1. Legal Ad

   Documents:

   12-07-16 LEGAL AD.PDF

2. Agenda

   Documents:

   12-07-16 AGENDA.PDF

3. 5 India Street & 20 Thames Street

   Documents:

   HP MEMO - 5 INDIA ST, 20 THAMES ST.PDF

4. 58 Fore Street

   Documents:

   HP MEMO - 58 FORE STREET.PDF

5. Review Of Historic Preservation Chapter Of Draft Comprehensive Plan

   Documents:

   HP MEMO - COMPREHENSIVE PLAN CHAPTER DRAFT.PDF

6. 151 Middle Street

   Documents:

   HP MEMO - 151 MIDDLE STREET.PDF

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

On **Wednesday, December 7, 2016** at **5:00** 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 New Construction within and Immediately Abutting Portland Waterfront Historic District (2 Buildings); 5 INDIA and 20 THAMES STREET; Portland Norwich Group LLC., Applicant.

Break for Dinner; Meeting Resumes at 7:00

2. PUBLIC HEARING

i. Recommendations to Planning Board related to 58 FORE STREET; CPB2, LLC, Applicant:
   a) Conformance of 58 Fore Street Master Development Plan with Historic Preservation Ordinance Review Standards; and
   b) Amendment to Portland Company Historic District Boundary to Allow for Relocation of Building #12

3. WORKSHOP

i. Preliminary Review of Historic Preservation Chapter from Draft Comprehensive Plan

4. 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
December 7, 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 17, 2016:

i. Consent Review of Proposed Ground Floor Renovation; 785 CONGRESS STREET; Ben Palmer, Applicant.
The Board voted 6-0 (Sheridan absent) to approve the application as submitted.

3. WORKSHOP

i. Preliminary Review of Proposed New Construction within and Immediately Abutting Portland Waterfront Historic District (2 Buildings); 5 INDIA and
20 THAMES STREET; Portland Norwich Group LLC., Applicant.

Break for Dinner; Meeting Resumes at 7:00

4. PUBLIC HEARING

ii. Findings and Recommendation to Planning Board related to Proposed Master Development Plan for 58 FORE STREET; CPB2, LLC, Applicant:
a) Conformance of 58 Fore Street Master Development Plan with Historic Preservation Ordinance Review Standards; and
b) Amendment to Portland Company Historic District Boundary to Allow for Relocation of Building #12

5. WORKSHOP

i. Preliminary Review of Historic Preservation Chapter from Draft Comprehensive Plan

5. CONSENT AGENDA

i. Consent Review and Approval of New Storefront Entrance; 151 MIDDLE STREET; Leader Properties, Applicant.

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
5 INDIA STREET and 20 THAMES STREET

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: December 1, 2016

RE: December 7, 2016 WORKSHOP – Preliminary Review of Proposed New Construction (2 buildings)

Addresses: 5 India Street
20 Thames Street
Note: Addresses above reflect actual street locations of the development sites. Currently, both sites are part of a larger contiguous parcel identified as 158 Fore Street.

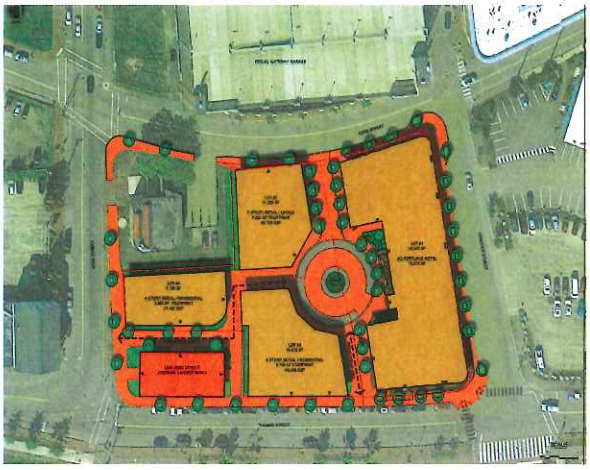
Applicant: Portland Norwich Group LLC.
Represented by Ara Afandilian

Architect: David Lloyd, Archetype

Introduction

Architect David Lloyd, representing client Portland Norwich Group LLC, has requested a workshop session to introduce preliminary design proposals for two mixed use structures near the corner of India Street and Thames Street. The subject lots are currently part of a larger parcel that occupies much of the block bounded by India, Thames, Hancock and Fore Streets. (The only two outparcels within the block are the former Grand Trunk Railroad Office Building at the corner of India and Thames and the Portland Water District pump station at the corner of India and Fore.) The applicant has subdivided the large parcel and is proposing to build out the site with a total of 4 buildings. Ground was recently broken for the first of these buildings--a 19,315 square foot hotel occupying the entire east end of the block. See plan of full build-out on following page.

Two of the applicant's four development lots fall within the boundaries of the Portland Waterfront Historic District. One lot, immediately north of the Grand Trunk Railroad Office Building on India Street, falls entirely within the historic district. A portion of the other lot, located behind the Grand Trunk on Thames Street, falls within the district boundary. The remaining portion would be subject to the "100'rule". See historic district map overlay on following page.



Applicant's overall development parcel

Vicinity map showing boundary of historic district

Mr. Lloyd has submitted only general renderings of the two buildings at this time. He is seeking preliminary feedback from the Board as to the buildings' general compatibility with their respective contexts before submitting detailed plans and specifications for formal review.

The Board will be reviewing the two design proposals for their conformance with the historic preservation ordinance's Standards for New Construction, which encourages compatibility with surrounding development. As described in the *Portland Historic Resources Design Manual*, "compatibility refers to the recognition of patterns and characteristics which exist in a given setting, and a responsiveness in new design or renovation which respects these established patterns and characteristics."

Contexts of Proposed Buildings

Although located within close proximity to each other, the contexts of the two proposed buildings are quite different. The 5 India Street parcel is abutted on one side by the Grand Trunk Railroad Office Building, which is architecturally distinct in that its ground floor level is raised high above the street and each floor level of the three-story building is notably tall. This gives the building a more monumental appearance than a typical commercial structure. On the other side of the subject parcel is the small-scale Portland Water District pump station which shares no visual relationship with its surrounding context. Moving north, on corner opposite the pump station is a new 4+ story mixed use building. Across India Street from the subject lot is the wood frame structure housing Benkay Restaurant. Board members will recall that the building was originally a hotel. On the north side of the Benkay building is a large surface parking lot.

Board members might recall that when the boundaries of the India Street Historic District were delineated, the lower end of India Street, between the Grand Trunk and Middle Street, was not included in the district. This was largely due to the fact that there were no contributing buildings in this section of the street. Notwithstanding that fact, careful consideration of new development in this area is important if the key visual characteristics of the India Street corridor are to be reinforced and the urban fabric strengthened.

The development parcel at 20 Thames Street is located at the transition between the historic streetscape of Commercial Street and Thames Street, which was created as an extension of Commercial St. several years ago. As a new street extension, Thames Street does not have a strong, established development character from which to draw. As viewed from Thames Street, the subject development parcel is flanked on one side by a secondary elevation of the Grand Trunk Building and a 65' tall new hotel building with yellow brick exterior on the other. Pedestrian passageways separate the proposed building from its two neighbors. The enclosed Thames Street elevation shows the approved hotel design for reference.

Note that the very strong architectural consistency that defines the Old Port core of Commercial Street begins to fracture east of the Galt Block at the corner of Franklin and Commercial. Also, the Grand Trunk Building, given its orientation, relates more to India Street than to Thames. Given this fairly disparate context, compatibility factors for consideration are perhaps not as strong as they might be elsewhere.

Proposed Building at 5 India

Plans call for a four-story, mixed-use structure facing India Street, immediately north of the former Grand Trunk Railroad Office Building. Retail is proposed for the ground floor level, with three stories of residential above. The proposed building is 50 feet tall, which is approximately the same height as the Grand Trunk. The massing of the two buildings is also quite similar, but the footprint of the proposed structure is slightly larger (deeper) than that of the Grand Trunk. Unlike its historic neighbor, which is set back from the sidewalk, the front elevation of the proposed structure is set at the sidewalk line. At the southeast rear corner, the building wall curves, presumably to facilitate pedestrian traffic to and from the interior of the lot.

With respect to design and materials, Mr. Lloyd is proposing a clearly contemporary design, but one which takes a number of its design cues from its neighbor. For example, the general composition of the front façade follows the classic pattern of defined base, middle and top. Also, the second and third floor windows read as individual punched openings. The windows on these floors are subdivided by a vertical muntin that echoes the paired windows of its neighbor and is consistent with the vertical orientation of windows on historic structures in this neighborhood.

At the ground floor level on India Street, renderings show three floor-to-celing divided light storefront windows and an entrance at the southwest corner. The windows are separated by piers; there is a defined base at each pier, presumably of granite or some other stone. A series of flat metal canopies cap the windows and entrance.

The north elevation facing the pump station features regularly spaced windows on the second and third floors. Beyond the leading corner of the building, there are no windows at the ground or top floors. The enclosed renderings provide limited information about the treatment of the south elevation facing the Grand Trunk.

The top floor of the building (the portion facing India Street) is highly glazed. The glazing is subdivided by a grid pattern of muntins. Building bays are defined by wider vertical piers

separating the glazing. The height of the top floor is equal to that of the ground floor (13'6", with the middle two floors being 2 feet shorter (11'6"). It also appears that the windows on the top story extend to the floor, further exaggerating the height of this floor.

The enclosed renderings show a continuous paved courtyard separating the proposed building and the Grand Trunk Building. Pedestrian access to the interior of the block will be provided from this India Street courtyard.

Preliminary staff comments:

The general scale, form and massing of the proposed structure is very similar to that of the Grand Trunk Building, achieving a high level of compatibility in this regard. As well, the general composition of the front elevation, with the defined base, middle and top, is consistent with traditional development. Also, the building features individual punched window openings of vertical proportions. Although the building features a clearly contemporary design vocabulary and material palette, the chosen design direction does not in and of itself preclude a successful relationship with the new building's context.

In staff's view, two aspects of the proposed development might warrant further consideration. The relationship of the proposed building's front yard setback to that of the Grand Trunk Building is problematic, as the building will appear to project or "jut out" beyond the Grand Trunk. This projection will be all the more apparent because the pump station is set back from the street as well. In a block consisting of only three structures, the differential in setbacks is likely to be more noticeable than in a longer block. Staff suggests that consideration be given to setting the building back at least a couple of feet from the sidewalk.

The other element that might warrant revision is the height of the top floor. Staff understands that this is a deliberate design choice, but the height of the floor, especially given the highly glazed nature of the treatment and the fact that the windows extend from floor to ceiling, results a highly prominent, perhaps even unduly distracting, appearance.

Proposed Building at 20 Thames Street

The proposed retail/residential structure is six stories, with the top story set back from the Thames Street elevation. The building exterior is mostly brick, with the ground floor clad in a contrasting material. (Mr. Lloyd's letter indicates cement board.) The building base is a single story closest to the Grand Trunk building, transitioning to a two-story base toward the east end. The two-story base corresponds to the base height of the hotel next door.

The upper floors are fairly symmetrical in composition, with mulled groupings of windows at the two ends and large single punched opening at the center of the façade. Balconies project beyond the window groupings at the fourth and fifth floors.

At 77' tall, the building is considerably taller than the 50' Grand Trunk Building and 12 feet taller than the new hotel next door. The additional height is mitigated by the fact that the top floor is set back a considerable distance from the front façade (distance not indicated). An

overhanging canopy is supported at both ends by diagonal braces. The setback provides space for a continuous deck at the top floor level. The shift in the exterior cladding on the top floor also serves to set this floor apart from the balance of the building.

Like the building proposed for 5 India Street, the top floor of the Thames Street Structure is very tall, in part because the roof slopes up toward Thames Street.

On the west elevation, next to the Grand Trunk Building, the defined building base and cement board siding on the top floor return for a short distance around the corner. From this point the façade transitions to all brick until a point where the building projects toward India. There, the exterior material changes to cement panel. Grouped and individual vertically-oriented windows mark this elevation.

No renderings or elevation have been provided of the east elevation that faces the new hotel. Note that the plan and aerial view of the building show that the back corner of the building is carved away in a faceted, concave form. This is to accommodate the circular drive that serves as the vehicular drop-off for the hotel.

Preliminary Staff Comments

As noted in the introduction, only a portion of the proposed building at 20 Thames is located within the Portland Waterfront Historic District boundary. For all intents and purposes, the district terminates with the Grand Trunk Railroad Office Building. Moving east from this development parcel, there are no historic structures and it is likely that the entire land-side frontage of Thames Street will be redeveloped in the future. Also, allowable building heights in this area are more generous than on India Street.

Although the proposed structure is considerably taller than the abutting Grand Trunk Building, the Grand Trunk is oriented towards India, not Thames. This fact makes the height relationship between the two buildings a bit less sensitive than might otherwise be the case. Also, the street wall of the proposed building is 64' tall and achieves its full 77' height only with a substantial setback from this streetwall. The proposed building also relates to the 65' height of the approved hotel building to the east. For these reasons, staff is fairly comfortable with the height as proposed.

The stepped base of the building is an effort to mediate between the lower base of the Grand Trunk Building and the taller base of the hotel.

As with the building proposed for 5 India, staff questions whether the height of the top floor might be adjusted a bit to make it a bit less exaggerated.

Applicable Review Standards

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

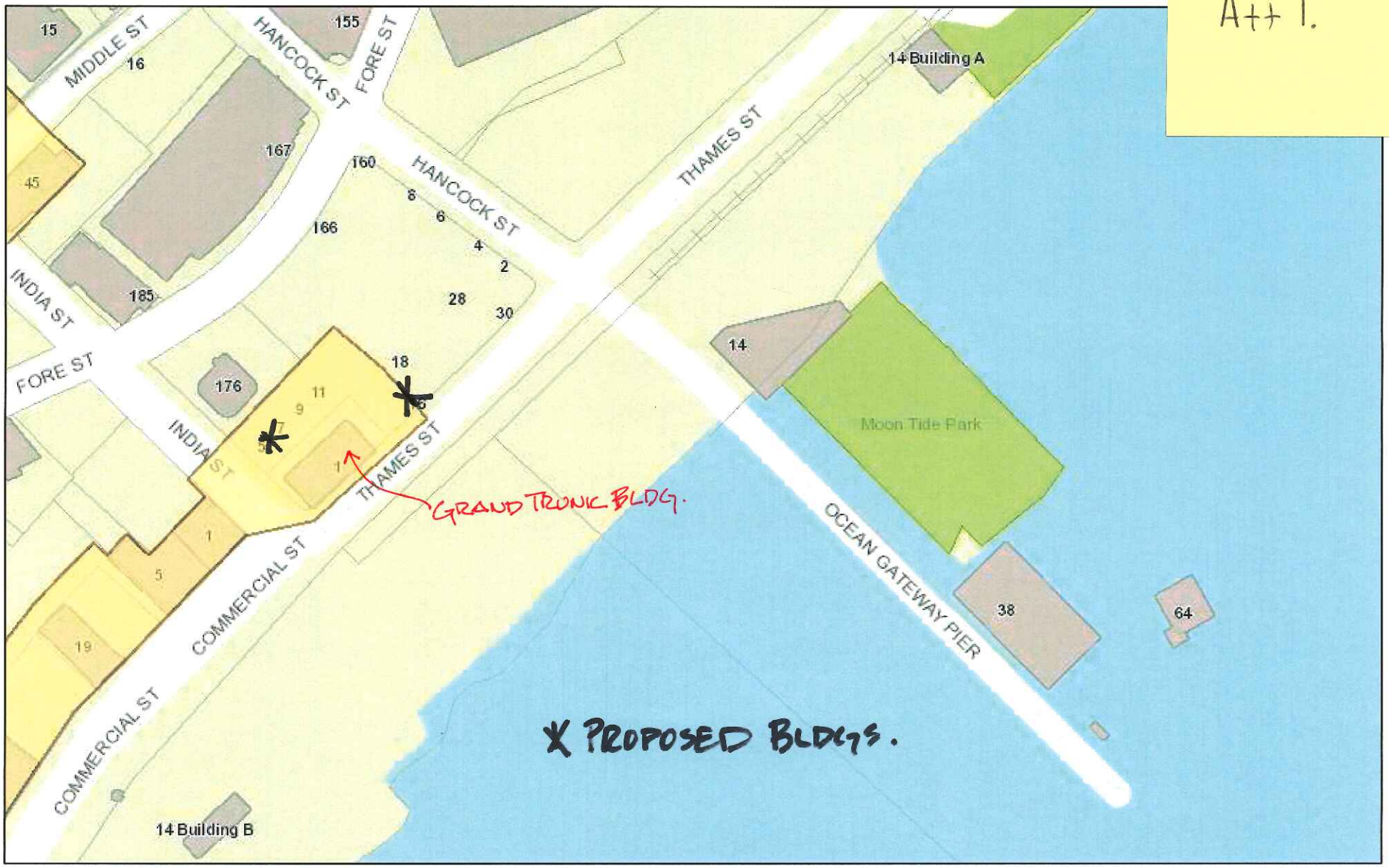
Walls of continuity
Rhythm of spacing and structures on streets
Directional expression of principal elevations

Attachments

1. GIS map of subject property with historic district overlay shown
2. Letter from David Lloyd
3. Master plan showing total build-out of applicant's property
4. Elevations
5. Renderings

ArcGIS Web Map

Att 1.



December 1, 2016

- Historic Landmarks
- Historic Cemeteries
- Historic Landscapes
- Historic Districts
- Parcels

1:1,850

0 0.015 0.03 0.06 mi

0 0.0175 0.035 0.07 km

City of Portland, DPS

Web AppBuilder for ArcGIS

A R C H E T Y P

Att. 2

November 10, 2016

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

RE: Portland Gateway

Dear Ms. Andrews,

We are requesting a meeting with the Historic Preservation Board for a preliminary review of two new proposed buildings.

The first is located on India Street and is to the north of the Grand Trunk building. This building will be 4 stories in height, contain retail space on the grade level and 3 stories of residential above. It will be approximately 50 feet in height and is being proposed as a contemporary design. The siding being proposed will be metal.

The second building is to the east of the Grand Trunk. This building is a 6-story building and 77 feet in height. The upper floor is set back 15 feet from the major faced and that roof line is at approximately 64 feet. This building is designed in relationship to the hotel to its east and respectful to its westerly neighbor the Grand Trunk. The materials proposed are precast concrete brick and cement board. The first floor is commercial and the upper floors are residential.

We are also including a third structure located off Fore Street. It is my understanding that this building will not require Historic Preservation Board approval. This building is proposed at 77 feet and seven stories.

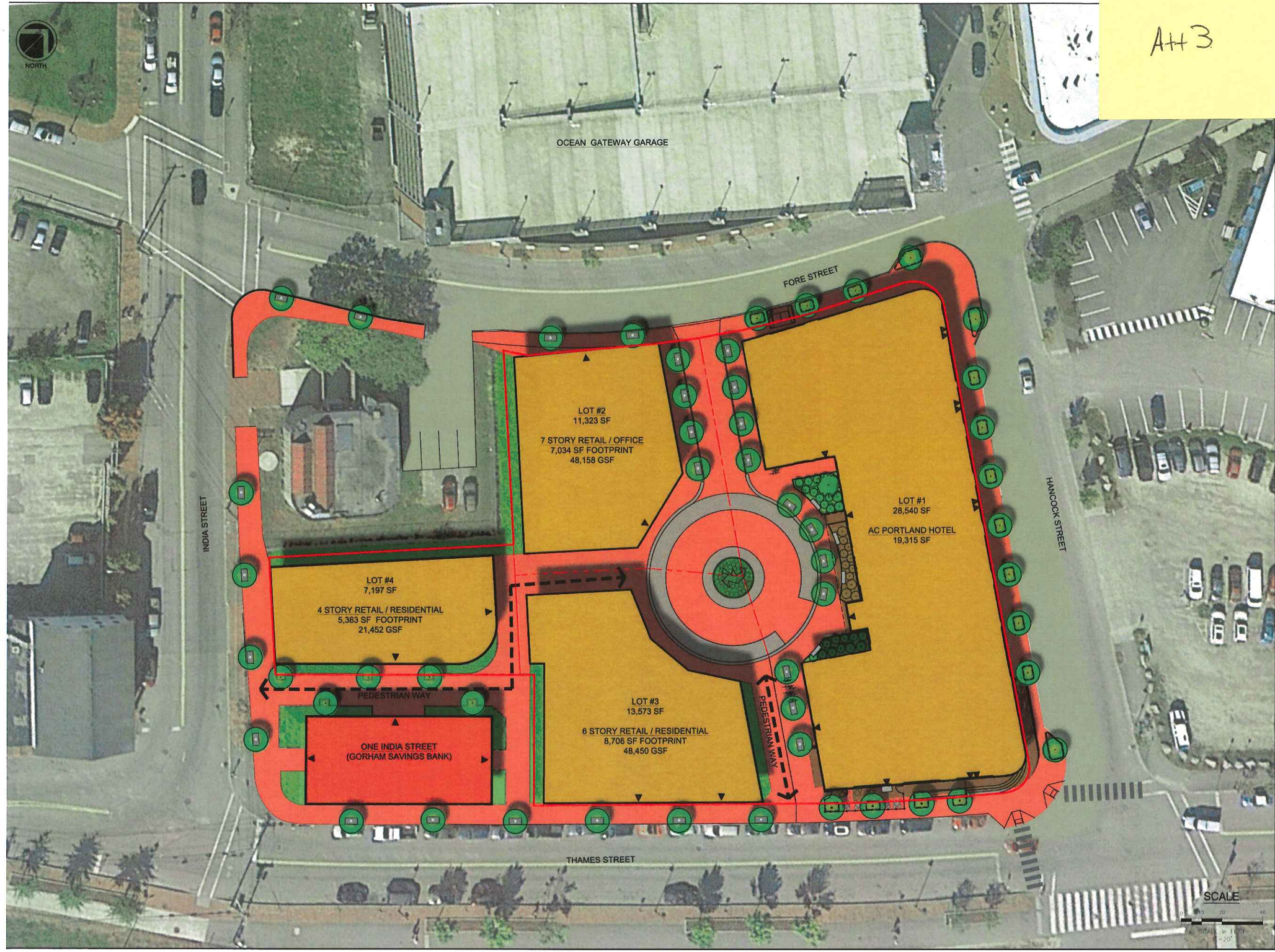
We look forward to yours and the boards input on this very exciting project.

Respectfully Submitted,

David Lloyd
Maine Licensed Architect

48 Union Wharf, Portland, Maine 04101 (207) 772-6022· Fax (207) 772-4056

Att 3



Site:
PORTLAND GATEWAY PROJECT
FORE STREET / HANCOCK STREET / THAMES STREET
PORTLAND, MAINE

Prepared for:
ESSEXNORTH PORTLAND, LLC
P.O. BOX 394
TOPSFIELD, MA 01983

CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS
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Consulting Engineers and Scientists
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Portland, ME 04101
Tel. (207) 772-2891
Fax (207) 773-3348
www.ransomenv.com

MASTER PLAN

No.	Revision/Issue	Date
4	UPDATE	11.08.16
3	ARCH UPDATE	09.30.16
2	REVIEW	05.24.16
1	INTERNAL REVIEW	02.16.16

Design by: MAP/PC	Checked by: PC
Drawn by: MAP	Approved by: PC
Project: 150.06094	Date: FEBRUARY 2016

Sheet No.
C-100
Sheet 1 of 00

Att. 4

India Street Elevation

Portland, Maine

October 2016

ARCHETYPE architects

Thames Street Elevation

Portland, Maine

October 2016

ARCHETYPE architects

Att 5.

SIGNAGE
ARCHETYPE
architects

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

PUBLIC HEARING
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: December 7, 2016 **PUBLIC HEARING**

Request for: Finding and Recommendation to Planning Board regarding:

a) Conformance of 58 Fore Street Master Development Plan with Review Standards of Historic Preservation Ordinance
b) Amendment of Portland Company Historic District Boundaries

Address: 58 Fore Street, Portland Company Historic District

Applicant: CPB2 LLC

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

Introduction

The Historic Preservation Board will hold a public hearing on CPB2's proposed Master Development Plan for its 10-acre property at 58 Fore Street, within which is located the recently-designated Portland Company Historic District. Following the public hearing, the Board will make a formal finding as to whether the 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 Board will also be making a recommendation to the Planning Board as regards amending the boundaries of the Portland Company Historic District. Amending the district boundaries and relocating Building #12 to a new location within the new boundaries is contemplated in the proposed master development plan.

The Historic Preservation Board has held two workshop sessions (October 12, November 16) on the proposed master development plan, as well as two preliminary workshops last summer on the question of relocating Building #12. The November 16 workshop was the first opportunity for the Board to review and discuss in detail the full scope and nature of development contemplated for the area within and abutting the Portland Company Historic District. A summary of the Board's discussion is included in a following section of this report.

Also included in this report is a brief description of the Historic Preservation Board's authority in the review of master development plans, the Board's role in the review of development within 100' of a historic district boundary and the process for amending historic district boundaries.

The November 16 staff report included an itemized list of proposed additions, building alterations, infill construction within the district boundaries and construction within 100 feet of the district boundaries. Given the fact that the Board is generally familiar with the proposed scope of work and the enclosed axonometric views of the property highlight the major additions and new construction, staff is not repeating the information here. If Board members wish to review the full list of alterations and additions, please refer to the November 16 staff report available on line at
http://www.portlandmaine.gov/AgendaCenter/ViewFile/Agenda/11162016-1858?html=true

Enclosed please find plans, elevations and renderings provided by the applicant. Note that much of this material was provided for the 10/12 and 11/16 workshops. *New renderings provided in response to comments at the Board's last workshop are enclosed as ATTACHMENT 1.*

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

The Board is reminded that a master development plan, while illustrative of the developer's general vision for the site, is 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. 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 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 requirement cited in the introduction of this report. The Historic Preservation Board will be making a finding, to be forwarded to the Planning Board, as to whether the scope and nature of development proposed in the master plan, in particular that located within or abutting the Portland Company Historic District, is in conformance with the standards of the historic preservation ordinance.

The Board is not encouraged at this time to focus in significant detail on specific design solutions for improvements inside and abutting the district boundaries as they might be illustrated in the master plan documents. Rather, the Board should limit its review to the general scope and nature of work envisioned in the plan. Not only is it likely that specific design solutions for individual elements will change as portions of the overall development program are implemented in the future, but also there will be ample opportunity for the Board to review the plans in detail when the developer submits application(s) for a Certificate of Appropriateness. As part of that review, the Board may require design modifications to meet the ordinance review criteria as appropriate. A positive finding on the proposed master development plan does not forfeit or limit the Historic Preservation Board's review authority over details of development in the future. The question for consideration at this time is whether there are any core elements of the proposed development program that are fundamentally at odds with the historic preservation ordinance standards. Such a finding would lead to a recommendation that the master development plan fails to meet the historic preservation ordinance standards.

Process for Amending Historic District Boundaries

In addition to forwarding a finding regarding the master development plan's conformance with the standards of the historic preservation ordinance standards, 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. Pursuant to the requirement that two members of the board must agree to sponsor

the amendment, a letter initiating the amendment has been submitted by Board members John Turk and Penny Pollard. Following Wednesday's public hearing, the Historic Preservation Board will make a formal recommendation regarding the boundary change to the Planning Board,. The Planning Board, in turn, will 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 6. 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, the historic district would be amended at this time, prior to the relocation of Building 12, as shown in yellow on ATTACHMENT 6, EXHIBIT 1. The current boundary around Building 12 (shown in orange on EXHIBIT 1) would remain until such time that Building 12 is relocated. Prior to relocating Building 12, CPB2 or its successor would apply for a Certificate of Appropriateness for Relocation.

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

ATTACHMENT 5 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.*

Summary of November 16 Workshop Discussion

During the Historic Preservation Board's November 16th workshop on the proposed master development plan, Board members focused on those areas within the Historic Preservation Board's jurisdiction, in particular the area within the boundaries of the Portland Company Historic District, but also the areas abutting its boundaries. Discussion of abutting development was pursuant to the Historic Preservation Board's *advisory* role

to the Planning Board as set forth under 14-562 of the site plan ordinance (the "100' rule").

The Board discussed proposed building alterations, additions to existing historic structures, infill development within the district boundaries, site treatment within the district, as well as new construction just outside the district boundaries. The Board was reminded that details of individual development projects on the site would be worked out as part of a future historic preservation review process and that its role at this time is 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. That said, staff suggested that if Board members found the scale, massing, orientation, footprint, alignment, setback and/or general articulation of any element of the plan to be fundamentally problematic in terms of meeting historic preservation ordinance review standards, these should be called out in the workshop session.

Regarding the relocation of Building 12 and the proposed district boundary amendment, which is key to pursuing the master development plan as proposed, Board members acknowledged that moving Building 12 will affect one's appreciation of the original expansive scale of the complex and suggest a more compact complex than was the case historically. However, given the fact that the final adopted district boundaries would likely result in new development that surrounded the building on three sides and visually separate the building from the balance of the district, moving the building closer to the edge of the 50' wide easement area, within view of the other Portland Company buildings, was a positive move under the circumstances. Another consideration that prompted the Board's support for the move was the fact that the proposed connector road from Thames to Fore Street would be elevated above the present grade of Building 12, significantly compromising its context. The Board concluded that the proposed new location of Building 12 is successful in that it positions the building to be a prominent focal point as one enters the property from Thames Street extension, maintaining, albeit in a new location, the visual prominence it exhibits today. Additionally, the proposed position places the east elevation of the building slightly in front of the new office building it adjoins. This succeeds in giving the building visual prominence as one enters the site from Fore Street as well. Finally, the new location retains Building 12's functional separation from the manufacturing rows east of the entrance yard.

Board members noted that a number of other elements of the overall master plan are quite positive in that they are responsive to the existing characteristics of the site. For example:

- The alignment of the main access road reinforces the east-west linear alignment of the Portland Company site.

- The general massing and linear alignment of the new structure shown on Parcel 3 echoes the massing and alignment of the historic structures. This is appropriate given the fact that this building will have a particularly strong visual relationship with the historic core.
- The proposed progression of the terraced access stairs from Fore Street to the plaza from west to east below is reminiscent of the Portland Company's original historic entrance drive, which starts at the west end of the property and leads down in an easterly direction to the entrance yard.
- The generally spare approach shown for the site treatment within the historic district is appropriate to the complex's industrial history. Board members encouraged that trees and other landscaping within the historic core be limited so as to reinforce the industrial character.
- The plan's proposal to trace a portion of the footprint of Building 1 and Building 4 in the paving treatment was seen as a positive gesture to suggest the original extent of the core manufacturing row.

Based on the elevations and renderings provided, Board members did raise some general concerns and questions that the developer and consultants were encouraged to consider at such time that they pursue specific project proposals within the historic district. For example:

- Given the limited number of historic buildings that remain to convey the history, visual character and significance of the Portland Company, care should be taken that the additions and infill construction not overwhelm, distract from or visually compete with the historic structures. While it is understood that building additions and added architectural elements may be necessary or desirable as part of the buildings' conversion to new uses, the number of proposed additions and the scale/prominence of some of the additions as rendered in the master plan drawings warrant further consideration to ensure that the historic character of the remaining buildings is not diminished.
- The remaining historic structures within the district were built over time in response to changing needs or growth of the company. While the buildings share a common material palette, architecturally there are distinctions from one building to another, reflecting their period of construction and/or particular use. As such, care should be taken to avoid using the same design for added features (e.g. new entrance canopies) for every building.
- The east elevation of the new office building will face the entrance courtyard and will be surrounded by historic Portland Company structures. Given this close visual relationship, this elevation of the building should take some visual cues from the historic structures around it. Also, the point of connection between Building 12 and the new office building it adjoins should be given careful consideration.

- The Portland Company's pedestrian bridges were identified as important character-defining features of the complex. At least one bridge should be maintained over each alley.
- Given the location and alignment of the new building on Parcel 3, the building will have an important visual relationship to the historic core across the access road. With a compatible architectural treatment, particularly on its north-facing elevation, this building could successfully build upon and reinforce the character of development in the adjacent historic district.
- Although it is premature to expect a specific proposal for interpretation of the historic complex, interpretation of the site should not be left to chance. It is important that the project include provisions for "telling the story" of the Portland Company.

While the concerns listed above are appropriately addressed in future reviews of specific proposals, Board members highlighted them to provide early input to the developers and consultant team and to communicate that, based on the elevations and renderings included in the master development plan, some level of design modification will likely be required when projects are reviewed for a Certificate of Appropriateness.

With respect to proposed new development east and west of the historic district, portions of which fall within 100 feet of the district boundaries, Board members appeared to be generally comfortable with the development proposed for the western end of the property. (Specific areas of sensitivity as regards the new office building are noted above.) Board members acknowledged that the organization of proposed development on the east end of the property, which runs perpendicular to the strong east-west linear alignment of the Portland Company complex, effectively terminates one of the salient characteristics of the property historically. That said, they acknowledged that the development pattern was responding to numerous factors and requirements, including the required provision of view corridors to the watter, that led to this alignment. Also, unlike the west end of the site, which functions as the major vehicular entrance to the historic district, the east end of the site is clearly beyond the historic core, especially as approached by vehicle. The Board appeared to conclude that its jurisdiction and input over development east of the historic district was appropriately limited, notwithstanding the fact that portions of it fall within the 100-foot offset.

Based on the renderings and elevations provided for review, one element of the development scheme proposed within the boundaries of the Portland Company Historic District raised significant concerns among Board members. The proposed townhouses along the Fore Street wall, some of are proposed to be built on top of contributing historic structures (Building 16 and 24), were found to have a fundamental and adverse impact on the integrity of the historic industrial complex. The Portland Company's location below the grade of Fore Street has historically allowed for views of the complex below. From

Fore Street, one can appreciate the retainage required to create the site, the linear alignment of the buildings required by manufacturing processes, the industrial nature of the site, as well as the architectural and material character and scale of the individual structures within view. With the introduction of connected townhouses along this portion of Fore Street, this view of the complex is virtually eliminated. (Board members did not find the provision of one 50' view corridor within the proposed townhouse row to be adequate in preserving this key view of the complex.) Also, the rooftop additions and taller infill construction will materially alter the scale of development that has existed historically within the alleyway below. As well, the extent of larger-scale new construction and additions will affect one's appreciation of the few historic structures that will remain along the Fore Street wall side of the alley.

Following discussion, it was the consensus of Board members that based on the drawings presented, the proposed townhouse construction along the Fore Street wall (specifically, the townhouses within the boundaries of the historic district) did not meet the preservation ordinance review standards as the construction would materially diminish the visibility and integrity of the historic district (Applicable ordinance review standards include Standards #1, #9 and #10 of the Standards for Review of Alterations, as well as the Standards for New Construction as regards the relationship of new development within an established context in terms of scale and relationship to the street.) In summarizing the Board's findings, Chair Benson indicated that an alternative proposal for this area of the historic district would likely be necessary in order for the Board to forward a positive finding on the master plan's conformance with historic preservation review standards.

