

1. Legal Ad

Documents: [3-2-16 LEGAL AD.PDF](#)

2. Fort Gorges (Memo And Attachments)

Documents: [HP MEMO - FORT GORGES.PDF](#)

3. 136 Commercial St. (Memo And Attachments)

Documents: [HP MEMO - 136 COMMERCIAL ST.PDF](#)

4. India Street (Memo And Attachments)

Documents: [HP MEMO - INDIA STREET HISTORIC DISTRICT.PDF](#)

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

On **Wednesday, March 2, 2016** 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. Preliminary Review of Proposed Scope of Work for Fall Hazard Mitigation Improvements; FORT GORGES; Army Corps of Engineers, Applicant.

Break for Dinner; Meeting Resumes at 6:30

WORKSHOP, continued

- ii. Preliminary Review of Proposed Alterations to Existing Building Addition; 136 COMMERCIAL STREET; Carroll Block LLC, Applicant.

2. PUBLIC HEARING

- i. Recommendation to Expand Western Boundary of India Street Historic District to include 88, 96, and 100 FEDERAL STREET; Expansion Requested by M&D Federal LLC, owner of 96 and 100 Federal.

3. CONSENT AGENDA

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

**WORKSHOP
FORT GORGES**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: February 26, 2016

RE: March 2, 2016 **Workshop – Preliminary Review of Proposed Program of Fall Hazard Mitigation Improvements**

Address : Fort Gorges
Hog Island, Portland Harbor

Applicant: U. S. Army Corps of Engineers
Represented by David Larsen

Introduction

David Larsen of the U. S. Army Corps of Engineers has requested a preliminary workshop to introduce the Army Corps' proposal to undertake fall hazard mitigation improvements at Fort Gorges in Casco Bay. Fort Gorges, completed in 1865 as part of a trio of forts built to protect Portland Harbor, is a locally designated Landmark and is individually listed in the National Register of Historic Places. Wednesday's workshop follows a preliminary site visit, scheduled for Sunday February 28th, to familiarize Board members with existing conditions at the fort.

Plans and specifications for the proposed scope of work are at 65% completion. Before proceeding with final design development, the Army Corps is seeking input from the Historic Preservation Board. Because the project is federally funded, the work also requires approval by the Maine Historic Preservation Commission pursuant to the requirements of Sec. 106 of the National Historic Preservation Act.

Background

Last summer, the U.S. Army Corps of Engineers informed the City of Portland that it was prepared to complete a program of safety improvements at Fort Gorges under its Defense Environmental Restoration Program for Formerly Used Defense Sites (DERP-FUDS). Projects under this program are fully funded by the Federal government with no local match required. According to Army Corps representative David Larsen, the Fort Gorges project was originally identified and approved under this program in the mid 1990's, however funding was not made available until recently. With funding now available, the Army Corps contacted the City to determine whether the City would be interested in seeing the project implemented. Following preliminary meetings with Corps representative David Larsen and applicable City

staff, City Manager Jon Jennings confirmed that the City was indeed supportive of the project and would fully cooperate with the Army Corps as appropriate. Mr. Jennings noted in his response that the public safety improvements are a critical first step toward being able to invite more public access to this significant historic site in Portland Harbor.

With confirmation from the City, Army Corps staff began to develop specific plans and specifications for the work. The Corps hopes to finalize the plans and secure applicable approvals this spring or summer and put the project out to bid in the fall. Work on the fort would begin in the Spring of 2017.

Proposed Improvements

Attached is a general description of the proposed scope of work. At Wednesday's workshop, Mr. Larsen will present more detailed drawings and specifications for the Board's consideration. Mr. Larsen will also describe the distinction between the types of improvements that are eligible for funding through the DERP-FUDS program and those that are not.

Related Developments

In an effort to build on the impetus of the Army Corps' pledged improvements, in December staff submitted a \$20,365 CLG grant request to the Maine Historic Preservation Commission to provide partial funding for a Fort Gorges Master Plan. The master plan would document In February, the City was informed that the grant request had been approved. The master planning process, which is expected to get underway in the next couple months, will be a joint initiative of the City and the Friends of Fort Gorges, which will provide matching funds for the project. Formed in 2000, the Friends of Fort Gorges have brought increased public attention to this important landmark, advocating for its preservation and increased public access.

Attachments:

1. U.S. Army Corps of Engineers' Fall Hazard Mitigation proposal

Fort Gorges, Portland, Maine

Fall Hazard Mitigation



**US Army Corps
of Engineers®**
New England District

(revised) February 2016

Fort Gorges - Fall Hazard Mitigation

Fort Gorges was constructed in the mid-19th century to protect the city of Portland and its ship channels.



Fort Gorges - Fall Hazard Mitigation

Fort Gorges is a superb example of a United States Third System seacoast fortification.



There are many places at the fort where falls leading to personal injury are possible.

Fort Gorges - Fall Hazard Mitigation

Several types of physical hazards exist that may be reasons to restrict public access to certain parts of Fort Gorges.

Missing or failing floors



Structural issues with arches



Missing steps



Fort Gorges - Fall Hazard Mitigation

Fort Gorges has an outstanding artifact in this surviving Parrot gun tube.



Fort Gorges - Fall Hazard Mitigation

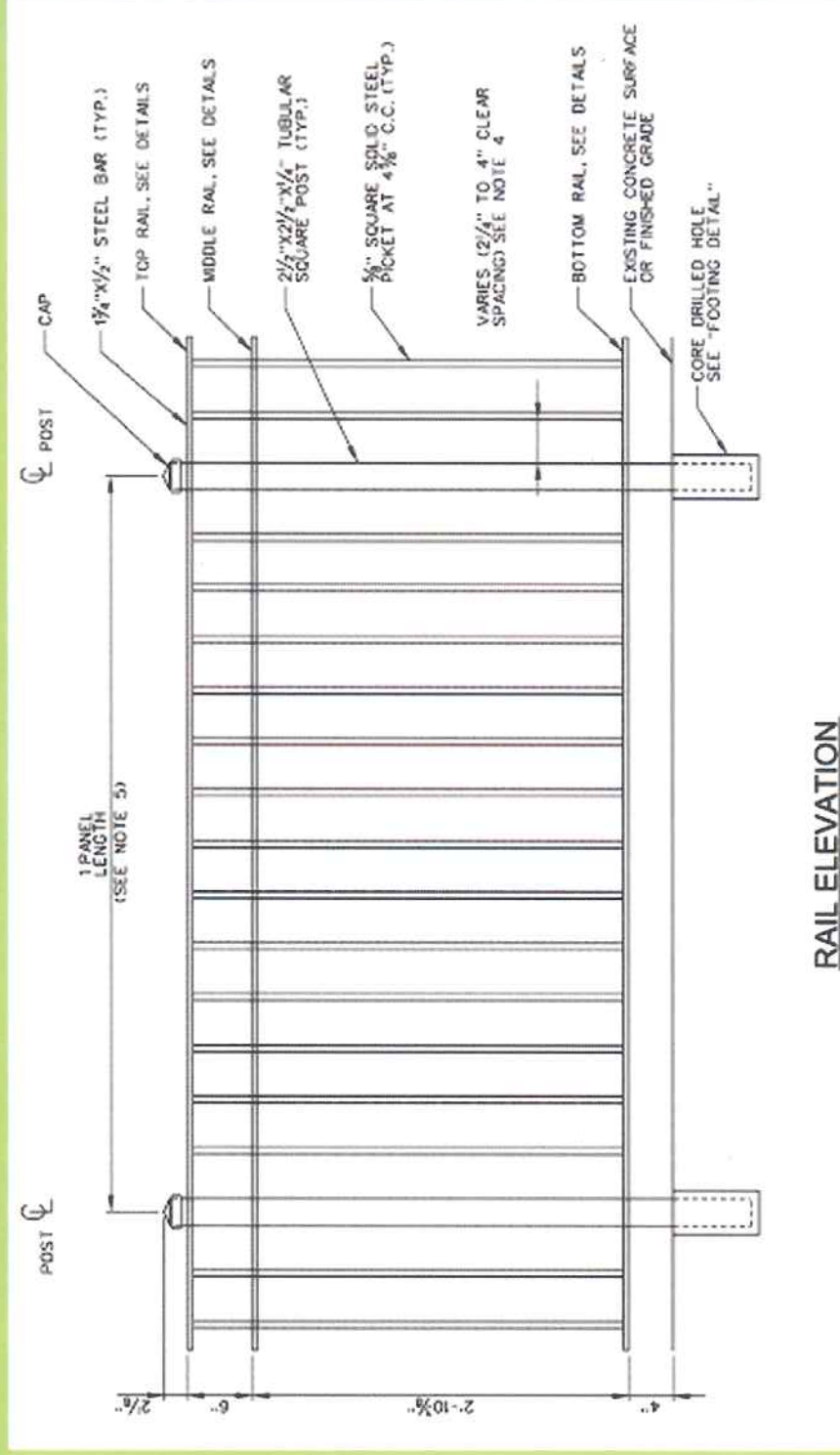
- Defense Environmental Restoration Program for Formerly Used Defense Sites (DERP-FUDS)
- Projects constructed under the DERP-FUDS program are Federally-funded. Property owner will provide Right-of-Entry.
- BD/DR Project Category – For approved projects, the Corps can mitigate falling hazards of six feet or more.
- The Corps and City of Portland Parks representative visited Fort Gorges in May 2015 to assess conditions and verify hazards.
- A plan was developed to provide access control to the City and mitigate certain falling hazards while providing visitors with safe access and viewing.

Fort Gorges - Fall Hazard Mitigation

- A plan for installation of hot-dip galvanized steel barricade rail meeting OSHA requirements is proposed.
- A selected rail arrangement reflects anticipated park use and satisfies public safety and FUDS program considerations.



Fort Gorges - Fall Hazard Mitigation



Example of OSHA-compliant barricade rail design

Fort Gorges - Fall Hazard Mitigation



Discarded cable represents a tripping hazard on the wharf.
The cable will be removed.

Fort Gorges - Fall Hazard Mitigation



Plugs will be provided to permanently close these openings to cisterns that are beneath the parade ground.

Fort Gorges - Fall Hazard Mitigation



Plugs will be provided to close these openings to cisterns that are beneath the ground floor of the officers' quarters section of the fort.

Fort Gorges - Fall Hazard Mitigation

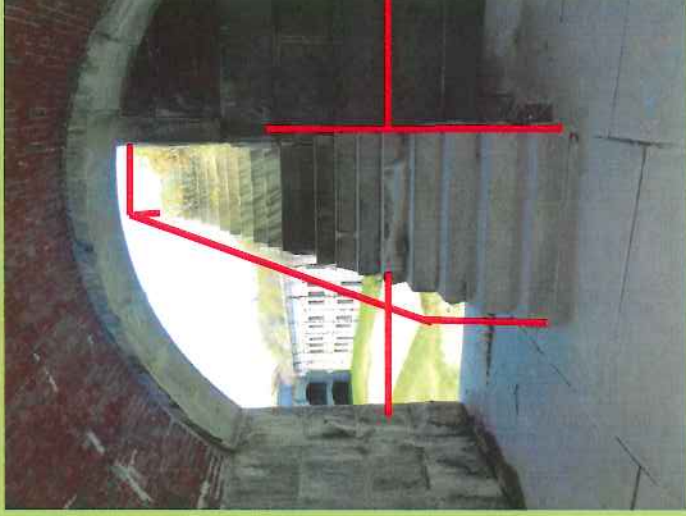
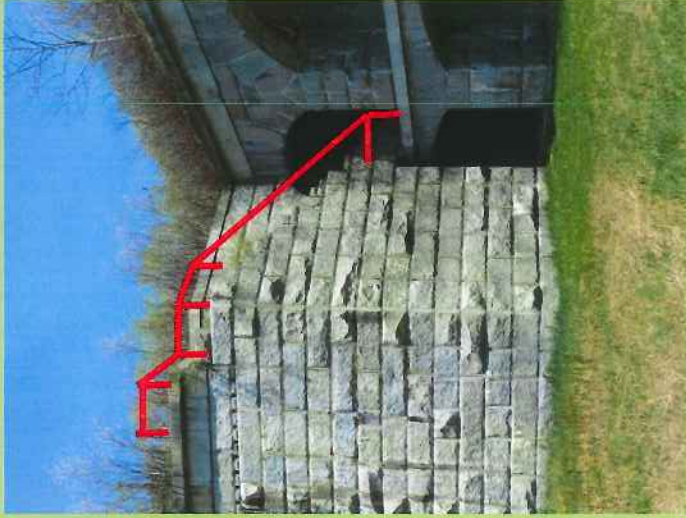


One doorway and five window openings will be closed to prevent access to Fort Gorges' only remaining wooden staircase and the 2nd level quarters.



This gated doorway is an example of what can be provided at Fort Gorges to control public access to unsafe areas.

Fort Gorges - Fall Hazard Mitigation



Stairway from 2nd tier to barbette tier at east side of the fort.
The city will restore four missing steps.

Fort Gorges - Fall Hazard Mitigation



Barricade rail with a lockable gate will restrict access to 2nd tier casemates beyond this point. The exterior stairway up to the barbette tier is to the right.

Fort Gorges - Fall Hazard Mitigation



Install gates to close entrances to magazines on the parade level and 2nd level on the west side of the fort.



Install gates to close the entrance to the magazine on the 2nd level on the east side of the fort.

Fort Gorges - Fall Hazard Mitigation



Install gate in the sallyport to control of entry into the Parade Ground and all interior areas of Fort Gorges.

Fort Gorges - Fall Hazard Mitigation



A gate installed at the Parade Level entrance to the stairwell will permit control of access to upper levels.



A gate installed at the Parade Level entrance to the stairwell will permit control of access to upper levels.

Fort Gorges - Fall Hazard Mitigation



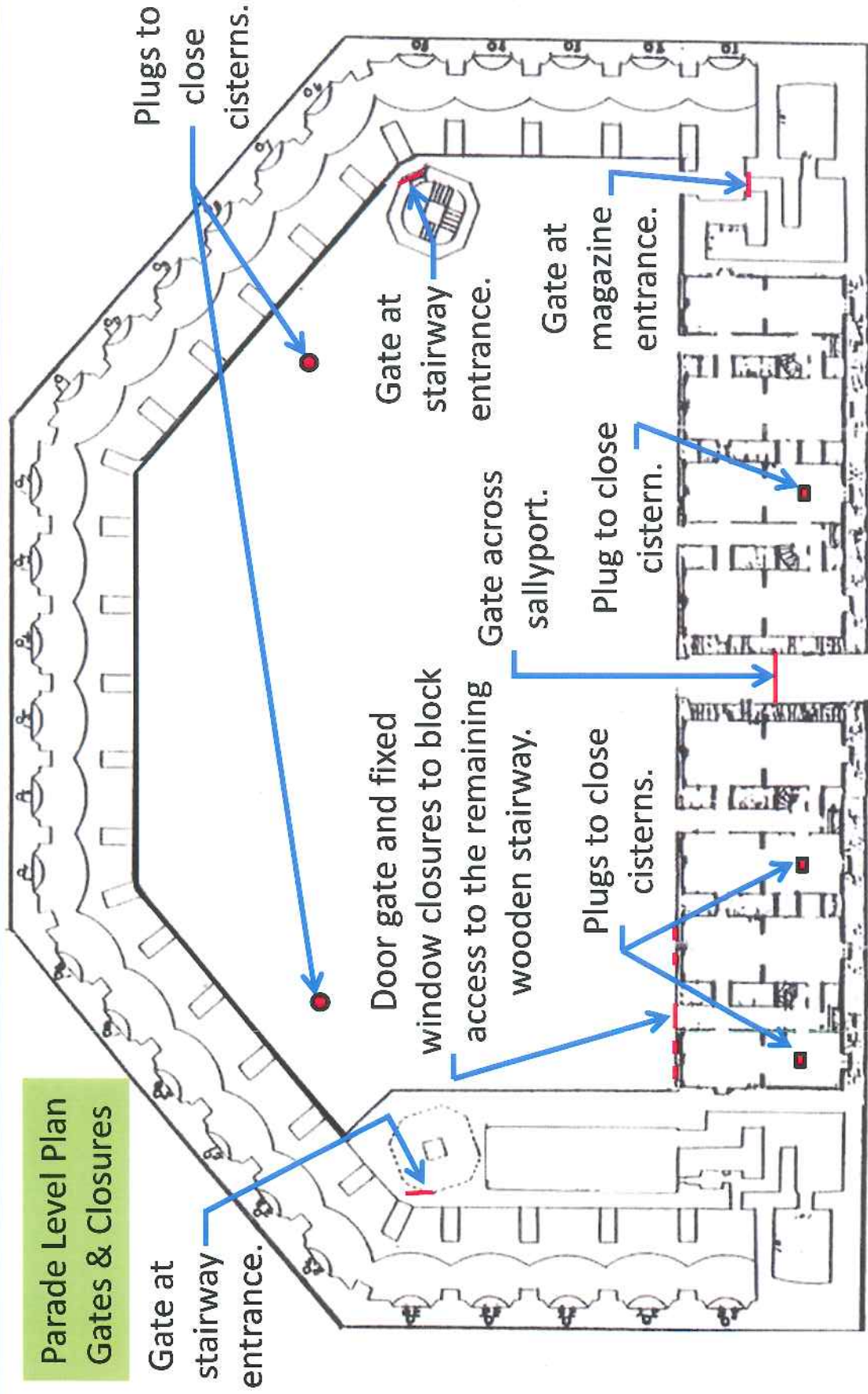
A gate installed at this 2nd tier stairwell opening will allow control of entry onto wooden bridge at second level.

