1. Legal Ad

   Documents:

   1-18-17 LEGAL AD.PDF

2. Agenda

   Documents:

   1-18-17 AGENDA.PDF

3. HP MEMO - 20 Thames Street

   Documents:

   HP MEMO - 20 THAMES STREET.PDF

4. Draft (1-13-17) Guidelines For Installation Of Heat Pumps, Compressors, And Associated Equipment In Portland's Historic Districts

   Documents:

   DRAFT - GUIDELINES FOR INSTALLATION OF HEAT PUMPS, COMPRESSORS, ETC..PDF

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

On **Wednesday, January 18, 2017** 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. PUBLIC HEARING

i. Request to Amend Previously-Approved Plans; 164 MIDDLE STREET; NDA Middle, LLC., Applicant.

ii. Certificate of Appropriateness for New Construction; 20 THAMES STREET; Portland Norwich Group LLC., Applicant

2. WORKSHOP

i. Review of Draft Design Guidelines for the Heat Pump Installations in Historic Districts

CITY OF PORTLAND, MAINE

HISTORIC PRESERVATION BOARD

HISTORIC PRESERVATION BOARD AGENDA

January 18, 2017, 5:00 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 January 4, 2017:

i. Request to Amend Previously-Approved Plans; 164 MIDDLE STREET; NDA Middle, LLC., Applicant.
   a) The Board voted 7-0 to uphold the Board's previous approval with provisions for minor adjustments to Market Street's window configuration. Final elevations and railing details to be approved by staff.

1. PUBLIC HEARING

i. Certificate of Appropriateness for New Construction; 20 THAMES STREET; Portland Norwich Group LLC., Applicant

2. WORKSHOP

i. Review of Draft Design Guidelines for the Heat Pump Installations in Historic Districts

3. CONSENT AGENDA

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

PUBLIC HEARING
20 THAMES STREET

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: January 12, 2017

RE: January 18, 2017 Public Hearing

Application for: Certificate of Appropriateness for New Construction

Addresses: 20 Thames Street

Applicant: Portland Norwich Group LLC.
Represented by Ara Afandilian

Architect: David Lloyd, Archetype

Introduction

Architect David Lloyd is returning to the Board for final review and approval of plans for a new 6-story mixed use structure at 20 Thames Street. The parcel is located immediately east of the former Grand Trunk Railroad Office Building located at the corner of India and Thames. Mr. Lloyd is representing client Portland Norwich Group LLC., which controls most of the block bounded by India, Thames, Fore and Hancock Streets, except for the Grand Trunk building itself and the Portland Water district property at the block's northwest corner. The developer currently has a 19,315 square foot hotel building under construction at the east end of the block.

Mr. Lloyd and Portland Norwich Group representative Ara Afandilian presented preliminary plans for two new buildings at the Board's December 7th meeting, one facing India Street and the proposed structure at 20 Thames Street. Although the developer's long-term plans call for full build-out of the block, at this time he intends to move forward with the 20 Thames Street project only. Board members may recall that only a portion of the 20 Thames parcel falls within the boundaries of the Portland Waterfront Historic District—see maps below. Given its partial inclusion and the 100' compatibility rule under the site plan ordinance, the entire building is subject to design review by the Historic Preservation Board.

Applicant's overall development parcel

Vicinity map showing boundary of historic district

Board members will recall that Mr. Lloyd presented only general renderings of the subject structure at the December workshop session and that the north and east elevations were not shown in the materials provided. The enclosed submission is more comprehensive and includes a wall section, details and notations regarding material specifications. Staff has asked that material samples and finishes be provided at the meeting.

Note that a number of design details have been modified since the workshop session. Some of the changes are described in the written narrative provided by Mr. Lloyd. This report identifies other changes as well.

Copies of the 12/7 renderings are enclosed for reference purposes. (See ATTACHMENT 3)

Development Context

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 by a secondary elevation of the Grand Trunk Office Building to the west and a 65' tall new hotel building with yellow brick exterior to the east. 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 not as strong or consistent as they are on Commercial Street east of Franklin.

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 brown brick (a sample will be

provided at the meeting), with the ground floor clad in precast concrete. 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 openings at the center of the façade. Balconies project beyond the window groupings at the fourth and fifth floors.

At 77+ feet 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 15 from the front façade. 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. Nichiha, a fiber-cement product in a "vintage wood" style, is proposed for the siding at the top floor. The finish simulates natural wood and a vertical installation pattern is proposed.

The floor-to-ceiling height of the top floor is shown as 13' tall (the residential floors below are 12'6"). The *apparent* height of the top floor, however, is considerably taller as viewed from Thames Street, as the roof structure pitches up toward the street. While the overall building height is calculated at 77 feet, the roof pitch adds another 4 feet to the height of the top floor as viewed from Thames Street.

On the west elevation, next to the Grand Trunk Building, the defined building base and cement board siding on the top floor shown on the front façade return around the corner a considerable distance, providing a sense of depth and visual continuity with the front façade. From this point the west elevation transitions to metal siding, shown in a dark finish. This material serves as a narrow "hyphen" between the brown brick on the front portion of the building and the yellow brick on the rear. Note that the metal siding extends across the balance of the top floor. Alternating window types mark this elevation.

The east elevation, which faces the new hotel, repeats the building vocabulary established on the front façade. Note that the large windows at the top floor level continues for two bays on the east elevation.

A depiction of the north elevation is provided with this submission, however the faceted concave wall facing the circular drive at the interior of the lot is not shown, however. As noted above, the north elevation is clad in yellow brick. This material choice is proposed to respond to the material palette of the hotel across the circular drive.

Summary of Board's Preliminary Review, Subsequent Design Revisions

At the December 7th workshop Board members appeared generally supportive of the preliminary design scheme for 20 Thames Street. Indeed, the Board focused most of its commentary on the proposed design for 5 India, no doubt because of the more sensitive design relationship with the abutting Grand Trunk building. Also, comment was limited by the fact that only two of the proposed structure's building elevations were included in the preliminary submission and few details were provided.

The one aspect of the design that generated some comment was the height of the top floor as viewed from Thames Street. Some members of the Board suggested that the height be adjusted to be less exaggerated in relation to the height of other upper floors.

Additional Information Provided, Design Revisions following 12/7 Workshop

The enclosed submission includes all four building elevations. It does not, however, include an elevation of the concave wall facing the circular drive at the interior of the lot. The elevations are now annotated to show proposed building materials, window products. etc. A wall section for the Thames Street elevation is provided, as well as typical window details. Other details, such those for the storefront canopies and the roof supports for the projecting canopy at the roofline have not provided. While window and door specifications have not been provided, staff understands that material samples and specifications will be available at the meeting. Also, the proposed site treatment for the area between the Grand Trunk and new building is not shown in the submission. These will be needed for final approval.