Input from Planning Board

Since the introductory joint workshop on the proposed master development plan, the Planning Board has held a series of workshops on specific aspects of the plan. The Planning Board's November 22nd workshop focused on design-related issues. HP staff was asked to provide a memo for the workshop summarizing the HP Board's preliminary discussion regarding the master development plan's conformance with the preservation ordinance review standards. Staff's written summary was similar to that provided above.

During the Planning Board's discussion, several members of the Board noted that both the proposed townhouses along Fore Street and the new structure on Parcel 3 as currently rendered obscured visibility of the historic complex from important vantage points and cautioned that the visual prominence and historic integrity of the remaining portion of the Portland Company complex was at risk of being diminished. The Planning Board encouraged the development team to continue to work with the Historic Preservation Board to ensure that the existing character and visual prominence of the historic complex will not be unduly compromised.

Design Revision Proposed for Consideration

Since the Board's last workshop, staff has met with Scott Simons and representatives of CPB2 to discuss the Boards' concerns about the impact of the proposed Fore Street townhouses on the current view of the Portland Company complex from Fore Street and on the existing scale and character of the street wall within the alleyway below. A number of design and/or programmatic revisions were discussed as possible solutions to these concerns. Staff encouraged the development team to bring forward one or more options for consideration by the Board at the 12/7 public hearing. Although staff understands that option(s) are being developed, revised drawings have not yet been received as of this writing. Staff expects the drawings to be submitted before the mailing of the packet on Friday—see ATTACHMENT 1. Depending on when they are delivered, they may be enclosed with the report without staff comment.

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

Motions for Consideration

On the basis of plans, elevations and renderings of proposed development included in the Master Development Plan for 58 Fore Street and information included in the staff report for the December 7, 2016 public hearing, the Board:

1) Finds that the proposed Master Development Plan for 58 Fore Street, specifically that portion of proposed development located within the boundary of the Portland Company Historic District, **is/is not** in general conformance with Portland's Historic Preservation Ordinance standards. Additionally, the Board finds that the proposed development adjacent to or within one hundred feet of the Portland Company Historic District **will/ will not** 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. This finding does not preclude the Historic Preservation Board's authority as part of future reviews of Certificate(s) of Appropriateness to require reasonable adjustments in scale, massing or design of proposed additions, alterations or new construction to comply with ordinance requirements.

2) Finds that amending the boundaries of the Portland Company Historic District is necessary to fulfill a key objective of the Master Development Plan, that being the relocation of Building #12 to a position abutting the western edge of the 50' public access easement on site. Additionally, the Board finds that the district boundary amendment will create a single contiguous historic district and allow for the relocation of Building 12 to a position where it will continue to have a visual relationship with the other remaining Portland Company historic structures.

   Based on these findings, the Historic Preservation Board recommends to the Planning Board and City Council amending the boundaries of the Portland Company Historic district as shown in Exhibit 1. *(see ATTACHMENT 4)*

ATTACHMENTS:

1. **12/2/16 Revised elevations and renderings**
2. **Current District Boundary Map**
3. **Current Boundaries showing proposed development**
4. **Proposed Amended District Boundary**
5. **Boundary map showing 100' offset**
6. **Letter from Mary Costigan regarding boundary amendment**
7. **11/17/16 Elevations and renderings of development within historic core, prepared by Scott Simons Architects**
8. **Computer-generated images of proposed development**

scott simons architects
designed for human potential

58 Fore Street Development Block 2: Historic Core

ATT. 1
REVISED
PROPOSAL

Fore Street Townhouses

In response to the HP Board's request to provide additional design proposals reducing the amount of development within the Histo Fore Street above buildings 14, 15 & 16, and accentuating the historic footprints and facades of Buildings 14,15 & 16. Buildings 14, 15 always below the level of Fore Street and afforded an open view of Buildings 2 & 3, and into the alley space between Buildings 2/3 and 14/15/16. Please note that Buildings 14 and 15 are non-contributing buildings to the Historic District. Revised Proposals A and B both open up much greater pedestrian views into the historic core, providing a much greater appreciation of the location of the Portland Company complex below Fore Street and the linear relationship of the historic buildings to one another.

Original Proposal

The original proposal envisioned a reinvigoration of the historic back alley with a live/work corridor incorporating both retail and residential units including sixteen (16) duplex townhouses with frontages along Fore Street, running east to west. This new development would run approx. 140 feet wide from the Waterville Street View Corridor to the Kellogg Street View Corridor. There would be four stories of new construction above the existing Bldgs 14, 15 & 16, and 5-1/2 stories of new construction in the currently vacant land to the east of that which would span all the way down to the alley level. Where the new buildings would be built over the top of the old buildings, they would follow the historic footprint of the existing buildings.

Proposed Revision A

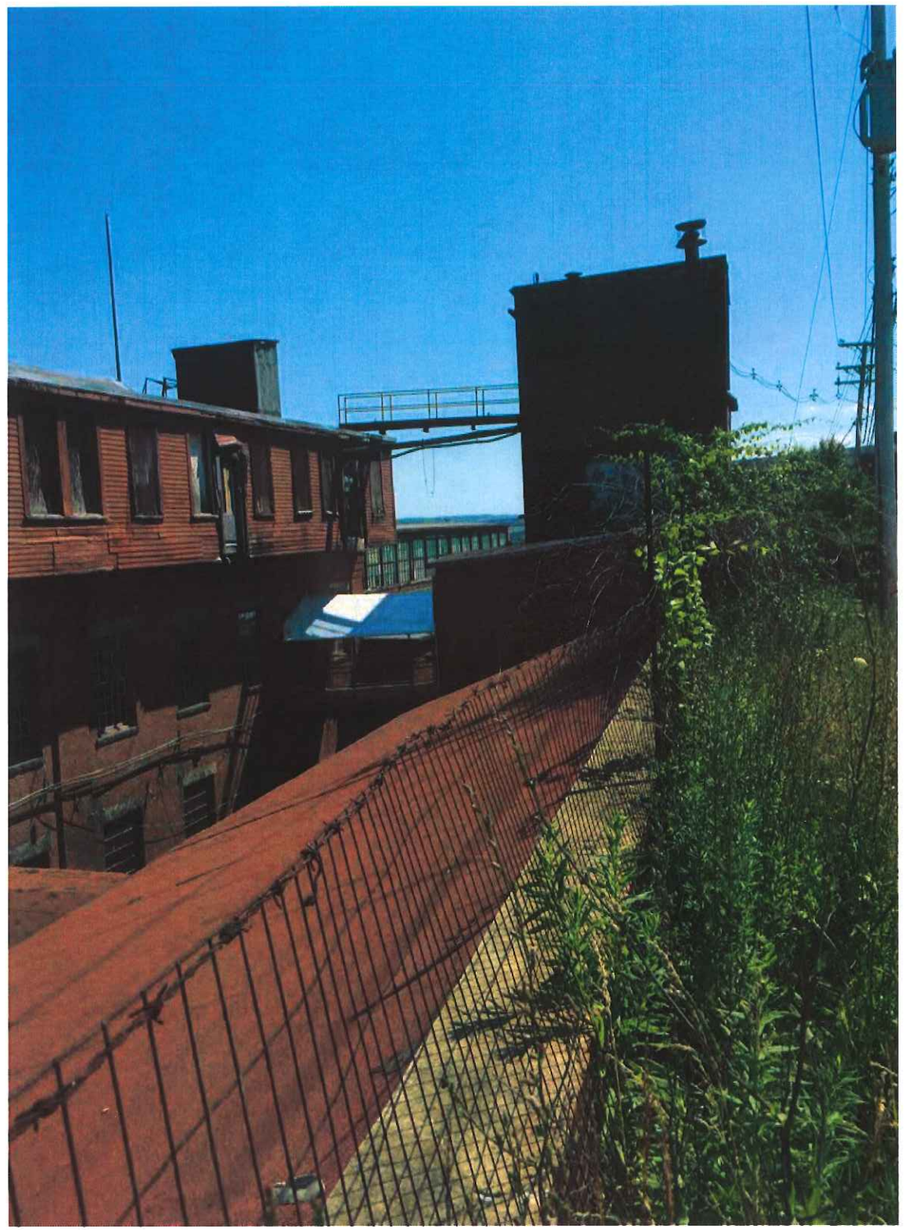
In response to the HP Board's comments, this revision proposes reducing the amount of development along Fore Street by building eight (8) duplex townhouses to the east of Building 16. It proposes not building over the top of Building 16, allowing the historic footprint of Building 16 to stand alone, with approx. 5' of open (reveal) space on the east side where the brick wall returns to the stone retaining wall highlighting the existing façade of the contributing historic building. To the west of Building 16, in the footprint of Buildings 14 & 15, this revision responds to the HP Board comments by proposing to build an approx. 40' wide section of new building that would house four (4) small duplex townhouses, in scale and context with the historic structures. Where this building is built over the top of the old buildings, it would be set-back approx. 2' from the historic footprint so as to highlight the footprint of existing buildings.

Proposed Revision B

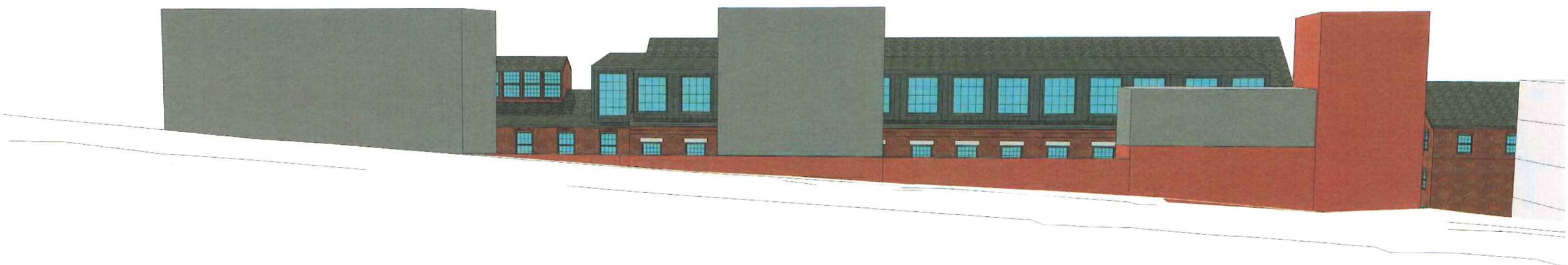
In response to the HP Board's comments, this revision proposes reducing the amount of development along Fore Street by building eight (8) duplex townhouses to the east of Building 16, and four (4) duplex townhouses above the existing footprint of Building 16. Where this building is built over the top of the Building 16, it would be set back approx. 2' from the historic footprint to clearly demark and highlight the façade of the existing contributing building. To the west of Building 16, above the footprint of Buildings 14 & 15, there would be an approx. 92' wide, open view corridor looking over Buildings 14 & 15 into the Historic Core (Buildings 2 & 3).

All Proposals include a one (1) story addition adjacent to the tower (Building 24). This small addition will be set-back approx. 2' from the historic footprint of the existing building below.

EXISTING CONDITIONS



PROPOSED REVISION A



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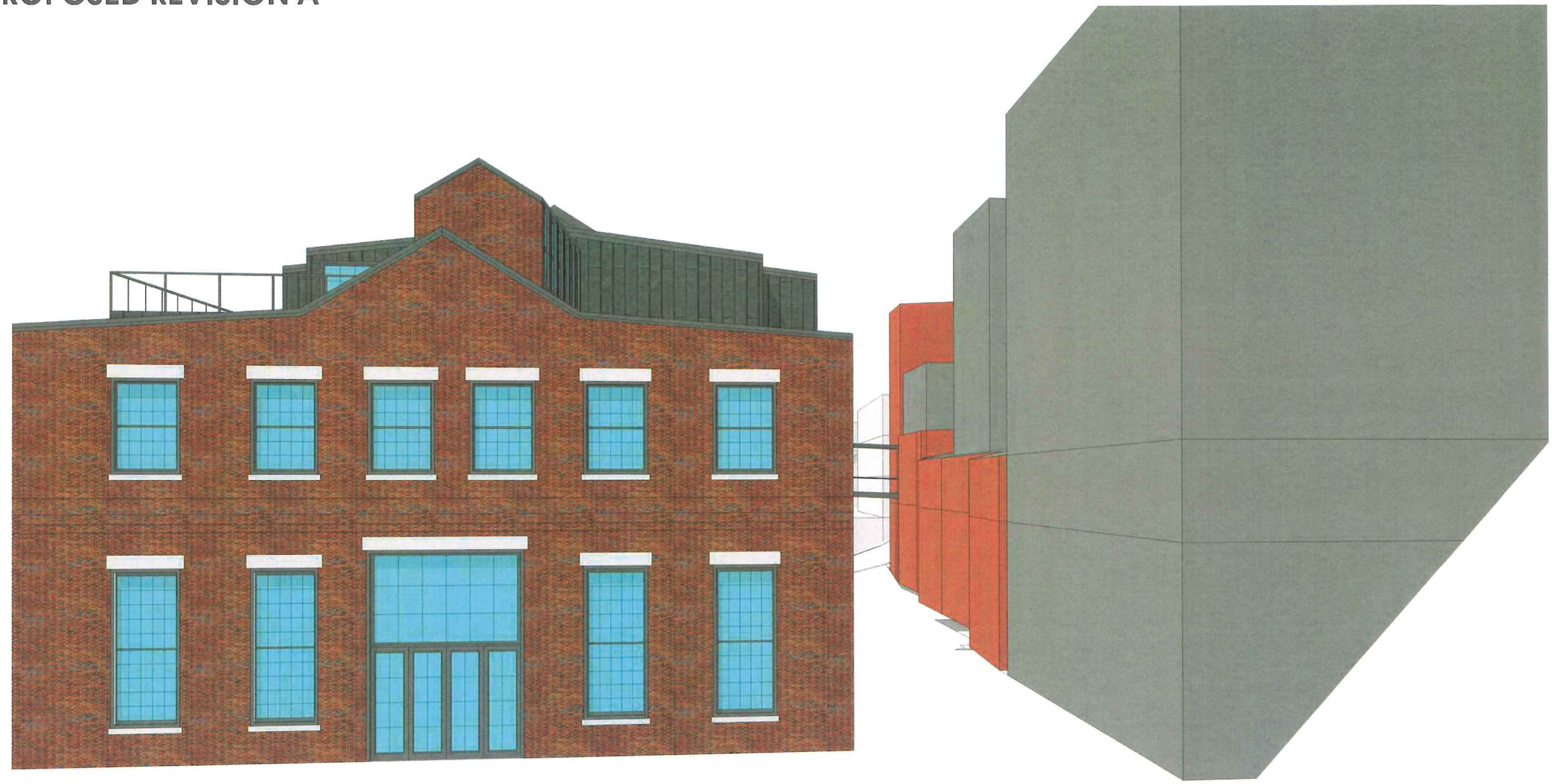
PROPOSED REVISION A



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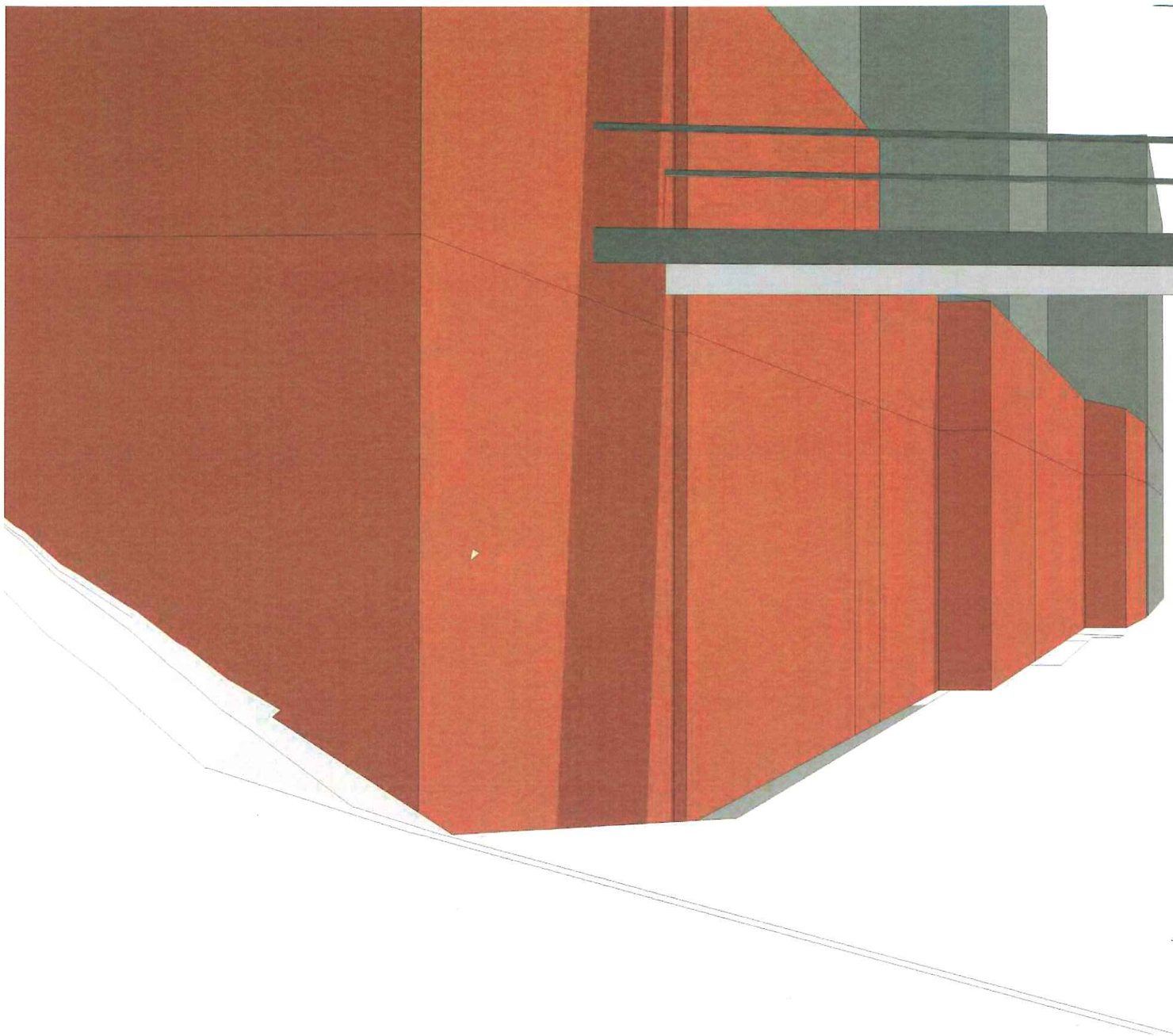

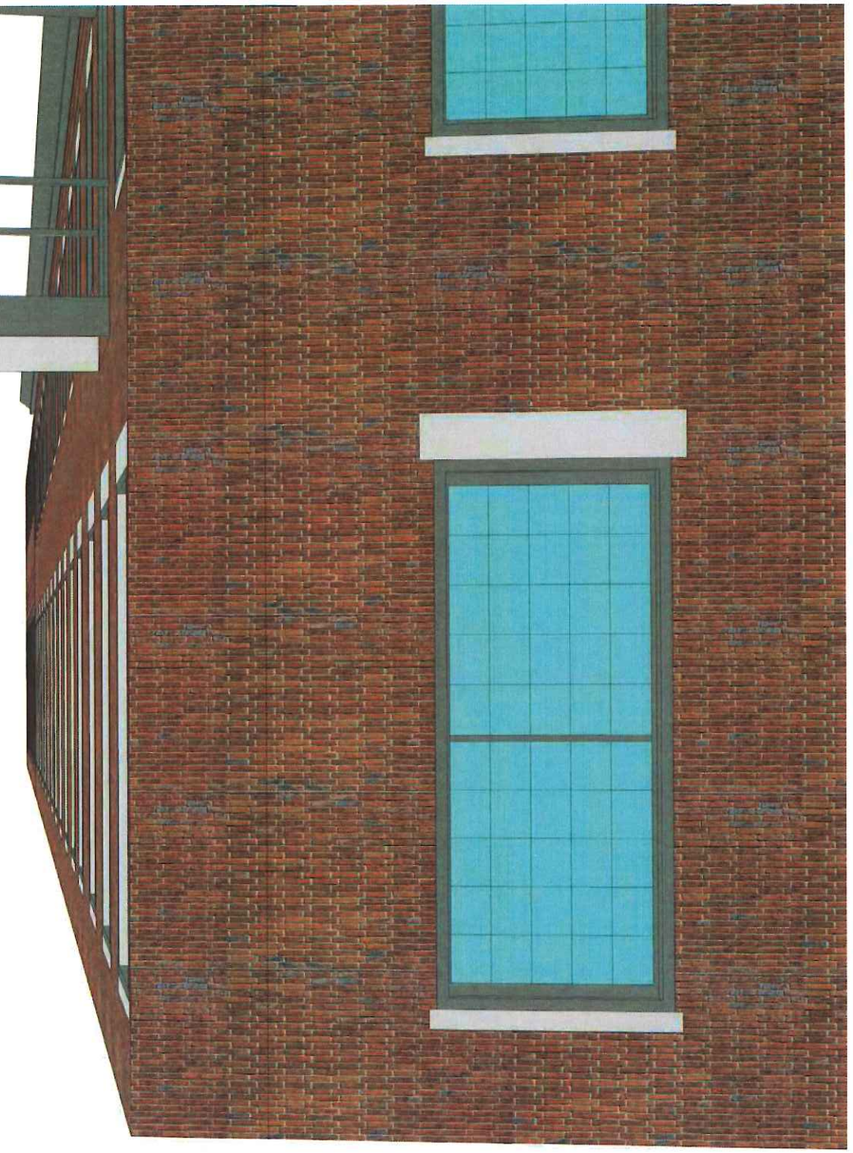

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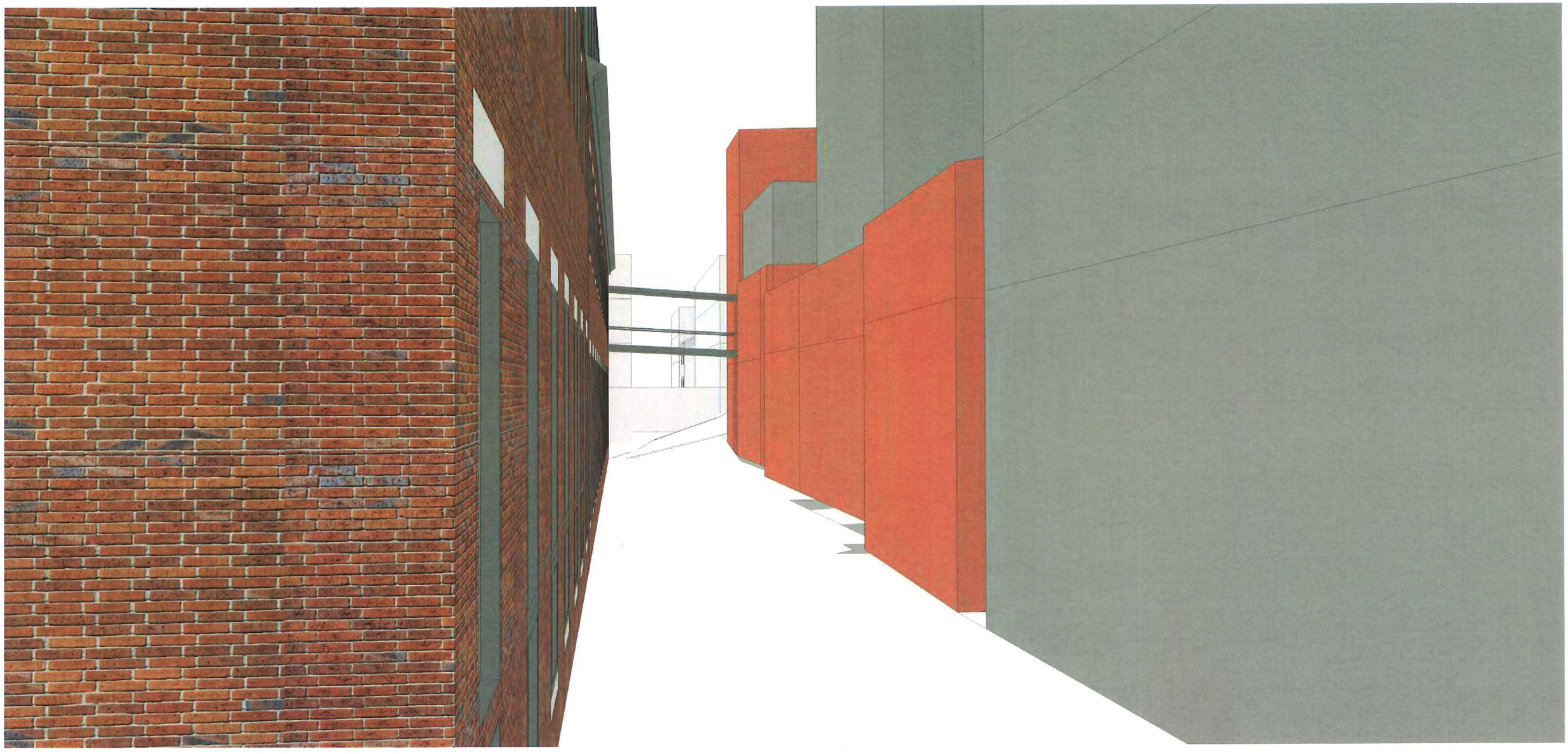
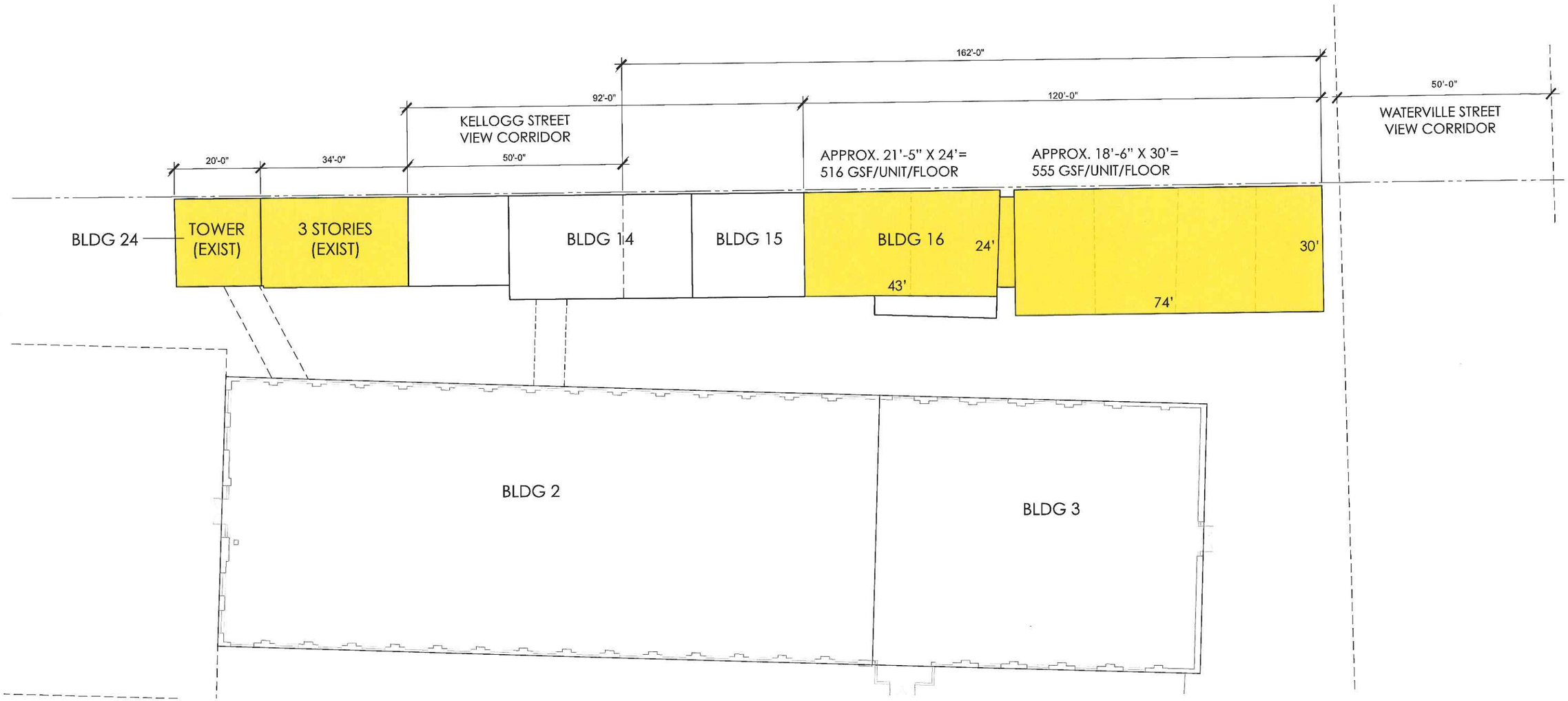


PROPOSED REVISION A

PROPOSED REVISION B



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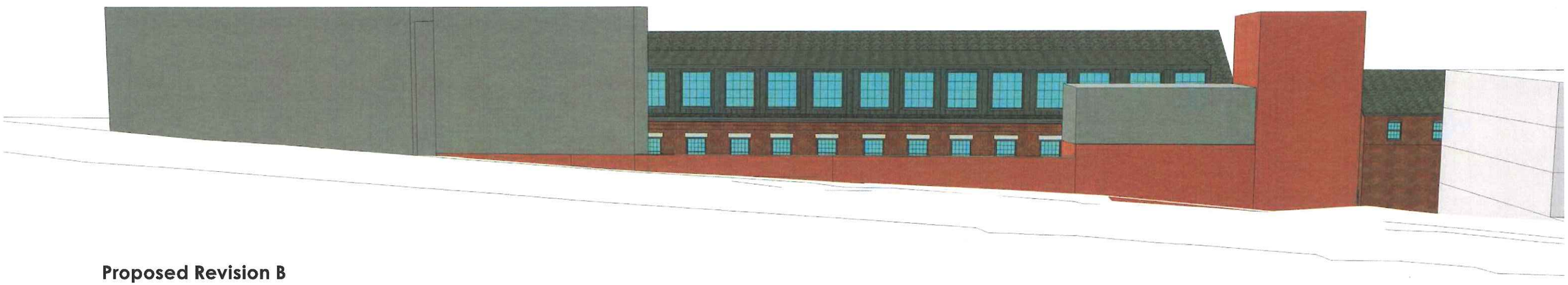

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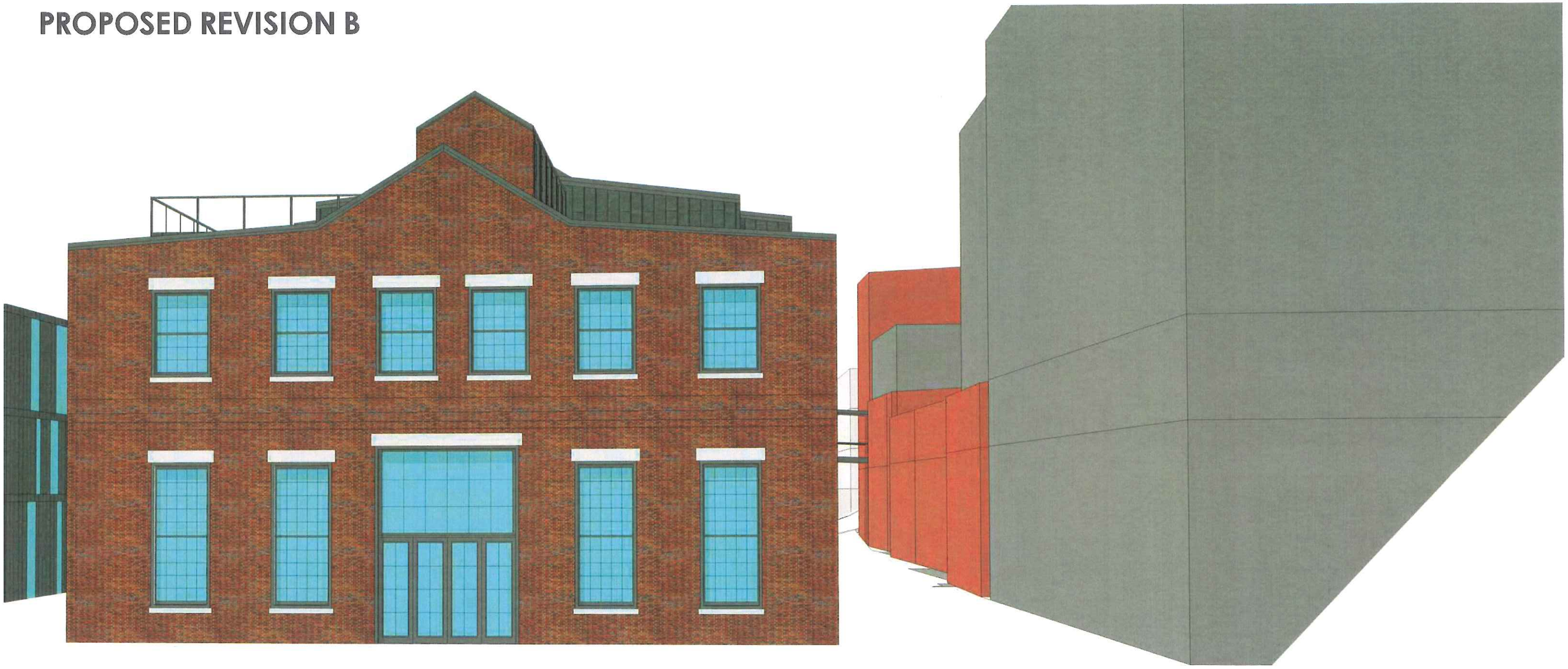
PROPOSED REVISION B



