existing structure on the property;
- (3) Its identification with a person or persons who significantly contributed to the cultural, historic, architectural, archeological or related aspect of the development of the City of Portland, State of Maine, New England region, or the United States;
- (4) Its exemplification of a significant architectural type, style or design distinguished by innovation, rarity, uniqueness or overall quality of design, detail, materials or craftsmanship;
- (5) Its identification as the work of an architect, designer, engineer or builder whose individual work is significant in the history or development of the City of Portland, the State of Maine, the New England region, or the United States; or
- (6) Its representation of a significant cultural, historic,

architectural, archeological or related theme expressed through distinctive areas, sites, structures or objects that may or may not be contiguous.

(b) In the case of a nominated historic district, the historic preservation board shall also determine whether a substantial number of the properties, sites, structures or objects have a high degree of cultural, historic, architectural or archeological significance and integrity, many of which may qualify as landmarks, and which may also have within its boundaries other properties, sites, structures or objects which, while not of such cultural, historic, architectural or archeological significance to qualify as landmarks, nevertheless contribute to the overall visual characteristics of the significant properties, sites, structures or objects located within it.

(c) In the case of a nominated historic landscape district, the historic preservation board shall also consider its significance as a geologic, natural or man-made landscape feature associated with the development, heritage or culture of the City of Portland, State of Maine, New England region, or the United States.

(d) The planning board and council shall apply the criteria of subsections (a), (b) and (c) but shall also consider the effect of such designation on other aspects of the comprehensive plan of the city.
(Ord. No. 235-90, 2-26-90)

Sec. 14-611. Integrity of landmarks and historic districts.

Any area, structure or object that meets the criteria in section 14-610 must also have sufficient integrity of location, design, condition, materials and workmanship to make it worthy of preservation or restoration.
(Ord. No. 235-90, 2-26-90)

Sec. 14-612. Designation of historic landscape districts.

An historic landscape district may be nominated and considered for designation only if the entire area of the district is owned by a unit of federal, state or local government, or any combination of such ownership.
(Ord. No. 235-90, 2-26-90; Ord. No. 220-93, § 2, 5-17-93)

Sec. 14-613. Reserved.

DIVISION 4. NOMINATION, CONSIDERATION AND DESIGNATION

Sec. 14-614. Procedure.

The provision of this division shall govern the nomination, consideration and designation of landmarks and districts.
(Ord. No. 235-90, 2-26-90)

Sec. 14-615. Initiation of nomination.

(a) Nomination of an area, site, structure or object for consideration of designation as a landmark, historic district or historic landscape district shall be submitted to the department, on a form provided by the department, by the following:

- (1) Any two (2) members of the historic preservation board on their own initiative, by written notice to the department; or
- (2) By written petition of any owner, in the case of a landmark; or
- (3) By written petition of one (1) or more owners of affected property in the case of a district; provided two (2) members of the historic preservation board must sponsor the petition.

(b) A nomination shall be completed and filed with the department with all required signatures and any fees specified therefore for the nomination to be pending.

(c) Upon nomination, the department shall notify the owner or owners of the nomination and shall transmit the nomination to the historic preservation board for its consideration at its next scheduled meeting, which in no event shall be held later than thirty (30) days following nomination.

(d) At any time after a complete nomination is filed for an historic district, the owner of a structure who seeks a permit for demolition may apply to the historic preservation board for a determination that the structure to be demolished is noncontributing and eligible for a demolition permit. The determination of the historic preservation board that the structure is eligible for a permit shall be conclusive.

(Ord. No. 235-90, 2-26-90; Ord. No. 165-08/09, 3-16-09)

Sec. 14-616. Notification of nomination and public hearing.

(a) A public hearing on the nomination shall be held by the historic preservation board within thirty (30) days following the first scheduled meeting referred to in section 14-615(c), but in no event later than sixty (60) days following receipt of the completed nomination form by the department. Notice of the nomination and of the public hearing shall be in accordance with the procedures for public hearings before the planning board for site plan approval.

(b) The hearing shall be conducted in accordance with procedures adopted by the historic preservation board. The historic preservation board shall consider all testimony or evidence relating to the designation criteria in division 3 from any person who makes written submissions or appears at the public hearing. Historic preservation board members may also present testimony or make submissions. The owner of a nominated landmark or of property within a nominated district shall be allowed reasonable opportunity to present testimony or evidence concerning the applicability of the designation criteria in division 3.

(Ord. No. 235-90, 2-26-90)

Sec. 14-617. Recommendation by historic preservation board.

Within thirty (30) days following the close of the public hearing, the historic preservation board shall make recommendation to the council in the case of a landmark, or to the planning board in the case of a district, upon the evidence as to whether the nominated landmark or district meets the criteria for designation in division 3. Such recommendation shall be approved by at least four (4) members of the historic preservation board and shall be accompanied by a report to the council or planning board containing the following information:

- (a) Explanation of the significance or lack of significance of the nominated landmark or district as it relates to the criteria for designation.
- (b) Explanation of the integrity or lack of integrity of a nominated landmark or historic district.
- (c) Proposed design guidelines for review of alteration or construction. The specific design guidelines may provide explanation by text and/or schematic examples of visual compatibility for purposes of division 7.
- (d) Relationship of the nominated landmark or district to the ongoing effort by the committee to identify and nominate

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department evidencing a determination that specific plans for alteration of a structure or new construction on a site do not require approval under this article.

Contributing: A classification applied to a site, structure or object within a historic district signifying that it contributes generally to the qualities that give the historic district cultural, historic, architectural or archeological significance as embodied in the criteria for designating an historic district, but without being itself a landmark.

Council: The city council.

Demolition: Any act or process that partially or totally destroys a structure or object.

Department: The department of planning and urban development.

Design guidelines: Any design standard specified for alteration or new construction which is unique to a particular landmark, historic district or historic landscape district.

Design manual: The historic resources design manual described in section 14-675.

District: An historic district or historic landscape district.

Historic district: An area designated as an "historic district" by the council.

Historic landscape district: An area designated as an "historic landscape district" by the council.

Landmark: A property, site, structure or object designated as a "landmark" by the council as having a high degree of historical, cultural and/or architectural significance.

Major development: As defined in article V of this chapter.

Minor development: As defined in article V of this chapter.

New construction: The adding to a structure by an addition; the erection or placement of any new structure on a lot or property; or the comprehensive redesign/renovation of an existing structure.

Noncontributing: A classification applied to a site, structure, object, or portion thereof, within a historic district signifying that 1) it does not contribute generally to the qualities that give the historic district cultural, historic, architectural or archaeological significance as embodied in the criteria for designating a historic district; 2) was built within 50 years of the date of district designation unless otherwise designated in the historic resources inventory; or 3) where the location, design, setting, materials, workmanship and association have been so altered or have so deteriorated that the overall integrity of the site, structure or object has been irretrievably lost. A portion of an otherwise contributing or landmark structure may be determined by the historic preservation board to be non-contributing if it meets one or more of the above conditions.

Object: Anything constructed, fabricated or created, the use of which does not require permanent or semi-permanent location on or in the ground.

Open space: Any park and any other area outside of a building open to the public.

Ordinary maintenance: Acts of maintenance or repair which do not include a change in the design, material or outer appearance of a structure, including without limitation repainting, replacement of materials or windows of the same scale, texture and color, and landscaping other than within an historic landscape district.

Owner: The person or persons holding record title to the building, site or property; provided, however, the last previous tax roll in the records of the city assessor's office may be relied upon as showing record ownership in the absence of substantial evidence to the contrary.

Property: Land and improvements identified as a separate lot for purposes of subdivision, site plan, or zoning regulation.

Relocation: Any removal or relocation of a structure on its site or to another site.

Restoration: Any act which returns a structure or a feature of a structure to a prior state of historic significance.

Sign: As defined in section 14-47.

Site: The location of an event, activity, structure or object.

APPENDIX A

**RELATIVE STRUCTURAL CONDITION AND
RELATIVE REHABILITATION COSTS
RESURGENCE ENGINEERING AND
BECKER STRUCTURAL ENGINEERS**

APPENDIX A PORTLAND COMPANY COMPLEX – MARCH 2015 RELATIVE CONDITION AND REHABILITATION COST COMPARISON

BUILDING NUMBER - NAME DATE	RELATIVE STRUCTURAL CONDITION			RELATIVE REHABILITATION COST	
	BECKER	RESURGENCE /BECKER SCALE	RESURGENCE SCALE	BECKER	RESURGENCE
BUILDING 1 - ERECTING BUILDING 1918	2.0	2.5 (REPETITIVE DTLS)	P2	4.0	3.5 (REPETITIVE DTLS)
BUILDING 2 - MACHINE SHOP 1847	2.5	2.5	P2+	4.5	4.5
BUILDING 3 - MACHINE SHOP 1847	3.0	3.0	P2+	3.0	3.0
BUILDING 4 - FOUNDRY/ACETYLENE HS 1895, 1904-09	1.5	1.5	VP2	4.5	4.0 (REPETITIVE DETAILS, CUSTOM REHABILITATION)
BUILDING 6B - TANK SHOP 1896-1904	3.0	3.0	P2+	3.5	3.5
BUILDING 7 - CAR SHOP 1873, 1904	2.0	1.5 (BOWED WALLS)	VP1	5.0	5.0
BUILDING 10 - PAINT SHOP 1873	1.0	1.0	VP1	4.5	4.0 (REBUILD IN KIND)
BUILDING 11 - PATTERN STOREHOUSE 1885	2.5	2.0 (NORTH WALL)	VP2	4.5	4.5
BUILDING 14 - DRAFTING ROOM AND STOREHOUSE 1858, 1864	NOT INSPECTED	2.0	VP3	NOT INSPECTED	3.5
BUILDING 15/16 (NO ACCESS TO B15) BOILER HOUSE/BRASS FOUNDRY 1858, 1864	1.5	1.5	VP3	3.0	3.0
Averages of common buildings inspected (excluding Building 14)	2.11	2.06		4.06	3.89

SEE FOLLOWING PAGES FOR EXPLANATION OF BECKER STRUCTURAL ENGINEERS AND RESURGENCE ENGINEERING RATING SYSTEMS

Notes:

1. Coordinate this document with "Portland Company Complex General Building Assessment" prepared by Resurgence Engineering et al, March 2015, and "Evaluation of Existing Buildings at the Portland Company Property" prepared by Becker Structural Engineers, March 28, 2014.
2. Further discussion about relative rehabilitation costs related to these structures, by Resurgence Engineering, follows this page.

APPENDIX A EXPLANATION OF BECKER AND RESURGENCE RATING SYSTEMS

Becker Structural Engineers' (BSE) Rating System

The relative structural conditions rating system used in the Becker Structural Engineers Report is shown below:

- 1 = Very poor/unsafe/demolition likely
- 2 = Very poor/salvageable with significant structural rework and investment/questionable economic viability/consider demolition
- 3 = Poor/requires substantial structural work to elements and systems
- 4 = Fair/requires nominal structural work to elements
- 5 = Good condition/minor structural work required

Becker's relative rehabilitation cost rating system is based upon structural complexity and size of building, using a scale of 1 to 5 – 1 being relatively low costs and 5 being relatively high costs. BSE gives no specific definitions of the relative costs, simply a numerical grading system. Such an approach appears to be reasonable, given the preliminary nature of assessment that both firms were instructed to provide.

Resurgence Engineering and Preservation's (REP) Rating System

For ease of comparison, REP used the same relative structural conditions rating system as BSE in the summary chart. However, REP believes there is a more accurate and further defined way to classify the buildings in terms of condition. *See chart on following page for REP's proposed rating system as regards condition.*

REP has used the same relative rehabilitation cost rating system as BSE. The BSE report provided no specific definition of cost for each rating category.

RESURGENCE ENGINEERING RELATIVE STRUCTURAL CONDITION SCALE OF EXISTING BUILDINGS IN POOR CONDITION

BSE condition #	REP NUMBER	DESCRIPTION OF CONDITION, PRE AND POST MITIGATION	LOCAL/MAINE BUILDING EXAMPLES PRE AND POST MITIGATION
(n/a)	VP1 (very poor, not salvageable)	PRE: <u>Immediate widespread public safety threat and site/occupant safety threat</u> if not barricaded and structurally shored; evacuate nearby buildings, streets, sidewalks, block off parking spaces. Potential for widespread debris field in event of collapse; Building cannot be re-occupied following triggering event. POST: Condemn and demolish building.	Buildings with extensive fire damage
1	VP2 (very poor but salvageable, expensive to rehabilitate, i.e. approx. BSE cost #4 to #5)	PRE: <u>Immediate widespread public safety threat and site/occupant safety threat</u> if not barricaded and structurally shored; evacuate nearby buildings, streets, sidewalks, block off parking spaces. Potential for widespread debris field in event of collapse; Building cannot be re-occupied following triggering event. POST: Building assessed, barricaded, structurally shored; nearby buildings deemed safe for return; streets, and/or sidewalks and parking spots remain blocked off. Building itself cannot be occupied after stabilization. Unsafe for rescue personnel to enter if trespassers are inside. Shored and secured structure relatively expensive, but feasible, to rehabilitate.	PRE: Norway Opera House, 2007-09 POST: Norway Opera House, 2010+
1	VP3 (very poor but salvageable, moderately expensive to rehab, i.e. BSE cost #3 to 4)	PRE: <u>Immediate site/occupant safety threat and localized public safety threat</u> if not if not barricaded and structurally shored; Block off streets, sidewalks, and parking spaces. Potential for localized debris field in event of collapse; Building can be occupied following the triggering event. POST: Building assessed, barricaded, structurally shored; nearby buildings deemed safe for return; streets, and/or sidewalks and parking spots can remain blocked off or reopened following mitigation. Building itself can be occupied.	PRE: Buildings with widespread loose façade components. i.e. Masonic Temple Localized structural failures i.e. Portland Company Complex Building 4 POST: Stabilized structures, removing loose components or installing covered sidewalk and blocked off parking spaces.
2	P1 (very poor but salvageable, less expensive to rehab, i.e. BSE cost #2)	PRE: <u>Likely site/occupant safety threat and localized public safety threat</u> if not if not barricaded and structurally shored; Block off streets, sidewalks, and parking spaces. Potential for localized debris field in event of element failure; Building can be occupied following the triggering event. POST: Building assessed, barricaded, structurally shored; nearby buildings deemed safe for return; streets, and/or sidewalks and parking spots can remain blocked off or reopened following mitigation. Building itself can be resume occupancy.	PRE: Buildings with a few loose façade components that can easily be removed or snow and ice buildup that can easily and quickly be removed, POST: Stabilized structures, removing loose components or installing covered sidewalk and blocked off parking spaces.
3	P2	PRE: <u>Possible site/occupant safety threat and localized public safety threat</u> if not if not barricaded and structurally shored; No triggering event causing distress; possible change of use makes economics questionable. POST: Rehabilitation Feasibility Study considering economics for specific buildings and structures.	PRE: Portland Company Building Complex Building #1

Most of REP's condition and cost ratings align with those of BSE. Using our own rating system, however, REP's conclusions are slightly different, especially in regards to the potential for rehabilitating buildings in distress (i.e., Buildings with a "1" to "2" condition ranking). We would not have necessarily characterized these buildings as unsalvageable, as Becker suggests. Our justification for this would be to consider the cost benefits that could be realized using historic preservation tax credit incentives, along with the added flexibility afforded historic structures under the IEBC. Tax credit incentives could offset the costs of more custom-designed engineering and building envelope rehabilitation solutions. They would also offset the cost of higher-quality, longer lasting building materials necessary for the marine climate.

Our primary departures from BSE exist in Building 1, Building 4, Building 7, Building 10, and Building 11. We downgraded the relative structural condition of Building 7 and Building 11, while we upgraded the relative structural condition of Building 1. We lowered the relative rehabilitation costs of Building 1, Building 4, and Building 10. The paragraphs that follow explain the reason for our departure at each building.

For Building 1 we believe that the more recent construction date (1918), combined with the repetitive nature of the building elements, can allow for a slightly less expensive rehabilitation than indicated in the BSE report.

Building 4 could yield a relatively less expensive rehabilitation if a customized approach to reframing the edge columns and rebuilding the masonry could be achieved economically. Such an approach would have to be understood and approved in advance by the National Park Service if tax credits were desired on this building project. If historic preservation tax credits can be used on this project using a different approach to reframing the edge columns and rebuilding the masonry, while strengthening the existing structure, we disagree that this building is a likely candidate for demolition.

In our opinion, the condition of Building 7 is slightly worse than considered in the BSE report, because of the poor condition of the loadbearing masonry at the north elevation. We concur with the relative rehabilitation costs for the building.

We depart from the BSE cost condition assessment of Building 10, only in the sense that it may make the most economic sense to demolish the existing structure.

The compromised north wall at Building 11 necessitates downgrading its condition from 2.5 to 2.0 in comparison to the BSE report. We recommend that the building remain unoccupied until the north wall is stabilized. Demolition of this structure may be warranted pending further understanding of the roof framing and first floor framing conditions.

As stated in the BSE report, immediate safety concerns need to be addressed, whether as isolated repairs (Building 6A/6B common wall and truss) or comprehensive measures (vacancy of Building 11).

Basis for Cost Opinion Conclusions for Each Building

Building 1 - Erecting Building, c.1918

Relative rehabilitation costs for this structure and building envelope are based primarily upon the fact that the structure is repetitive in construction technique, offset by the likely reconstruction of the front masonry (west) wall. The staging and access cost required to perform clerestory rehabilitation from interior and exterior will be an increasing cost factor in building rehabilitation. A significant amount of steel-framed window glazing would require repair or replacement. Since this is the most recent building in the study, existing steel materials may be of higher quality and some understanding of snow loading requirements was incorporated into the design.

Building 2 – Machine Shop, c.1847

This building, the most structurally complicated and tallest within the buildings studied, would likely cost the most to rehabilitate, but could present the greatest risk/reward. The structure itself will likely take the most time to thoroughly assess from a structural and building envelope standpoint, given the number of changes that occurred over the years and the addition of the third floor. The large wooden windows on the first and second floors would be very labor intensive to rehabilitate, given the large number of individual panes. Third floor windows might not be as expensive to rehabilitate or replace, because they may have been 2:2 light sash, which were common in the early 20th century. A well thought-out temporary shoring plan is necessary to tie the cantilevered third-floor framing further back into the existing building. Third floor cladding, though high up, could be replaced relatively simply. At approximately 45 feet high and three stories, this building will be subjected to the greatest wind and seismic forces of all the buildings studied.

Building 3 – Machine Shop, c.1847

Building 3 is the second most structurally complicated building within the complex, but is not as relatively expensive to rehabilitate as Building 2. The additional floor support structure is less complicated than Building 2, lacking the cantilever framing existing at that neighboring building. The second floor also provides interior access to the much smaller clerestory, facilitating any structural work required there. The smaller overall footprint and lower percentage of glazing helps contain rehabilitation costs.

Building 4 – Foundry, c.1895

The Foundry rehabilitation work likely involves wholesale rethinking of the structure and building envelope along the exterior walls. Structural upgrades and replacement of an existing structural system that was improper for its marine, cold-weather climate may actually simplify the rehabilitation by permitting a complete column removal and replacement with contemporary steel columns, not exposed to the exterior elements. However, this more significant structural change may require the longest lead time to confirm whether the structure and building envelope modifications would be eligible to receive historic tax credits.

Building 6B – Tank Shop, c.1896-1904

Tank Shop rehabilitation is simplified because of its relatively short height, simple gable roof, and relatively small windows. Added longitudinal roof bracing can support the intermediate roof purlins between trusses and stiffen the roof against wind and seismic forces. The low roof height will likely keep the building from experiencing significant wind load increases due to height. Each one of the trusses will require further inspection, nondestructive testing and/or invasive inspection to confirm that end bearing conditions are structurally sound.

Building 7 – Car Shop, c. 1873, 1904

Although the Car Shop is a single-story structure, rehabilitation becomes complicated and more costly due to the overall poor condition and insufficient depth of the roof framing and because of the poor condition of the existing exterior masonry. The existing roof framing has such a low slope that it likely has permanent deflection "set", which will complicate efforts to strengthen the framing by sistering. Significant roof leaks in the structure have likely rotted sheathing and possibly framing, in more areas than are visible due to penetrating sunlight. The windows are not large or great in area relative to the total façade area, which would diminish the rehabilitation costs somewhat. However, the existing loadbearing masonry would likely require complete rebuilding because it is in such poor condition.

Building 10 – Paint Shop, c. 1873

Originally isolated by the remaining structures for safety purposes, the paint shop stands alone as the most significantly altered structure in the worst overall condition. Building rehabilitation is hard to justify, given the small size and poor condition. Rebuilding the structure to resemble the original during the site's period of significance, in conformance with contemporary codes, would be a more straightforward option, despite the likely required foundation upgrades.

Building 11 – Pattern Storehouse, c. 1885

The Pattern Storehouse carries with it the greatest uncertainty about rehabilitation costs. It is the only building studied that has a wood-framed first floor situated over an earthen crawl space, and it is the only structure that had the majority of its roof framing concealed by ceilings. The low-slope roof, pitching partially toward Building 12, creates drift conditions and roof runoff that are detrimental to both buildings.

Building 14 – Drafting Room and Storehouse, c. 1858-64

Tucked in between buttresses of the Fore Street retaining wall, Building 14, like the Boiler House and Brass Foundry to the immediate north, contains relatively limited floor space in a structure that is practically unique. The existing timber frame purlin and rafter system needs to be carefully assessed near the peak, as that area is vulnerable to condensation and leakage due to snow buildup and insufficient insulation.