Mr. Lloyd has provided a list of design revisions made since the December 7 workshop—see ATTACHMENT 1. In the memo, he indicates that the upper roof has been lowered in response to Board comments. Given that no dimensions were provided with the previous submission, it is difficult to assess the degree to which this detail has been revised in the final submission. Based on the renderings, it does not appear to have changed significantly. The Board may wish to ask for clarification on the revision.

Although not included in Mr. Lloyd's list of design revisions, the west elevation of the building has been revised substantially. Where the original scheme showed the material palette of the Thames Street façade wrapping around the corner of the building for a short distance, the treatment now extends fully half the depth of the building.

Also new to this submission is the proposed introduction of Nichiha in a style intended to simulate wood siding.

Staff Comments

The Board will be reviewing the proposed design solution for its conformance with the historic preservation ordinance's Standards for New Construction, which encourage 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."

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 the proposed development, 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.

Two aspects of the final proposed design might warrant further consideration. Although staff understands that the pitched roof on the top floor has been adjusted to make the height of this floor less exaggerated, further adjustment might be appropriate. Staff also questions whether the proposed use of Nichiha—in a style and installation pattern that simulates vertical natural wood siding—is the most appropriate material selection in this context. While its use is very limited on the building's front façade, the material is more prominent on the side elevations.

Finally, given the fact that some details have yet to be provided, the Board will need to decide whether a final decision on the project can be made. If so, should the Board review these details or is staff review acceptable?

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. Letter from David Lloyd
2. Final submission, including general site plan, perspective views, massing modelm floor plans, annotated elevations, wall section and details.
3. Renderings from 12/7 workshop

ATT. 1

A R C H E T Y P E

January 12, 2017

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

RE: Portland Gateway – Thames Street

Dear Ms. Andrews,

Since our last presentation to the board we have modified and expanded on our information per the following list.

1. The upper roof, south face looking out over the water has been lowered per boards comments.
2. The railing details on upper deck have been simplified and now detailed.
3. The northern elevations of the building are now defined with material, color and massing.
4. Area identified on roof for HVAC equipment.
5. Details for brick veneer, window sills and headers detailed.
6. Exterior materials all called out as brick, Precast, metal panels and Nichiha, please refer to elevations.

We look forward to our presentation to the board.

Respectfully Submitted,

David Lloyd
Maine Licensed Architect

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

ATT. 2

FINAL PLANS, ELEVATIONS & DETAILS.

CARROLL ASSOCIATES
LANDSCAPE ARCHITECTS
217 COMMERCIAL STREET, STE 200
PORTLAND, MAINE 04101
207.772.1552

RANSOM
Consulting
Engineers
and Scientists
400 Commercial Street, Suite 404
Portland, ME 04101
Tel. (207) 772-2891
Fax (207) 772-3248
www.ransomenv.com

20 THAMES STREET BUILDING

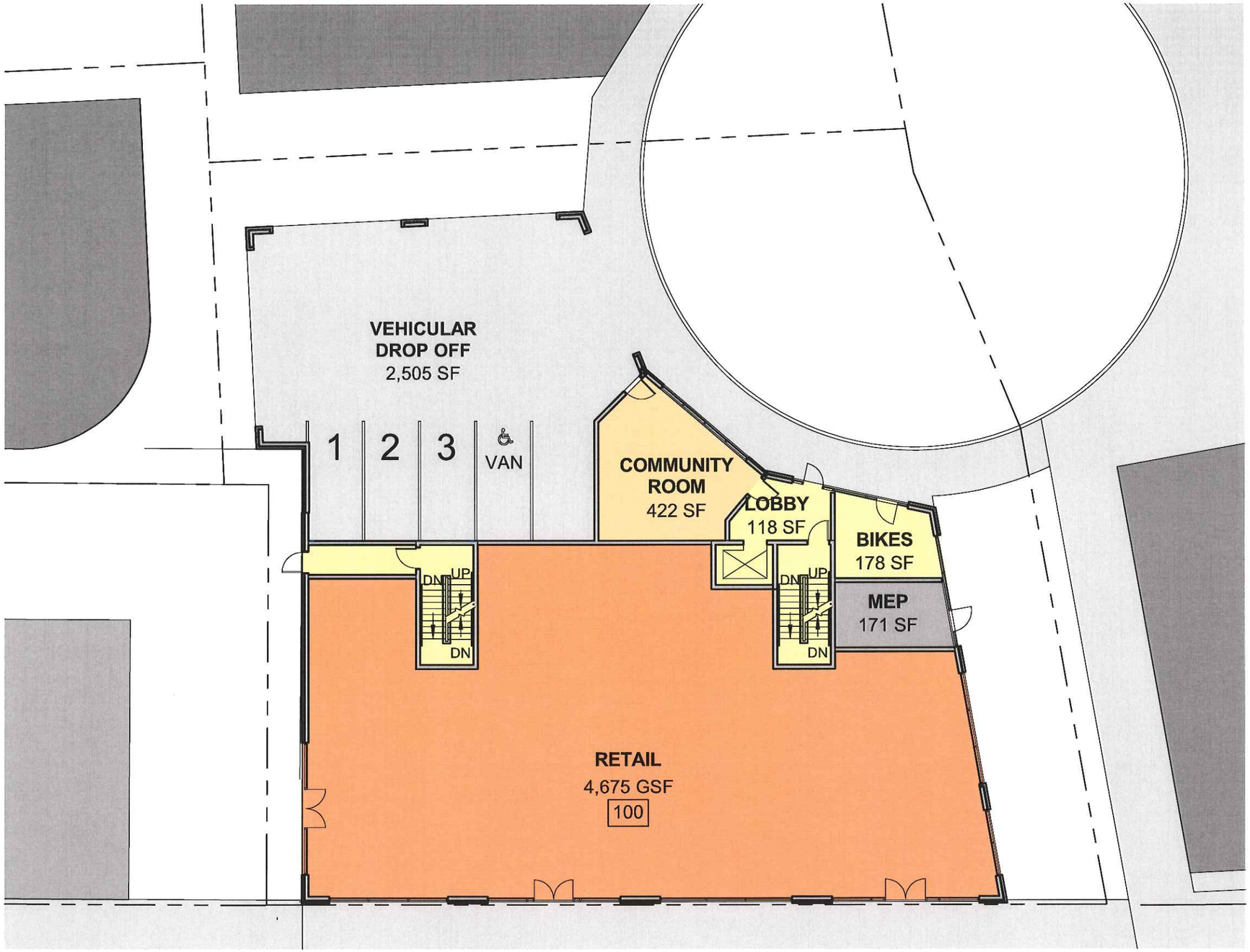
No.	Revision/Issue	Date
1	HP REVIEW	01.10.17

