

1. Legal Ad

Documents:

[3-1-17 LEGAL AD.PDF](#)

2. Agenda

Documents:

[3-1-17 AGENDA.PDF](#)

3. 383 Commercial Street

Documents:

[HP MEMO - 383 COMMERCIAL STREET.PDF](#)

4. 1 Joy Place

Documents:

[HP MEMO - 1 JOY PLACE.PDF](#)

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

On **Wednesday, March 1, 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. WORKSHOP

- i. Advisory Review of Proposed New Construction; 383 COMMERCIAL STREET; Gordon Reger, Holdings, LLC., Applicant.
- ii. Preliminary Review of Proposed New Construction; ONE JOY PLACE; One Joy Place LLC., Applicant.

2. PUBLIC HEARING

- i. Certificate of Appropriateness for Dormer Additions; 97 INDIA STREET; Scott Knoll, Applicant.

CITY OF PORTLAND, MAINE
HISTORIC PRESERVATION BOARD

Scott Benson, Chair
Bruce Wood, Vice Chair
Glenn Harmon
Robert O'Brien
Penny Pollard
Julia Sheridan
John Turk

HISTORIC PRESERVATION BOARD AGENDA

March 1, 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 February 22, 2017:**

- i. Review and Approval of proposed *Design Guidelines for the Installation of Heat Pumps, Compressors and Associated Equipment in Historic Districts*
The Board voted 5-0 (Sheridan, Turk absent) to approve the proposed guidelines as written.

4. WORKSHOP

- i. Advisory Review of Proposed New Construction; 383 COMMERCIAL STREET; Gordon Reger, Holdings, LLC., Applicant.
- ii. Preliminary Review of Proposed New Construction; ONE JOY PLACE;
One Joy Place LLC., Applicant.

Break; Meeting Resumes at 6:45

PUBLIC HEARING

- i. Certificate of Appropriateness for Dormer Additions; 97 INDIA STREET; Scott Knoll, Applicant.

5. CONSENT AGENDA

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

**WORKSHOP
383 COMMERCIAL STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: February 24, 2016

RE: March 1, 2017 **2nd Workshop** – Advisory Review; Comments to
be forwarded to Planning Board

Address: 383 Commercial Street
(Development site occupies most of block bounded by Commercial,
High, York and Maple Streets)

Applicant: Gordon Reger Holdings LLC.
Represented by Joe Dasco

Architects: David Lloyd, Archetype Architects

Introduction

Developer Joe Dasco and project architect David Lloyd are returning to the Board for a second workshop to present revised plans for the redevelopment of the site currently occupied by Deering Lumber at 383 Commercial Street. Mr. Dasco and Mr. Lloyd first met with the Board in early January and received preliminary comments at that time. The modifications reflected in the enclosed plans, which are described in a cover letter provided by Mr. Lloyd (see ATTACHMENT 1), attempt to respond to the Board's early feedback.



Cross-hatched area is development parcel. Shaded area is abutting historic district.



The Historic Preservation Board's role in the review of this proposal is *advisory* because the site is located just outside the boundaries of the Portland Waterfront Historic District—see map on preceding page. The Planning Board must find that the project is “generally compatible with the major character-defining elements of the landmark or portion of the district in the immediate vicinity of the proposed development.” While the authority for interpreting this review standard rests with the Planning Board, analysis and comment from the Historic Preservation Board is forwarded to the Planning Board for their consideration.

As Board members will recall, the 2.5-acre development parcel occupies most of the large city block bounded by Commercial, High, York and Maple Streets, except for one existing historic structure located at the corner of York and Maple. The proposed project calls for a 49,051-square-foot development consisting of 275 residential units, 380 parking spaces and 28,435 feet of retail. Plans call for the development to be constructed in three phases, with the eastern end of the site being built in the first phase.

Staff has enclosed renderings from the January 4 submission for reference purposes—see ATTACHMENT 3. Sections from the January 4 staff report are also repeated in this report for reference purposes.

Summary of Board Comments from January 4 Workshop

At the first workshop, Mr. Lloyd explained that the goal of the development was to create the maximum number of units with light, sun and views. The proposed massing of the development, which features a series of individual 6-story towers separated by wide courtyards and numerous balconies overlooking the courtyards, was in response to this programmatic goal. The development also incorporated provisions for public access across the interior of the lot from York to Commercial. This, Mr. Lloyd explained, was in response to early input from Planning staff who requested that the project provide mid-block permeability or public access given the length of the development.

In reviewing the proposal, Board members appeared to accept the basic organization and massing of the proposed development as being a result of the developer's stated goals for the project (i.e. providing light and views for as many of the residential units as possible). Accordingly, the Board did not recommend significant changes in massing, such as reducing or consolidating the number of individual “blocks” as viewed from Commercial Street. Rather, the Board focused its discussion on key elements of the project and preliminary design details. Responding to computer-generated renderings and perspective views provided (no elevations were submitted), Board members offered the following observations and comments regarding the preliminary proposal:

- On Commercial Street, the masonry façade should be tied into the balance of the building in order to avoid it appearing as a thin veneer. Board members suggested that the masonry be carried back further into the courtyard elevations to provide more substance and weight to the building. The sharp contrast in material tone was also noted. Board members suggested that the color/tone of the courtyard walls be adjusted to reduce the high contrast and better unify the structure.

- The plane of the streetwall should be maintained. There was concern about the degree to which the ground floor entrances or openings were recessed from the street. The wall of the recessed sections should be brought forward to maintain continuity.
- The trellis/ pergola treatment at the top floor was unresolved. (This was not discussed in detail, as Mr. Lloyd noted that it was already being redesigned.)
- On the Maple Street façade, masonry should be continued around the corner—again, to provide substance and continuity. (Note: the Maple Street façade is not shown in the views provided with the applicant's original submission. The applicant provided additional images at the workshop.)
- At the corner of High and Commercial Street, the ground floor treatment was found to be awkward and unresolved. Given the prominence of this corner, the ground floor needs further articulation.
- Questions were raised about the choice to support the balconies by tall supporting posts; a suggestion was made that brackets be considered instead.
- A question was raised about the depth of the windows. Board members recommended that they be set back further to provide relief and interest to the façade.
- The awkward geometry of the Phase I development (the easternmost section) was discussed. While future build-out will resolve some of the issues presented by this building form, Board members recommended that the wall facing the courtyard (at least the front portion of it) be made perpendicular to the street, providing a more traditional building massing. This would also make less visually prominent the angled geometry of the interior section of the block.
- Regarding the York Street frontage, Board members expressed some concern about the fact that the development did not engage at the sidewalk level. Given the length of the frontage, this resulted in a significant gap in street-level activity. A suggestion was made to consider introducing some retail or residential-oriented service business at the ground level of the building.
- The proposed solution for public access across the interior of the lot was questioned. Board members expressed doubt that the public would feel comfortable traversing the lot in space that clearly read as part of a private development. Additionally, given the change in grade, a set of stairs would be needed within the one of the open courtyards to bring pedestrians down to Commercial Street. Concerns were expressed that the solution appeared awkward. The Board suggested that the public access be provided between the eastern end of the new building on York Street and the existing Baxter Academy Buildings. A stepped passageway in this location would allow pedestrians a more direct route to the blocks of Commercial Street where most pedestrian activity is concentrated. It would also take advantage of an otherwise un-activated space.

- Board members recommended that careful consideration be given to the location of mechanicals and that they be ganged and screened to the extent possible, especially given the fact that the building would be viewed from uphill.

Revised Proposal

Mr. Lloyd has provided a written summary of the major design revisions made in response to the January workshop—see ATTACHMENT 1. As the revisions have been itemized, there's no need to repeat the information here.

In addition to the changes highlighted in the letter, staff notes other design modifications as well. Note, for example, the “connector” sections between individual blocks are now two stories tall at both the streetwall plane and plane of the recessed wall behind. Also, the recessed wall plane is a continuous straight wall with a continuous railing above. This has the effect of quieting the composition. Note also that the number of balconies have been reduced/consolidated. This helps reduce the visual complexity of the upper story courtyard areas.

Wednesday's Workshop – Role of the Board

As the Historic Preservation Board is acting in an advisory capacity on this project, no formal public hearing will be scheduled. Also, it is likely that this will be the last HP Board review session on the proposal, unless the applicant agrees to return to the Board with additional design details. As such, the Board is being asked to review closely all four elevations of the proposal as currently presented and identify any outstanding areas of concern as the project moves forward for review by the Planning Board. Board members are encouraged to focus first on the overall design expression, organization, scale and massing of the development and then to move on to specific contributing design details, material choices, etc.