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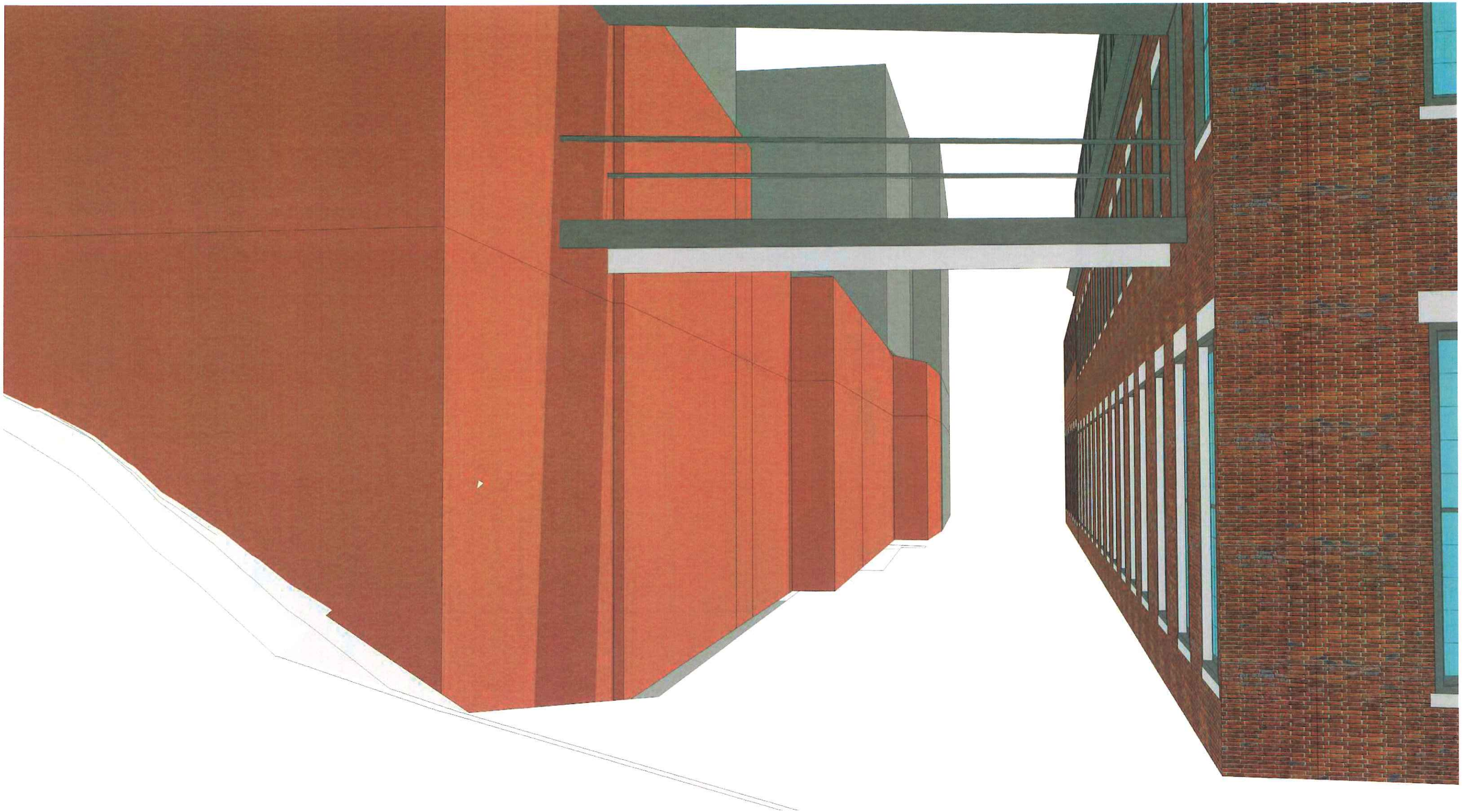

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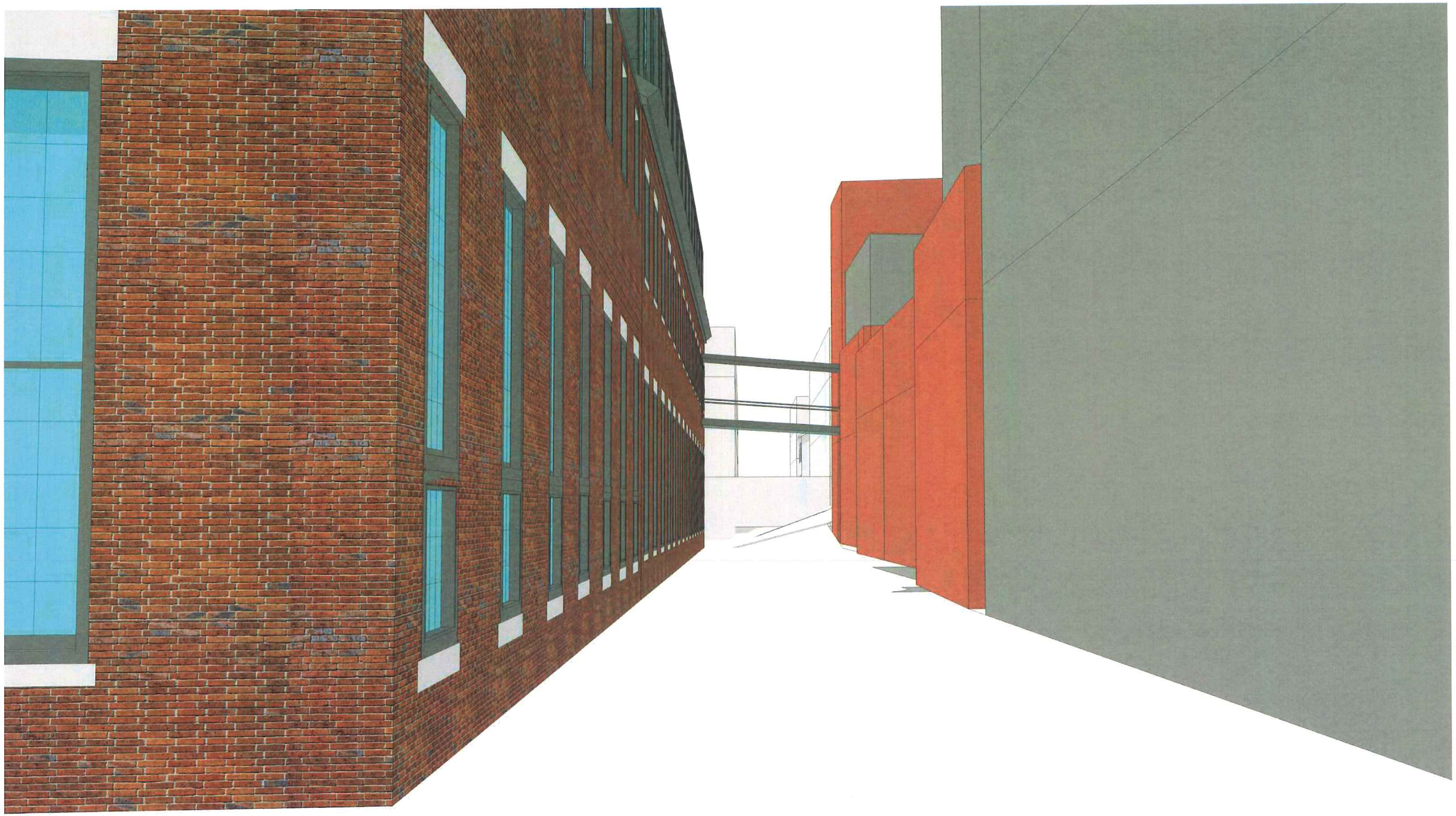
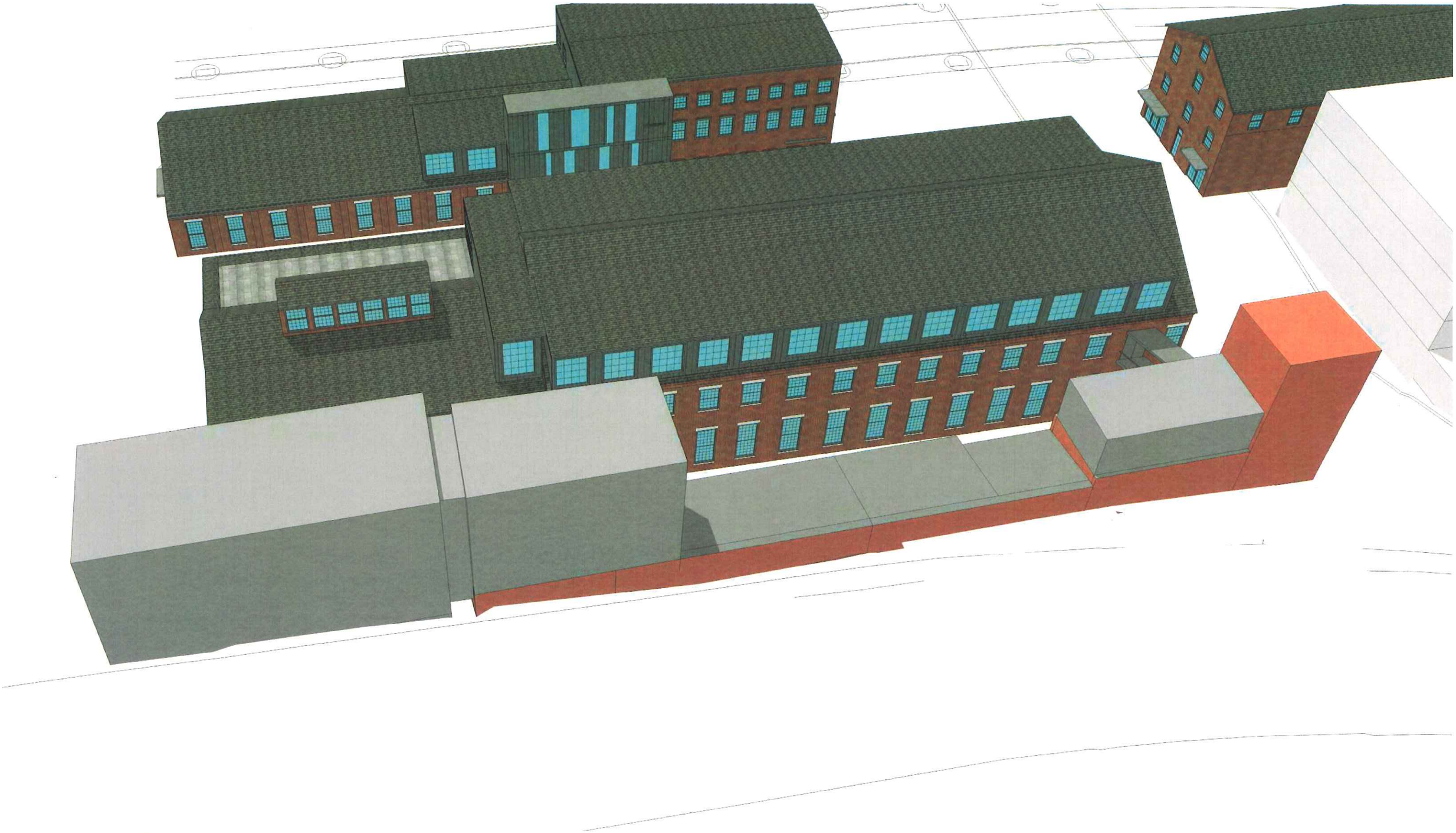
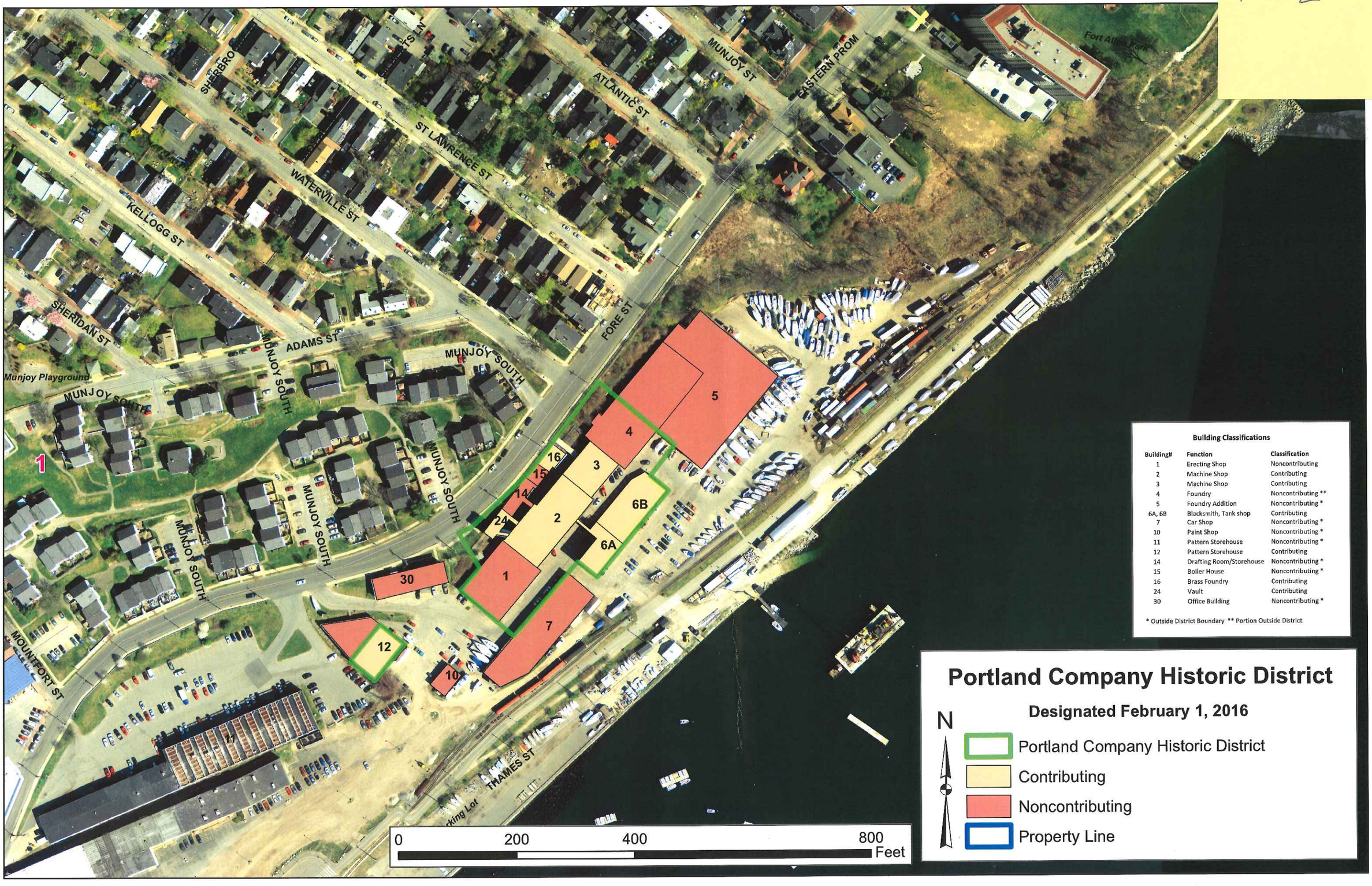


PROPOSED REVISION B



ATT. 2

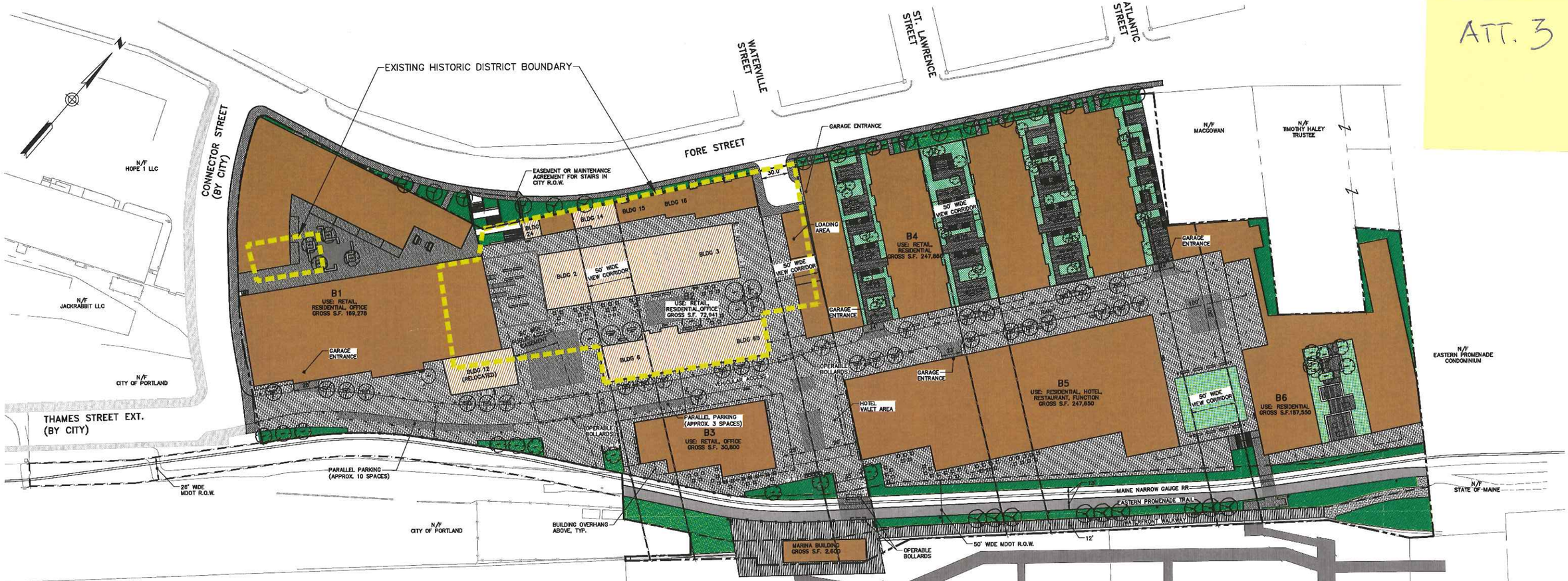


Building Classifications

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

ATT. 3



PLANT LIST

SYMBOL	TYPE	BOTANICAL NAME	COMMON NAME
TREES – DECIDUOUS			
	STREET TREE	ACER RUBRUM	RED MAPLE
		OSTRYA VIRGINIANA	AMERICAN HOPHORNBEAM
		ULMUS AMERICANA	AMERICAN ELM
	SHADE TREE	NYSSA SYLVATICA	TUPELO
		QUERCUS BICOLOR	SWAMP WHITE OAK
		QUERCUS PALUSTRIS	PIN OAK
	ORNAMENTAL TREE	AMELANCHIER CANADENSIS	EASTERN SERVICEBERRY
		CRATAEGUS CRUS-GALLI VAR. INERMIS	THORNLESS COCKSPUR HAWTHORN
		MAGNOLIA VIRGINIANA	SWEET BAY MAGNOLIA
	WATERFRONT TREE	AMELANCHIER CANADENSIS	EASTERN SERVICEBERRY
		NYSSA SYLVATICA	TUPELO
		SASSAFRAS ALBIDUM	SASSAFRASS
SHRUBS AND GROUNDCOVERS			
	PLANTING ZONE 1	CLETHRA ALNIFOLIA	SWEET PEPPERBUSH
		CORNUS CANADENSIS	BUNCHBERRY
		ILEX VERTICILLATA	WINTERBERRY
		OSMUNDA CINNAMOMEA	CINNAMON FERN
		TIARELLA CORDIFOLIA	FOAMFLOWER
		VIBURNUM ACERIFOLIUM	MAPLELEAF VIBURNUM
	PLANTING ZONE 2	ARCTOSTAPHYLOS UVA-URSI	BEARBERRY
		ARONIA MELANOCARPA	BLACK CHOKEBERRY
		COMPTONIA PEREGRINA	SWEETFERN
		MYRICA PENSYLVANICA	NORTHERN BAYBERRY
		RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC
		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

50' 0 50' 100'

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

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

DAVID A. SENUS 10791

WOODARD & CURRAN

C-100

PERMITTING SET

CPB2 LLC
EASTERN WATERFRONT DEVELOPMENT PORTLAND, MAINE

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

ATT. 4

PLANT LIST

SYMBOL	TYPE	BOTANICAL NAME	COMMON NAME
TREES – DECIDUOUS			
	STREET TREE	ACER RUBRUM	RED MAPLE
		OSTRYA VIRGINIANA	AMERICAN HOPHORNBEAM
		ULMUS AMERICANA	AMERICAN ELM
	SHADE TREE	NYSSA SYLVATICA	TUPELO
		QUERCUS BICOLOR	SWAMP WHITE OAK
		QUERCUS PALUSTRIS	PIN OAK
	ORNAMENTAL TREE	AMELANCHIER CANADENSIS	EASTERN SERVICEBERRY
		CRATAEGUS CRUS-GALLI VAR. INERMIS	THORNLESS COCKSPUR HAWTHORN
		MAGNOLIA VIRGINIANA	SWEET BAY MAGNOLIA
	WATERFRONT TREE	AMELANCHIER CANADENSIS	EASTERN SERVICEBERRY
		NYSSA SYLVATICA	TUPELO
		SASSAFRAS ALBIDUM	SASSAFRASS
SHRUBS AND GROUNDCOVERS			
	PLANTING ZONE 1	CLETHRA ALNIFOLIA	SWEET PEPPERBUSH
		CORNUS CANADENSIS	BUNCHBERRY
		ILEX VERTICILLATA	WINTERBERRY
		OSMUNDA CINNAMOMEA	CINNAMON FERN
		TIARELLA CORDIFOLIA	FOAMFLOWER
		VIBURNUM ACERIFOLIUM	MAPLELEAF VIBURNUM
	PLANTING ZONE 2	ARCTOSTAPHYLOS UVA-URSI	BEARBERRY
		ARONIA MELANOCARPA	BLACK CHOKEBERRY
		COMPTONIA PEREGRINA	SWEETFERN
		MYRICA PENSYLVANICA	NORTHERN BAYBERRY
		RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC
		RHUS TYPHINA	STAGHORN SUMAC

50' 0 50' 100'

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

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

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

DAVID A. SENIUS 10791 LICENSED PROFESSIONAL ENGINEER

WOODARD & CURRAN

C-100

PERMITTING SET

CPB2 LLC
EASTERN WATERFRONT DEVELOPMENT PORTLAND, MAINE

OVERALL SITE MASTER PLAN

58 FORE STREET MASTER PLAN

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ATT. 5

PLANT LIST

SYMBOL	TYPE	BOTANICAL NAME	COMMON NAME
TREES - DECIDUOUS			
	STREET TREE	ACER RUBRUM	RED MAPLE
		OSTRYA VIRGINIANA	AMERICAN HOPHORNBEAM
		ULMUS AMERICANA	AMERICAN ELM
	SHADE TREE	NYSSA SYLVATICA	TUPELO
		QUERCUS BICOLOR	SWAMP WHITE OAK
		QUERCUS PALUSTRIS	PIN OAK
	ORNAMENTAL TREE	AMELANCHIER CANADENSIS	EASTERN SERVICEBERRY
		CRATAEGUS CRUS-GALLI VAR. INERMIS	THORNLESS COCKSPUR HAWTHORN
		MAGNOLIA VIRGINIANA	SWEET BAY MAGNOLIA
	WATERFRONT TREE	AMELANCHIER CANADENSIS	EASTERN SERVICEBERRY
		NYSSA SYLVATICA	TUPELO
		SASSAFRAS ALBIDUM	SASSAFRASS
SHRUBS AND GROUNDCOVERS			
	PLANTING ZONE 1	CLETHRA ALNIFOLIA	SWEET PEPPERBUSH
		CORNUS CANADENSIS	BUNCHBERRY
		ILEX VERTICILLATA	WINTERBERRY
		OSMUNDA CINNAMOMEA	CINNAMON FERN
		TIARELLA CORDIFOLIA	FOAMFLOWER
		VIBURNUM ACERIFOLIUM	MAPLELEAF VIBURNUM
	PLANTING ZONE 2	ARCTOSTAPHYLOS UVA-URSI	BEARBERRY
		ARONIA MELANOCARPA	BLACK CHOKEBERRY
		COMPTONIA PEREGRINA	SWEETFERN
		MYRICA PENSYLVANICA	NORTHERN BAYBERRY
		RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC
		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

50' 0 50' 100'

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

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

STATE OF MAINE
DAVID A. SENUS
10791
LICENSED PROFESSIONAL ENGINEER

WOODARD & CURRAN

C-100

PERMITTING SET

OPB2 LLC
EASTERN WATERFRONT DEVELOPMENT PORTLAND, MAINE

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

ATT. 6

BERN
STEIN
SHUR

B
S
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P
P

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.

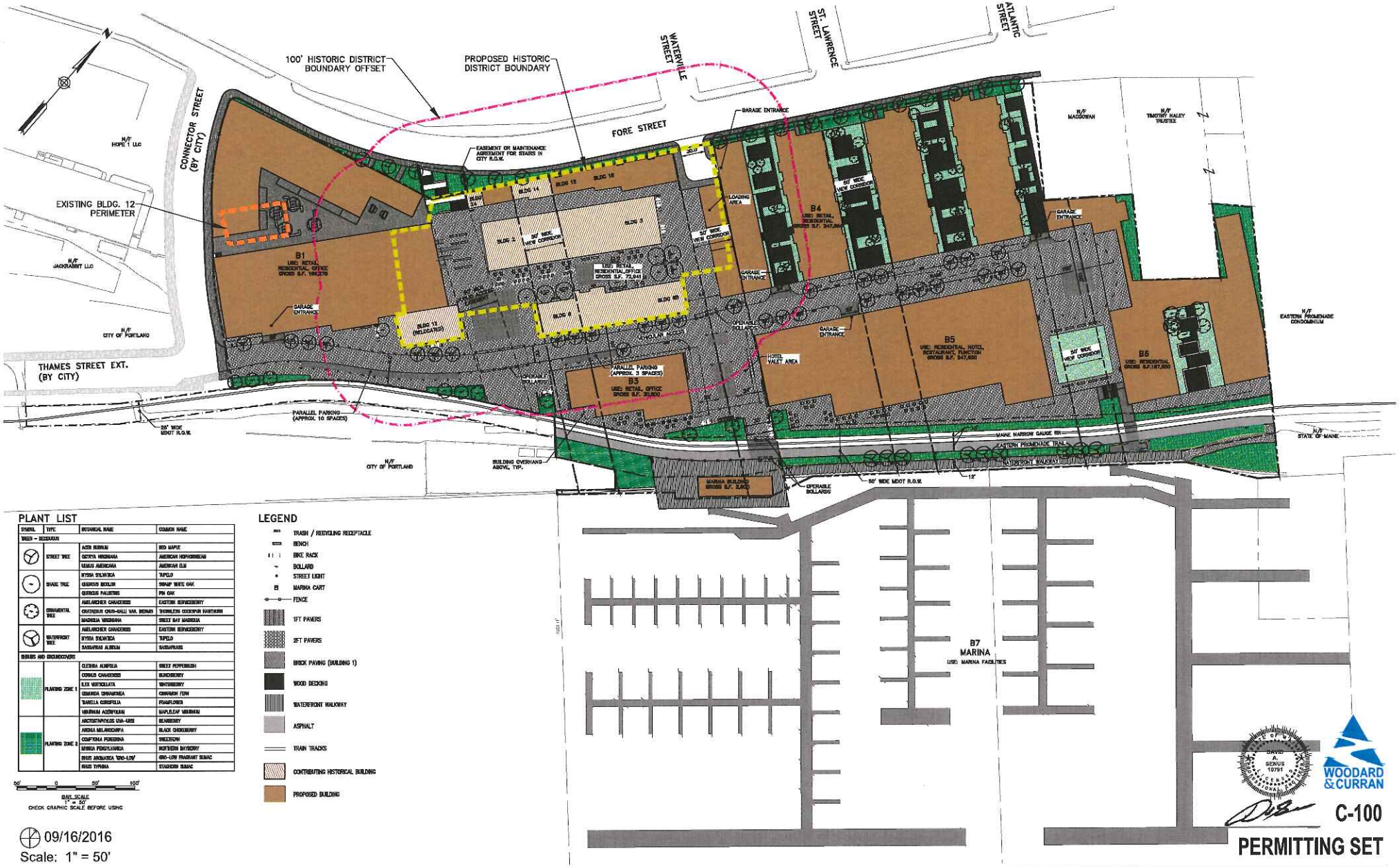
The expected outcome of the HP Board's review is a two-part recommendation to the Planning Board: 1) a recommendation regarding whether the Master Plan meets the review standard set forth above; and 2) a recommendation to amend the Portland Company District boundaries.

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)



PLANT LIST

SYMBOL	TYPE	BOTANICAL NAME	COMMON NAME
TREES – DECIDUOUS			
	STREET TREE	ACER RUBRUM	RED MAPLE
		OSTRYA VIRGINIANA	AMERICAN HOPHORNBEAM
		ULMUS AMERICANA	AMERICAN ELM
	SHADE TREE	NYSSA SYLVATICA	TUPELO
		QUERCUS BICOLOR	SWAMP WHITE OAK
		QUERCUS PALUSTRIS	PIN OAK
	ORNAMENTAL TREE	AMELANCHIER CANADENSIS	EASTERN SERVICEBERRY
		CRATAEGUS CRUS-GALLI VAR. INERMIS	THORNLESS COCKSPUR HAWTHORN
		MAGNOLIA VIRGINIANA	SWEET BAY MAGNOLIA
	WATERFRONT TREE	AMELANCHIER CANADENSIS	EASTERN SERVICEBERRY
		NYSSA SYLVATICA	TUPELO
		SASSAFRAS ALBIDUM	SASSAFRASS
SHRUBS AND GROUNDCOVERS			
	PLANTING ZONE 1	CLETHRA ALNIFOLIA	SWEET PEPPERBUSH
		CORNUS CANADENSIS	BUNCHBERRY
		ILEX VERTICILLATA	WINTERBERRY
		OSMUNDA CINNAMOMEA	CINNAMON FERN
		TIARELLA CORDIFOLIA	FOAMFLOWER
		VIBURNUM ACERIFOLIUM	MAPLELEAF VIBURNUM
	PLANTING ZONE 2	ARCTOSTAPHYLOS UVA-URSI	BEARBERRY
		MORINA MELANOCRAPA	BLACK CHOKEBERRY
		COMPTONIA PEREGRINA	SWEETFERN
		MYRICA PENSYLVANICA	NORTHERN BAYBERRY
		RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC
		RHUS TYPHINA	STAGHORN SUMAC

BAR SCALE
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LEGEND

- TRASH / REDYCLING 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'

DAVID A. SENUS 10751

WOODARD & CURRAN

C-100

PERMITTING SET

OPB2 LLC
EASTERN WATERFRONT DEVELOPMENT PORTLAND, MAINE

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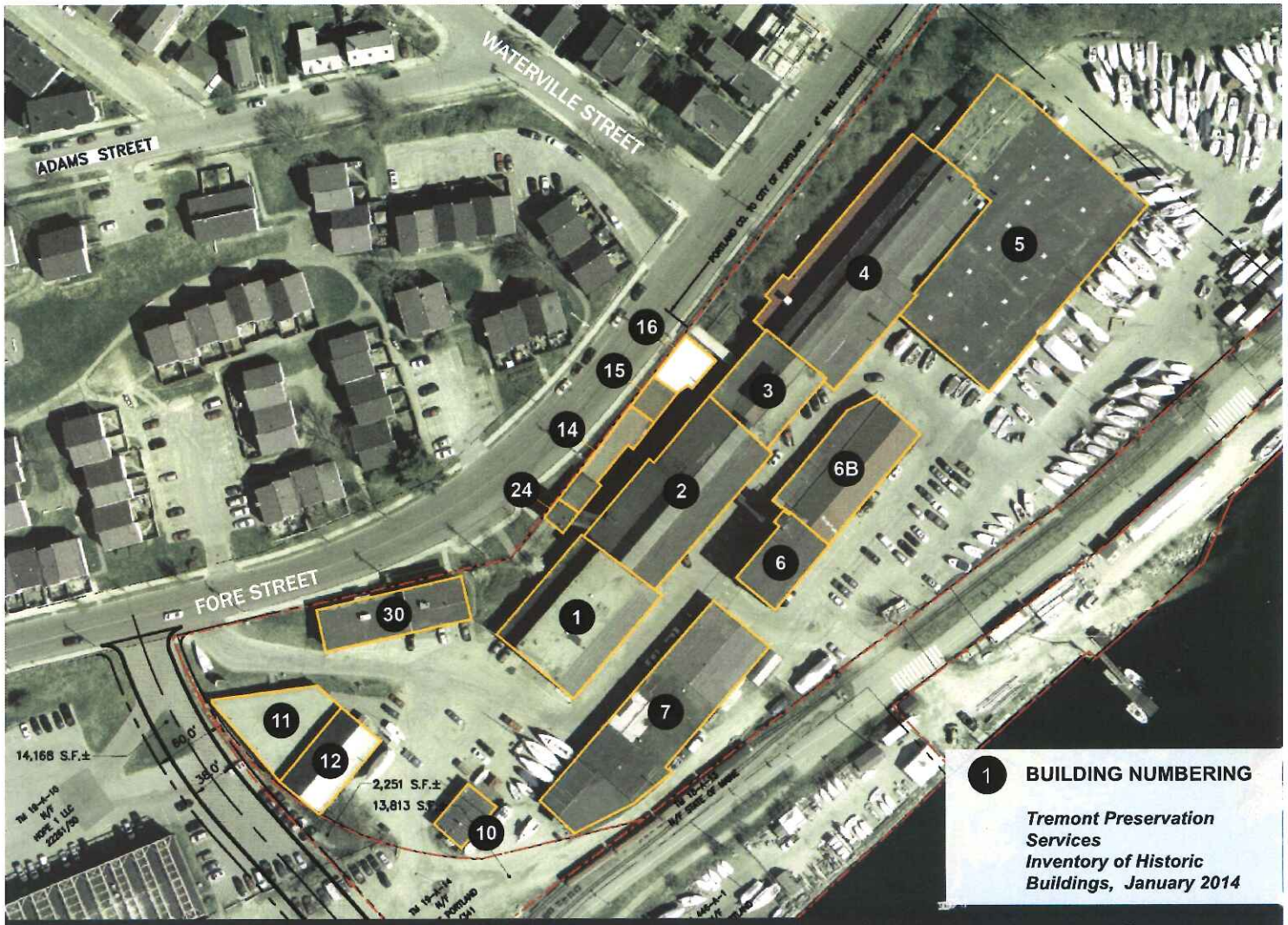
scott simons architects
designed for human potential

58 Fore Street

Development Block 2: Historic Core

ATT. 7

EXISTING AERIAL VIEW

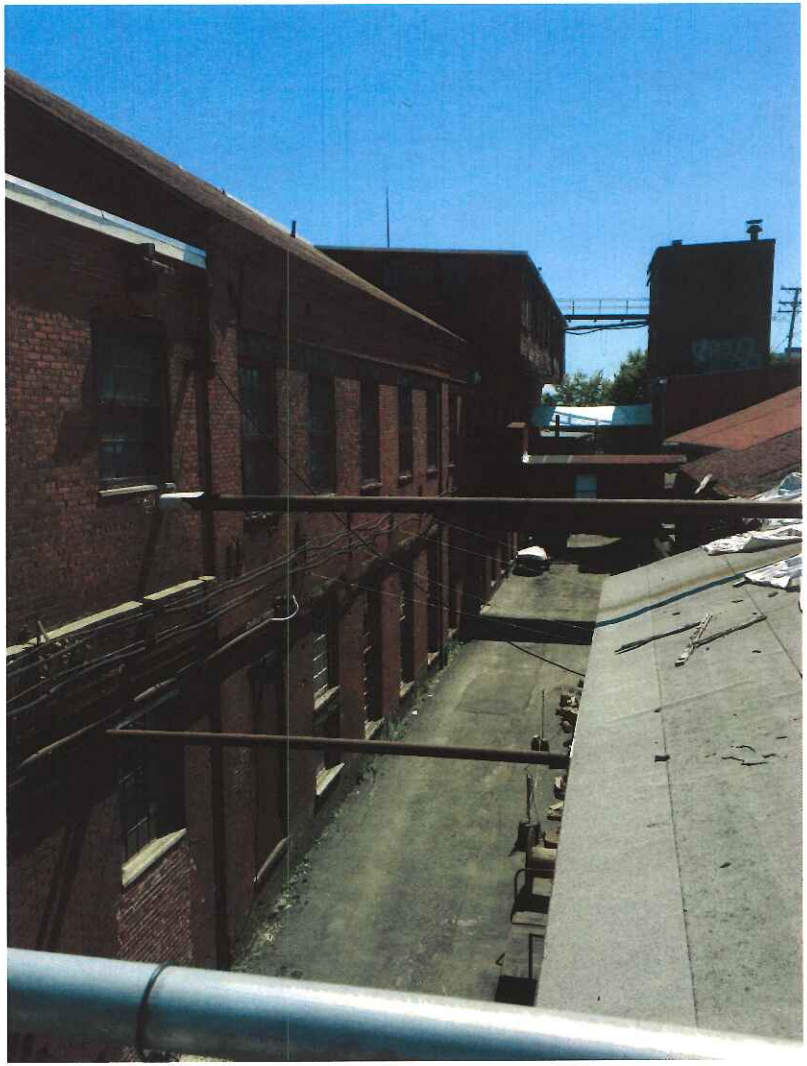


Existing Buildings: 58 Fore Street Property "The Portland Complex"

