1. Legal Ad

    Documents:

        10-18-17 LEGAL AD.PDF

2. Agenda

    Documents:

        10-18-17 AGENDA.PDF

3. Fort Scammell, House Island

    Documents:

        HP MEMO - FORT SCAMMELL, HOUSE ISLAND.PDF

3.I. HP Board 10-4-17 Site Visit To House Island

    Documents:

        HP BOARD 10-4-17 SITE VISIT TO HOUSE ISLAND.PDF

3.II. Fortland, LLC Slide Presentation Made On October 4, 2017

    Documents:

        FORTLAND, LLC SLIDE PRESENTATION MADE ON OCTOBER 4, 2017.PDF

4. 510 Cumberland Avenue & 61 Deering Street (POSTPONED TO NOV. 1ST MEETING)
5. 383 Commercial Street

    Documents:

        HP MEMO - 383 COMMERCIAL STREET.PDF

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

On **Wednesday, October 18, 2017**, the Portland Historic Preservation Board will meet at 5:00 in Room 209 of City Hall to review the following items. (Public comments are taken at all meetings):

1. WORKSHOP (continued from October 4, 2017)

i. Preliminary Review of Proposed Campground Development; FORT SCAMMELL AND VICINITY, HOUSE ISLAND; Fortland, Applicant.

Break for Dinner; Meeting Resumes at 7:00 p.m.

WORKSHOP, continued

ii. Preliminary Review of Proposed New Construction and Alterations to Existing Non-contributing Structure; 510 CUMBERLAND AVENUE and 61 DEERING STREET; Avesta, Applicant.

2. PUBLIC HEARING

iii. Advisory Review of Revised New Construction Proposal; 383 COMMERCIAL STREET; Gordon Reger Holdings LLC

3. CONSENT AGENDA

CITY OF PORTLAND, MAINE

HISTORIC PRESERVATION BOARD

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

HISTORIC PRESERVATION BOARD AGENDA
October 18th, 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 OCTOBER 4, 2017:**

i. Certificate of Appropriateness for Solar Panel and Heat Pump Installation; 76 INDIA STREET; Mary McIntyre, Applicant. *The Board voted unanimously to approve the application conject to conditions.*

4. **WORKSHOP (continued from October 4, 2017)**

i. Preliminary Review of Proposed Campground Development; FORT SCAMMELL AND VICINITY, HOUSE ISLAND; Fortland, Applicant.

Break for Dinner; Meeting Resumes at 7:00 p.m.

WORKSHOP, continued

~~ii. Preliminary Review of Proposed New Construction and Alterations to Existing Non-contributing Structure; 510 CUMBERLAND AVENUE and 61 DEERING STREET; Avesta, Applicant.~~ *(Item Postponed to Nov. 1 meeting)*

5. **PUBLIC HEARING**

i. Advisory Review of Revised New Construction Proposal; 383 COMMERCIAL STREET; Gordon Reger Holdings LLC

6. **CONSENT AGENDA**

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

SECOND WORKSHOP
FORT SCAMMELL, HOUSE ISLAND

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: October 12, 2017

RE: October 18, 2017 **Continued Workshop (2nd)** – Continuation of Preliminary Review of Proposed Adaptive Re-use and Associated Alterations and New Construction (begun 10/4/18)

Note: *This workshop was originally scheduled for the HP Board's 9/20/17 meeting, but was postponed to 10/4 due to a scheduling conflict. On 10/4 Board members and staff travelled to House Island for a site visit and began the workshop after returning to City Hall, but ran short of time because of a full meeting agenda.*

Address: Fort Scammell
House Island

Property Owner: Neptune Properties LLC
Represented by Stefan Scarks

Applicant: Fortland, LLC
Stefan Scarks and Travis Bullard, principals

Introduction

Board members and historic preservation staff made a site visit to Fort Scammel before the Board meeting on October 4. After returning to City Hall that evening, a second workshop on Fortland LLC's proposal to establish a 21-site campground at Fort Scammell began with a presentation by Stefan Scarks and Travis Bullard with a new slide presentation. After the applicants' presentation the Board asked clarifying questions, which were followed by public comment. At the end of public comment the Board opted to continue the workshop on October 18, due to a shortage of time and a full agenda for the second part of the meeting.

The site visit was at the request of Board members, who suggested at the first workshop that a tour of the south end of the island from the water would be helpful in assessing the visibility and impact of the proposed development. Transportation to and around the island was provided by the City's fireboat. Permission was granted by the owner of the north end of the island to pull up to his dock. (Currently, there is no functioning dock on the applicant's end of

the island.) From there, the applicants escorted members of the Board on a brief tour of Fort Scammell and its immediate environs.

Board members were advised that the site visit was for observation/familiarization purposes only. Questions for clarification were allowed (for example, to confirm the position or height of proposed structures), but the Board refrained from any discussion of the proposal until the evening workshop in City Hall. As the City of Portland was not able to provide transportation to the island for members of the public, any discussion or deliberations of potential interest to the public needed to be conducted at a public meeting.

The previous report prepared by staff also noted that as Fort Scammell is a designated Landmark structure, the Board's review jurisdiction extends not only to those alterations that are visible from a public way (in this case, from the water, mainland or surrounding islands), but to any alteration or addition. Landmark designation does not mean that alterations or additions are not allowed, but rather that the significance of the subject structure warrants a more comprehensive review regardless of visibility from a public way.

The Board packet prepared for the October 4 meeting included the original September 20th staff report which in turn included a summary of Board discussion and questions at the first workshop. (These reports are not being reprinted for October 18.) To prepare for October 18, staff is providing a brief summary of the proposal, as clarified by the Board's questions and comments at the site visit and the October 4 workshop. Selected slides from the Fortland LLC presentation on October 4 have been printed for this report, and all of the slides have been made available for viewing electronically by the Board and the public.

October 4 Site Walk and Workshop

The presentation by Mr. Scarks and Mr. Bullard prompted a number of questions about the preliminary plans, and while many details are yet to be determined, the applicants attempted to predict the scale, impact, and visual features of the various improvements.

Water Access:

- Renovated pier and floating docks – up to four boats at one time?
- Shuttle service or water taxi, possible guest slips (TBD)
- No public access at this time – private island
- Possible public tours in the future – mainly in the shoulder seasons?

Permanent Structures:

- Reception & Operations, Bathrooms, Water pump house, Community Building
- All unfinished wood, cedar shingle roofs
- Several Community Building concepts – all have second floor viewing platform

Tents:

- In wilderness sites, outside of fort (one within fort – Site 1)
- Taken down in the off-season
- Canvas, in undyed or muted color
- Single wall, might be translucent

- Platform is larger than tent, with "front porch"
- Height approximately 9'-6"

Yurts:

- On round gun emplacements, in fort
- Year-round, possibly double walled, with clear panel in middle of roof peak
- 20' diameter, 11'-6" maximum height
- Buff or off-white canvas
- How high above berms? 3'-6'?

Lighting:

- Some low bollard lighting at sites, common areas, downward lighting
- Possible glow through clear peaks of yurts?
- Single-walled tents possibly translucent?

Power:

- Solar panels on berm in parade ground; small arrays at yurt sites?
- Generator necessary?
- Install generator, other mechanicals in magazines underground, for sound, visibility mitigation?
- Possible battery storage, and no need for generator?
- Propane tanks in some areas

Water:

- Pump house, water treatment at well site
- Distribution either underground or hidden by vegetation on surface
- Showers in community building

Fires:

- Common fire place near Community Building – parade ground
- Fires at campsites? – TBD

Safety:

- What will insurance require?
- Railings at viewing spots
- Several possible fence and rail options presented
- A gate may be infeasible at the sally port
- Some gates had been installed at some tunnel openings in recent years, but have since been removed

Staff Comments

The October 18 meeting is a continuation of the workshop begun on October 4; deeper probing, discussion and comments from the Board were postponed until this upcoming meeting. Thus far, response to the conceptual plans for a camping facility at Fort Scammel has mostly been cautiously receptive, though the Board has not yet had a chance to make their

comments for the second workshop. Public comment has been divided, with some enthusiastic supporters, and some opposed to any alterations beyond minimal changes for preservation and public safety.

Staff suggests that in concept, camping on the south end of House Island would represent a relatively low-impact use for this sensitive historic site. Of course, the final extent, the choice of affected locations, and details of the plans will ultimately determine whether the camping facility is judged to be an appropriate use and whether the alterations will in the end avoid overwhelming the character of the fort. Among questions that the Board is likely to discuss:

- Is it possible to get a firm idea of the visibility of the various proposed structures, from various points on the water? (Staff acknowledges with appreciation the effort made by the applicants' team to provide renderings. Perhaps the most definitive judgement would be possible if mockups were erected at campsites that could be viewed from the water.)
- What is the appropriate scale and height for a community building? Would it be preferable to scale back the size to reduce the visual impact?
- Should more parts of the fort itself be left unaltered, to preserve more of the site unchanged by this proposed use?

In terms of the permitting required for Mr. Scarks' and Mr. Bullard's proposal, staff notes that the workshops with the Historic Preservation Board are the first step. Staff checked briefly with Portland's Zoning Administrator, finding that campgrounds are a conditional use in the IR1 zone. Much of the island (250' in from the shore) is subject to shoreland zoning regulations, and coastal bluff regulations may limit clearing. New structures are most likely not allowed at all within 75' of the shore. In addition, other reviews may be necessary by State departments. All of this is the concern of other departments, however, and peripheral to the Board's task. The Board's review is concerned with judging whether the proposed alterations to the historic landmark site are appropriate and sufficiently sensitive to the significant characteristics of the site – not only as seen from the water around the island but also on the island itself.

