

1. Legal Ad

Documents:

[11-16-16 LEGAL AD.PDF](#)

2. Agenda

Documents:

[AGENDA.PDF](#)

3. 58 Fore Street

Documents:

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

4. 785 Congress Street

Documents:

[HP MEMO - 785 CONGRESS STREET.PDF](#)

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

On **Wednesday, November 16, 2016** at **5:30 p.m.**, the Portland Historic Preservation Board will meet in Room 209 of City Hall to review the following items. (Public comments are taken at all meetings):

1. WORKSHOP

- i. Preliminary Review of Proposed Master Plan for Redevelopment of 58 Fore Street Property (within which the Portland Company Historic District is located), including Proposal to Relocate Building #12 and Amend Historic District Boundaries; 58 FORE STREET; CPB2, LLC, Applicant.

2. 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
November 2, 2016, 5:30 p.m.
Room 209, City Hall, 389 Congress Street
Public comment is taken at all meetings

- 1. ROLL CALL AND DECLARATION OF QUORUM**
- 2. COMMUNICATIONS AND REPORTS**
- 3. REPORT OF DECISIONS OF November 2, 2016:**
 - i. Certificate of Appropriateness for Sign Installation; 102-104 EXCHANGE STREET; Noah Talmatch, Applicant. *The Board voted 5-0 (Harmon, Sheridan absent) to deny the applicant's request for a Certificate of Appropriateness based on findings that the sign failed to meet ordinance sign standards and guidelines.*
- 4. WORKSHOP**
 - i. Preliminary Review of Proposed Master Plan for Redevelopment of 58 Fore Street Property (within which the Portland Company Historic District is located), including Proposal to Relocate Building #12 and Amend Historic District Boundaries; 58 FORE STREET; CPB2, LLC, Applicant.
- 5. CONSENT AGENDA**
 - i. Certificate of Appropriateness for Ground Floor Renovation; 785 CONGRESS STREET; Ben Palmer, Applicant.

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

**WORKSHOP
PORTLAND COMPANY HISTORIC DISTRICT, 58 FORE STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: November 9, 2016

RE: November 16, 2016 **Workshop** – Preliminary Review of Proposed Master Development Plan for 58 Fore Street for Conformance with Historic Preservation Ordinance Standards.

Address: 58 Fore Street, Portland Company Historic District

Applicant: CPB2 LLC

Consultant Team includes: Woodard & Curran, Project Manager
Perkins + Will Architects
Scott Simons Architects (project architect for historic core)
Michael Boucher Landscape Architects

Introduction

The Historic Preservation Board will be holding a workshop on CPB2's proposed master development plan for its 58 Fore Street property. The purpose of the workshop is to evaluate the general compatibility of the proposed development illustrated in the master plan with the character-defining features of the recently-designated Portland Company Historic District. The district, which currently consists of two areas, occupies a total of 1.83 acres of the 9.93-acre property. Wednesday's workshop follows an October 12 joint workshop with the Planning Board during which the overall master plan was introduced to both boards. The upcoming workshop is an opportunity for the Historic Preservation Board to focus in greater detail on those areas within the HP Board's jurisdiction, in particular the area within the boundaries of the Portland Company Historic District, but also the areas abutting its boundaries. In its preliminary review, the Board will be considering proposed building alterations and additions to existing historic structures, infill development within the district boundaries, new construction just outside the district boundaries, as well as the proposed site alterations.

Following Wednesday's workshop session, the Board will hold a public hearing on December 7th. At that time, the Board will make a formal recommendation to the Planning Board as to

the plan's conformance with the standards of the historic preservation ordinance. The Board is expected to make a second recommendation regarding amending the historic district boundaries. The district boundary amendment would be required to relocate Building 12 to another position on the property, as proposed in the master plan.

Enclosed please find plans, elevations and renderings provided by the applicant. Note that much of this material was provided for the October 12 meeting. New materials provided with this report include:

- Letter of request from attorney Mary Costigan to amend district boundaries
- Maps of current district boundaries with proposed development shown
- Map of proposed amended district boundaries
- Map of amended district with 100' offset (for purposes of illustrating portions outside the district where the Board has an advisory role under the "100' rule" of the site plan ordinance)
- Amended Portland Company Historic District designation report, including final district boundaries Note report was amended to reflect final Council decision regarding boundaries and building classifications.
- Buildings descriptions for contributing structures within district

Background

On October 12th, the Historic Preservation Board and Planning Board held a joint workshop to begin review of CPB2's proposed master development plan for 58 Fore Street. At the workshop, CPB2 representative Jim Brady and project consultants provided an overview of proposed future development on the 9.93-acre property, noting that the property had been subdivided into "parcels" for planning purposes and that full build-out would likely be phased over a number of years given the size and complexity of the development. Project consultants introduced various key elements of the plan, including the specific land uses under consideration for various portions of the site; pedestrian and vehicular circulation; parking provisions; proposed landscaping and site treatment; stormwater provisions, etc. In presenting the proposed full build-out of the site, the master plan indicates the location, scale, massing, orientation and general architectural expression of proposed new structures as well as alterations and additions contemplated for the existing historic structures within the Portland Company Historic District. At the conclusion of the workshop, staff reviewed the schedule for upcoming Planning Board and Historic Preservation Board workshops and public hearings on the master development plan. Staff explained that the additional workshops would provide an opportunity for more detailed review of specific aspects of the plan.

Earlier in the summer, representatives of CPB2 met with the Historic Preservation Board in two preliminary workshops prior to convening their full consultant team to prepare the master

plan. The primary purpose of the workshops was to gauge the Historic Preservation Board's support for relocating Building #12 to another location on the property and if so, where it should be relocated. At the conclusion of the second workshop, there appeared to be support for relocating Building 12, provided the new position of the building preserved the sense of visual and functional relationship between historic structures, aligned with the geometry of the historic core and met the ordinance's standards for relocation. The location and alignment of Building 12 as shown in the subsequent master plan documents reflects what was worked out with the Historic Preservation Board. During the early workshops, CPB2 also shared with the Board a preliminary program of building additions, alterations and infill construction within the historic district. Recognizing that the design approach for specific proposed elements was still conceptual, Board members provided early input based on what was presented.

Parameters of the Historic Preservation Board Authority in the Review of Master Development Plan

A master development plan (the undertaking of which is strictly elective) outlines a long-term development program for larger sites which allows for the full build-out of the project to be phased over time. The master plan identifies the long-term infrastructure needs of a full build-out, while retaining the flexibility to implement the plan according to future conditions. Master plans, while illustrative of the developer's general vision for the site, are not intended to lock in the finer details of future development. It is understood that details of individual development projects on the site are worked out as part of the site plan review process or, in the case of projects within historic districts, as part of the historic preservation review process.

The historic preservation ordinance does not specifically anticipate or address the review of master development plans for properties within historic districts or properties which include a historic district within their larger boundaries. As such, there is no defined process or role outlined for the Historic Preservation Board's review. Because there is no specific application for building alterations or construction before the Board at this time, the Board will be making no formal decision. It will, however, be making a recommendation to the Planning Board as to whether the general nature and character of development proposed in the master plan is in conformance with the standards of the historic preservation ordinance.

Master development plans are addressed in the site plan ordinance and the formal review authority rests with the Planning Board. Among numerous other review standards, the Planning Board must find that the proposed 58 Fore Street Master Development Plan meets the following requirement:

[The property will be] developed so as to be in conformance with Portland's Historic Preservation Ordinance standards for ... properties within designated historic districts..., if applicable. When proposed adjacent to or within one hundred (100) feet of ... historic

districts..., the Master Plan shall be developed so as to 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.

The Planning Board will be looking to the Historic Preservation Board for a determination as to whether the master plan meets this standard.

Process for Amending Historic District Boundaries

As noted in the introduction above, in addition to forwarding a recommendation regarding conformance with the above standard, the Historic Preservation Board will be making a separate, but related, recommendation as regards amending the recently-approved boundaries of the Portland Company Historic District. The boundary amendment is necessary to allow for the relocation of the Building 12, as called for in the master plan. Because the boundary change is directly related to the master development plan, it is appropriate that the two processes run concurrently.

The process for amending a historic district boundary is similar to that for designation of a district. In this case, the property owner requests the amendment. Two members of the board must agree to sponsor the amendment. The Board makes a recommendation regarding the boundary change to the Planning Board, which, in turn, make a recommendation to the City Council. The Council has the final authority to amend the district.

CPB2's attorney Mary Costigan has submitted a formal letter of request to amend the district boundary—see ATTACHMENT 5. In her letter, Ms. Costigan describes the timing of amending the district boundary as it relates to the timing of moving the structure. As proposed, *upon the relocation of Building 12*, the southeastern boundary line would be extended to include the new location for the Building 12 and the boundary around the existing location would be removed from the district. Until such time that the relocation occurs, the boundary remains unchanged.

Board's Role in the Review of Development within 100' of Historic District Boundary

ATTACHMENT 4 is a plan showing the 100' offset from the boundary of the Portland Company Historic District. As Board members are aware, the Historic Preservation Board's role in the review of development abutting an historic district boundary is *advisory* to the Planning Board. Sec. 14-562 of the site plan ordinance describes the nature of the Board's review:

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 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 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.

Master Plan's Proposed Scope of Work within and Abutting Portland Company Historic District

Included in the applicant's submission are color-coded axonometric views of the historic core highlighting proposed additions and new construction--see ATTACHMENT 6. Major additions, alterations, infill construction and site changes within the historic district are listed below.

Scope of Work within District:

- Relocation of Building 12, requiring amendment of district boundaries. As illustrated, Building 12 to directly abut new office building at western boundary of property.
- Removal and replacement of overhanging dormers on Building 2
- Relocation/reinterpretation of elevated bridges, elimination of some bridges. Number of bridges to be retained to be determined.
- New construction and building additions along the Fore Street wall. Work to include replacement of existing non-contributing structures (Buildings 14 and 15) with taller structures accommodating retail on the ground floor facing alley and townhouses above. Townhouses to be accessed from Fore Street. Additional stories are proposed on top of Building 16 and lower section of Building 24. Additional townhouses are proposed east of Building 16.
- Introduction of large window openings on existing vault building (Building 24)
- Rooftop addition on Building 3 to provide elevator core. Addition to be located at juncture of Buildings 2 and 3.

- Rooftop deck on Building 3.
- Entry vestibule addition on south elevation of Building 3.
- Elevator and exterior stair addition abutting north elevation of Building 6.
- Shed dormers over westerly portion of Building 6B's gable roof
- Alterations to west elevation of Building 2 based on historic views prior to construction of Building 1
- Alterations to east elevation of Building 12 at ground floor level to accommodate storefronts and new entrance.
- Comprehensive program of site improvements, including a prominent stairway from Fore Street to plaza level; a series of defined plaza areas in the public access easement area; repaving of alleyways within the district punctuated by defined plazas and courtyards, introduction of trees, etc. Submitted plans show the footprint of Building 1 articulated in the paving pattern.

Proposed Construction within 100' of District Boundaries (see map for 100' offset)

- Abutting the historic district on the west is "Parcel 1" which marks the entry to the 58 Fore Street property from Thames Street. Occupying all of Parcel 1's footprint is a large parking pedestal. Built on top of the continuous structured parking pedestal are two buildings. At the south end facing the new access road is a 79,000 sq. ft. office/retail structure. The office building is 4 stories, including the ground floor parking level. Retail wraps the parking on the south elevation. As shown, the structure directly abuts the relocated Building 12. Renderings show a largely-glass exterior. An entrance to the structured parking is provided from the south elevation.

Atop the northern portion of the pedestal is an L-shaped structure that accommodates 91 dwelling units. The exterior of the residential structure appears to be brick. The building wall curves to follow the curve of the proposed connector street linking Thames Street Extension and Fore Street. Along Fore Street, the residential building extends to a point where the 50' public access easement begins and the grand stair to the plaza is located. The Fore Street façade angles back from the property line as the building approaches the access stair to the plaza.

Retail space is shown at the western edge of the parking structure, facing Building 2 and the entrance courtyard. Elevated one story above the ground level, a central courtyard separates the townhouses from the office building.

- South of Buildings 6 and 6B, on the water side of the proposed access road, is a 35' tall mixed use structure. As shown, the building is highly glazed, similar to the office building on Parcel 1. The new building is consistent with the linear alignment of the former Portland Company historic structures.
- East of the historic district boundary is Parcel 4, which is occupied by residential development. Parcel 4, similar to Parcel 1, features a large-footprint, continuous parking deck on top underneath the residential units. Parcel 4 is separated from the east end of Buildings 3 and 6B by a wide plaza. The orientation of the residential development on Parcel 4 is perpendicular to that of the Portland Company's historic structures, visually terminating the historic district.

Note: The Board is not encouraged at this time to focus in significant detail on the specific design solutions for improvements inside and abutting the district boundaries as shown in the master development plan documents. The Board is encouraged to take a broader view of what is illustrated in the master plan as it assesses whether the scope and general nature of work envisioned in the plan is consistent with historic preservation ordinance standards. Not only is it likely that specific design solutions for individual elements will change as portions of the larger development scheme are pursued in the future, there will also be ample opportunity for the Board to review the plans in detail when the developer submits application(s) for a Certificate of Approval. As always, the Board will have authority to require that design proposals be modified to meet ordinance standards. That said, if Board members find the massing, scale, orientation, footprint, alignment, setback and/or general articulation of additions or new construction shown in the enclosed renderings to be fundamentally problematic in terms of meeting ordinance review standards, these should be called out at this time.

Staff Comments

- In reviewing the proposed alterations, additions and new construction within the historic district boundaries, Board members are encouraged to consult the Portland Company Historic District designation report as it highlights the key visual characteristics of the district.
- Given the limited number of Portland Company buildings that remain, those that do remain should be rehabilitated with careful attention to detail. Consistent with ordinance review standards, historic material and features should be retained wherever possible and, where replacement is necessary, the new feature should be closely patterned after the original. Where original architectural details are missing, historic photographs should be consulted in developing new details to ensure that recreated

features match the documented appearance to the greatest extent possible. While it is difficult to assess from the conceptual-level elevations and renderings provided, staff does have some concerns about the extent to which remaining details or available photographs have been relied upon to inform replacement features.

- Recognizing that there will be both a necessity and, in other cases, a desire to introduce building additions and added architectural elements to the existing historic structures, care should be taken that the additions and added elements not overwhelm, distract from or visually compete with the historic character of the Portland Company structures. It might even be appropriate to eliminate a few of the proposed additions in the interest of retaining and strengthening the historic character of the complex. (For example, staff questions the desirability of adding another floor to the lower portion of Building 24.)
- Given the amount of infill construction within the district along the Fore Street wall, it will be challenging to retain and convey the historic character of the narrow alleyway closest to Fore Street. Considerable effort and design sensitivity will be required to ensure that the original scale and character of the remaining historic buildings in this row “reads” through. Consideration might be given to setting back the upper floor additions slightly on the alley side to convey the original scale of development along this alley.
- Regarding the question of relocating/reinterpreting and/or eliminating the complex’s overhead bridges, Board members indicated during this summer’s preliminary workshops that they would be open to a new design interpretation for the bridges and to new locations, but cautioned that the presence of one or more overhead bridges over each alley was important to any future redevelopment scheme in order to communicate the way the buildings functioned historically. Staff understands that retaining a bridge over the alley between Buildings 2/3 and 6/6B is in question by the developer, as there is no functional reason to connect the structures. Nonetheless, there should be a creative way to “recall” a bridge form in this location.
- The site plan suggests that the footprint of Building 1 (the former Erecting Shop) is to be memorialized in the paving pattern within the open plaza. Staff suggests that the same be done for Building 4 at the other end of the manufacturing row.
- The site treatment within the district boundaries should reflect/reinforce the industrial history of the property. Careful consideration should be given to paving choices and to the introduction of trees and other landscaping in a complex that never featured landscaping.
- The master plan should address how and/or where the history of this important industrial complex will be interpreted. While details are not necessary or possible at

this point, interpretation of the site should not be left to chance. Staff suggests that the master development plan include, at a minimum, a statement of commitment regarding interpretation.

- In its consideration of the new construction proposed within 100 feet of the district boundary, the Board might wish to prioritize areas of particular sensitivity. For example, does the proposed development east of the historic district warrant the same level of scrutiny regarding compatibility as the area west of the district? Where the area immediately west of the district functions as a key gateway into the historic core, the area east of the district was traditionally a storage yard.
- The design expression of the large mixed-use building at the western gateway to the site is one of deliberate counterpoint to Building 12, which it adjoins on one side. As the visual relationship between the two buildings is one of the most direct, the Board will need to determine whether this is an acceptable design approach.

Review Standards

Standards for Review of Alterations

- (1) *Every reasonable effort shall be made to provide a compatible use for the property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.*
- (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.*
- (5) *Distinctive features, finishes, and construction techniques or examples of skilled craftsmanship which characterize a structure, object or site shall be treated with sensitivity.*
- (6) *Deteriorated historic features shall be repaired rather than replaced wherever feasible. Where the severity of deterioration requires replacement of a distinctive feature, the new feature should match the feature being replaced in composition, design, texture and other visual qualities and, where possible,*

materials. Repair or replacement of missing historic features should be based on accurate duplications of features, substantiated by documentary, physical or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other structures or objects.

- (7) The surface cleaning of structures and objects, if appropriate, shall be undertaken with the gentlest means possible. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be undertaken.*
- (8) Every reasonable effort shall be made to protect and preserve significant archeological resources affected by or adjacent to any project. If resources must be disturbed, mitigation measures shall be undertaken.*
- (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.*

Standards for Review of New Construction

Building characteristics used to gauge compatibility of new construction in an existing context:

Scale and Form

*Height
Width
Proportions of principal facades
Roof Shapes
Scale of the structure*

Compositions of Principal Facades

*Proportion of Openings
Rhythm of solids to voids in facades
Rhythm of entrance porch and other projections
Relationship of materials, texture and color
Presence of signs, canopies and awnings*

Relationship to the Street

*Walls of continuity
Rhythm of spacing and structures on streets
Directional expression of principal elevations*

ATTACHMENTS:

- 1. Current District Boundary Map**
- 2. Current Boundaries showing proposed development**
- 3. Proposed Amended District Boundary**
- 4. Boundary map showing 100' offset**
- 5. Letter from Mary Costigan regarding boundary amendment**
- 6. Elevations and renderings of development within historic core, prepared by
Scott Simons Architects**
- 7. Computer-generated images of proposed development**
- 8. Portland Company Historic District Designation Report**
- 9. Building descriptions of contributing structures**

ATT 1
HISTORIC
DISTRICT
BOUNDARIES
& BLDG. CLAS.



Building Classifications

Building#	Function	Classification
1	Erecting Shop	Noncontributing
2	Machine Shop	Contributing
3	Machine Shop	Contributing
4	Foundry	Noncontributing **
5	Foundry Addition	Noncontributing *
6A, 6B	Blacksmith, Tank shop	Contributing
7	Car Shop	Noncontributing *
10	Paint Shop	Noncontributing *
11	Pattern Storehouse	Noncontributing *
12	Pattern Storehouse	Contributing
14	Drafting Room/Storehouse	Noncontributing *
15	Boiler House	Noncontributing *
16	Brass Foundry	Contributing
24	Vault	Contributing
30	Office Building	Noncontributing *

* Outside District Boundary ** Portion Outside District

Portland Company Historic District

Designated February 1, 2016

N

Portland Company Historic District

Contributing

Noncontributing

Property Line

ATT. 2
CURRENT
BOUNDARIES,
DEVELOPMENT
SHOWN



PLANT LIST

SYMBOL	TYPE	BOTANICAL NAME	COMMON NAME
TREES - DECIDUOUS			
	STREET TREE	ACER RUBRUM	RED MAPLE
		OSTRYA VIRGINIANA	AMERICAN HORNBEAM
		ULMUS AMERICANA	AMERICAN ELM
		NYSSA SYLVATICA	TUPELO
	SHADE TREE	QUERCUS BICOLOR	SWAMP WHITE OAK
		QUERCUS PAUSTRIS	PIN OAK
		AMELANCHIER CANADENSIS	EASTERN SERVICEBERRY
		CRATAEGUS CRUS-GALLI VAR. NERIS	THORNLESS COCKSPUR HAWTHORN
	ORNAMENTAL TREE	MAGNOLIA VIRGINIANA	SWEET BAY MAGNOLIA
		AMELANCHIER CANADENSIS	EASTERN SERVICEBERRY
		NYSSA SYLVATICA	TUPELO
		SASSAPARILLA ALBIDUM	SASSAPARILLA
SHRUBS AND GROUNDCOVERS			
	PLANTING ZONE 1	CLETHRA ALNIFOLIA	SWEET PEPPERBUSH
		CORNUS CANADENSIS	BUNCHBERRY
		ILEX VERTICILLATA	WINTERBERRY
		OSMUNDA CINNAMOMEA	CINNAMON FERN
		TIARELLA CORIFOLIA	FOAMFLOWER
		VERBENA ACERIFOLIA	MAPLELEAF VERBENA
	PLANTING ZONE 2	ARCTOSTAPHYLOS UVA-URSI	BEARBERRY
		ARONIA MELANOCARPA	BLACK CHOKEBERRY
		COMPTONIA PEDICULARIS	SWEETWILL
		MYRTICA PENNSYLVANICA	NORTHERN BAYBERRY
		RHUS ARNICA "ORO-LOW"	ORO-LOW FRAGRANT SUMAC
		RHUS TYPHINA	STAGHORN SUMAC

BAR SCALE
1" = 50'
CHECK GRAPHIC SCALE BEFORE USING

LEGEND

[Symbol]	TRASH / RECYCLING RECEPTACLE
[Symbol]	BENCH
[Symbol]	BIKE RACK
[Symbol]	BOLLARD
[Symbol]	STREET LIGHT
[Symbol]	MARINA CART
[Symbol]	FENCE
[Symbol]	1FT PAVERS
[Symbol]	2FT PAVERS
[Symbol]	BRICK PAVING (BUILDING 1)
[Symbol]	WOOD DECKING
[Symbol]	WATERFRONT WALKWAY
[Symbol]	ASPHALT
[Symbol]	TRAIN TRACKS
[Symbol]	CONTRIBUTING HISTORICAL BUILDING
[Symbol]	PROPOSED BUILDING

09/16/2016
Scale: 1" = 50'



OVERALL SITE MASTER PLAN
58 FORE STREET MASTER PLAN

SCOTT SIMONS ARCHITECTS MICHAEL BOUCHER LANDSCAPE ARCHITECTURE WOODARD & CURRAN THORNTON TOMASETTI THE BOULOS COMPANY MASON ARCHITECTS APPLIED TECHNOLOGY MANAGEMENT PERKINS+WILL

WOODARD & CURRAN
C-100
PERMITTING SET

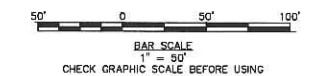
ATT. 3
PROPOSED
AMENDED
DISTRICT
BOUNDARY



PLANT LIST

SYMBOL	TYPE	BOTANICAL NAME	COMMON NAME
TREES - DECIDUOUS			
(Symbol)	STREET TREE	ACER RUBRUM	RED MAPLE
(Symbol)	SHADE TREE	OSTRYA VIRGINIANA	AMERICAN HOPHORNBEAM
(Symbol)	ORIENTAL TREE	ULMUS AMERICANA	AMERICAN ELM
(Symbol)	WATERFRONT TREE	NYSSA SYLVATICA	TUPEDO
(Symbol)	SHRUBS AND GROUNDCOVERS	QUERCUS BICOLOR	SWAMP WHITE OAK
(Symbol)		QUERCUS PALustris	PIN OAK
(Symbol)		AMELANCHIER CANADENSIS	EASTERN SERVICEBERRY
(Symbol)		CRATAEGUS CRUS-GALLI VAR. BIFRONS	THORNLESS DOGSPUR HAWTHORN
(Symbol)		MAGNOLIA VIRGINIANA	SWEET BAY MAGNOLIA
(Symbol)		AMELANCHIER CANADENSIS	EASTERN SERVICEBERRY
(Symbol)		NYSSA SYLVATICA	TUPEDO
(Symbol)		SASSAPARILLA ALBIDUM	SASSAPARILLA
(Symbol)		CLETHRA ALNIFOLIA	SWEET PEPPERBUSH
(Symbol)		CORNUS CANADENSIS	BUNCHBERRY
(Symbol)		ILEX VERTICILLATA	WINTERBERRY
(Symbol)		OSMUNDA CINNAMOMEA	CINNAMON FERN
(Symbol)		TIARELLA CORDIFOLIA	FOAMFLOWER
(Symbol)		VERBENUM ACERIFOLIUM	MAPLELEAF VERBENUM
(Symbol)		ARCTOSTAPHYLOS UVA-URSI	BEARBERRY
(Symbol)		ARONIA MELANOCARPA	BLACK CHOKERBERRY
(Symbol)		COMPTONIA PERUVIANA	SWEETGUM
(Symbol)		NYSSA PENNSYLVANICA	NORTHERN BAYBERRY
(Symbol)		RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC
(Symbol)		RHUS TYPHINA	STAGHORN SUMAC