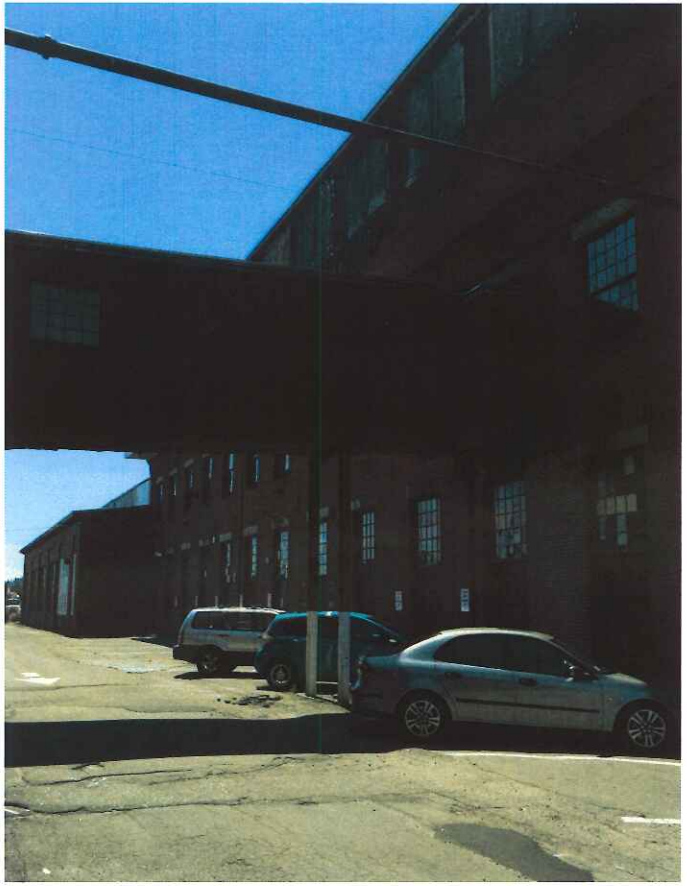
BUILDINGS 2 + 3: EXISTING GROUND FLOOR CONDITIONS

BUILDINGS 2 + 3: EXISTING SECOND FLOOR CONDITIONS

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

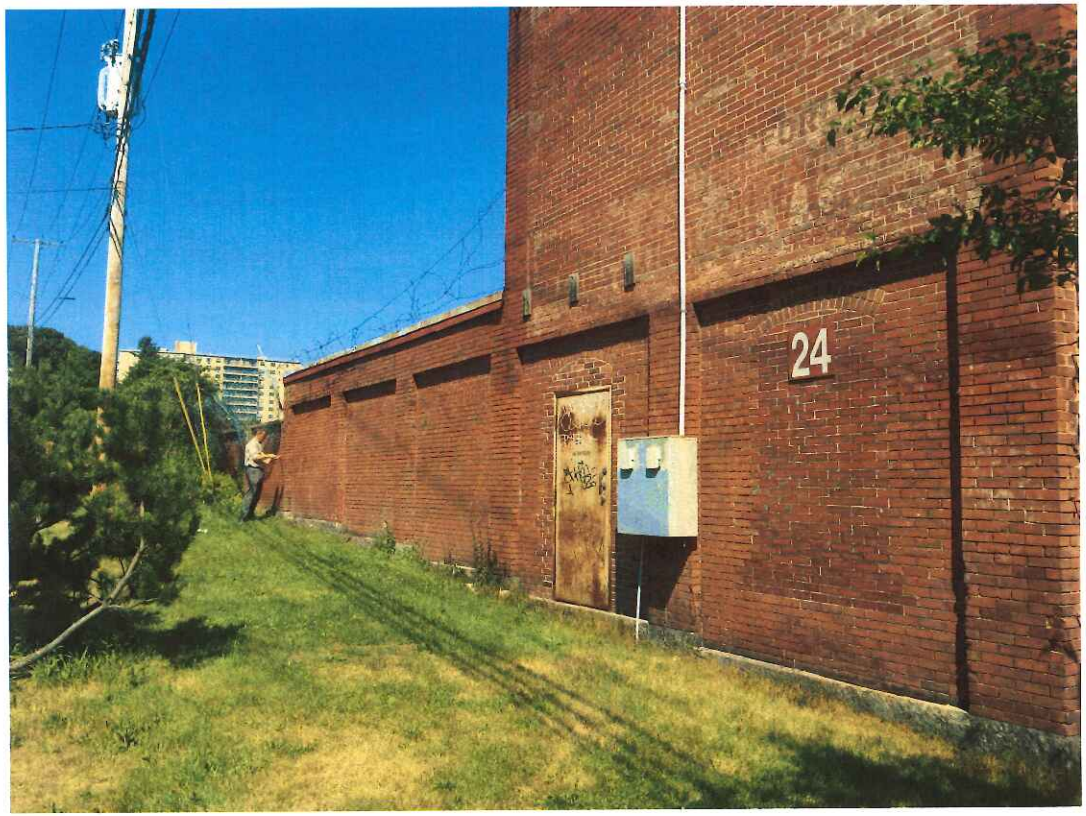


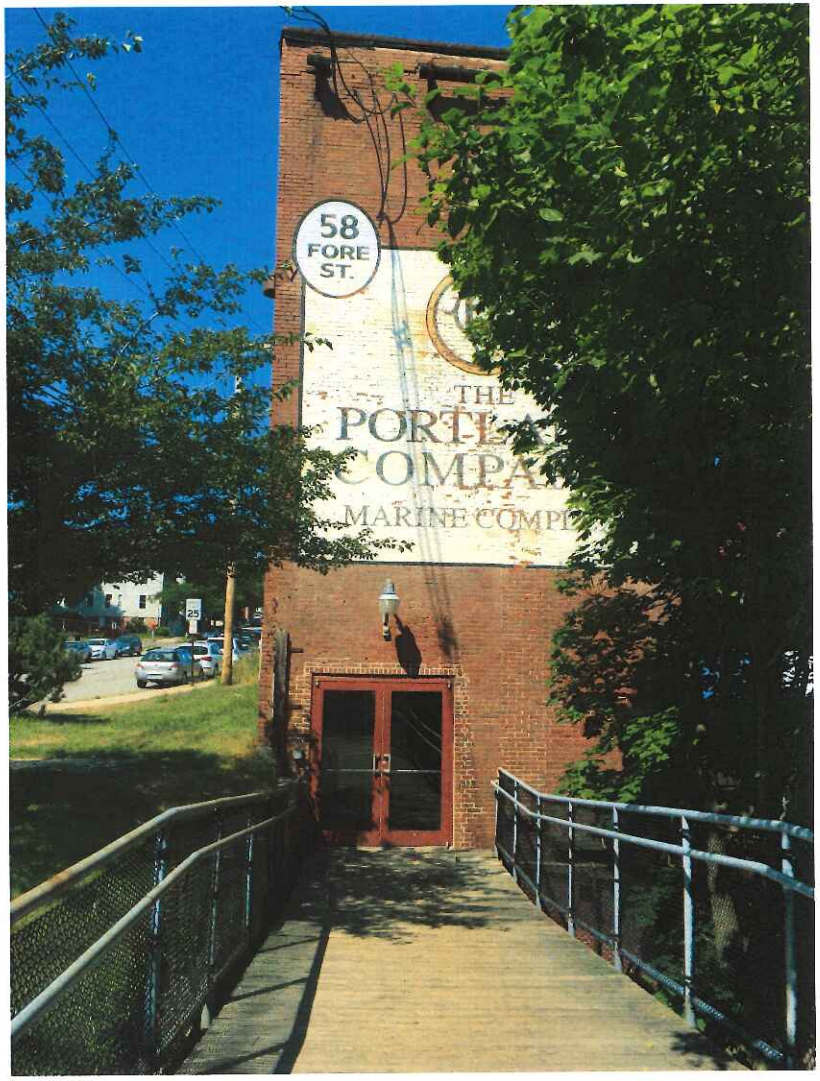
BUILDINGS 2, 3: EXISTING CONDITIONS



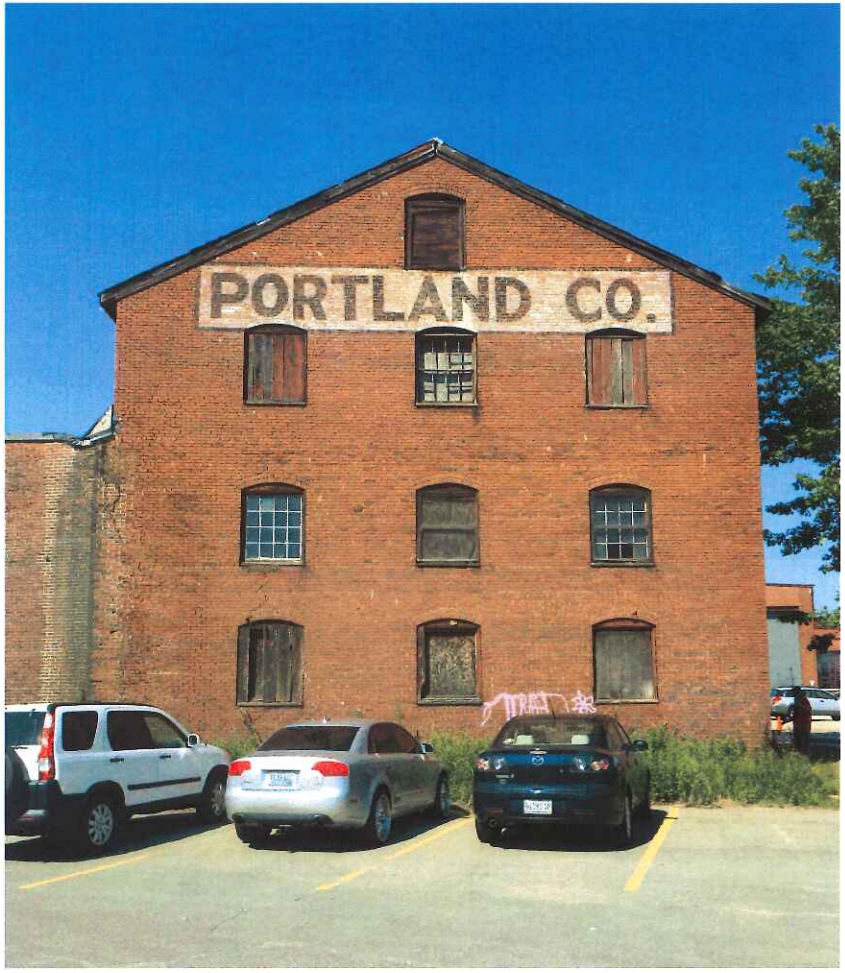
BUILDINGS 6, 6B: EXISTING CONDITIONS

BUILDINGS 24, TOWER: EXISTING CONDITIONS

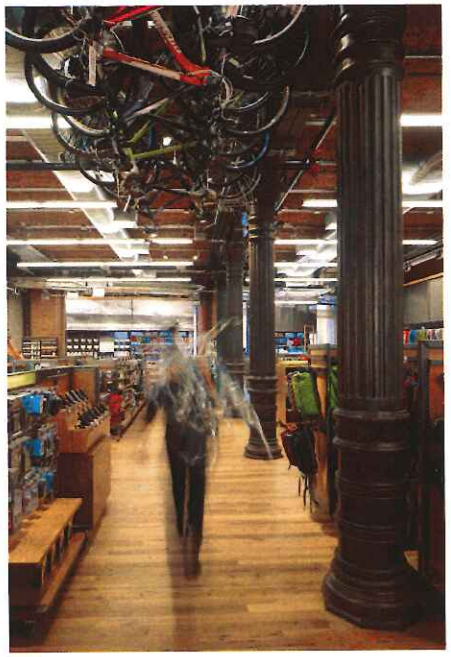


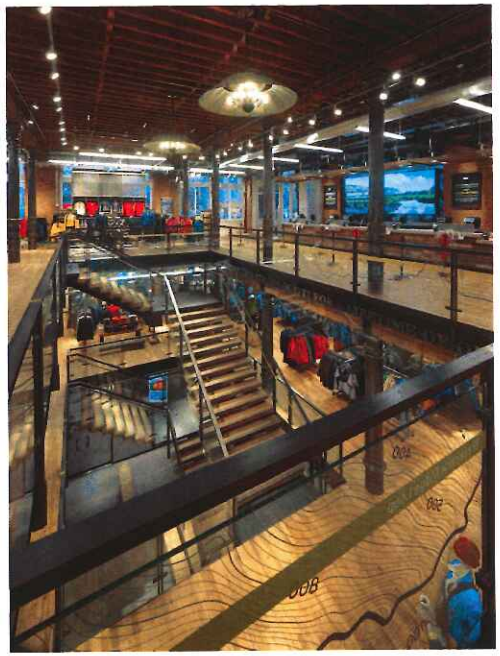


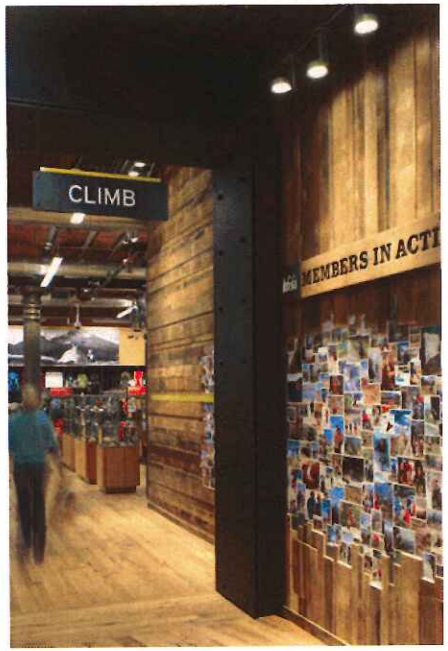
BUILDING 12: EXISTING CONDITIONS



EXISTING GROUND FLOOR







PRECEDENT IMAGES + CONCEPTS: COMMERCIAL TENANT

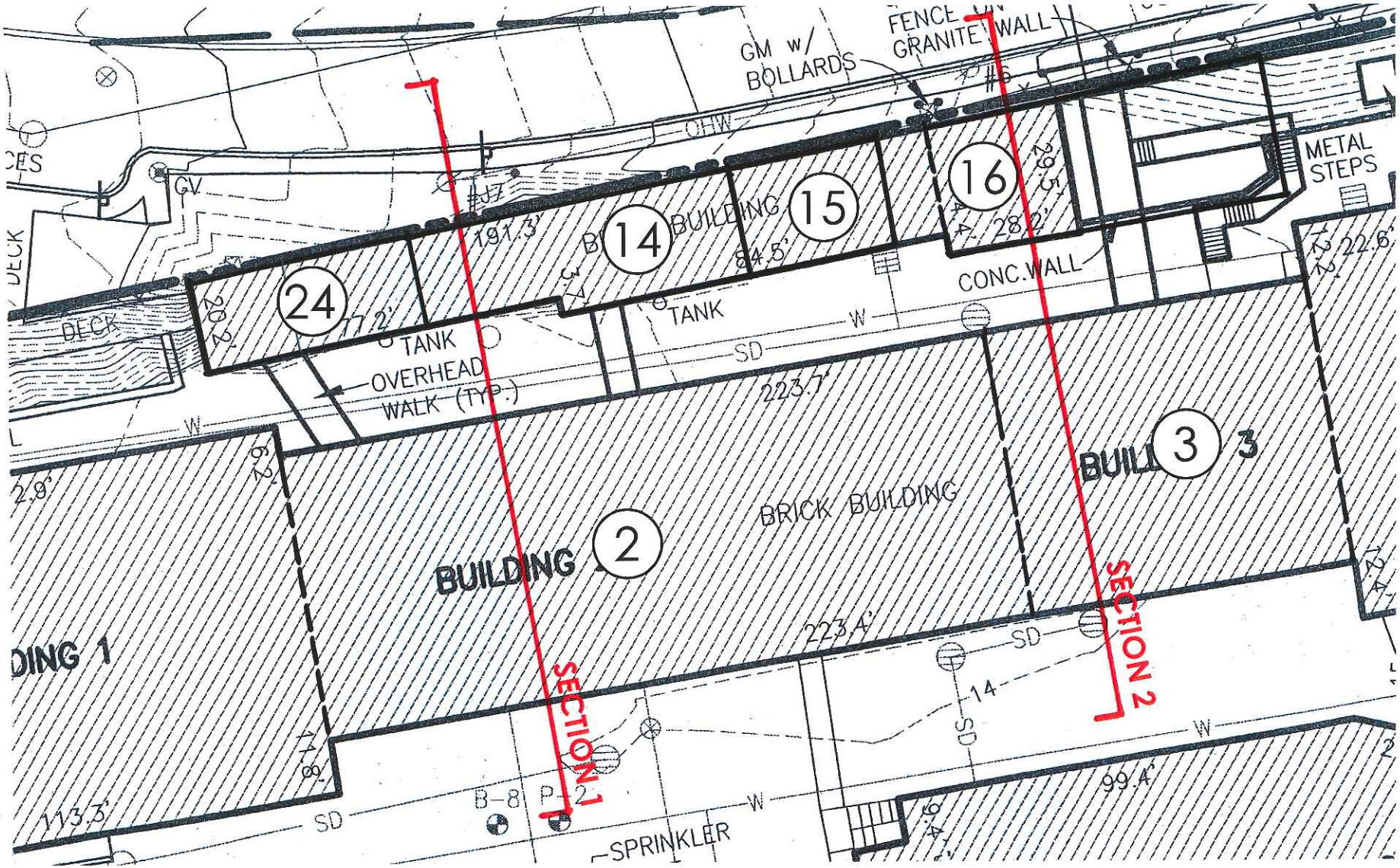
EXISTING 2ND FLOOR

PRECEDENT IMAGES + CONCEPTS: OFFICE TENANT

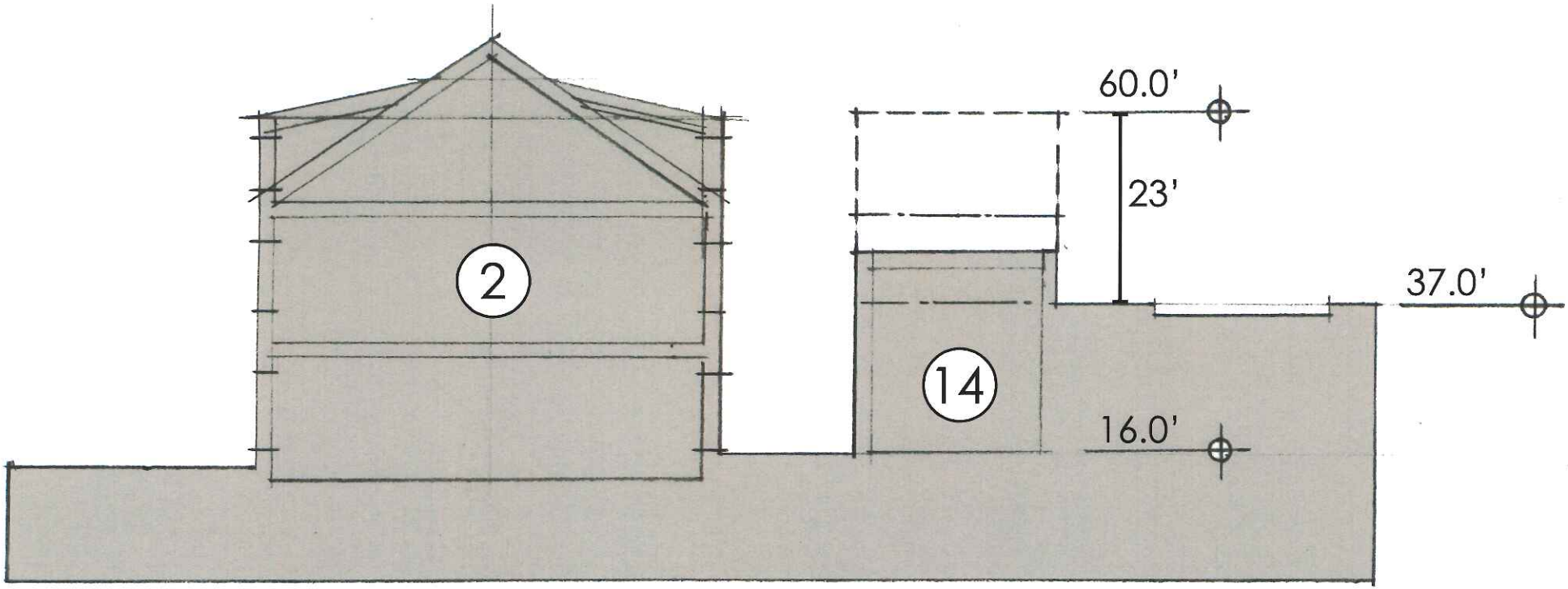
BUILDINGS 2 + 3 EXISTING ELEVATIONS

BUILDINGS 6 + 6B EXISTING ELEVATIONS

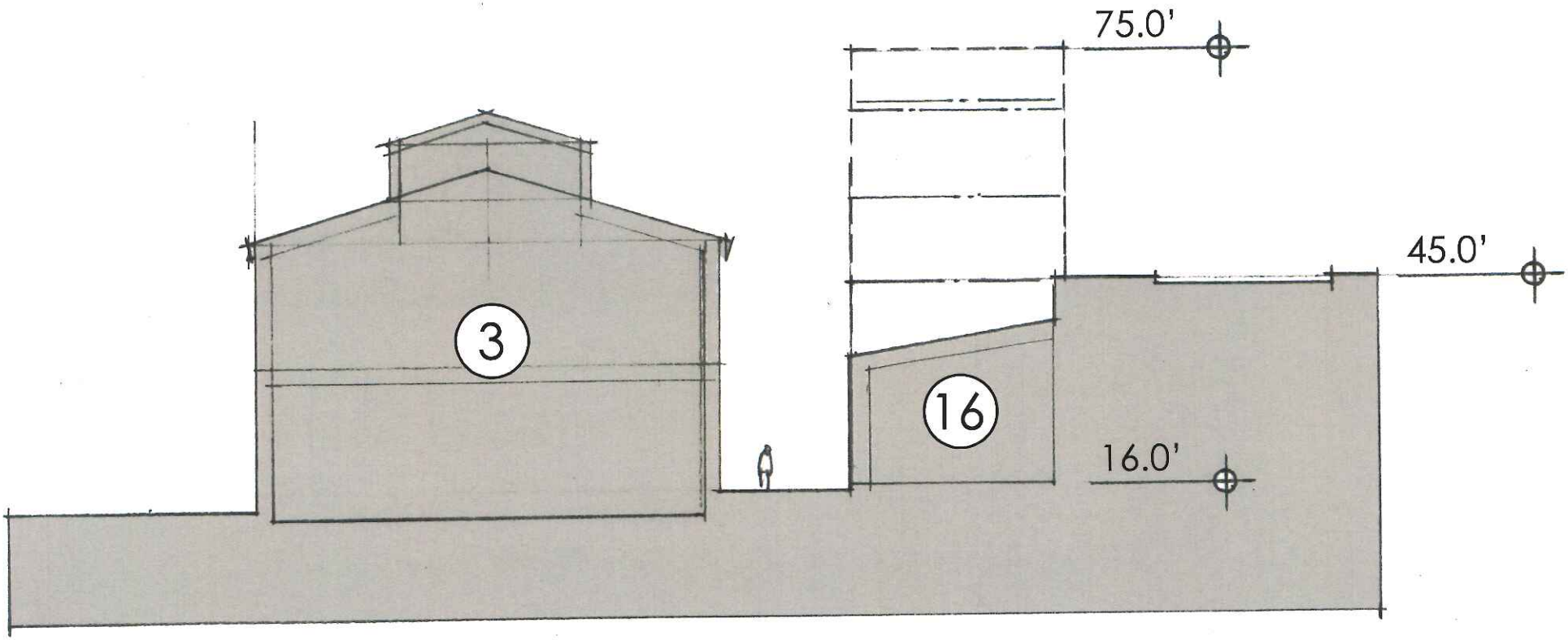
BUILDING SECTIONS



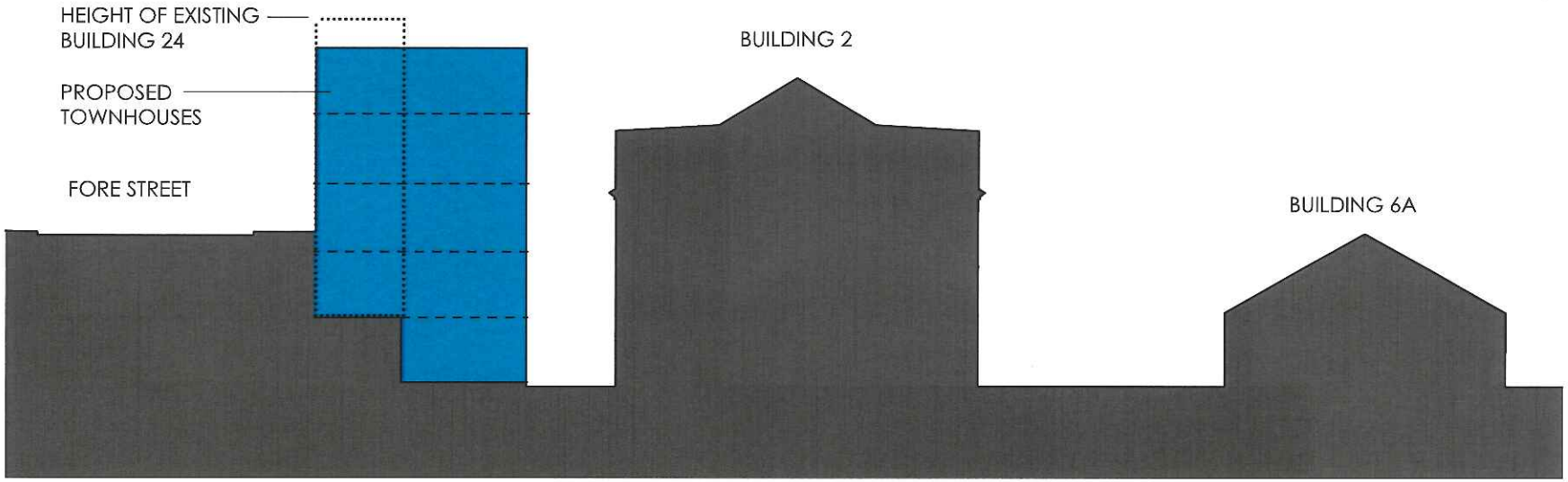
PROPOSED: SECTION 1



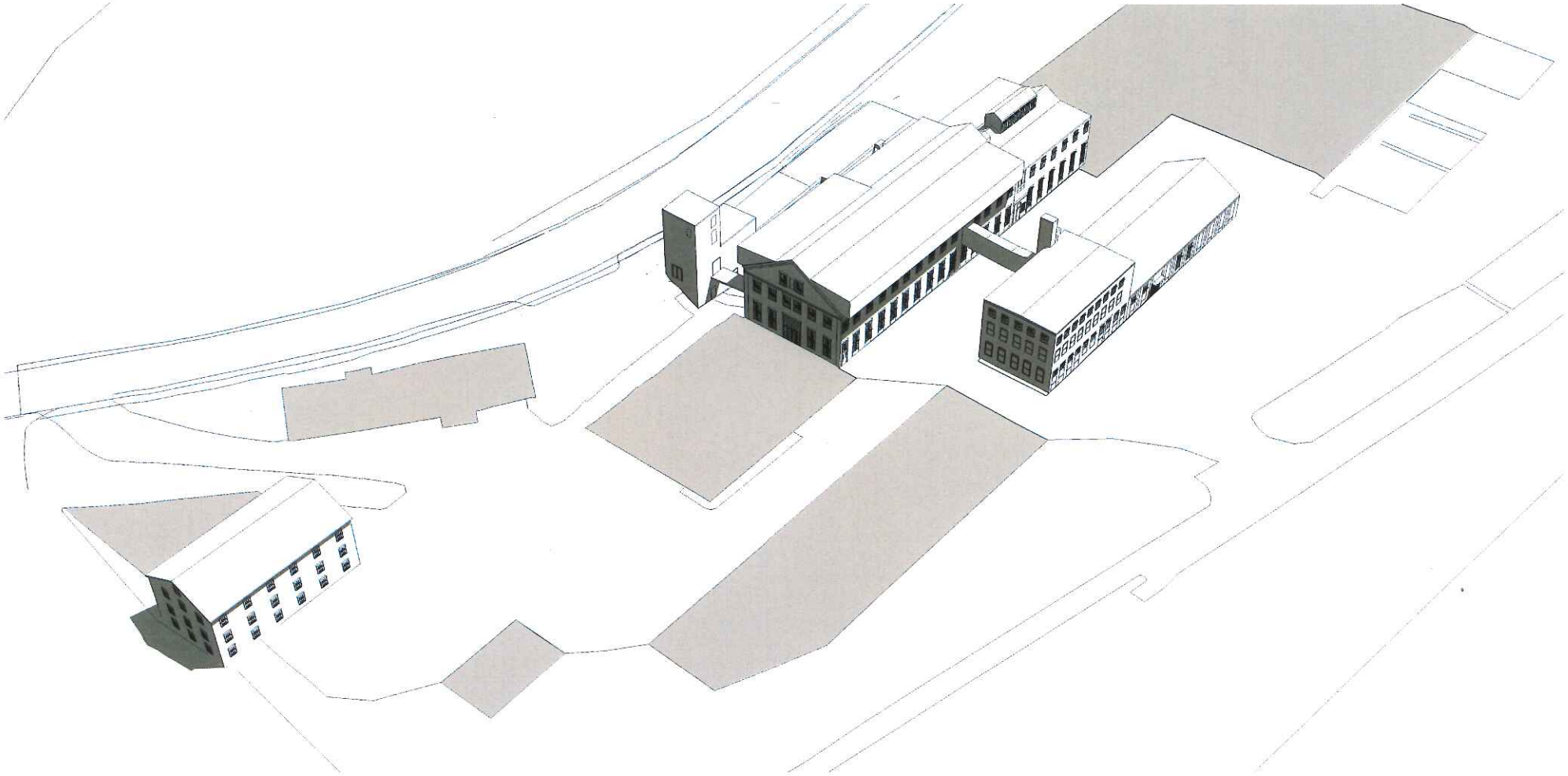
PROPOSED: SECTION 2



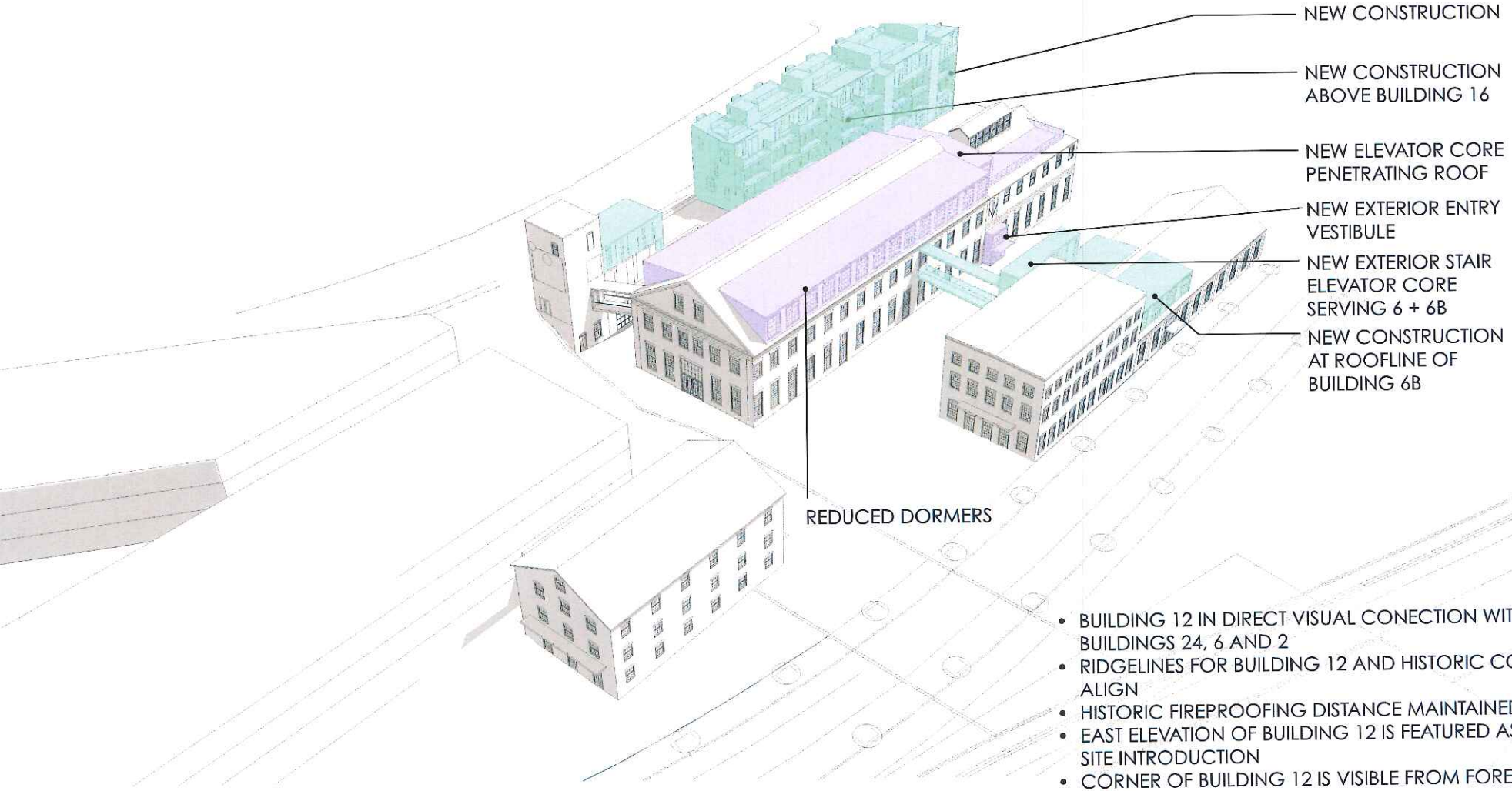
PROPOSED SITE SECTION: DEVELOPMENT BLOCK 2



