

1. Legal Ad

Documents:

[6-7-17 LEGAL AD.PDF](#)

2. Agenda

Documents:

[6-7-17 AGENDA.PDF](#)

3. 276 Brackett Street

Documents:

[HP MEMO - 276 BRACKETT STREET.PDF](#)

4. 215 Commercial Street

Documents:

[HP MEMO - 215 COMMERCIAL STREET.PDF](#)

5. 50 India Street

Documents:

[HP MEMO - 50 INDIA STREET.PDF](#)

6. 48 Brown Street

Documents:

[HP MEMO - 48 BROWN STREET.PDF](#)

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

On **Wednesday, June 7, 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. Certificate of Appropriateness for Garage Addition; 276 BRACKETT STREET; Michael Wilson, Applicant.

2. WORKSHOP

- i. Preliminary Review of Proposed Rooftop and Window Additions; 215 COMMERCIAL STREET; Granite Face LLC, Applicant.

Break for Dinner; Meeting Resumes at 6:30

WORKSHOP, continued

- ii. Preliminary Review of Proposed New Construction; 50 INDIA STREET; Gene Ardito, Applicant.
- iii. Preliminary Review of Proposed Garage Construction; 48 BROWN STREET; Ocean Gate Realty and Anew Development LLC, Applicant.

2. CONSENT AGENDA

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

June 7th, 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 MAY 17, 2017:**

- i. Certificate of Appropriateness for Building Addition; 71 INDIA STREET; Dominic Reali Realty, LLC., Applicant. *The Board voted 6-0 (Pollard absent) to approve the application with conditions.*
- ii. Certificate of Appropriateness for Rooftop Pergola Addition (After-the-Fact Review); 44 OAK STREET; Michael Keon, Applicant. *The Board voted 6-0 (Pollard absent) to approve the application with conditions.*
- iii. Certificate of Appropriateness for Rooftop Addition; 21 PINE STREET; Jim Beaudry, Applicant. *The Board voted 5-0 (Pollard, Turk absent) to approve the application subject to conditions.*
- iv. Request to Amend Previously-Approved Plans; 32 THOMAS STREET; 32 Thomas Street LLC., Applicant. *The Board voted 5-0 (Pollard, Turk absent) to approve the application subject to conditions.*

4. PUBLIC HEARING

- i. Certificate of Appropriateness for Garage Addition; 276 BRACKETT STREET; Michael Wilson, Applicant.

5. WORKSHOP

- i. Preliminary Review of Proposed Rooftop and Window Additions; 215 COMMERCIAL STREET; Granite Face LLC, Applicant.

Break for Dinner; Meeting Resumes at 6:30

WORKSHOP, continued

- i. Preliminary Review of Proposed New Construction; 50 INDIA STREET; Gene Ardito, Applicant.
- ii. Preliminary Review of Proposed Garage Construction; 48 BROWN STREET; Ocean Gate Realty and Anew Development LLC, Applicant.

6. CONSENT AGENDA

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

**PUBLIC HEARING
276 BRACKETT STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: June 2, 2017

RE: June 7, 2017 Public Hearing – Final Review of Proposed
Garage Addition

Address: 276 Brackett Street

Applicant: Michael Wilson

Architect: Joe Delaney, Whipple Callender Architects

Introduction

Applicant Michael Wilson and architect Joe Delaney are returning for a public hearing and a final review of a proposed one-story garage addition to the rear of 276 Brackett Street. At the May 3, 2017 workshop a number of alternate sizes and scenarios were discussed, focusing primarily on the relationship of the proposed addition to the existing house and yard, and on the existing parking (for four vehicles) and wide curb cut on Neal Street. Board members were in general agreement that an appropriately situated and proportioned garage addition could be found to be compatible on the rear and side of the contributing Italianate building that is now a four-unit apartment house. Mr. Wilson and Mr. Delaney departed the workshop with some clear direction about the Board's desire to assure the secondary nature of the garage addition and the associated outdoor parking, with some specific details still to be resolved and reconciled with the applicant's design goals, before being presented for the public hearing.

The applicant and architect have submitted revised drawings providing design details for a smaller (22' wide) garage than the initial workshop proposal, along with a table reviewing the options discussed on May 3 and the specifics of the final proposal. Plan views of the addition and the parking and driveway, in addition to new elevations, help clarify the materials and dimensions of the various components.

Subject Property

Built in 1866 for William Morris, 276 Brackett Street is a high-style Second Empire house that retains many original details such as ornate trim on the bays, windows, front portico, corner boards, and the cornice under the slate mansard. The small, two-story rear addition to which the garage would be attached is more restrained in style and is possibly somewhat later than the main house. The first floor of this bump out contains a secondary entrance with a small entrance porch and canvas awning, as well as a laundry room and part of the kitchen for the applicant's unit. On the side of the bump out, behind the fence, a sheltered door leads to basement access stairs. According to Mr. Wilson's site plan, the large, fenced, L-shaped yard extends along Neal Street for approximately 36' from the side of the existing rear addition, and wraps around the south side of the main house to include a side yard facing Brackett Street. The curb cut on Neal Street is unusually wide (33'-7"), providing easy access to four parking spaces perpendicular to the street.

Preliminary Proposal, and Board Feedback at 5/3/17 Workshop

Preliminary drawings for the proposed garage showed a one story structure with an almost flat roof, compatible in character to the two-story, existing entry addition it adjoined. Several scenarios were presented in the application package, varying in size and the connection to the existing addition. Mr. Wilson's goals included maintaining access to the basement from within the proposed garage, as well as access up into the entryway from the garage; the location of the door to the house from the garage is constrained by the interior uses. He also hoped to retain as much space in the rear and side yards as possible, motivating him to favor the narrowest (22' wide) of his three garage options, with the front wall closer to the street by several feet than the face of the existing bump-out. In all of the scenarios the garage or connector would supplant or at least alter the two first floor windows in the side of the existing rear entry addition.

The largest and most fully developed concept proposed a 24' x 24' garage, the face of which would be several feet closer to Neal Street than the face of the secondary entrance. A 3' wide connector would join the existing addition flush with the corner, separating the garage visually, creating interior space for the existing basement access, and making a less abrupt transition where the face of the garage projects further than the face of the entry. The height of the proposed connector would be lower than the roof and front face of the garage itself.

Other scenarios presented in the sketches included a garage only 22' wide, with and without a connector. By the time of the workshop Mr. Wilson preferred the narrower option that only added 22' in width. An additional plan view offered by Mr. Wilson (page 27) was included to explore whether the connection to the entry could be set back from the corner slightly, to emphasize the secondary nature of the new garage.

Details on wall treatments, finishes, garage doors, windows, etc. were conceptual at the workshop, indicating a quiet, compatible approach to the addition that would have more in common with the existing small rear block (to which it will connect) than the main Second Empire structure.

As noted above, Board members expressed concerns about various aspects of the several design scenarios, while generally indicating that they would be willing to approve a garage addition compatible with the existing structure. Feedback included the following considerations:

- Several members clearly preferred to see a design that kept the face of the garage further from the street than the face of the existing side entry addition, assuring the dominance of the primary structure and secondary nature of the garage.
- Mr. Wilson pointed out that the garage would not join the main body of the house, but the rear addition which is set back considerably from the Neal Street side of the main body of the building. He also prefers not to set the garage any further back from Neal Street than necessary, to retain yard space in the rear.
- Several members were interested in a plan that would include a narrow connector, set a small distance back from the front corner of the house – perhaps as little as the existing corner board; there was not clear consensus on whether a garage that projected a small distance back out toward the street from a recessed connector would be acceptable.
- Two other scenarios briefly mentioned were a garage with no connector, either set behind, or flush with the front corner of the existing bump out.
- A narrower garage might be preferable, given the low height and the importance of good proportions in the overall massing of the addition.
- Painted wood garage doors and painted trim and siding would be most appropriate, given the context.
- There was some discussion about whether the existing, four vehicle-wide parking area could be narrowed, given the proposed addition of a garage. Several members felt that the driveway should have a direct relationship with the new garage, and the hope was expressed that the addition of garage parking might reduce the need for, and width of the Neal Street parking.

Revised Proposal

Mr. Wilson's revised garage proposal is clearly conveyed in the review table (labeled page 10,) and the new detailed drawings. The total width proposed to be is 22', with the first 2' a "connector" that joins the existing house one foot back from the corner. The bulk of the garage, 20' wide, projects 3' toward the street from the connector (or 2' forward of the face of the nearby side entry.) The mass of the garage is defined by a level cornice that hides the roof, which slopes slightly toward the rear. Exterior finishes echo the adjacent part of the house, with painted wood lap siding, trim, garage doors, and windows.

Partly in response to Board feedback on the width of the existing curb cut and parking, and also following discussions with Planning Staff regarding any changes that might be required to the site as part of the administrative site plan review, the applicant's revised parking plan retains four parking spaces on Neal Street but narrows the curb cut by 3'-7", by relocating one of the bays and filling in the curb. As shown on page 18, a material change (to concrete pavers) is proposed for the last (furthest west) parking spot, while the rest of the existing driveway would remain asphalt. Additionally, as required by City standards for the neighborhood, the apron (reduced to 30' wide,) is to be brick instead of the existing bituminous pavement – matching the sidewalk.

Staff Questions and Comments

The specific plans provided for the public hearing include an appropriate level of detail, and indicate the applicant's desire to respond to Board concerns while preserving the elements of the design program that are most important to him. Thus, the connector that is stepped back 1' from the corner of the house sacrifices the interior door from the garage to the house (retaining the bulkhead to the basement,) but the garage steps back out toward Neal street, with the face 2' forward of the existing adjacent face. This preserves space in the backyard and views from a rear window in the back of the main house. One of the threshold questions for Board members is whether this is an acceptable compromise, given the preference of several members to keep the garage face secondary to the face of the side entry face – which is itself set back from, and secondary to the main body of the house.

- Staff finds the slightly stepped back connector beneficial, in setting the garage apart and reducing the impact of the more forward (closer to the street than the entry by 2') garage face. Although the same painted siding is proposed for the connector, the lower height and stepped back location maintain the distinction of the forms on either side.
- As seen in the isometric view provided (p. 15) the proposed position of the garage does not so much challenge the primacy of the main block of the house, as it creates a shallow recess that relegates the tall, narrow side entry block to a less prominent status.
- Mr. Wilson pointed out at the workshop that setting the garage further from the street than he has proposed would create a surplus of space between the sidewalk and the garage for parking cars.

In altering the curb cut and existing parking Mr. Wilson has attempted to address some of the concerns regarding the width, without forfeiting any of the existing spaces. This is perhaps the second threshold question: whether the adjustments made to the site sufficiently change the impact of the parking and curb cut to retain four parking spaces *and* add the garage addition.

- The narrowed area paved with asphalt (approximately 26-1/2' wide,) would not be centered on the curb cut, and would still be wider than, but very roughly centered on,

the garage. A different material – “brick hue concrete pavers” - is proposed for the fourth parking space, lending some modest reinforcement to the relationship between the asphalt and the garage.

- The proposed reduction in the width of the curb cut is a relatively small – 3’-7” – improvement, and the new 30’ width is calculated to be just enough to access all four parking spaces.

Applicable Review Standards

The following ordinance review standards apply in the review of the proposed project:

- (1) *Every reasonable effort shall be made to provide a compatible use for the property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.*
- (3) *All sites, structures and objects shall be recognized as products of their own time, place and use. Alterations that have no historical basis or create a false sense of historical development such as adding conjectural features or elements from other properties shall be discouraged.*
- (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.*

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the June 7, 2017 public hearing and information included in the accompanying staff report, the Board finds that the proposed building addition and site alterations to 276 Brackett Street **meet (fail to meet)** the historic preservation ordinance review Standards for Review of Alterations (subject to the following conditions.....)

Attachments

1. Applicant’s package of site photos, plans, elevations, views, site plans, and comparable garages in the West End neighborhood

Attachments to:

Application for Certificate of Appropriateness

276 Brackett St, Portland Maine 04102

Attached Garage

Application Date: 4/19/17

Workshop Date: 5/3/17

Public Hearing Date: 6/7/17

Document Rev: 04

Existing Front View - from Brackett St.



276 Brackett St, Portland Maine 04102 - Garage

Page 2

Existing Street Intersection View - Brackett & Neal



276 Brackett St, Portland Maine 04102 - Garage

Existing Side View - from Neal St.



276 Brackett St, Portland Maine 04102 - Garage

Existing Rear/Side View - from Neal St.



Existing Driveway Detail (from Neal St.)



276 Brackett St, Portland Maine 04102 - Garage

Existing Side Entrance Detail (from Neal St.)



Satellite Plan View with Proposed Garage



276 Brackett St, Portland Maine 04102 - Garage

Scale: 0.744 in / 1 ft

Architectural Concept

By: Whipple/Callender

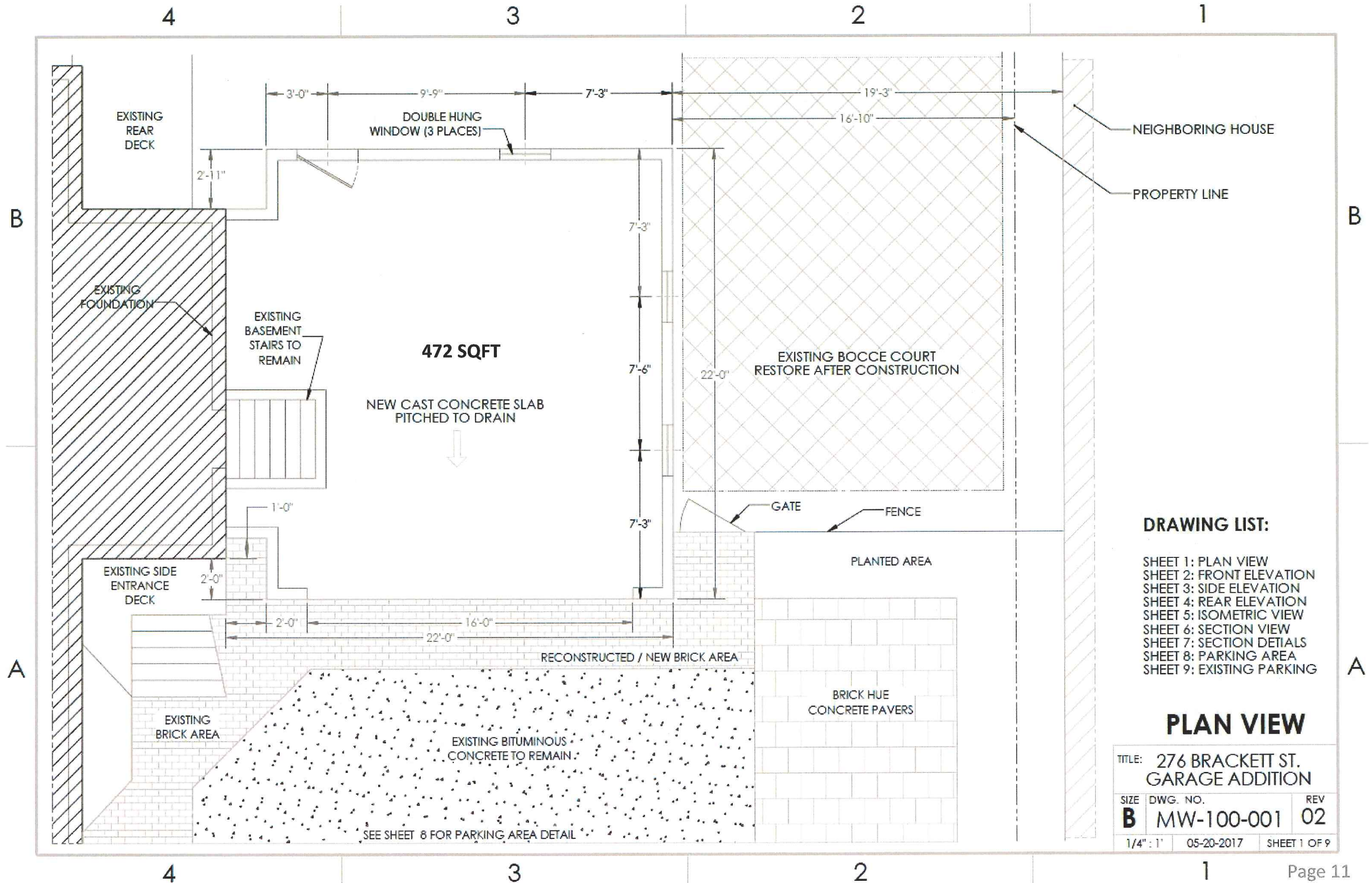
Features:

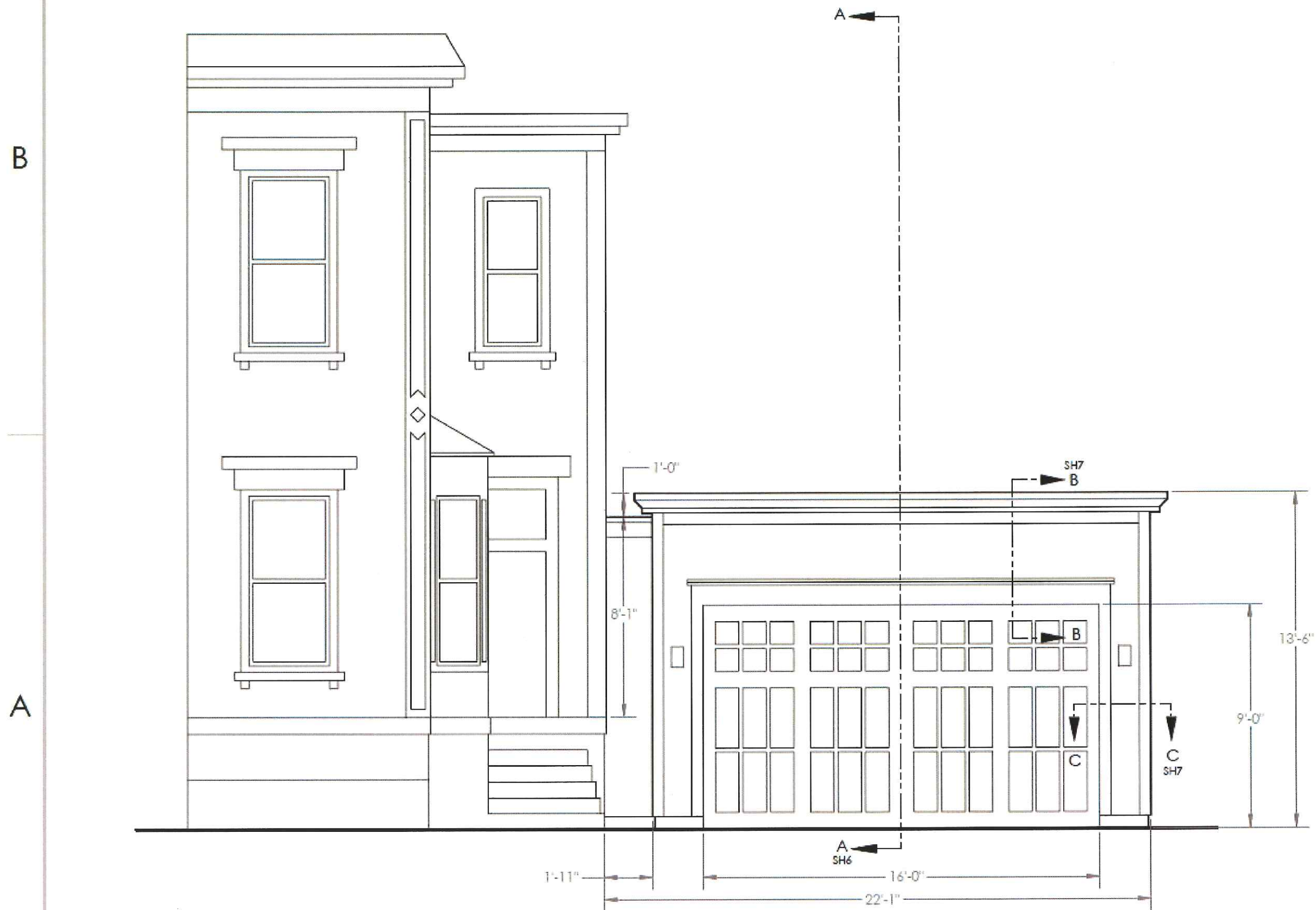
- Situated on secondary side/rear of house
- Not easily visible from corner view of house
- Clearly subordinate structure
- Basement access from within garage
- Wide enough to fit :
 - ✓ One car with workspace
 - ✓ Two cars during snow bans and Tuesdays
- Deep enough to work comfortably around typical vehicles



Review of Discussion Topics and Concerns from Workshop

Topic / Concern	Proposed at Workshop	Proposed at Hearing
Placement of garage : - Connector vs. no Connector - Depth of garage from corner at side entrance	27' Option: Flush / 3' connector / 3' jog forward 25' Option: Flush / 3' connector / 3' jog forward 22' Option: no connector / 3' jog forward Preferred Placement 	27' Option: 25' Option: 22' Option: 1' recess / 2' connector / 2' jog forward 
Garage door material and style	Faux wood	Real wood – painted or stained
Interior door from house to garage	Space for 32" wide door at front left	No door
Parking arrangement - Length of existing curb cut - Number of off-street parking spaces	- 33' 7" wide curb cut (keep existing) - 4 active off-street parking spaces (keep existing) - 2 vehicle storage / workshop spaces (new)	- 30' wide curb cut (narrowed) - 4 active off-street parking spaces (keep 3 existing) - 1 existing space to be resurfaced - 2 vehicle storage / workshop spaces (new)
Property line location	Estimated at 14' 1" from side of 22' garage	Confirmed at 16' 10" from side of 22' garage





FRONT ELEVATION (NEAL ST.)

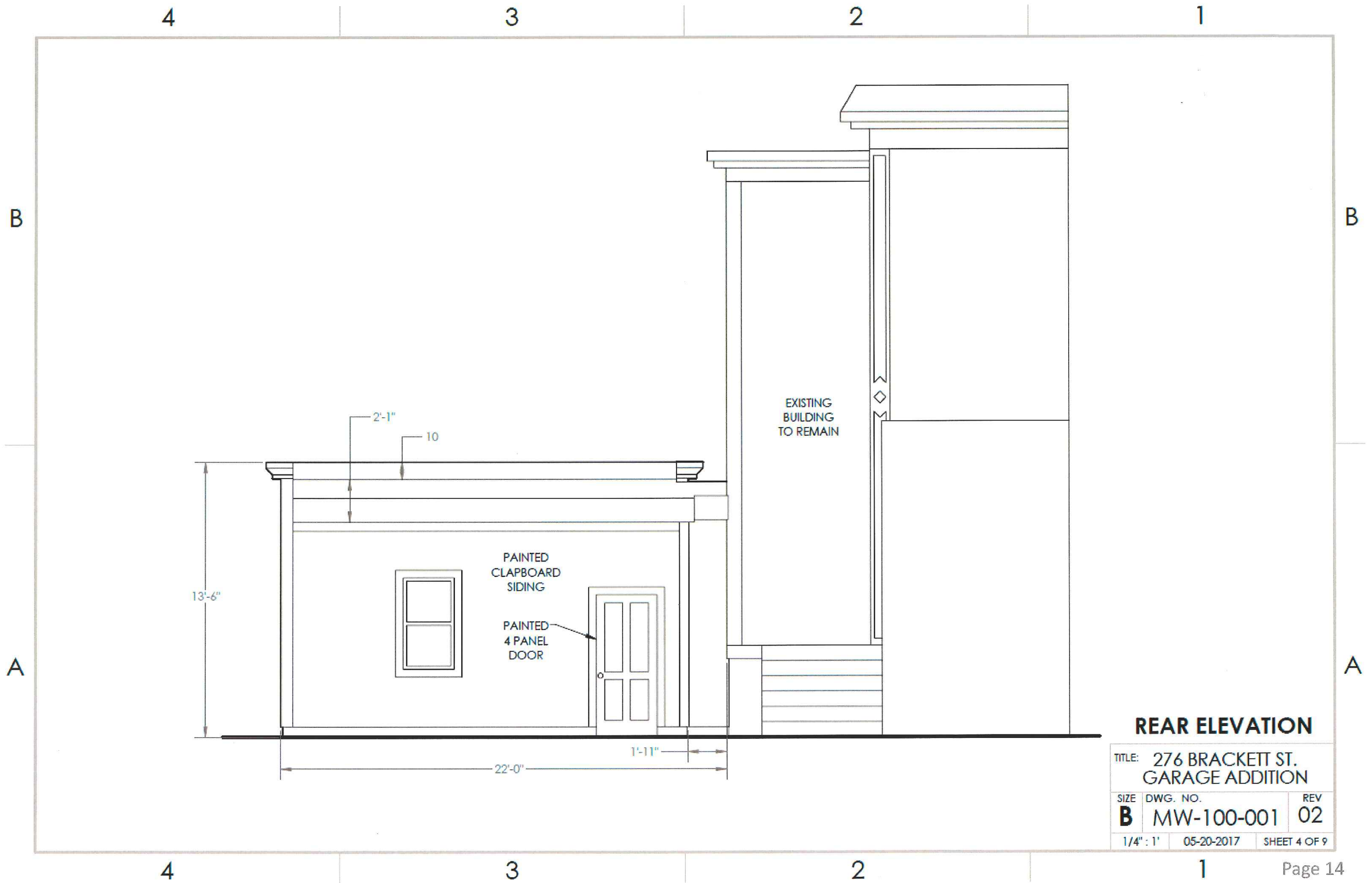
TITLE: 276 BRACKETT ST. GARAGE ADDITION		
SIZE B	DWG. NO. MW-100-001	REV 02
1/4" : 1'	05-20-2017	SHEET 2 OF 9