- LEGEND**
- TRASH / RECYCLING RECEPTACLE
 - BENCH
 - BIKE RACK
 - BOLLARD
 - STREET LIGHT
 - MARINA CART
 - FENCE
 - 1FT PAVERS
 - 2FT PAVERS
 - BRICK PAVING (BUILDING 1)
 - WOOD DECKING
 - WATERFRONT WALKWAY
 - ASPHALT
 - TRAIN TRACKS
 - CONTRIBUTING HISTORICAL BUILDING
 - PROPOSED BUILDING



09/16/2016
Scale: 1" = 50'



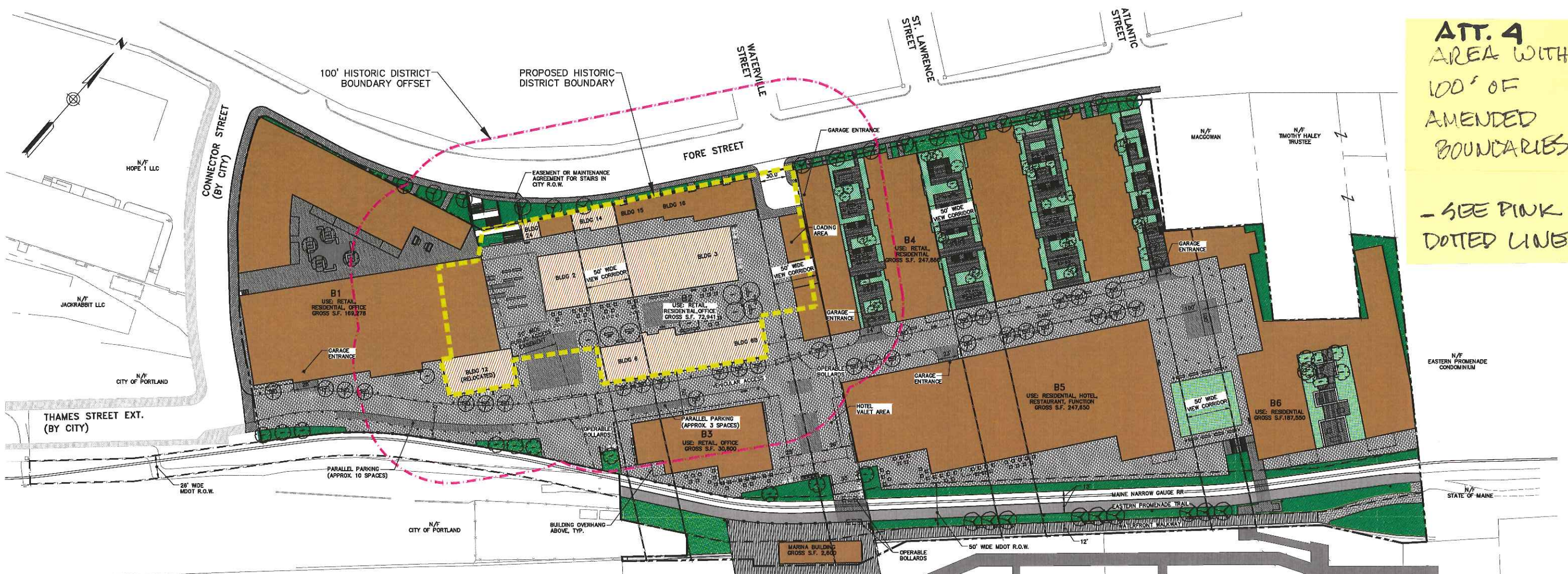
**OVERALL SITE MASTER PLAN
58 FORE STREET MASTER PLAN**

SCOTT SIMONS ARCHITECTS MICHAEL BOUCHER LANDSCAPE ARCHITECTURE WOODARD & CURRAN THORNTON TOMASETTI THE BOULOS COMPANY MASON ARCHITECTS APPLIED TECHNOLOGY MANAGEMENT PERKINS+WILL

WOODARD & CURRAN
DAVID A. SENUS 10791
C-100
PERMITTING SET

ATT. 4
AREA WITHIN
100' OF
AMENDED
BOUNDARIES

- SEE PINK
DOTTED LINE



PLANT LIST

SYMBOL	TYPE	BOTANICAL NAME	COMMON NAME
TREES - DECIDUOUS			
[Symbol]	STREET TREE	ACER RUBRUM	RED MAPLE
		OSTRYA VIRGINIANA	AMERICAN HORNBEAM
		ULMUS AMERICANA	AMERICAN ELM
		NYSSA SYLVATICA	TUPERO
[Symbol]	SHADE TREE	QUERCUS BICOLO	SWAMP WHITE OAK
		QUERCUS FALCATUS	PIN OAK
		AMELANCHIER CANADENSIS	EASTERN SERVICEBERRY
		ORNITHOGALIS VIRGINICA	STAR FLOR
[Symbol]	ORNAMENTAL TREE	ORNITHOGALIS VIRGINICA	STAR FLOR
		AMELANCHIER CANADENSIS	EASTERN SERVICEBERRY
		NYSSA SYLVATICA	TUPERO
		SASSAPARILLA ALBIDA	SASSAPARILLA
[Symbol]	WATERFRONT TREE	QUERCUS BICOLO	SWAMP WHITE OAK
		QUERCUS FALCATUS	PIN OAK
		AMELANCHIER CANADENSIS	EASTERN SERVICEBERRY
		ORNITHOGALIS VIRGINICA	STAR FLOR
SHRUBS AND GROUNDCOVERS			
[Symbol]	PLANTING ZONE 1	OLETRA ALNIFOLIA	SWEET PEPPERBUSH
		CORONIS CANADENSIS	BURNINGBERRY
		ILEX VERTICILLATA	WINTERBERRY
		OSMUNDA ORNAMENTALIS	ORNAMENTAL FERN
		TIARELLA CORIFOLIA	FOAMFLOWER
		VERBENA ACERIFOLIA	MAPLELEAF VERBENA
		ARCTOSTAPHYLOS UVA-URSI	BEARBERRY
		ARONICA MELANOCARPA	BLACK CHERRYBERRY
		COMPTONIA PERENNA	SWEETGUM
		MYRTICA PENNSYLVANICA	NORTHERN BAYBERRY
		IRIS ARISTATA 'GOLD-LOW'	GOLD-LOW FRAGRANT SUMAC
		IRIS TYPHINA	STAGHORN SUMAC
[Symbol]	PLANTING ZONE 2	OLETRA ALNIFOLIA	SWEET PEPPERBUSH
		CORONIS CANADENSIS	BURNINGBERRY
		ILEX VERTICILLATA	WINTERBERRY
		OSMUNDA ORNAMENTALIS	ORNAMENTAL FERN
		TIARELLA CORIFOLIA	FOAMFLOWER
		VERBENA ACERIFOLIA	MAPLELEAF VERBENA
		ARCTOSTAPHYLOS UVA-URSI	BEARBERRY
		ARONICA MELANOCARPA	BLACK CHERRYBERRY
		COMPTONIA PERENNA	SWEETGUM
		MYRTICA PENNSYLVANICA	NORTHERN BAYBERRY
		IRIS ARISTATA 'GOLD-LOW'	GOLD-LOW FRAGRANT SUMAC
		IRIS TYPHINA	STAGHORN SUMAC

- LEGEND**
- TRASH / RECYCLING RECEPTACLE
 - BENCH
 - BIKE RACK
 - BOLLARD
 - STREET LIGHT
 - MARINA CART
 - FENCE
 - 1FT PAVERS
 - 2FT PAVERS
 - BRICK PAVING (BUILDING 1)
 - WOOD DECKING
 - WATERFRONT WALKWAY
 - ASPHALT
 - TRAIN TRACKS
 - CONTRIBUTING HISTORICAL BUILDING
 - PROPOSED BUILDING

09/16/2016
 Scale: 1" = 50'



OVERALL SITE MASTER PLAN
58 FORE STREET MASTER PLAN

SCOTT SIMONS ARCHITECTS MICHAEL BOUCHER LANDSCAPE ARCHITECTURE WOODARD & CURRAN THORNTON TOMASETTI THE BOULOS COMPANY MASON ARCHITECTS APPLIED TECHNOLOGY MANAGEMENT PERKINS+WILL

WOODARD & CURRAN
 C-100
 PERMITTING SET



Att. 5

Bernstein
Shur
100
PO
Portland, ME 04101

T (207) 774-1200
F (207) 774-1127

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

November 10, 2016

Portland Historic Preservation Board
City of Portland
389 Congress Street
Portland, Maine 04101

**Re: Master Development Plan Review for 58 Fore Street &
Proposed Amendment to Portland Company Historic District**

Dear Members of the Historic Preservation Board:

I am writing on behalf of CPB2, LLC, the owners of the ~10-acre property located at 58 Fore Street, which includes the Portland Company Historic District. As you are aware, CPB2 has applied for approval of a Master Development Plan (the "Master Plan"), which contemplates the relocation of Building 12. The purpose of this letter is to set forth the HP Board's process for review of the Master Plan as well as to request an amendment of the Portland Company Historic District, pursuant to section 14-623 of the Land Use Code.

As you are aware, the City's Site Plan ordinance sets forth the following standard of review for master development plans:

14-524(a)(3)(c)(iii)(f): Developed so as to be in conformance with Portland's Historic Preservation Ordinance standards for designated landmarks or for properties within designated historic districts or designated historic landscapes, if applicable. When proposed adjacent to or within one hundred (100) feet of designated landmarks, historic districts or historic landscapes, the Master Plan shall be developed so as to 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.

As Deb Andrews will explain further, the HP Board's role is to provide input to the Planning Board for their consideration when making its determination as to whether the Master Plan meets this standard.

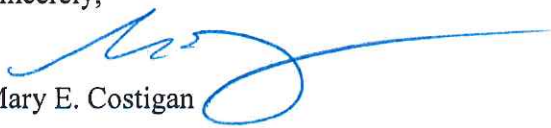
Concurrent with this review, we are asking that the HP Board also consider CPB2's request to amend the Portland Company District boundaries to accommodate the anticipated relocation of Building 12. The proposed relocation has been discussed with the HP Board in prior workshops and CPB2 relied on the positive feedback from the HP Board when developing the Master Plan. Pursuant to sections 14-623 and 14-615, CPB2, as the owners of all of the property within the Portland Company Historic District, hereby requests that the District be amended as shown on the attached Exhibit 1. As set forth in section 14-615(a)(3), two members of the HP Board must sponsor this request.

Due to the timing of the request to amend the District prior to relocating Building 12, we propose that the District boundary be amended as shown in yellow on Exhibit 1 and that the orange boundary around the existing location of Building 12 be removed from the District upon the relocation of Building 12. The proposed Building 12 relocation, proposed new boundaries for the Historic District, and the 100-foot review area are depicted on the attached Exhibit 1. CPB2 will apply for a Certificate of Appropriateness at such time when they are prepared to relocate Building 12.

The expected outcome of the HP Board's review is a two-part recommendation to the Planning Board: 1) a recommendation regarding whether the Master Plan meets the review standard set forth above; and 2) a recommendation to amend the Portland Company District boundaries.

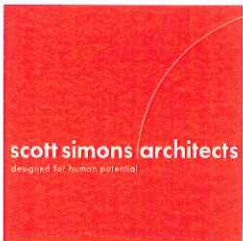
We look forward to working with you through this process and as the site is developed in the (hopefully near) future.

Sincerely,



Mary E. Costigan

cc: CPB2
Deb Andrews
Christine Grimando
Barbara Barhydt (for distribution to Planning Board for their information)



58 Fore Street

Development Block 2: Historic Core

ATT. 6

EXISTING AERIAL VIEW





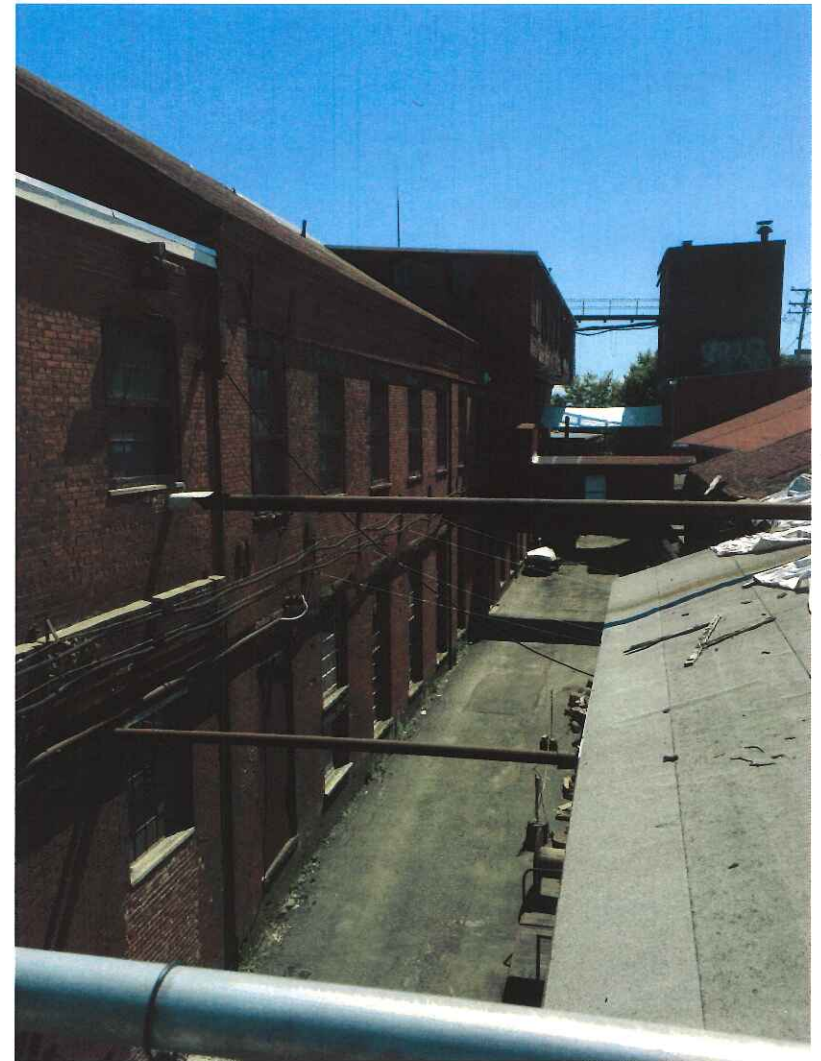
BUILDINGS 2 + 3: EXISTING GROUND FLOOR CONDITIONS



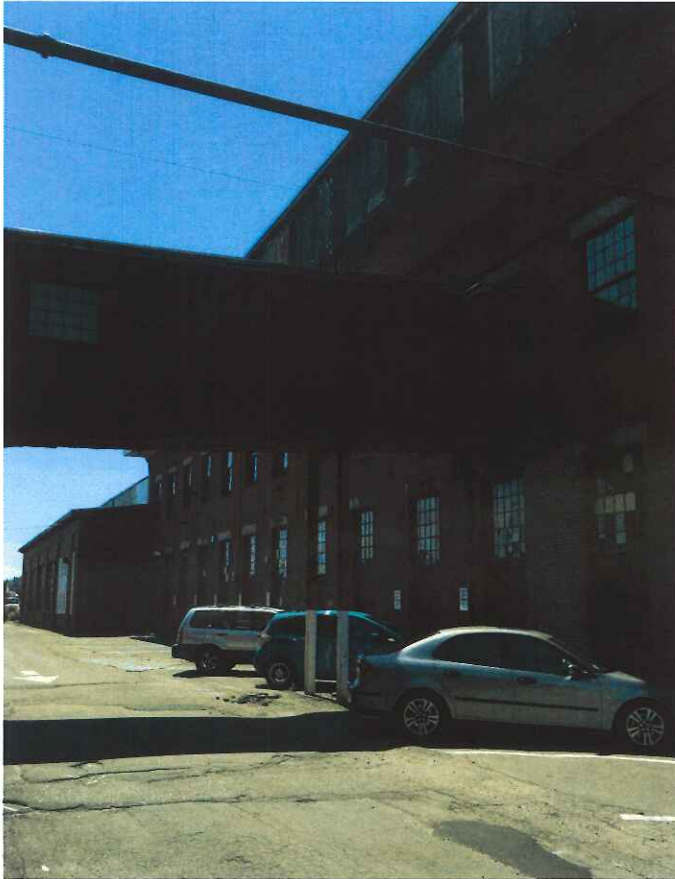
BUILDINGS 2 + 3: EXISTING SECOND FLOOR CONDITIONS



BUILDINGS 2, 24, 14, 15, 16: EXISTING CONDITIONS



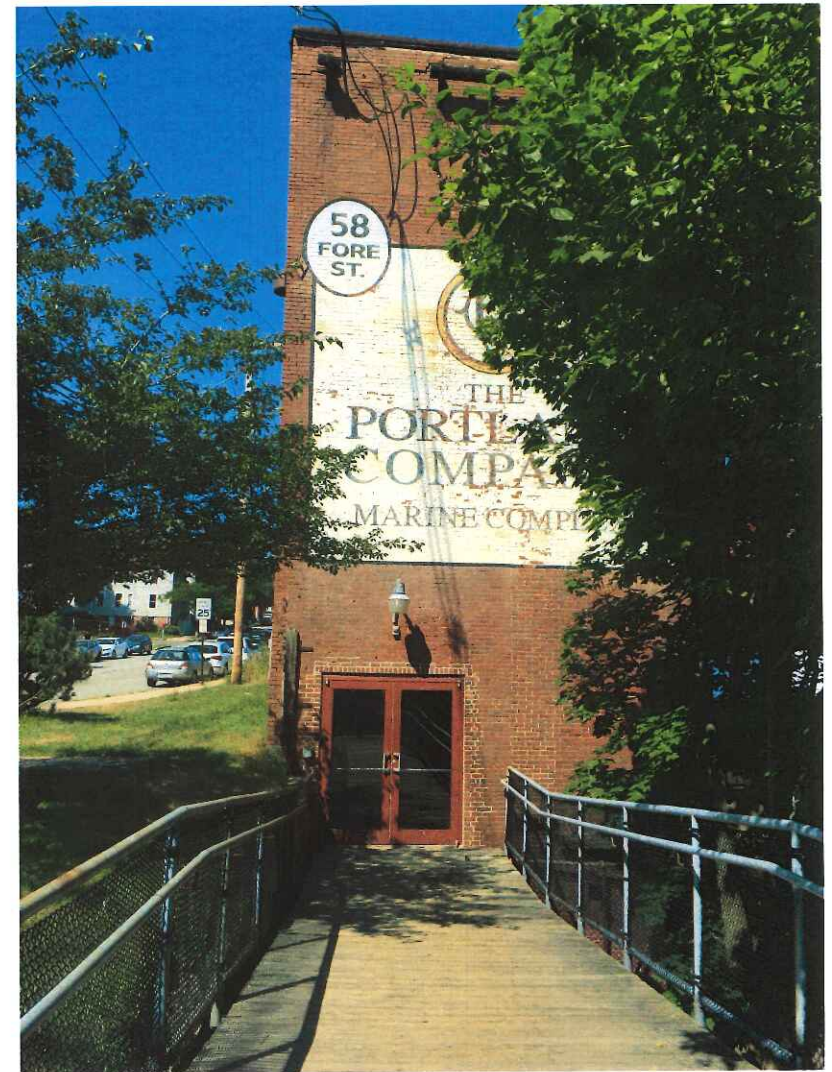
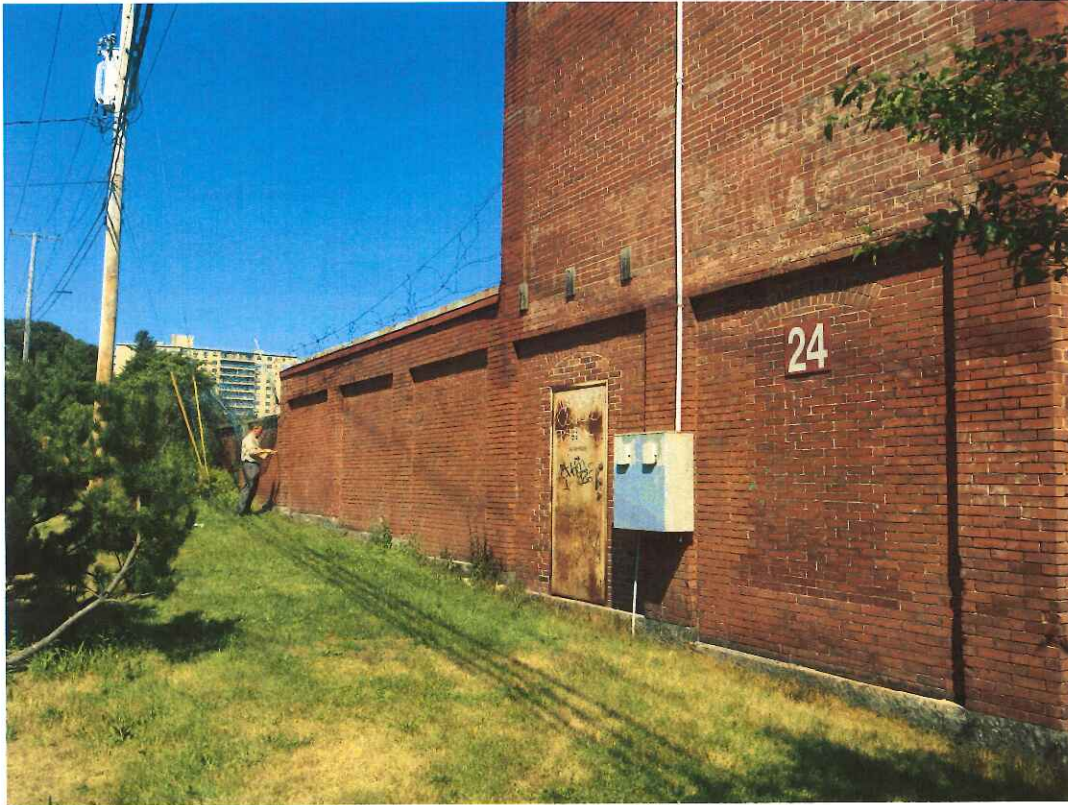
BUILDINGS 2, 3: EXISTING CONDITIONS



BUILDINGS 6, 6B: EXISTING CONDITIONS



BUILDINGS 24, TOWER: EXISTING CONDITIONS

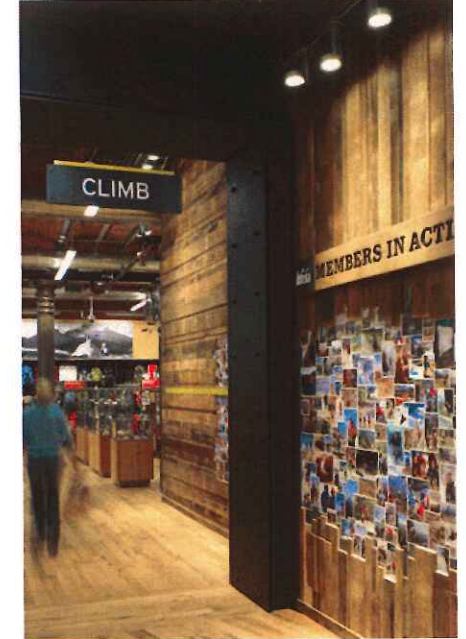
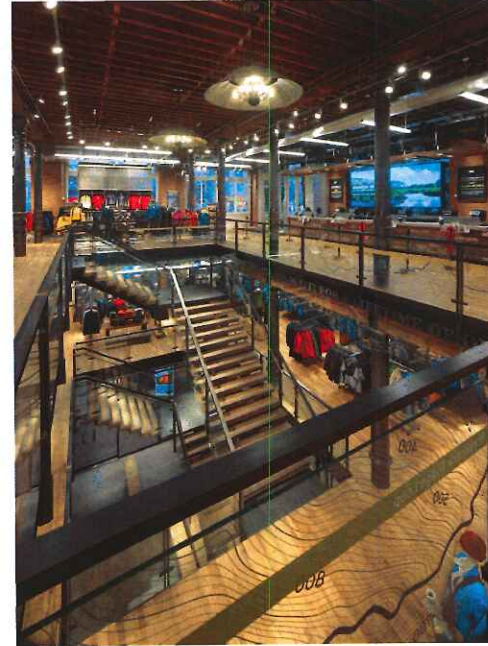