EXISTING BUILDINGS TO REMAIN

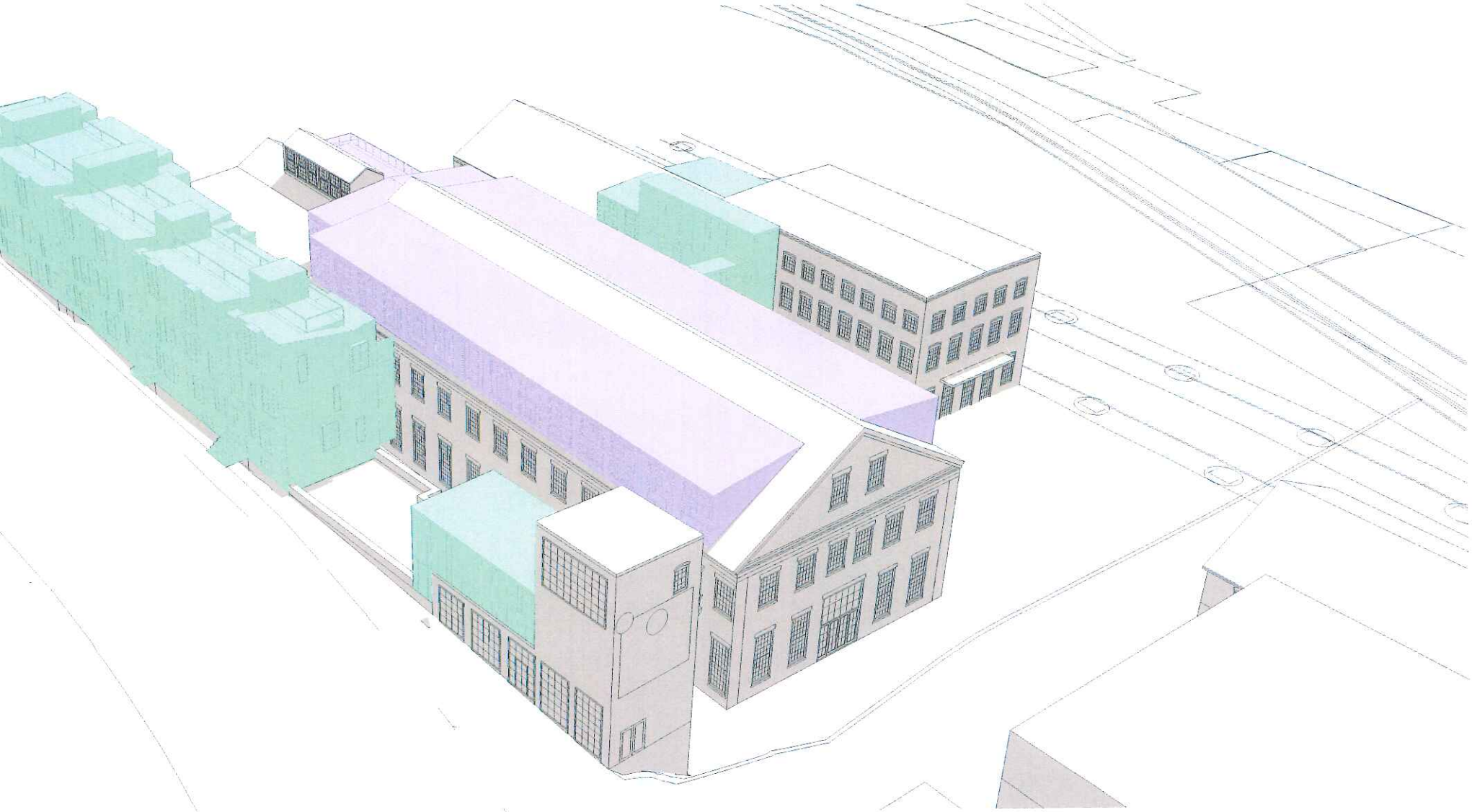


PROPOSED DEVELOPMENT

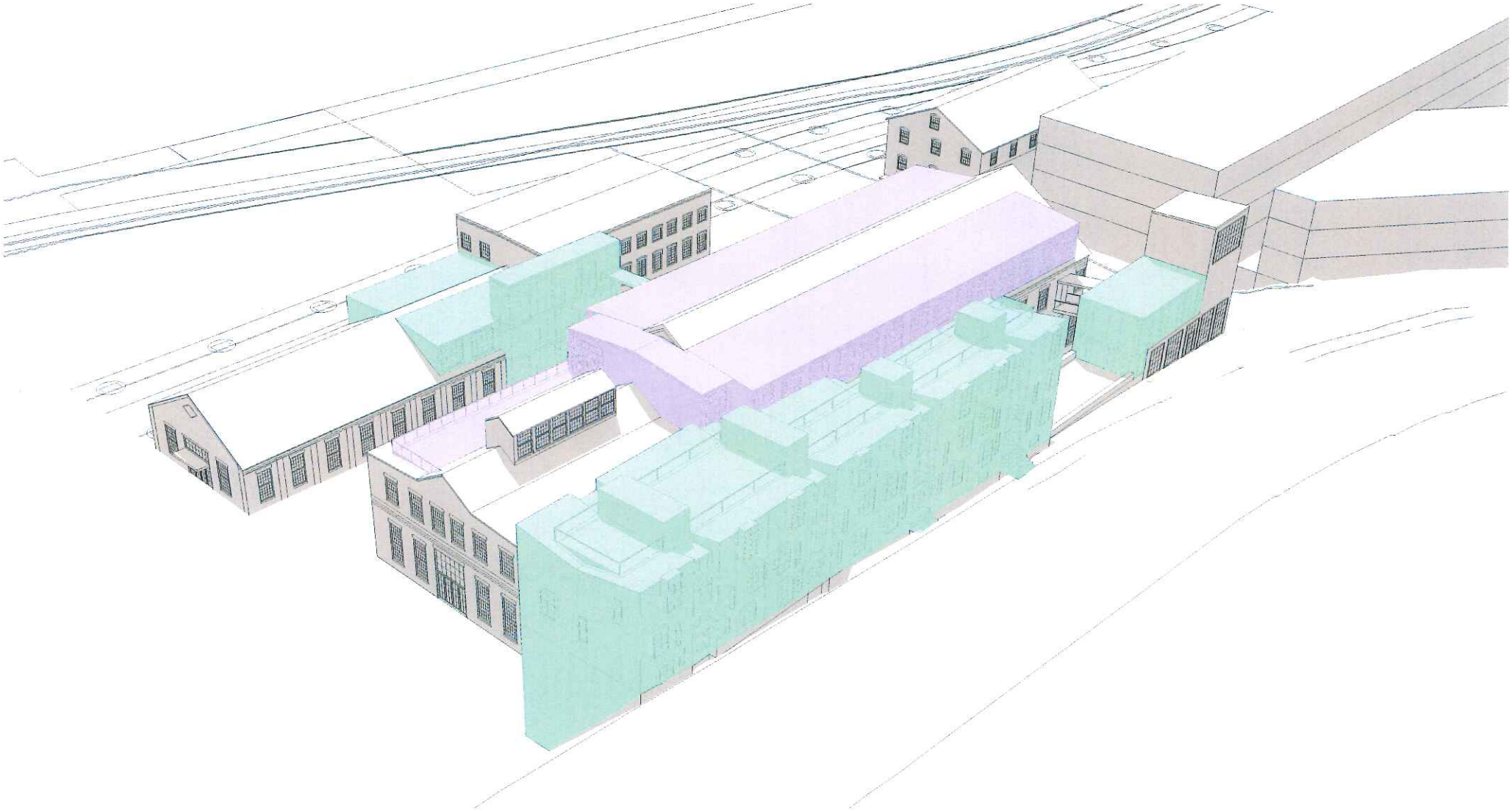


- BUILDING 12 IN DIRECT VISUAL CONECTION WITH BUILDINGS 24, 6 AND 2
- RIDGELINES FOR BUILDING 12 AND HISTORIC CORE ALIGN
- HISTORIC FIREPROOFING DISTANCE MAINTAINED
- EAST ELEVATION OF BUILDING 12 IS FEATURED AS A SITE INTRODUCTION
- CORNER OF BUILDING 12 IS VISIBLE FROM FORE STREET

DEVELOPMENT BLOCK 2: HISTORIC CORE



DEVELOPMENT BLOCK 2: HISTORIC CORE

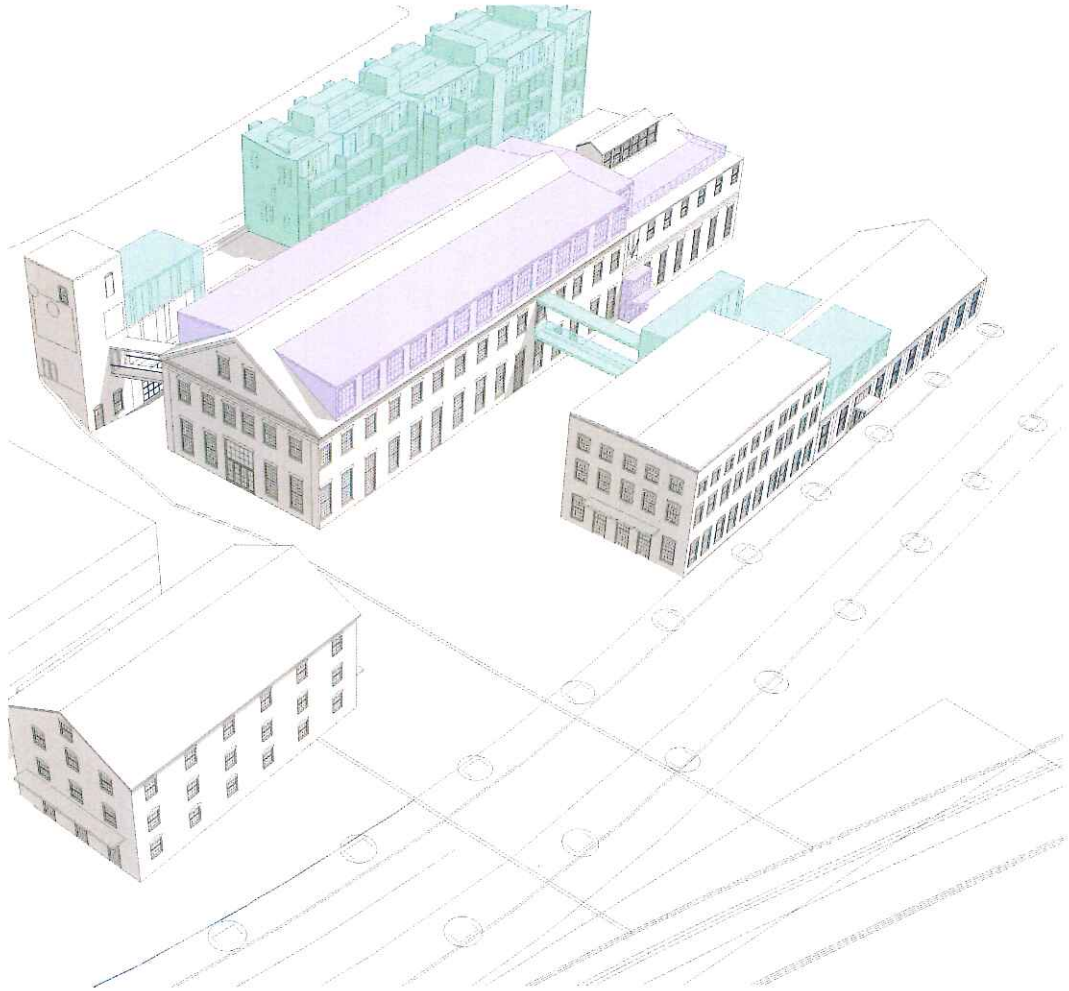


PROPOSED DEVELOPMENT

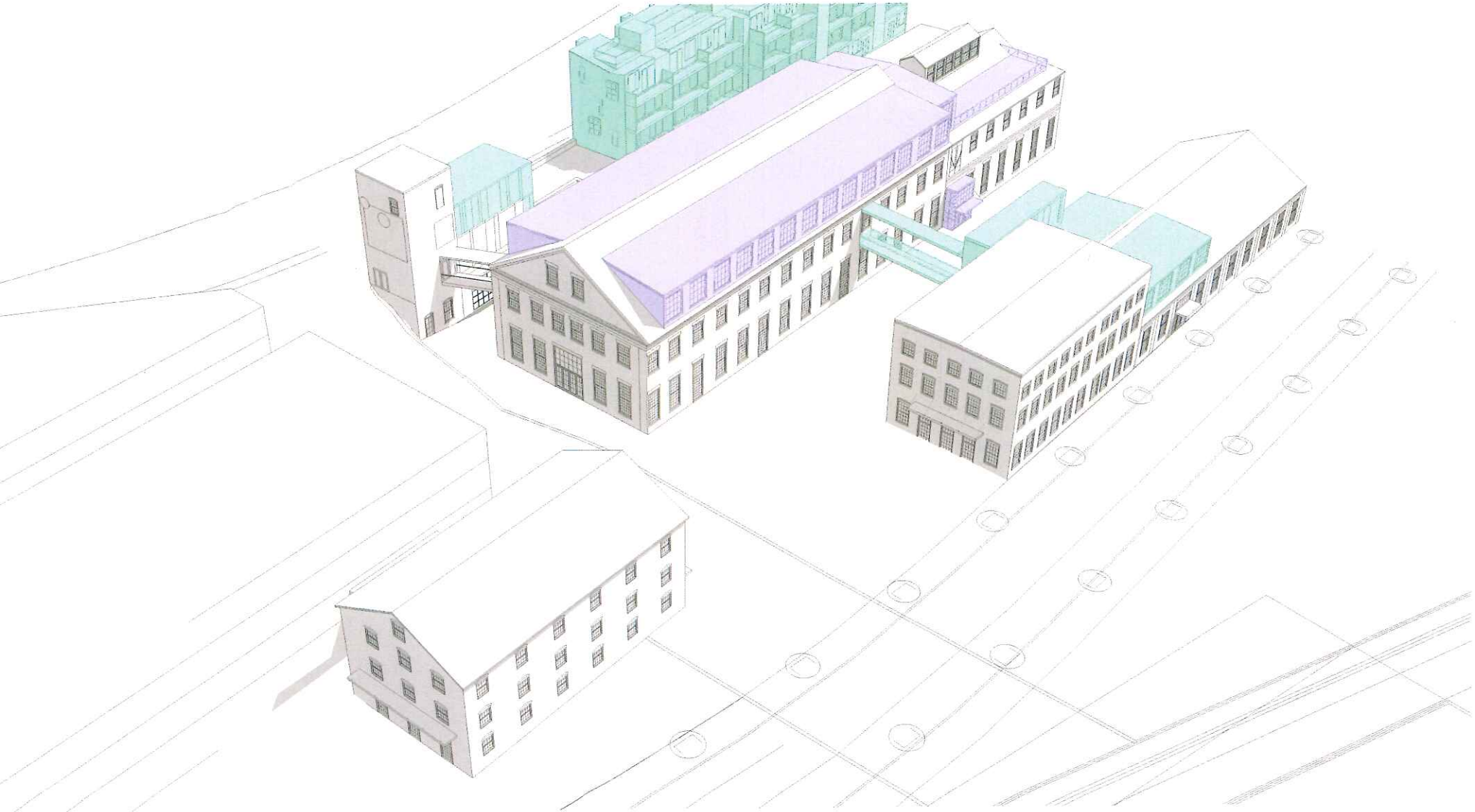
58 Fore Street Calculations

Historic Core Buildings + Additions

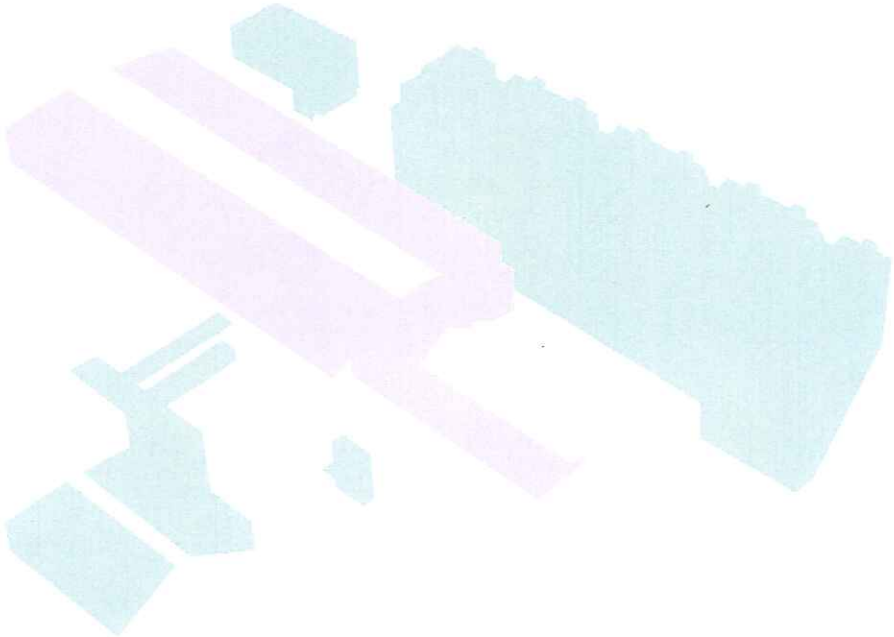
Building 2		
9,400 SF x 3 floors	28,200 GSF	(existing)
Building 3		
4,800 SF x 2 floors	9,600 GSF	(existing)
Building 3: East Expansion		
1,195 SF x 3 floors	3,585 GSF	(new)
Building 6B: Mezzanine		
1,600 SF x 1 floors	1,600 GSF	(existing)
Building 12		
3,580 SF x 3 floors	10,740 GSF	(existing)
Building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



DEVELOPMENT BLOCK 2: HISTORIC CORE

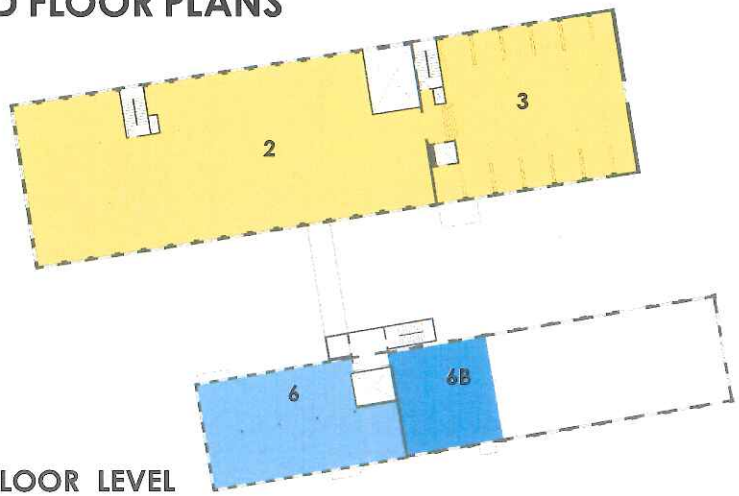


DEVELOPMENT BLOCK 2: HISTORIC CORE



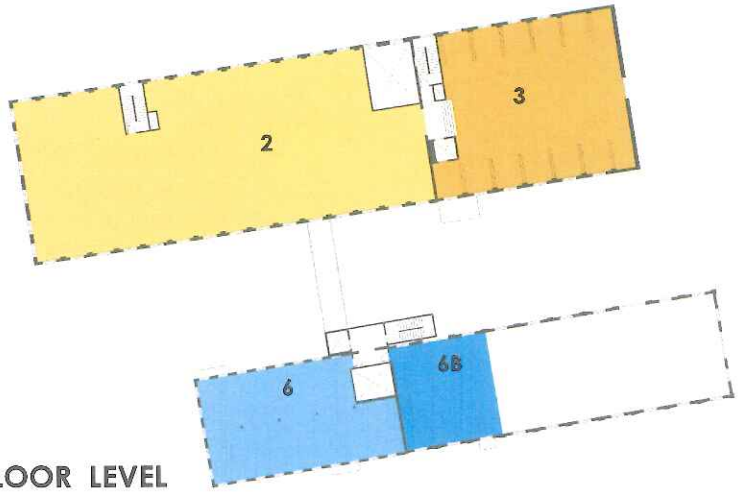
VIEW FROM THAMES STREET EXTENSION

PROPOSED FLOOR PLANS



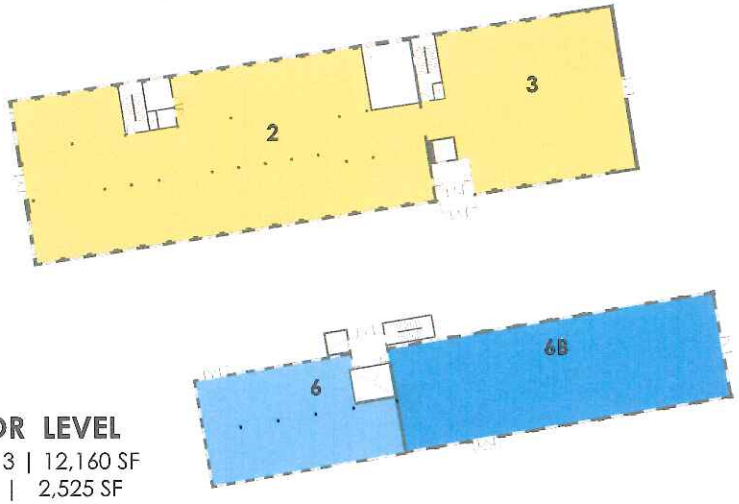
SECOND FLOOR LEVEL

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



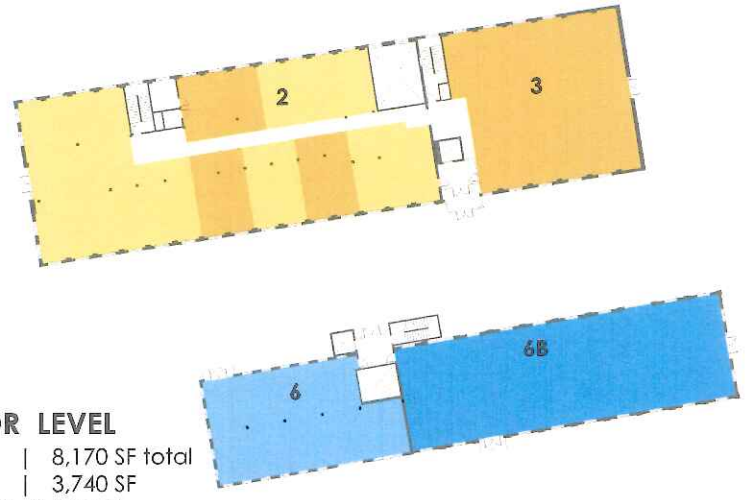
SECOND FLOOR LEVEL

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

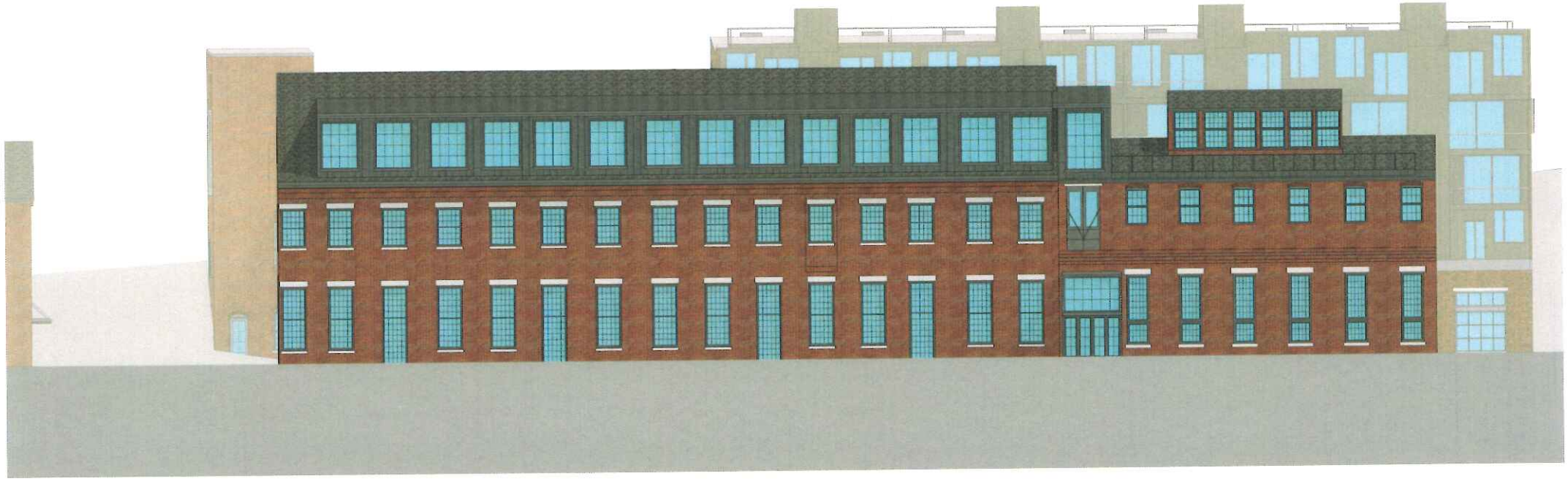


FIRST FLOOR LEVEL

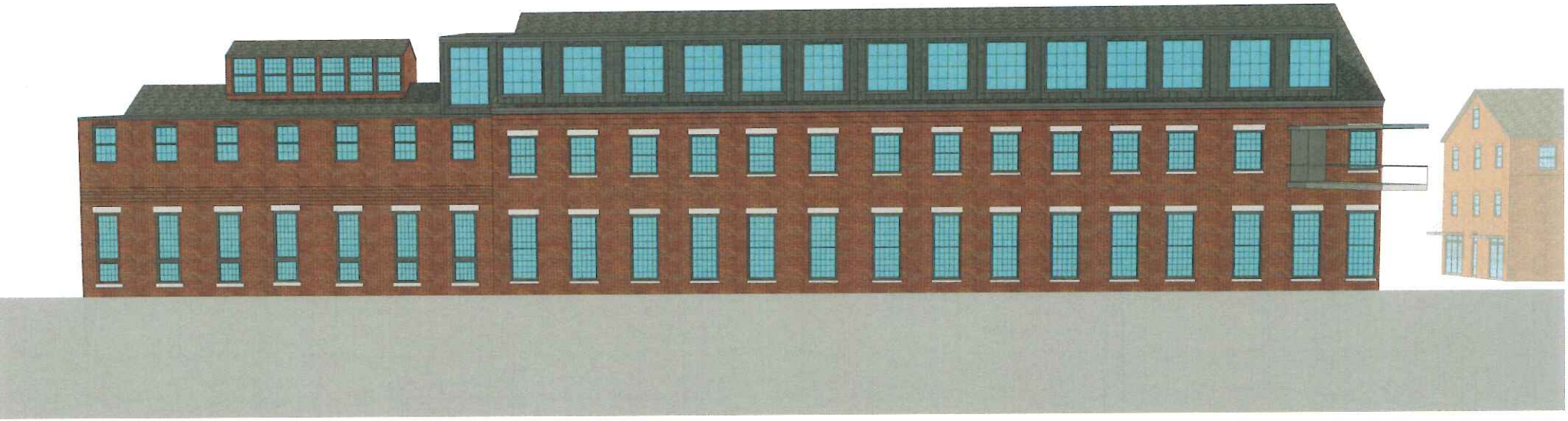
BUILDING 2 | 8,170 SF total
BUILDING 3 | 3,740 SF
BUILDING 6 | 2,525 SF
BUILDING 6B | 4,561 SF