SIDE ELEVATION

TITLE: 276 BRACKETT ST.
GARAGE ADDITION

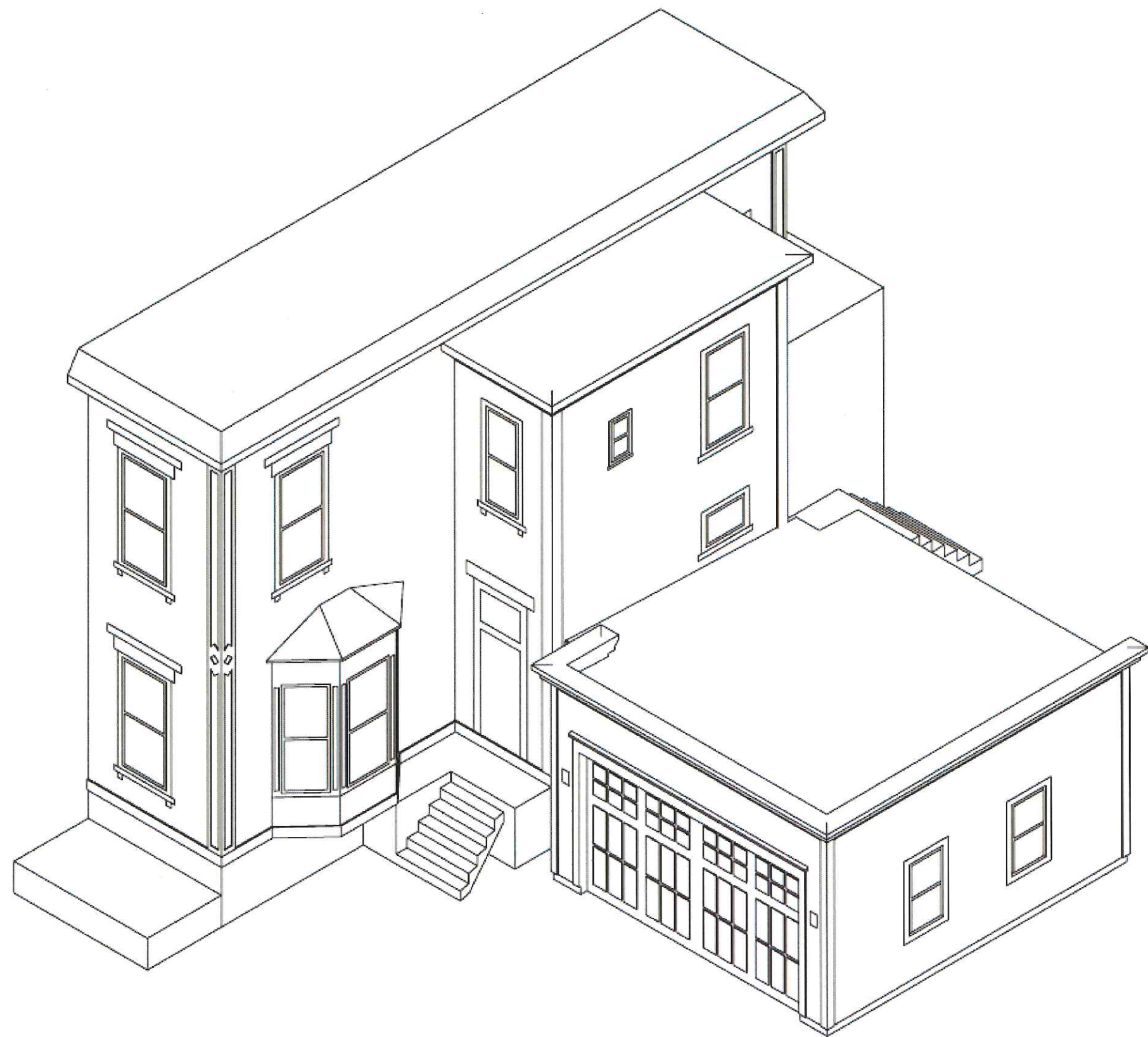
SIZE	DWG. NO.	REV
B	MW-100-001	02
1/4" : 1'	05-20-2017	SHEET 3 OF 9



REAR ELEVATION

TITLE: 276 BRACKETT ST.
GARAGE ADDITION

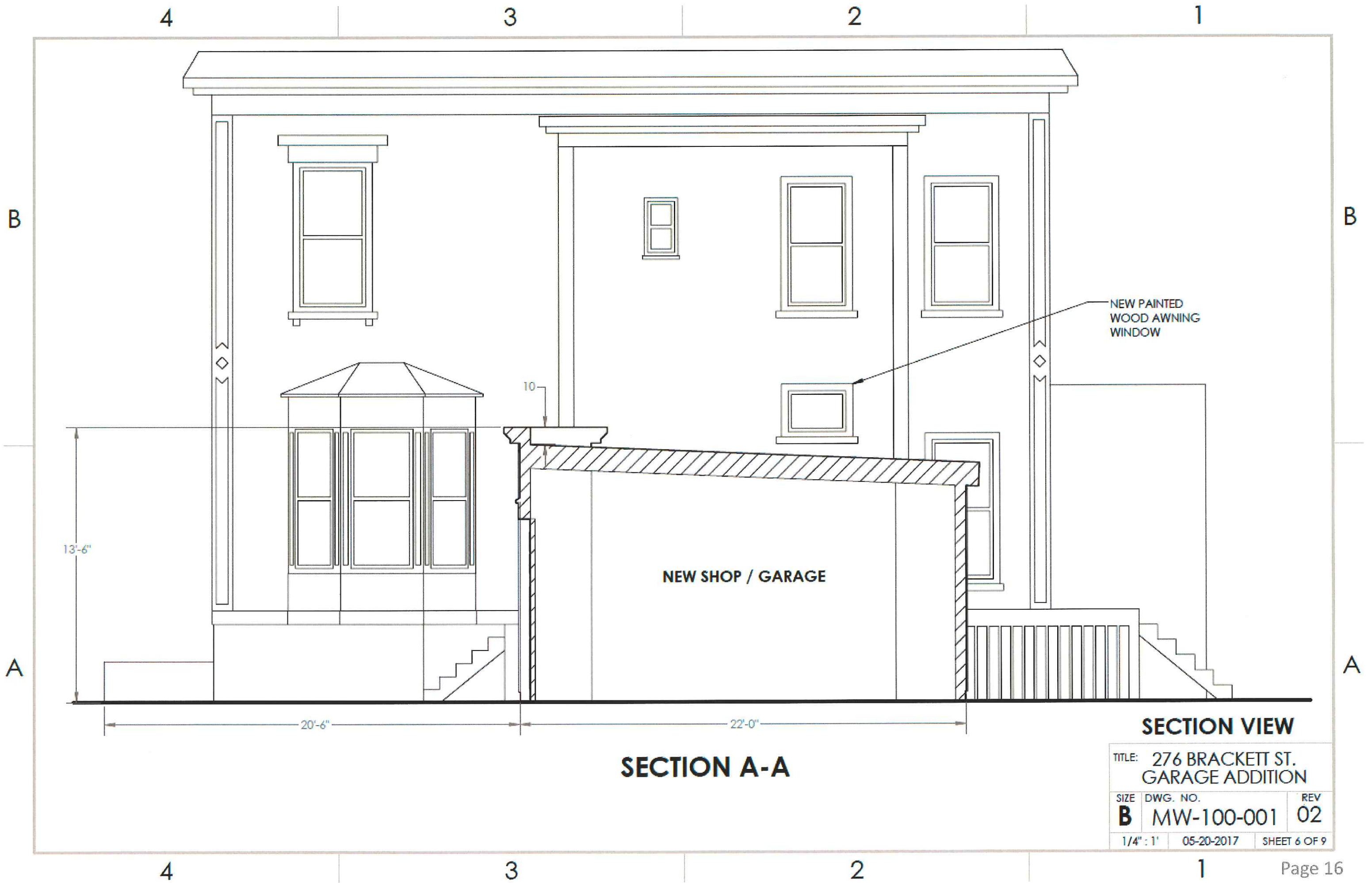
SIZE	DWG. NO.	REV
B	MW-100-001	02
1/4" : 1'	05-20-2017	SHEET 4 OF 9

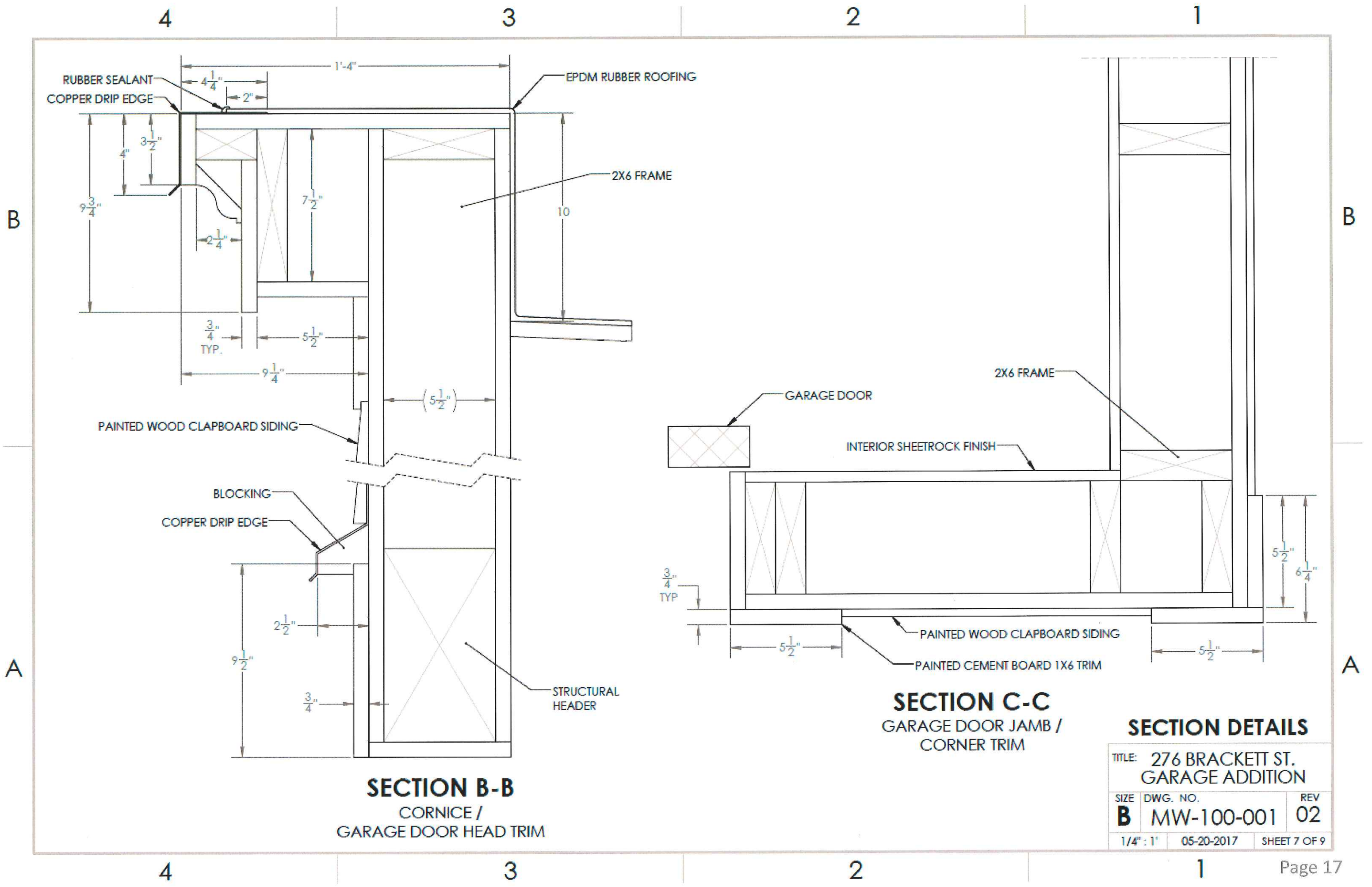


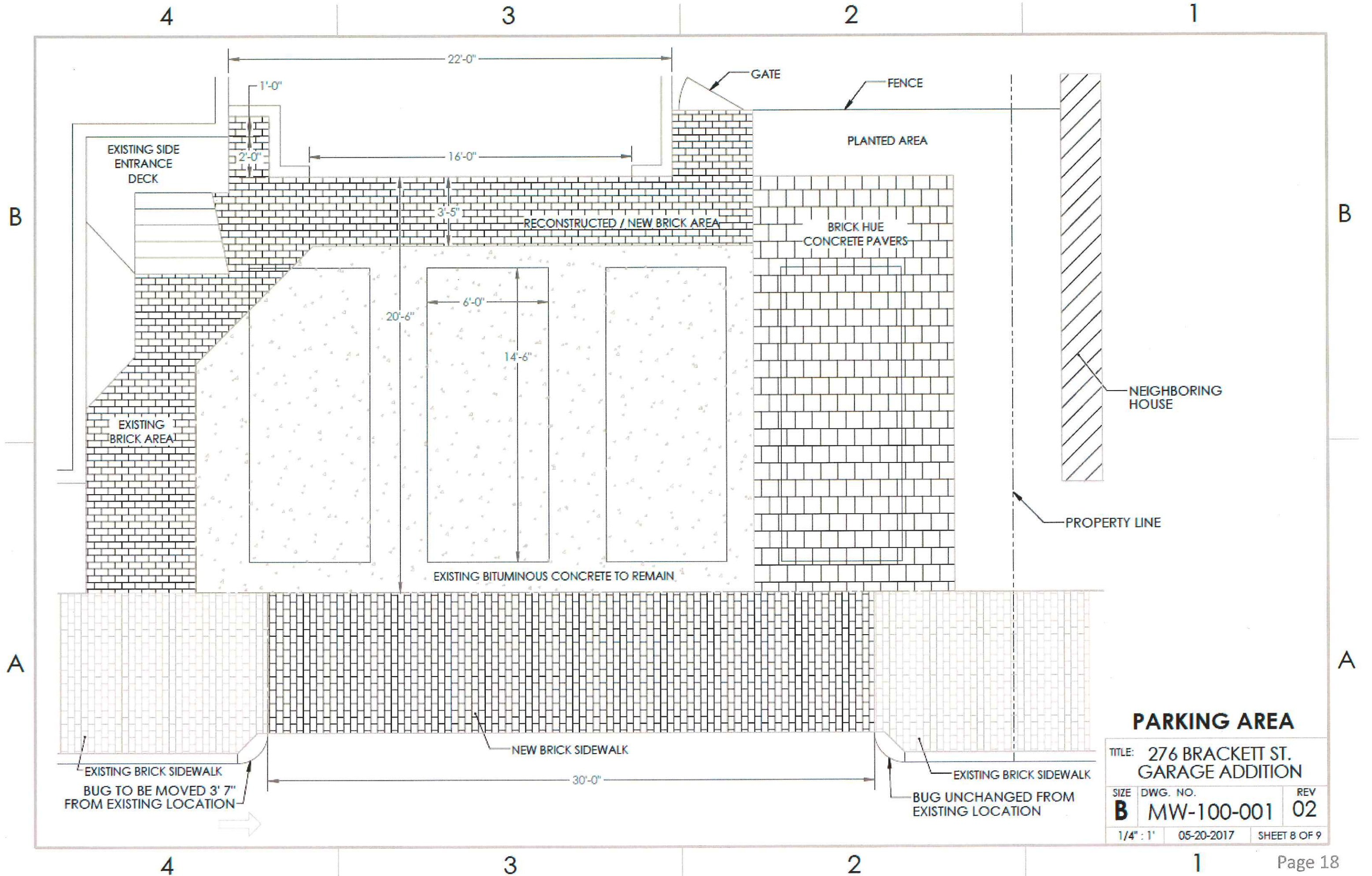
ISOMETRIC VIEW

TITLE: 276 BRACKETT ST.
GARAGE ADDITION

SIZE	DWG. NO.	REV
B	MW-100-001	02
3/16" : 1"	05-20-2017	SHEET 5 OF 9





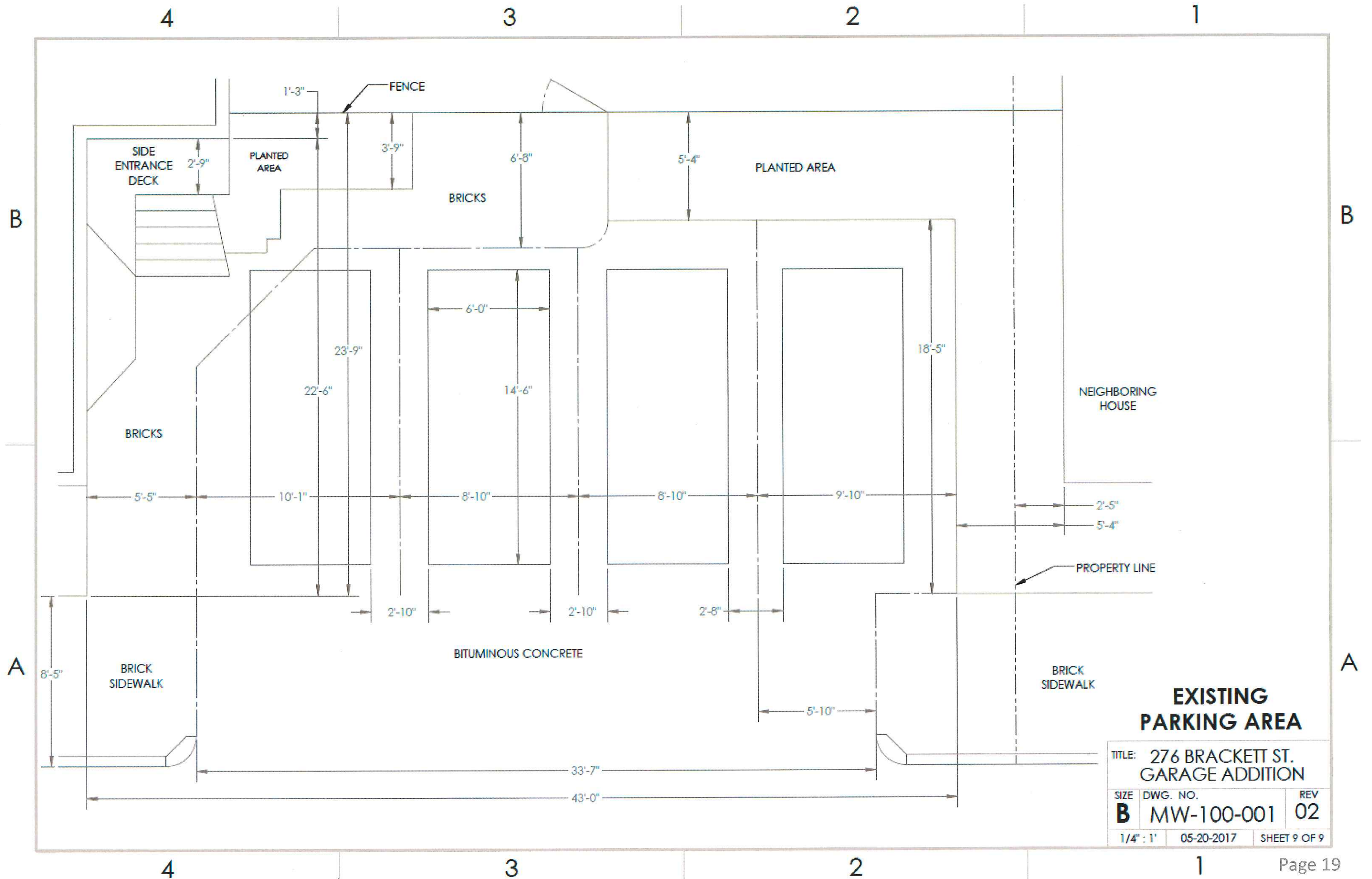


PARKING AREA

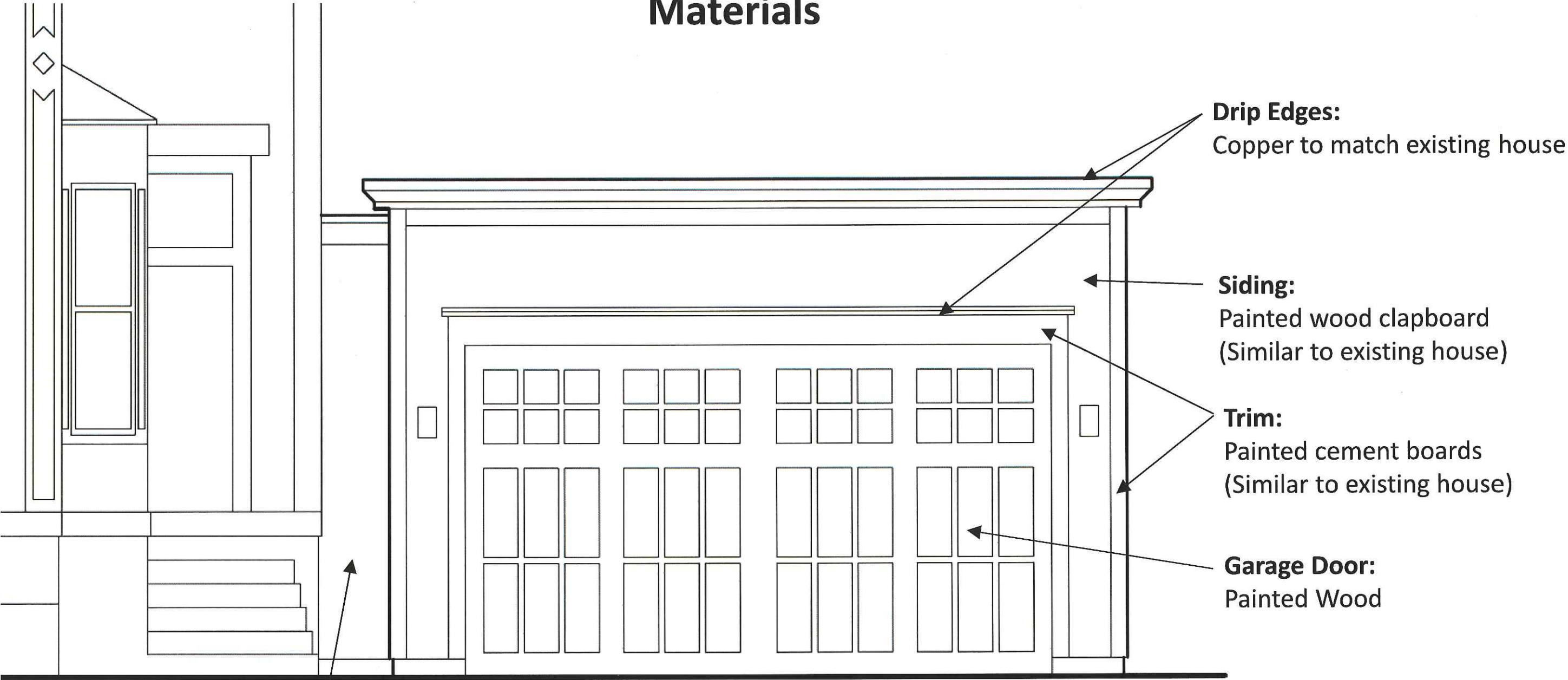
TITLE: 276 BRACKETT ST.
GARAGE ADDITION

SIZE B	DWG. NO. MW-100-001	REV 02
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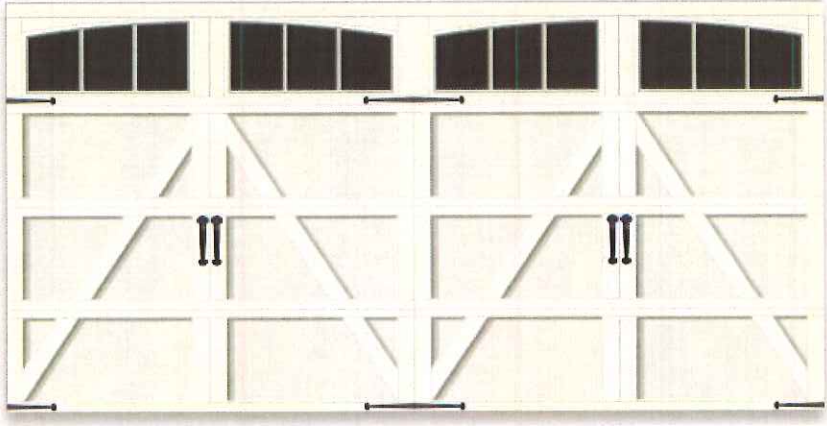
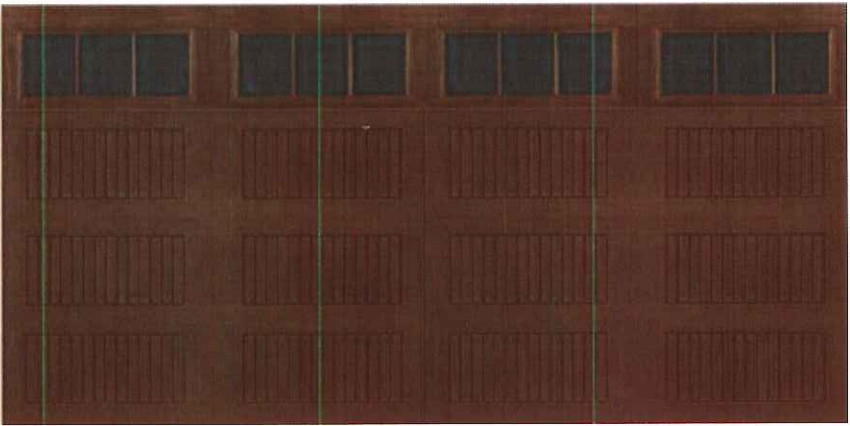
1/4" : 1'	05-20-2017	SHEET 8 OF 9
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Materials