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


SIGNAGE
SIGNAGE



1 | 1ST FLOOR

1/16" = 1'-0"

0 4'-0" 8'-0" 16'-0" 32'-0"

THAMES STREET BUILDING

20 Thames Street, Portland Maine

JAN. 9, 2017

ARCHETYPE architects
48 Union Wharf Portland, Maine 04101

1 | 2ND - 5TH FLOOR

1/16" = 1'-0"

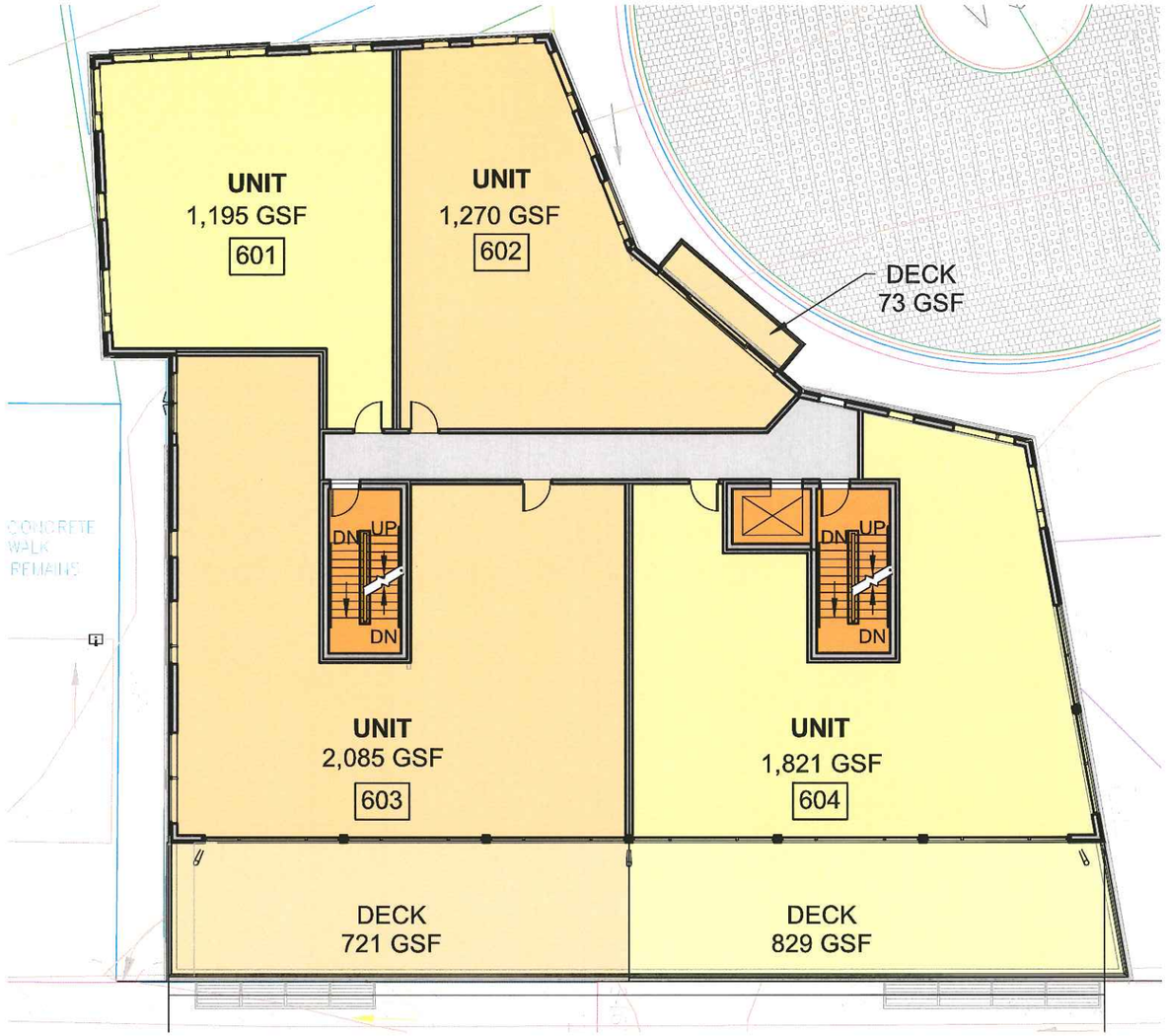
0 4'-0" 8'-0" 16'-0" 32'-0"

THAMES STREET BUILDING

20 Thames Street, Portland Maine

JAN. 9, 2017

ARCHETYPE architects
48 Union Wharf Portland, Maine 04101



1 | 6TH FLOOR

1/16" = 1'-0"