Background Information from January 4 staff report

Project Context

Immediate Context

The proposed development's immediate context is quite disparate. East of the property and separated by Maple Street is the new Courtyard Marriott at 321 Commercial. Completed in 2014, the six-story structure extends in an easterly direction to Foundry Lane and exhibits many of Commercial Street's identifiable, shared building characteristics (discussed below.) West of the development parcel, on the other side of High Street, is Cumberland Farms, which departs from Commercial Street's typical development character in every respect. Across Commercial Street is the Gulf of Maine Research Institute, a large-scale, architecturally notable, corrugated-metal-sided structure. While the building exhibits its own distinctive architectural character, it takes its inspiration from vernacular New England building forms. North of the proposed development parcel, on the other side of York Street, the character of existing development is decided mixed, due in large part to the transitional nature of the block. With the completion of the large residential

building currently under construction at the corner of York and High, it is likely this area will be redeveloped in the not-so-distant future. Completing the new development's immediate context is the small-scale historic warehouse structure that houses Baxter Academy. This building forms the western terminus of the Portland Waterfront Historic District on York Street.

General Context

While the development site's immediate context is varied, its larger Commercial Street context (inland side) is one of the most architecturally cohesive in the city. Once built, the proposed development will function as the western terminus of what is today an almost continuous row of similarly-scaled and architecturally unified commercial blocks that stretch along the inland side of Commercial Street to the Galt Block east of Franklin Street. Given this architectural unity and the compelling streetscape that results from it, it is important that Commercial Street's salient building characteristics be studied and reinforced in any new development.

As Board members are aware, Commercial Street was created in the early 1850's on filled land. It was the coming of the railroad in the 1840's that mandated its creation. Starting in 1850, the land downhill from Fore Street was filled to create a mile-long, 100'-wide street to accommodate tracks, traffic and the business blocks and warehouses of an expanding economy. The fact that Commercial Street was almost fully developed within a very brief time period and that many of its structures were built for the same general function, accounts for Commercial Street's striking uniformity in scale, materials and architectural expression.

While most of the existing structures on the north side of Commercial were built shortly after the street was created in 1850, at least one building (the former Porteous warehouse between Center St. and Foundry Lane) was built in the early 20th century (1902.) Because of its form, scale, material palette and compatible architectural treatment, the Porteous warehouse continued and reinforced the established development pattern to the east. In 2013, approval was granted for the new Courtyard Marriot, immediately west of the Porteous Warehouse. Although the parcel was undeveloped when the Portland Waterfront Historic District was created, the boundary encompassed this open parcel to ensure compatible development on this site. As with the Porteous warehouse building, great care was taken to ensure that the new structure built upon the strongly consistent building patterns and characteristics that unify Commercial Street.

Enclosed are aerial views of several segments of the north side of Commercial Street—see ATTACHMENT 2. From these photographs, one can observe the following **unifying characteristics**:

Relationship to the street:

- With few exceptions, the entire width of each block is developed with wall-to-wall buildings. On a few blocks, individual buildings with large footprints fill the entire width of the block. More often, individual, smaller-footprint buildings directly abut each other, sharing party walls. This creates a strong continuous streetwall, interrupted only by intersecting side streets. The few gaps in this continuous streetwall pattern are the result of demolition and reuse of the subject site for surface parking.

- Buildings are oriented with their principal facades facing Commercial Street, with no setback from the sidewalk.
- The flatness and unusual breadth of Commercial Street, together with its broad sweeping curve as one travels from one end to the other, make possible expansive views of the continuous streetwall on the inland side of the street. This configuration allows one to appreciate the relationship between individual buildings.

Scale, Form and Architectural Composition of Individual Structures:

- A strong base, typically executed in granite, which is clearly distinguished from the upper floors. A continuous horizontal datum is established by the frieze/cornice above abutting storefronts
- Building heights that generally range from 3-5 stories. The Courtyard Marriott is 6 stories.
- Overall simplicity of massing
- Very regular fenestration, individual punched window openings, windows of vertical proportions
- A defined cornice
- Roof forms are typically flat or gambrel, with few exceptions
- Consistent and limited material palette.

Variety of Architectural Detail

- Within the generally uniform architectural framework described above, the individual buildings exhibit a great deal of architectural variety. Architectural detail is provided through corbelling of brick, projecting and recessed elements, decorative cornices, alternating bay treatments, granite detailing, etc. Observing the various ways in which granite alone is employed in buildings along Commercial Street, one sees a wide range of surface treatments and detailing. This lends textural and architectural interest to the street.

Proposed Development

Given the fact that the subject city block is bounded by two major urban corridors and that the proposed development will extend the full depth of the block, the development has been designed to feature two “primary” facades: one facing Commercial Street and the other facing York Street. The proposed development will also have significant frontage on High and Maple.

Note that the proposed structure conforms to the geometry of the block, with each façade running parallel to the abutting street. Given the presence of the Baxter Academy building at the northeast corner of the block, the proposed development wraps around the building. An offset is provided between the Baxter Building and the new building.

Commercial Street elevation

As viewed from Commercial Street, the development presents itself as a series of four individual structures separated by elevated courtyards. The individual towers are built upon a two-story parking structure that extends across the full width of the block. The parking

structure is wrapped at the ground floor level by retail space. The ground floor level continues unbroken across the entire width of the block, except for two recessed entry courtyards near the east and west ends of the development.

As noted in Mr. Lloyd's project description, the decision to separate the development into four individual "blocks" above the second story level was driven by the developer's desire to provide views and balconies for each unit. The separation also creates a series of elevated courtyards between blocks and provides through-block view corridors from York Street. The Commercial Street elevations feature a granite base with standard metal storefront systems. The second floor is set back slightly from the front plane of the building; exterior cladding is fiber cement to match the exterior treatment of the recessed courtyards. Above this level, each tower features a brick exterior facing the street, transitioning to a fiber cement material in a "light reflective" color. Balconies project within the courtyard recesses, but do not appear on the commercial Street façade. Fenestration consists of individual punched openings. The window openings facing Commercial are square, with off-center vertical and horizontal mullions. The top story of each block (except for the corner section of the easternmost block) is set back from the building plane and capped with a pergola supported by posts.

York Street elevation

The York Street elevation is distinct from that of Commercial Street in several respects. First, the development presents itself as three larger footprint buildings set apart from each other by fairly narrow spacing. The York Street exterior features a combination of cement fiber panels and brick and includes both flush "Juliet" balconies and projecting balconies. Although no elevations have been provided, it appears from the renderings that the base of the building is largely unarticulated, except at the building breaks. (The first-floor windows are well above head height.) The facades feature a variety of window types, including individual punched openings and mulled triple windows. It appears that there is a general absence of trim. A full-height glazed corner element is shown at the northwest corner of the building.

High Street elevation

The architectural expression of the Commercial Street elevation wraps around the corner of the building along the High Street elevation for a considerable distance. The exterior cladding then transitions to dark fiber cement panels. As noted above, the corner of High and York features a full-height glazed tower element.

Maple Street elevation

No images have been provided for this elevation. Also not illustrated is the northeast inverted corner of the new development, where it wraps around the rear of the Baxter Academy building.

Parking

As the Level 1 and Level 2 floor plans indicate, access to the parking garage will be from Maple Street and from York Street (east end of building).

Phasing

As noted in the introduction to this report, although the project architect has provided renderings of the entire development for purposes of submitting a master development plan for review, the applicant is proposing to move forward only with Phase I at this time. The limits of Phase I are shown in Rendering #3 and in the enclosed floor plans, and include the easternmost building. Phase I construction occupies the eastern end of the block and wraps around the rear of the Baxter Academy Building.

Applicable Review Standards

The historic preservation ordinance's Standards for Review of Construction apply in the review of the proposed project. Building characteristics used to gauge compatibility of new construction in an existing context include the following:

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 project architect**
- 2. Revised plans, elevations and perspective views**
- 3. Original proposal presented 1/4/17**

A R C H I T E C T Y P E

February 2, 2017

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

RE: 383 Commercial Street

Dear Ms. Andrews,

We are pleased to resubmit our revised plans for the Historic Preservation Boards review. We have adjusted the plans as critiqued by the board as follows:

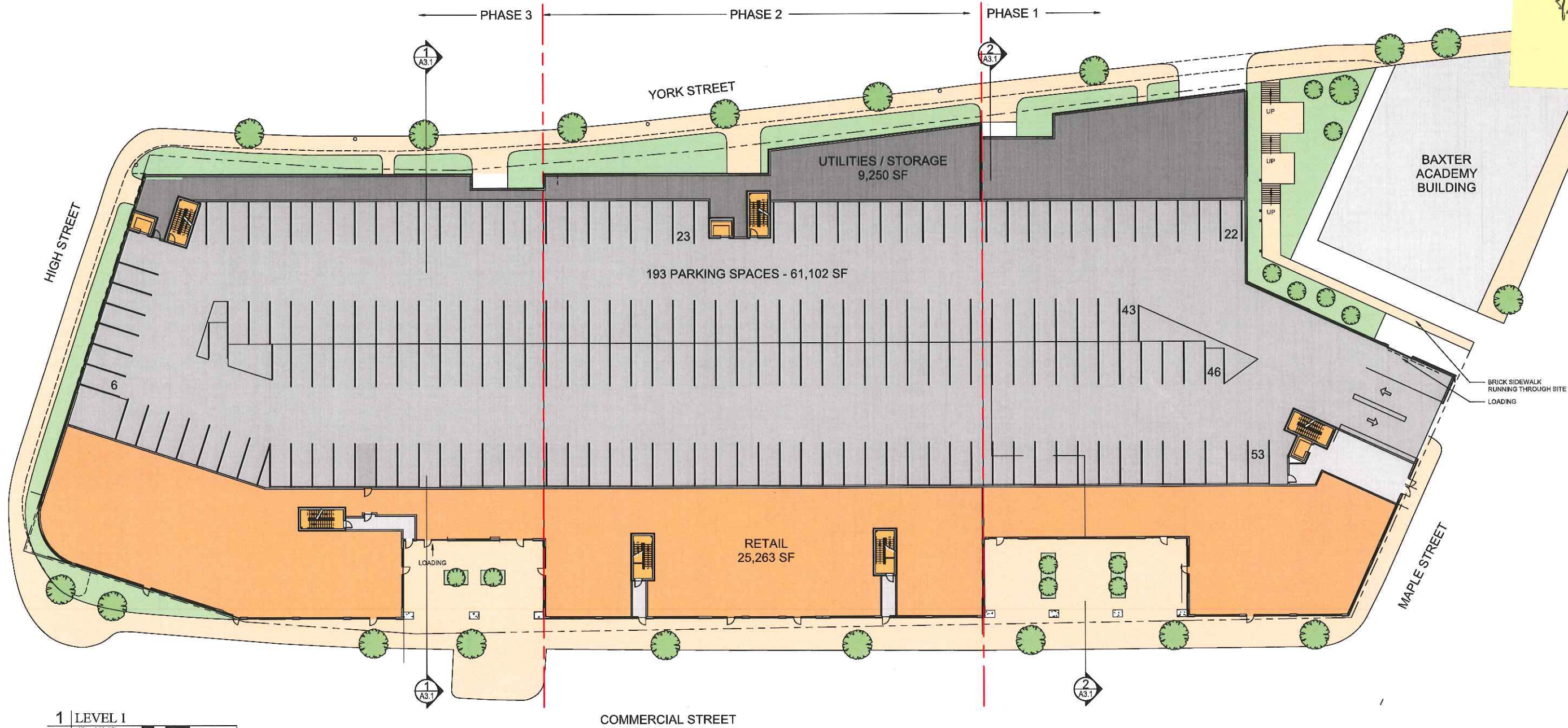
1. The rear wall of the recessed courtyards has been moved forward
2. The top floor arbor detail along Commercial Street has been eliminated and top floor redesigned
3. The precast base along Commercial Street is now continuous and not set in at courtyards
4. Building A phase one west wall has been squared to the street
5. The Maple Street faced has been refinished in brick VS cement panels as previously shown
6. Balcony support and railings adjusted and now shown
7. Corner of Commercial and High redesigned showing precast and brick and added storefront
8. Inner courtyard walls changed from white to grey and façade material integrated into front Commercial Street façade at top floor
9. A pedestrian access from York to Commercial added along east end of building and interior access eliminated as suggested by the board

Respectfully Submitted,



David Lloyd
Maine Licensed Architect

REVISED
PROPOSAL
ATT. 2



1 | LEVEL 1
1" = 20'-0"

OVERALL PROJECT GROSS SQUARE FOOTAGES	
LEVEL 1	99,154 GSF
LEVEL 2	99,154 GSF
LEVEL 3	73,665 GSF
LEVEL 4	73,665 GSF
LEVEL 5	73,665 GSF
LEVEL 6	71,180 GSF +
490,483 GSF	

OVERALL PROJECT	
RETAIL:	25,263 SF
PARKING:	121,398 SF (384 SPACES)
RES. UNITS:	260,411 SF (290 UNITS)
(6) 3-BR UNITS	
(114) 2-BR UNITS	
(129) 1-BR UNITS	
(41) EFF - UNITS	

PHASE 1	
LEV. 1	29,321 GSF
LEV. 2	29,321 GSF
LEV. 3	20,103 GSF
LEV. 4	20,103 GSF
LEV. 5	20,103 GSF
LEV. 6	19,535 GSF +
138,486 GSF	

PHASE 1	
RETAIL:	6,219 SF
PARKING:	34,544 SF (82 SPACES)
RES. UNITS:	72,310 SF (82 UNITS)
(33) 2-BR UNITS	
(28) 1-BR UNITS	
(21) EFF - UNITS	

PHASE 2	
LEV. 1	36,284 GSF
LEV. 2	36,284 GSF
LEV. 3	30,214 GSF
LEV. 4	30,214 GSF
LEV. 5	30,214 GSF
LEV. 6	29,342 GSF +
192,552 GSF	

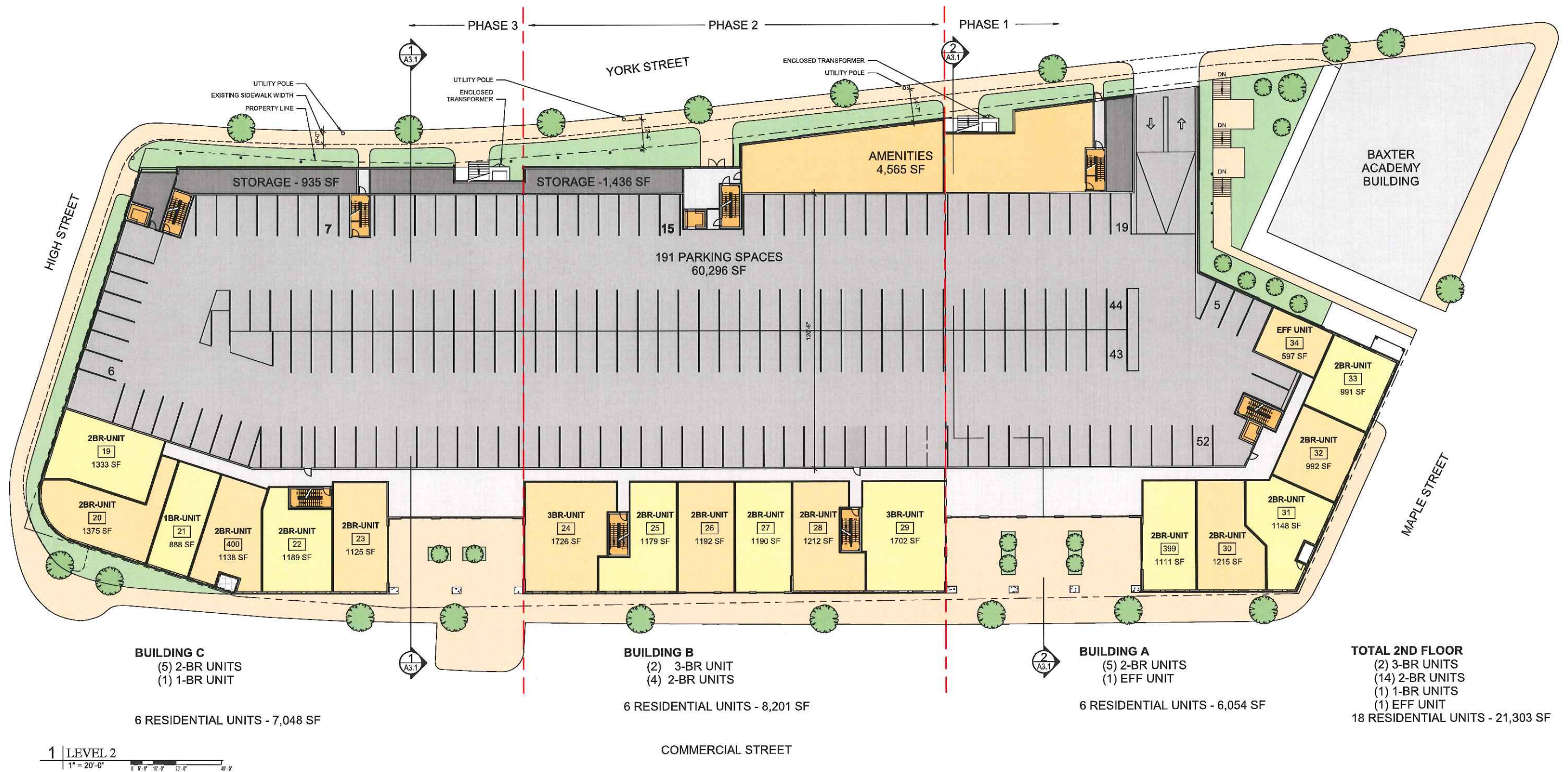
PHASE 2	
RETAIL:	9,619 SF
PARKING:	44,044 SF (152 SPACES)
RES. UNITS:	106,365 SF (114 UNITS)
(6) 3-BR UNITS	
(44) 2-BR UNITS	
(56) 1-BR UNITS	
(8) EFF - UNITS	

PHASE 3	
LEV. 1	33,549 GSF
LEV. 2	33,549 GSF
LEV. 3	23,348 GSF
LEV. 4	23,348 GSF
LEV. 5	23,348 GSF
LEV. 6	22,303 GSF +
159,445 GSF	

PHASE 3	
RETAIL:	9,425 SF
PARKING:	42,808 SF (156 SPACES)
RES. UNITS:	81,736 SF (94 UNITS)
(37) 2-BR UNITS	
(45) 1-BR UNITS	
(12) EFF - UNITS	