Connector:
Painted wood clapboard



Similar 2 Car Attached Garages in the local area

Map of Reference Garages



276 Brackett



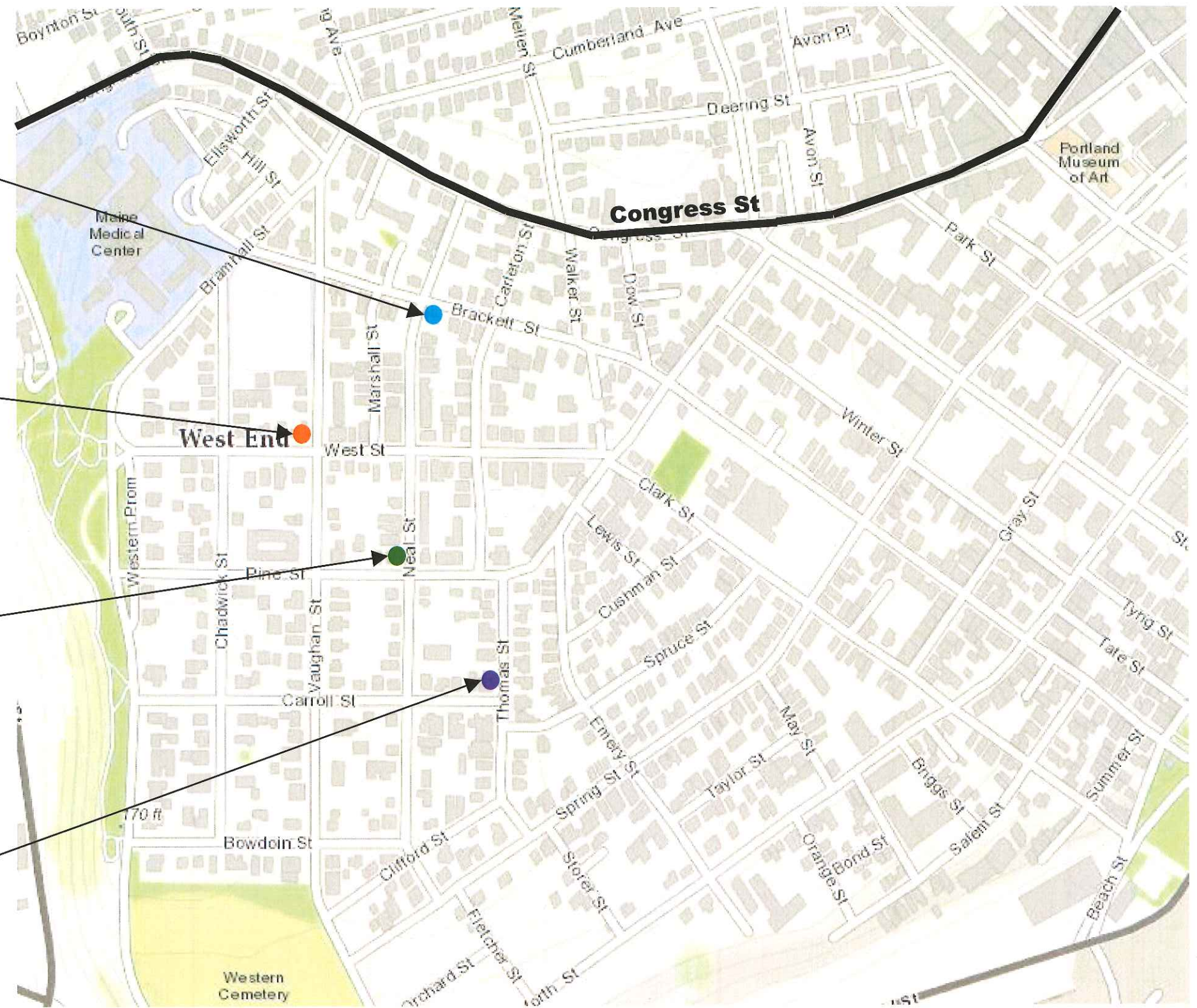
83 West



145 Pine



1 Carrol



276 Brackett St, Portland Maine 04102 - Garage

**Similar 2 Car Attached Garages in the local area
83 West St. (William Marks House) – Side View**



**Similar 2 Car Attached Garages in the local area
83 West St. (William Marks House) – Side View**



Similar 2 Car Attached Garages in the local area
145 Pine St. – Side View



276 Brackett St, Portland Maine 04102 - Garage

Similar 2 Car Attached Garages in the local area
1 Carrol St. – Side View



276 Brackett St, Portland Maine 04102 - Garage

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

**WORKSHOP
215 COMMERCIAL STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: June 2, 2017

RE: June 7, 2017 **Workshop – Second Review of Alternatives for
Revised Dormer Additions/Modifications**

Address: 215 Commercial Street

Applicant: Scott Lindsay

Architect: Glenn Harmon

Introduction

Architect Glenn Harmon, on behalf of applicant Scott Lindsay, has requested a second workshop to present alternative conceptual plans for roof alterations adjacent to the existing dormers on the front roof plane of 215 Commercial Street. The project also calls for the installation of additional skylights on the Commercial Street-facing roof plane, and the construction of a second long shed dormer on the rear roof plane, above the existing dormer. The latter two items were part of the initial workshop proposal, and these pieces are unchanged from the earlier concepts presented on May 3. The purpose of the project is to create usable space above the fifth-floor level of the building, within the large gambrel roof.

It is the front roof, facing Commercial Street that inspired the most discussion at the May workshop. The subject building features prominent doghouse dormers on the front roof plane as well as a single row of skylights that are not visible from the street as they are on the upper section of the gambrel. Board members were unequivocal in finding the gambrel roof and distinctive dormers character-defining features of the Granite Block. While the Board was sympathetic to Mr. Lindsay's desire to create more useable space below the roof, the initial proposal to fill in between all four dormers with walls faced with mulled windows was not viewed sympathetically. The roof and distinctive dormers were unanimously regarded as important features of the building, and any alterations around the dormers need to be treated with great sensitivity to retain their noteworthy presence and character on the roof.

Enclosed is a brief written description of the project, together with mocked-up photos and sketches of three alternative proposals for the two spaces between the pairs of existing dormers. (The original concept presented on May 3, 2017 also included infill between the two

middle dormers, spanning the center party wall.) Some excerpts from the May 3 staff memo have been incorporated into this report.

Subject Structure

The Ross and Lynch Block at 215 Commercial Street was known during the 19th century as the “Granite Block”. Erected in 1854 soon after the construction of Commercial Street, the building is one of the most distinctive structures on Commercial Street, owing in large part to its use of regular coursed rough granite as a facing material on all elements of the front façade. The only other building on Commercial to employ granite as the primary exterior material is the Workingmen’s Club on the eastern end of the street.

The building exhibits a broad gambrel roof similar to many of the historic warehouse structures that line the inland side of Commercial Street. An 1866 illustration of the building confirms that the roof featured four pedimented dormers from the time of its construction. The dormers also appear in the 1924 tax photo. Interestingly, the dormers were removed some decades later.

In 1994, Mr. Lindsay received approval from the Historic Preservation Board for the comprehensive exterior rehabilitation of the building. (The former warehouse had been boarded up for several years prior to Mr. Lindsay’s purchase in the early 1990’s.) Approved alterations included reconstruction of the four missing pedimented dormers on the front roof plane, installation of six skylights on the flat portion of the gambrel roof and construction of two long dustpan dormers on the rear roof plane. Mr. Lindsay also received approval for the introduction of several window openings in the once-solid eastern party wall.

Initial Proposals and Board Responses

In the May 3 proposal each of the three spaces between the four dormers was proposed to be filled with a wall of ganged windows, with the effect similar to a long, hybrid shed dormer punctuated by the four narrow gabled dormers. The Board’s unanimous agreement on the significance of the four existing dormers led the members to place high importance on limiting or ruling out interventions that might challenge the integrity of the form and character of the existing roof. Some Board members and Mr. Harmon and Mr. Lindsay engaged in some speculation about how much and what types of alterations might be acceptable in the vicinity of the existing dormers, without a clear sense that any would be possible without doing harm to the essential historic appearance. Some members appeared to be against any interference with the existing dormers.

Additional skylights were proposed for the lower plane of the gambrel between the existing dormers on the front roof, but with the proposed infill the additional skylights were not likely to be very visible.

Board members appeared to agree that the limited visibility of the rear roof planes would allow considerably more intervention than the Commercial Street side, providing the dormers were held back from the end walls of the building – particularly the east.

Proposed Rooftop Alterations

As Mr. Harmon describes in his written summary, Option A is the most like the May 3 proposal, except that there are only two shed-roofed infill walls, one between each of the pairs of dormers. As in the earlier concept, the mocked-up photograph and the description indicate that the shed-roofed infill will be in the same plane as the face of the existing dormers, though Mr. Harmon notes the face of the infill could be set back slightly. It appears that the front elevation of the infill dormers will extend to a height just below the pedimented gables of the existing dormers.

Option B proposes new reversed, cut-out dormers between each pair of existing dormers. The exact geometry, including location of the dormer wall and the height of the sills and headers have yet to be clearly defined.

Option C would add ganged skylights to the existing roof plane between the paired dormers. Since this lower roof plan is clearly visible from the opposite (water) side of Commercial Street, staff assumes the skylights proposed in Option C would be visible.

Additional skylights are proposed between the front dormers, near the top of the lower roof plane. Staff assumes that if no infill is constructed, then these additional skylights on the lower roof would be visible by looking between the dormers, from across Commercial Street.

On the rear roof plane, plans are unchanged from the initial concepts. They call for construction of a second level of continuous shed dormers above the existing shed dormers. The second tier will extend from the ridge line to a point set back from the face of the existing dormer.

As in the May 3 submission, several additional windows are proposed for the east end wall.

Staff Comments

Having reached consensus at the last workshop that the subject building's roof form and individual dormers contribute to building's architectural and historic significance and are a character-defining feature, the Board must consider whether any of the revised scenarios can be supported as appropriate.

Staff offers the following observations and comments for consideration, including several repeated from the May 3 Board memo:

- The gambrel roof form is typical of the mid-19th century warehouses that populate Commercial Street and is characteristic of this commercial building type and era of construction.
- Given the fact that the abutting building is much lower than the Granite Block, the east end of the roof is fully exposed to view, clearly revealing its gambrel form.
- The presence of doghouse dormers on the roof reinforces the fact this is a 19th century commercial structure. Although the existing dormers are not the original dormers,

reconstruction of the missing dormers in 1994 was welcomed by the HP Board, as their reconstruction would return the building to its documented historic appearance.

- Based on the above observations, staff finds the roof of the subject building, including its doghouse dormers, to be an important character-defining feature.
- Standard #1 requires that every reasonable effort be made to provide a *compatible use which requires minimal alteration to the character-defining features of the structure*. While the Board has been generally receptive to projects that will extend the utility of unoccupied roof spaces, such projects should not necessitate alterations that unduly compromise the character of the structure. Inevitably, there will be circumstances where accommodating an expansion cannot be done without eroding the character of a building. In those circumstances, the Board's responsibility is to ensure that the ordinance standards are met.
- While staff understands that the dormer solution proposed for the Commercial Street roof plane is intended to preserve the building's doghouse dormers, infilling between the existing dormers creates a hybrid solution that, in staff's view, is visually awkward and calls undue attention to the alterations. Staff is somewhat skeptical that this would still apply to the current Option A, despite omitting the wide infill in the middle of the roof.
- The possibility that the front planes of the two infill walls could be pushed back from the front of the existing dormers would only slightly mitigate the impact of the infill on the pairs of dormers.
- If the Board does not find infill walls an appropriate design solution for the front of the roof, can either Option B or C be supported as retaining the distinct nature of the individual dormers? At the May 3 workshop, some Board members were willing to at least consider or explore less intrusive alterations to the front roof, while others appeared to be unsupportive of any changes that would disturb the appearance of the roof and the dormers.
- Staff suggests that perhaps the recesses created by Option B might pose less of a distraction than the flush skylights proposed to fill the roof between the dormer pairs in Option C, but staff is far from convinced that either B or C is an appropriate solution.
- In considering the proposal for an additional row of skylights above the dormers, the Board should request perspective views from various vantage points to confirm the extent to which the skylights will be visible and if visible, to evaluate their compatibility. These proposed additional skylights would be more visible in the absence of any infill walls between the dormers.
- Regarding the proposed additional dormers on the rear of the building, the rear roof plane has fairly limited visibility. The one location from which one can clearly see a portion of the existing dormers is from Fore Street, where the remnant of former Plum Street creates a break in the street wall. The fact that this is the rear of the building and visibility of the roof is limited makes this portion of the roof less sensitive to

change than the front roof plane and it's likely that added dormers, or modifications to the existing dormers can be successfully accommodated. That said, to preserve the clarity of the gambrel roof form as viewed from the east on Commercial Street, any added dormers on the rear roof should be set back from the east elevation.

Applicable Review Standards

The following ordinance standards apply in the review of this application:

- (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.*
- (9) *Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.*
- (10) *Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.*

Attachments

- 1. Project description – architect's email
- 2. Options A, B, and C, in photo renderings and building sections
- 3. Photo of existing conditions
- 4. Photo of initial proposal from May 3 workshop.

Granite Block 215 Commercial Street 2nd workshop request

2 messages

Glenn Harmon <glennlharmon@gmail.com>

Mon, May 8, 2017 at 1:44 PM

To: dga@portlandmaine.gov, Robert Wiener <RWIENER@portlandmaine.gov>

Hi Deb and Rob, please add the Granite Block for a second workshop to the next available meeting agenda, whenever seems best.

After beneficial input from the Board at the initial workshop, we have abandoned the notion of connecting all four doghouse dormers with a continuous shed dormer infill and have come up with three alternative approaches (attached). All three are limited to infilling and/or connecting the pairs of dormers only, and do not bridge across the center party wall, which allows the strong doghouse/roof relationship to continue reading as the character defining feature it has become. The cheek walls to the east and west of the outermost dormers remain as they are currently, no encroachment on the gambrel is proposed. The smaller roof area between the pairs of dormers is in shadow for the majority of its viewable approach, the exception being near dead on elevation from the parking lot across Commercial Street.

Option A shows infill windows connecting either pair of doghouse dormers with a shallow shed roof. The plane of the windows is proposed to align with the existing dormer, or can be set back some nominal distance to create a slight visual break.

Option B shows reverse cut-out dormer windows with an extended deep sill (7' +/-), the exact depth will be determined by the geometry of the window head height where it intersects the roof plane.

Option C shows flush skylights infilling between the doghouse dormers, similar in concept to the skylights used at the Blanchard Block, 111 Commercial Street.

The only other new element is the proposal to add two windows in the east gambrel directly above the existing windows. These will be a continuation of the fenestration below in size and material. The purpose is to provide light and view from the new 6th floor space. These are shown on the Option A image.

The Wharf Street dormer option remains as initially presented.

Many thanks

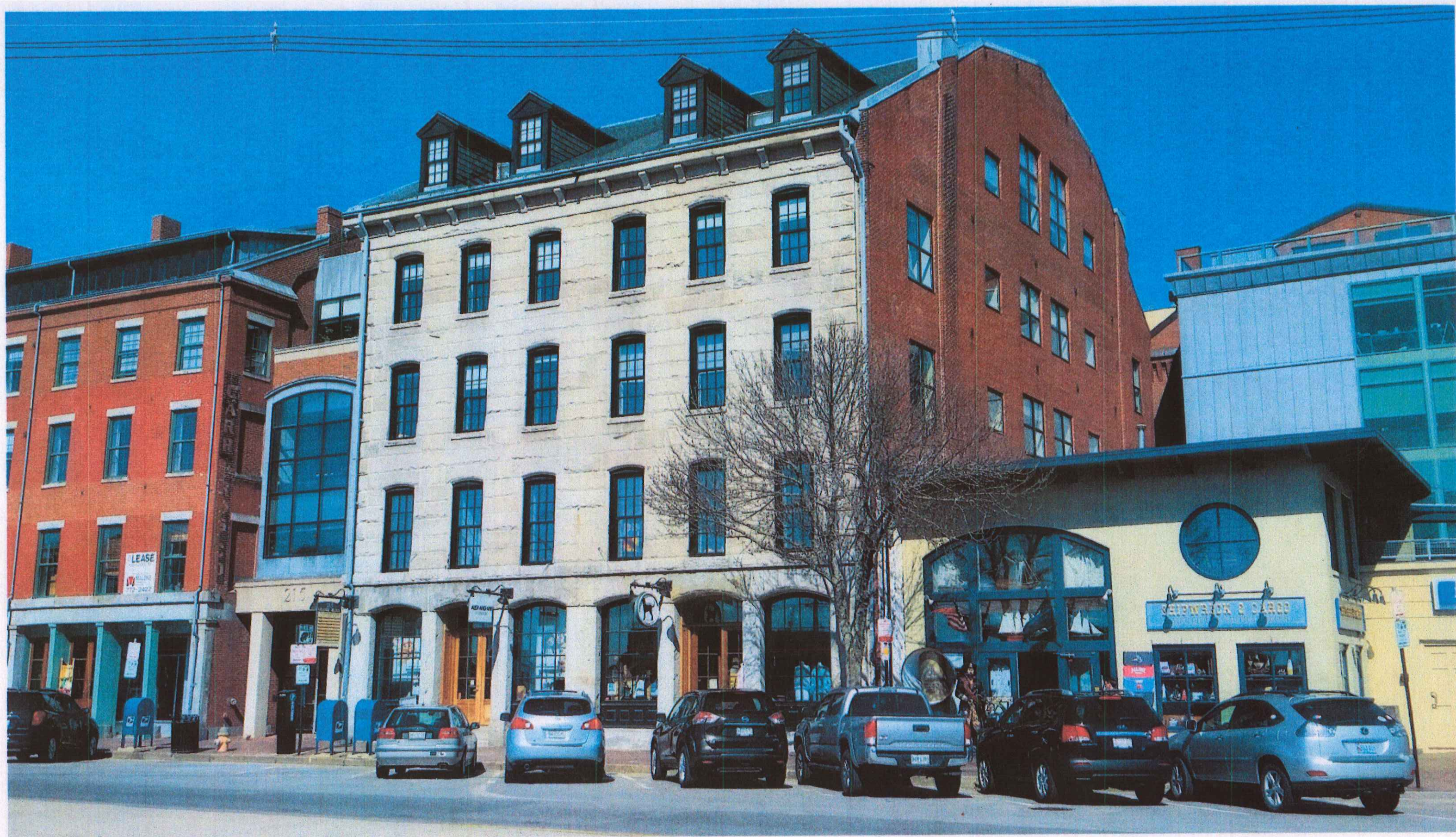
Glenn

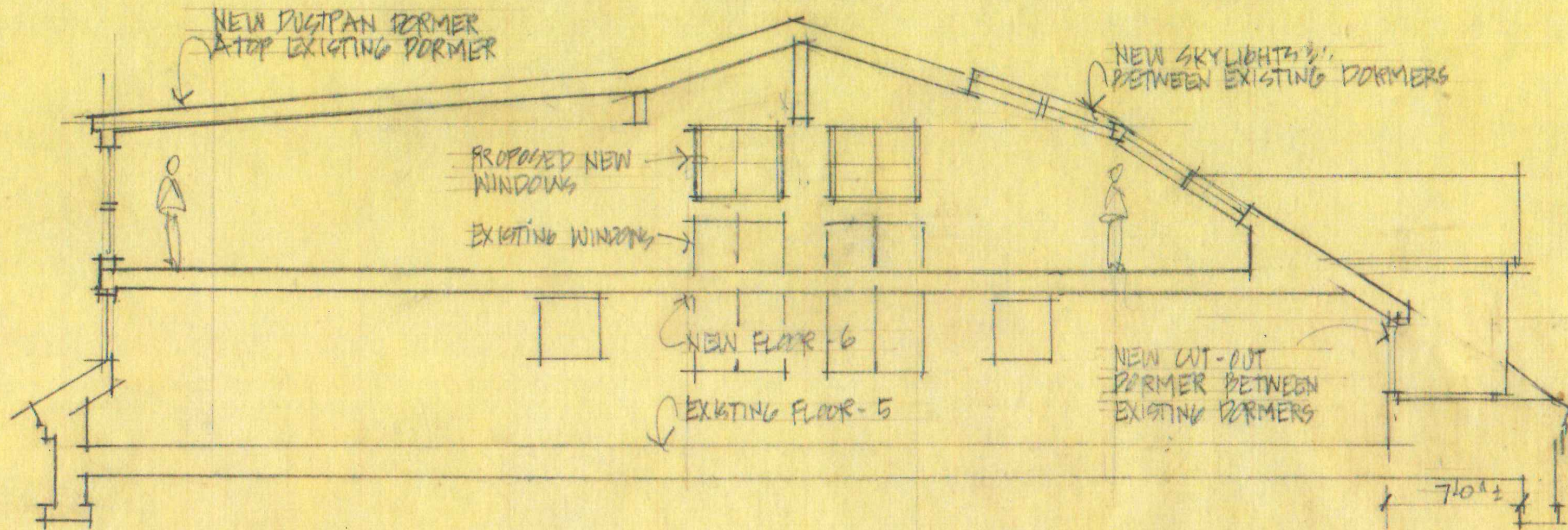
 [graniteblockA.pdf](#)

 [graniteblockB.pdf](#)

 [graniteblockC.pdf](#)



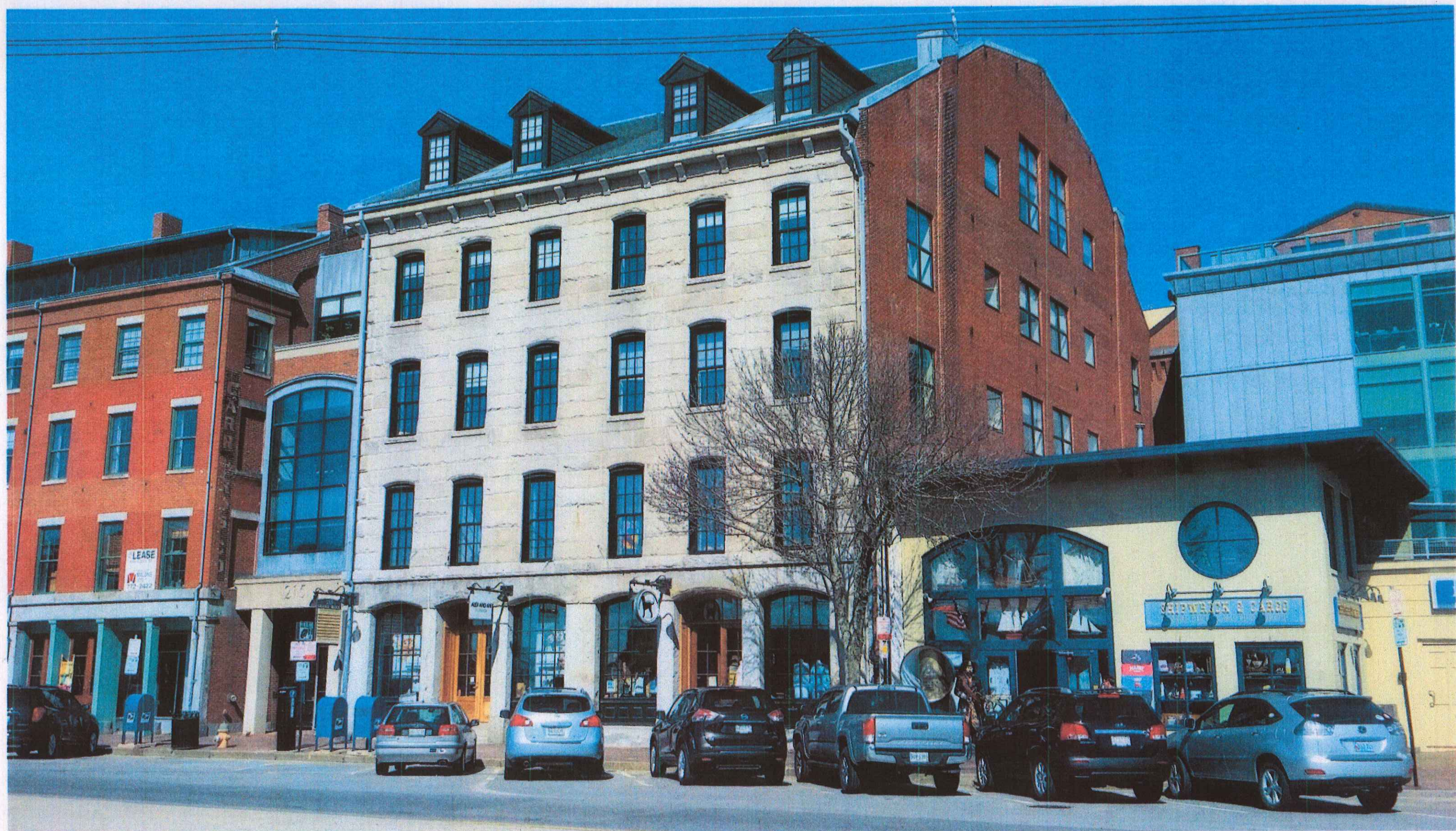


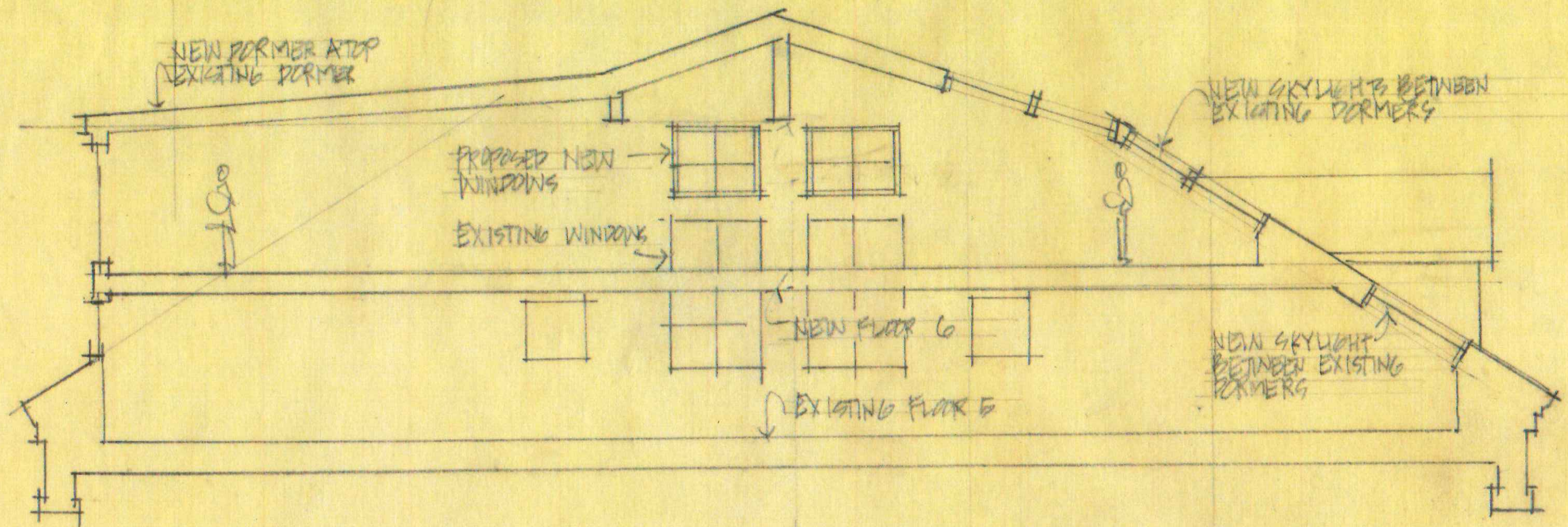


PROPOSED SECTION OPTION B

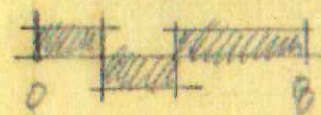


8 MAY 2017





PROPOSED SECTION - OPTION C



8 MAY 2017





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

**WORKSHOP
50 INDIA STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: May 30, 2017

RE: June 7, 2017 **Workshop – Preliminary Review of Proposed New Construction**

Address: 50 India Street
(northwest corner of India and Middle)

Applicant: cPort Credit Union

Architect: Gawron Turgeon Architects

Introduction

Designers Diedre Pio and Kevin Downing of Gawron Turgeon Architects, on behalf of cPort Credit Union, have requested a preliminary workshop to present plans for the construction of a four-story, mixed-use structure at the northwest corner of India and Middle Streets. The small 2,400 square foot lot is currently an open parking lot. The new building, which will house cPort Credit Union on the first and second floors and a single residence on the top two floors, will immediately abut the McGlinchy Block which houses DuckFat and Ribollita on Middle Street and the new mixed-use structure currently under construction at 62 India.