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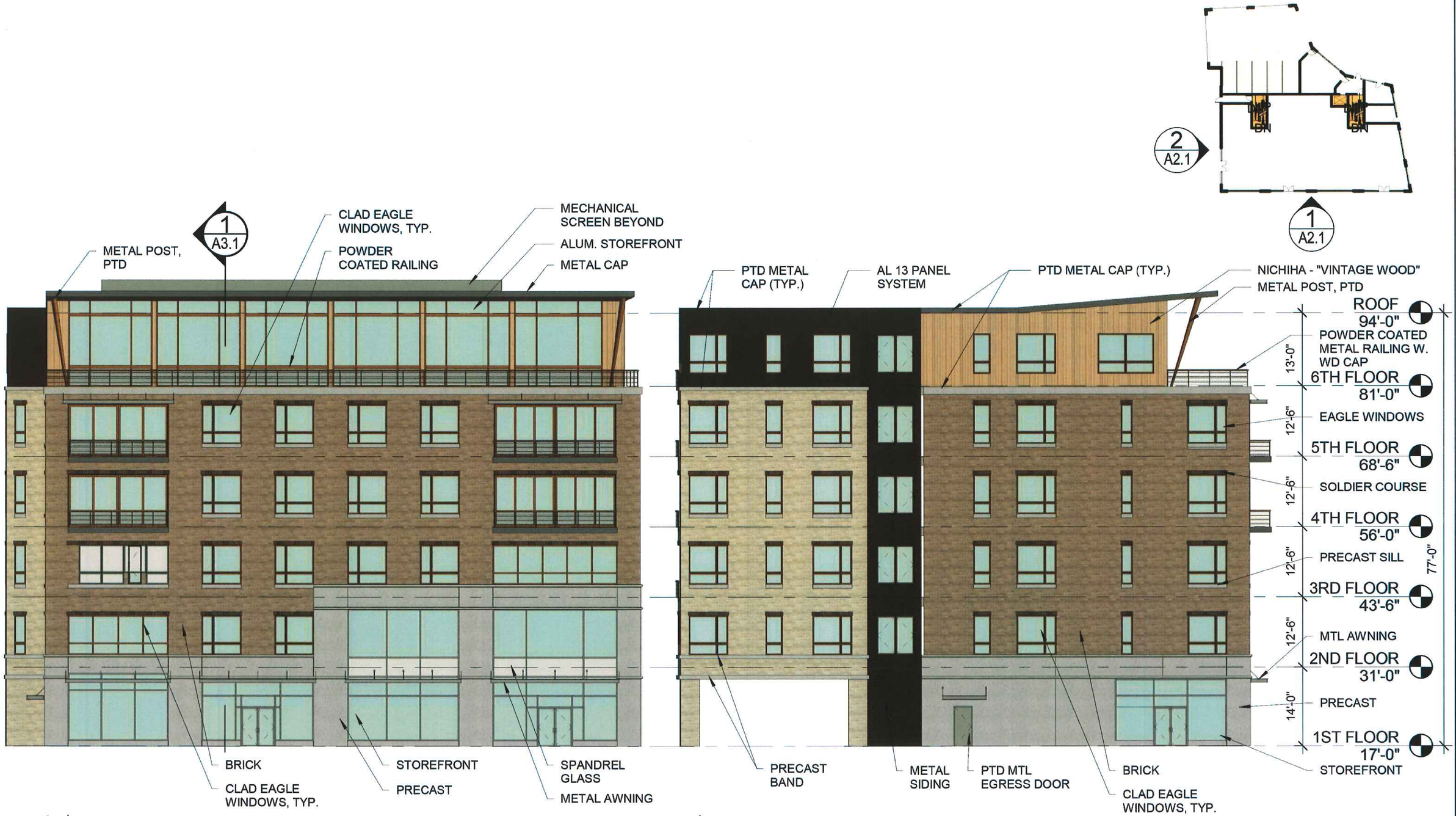
THAMES STREET BUILDING

20 Thames Street, Portland Maine

JAN. 9, 2017

ARCHETYPE architects
48 Union Wharf Portland, Maine 04101



1 | South Elevation
1/16" = 1'-0"

2 | West Elevation
1/16" = 1'-0"

THAMES STREET BUILDING

20 Thames Street, Portland Maine

JAN. 9, 2017

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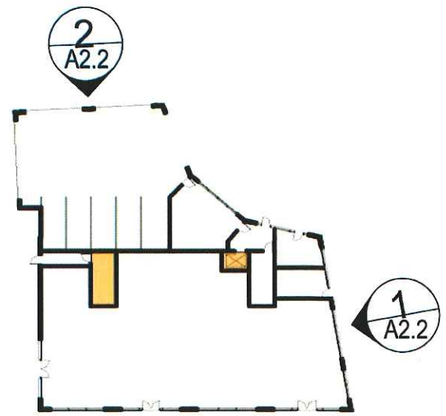
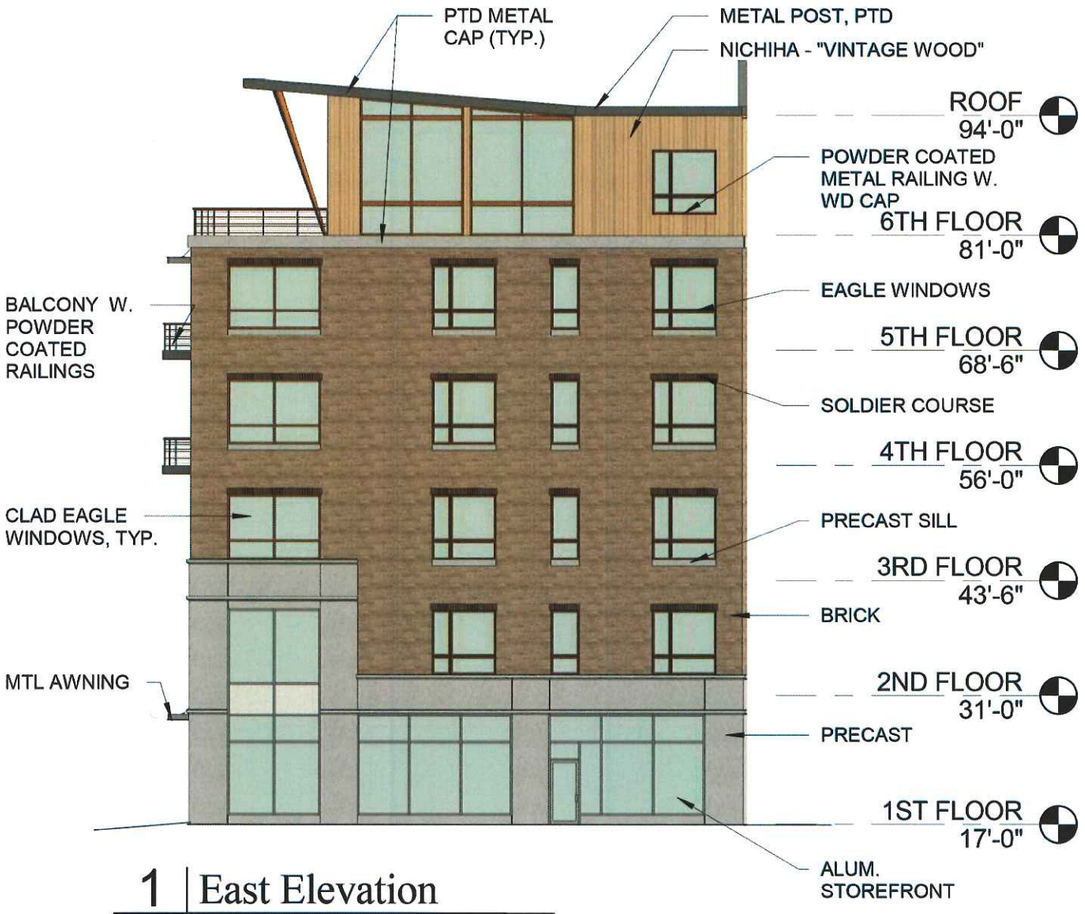
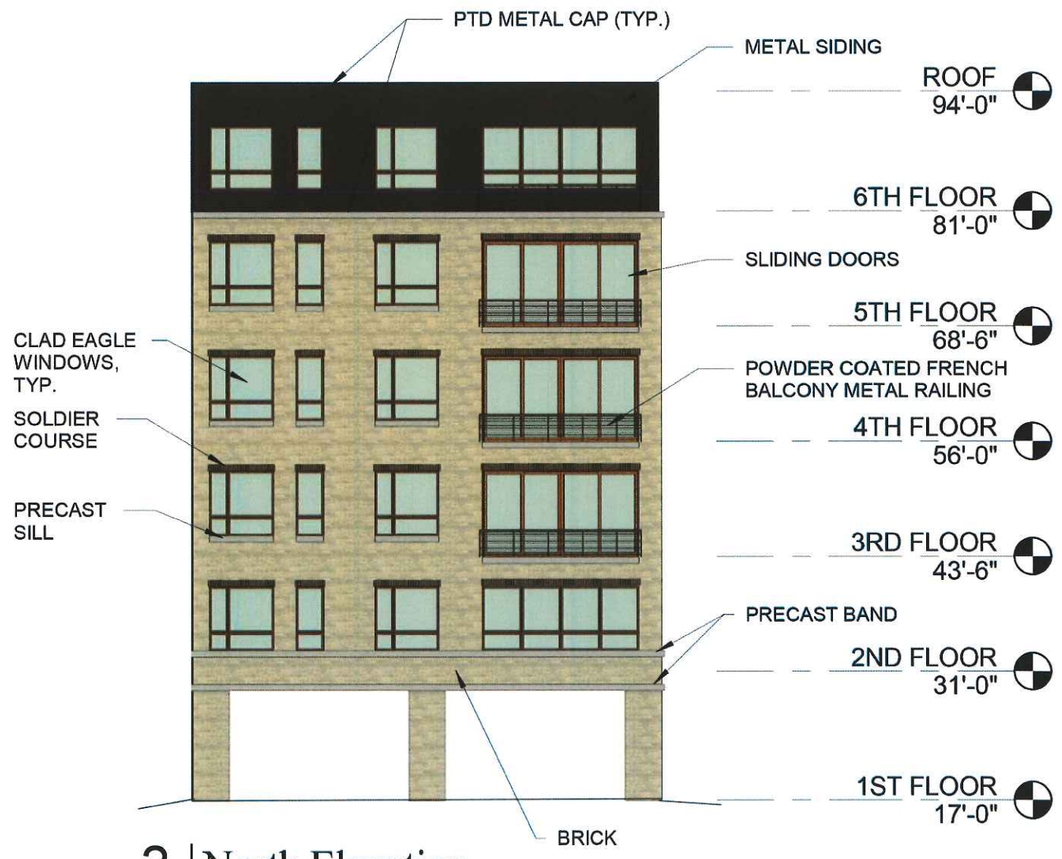
48 Union Wharf Portland, Maine 04101