383 COMMERCIAL STREET

Portland, Maine



383 COMMERCIAL STREET

Portland, Maine

FEB. 02, 2017

A1.2

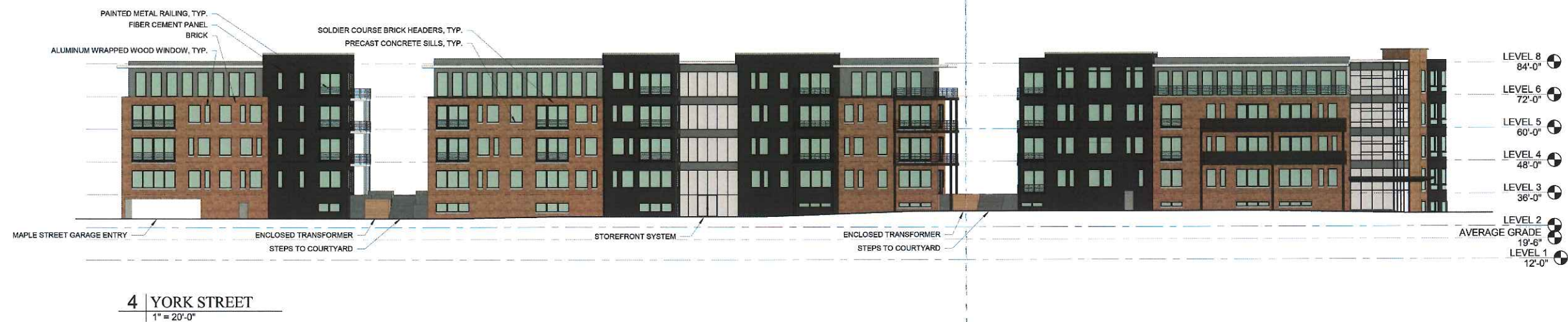
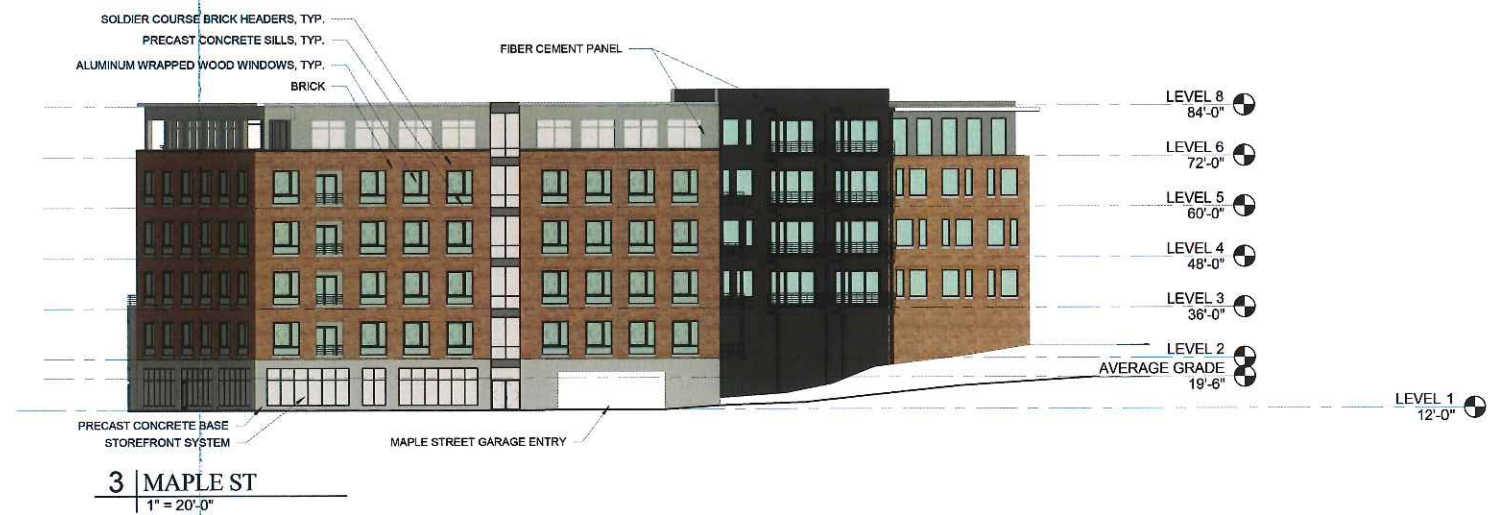
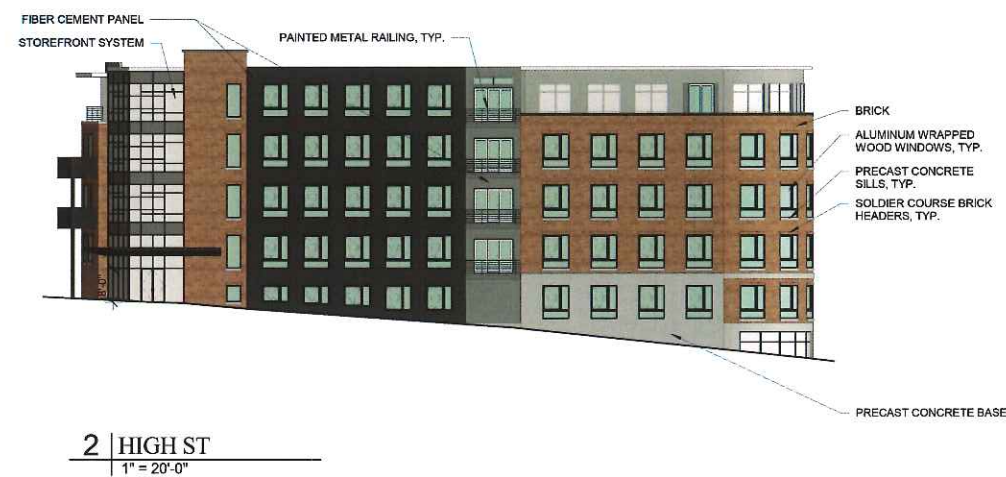


383 COMMERCIAL STREET

Portland, Maine

FEB. 02, 2017

A1.3

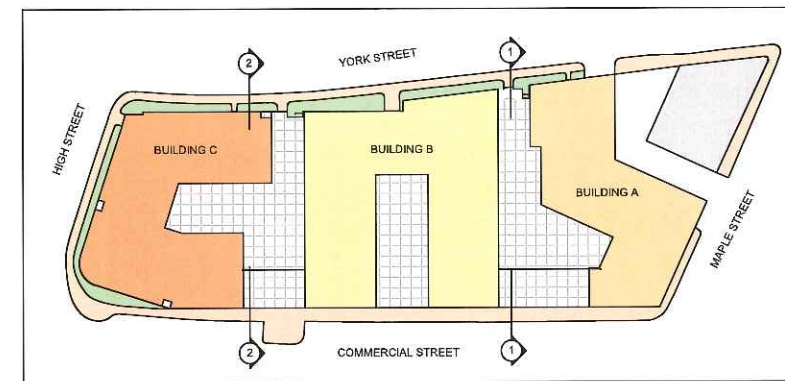
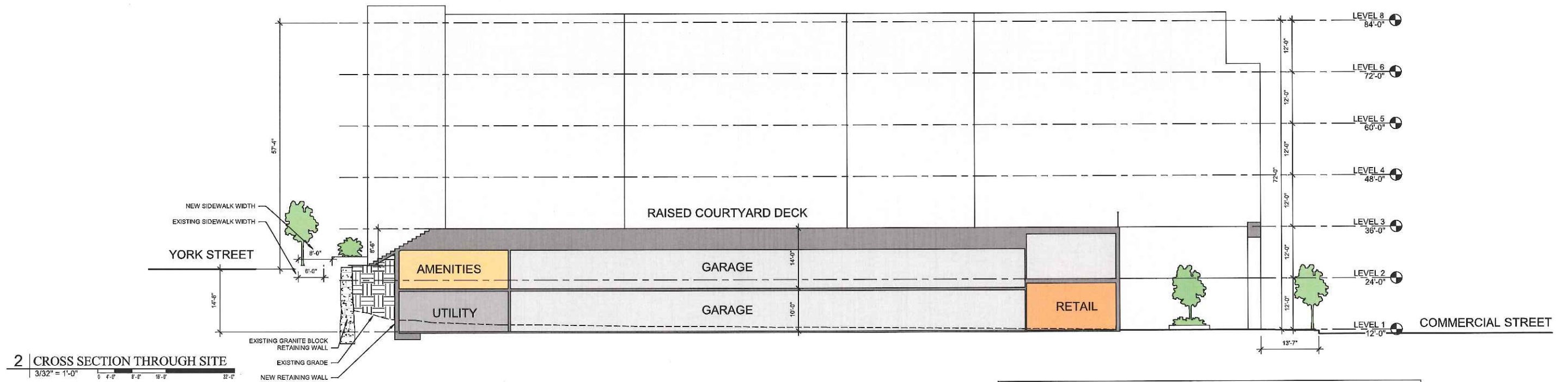
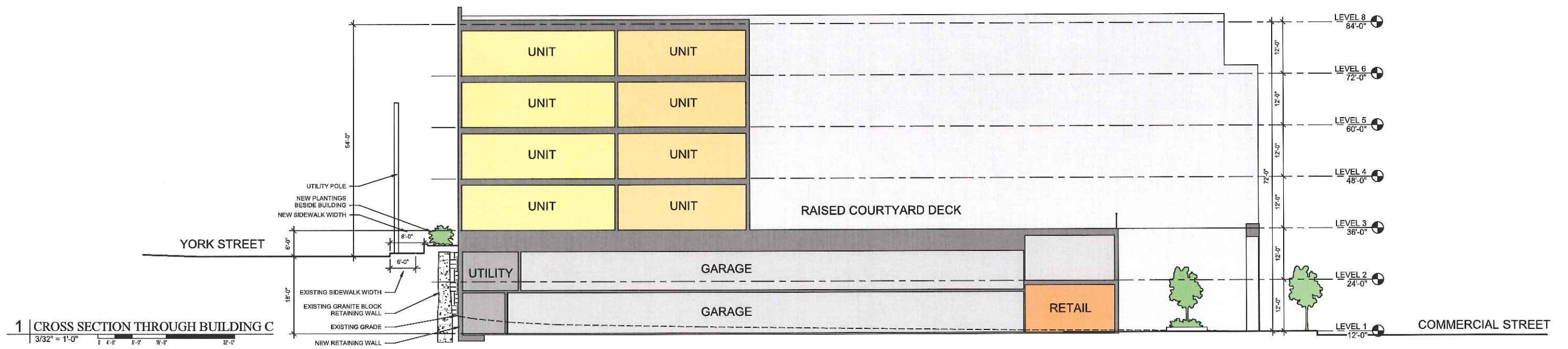