The applicant has provided a very thorough submission which includes a written description of the project, photos of existing conditions, photos of existing buildings in the surrounding area, computer-generated images showing the new building in its context, as well as plans, elevations and a proposed site plan.

As a preliminary workshop, the project consultants and applicant are looking for feedback about the proposed design direction before proceeding with more detailed design development.

Project Context

The project site is located at the southern boundary of the India Street Historic District. Its immediate context is quite mixed in terms of scale, construction era and relative architectural significance. Immediately across India Street is a single-story, flat-roofed commercial

structure with a two-story gable roof addition that is set back behind a parking lot. Micucci's two-story building is located diagonally across the intersection of Middle and India. A large surface parking lot with landscaped buffer is located immediately across Middle Street. Immediately abutting the subject lot on Middle Street is the three-story, 1868 Italianate commercial block housing Duckfat and Ribollita on the ground floor. Abutting the lot to the north on India will be the four-story mixed use building currently under construction at 62 India. (Note the project architect has shown the 62 India Street development in the perspective views of the proposed project; this is helpful in understanding the building's future context.)

Given the decidedly mixed nature of the proposed structure's context, the visual cues for achieving compatibility with its surrounding context are perhaps less obvious than would be the case in another location. (Indeed, other recent construction proposals for the India Street corridor have presented similar challenges.) Staff would argue, however, that in this particular context the 1868 James McGlinchy Block on Middle Street should serve as the key point of reference in achieving compatibility. The McGlinchy Block and the other Italianate commercial blocks to its west form one of the most architecturally cohesive and significant streetscapes in the district. A new structure taking its place next to these important structures should defer to and echo some of their key architectural characteristics.

The McGlinchy Block is a three-story brick structure with a flat roof and pronounced building cornice. The building exhibits the same basic façade composition and many of the same architectural details found on buildings throughout the Old Port. The ground floor features several storefront bays separated by brick piers with corbelled brick capitals. A continuous granite lintel delineates the ground floor from the upper façade. The upper façade is organized into three bays, with brick quoins separating the bays. The windows are vertical in proportion. The projecting decorative lintels over the windows, the brick quoins, the projecting roof cornice and other details provide visual interest and texture to the façade.

Proposed Construction

The proposed development is a four-story mixed-use structure with rooftop deck. The principal façade is oriented towards Middle Street. The India Street elevation continues the architectural vocabulary of Middle Street facade, but reads as a secondary elevation due to its narrower width and the presence of a large stair/elevator tower which occupies almost half the width of the lot's India Street frontage. The tower is also set back from the sidewalk. The tower element features a ground floor entry (which provides access to the upper floor residence) with a vertical row of windows above. Note that these features are not shown in the perspective views, as they are positioned near the inside corner of the building.

The Middle Street façade features a symmetrical three-bay composition, with a narrow center bay flanked by two wider bays. The ground floor of the building is separated from the upper floors by a projecting sign band. A projecting cornice separates the third and fourth floors. Brick piers, which define the building corners, terminate at the cornice above the third floor. This is intended to reinforce the distinction between the principal façade and the top floor. The fourth floor is not set back from the lower floors, but is flush with the lower wall plane. A roof deck is proposed above the fourth floor level; the deck railing is set back from the wall plane.

Window openings on the upper facades are wide and horizontal in proportions, however the openings are subdivided to create vertical proportions within the larger openings. Except for the brick corners of the building, the upper façade is clad in Alucabond metal panels.

The ground floor level on the Middle Street elevation features a recessed center entry bay set within brick piers. Storefront bays flank the center entry. On the right (east) side is a floor-to-ceiling, subdivided, aluminum frame storefront window. On the left (west) side, the general opening is the same size as the other storefront, but an ATM installation is set within the opening. An Alucabond opaque wall surface surrounds the ATM components. An awning is shown over this storefront bay only; the eastern storefront has no awning.

The façade composition and architectural vocabulary of the Middle Street façade extends to the India Street elevation for a distance of approximately 25 feet. From that point, the building steps back 3 feet, 3 inches. Unlike the principal block, the wall plane of this portion of the building is not square to the street. This portion of the building, which is 17 feet wide, accommodates the stair and elevator and is 9 feet taller than the principal structure. (The principal structure is 47'4"; the tower addition is 56'4".) The elevator overrun shaft extends an additional 6 feet. Behind the stair/elevator, at the inside corner of the building, is additional space for the upstairs residential unit—see floor plans.

The exterior of this portion of the building is clad in Nichiha metal siding. The siding features a ribbed pattern and the overall wall plane is subdivided to break up the scale of the wall and provide visual interest. Positioned close to the juncture between the principal block and the tower addition is the entry to the residential unit. The sign band or cornice element that runs above the storefront level of the principal structure extends beyond to become a canopy or roof for the residential entry. Because this portion of the building is set back, the sign band becomes deeper in this location. Above the entryway are three windows in a vertical alignment.

Note that the submission also includes proposed signage and site improvements. A fascia sign is shown on the sign band above the ground floor on Middle Street and a projecting sign is shown on the India Street frontage. 6' ornamental aluminum gates/fences are proposed for the narrow alleyways between the new building and its Middle Street and India Street abutments. "Turfstone" grid pavers are proposed for the alleyways themselves.

Review of Building Height in the India Street Historic District

As Board members will recall, building height in the India Street Historic District is governed by the underlying zoning—in this case, the India Street Neighborhood Form-Based Code. The neighborhood is subdivided into a series of subdistricts, each of which has its own dimensional requirements. The subject lot is located within the "Urban Active" subdistrict, where the building height minimum is 3 stories and the building height maximum is 4 stories or an overall height of 50 feet. Note that elevator towers are not included in the height measurement and can therefore exceed the otherwise-applicable height limit. (This is the case in all zones.)

While the height limit is established by the underlying zoning, for developments within the India Street Historic District boundaries *the manner in which the overall height is achieved is subject to review by the Historic Preservation Board*. In other words, the Board may require

setbacks or alternative roof forms to achieve the overall allowable height where it determines such measures to be necessary to achieve compatibility.

Staff Comments

Board members should be aware that the design proposal presented for consideration reflects some level of early feedback from staff. Following a preliminary review of the applicant's initial design concept, staff met with the design team to discuss the historic preservation ordinance's new construction standards and compatibility requirements. Staff encouraged the applicant to study closely the key architectural characteristics of the McGlinchy Block along with the other mid-19th century commercial blocks immediately west of the McGlinchy Block. In staff's view, any design solution for the proposed development should be informed primarily by the identifiable development patterns exhibited on Middle Street given the significance and prominence of the street. Staff did provide the applicant with perspective views of the 62 India Street project for consideration as well.

In response to the meeting, the design team made a number of significant modifications to the initial design proposal. The latest design reflects a more careful analysis of the building's Middle Street context. The symmetry and organization of the façade; the alignment of the floor levels; the introduction of a cornice between the third and fourth floors to make a visual reference to the height of the abutting McGlinchy Block as well as the termination of the brick end walls at the third floor level—all of these design moves help relate the new structure to its historic neighbors. And while the western ground floor storefront is occupied by an ATM, which clearly departs from the traditional pattern of ground floor treatments, the ATM is set within a defined storefront opening that matches the opposing storefront bay. As proposed, the ATM bay could be switched out to a standard storefront in the future.

Notwithstanding the progress made in achieving a more contextual design solution, several aspects of the design might warrant further consideration. The fourth floor level, for example, seems disproportionately tall in relation to the overall building, making the building appear "top-heavy". Historically, the height of top floors on commercial structures was considerably lower than that of the intermediate floors. At staff's suggestion, the floor-to-ceiling height of this floor was reduced (from 11'6" to 10'4"). However, the perspective views suggest that a further reduction might improve the proportions. Note that while the 62 India Street project is also four stories tall, the fourth floor is set back, reducing the apparent scale. That might not be possible in this case given the relatively shallow depth of the principal structure, but a further height reduction does warrant consideration.

Staff also suggests that perhaps the relatively high tonal contrast between the brick and the proposed finish of the Alucabond panels should be adjusted. A slightly darker finish for the Alucabond would reduce the contrast and might improve the tonal relationship of the upper floor materials.

Regarding the massing of the building, clearly the shallow depth of the principal block is not characteristic of buildings in this area and will be apparent as viewed from India Street. However, given the small size of the lot and need for a stair/elevator core, there is little that can be done to reduce the width of this building component. One question for consideration is

whether the elevator/stair core could be moved towards the inside corner of the building, allowing the useable floor area currently shown in this inside corner to move toward India Street. This would obviously affect the entrance to the residential unit, but might be worth consideration. On the other hand, perhaps the proposed solution will not have a significant visual impact in the context of the abutting new construction at 62 India—see perspective views with the 62 India St. development shown.

Finally, as with all new construction projects that rely on a relatively simple design and limited architectural details, the design and execution of those details should be given careful consideration.

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. Project description
2. Photographs of project site and surrounding context
3. Perspective views of proposed project shown in context
4. Elevations
5. Floor plans
6. Roof plan
7. Building sections
8. Landscape site drawings

Historic Preservation Application
50 India Street Portland, Maine
04.19.17

Project Description

The project comprises a four-story mixed-use building, with a rooftop deck, proposed landscaping, and several sidewalk improvements at the small 2,400 SF lot on the western corner of the India St. and Middle St. intersection. The structure's first two floors are commercial space for a cPort Credit Union branch, while the third and fourth floors will be a single, luxury residential unit with rooftop access. The building's total area is 6,880 SF and, although its 1,720 SF footprint covers most of the site, two narrow alleys remain to the north and west. These alleys are enhanced via landscaping and controlled with a 6' high lockable, ornamental, aluminum fence. In addition, there are three (3) proposed 15 minute on-street parking spaces, one (1) street light, and one (1) street tree.

Architecture

Listening to our client has always been the beginning of our design process for Gawron Turgeon Architects. During our first initial design meetings with cPort Credit Union, it was clear that this building should and would be designed to fit the fabric of the India Street Neighborhood urban environment. The project is located on the corner of India and Middle Streets and the predominant building material is red brick with traditional detailing incorporating cornices, granite bases and entablatures. Most of the surrounding structures have flat roofs and there is a blend of older style wood storefront windows and newer aluminum storefronts. The location of the property also lends itself to great exposure and visibility from multiple points of view. The design intent of cPort's building is to compliment the Middle Street elevation in keeping with a similar granite base, brick and lighting design that is being used on the adjacent property. The height of materials and the banding along middle and India Street will follow the heights of the existing adjacent building as well creating a clean visual sight line.

cPort Credit Union is not a new credit union. They were founded in 1931 and have a rich history in the Portland area and throughout the State of Maine. To symbolize this history, we chose the Royal River Series brick which has an irregular shape and is an extruded material. This type of brick has "old world charm" and represents the style that would have been installed in the time period of the surrounding historic buildings.

In the same respect, cPort Credit Union is continually evolving and adapting as a credit union to better suit the needs of their members. They are advancing their banking methods with technology and are at the forefront of leading edge solutions. The Alucabond metal panels, Nichiha metallic series horizontal siding and aluminum storefront system underscores cPort credit Union's contemporary image and ability to adapt

to modern day trends. The expanse of glass throughout the first and second floor also allows cPort Credit Union to be visible to the community.

The responsible and thoughtful design of the building at 50 India St. captures the history of cPort Credit Union while also representing a significant commitment to the city and the surrounding community.

Site

The project's site component can be divided into two parts: the sidewalks and the alleys. Being a corner lot, each sidewalk has its own character. The proposed Middle St. sidewalk condition takes its cues from the neighboring Ribolita's. The building's ATM and main commercial entrance along the façade dictate a clean sidewalk condition, suitable for ample pedestrian circulation. Wall-mounted building fixtures light the sidewalk in this area. The India St. sidewalk borrows from the new development to the North by continuing the established street tree and street light pattern. This helps suggest a more urban residential feel. All of the proposed sidewalk will be constructed from Pine Hall Pathway Paver Brick in accordance with city standards.

The treatment of remaining alleys also borrows from contemporary projects in the neighborhood. A small expanse of brick, wrapping around the northeast corner of the building, provides a small area for a city standard bike hitch. The entrance to the India St. alley is controlled with a 6' black aluminum fence and lockable gate. There is no programmed use beyond this point except for the occasional utility service and emergency access. The fence runs perpendicular from the cPort building and then turns to follow the lot line, ending just before the abutting structure. The minimal proposed vegetation acknowledges the neighboring project, creating a shared landscape bed. With plantings to either side, much of the fence will be obscured. Except for a small concrete pad, the entire surface of the alleys is paved with turfstone, a permeable paver. The fence and gate at the Middle St. alley is offset from the façade only slightly and restricts all public access. Because of its narrow shape and sun exposure, no plants are proposed in this area.

While there are no parking provisions within the property itself, removing two existing curb cuts and installing a city standard brick sidewalk with vertical granite curb provides adequate space for three (3) on-street 15 minute parking spaces – one along India St. and two on Middle St.

Deirdre L. Pio, CSI, CDT | Director of Interior Design

Kevin Downing | Designer

ATT. 2
EXISTING
CONTEXT

EXISTING



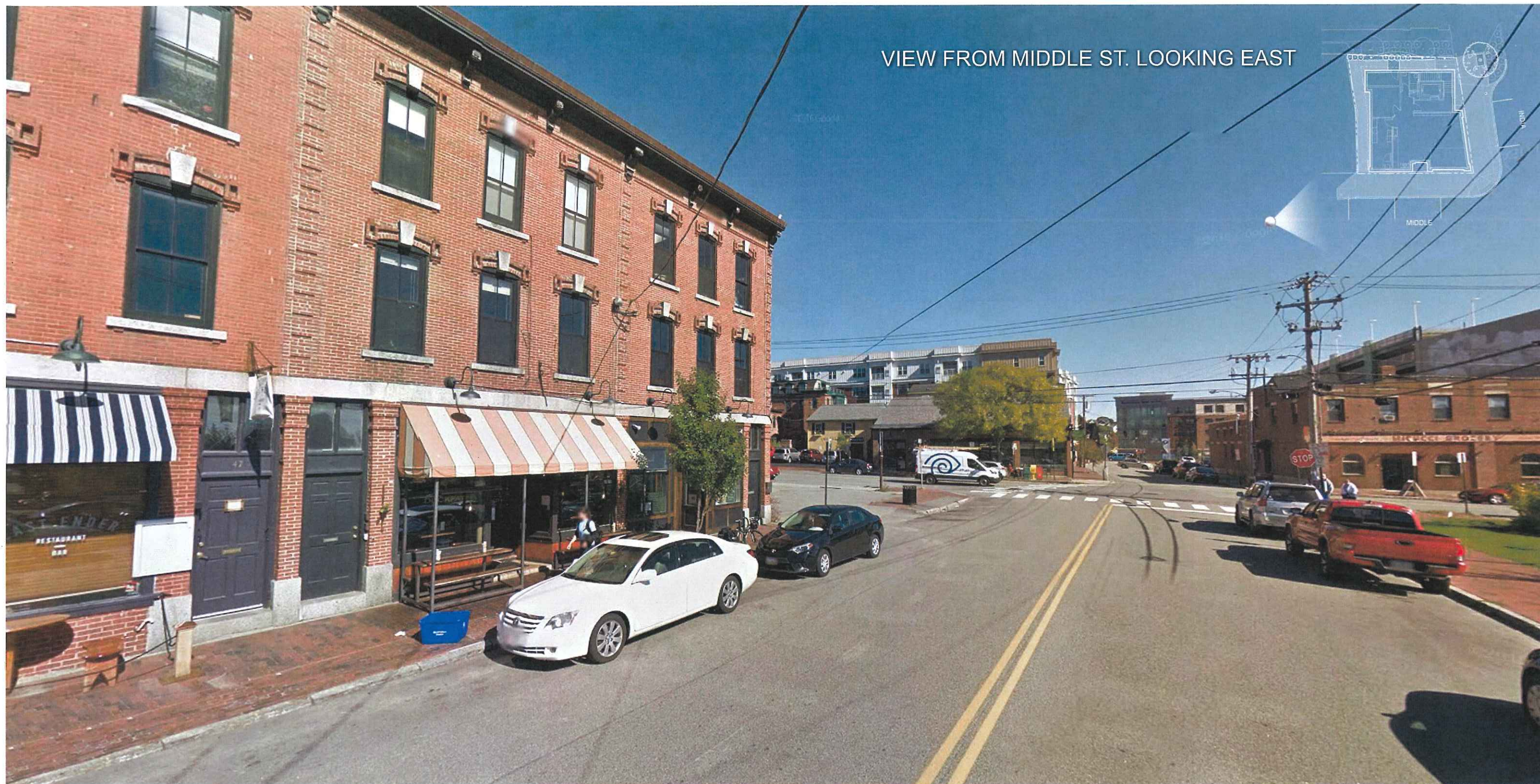
**GAWRON
TURGEON**
ARCHITECTS, P.C.

ARCHITECTURE
INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTER PLANNING

cPort Middle Street Property

Middle St. and India St. Portland, Maine

 **cPort**
CREDIT UNION



VIEW FROM MIDDLE ST. LOOKING EAST

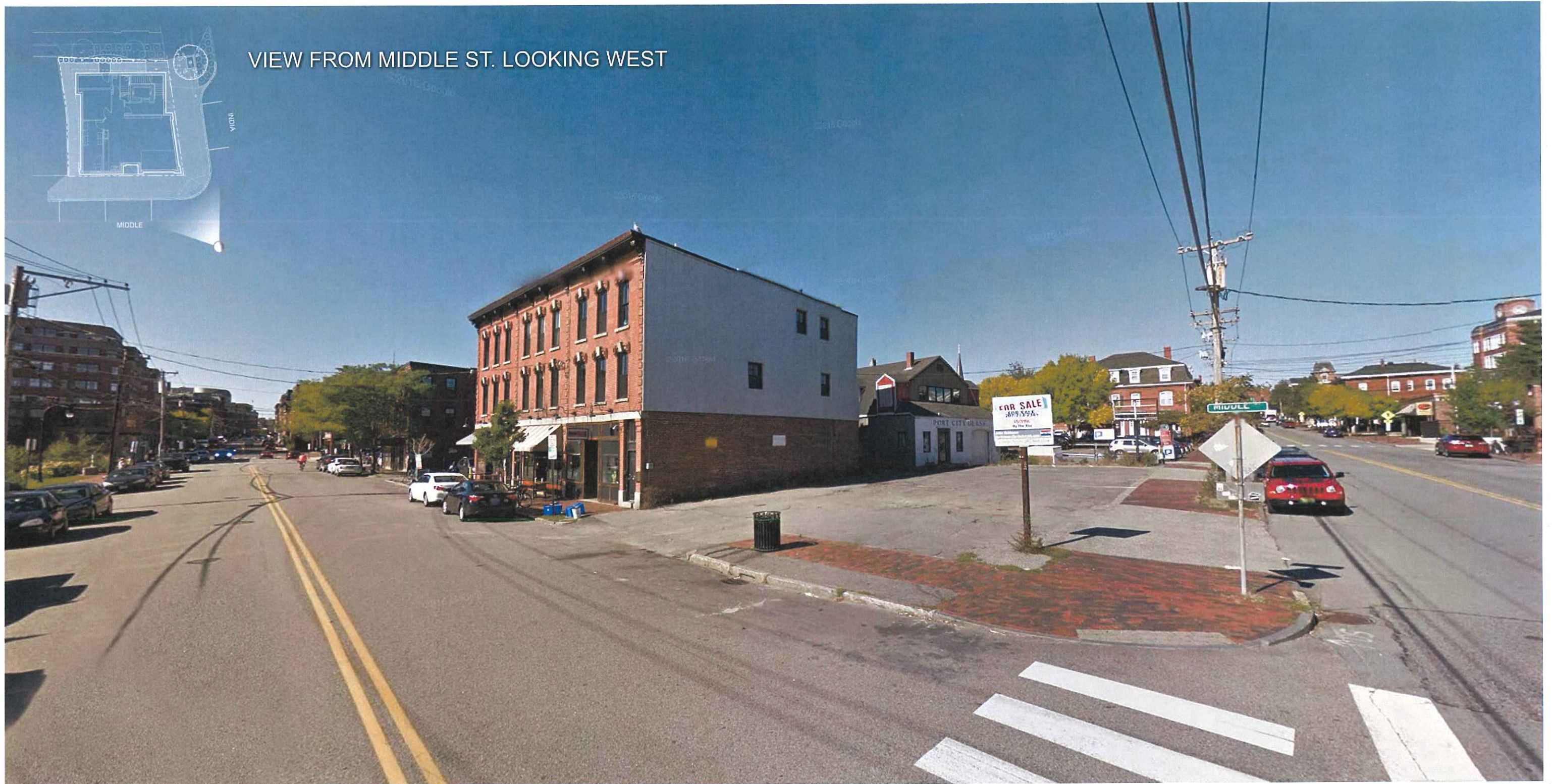
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INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTER PLANNING

cPort Middle Street Property

Middle St. and India St. Portland, Maine

 **cPort**
CREDIT UNION



VIEW FROM MIDDLE ST. LOOKING WEST



EXISTING

62 INDIA
CURRENTLY UNDER
CONSTRUCTION

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ARCHITECTURE
INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTER PLANNING

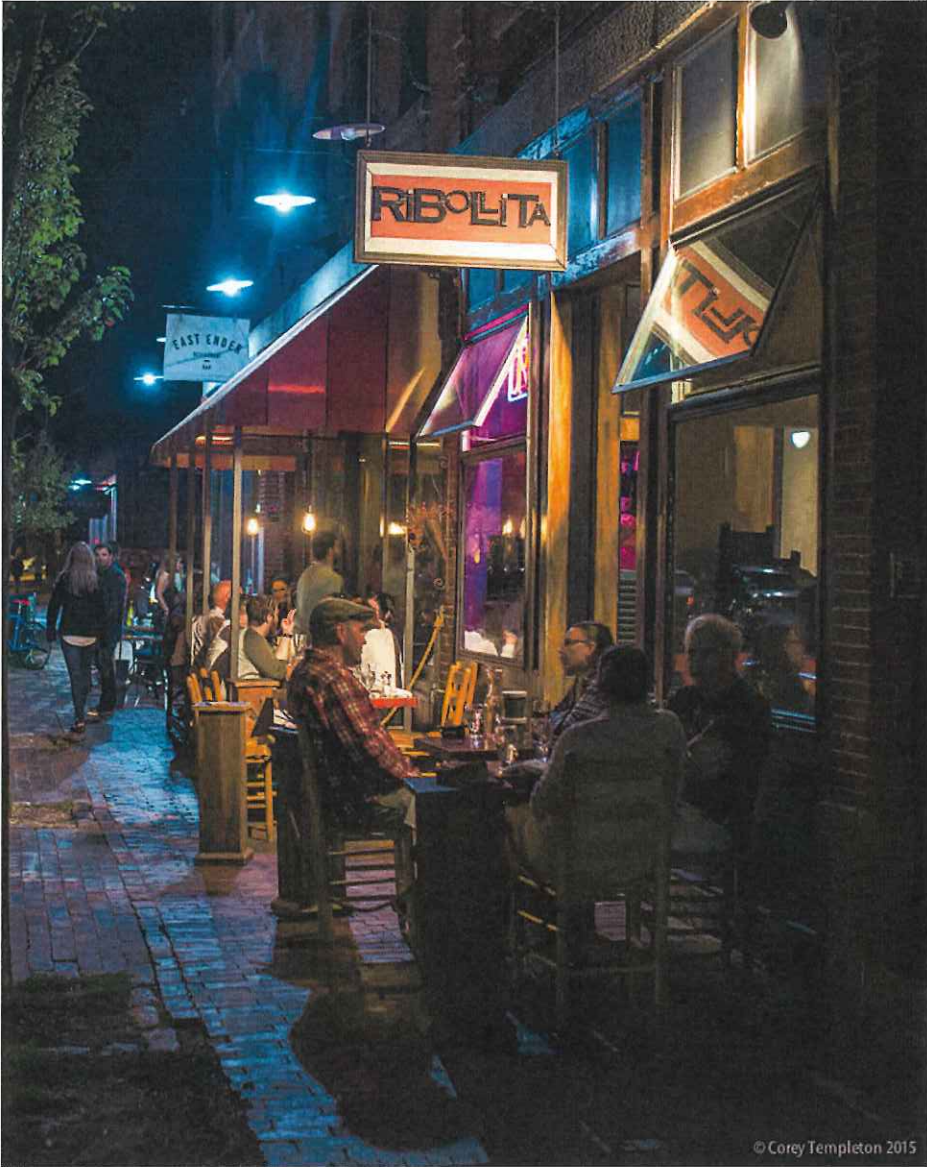
cPort Middle Street Property

Middle St. and India St. Portland, Maine

 **cPort**
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NEIGHBORHOOD STREETSCAPES



ATT. 3
PROPOSED
DEVELOPMENT,
IN CONTEXT

PROPOSED



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ARCHITECTURE
INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTER PLANNING

cPort Middle Street Property

Middle St. and India St. Portland, Maine

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PROPOSED

**GAWRON
TURGEON**
ARCHITECTS, P.C.

ARCHITECTURE
INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTER PLANNING

cPort Middle Street Property

Middle St. and India St. Portland, Maine

 **cPort**
CREDIT UNION

ATT. 4
ELEVATIONS

LEGEND			
(A)	MORIN BRICK - ROYAL RIVER NARROWED FLASHED RANGE	(F)	METAL CANOPY: ALUCABOND ANODIC CLEAR MICA COOL
(B)	METAL PANEL - ALUCABOND ANODIC CLEAR MICA COOL	(G)	AWNING
(C)	ALUMINUM CURTAINWALL	(H)	STAINLESS STEEL RAILING AND GLASS SYSTEM
(D)	GRANITE BASE WITH SLOPED CAP	(I)	KOLBE EGRESS WINDOWS
(E)	NICHHA - METALLIC SERIES COLOR: GUNSMOKE 17-7/8" x 119-5/16" PANELS WHORHORIZONTAL RIBBING		