Attachments

A. Excerpts from the Fortland, LLC slide presentation made on October 4, 2017
B. Latest public comment (received since 10/4/17)



ATTACHMENT A



SITE	TYPE	SIZE
#1	East Bastion	5,469 ft^2
#2	Gun Emplacement	5,059 ft^2
#3	Gun Emplacement	5,968 ft^2
#4	Gun Emplacement	5,457 ft^2
#5	West Bastion	6,358 ft^2
#6	Gun Emplacement	5,270 ft^2
#7	Gun Emplacement	5,590 ft^2
#8	Gun Emplacement	5,319 ft^2
#9	Gun Emplacement	5,598 ft^2
#10	Wilderness	10,402 ft^2
#11	Wilderness	10,782 ft^2
#12	Wilderness	11,136 ft^2
#13	Wilderness	11,709 ft^2
#14	Wilderness	11,488 ft^2
#15	Wilderness	10,125 ft^2
#16	Wilderness	9,241 ft^2
#17	Wilderness Family	1,013 ft^2
#18	Wilderness Family	1,001 ft^2
#19	Wilderness Family	1,000 ft^2
#20	Wilderness	10,771 f^2
#21	Wilderness	8,923 ft^2
	Parade Grounds	~16,000 ft^2

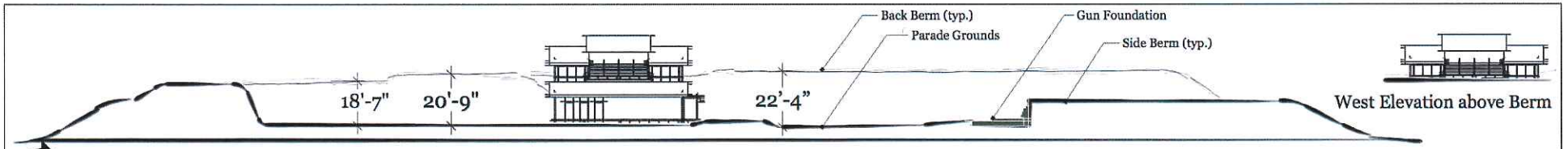
SITE PLAN - Conceptual

WITH /// LLC
418 Woodford St.
Portland, ME 04103
207-272.3898

FORTLAND - House Island, Portland ME

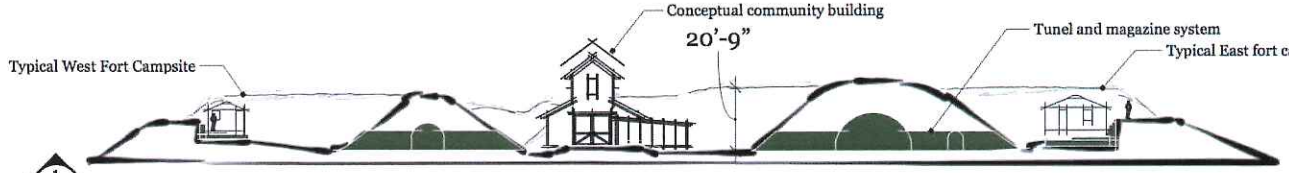
REVISIONS		
	MM/DD/YY	REMARKS
1	6/5/17	For Comment
2	7/17/17	Historical Workshop
3	10/4/17	Historical Workshop 2
4	__/__/__	...
5	__/__/__	...

02 Site Plan



2 H1 Conceptual West Elevation - Cross Section

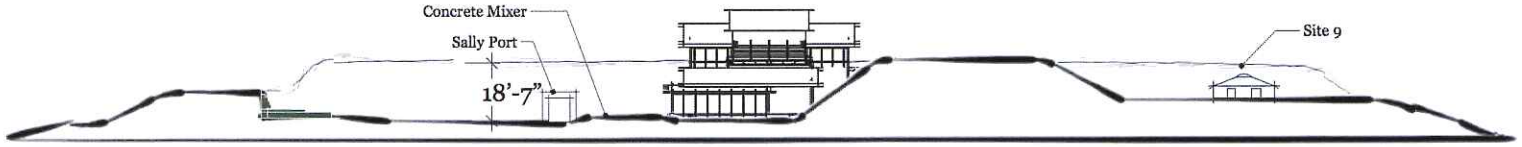
West Elevation above Berm



1 H1 Conceptual South Elevation - Cross Section



South Elevation above Berm



4 H1 Conceptual East Elevation - Cross Section



East Elevation above Berm



3 H1 Conceptual North Elevation - Cross Section



North Elevation above Berm

0' 40' 80' 160'
Scale: 1" = 40'

HISTORICAL - Conceptual Elevation Cross Section
FORT SCAMMEL

WITH /// LLC
418 Woodford St.
Portland, ME 04103
207-272.3898

FORTLAND - House Island, Portland ME

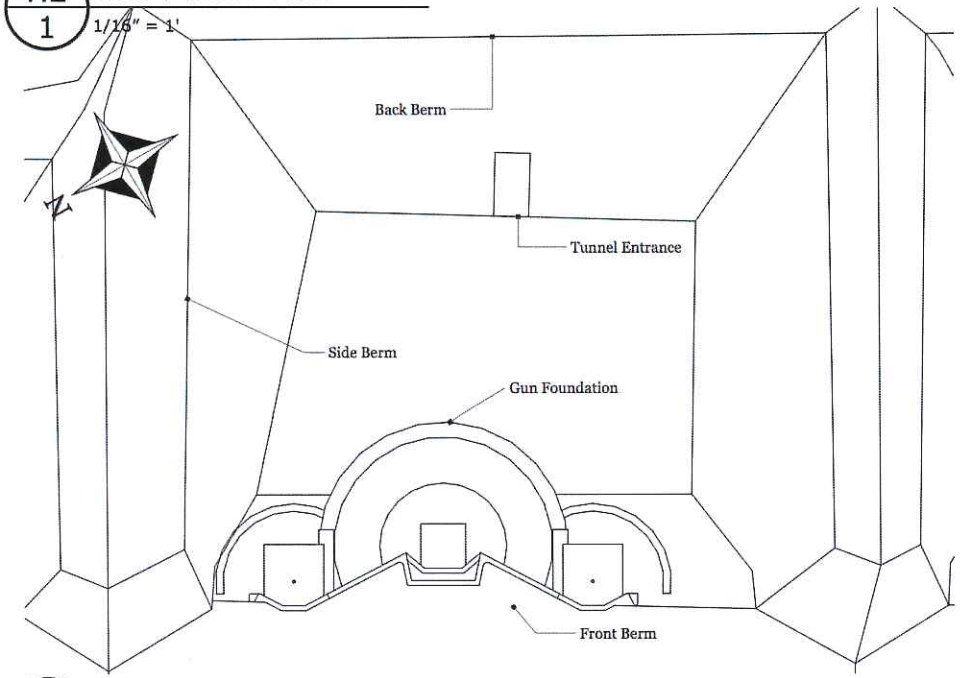
REVISIONS

	MM/DD/YY	REMARKS
1	10/4/17	Historical Workshop 2
2	__/__/__	...
3	__/__/__	...
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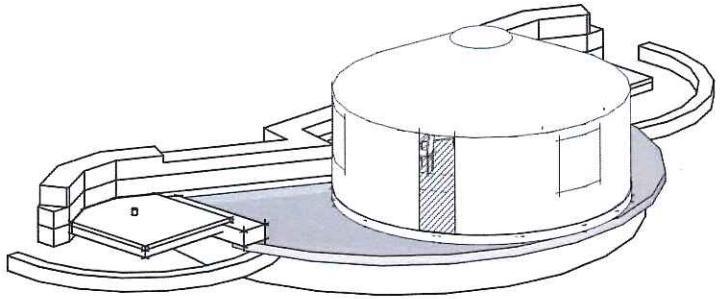
H2 1 Site 7 Plan View

1/16" = 1'



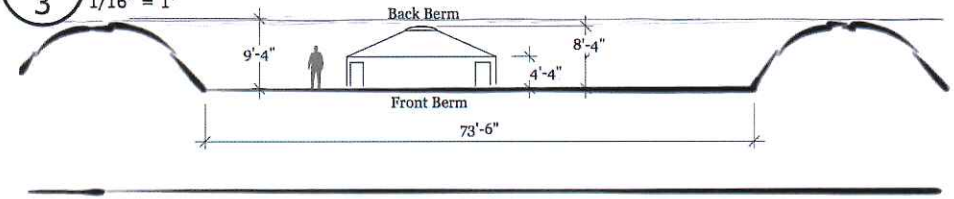
H2 2 Yurt on Tent Platform (typ.)

1/16" = 1'



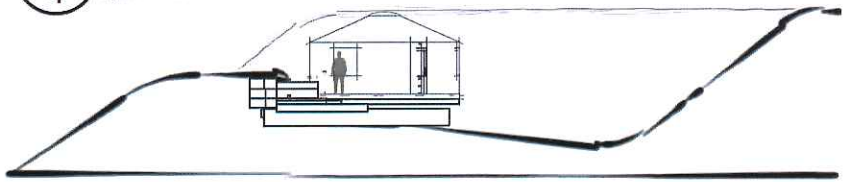
H2 3 Site 7 West Elevation

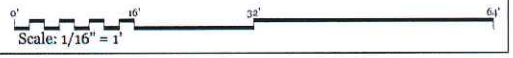
1/16" = 1'



H2 4 Site 7 South Elevation Cross Section

1/16" = 1'





Scale: 1/16" = 1'

HISTORICAL - Conceptual Campsite Elevations - Site 7

WITH /// LLC
418 Woodford St.
Portland, ME 04103
207-272.3898

FORTLAND - House Island, Portland ME

REVISIONS

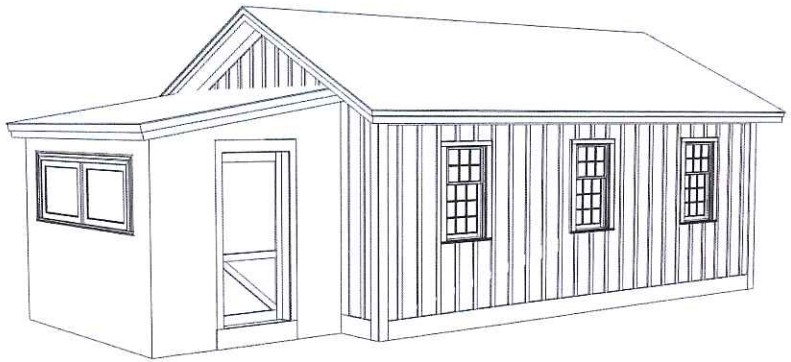
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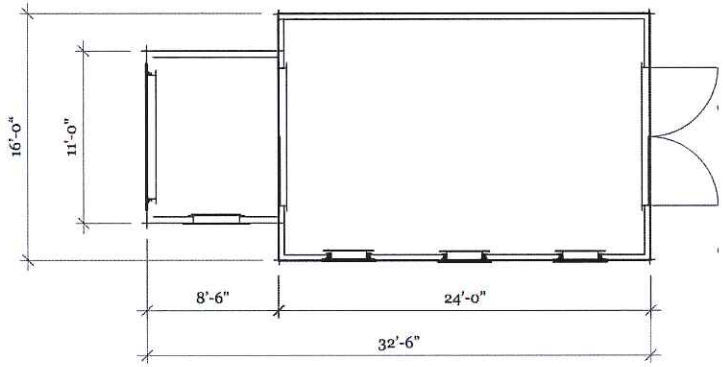
02 H