Building 15/16 – Boiler House and Brass Foundry c.1858, 1864

We did not enter Building 15, but the visible condition of the second floor framing means the structure would likely need to be rebuilt. Building 16, the Brass Foundry, requires several of the same structural assessments and likely upgrades that Building 14 requires, as well as the rehabilitation of the small south façade.



To: Deb Andrews
 Historic Preservation Program Manager
 City of Portland

From: Scott Hanson
 Sutherland Conservation & Consulting

September 2, 2015

RE: Portland Company Building 1 (Erecting Shop)

Dear Deb:

You have requested that I provide specific information regarding to the role of Building 1 (Erecting Shop) at the Portland Company throughout the productive life of the company, and its relative significance within the complex. I understand that this question is pursuant to questions raised at the July 28 Planning Board Workshop relative to the historic and architectural significance of the building. The following is from our August 2014 report commissioned by the City of Portland:

Building 1: Erecting Shop (Construction Date: 1918)

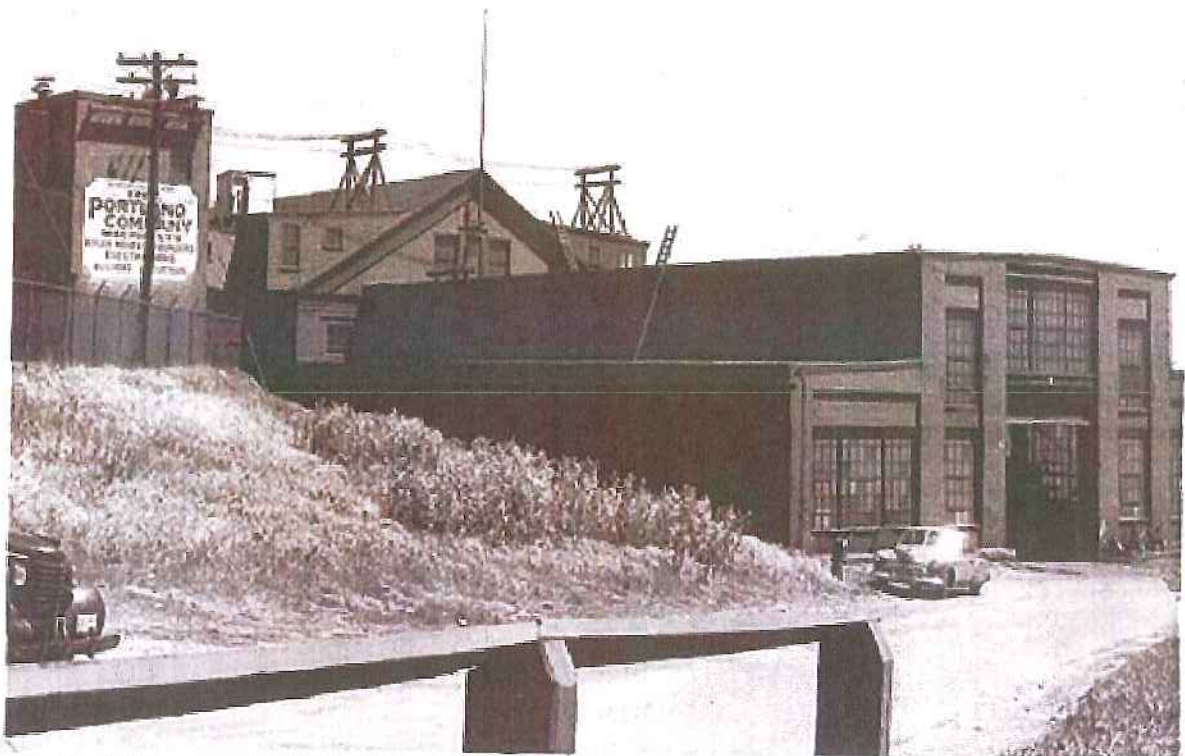
The Erecting Shop was built to replace an earlier wooden erecting shop, built between 1871 and 1880 on the same site. The Foundry, Machine Shop, and Erecting Shop were closely related in the production process, and were aligned so the steps of the work could flow from the Foundry, through the Machine Shop, and into the Erecting Shop, where a locomotive or other large piece of machinery could be assembled above railroad tracks that led from the building to the Grand Trunk rail yard. The brick wall construction relates it to earlier buildings on the site, but its steel truss roofing system, electric overhead traveling crane, clerestory, and large steel framed windows provided maximum utility with a large open floor space and considerable natural light for the assembly process. The building retains a very high degree of integrity to the time of its construction with some alterations to the south and east elevations. These involve increasing the size of the bay doors on the south elevation, likely during the period of significance; and infilling two windows on the east elevation with modern siding material. The remainder of original windows are intact, with some limited areas of deterioration to the frames.

As stated in our report, "The buildings of the Portland Company complex embody the distinctive characteristics of a type, period, or method of construction, specifically several types of industrial buildings built between 1847 and 1920," and "The buildings of the complex retain a high degree of architectural integrity to the period of Portland Company production..." The uses of Building 1 are detailed in the report, stating that the building was, "constructed as the Erecting Shop to replace an earlier one-story wood building from the 1870s that was used for the same purpose. By 1949 Building 1 was used as a machine shop."

The report only briefly addresses late 19th/Early 20th century diversification at the Portland Company, after the period of locomotive construction was over. In the interest of keeping our report on the long and complex history of the site to a readable length, the emphasis of the report was on the development of the buildings, not on their subsequent uses. Like most fabrication shops, the Portland Company was in a state of flux and constant change throughout its lifetime. The many areas of significance documented in the Sutherland report make plain this wide range of products produced by the company. To imply that it has one significant purpose during a short period is to misunderstand the very nature of the Portland Company's ever-changing business. This report's emphasis on the pre-1920 period in no way suggests that the significance of the complex ends at that point in history. As is repeatedly stated in the report, the period of significance continues well into the 20th century. This later period was not detailed in the report to the degree the earlier period was because there were few changes to the physical plant after the construction of Building 1 in 1918. 1918 represents the end of the significant historic development of the complex, not the end of its significant historic functions.

Like all industrial concerns in the U.S., the Portland Company struggled through the Depression. Unlike many companies, it survived that difficult period and was returned to full production during World War II. Following the war, the company continued its long-time function in providing machinery and equipment for production of consumer products. Following changes in the market, the company began making machinery for the new thermo-plastics industry while continuing to make machinery for paper and textile mills. This type of shift in production is typical of historic industrial facilities and does not constitute a disruption in historic significance as long as the essential stages of production remain the same. At the Portland Company, the essential stages of production described in our report continued until the end of the period of significance. From steam locomotives in 1847 to nuclear reactor containment shells in the 1970s, the production process remained essentially unchanged. Building 1 provided the second largest clear floor space of all the buildings (only the foundry was larger). The large modern steel framed windows made it the best day-lit space in the complex. After the period of use in the erection of massive equipment for paper mills and hydroelectric power plants largely ended, the space was used for an expansion of the neighboring machine shop. As the newest building in the complex, it remained essential to the functioning of the company until the end of the period of significance.

A series of photographs taken at the Portland Company by photographer Leyland Whipple (below) includes a number of images of Building 1 in 1949-50. These photos clearly document that the building was an important functional part of the operations of the Portland Company more than thirty years after it was built. This photo album can be found at: <https://www.flickr.com/photos/mvfotog/sets/72157604779520888/> (accessed September 2, 2015).



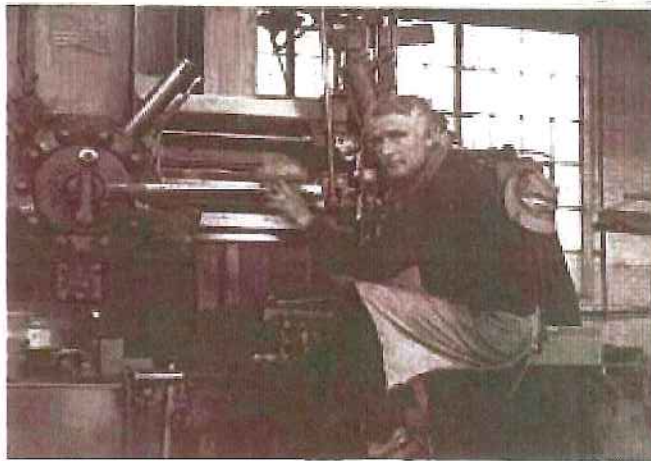
1. Portland Company Building 1 from Gate, c. 1950.



2. Employee Charlie Pratt at work in Building 1, c. 1950.



3. Employee Happy Pettis at work in Building 1, c. 1950.



4. Employee Frank Riley at work in Building 1, c. 1950.

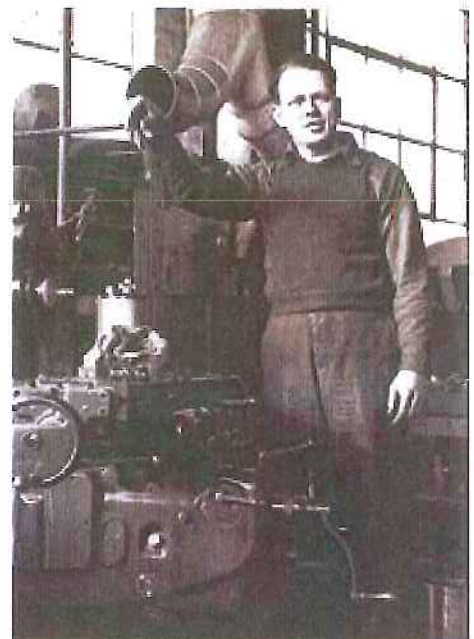


5. Employee Ritchie Murray at work in Building 1, c. 1950.



6. Employee Vic Hammon at work in Building 1, c. 1950.

7. Employee Win Strout at work in Building 1, c. 1950.



RESURGENCE

ENGINEERING AND PRESERVATION, INC.

132 BRENTWOOD STREET
PORTLAND, MAINE 04103
V/F (207) 773-4880
WWW.RESURGENCEENGINEERING.COM

September 4, 2015

City of Portland Planning Department
Attn: Deb Andrews
Via email to: dga@portlandmaine.gov

RE: Portland Company Complex, 58 Fore Street, Portland, Maine

Dear Deb,

As I understand, during the Planning Board meeting of July 28, the Board raised questions about the overall condition of Building 1 and Building 16 of the Portland Company Complex. The following discussion provides more background on the building assessment that we performed, and further describes the work required to rehabilitate these two structures. Following are the summary statements regarding the condition of the two buildings included in my March 26, 2015 report. (More detailed analyses were also included in the report.)

Building 1 - Erecting Building, c.1918

Relative rehabilitation costs for this structure and building envelope are based primarily upon the fact that the structure is repetitive in construction technique, offset by the likely reconstruction of the front masonry (west) wall. The staging and access cost required to perform clerestory rehabilitation from interior and exterior will be an increasing cost factor in building rehabilitation. A significant amount of steel-framed window glazing would require repair or replacement. Since this is the youngest building in the study, existing steel materials may be of higher quality and some understanding of snow loading requirements was incorporated into the design.

Building 15/16 - Boiler House and Brass Foundry c.1858, 1864

We did not enter Building 15, but the visible condition of the second floor framing means the structure would likely need to be rebuilt. Building 16, the Brass Foundry, requires several of the same structural assessments and likely upgrades that Building 14 requires, as well as the rehabilitation of the small south façade.

Additional Comments:

Building 1 - Erecting Building, c. 1918

Our historic construction research, described in our report, reveals that Building 1 was constructed in an era that did, in fact, consider the effects of snow loading on buildings, although that snow loading did not consider drift loading adjacent to lower and upper roof intersections. We understand that change of occupancy and conformance with contemporary code requirements dictates full evaluation and strengthening of the roof. Roof strengthening is common in a redevelopment project that involves changing a building's occupancy from industrial or storage occupancy to business or assembly occupancy.

When rehabilitating Building 1, it is possible that original roof decking, which is rotted in many areas, could be recycled and replaced with metal decking or plywood that would create a much stronger roof system. Original roof decking could be cleaned and re-integrated as a finish ceiling surface between new or supplemental roof framing, maintaining the architectural feature of the open structure while providing necessary structural strength to resist snow, wind, and seismic forces.

Exposed steel lintels are often replaced in century-old buildings undergoing rehabilitation. Contemporary coating systems and galvanizing can provide far better long-term corrosion protection than welding and rehabilitating existing corroding lintels, and preserve the original appearance of the original construction. Replacing the lintel systems can also present opportunities to improve lateral force stability.

It is commonplace to replace missing mortar and repoint brick during building redevelopment projects. Change of building ownership often spurs masonry rehabilitation regardless of whether a building structure is rehabilitated or if the building is redeveloped.

The pilaster cracks at the south-facing elevation of Building 1 can be rebuilt and strengthened as part of the overall rehabilitation of that front-facing façade. Other locations in Building 1, toward Building 2 could be modified to provide masonry expansion joints to mitigate future thermal expansion concerns by providing movement joints in the long walls. Returning the front-facing façade to its appearance during the time of historic significance can also provide opportunities to strengthen the end wall by installing supplemental steel bracing or reinforced shotcrete shear wall elements.

While the Structural Outcomes for Renovation/Restoration described in the BSE letter are correct, we wish to point out that the anticipated outcomes for Building 1 are often part of a building structural rehabilitation. In fact, Buildings 2 and 3 present far greater structural challenges than the relatively consistent challenges presented by Building 1. We also reiterate that the more recent construction date (1918), combined with the repetitive nature of the building elements can allow for a slightly less expensive rehabilitation than indicated in the BSE report for Building 1. All repairs and modifications anticipated for the structural rehabilitation of Building 1 will employ standard means and methods normal to steel frame construction and masonry rehabilitation, and from a technical standpoint can be accomplished in a manner that will maintain the integrity of the historic structure.

Building 16 – Brass Foundry, c.1864

We considered Building 15/16 as a joined structure, separated by the chimney and a buttress wall. We did not access Building 15 for safety reasons, nor do we argue its potential removal. However, Building 16 is in much better condition, relatively speaking, than Building 15.

Building 16 can, in fact, survive the removal of Building 15, if the buttress wall between Building 15 and Building 16 is preserved. If necessary for a future design program for the site, Building 16's roof could either be strengthened or bridged (eliminating snow loads) to accommodate construction adjacent to or above Building 16. Several contemporary multi-story structures on Munjoy Hill are being constructed to bridge them over the slope descending toward Washington Avenue.

Potential complexity of the Building 16 alley façade rehabilitation is clearly offset by the small size of the building and by the simple materials used in its construction. The entire alley-facing façade comprises a very small percentage of the overall façade area encompassed by Buildings 2 and 3, let alone the project as a whole.

City of Portland Planning Department, attn.: Deb Andrews
re: The Portland Company Complex, Building 1 (Erecting House) and Building 16 (Brass Foundry)
Page 3 of 3

Conclusion:

In conclusion, Building 1, The Erecting Shop, and Building 16, the Brass Foundry, are in poor condition (Building 1) and in very poor Condition (Building 16), but both buildings are salvageable. Appendix A of our original report, dated March 2016, 2015, further describes these conclusions and degrees to which a structure in poor or very poor condition can be rehabilitated. If you have any further questions, please feel free refer to the original report and to contact me.

Sincerely,



Alfred H. Hodson III, P.E.

AHH/ah



PAUL R. LEPAGE
GOVERNOR

MAINE HISTORIC PRESERVATION COMMISSION
55 CAPITOL STREET
65 STATE HOUSE STATION
AUGUSTA, MAINE
04333

EARLE G. SHETTLEWORTH, JR.
DIRECTOR

4 September 2015

Deborah Andrews
Historic Preservation Program Manager
Planning & Urban Development Department
389 Congress Street
Portland, Maine 04101

Re: Portland Company, 58 Fore Street

Dear Deb:

In a letter received on September 2, 2015, the Maine Historic Preservation Commission (Commission) was asked to comment as to whether the local historic district at the Portland Company complex, as proposed by the Portland Historic Preservation Board, would be eligible for certification by the National Park Service based on applicable criteria as expressed in Portland's Historic Preservation Ordinance. Technical Preservation Services is the branch of the National Park Service that certifies local historic districts under local historic ordinance.

In 1976 the Commission determined that the entire Portland Company complex was eligible for listing in the National Register of Historic Places. We revisited this finding in 2014 and at that time confirmed the earlier assessment. In a March 31, 2014 letter to Deborah Andrews we stated that the property meets National Register Criterion A, in the areas of Industry, Engineering and Transportation, and Criterion C as a historic district. For both Criteria the period of significance began in 1845/6 and ended in 1982, the year the foundry closed. The only non-contributing building in the complex would be Building S, which was built after the foundry closed.

As you know, a certified district must substantially meet the National Register criteria (see 36 CFR 67.9). Although a historic district designated under a local statute must meet the National Register criteria as defined in 36 CFR 60, the criteria for local designation in Portland includes additional parameters that are not components of the National Register criteria. "Condition" is not one of the aspects of integrity evaluated under the National Register, nor is there a clause linking integrity to

worthiness of preservation or restoration. For this reason, the Commission does not feel that we have an adequate understanding of how the Technical Preservation Services branch of the National Park Service would apply and evaluate these two factors with respect to the Portland Company Complex, nor can we speculate on how that evaluation might be altered if any of the existing historic buildings were demolished.

Please do not hesitate to contact the Commission if you have any questions.

Sincerely,

A handwritten signature in cursive script, appearing to read "Christi A. Mitchell".

Christi A. Mitchell

National Register Coordinator

Att 3

BERNSTEIN SHUR

COUNSELORS AT LAW

207-774-1200 main
207-774-1127 facsimile
bernsteinshur.com

100 Middle Street
PO Box 9729
Portland, ME 04104-5029

Mary E. Costigan
207 228-7147 direct
mcostigan@bernsteinshur.com

August 26, 2015

Portland Planning Board
City of Portland
389 Congress Street
Portland, Maine 04101

Re: Proposed Designation of Portland Company Historic District

Dear Planning Board Members:

This letter and the attached materials are intended to address the Board's requests for more information from the July 28th workshop. To remind the Board of CPB2's position on the Historic Preservation Board's recommended historic district on their property at 58 Fore Street: 1) Buildings 1 and 16 should be categorized as non-contributing; 2) the boundaries of the District should be limited to our proposed boundary set forth in the attached; and 3) the following language should be added to the Portland Company Historic District: "the height allowances established by zoning shall be honored in reviewing proposals for new construction within the district."

Building 1

Structural Integrity: We have attached a letter from Becker Structural Engineers that includes an executive summary of the structural condition of Building 1, providing further detail on their original findings. In the letter, Becker concludes that Building 1 is rated "very poor/salvageable with significant structural rework and investment/questionable economic viability/consider demolition." Further, Becker states, "Our justification of this rating is that all major structural systems are affected in a renovation." Becker's full review of Building 1 can be found on pages 5-10 of the March 28, 2014 Structural Report which has been submitted to the Board.

Historic Significance: As we have stated previously, the current Building 1 was built at the end of the period of significance, in 1918. As you can see in the attached timeline, the vast majority of the historically-significant activities of the Portland Company took place between 1847 and 1918. In reviewing the Sutherland Report for further information, it is notable that the Report does not discuss any activities of significance that took place on the site after 1918. Appendix H of the Sutherland Report references a Building Inventory by Tremont Preservation Services, but includes only the significant activities that occurred prior to 1918. In the full text of the Tremont Inventory, the history of the site beyond 1918 states as follows: "During the Depression years, manufacturing plummeted and the Portland

Company suffered bankruptcy." The company stock was purchased by Phineas Sprague's grandfather, who owned it with his cousin through 1956, diversifying the operations to include the manufacturing of snow plows, washing machines, etc. The property changed hands a few more times and produced things such as a machine to form Styrofoam containers, as well as components for the nuclear industry. These are the activities that occurred in the current Building 1 – not the historically significant activities such as the extensive locomotive production mentioned in the Sutherland Report. Those significant activities took place in the original building 1, which was constructed in 1880, was made of wood and had a smaller footprint. Additional photographs of the original building 1 are attached.

Building 2 façade: In addition, to the lack of structural integrity and lack of historic significance of Building 1, the removal of Building 1 will allow for the revealing and restoration of the façade of Building 2 (an original Portland Company Building built by John Poore in 1847) and the original rail yard. The attached artist renderings show CPB2s conceptual ideas of how Building 2 can be showcased and the original yard used as a public plaza.

Historic Tax Credits: Although the Historic Preservation Board, City staff and Maine Preservation are focused on historic tax credits as a reason for retaining Building 1, as we know, these credits are reviewed annually and should not be considered as planning tools and may in fact not be available at the time of development or any other rehabilitation project. Furthermore, availability of potential historic tax credits is not a element of Portland's city ordinances or its comprehensive plan.

Building 16: We have attached photographs and the summary of the structural condition of Building 16 which was rated a 1.5 by Becker Structural Engineers: Very poor/unsafe/demolition likely.

We therefore propose that Building 1 be classified as Non-Contributing based upon the date of construction, the fact that it is not the original erecting shop for the Portland Company, and because of its poor structural integrity and that Building 16 be classified as non-contributing based on its structural condition.

Proposed Historic District

Should the Planning Board recommend a historic district on the Portland Company property, we have attached a depiction of the proposed boundaries. It includes the significant historic core of the complex: buildings 2, 3, 6A, 6B, 12, 24, 14, 15, and 16, as well as a portion of Building 1, to be preserved as open space.