BUILDING 2: PROPOSED WEST ELEVATION

BUILDINGS 2 +3: PROPOSED SOUTH ELEVATION

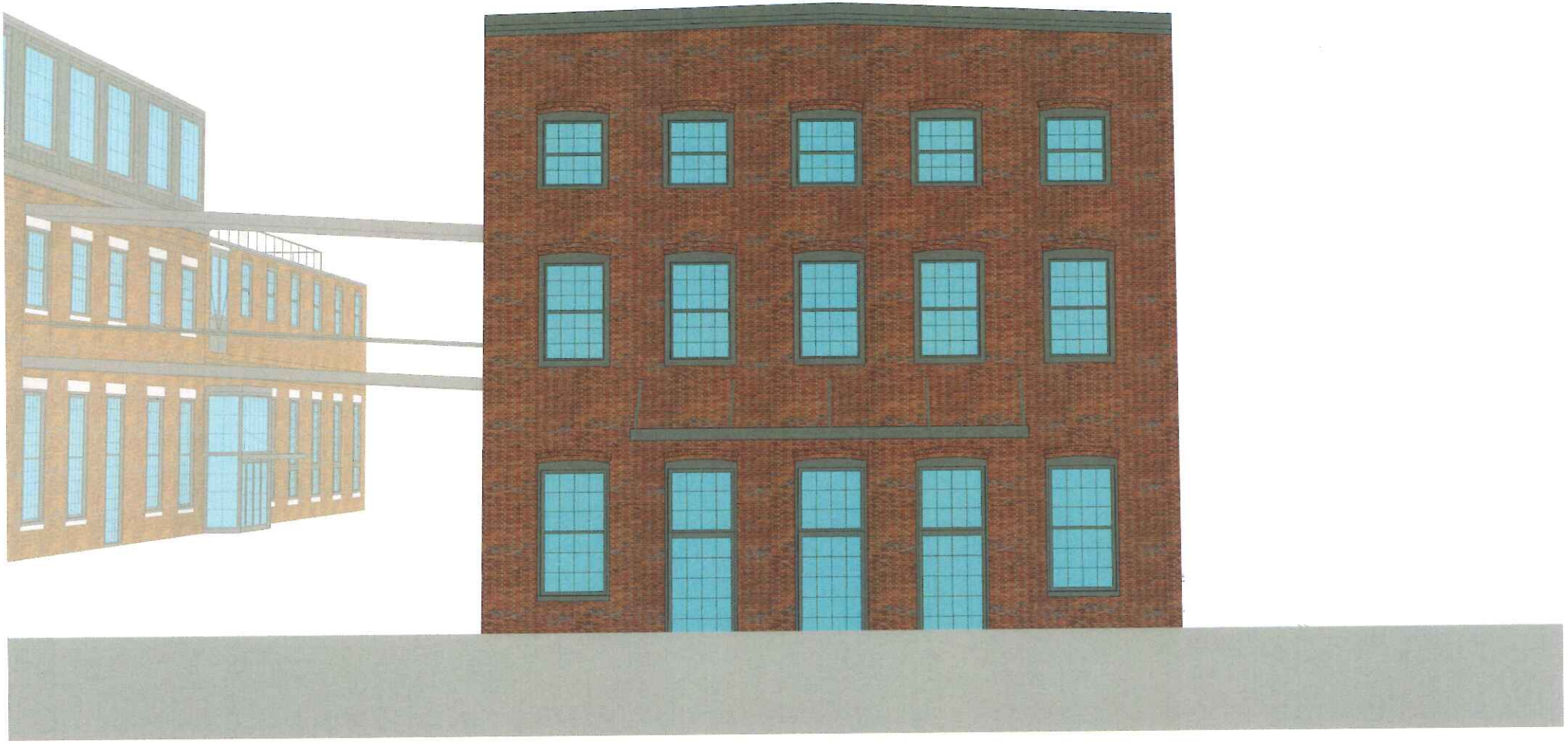


BUILDINGS 2 +3: PROPOSED NORTH ELEVATION



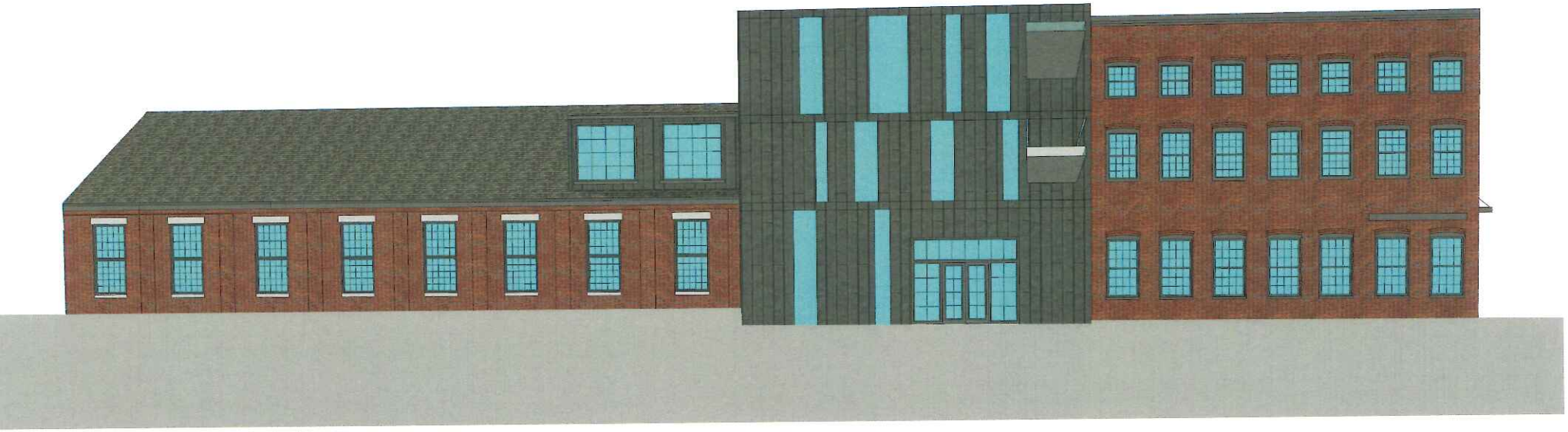
BUILDING 3: PROPOSED EAST ELEVATION

BUILDING 6: PROPOSED WEST ELEVATION

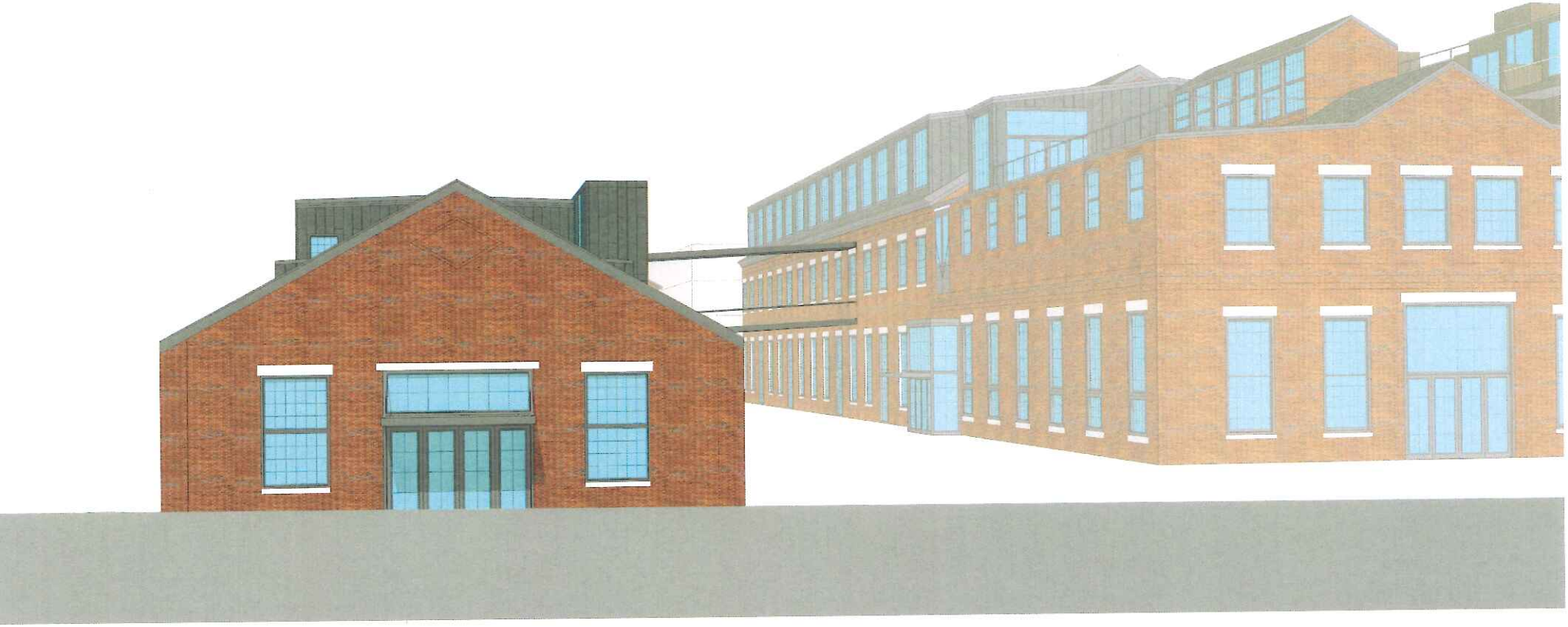


BUILDINGS 6 +6B: PROPOSED SOUTH ELEVATION

BUILDINGS 6 +6B: PROPOSED NORTH ELEVATION



BUILDING 6B: PROPOSED EAST ELEVATION

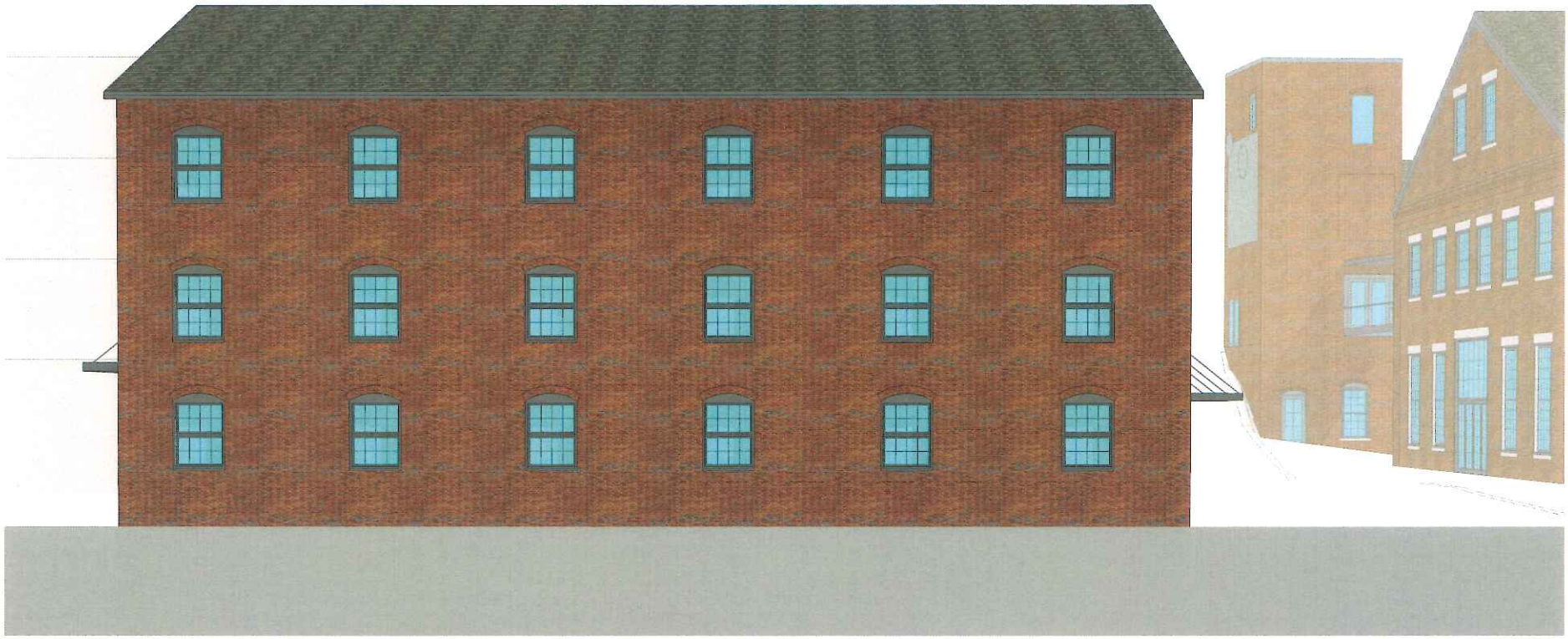


RENDERING LOOKING NORTH

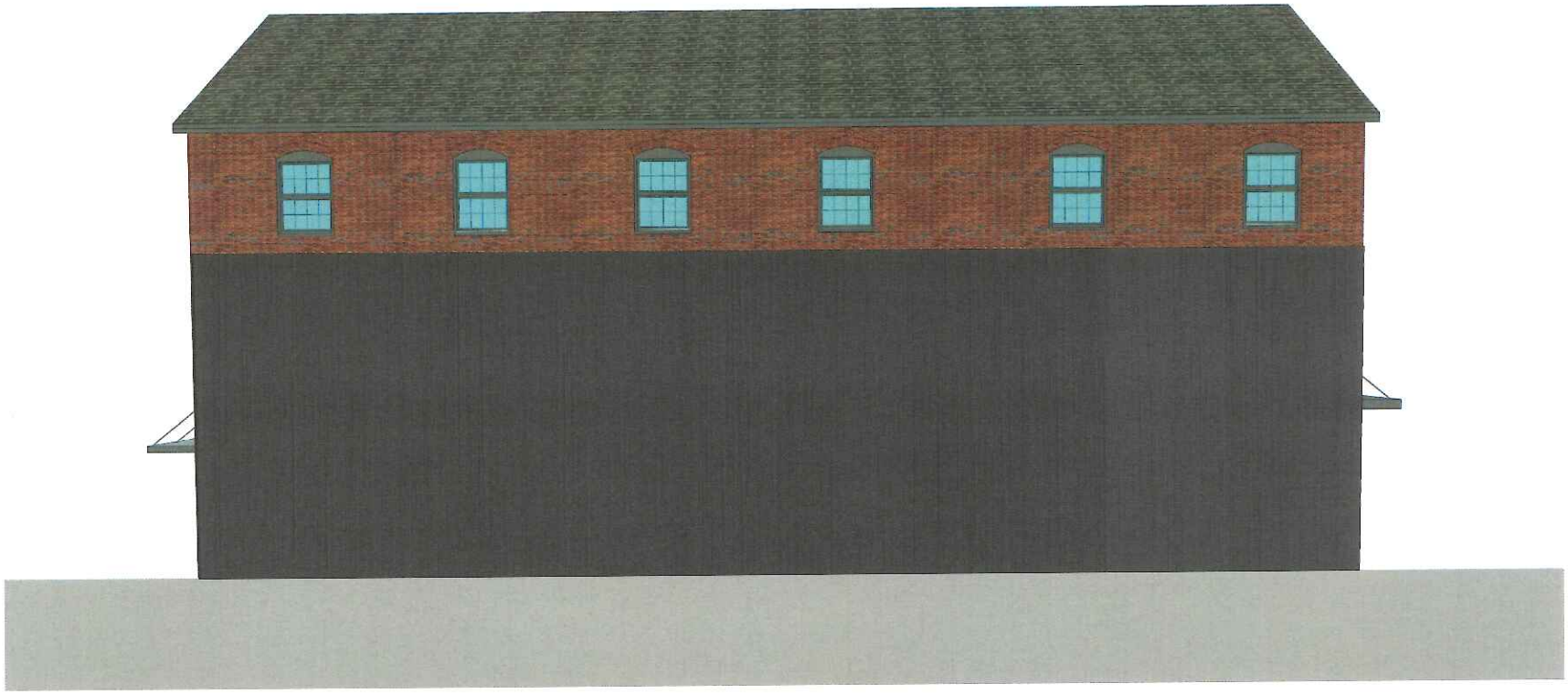
RENDERING LOOKING WEST

RENDERING LOOKING TOWARD BUILDING 12

BUILDING 12: EXISTING SOUTH ELEVATION



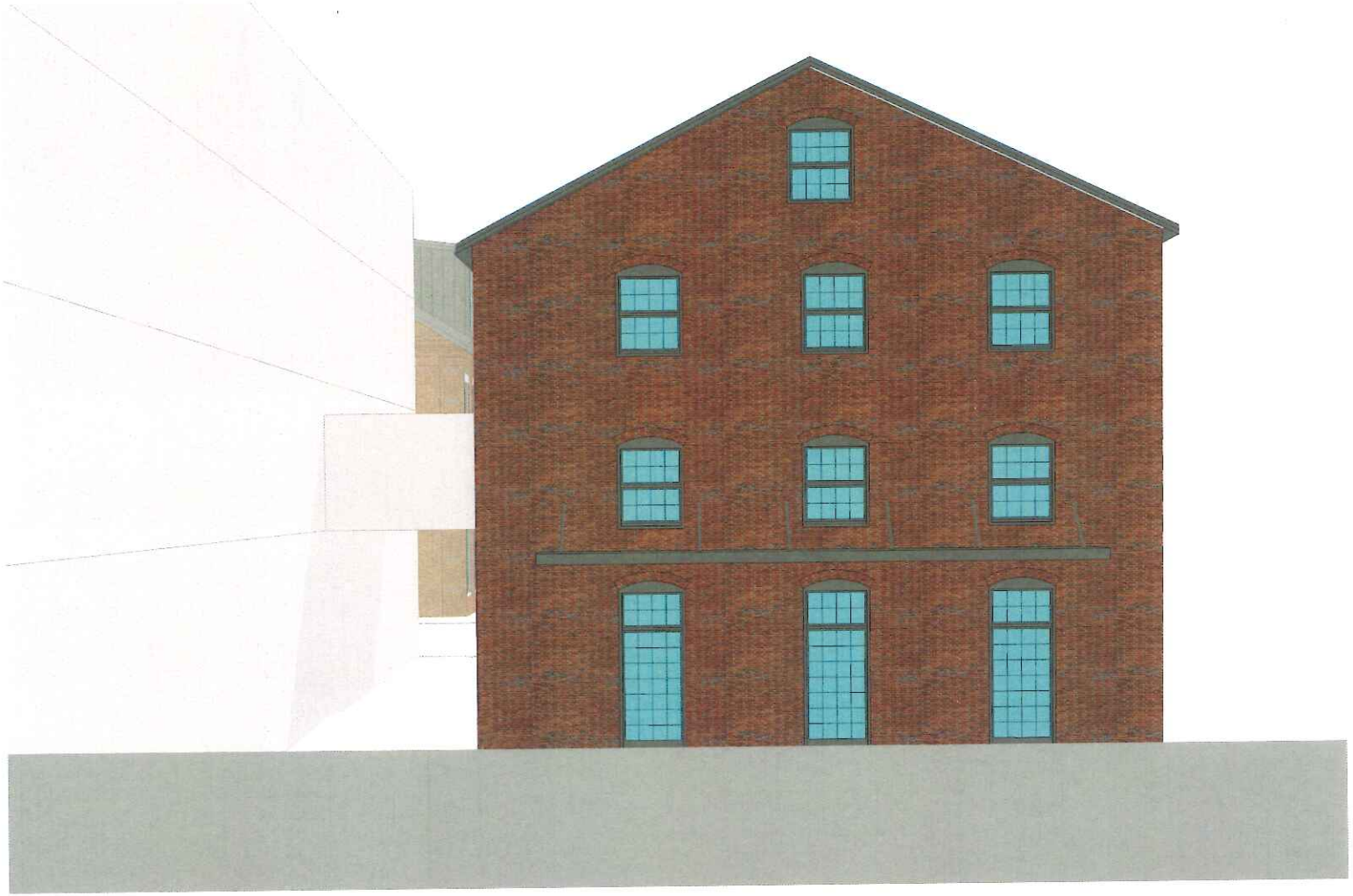
BUILDING 12: EXISTING NORTH ELEVATION



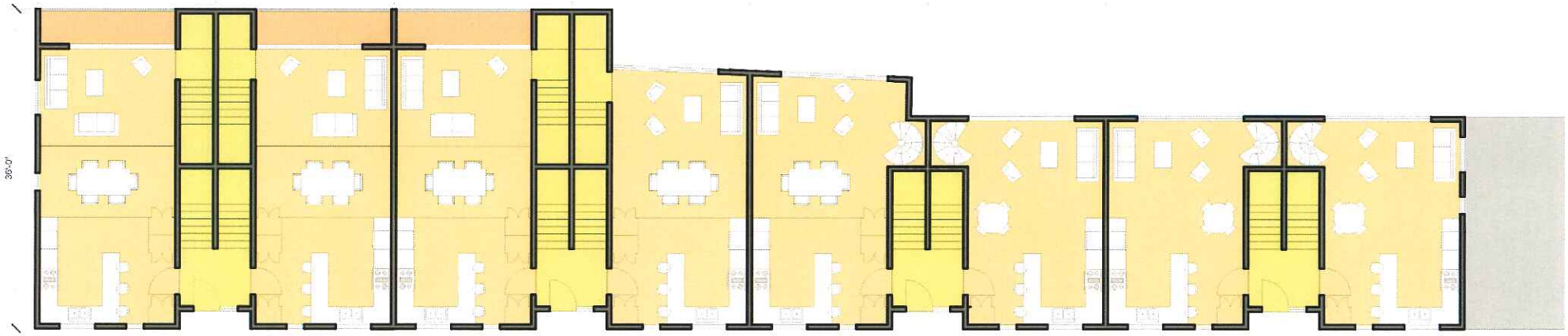
*NOTE: ACTUAL VIEW WILL BE OBSTRUCTED
BY ADJACENT BUILDING AND CONNECTOR

BUILDING 12: PROPOSED EAST ELEVATION

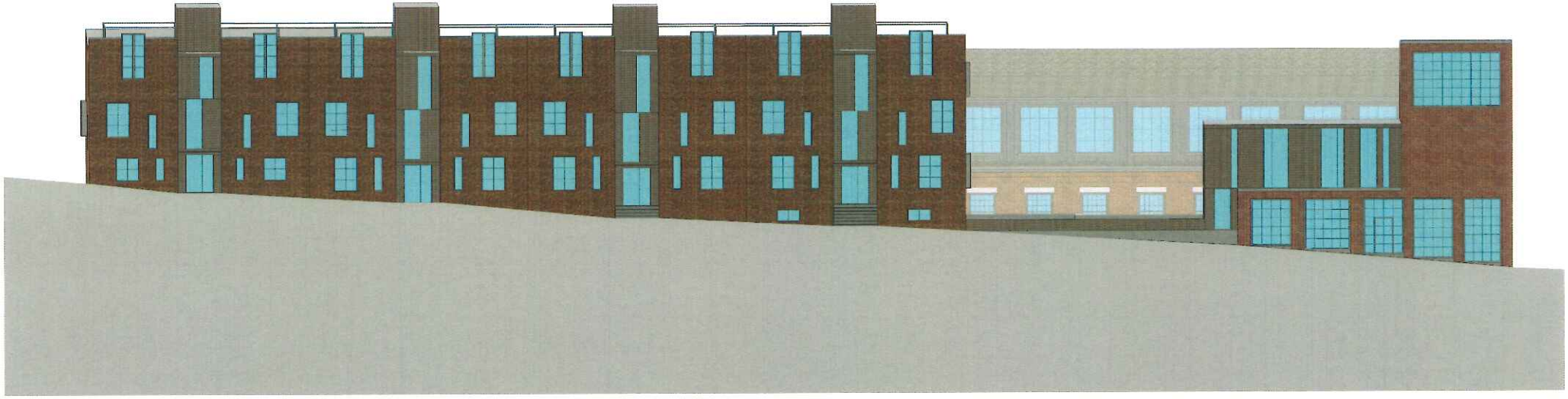
BUILDING 12: PROPOSED WEST ELEVATION



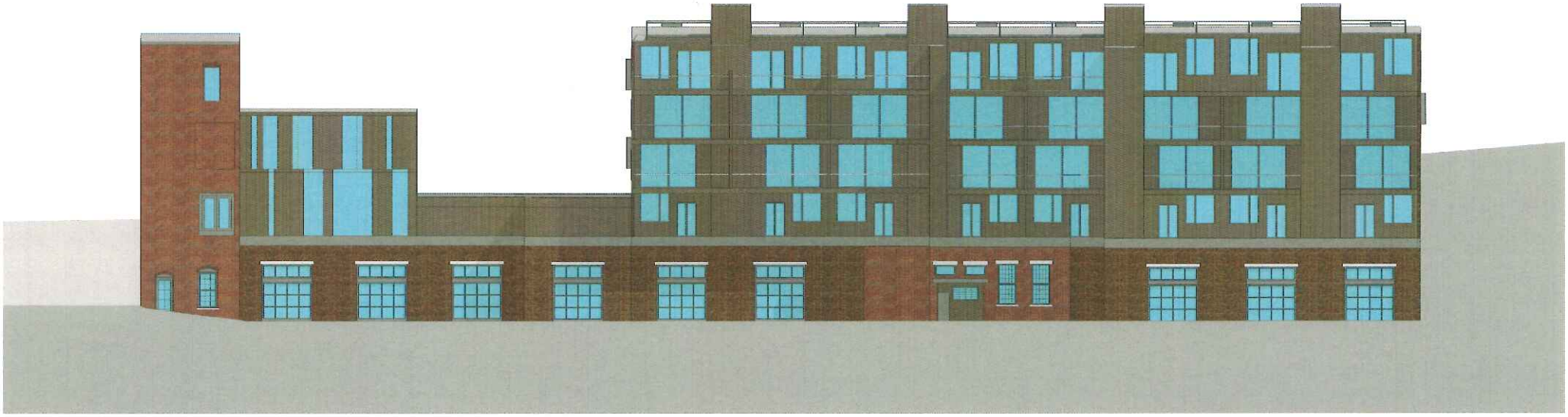
PROPOSED TOWNHOUSE FLOOR PLANS



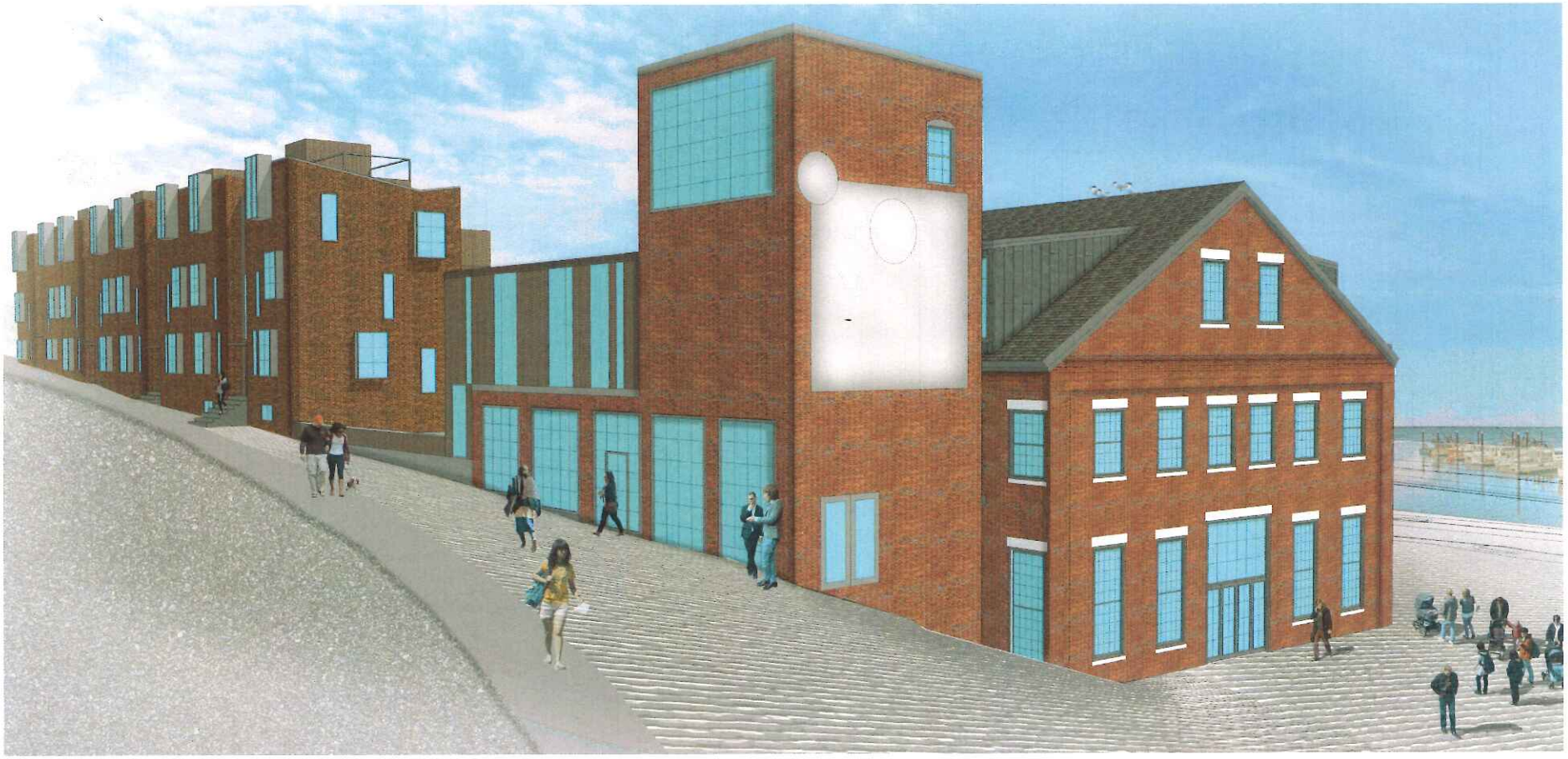
TOWNHOUSE: PROPOSED NORTH ELEVATION



TOWNHOUSE: PROPOSED SOUTH ELEVATION



RENDERING LOOKING EAST



58 Fore Street | Rendering 10

ATT. 8

58 Fore Street | Rendering 9

58 Fore Street | Rendering 8

58 Fore Street | Rendering 6

58 Fore Street | Rendering 7

58 Fore Street | Rendering 2

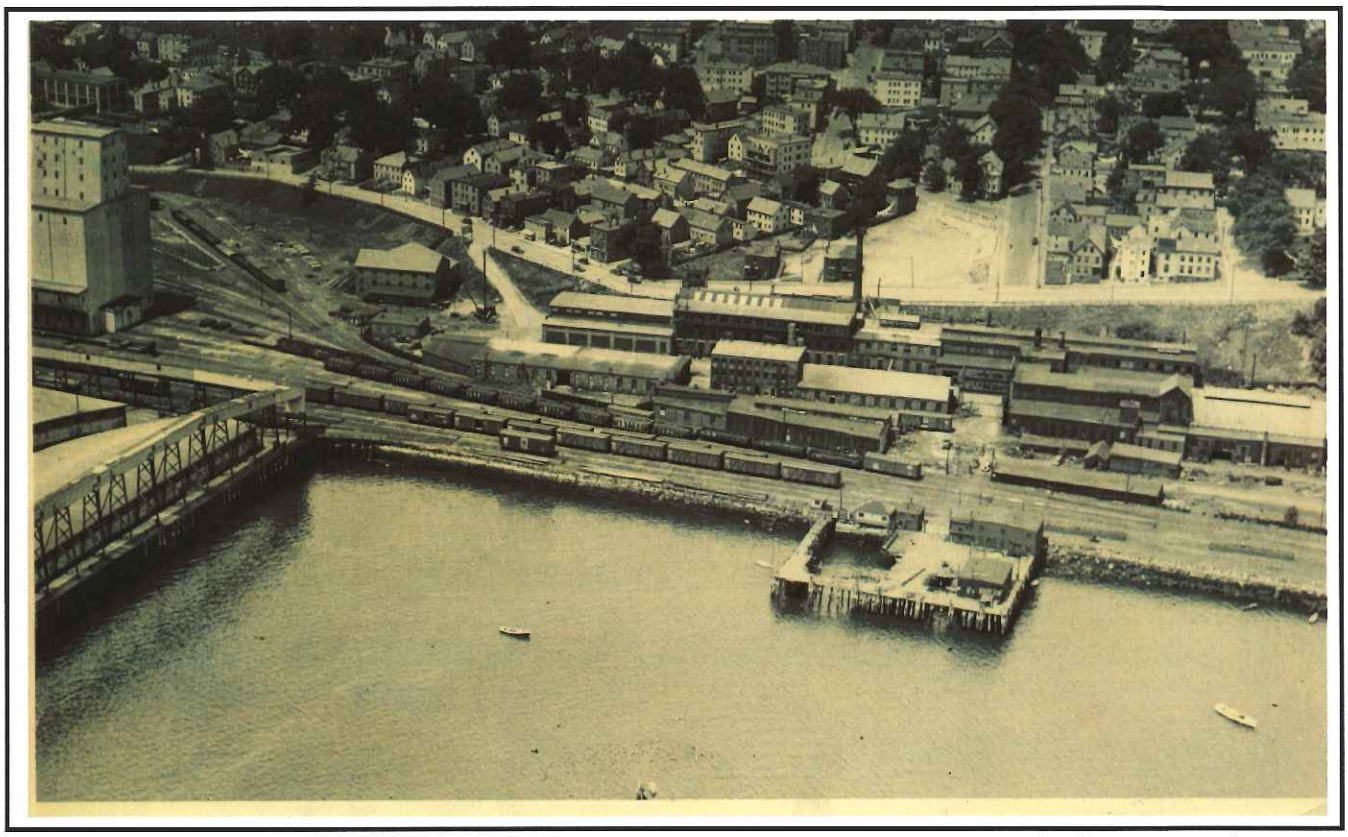
58 Fore Street | Rendering 4

58 Fore Street | Rendering 5

ATT. 9

Portland Company Historic D

Designation Report



Portland Company circa 1938

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

Introduction

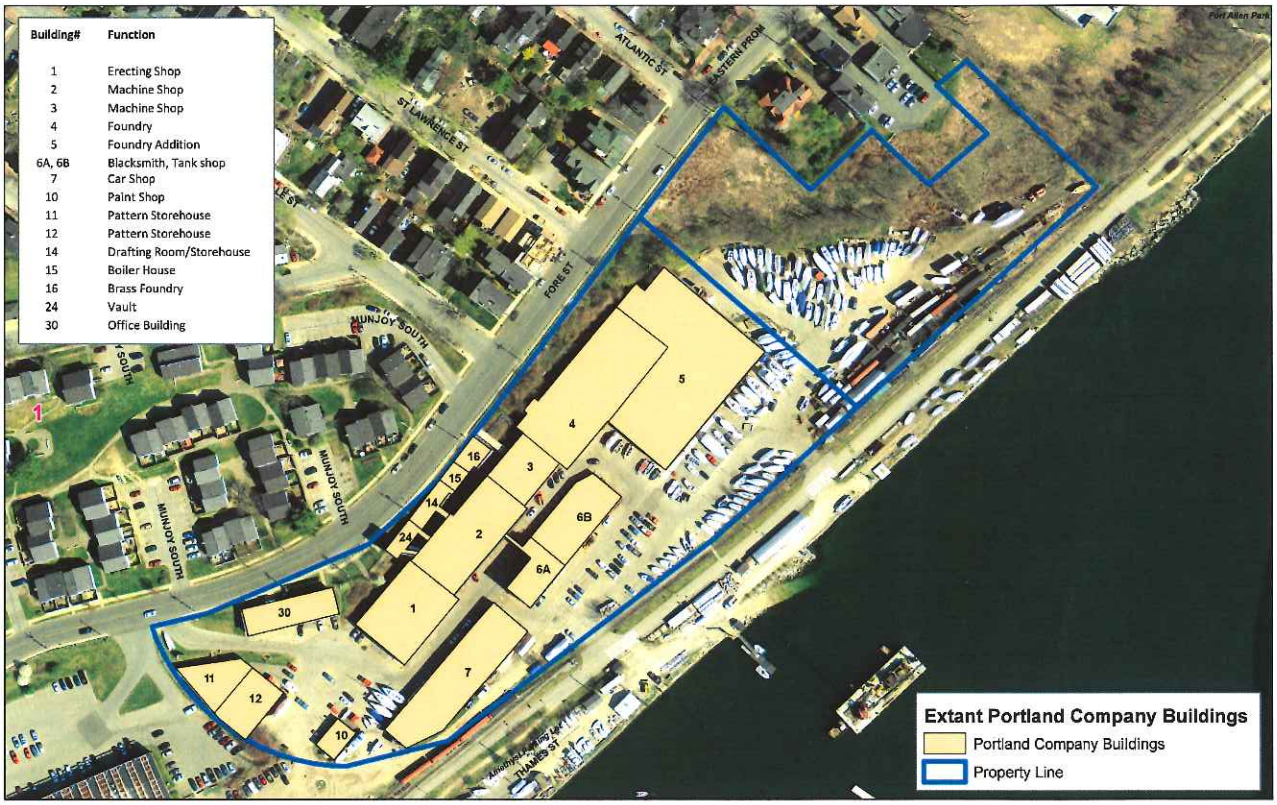
On February 17, 2016, the Portland City Council formally designated a portion of the Portland Company complex as a local historic district. Designation of the industrial complex formally recognizes the unique role the Portland Company played in the history of Portland and its significance in the history 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.

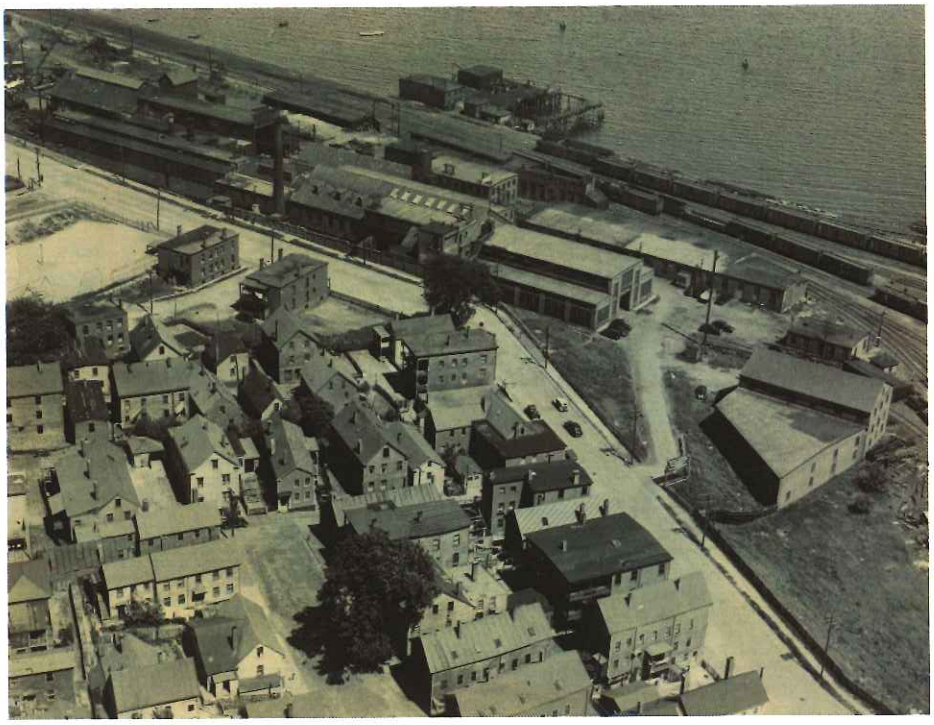
The area encompassed by the local Portland Company Historic District includes the two alleys, overhead pedestrian bridges, and buildings in all three rows of the manufacturing core as well as an additional building (Building 12, the pattern storehouse) located on the 58 Fore Street property's western 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.



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 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.

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-Causer 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.

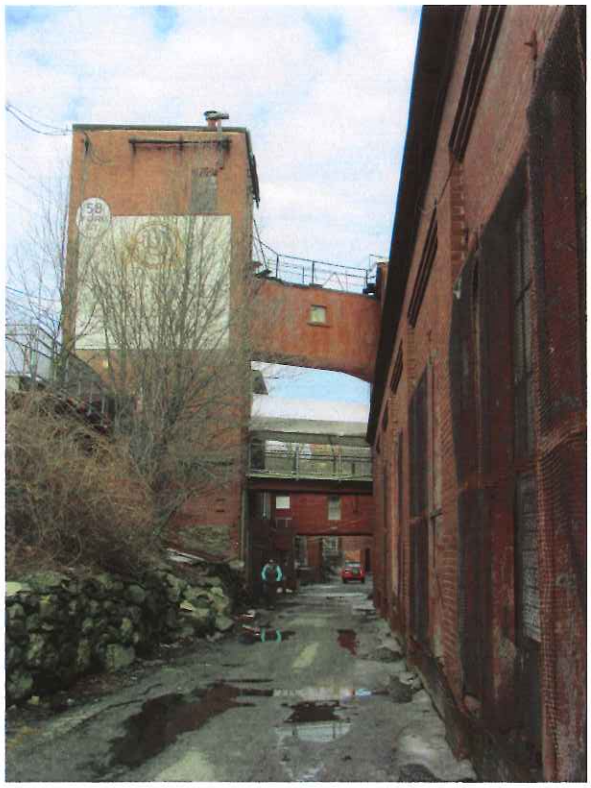
the Portland Company buildings were sited to perform a specific function within a larger manufacturing process. The proximity and orientation of the buildings to each other permitted related manufacturing processes to take place in a way that allowed for efficient progression of stages in the overall 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.

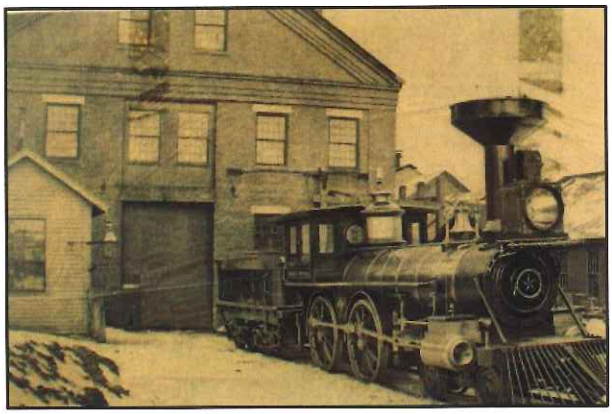
Historic District Boundary and Classification of Individual Structures

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.