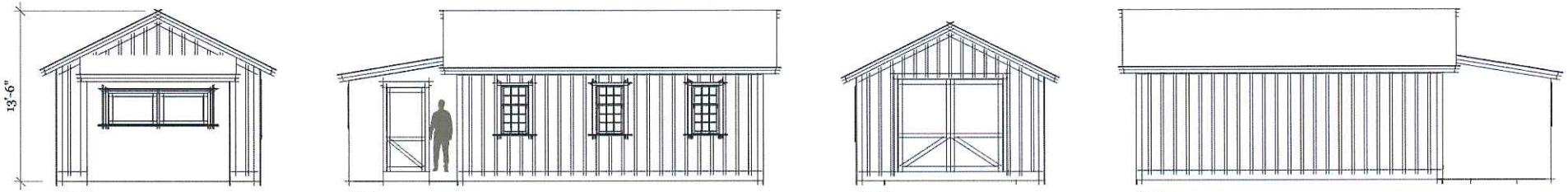
H4 / 1 Utility/Opertions Shed

1/8" = 1'

Size	477.5 square feet
Use	Dockside reception and administration Equipment storage and maintenance Operational supply storage
Finishes	
Siding	Unfinished wood board and baton with cedar shingle accent
Roofing	Architectural Asphalt
Doors & Windows	Painted and/or stained wood units. Garage door detail TBD.
Trim	Flat unfinished wood casing







HISTORICAL - Conceptual Accessory Structures

WITH /// LLC
418 Woodford St.
Portland, ME 04103
207-272.3898

FORTLAND - House Island, Portland ME

REVISIONS

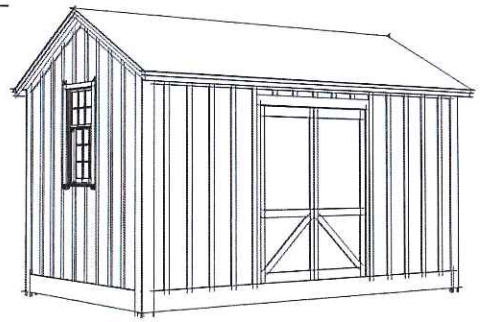
	MM/DD/YY	REMARKS
1	10/4/17	Historical Workshop 2
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3	__/__/__	...
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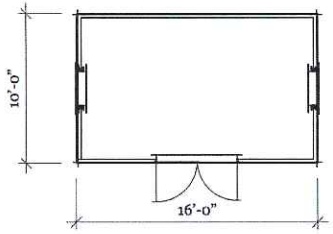
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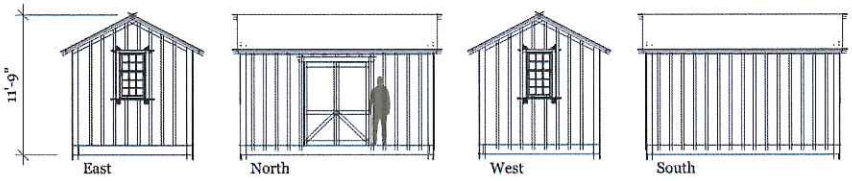
H5 1 Water Pump Shed

1" = 10'

Size	160 square feet
Use	Freshwater Mechanical systems. Electrical Equiment
Finishes	
Siding	Unfinished wood board and baton
Roofing	Architectural Asphalt
Doors & Windows	Painted and/or stained wood units. Garage door detail TBD.
Trim	Flat unfinished wood casing



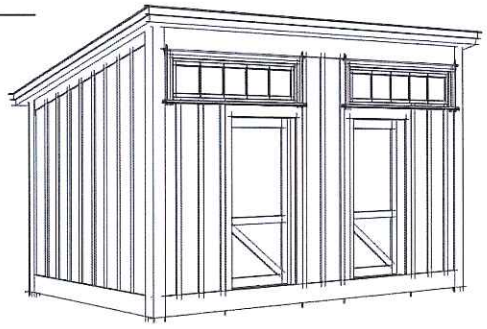


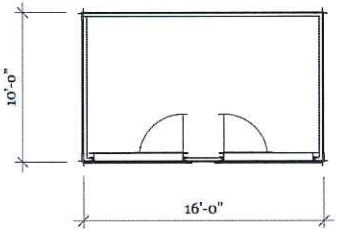


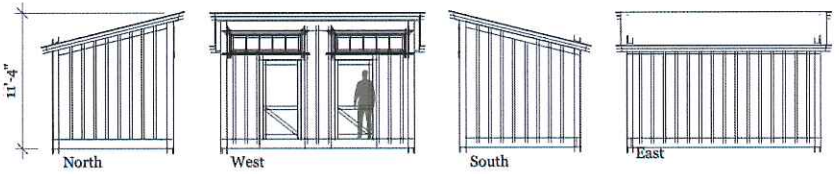
H5 2 Bathroom Shed

1" = 10'

Bathroom Shed	
Size	160 square feet
Use	(2) ADA accessable bathrooms
Finishes	
Siding	Unfinished wood board and baton
Roofing	Architectural Asphalt
Doors & Windows	Painted and/or stained wood units.
Trim	Flat unfinished wood casing









HISTORICAL - Conceptual Accessory Structures

WITH /// LLC
418 Woodford St.
Portland, ME 04103
207-272.3898

FORTLAND - House Island, Portland ME

REVISIONS		
	MM/DD/YY	REMARKS
1	10/4/17	Historical Workshop 2
2		
3		
4		
5		

05
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H6 1 Conceptual Community Building #1

1" = 30'

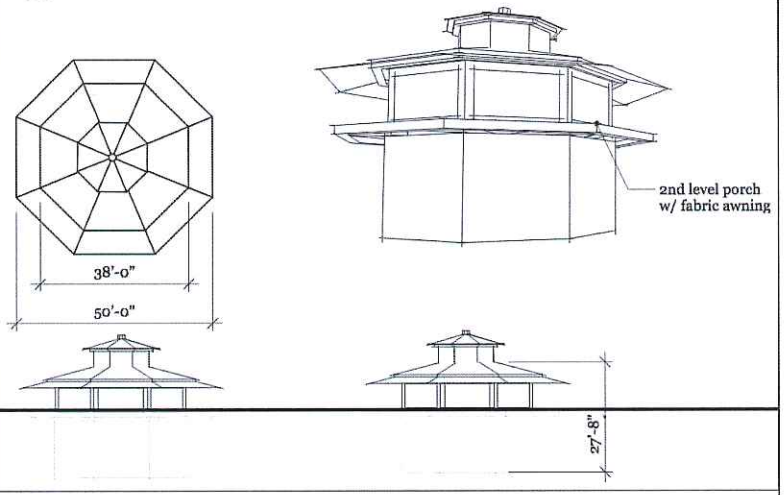
2,009 ft^2 footprint



H6 2 Conceptual Community Building #2

1" = 30'

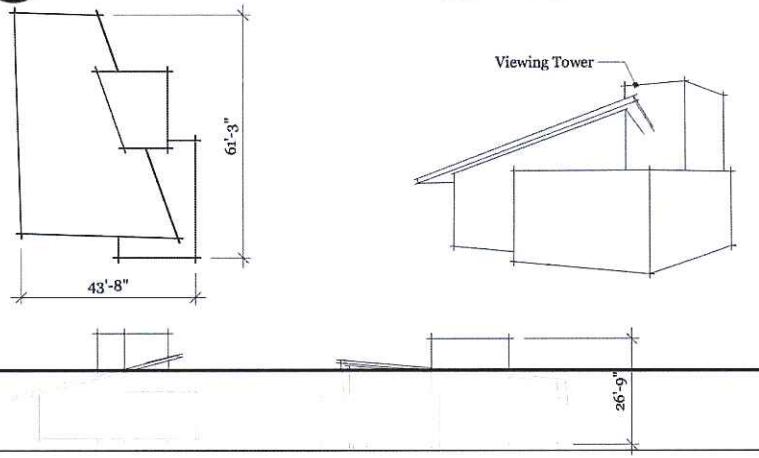
949 ft^2 footprint



H6 3 Conceptual Community Building #3

1" = 30'

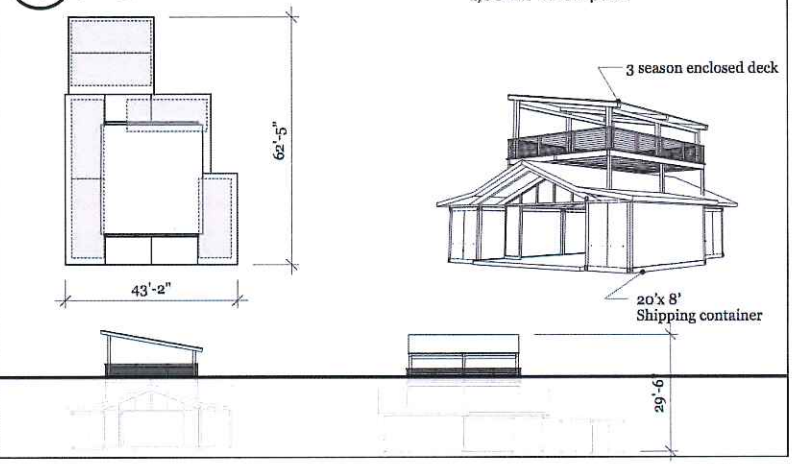
1,730 ft^2 footprint



H6 4 Conceptual Community Building #4

1" = 30'

1,882 ft^2 footprint



Programming

Size	2,000 square feet target
Use	
Gathering	750 square feet
Admin.	200 square feet
Housekeeping	150 square feet
Bathrooms	400 square feet
Mechanical	150 square feet
Storage	150 square feet
Store	200 square feet