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cPort Credit Union
50 India Street
Portland, Maine

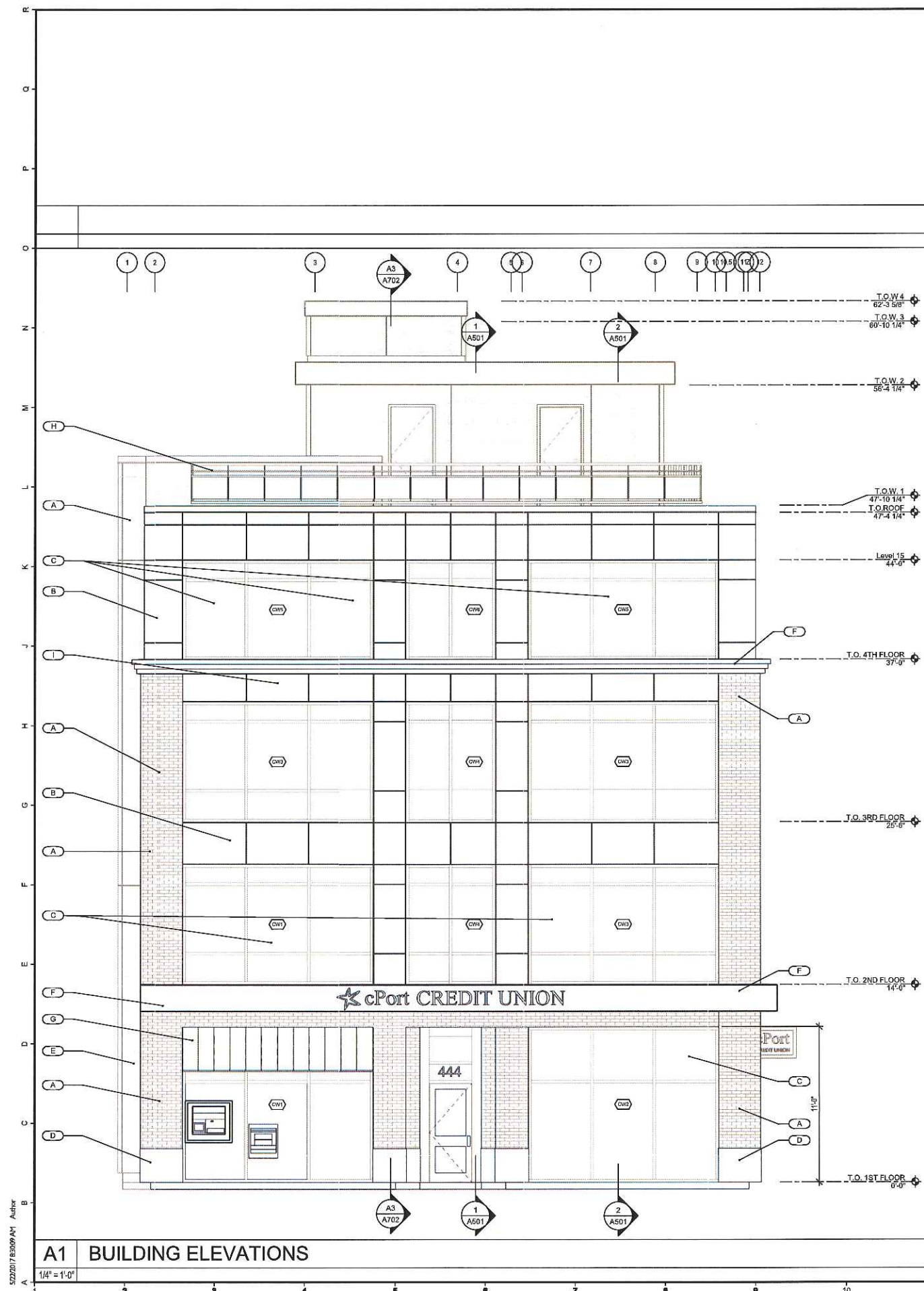
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DATE:	04.19.17
PROJECT #	010416
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CHECKED BY:	Checker
DRAWING SCALE	As Indicated

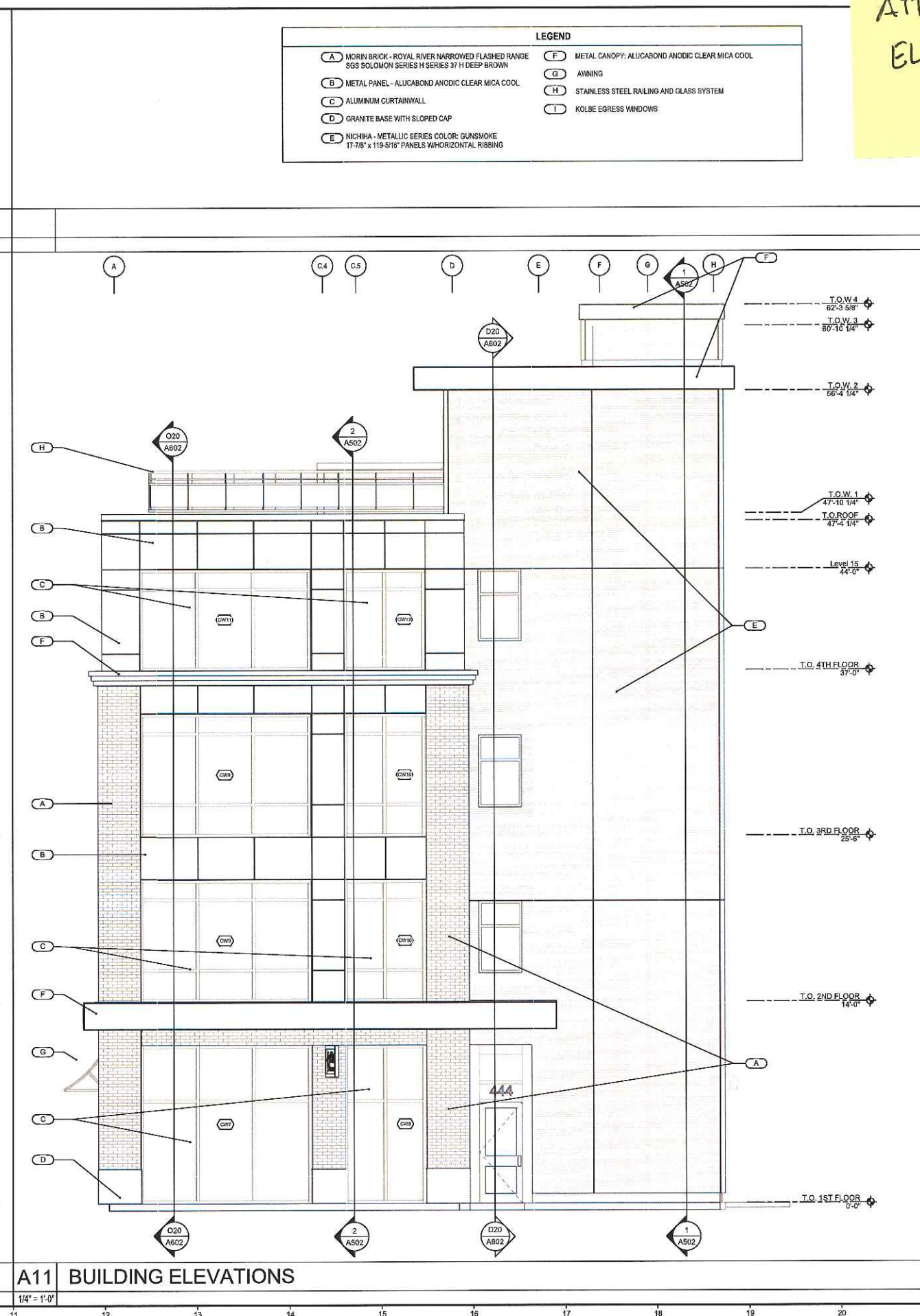
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BUILDING ELEVATIONS

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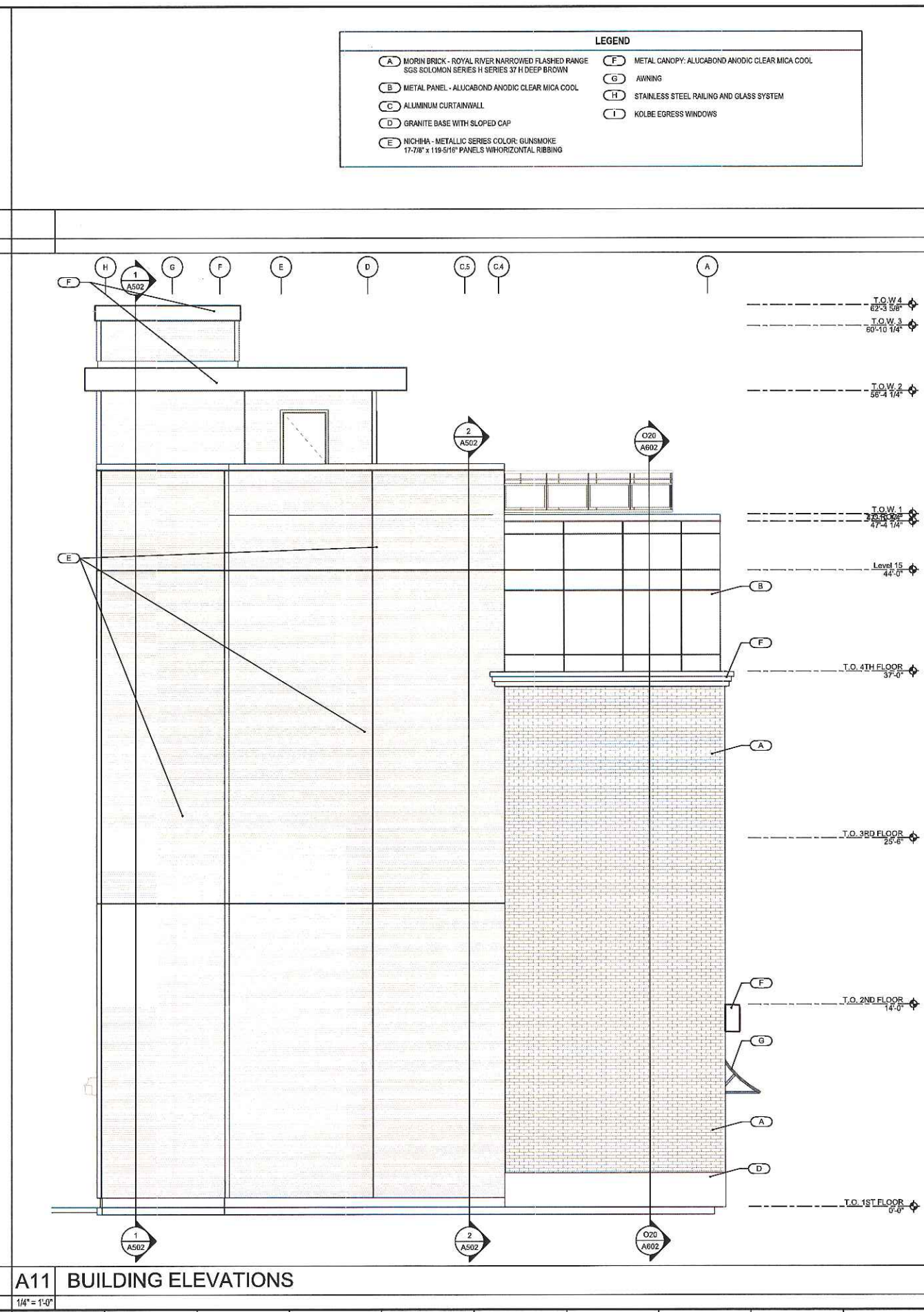
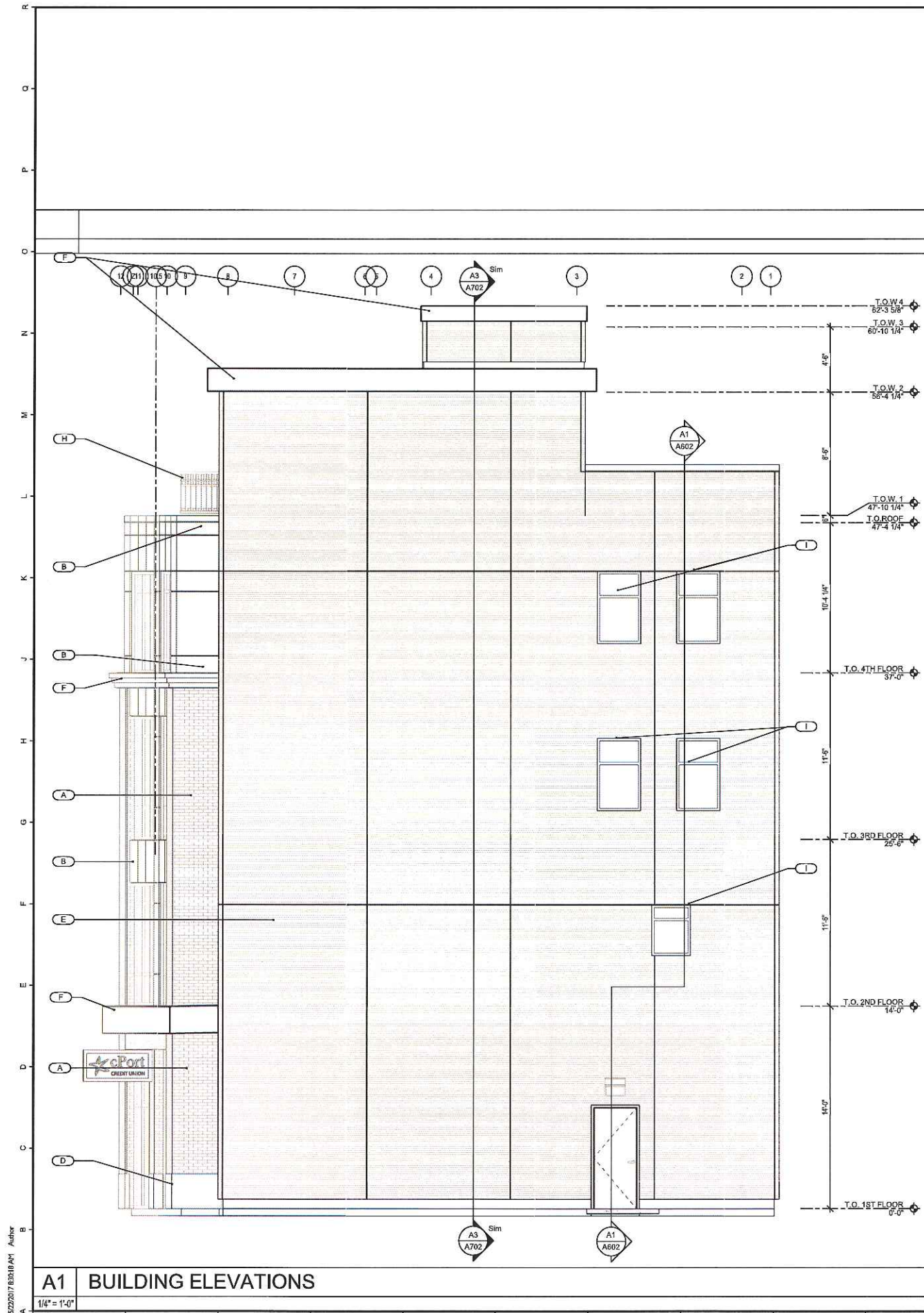
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A1 BUILDING ELEVATIONS



A11 BUILDING ELEVATIONS



LEGEND	
A MORRIS BRICK - ROYAL RIVER NARROWED FLASHED RANGE SGS SOLOMON SERIES H SERIES 37 H DEEP BROWN	F METAL CANOPY: ALUCABOND ANODIC CLEAR MICA COOL
B METAL PANEL - ALUCABOND ANODIC CLEAR MICA COOL	G AWNING
C ALUMINUM CURTAINWALL	H STAINLESS STEEL RAILING AND GLASS SYSTEM
D GRANITE BASE WITH SLOPED CAP	I KOLBE EGRESS WINDOWS
E NICHIA - METALLIC SERIES COLOR: GUNSMOKE 17-78" x 119-516" PANELS WITH HORIZONTAL RIBBING	

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cPort Credit Union
50 India Street
Portland, Maine

REVISIONS	
#	DATE DESCRIPTION
A	04.19.17 HISTORIC PRES. BOARD SUBMITTAL

DATE:	04.19.17
PROJECT #	010416
DRAWN BY:	Author
CHECKED BY:	Checker
DRAWING SCALE	As indicated

SHEET TITLE
BUILDING ELEVATIONS

A402

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ATT. 5
FLOOR PLANS

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cPort Credit Union
50 India Street
Portland, Maine

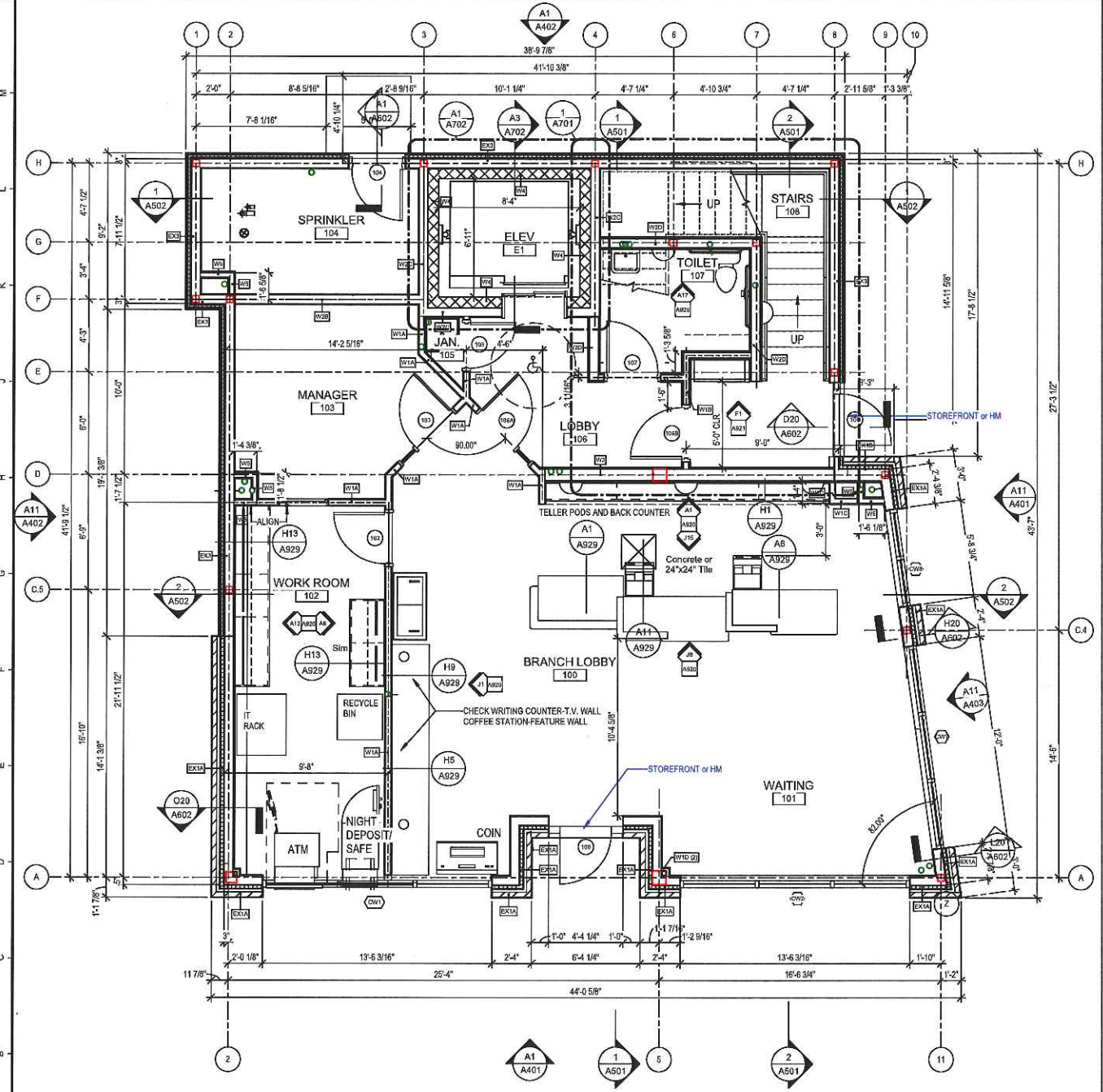
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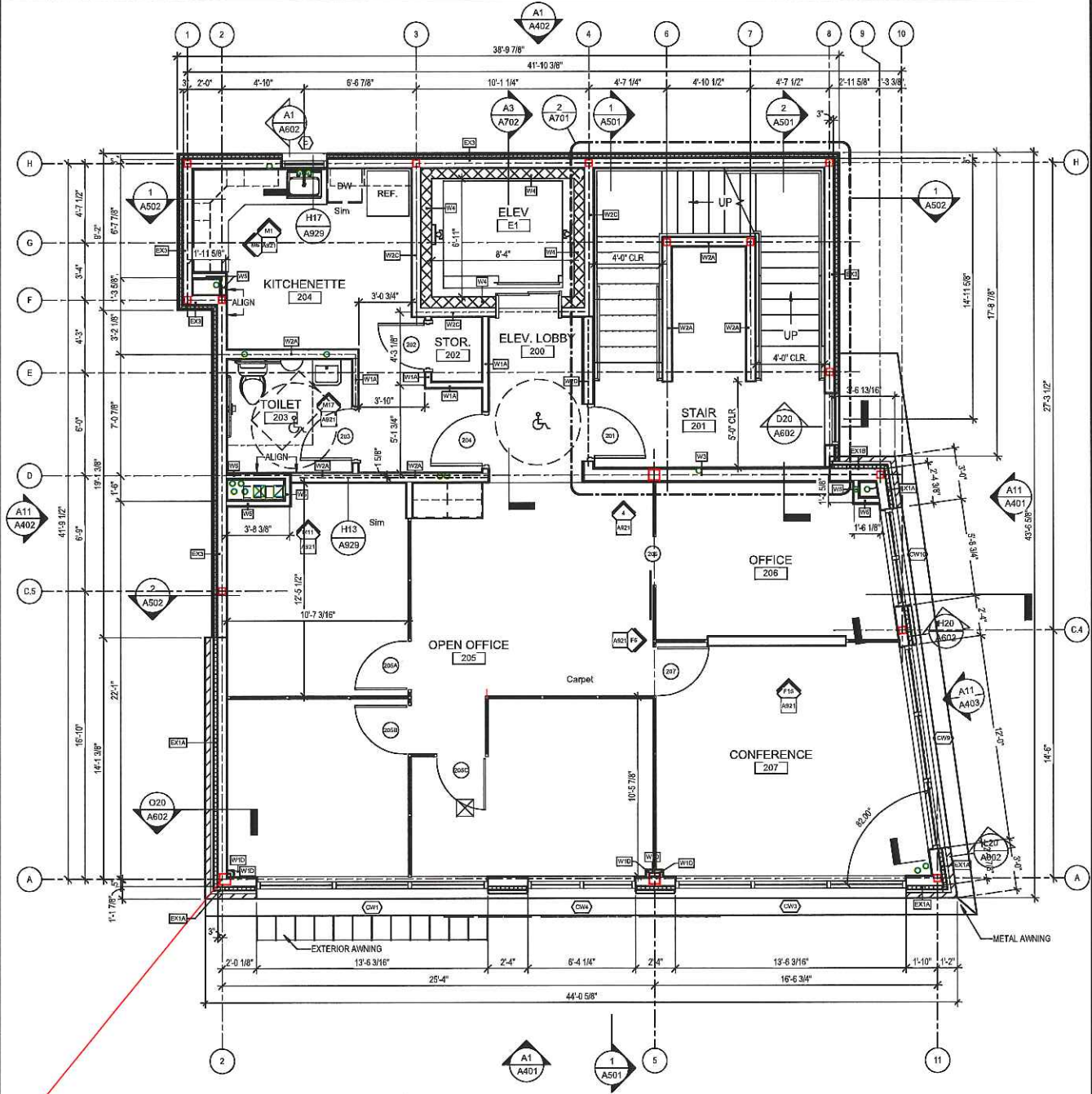
SHEET TITLE
FIRST & SECOND
FLOOR PLAN