BUILDING 12: EXISTING CONDITIONS





EXISTING GROUND FLOOR



PRECEDENT IMAGES + CONCEPTS: COMMERCIAL TENANT



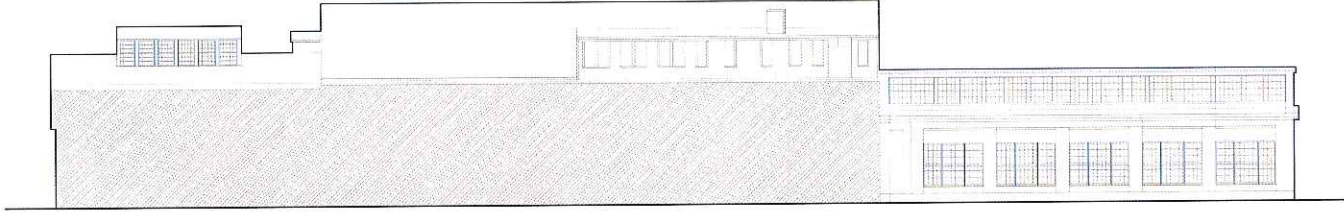
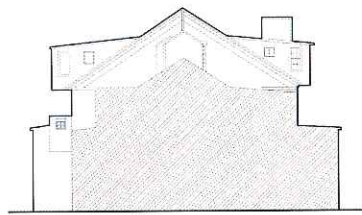
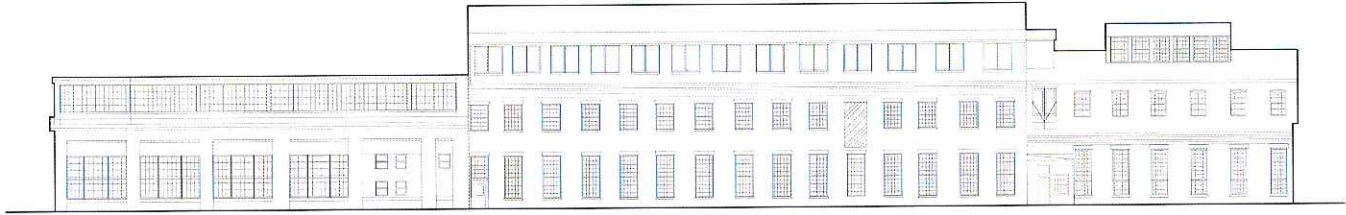
EXISTING 2ND FLOOR



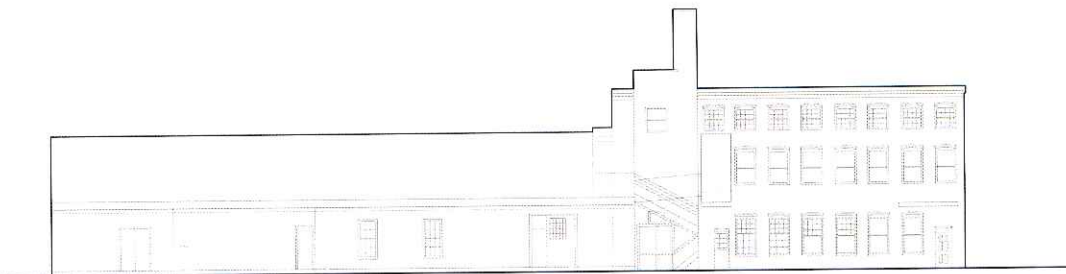
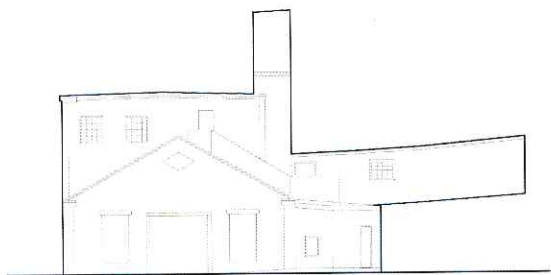
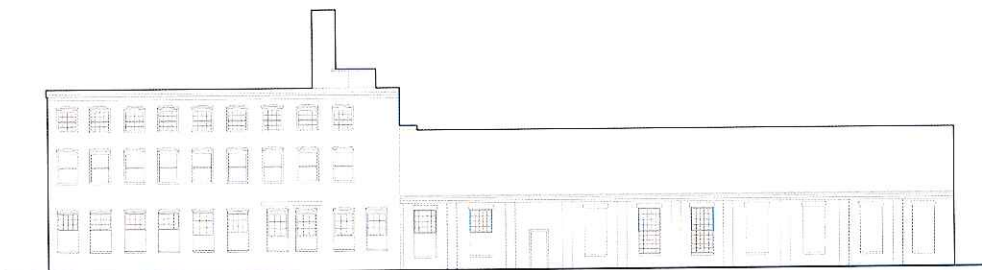
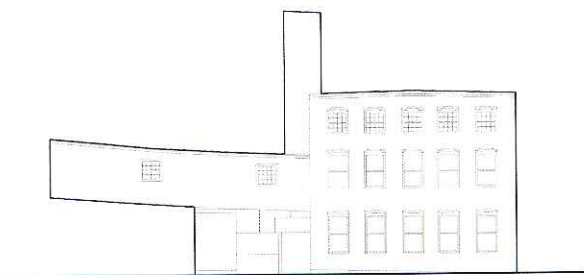
PRECEDENT IMAGES + CONCEPTS: OFFICE TENANT



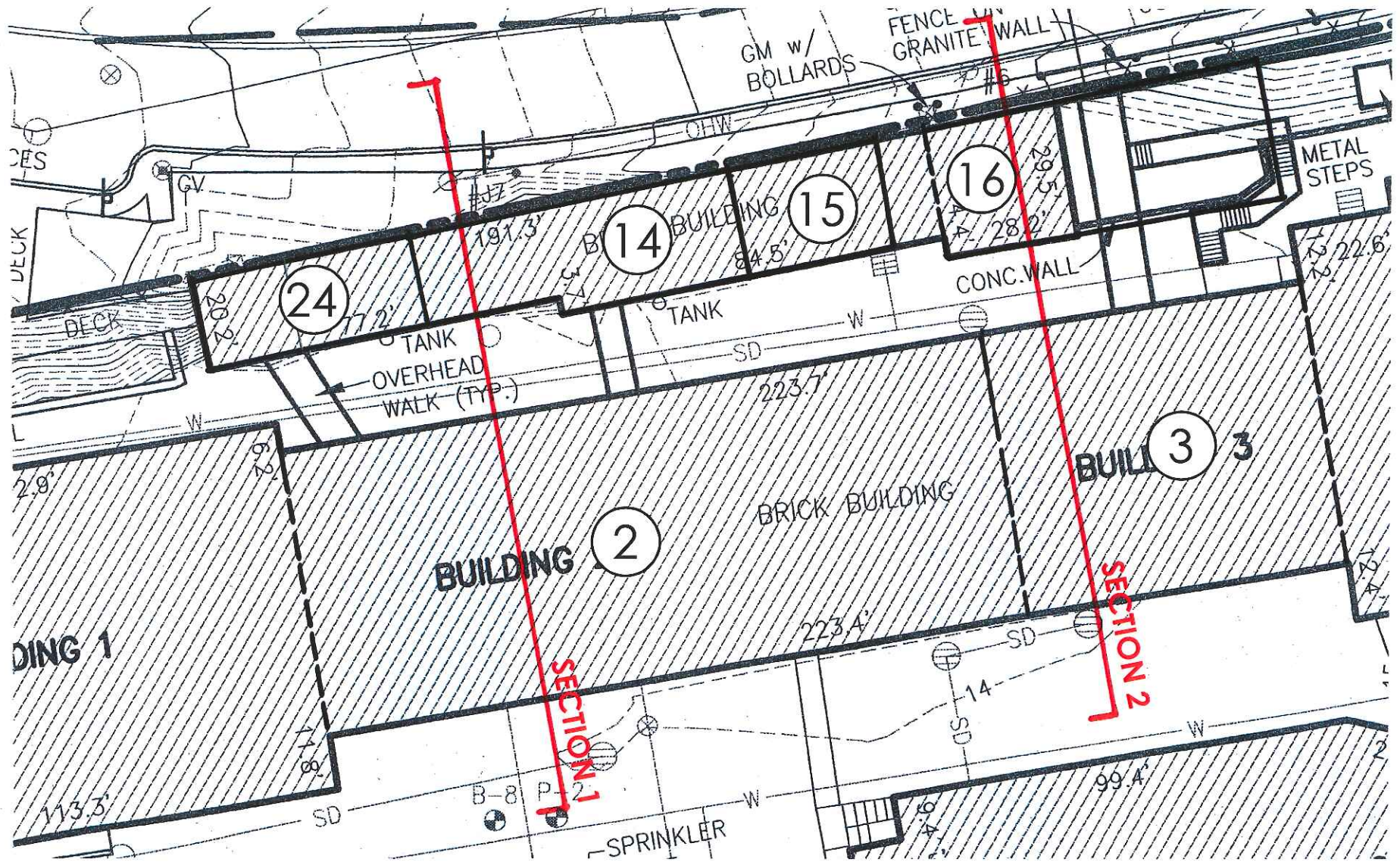
BUILDINGS 2 + 3 EXISTING ELEVATIONS



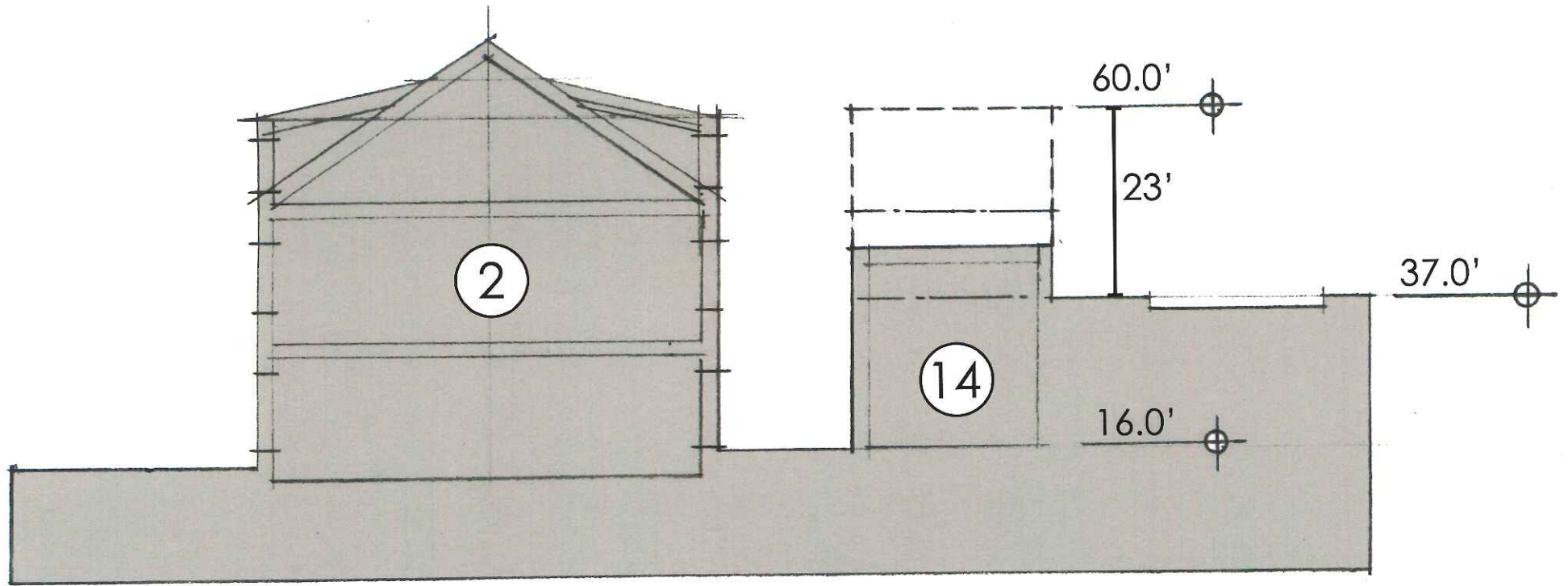
BUILDINGS 6 + 6B EXISTING ELEVATIONS



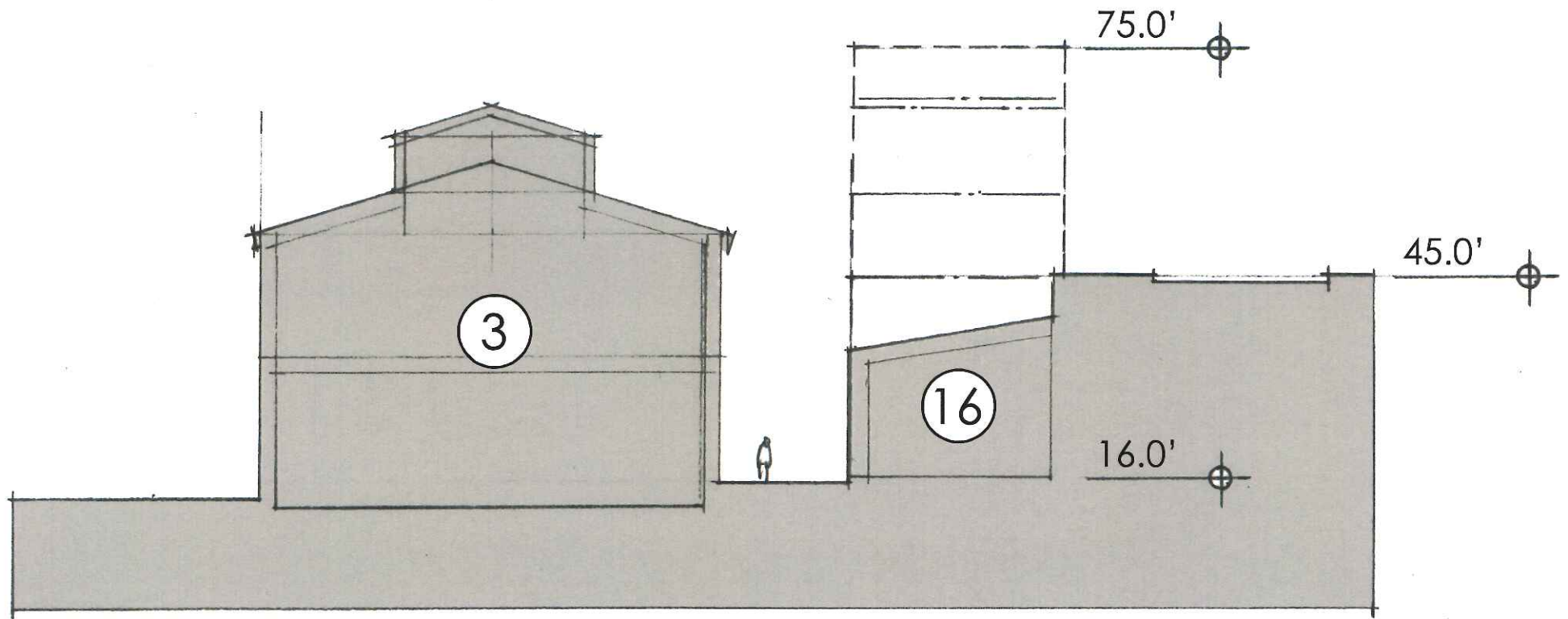
BUILDING SECTIONS



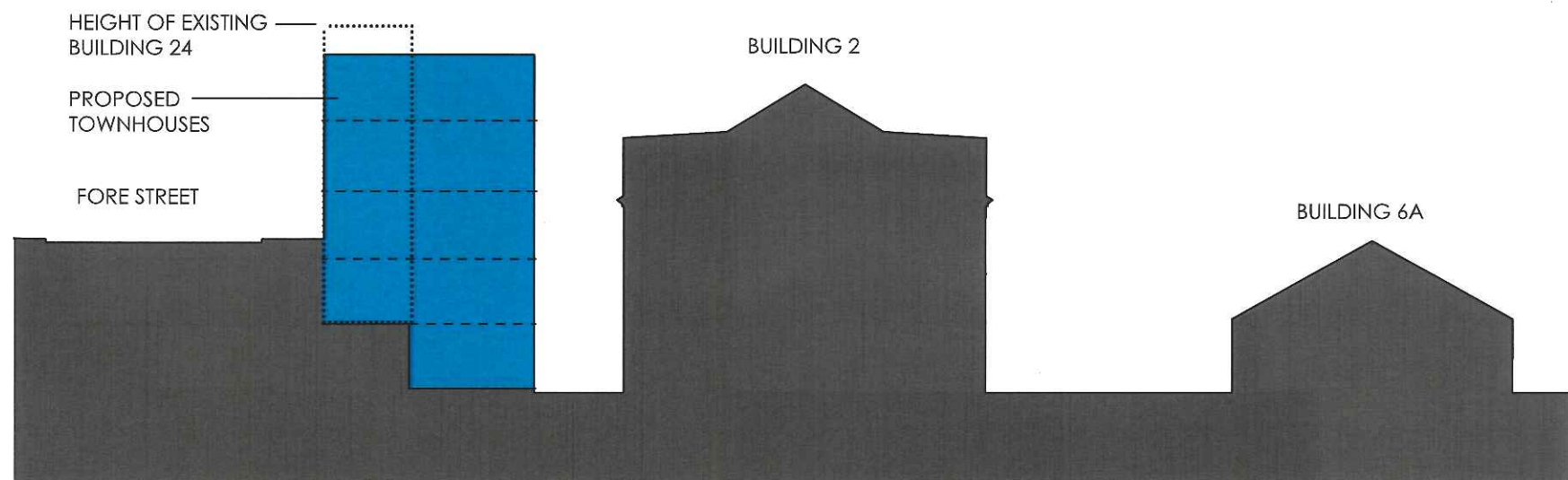
PROPOSED: SECTION 1



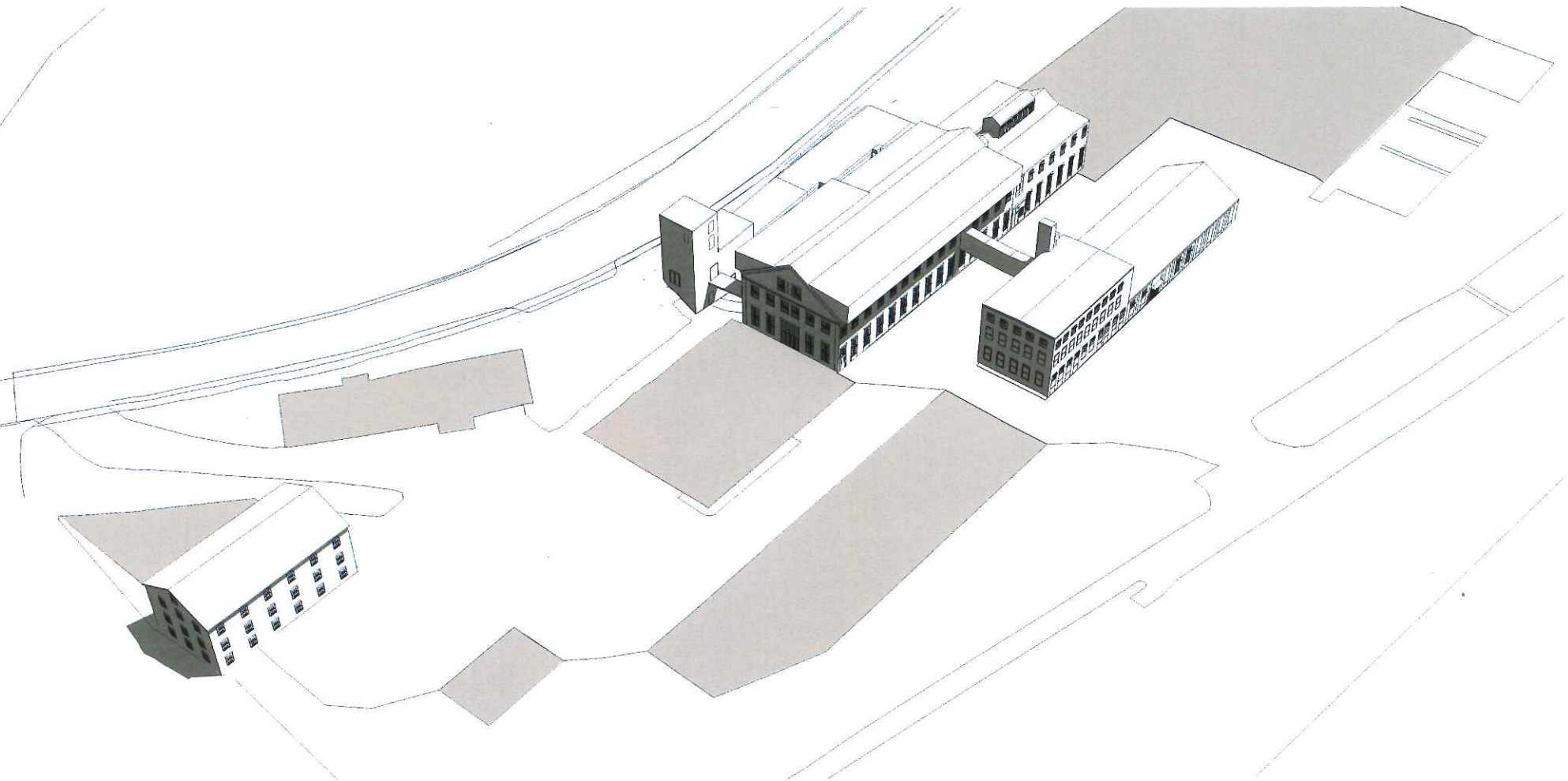
PROPOSED: SECTION 2



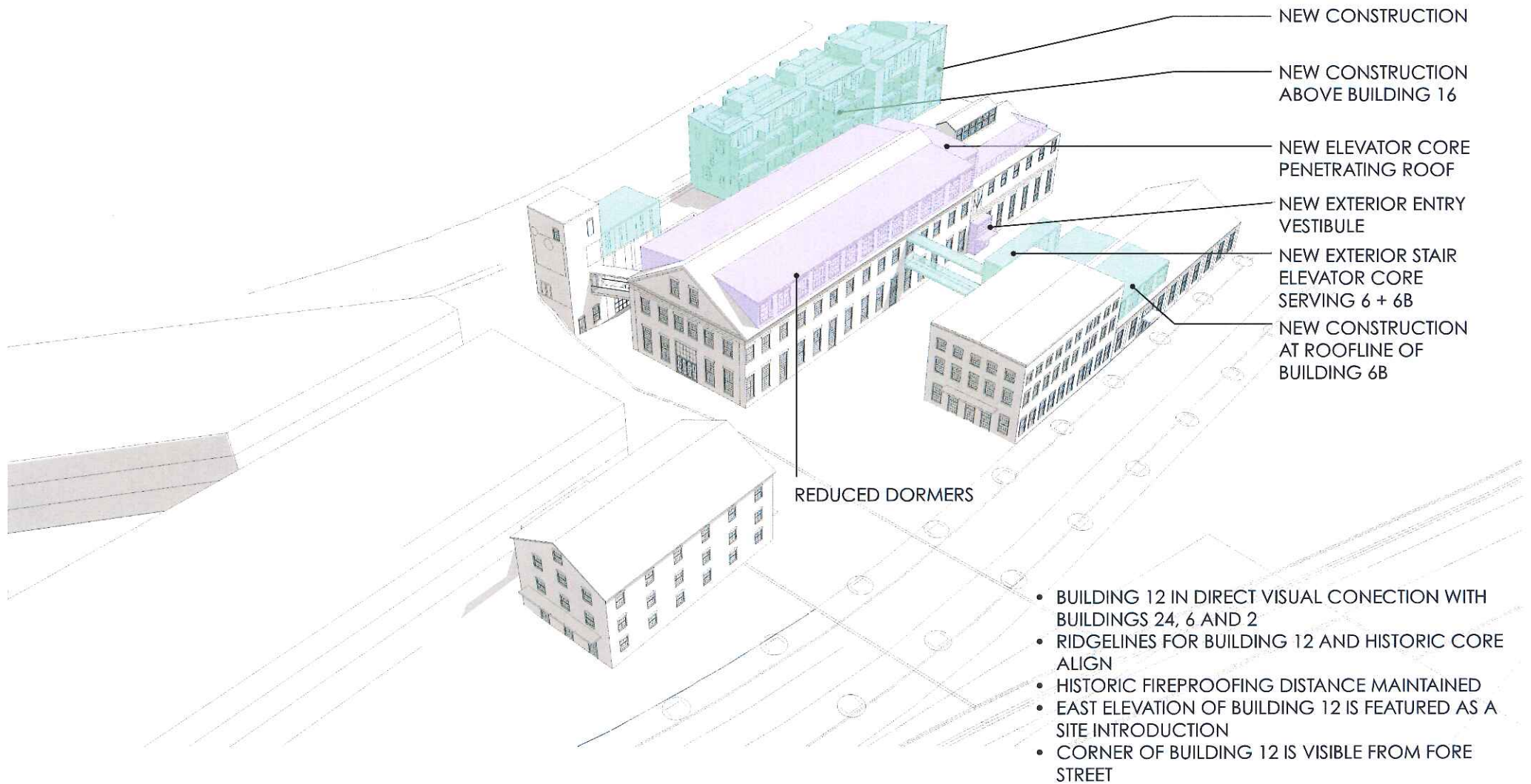
PROPOSED SITE SECTION: DEVELOPMENT BLOCK 2