HISTORICAL - Conceptual Community Building

WITH /// LLC
418 Woodford St.
Portland, ME 04103
207-272.3898

FORTLAND - House Island, Portland ME

REVISIONS

	MM/DD/YY	REMARKS
1	10/4/17	Historical Workshop 2
2	__/__/__	---
3	__/__/__	---
4	__/__/__	---
5	__/__/__	---

Portland Maine | Yes, Google's good here

Deb Andrews <dga@portlandmaine.gov>

comment on Ft Scammel proposed development

1 message

Thomas Palfrey <trp@hss.caltech.edu> Wed, Oct 4, 2017 at 3:18 PM
To: dga@portlandmaine.gov

October 4, 2017

To: Deb Andrews

Historic Preseervation Program Manager

Planning Division

City Hall

Portland, ME

Dear Historic Preservation Board,

As a lifelong Peaks Island summer person, property owner, and Portland taxpayer, I wish to voice my opposition to the proposed plans to develop Fort Scammel, including major site alterations and new construction, in order to convert this historic site into a resort for luxury camping. This is clearly in violation of any reasonable interpretation of proper use of this historic district. This use is inconsistent with the Fort's long history as a military installation – and a building of considerable architectural importance. The designer of the bridge, Thomas Casey, was also responsible for the design and construction of many military and government buildings of important historical value, including the Washington Monument, Fort Knox, and the Library of Congress. Given this combination of historical and architectural importance, the proposed commercial exploitation of Fort Scammel, which will badly scar it's landscape and visual impact, should be denied by Portland's Historic Preservation board, whose responsibility it is to protect the historical integrity of these designated sites.

Many of us with roots from Peaks Island and House Island have a deeply held interest in preserving island history, in which Fort Scammel play a prominent role. For me personally, it would be painful to see historic Fort Scammel ravaged by the proposed development, as it also plays a role in my own family history, as well as the family histories of many others. My great great grandmother, Harriet Trefethen Skillings spent part of her early years on House Island, which Harriet's father, Henry Trefethen, had acquired a title to in 1823. Harriet and my great great grandfather, Robert Franklin Skillings (originally from Bangs Island, now called Cushing) settled on Peaks Island. I imagine a number other residents of Peaks Island and Portland have similar family histories that are intertwined with the history of House Island and Fort Scammel.

Sincerely yours,

Thomas R. Palfrey

15 Crystal Rd, Peaks Island

ATTACHMENT B

GREATER PORTLAND LANDMARKS

13 October 2017

93 High Street
Portland, ME 04101
207-774-5561
www.portlandlandmarks.org

TRUSTEES

Jane Batzell
President

Ed Gardner
First Vice President

Nate Stevens
Second Vice President

Bruce Moir
Treasurer

Jane Hurd
Secretary

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Patti Butler
Elaine Clark
Carol De Tine
Thomas Dowd
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Sarah LeVaun Graulty
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William Hall
Lynn Hallett
Don Head
Candice Thornton Lee
Patrick Morin
Sally Oldham
Caroline Paras
George Reiche
Rhoda Renschler
Bruce Roullard
Jack Vreeland

Members of the Historic Preservation Board,

Landmarks supports the applicant's proposed campground use because of its potential low impact on the island's historic resources. We appreciate the applicants' plan to preserve, protect, and celebrate this important historic resource in Casco Bay.

I've attached a copy of our guiding principles for this project. While these are general principles, we did have a couple of specific questions or comments that we encourage you to consider as you deliberate on this application at your next meeting.

- Would it be possible to integrate the proposed solar panels into one or more of the proposed buildings, rather than having freestanding panels on the berm at the north end of the parade ground?
- Would it be appropriate for at least one of the gun emplacements within the casemates to be left exposed, either by relocating the proposed tent platform, removing one tent site, or some other means?
- Landmarks is not opposed to new buildings being visible from the water, as there were historically several large vernacular buildings outside the fort. We are concerned about the scale and massing of the proposed community building and the visual impact it will have on the parade ground. Is it necessary for the community building to be of a height to have a 360° view? There are superb views from many vantage points on the island. Or would it be possible to relocate some of the program planned for that building to other buildings, like the proposed building by the wharf, in order to reduce its scale?

Thank you for considering our views. We look forward to seeing this project advance through the permitting process!

Sincerely,

Julie Ann Larry

Greater Portland Landmarks
Principles for Historic Preservation of Fort Scammel

Fort Scammel on House Island is part of one of the most important historic landmark sites and cultural landscapes in the City of Portland. The fort is significant as one of the major fortifications of the Federal strategy to protect coastal cities leading up to the War of 1812 and again during the Civil War. With Fort Gorges and Fort Preble it was a critical element in the defense of the Portland's Harbor.

An unusual example of a privately owned fortification, use of the landmark structure should retain the integrity and character of the fort, while providing opportunity for the landowner to care for the large fort structure and other elements of the site like the civil war era granite wharf.

Landmarks advocates that the development of this landmark should brand it as one truly unique to Portland by making the fort and its history live into the future as a significant part of the contemporary reuse of the fort.

The design of the new structures should be inspired by the historic context of House Island and be carried out in a manner that preserves, to the maximum extent possible, the fort's ability to convey its role in the defense of Portland's harbor.

Landmarks encourages the design of new structures on the island in a manner so as not to overwhelm the fort. The character of new structures should reflect their period of construction, but reflect the vernacular character and simplicity of form of structures historically located on the south end of the island.

The fort's re-development should be respectful of views of the fort from the water, public lands, and other public ways. The scale of buildings and the siting of buildings and structures, both permanent and temporary, should be carefully considered to minimize the visual impact on the casemates, bastions and other elements of the fort complex.

13 October 2017




























































GRAVELY



































































SITE PLAN - Existing Conditions

WITH /// LLC

418 Woodford St.
Portland, ME 04103
207-272.3898

FORTLAND - House Island, Portland ME

REVISIONS

	MM/DD/YY	REMARKS
1	6/5/17	For Comment
2	7/17/17	Historical Workshop
3	10/4/17	Historical Workshop 2
4	__/__/__	...
5	__/__/__	...

01 Site Plan



SITE	TYPE	SIZE
#1	East Bastion	5,469 ft^2
#2	Gun Emplacement	5,059 ft^2
#3	Gun Emplacement	5,968 ft^2
#4	Gun Emplacement	5,457 ft^2
#5	West Bastion	6,358 ft^2
#6	Gun Emplacement	5,270 ft^2
#7	Gun Emplacement	5,690 ft^2
#8	Gun Emplacement	5,319 ft^2
#9	Gun Emplacement	5,598 ft^2
#10	Wilderness	10,402 ft^2
#11	Wilderness	10,782 ft^2
#12	Wilderness	11,136 ft^2
#13	Wilderness	11,709 ft^2
#14	Wilderness	11,488 ft^2
#15	Wilderness	10,125 ft^2
#16	Wilderness	9,241 ft^2
#17	Wilderness Family	1,013 ft^2
#18	Wilderness Family	1,001 ft^2
#19	Wilderness Family	1,000 ft^2
#20	Wilderness	10,771 f^2
#21	Wilderness	8,923 ft^2
	Parade Grounds	~16,000 ft^2

SITE PLAN - Conceptual

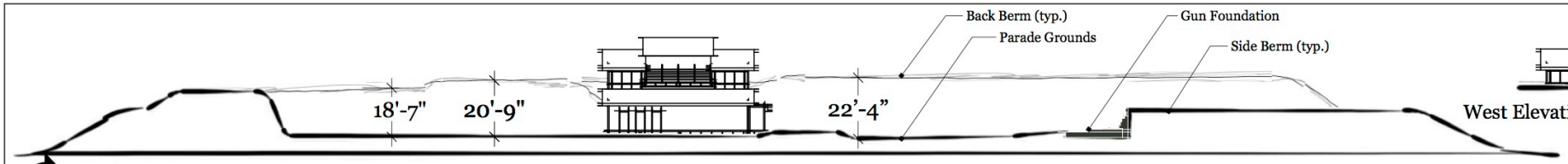
WITH /// LLC

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207-272-3898

FORTLAND - House Island, Portland ME

REVISIONS		
	MM/DD/YY	REMARKS
1	6/5/17	For Comment
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4	__/__/__	...
5	__/__/__	...

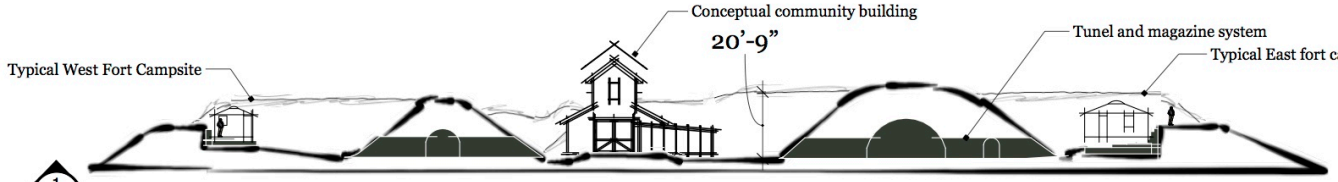
02 Site Plan



2 H1 Conceptual West Elevation - Cross Section



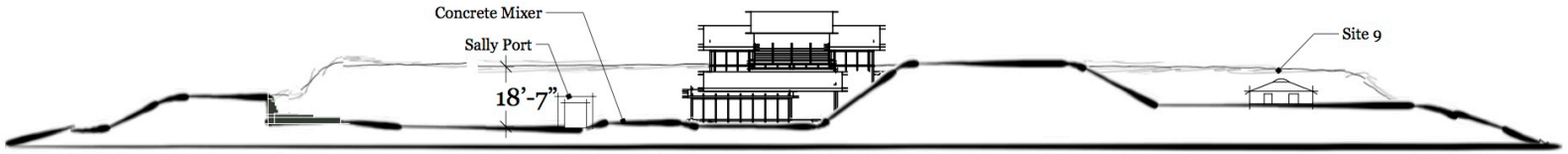
West Elevation above Berm



1 H1 Conceptual South Elevation - Cross Section



South Elevation above Berm



4 H1 Conceptual East Elevation - Cross Section



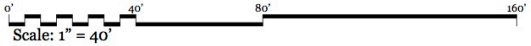
East Elevation above Berm



3 H1 Conceptual North Elevation - Cross Section



North Elevation above Berm



HISTORICAL - Conceptual Elevation Cross Section
FORT SCAMMEL

WITH /// LLC
418 Woodford St.
Portland, ME 04103
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FORTLAND - House Island, Portland ME