Building Height

We request that language be added to the Portland Company district as follows: "the height allowances established by zoning shall be honored in reviewing proposals for new construction within the district" consistent with language in the Congress Street historic district. We have attached the B-6 Building Height Overlay for your reference. As you can

August 26, 2015
Page 3 of 3

see, the majority of the proposed historic district has a maximum building height of 35 feet and about 25% of the proposed district has a maximum building height of 45 feet.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "ME Costigan", written over the printed name.

Mary E. Costigan



August 25, 2015

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

The Portland Company
58 Fore Street
Portland, Maine

Dear Kevin:

Per your request we have prepared an executive summary regarding the structural condition and likely remedial work associated with Building 1 of the above noted Portland Company complex. Our opinions are based on visual observations made in December 2013 thru February 2014. The intent of our visual review was to provide CPB2 with a general understanding of the structural condition of the existing buildings on the property. We evaluated the structural condition of Building 1 and identified the following:

Findings

- The steel frame high roof structure is likely not rated for snow loadings and the low bay roofs are likely not designed for snow drifting due to the high-low roof condition. Both conditions will likely cause overstresses in framing and decks and will need to be reinforced to meet current code requirements.
- Wood plank roof decking was rotted in several locations, particularly at eaves due to leaking roofs. In general, the roof appears to have leaks throughout. Wood decking is not effective as diaphragm to transfer lateral loads.
- Masonry piers along south elevation had large vertical cracks, likely a result of thermal stresses in the brick and discontinuity of steel lintels. Steel lintel framing over large windows cause disruption of brick piers and cause structural instability of piers with a hinge type condition. Cracks allow water infiltration which causes further structural damage.
- The lintel flanges are exposed over windows at the exterior side and rust jacking is causing expansion, rotation and masonry damage.
- Concrete window sills are spalled and cracked with exposed reinforcing in many locations.
- Many brick masonry joints have missing mortar, particularly at eave drip line below window sills. Moss was noted to be growing in masonry joints at and above the pavement line. Masonry also has wide spread areas of distress including loose and missing mortar, cracks and spalls.
- Upper roof appears to be an out of date tar and chip roof which will need replacement.

- No definable lateral load resisting system in either principal direction.
 - Limited frame action in high bay of transverse direction. Offset column splices at low/high roof transition and crane girder create a stiffness discontinuity.
 - No method to transfer clerestory loads to lower level in longitudinal direction.
 - End wall and side walls have large openings with unreinforced masonry bearing walls known to have poor performance in seismic events.
 - Wood roof diaphragms are likely inadequate to transfer diaphragm shears to exterior walls.

Based on our observations, the anticipated Structural Outcomes for Renovation/Restoration include:

- Replacement of roof decking with metal deck along with new roofing and insulation and re-establishment of diaphragm connections to existing walls.
- Reinforcement of roof framing to meet snow loading requirements.
- Introduce lateral load resisting system with wall shotcrete or steel frame.
- Repair exterior masonry and rebuild certain areas as required. Extensive rebuilding will be necessary to address cracked masonry pier conditions. Clean masonry.

Structural Condition Rating

Based on the level of structural work required to all major structural elements, we rate the structural condition of Building 1 as "very poor/salvageable with significant structural rework and investment/questionable economic viability/consider demolition". Our justification of this rating is that all major structural systems are affected in a renovation. Exterior masonry piers have major vertical cracks. Steel lintels create a hinge condition in exterior masonry piers and therefore their stability is questionable. The end bay has large masonry openings that are not original to construction and seismic performance of the system is very questionable.

Structural Renovation Costs

Rehabilitation of open one story space would have high unit costs considering necessary investment in structure versus net usable space.

In closing, our review indicates that most of the structural systems of Building 1 are in very poor condition. Further, based on the current conditions and the level of alteration needed to repurpose the building, the existing structure will need most elements and systems improved to meet the code requirements of 2009 IEBC and IBC codes which will entail a significant cost in comparison to the useable area of the building. We suggest you reference our original report dated March 28, 2014 for more details on existing conditions and code requirements.

We trust this information meets your needs at this time. If you have any questions, please feel free to contact me.

Sincerely,
BECKER STRUCTURAL ENGINEERS, Inc.

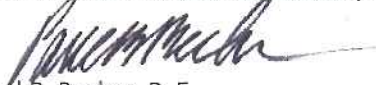

Paul B. Becker, P. E.
President





Photo 1-1: General View, Building 1



Photo 1-2: Wood deck condition at eave.



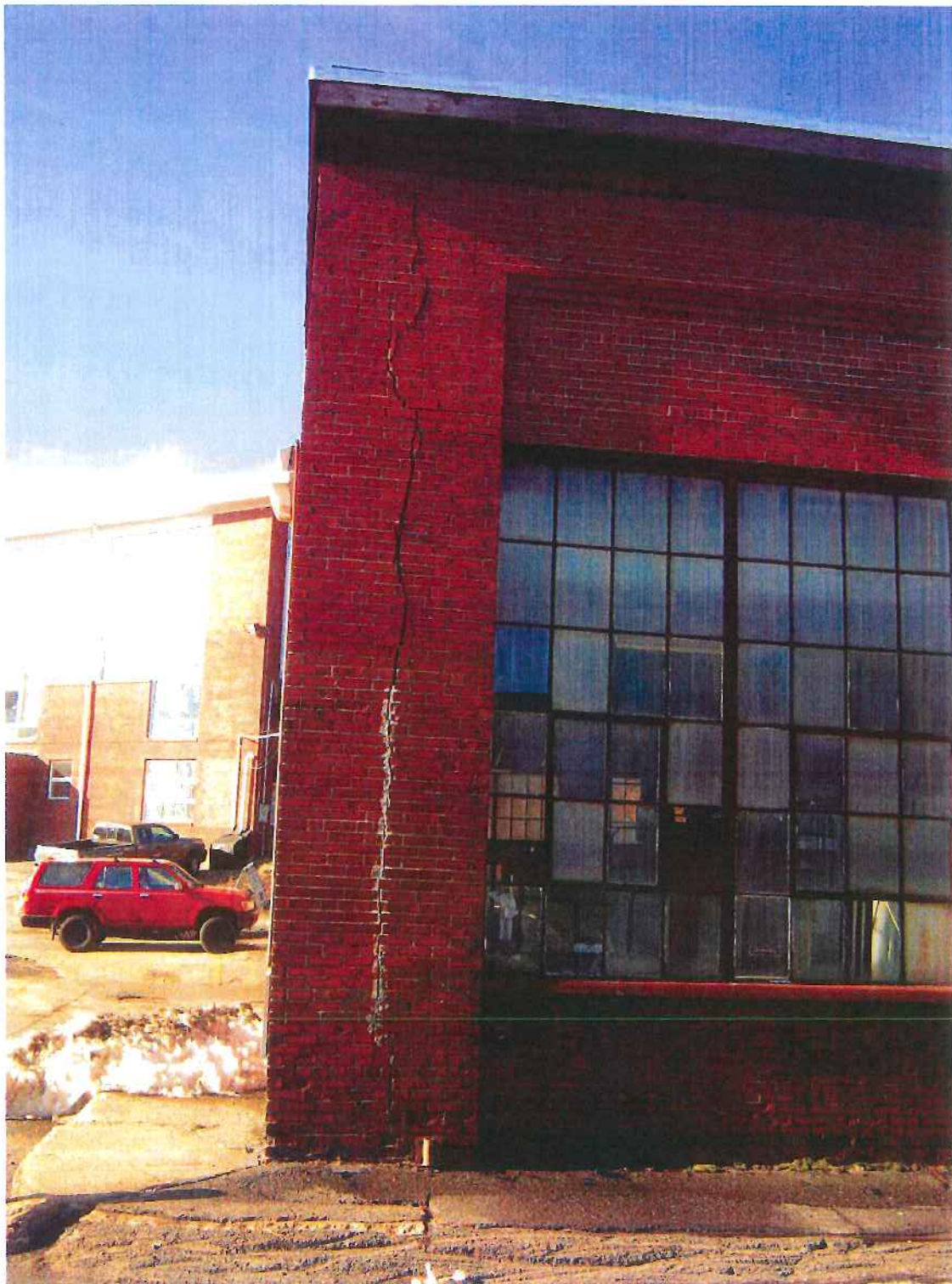


Photo 1-4: Vertical brick masonry crack at southwest pilaster.



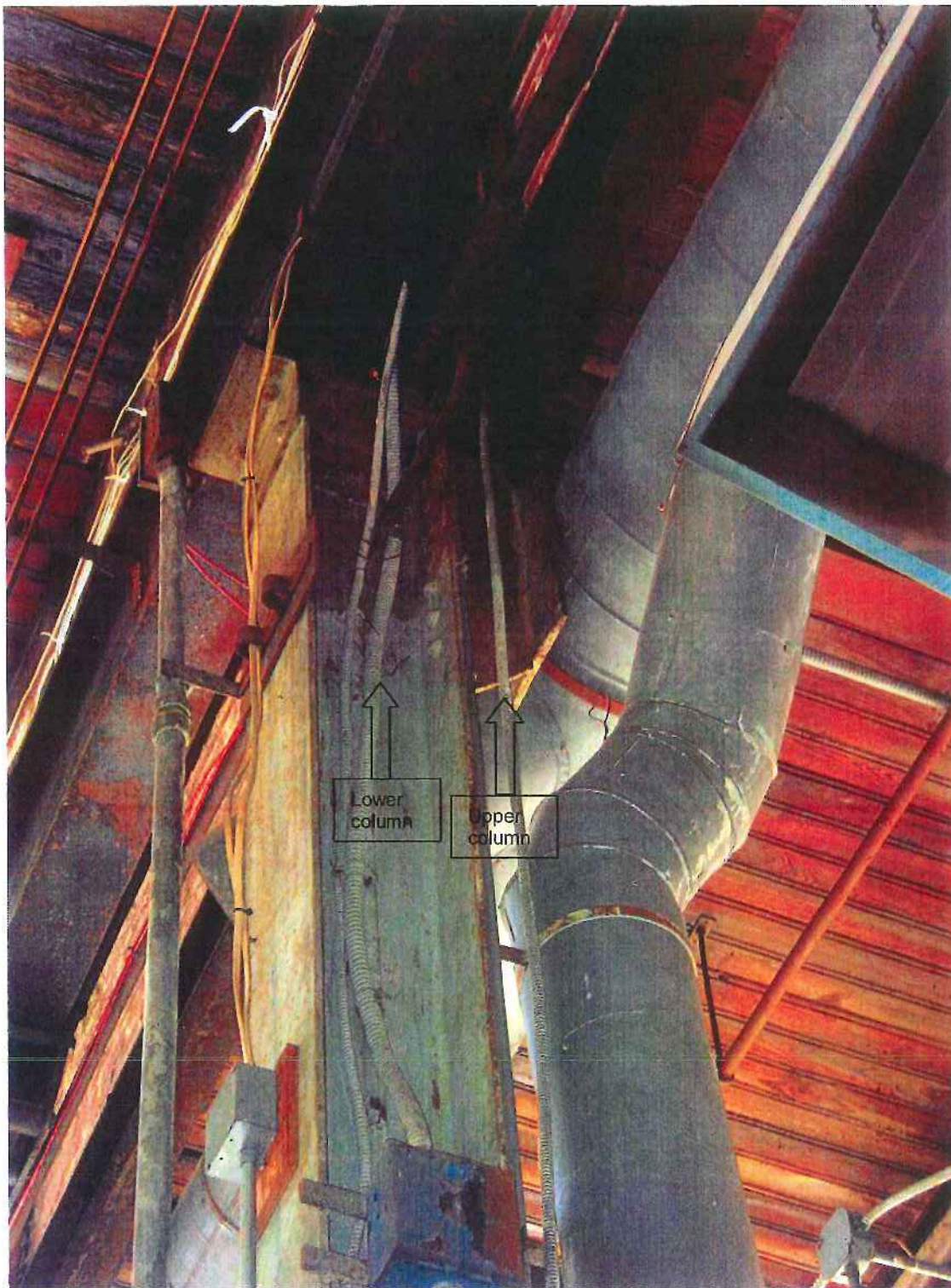


Photo 1-5: Column discontinuity at low-high roof condition.



APPENDIX A PORTLAND COMPANY COMPLEX – MARCH 2015 RELATIVE CONDITION AND REHABILITATION COST COMPARISON

BUILDING NUMBER - NAME DATE	RELATIVE STRUCTURAL CONDITION			RELATIVE REHABILITATION COST	
	BECKER	RESURGENCE /BECKER SCALE	RESURGENCE SCALE	BECKER	RESURGENCE
BUILDING 1 - ERECTING BUILDING 1918	2.0	2.5 (REPETITIVE DTL'S)	P2	4.0	3.5 (REPETITIVE DTL'S)
BUILDING 2 - MACHINE SHOP 1847	2.5	2.5	P2+	4.5	4.5
BUILDING 3 - MACHINE SHOP 1847	3.0	3.0	P2+	3.0	3.0
BUILDING 4 - FOUNDRY/ACETYLENE HS 1895, 1904-09	1.5	1.5	VP2	4.5	4.0 (REPETITIVE DETAILS, CUSTOM REHABILITATION)
BUILDING 6B - TANK SHOP 1896-1904	3.0	3.0	P2+	3.5	3.5
BUILDING 7 - CAR SHOP 1873, 1904	2.0	1.5 (BOWED WALLS)	VP1	5.0	5.0
BUILDING 10 - PAINT SHOP 1873	1.0	1.0	VP1	4.5	4.0 (REBUILD IN KIND)
BUILDING 11 - PATTERN STOREHOUSE 1885	2.5	2.0 (NORTH WALL)	VP2	4.5	4.5
BUILDING 14 - DRAFTING ROOM AND STOREHOUSE 1858, 1864	NOT INSPECTED	2.0	VP3	NOT INSPECTED	3.5
BUILDING 15/16 (NO ACCESS TO B15) BOILER HOUSE/BRASS FOUNDRY 1858, 1864	1.5	1.5	VP3	3.0	3.0
Averages of common buildings inspected (excluding Building 14)	2.11	2.06		4.06	3.89

SEE FOLLOWING PAGES FOR EXPLANATION OF BECKER STRUCTURAL ENGINEERS AND RESURGENCE ENGINEERING RATING SYSTEMS

Notes:

1. Coordinate this document with "Portland Company Complex General Building Assessment" prepared by Resurgence Engineering et al, March 2015, and "Evaluation of Existing Buildings at the Portland Company Property" prepared by Becker Structural Engineers, March 28, 2014.
2. Further discussion about relative rehabilitation costs related to these structures, by Resurgence Engineering, follows this page.

RESURGENCE ENGINEERING RELATIVE STRUCTURAL CONDITION SCALE OF EXISTING BUILDINGS IN POOR CONDITION

BSE condition #	REP NUMBER	DESCRIPTION OF CONDITION, PRE AND POST MITIGATION	LOCAL/MAINE BUILDING EXAMPLES PRE AND POST MITIGATION
(n/a)	VP1 (very poor, not salvageable)	PRE: Immediate <u>widespread public safety threat and site/occupant safety threat</u> if not barricaded and structurally shored; evacuate nearby buildings, streets, sidewalks, block off parking spaces. Potential for widespread debris field in event of collapse; Building cannot be re-occupied following triggering event. POST: Condemn and demolish building.	Buildings with extensive fire damage
1	VP2 (very poor but salvageable, expensive to rehabilitate, i.e. approx. BSE cost #4 to #5)	PRE: Immediate <u>widespread public safety threat and site/occupant safety threat</u> if not barricaded and structurally shored; evacuate nearby buildings, streets, sidewalks, block off parking spaces. Potential for widespread debris field in event of collapse; Building cannot be re-occupied following triggering event. POST: Building assessed, barricaded, structurally shored; nearby buildings deemed safe for return; streets, and/or sidewalks and parking spots remain blocked off. Building itself cannot be occupied after stabilization. Unsafe for rescue personnel to enter if trespassers are inside. Shored and secured structure relatively expensive, but feasible, to rehabilitate.	PRE: Norway Opera House, 2007-09 POST: Norway Opera House, 2010+
1	VP3 (very poor but salvageable, moderately expensive to rehab, i.e. BSE cost #3 to 4)	PRE: <u>Immediate site/occupant safety threat and localized public safety threat</u> if not if not barricaded and structurally shored; Block off streets, sidewalks, and parking spaces. Potential for localized debris field in event of collapse; Building can be occupied following the triggering event. POST: Building assessed, barricaded, structurally shored; nearby buildings deemed safe for return; streets, and/or sidewalks and parking spots can remain blocked off or reopened following mitigation. Building itself can be occupied.	PRE: Buildings with widespread loose façade components. i.e. Masonic Temple Localized structural failures i.e. Portland Company Complex Building 4 POST: Stabilized structures, removing loose components or installing covered sidewalk and blocked off parking spaces.
2	P1 (very poor but salvageable, less expensive to rehab; i.e. BSE cost #2)	PRE: <u>Likely site/occupant safety threat and localized public safety threat</u> if not if not barricaded and structurally shored; Block off streets, sidewalks, and parking spaces. Potential for localized debris field in event of element failure; Building can be occupied following the triggering event. POST: Building assessed, barricaded, structurally shored; nearby buildings deemed safe for return; streets, and/or sidewalks and parking spots can remain blocked off or reopened following mitigation. Building itself can be resume occupancy.	PRE: Buildings with a few loose façade components that can easily be removed or snow and ice buildup that can easily and quickly be removed, POST: Stabilized structures, removing loose components or installing covered sidewalk and blocked off parking spaces.
3	P2	PRE: <u>Possible site/occupant safety threat and localized public safety threat</u> if not if not barricaded and structurally shored; No triggering event causing distress; possible change of use makes economics questionable. POST: Rehabilitation Feasibility Study considering economics for specific buildings and structures.	PRE: Portland Company Building Complex Building #1

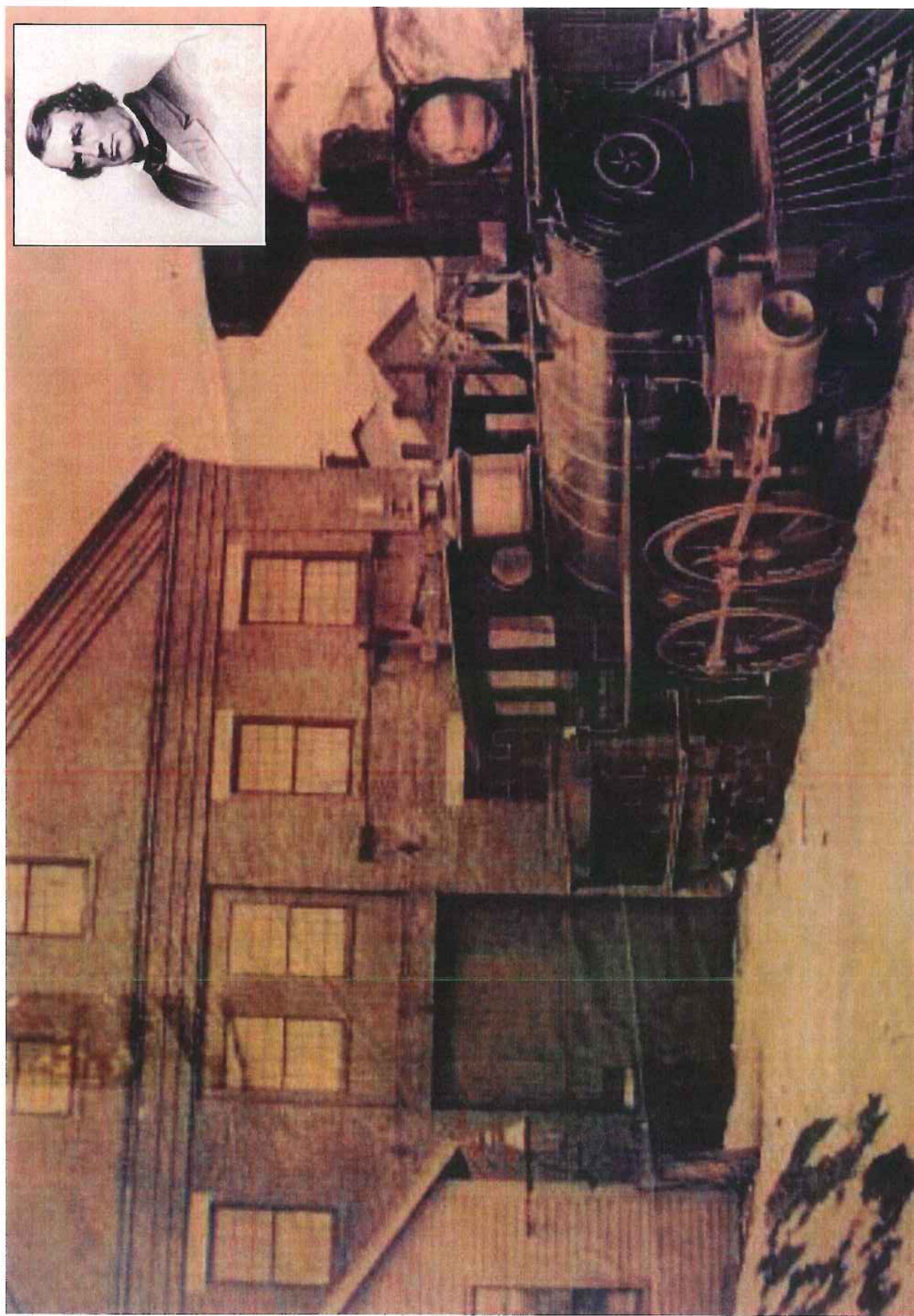


PHOTO A : Façade of Building 2 built in 1847, original to the Portland Company (photo circa 1871)