Fort Gorges - Fall Hazard Mitigation



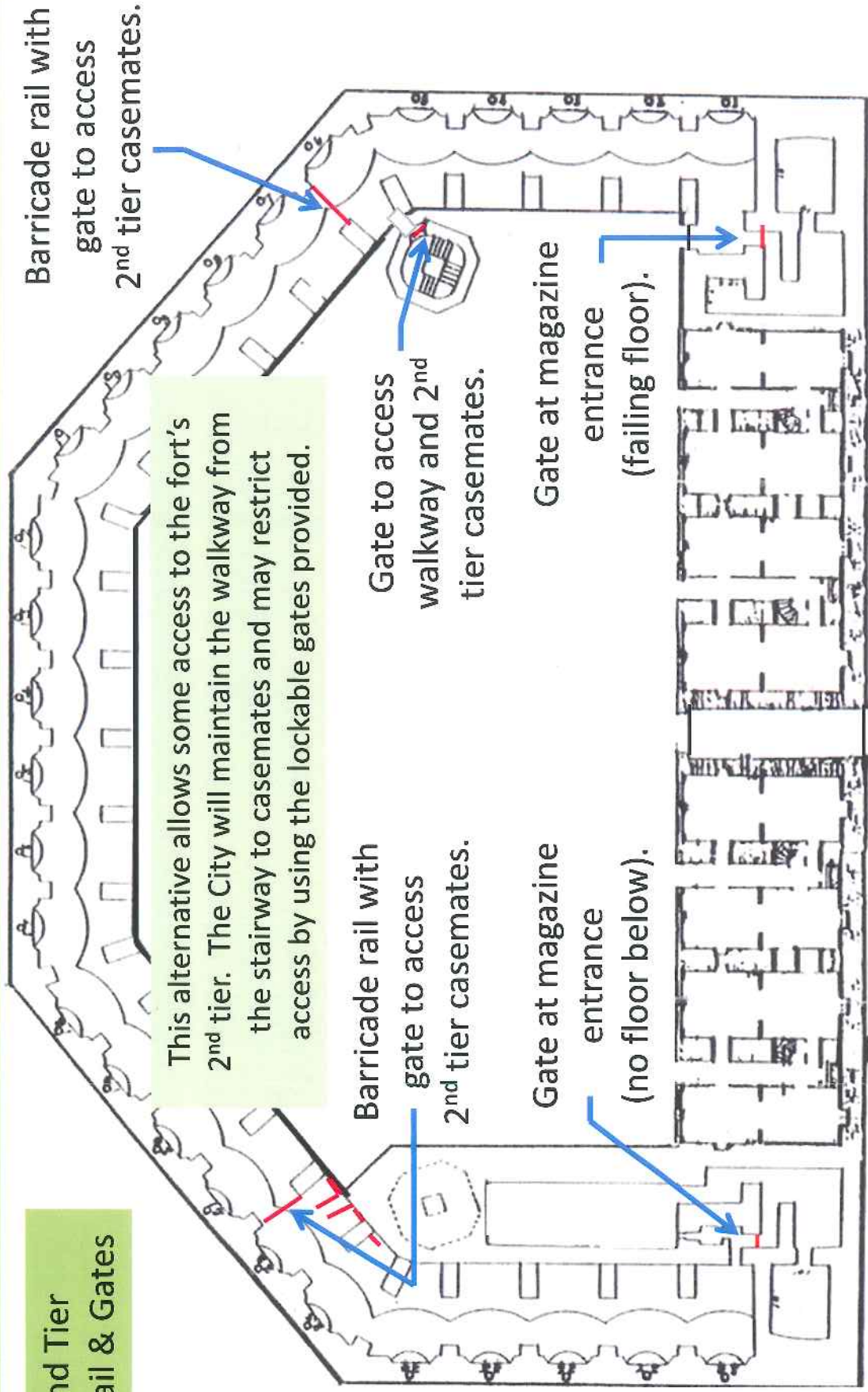
Install rail and gate
at the top of the
stairwell opening to
allow control of
entry onto wooden
bridge at third level.

Fort Gorges – Parade Level



Fort Gorges — 2nd Tier

2nd Tier Rail & Gates



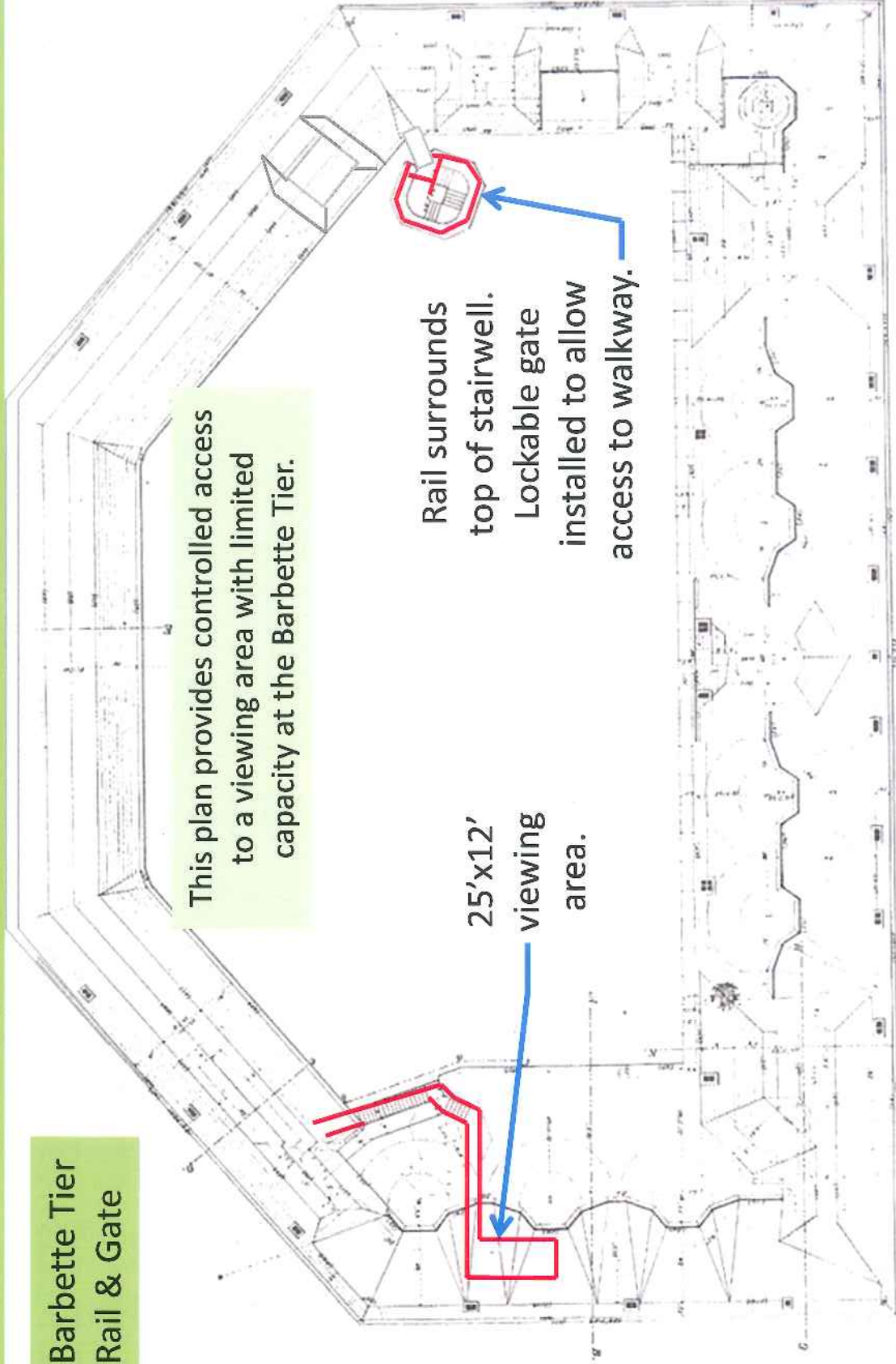
Fort Gorges – Barbette Tier

Barbette Tier
Rail & Gate

This plan provides controlled access
to a viewing area with limited
capacity at the Barbette Tier.

25'x12'
viewing
area.

Rail surrounds
top of stairwell.
Lockable gate
installed to allow
access to walkway.



Fort Gorges Summary

- DERP-FUDS BD/DR Project Category – Can mitigate falling hazards of six feet or more.
- Program participation is voluntary.
- The selected rail arrangement reflects anticipated park use and satisfies both public safety and FUDS program considerations.
- Property owner will provide Right-of-Entry. Construction is Federally-funded.





PHOTO 1



PHOTO 2



PHOTO 3



PHOTO 4



PHOTO 5

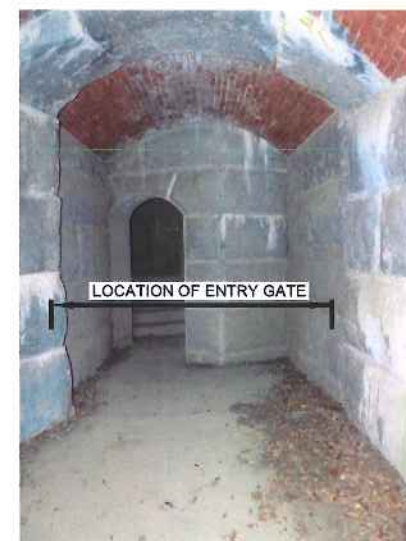


PHOTO 6

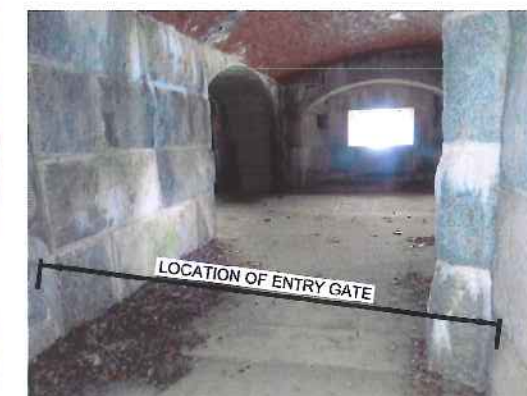


PHOTO 7



PHOTO 9



PHOTO 8

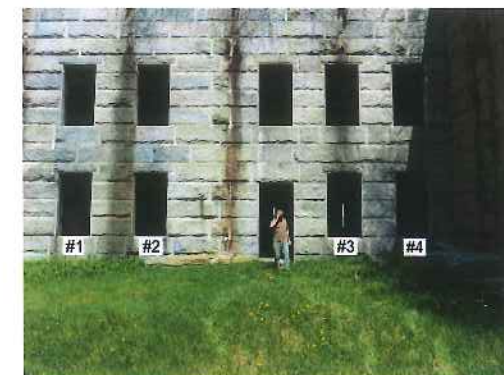
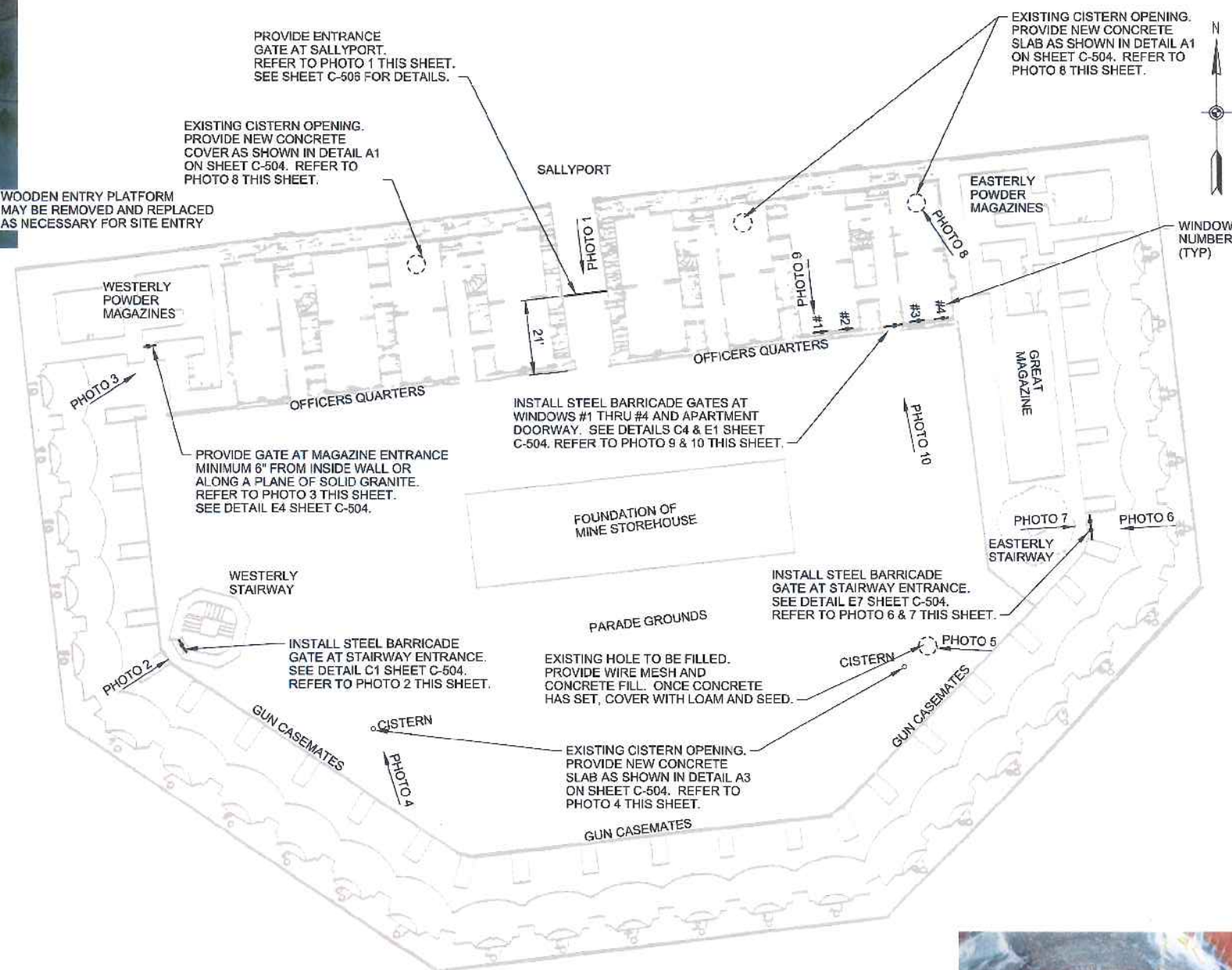


PHOTO 10



SITE PLAN PARADE LEVEL

SCALE: 1" = 20'