383 COMMERCIAL STREET

Portland, Maine

FEB. 02, 2017

A2.1



383 COMMERCIAL STREET

Portland, Maine

FEB. 02, 2017

A3.1









383 Commercial Street

Portland, Maine

January 2017







ARCHETYPE
architects



ARCHETYPE
architects

ORIGINAL
PROPOSAL

ATT. 3



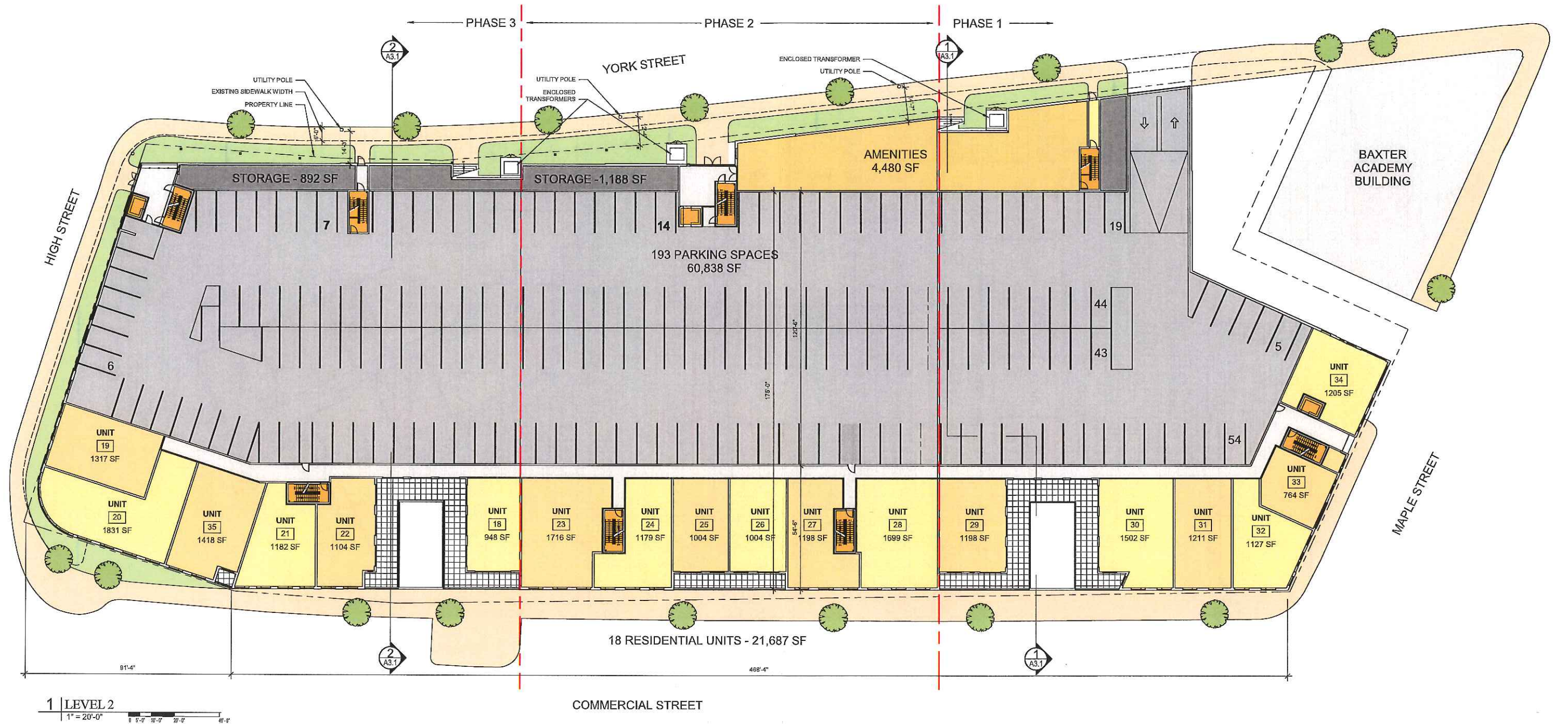
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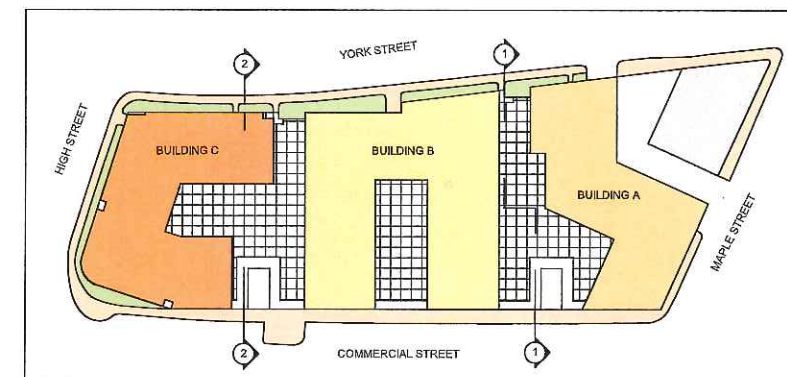
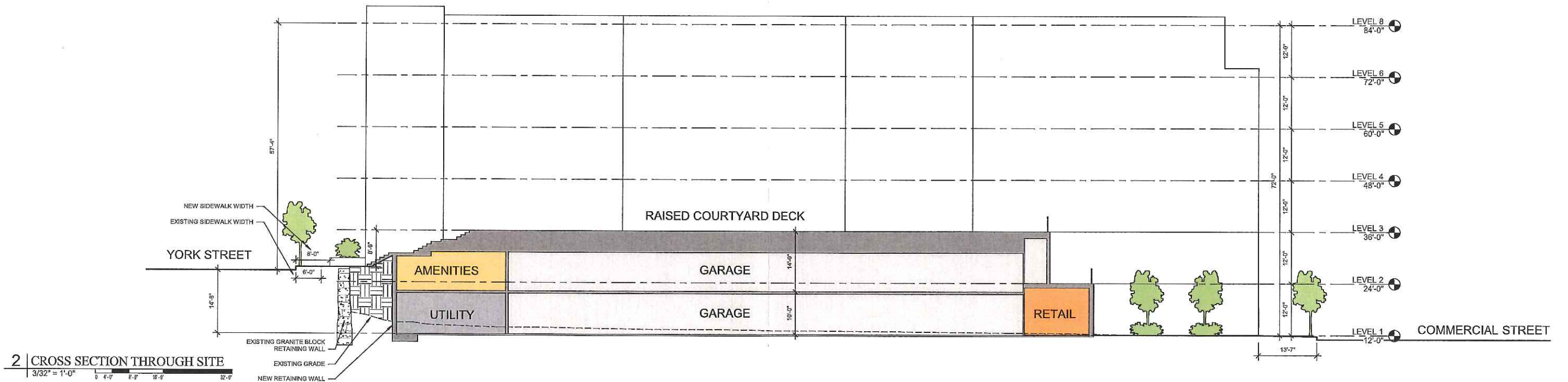
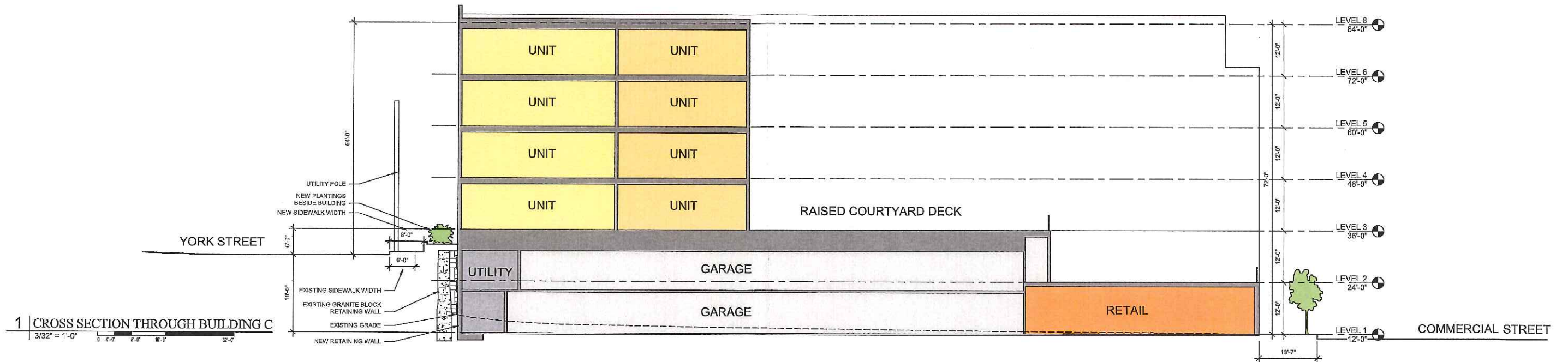