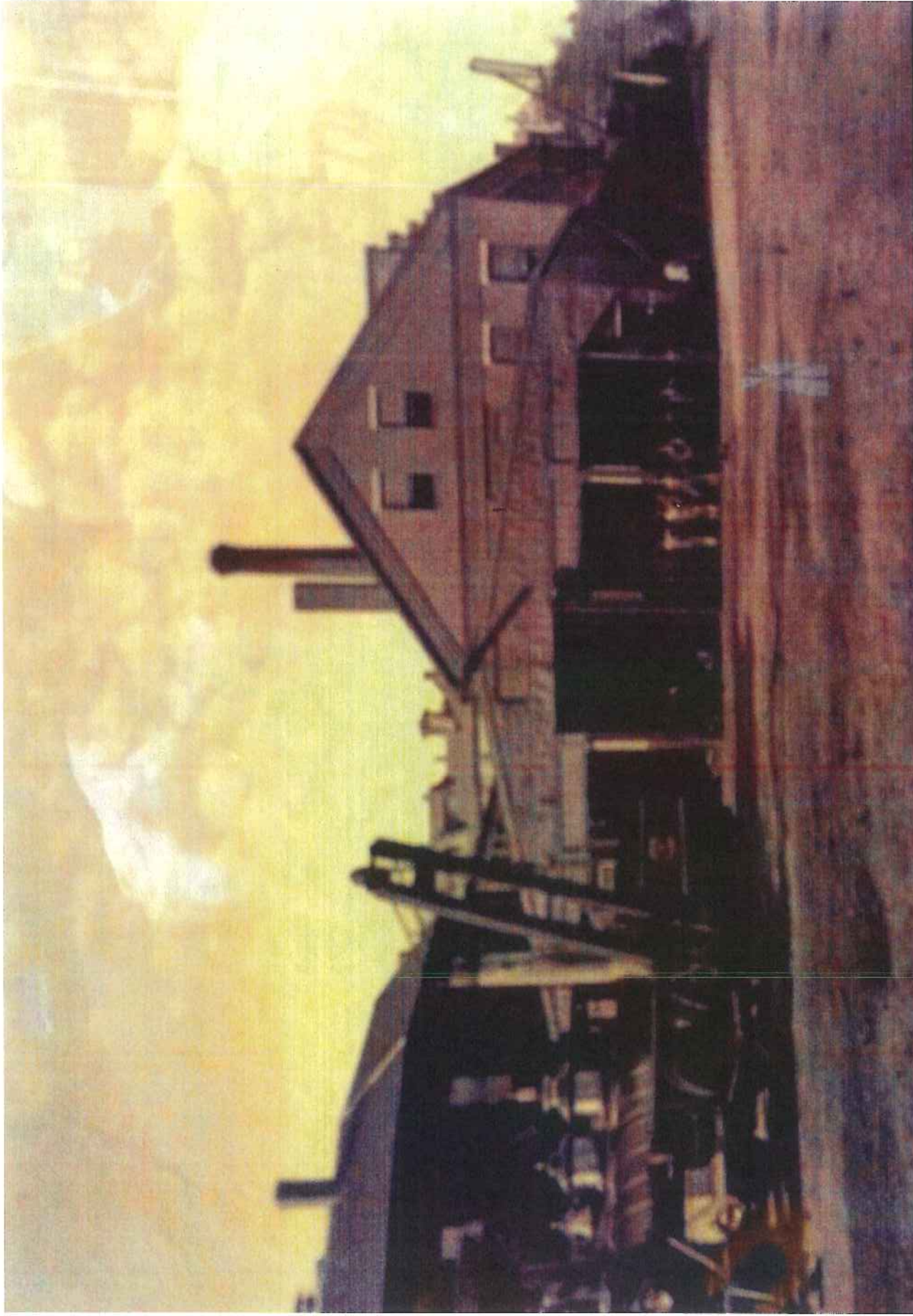


PHOTO B: Original version of Building 1 with low profile and no monitor built ~ 1880



PHOTO C: Second version of Building 1 with roofline change and addition of monitor (photo circa 1896)

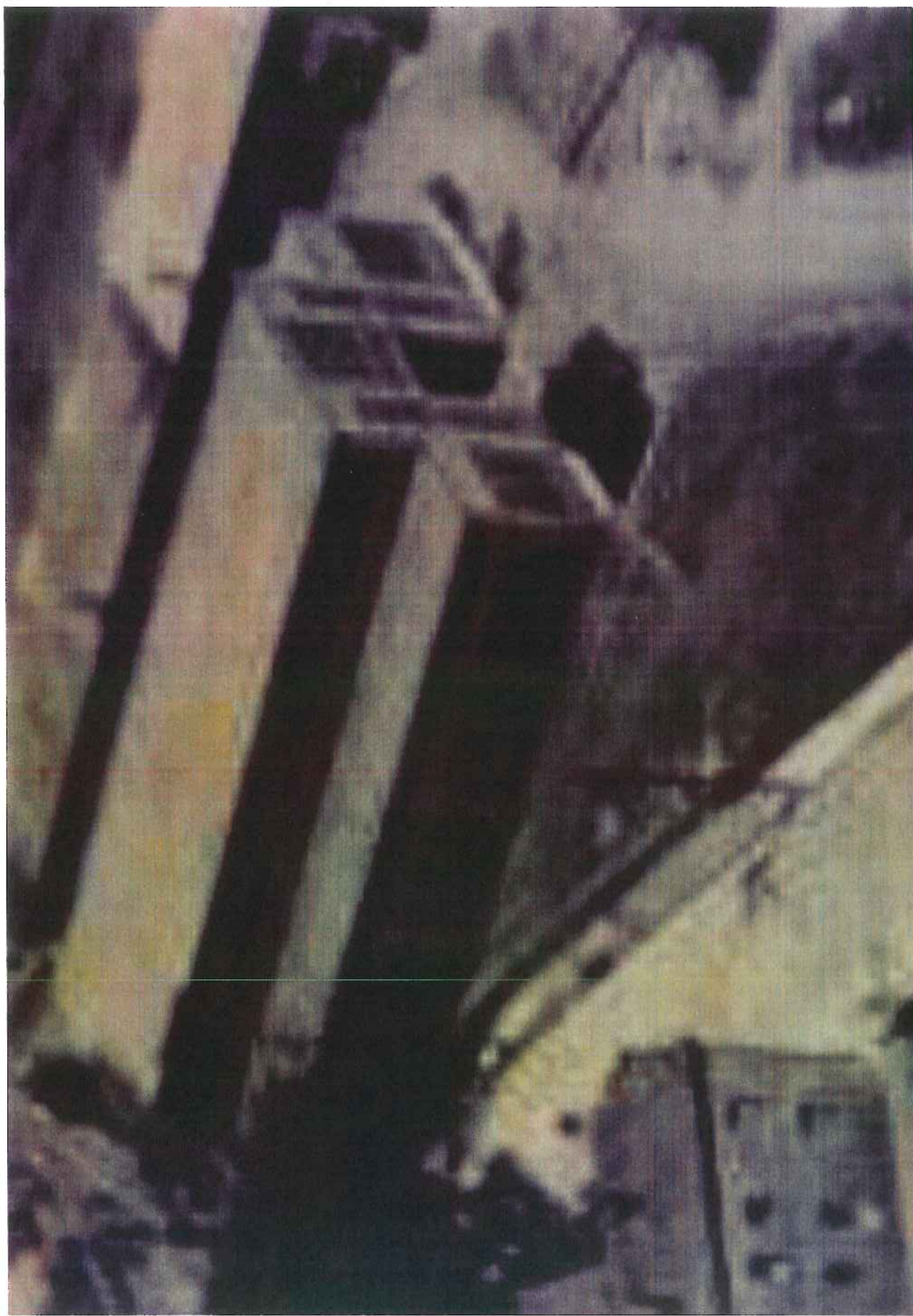


PHOTO D: New 1918 version of Building 1 with original western façade (photo circa 1938)

History of the Portland Company and Historic Significance of Products Created

Source: Summarized directly from Sutherland Preservation Consultants and Tremont Preservation Services Reports submitted to the Portland Historic Preservation Board.

The Portland Company: Mid-19th Century Manufacturing: The Portland Company was the only company in the U.S. founded for the sole purpose of manufacturing locomotives.

Locomotives: 1848 - c.1900

The Portland Company's first locomotive, the Augusta, was completed in 1848 for the Portland, Saco, & Portsmouth Railroad. Over the next 60 years, 630 more steam locomotives (and hundreds of freight and passenger cars) were constructed. The Portland Company also built locomotives for the U.S. Government during the Civil War.

Fire Engines: c.1860 - 1870s

The Portland Company manufactured the first of its horse drawn steam fire engines, the "Greyhound," in 1860. The Portland Company subsequently produced at least seven steam engines for the Portland Fire Department. Several more steam fire engines were built during the 1860's and into the 1870s.

Steamships and Other Vessels: c.1860 - c.1920

The Portland Company built over 350 steam engines and boilers for marine, as well as, industrial uses. They outfitted towboats, fishing vessels, yachts, dredges, freighters, fireboats, and ferries.

The Portland Company: Late 19th/Early 20th Century Diversification: Portland's economy—and the Portland Company's portfolio—diversified as industrialization progressed. The Portland Company began manufacturing elevators, cast iron elements, and paper industry equipment, and for WWI, they produced brass shell casings. They even distributed automobiles and trucks.

Elevators: Early 20th century

The Portland Company manufactured passenger and freight elevators, at first hydraulically powered and later electrically. The Portland Company also produced the elevators for the Portland City Hall.

Cast Iron: Late 1800s

The Portland Company cast storefronts, man-hole covers, parts for lighthouses (lanterns, lamp decks, spiral stairways, doors and sashes, walkways, railings, vents, spindles and markers, upper sections of light tower), lamp posts, ornate gates, and industrial boilers. They also operated a bronze and brass foundry.

Paper Industry: Late 1800s - 1900s

The Portland Company manufactured equipment used in the paper industry including pulp digesters, boilers, tanks, steam accumulators, chippers and debarkers, vomit stacks, turbines, penstocks, water-control gates, and gate-hoisting equipment.

The advent of electricity meant convenience and new challenges, like the heavy static charge that can be produced during the manufacturing process, causing problems in paper and textile mills. The remedy came in the form of an electric neutralizing machine, patented by electrical engineer, William Chapman, in 1908. The Chapman Corporation operated as a subsidiary of the Portland Company in Building 6 at the waterfront mill yard.

Automobile Sales: c1907 - c1914

The Portland Company served as Maine's exclusive distributor of the high-end Knox automobiles, trucks, firetrucks, and three-wheeled tractors which were manufactured in Springfield, Massachusetts. In 1910, they added the Brush, Cole, and Thomas automobile line to appeal to middle and lower income buyers.

Brass Howitzer Shell Casings for the War: 1917 - 1918

The onset of WWI prompted the need for further diversification and brought a brief respite to the regional decline in manufacturing. Tens of thousands of brass shell casings were produced by the Portland Company, packed in pairs, and shipped to another factory to be filled before being sent to the US Army between 1917 and 1918. Women replaced men, who were overseas serving in the military, in this, and other factories

NOTE: The following section appeared in the Tremont Preservation Services historical survey of the Portland Company report, but was omitted from the Sutherland Consulting Appendix H, which cited the full Tremont Preservation Services Report

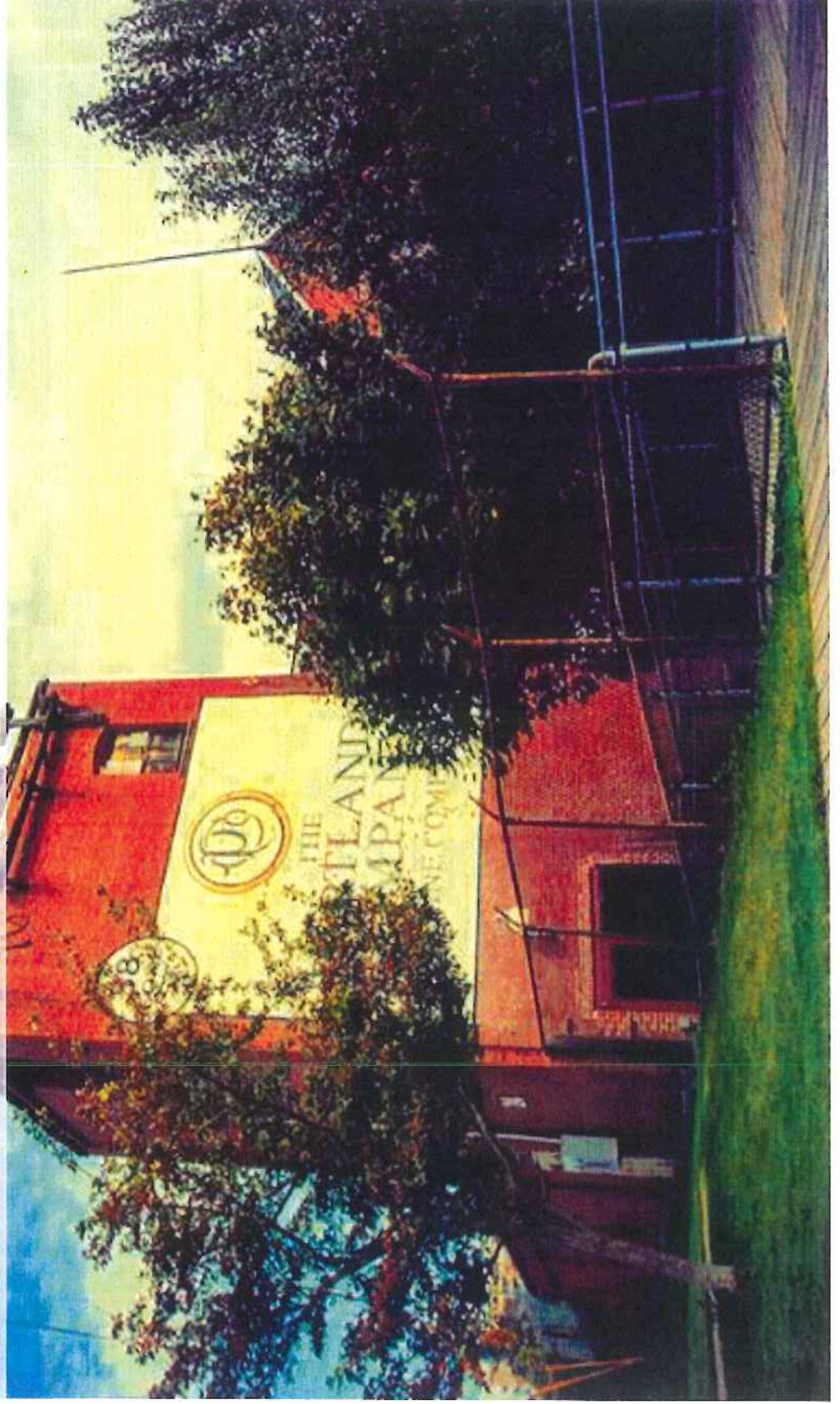
Depression Era through 1950s: Snow Plows, Washing Machines, Canning Industry Equipment, Stainless Steel c1920s - 1950s

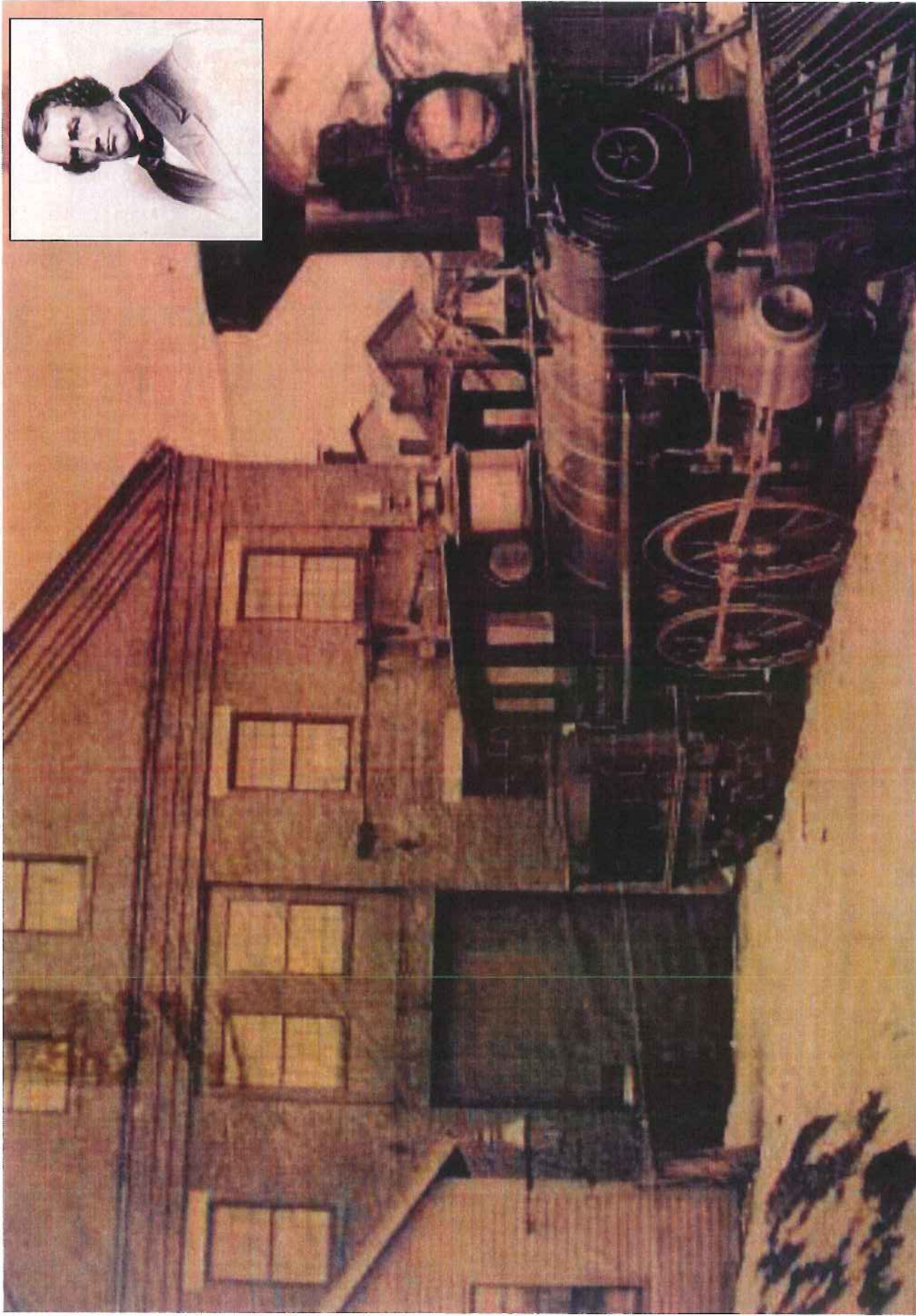
During the Depression years, manufacturing plummeted and the Portland Company suffered bankruptcy. William "Widgery" Thomas (grandfather to most recent owner, Phineas Sprague Jr.) and his cousin, Charles Payson, purchased the Portland Company's stock and maintained ownership through 1956. They continued to diversify operations, manufacturing snow plows, washing machines, rotary welders, steam retorts (pressure cookers) for the canning industry, cast bean pots for Burnham & Morrill Company (B & M Baked Beans), marker buoys, and a wood match-making machine for Diamond Match Company.

Mid-20th Century through Present: Nuclear Industry Components, Plastic Bottle Extruding Machines: 20th Century.

In 1956, Thomas and Payson sold the Portland Company to United Industrial Syndicate of New York. UIS sold the business back to descendants of William Thomas, the Sprague family, in 1978. The Spragues operated Portland Engineering on the property and manufactured, among other products, components for the nuclear industry through 1981.