REMOVE GRANITE
BLOCK BEFORE
CONSTRUCTING
CONCRETE COVER

LOCATION OF ENTRY GATE

6" MIN

LOCATION OF ENTRY GATE

LOCATION OF FAULT

1 GRAPHIC SCALE



US Army Corps
of Engineers®

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U.S. ARMY CORPS OF ENGINEERS NEW ENGLAND DISTRICT 3701 BRIDGE STREET CONCORD, MA 01742-2751	DESIGNED BY:	ISSUE DATE:
	L. THIBODEAU	
	DRAWN BY:	SOLICITATION NO.:
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	CHECKED BY:	CONTRACT NO.:
	M. JESSER	
	SUBMITTED BY:	DRAWING CODE:
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FALL HAZARD MITIGATION
FORT GORGES
PORTLAND, MAINE

SITE PLAN

SHEET ID

C-101

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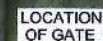


PHOTO 1



PHOTO 2

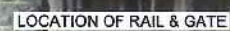
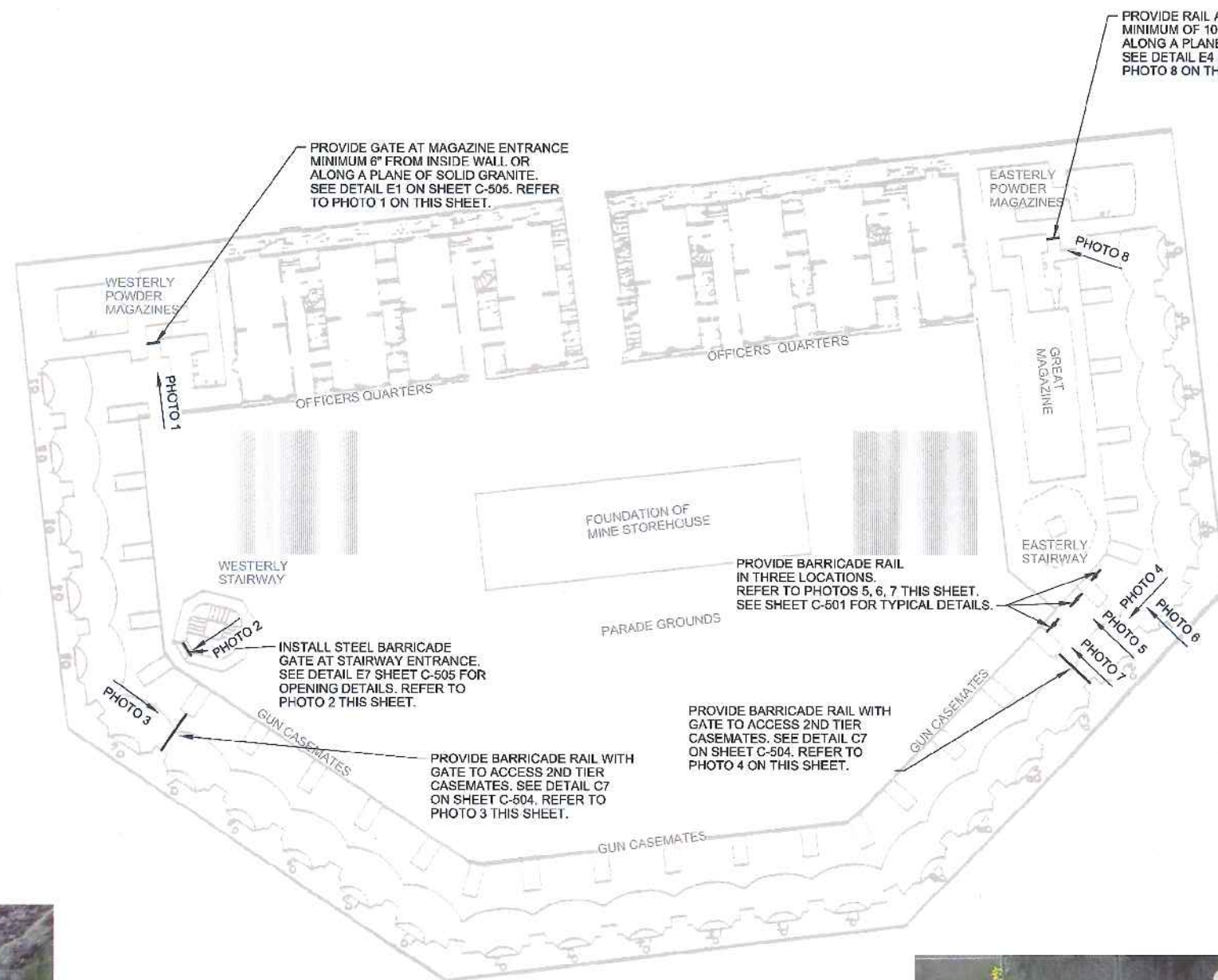


PHOTO 3



PHOTO 4



SITE PLAN 2ND TIER

SCALE: 1" = 20'

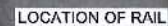


PHOTO 5

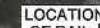


PHOTO 8



PHOTO 7

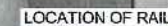


PHOTO 6

GRAPHIC SCALE:



**US Army Corps
of Engineers®**

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U.S. ARMY CORPS OF ENGINEERS NEW ENGLAND DISTRICT 688 VIRGINIA ROAD CONCORD, MA 01742-2751	DESIGNED BY:	ISSUE DATE:
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	M. TESSER	SUBMITTAL NO.:
	SCALE:	SHEET 4 OF 12

**65% SUBMITTAL
NOT FOR PUBLIC DISTRIBUTION**

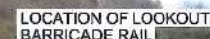
FALL HAZARD MITIGATION
FORT GORGES
PORTLAND, MAINE

SITE PLAN
SECOND FLOOR

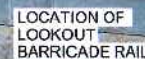
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A
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G



INSTALL STEEL GUARD RAIL ALONG STAIRWAY.
SEE SHEET C-506 FOR DETAILS. REFER TO
PHOTO 4 ON THIS SHEET.

INSTALL STEEL BARRICADE RAIL AND
GATE AT PORTIONS OF TOP OF STAIRWAY.
SEE DETAILS B1, B4, AND B7 ON SHEET C-505.
REFER TO PHOTO 1, 2, & 3 ON THIS SHEET.

LOCATION OF GRANITE STAIRWAY
SHOWN IS IN AN APPROXIMATE
MANNER ONLY. REFER TO NOTE 9
ON SHEET G-101.

PHOTO 1

PHOTO 2

PHOTO 3

PHOTO 4

PHOTO 5

GRANITE BLOCK

TOP OF GRANITE BLOCK WALL

STAIRS

6' WIDTH

SCALE: 1" = 20'



LOCATION OF STAIRWAY
BARRICADE RAIL

GRAPHIC SCALE:



**US Army Corps
of Engineers®**

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DESIGNED BY:	ISSUE DATE:
L. JACOBS	
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SCALE:	

U.S. ARMY CORPS OF ENGINEERS
NEW ENGLAND DISTRICT
696 VIRGINIA ROAD
CONCORD, MA 01742-2751

FALL HAZARD MITIGATION
FORT GORGES
PORTLAND, MAINE

SITE PLAN

SHEET ID

C-103

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

**WORKSHOP
136 COMMERCIAL STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Historic Preservation Compliance Coordinator

DATE: February 25, 2016

RE: March 2, 2016 **Workshop** – Preliminary Review of Proposed Exterior Alterations

Address: 136 Commercial Street – Carroll Block

Applicant / Contractor: Scott Lindsay, Carroll Block LLC

Architect: Glenn Harmon, Oak Point Associates

Introduction

Architect Glenn Harmon, representing Scott Lindsay of Carroll Block LLC, has requested a workshop to present preliminary plans for a second phase of rooftop alterations to the mixed-use structure at 136 Commercial Street. Board members will recall that at the public hearing on February 3, 2016, they approved Phase 1 of the alterations project – the shed dormer facing Commercial Street. The hearing followed a preliminary workshop presentation to the Board on January 13, 2016, at which subsequent phases were also mentioned briefly. Now Mr. Lindsay would like to determine the advisability of seeking a zone change to allow residential use at the property, which is located in the waterfront zone that allows only marine-related uses. He hopes to convert the upper floors to residential use (if rezoning allows,) while maintaining commercial and retail use on the lower floors.

Mr. Harmon will present two schemes to expand interior space at the existing rear dormer, with one option increasing the mass of the addition substantially more than the other. In either case, a new curtain wall with new siding and windows will enclose the existing rooftop structure. Currently, the rear roof addition is stepped, with decks facing the harbor. Both of the alternate schemes proposed by Mr. Harmon would enclose most of the decks; the more ambitious of the two would add a sixth floor, in addition to enclosing the stair overrun and (most of) the cooling tower. Mr. Harmon has provided elevations and renderings to show the visual impact of the proposed addition, as well as a project description outlining the two options, and photos of existing conditions.

Subject Structure

The Carroll Block was built in 1863, a few years after the Thomas Block. Although the property now stands alone with Dimillo's parking lot to the west, the 1924 tax photo shows a connected, smaller building where the parking lot now exists. Ground floor storefronts at the building are framed by a double band of granite at the top and massive pilasters, and filled in with modern windows and doors. On the second, third, and fourth floors of the front facade, six bays of six-over-six double-hung windows have corbeled granite sills and lintels. Unique among Commercial Street roof types, this building has a saltbox roof; the rear slope has stepped rooftop additions constructed in 1982. A mechanicals tower, just visible at a sufficient distance, surmounts these rear roof additions. Also in 1982, the rear wall of the building was completely replaced with a new brick wall and larger, modern windows. The front roof is still roofed with slate, while the rear roof slopes are asphalt. The rear of the property is most visible from the wharves to the south, but the open Long Wharf parking lot belonging to Dimillo's offers good visibility of the western rear roof from Commercial Street, looking from west to east.

Proposed Scope of Work

Please refer to the written description Mr. Harmon has provided of the two alternatives, the renderings, and the drawings. In both schemes large new windows and spandrel panels would create a new curtain wall, and the middle section of the fifth floor would expand to the back of the existing addition, while smaller decks would remain at the two rear corners. Horizontal cable rail systems are proposed to replace existing pipe rails.

As noted above, Option One would create a larger mass by adding a sixth floor which would engulf the stair tower and most of the cooling tower. The flat roof in this case would be higher than the ridge of the original structure, whereas the existing addition roof is a half story lower than the ridge. Option Two also appears to increase the mass of the existing rear rooftop addition by eliminating the step at the middle of the back wall.

Staff Comments

In the February 3, 2016 memo, staff suggested that "in considering any and all alterations, retaining the outline of the Carroll Block's original roof lines will no doubt be a primary concern - bearing in mind that a distinctly modern rooftop addition already exists on the rear roof." Neither of the options presented here propose to expand the footprint of the addition, while the mass increases significantly in Option One, and less so in Option Two. But the presence of the step in the existing structure softens the way the geometry relates to the rake of the original roof, and the step is eliminated - visually, at least - in both proposals.

Given that the 1982 addition exists as a starting point, staff suggests the Board will want to discuss how much can be added to it before the additions begin to overwhelm the distinctive form of the Carroll Block. The existing cooling tower is also a large presence on the roof of the addition, and is higher than the ridge. Mr. Harmon points out that Option One would partially screen the tower by surrounding it with a sixth floor. The increase in mass would be the price of creating a cleaner, less cluttered roof line (in addition to providing useful indoor

space.) If the Board finds the mass of Option One too large, it may be that the cooling tower could be integrated with the geometry and materials of the existing addition with a more modest, stepped, new addition. The cooling tower could also be made more recessive with paint or a more solid railing system that would screen the lower part of it. In a more general sense, the choice of materials and color, as well as the size and form, will influence the visual importance of the proposed addition. Again, the Board is asked to judge how distinct and distracting the altered addition can be, before adversely impacting the appearance of the Carroll Block.

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.
- (5) Distinctive features, finishes, and construction techniques or examples of skilled craftsmanship which characterize a structure, object or site shall be treated with sensitivity.
- (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's submission, including project description, elevations, section, roof plan, photos of property, and renderings

22 February 2016

Request for Workshop Proposed rooftop alterations Phase 2

Carroll Block, 136 Commercial Street C/B/L: 30-H-4-7

Applicant/Contractor/Billing Address: Scott Lindsay Associates, PO Box 7626, Portland 207-329-7281

Owner: Carroll Block LLC, PO Box 7626, Portland

Architect: Glenn Harmon, Oak Point Associates, 231 Main Street, Biddeford 283-0193

Description

In an effort to determine the feasibility of pursuing a zoning change to allow residential use, the owner, Scott Lindsay, is considering options for the top floor harbor side of 136 Commercial Street. The proposal for this phase is to modify the existing rear stepped dormer, which was added in 1982. One option is to add a loft level in order to hide the existing stair enclosure, elevator overrun, and cooling tower. A second option is to expand a portion of the 5th floor out to the line of the existing 4th floor to create usable space at the interior behind the elevator shaft. The expansion will be stepped back at both the east and west facades so that the existing 1982 massing is unchanged when viewed from Commercial Street (it will be different when viewed from the harbor). In either option, we are anticipating curtainwall construction with spandrel infill panels (Reynobond-type product), and re-cladding the existing panels at the 4th floor to match.

Option One requests an addition at the roof to accommodate a loft level. The existing flat roof of the 1982 addition is set back 30" from either gable end wall, which sweeps from the ridge down to the 4th floor. This plane will be maintained. The existing roof elevation is half a story below the ridge, meaning a loft level roof would be located half a story above the ridge, rather than a full story. The existing addition below will remain as is in terms of massing, but we propose to re-clad the exterior with new curtainwall and spandrel panels to match the proposed loft exterior. New horizontal cable rails will be installed at the existing perimeter to replace the metal pipe rail system, and the casement windows will be converted to patio doors to facilitate access to the roof deck. This scheme allows the rooftop clutter (cooling tower, stair enclosure, elevator overrun) to be screened from view.

Option Two requests an expansion at the center bay of the 5th floor out to the plane of the existing 4th floor dormer. The corners will remain set back to maintain the overall massing as seen from Commercial Street, as well as allow for roof decks from the 5th floor space. As in Option One, we propose to re-clad the exterior with new curtainwall and spandrel panels and new horizontal cable rails will be installed at the existing perimeter to replace the metal pipe rail system. The existing casement windows will be converted to patio doors to facilitate access to either roof deck. With this scheme the existing rooftop clutter will remain visible as it is currently, but the 1982 façade will be cleaned up and simplified to a great degree as a result of the new windows and re-cladding investment.