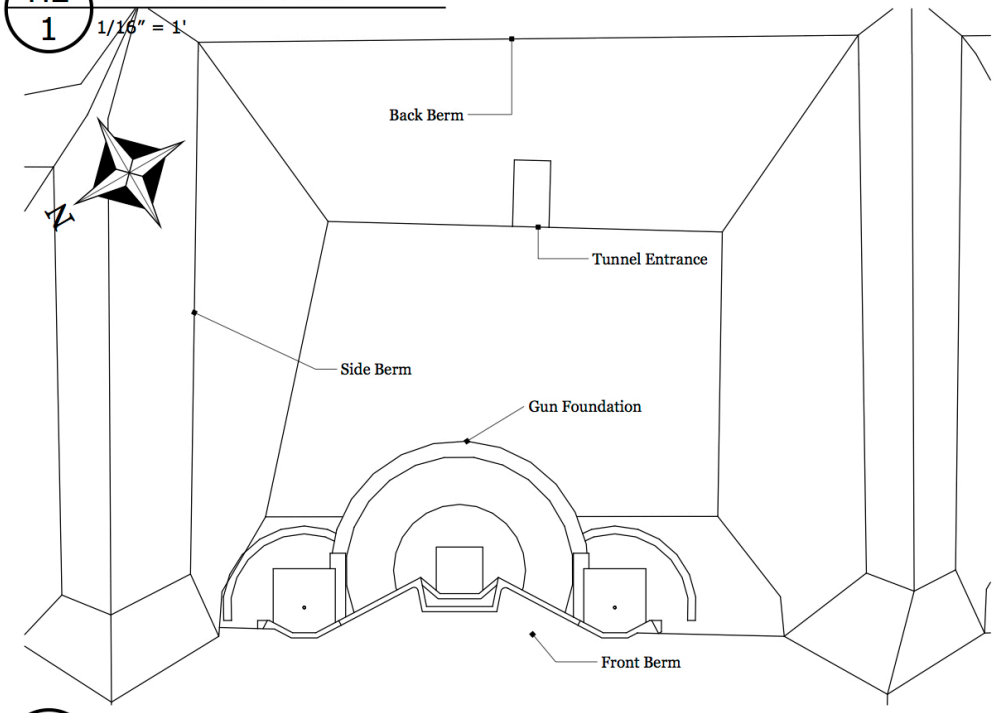
REVISIONS

	MM/DD/YY	REMARKS
1	10/4 /17	Historical Workshop 2
2	__/__/__	...
3	__/__/__	...
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5	__/__/__	...

01
H

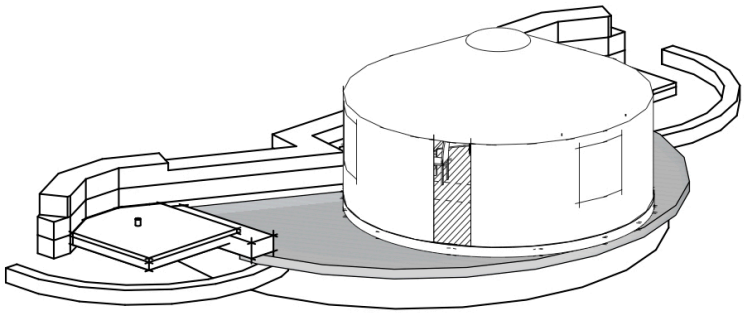
H2 1 Site 7 Plan View

1/16" = 1'



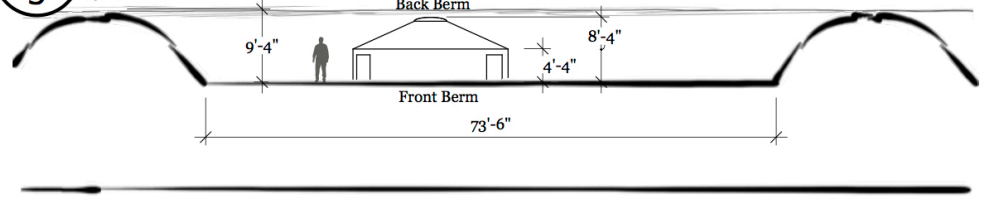
H2 2 Yurt on Tent Platform (typ.)

1/16" = 1'



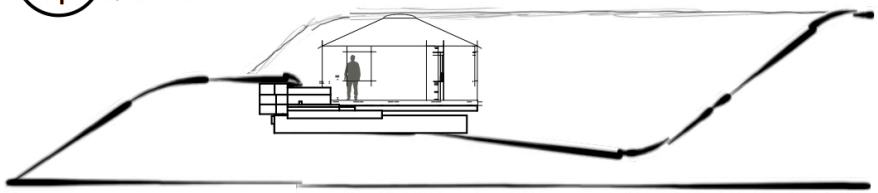
H2 3 Site 7 West Elevation

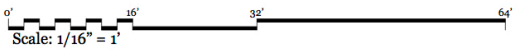
1/16" = 1'



H2 4 Site 7 South Elevation Cross Section

1/16" = 1'





Scale: 1/16" = 1'

HISTORICAL - Conceptual Campsite Elevations - Site 7

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FORTLAND - House Island, Portland ME

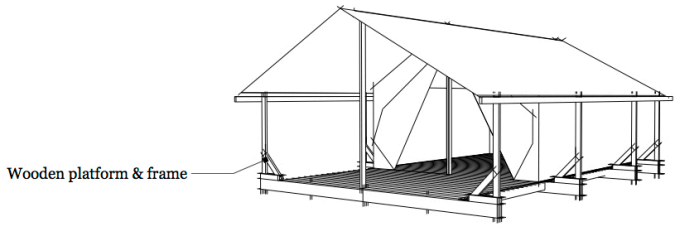
REVISIONS

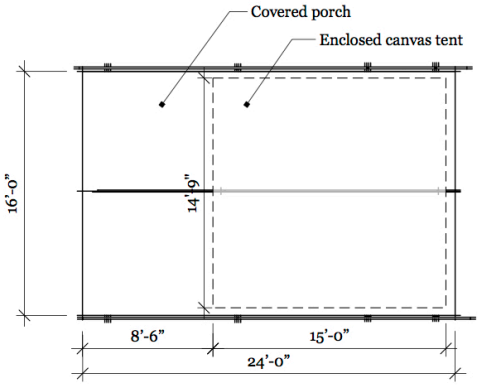
	MM/DD/YY	REMARKS
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3	__/__/__	...
4	__/__/__	...
5	__/__/__	...

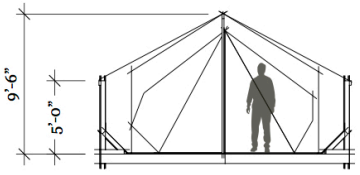
H 02

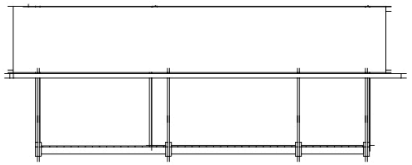
H3 1 Timber Canvas Tent

1/8″ = 1'



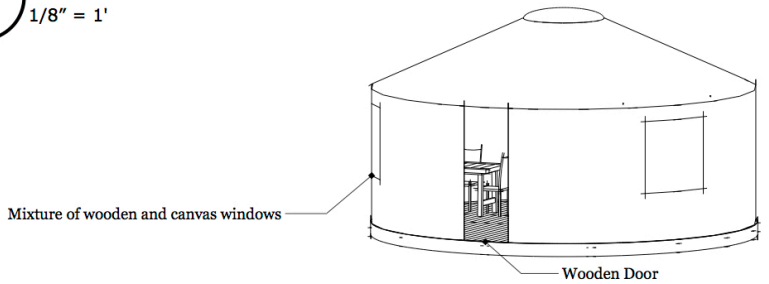


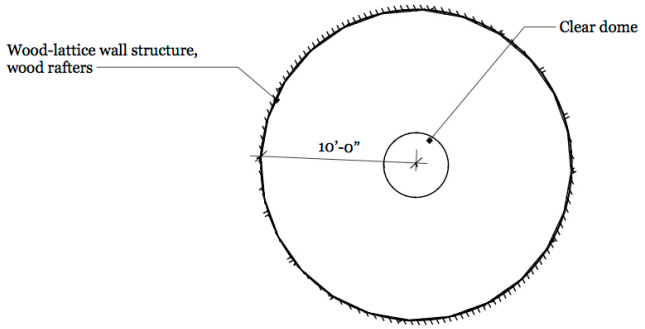


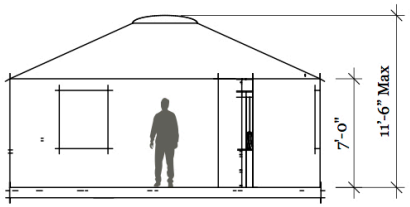


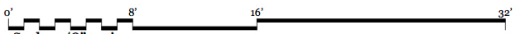
H3 2 20′ Yurt

1/8″ = 1'









Scale: 1/8" = 1'

HISTORICAL - Conceptual Canvas Structures

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REVISIONS

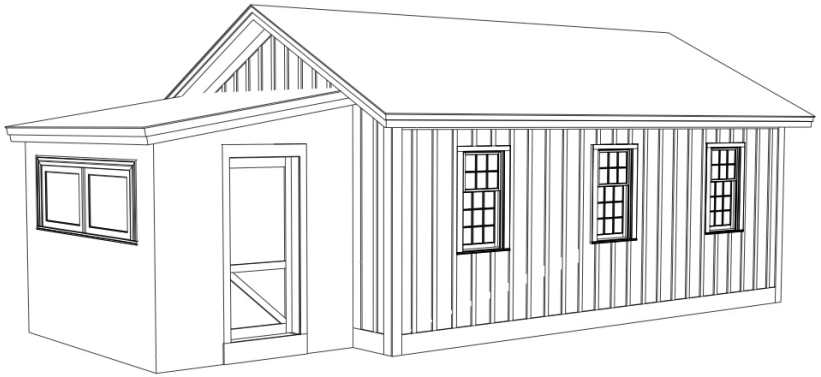
	MM/DD/YY	REMARKS
1	10/4/17	Historical Workshop 2
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3	__/__/__	...
4	__/__/__	...
5	__/__/__	...