The Historic Core of the former Portland Company at 58 Fore Street





58 Fore St Historic Core Concept – Building 2, original to Portland Co, and oldest building on 58 Fore Site



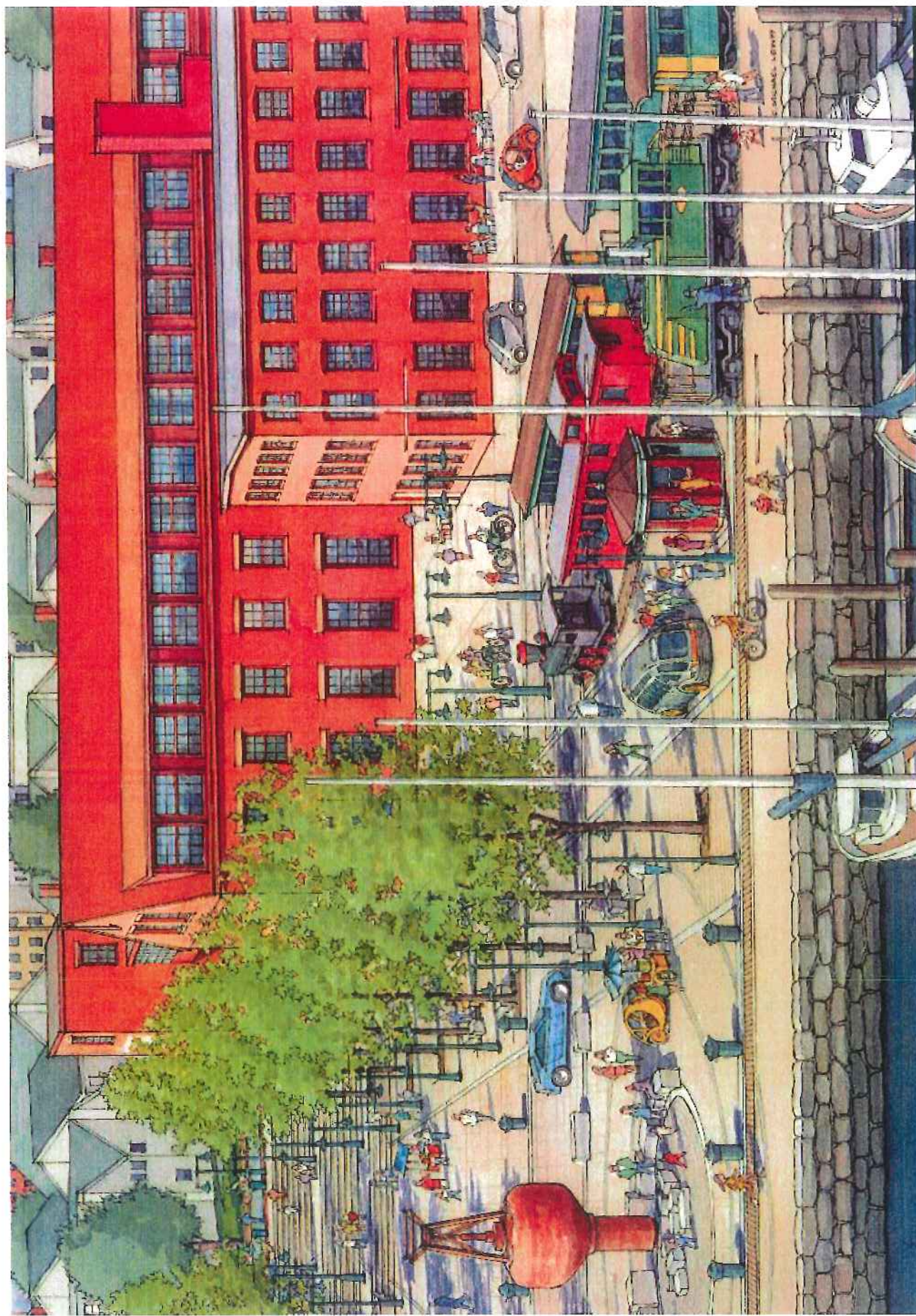
Historic Core Concept – Creating Public Access from Fore Street to Portland's Waterfront



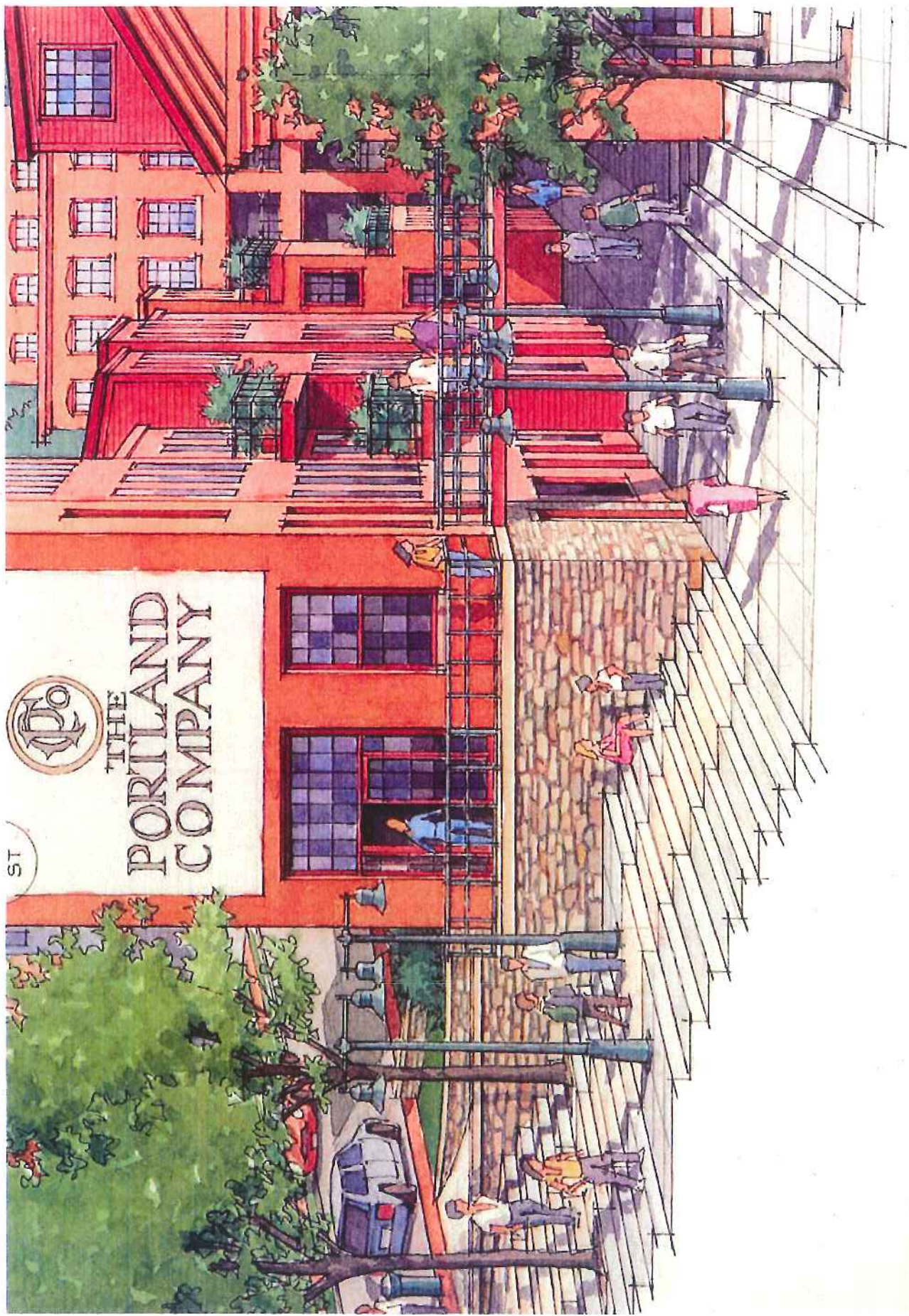
Historic Core Concept – Iconic Facades of the Portland Co Tower, Building 2 c. 1848, and Building 6



Historic Core Concept – Iconic Facades of the Portland Co Tower and Building 2 c. 1848



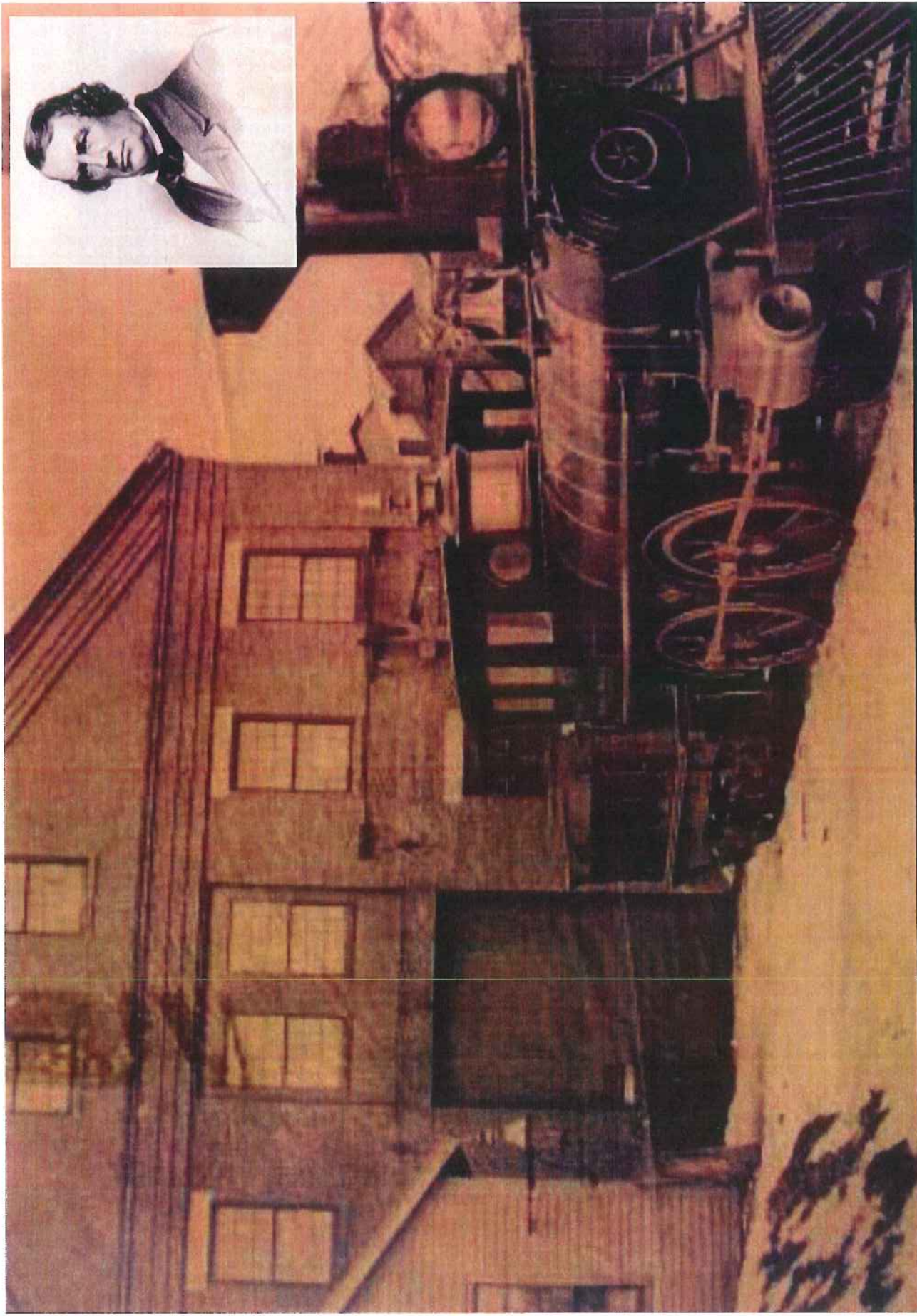
Historic Core Concept – Creating Public Access from Fore Street to Portland's Waterfront



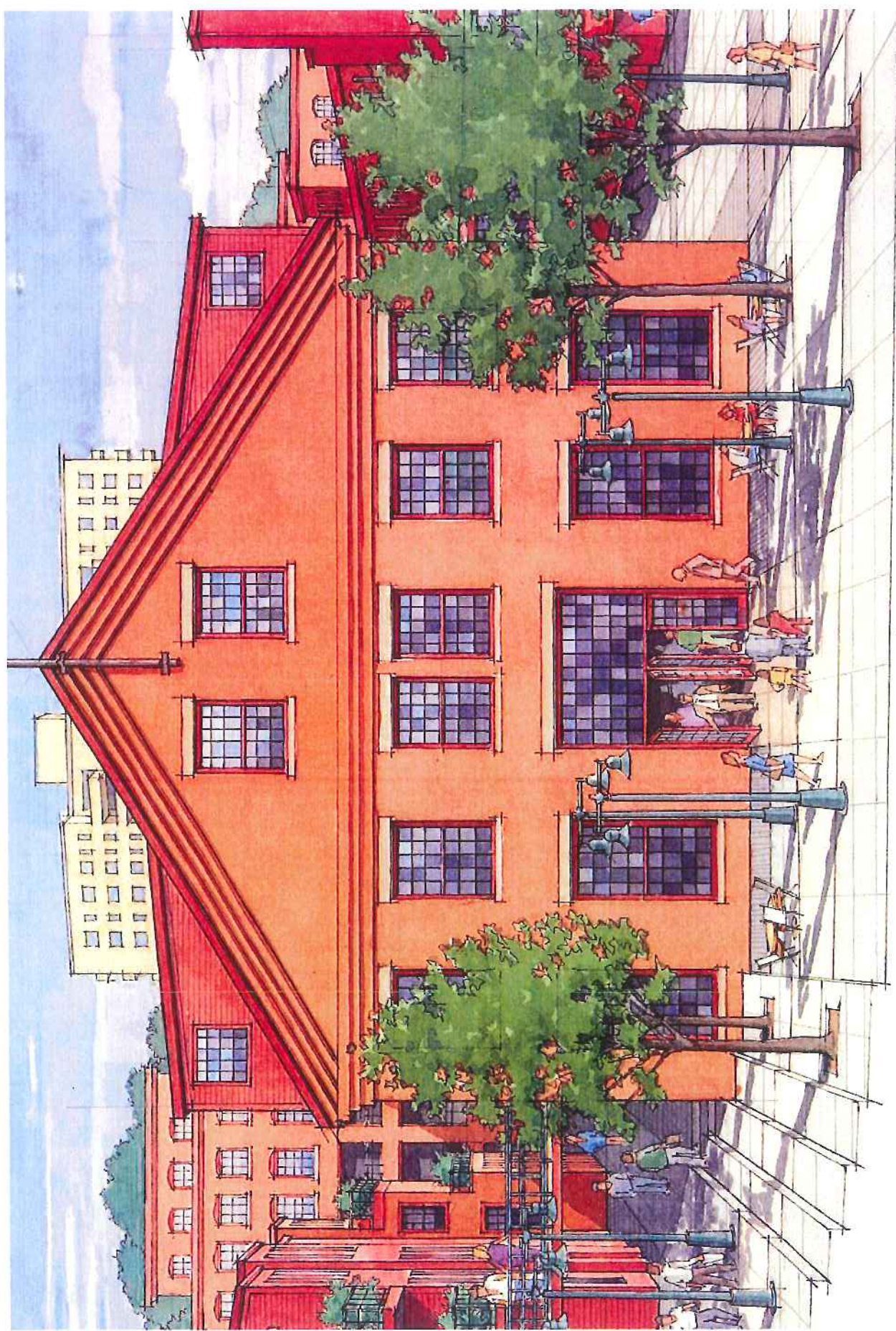
Historic Core Concept – Reinventing the Portland Co Alleys and Linear Alignment



Historic Core Concept – Creating public space between Building 2 and Building 6

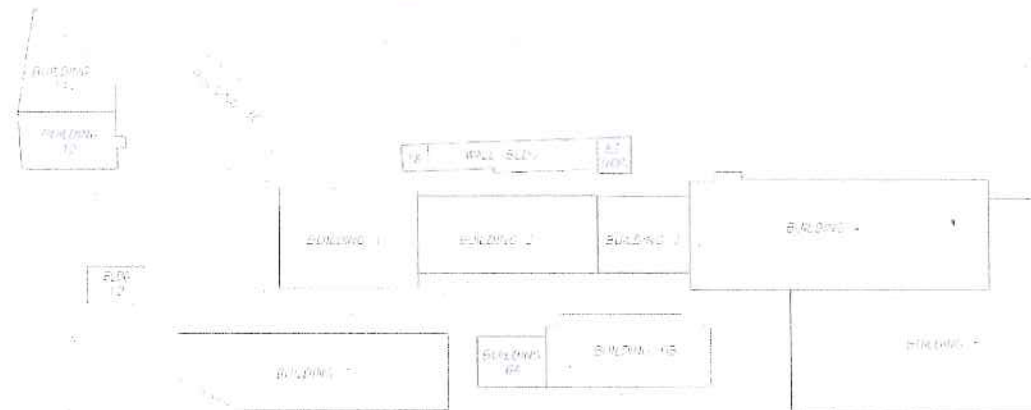


58 Fore Historic Core Concept – Celebrating the Portland Company's Most Historically Significant Building



Revealing the Iconic Façade of Building 2, the Portland Company's first Building (c. 1848)

Building Number: Blacksmith Shop (Building 16)



Location Plan

Description, Condition and Assessment:

- Wood rafter framed roof, back wall and side walls are stone retaining wall for embankment, brick masonry front wall (Photo 16-1).
- Fore Street stone retaining wall at is dry stacked. It was apparent that water travels through the wall.
- North stone walls may be buttressing Fore Street retaining wall.
- Brick masonry had numerous open joints, missing bricks, bulging and moss growth near drip line.
- East side stone wall butts brick masonry front wall to the south; condition is poorly bonded with an open joint.
- Roof rafters appeared to be in good condition, but daylight was visible through roof around chimney penetration.
- Roof eave has been redecked with OSB at eave; roof is covered with shrink wrap.
- Entry did not meet code due to door height.
- Wood windows have broken panes and missing sashes.
- No eave board, building generally not weather tight.
- It is believed that groundwater penetrates this building through the retaining wall.

Anticipated Structural Outcomes for Restoration:

- Repair exterior masonry including extensive repointing and rebuilding to creating contiguous wall conditions.
- Replace windows.
- Create accessible entrance and incorporate 2 means of egress.
- Roof reinforcing to support snow load of properly insulated roof.

Structural Condition Rating	1.5
Structural Renovation Cost Rating	3.0



Rating Justification:

Building currently is not weather tight and extensive work will be necessary address this condition. Entry conditions will need to be brought up to current code for fire and egress compliance. Roof likely not framed to address drifted snow from adjacent high roof/street and will require reinforcement.



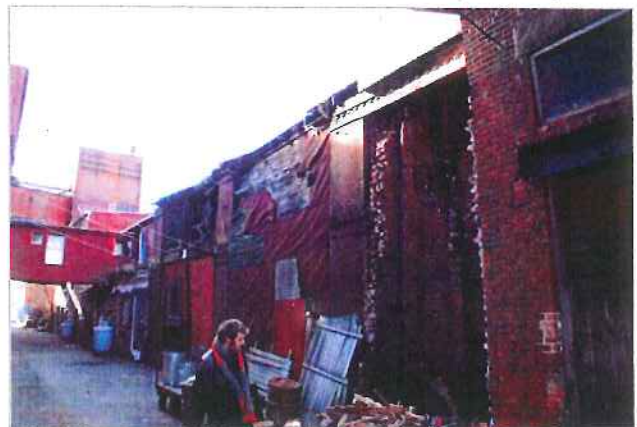
Photo 16-1: Exterior view of blacksmith shop/Building 16.





**PHOTO
#16.1**
R 57.jpg

Building 16: View from southeast from alleyway. Note masonry wall return cracks on east elevation (arrow).



**PHOTO
#16.2**
R 56.jpg

Building 15: View from southeast from alleyway. Building did not appear to be safe to enter, and we did not enter first floor.



**PHOTO
#16.3**
a f 93.jpg

Building 16: Enlarged opening in south elevation wall. Entire south wall requires repointing, repair, and anchoring into east wall.



**PHOTO
#16.4**
P 23.jpg

Building 15/16: Remnants of boiler house chimney stack between Buildings 15 and 16.



**PHOTO
#16.5**
P 25.jpg

Building 16: North wall doubles as Fore Street retaining wall. Sloped roof rafters bear onto top of wall. Need to check condition of top plate above this wall.



**PHOTO
#16.6**
A 29 35.jpg

Building 16 south wall (detail): Masonry has simple details and small cornices at the top. Window header at left has been replaced with brick soldier course and steel lintel.



**PHOTO
#16.7**
A 29 36.jpg

Building 16 roof framing, south wall: Roof previously had skylights or vents on south side of roof. Note center line of bearing at braced column. Framing likely undersized.



**PHOTO
#16.8**
A 29 37.jpg

North and east walls: Barrels beneath multiple active roof leaks.



**PHOTO
#16.9**
A 29 42.jpg

Catch basin grate, east of Building 16: Grate covered by leaves and debris, and basin itself appears to be clogged.



**PHOTO
#16.10**
A 30 42.jpg

Building 15 southeast wall corner: Masonry repair is required to create weatherproof and structurally sound transition from brick to stone wall.

APPENDIX A PORTLAND COMPANY COMPLEX – MARCH 2015 RELATIVE CONDITION AND REHABILITATION COST COMPARISON

BUILDING NUMBER - NAME DATE	RELATIVE STRUCTURAL CONDITION		RELATIVE REHABILITATION COST	
	BECKER	RESURGENCE /BECKER SCALE	BECKER	RESURGENCE
BUILDING 1 - ERECTING BUILDING 1918	2.0	2.5 (REPETITIVE DTLS)	4.0	3.5 (REPETITIVE DTLS)
BUILDING 2 - MACHINE SHOP 1847	2.5	2.5	4.5	4.5
BUILDING 3 - MACHINE SHOP 1847	3.0	3.0	3.0	3.0
BUILDING 4 - FOUNDRY/ACETYLENE HS 1895, 1904-09	1.5	1.5	4.5	4.0 (REPETITIVE DETAILS, CUSTOM REHABILITATION)
BUILDING 6B - TANK SHOP 1896-1904	3.0	3.0	3.5	3.5
BUILDING 7 - CAR SHOP 1873, 1904	2.0	1.5 (BOWED WALLS)	5.0	5.0
BUILDING 10 - PAINT SHOP 1873	1.0	1.0	4.5	4.0 (REBUILD IN KIND)
BUILDING 11 - PATTERN STOREHOUSE 1885	2.5	2.0 (NORTH WALL)	4.5	4.5
BUILDING 14 - DRAFTING ROOM AND STOREHOUSE 1858, 1864	NOT INSPECTED	2.0	NOT INSPECTED	3.5
BUILDING 15/16 (NO ACCESS TO B15) BOILER HOUSE/BRASS FOUNDRY 1858, 1864	1.5	1.5	3.0	3.0
Averages of common buildings inspected (excluding Building 14)	2.11	2.06	4.06	3.89

SEE FOLLOWING PAGES FOR EXPLANATION OF BECKER STRUCTURAL ENGINEERS AND RESURGENCE ENGINEERING RATING SYSTEMS

Notes:

1. Coordinate this document with "Portland Company Complex General Building Assessment" prepared by Resurgence Engineering et al, March 2015, and "Evaluation of Existing Buildings at the Portland Company Property" prepared by Becker Structural Engineers, March 28, 2014.
2. Further discussion about relative rehabilitation costs related to these structures, by Resurgence Engineering, follows this page.