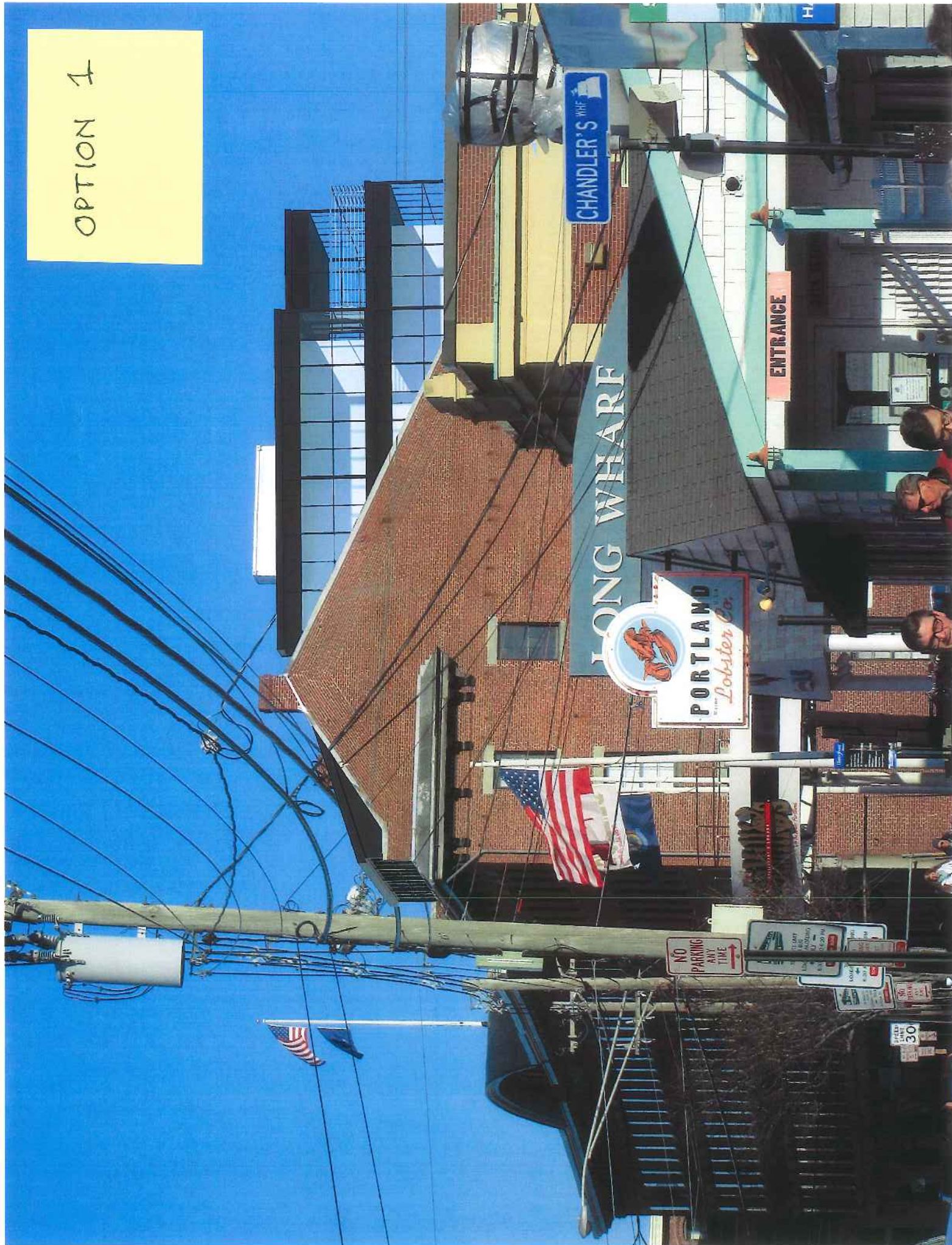




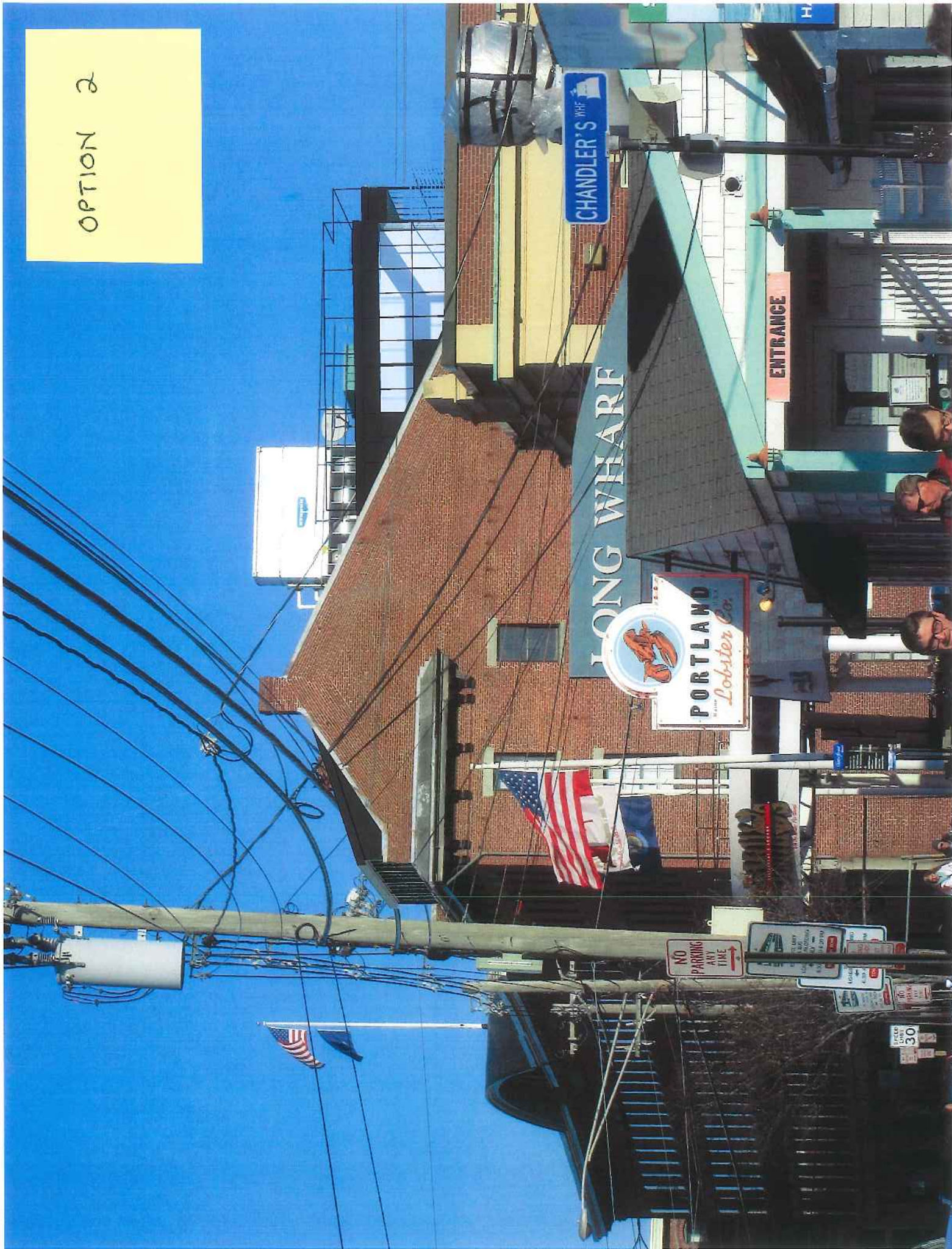


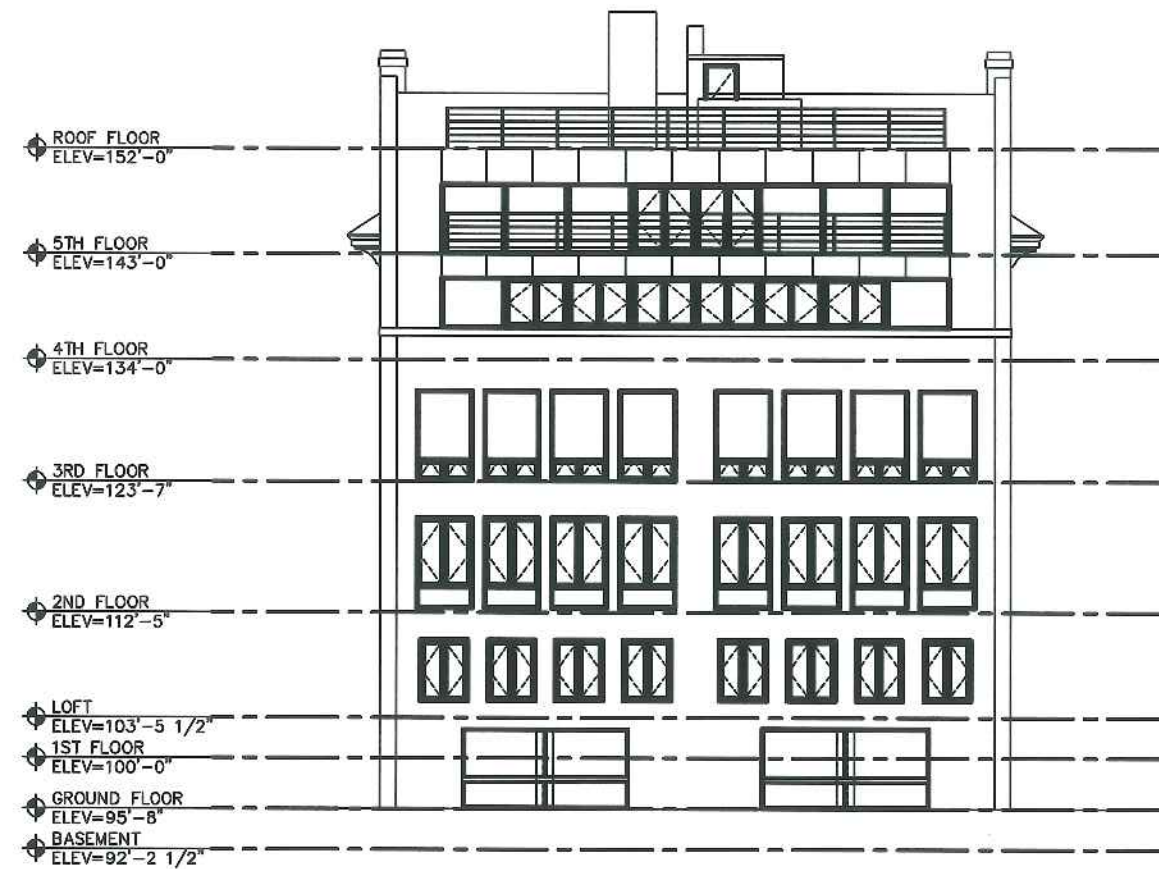


OPTION 1

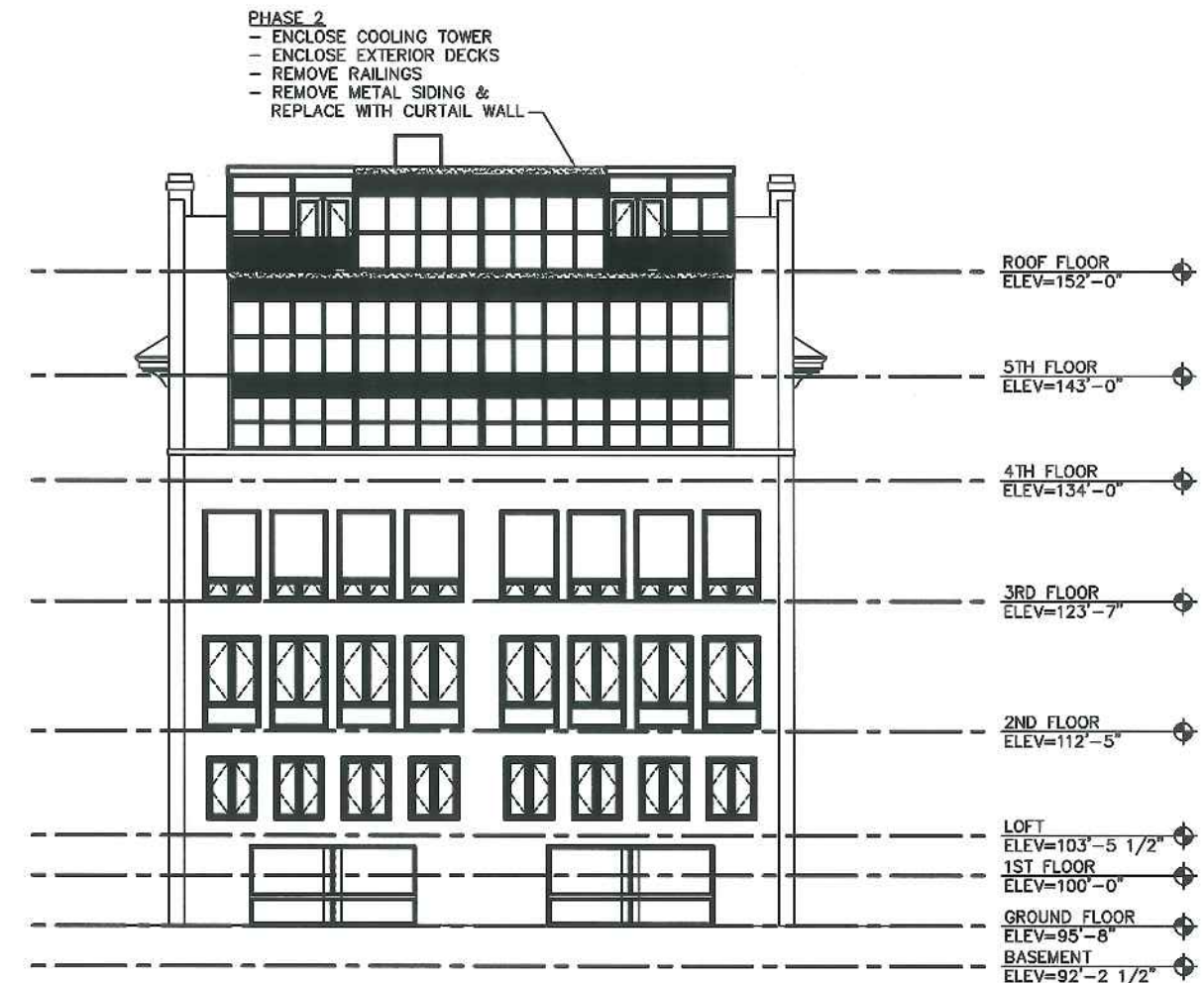


OPTION 2





EXISTING HARBOR VIEW ELEVATION

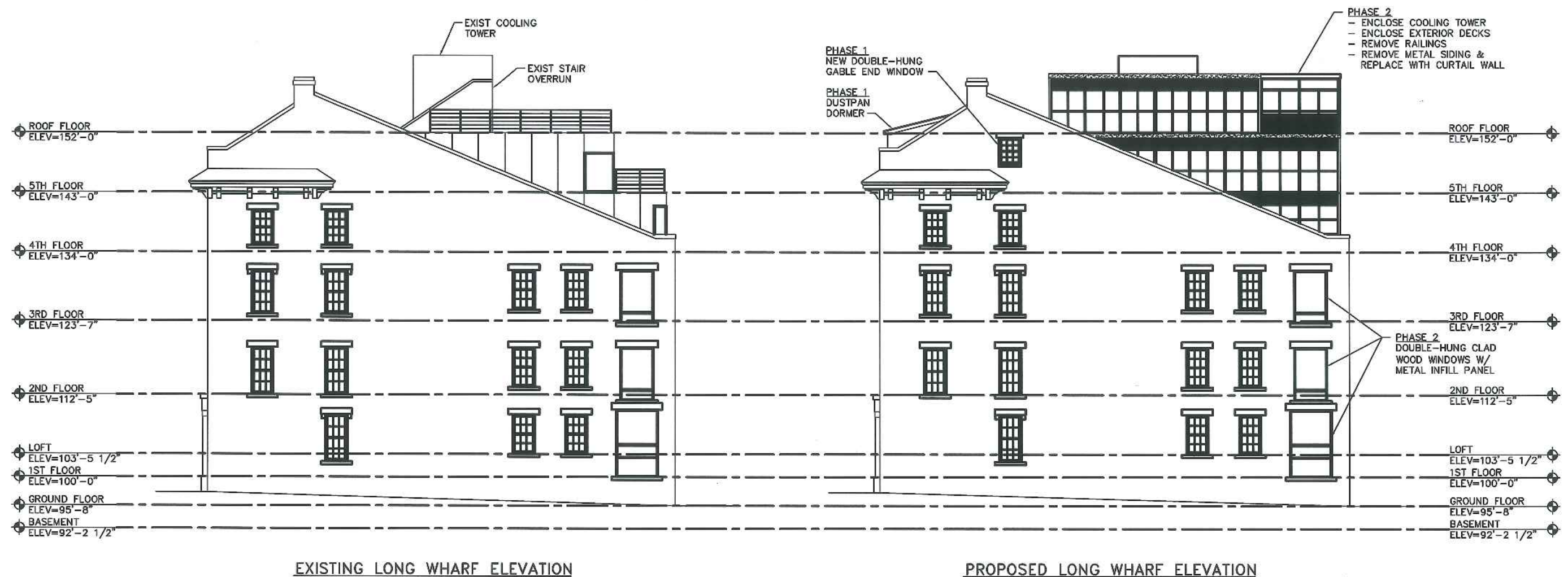


PROPOSED HARBOR VIEW ELEVATION

Carroll Block - Portland, Maine Harbor View Elevations

January 27, 2016





Carroll Block - Portland, Maine

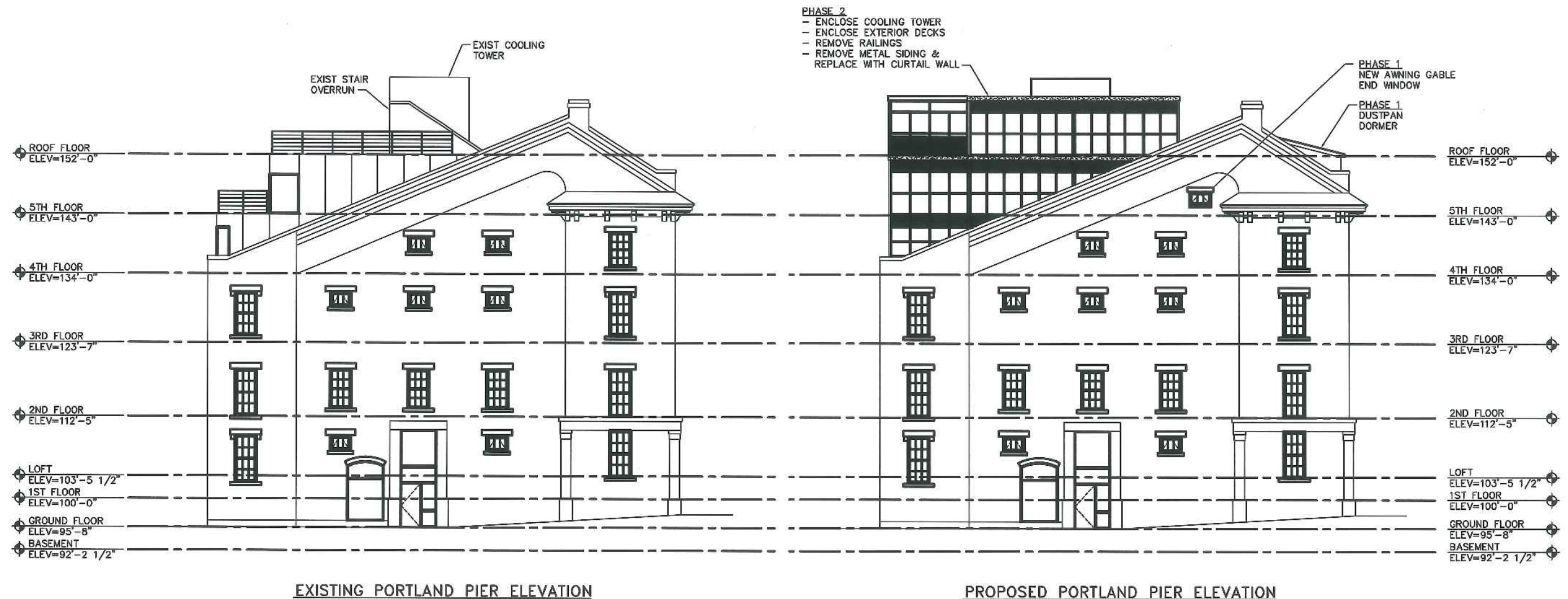
Long Wharf Elevations

January 27, 2016

OAK POINT
ASSOCIATES



ARCHITECTURE ■ ENGINEERING ■ PLANNING



Carroll Block - Portland, Maine