1 | East Elevation
1/16" = 1'-0"



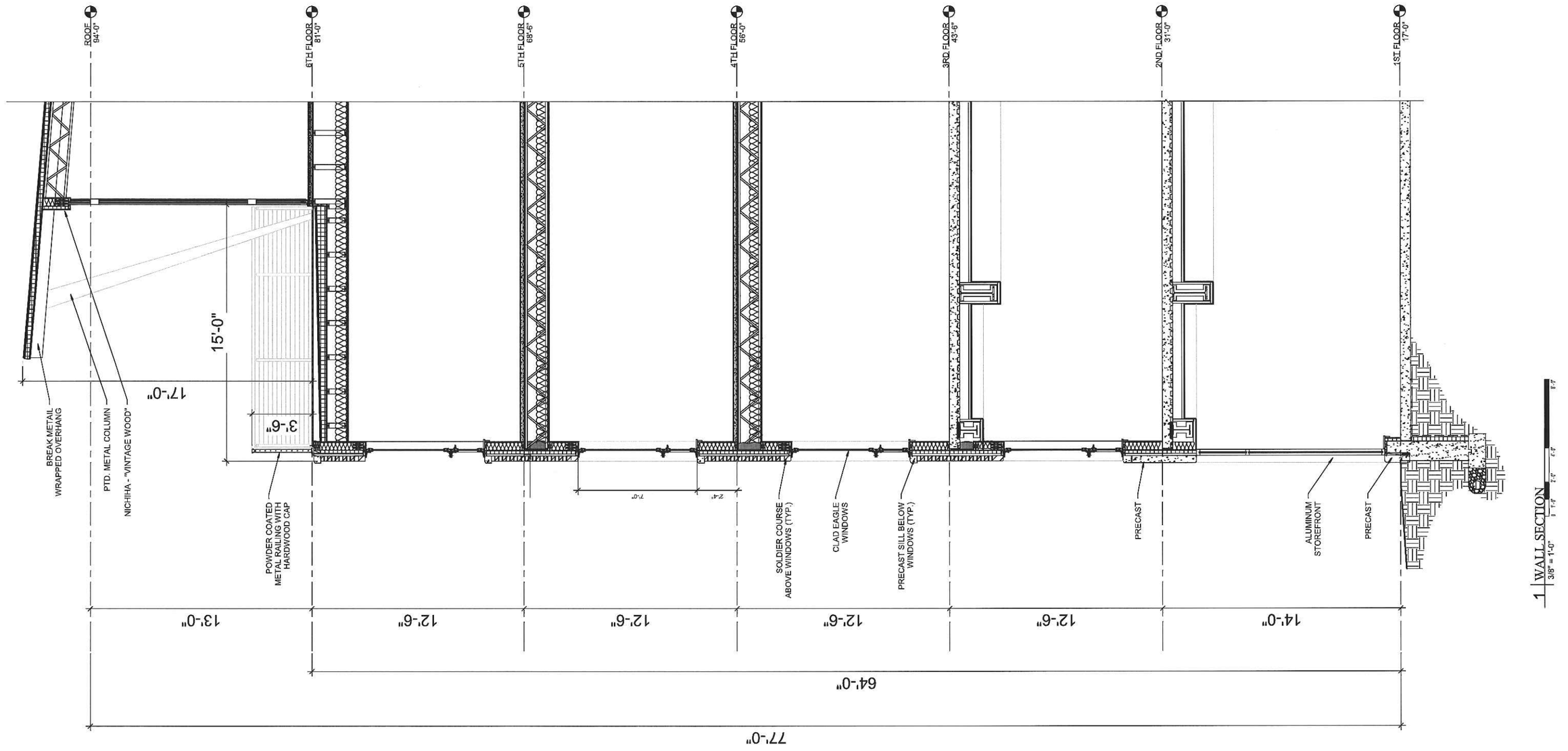
2 | North Elevation
1/16" = 1'-0"