383 COMMERCIAL STREET

Portland, Maine

OCT. 27, 2016

A1.2



383 COMMERCIAL STREET

Portland, Maine

OCT. 27, 2016

A3.1

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

**WORKSHOP
ONE JOY PLACE**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: February 22, 2017

RE: March 1, 2017 Workshop – Preliminary Review of Proposed Residential Construction

Address: One Joy Place
(property is located behind 165-167 Brackett)

Applicant: One Joy Place LLC
Todd Alexander, principal

Architect: David Lloyd, Archetype

Introduction

Applicant Todd Alexander and project architect David Lloyd have requested a workshop to introduce plans for a new 12-unit residential structure at One Joy Place. Joy Place is a short, narrow private road that runs behind 165-167 Brackett Street and is accessed from Brackett Street through a shared drive. The area proposed for new construction was for many years occupied by a large barn and a non-contributing dilapidated house. The barn collapsed several years ago and was removed. The house has been condemned by the City of Portland.



Access to Joy Place is from a private, shared-use road off of Brackett Street. Photo shows existing non-contributing structure at One Joy Place (red building). Large building in foreground (right side) is occupied by Fresh Approach Market.

The project also includes improvements to the city-owned parking lot adjacent to the development parcel. Under an agreement with the City, the developer has agreed to make improvements to the sidewalk and parking lot in exchange for limited parking rights for the new development's residents.

Enclosed for the Board's review are letters from both the applicant and project architect, a site plan, building elevations and perspective views from various vantage points. As a preliminary workshop, no construction details have been provided.

Proposed Development

The project calls for a three-story, 7,664 square foot building which will accommodate 12 apartments. As described by Mr. Lloyd, the building is clean and contemporary in design and intended to read as a "modern version of some of the typical early 1900 apartment buildings in the neighborhood." The massing of the building has been broken down into two distinct units separated by a recessed connector, recalling the massing of two triple deckers. Entrance to the apartment complex is through the recessed connector bay.

The proposed material palette consists of fiber cement clapboards above a raised masonry foundation. The recessed bay is clad in fiber cement panels in a contrasting color and laid up in a vertical pattern. A similar contrasting vertical break is shown on the east elevation. The building features a deep overhanging cornice over the visually-prominent portions of the structure. The cornice is broken at the vertical breaks in the building.

Proposed fenestration on the principal façade consists of one-over-one double-hung windows on the ground floor and tall, narrow, three-light windows on the second and third floors. Some of the upper floor windows are set in shallow, randomly spaced projecting bays. The building's east elevation, which faces the adjoining City-owned parking lot, features horizontal 3-lite windows.

The proposed site plan shows tandem parking for four vehicles immediately abutting the east elevation of the building. Patios and common green space is shown at the west end of the building and at the rear.

As the enclosed perspective views illustrate, the southeast corner of the building, which is visible from Brackett Street and across the City-owned parking lot, is the most visually prominent portion of the proposed development. The rear of the building can be seen from Winter Street.

The project also calls for improvements to the parking lot at 157 Park Street, including extension of the sidewalk into the interior of the lot, repaving, restriping and introduction of tree planters.

Staff Questions and Comments

In staff's view, the proposed design solution is relatively successful in that it introduces a contemporary structure true to its own time that is also contextual in terms of scale, massing and material palette, particularly as it relates to the triple-decker immediately in front of it. That said, some design details might warrant further reconsideration. For example, staff questions the proposed fenestration for the building's east elevation, which faces the parking lot. The horizontal bands of windows are inconsistent with the typical vertical proportions of windows in the surrounding context and a distinct departure from the fenestration on the other building elevations. Given that the east elevation will be the most visible portion of the building, consideration should be given to revising the fenestration. Mr. Lloyd might also be asked to describe how the shallow projecting window "bays" are to be detailed and the rationale for their placement.

Setting aside the development proposal itself, the project and its immediate context raises an obvious observation: all things considered, it is unfortunate that the parking lot adjacent to One Joy Place isn't the property being developed. As Mr. Alexander describes in his cover letter (ATTACHMENT 1), he had hoped to build on the City's parking lot and submitted a proposal for such. This scenario would have entailed relocating the existing basketball court across the street on the Reiche School property to another location along Reiche's Clark Street frontage and creating a parking lot at the vacated basketball court location. Although this scheme was moving forward with considerable support from various City committees and interested parties, it ultimately was rejected. From an urban design perspective, there is no question that this would have been a better development scenario as it would mend an unfortunate hole in the streetwall on Brackett Street. That said, the developer has proposed an alternative that is generally responsive to its neighborhood context.

Applicable Review Standards

The historic preservation ordinance's Standards for Review of Construction apply in the review of the proposed project. Building characteristics used to gauge compatibility of new construction in an existing context include the following:

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. Cover letter from applicant
2. Cover letter from project architect
3. Site plan
4. Preliminary elevations
5. Aerial view of project context, with key to perspective views
6. Perspective views from Brackett (2) and Winter Streets



Deb Andrews <dga@portlandmaine.gov>

One Joy Place - Historic Preservation Board Review

1 message

Todd Alexander <TAlexander@renewalhousing.com>

Thu, Feb 23, 2017 at 4:55 PM

To: Deb Andrews <dga@portlandmaine.gov>

Cc: David Lloyd <lloyd@archetypepa.com>, Matt Maiello <matt@archetypepa.com>

Hi Deb:

I am providing this email to supplement our submission to the Historic Preservation Board for a 12-unit multifamily development located at 1 Joy Place. The purpose of this email is to provide background information on our efforts to expand the scope of this development to include the municipal parking lot located at 157 Brackett Street, immediately to the south and east of 1 Joy Place.

I originally placed 1 Joy Place under contract to purchase in May of 2014. My intent at the time was to redevelop the property for a small infill residential project consisting of 13 to 16 units. Early on, we determined that the property's redevelopment potential was constrained by the irregular shape of the lot and the then existing zoning dimensional requirements. At the same time, the City's housing and planning staff was evaluating the feasibility of selling surplus municipal property as part of its strategy to facilitate the development of affordable housing. The municipal parking lot immediately next to Joy Place had been considered, but was eliminated from the program due to the fact that it is a designated Reiche parking lot during school hours and an important neighborhood parking resource during non-school hours.

After a series of public meetings, the City Council's Community Development subcommittee ultimately voted in 2015 to issue an RFP for the sale of 157 Brackett. The RFP set forth a number of conditions for the potential sale of the property, the most important of which was a requirement to replace the public parking resource that would be lost.

My company submitted a response to the RFP that proposed constructing a multifamily housing development at 157 Brackett and using Joy Place for replacement parking. This proposal brought the housing development out to Brackett Street with a traditional street level commercial/retail type presence and residential uses on the upper three floors.

We also presented a 'Option 2' plan, which was a concept generated during our meetings with neighborhood and school representatives. The plan contemplated a larger housing development at a combined 157 Brackett/Joy Place lot and relocating all of the public parking to an expanded staff lot on Reiche grounds. This plan was dependent on relocating an existing basketball court to the main Reiche playground.

The RFP review committee found that our base plan did not adequately address the replacement parking needs for the school and neighborhood. However, we were encouraged to pursue the Option 2 plan. We spent the second half of 2015 and 2016 meeting with representatives from the city, school district and neighborhood to refine the plan.

We ultimately identified a feasible project that appeared to have broad support among the various stakeholders – and

maintained the original concept of constructing a traditional mixed-use building directly on Brackett Street. Unfortunately, we learned in December that the plan was opposed by the City's Parks & Recreation Department due to that plan's requirement to relocate the basketball court.