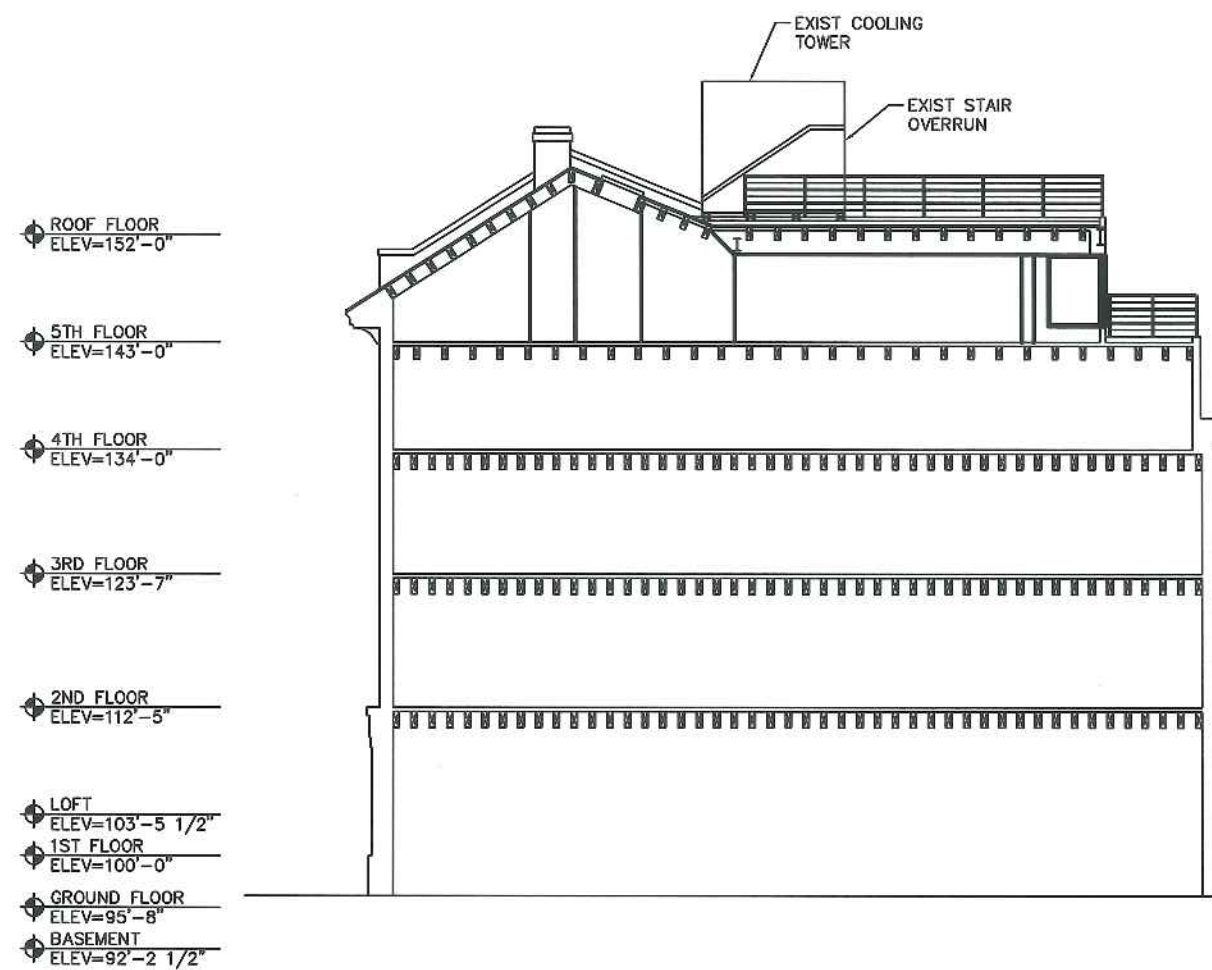
Portland Pier Elevations

January 27, 2016

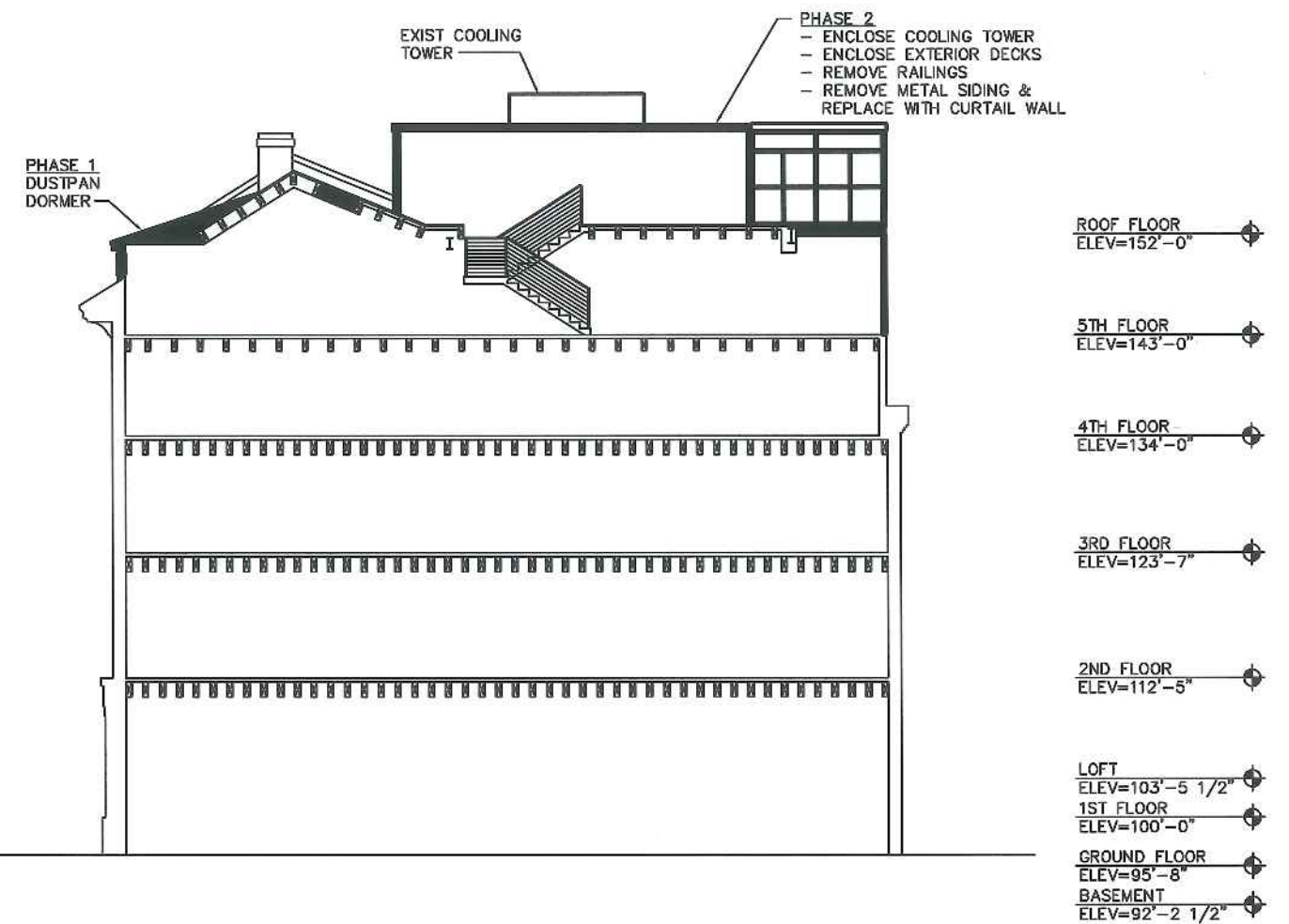
OAK POINT
ASSOCIATES



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EXISTING BUILDING SECTION

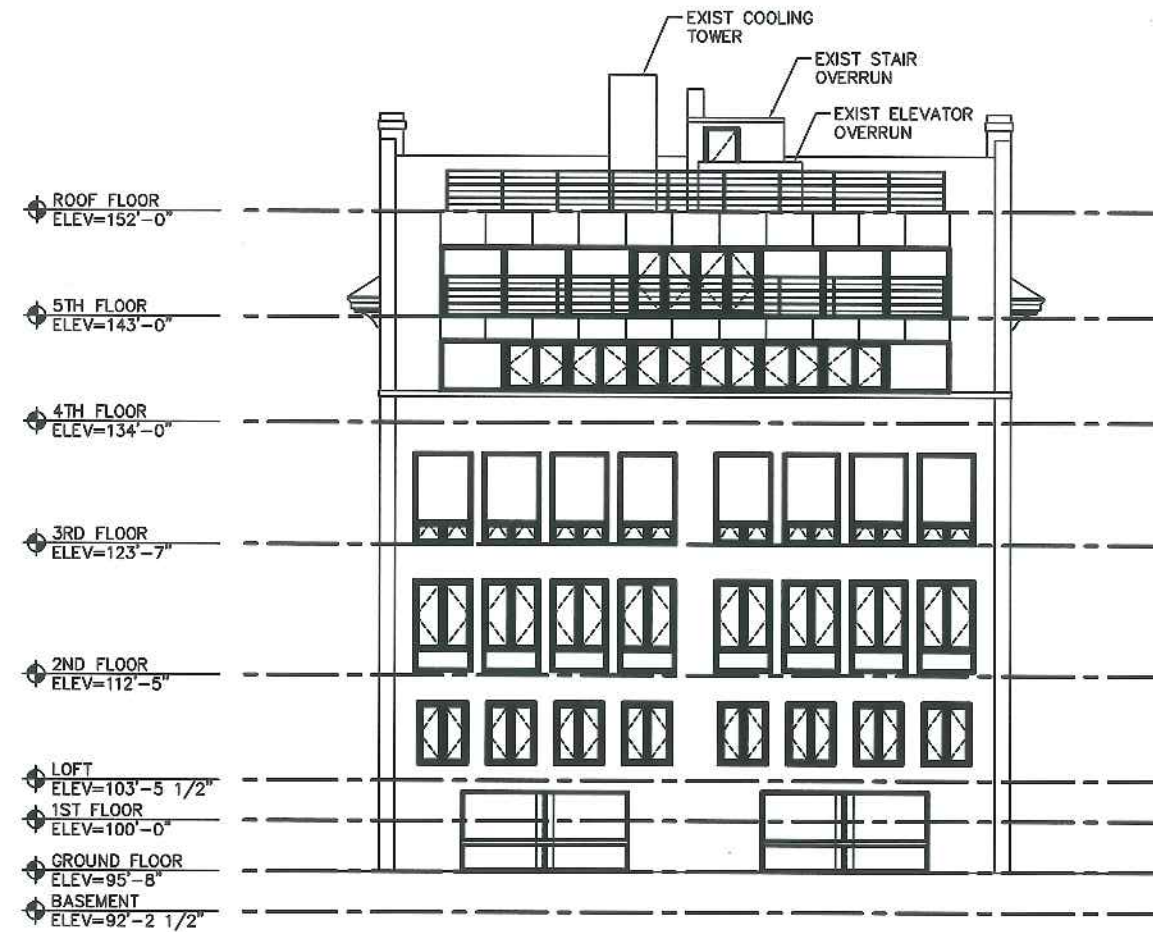


PROPOSED BUILDING SECTION

Carroll Block - Portland, Maine

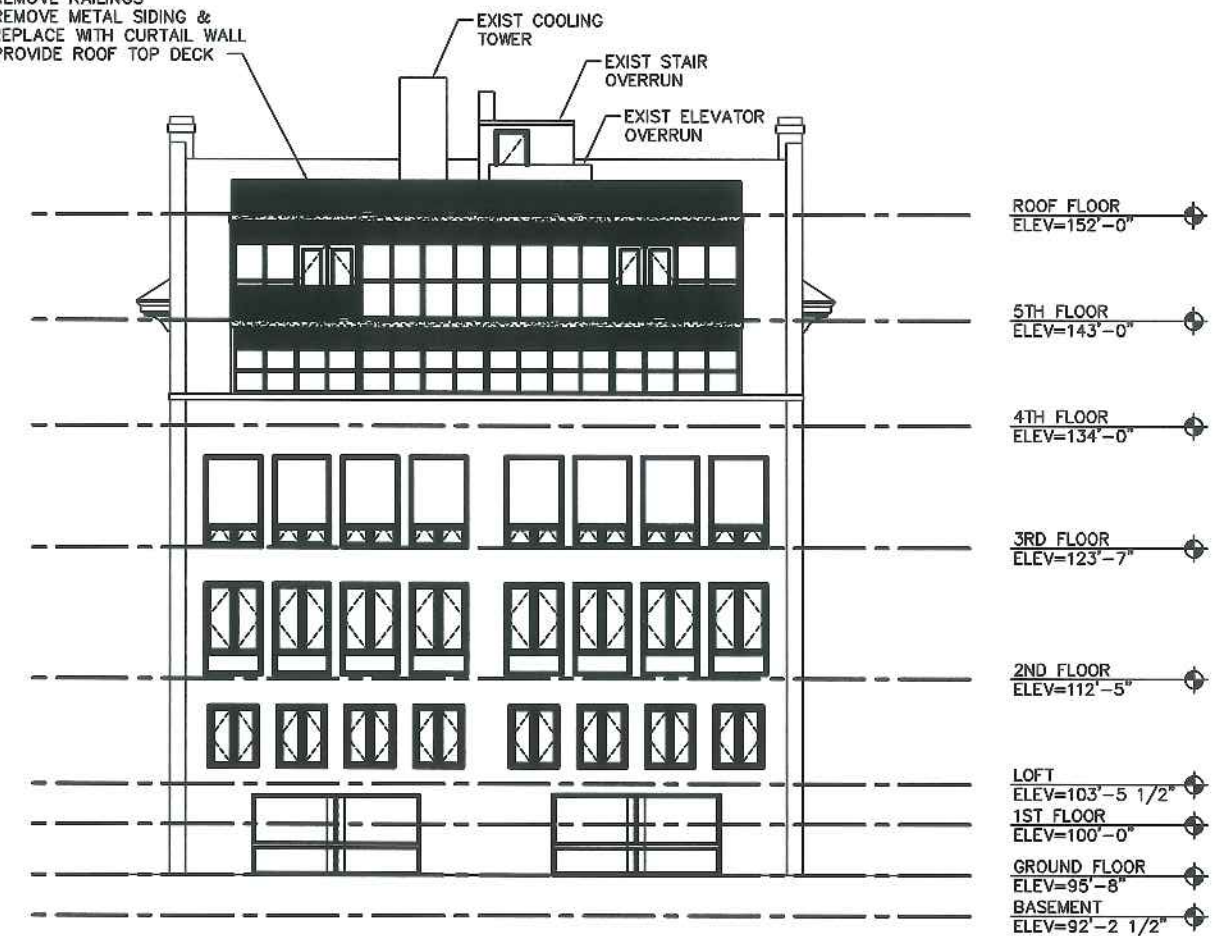
Building Sections

January 27, 2016



EXISTING HARBOR VIEW ELEVATION

- PHASE 2
- ENCLOSE EXTERIOR DECKS
 - REMOVE RAILINGS
 - REMOVE METAL SIDING & REPLACE WITH CURTAIL WALL
 - PROVIDE ROOF TOP DECK