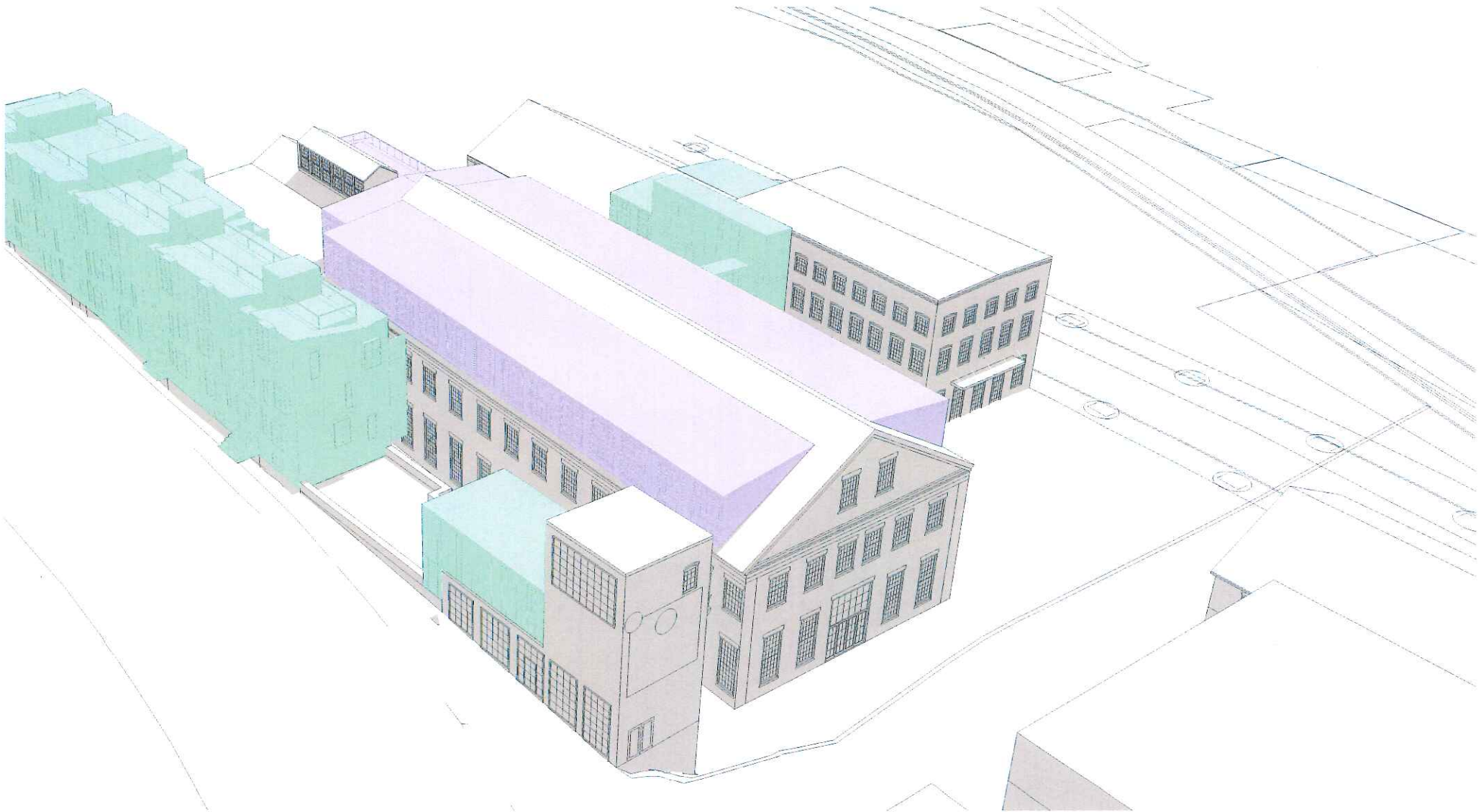
EXISTING BUILDINGS TO REMAIN



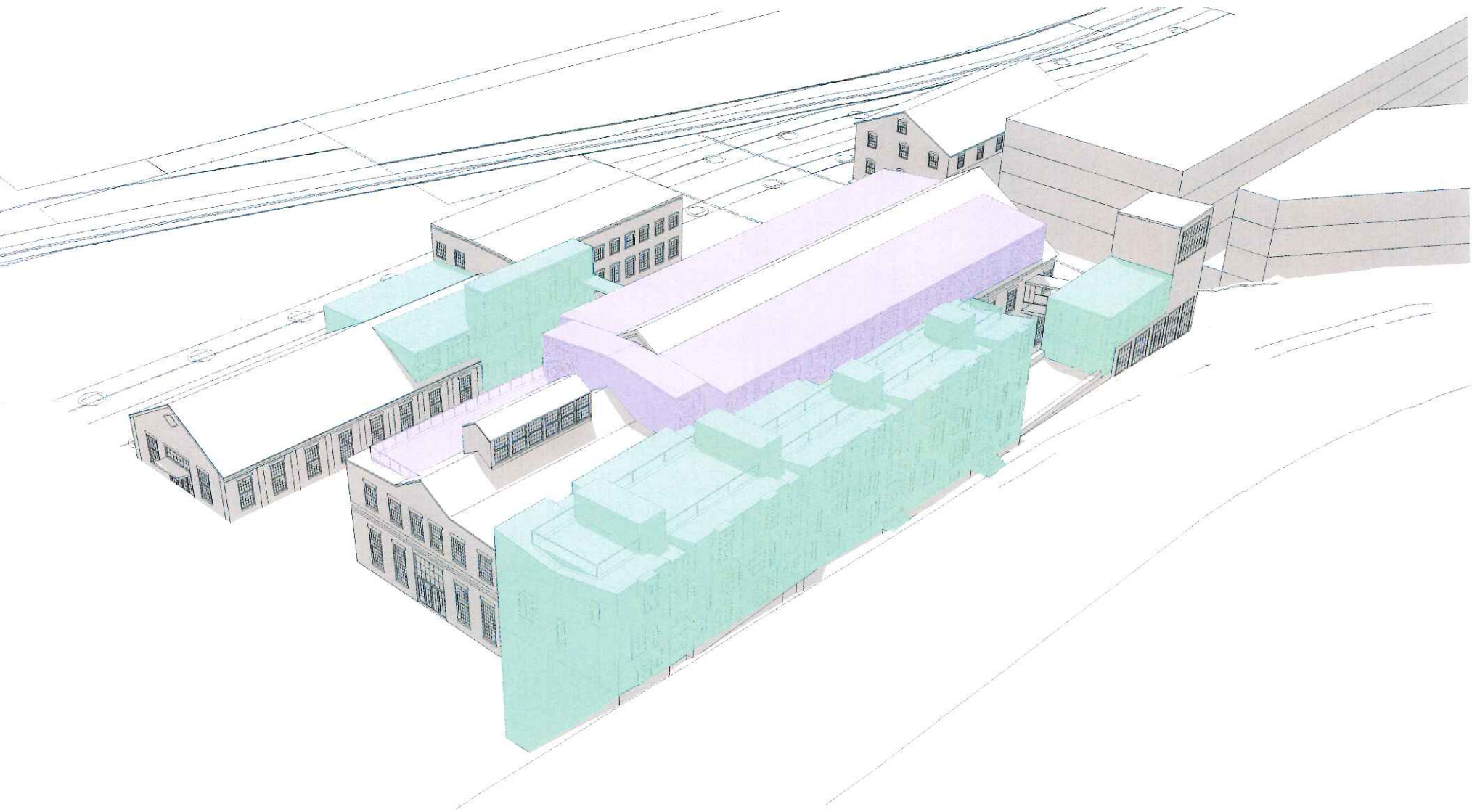
PROPOSED DEVELOPMENT



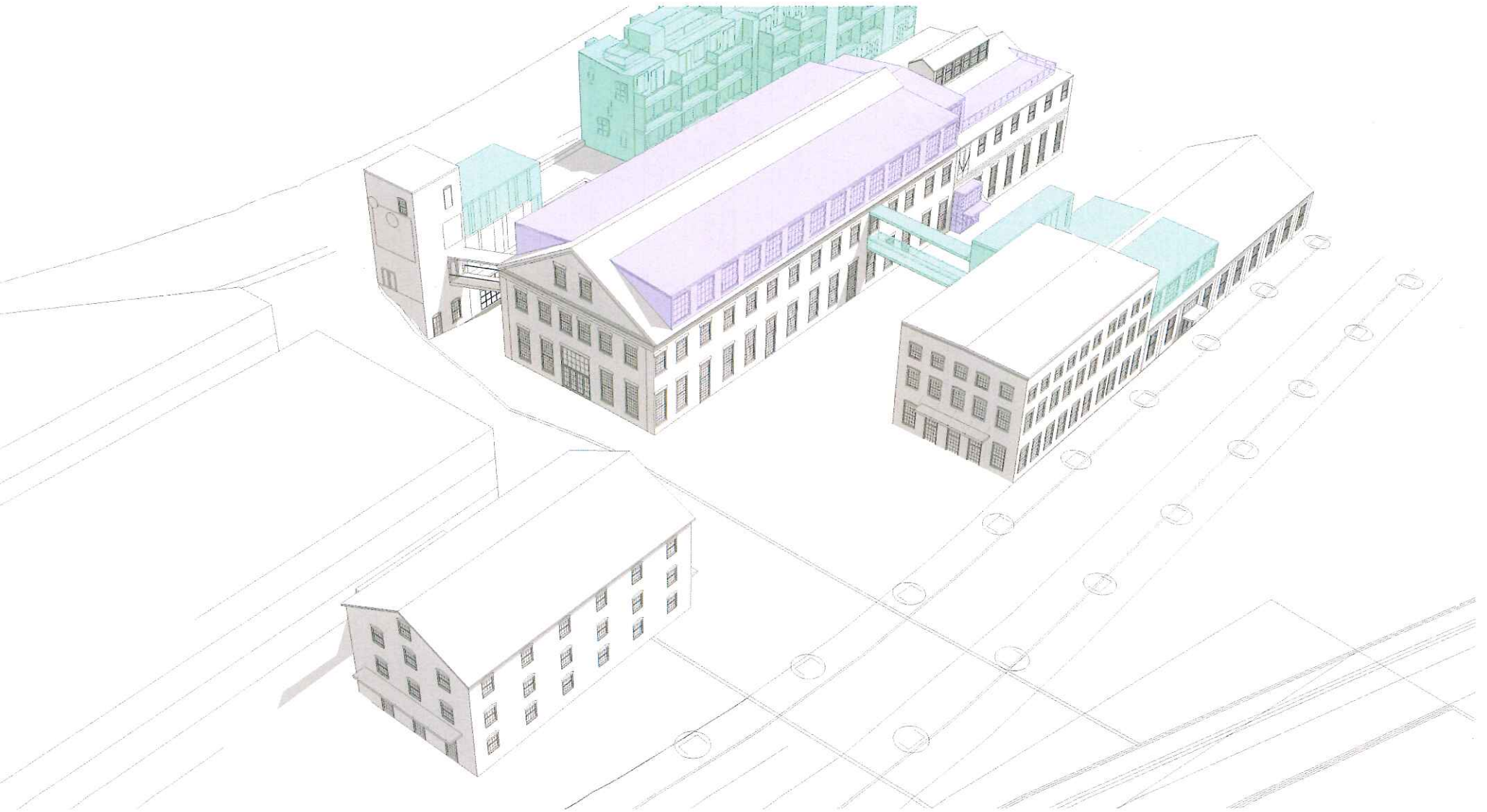
DEVELOPMENT BLOCK 2: HISTORIC CORE



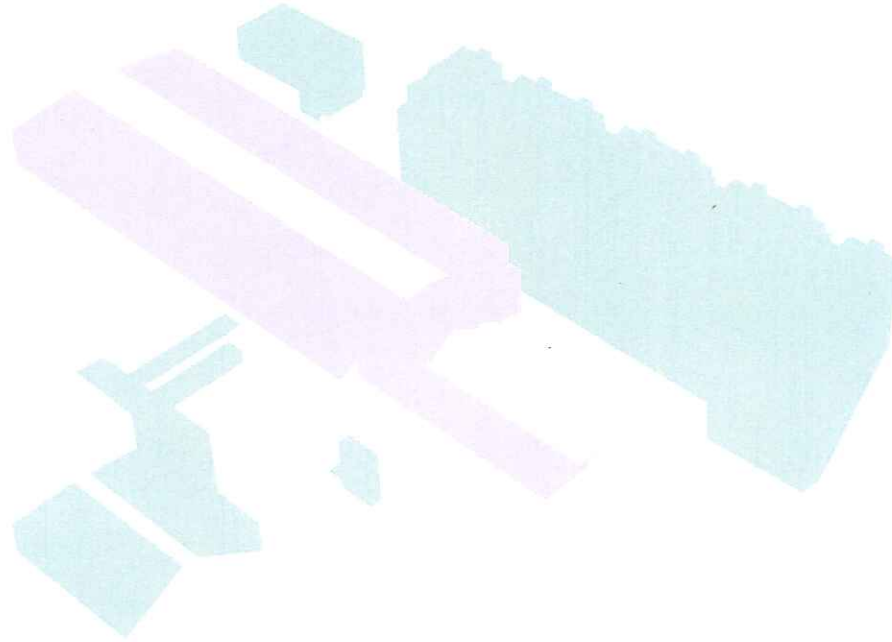
DEVELOPMENT BLOCK 2: HISTORIC CORE



DEVELOPMENT BLOCK 2: HISTORIC CORE



DEVELOPMENT BLOCK 2: HISTORIC CORE



VIEW FROM THAMES STREET EXTENSION

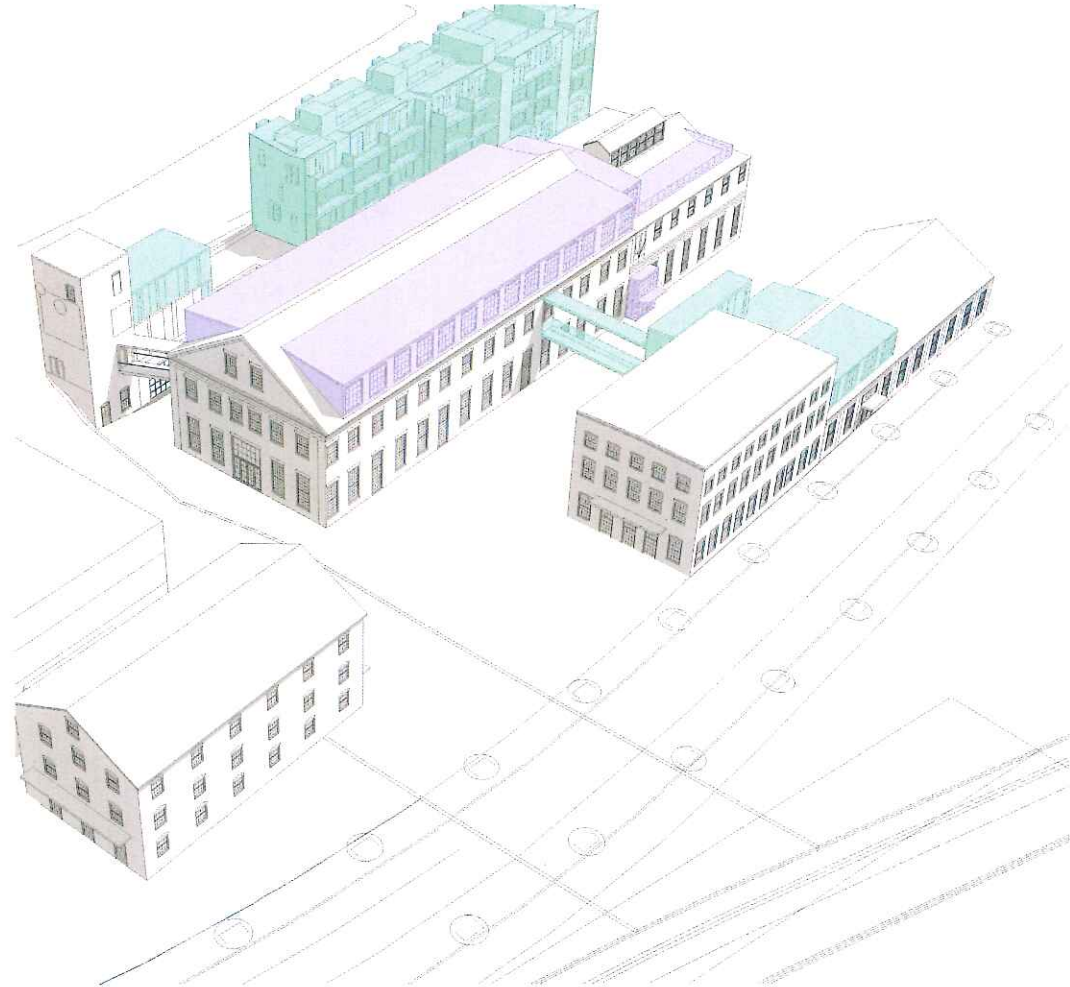


PROPOSED DEVELOPMENT

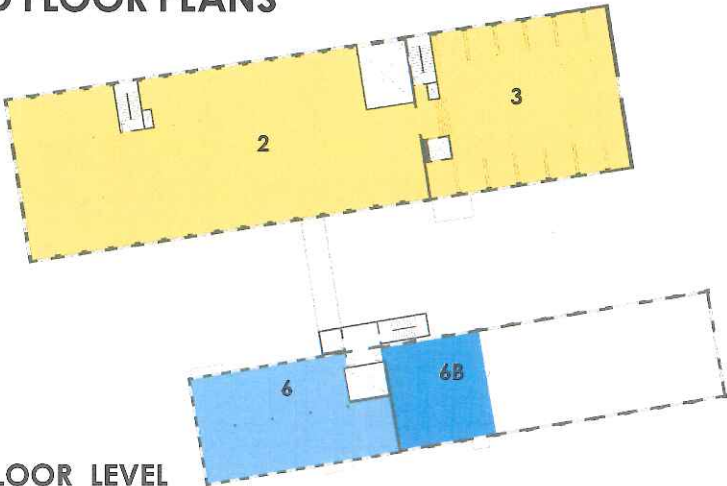
58 Fore Street Calculations

Historic Core Buildings + Additions

<u>Building 2</u>		
9,400 SF x 3 floors	28,200 GSF	(existing)
<u>Building 3</u>		
4,800 SF x 2 floors	9,600 GSF	(existing)
<u>Building 3: East Expansion</u>		
1,195 SF x 3 floors	3,585 GSF	(new)
<u>Building 6B: Mezzanine</u>		
1,600 SF x 1 floors	1,600 GSF	(existing)
<u>Building 12</u>		
3,580 SF x 3 floors	10,740 GSF	(existing)
<u>Building 13</u>		
750 SF x 1 floors	750 GSF	(existing)
750 SF x 2 floors	1,500 GSF	(new)
Total	2,250 GSF	
<u>Building 14</u>		
1,062 SF x 1 floors	1,062 GSF	(existing)
<u>Building 15</u>		
1,294 SF x 2 floors	2,588 GSF	(existing)
1,294 SF x 3 floors	3,882 GSF	(new)
Total	6,470 GSF	
<u>Building 16</u>		
1,492 SF x 2 floors	2,984 GSF	(existing)
1,492 SF x 3 floors	4,476 GSF	(new)
Total	7,460 GSF	
<u>Building 16: East Expansion</u>		
2,570 SF x 4 floors	10,280 GSF	(new)
{ground floor unusable b/c retaining wall}		
<u>Building 16: East Expansion Under View Easement</u>		
1,750 SF x 2 floors	3,500 GSF	(new)
{ground floor unusable b/c retaining wall}		
<u>Building 24</u>		
425 SF x 4 floors	1,700 GSF	(existing)
<u>All Buildings</u>	59,224 GSF	(existing)
	27,223 GSF	(new)
TOTAL GSF	86,447 GSF	