THAMES STREET BUILDING

20 Thames Street, Portland Maine

JAN. 9, 2017

ARCHETYPE architects
48 Union Wharf Portland, Maine 04101



1 WALL SECTION
3/8" = 1'-0"

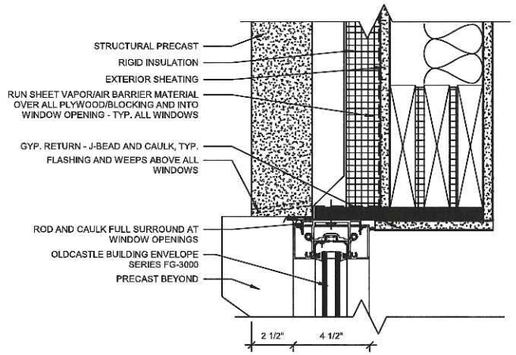
THAMES STREET BUILDING

20 Thames Street, Portland Maine

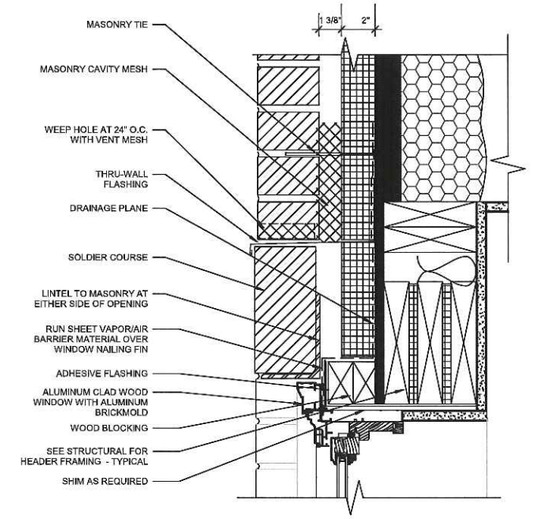
JAN. 9, 2017

A3.1

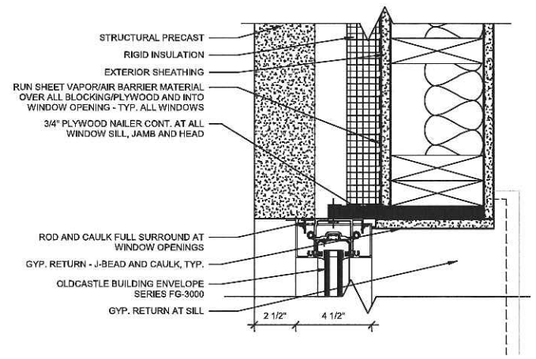
ARCHETYPE architects
48 Union Wharf Portland, Maine 04101



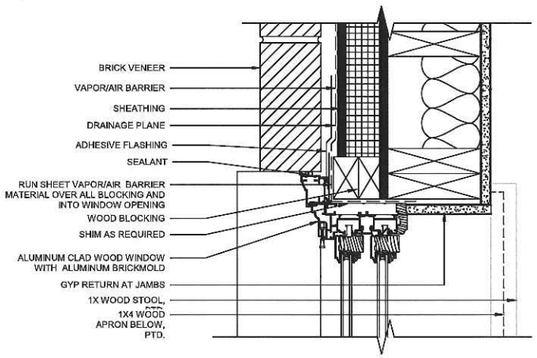
7 | TYP. WINDOW HEAD SECTION AT PRECAST WALL
3" = 1'-0"



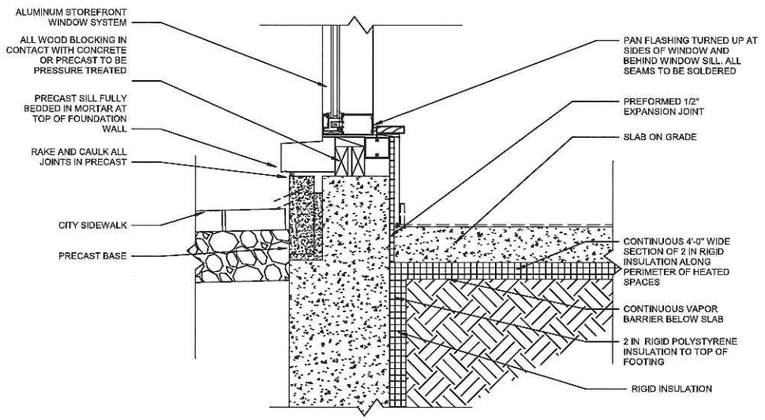
3 | WINDOW HEAD AT BRICK
3" = 1'-0"



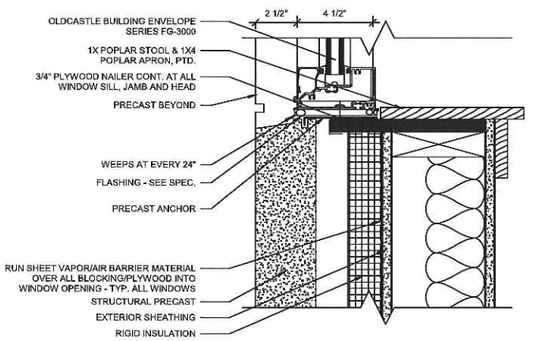
6 | TYP. WINDOW JAMB DETAIL AT PRECAST WALL
3" = 1'-0"



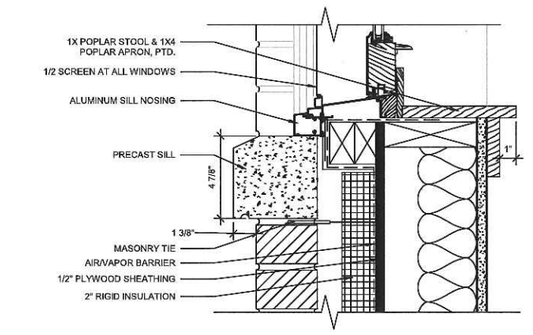
2 | WINDOW JAMB AT BRICK
3" = 1'-0"



4 | TYPICAL STOREFRONT SILL
1 1/2" = 1'-0"



5 | TYP. WINDOW SILL DETAIL AT PRECAST WALL
3" = 1'-0"



1 | WINDOW SILL AT BRICK
3" = 1'-0"

Prepared For:
Owner
Address
City, State

Consultant:

Architect:
ARCHETYPE architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Project:
THAMES STREET BUILDING
20 Thames Street, Portland Maine

Revisions:

Scale: As indicated

Date: JAN. 9, 2017

DETAILS

A5.00

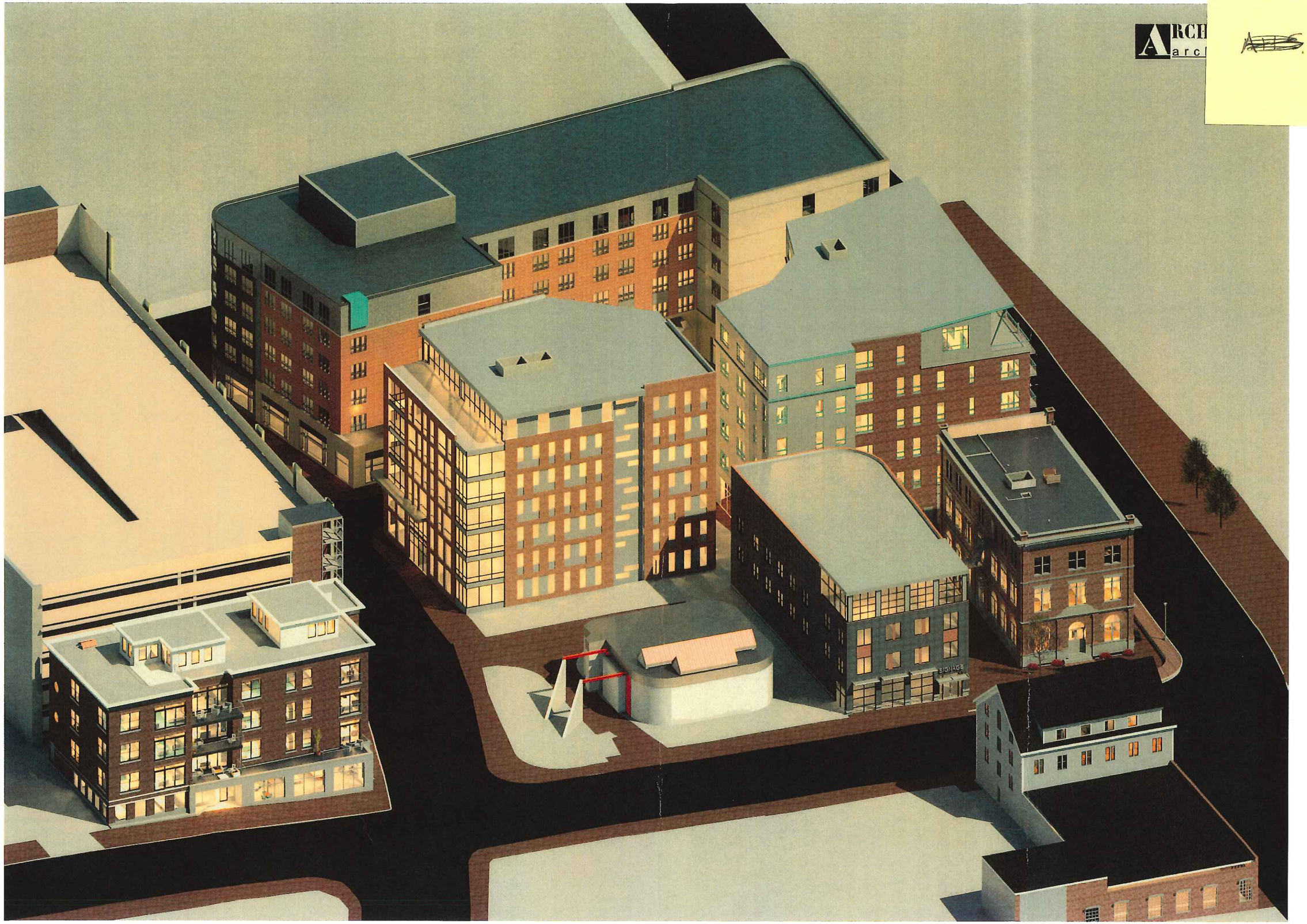
ATT. 3
RENDERINGS
PRESENTED AT
12/7 WKSHP.

Thames Street Elevation

Portland, Maine

October 2016

ARCHETYPE architects


SIGNAGE


SIGNAGE
ARCHETYPE
architects

Guidelines for Installation of Heat Pumps, Compressors, and Associated Equipment in Portland's Historic Districts

DRAFT, 1-13-17

Providing compatible uses for properties in historic districts often requires installation of modern heating and cooling equipment. Recent technological advances and marketing have resulted in an explosion in the number of permit applications for heat pumps and other energy efficient heating and cooling options. To be consistent with Standard 1for Review of Alterations to Historic Buildings, installations should require "...minimal alteration to the character-defining features of the structure, object or site and its environment...." For staff and members of the Historic Preservation Board charged with reviewing heating and cooling compressors and associated piping and wiring, this standard generally means locating the equipment so that it cannot be seen from a public vantage point, or otherwise mitigating the visual impact on the appearance of the property. In addition, installation cannot be allowed to compromise the physical integrity or weather-tightness of the building.

The following guidelines are intended to help designers, building owners, and contractors plan ahead in order to minimize the physical and visual impact of mechanical equipment on buildings. Because particular factors such as visibility, context, historical significance, and existing building conditions can vary widely from building to building, these guidelines are intended to be interpreted and applied in solutions tailored for specific contexts and properties.

General Considerations

- For designated landmarks and all buildings in historic districts, HVAC equipment proposals must be reviewed and approved before installation.
- HVAC designs for existing and new buildings should be focused on hiding equipment from view to the greatest extent possible.

Location

- If a building has a space large enough, some compressor units may be able to be installed inside rather than on the exterior.
- Ground-mounted and wall-mounted compressor units should be on the rear (opposite the public face of the building) if possible, to make them invisible or difficult to see at a distance. For all properties but particularly corner lots, consult with HP staff to find the least visible location with the best opportunities for screening.
- If there is no viable means of locating a ground-mounted or wall-mounted unit at the rear and it must be on the side of a building, it should be located as far back from the street as

possible. The goal of reviewer will be to completely screen compressors with fencing, lattice, or plantings. Exposed line sets will be strongly discouraged by HP staff.

- Units are to be mounted as low as possible – on the ground is usually preferable to wall mounted units.
- Only under extraordinary circumstances and with complete screening will units be approved at the front of the property.
- Rooftop units should be avoided except on flat roofs, and total height must be kept as low as possible. On flat roofs compressor units should be as far as possible from the front, and some distance from all other edges of the roof as well. If part of a rooftop unit is visible from the street, screening may be required.

Piping, Line Sets, and Electrical Connections

- Should be run inside the building if at all possible, or on a face of the property with no visibility.
- Exposed exterior wiring, line set covers, and junction boxes should be discreetly located, and must be colored or painted to match the siding or wall finish on which it is mounted.