We are now electing to go forward with a private development on the 1 Joy Place parcel. While our project is not contingent on parking at 157 Brackett (we have options to secure off-street parking near the site), we have offered to make certain public improvements at 157 Brackett (sidewalk extension, tree planters, repaving, restriping, etc...) in exchange for limited parking rights for our residents. We believe these improvements will help better connect the site to Brackett Street and provide direct public benefits for the school and neighborhood.

Alternatively, through the use of different materials, we may be able to distinguish a 'sidewalk/walkway' on the private Joy Place driveway provided it is at the same grade as the road. By deed, this private driveway must remain open and unobstructed – and, therefore, a raised sidewalk in this location is not permissible.

I will be available to provide more detail on the information presented here during the meeting on March 1st.

Respectfully,

Todd

Todd M. Alexander

PLEASE NOTE OUR NEW ADDRESS

Renewal Housing Associates, LLC | Leon N. Weiner & Associates, Inc.

2 Union Street, 5th Floor

Portland, ME 04101

p. 207 347-3018 | c. 207 749-7257

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A R C H I T E C T Y P E

February 16, 2017

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

RE: 1 Joy Place

Dear Ms. Andrews,

We are pleased to submit our conceptual designs for a 12unit apartment building located on 1 Joy Place. Presently on this site is an abandoned apartment building which will be demolished. The building will be 3 stories, wood framed and 34 feet in height.

Please note the following:

1. The building is set back from Brackett Street approximately 100 feet. The predominant view to the building is across a city parking lot. The future of the parking lot is unknown and could possibly be an urban in fill which would block this view.
2. We have developed views from the Bracket Street side and the Winter Street side for your review.
3. The building design is intended to be a clean simple contemporary design. In a sense a modern version of some of the typical early 1900 apartment buildings in the neighborhood.
4. The fenestration consists of vertical window units, some of which are boxed out to add interest to the elevations.
5. The base of the building is a dark colored brick or block above that is cement clapboard with vertical reveals of fiber cement.

We look forward to our first workshop with the HP Board. Please call with any questions or concerns.

Respectfully Submitted,

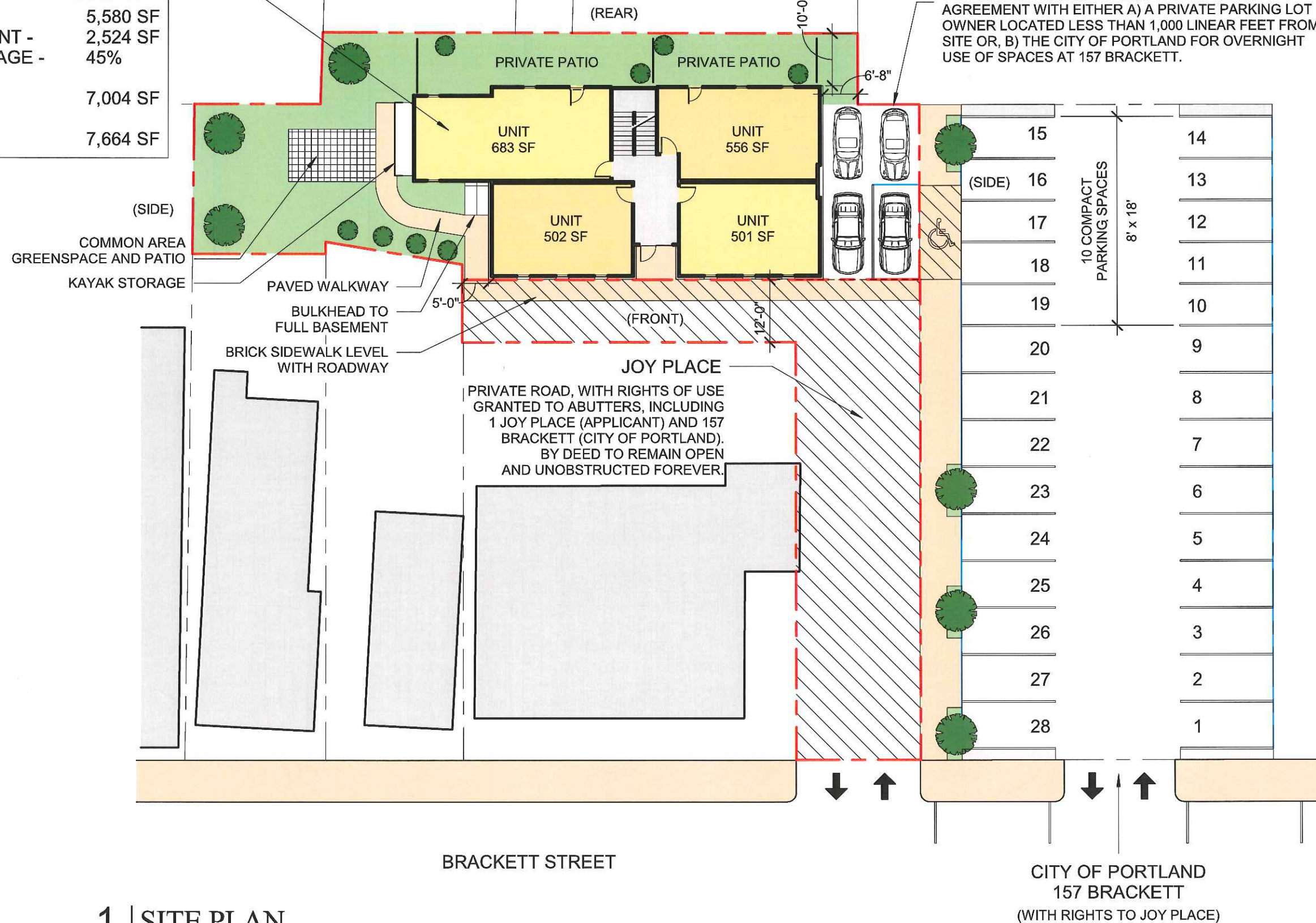


David Lloyd
Maine Licensed Architect

PROPOSED 3 STORY,
12 UNIT BUILDING

LOT SIZE - 5,580 SF
 BUILDING FOOTPRINT - 2,524 SF
 TOTAL LOT COVERAGE - 45%
 HISTORIC GROSS
 BUILDING SQ FT - 7,004 SF
 NEW GROSS
 BUILDING SQ FT - 7,664 SF

SPONSOR WILL PROVIDE 3 PRIVATE TANDEM PARKING SPACES AND ONE ACCESSIBLE VAN PARKING SPACE. EIGHT REMAINING OFF-STREET PARKING SPACES WILL BE PROVIDED THROUGH A LONG-TERM LEASE AGREEMENT WITH EITHER A) A PRIVATE PARKING LOT OWNER LOCATED LESS THAN 1,000 LINEAR FEET FROM SITE OR, B) THE CITY OF PORTLAND FOR OVERNIGHT USE OF SPACES AT 157 BRACKETT.



1 | SITE PLAN

1" = 20'-0"

0 5'-0" 10'-0" 20'-0" 40'-0"

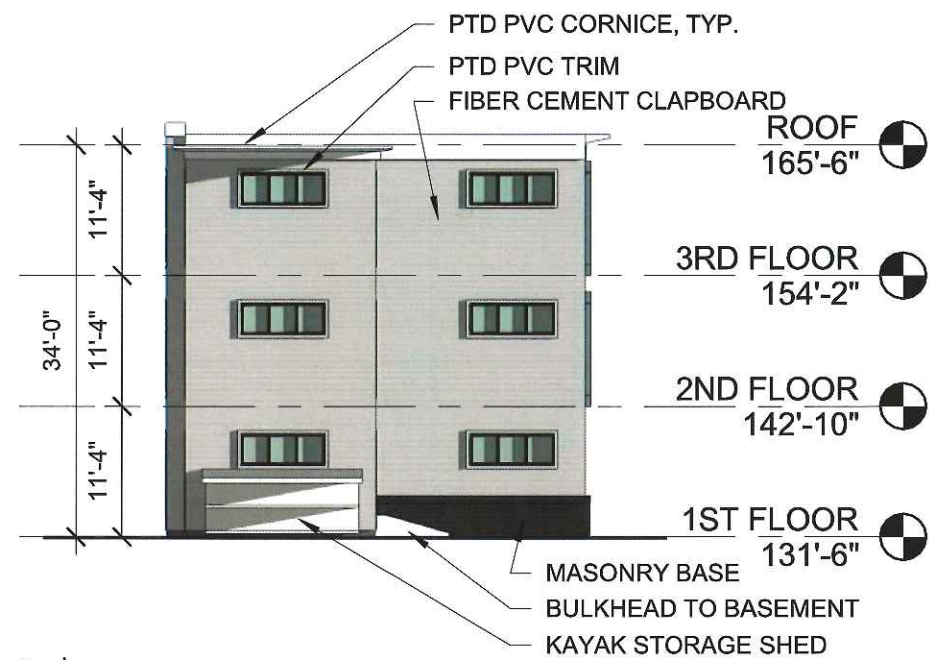
ARCHITECT
ARCHITYPE
 architects
 48 Union Wharf Portland, Maine 04101
 (207) 772-6022 Fax (207) 772-4056

Date: 08 FEB 2017
 Scale: 1" = 20'-0"