APPENDIX A EXPLANATION OF BECKER AND RESURGENCE RATING SYSTEMS

Becker Structural Engineers' (BSE) Rating System

The relative structural conditions rating system used in the Becker Structural Engineers Report is shown below:

- 1 = Very poor/unsafe/demolition likely
- 2 = Very poor/salvageable with significant structural rework and investment/questionable economic viability/consider demolition
- 3 = Poor/requires substantial structural work to elements and systems
- 4 = Fair/requires nominal structural work to elements
- 5 = Good condition/minor structural work required

Becker's **relative rehabilitation cost rating system** is based upon structural complexity and size of building, using a scale of 1 to 5 -- 1 being relatively low costs and 5 being relatively high costs. BSE gives no specific definitions of the relative costs, simply a numerical grading system. Such an approach appears to be reasonable, given the preliminary nature of assessment that both firms were instructed to provide.

Resurgence Engineering and Preservation's (REP) Rating System

For ease of comparison, REP used the same **relative structural conditions rating system** as BSE in the summary chart. However, REP believes there is a more accurate and further defined way to classify the buildings in terms of condition. *See chart on following page for REP's proposed rating system as regards condition.*

REP has used the same **relative rehabilitation cost rating system** as BSE. The BSE report provided no specific definition of cost for each rating category.

RESURGENCE ENGINEERING RELATIVE STRUCTURAL CONDITION SCALE OF EXISTING BUILDINGS IN POOR CONDITION

BSE condition #	REP NUMBER	DESCRIPTION OF CONDITION, PRE AND POST MITIGATION	LOCAL/MAINE BUILDING EXAMPLES PRE AND POST MITIGATION
(n/a)	VP1 (very poor, not salvageable)	PRE: Immediate <u>widespread public safety threat</u> and <u>site/occupant safety threat</u> if not barricaded and structurally shored; evacuate nearby buildings, streets, sidewalks, block off parking spaces. Potential for widespread debris field in event of collapse; Building cannot be re-occupied following triggering event. POST: Condemn and demolish building.	Buildings with extensive fire damage
1	VP2 (very poor but salvageable, expensive to rehabilitate, i.e. approx.. BSE cost #4 to #5)	PRE: Immediate <u>widespread public safety threat</u> and <u>site/occupant safety threat</u> if not barricaded and structurally shored; evacuate nearby buildings, streets, sidewalks, block off parking spaces. Potential for widespread debris field in event of collapse; Building cannot be re-occupied following triggering event. POST: Building assessed, barricaded, structurally shored; nearby buildings deemed safe for return; streets, and/or sidewalks and parking spots remain blocked off. Building itself cannot be occupied after stabilization. Unsafe for rescue personnel to enter if trespassers are inside. Shored and secured structure relatively expensive, but feasible, to rehabilitate.	PRE: Norway Opera House, 2007-09 POST: Norway Opera House, 2010+
1	VP3 (very poor but salvageable, moderately expensive to rehab, i.e. BSE cost #3 to 4)	PRE: <u>Immediate site/occupant safety threat</u> and <u>localized public safety threat</u> if not if not barricaded and structurally shored; Block off streets, sidewalks, and parking spaces. Potential for localized debris field in event of collapse; Building can be occupied following the triggering event. POST: Building assessed, barricaded, structurally shored; nearby buildings deemed safe for return; streets, and/or sidewalks and parking spots can remain blocked off or reopened following mitigation. Building itself can be occupied.	PRE: Buildings with widespread loose façade components, i.e. Masonic Temple Localized structural failures i.e. Portland Company Complex Building 4 POST: Stabilized structures, removing loose components or installing covered sidewalk and blocked off parking spaces.
2	P1 (very poor but salvageable, less expensive to rehab; i.e. BSE cost #2)	PRE: <u>Likely site/occupant safety threat</u> and <u>localized public safety threat</u> if not if not barricaded and structurally shored; Block off streets, sidewalks, and parking spaces. Potential for localized debris field in event of element failure; Building can be occupied following the triggering event. POST: Building assessed, barricaded, structurally shored; nearby buildings deemed safe for return; streets, and/or sidewalks and parking spots can remain blocked off or reopened following mitigation. Building itself can be resume occupancy.	PRE: Buildings with a few loose façade components that can easily be removed or snow and ice buildup that can easily and quickly be removed, POST: Stabilized structures, removing loose components or installing covered sidewalk and blocked off parking spaces.
3	P2	PRE: <u>Possible site/occupant safety threat</u> and <u>localized public safety threat</u> if not if not barricaded and structurally shored; No triggering event causing distress; possible change of use makes economics questionable. POST: Rehabilitation Feasibility Study considering economics for specific buildings and structures.	PRE: Portland Company Building Complex Building #1

4.10 BUILDING 15/16 – BOILER HOUSE/BRASS FOUNDRY, 1858, 1864

Structure and Building Envelope Description:

- Small (unknown area), two-story structure with conventional lumber framing (15) and unreinforced multi-wythe brick masonry bearing wall (16) along the south (alley) elevation. Building 16 also has an infill wooden partition below a steel beam that previously created a large door opening. Refer to photos #16.1 and #16.2.
- Brick vaults reportedly extend from Building #15 beneath the Fore Street sidewalk. We did not observe these vaults.
- Rubble dry-stacked retaining walls exist at north, west and east elevations. At Building 16, it appears that water penetrates the wall or has in the past.
- Back wall (north wall) is large stone masonry retaining wall supporting hillside at Fore Street.
- Mono-pitch wood-framed roof slopes down toward the south (alley-facing) wall.
- Two-wythe brick masonry front wall features a mixture of granite (likely original) brick, and steel or iron headers on the window and door openings.
- The remnants of the Boiler House chimney base remain between Building 15 and Building 16.
- A large standpipe at east end of building.

Observations and Evaluation:

- The wooden and brick masonry walls of both buildings are in poor condition.
- The chimney base bricks should be checked and stabilized in place.
- Timber and lumber roof framing at Building 16 is undersized for contemporary snow loads.

Adaptive Reuse Potential:

- The building's current use is as a blacksmith's forge, a use not dissimilar to its original purpose as a brass foundry. It may be necessary to rebuild most of the Building 15 framing. In that case, Building 15 would likely need to conform to contemporary code requirements for new structures. From a preservation standpoint, the blacksmith occupancy is likely to be considered as the best and highest use of the structure.
- Open access to framing in Building 16 permits relatively simple structural strengthening techniques. We assume that much of the Building 15 structure will need to be rebuilt.
- As discussed in the Building 14 section, this structure provides opportunities for unique occupancies if properly secured and lighted.

Recommended Building Envelope and Structural Rehabilitation Scope:

- Strip existing roofing, repair damaged sheathing, and add a structural diaphragm, consisting either of plywood sheathing or metal decking above the interior exposed roof decking.
- Insulate roof, and resurface with proper edge flashing and counterflashing.
- Strengthen or rebuild existing roof structure as required, particularly near potential drift areas.
- Strengthen existing roof structure as required to provide wind uplift resistance and to transfer lateral loads through roof.
- Repair or replace existing doors and windows with thermally efficient units that meet National Park Service Standards.
- Repair/replace existing steel lintels with properly galvanized, painted or prepared/painted steel.
- Rebuild the south elevation and Building 15 timber or lumber structures as required.
- Rehabilitate brick masonry front wall of Building 16, to match period of historic significance.
- Improve site drainage and grading around the alley and hillside.

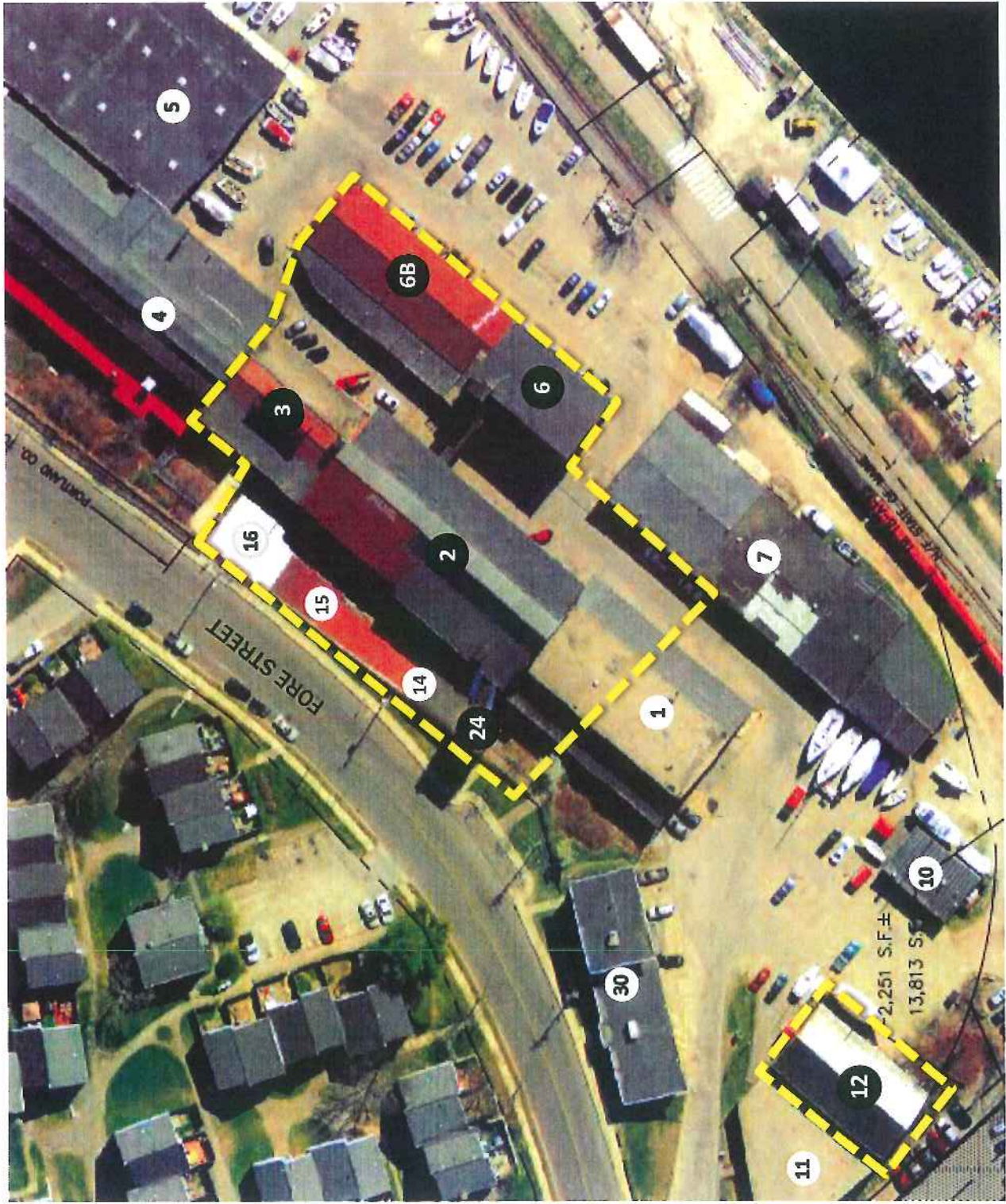


B6 Building Height Overlay I

- 1) For Buildings located East of Han than 45 feet shall be wider than 70 ft nor longer than 140 feet measured p The 70 foot wide building extension 90 feet apart, measured parallel with Mountfort Street (extension) must be
- 2) No Buildings shall be located outs In Defined View Corridors, no Buildir Fore Street elevation.
- 3) For buildings located East of Mou building shall exceed 35 feet in heigl grade within 100 feet of the Fore Str perpendicular to the Fore Street righ
- 4) Location of Building Break Line is shown, and intended to promote a b for the development of blocks and si location of blocks and site permeabil and reviewed under a Master Devekl Subdivision/Site Plan review.

Legend

- Key Building Envelope
 - Building Break Line
 - View Corridor - No Build Above Relative Fore Street Elevatio
 - Proposed Mountfort Street Extension
 - B6 Zone
 - Parcel Boundary
- #### Building Envelope
- 35 foot maximum building height
 - 45 foot maximum building height



Historic District Boundary: Limits of Boundary for potential Historic District as proposed by CPB2

Att. 4

Deb Andrews, Historic Preservation Program Manager
City of Portland Planning Division
389 Congress Street
Portland, ME 04101

September 25, 2015

Dear Deb,

I will not be able to attend the Planning Board's meeting in October and so would be happy if you were to share my reflections with the members of the Historic Preservation and the Planning Boards.

When I was Executive Director of the Maine Historical Society (1985-1995), one of my favorite collections to peruse was the Portland Company. The abundance of sketches, plans and specifications all pointed to the vibrancy of this Portland enterprise. The watercolor presentation drawings transcended industrial history to art. But by the late 20th century, what was left of Portland's industrial past? Very little. How could this extraordinary story of Portland's manufacturing past best be told?

Portland has the opportunity to do this now, not just for the few researchers who could consult this archive but also for the many, many residents and visitors who will be drawn to the reborn Portland Company site. As a resident of nearby Waterville Street, I have been concerned about the safety of the site as buildings have deteriorated and the property has been underutilized. I fully support the concept of a mixed-use and look forward to the integration of contemporary design into the historical context. I also support the compromise approach that the current nomination proposes; saving all the buildings just isn't feasible. Nor is it the way Portland should step into its future.

At the same time, Portland's history doesn't stop at the end of the 19th century, in spite of what the tourist literature tells visitors. Preserving building #1 should be considered not just "contributing," but essential. The design of building #1 with its large windows and uninterrupted workspace leaves no doubt that the Company was vibrant well into the 20th century. Without it, the story that the preserved buildings tell is truncated to a 19th century history, denying the breadth of the site's architectural and historical significance.

Preserving and adapting building #1 will certainly be an expensive proposition. But there is no other building that explains the whole continuum. Without it, I fear that the Portland Company's redevelopment will resemble a theme park of 19th century picturesqueness. Building #1 challenges us to move into a gutsier, brawnier version of our community's history. It is the building that offers the most intriguing opportunity for the new vision of a Portland Company.

My thanks and appreciation to you and to the members of the Historic Preservation Board for your efforts to create an historic district at the Portland Company.

Sincerely,

Elizabeth

Elizabeth Miller
46 Waterville Street #3
Portland, ME 04101
elizabethmiller1953@hotmail.com
207-878-8604

To: City of Portland Planning Board

From: Paula Guillemette Agopian

Re: 58 Fore Street aka (The Portland Co.)

I was present for the Planning Board meeting on 9/8/15 when the item regarding The Portland Co. was tabled to October since CPB2 requested more time to revisit building #1. Let me say that building #4 (The Foundry) should be revisited by the Planning Board as well!

Compromises and concessions have been made by the HP Board and the Planning Dept's HP Office. If I had my way about it I would have placed an "Historic Shroud" over the entire complex except the metal building in the rear and the new office building at the entrance.

I have attended presentations and workshops since October, when the Sutherland Report was unveiled. I have witnessed the HP Board struggle with angst on the issues presented them. I felt a sincere sense of concern for preservation while maintaining pragmatism and sensitivity related to the costs of rehabilitation and preservation.

Building #1 was the last building built within the period of significance (1918) and represents it's era as much as building 2 (1847). It was an intragal part of the operation. While not as architecturally appealing as building #2 we need to bear in mind "this is not a beauty contest" (Ted Olden). In the Resurgence Report done by Al Hodson it reveals that the costs to rehabilitate and retrofit this building are feasible. Another level could be constructed doubling the rentable space \$\$\$.

Building #4 The Foundry, performed the most important function in the production process. It was the heart that pumped the life blood. Yes, it had a failed system from day one, yet it still stands today and the Resurgence Report states it could be remedied with reinforcement and supports.

In real estate the rule of thumb is, if it's attached it is part of the structure. #1 is attached to #2, #2 to #3 and #4. They are all one structure!

I encourage you to have the fortitude and courage to listen to the Chair of the HP Board and accept the proposal as presented with one exception, building #4 (The Foundry) be put on hold and reconsider it to be included. Remember historic preservation's purpose is to re-enforce and not to undermine!

Sincerely,



Paula Guillemette Agopian

cc. Mayor Brennan, Portland City Council, Historic Preservation Board, Deb Andrews, Landmarks

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

**WORKSHOP
392 SPRING STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: October 15, 2015

RE: October 21, 2015 Workshop

Application for: Certificate of Appropriateness for site alterations and entry porch redesign

Address: 392 Spring Street

Property Owners: Nancy and Dix Druce

Landscape Designer: Ted Carter, Inspired Landscapes

Project Architect: Brian Baudette

Introduction

Property owners Nancy and Dix Druce have requested a preliminary review for site alterations and replacement of the entry porch at 392 Spring Street. Landscape designer Ted Carter and architect Brian Baudette have submitted plans that would move the granite stairs and brick walk that enter the yard from Spring Street further to the west. The proposal would also change the orientation of the entrance porch to face a new, more formally organized landscape design.

Built in 1896 in the Colonial Revival Style, The Thomas Talbot House is a contributing property in the Western Promenade Historic District. The front entrance faces west across a lawn, toward the Western Cemetery. A house has existed on the neighboring corner lot at Vaughan Street since 1897, so there is no access or visibility from Vaughan Street or the cemetery. Since before 1924, a simple, hooded entrance porch has featured stairs that face Spring Street; the walk and stairs down to the sidewalk are next to the side of the house.

Mr. Carter and Mr. Baudette have submitted concept plans and renderings for the landscape and porch changes, with a detailed scope of work and photos of existing conditions. They

hope for clear Board feedback regarding the direction of their approach. As always, it will be helpful for Board members to visit the site to fully grasp the impact of the proposed changes.

Subject Property and Context

The main block of 392 Spring Street is a 2 ½ story brick cube that is fairly simple. Hipped dormers penetrate each face of the hipped roof, and there is an original, hip-roofed hood on brackets over the main entrance. The current entrance porch has been rebuilt, though the façade and house entrance appear to be original. The “front” door is off-center, and is flanked by sidelights, with another window the same size as the sidelights further to the right. There is a fairly simple balustrade of square components except for a radiused top rail, and as a whole the existing porch appears to be roughly similar to the porch that existed in 1924, though it is obviously more recent. A black pipe rail still follows the stairs down along the side of the house and out to the street.

Five granite steps with cheek walls mount the bank that runs along the Spring Street sidewalk, and a concrete walk leads to the wood stairs of the porch. The steep bank at the sidewalk edge increases slightly in height towards the west, and a dense, overgrown hedge obscures the first floor of the house from the sidewalk. Along the yard edge, the hedge is closer to the top of the bank, but trees behind it reinforce the dense, tall screen.

Proposed Site Alterations

Mr. Carter’s scope of work provides a complete summary of the proposed alterations. Most significant are the moving of the stairs entering the yard 24’ further west, away from the house, and the orientation of the front porch to the west instead of to the street. The resulting longer approach through the yard on a brick walk would provide a grander entrance directly facing the west façade.

The landscape designer proposes to raise the grade of the front and back landscaping, and the addition of fill will necessitate an administrative authorization from the Planning Office. The granite stairs from Spring Street are proposed to be longer and more gradual and include two more rises than the existing stairs. Recessed lights are proposed for the risers.

Proposed changes to plantings will reveal more of the Spring Street face of the house, while maintaining some privacy screening for the yard along the sidewalk, except for a wide opening for the entry walk. Further back the side yard is proposed to step down to the back yard with a stone retaining wall. Mr. Carter proposes copper down lighting for some of the trees to light the front walk.

The proposed entry porch is the same size as the existing porch, and in the same location. Mr. Baudette is proposing a formal rail system with turned balusters, substantial rails, and large, paneled posts. Because the door is off-center, the porch is centered on the façade and the hood, but not the entrance. Mr. Baudette’s renderings do not provide details on the skirt, but staff has discussed with him a change from the existing diagonal lattice to either a framed square lattice or framed, spaced vertical boards.

Much less visible and significant changes are proposed for the rear porch and the back entrance on the garage side of the property. The landscaping of the lower back yard will also be much less visible.

Staff Comments

This application proposes significant alterations to the site and entrance at 392 Spring Street, potentially altering what may be the original approach to the front door. The existing, longstanding configuration is understated in a way that complements the simplicity of the house. Though the opening for the entrance walk is currently narrow, the entrance and porch are directly in line with it and visible from the street. Mr. Carter's application states the existing porch looks and feels much like a back entrance; this impression is aggravated by the overgrown hedge. Note the contrast between the September, 2015 photos and the 1924 photo.