A101

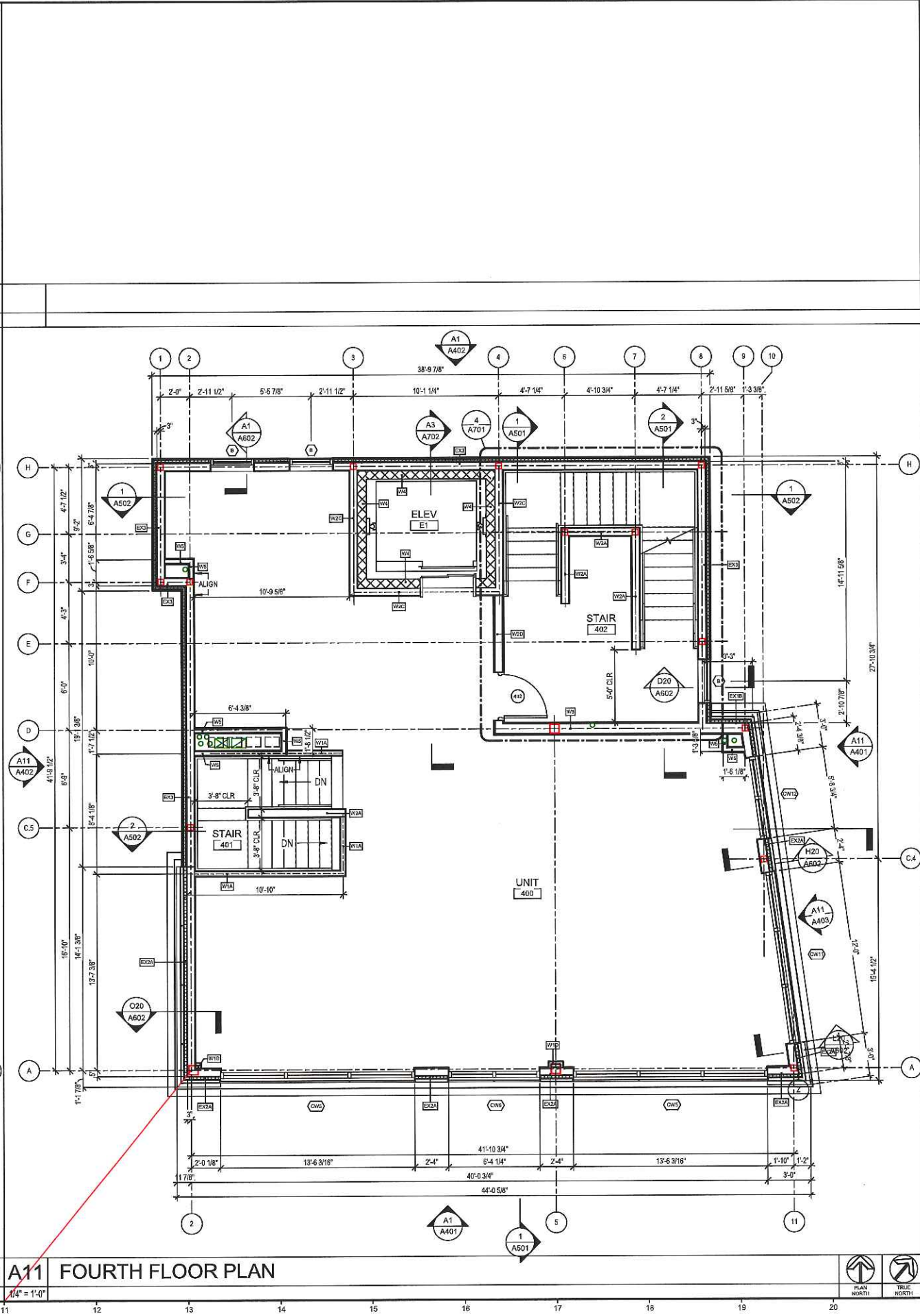
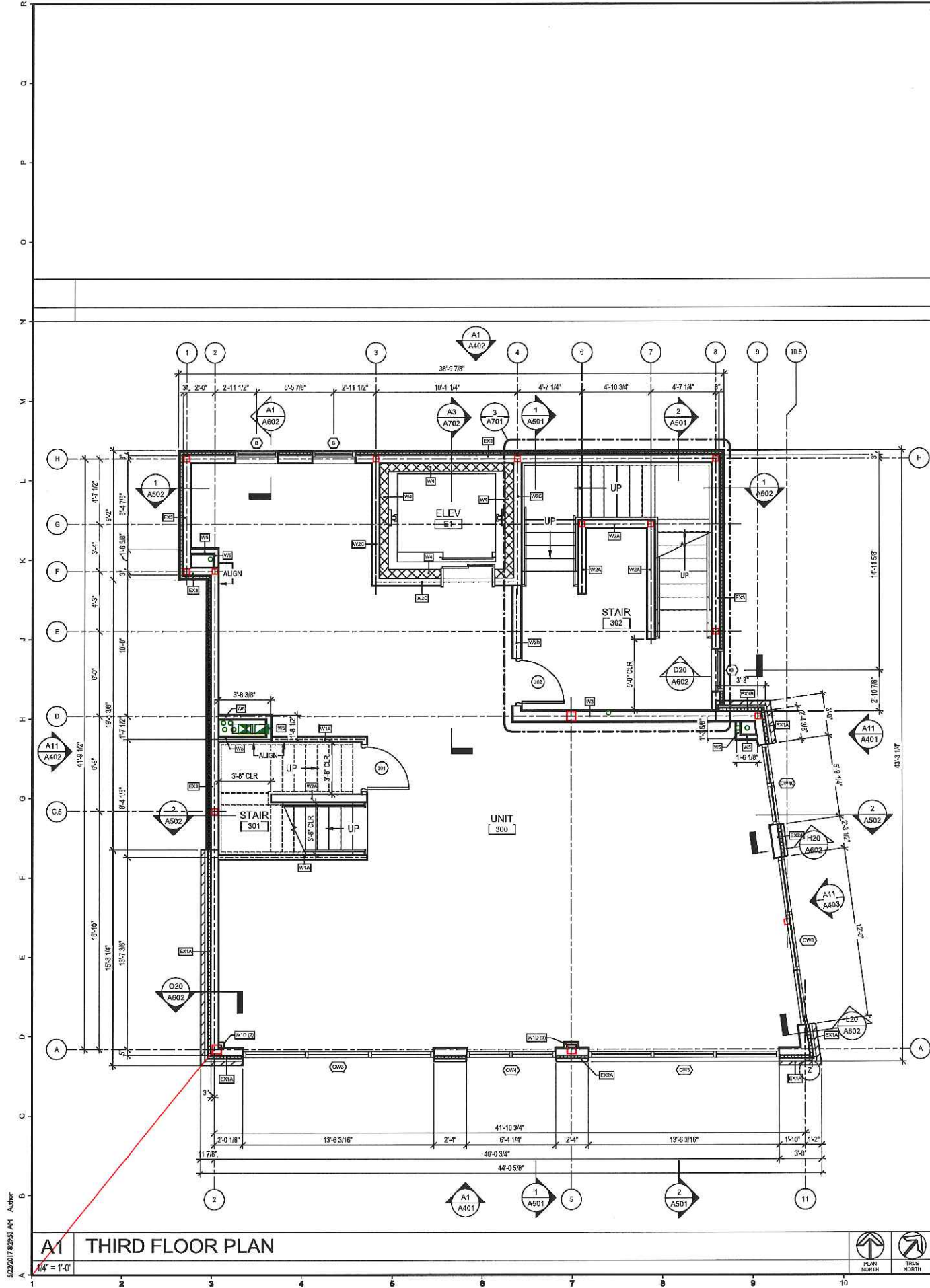
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A1 FIRST FLOOR PLAN
1/4" = 1'-0"
1,535 S.F. - INSIDE PERIMETER OF BUILDING
1,035 S.F. - BANK S.F.



A11 SECOND FLOOR PLAN
1/4" = 1'-0"
1,535 S.F. - INSIDE PERIMETER OF BUILDING
1,228 S.F. - BANK S.F.



29 BLACK POINT ROAD
SCARBOROUGH, MAINE 04074
207-883-6307
WWW.GAWRONTURGEON.COM

**GAWRON
TURGEON**
ARCHITECTS, P.C.

cPort Credit Union
50 India Street
Portland, Maine

REVISIONS		
#	DATE	DESCRIPTION
1	04.19.17	HISTORIC PRES. BOARD SUBMITTAL

DATE:	04.19.17
PROJECT #	010416
DRAWN BY:	Author
CHECKED BY:	Checker
DRAWING SCALE	1/4" = 1'-0"

SHEET TITLE
THIRD & FOURTH
FLOOR PLAN

A102

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ATT. 6
ROOF PLAN

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Portland, Maine

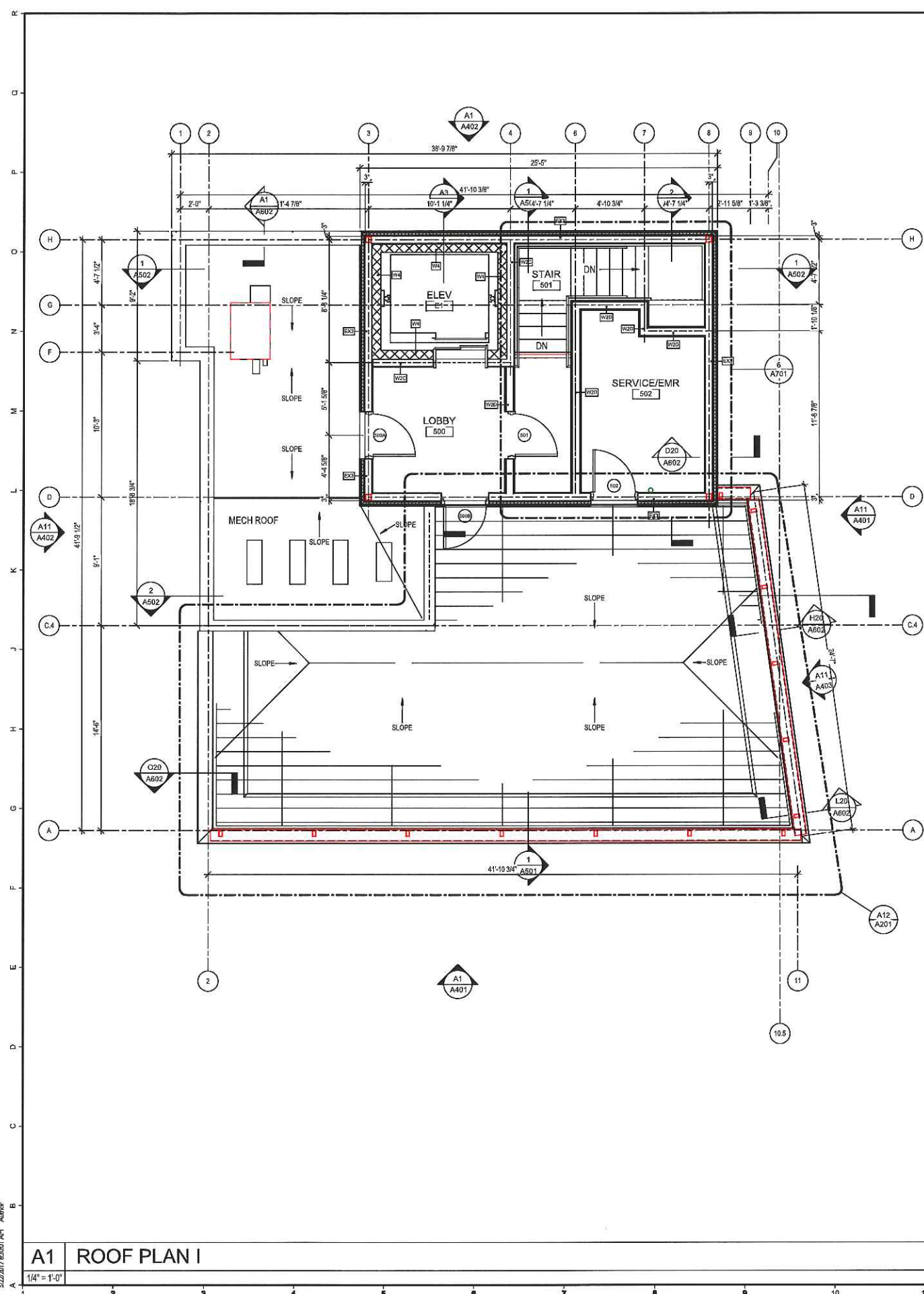
REVISIONS		
#	DATE	DESCRIPTION
A	04.19.17	HISTORIC PRES. BOARD SUBMITTAL

DATE:	04.19.17
PROJECT #	010416
DRAWN BY:	Author
CHECKED BY:	Checker
DRAWING SCALE	1/4" = 1'-0"

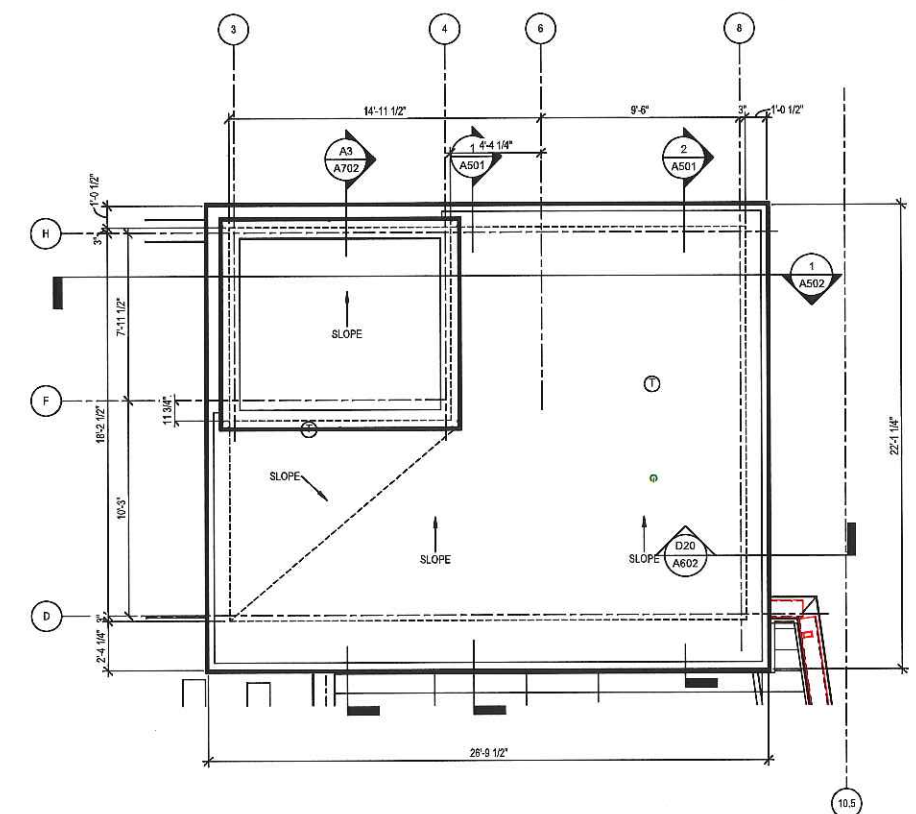
SHEET TITLE
ROOF PLAN

A201

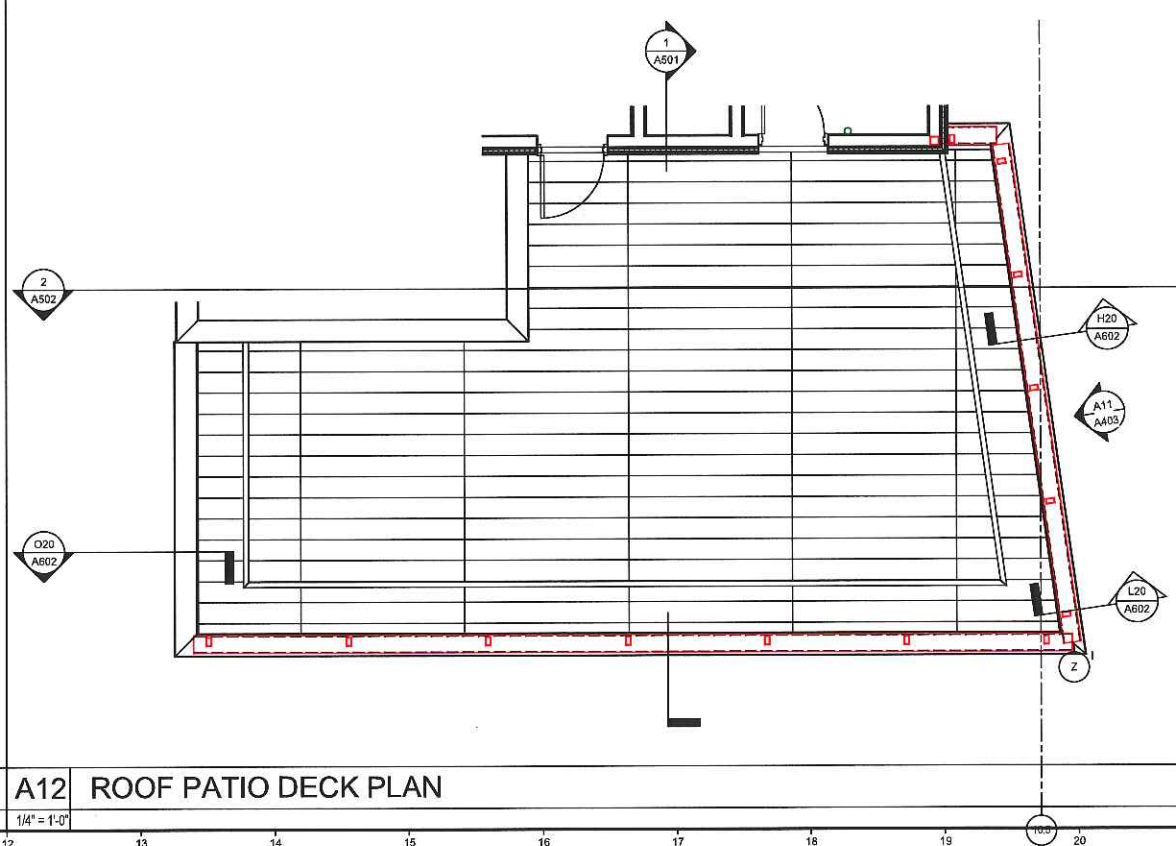
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A1 ROOF PLAN I
1/4" = 1'-0"



J12 ROOF PLAN II
1/4" = 1'-0"



A12 ROOF PATIO DECK PLAN
1/4" = 1'-0"

ATT. 7
BUILDING
SECTIONS

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50 India Street
Portland, Maine

REVISIONS

#	DATE	DESCRIPTION
A	04.19.17	HISTORIC PRES. BOARD SUBMITTAL

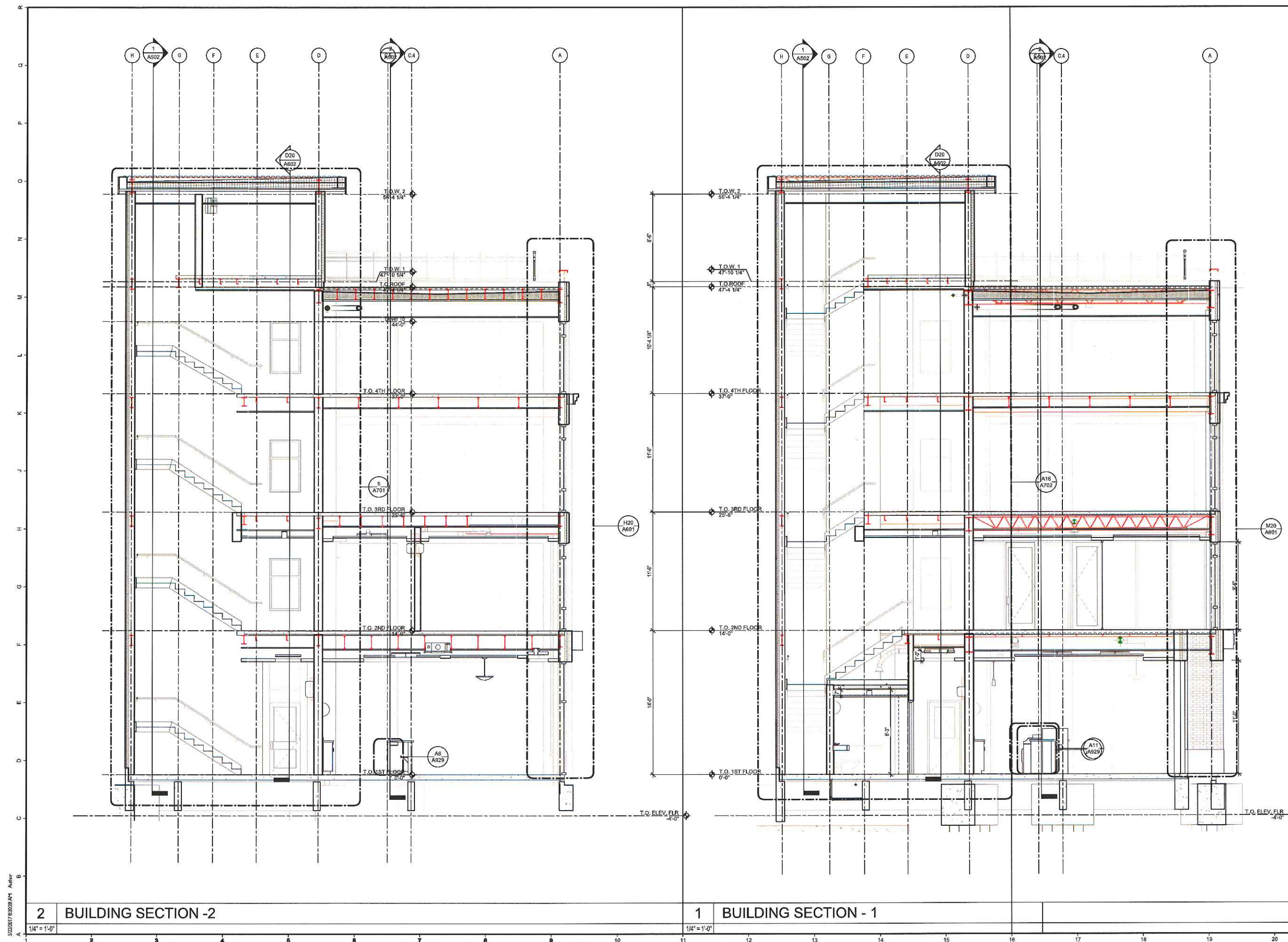
DATE:	04.19.17
PROJECT #	010416
DRAWN BY:	Author
CHECKED BY:	Checker
DRAWING SCALE	1/4" = 1'-0"

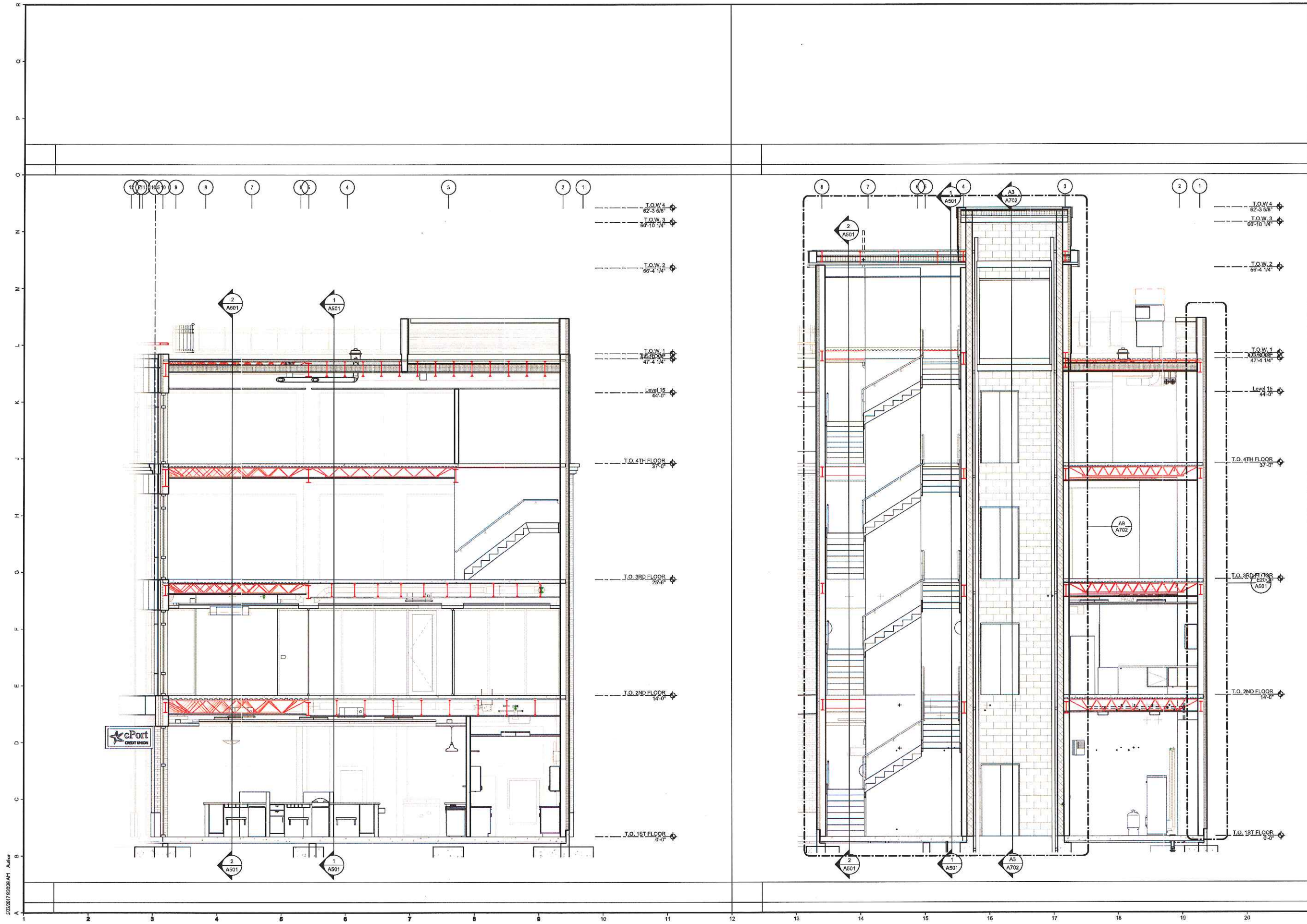
SHEET TITLE

BUILDING
SECTIONS

A501

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cPort Credit Union
50 India Street
Portland, Maine