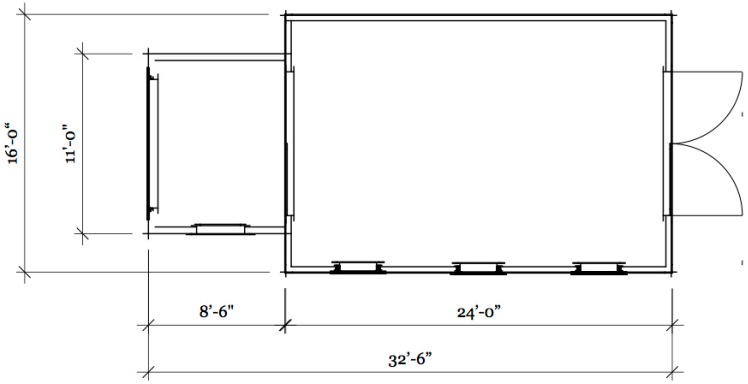
03
H

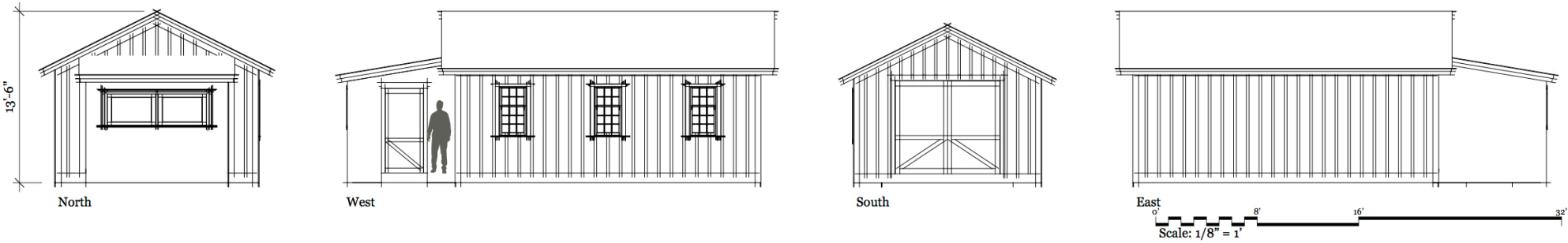
H4 / 1 Utility/Opertions Shed

1/8" = 1'

Size	477.5 square feet
Use	Dockside reception and administration Equipment storage and maintenance Operational supply storage
Finishes	
Siding	Unfinished wood board and baton with cedar shingle accent
Roofing	Architectural Asphalt
Doors & Windows	Painted and/or stained wood units. Garage door detail TBD.
Trim	Flat unfinished wood casing







HISTORICAL - Conceptual Accessory Structures

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REVISIONS

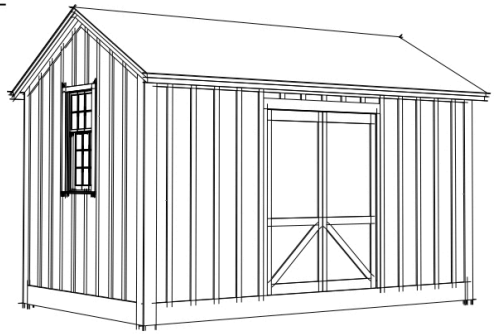
	MM/DD/YY	REMARKS
1	10/4/17	Historical Workshop 2
2	__/__/__	...
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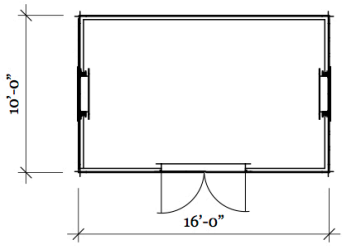
H 04

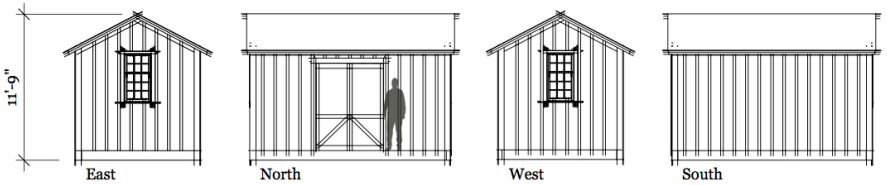
H5 1 Water Pump Shed

1″ = 10'

Size	160 square feet
Use	Freshwater Mechanical systems. Electrical Equiment
Finishes	
Siding	Unfinished wood board and baton
Roofing	Architectural Asphalt
Doors & Windows	Painted and/or stained wood units. Garage door detail TBD.
Trim	Flat unfinished wood casing



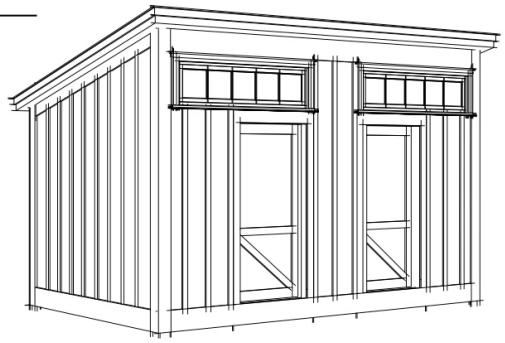


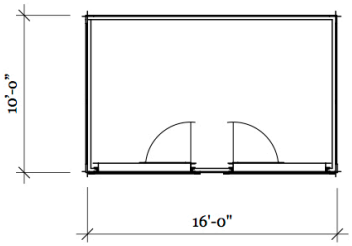


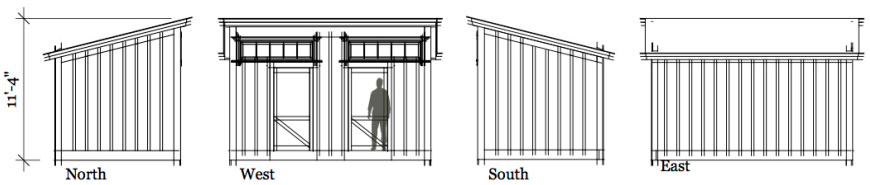
H5 2 Bathroom Shed

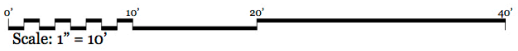
1″ = 10'

Bathroom Shed	
Size	160 square feet
Use	(2) ADA accessable bathrooms
Finishes	
Siding	Unfinished wood board and baton
Roofing	Architectural Asphalt
Doors & Windows	Painted and/or stained wood units.
Trim	Flat unfinished wood casing









HISTORICAL - Conceptual Accessory Structures

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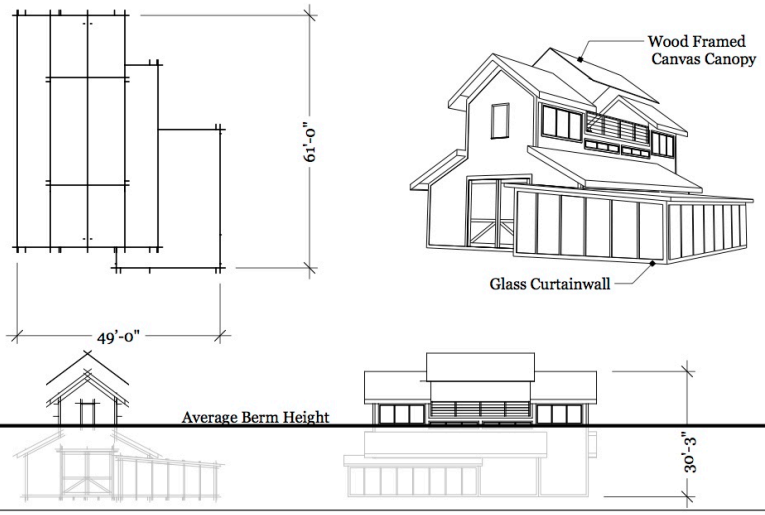
REVISIONS

	MM/DD/YY	REMARKS
1	10/4/17	Historical Workshop 2
2	__/__/__	...
3	__/__/__	...
4	__/__/__	...
5	__/__/__	...

H6 1 Conceptual Community Building #1

1" = 30'

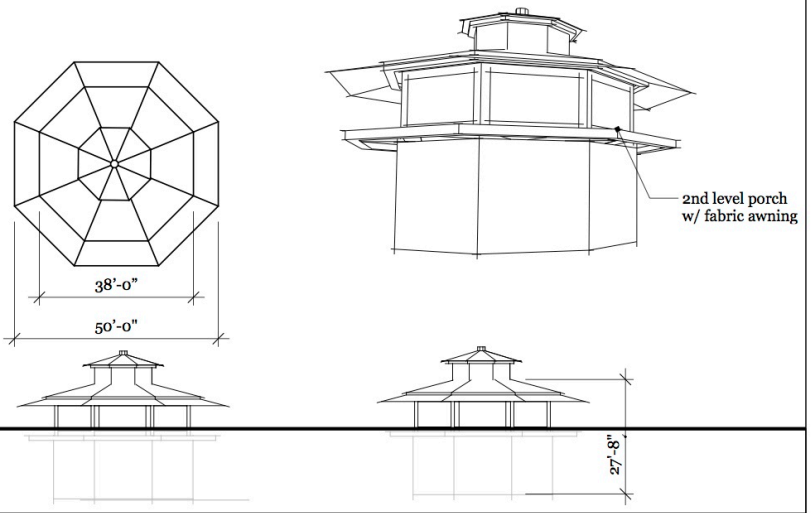
2,009 ft^2 footprint



H6 2 Conceptual Community Building #2

1" = 30'