Screening Options

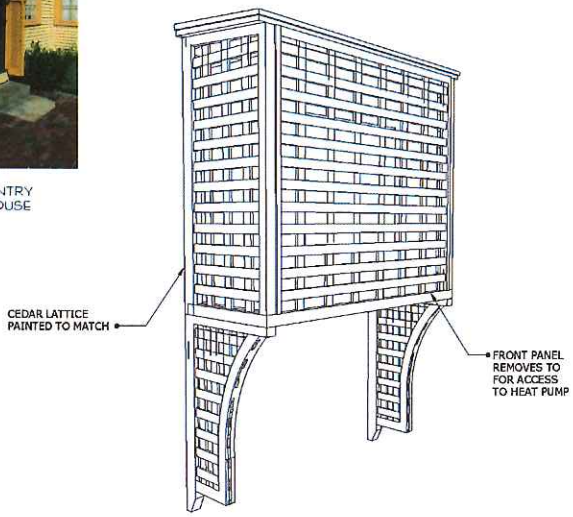
- Vegetative screening for ground-mounted units must be continuous, comprised of a sufficient number of shrubs with dense, year-round foliage. For some sites with an open landscape plan, screening with large shrubs may not be appropriate.
- Fencing or lattice work must be designed to be compatible with the existing features of the property, and must be reviewed by HP staff as with any site or building alteration. The screen is to be recessive, and to avoid calling attention to the unit that is being screened the design should not have the appearance of an awkward appendage.
- Compressor units and piping may be required to be painted, to be recessively colored or to blend with screening and background materials such as siding, trim or roofing.
- For rooftop units a parapet or balustrade may provide an effective screen, though the introduction of a new parapet or balustrade where one did not already exist would require sensitive design and a thorough review.

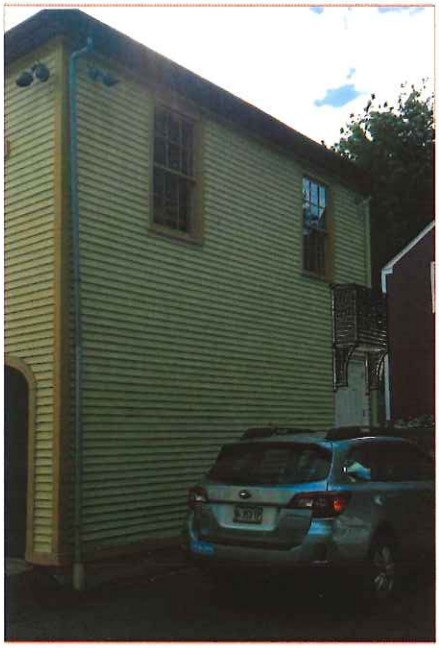
Examples of Approved and Unapproved Installations

73 Brackett Street

During a renovation converting the second floor of the carriage house for studio space, this heat pump compressor was installed in the adjacent parking lot. HP staff required that fence panels matching the fence behind the unit be installed as a screen because the unit is clearly visible from Danforth Street. Because the condominium association may require that the heat pump be moved, the issue is not yet resolved, and HP staff has consulted on alternate locations and screening methods.

EXISTING ENTRY
ON MAIN HOUSE





PROSPECT
DESIGN

CARRIAGE HOUSE DOOR HOOD

SCALE:NTS

DATE JUNE 21, 2016

SKI

One proposed solution is depicted above: mounting the compressor above the back door of the carriage house, and screening it with a latticed enclosure that resembles a door hood.

211 Brackett Street (corner of Dow Street)

This heat pump was installed before HP staff could review the application. The owners do not own the parking area behind the house, and stated they had no choice but to install the compressor high enough on the wall to avoid interfering with neighbors' vehicles. The owners will be required to paint the compressor and line set covers to match the siding, and staff may seek a latticed enclosure for the compressor.

The installation included a line set cover on the front, facing Brackett Street. HP staff required that it be removed. Tubing now runs inside the house, but a tube for condensate now drains from a spout installed on the wall without review by HP staff.

46 Cushman Street

Installed without HP review, this compressor needs to be moved to the rear of the roof, and may require a screen. The line set cover on the mansard needs to be painted black to match the roofing.

287 Spring Street

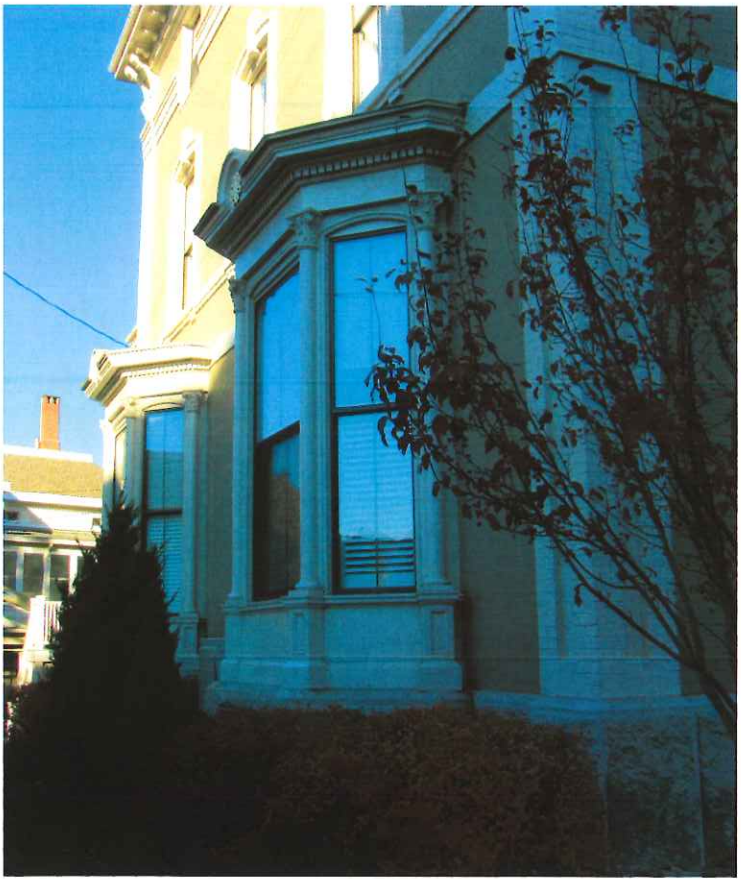
This heat pump was installed prior to an HP review, but the contractor agreed to construct a painted enclosure and painted the line set cover to match as well (not completed in photo.)

The enclosure could not sit on the ground because another condo owner had rights to the parking space.

22 Dow Street (not yet installed)

A heat pump compressor unit will be installed behind this proposed screen. The screen will be painted all one color to match the trim and be more recessive. Piping will enter the house and travel inside.

727 Congress Street



The original proposal for this heat pump was to mount the compressor on the masonry wall. The contractor agreed to mount it on the ground and provide robust plantings for a screen. The color of the unit does not stand out against the background of the building.