REVISIONS		
#	DATE	DESCRIPTION

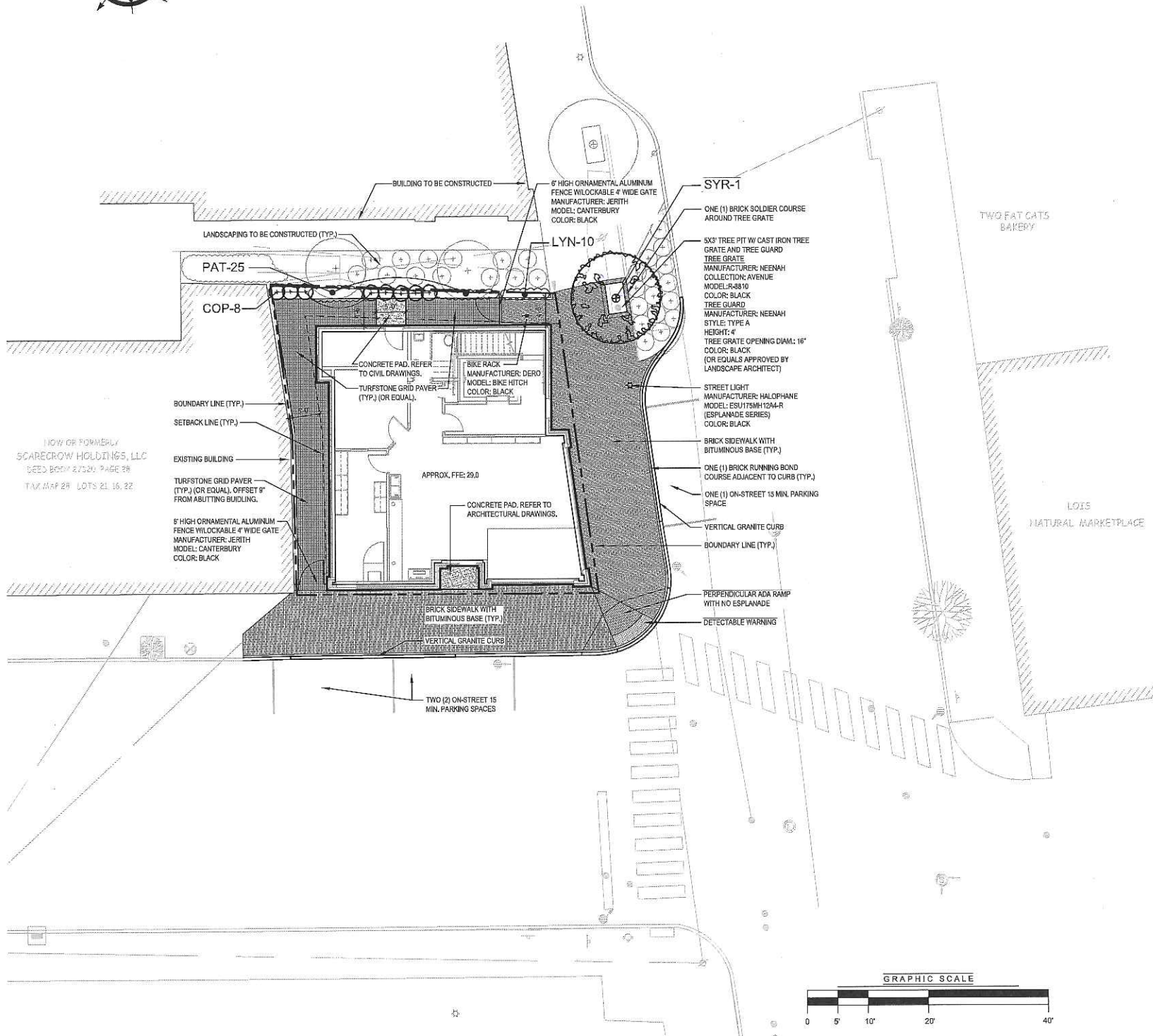
DATE:	
PROJECT #	010416
DRAWN BY:	Author
CHECKED BY:	Checker
DRAWING SCALE	1/4" = 1'-0"

SHEET TITLE

BUILDING
SECTIONS

A502

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TABULATION
50 INDIA STREET PORTLAND, ME
TAX MAP 28, BLOCK P, LOT 15
ZONE: INDIA ST. FORM BASED CODE
LOT SIZE: 2,424 SF (.06 ACRES)
BUILDING FOOTPRINT: 1,720 SF
• 4 FLOORS
TOTAL BUILDING AREA: 6,880 SF
PARKING SPACES: 3 (ON-STREET)

PLANT SCHEDULE						
KEY	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	TYPE	NOTES
TREES						
SYR	<i>Syringa reticulata</i>	Tree Lilac	2" cal.	1	TREE	20'Hx18"W; full to part sun; white flower in July, cherry-like bark
SHRUBS						
COP	<i>Comptonia peregrina</i>	Sweetfern	18-24"	8	SHRUB	3'Hx4"W; part to full shade; native, hardy, fragrant
GROUNDCOVERS						
LYN	<i>Lysimachia nummularia 'Aurea'</i>	Aurea Moneywort	3" pot	10	GROUNDCOVER	3" High; full sun to full shade; lime-gold foliage; tough, aggressive plant
PAT	<i>Pachysandra terminalis</i>	Japanese Spurge	cutting	25	GROUNDCOVER	6" High; part to full shade; evergreen, white flowers stand to 8" tall

Tree Lilac



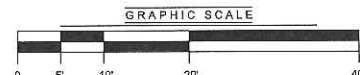
Sweetfern



Aurea Moneywort



Japanese Spurge



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ARCHITECTS, P.C.

cPort Credit Union - Middle Street
MIDDLE STREET PORTLAND, MAINE

REVISIONS		
#	DATE	DESCRIPTION
A	04.19.17	HISTORIC PRES. BOARD SUBMITTAL

DATE:	04.19.17
PROJECT #	010416
DRAWN BY:	KD
CHECKED BY:	-
DRAWING SCALE	1" = 10'

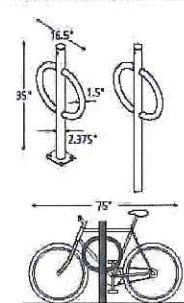
SHEET TITLE
LANDSCAPE
SITE PLAN

L1

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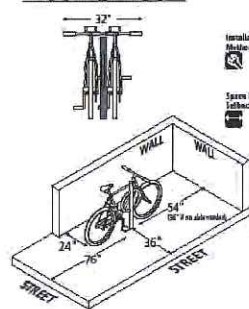
BIKE RACK

BIKE HITCH



Specifications and Space Use

- Product:** Dero Bike Hitch
As manufactured by Dero Bike Racks
- Capacity:** 2 Bikes
- Materials:** Constructed of 2" schedule 40 pipe (2.375" OD) with 1.5" OD 11 gauge steel
- Finishes:** As other finishes are dipped/painted from a standard 250 TSC powder coat color, a limited color coating and a stainless steel option are also available.
- Our powder coat finish assures a high level of adhesion and durability by following these steps:
1. Sandblast
 2. Iron phosphate pre-treatment
 3. Epoxy primer electrostatically applied
 4. Final thick TSC polyester powder coat
- Stainless steel: 304 grade stainless steel material, finished in either a high polished shine or a satin finish.
- A rubber PVC clip is also available.

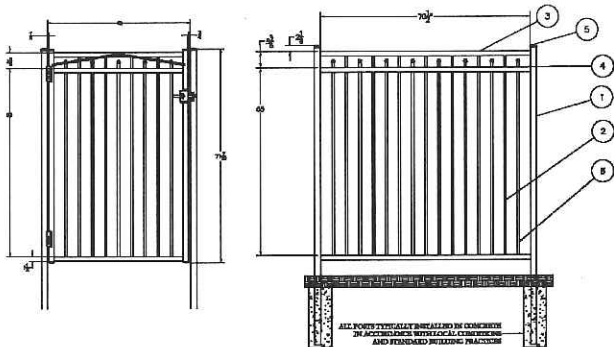


- Installation:** In-ground mount is embedded into concrete base. Surface mount is bolted to a 4" x 4" post which is anchored to the ground with four anchors (included with rack).
- Turn the rack and lock:** Wall installation: For racks set parallel to a wall: Minimum: 12" Recommended: 24" For racks set perpendicular to a wall: Minimum: 35" (for 12" recommended) Recommended: 36" (for 24" recommended) Distance between racks: Minimum: 24" Recommended: 36" Street setbacks: Minimum: 36"



Wardens.com 1-800-218-4915

ORNAMENTAL ALUMINUM FENCE AND GATE



STREET LIGHT

LUMINAIRE: Hesperus Lighting model ESU175MH/124L-P. Luminaires shall be furnished and installed by The Central Maine Power Company under the municipal lease agreement for street lighting. Luminaires shall be manufacturer's standard stock color.

LAMP: Hesperus Lighting model ESU175MH/124L-P. 175 watt mogul base clear metal halide lamp.

BRACKET ARM: Hesperus Lighting model OUC 6065-78. Aluminum extrusion with a mod-top fitting for a 2-1/2" by 8" luminaire. Bracket with shall be manufacturer's standard stock color.

SLIP STEPS: Hesperus Lighting model BR1500-054/4S (Boston Harbor Series). 2-1/2" O.D. with polished cast filter. Slip filter shall be manufacturer's standard stock color.

LIGHTING POLE: Tapered steel pole shall meet for a 30-mph wind load with a 1:3 gust factor. Provide four hot-dipped galvanized steel L-type corner bolts. Lighting pole shall be manufacturer's standard stock color.

INSTALLATION: Hesperus Lighting model Cambridge Series. Decorative ornamental cast aluminum base. Luminaires shall be adjustable. Decorative pole base shall be manufacturer's standard stock color.

DETAILS: Street/Sidewalk lighting for two-way streets with parking on one side, or one-way streets. Suspended layout: 10'-10 1/2" ft on center (use side view) 15'-20 1/2" ft on center (staggered pattern both sides)

City of Portland, Maine
Street & Sidewalk Lighting
WATERFRONT COMMERCIAL DISTRICT
Medium Scale Lighting Pole

DATE: AUGUST 2009
REVISION:

CITY OF PORTLAND, MAINE
TECHNICAL STANDARDS MANUAL

MUNICIPAL STREET
LIGHTING STANDARDS
SECTION X

FIGURE:
X-5C

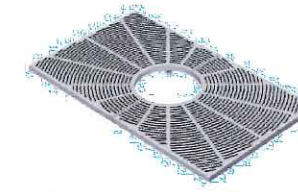
EASTERN WATERFRONT DISTRICT MEDIUM
SCALE LIGHTING POLE

TREE GRATE AND TREE GUARD

R-8810

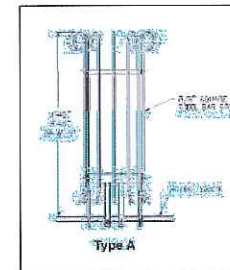
Avenue Collection Tree Grate

36" x 60"



16" diameter expandable tree opening. .25" slot openings. 232 pounds per sq. ft.

R-8810 is a Los Angeles approved grate.



Type A

J1 BIKE RACK AND FENCE DETAILS

N.T.S.

J11 STREET LIGHT AND TREE GRATE DETAILS

N.T.S.

TURFSTONE

Turfstone™ Grid Pavers

INTRODUCTION

Turfstone concrete grid pavers are a "green" pavement with the least capacity and structural performance of high-strength concrete. As a reinforced grass pavement, Turfstone's apertures are filled with topsoil and seed; for stormwater control, storm water is directed into the openings. Turfstone is used in residential, commercial, municipal, and institutional applications, as well as sport and recreational venues.

COMPOSITION & PERFORMANCE

Turfstone is machine manufactured under controlled factory conditions using a concrete mix composed of extreme pressure and vibration. Turfstone units offer exceptional strength and durability to withstand New England's harsh winter climate. The flat, lattice-style units form continuous grid patterns, and when properly installed, provide a pavement surface that is "snow plow safe."

- Turfstone can be used in the following applications:
- Access lanes for emergency and service vehicles
 - Overlaid parking • Boat ramps • Embankments
 - Streambank reinforcement • Low-flow channels
 - Riprap stabilization for stream banks and lakesides
 - Residential driveways • Vegetated swales
 - Stormwater runoff management • Golf cart paths
- Turfstone can add stability and reduce excavation depth when used as a base for segmental and free-standing walls.
- Turfstone is capable of supporting H20 loading over a properly designed and compacted base.

PHYSICAL CHARACTERISTICS

Turfstone meets or exceeds North American industry standards, including the requirements of ASTM C 1319 for Concrete Grid Paving Units. Our strict quality control ensures consistent strength and size.

- Minimal Size/Coverage:** 27 1/2" x 15 1/2" x 2.65" (typical)
- Open Area:** 40%
- Thickness:** 2 3/4" (6mm)
- Compression Strength:** 4" x 4" (1000) Special order
- Water Absorption:** 18 lb/cu ft maximum
- Frost Thaw:** No effect as demonstrated through proven field performance

A white pigment is used in the concrete mix to provide a light color. The pigment is not a surface treatment and will not wear off. The pigment is not a surface treatment and will not wear off. The pigment is not a surface treatment and will not wear off.

45-55 Power Road, Westford, MA 01886
232 Lexington Street, Watford, MA 02453
Main Phone: (781) 934-2200 • Main Fax: (781) 934-0817
www.MesaConcreteBlock.com



ALLEY PRECEDENTS/EXAMPLES



Before

After

A1 TURFSTONE NOTES, DETAILS, AND PRECEDENTS

N.T.S.

A11 NOT USED

N/A

29 BLACK POINT ROAD
SCARBOROUGH, MAINE 04074
207-883-4507
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cPort Credit Union - Middle Street
MIDDLE STREET PORTLAND, MAINE

REVISIONS		
#	DATE	DESCRIPTION
A	04.19.17	HISTORIC PRES. BOARD SUBMITTAL

DATE:	04.19.17
PROJECT #	010418
DRAWN BY:	KD
CHECKED BY:	-
DRAWING SCALE	N.T.S.

SHEET TITLE

SITE IMPROVEMENT
DETAILS

L2

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

**WORKSHOP – ADVISORY REVIEW
48 BROWN STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: June 1, 2017

RE: June 7, 2017 **Workshop – Advisory Review of Proposed Garage Construction**

Address: 48 Brown Street
Southwest corner of Brown Street and Cumberland Avenue

Applicant: Ocean Gate LLC.

Development Consultant: Ethan Boxer-Macomber

Architect: Travis Nadeau, Platz Associates

Introduction

Ocean Gate LLC. is proposing to construct a 4-deck parking structure on an existing surface parking lot at the southwest corner of Brown Street and Cumberland Avenue. The parking structure, which will accommodate 261 vehicles, is intended to serve the tenants of the 511 Congress Street building, which immediately abuts the project site. Surplus spaces will be available for other businesses in the vicinity.

Although the project site is not located within a designated historic district, it immediately abuts the boundary of the Congress Street Historic District. As such, the site plan ordinance requires that the project be found to be “generally compatible with the major character-defining elements of the ...portion of the district in the immediate vicinity of the proposed development”—see Attachment 1 for full text of site

plan standard. As is customary for major projects abutting historic districts, staff is forwarding the proposal to the Historic Preservation Board for informal review and comment. The Board’s comments will be summarized in a memo to the Planning Board, which has the final authority to make the determination regarding compatibility.



Shaded area: Congress St. Historic District

Architect Travis Nadeau of Platz Associates and development consultant Ethan Boxer-Macomber have submitted plans on behalf of Ocean Gate. Submitted materials include a written description of the proposed structure and statement of design intent, perspective views of the garage, a site plan and deck-level plans. Note that the submission does not include labeled elevations that indicate proposed materials.

Project Context

The enclosed project narrative describes the buildings that make up the proposed development's immediate context. As described and shown in the perspective views, the context is decidedly mixed, with few strong shared building patterns from which to draw in developing a contextual design response, apart from a shared directional expression of the principal facades and the absence (in most cases) of a building setback. The eclecticism that defines the Congress Street Historic District (in terms of style, scale, material palette and construction era) is even more pronounced along Cumberland Avenue. Smaller scale residential structures, several of which have been converted to businesses uses, share the street with larger scale commercial buildings. Over time, it is hoped that a number of the clearly noncontributing structures on Cumberland Avenue will be replaced with more architecturally distinguished buildings to create a more vibrant urban streetscape.

Brown Street is quite narrow and functions largely as a service street today, in part because it is abutted by parking lots and a parking garage occupy for most of its length. A surface parking lot is located immediately behind Maine Historical Society's headquarters and behind it is a structured parking garage that is in poor condition. The Brown Street elevation of 511 Congress Street building does not open to the street, reinforcing the service nature of the street.

Proposed Construction

The proposal calls for a 4-level, steel-framed parking structure that is 65-feet wide on Cumberland Avenue and extends approximately 290 feet on Brown Street. Access to the garage will be from both Cumberland and Brown Street (near the southern end of the building). As required by fire code, the long, narrow structure features a solid wall next to its westerly abuttor. The material of this solid wall, which returns for a short distance on Cumberland Avenue, is not indicated on the plans. As shown, the wall is broken up vertically with a band above the ground floor level and another cornice-like band at the roofline. Other than this solid wall, the proposed garage frankly expresses its structure. Steel framing members and metal railings at each deck allow for a fair amount of visibility of the parking decks. At the corner of Brown and Cumberland is a 5-story glazed tower. Again, the tower clearly expresses its structural elements, with steel cross-braces at each floor level placed outside the glass. (Although the images suggest that the glass is tinted blue, the windows in surrounding buildings are depicted as blue as well, so this will need to be confirmed.) The stairs within the tower are clearly visible to the street.

At the southern end of the building adjacent to the rear of 511 Congress, the tower element is repeated, at the same scale and with the same design features. It is expected that most users of the garage will be heading to or from Congress Street, so this end of the building is also seen as important to highlight.

The proposed design solution incorporates a number of decorative details intended to enliven the elevations and ground plane. These include applied blue wave-like elements at the Cumberland and Brown Street entrances, at the roof line on Brown Street and at each floor level in selected locations. This wave-like theme is repeated in the railings and in the building base along the Brown Street frontage. Circular elements are also incorporated into the railings along Brown Street. This circle motif also appears at the top of each face of the two towers. The roofline of the towers traces around this circular element. Finally, the vertical piers that define each bay of the garage and which project above the surface of the top deck are terminated with a decorative cap.

Staff Comments

Given the wide range of building heights and footprints in the surrounding area, the proposed garage appears to be compatible in terms of its scale and form, especially in the context of the existing garage structure directly across Brown Street. Staff is also supportive of the general design approach for the building, which clearly expresses the garage's structure. This design choice takes advantage of the fact that the drop in grade from the southern end of Brown Street toward Cumberland means that the parking decks can be relatively level, with no visually-disconcerting ramping. The incorporation of tower elements also provides a welcome focal point for the structure, particularly on its Cumberland Avenue façade. While a tower at the southeast corner of the building, mid-block on Brown Street, might seem unnecessary, one can appreciate the desire to mark this corner as well, given the fact that many will be approaching the garage on foot from Congress Street.

Based on the images provided, staff has reservations about two aspects of the proposed design:

- 1) The building's numerous decorative details strike staff as "applied decorations" rather than contributing elements of the overall design. In staff's view, the building's honest expression of structure, together with its striking corner tower elements, are sufficient to provide architectural interest. Simpler in this case might be better. Staff is also concerned that the details will soon appear dated and that the result will be a building that is not architecturally enduring.
- 2) The treatment of the west wall does not relate sufficiently to the architectural vocabulary of the rest of the building. Because the enclosed submission does not include labeled elevation drawings, it is difficult to determine what materials or finishes are proposed for this elevation. Regardless of the material, however, the organization of the wall with a defined base, middle and top seems curious in this context. Perhaps a subtler delineation of the solid façade would be more successful.

Applicable Review Standards

In advising the Planning Board on the proposed project's compatibility with its context, the Board should refer to 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. Site Plan ordinance standard for projects within 100' of historic district boundary
2. Project description
3. Aerial view of site and ground level layout
4. Perspective views and aerial views
5. Floor level plans

(development in Eastern Waterfront zone).
(vii) Section (1) of the Design Manual (IS-
FBC Building Design Standards)

b. Development adjacent to designated landmarks, historic districts or historic landscape districts: when any part of a proposed development is within one hundred (100) feet of any designated landmark, historic district, except the India Street historic district, or historic landscape district, such development shall 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. Character-defining elements of landmarks and historic districts are identified in the historic resources inventory and respective historic district designation reports For the 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.

c. Preservation and/or Documentation of Archaeological Resources. Where a state or local archaeological resource is known to exist or is discovered on the site, the developer shall inform the City and State and shall protect and/or document such resources.

(i) Protection shall include leaving archaeological resources untouched beneath a new development through adaptation of foundation design or architectural layout.

(ii) Where the applicant can demonstrate that

Brown Street Garage

Historic Preservation Board Review

May 30, 2017

Project Narrative

Ocean Gate, LLC proposes the construction of a new, 4-deck, steel framed, and graciously designed parking structure to accommodate approximately 261 parked vehicles. While the project is not located in a Historic District, it is sited on land adjacent to a Historic District.

Background & Project Goals

Ocean Gate, LLC is the current owner of 511 Congress Street as well as other ancillary surface parking lots on adjacent and nearby parcels on Brown, Casco, and Shepley Streets. These parking lots currently provide an aggregate total of 151 parking spaces for the use of the commercial tenants at the 511 Congress property. Total parking demand at the property, however, exceeds this capacity by over 115 spaces and Ocean Gate currently meets excess demand through costly third-party leases at private area parking garages.

The new garage will be sited directly beside 511 Congress and will greatly enhance the utility and marketability of the commercial office space at 511 Congress allowing it to better attract and retain high quality businesses and the valuable jobs they provide our Portland community.

At the same time, addressing all of the parking demands of 511 Congress in a single structure frees spaces currently leased in area garages for other commercial and residential users *and* creates future new residential development opportunities on Ocean Gate's Shepley Street surface lots.

The project will also infill and activate a vacant site that, despite the owner's best efforts at patrols and other security measures, consistently attracts litter, loitering, and nefarious activity.

Garage Configuration & Relationship to Adjacent Properties

The new parking structure on the corner of Brown and Cumberland will layer over the surface parking lot that currently exists there. In terms of grades, dimensions, and urban context, the site is ideally suited for the proposed garage which integrates into the site gracefully and with minimal impact on adjacent structures and urban context.

At the Northern end of the parcel the +/-65' wide structure will be sited in close proximity to 511 Congress for ease of access by tenants. Given the tall base of the 511 Congress building and the way the Brown Street lot slopes down from the building, office tenants at 511 will maintain their access to light and open views over the new garage.

To the East, the garage fronts Brown Street and is adjacent to another, existing parking garage. Brown Street is narrow and so public view of this long edge of the garage will be very brief and only at oblique angles.

To the South, the garage presents a narrow +/-65' face to Cumberland Avenue. As described further below, the design team has paid particular care and attention to this façade to ensure architectural definition and interest and an active, human-scaled experience. The garage will positively contribute to the Cumberland Avenue street wall as an active and well-designed building of scale and quality.

To the West, the garage abuts both a two-story, mixed-use commercial building oriented toward Cumberland Avenue and a mid-rise residential building (the Ambassador) oriented toward Casco Street. In the case of the two-story structure, the garage in-fills to its side where there are no active entries and only light secondary fenestration. In the case the Ambassador, the garage starts at a much lower grade and only affects the property at the lowest portions of its rear elevation. The garage subordinates to the mass of the Ambassador and preserves public views of the structure from most perspectives. Farther up the lot from the Ambassador the garage nestles up against an existing series of retaining walls, which conceal its lower stories and greatly reduce the vertical impact of the structure as perceived from Casco Street.

Architectural Design

Ocean Gate, LLC is highly committed to quality urban design for Portland. This commitment was front of mind when selecting Platz Associates as the project architect. Platz was selected for their proven ability to deliver garages in Lewiston and other Maine communities which look and feel traditional, light, open, and contextual.

The design of the Brown Street Garage features open steel framing, traditional architectural forms, and active, human-scaled urban edges. Particular attention was paid to the garage's most publically visible and engaging facades; those seen directly from Cumberland Street and obliquely from Congress Street. These locations were embellished with glass entry doors and glass stair towers. They will be further softened and enlivened with quality/permanent façade materials, landscaped planter beds, and through the use of well-balanced site lighting.

The design capitalizes on the steel structure of the garage as an architectural medium providing beauty in its rhythm, punctuation, and detailing.



BROWN STREET GARAGE

CUMBERLAND AVENUE AT BROWN STREET
PORTLAND, MAINE

Developer:
Anew Development, LLC
30 Danforth Street, Suite 213
Portland, Maine 04101
207-272-8550

Consultants:

PLATZ ASSOCIATES

Architect
Travis Nadeau, Architect
Two Great Falls Plaza
Auburn, Maine 04210
207.784-2941

RANSOM
Consulting, Inc.