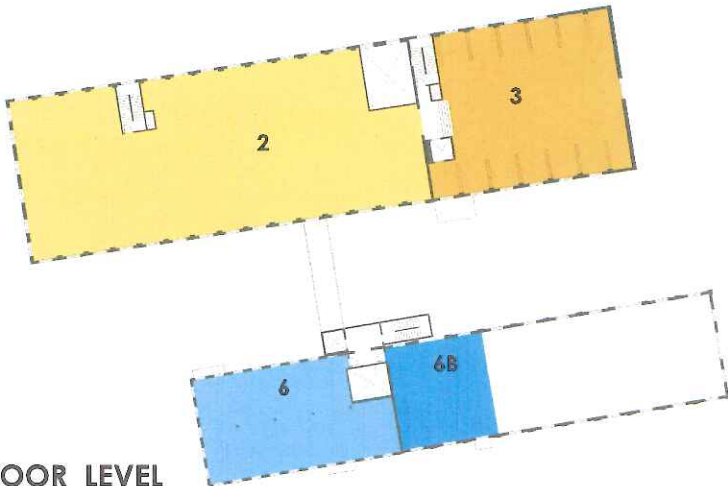


PROPOSED FLOOR PLANS



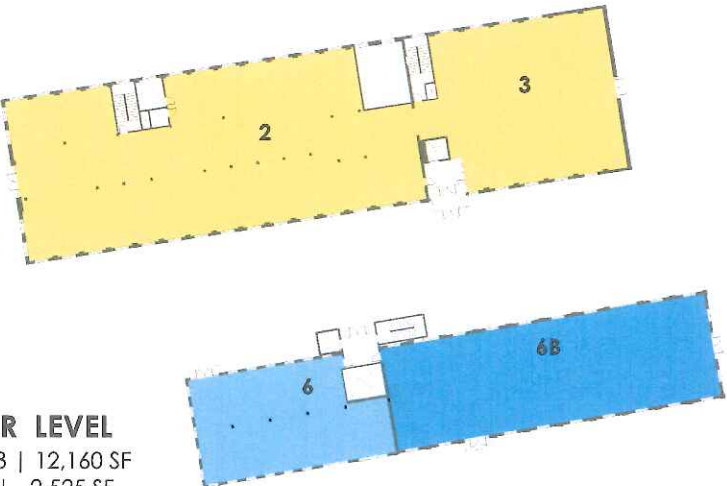
SECOND FLOOR LEVEL

BUILDING 2 & 3 | 12,518 SF
 BUILDING 6 | 2,525 SF
 BUILDING 6B | 1,275 SF



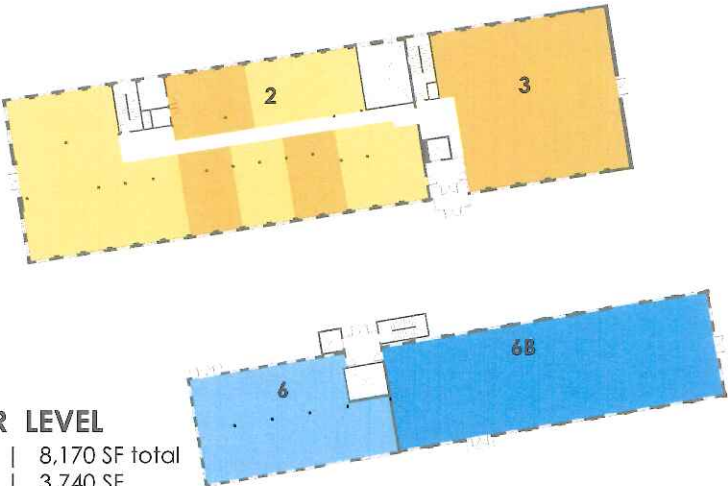
SECOND FLOOR LEVEL

BUILDING 2 | 8,389 SF
 BUILDING 3 | 4,028 SF
 BUILDING 6 | 2,525 SF
 BUILDING 6B | 1,275 SF



FIRST FLOOR LEVEL

BUILDING 2 & 3 | 12,160 SF
 BUILDING 6 | 2,525 SF
 BUILDING 6B | 4,561 SF



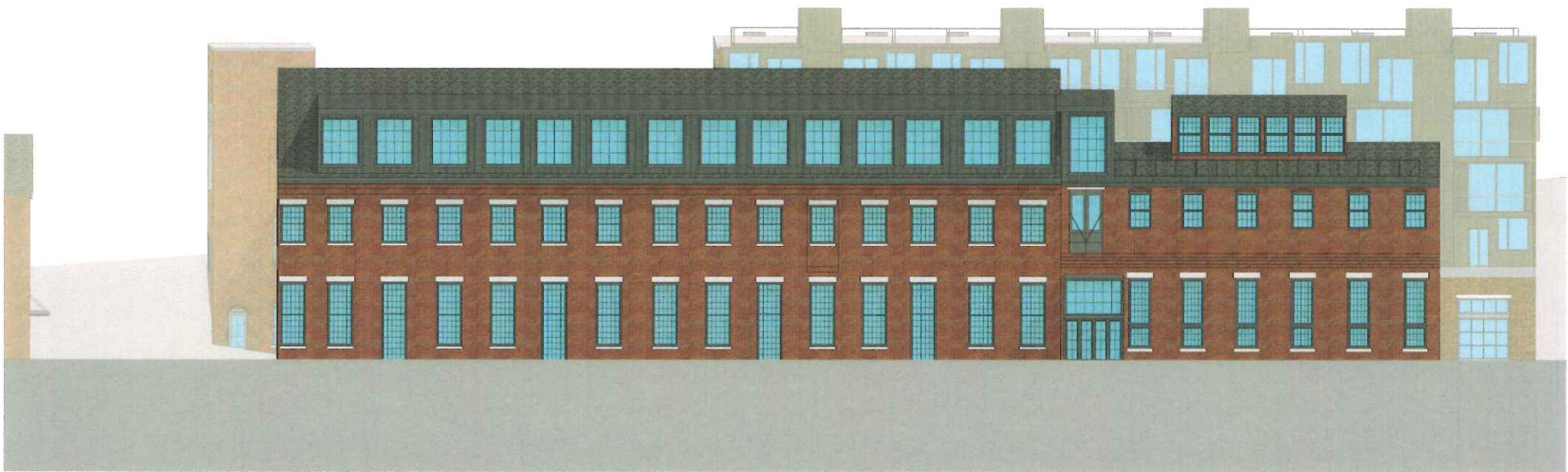
FIRST FLOOR LEVEL

BUILDING 2 | 8,170 SF total
 BUILDING 3 | 3,740 SF
 BUILDING 6 | 2,525 SF
 BUILDING 6B | 4,561 SF

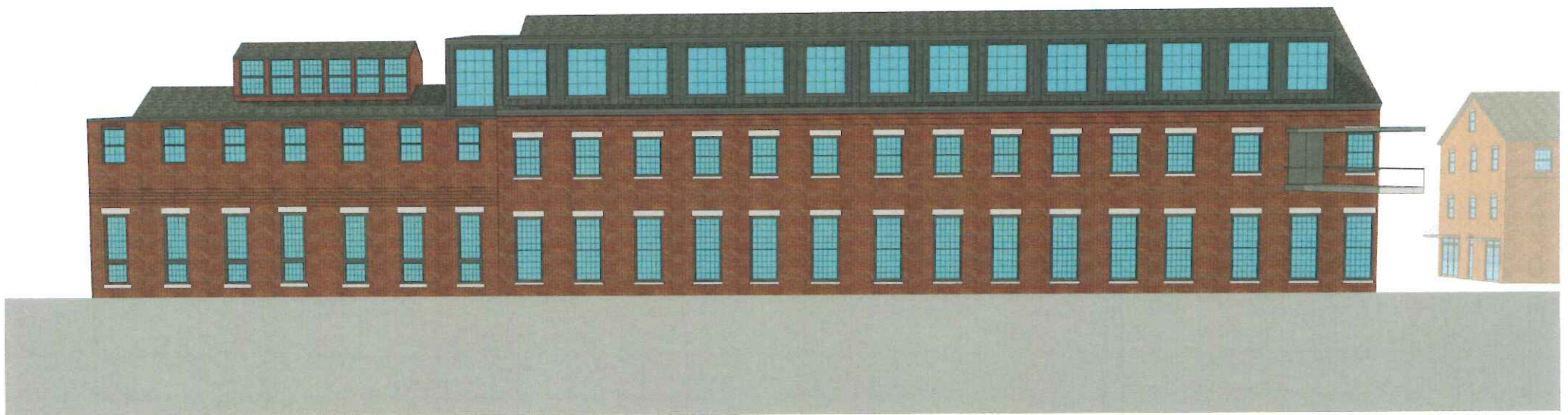
BUILDING 2: PROPOSED WEST ELEVATION



BUILDINGS 2 +3: PROPOSED SOUTH ELEVATION



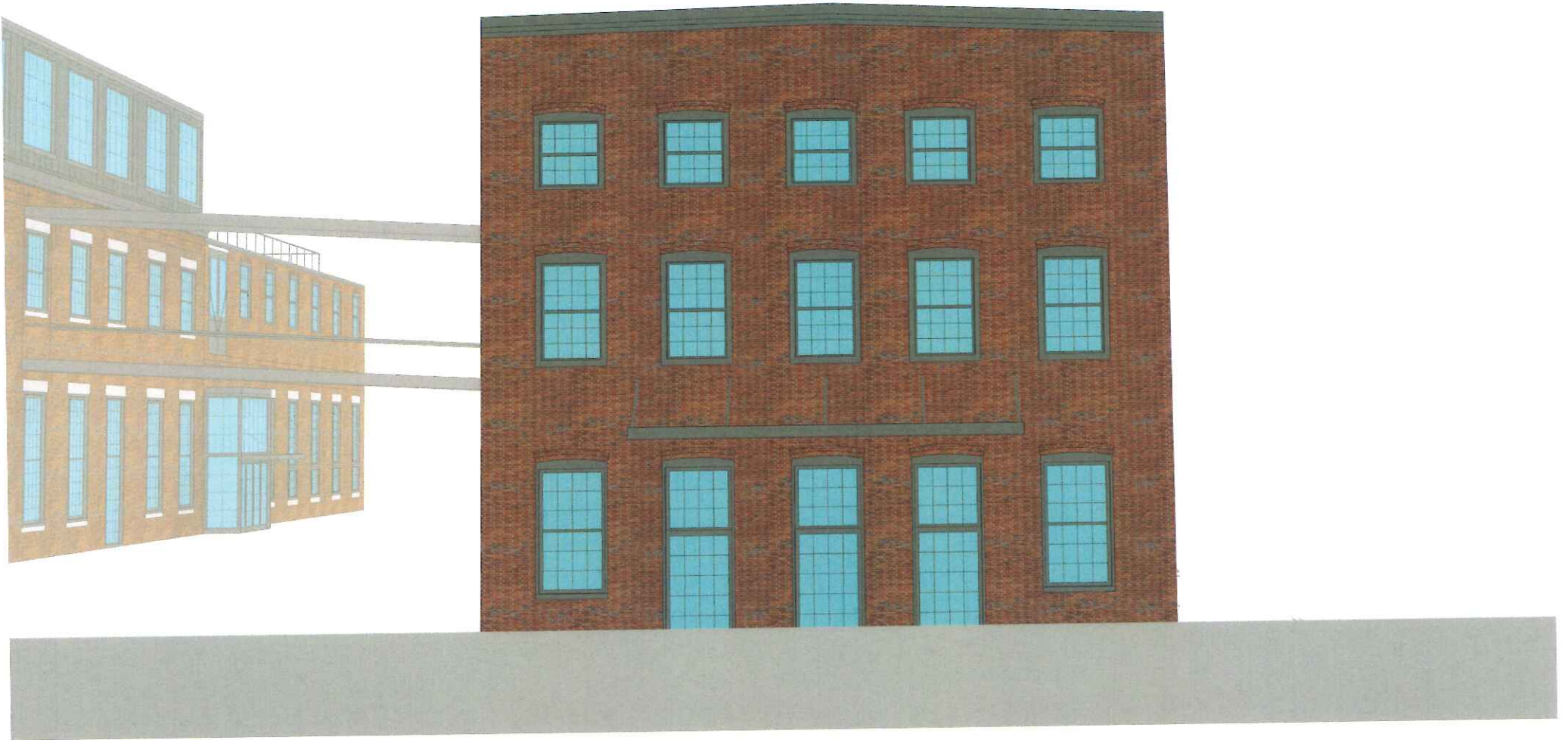
BUILDINGS 2 +3: PROPOSED NORTH ELEVATION



BUILDING 3: PROPOSED EAST ELEVATION



BUILDING 6: PROPOSED WEST ELEVATION



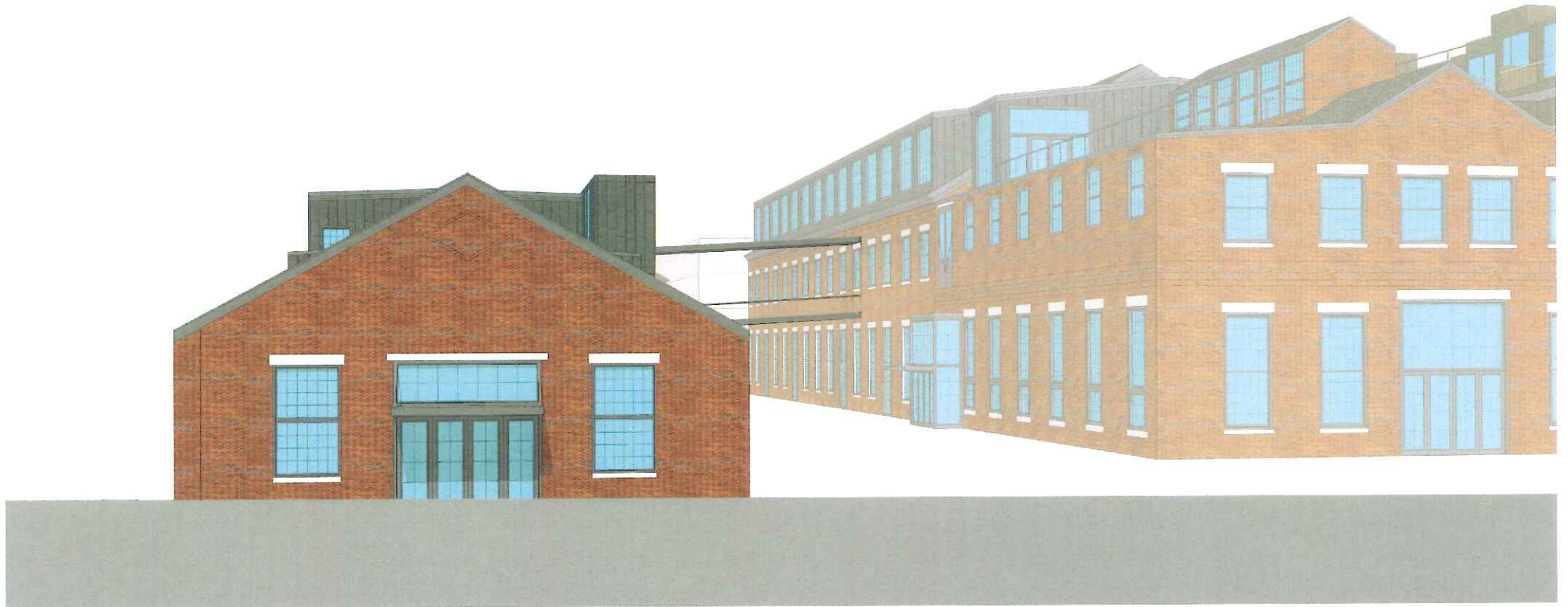
BUILDINGS 6 +6B: PROPOSED SOUTH ELEVATION