The proposed new approach is less direct, and depending on the future treatment of the front plantings the entrance may not be much more visible from the street. The brick walk will lead visitors and residents through the formally landscaped yard to face squarely the front façade and its more substantial porch. Plantings certainly can be altered to suit the desired balance of privacy and welcoming visibility, though the yard will also be slightly higher, according to the application.

Though we have no definitive proof that the 1924 appearance of the property was consistent with the original appearance, Board members may want to discuss whether the proposed alterations are appropriate to the apparent character and intent of the original design. The style of the new porch with its classical balustrade, and the formal approach by brick walk and stone steps do not seem radically incompatible with the style of house. Yet they may be introducing ornamentation and formality in ways that prompt consideration of Review Standard (3):

All sites, structures and objects shall be recognized as products of their own time, place and use. Alterations that have no historical basis or create a false sense of historical development such as adding conjectural features or elements from other properties shall be discouraged.

Staff also notes that the proposed symmetrical approach to the porch is somewhat jarred by the off-center front door. This possibly original door location feature is not highlighted by the current entrance walk and stairs.

In regards to the proposed materials, the applicants seem to intend the brick walks and granite to be compatible with existing materials on site. Board members may want to request more details on the proposed lighting of the yard from existing trees.

Applicable 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.*
- (3) *All sites, structures and objects shall be recognized as products of their own time, place and use. Alterations that have no historical basis or create a false sense of historical development such as adding conjectural features or elements from other properties shall be discouraged.*
- (4) *Changes which may have taken place in the course of time are evidence of the history and development of a structure, object or site and its environment. Changes that have acquired significance in their own right, shall not be destroyed.*

Attachments

1. Project description, site photos, renderings, and site plan submitted by landscape designer
2. 1924 Tax photo

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October 13, 2015 Submittal for

392 Spring St., Portland

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Attachment C – Plant Material Selections	C1 ~ C4
Attachment D – Existing Back Landscape	D1 ~ D3
Attachment E – Granite Step Modifications	E1 ~ E4
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Attachment H – Landscape Design	H1



Date: 10/8/15

HISTORIC PRESERVATION
APPLICATION FOR CERTIFICATE OF APPROPRIATENESS

Pursuant to review under the City of Portland's Historic Preservation Ordinance (Chapter 14, Article IX of the Portland City Code), application is hereby made for a Certificate of Appropriateness for the following work on the specified historic property:

PROJECT ADDRESS:

392 Spring Street, Portland, Maine

CHART/BLOCK/LOT: _____ (for staff use only)

PROJECT DESCRIPTION: Describe below each major component of your project. Describe how the proposed work will impact existing architectural features and/or building materials. If more space is needed, continue on a separate page. Attach drawings, photographs and/or specifications as necessary to fully illustrate your project—see following page for suggested attachments.

The enclosed project will include the following:

- 1) Moving the granite steps that come off the sidewalk on Spring approx. 24 feet to the West.
- 2) Installation of new brick sidewalk leading to newly installed steps and continuing Southerly to connect to a newly installed entrance.
- 3) The walkways and terrace area are to be comprised of an Old Port or Water Struck Brick that is sympathetic to the historic nature of the present dwelling and neighborhood.
- 4) At one location in the front entry walk and surrounding the rear garden terrace we are proposing cobble stone dots approx. 4" x 4" as c coping surround
- 5) All steps indicated in the plan will be Swenson New Hampshire granite with the exception of the newly constructed front entry steps and back deck steps.
- 6) A small stone retaining wall approx. 28 inches in height and 40 feet in length to be installed to delineate the front landscape from the rear landscape. This wall is also important as it cleanly delineates the grade change from the front and back yard
- 7) we are proposing a grade change of approx. 17 inches higher in both the front and back landscape. The present grades are extremely low and are not compatible in relationship to the house and proposed landscape
- 8) elimination of the present wooden entry porch with the addition of a new porch coming directly off the front entrance. Presently the existing porch looks and feels much like a back entrance and is not sympathetic to majesty of this historic home. All rail details will be done in classical colonial revival detail that is present in other homes on the West End.
- 9) Alteration and expansion of the back deck as shown on attached landscape plan
- 10) Elimination of existing plantings which cover a good deal of the house from the road
- 11) installation new plantings that reveal the house from the road and enhance the architecture of the home.
- 12) Installation new service entrance walk off the back driveway leading to the rear entrance of the home
- 13) installation evergreen screening around perimeter of the property for privacy purposes



Jeff Levine, AICP, Director
Planning & Urban Development Department

Electronic Signature and Fee Payment Confirmation

Notice: Your electronic signature is considered a legal signature per state law.

By digitally signing the attached document(s), you are signifying your understanding this is a legal document and your electronic signature is considered a **legal signature** per Maine state law. You are also signifying your intent on paying your fees by the opportunities below.

I, the undersigned, intend and acknowledge that no Site Plan or Historic Preservation Applications can be reviewed until payment of appropriate application fees are ***paid in full*** to the Inspections Office, City of Portland Maine by method noted below:

☐

Within 24-48 hours, once my complete application and corresponding paperwork has been electronically delivered, I intend to **call the Inspections Office** at 207-874-8703 and speak to an administrative representative and provide a credit/debit card over the phone.

☒

Within 24-48 hours, once my application and corresponding paperwork has been electronically delivered, I intend to **call the Inspections Office** at 207-874-8703 and speak to an administrative representative and provide a credit/debit card over the phone.

☐

I intend to deliver a payment method through the U.S. Postal Service mail once my application paperwork has been electronically delivered.

Applicant Signature:

Theodore B. Carter

Date:

10/8/15

I have provided digital copies and sent them on:

Theodore B. Carter

Date:

10/8/15

NOTE:

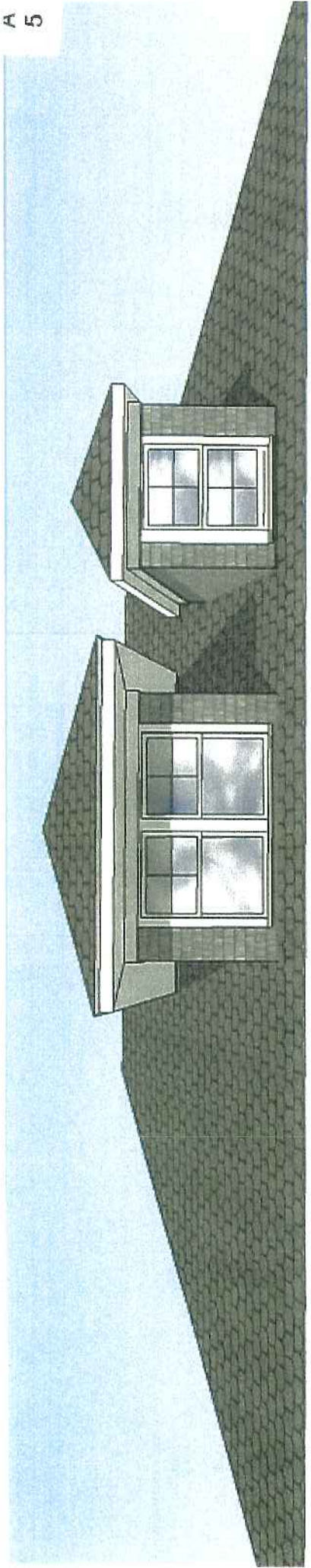
All electronic paperwork must be delivered to buildinginspections@portlandmaine.gov or by physical means i.e. a thumb drive or CD to the Inspections Office, City Hall, 3rd Floor, Room 315.

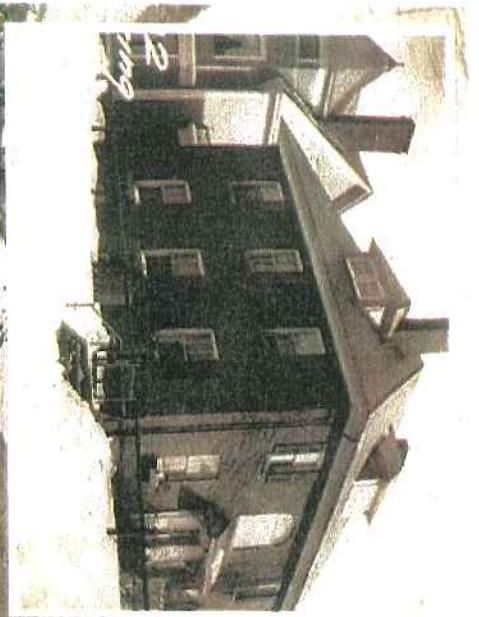












VIEW OF THE
SOUTH SIDE









Quercus robur English Oak



Viburnum plicatum tomentosum





Thuja plicata 'Evergreen Giant'

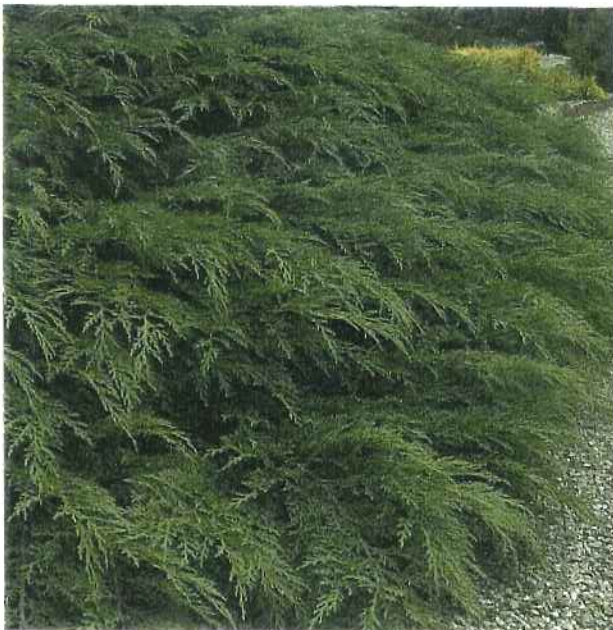


Ilex 'Blue Princess' Holly

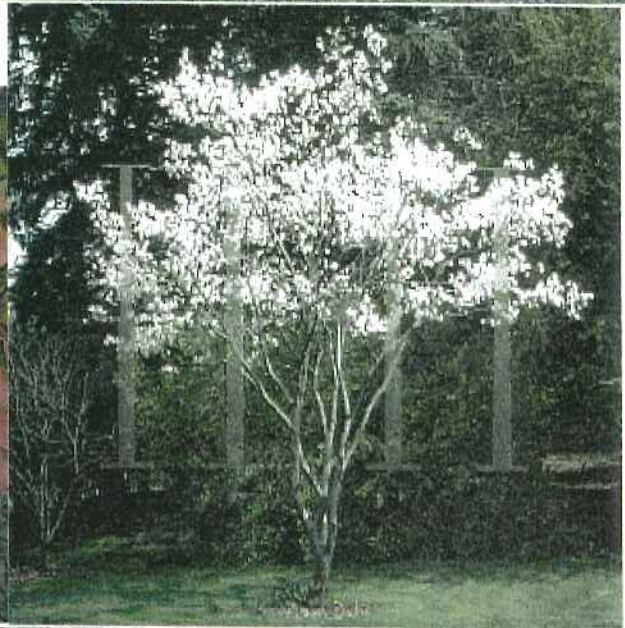


Picea pungens 'Montgomery'

Microbiota 'Siberian Carpet Cypress'



Amelanchier canadensis

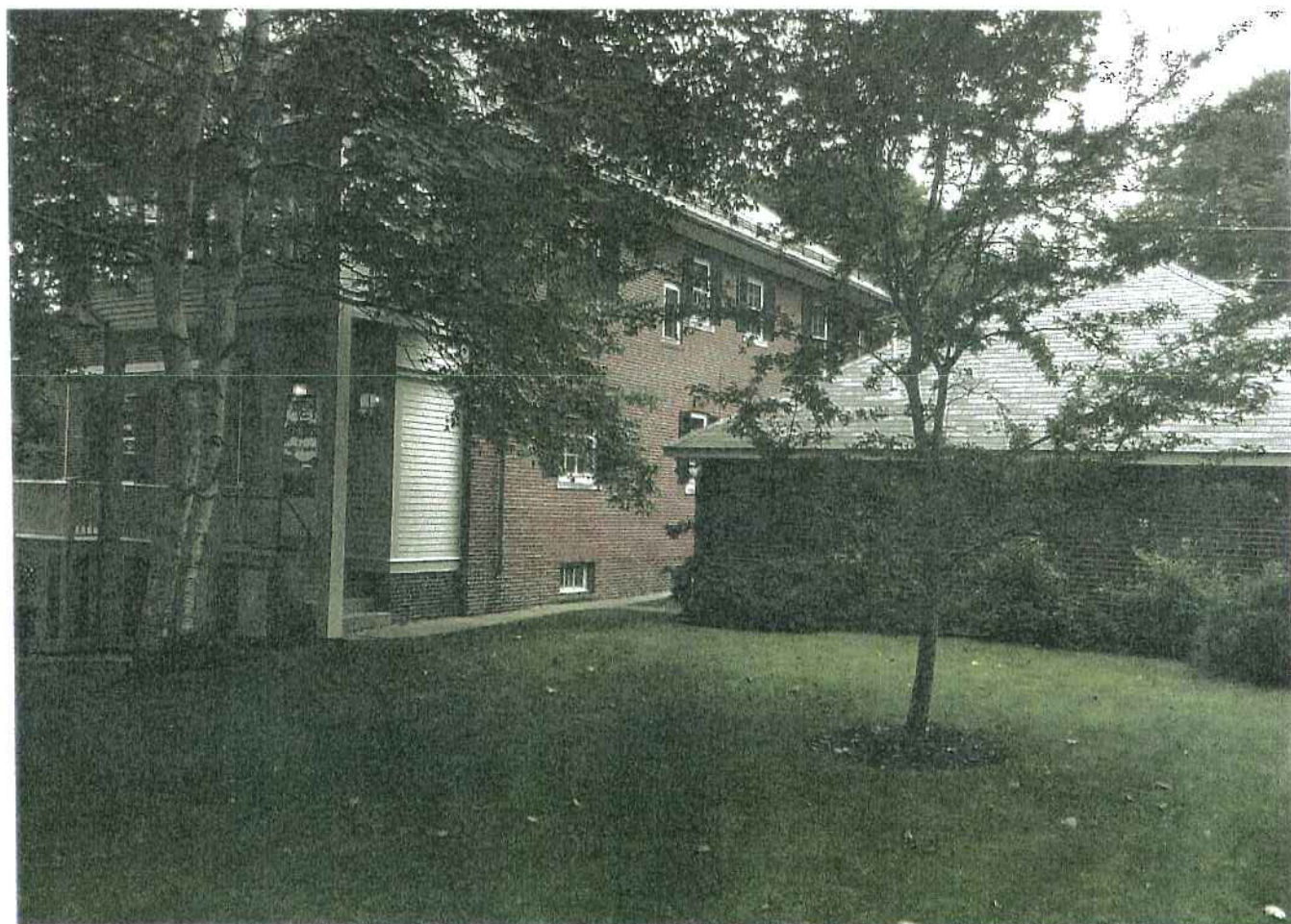
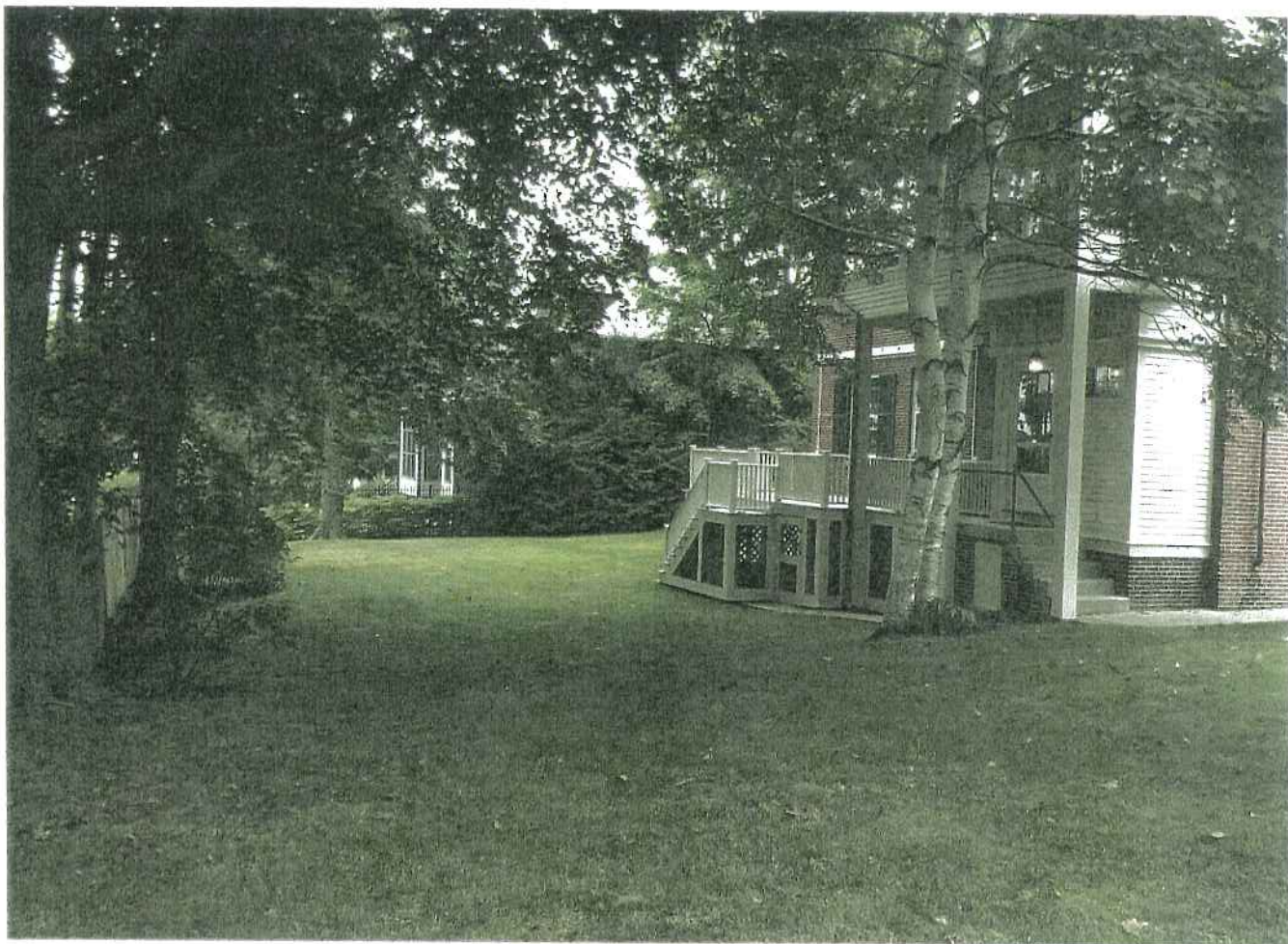


Viburnum 'Summer Snowflake'