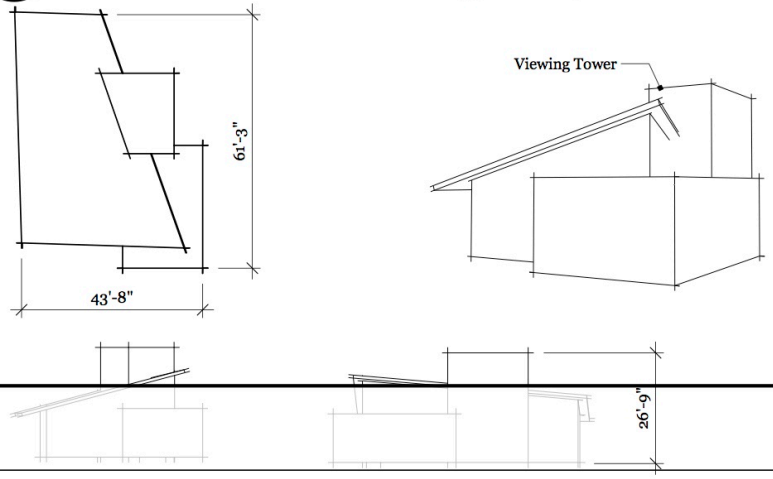
949 ft^2 footprint



H6 3 Conceptual Community Building #3

1" = 30'

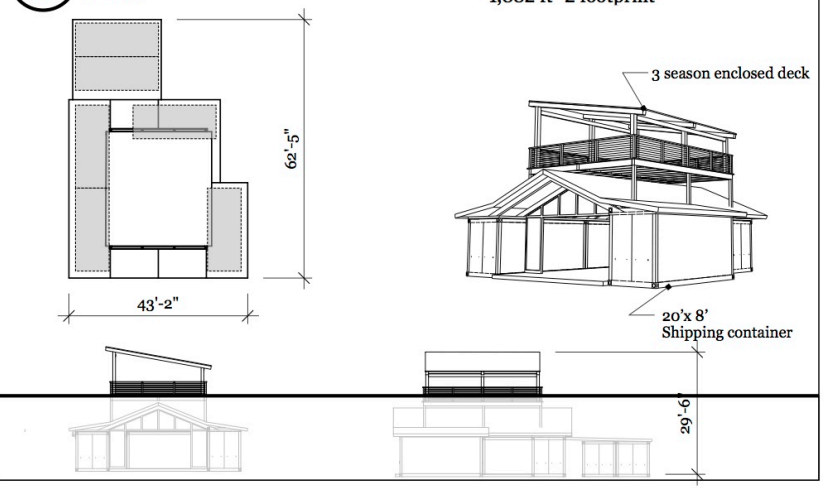
1,730 ft^2 footprint



H6 4 Conceptual Community Building #4

1" = 30'

1,882 ft^2 footprint



Programming

Size	2,000 square feet target
Use	
Gathering	750 square feet
Admin.	200 square feet
Housekeeping	150 square feet
Bathrooms	400 square feet
Mechanical	150 square feet
Storage	150 square feet
Store	200 square feet

HISTORICAL - Conceptual Community Building

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FORTLAND - House Island, Portland ME

REVISIONS

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1	10/4/17	Historical Workshop 2
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3	__/__/__	...
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H 90


-VIEWS-

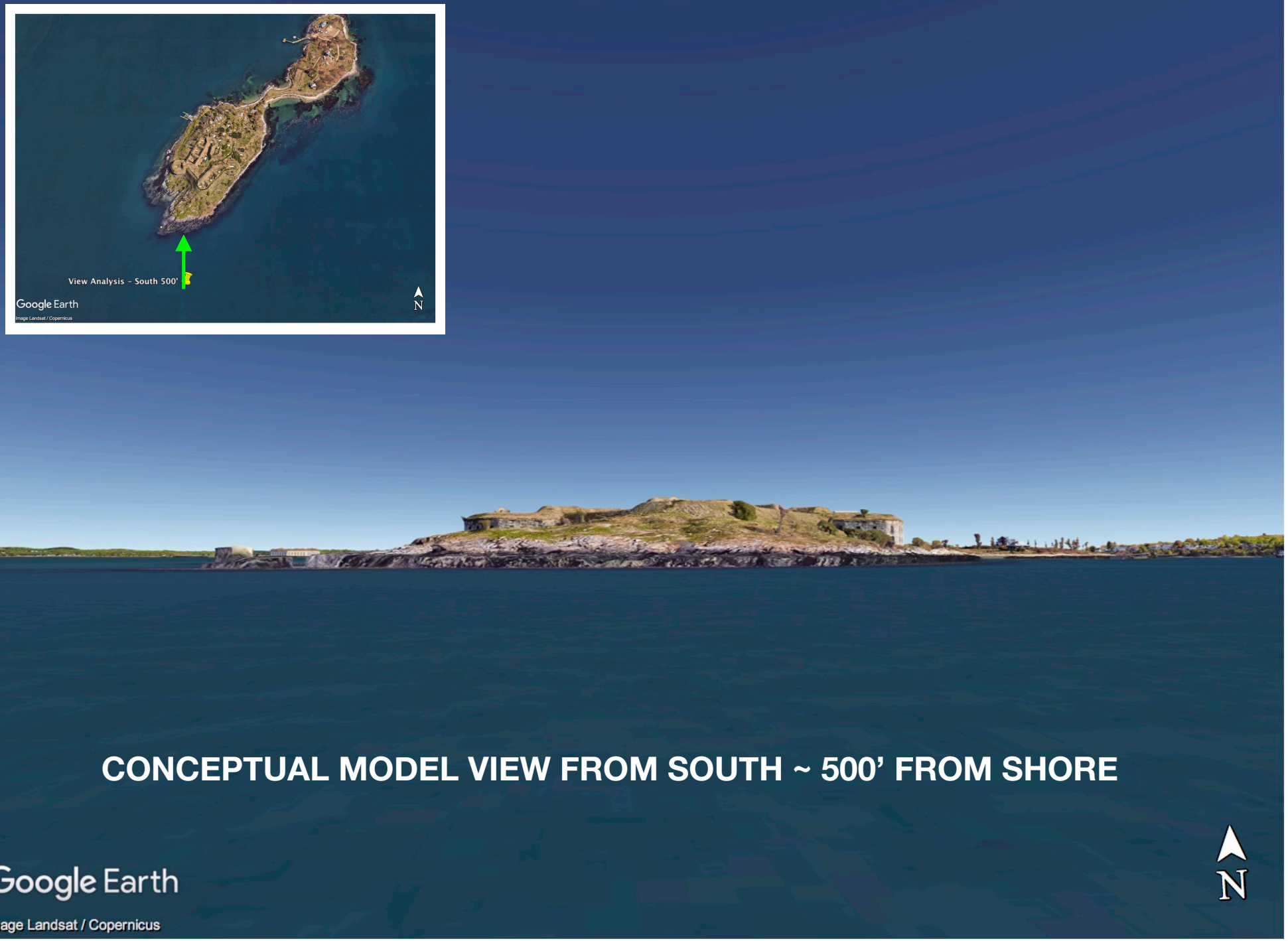

Legend
Viewshed Analysis Locations
Peaks Ferry
West 500'
East 500'
South 500'
N
2000 ft
Google Earth



CONCEPTUAL MODEL VIEW FROM WEST ~ 500' FROM SHORE

Google Earth

Image Landsat / Copernicus
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
Data LDEO-Columbia, NSF, NOAA


View Analysis - South 500'
Google Earth
Image Landsat / Copernicus
N
CONCEPTUAL MODEL VIEW FROM SOUTH ~ 500’ FROM SHORE
Google Earth
Image Landsat / Copernicus
N



CONCEPTUAL MODEL VIEW FROM SOUTH EAST ~ 500’ FROM SHORE

Google Earth

Image Landsat / Copernicus


Legend
Viewshed Analysis Locations
A Ferry
B Nwest Wharf
C West
D West
H NE view
G SE View
E SE view
F S view
N
1000 ft
Google Earth



EXISTING VIEW FROM FERRY LOCATION A

Location A: Ferry

view from ~7' from waterline



Legend

View Analysis - ~ 1000'

CONCEPTUAL MODEL FROM FERRY LOCATION A

Google Earth

Image Landsat / Copernicus
Image U.S. Geological Survey
Data SIO, NOAA, U.S. Navy, NGA, GEBCO

N

6.94 ft



EXISTING VIEW FROM LOCATION B

Location B: NWest Wharf view

View from ~ 8' from low tide waterline



Legend

View Analysis - ~ 350'

CONCEPTUAL MODEL FROM LOCATION B

Google Earth

Data SIO, NOAA, U.S. Navy, NGA, GEBCO
Image U.S. Geological Survey
Image Landsat / Copernicus

N

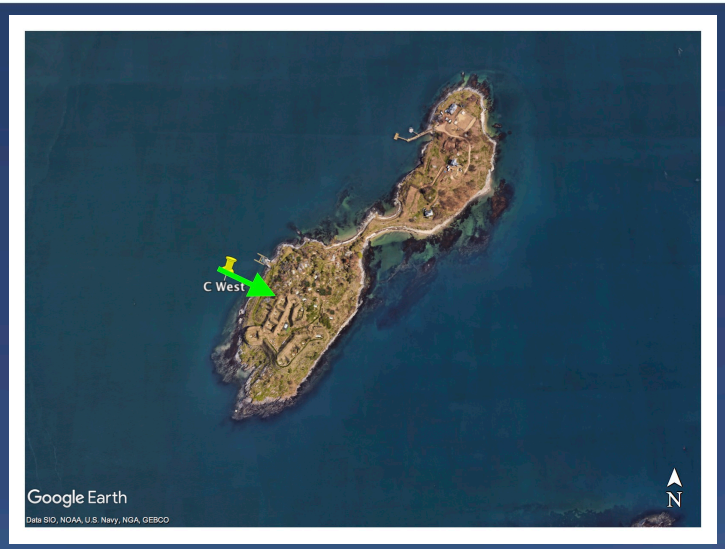
8.83 ft



EXISTING VIEW FROM LOCATION C

Location C: NWest view

View from ~ 9' from low tide waterline



Legend

View Analysis - ~ 100'

View Analysis - South 500'

View Analysis - South 1,000'

CONCEPTUAL MODEL FROM LOCATION C

Google Earth

Data LDEO-Columbia, NSF, NOAA
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
Image U.S. Geological Survey

9.32 ft



EXISTING VIEW FROM LOCATION D

Location D: NWest view

View from ~ 9' from low tide waterline



Legend

View Analysis - ~ 100'

CONCEPTUAL MODEL FROM LOCATION D

Google Earth

Data SIO, NOAA, U.S. Navy, NGA, GEBCO
Data LDEO-Columbia, NSF, NOAA
Image Landsat / Copernicus