BUILDINGS 6 +6B: PROPOSED NORTH ELEVATION



BUILDING 6B: PROPOSED EAST ELEVATION



RENDERING LOOKING NORTH



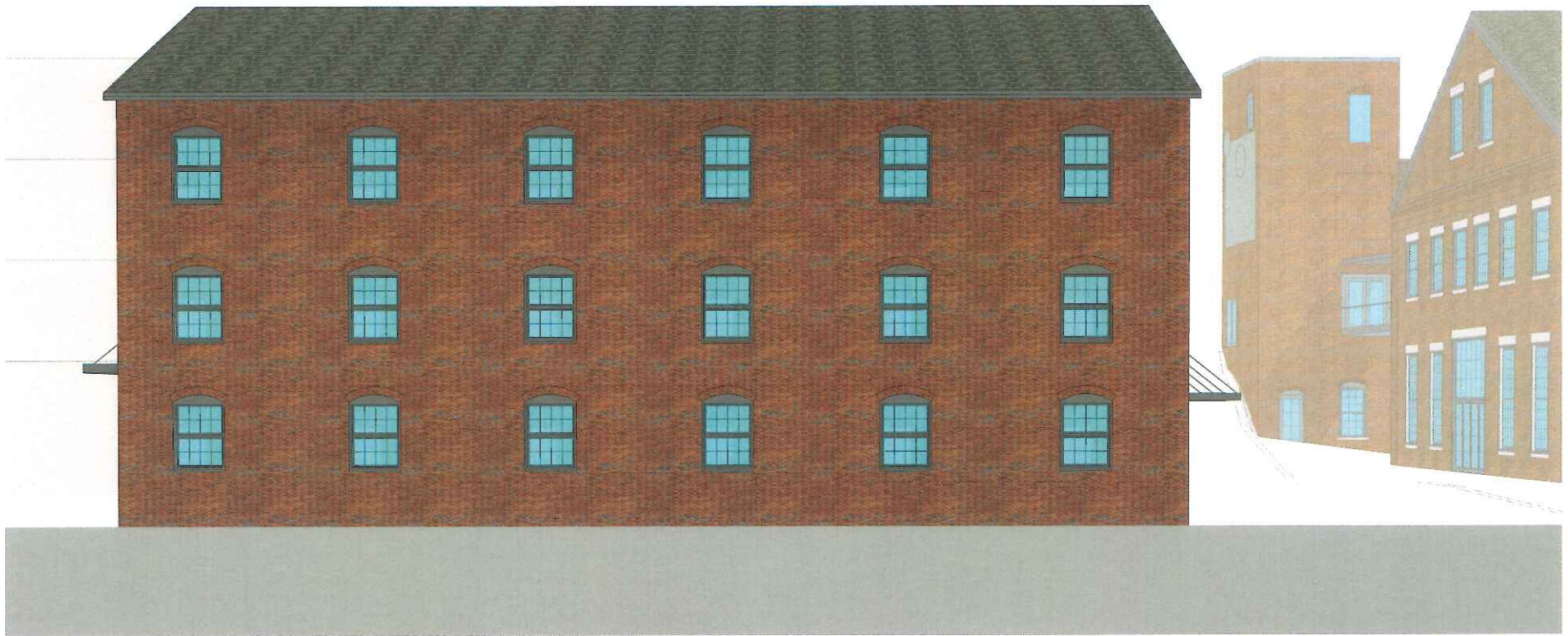
RENDERING LOOKING WEST



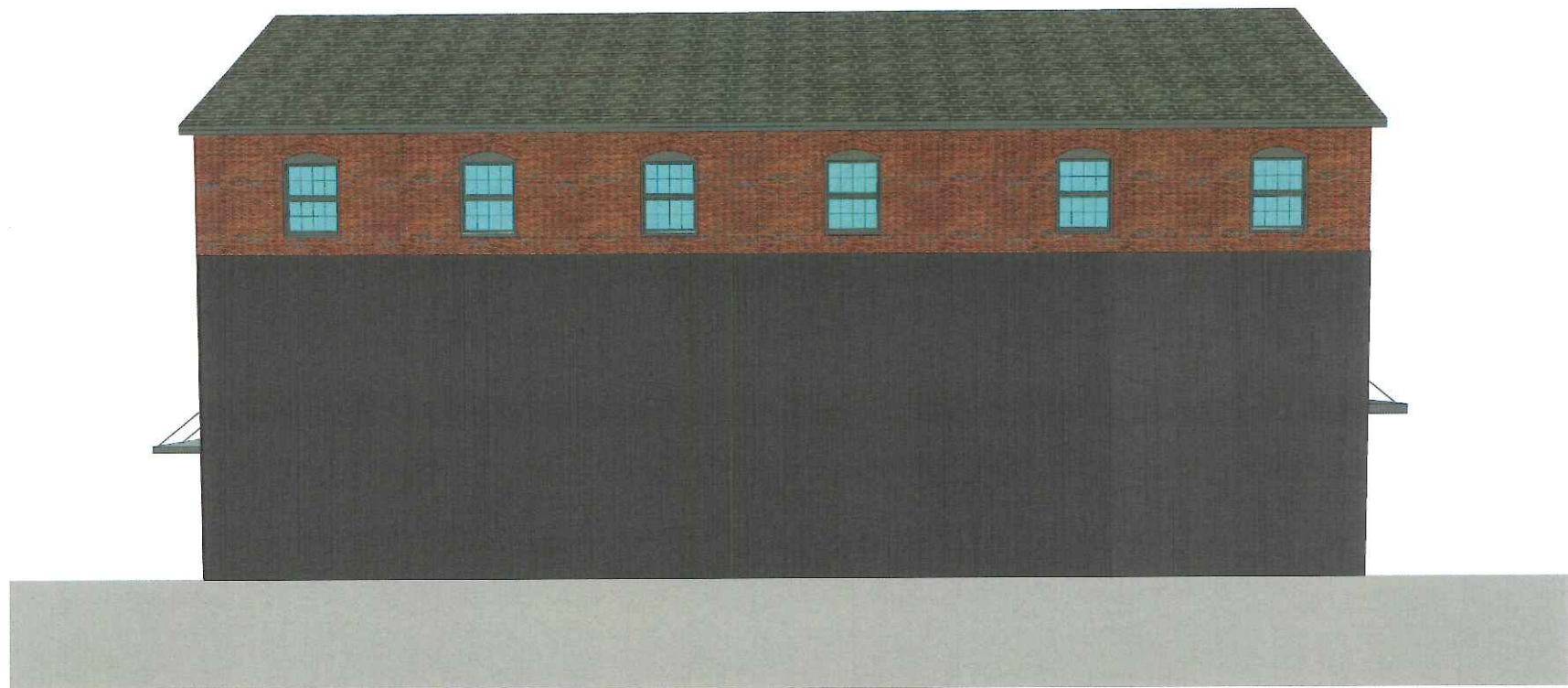
RENDERING LOOKING TOWARD BUILDING 12



BUILDING 12: EXISTING SOUTH ELEVATION

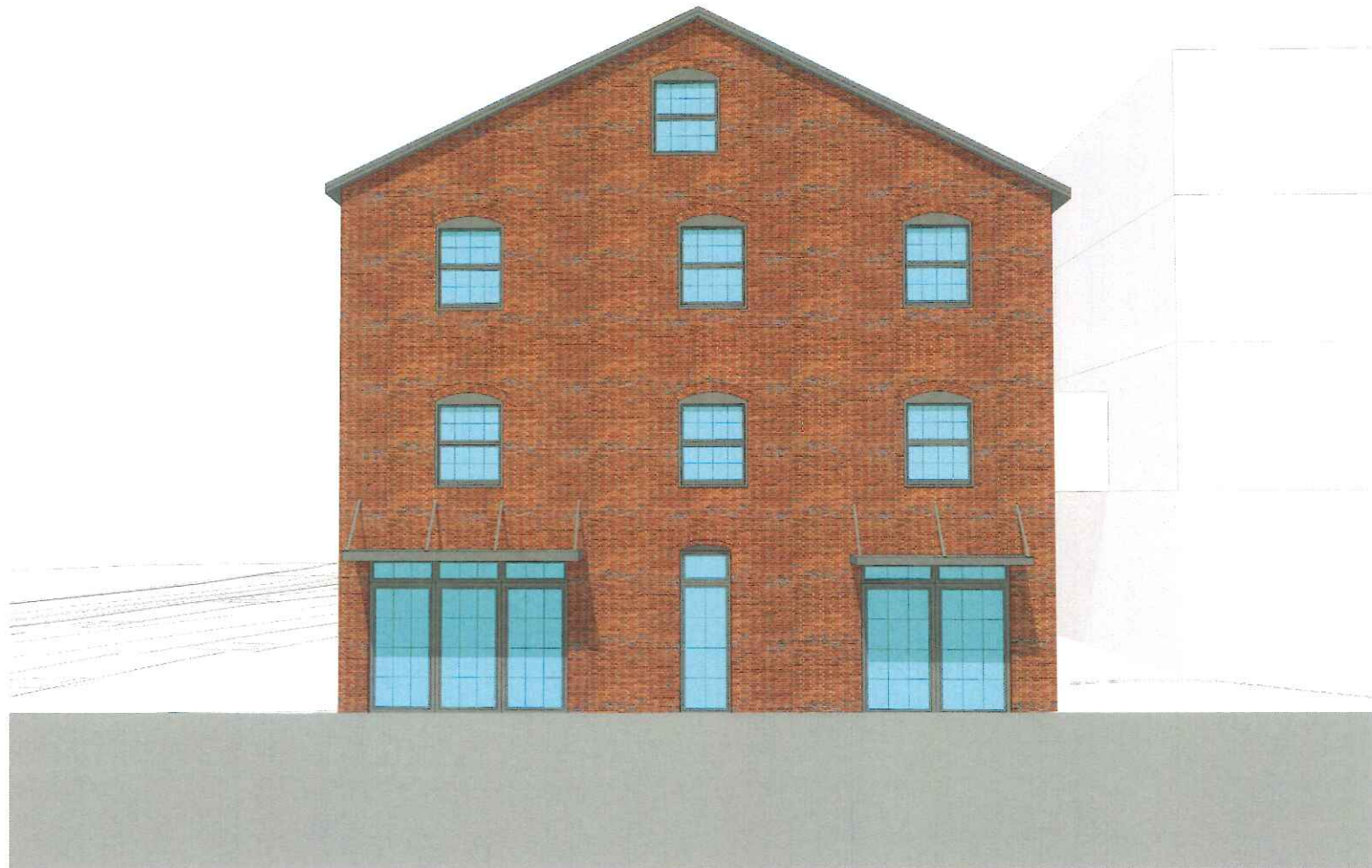


BUILDING 12: EXISTING NORTH ELEVATION

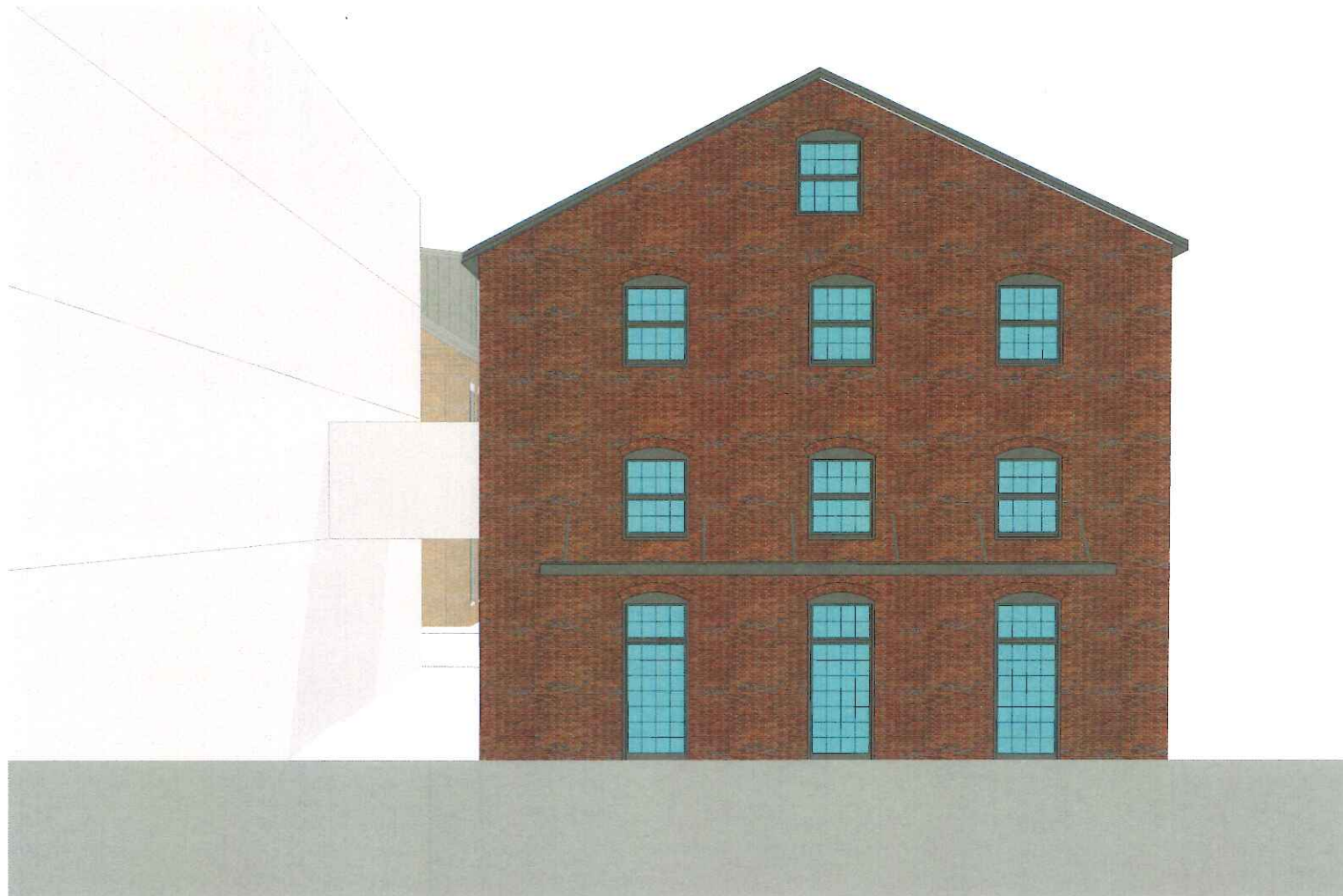


*NOTE: ACTUAL VIEW WILL BE OBSTRUCTED
BY ADJACENT BUILDING AND CONNECTOR

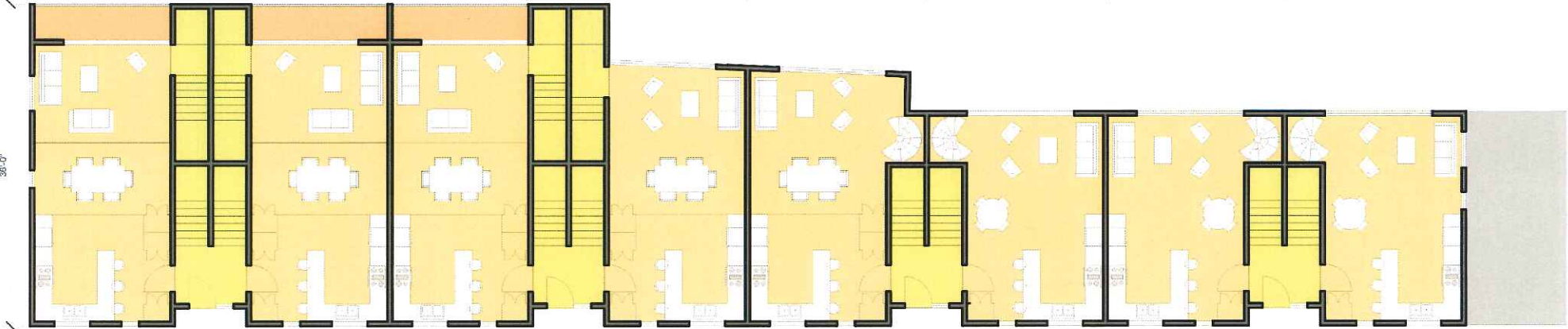
BUILDING 12: PROPOSED EAST ELEVATION



BUILDING 12: PROPOSED WEST ELEVATION



PROPOSED TOWNHOUSE FLOOR PLANS



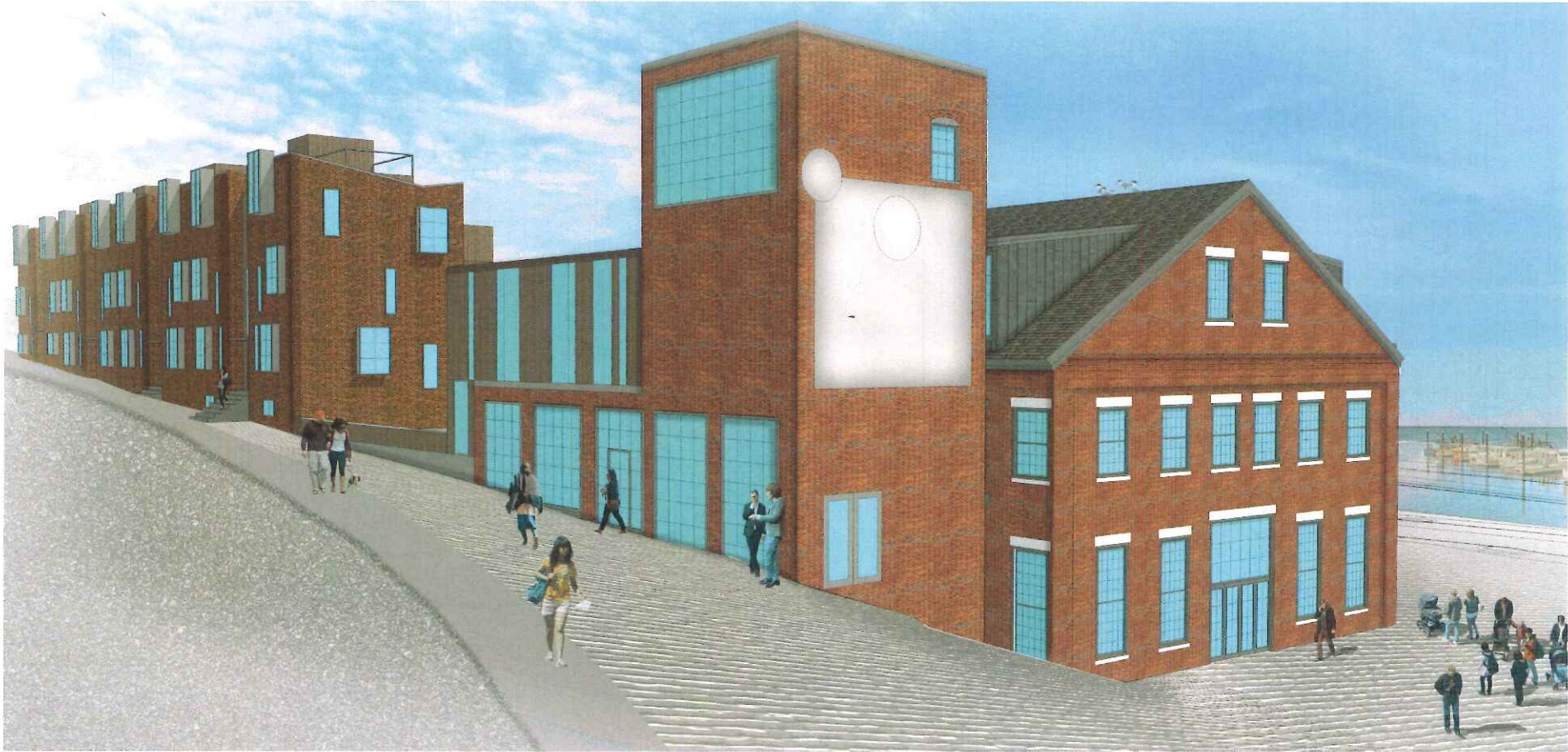
TOWNHOUSE: PROPOSED NORTH ELEVATION



TOWNHOUSE: PROPOSED SOUTH ELEVATION



RENDERING LOOKING EAST





17

58 Fore Street | Rendering 9







58 Fore Street | Rendering 6



58 Fore Street | Rendering 7





18 Fore Street | Rendering 3



58 Fore Street | Rendering 2



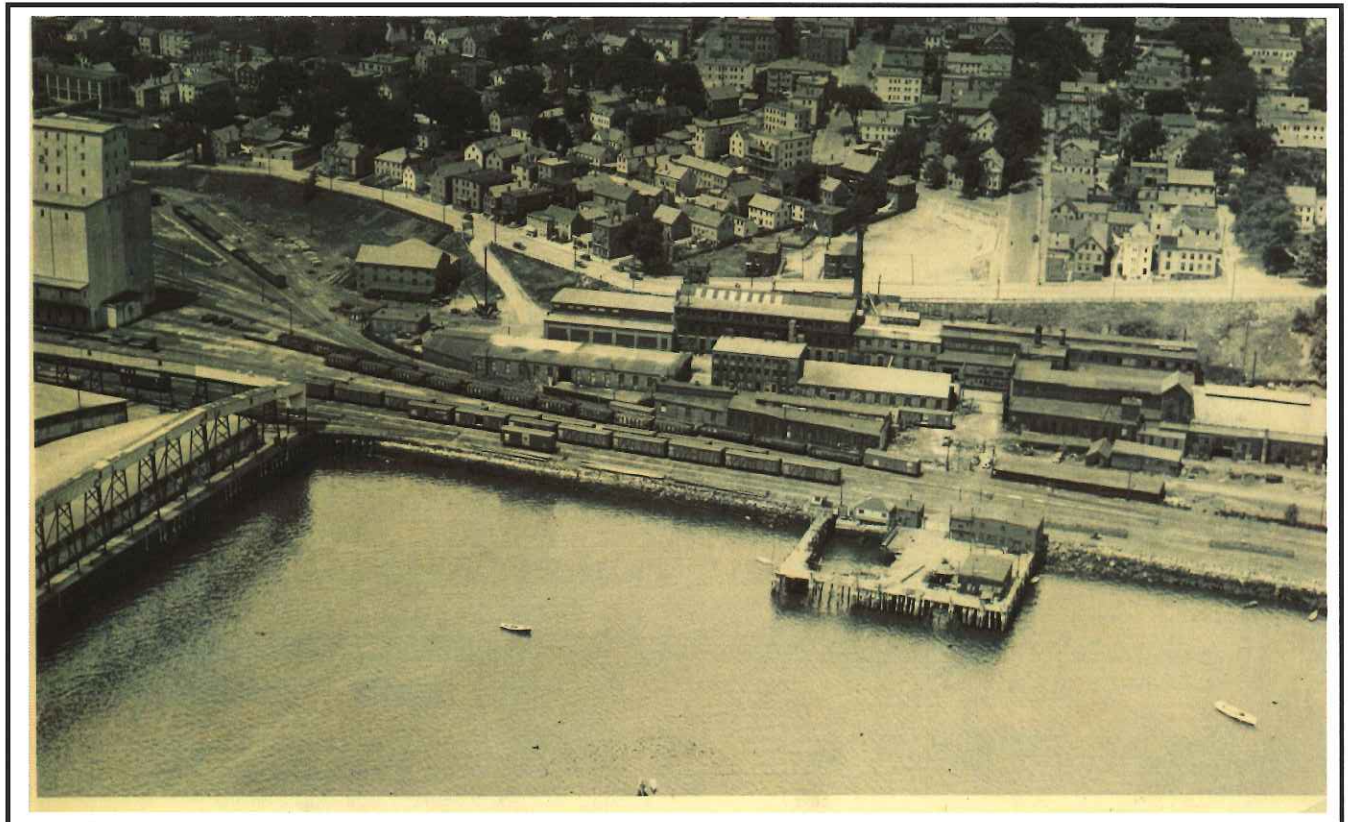
58 Fore Street | Rendering 4



58 Fore Street | Rendering 5



Portland Company Historic District Designation Report



Portland Company circa 1938

Table of Contents

Introduction	3
General Description of Complex	4
History of the Portland Company	6
Areas of Significance	7
Integrity of the Portland Company Complex	9
Visual Character of the Portland Company Site	10
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Descriptions & Classifications of Individual Bldgs.	16

Original report amended October 2016 to reflect Council-approved district boundaries and building classifications

Introduction

On February 17, 2016, the Portland City Council formally designated a portion of the Portland Company complex as a local historic district. Designation of the industrial complex formally recognizes the unique role the Portland Company played in the history of Portland and its significance in the history of manufacturing and transportation at the local, state and national level. Founded in 1846 in conjunction with the construction of the St. Lawrence and Atlantic Railroad, 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. The complex grew to become the state's largest 19th century foundry and machine shop and the city's largest 19th century employer. Through steady diversification of its product line, the Portland Company contributed significantly not only to the development of Maine's railroads, but also to its maritime, paper-making, textile, canning and other industries. Engines, boilers, cast iron architectural elements, lighthouse components, navigation buoys, washing drums, elevators and a myriad of other products were shipped to locations throughout the United States, Canada and Central America. The Portland Company remained in operation at 58 Fore Street for 137 years, finally closing its doors in 1982. At the time of its designation, the Portland Company complex was the only remaining intact nineteenth and early twentieth century industrial complex in the city.

The final approved boundaries of the district as well as the number of buildings identified for protection reflect the Portland City Council's effort to balance multiple goals within the City's Comprehensive Plan as they relate to development on the eastern waterfront, in particular the goals of protecting historic resources and providing increased public access to the waterfront. While the initial historic district designation proposal forwarded by the Historic Preservation Board for consideration by the Planning Board and Council called for a district that encompassed a larger portion of the historic complex and identified an additional building for protection, the Council ultimately amended the designation to create a smaller district and remove Building One from the list of "contributing" structures. The amended designation was based on a finding by the Planning Board that the goals of the Comprehensive Plan would be better achieved through the creation of a smaller historic district and the acceptance of a fifty (50) foot wide public access easement in favor of the City from Fore Street across the site to the waterfront. (As proposed by the property owner, said easement would run through the footprint of Building One.) Ultimately, the Council determined that the designation of the Portland Company Historic District *as amended* and the related acceptance of a public access easement effectively balanced two key objectives of the Eastern Waterfront Master Plan: 1) preserving historic resources eligible for designation and 2) increasing public visual and physical access to the waterfront.

When the City Council formally designated the historic district in February 2016, they also approved an amendment to the historic preservation ordinance stipulating that building height in the Portland Company Historic District will be controlled by the underlying zoning and not by historic preservation ordinance review standards that pertain to building height.

General Description of Complex

The Portland Company complex is located below the original shoreline along Fore Street on filled land that was created to accommodate the construction of the St. Lawrence and Atlantic Railroad. As of 2016, when the Portland City Council formally designated the Portland Company Historic District, the historic industrial complex consisted of 16 extant structures occupying approximately 4.3 acres of a 9.93-acre parcel.



Portland Company complex as it appeared in 2016, when the Portland City Council formally designated a portion of the complex as a local historic district.

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

and paint shop were purposely sited well away from the core production buildings to keep flammable materials such as pattern molds and paints away from production areas.

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

Most of the buildings on the site are organized in a linear alignment, running more or less parallel to the water's edge. During the Portland Company's tenure, multiple rail lines ran between the southern edge of the manufacturing complex and the water's edge; the locomotives and thousands of other items produced by the company were loaded onto these rails. Today, the number of tracks is significantly reduced.

The individual buildings within the manufacturing core (on the east side of the entrance yard) are physically connected at their end walls to allow for the efficient movement of products from one stage of the manufacturing process to the other. This manufacturing core includes three "rows" of buildings separated by private "streets" or alleys. (The northwest row of buildings is actually built against the Fore Street retaining wall. The retaining wall forms the rear wall of these buildings; the side walls of the buildings form buttresses that help support the retaining wall.) Overhead pedestrian bridges span the private alleyways to provide upper floor access between building rows.

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

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

The area encompassed by the local Portland Company Historic District includes the two alleys, overhead pedestrian bridges, and buildings in all three rows of the manufacturing core as well as an additional building (Building 12, the pattern storehouse) located on the 58 Fore Street property's western boundary. Building 12 is not contiguous with the balance of the district.

History of the Portland Company

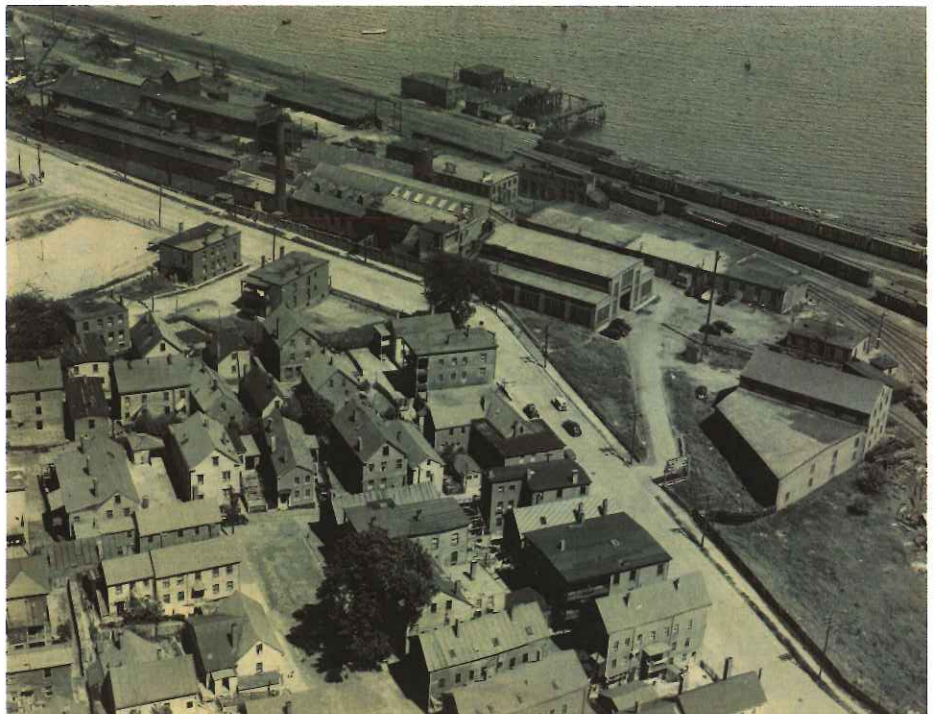
Following is a brief history of the Portland Company. For more detailed and illustrated history of the company, see the Sutherland report or The Portland Company 1846-1982 by David H. Fletcher.

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

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

The first locomotive produced by the company, the *Augusta*, was completed in 1848. Over the next 60 years, the manufacturing facility turned out a total of 630 steam locomotives in different gauges. The company built locomotives for Boston &

Maine, Maine Central, Northern Pacific, Panama Railroad, Mexican Central, Sandy River, Wiscasset and Quebec, Portland & Rochester, as well as many other railroad lines.



This 1938 view illustrates the scale and scope of the industrial complex. The Portland Company was the city's largest employer in the 19th century and spurred residential development on Munjoy Hill and in the India Street neighborhood.

The Portland Company was the only locomotive works in the country to be established specifically to produce locomotives, as most of the other builders had their start as general machine shops. Here, all of the necessary shops, as well as two foundries to pour both iron and bronze castings, were brought together in a single facility. The use of cast metals, particularly iron, was central to the rapid industrialization and expansion of the United States in the nineteenth century and the use of it at the scale undertaken during the period the Portland Company was founded was unprecedented. Cast iron

has been called “the plastic of the nineteenth century” for the way it transformed production and expanded the range of products available to industry and the public. Putting all of the stages of production for large machines in one place was a radical advance over traditional practices.

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

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

Areas of Significance

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

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

The Portland Company has statewide historic significance because the company made a significant contribution to the development of Maine’s railroads (including the state’s iconic two-foot gauge lines) and maritime shipping industry. The locomotives, railroad cars, marine engines and boilers, and maritime navigation aids produced entirely or in part at the Portland Company were important to the development of rail and maritime transportation in the State of Maine from the middle of the nineteenth

century into the twentieth century. Industrial expansion, natural resource extraction, commerce, and tourism all benefited from improved transportation made possible by products manufactured by the Portland Company.

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

The Portland Company has local historic significance because it is the only intact nineteenth and early twentieth century industrial complex remaining in the city. Thirty-three manufacturing plants can be identified in the 1876 Bird's Eye View of Portland. Only the Portland Company complex remains largely intact 139 years later. Portland had 60 sizable companies engaged in industrial production of various sorts in 1924, occupying more than 85 buildings. Of these 85 buildings, fewer than a dozen survive outside the Portland Company, none as complexes.

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

The buildings of the Portland Company complex have historic architectural significance because they illustrate several distinctive industrial building types constructed between 1847 and 1920; in both their design and their structural system, they are representative of their period of construction. These buildings remain substantially unaltered from the time of the company's occupancy. Additionally, the Portland Company buildings from the 1840s and 1850s are the only industrial buildings of that period remaining in the city of Portland today.

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

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

Integrity of Portland Company Complex

As documented in the Sutherland report, the extant historic structures within the Portland Company complex retain a high degree of historic integrity. Historic integrity is based on the retention of sufficient essential physical features from the historic period, including location, design, setting, materials, workmanship and/or association, to convey the significance of a property. Except for some reversible alterations (e.g. infilled or enlarged window or door openings), most of the buildings remain substantially unchanged from the time of their original construction or alteration during the Portland Company's period of significance. For local designation purposes, the complex's *period of significance* has been defined as extending from 1847 (when the first building was constructed) until 1920, when the last purpose-built structure for the company's marine- and transportation-related work had been constructed.

As regards integrity of condition, six of the fourteen extant historic structures within the complex were determined to be so deteriorated as to make their rehabilitation infeasible. Accordingly, these buildings were classified as "noncontributing" structures due to their condition. (*See map and list of buildings with classifications.*) The assignment of this classification was based on applicable

ordinance definitions and the professional assessment of two independent structural engineering firms. This level of deterioration is due primarily to a lack of maintenance and necessary repairs in the decades following the closing of the Portland Company itself. In the case of Buildings 4 and 11, however, other complicating factors accelerated their deterioration. In the case of Building 11, the siting of the building against the Fore Street slope has undermined its structural integrity. In the case of Building 4, its exposed-to-the-weather structural system, which was experimental at the time the building was constructed, has failed.

Although Building 1 retained sufficient integrity of condition to be classified as a contributing building, it has been classified as non-contributing. Its footprint is included in the boundary of the local historic district but the City Council voted to classify the building as noncontributing subject to the finalization and execution of a fifty (50) foot wide public access easement across its location on the site in its location to address the Eastern Waterfront Master Plan goals of public access to the waterfront, enhancement of the pedestrian environment, and the creation of quality open space.

Notwithstanding the finding of noncontributing status of seven structures, the complex retains sufficient integrity of location, design, condition, materials and workmanship to make the remaining buildings and contributing site features worthy of preservation and feasible to rehabilitate. As has been demonstrated in numerous historic rehabilitation projects since Portland's historic preservation ordinance went into effect in 1990, once-significantly-deteriorated buildings such as the former Cumberland Cold Storage Building on Merrill's Wharf, the Tracy-Causser Building at 507 Fore Street and the Portland Packing Company Building at 14-26 York Street, have been successfully rehabilitated and creatively adapted to new uses.