Tsuga Canadensis Canadian Hemlock





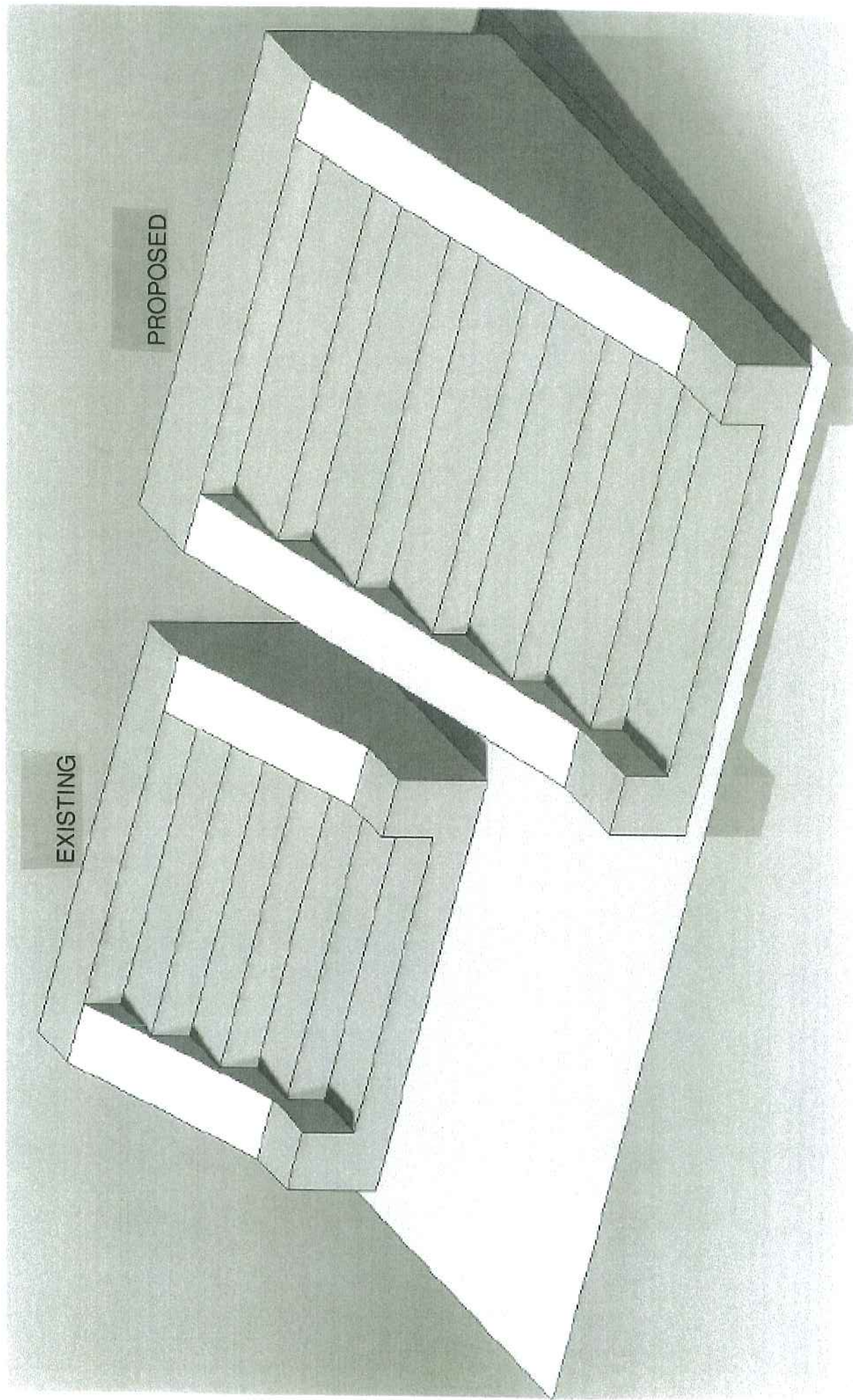




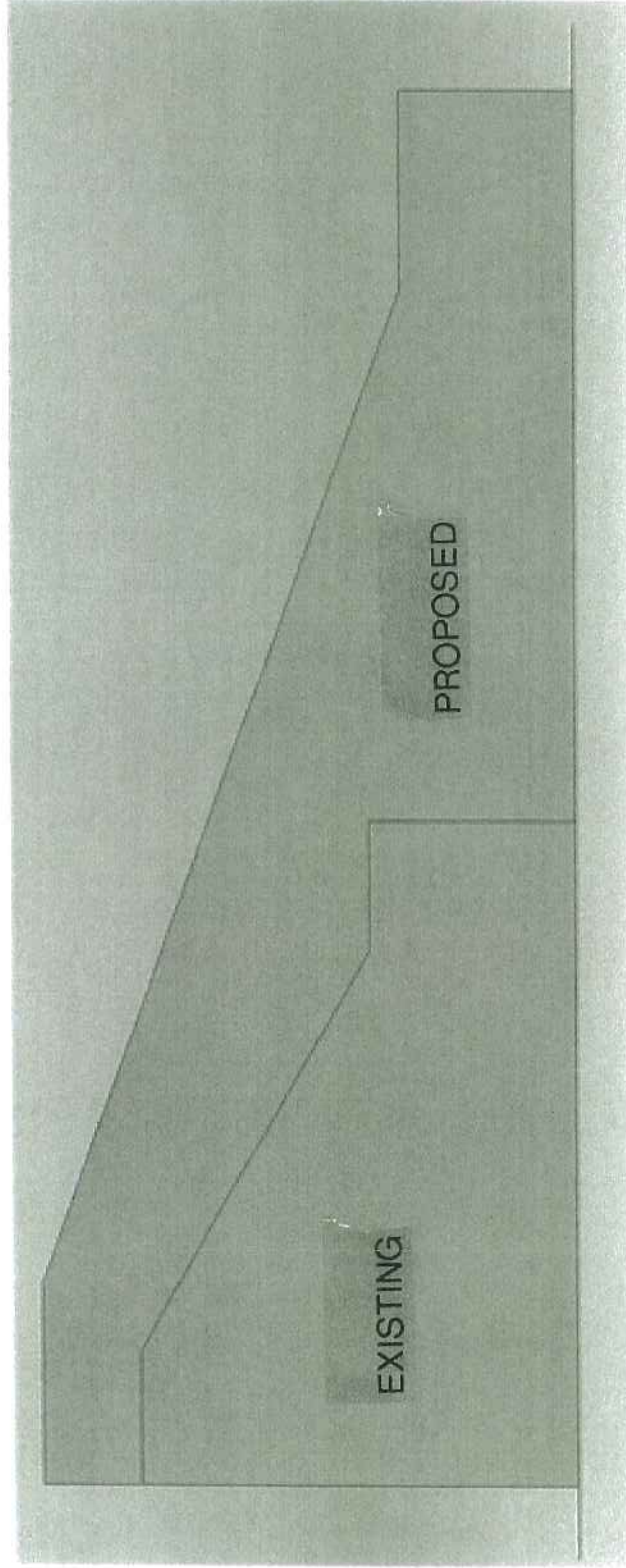
EXISTING GRANITE STEPS



ISOMETRIC VIEW



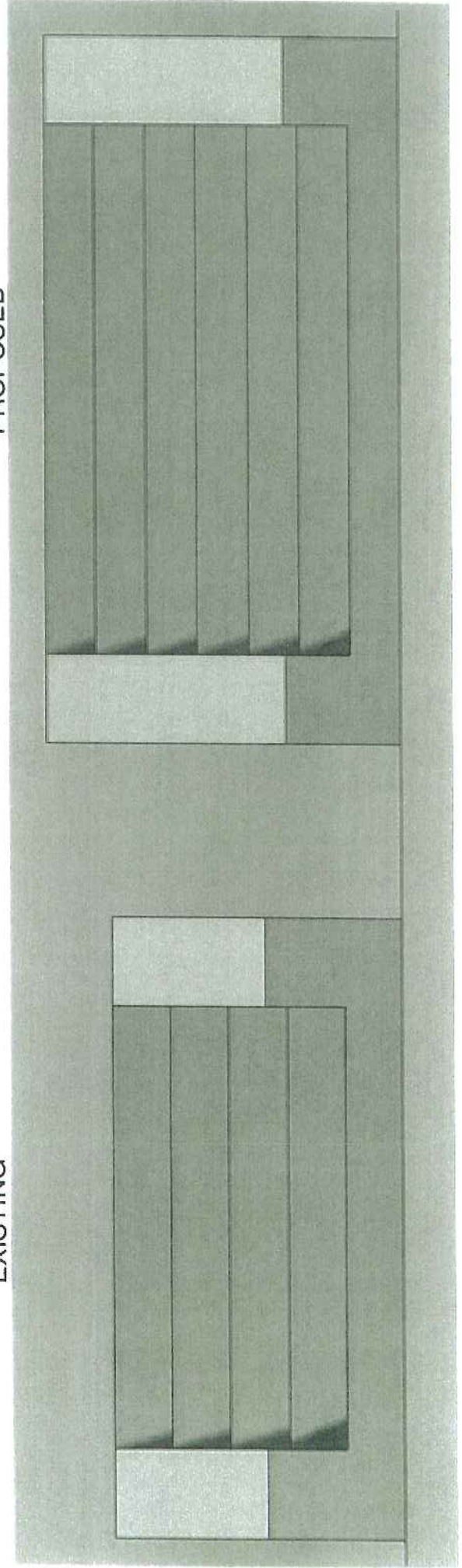
SIDE VIEW

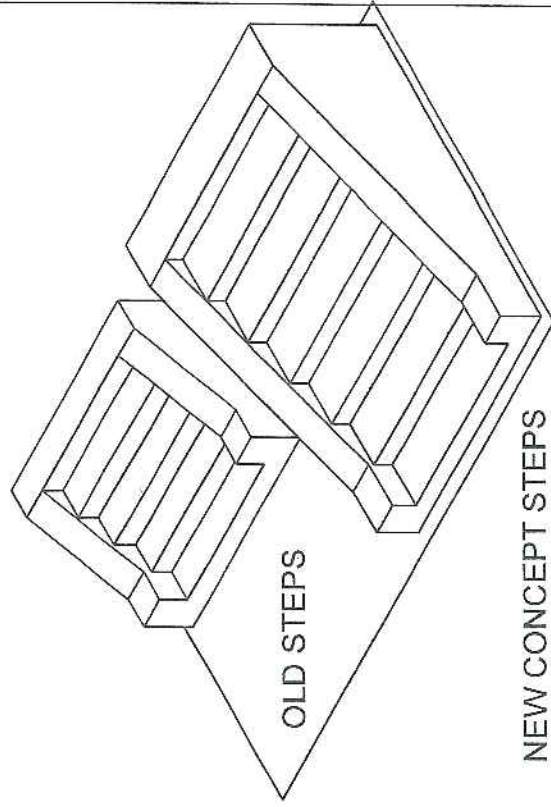
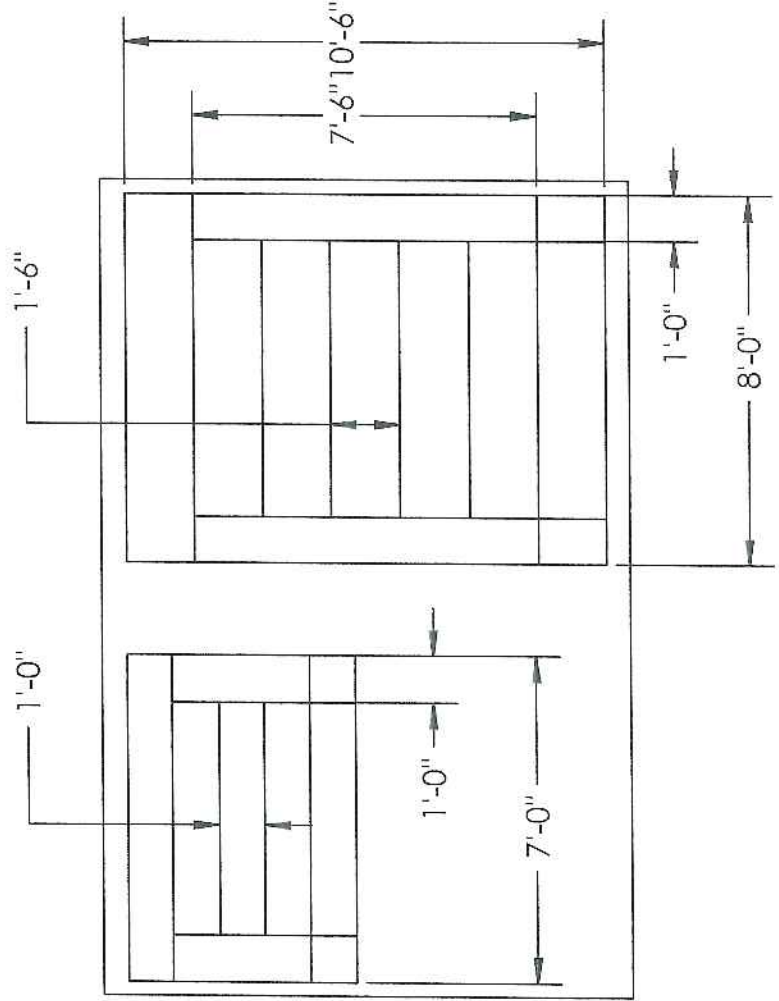
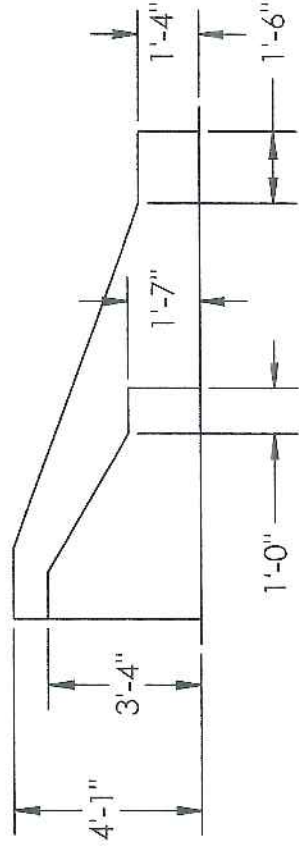
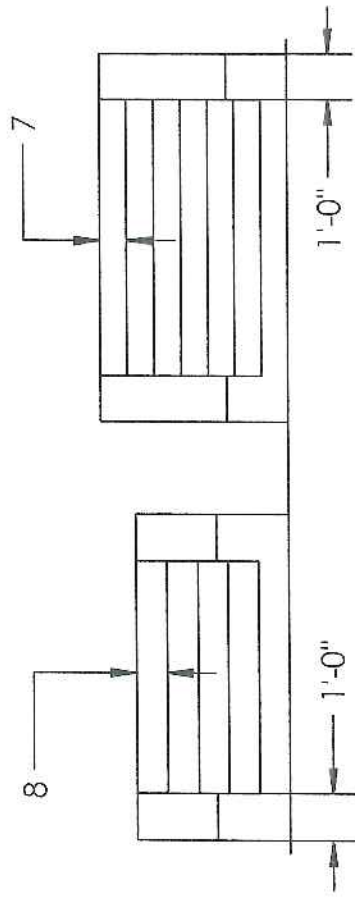


FRONT VIEW

EXISTING

PROPOSED





Steps

SCALE: 1:96

Tree Lights



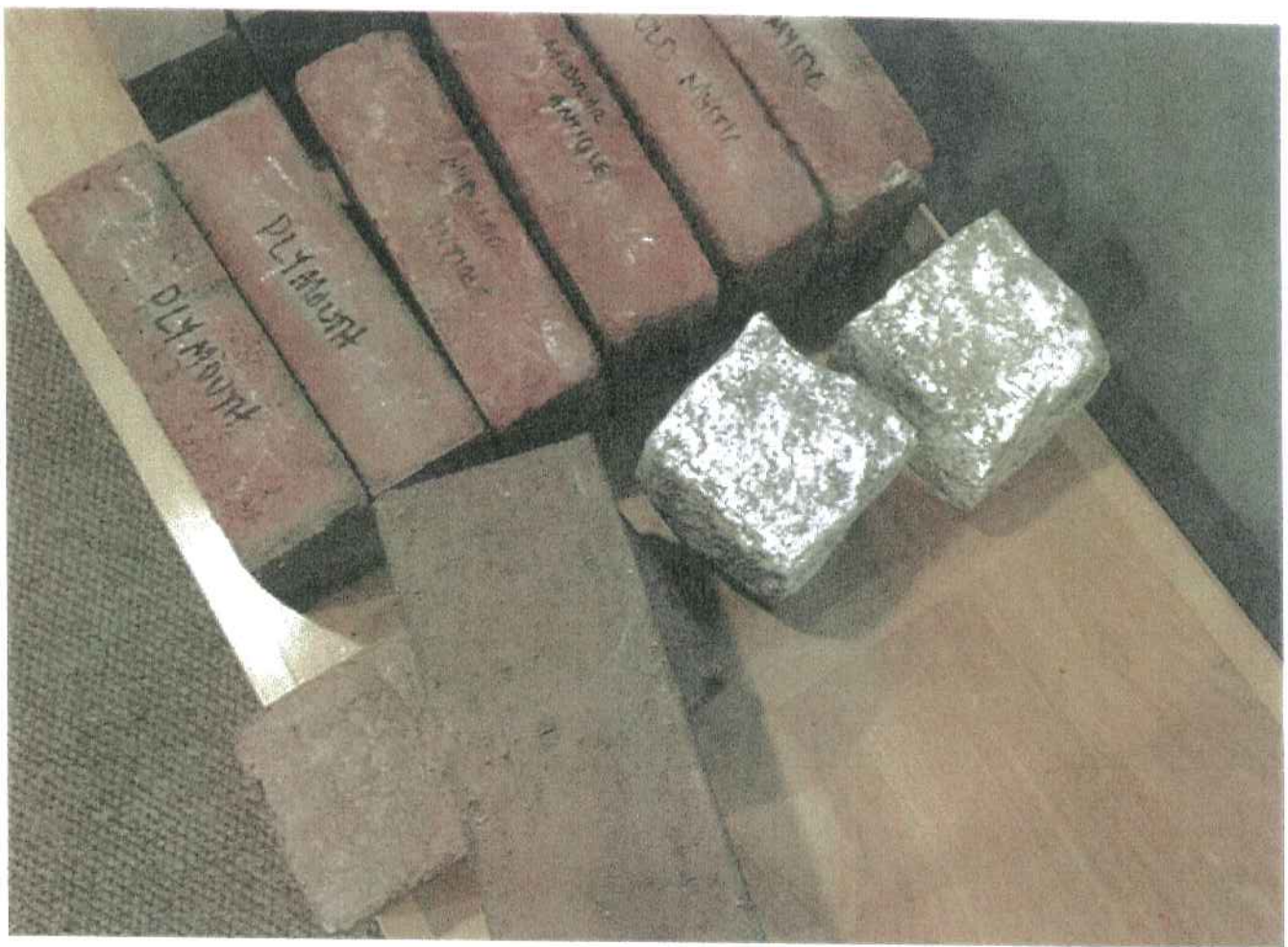
Copper Tree Light (CCTL1C, CTLED141)

- Heavy-gauge extra-long copper shroud for maximum light control
- Shroud can be rotated 360°
- Fast-mount solid bronze canopy base
- Pre-wired with 35 ft. #16-2 No-Ox® marine grade wire
- 10.25" tall x 2.25" wide
- Uses MR-16 lamp (not included)



STEP LIGHTING RECESSED IN
RISERS OF STEPS FOR NIGHT ILLUMINATION

DOWN LIGHTING IN TREES
FOR WALKWAY ILLUMINATION



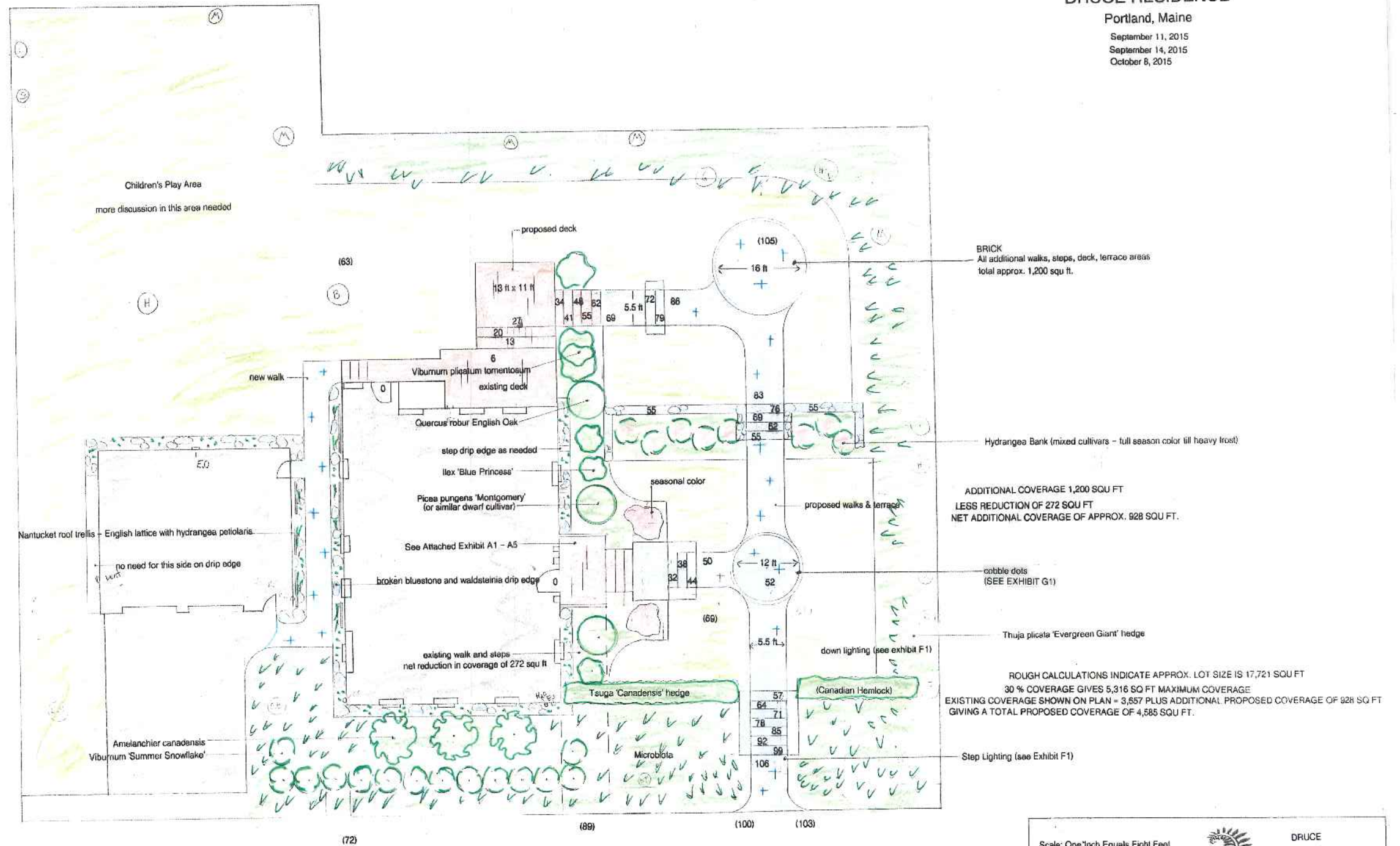
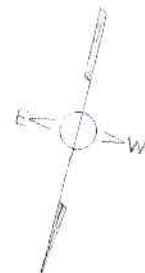
DRUCE RESIDENCE

Portland, Maine

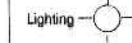
September 11, 2015

September 14, 2015

October 8, 2015



Scale: One Inch Equals Eight Feet



Lighting

DRUCE
392 Spring Street

TED CARTER

Inspired Landscapes

207.761.1823 • 59 Cousins Road, Buxton, Maine • catterdesigngroup.com

ATTACHMENT 2



6-2-19