PROPOSED HARBOR VIEW ELEVATION

Carroll Block - Portland, Maine

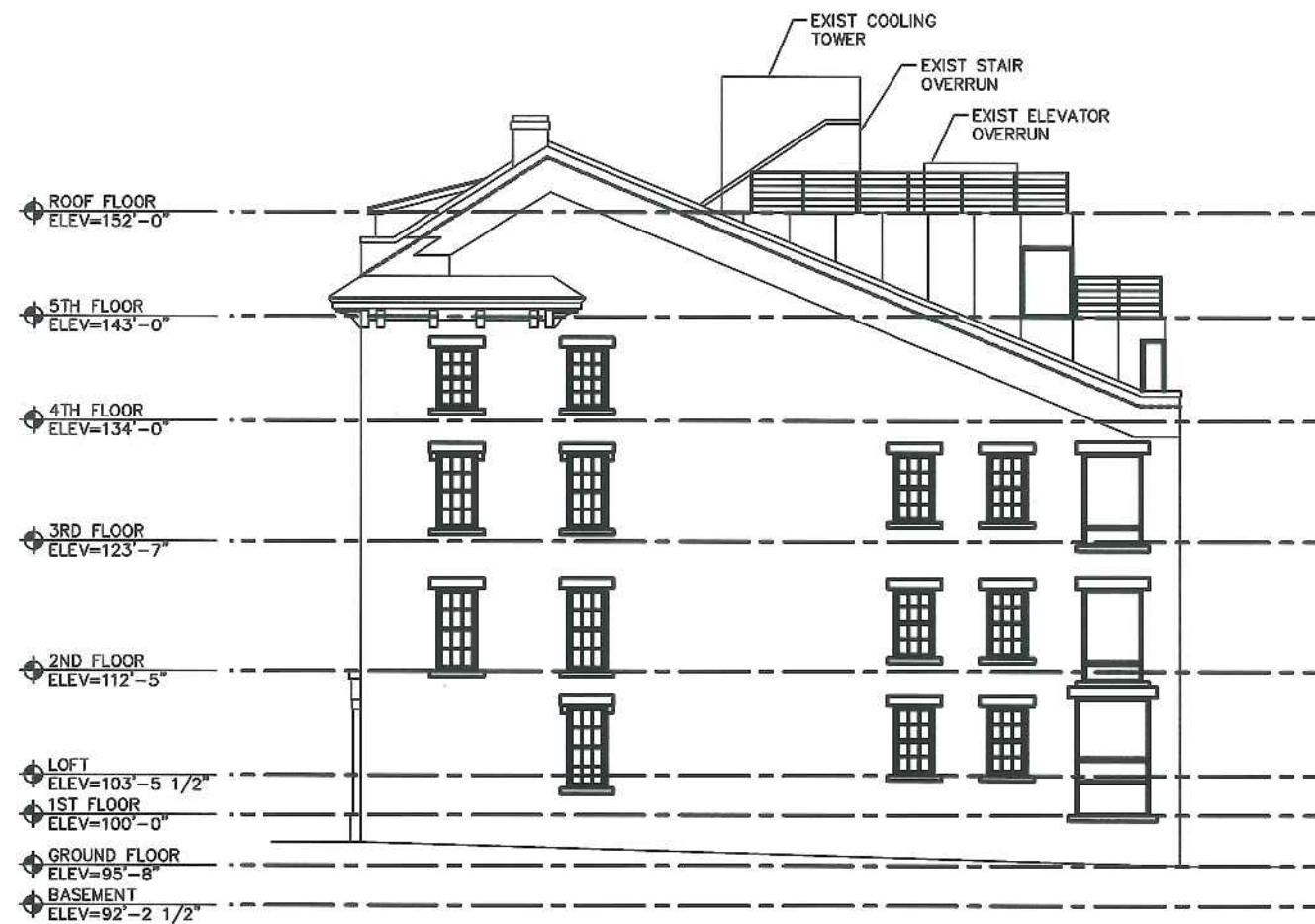
Harbor View Elevations - Phase 2

February 10, 2016

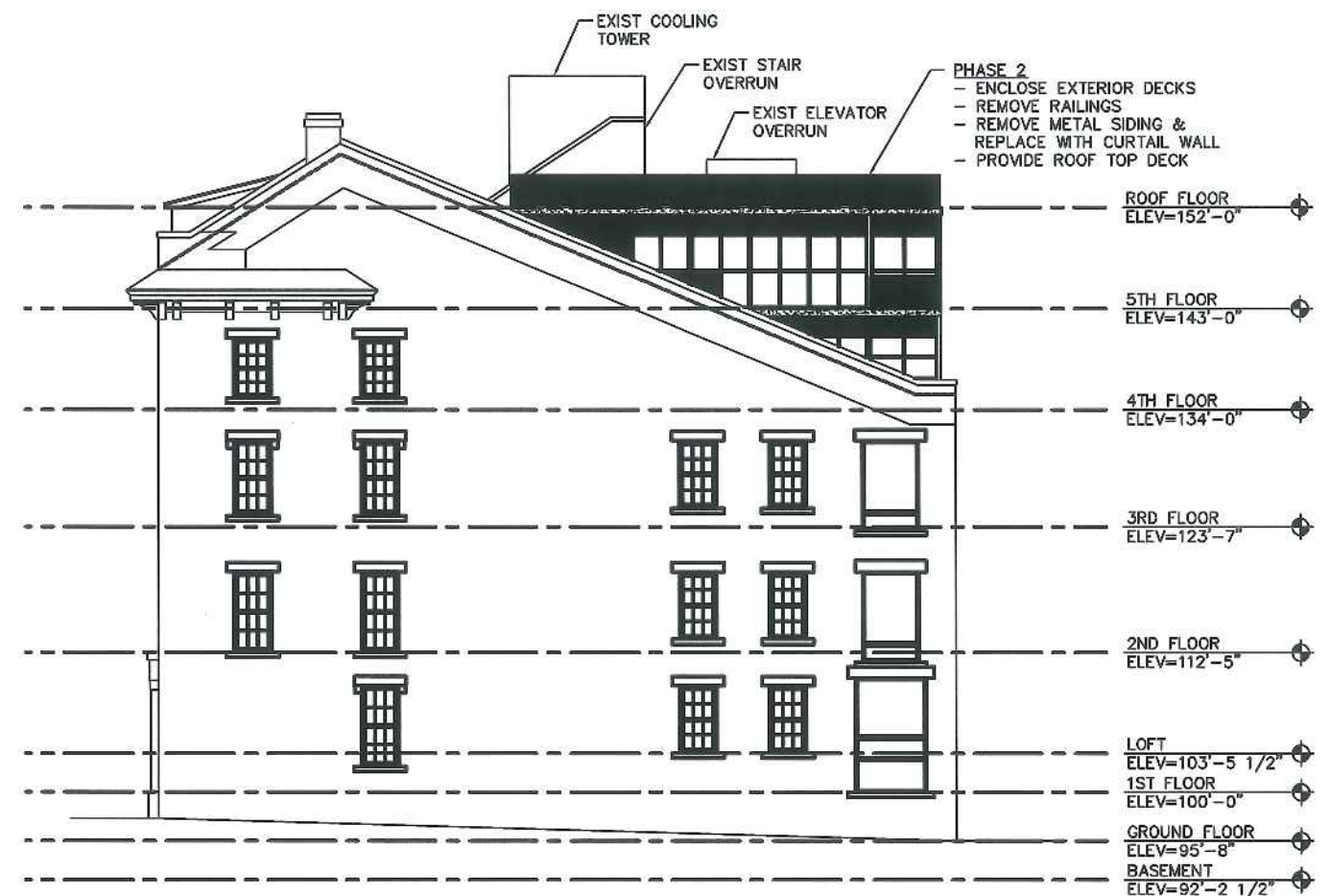
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EXISTING LONG WHARF ELEVATION



PROPOSED LONG WHARF ELEVATION

Carroll Block - Portland, Maine

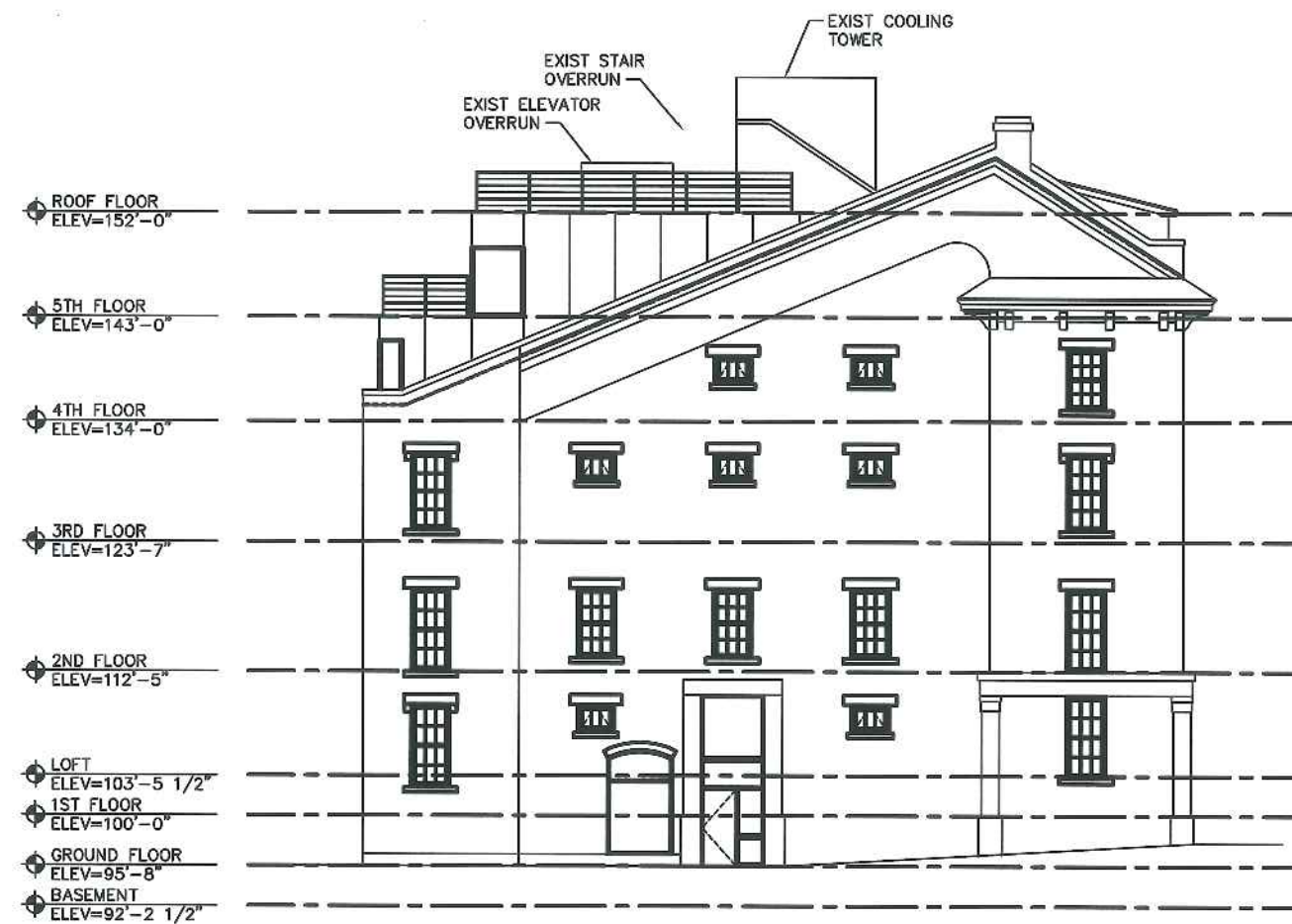
Long Wharf Elevations - Phase 2

February 10, 2016

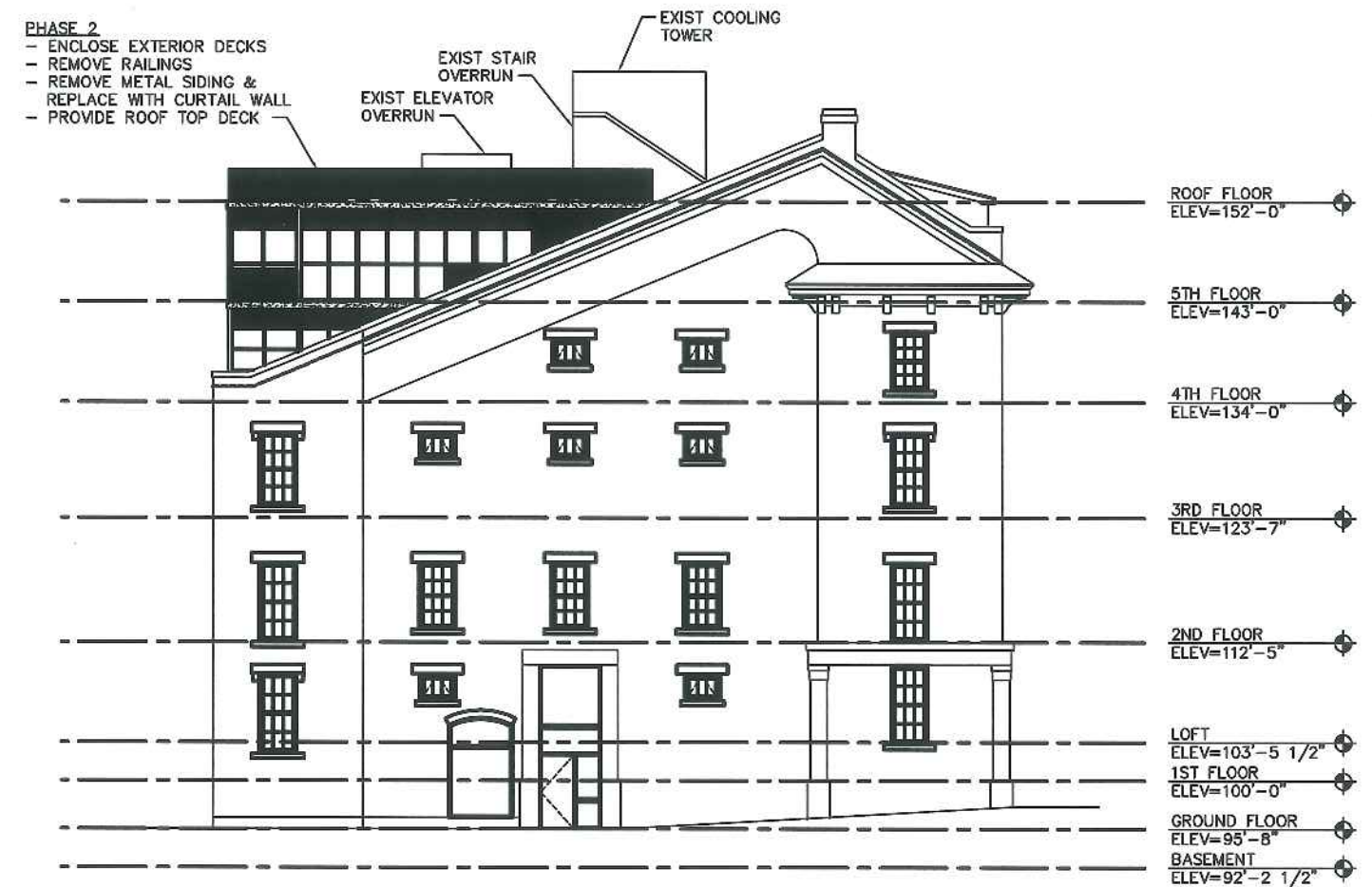
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EXISTING PORTLAND PIER ELEVATION