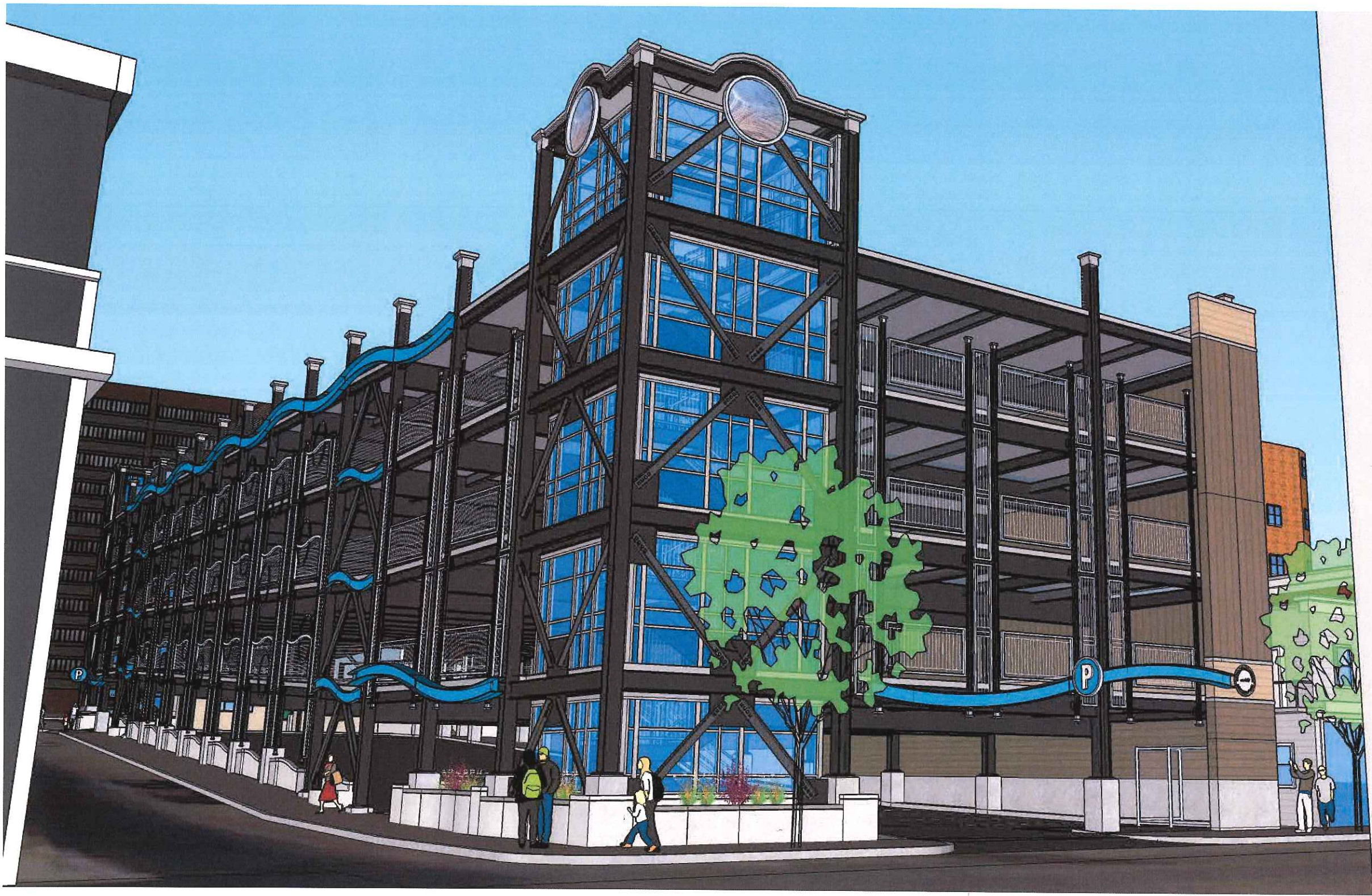
Civil Engineer
Ransom Consulting, Inc.
400 Commercial Street, Suite 404
Portland, Maine 04101
207-772-2891

0 8 16 32
SCALE in FEET
1"=16'

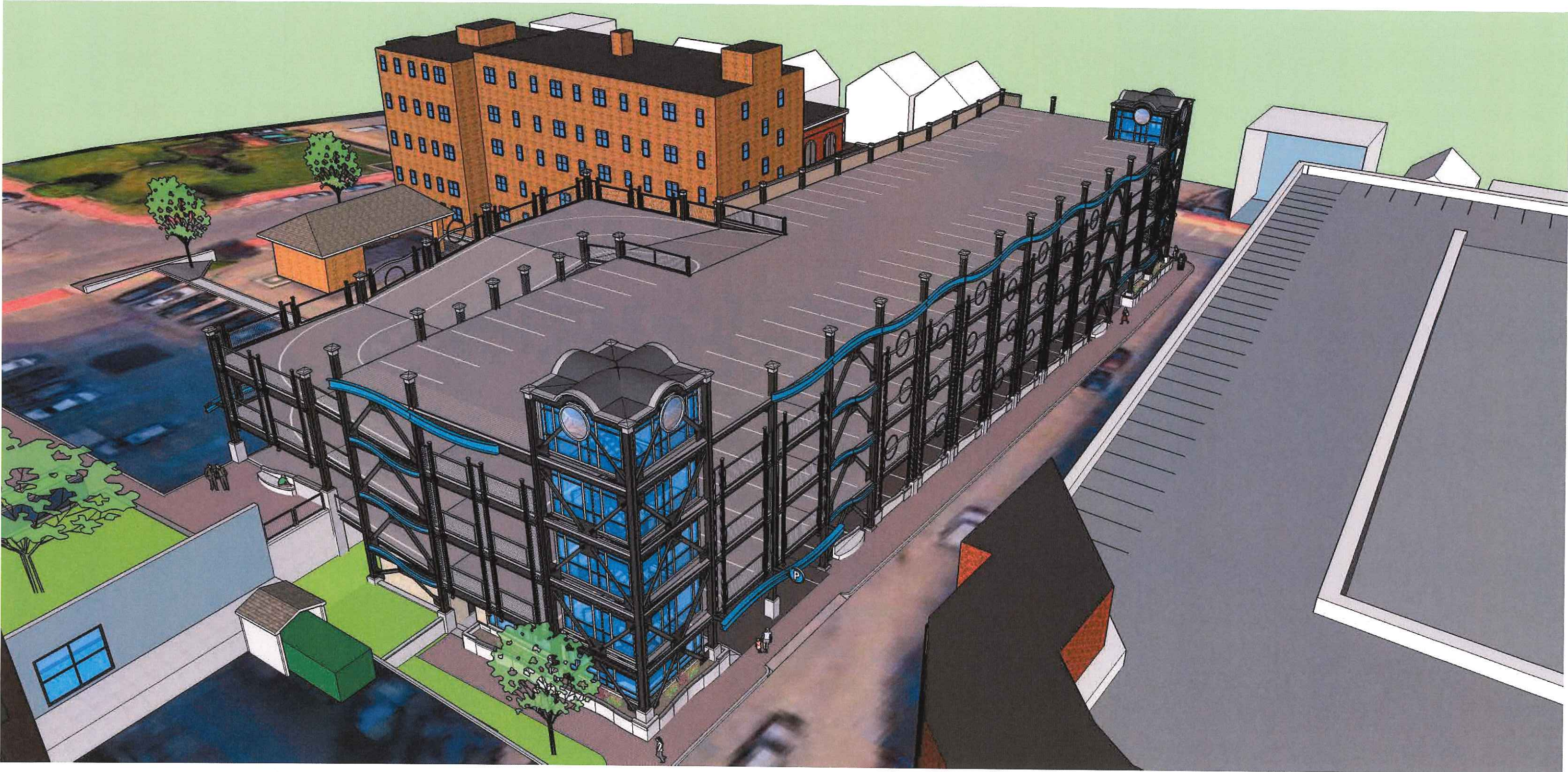
CONCEPTUAL LAYOUT - GROUND LEVEL -

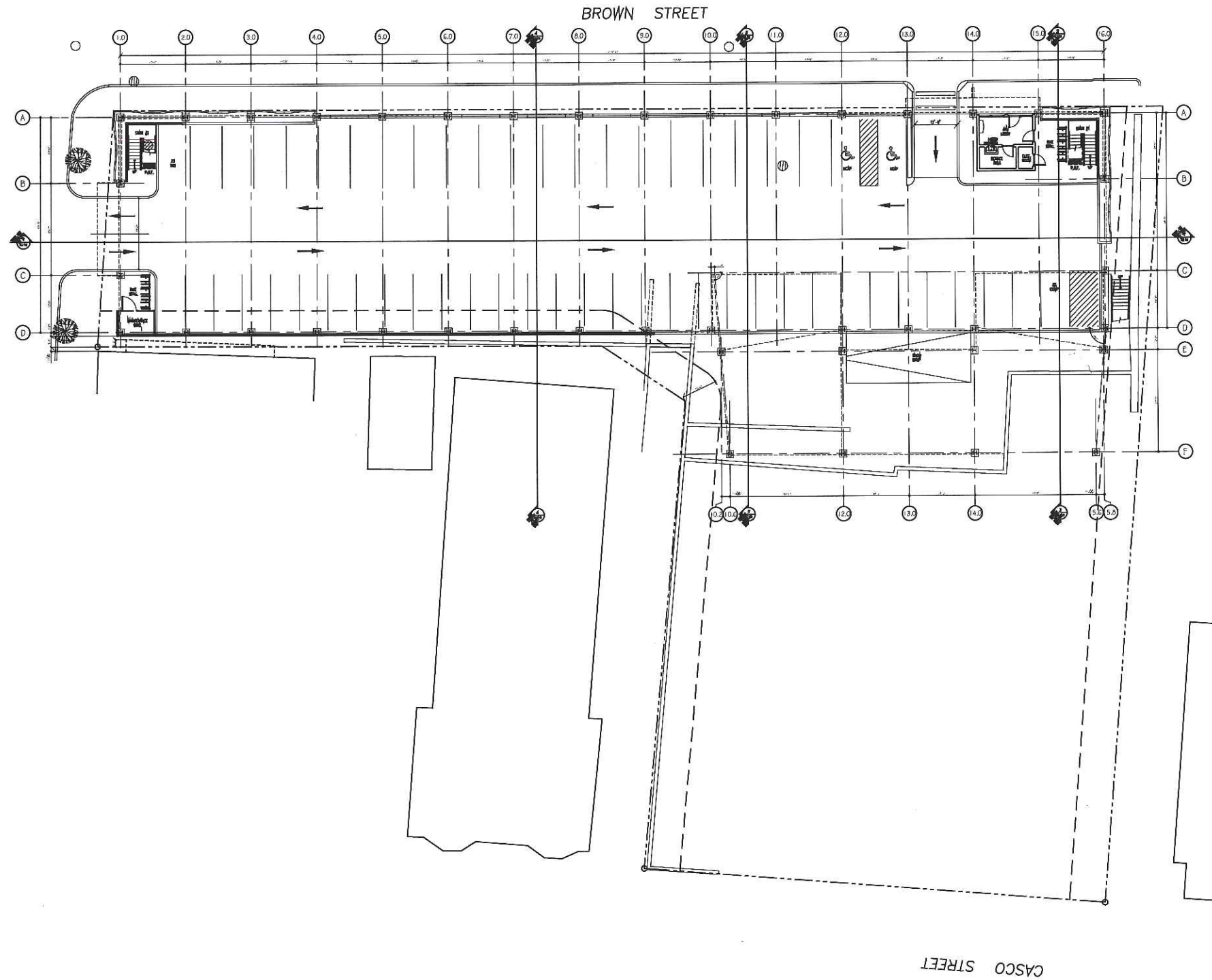
No.	Revision/Issue	Date
A	PRELIMINARY REVIEW	4-21-17

Design by:	TGN	Checked by:	SJB
Drawn by:	TGN	Approved by:	SJB
Project:	151.06037		05-25-2017
Sheet No:	C1		









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Proposed New Construction of:
PORTLAND GARAGE CONCEPT
Brown Street
Portland, Maine

SEAL
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DRAWING STATUS
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☐ PERMIT REVIEW
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☐ CONTRACT DRAWING
☐ CONSTRUCTION

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SHEET TITLE
**FIRST LEVEL
FLOOR PLAN**

JOB NO.
201601

DRAWN BY
TRN

CHECKED BY
AS NOTED

SCALE
AS NOTED

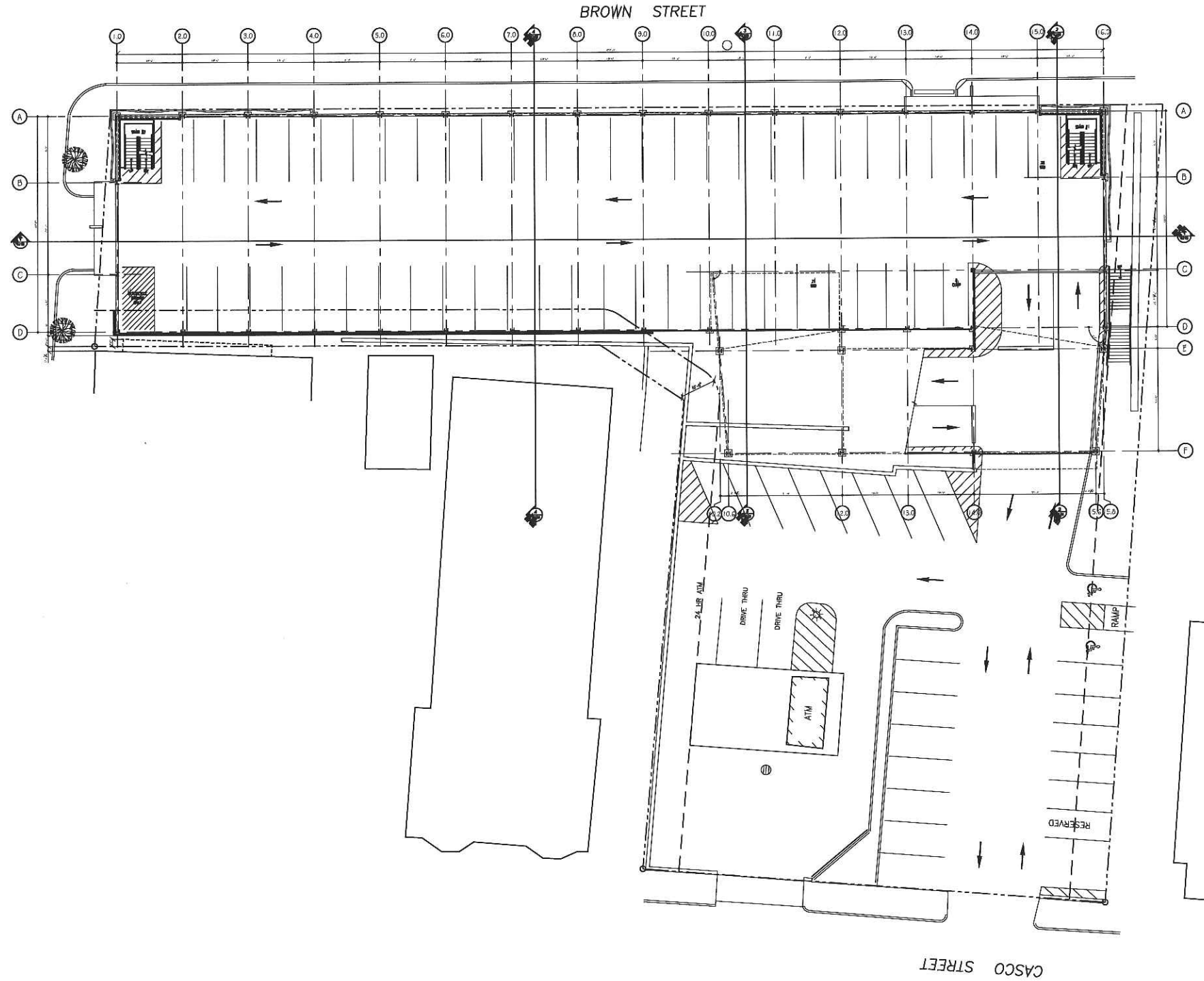
ORIG. DATE
04-03-17

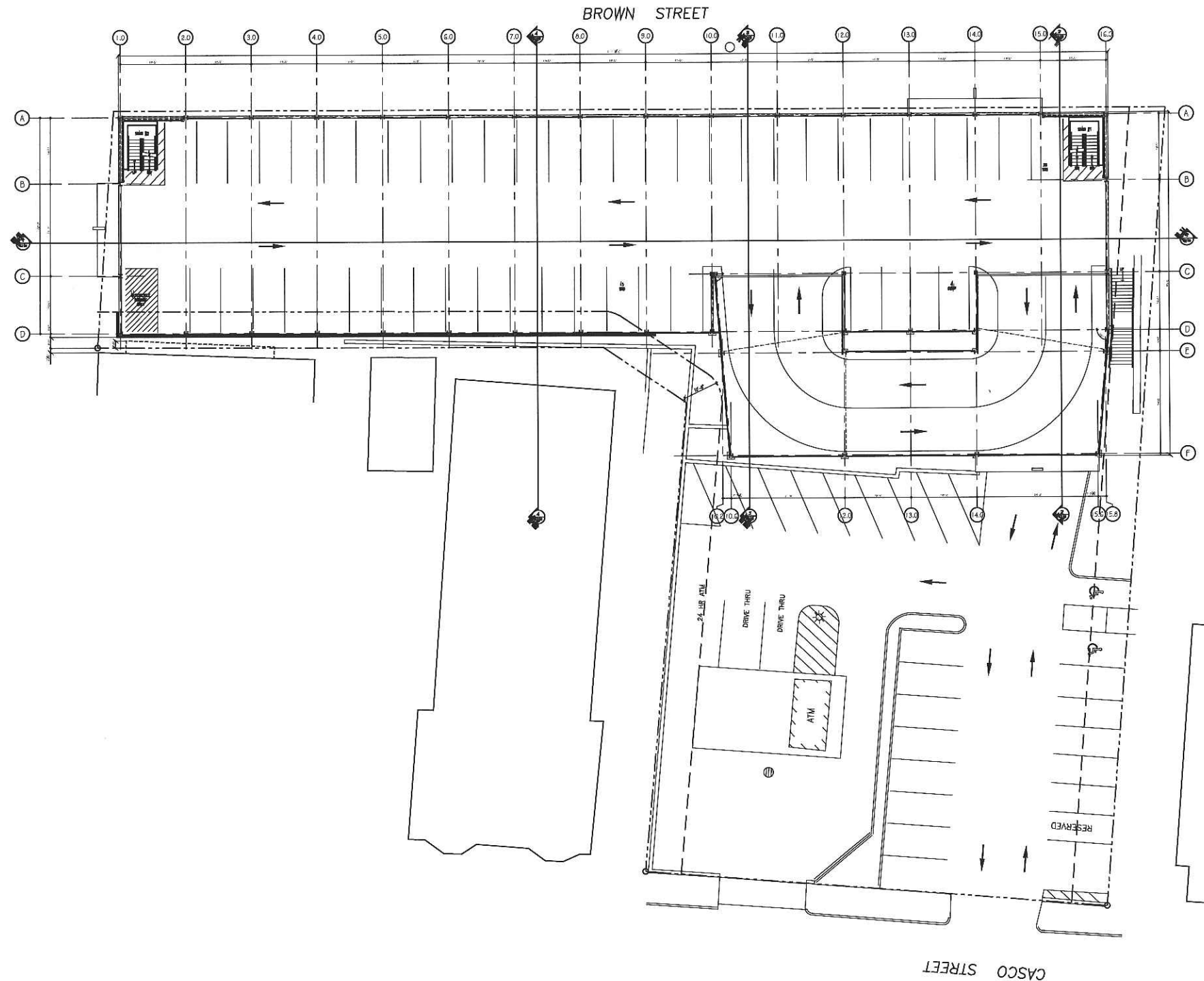
REVISION DATE
-

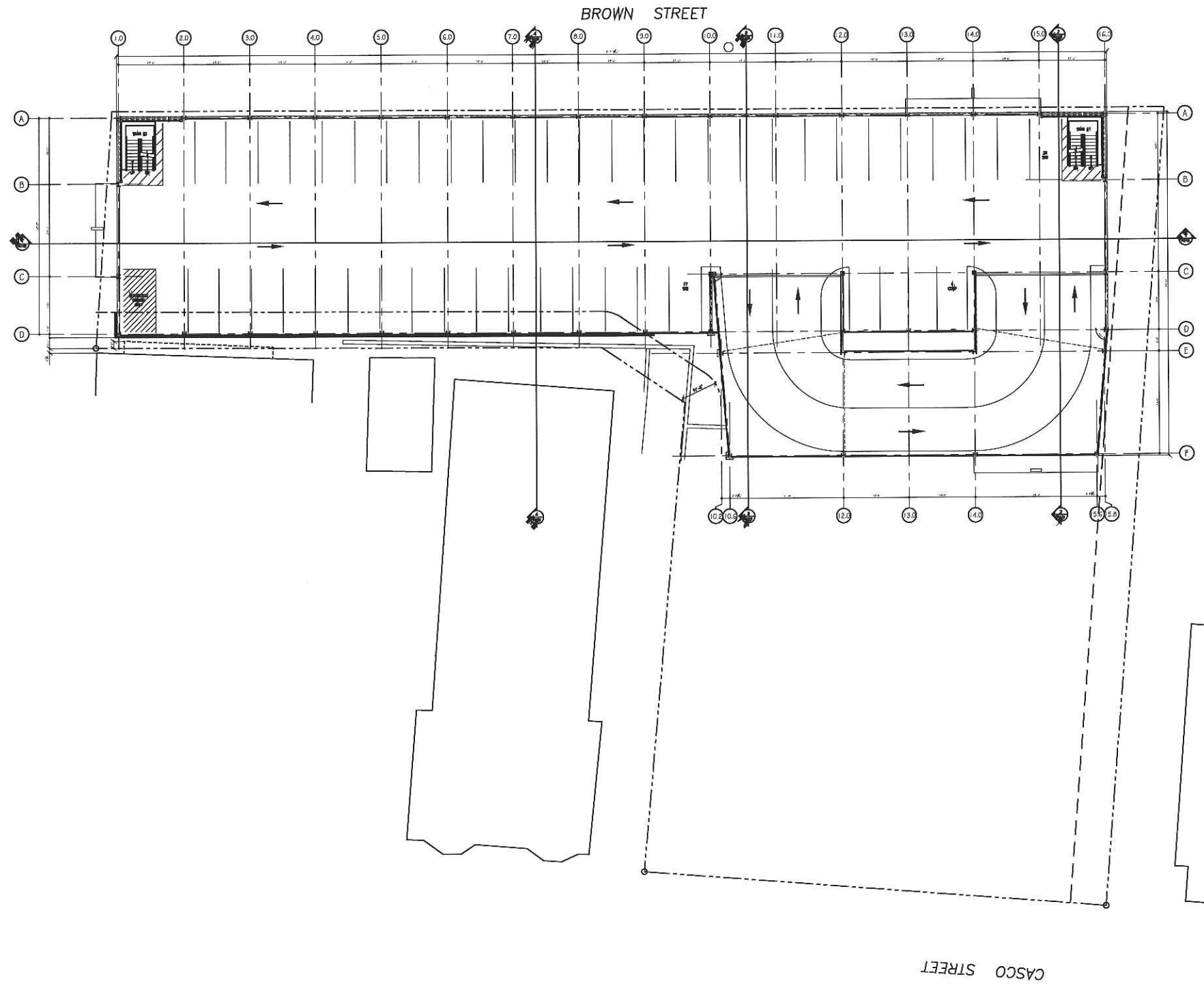
SHEET
A101

1 FIRST LEVEL FLOOR PLAN

SCALE: 1/16" = 1'-0"







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Proposed New Construction of:
PORTLAND GARAGE CONCEPT
Brown Street
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SHEET TITLE
FOURTH LEVEL FLOOR PLAN

JOB NO.
201601

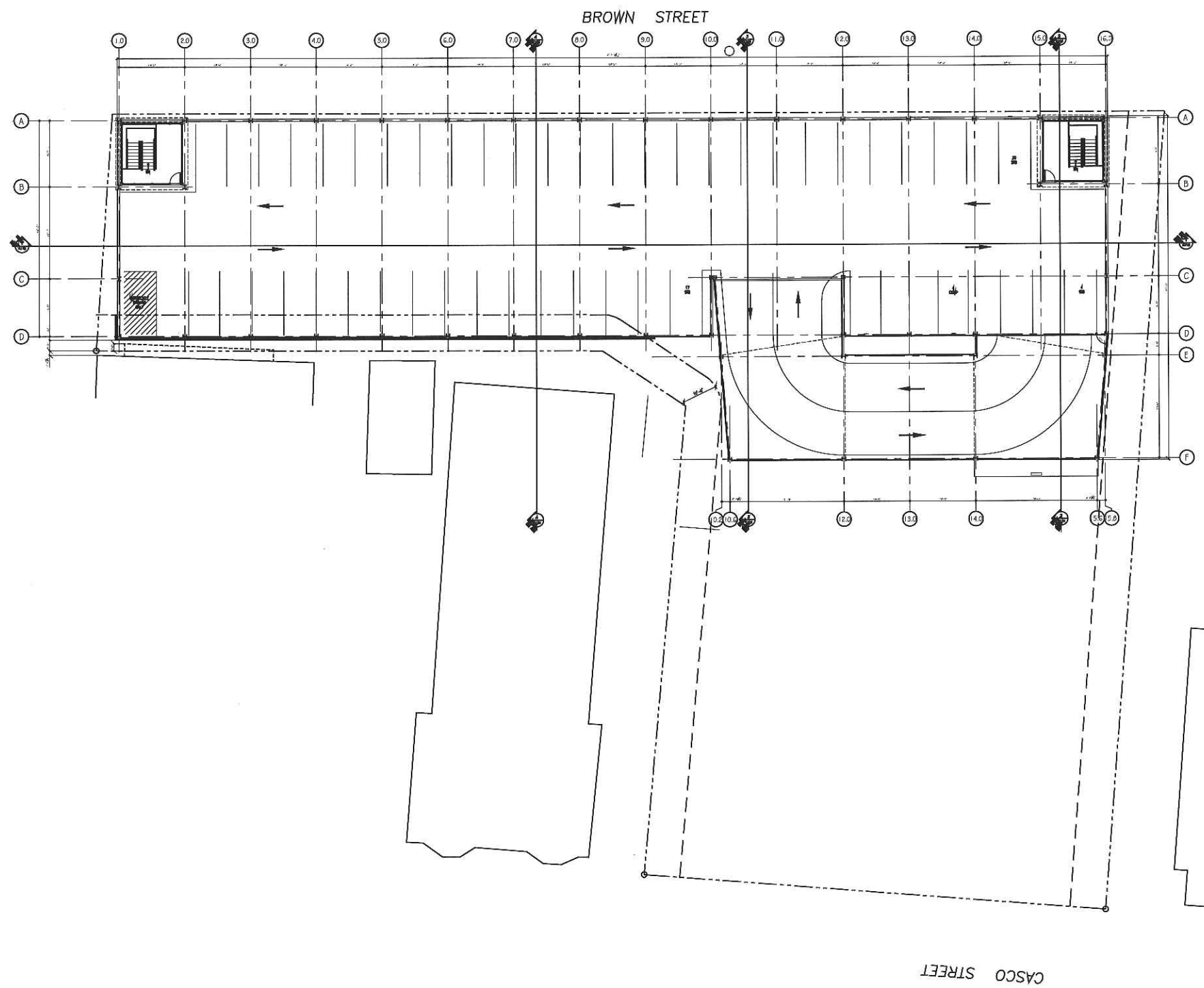
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SCALE
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ORIGINAL DATE
04-03-17

REVISION DATE
~

SHEET
A104



PLATZ ASSOCIATES
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Proposed New Construction of:
BROWN STREET PARKING GARAGE
Brown Street
Portland, Maine

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☐	NO SET
☐	CONTRACT DRAWING
☐	CONSTRUCTION

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SHEET TITLE
FIFTH LEVEL FLOOR PLAN

JOB NO.
201601

DRAWN BY TRN	CHECKED BY
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SCALE
AS NOTED

ORIGINAL DATE
04-03-17

REVISION DATE
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SHEET
A105

\\BROWNST\GRADES\CONDO\2016\CP_ANS\PLANS.DWG