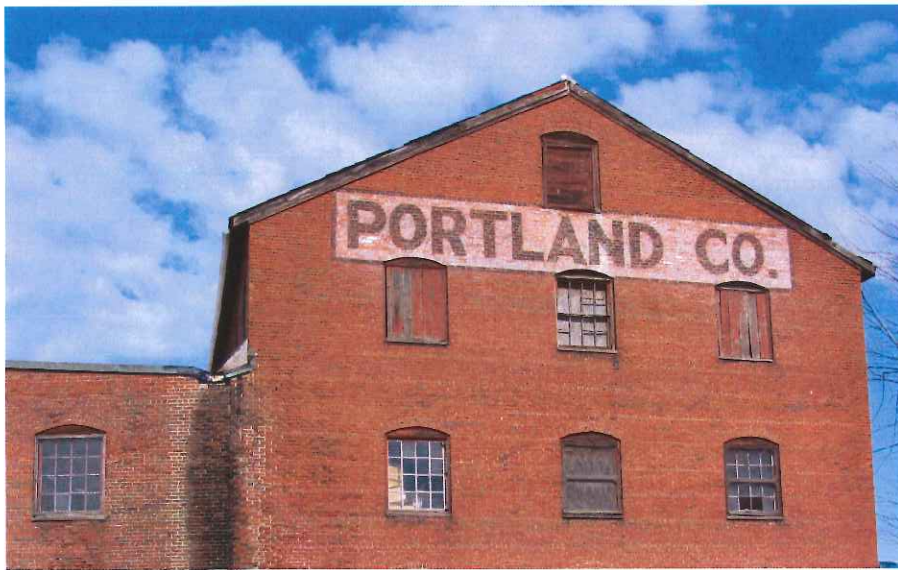
Visual Character of the Portland Company Site

One's ability to understand and appreciate the Portland Company as a historic industrial site relies in great measure on the *relationship* of the buildings to each other within the complex. Indeed, the Portland Company derives its significance *as a complex*. Unlike most of Portland's other historic districts which are comprised of individual, often unrelated, structures that were sited according to a pre-established street grid,



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

the Portland Company buildings were sited to perform a specific function within a larger manufacturing process. The proximity and orientation of the buildings to each other permitted related manufacturing processes to take place in a way that allowed for efficient progression of stages in the overall production process. Not only does this functional organization and placement of buildings in linear proximity to each other convey the history of this particular property, it also creates a visual character for the site that is unique for Portland. Unique to this district is the way that the spacing between individual rows of connected buildings forms private streets or alleys. The overhead pedestrian bridges spanning these private alleyways also contribute to the district's distinct visual character.



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

A number of architectural characteristics serve to unify the individual buildings within this district. The buildings share a material palette of brick walls with granite or concrete window lintels and sills. The buildings also share a simplicity of form and a linear nature generally associated with industrial architecture. The repetitive nature of the buildings' fenestration and vertically-oriented multi-paned openings are also unifying characteristics.

Although not included in the boundary of the district, the extant entrance drive and entrance yard are important features of the Portland Company site. The presence of an entrance connecting Fore Street, at the level of the original shoreline, to the complex on the level with the current waterfront has existed since the construction of the complex in 1847. The historic and extant entrance drive connects to and terminates in the entrance yard. The entrance yard has been in its current configuration since 1918. This open space connects to the linear manufacturing paths of circulation and is the point from which the streets or alleys of the complex are accessed. Historically, the entrance yard also served as a fire break between the manufacturing facilities to the east and the pattern and paint storage buildings to the west. The boundary of the entrance yard is defined in all directions by the walls of the industrial buildings. Its hardscape and non-vegetated character are the result of its function as an area of assembly, loading, and transport for the company's products.

It is important that these strong and identifiable visual characteristics be considered in the review of future exterior alterations, new construction, and site improvements both within and immediately adjacent to the district boundaries. Additions to the remaining historic structures and infill development should be differentiated from the old and be compatible with the size, scale, color, material and architectural character of the historic buildings and their historic industrial setting. In short, future development should respect and reinforce the industrial architectural vocabulary, site organization and character defining features that are unique to this historic property.



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



Windows within the manufacturing rows are typically large and multi-lite.

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



The loss of nine of the sixteen buildings still standing at the time of designation presents a significant challenge in terms of conveying the history of the Portland Company as a *complex*--a complex of interdependent buildings, each playing a specific and necessary role in the overall production of the company. The loss of more than half the structures also affects one's ability to appreciate the scale and scope of operations at this once-massive industrial complex. The removal of Buildings 1 and 4 is especially consequential as their presence reinforced the strong east-west linear character of the site and recorded the full sequence of the manufacturing production process (from foundry to machine shops to erecting shop.) Given that the footprint of Building 1 as well as a portion of the footprint of Building 4 are included within the boundaries of the historic district (see map), there is an opportunity to preserve the areas created by their removal as open spaces and to recall the lost buildings in the creative treatment of these spaces. As for the remaining seven historic structures and site features, it is especially important that they retain and convey their original industrial character to a high degree. Interpreting the history and significance of this site should be a high priority in any redevelopment scenario.

Historic District Boundary and Classification of Individual Structures

The boundary of the Portland Company Historic District as approved by the Portland City Council in February 2016 is shown in ATTACHMENT 1. Note that the boundary originally recommended by the Historic Preservation Board was revised by the City Council based upon the recommendation of the Planning Board. As well, the number of structures classified as "contributing" structures was reduced as part of the Council's vote. In order to make possible a public access easement across the property, the Council decided to reduce the size of the district and to reclassify Building #1 as a noncontributing building. The revisions were made in an effort to balance historic preservation goals with other identified goals of the Eastern Waterfront Master Plan.

Eight other historic structures still standing during the 2014-2016 district evaluation process were ultimately determined by the Historic Preservation Board to be "noncontributing" structures on the basis of their recent date of construction or their significantly deteriorated structural condition. Regardless of their ultimate classification, all of the extant historic structures on site were thoroughly researched and documented as part of the designation process. Detailed information is available in the City of Portland Planning Department's historic preservation office. See ATTACHMENT 2 for photographs of each building within the existing complex, together with the building's classification (i.e. Contributing or Noncontributing) and character defining features.

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

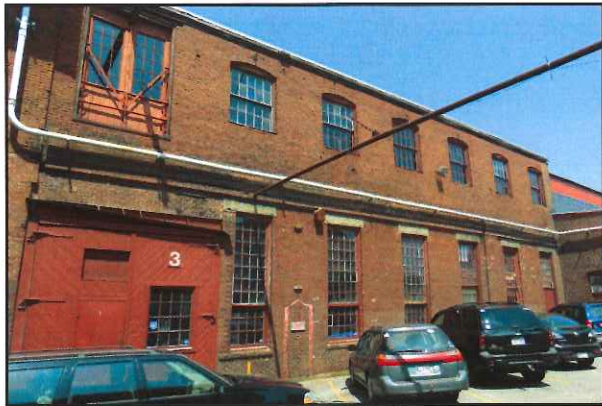


Building 2: Machine Shop
Construction Date: c. 1847

The Machine Shop is one of the first buildings constructed on the site and was one of the key buildings in the production process of locomotives. It is where castings made in the Foundry were finished and prepared for installation. Prior to the construction of the first Erecting Shop (c. 1880) locomotive assembly took place in the Machine Shop. The boilers for the earliest locomotives were also assembled here, before the Boiler Shop was built. Post-mounted cranes and carts were used to move heavy items within the shop, with smaller items moved to the second floor for machining. A truss system allowed the second floor to hang from the roof, leaving the first floor largely open. Some wooden posts have been added in the first floor, to meet modern code requirements for the second story to function as a public assembly space. The building retains a high degree of integrity to the time of its construction with early 20th century alterations to the roof and attic. The c. 1905 Frederick A. Thompson designed offices, drafting room, and electrical laboratory at the attic level are intact, including beadboard office partitions, drafting tables, desks drawing storage drawer units, and electrical equipment in the laboratory. The apparatus used to reflect sunlight from a skylight to develop blueprints remains in place below the roof. Historic plans show tables for 17 draftsmen; desks for 21 clerks and assistant clerks; bookkeeper; purchasing agent; and office boy; with cubicles for the assistant electrical engineer, assistant elevator engineer, assistant mechanical engineer, assistant manager, sales manager, superintendent, and manager; with a private office for the general



manager and three additional private offices. An upper attic level above the laboratory contains a walkway lined with storage bins for wooden casting patterns, still full of patterns. The original wood and wrought iron Queen Post Truss roof system remains in place with the second floor suspended from it. The use of iron rods for the Queen Posts in the trusses represents an advance in technology from the all-wood trusses common in New England in the 18th and early 19th centuries, as America's increased industrialization made the use of structural metals possible.



Building 3: Machine Shop
Construction Date: c. 1847

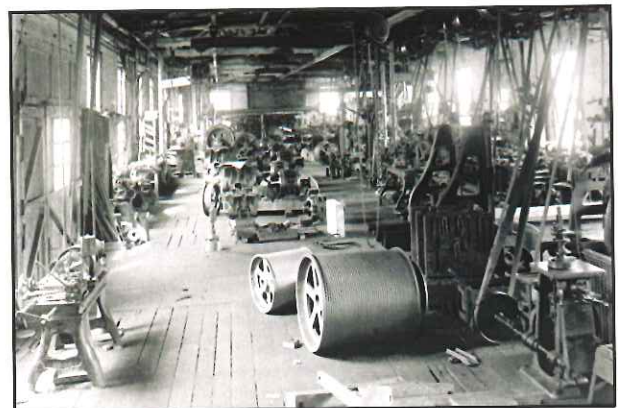
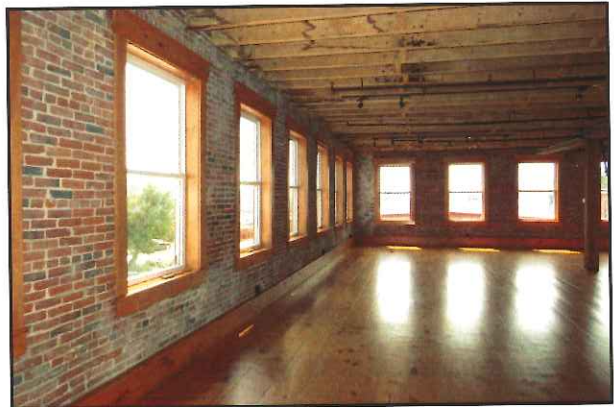
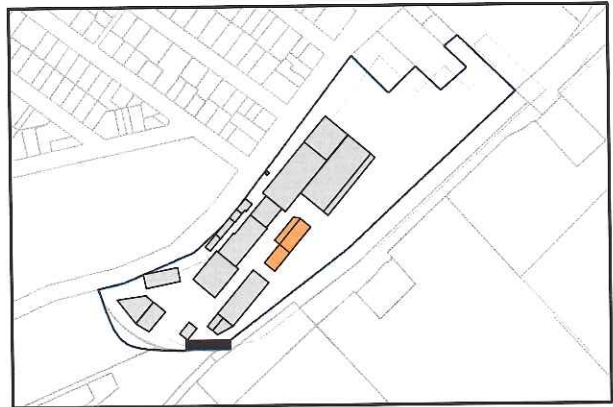
This section of the Machine Shop was built in 1847 as a one story blacksmith shop. When the second story was added, c. 1895, the original wood and wrought iron Queen Post Truss roof system was left in place and the floor hung from it with iron rods and double-strut trussed girders. The added wall height essentially creates full-length shed dormers on each side of the original roof and a double-pitched roof with the original gable peak remaining above the much shallower pitch of the shed dormers on either side. Because both ends of the building abut other buildings, this unusual roof form is not visible from the ground. A monitor, probably dating from the original construction, extends along the center portion of the ridge. The ingenious approach taken to expanding this building allowed a second story to be added while retaining the original roof truss structure and the open first floor it made possible. This section of the Machine Shop retains a very high degree of integrity to the period of its expansion into a two story building, c. 1895, while retaining nearly all of the materials from its original 1847 construction. Some wooden posts have been added in the first floor, to meet modern code requirements for the second story to function as a public assembly space. The second floor was the pattern shop, where wooden patterns were made for the iron castings made in the Foundry.



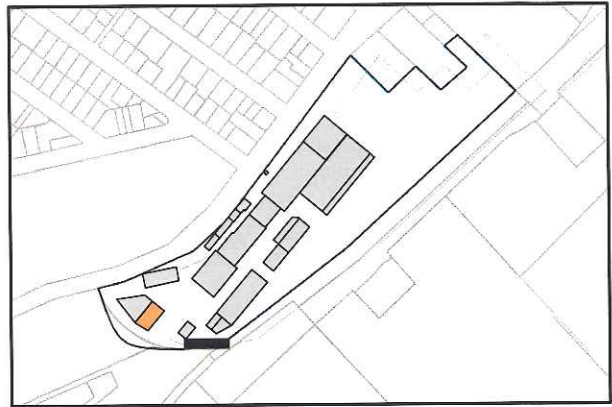


Building 6: Blacksmith & Tank Shop
Construction Date: 1883; 1896-1904

As the plant expanded during the 19th century, additional blacksmith shops were constructed to serve different areas of production. Originally freestanding and serving both the machine shop and car shop, this blacksmith shop later served the attached tank shop, where the company produced tanks for various uses from industrial water tanks to municipal standpipes. This building replaced an earlier and wider blacksmith shop on the same site and was likely built reusing the brick and granite of the earlier shop. Its design and use of materials are more like the 1840s and '50s buildings on the site than the 1860s and '70s buildings that followed. It is unclear why the building was rebuilt, but its change in width increased the clearances between the blacksmith shop and the machine shop and foundry, which had additions made to their width during this period. This may have been the reason for rebuilding. The Blacksmith & Tank Shop retains a high degree of integrity to the period of significance. The former Tank Shop now contains the Maine Narrow Gauge Railroad Museum with exposed structural framing and brick walls. Original drawings for the building show it to be longer than it currently exists. A portion of it was likely demolished for the construction of the three story block between 1896 and 1904. This portion of the building contained the Chapman Electric Company, a subsidiary of the Portland Company run by the company's electrical engineer, William Chapman. The Portland Company's electric elevator production also occurred in this building, starting in the early 20th century. The three-story block retains integrity to the period of significance

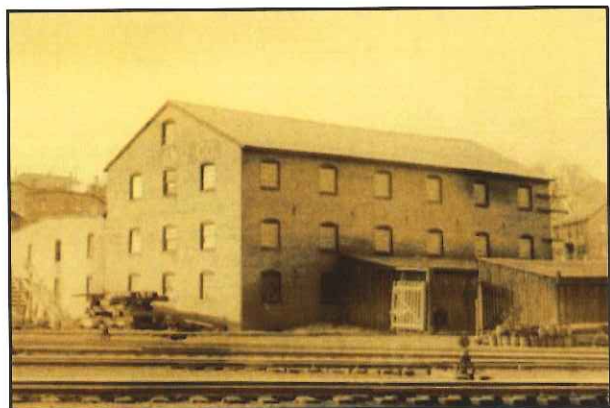


with some alterations to the interior spaces to create offices on the third floor and a meeting room on the second floor. The elevator tower, with historic machinery remains attached to the north side of the building. Many original windows in the three-story block have been replaced.



Building 12: Pattern Storehouse Addition
Construction Date: 1895

The Pattern Storehouse Addition was built immediately adjacent to the original storehouse, built a decade earlier, using the same materials and technology. From an early date, this building has had “PORTLAND CO.” painted across its south elevation, making the complex immediately recognizable from Fore Street and the waterfront. The Pattern Storehouse Addition has a high level of integrity to the period of significance. The building has had no alterations to the interior and still contains many patterns used by the Portland Company.





Building 14: Drafting Room and Storehouse
Construction Date: 1858-64

The Portland Company constructed a variety of smaller service structures along the Fore Street retaining wall during the 19th century, and made alterations to many of them to adapt them to differing uses into the 20th century. The masonry side walls of all the spaces along the north side of the alley, including the Boiler House and Brass Foundry, serve as buttresses for the stone retaining wall along Fore Street. The spaces were created by roofing over the recesses between the buttresses and building a wall along the alley. The placement of the Drafting Room and Storehouse, separate from the manufacturing buildings and adjacent to the original office building, is both functionally and symbolically relevant. As the company grew, the drafting department outgrew the space, and was moved to the new offices on the expanded third floor of the Machine Shop around 1905. The old drafting room was then used for drawing storage, with a new vault for drawings constructed above it (See Building 24 – Vault Storage). The Drafting Room and Storehouse retain integrity and has had little alterations over their history. The south portion of the original Drafting Room became part of the Vault upon its construction in the beginning of the 20th century. Numerous labeled wooden bins that were used for storage of parts during the Portland Company's operation remain in several of the spaces.

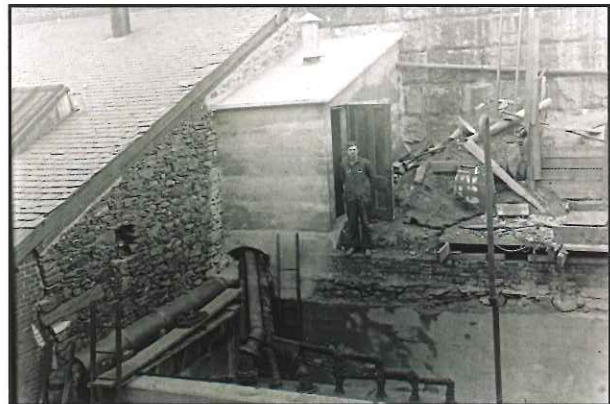




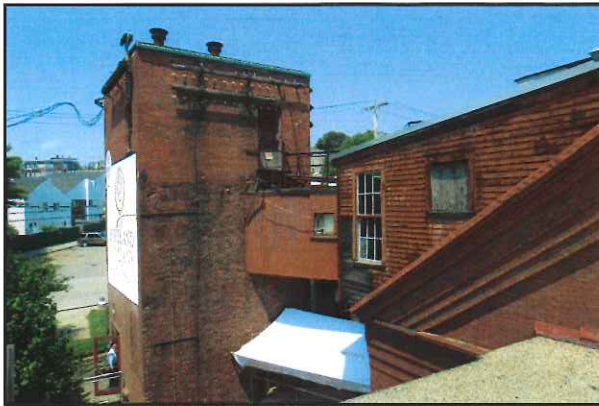
Buildings 15 & 16: Boiler House and Brass Foundry

Construction Date: 1858-64; 1864-71

Based on maps and plans of the complex, it appears the existing Boiler House was constructed between 1858 and 1864; the Brass Foundry was constructed between 1864 and 1871. The 1858 plan of the complex (in the collection of the Maine Historical Society) shows a brick building in this general location, though it is not likely either of the extant buildings. The 1886 Sanborn Map of the Portland Company does not show another Boiler House as suggesting in the Tremont Report. There is a Boiler Shop, where boilers were fabricated, in the northeast quadrant of the complex which may have led to the confusion. The side walls of these buildings, and of the small storage spaces to their west, serve as buttresses for the granite retaining wall the supports Fore Street as it climbs Munjoy Hill adjacent to the complex. The conversion of these voids between the structural buttresses into functional spaces for the complex is an example of ingenuity and determination to utilize every available space on the increasingly crowded site with Fore Street and Munjoy Hill containing one side of the property and the Grand Trunk Railroad properties containing the others. The Boiler House has suffered the loss of a majority of its façade, though remnants illustrate key architectural features that were included in the original construction. The interior, however, retains a remarkable pair of tall brick barrel vaults on stone walls that extend the space under the Fore Street esplanade and sidewalk. The Brass Foundry retains a high degree of integrity on the exterior. The interiors of both buildings appear to retain integrity. The Boiler House still contains the boilers



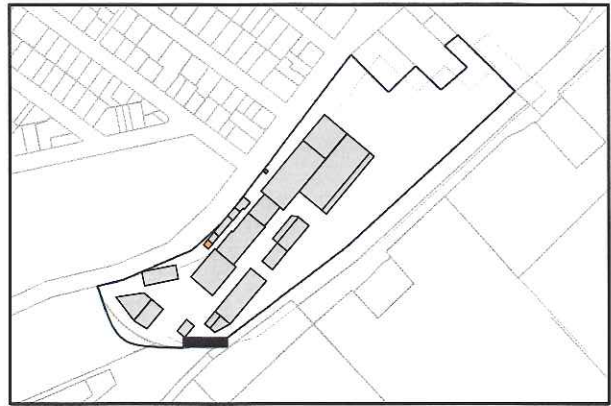
and machinery used by the Portland Company. At the north side of the Brass Foundry, exposed piping and valves remain from a small shed once attached to the Brass Foundry.



Building 24: Vault

Construction Date: c. 1905

As noted with Building 14 – Drafting Room/Storehouse, the Vault was added on top of one end of the original drafting room when the new drafting room was constructed c. 1905. It was connected to that space on the top floor of the Machine Shop by an overhead pedestrian bridge. With brick walls and vaulted iron beam and concrete floors, the space was intended to protect paper drawings in case of fire. An additional story was added at some point by 1924 to contain the electrical transformers for the plant. The Vault retains a high degree of integrity as it has undergone very few changes over time. The top floor continues to be used for electrical transformers. The c. 1905 vault containing Portland Company drawings (assumed) is not accessible due to safety concerns with the bridge that supplies access from the office and drafting room in the attic of the Machine Shop.



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

**CONSENT ITEM
785 CONGRESS STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: November 10, 2016

RE: November 16, 2016 **Consent Review**

Application for: Certificate of Appropriateness for Façade Renovations

Address: 785 Congress Street

Applicant: Ben Palmer, Palmer Development Group, LLC

Architect: John Turk, Barba & Wheelock Architects

Introduction

Staff is forwarding to the Board for consent review an application for storefront renovations at 785 Congress Street. Property owner Ben Palmer is the recipient of a matching CDBG grant for façade improvements, awarded through Portland's Economic Development Office. On behalf of Mr. Palmer, architect John Turk has prepared plans and an application for the full rehabilitation of the first floor Congress Street façade. Because the proposed alterations represent a quite faithful recreation of the 1924 appearance of the storefront (see attached assessor's photo) staff elected to forward the application to the Board as a consent item, rather than as an agenda item for a full Board review. If members see a need for a full Board review at a future hearing, rather than this administrative review with Board consent, it is the Board's prerogative to make that judgement.

The property is a three-story, wood-framed, mixed-use 19th Century building with a raised brick foundation that had a traditional storefront in 1924. Since then the storefront has been largely closed in with modern brick and smaller windows. Located near Bramhall Square and the western boundary of the Congress Street Historic District, the property is a contributing structure, protected since 2009. Mr. Turk has summarized the scope of the storefront work and provided detailed plans for the new storefront, and also has provided photos of existing conditions. Staff has added some additional recent photos and a copy of the 1924 tax photo as well as a photo from 2006.

Subject Property

The subject property is a circa 1850's transitional Greek Revival / Italianate building that may have been built as a two-story residence with a side entrance. According to the architectural description in the Historic Resources Inventory, it may have been raised to a three story structure on taller brick foundation walls, when the ground floor storefront was added – perhaps in the late 19th Century. The 1924 photo shows the traditional storefront that is the model for the current proposal: large windows with transoms and low paneled bulkheads, a recessed center entry and a retractable awning. Access to the upper floors was then and is still provided by a door and stairwell in what may have once been a side entrance porch. More recent photos illustrate successive alterations and some years in which the appearance of the building was neglected:

- Post 1924: Original wood clapboard siding was covered with asbestos – resulting in loss or covering of original corner boards
- Post 1924 (second half of 20th Century): Storefront was filled in with modern brick; metal framed windows and doors were installed
- 2005 or 2006: Removal of one-story storefront addition on east side; removal of a previously installed, internally lit blade sign (The Portland Historic Resources Inventory description of the property recorded in 2006 that the small, right side addition had recently been removed. It also described the condition of the brackets, window hoods, and other trim features as “precarious.”)
- 2006 or later: Removal of second floor window hoods and brackets at cornice returns; installation of vinyl siding and wrapping of cornice trim with metal or vinyl

Proposed Alterations

Mr. Turk's project description and detailed drawings give a thorough presentation of the scope of work. The plans include details designed to more successfully integrate modern additions that clutter the façade, such as resident mailboxes, a call box, the sprinkler drain, and the fire department connection. Though no awnings or signs are currently part of the proposal, the design recreates a continuous frieze above the storefront that could accommodate future signage. A future fabric canopy is anticipated in the notes – potentially eliminating the need for a wall sign. No specific plans are mentioned for exterior lighting; it appears both entry alcoves have existing, low-profile ceiling lighting.