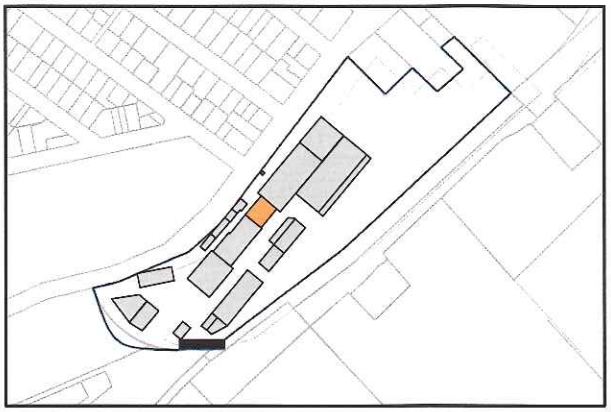
The findings in this designation report are based in part on documentation and professional assessments provided in two studies commissioned by the Portland Planning Department. These include *The Portland Company: Historic Significance and Integrity* prepared by Sutherland Conservation & Consulting 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.

ATT. 9



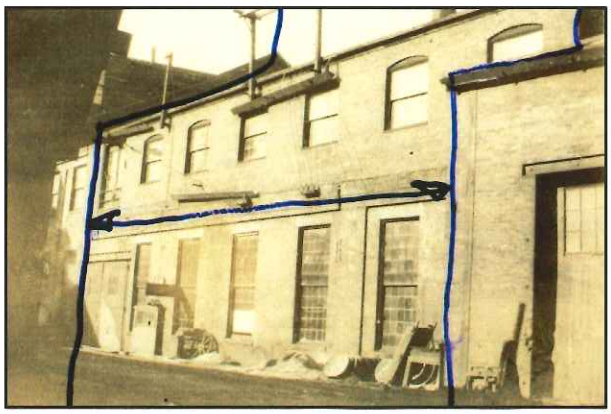
Building 2: Machine Shop
Construction Date: c. 1847

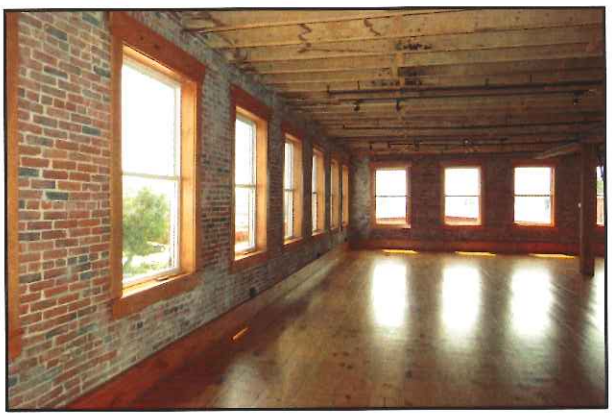
The Machine Shop is one of the first buildings constructed on the site and was one of the key buildings in the production process of locomotives. It is where castings made in the Foundry were finished and prepared for installation. Prior to the construction of the first Erecting Shop (c. 1880) locomotive 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. Tompson 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, superintendant, 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.

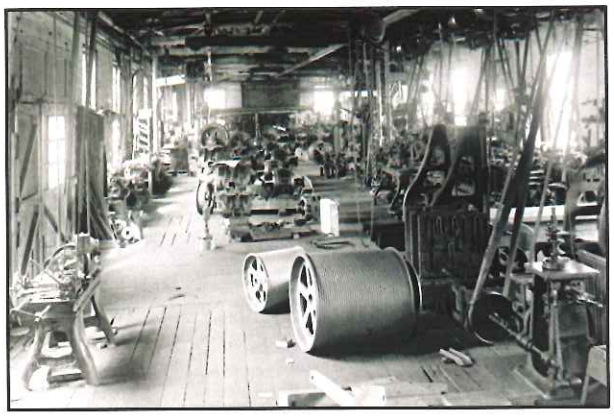


Building 3: Machine Shop
Construction Date: c. 1847

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.

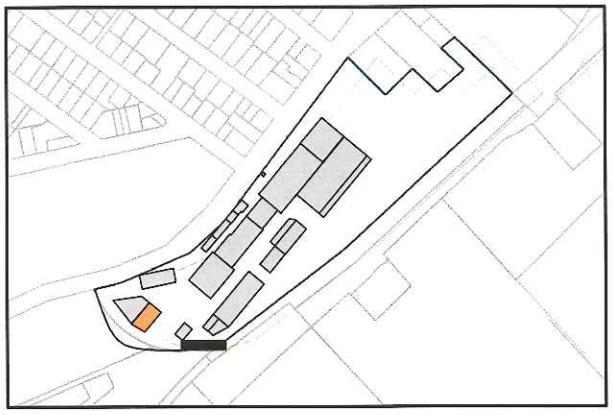






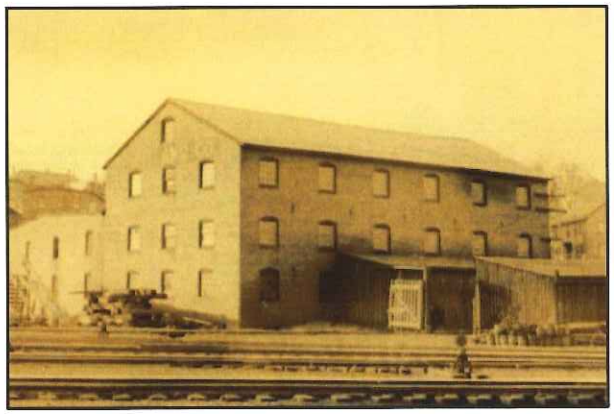
Building 6: Blacksmith & Tank Shop
Construction Date: 1883; 1896-1904

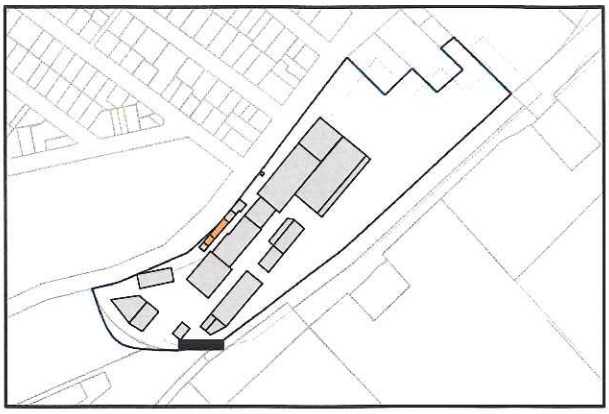
As the plant expanded during the 19th century, additional blacksmith shops were constructed to serve different areas of production. Originally freestanding and serving both the machine shop and car shop, this blacksmith shop later served the attached tank shop, where the company produced tanks for various 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

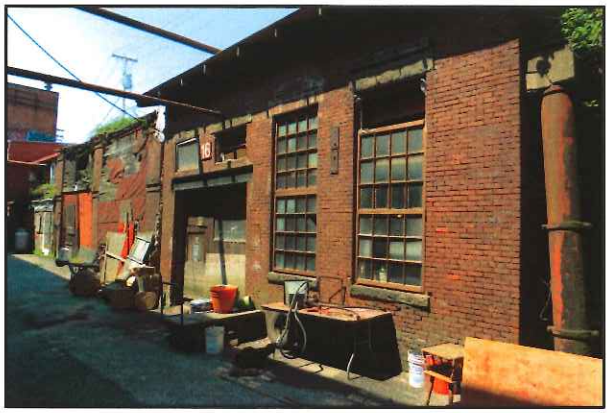
The Pattern Storehouse Addition was built immediately adjacent to the original storehouse, built a decade earlier, using the same materials and technology. From an early date, this building has had "PORTLAND CO." painted across its south elevation, making the complex immediately recognizable from Fore 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.





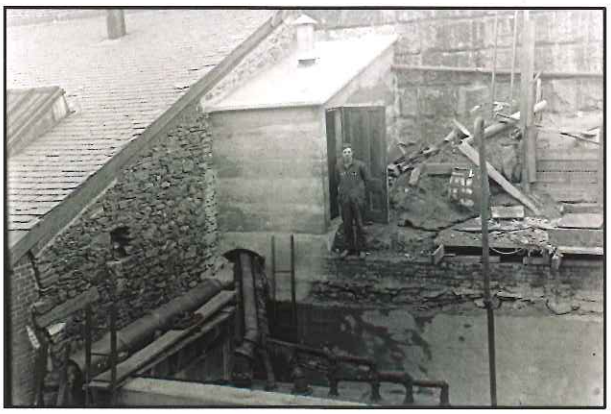
Building 14: Drafting Room and Storehouse
Construction Date: 1858-64

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.

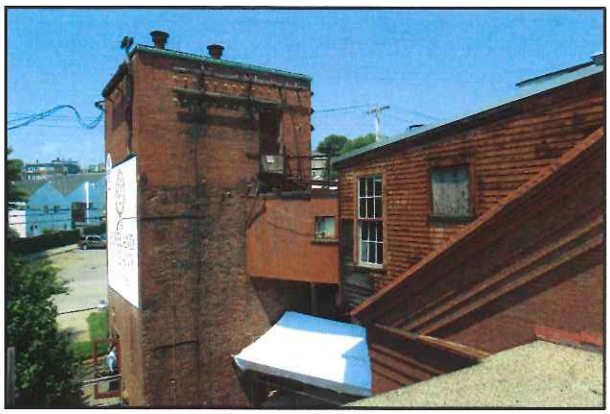


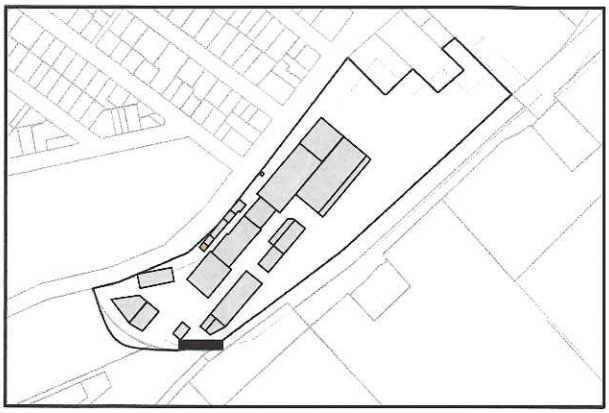
Buildings 15 & 16: Boiler House and Brass Foundry
Construction Date: 1858-64; 1864-71

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

WORKSHOP
REVIEW OF HISTORIC PRESERVATION CHAPTER OF DRAFT COMPREHENSIVE PLAN

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: November 30, 2016

RE: December 7, 2016 **WORKSHOP** – Preliminary Review of Draft Chapter on Historic Preservation in City's Updated Comprehensive Plan

Introduction

The Planning Department is in the process of creating a new Comprehensive Plan for the City of Portland to ensure consistency with the State of Maine's Growth Management Act. Under the Growth Management Act, every community in Maine with a zoning ordinance is required to update their comprehensive plan every 10 years. Portland's current comprehensive plan was written in 2005. A comprehensive plan is intended to articulate a community's vision for the future as regards the local economy, environment, facilities and services, historic resources, housing, recreation and open space, transportation and waterfront (where applicable).

In embarking on this project, Planning staff has spent over a year soliciting feedback from the community in an effort to learn what people in Portland hope for the next ten years. Public engagement efforts have included a public survey, attendance at neighborhood meetings, high school classes, farmers' markets and numerous other events. In addition, focus groups comprised of individuals with backgrounds or interest in a particular policy area were assembled to provide additional input.

Based on this work, the draft Comprehensive Plan document is now taking shape. As proposed, the Plan will include a chapter on each of the core subject areas listed above, including a chapter on historic resources. These "policy snapshots" articulate community goals and strategies for each topic area and attempt to distill what we have heard into concise and comprehensive vision statements.

The draft snapshot on Historic Resources is attached for the Board's review and comment. Considering the Board's active involvement in historic preservation in Portland, specifically in the City's preservation regulatory program, we are very interested in your feedback. We are particularly looking for comments on what might be missing from the discussion.

Please note that the enclosed snapshot, is intended to be just that: a short piece any citizen or visitor could pick up, read over in a few minutes, and take away a clear sense of the city's goals and strategies relative to the plan's various policy areas. Each snapshot constitutes a concise section of what will be a much larger document. The plan will also include appendices that present a great deal more information in terms of existing conditions, analysis of trends, and past planning and policy work. Each of these subjects are interdisciplinary and invariably appear in multiple other places beyond the snapshot we're requesting your input on. Also, the draft will likely visually appear different in final form.

Senior Planner Christine Grimando, who has led the current Comprehensive Plan update initiative, will join us at Wednesday's workshop session.

If you are interested in reading other sections of the draft document, go to http://www.portlandmaine.gov/1579/Comprehensive-Plan-2015

Attachment: Historic Resources Snapshot from draft 2016 Comprehensive Plan

SNAPSHOT: **HISTORIC RESOURCES**

An Enduring City

IN 1990, THE CITY OF PORTLAND adopted a historic preservation ordinance to recognize and preserve one of its greatest assets - its rich collection of historic architecture and landscapes. The ordinance protects almost 2,000 properties throughout the city, in neighborhoods as diverse as the Old Port, Stroudwater, Congress Street, the West End, and Fort McKinley on Great Diamond Island. The intent of the ordinance is not to prevent change, but to thoughtfully manage it, so that the unique character of these historic areas is retained. Designated properties are protected from demolition, and proposed alterations or additions are reviewed to ensure compatibility with a property's original design and context. New construction within designated historic districts is also reviewed to ensure a respectful relationship between new and old.

Today, the impact of the Historic Preservation program in Portland is clear: preserving historic resources stabilizes neighborhoods, provide economic benefits, and contributes to a distinct sense of place that helps make the city such a desirable place to live, visit, and invest in. A walk or drive through any of Portland's historic districts reveals exciting changes, as more and more old buildings are carefully rehabilitated according to historic preservation standards and compatible new buildings are absorbed into the mix. In addition to the economic benefits of preservation, the sustainability implications of recycling our existing historic structures are increasingly apparent.

While the goal of Portland's preservation efforts is to protect and enhance its historic architecture and landscapes, and by extension the character of its unique neighborhoods, implementation of the ordinance requires pursuing preservation objectives while accommodating modern expectations and requirements. These may include the demands of changing uses, budget limitations, economic development goals, evolving technologies and materials, modern building code and accessibility requirements, and many other sometimes-competing considerations. To integrate new development within historic contexts, Portland's preservation program has encouraged contemporary architecture that is a clear product of its own time, provided it respects the identifiable building characteristics that unify its historic context.

As Portland continues to grow, it will need to take care to maintain a balance of continuity and change, ensuring that the unique assets that set Portland apart are recognized and protected. Surveying and documenting Portland's architectural and archeological resources for a fuller understanding of the city's historic fabric will continue to be a vital element of future preservation initiatives, as will evaluation of planning and land use policies for their potential impact on historic resources.

STATE GOAL

To preserve the State's historic and archaeological resources.

LOCAL GOALS

WE WILL:

Recognize and protect significant historic, architectural, and archaeological resources.

Promote historic preservation as a key economic and community development strategy.

Engage visitors and residents in appreciation of Portland's unique heritage.

Stabilize and enhance neighborhoods by encouraging quality investment in existing structures and compatible infill development.

Maintain a balance of continuity and change.

FUTURE STRATEGIES

1. SURVEY AND DOCUMENT HISTORIC RESOURCES

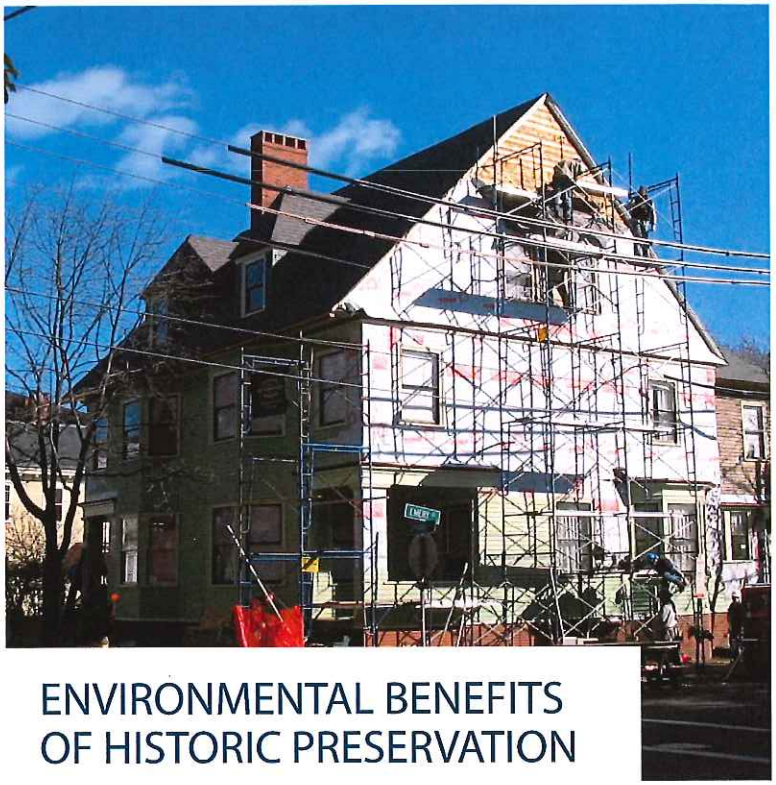
- Conduct additional architectural surveys, particularly off-peninsula.
- Undertake a city-wide archaelogical survey to identify potentially significant resources associated with Portland's agricultural, residential, and industrial heritage.
- Continue to designate historically and architecturally significant resources to facilitate building rehabilitation and support neighborhood revitalization.
- Encourage compatible development in historic areas of the city.

2. ADOPT MEASURABLE OBJECTIVES

- Prepare annual reports on preservation activities and projects reviewed under the Historic Preservation ordinance for distribution to city leadership and the public.

3. DEVELOP INCENTIVE PROGRAMS

- Develop incentive programs to encourage preservation and rehabilitation of historic structures.
- Consider a Transfer of Development Rights (TDR) program to allow for the permanent transfer or



ENVIRONMENTAL BENEFITS OF HISTORIC PRESERVATION

Recent research by the National Trust for Historic Preservation found that the reuse or rehabilitation of existing buildings offers significant environmental benefits over new construction. According to their report, **The Greenest Building**, each year approximately 1 billion SF of buildings are demolished and replaced nationwide, resulting in significant environmental impacts associated with demolition and waste disposal, the production of new raw materials, and new construction. The study found that reusing an existing building can result in between 4 and 46% less environmental impact than new construction, depending on the type of building, location, and level of energy efficiency. Even when new construction is designed for optimal energy efficiency, it can take 10 to 80 years for a new building to offset the negative environmental implications of its construction.

sale of unused development potential of historic landmarks or districts to areas considered more appropriate for intensive growth, allowing direct revenue from the transfers to be applied toward prescribed preservation initiatives.

- Explore a Tax Abatement Program for owners of historic properties, to allow a period for recouping investment.
- Consider grant and/or low-interest loan programs, in collaboration with local non-profits, to assist qualified building owners with the cost of rehabilitation.

4. ENHANCE PUBLIC AWARENESS

- Develop communication tools to enhance public awareness of Portland's historic neighborhoods.
- Expand and periodically update interpretive signage for historic sites.
- Explore the use of distinct street signs to identify historic districts.
- Consider the development of interpretive mobile applications.

5. DEVELOP GUIDELINES

- Develop additional design guidelines and technical briefs to address common repairs and rehabilitation projects.

6. IMPLEMENT MASTER PLANS

- Implement the recommendations of master plans for historic sites, landscapes, and cemeteries, such as Lincoln Park, Fort Gorges, and Evergreen Cemetery.

7. ENHANCE PROGRAM WEBSITE

- Improve property owners' understanding of the city's historic preservation application requirements and review process.
- Provide detailed information about the history and architecture of each historic district, including improved maps and comprehensive building inventories.
- Publish technical briefs and design guidelines for common repairs and property improvements.

8. ENSURE COMPLIANCE

- Provide adequate staffing resources to ensure broad, effective public outreach, efficient and timely permitting, follow-up to ensure that alterations to historic properties are consistent with the standards and guidelines of the historic preservation program, and enforcement of permit requirements for protected buildings.

9. PROVIDE BOARD TRAINING

- Continue to provide training on review standards and best practices to the Historic Preservation Board.
- Conduct annual reviews of completed projects.

10. FOSTER PARTNERSHIPS

- Continue to collaborate with other city departments and outside agencies and organizations to advance historic preservation goals and increase organizational capacity.

RECENT & ONGOING INITIATIVES

Since the establishment of the city's Historic Preservation Program in 1990, the city has assumed responsibility for the identification, designation and ongoing stewardship of Portland's historic resources, which include individual landmarks, residential and commercial historic districts, historic landscape districts and historic cemeteries. To date, the City of Portland has designated 11 historic districts (7 on the peninsula, 2 off-peninsula and 2 island districts), 5 historic landscape districts, 3 historic cemeteries and 73 individual landmarks. While the development review aspect of Portland's preservation program is generally well known, the program entails many other ongoing responsibilities and initiatives that are key to its effectiveness and continued public support.

ONGOING ACTIVITIES & RESPONSIBILITIES

Development Review Under the city's historic preservation requirements, any proposed development activity— including demolition, exterior alterations, building additions, signage installations, site alterations, public infrastructure improvements and new construction—affecting an individual landmark or structure or streetscape within a historic district is reviewed under the ordinance standards and guidelines to ensure that the qualities and character of these historic asset buildings and areas are preserved and enhanced over time. Each year, more than 300 applications are reviewed by the city's Historic Preservation Board and staff. Routine or small scale alterations are typically reviewed and approved at the staff level, while larger-scale renovation or new construction projects are reviewed by the Historic Preservation Board.

Historic Resource Surveys The HP program conducts area-based or theme-based surveys to identify and document historic resources warranting potential designation and protection under Portland's historic preservation ordinance. These surveys also provide valuable information for other planning initiatives. For example, a comprehensive historic resources survey was conducted in conjunction with the India Street Neighborhood Plan initiative. This inventory process resulted in the creation of the India Street Historic District in 2015. More recently, the city supported the efforts of Greater Portland Landmarks to conduct a survey of historic structures on Forest Avenue and Stevens Avenue, focusing on their roles as early 20th century

auto-oriented transportation corridors. This survey will likely prove valuable as the Planning Department considers the potential impact of future development along these corridors and considers potential land use tools to guide the development.

Property and District Designation The designation process, particularly for a proposed historic district, entails extensive research and documentation, a lengthy public education process, an equally lengthy and detailed review process under the city's preservation ordinance, often requiring substantive revisions to district boundaries, and preparation of design guidelines specific to the district.

Historic Landscape and Cemetery Master Planning Master plans provide a framework for decision-making as well as detailed recommendations to guide future maintenance and restoration initiatives at the city's historic parks and cemeteries. This ensures that the original design intent and contributing features of a designed landscape are preserved and/or restored over time. Master plans have been developed for the Eastern Promenade, Fort Allen Park, Deering Oaks, Evergreen Cemetery, Eastern and Western Cemeteries, Baxter Boulevard and, most recently, Lincoln Park.

CDBG Review The HP program also reviews all proposals for Community Development Block Grant (CDBG) funding for potential impacts on historic resources.

Certified Local Government Grant Administration In 2003, Portland was granted "Certified Local Government" (CLG) status by the National Park Service, signifying that its historic preservation ordinance and program meet national standards for best practices. Achieving CLG status qualified the city for federal funding for its preservation activities. Since gaining CLG status, the city has secured CLG grants every year in support of local preservation initiatives. In some instances, the city has applied for funding for its own projects; in other cases, the city has applied on behalf of local non-profit organizations undertaking preservation projects. This CLG funding has frequently supported projects that have entailed successful partnerships with agencies, institutions and local non-profits. Recent CLG-supported preservation projects in Portland include the Masonic Temple Code and Life Safety Analysis, Mechanics Hall Façade restoration, Lincoln Park Treatment Plan, Tate House Site Improvements, Abyssinian Meetinghouse Restoration, and the Fort Gorges Master Pplan.

Interdepartmental Coordination The HP Program provides consultation services on all proposed public infrastructure improvements within historic districts, landscapes and cemeteries. Proposed street lights, street furniture, bus shelter installations, directional and interpretive signage, ADA tip-downs, cross-walk treatments, and other planned improvements are evaluated for their compatibility with the area's historic character. This work requires collaboration and coordination with Parks, Public Works, Public Facilities staff.

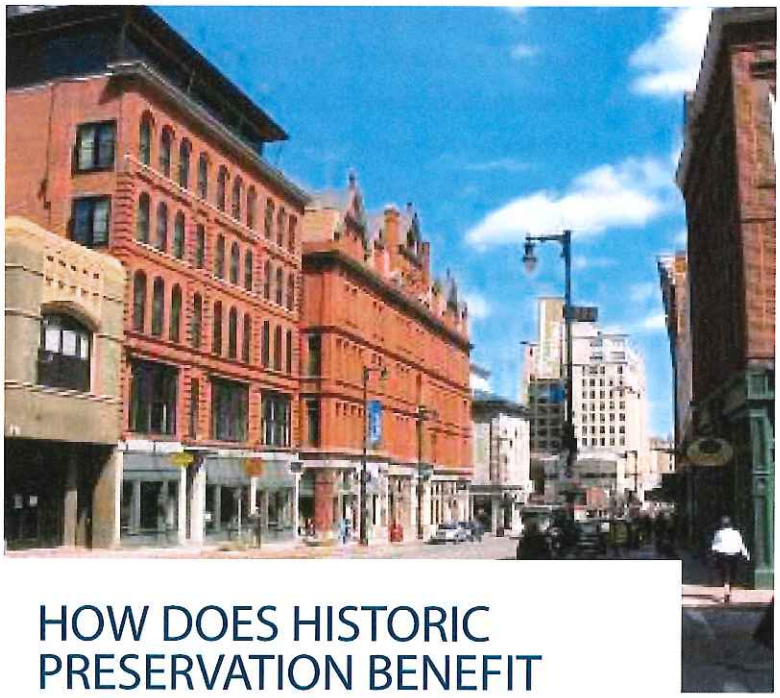
Federal Section 106 Compliance Review The HP Program reviews all projects that receive federal

funding or require federal licensing and affect designated historic properties or districts under Section 106.

Historic Tax Credit Assistance Staff provides assistance with Historic Tax Credit Projects, including coordination with applicants and Maine Historic Preservation Commission staff in the review of projects.

Design Consultation and Technical Assistance Staff provides consultation to owners of historic properties both inside and outside designated historic districts. Staff routinely conducts site visits to answer questions and provide direction to potential applicants. Staff also responds to frequent requests for information from the public and the press about the history, significance and/or status of a particular property or neighborhood. This public education component of the program is critical in dispelling fears about the city's preservation requirements and review process. It also fosters an appreciation of the value and potential of Portland's historic resources.

Partnerships and Collaboration The HP Program collaborates with with local non-profit organizations, Friends groups and neighborhood organizations on preservation planning initiatives and restoration projects. The city frequently works with Greater Portland Landmarks on survey initiatives and in preparing documentation necessary for historic district designations. Working with Friends groups, HP staff often provides assistance with grant writing, developing and refining a project scope of work, design consultation, technical assistance and project monitoring. Staff



HOW DOES HISTORIC PRESERVATION BENEFIT OUR ECONOMY?

Too often, historic preservation can be perceived as an extra set of regulatory hurdles. While owners of designated historic properties do need to meet preservation review standards when undertaking such projects as building an addition, replacing windows or rebuilding a porch, they also share in preservation's significant proven benefits. By ensuring quality building rehabilitation and compatible new construction, historic preservation protects one's investment, stimulates additional commensurate private investment and increases property values. At a broader, community-wide level, historic preservation is a proven economic and community development tool that stabilizes neighborhoods and revitalizes older commercial districts. Preservation impacts the local economy by supporting small tradespeople and craftsmen, providing space for local and start-up businesses in traditional commercial districts, attracting tourism and minimizing burdens on public infrastructure. Indeed, communities like Portland that retain their historic assets and unique sense of place are at a distinct competitive advantage in attracting residents, business and visitors.

maintains an ongoing working relationship with numerous community groups, including the Committee to Restore the Abyssinian, Maine Charitable Mechanics Association, Portland Free Masons, Friends of the Eastern Promenade, Friends of Lincoln Park, Friends of Eastern Cemetery, Friends of Deering Oaks, and Friends of Fort Gorges.

Compliance Review HP staff regularly monitor historic districts and inspect completed projects to ensure compliance with ordinance requirements.

MAJOR INITIATIVES OF THE LAST DECADE

Historic Resource Surveys

- Congress Street (Franklin Street to Bramhall Square) and immediate surrounds
- India Street neighborhood (from Franklin Arterial to Washington Avenue/Mountfort Street and from Congress Street to Commercial Street)
- House Island
- Portland Company complex
- Forest Avenue and Stevens Avenue (Landmarks led this survey with city collaboration)

Historic District Designations

- Congress Street Historic District (2009). Comprised of 200+ structures, the district encompasses Portland's "Main Street" and abutting streets that collectively constitute the city's traditional downtown. More than 300 years of development history are represented in the rich, eclectic collection of buildings in the district.
- House Island Historic District (2015). The entire 24-acre island was designated a historic district and includes structures and artifacts associated with numerous eras of the island's long and prominent history. Historic resources include Fort Scammel, sites associated with the island's early history as a fishing and lobstering center, as well as early 20th century structures remaining from its period as a US Immigration and Quarantine Station.
- India Street Historic District (2015). The district encompasses a 10-block area within the larger India Street neighborhood and is focused on the major corridors (Congress, India, and Middle) that define the historic core of the neighborhood and around which many of the neighborhood's most significant institutional, commercial, religious and residential structures are concentrated. The district includes four newly designated individual landmarks, as well as 36 contributing structures.
- Portland Company Historic District (2016). The industrial building complex is a rare surviving example of a pre-Civil War foundry, machine shop, and car shop complex built specifically for the manufacture of railroad equipment and expanded over time to accommodate an increasingly diversified product line. (The company remained in continuous operation on the site for 137 years and was Portland's largest 19th century employer.) The complex is historically significant at the local, state, and national level related to industry, transportation, community planning, and architecture. Although sixteen extant structures remain and all were found to be significant as integral elements of the overall complex, the deteriorated condition of a number of the buildings led to

findings that their preservation would be infeasible. Following a lengthy designation process, the district as approved by the City Council is comprised of seven contributing structures and historic site elements.

Individual Landmark Designations

- Nathan Clifford School (2013). In selling the former school building to a private owner, the City of Portland ensured its long-term preservation through landmark designation. Designation also provided the new owner access to historic tax credits for its rehabilitation and adaptive reuse.
- Ann Freeman House, 147 Congress Street (2015). This high style 1857 Italianate residence is one of the only buildings on Munjoy Hill to survive the Great Fire of 1866 and is prominently located across the street from the Portland Observatory (also spared by the Great Fire).
- Abraham Levey Block, 78-88 Middle Street (2015). Located at a key gateway to the India Street neighborhood, but physically separated from the contiguous India Street Historic District, this 1922 commercial block designed by John Calvin Stevens was designated as an individual landmark.

Master Plans and Preservation Plans

- Fort Allen Park Treatment Plan (2012).
- Lincoln Park Treatment Plan (2014).
- Fort Gorges Preservation Plan (currently under development).

Digitization of 1924 Tax Photographs In 2013, over 30,000 photos of Portland properties, photographed in 1924 as part of a city-wide property assessment, were made available online (Maine Memory Network) through a partnership between the City of Portland, Maine Historical Society, and the Portland Public Library. The photos and accompanying forms were digitized over a three-year period, thanks to support from Preserve America, local foundations, the Maine Historic Preservation Commission and significant volunteer efforts. The 1924 photographs, now readily accessible to the public, provide a fascinating and comprehensive picture of the entire city just after the turn of the twentieth century. The photographs of individual structures have proven to be invaluable in guiding building rehabilitation projects, particularly for buildings that have) lost much of their historic character as a result of previous renovations.

Commercial Façade Improvement Program Since 2010, the Historic Preservation office has collaborated with the Economic Development Department in offering a Commercial Façade Improvement Program. This CDBG-funded program is aimed at revitalizing traditional commercial corridors in the city and provides technical assistance and design consultation to building and business owners. Focused on storefront rehabilitation projects, the Program supports the comprehensive redesign of deteriorated or previously "muddled" storefronts, new signage and new awnings. For the past six years, the Façade Program has targeted the Congress Street corridor, much of which is located within the Congress Street Historic District. Commercial properties within the recently created India Street Historic District will now qualify for the benefits of this funding program.

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

CONSENT ITEM
151 MIDDLE STREET

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: December 1, 2016

RE: December 7, 2016 **Consent Review**

Application for: Certificate of Appropriateness for a new storefront entry

Address: 151 Middle Street

Applicant: Leader Properties

Architects: Mark Mueller Architects

Introduction

Staff is forwarding to the Board for consent review an application for a Certificate of Appropriateness submitted by Mark Mueller Architects on behalf of Leader Properties, for a new entry at the John E. Donnell Block, 151 Middle Street. Also known as the Berry Shoe Block, 149-155 Middle Street is an Italianate commercial building built in 1873. Leader Properties also owns the Emery Block next door on the corner of Pearl Street, built four years later. Some Board members will remember that in 2014 the Board approved the restoration of a Middle Street entrance at the Emery Block, for the retail space now occupied by Anthropologie.

Like the entrance next door at the Emery Block, the proposed new entry may be a restoration of an original entrance onto Middle Street. The two buildings display very similar vocabularies in their storefront designs, and Matt Provencal of Mark Mueller Architects is proposing an entrance design for the Donnell Block that is closely modeled on the one recently added next door. Based on the success of the restored entry design for Anthropologie, staff elected to present the application as a consent item. As always, if members see a need for a full Board review at a future hearing, rather than an administrative review with Board consent, it is the Board's prerogative to make that judgement.

Mr. Provencal has submitted a project description, plans, elevations, and photos of existing conditions. Staff has added additional photos of the new entrance at 147 Middle Street (Anthropologie.) Staff strongly recommends a visit to the site to see the context.

Subject Property

While the upper stories of the Donnell Block are richly decorated and distinct from its neighbors, the storefronts are quite plain and framed by granite piers and a continuous lintel. As at the Emery block, the bays with cast-iron pilasters with capitals currently have or once contained storefront entrances. It is the cast-iron bracketed bay on the western end of the Donnell Block that is proposed to be opened up for stairs and an entrance door. (At the eastern end of the subject property, a recessed entrance framed by granite piers gives access to the upper floors.)

Proposed Alterations

As noted, the proposed new stairs, landing and entrance are consistent with the current appearance and materials seen at this property and at others nearby. The rest of the storefront is to remain unchanged, including the glass bulkhead windows below the raised first floor (in some of the panels.)

One aspect of this proposed entry that is different from the one added at Anthropologie is that the door is in the right-hand wall of the alcove, rather than facing the street. Mr. Provencal notes that an interior column would obstruct a door facing the street. A storefront panel that would face Middle Street upon execution of this proposal is wider than other storefront panels, at over 6' wide – presumably the same width as the undivided transom panels above the double doors that exist four bays east of this project.