SITE PLAN

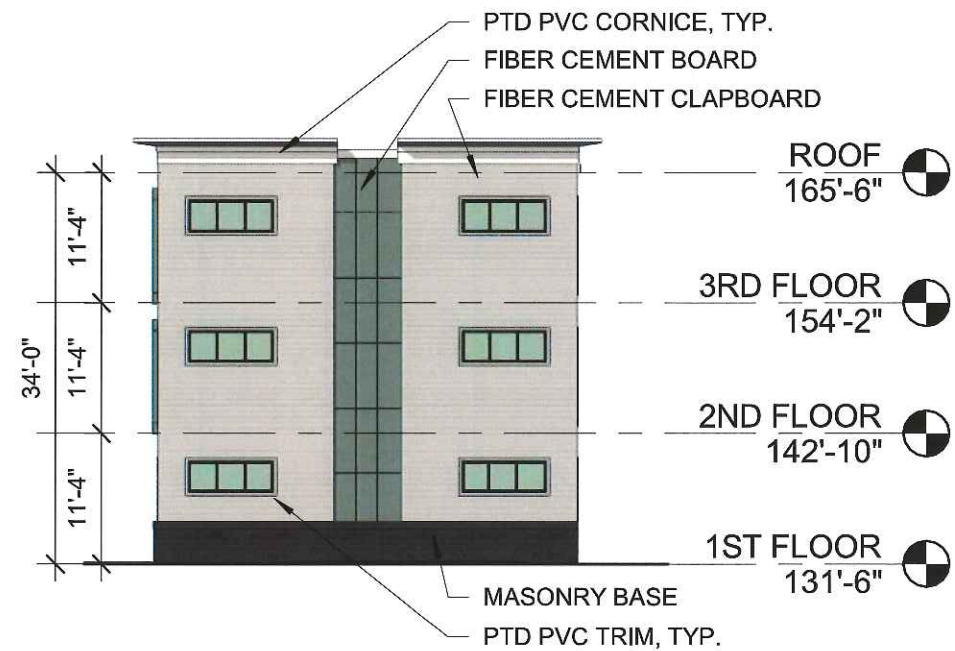
JOY PLACE

A1.00



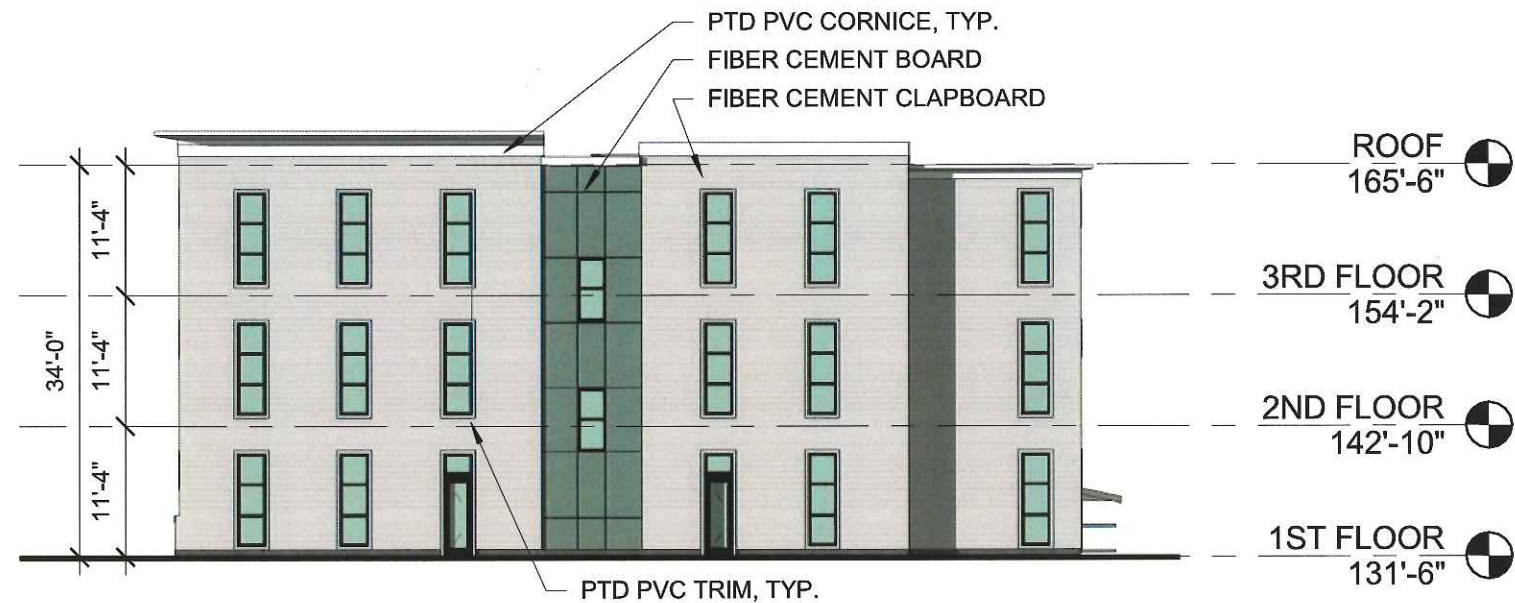
4 | WEST ELEVATION

1/16" = 1'-0"



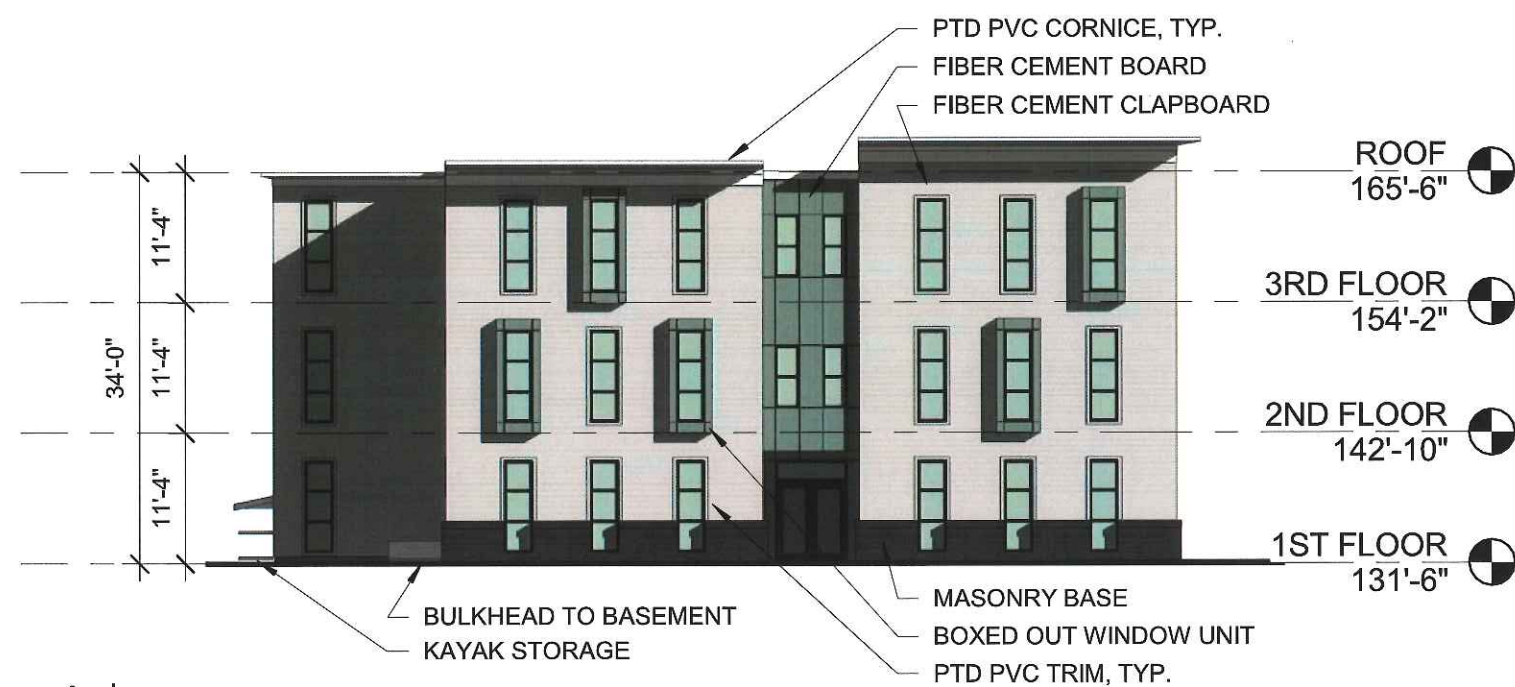
2 | EAST ELEVATION

1/16" = 1'-0"



3 | NORTH ELEVATION

1/16" = 1'-0"



1 | SOUTH ELEVATION

1/16" = 1'-0"



JOY PLACE



VIEW 1 - BRACKETT STREET VIEW ACROSS PARKING LOT

JOY PLACE



16 FEB 2017 48 Union Wharf Portland, Maine 04101



VIEW 2 - BRACKETT STREET VIEW

JOY PLACE



VIEW 3 - WINTER STREET VIEW

JOY PLACE