PROPOSED PORTLAND PIER ELEVATION

Carroll Block - Portland, Maine

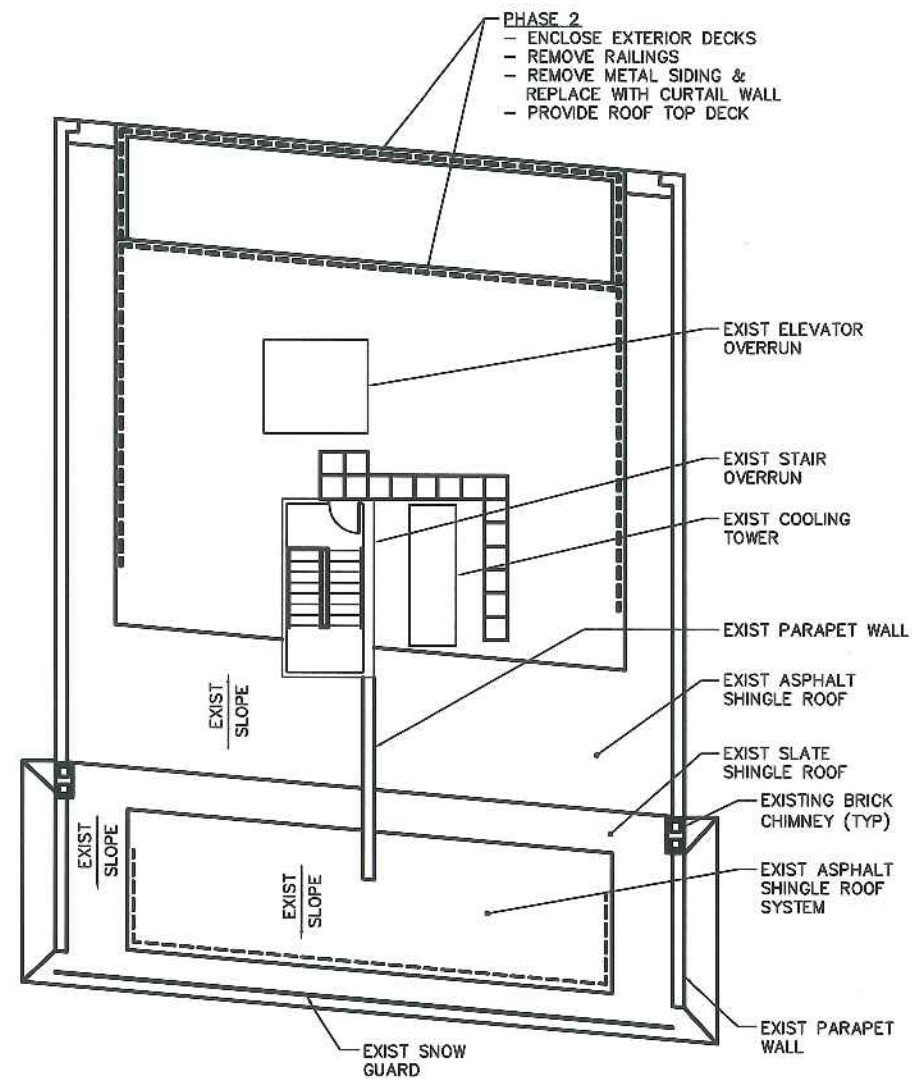
Portland Pier Elevations - Phase 2

February 10, 2016

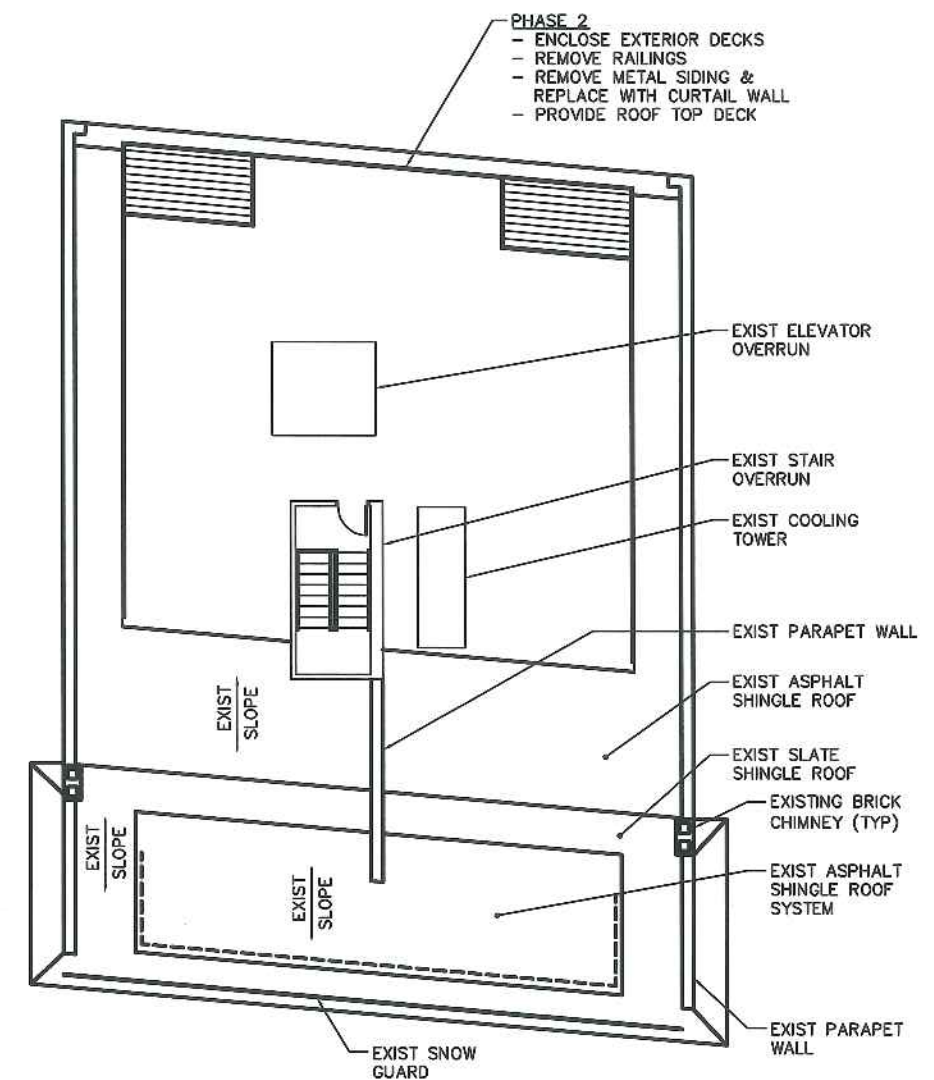
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EXISTING ROOF PLAN



PROPOSED ROOF PLAN

Carroll Block - Portland, Maine

Roof Plans - Phase 2

February 10, 2016

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

**PUBLIC HEARING
REQUEST TO EXPAND INDIA STREET HISTORIC DISTRICT BOUNDARY**

TO: Chair Benson and Members of the Historic Preservation Board
FROM: Deborah Andrews, Historic Preservation Program Manager
DATE: February 24, 2016
RE: March 2, 2016 **Public Hearing**

Application For: Request to Expand Boundary of India Street Historic District
Affected Addresses: 88, 96 and 100 Federal Street
Applicant: M & D Federal LLC
Dan Black, Managing Partner

Introduction

Dan Black, representing M & D Federal LLC, is requesting that the western boundary of the recently-designated India Street Historic District be extended to include three additional properties on the south side of Federal Street, at the intersection of Hampshire Street. (See letter from Mr. Black—ATTACHMENT 1.) The properties in question are 88, 96 and 100 Federal Street. M & D Federal LLC owns the buildings at 96 and 100 Federal. The building at 100 Federal is owned by the Catholic Diocese of Maine.

Purpose of Request, Discussions with Maine Historic Preservation Commission

The request has been prompted by M & D Federal's desire to take advantage of historic tax credits for the rehabilitation of 96 Federal Street, a three story brick apartment building at the southwest corner of Federal and Hampshire. Recognizing that the building was located outside the Council-adopted historic district boundaries, the property owner inquired about individual listing in the National Register. Maine Historic Preservation Commission staff found that the building was not eligible for individual listing, but advised that if it were included as part of a certified local historic district, its contributing status within the district would make access to the tax credits possible.

On Federal Street, St. Peter's Church is located at the western boundary of the historic district—see map and aerial view. 96 Federal Street, which is located at the corner of Federal and Hampshire Street, is separated from the current boundary by one building, 88 Federal. To avoid a discontinuous district—which would not be allowed under NPS guidelines—the district would need to include 88 Federal, a non-contributing one-story structure built in 1965. In

discussions with MHPC staff, MHPC also advised that if the district is to be expanded and be eligible for certification, it will also need to include 100 Federal. The wood-frame triple-decker apartment building was found by MHPC to be a contributing element of the Federal Street streetscape.



St. Peter's Church, shown at far left, marks the current western edge of the historic district. As proposed, the district would extend in a westerly direction, adding 88, 96 and 100 Federal to the India Street Historic District.

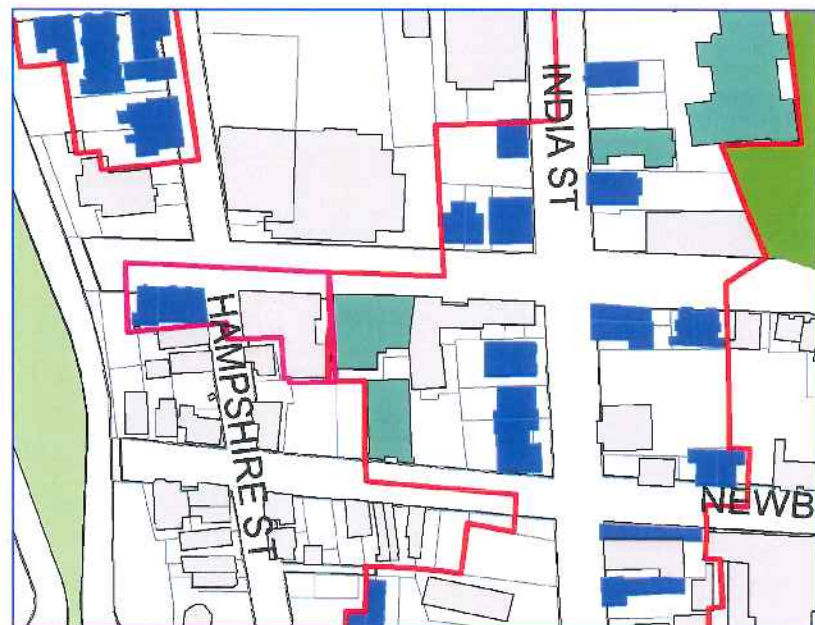
St. Peter's ^

88 Federal ^

96 ^

100 ^

Area proposed to be added to district shown in pink. Current district boundary shown in orange.



Role of the Historic Preservation Board

As with the original district designation process, the Historic Preservation Board's role is to make a recommendation to the Planning Board regarding amending the boundaries of the district. The Planning Board, in turn, will make a recommendation to the City Council. Given the fact that the buildings in question have been previously surveyed, classified and were proposed for inclusion in the district in earlier boundary drafts, the review process here is fairly straightforward.

Subject Structures

Enclosed as ATTACHMENT 3 are survey forms for the three structures affected by the proposed district expansion. These inventory forms, which include an architectural description and brief history of the properties, were prepared as part of the architectural survey conducted at the outset of the India Street neighborhood planning process. Also enclosed are 1924 tax photos of 96 and 100 Federal Streets.

As noted above, the applicant owns both 96 and 100 Federal Streets. While Mr. Black is interested in pursuing tax credits only for 96 Federal at this time, he does not oppose including 100 Federal Street within the district as a contributing structure. The Catholic Diocese of Maine, which owns 88 Federal, has been informed of the proposed district expansion and does not oppose inclusion of the building as a noncontributing structure within the district boundary.

Inclusion of Properties in Draft District Boundaries

Board members will recall that until the final phase of the India Street Historic District designation process, the proposed district included more of the interior residential blocks of the neighborhood. Some of the earliest maps considered by the HP Board showed the district boundary extending to the edge of Franklin Arterial. Later, in an effort to put forward a more conservative proposal, the western boundary was pulled back, with the boundary line drawn along the western property line of 96 Federal. Ultimately, based on input from neighborhood residents and the Planning Board, the district was made substantially smaller and concentrated around the Congress, India and Middle Street corridors. Given the Board's findings during the original district designation process that this area was eligible for inclusion, it stands to reason that the Board would likely support the applicant's request for expansion.

Motion for Consideration

On the basis of a request submitted by M & D Federal LLC, information included in the March 2, 2016 staff report, as well as previous documentation and analysis prepared as part of the recent India Street Historic District designation process, the Board finds that expansion of the India Street Historic District to include 88, 96 and 100 Federal Street is consistent with the designation criteria in the historic preservation ordinance, specifically Sec. 14-610 (a) and (b) and Sec. 14-611.

Based on these findings, the Board recommends to the Planning Board and City Council that the India Street Historic District be expanded as shown on the map attached to this report (ATTACHMENT 2) and that the buildings included in the expanded district be classified accordingly.

Attachments:

1. Letter from Dan Black, representing applicant.
2. Proposed expansion of India Street Historic District w/ individual building classifications
3. Survey forms, current and 1924 tax photos

Daniel Black
M&D Federal LLC
11 Cleeve Street, Apt. 1
Portland, Maine 04101

February 10, 2016

Scott Benson
Chairman
Historic Preservation Board
c/o Deborah G. Andrews
City of Portland
389 Congress Street
Portland, Maine 04101

Dear Chairman Benson & the Historic Preservation Board,

We are writing to request an expansion in the India Street Historic District along Federal Street on the south side of the street, in an easterly direction, to encompass properties up to and including 100 Federal Street.

We, M&D Federal LLC, are the new owners of 96 and 100 Federal and have spent the last three months with Barba + Wheelock Architecture and their consultants working on research and negotiations with MHPC, trying to get 96 Federal individually listed to no avail. We are eager to begin the restoration of these properties and are interested in pursuing Federal and State Historic Tax Credits for 96 Federal. There is also a possibility that we would pursue credits for 100 Federal Street at a future time as well.