This proposed entrance would differ from the other two doors in the building, which are close to grade, while the proposed recessed entrance would be at the top of the stairs from the sidewalk, positioning the door at the level of the raised first floor. In this way the project has more in common visually with the entrance at the Emery Block than with the other entrances in the Donnell Block.

Staff Comments

Staff agrees with the applicants that the proposed entrance seems to promise the opening of the space to the sidewalk and street with little disruption to the rhythm and detailing of the historic façade. It appears quite possible that at one time there was an entrance in the bay proposed to be altered, but if so it had been removed by 1924. Mr. Provencal reported that unlike the restored entrance at the Emery Block, there are no old granite stairs hidden behind the bulkhead and under the floor in the bay in question.

Applicable Review Standards

(1) *Every reasonable effort shall be made to provide a compatible use for the property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.*

(2) *The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*

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

(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.

(10) Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.

Attachments

1. Architect's project summary
2. Photos supplied by architect
3. 1924 tax photo
4. Product information supplied by architect
5. Photos supplied by staff – recently restored entrance at147 Middle Street
6. Architect's plans, elevations, and detail drawings

Date: November 30, 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:

BERRY SHOE BLOCK - 151 MIDDLE STREET

CHART/BLOCK/LOT: 028/ K002/ 001 (for staff use only)

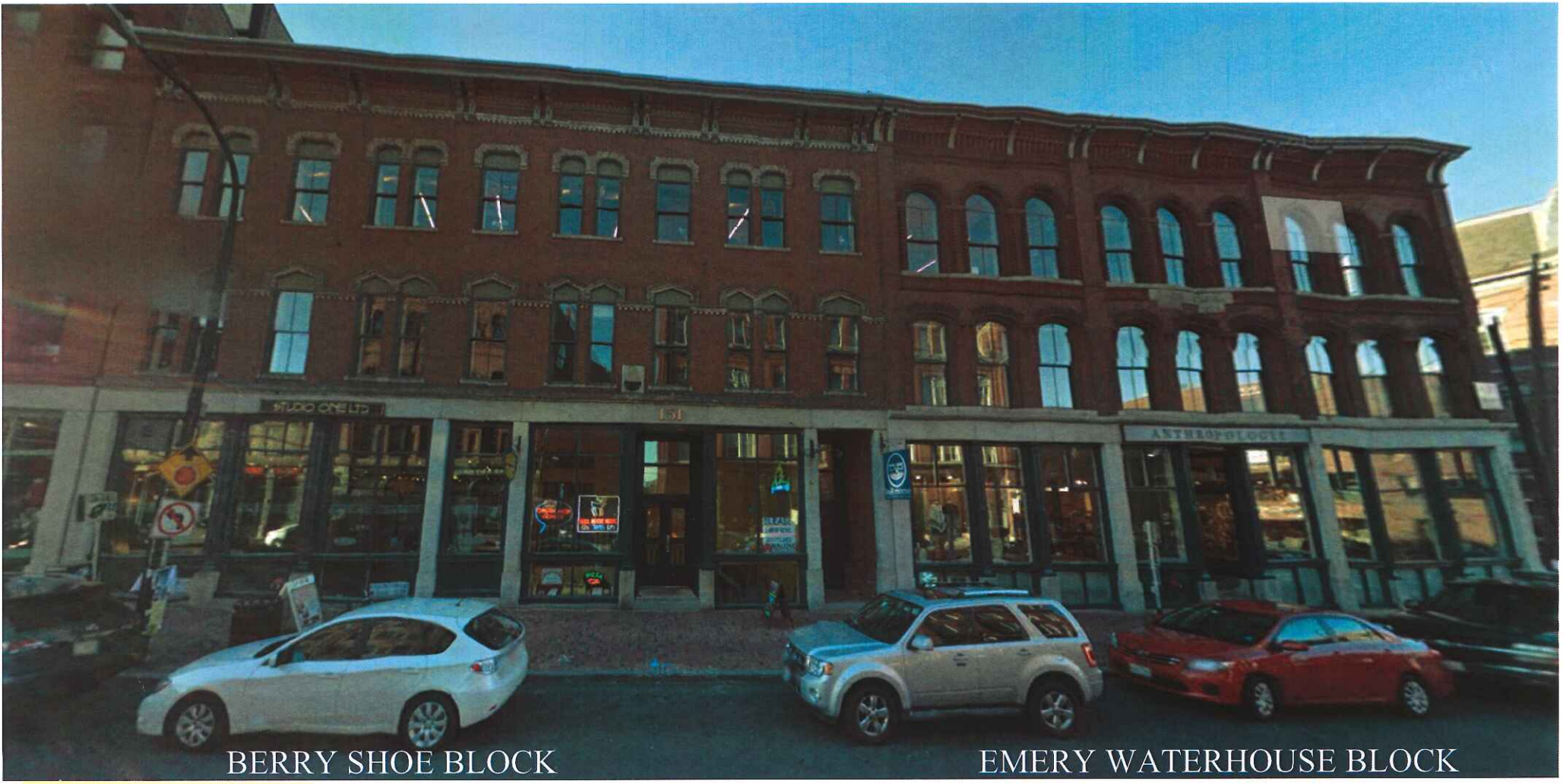
PROJECT DESCRIPTION: Describe below each major component of your project. Describe how the proposed work will impact existing architectural features and/or building materials. If more space is needed, continue on a separate page. Attach drawings, photographs and/or specifications as necessary to fully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

The Berry Shoe Block was originally built in the late 1800's adjacent to the Emery Waterhouse Block along the downtown portion of Middle Street, a section of buildings then called 'Hardware Row'. The building for most its life was a store owned by West End Realty Co. serving the Portland community for many years. The Berry Shoe Block shares it's streetscape facade with the Emery Waterhouse block, its upper story window hoods differ from the adjacent buildings while the scale and proportions remain.

The intent of this project is to connect a new raised level mercantile space with the streetscape and pedestrian activities along Middle Street. This new entry will imitate the recently created entry at 147 Emery Waterhouse Block. Positioning the new entry within the existing façade articulation allow the design of the new to merge with the old.

We feel this proposal as submitted provides a minimal alteration to the existing façade while keeping the historical significance of the building and meeting the city of Portland's historic preservation standards.

ATTACHMENT 1



BERRY SHOE BLOCK

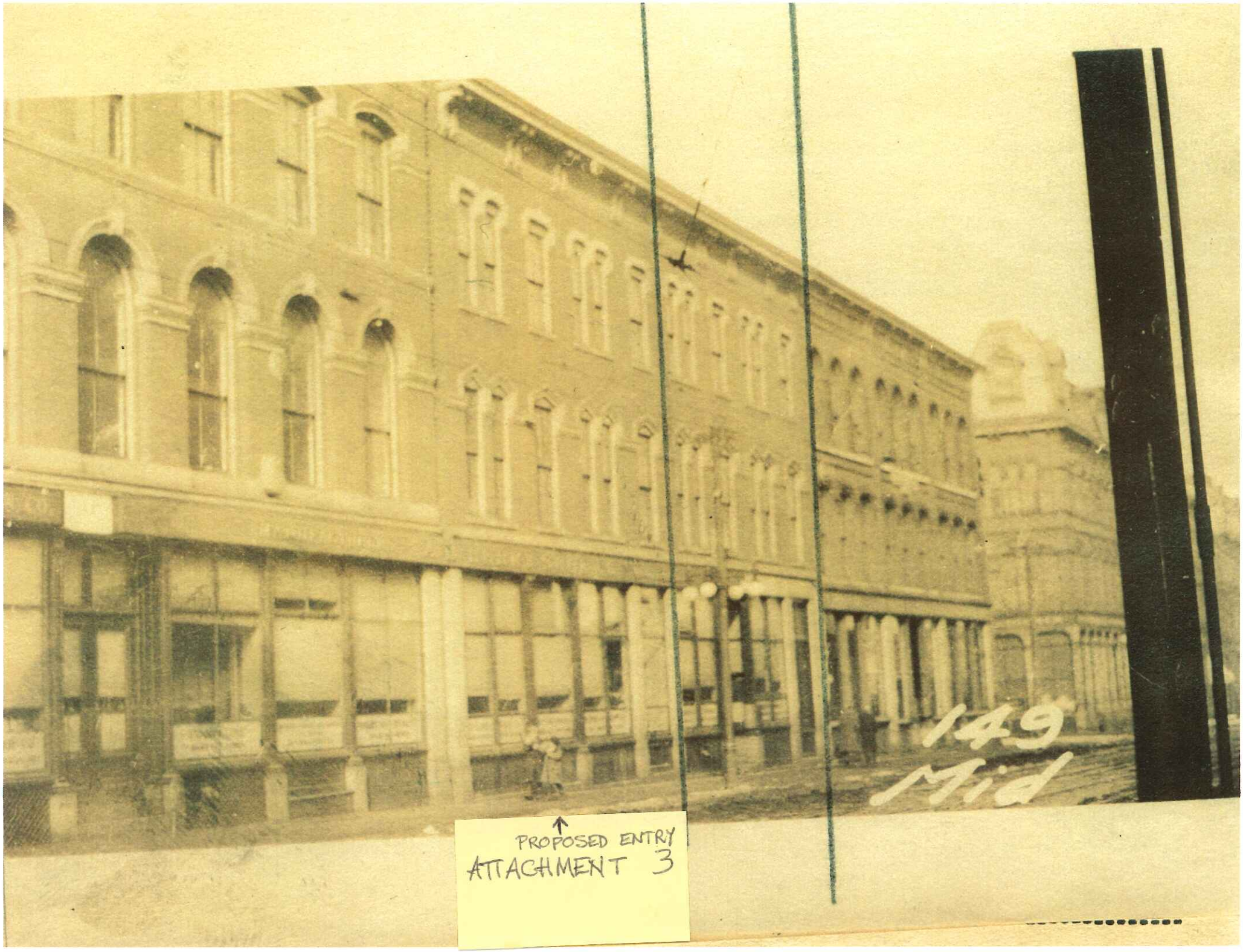
EMERY WATERHOUSE BLOCK

ATTACHMENT 2

STUDIO ONE LTD.
STUDIO ONE LTD.
Walk Ins
Welcome
SPACE FOR LEASE
207-772-2422
RELOCATE
FIRE DEPT.
CONNECTION
LOCATION OF PROPOSED ENTRY

ENTRY AT 147 MIDDLE STREET

VIEW ACROSS MIDDLE STREET


149
Mid
PROPOSED ENTRY
ATTACHMENT 3

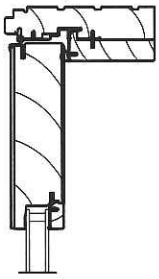
WOOD COMMERCIAL DOOR

SECTION DETAILS - OPERATING

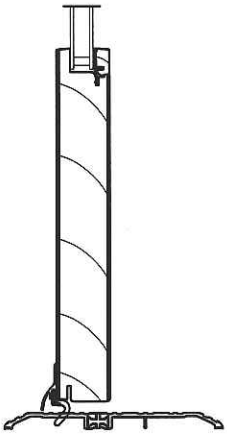
SCALE: N.T.S.

4 9/16"

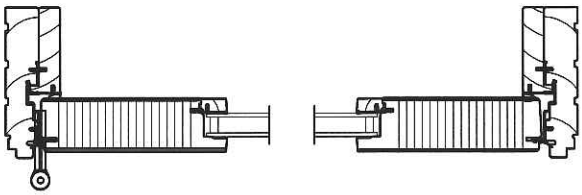
HEAD



SILL

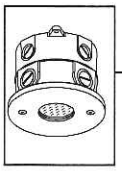


JAMBS



ATTACHMENT 4

MARVIN WINDOWS and DOORS
Warroad, Minnesota



BKSSL SOLID STATE LIGHTING

the power of dimming with adjust-e-lume® TECHNOLOGY

VERSA STAR™

PROJECT:	

TYPE:	
CATALOG NUMBER:	
SOURCE:	
NOTES:	

CATALOG NUMBER LOGIC

S	VS	LED	e101	WFL	A9	BZP	12	-

Example: S - VS - LED - e100 - SP - A6 - MAC - 13 - 11

Material
- **Blank** - Aluminum
- **B** - Brass
- **S** - Stainless Steel

Series
- **VS** - Versa Star™

Source
- **LED** - **'e'** Technology with Integral Dimming Driver (See Specifications for Dimming)
  Designed for use with remote 12VAC BKSSL® transformers. Requires magnetic Low Voltage dimmer.

LED Type
- **e100** - 5WLED/2.7K
- **e101** - 5WLED/3K
- **e102** - 5WLED/4K
- **e103** - 5WLED/Amber

Optics*
- **NSP** - Narrow Spot (Red Indicator)
- **SP** - Spot (Green Indicator)
- **MFL** - Medium Flood (Yellow Indicator)
- **WFL** - Wide Flood (Blue Indicator)

Adjust-e-Lume® Output Intensity *(Choose factory setting)*
- **A9** (Standard), **A8, A7, A6, A5, A4, A3, A2, A1**

Finish

Aluminum Finish

Powder Coat Color	Satin	Wrinkle
Bronze	BZP	BZW
Black	BLP	BLW
White (Gloss)	WHP	WHW
Aluminum	SAP	—
Verde	—	VER

Brass Finish

Machined	MAC
Polished	POL
Mitique™	MIT

Stainless Finish

Machined	MAC
Polished	POL
Brushed	BRU *Interior use only.*

Premium Finish

ABP	Antique Brass Powder	CMG	Cascade Mountain Granite	RMG	Rocky Mountain Granite
AMG	Aleutian Mountain Granite	CRI	Cracked Ice	SDS	Sonoran Desert Sandstone
AQW	Antique White	CRM	Cream	SMG	Sierra Mountain Granite
BCM	Black Chrome	HUG	Hunter Green	TXF	Textured Forest
BGE	Beige	MDS	Mojave Desert Sandstone	WCP	Weathered Copper
BPP	Brown Patina Powder	NBP	Natural Brass Powder	WIR	Weathered Iron
CAP	Clear Anodized Powder	OCP	Old Copper	*Also available in RAL Finishes See submittal SUB-1439-00*	

Lens Type
- **12** - Soft Focus Lens
- **13** - Rectilinear Lens

Shielding
- **11** - Honeycomb Baffle

DRIVER DATA

Input Volts	InRush Current	Operating Current	Dimmable	Operation Ambient Temperature
12VAC/DC 50/60Hz	<250mA (non-dimmed)	500mA	Magnetic Low Voltage Dimmer	-22°F-194°F (-30°C - 90°C)

LM79 DATA

BK No.	CCT (Typ.)	Input Watts (Typ.)	CRI (Typ.)
e100	2700K	5.0	80
e101	3000K	5.0	80
e102	4000K	5.0	80
e103	Amber (590nm)	5.0	~

L70 DATA

Minimum Rated Life (hrs.) 70% of initial lumens(L70)
50,000
50,000
50,000
50,000

*OPTICAL DATA

Beam Type	Angle	e102 CBCP	Visual Indicator
Narrow Spot	13°	4527	Red Dot
Spot	15°	3434	Green Dot
Medium Flood	23°	1304	Yellow Dot
Wide Flood	31°	805	Blue Dot

B-K LIGHTING

40429 Brickyard Drive • Madera, CA 93636 • USA
559.438.5800 • FAX 559.438.5900
www.bklighting.com • info@bklighting.com

RELEASED 08-10-16

DRAWING NUMBER SUB001016

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ATTACHMENT 5

BERRY SHOE BLOCK

151 MIDDLE STREET

ATTACHMENT 6

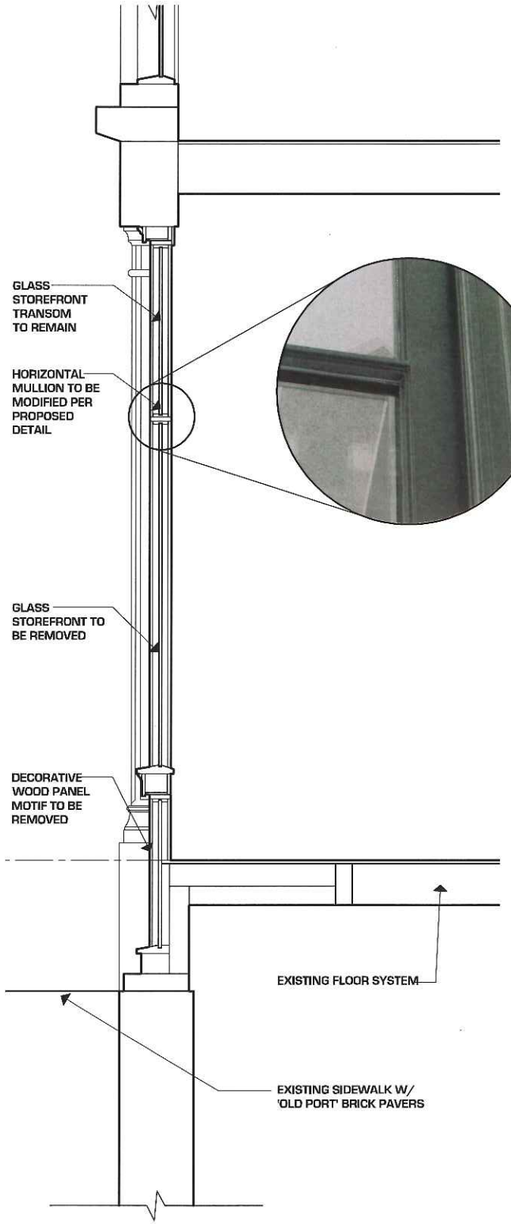
EAST BROWN COW

MARK MUELLER ARCHITECTS

HP - 0

NOVEMBER 30, 2016

HISTORIC PRESERVATION PROPOSAL

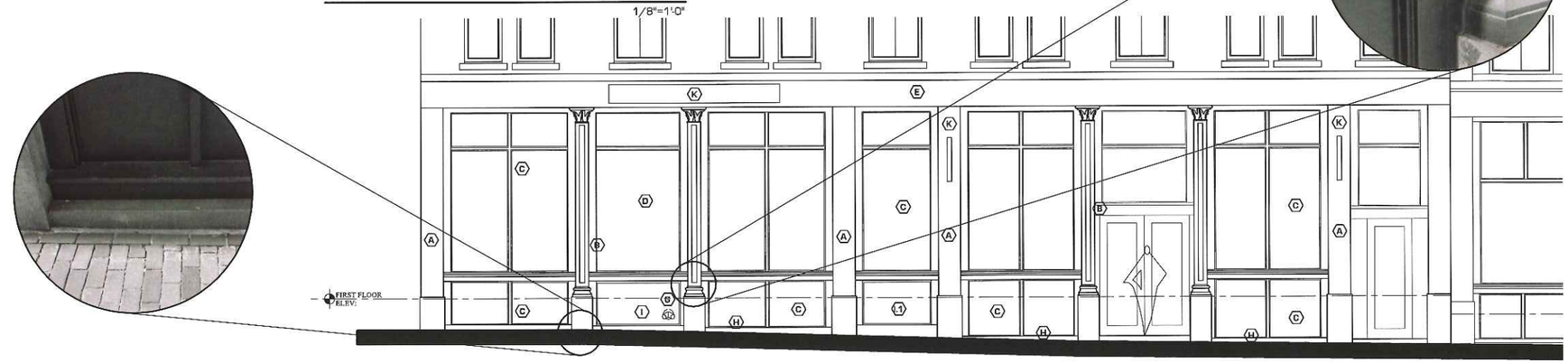


EXISTING WALL SECTION
3/4"=1'-0"

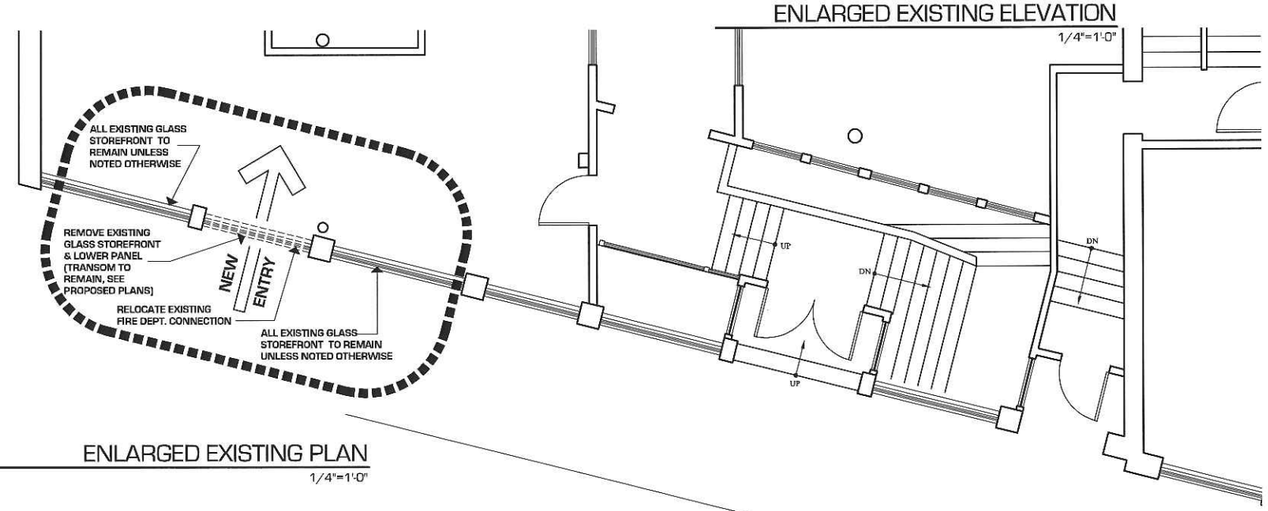
EXISTING ELEVATION
1/8"=1'-0"

FACADE RENOVATION NOTES:

- (A) GRANITE PIERS TO REMAIN
- (B) METAL DECORATIVE COLUMNS WITH GRANITE BASES TO REMAIN
- (C) GLASS STOREFRONT TO REMAIN, TYP.
- (D) GLASS STOREFRONT TO BE REMOVED
- (E) GRANITE FREEZE TO REMAIN
- (F) NO WORK AT BRICK FACADE
- (G) RELOCATE EXISTING FIRE DEPARTMENT CONNECTION EQUIPMENT
- (H) PRESERVE GRANITE BASES, TYP.
- (I) EXISTING PANEL MOTIF TO BE REMOVED
- (I.1) EXISTING PANEL MOTIF TO REMAIN



ENLARGED EXISTING ELEVATION
1/4"=1'-0"



ENLARGED EXISTING PLAN
1/4"=1'-0"

MARK MUELLER ARCHITECTS

HISTORIC PRESERVATION PROPOSAL

HP - 1

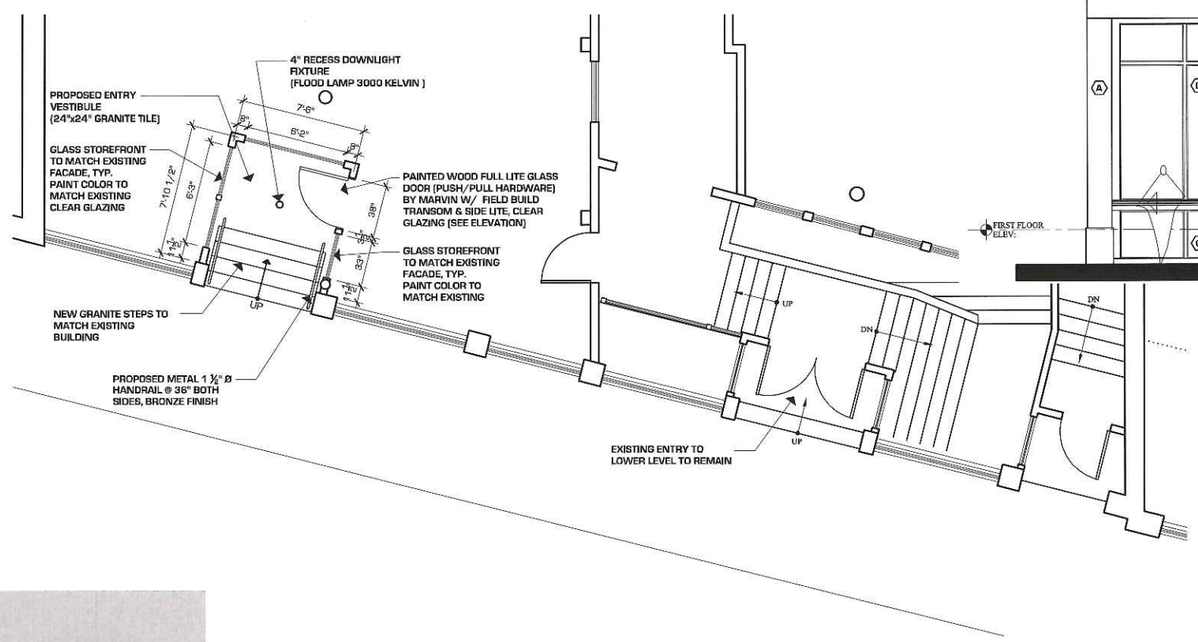
NOVEMBER 30, 2016

BERRY SHOE BLOCK

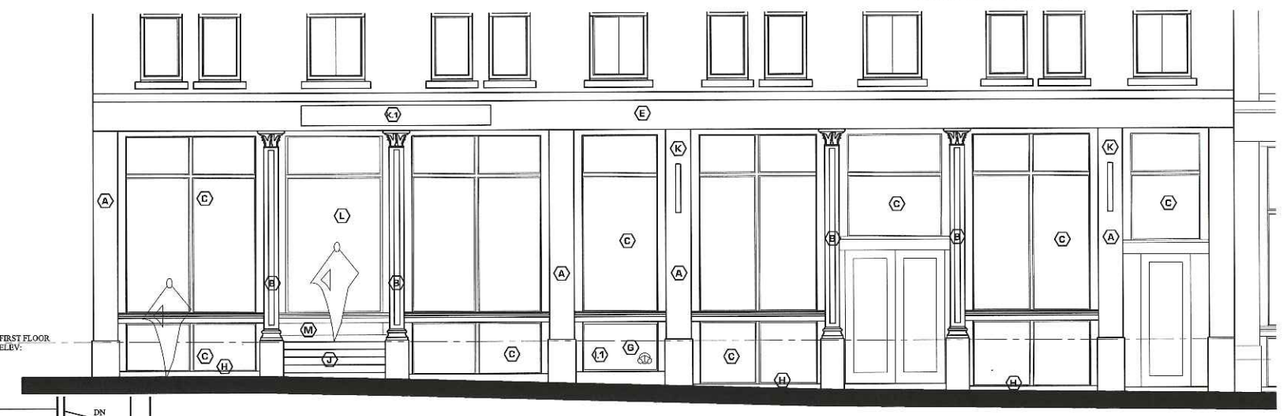
PROPOSED ELEVATION
1/8"=1'-0"

FACADE RENOVATION NOTES:

- (A) GRANITE PIERS TO REMAIN
- (B) METAL DECORATIVE COLUMNS WITH GRANITE BASES TO REMAIN
- (C) GLASS STOREFRONT TO REMAIN, TYP.
- (D) GLASS STOREFRONT TO BE REMOVED
- (E) GRANITE FREEZE TO REMAIN
- (F) NO WORK AT BRICK FACADE
- (G) RELOCATE EXISTING FIRE DEPARTMENT CONNECTION EQUIPMENT
- (H) PRESERVE GRANITE BASES, TYP.
- (I) EXISTING PANEL MOTIF TO BE REMOVED
- (I.) EXISTING PANEL MOTIF TO REMAIN
- (J) NEW GRANITE STEPS @ EXISTING LOCATION (STYLE & SHAPE TO MATCH EXISTING ENTRIES)
- (K) EXISTING SIGNAGE TO REMAIN
- (K.1) EXISTING SIGNAGE TO BE REMOVED (NEW FUTURE SIGNAGE BY TENANT
- (L) PROPOSED GLASS STOREFRONT (CLEAR GLAZING) TO MATCH EXISTING FACADE, PAINT COLOR TO MATCH EXISTING
- (M) PROPOSED PANEL MOTIF TO MATCH EXISTING IN STYLE & COLOR



ENLARGED PROPOSED PLAN
1/4"=1'-0"



ENLARGED PROPOSED ELEVATION
1/4"=1'-0"

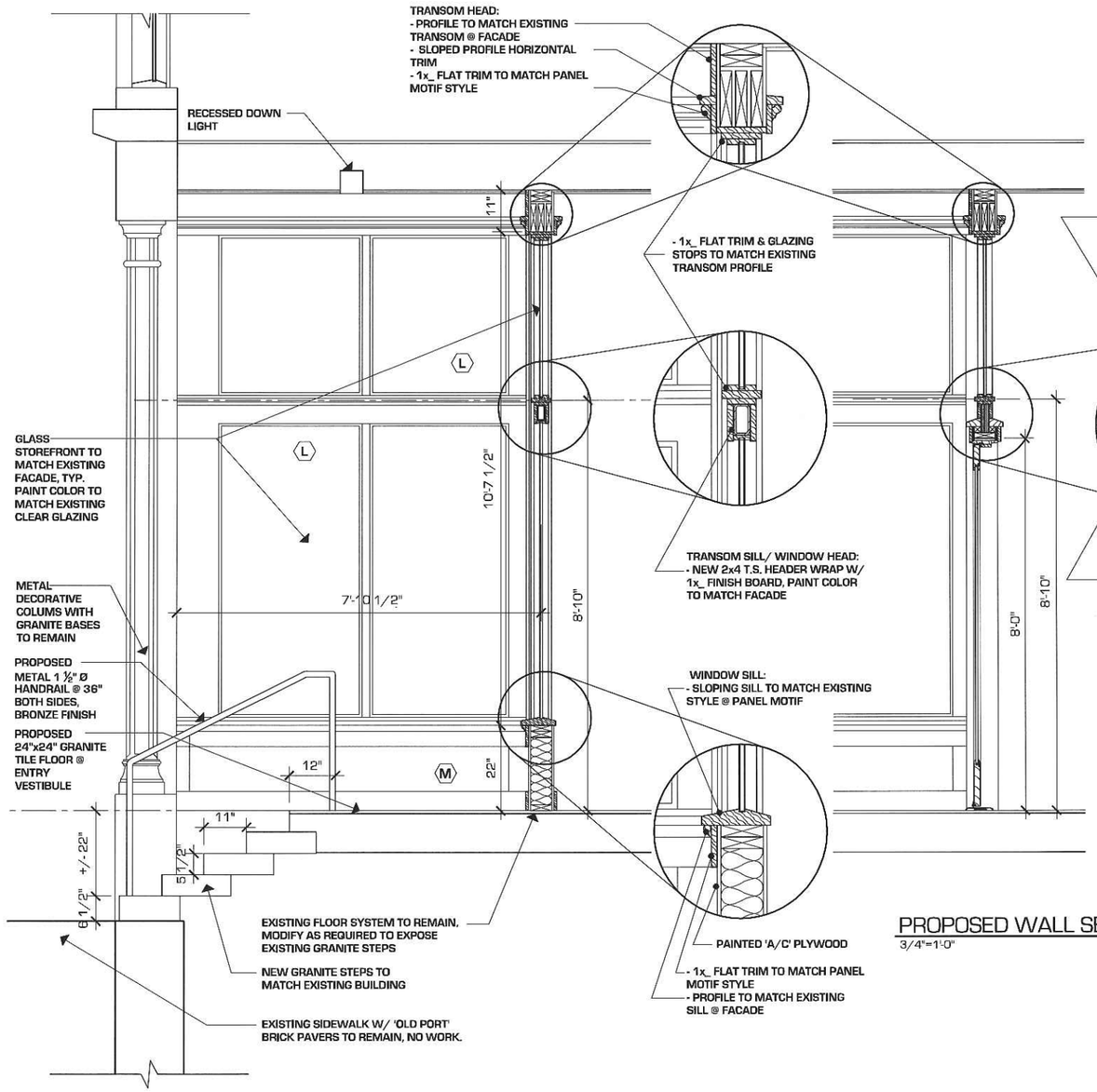
MARK MUELLER ARCHITECTS

HP - 2

NOVEMBER 30, 2016

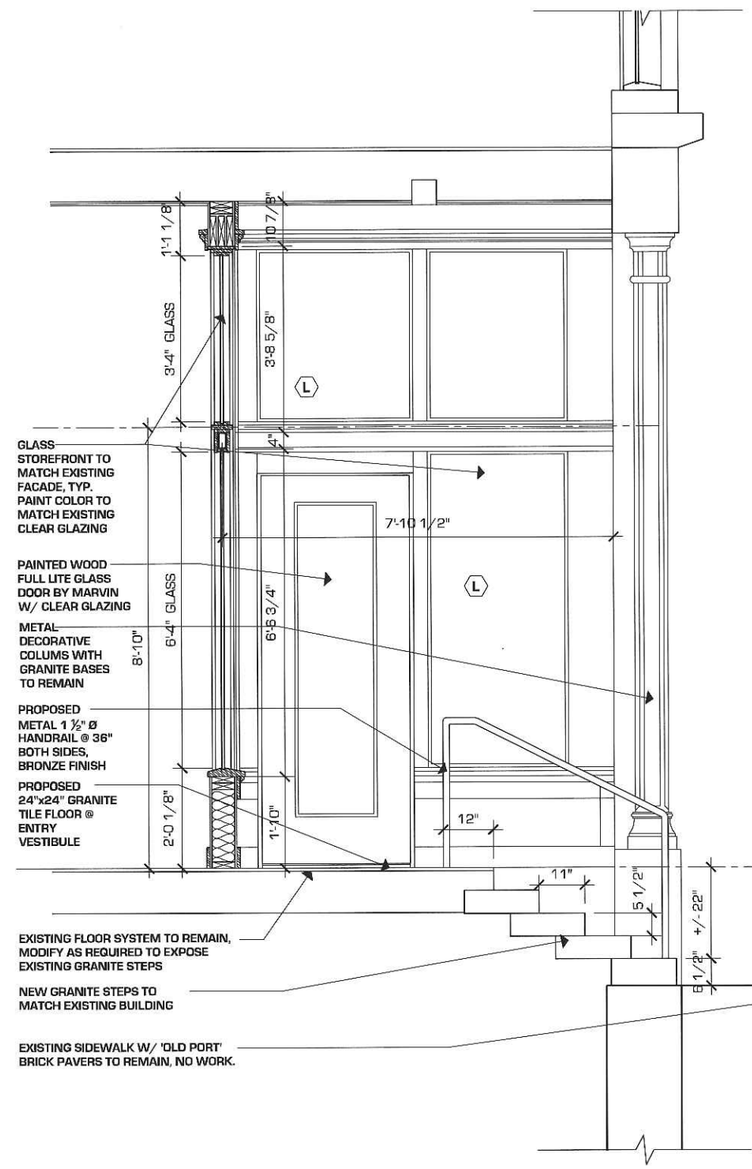
HISTORIC PRESERVATION PROPOSAL

BERRY SHOE BLOCK



PROPOSED WALL SECTION
3/4"=1'-0"

PROPOSED WALL SECTION @ ENTRY
3/4"=1'-0"



PROPOSED WALL SECTION
3/4"=1'-0"

MARK MUELLER ARCHITECTS

HP - 3

NOVEMBER 30, 2016

HISTORIC PRESERVATION PROPOSAL

BERRY SHOE BLOCK