Staff Comments

It is fortunate that the 1924 tax photo provides a clear sense of the historic storefront at the property. Staff is confident the proposed alterations will result in a greatly improved storefront that will be quite faithful to the traditional storefront of the past, without being an exact reproduction. Staff notes:

- There can be little doubt that the ground floor storefront has become part of the historic fabric of this property, communicating the transition to mixed commercial and residential uses in the neighborhood around the turn of the century. The late 20th Century brick infill, on the other hand, is an alteration that debased an historic feature rather than creating significance of its own.
- To make the project more affordable the glazing system incorporates metal-framed storefront windows into a traditional wood framework. Staff believes the hybrid

storefront can be successful, but it will be important to match colors and sheen to minimize contrast that might call attention to the material change.

- Because the new storefront incorporates existing structural columns (which will be wrapped in wood,) and no work is planned for the brick side walls of the first floor, the front plane of the ground floor will be in essentially the same position, with brick piers left at the corners of the building.
- The current flat transition from the vinyl sided upper stories to the existing brick storefront is proposed to be given depth and definition with the addition of a continuous, shallow wood cornice band capped with prefinished metal flashing. Under the new cornice will be a new painted wood frieze that will also run the full width of the building. If a new awning is added in the future, it will further serve to break up the awkwardly flat façade, as will the addition of considerably more glass.
- If any masonry repair or repointing is necessary, the mason will have to work with HP staff to arrange a review of mortar or (possibly) brick samples.
- If new light fixtures are desired, staff review will be required.
- Any new signs or awnings would have to be reviewed under a separate permit.
- The existing satellite antenna visible on the front of the property in the current photo was installed without a certificate of appropriateness, and staff will be seeking its removal.

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.*
- (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.*
- (6) *Deteriorated historic features shall be repaired rather than replaced wherever feasible. Where the severity of deterioration requires replacement of a distinctive feature, the new feature should match the feature being replaced in composition, design, texture and other visual qualities and, where possible, materials. Repair or replacement of missing historic features should be based on accurate duplications of features, substantiated by documentary, physical or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other structures or objects.*

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the November 16, 2016 public hearing and information included in the accompanying staff report, the Board finds that the proposed alterations at 785 Congress Street **meet (fail to meet)** the historic preservation ordinance review standards, specifically Standards....., (subject to the following conditions.....)

Attachments

1. Architect's project summary
2. Architect's plans
3. 1924 tax photo
4. Pre-2006 photo from Assessor's file
5. Historic Resources Inventory photo (2006)
6. Current photo
7. Current photos of existing conditions, supplied by architect



Date: Nov 8, 2016

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:

785 Congress Street

CHART/BLOCK/LOT: 047-A014001 (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.

Project is limited to the storefront to the first floor retail space and to the apartment entry within the niche at the west side of the first floor. The existing masonry infill and metal door and windows will be removed to reveal the original brick pier and steel column structure evident in the 1924 tax photo. This removal will allow for the replication of the general door / storefront glass / wood panel system and proportions of the 1924 photo. The proposed new storefront will be comprised of metal frames at the large glass panels and will be framed in painted wood to match the stock color of the metal. New replacement doors will be solid wood with a top panel of glass and a recessed panel at the bottom. The concrete sidewalk at the niche to the retail space will be parged with high strength concrete and the wood platform at the niche to the apartments will be replaced with a new granite slab.

ATTACHMENT 1

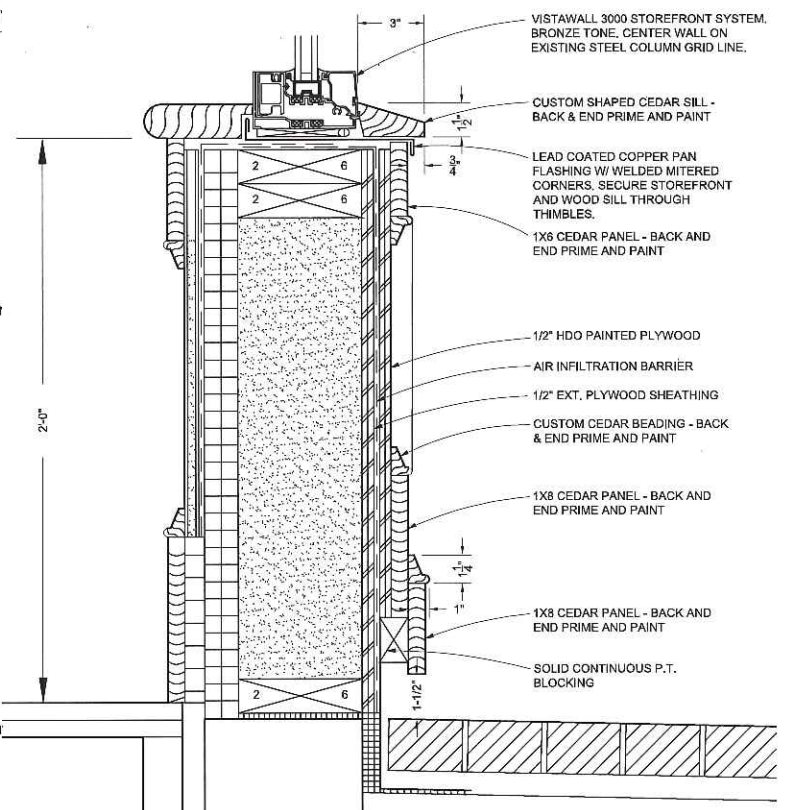
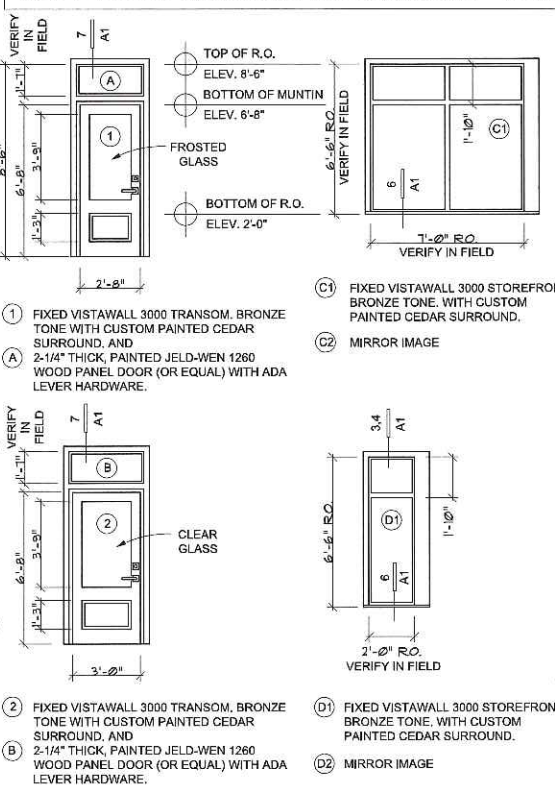
DEMOLITION KEY NOTES

- (D1) REMOVE BOTTOM BAND OF VINYL SIDING, CORNER TRIM AND WOOD FRIEZE. PREP FOR NEW FRIEZE.
- (D2) REMOVE GROUP MAILBOX AND INSTALL INSIDE VESTIBULE.
- (D3) REMOVE DOOR, TRANSOM, CASING AND FRAMING. PREP FOR NEW DOOR AND TRANSOM.
- (D4) REMOVE WOOD PLATFORM AND BRICK RISER AT NICHE. PREP FOR NEW GRANITE SLABS.
- (D5) REMOVE EXISTING INFILL WALL INCLUDING BRICK VENEER, FIXED WINDOWS, WOOD FRAMING AND INTERIOR SHEETROCK. PREP FOR NEW RESTORATION STOREFRONT INFILL.
- (D6) REMOVE EXISTING STEEL LINTEL, BRICK VENEER AND WOOD FRAMED WALL ABOVE DOOR.
- (D7) REMOVE EXISTING METAL DOOR, FRAME, WOOD CASING AND WOOD FRAMED WALL. PREP FOR NEW RESTORATION DOOR, TRANSOM, CASING AND FRAMING.
- (D8) LOWER EXISTING FIRE DEPARTMENT CONNECTION APPROXIMATELY 1'-0".
- (D9) MOVE EXISTING SPRINKLER DRAIN TO SIDE OF THE BUILDING.

RESTORATION KEY NOTES

- (R1) NEW BUILT-UP PAINTED WOOD FRIEZE BOARD.
- (R2) NEW PAINTED WOOD ENTRY DOOR AND TRANSOM BY "DURATHERM" - SEE DOOR SCHEDULE.
- (R3) REMOVE BACKER PANEL FROM CALL-BOX. REINSTALL FLUSH WITH RESTORED WOOD PANELING.
- (R4) NEW GRANITE SLAB AT NICHE TO APARTMENTS.
- (R5) NEW VISTAWALL METAL STOREFRONT WITH CUSTOM PAINTED CEDAR SURROUND.
- (R6) NEW CUSTOM BUILT-UP PAINTED WOOD PANELS.
- (R7) RESTORE CONCRETE ENTRY WITH HIGH-STRENGTH PARGING.
- (R8) FIRE DEPARTMENT CONNECTION IN NEW, LOWER LOCATION.
- (R9) SPRINKLER DRAIN IN NEW LOCATION TO THE IMMEDIATE SIDE OF BUILDING.
- (R10) FUTURE CANOPY WITH POWDER COATED ALUMINUM FRAME AND SOLUTION-DYED ACRYLIC FABRIC.

DOOR TYPES - 1 & 2 AND WINDOW TYPES - C1, C2, D1 & D2 1/4" = 1'-0"



SECTION DETAIL @ STOREFRONT

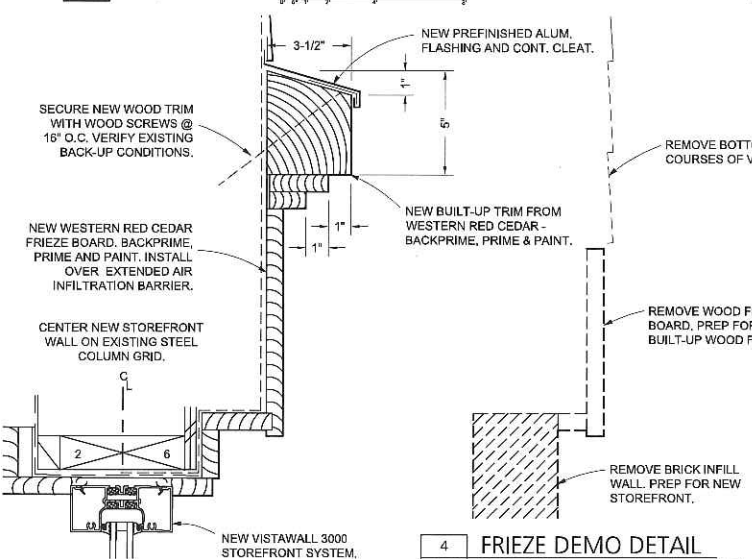
SCALE: 3/8" = 1'-0"

1 DEMO FLOOR PLAN

A101 SCALE: 1/4" = 1'-0"

2 RESTORATION FLOOR PLAN

A101 SCALE: 1/4" = 1'-0"

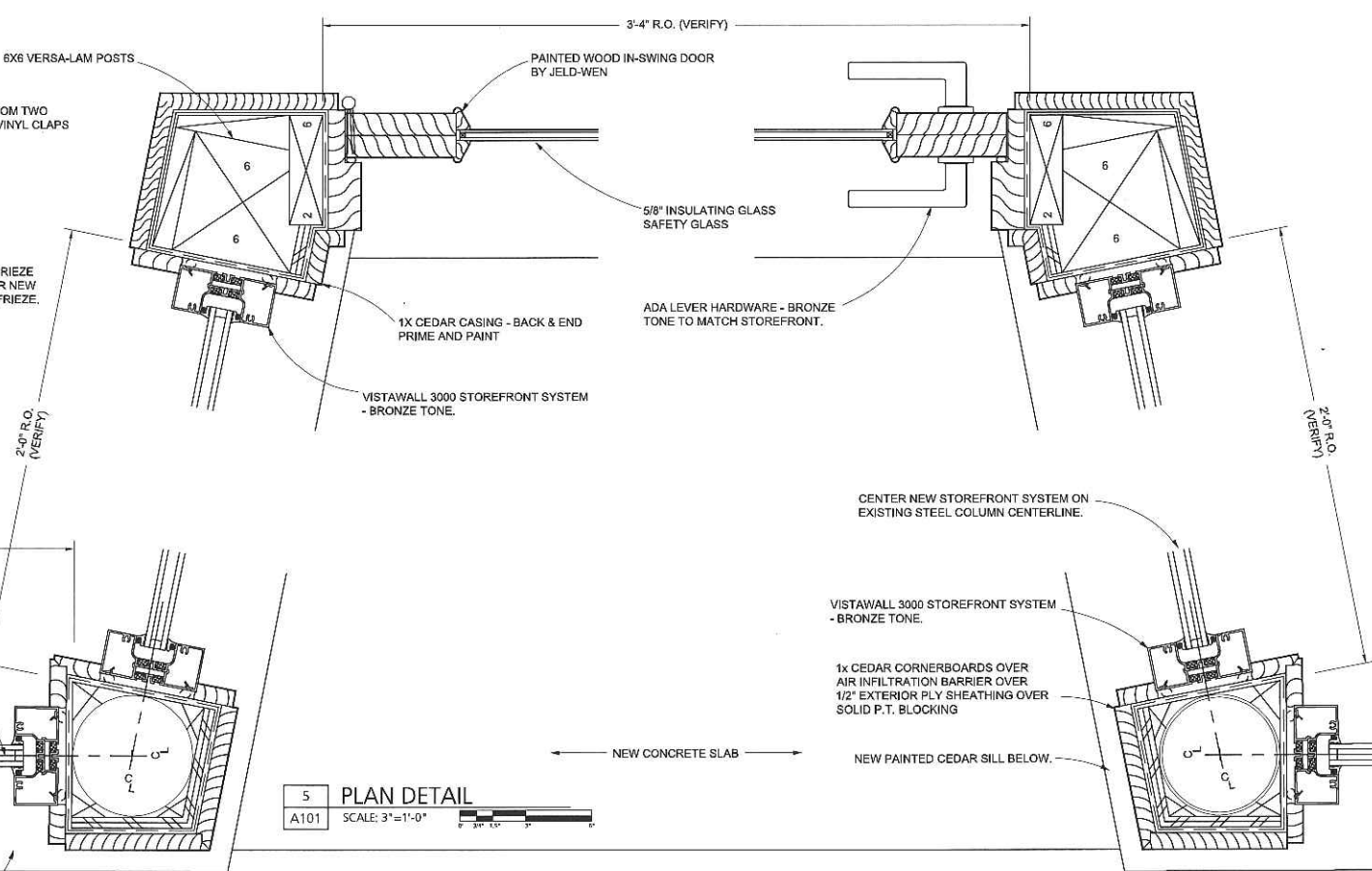


4 FRIEZE DEMO DETAIL

A101 SCALE: 3/8" = 1'-0"

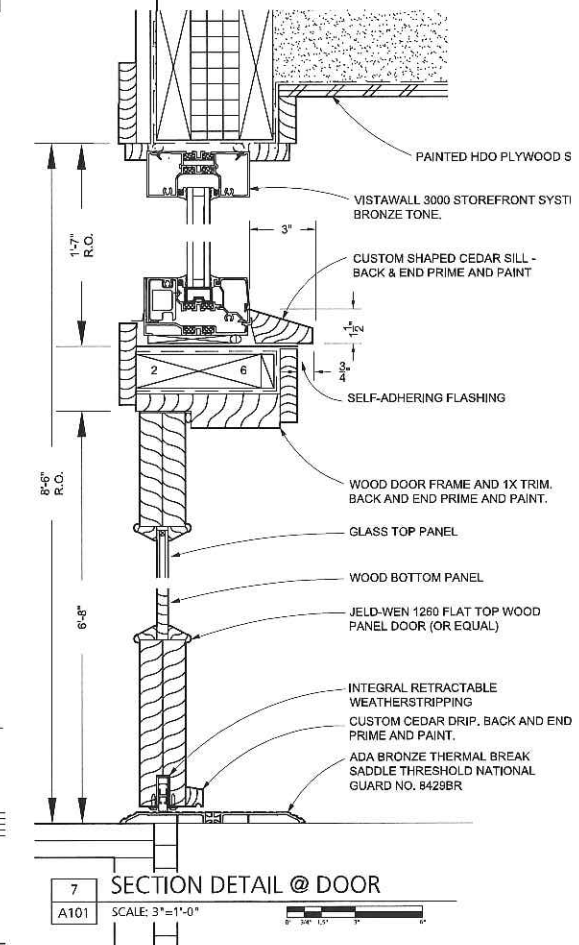
3 FRIEZE DETAIL

A101 SCALE: 3/8" = 1'-0"



5 PLAN DETAIL

A101 SCALE: 3/8" = 1'-0"



7 SECTION DETAIL @ DOOR

A101 SCALE: 3/8" = 1'-0"

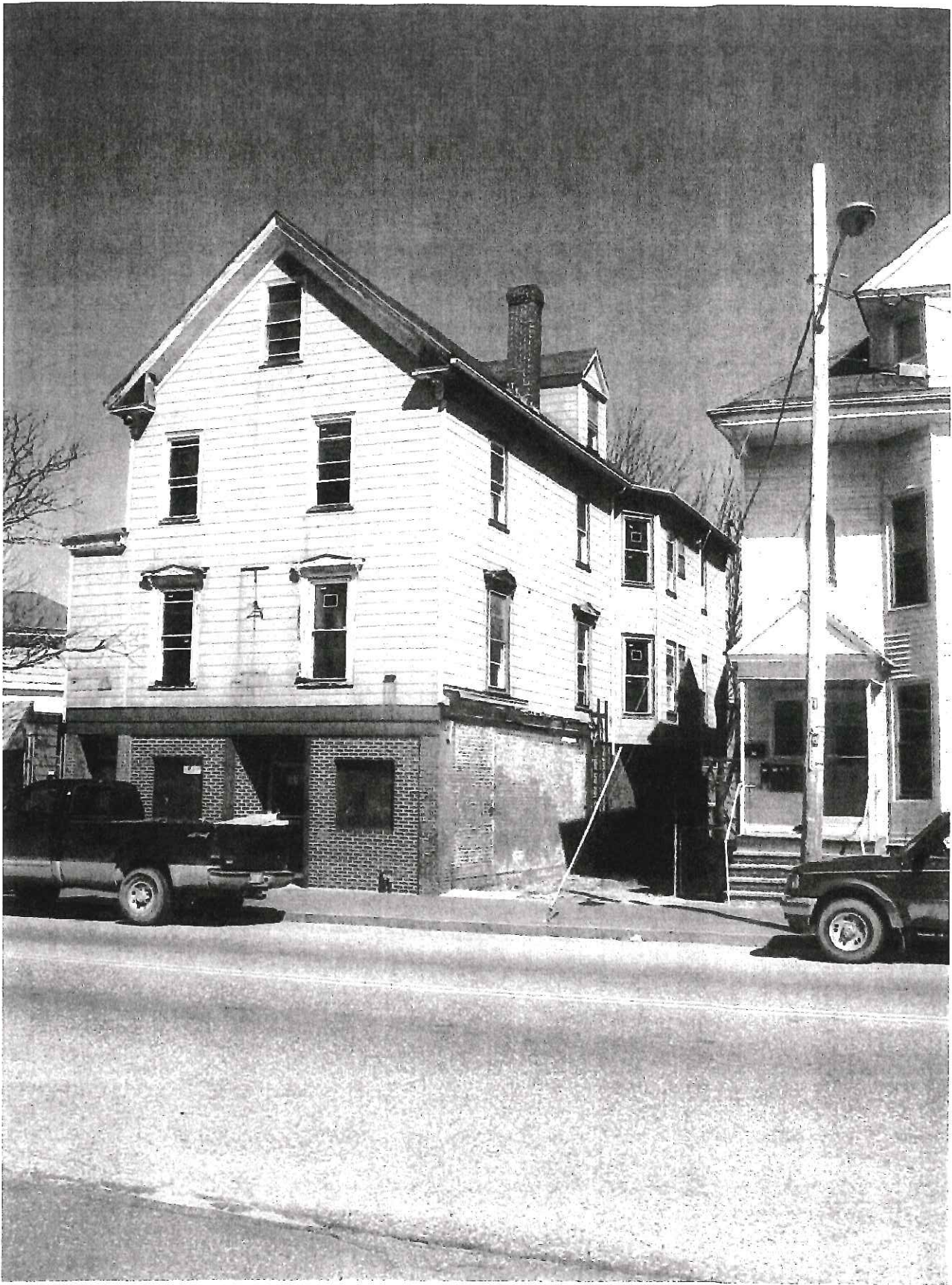


ATTACHMENT 3

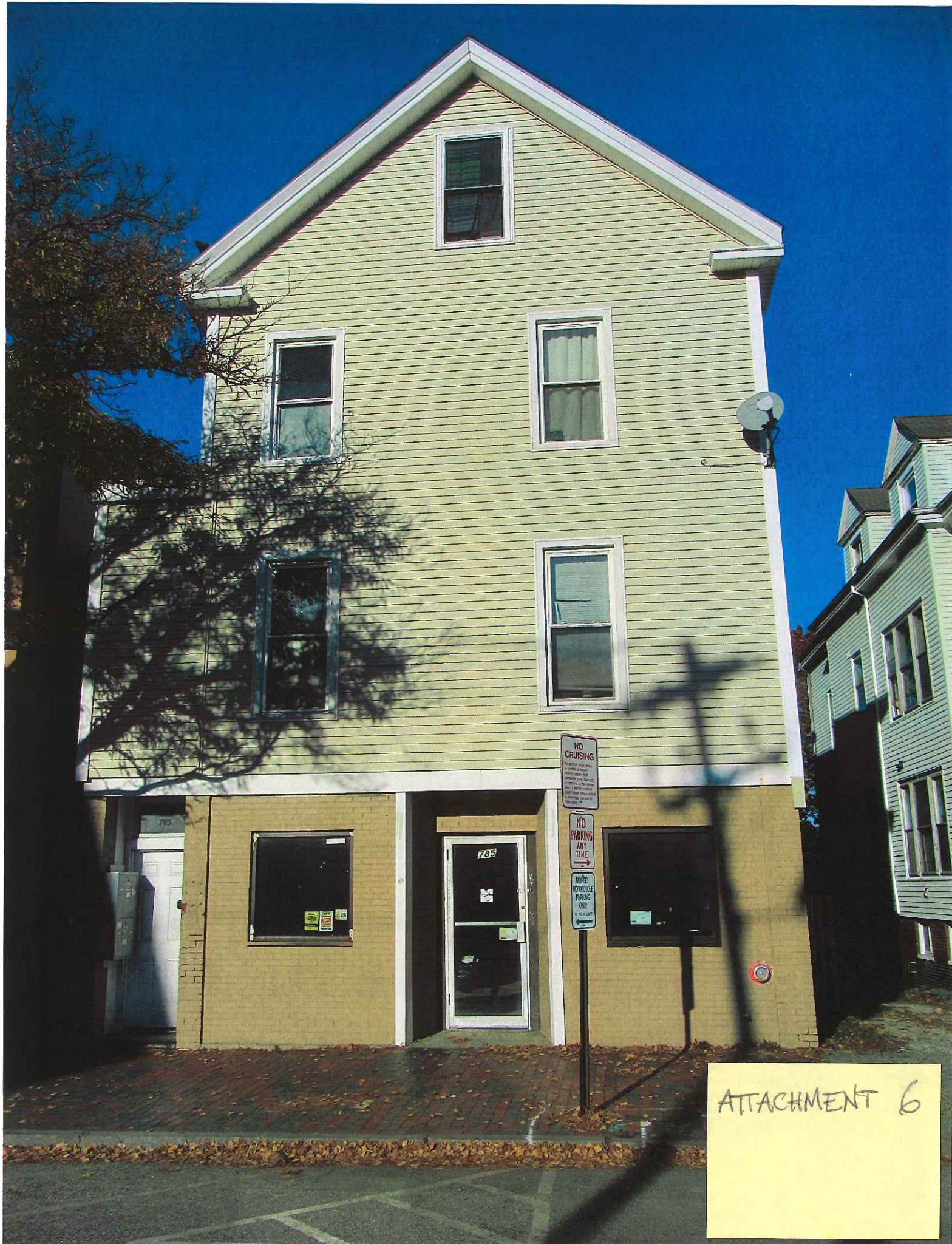


PHOTO ON FILE IN ASSESSOR'S OFFICE
(2005 OR EARLIER)

ATTACHMENT 4



ATTACHMENT 5



ATTACHMENT 6

CURRENT PHOTO



ATTACHMENT 7