We have spoken with representatives of the Roman Catholic Diocese of Maine, which owns the office building at 88 Federal Street. The Diocese is in favor of this district expansion, which would include this property as a non-contributing building.

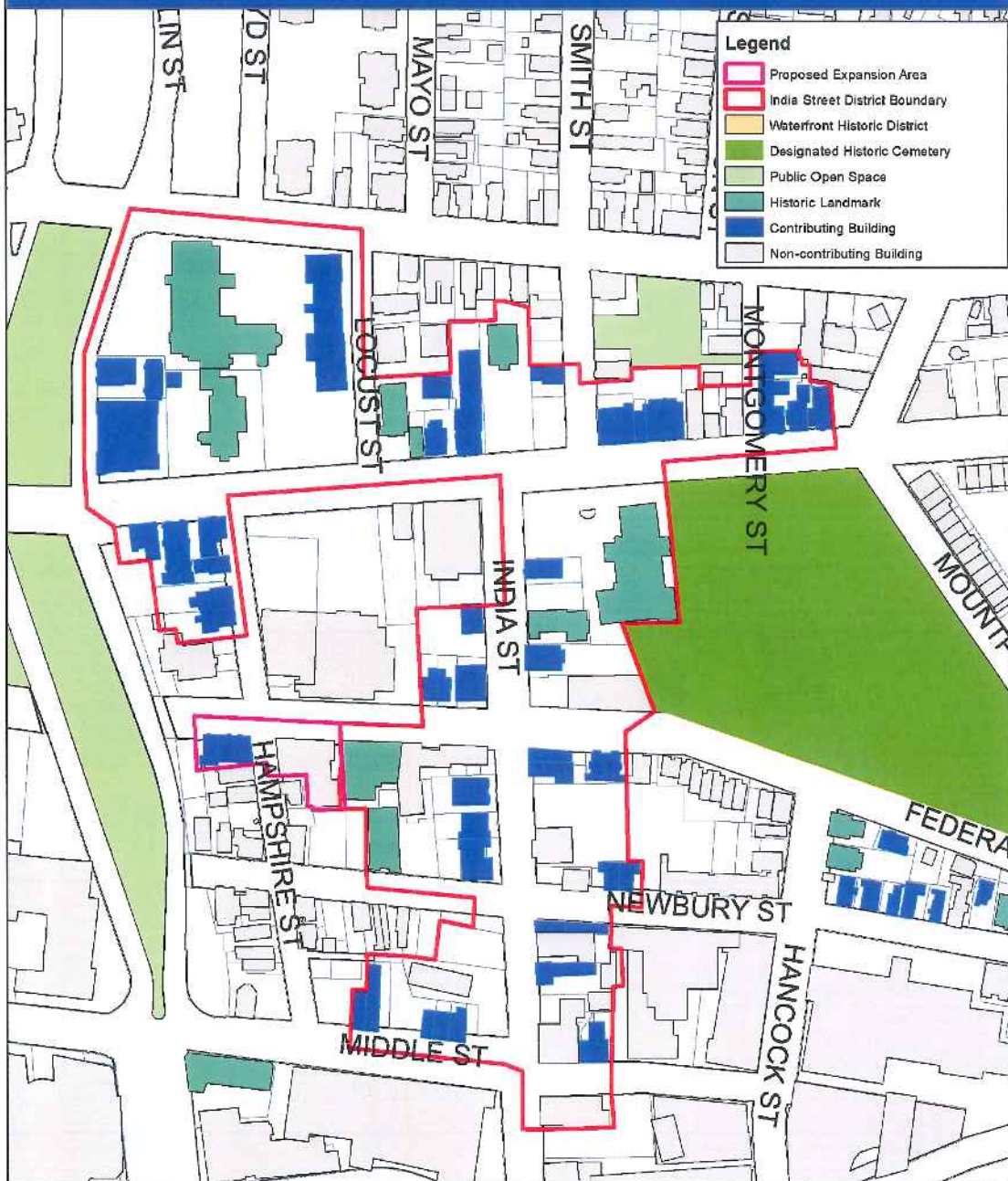
Please let us know the next steps for presenting this to the Historic Preservation Board. We understand that it will also need to go to the Planning Board and the City Council.

Sincerely,


Daniel Black
Managing Partner
M&D Federal LLC

Cc: Nancy L. Barba, Barba + Wheelock

INDIA STREET HISTORIC DISTRICT



Proposed Expansion of India Street Historic District

Classifications of Added Properties:

88 Federal – Noncontributing

96 Federal – Contributing

100 Federal - Contributing

88 Federal Street
Noncontributing

Taliento's Federal Street Supermarket, ca. 1965



Architectural Description

The building at 88 Federal Street is a simple utilitarian one story box. The foundation is irregular in plan and abuts the sidewalk along both Federal and Hampshire Streets. A three foot tall length of concrete foundation appears along the length of the Federal Street facade while no foundation material is visible along Hampshire Street. The building appears to be clad in painted stucco, perhaps over concrete block walls. The Federal Street facade is six bays with a deeply recessed flush metal door at the first bay; a separated pair of one-over-one metal double hung windows at the second, third and fourth bays; an oversized, garage-door-like punched opening which has been infilled at the fifth bay and a narrow, vertically proportioned single pane fixed metal window at the sixth bay. The secondary Hampshire Street elevation has four one-over-one double hung metal windows positioned near the rear. The facades are capped with a wide band of painted metal roof flashing.

Historical Narrative

The City of Portland assessment records indicate this commercial building was built 1951. In the 1950s, Dominic Taliento owned several three-story buildings on the site that he altered to accommodate his grocery store. After 1964, the existing masonry building was constructed. It is occupied in 2013 by Pine Tree Legal Assistance.

96 Federal Street
Contributing

Josiah Duran Block, 1867 (3rd story added 1909 – 1924)



Architectural Description

The three story, seven bay apartment building at 96 Federal Street rests on a rectangular brick foundation that abuts the sidewalk along Federal and Hampshire. The building is separated from its neighbor at 100 Federal by one foot. The entry appears at the central bay and is accessed by two brick stairs. The original, Italianate hood remains with its elaborately carved brackets. The entry door is slightly recessed in an alcove that has brick returns and a shallow arched ceiling. A modern wood replacement door with two small lights at the top and four panels below sits within a flat stock surround with an infilled transom panel above. To either side of the entry at bays two, three, five and six, a pair of original two-over-one wood double hung windows appears on center with a two story bay window above. Each of these four, separate windows sits within its own narrow masonry opening with a three course corbelled shallow arched lintel and projecting wooden sill. The windows retain their painted wood casings and brick mouldings. The upper two levels are five bays wide with a two story bay window appearing at the second and fourth bays. These bays retain all of their original fabric including large central two-over-one wood double hung windows, narrow one-over-one wood double hungs at the flanking walls, wood panels beneath all the windows and large, built-up frieze at the top. All remaining bays at each level contain a single two-over-one wood double hung set within the same masonry opening with decorative lintel. The original projecting cornice remains and is capped with the metal flashing that terminates the roofing system. The flat roof is likely clad in a membrane.

Historical Narrative

Josiah Duran was a grocer who, at the time of the 1880 census, suffered from paralysis. This is what would eventually kill him in 1887, at the ripe old age of 75.

In 1895, Frederick A. Lord, a furniture painter, lived in the house with his wife Lucy. They moved out sometime between 1905 and 1910, relocating to Neal Street. Frederick died in 1914.

Third story added between 1909 and 1924. By 1912, the building housed six families. In 1920, one of those families was that of Abram Schwartz, the building's owner and a shoemaker with "U.S. Fortification" (1920 Census). The Schwartzes lived in the building until the late 1920s.

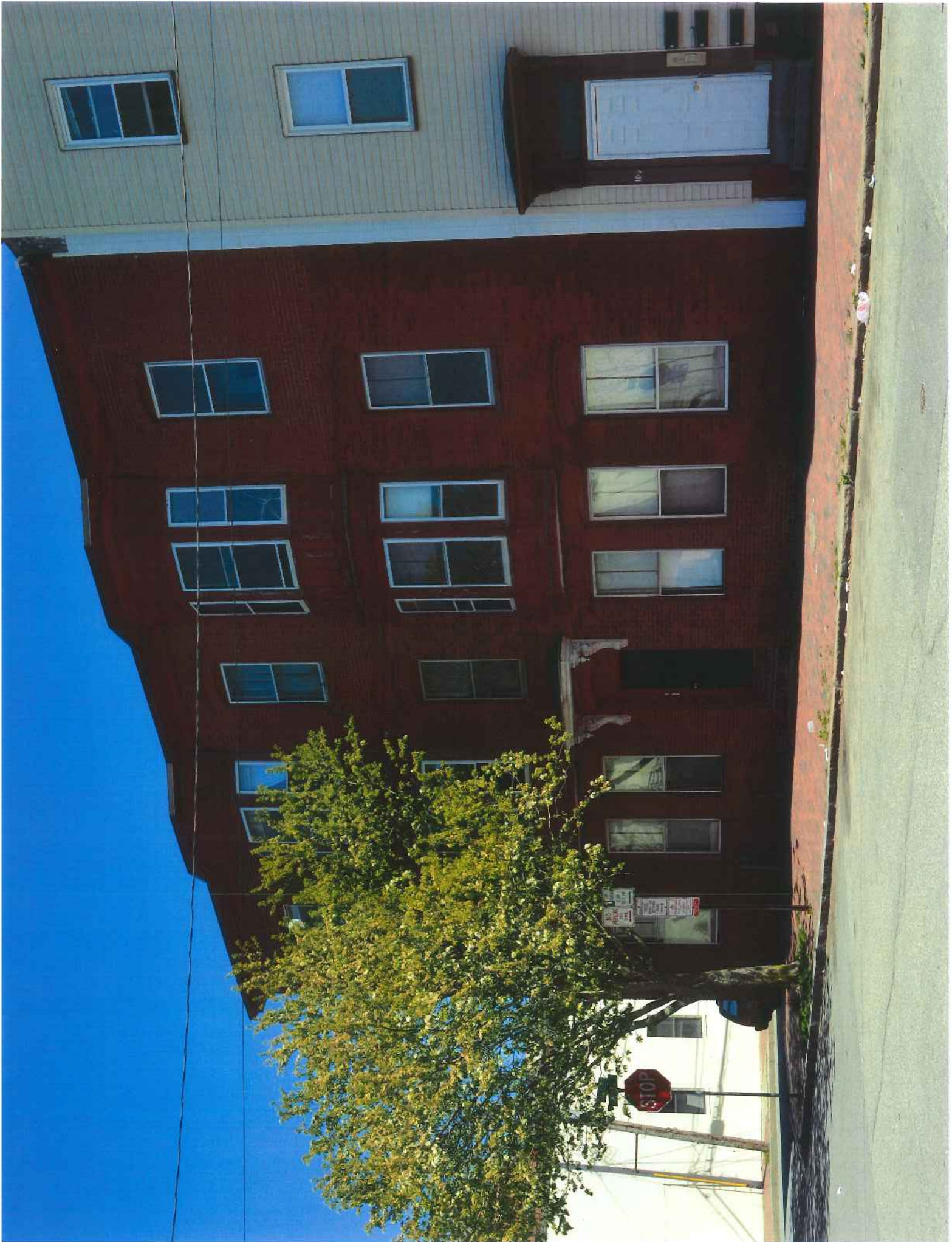
Another family living there in 1920 was that of George Cady, a fireman with the Fire Department. Living with him and his wife were a son, a sailor on a steamboat, a daughter, and her husband, also a

fireman. Young Samuel Rubinoff, age 25, and his wife Rose, also lived in one of the apartments with their two babies. Samuel owned a picture framing shop. The couple immigrated from Lithuania in 1914. Frederick Ledou also lived in the building. He had immigrated from France in about 1890 and worked as a laborer in a shoe factory to support his family of five. Daughter Irene, 21, clerked in a department store to help out.

In 1930, tenants included Eli Lerman, a truckman for a furniture store, and his family. Hyman Lerman, an iron collector, and Benny Brenerman, a laborer in an iron shop. All three men hailed from Russia and had immigrated in the early 20th century.

Hyman Lerman was still living in the apartment in 1940. Another family was that of Mary Marotto, widow, and her six children. Mary worked as a stitcher in a pants factory (Kadish Brothers on Middle Street) along with one of her daughters, Virginia DePalmer.

1950, residents included Wilma Libby (who married Sam Ricci in 1953; the couple moved to Hancock Street), Antonio Morotto, and Hyman Lerman, who lived here and had a junk business on the premises.

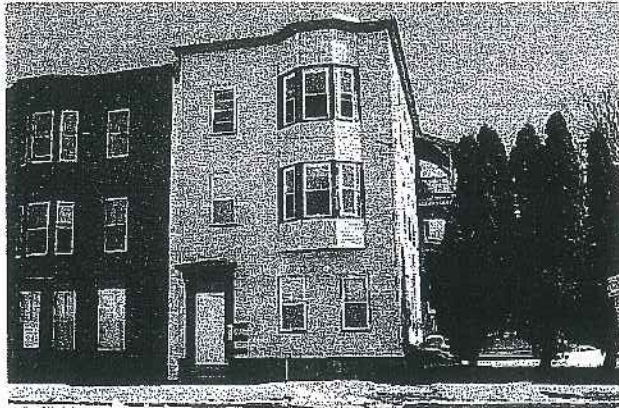




96/96

100 Federal Street

William H. Swett House, 1867 (Altered 1909 – 1924)



Architectural Description

The three bay, side entry, triple-decker residential building at 100 Federal Street rests on a rectangular brick foundation that abuts the sidewalk. The building is separated from its neighbor at 96 Federal by one foot. The entry appears at the first bay and is accessed by two wooden stairs. The original, diminutive hood remains with its carved brackets. The door is a modern embossed metal replacement with six embossed panels and the door surround is painted flat stock wood with the original single pane transom. The second and third bay are one-over-one vinyl replacement double hung windows with vinyl casings and sills. The second and third level of the building are two bays with a two story, elevated bay appearing to the right. The two story bay features a large one-over-one vinyl double hung at the center with two flanking, smaller vinyl double hung window at each of its two levels. The corner bay boards of the bay windows are clad in metal. The first bay at the second and third floor levels are slightly out of alignment with the entry and each contain a single one-over-one vinyl double hung. The side elevation facing west is six bays deep with five equally spaced windows and a door at the sixth bay. These secondary doors access the three story attached wooden deck. Walls are clad with vinyl siding. The original cornice profile appears to be retained under metal cap flashing. The flat roof is likely clad in a membrane.

Historical Narrative

William H. Swett was a hack driver who died in 1883. His widow, Mary, lived in the house until 1904 when she died at the age of 89.

Altered between 1909 and 1924. In 1920, there were three apartments in the house. The heads of each household were John. J. Golding, Rev. Myer Levinson, and Hyman Finkelman. Myer Levinson was a clergyman in the synagogue and worked in a slaughterhouse. He and his wife Rachel lived in their apartment here until 1923. Hyman Finkelman was a junk dealer. He owned the building in 1920, along with several others in the city, including the building on Pearl Street that the Hebrew School purchased from him in 1919 for the sum of \$11,500.¹ He had immigrated from Russia in 1907, bringing his family (wife Bessie, and

¹ Benjamin Band, *Portland Jewry: Its Growth and Development* (Portland, ME: Jewish Historical Society, 1955), 28.

their two children at the time, Samuel and Esther) over in 1913. Golding owned a tailor shop. All three families were Yiddish speakers.

In 1930, residents included Lewis Litowsky, his Yiddish-speaking, Scottish wife Rita (or Rina), and their three children. Lewis owned a bakery and his son David worked there as a clerk. Hyman Norken and his family lived in another of the apartments. He taught at the Hebrew School.

Hyman and Celia Norken still lived in their apartment in 1940 and Hyman still taught Hebrew. Frank Quinto of Spain, a janitor at a dress factory, lived in another apartment with his wife Victoria of Italy, a stitcher in a dress factory. They had two young daughters.

In 1950, Antonette Piscopo lived here and worked out of her home as a dressmaker.



V-7300

100 feet.