EXISTING VIEW FROM LOCATION E

Location E: SE view

View from ~ 7' from low tide waterline



Legend

View Analysis - ~ 230'

CONCEPTUAL MODEL FROM LOCATION E

Google Earth

Image Landsat / Copernicus

N



EXISTING VIEW FROM LOCATION F

Location F: South view

View from ~ 7' from low tide waterline



Legend

View Analysis - ~ 250'

CONCEPTUAL MODEL FROM LOCATION F

Google Earth

Image Landsat / Copernicus

N



EXISTING VIEW FROM LOCATION G

Location G: SE view

View from ~ 7' from low tide waterline



Legend

View Analysis - ~ 230'

CONCEPTUAL MODEL FROM LOCATION G

Google Earth

Image Landsat / Copernicus

Location H: NE view

View from ~ 7' from low tide waterline



Legend

View Analysis - ~500'

CONCEPTUAL MODEL FROM LOCATION H

Google Earth

Image Landsat / Copernicus
Data SIO, NOAA, U.S. Navy, NGA, GEBCO

N

Location: Peaks Island

View from Peaks Ferry Landing



Legend

View Analysis - ~3,000'

CONCEPTUAL MODEL FROM PEAKS ISLAND

Google Earth

Image Landsat / Copernicus

N



EXISTING VIEW FROM LOCATION G
1.65 MILES FROM HOUSE ISLAND

POTENTIAL FENCING AND RAILING STYLES



Sand Fence



Wood Pole Fence



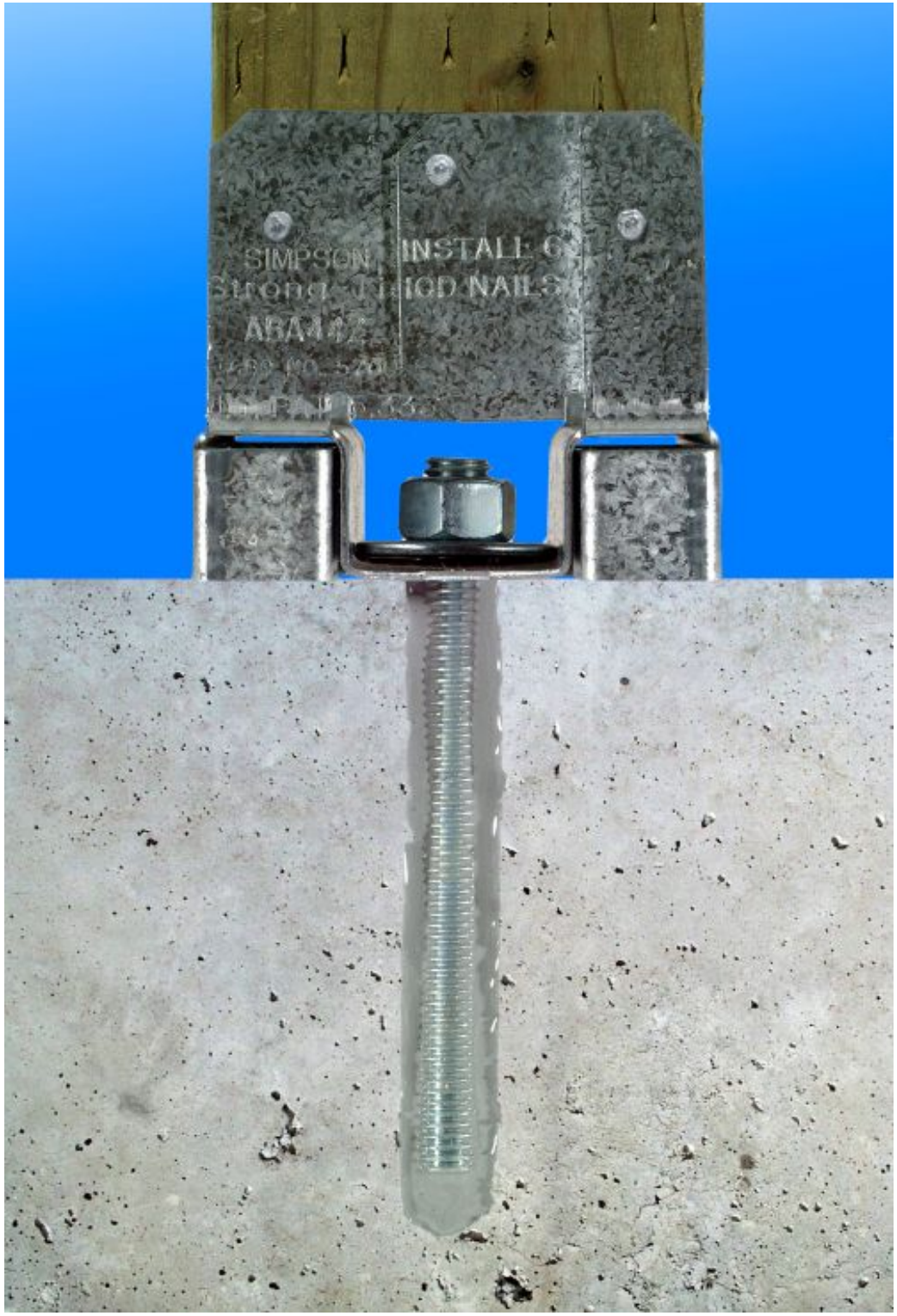
Sand & Pole Fences



Wood Post & Rope

Connection Details:
Typical post base





HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
383 COMMERCIAL STREET

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: October 13, 2017

RE: October 18, 2017 Advisory Review of *Revised* Design Proposal

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

Applicant: Gordon Reger Holdings LLC.
Represented by Joe Dasco

Architects: David Lloyd, Archetype Architects

Introduction

The Historic Preservation Board will be conducting an advisory review of a revised design proposal for the development of 383 Commercial Street. The previous proposal was reviewed in two workshop sessions, held on January 4 and March 1. The revised proposal has been developed in response to a change in the applicant's development program as well as comments from the Planning Board.

Background

Last winter, the Historic Preservation Board held two workshops on a proposed plan for the redevelopment of the Commercial Street block formerly occupied by Rufus Deering Lumber. Board members will remember that the review sessions were *advisory*, as the subject parcel is located just outside the boundaries of the Portland Waterfront Historic District. The Board's advisory review was pursuant to the site plan ordinance standard that applies to developments within 100 feet of a historic district boundary. The standard requires that the Planning Board find the proposed development to be "generally compatible with the major character-defining elements of the landmark or portion of the district in the immediate vicinity of the proposed development." While the authority for interpreting this review standard rests with the Planning Board, the ordinance standard provides for analysis and input from the Historic Preservation Board.

Following the Historic Preservation Board's second and final workshop, staff summarized the Board's commentary in a memo forwarded to the Planning Board. (See ATTACHMENT 1 for the staff summary, which includes images of the plans presented at the HP Board's final workshop.)

The Planning Board held two workshops on the applicant's proposal during the spring and early summer. Recognizing the applicant's intention to build out the project in phases, the Planning Board focused its initial review sessions on the master development plan for the

entire parcel. During the course of their preliminary workshops, Planning Board members raised a variety of concerns about the project, many of which related to site plan ordinance and master development plan standards that weren't under consideration by the Historic Preservation Board. (PB concerns are summarized below.) In order to meet some of these standards (e.g. the requirement for mid-block permeability, loading/servicing requirements, etc.), changes to the proposed master plan would be required. These changes would likely necessitate some design modifications as well.

During the course of the Planning Board's review process, the applicant modified his development program by proposing a hotel at the eastern end of the block, rather than housing. While the proposed use changed, the design solution for the easternmost block did not. When the applicant and project architect returned to the Planning Board in late summer to present the revised proposal, the Planning Board expressed the view that a hotel called for a modified design solution--particularly in terms of the entry location, loading provisions, etc.—and that the development team should return to the drawing board and rethink the proposal.

Following the Planning Board's last workshop, HP and Planning staff met with the developer and project architect in an effort to resolve some of the issues raised and offer suggestions for consideration. The enclosed modified proposal reflects some of this input, especially with respect to the form and massing of the hotel building, the location of the hotel entry, the provision of a thru-block pedestrian way between the hotel and the residential development, etc. While staff made several suggestions in terms of design direction for the hotel component and suggested that perhaps the hotel be given its own architectural expression, Mr. Lloyd's modified architectural design direction for the buildings does not necessarily reflect this input.

The applicant and project architect are scheduled to return to the Planning Board on October 24th to present their revised proposal. In preparation for the Planning Board's review, Mr. Lloyd is seeking the Historic Preservation Board's feedback on the revised design solution in terms of its compatibility with the prevailing development patterns in the abutting historic district.

Enclosed for the Board's review is Mr. Lloyd's written description of the major site plan and design revisions—ATTACHMENT 2. The latest revised plans, renderings and elevations are enclosed as ATTACHMENT 3. Excerpts from the earlier proposal that was the basis for the Historic Preservation Board's former commentary are enclosed as ATTACHMENT 4. Staff's summary of the HP Board's analysis and commentary is enclosed as ATTACHMENT 1.

Planning Board Concerns Re: Previous Proposals

The following summary has been provided by Jean Fraser, assigned planner for the project:

> Please find below a summary of the Planning Board issues regarding the proposed Master Development Plan for 383 Commercial Street, which provides some background as to why the applicant has revised the proposals.
>
> The revised Master Development Plan (MDP) for the Rufus Deering site is the applicant's response to the Planning Boards concerns with the earlier proposals. The current proposals also have added in a hotel.
>
> The Planning Board was generally concerned that the extent of buildings did not allow the project to meet the MDP standards. In particular:
>
> • Servicing: the original proposals had all of the servicing, including large trucks, from Maple Street via a loading dock where trucks would be backing over the sidewalk near the garage entrance. The Board was concerned about pedestrian safety and congestion in Maple Street, and that this would not be adequate for the third phase;
>
> • Public pedestrian permeability/length of the block: the Board sought distinct public pedestrian link(s) between York and Commercial Streets, nearer to the center of the block and fully open to the public, with more usable public space and less gated plaza area generally;
>
> • Gateway: the Board requested that the design of the Commercial and High Street corner be more of a gateway feature;
>
> • Hotel: the original proposals shown to the Planning Board located the hotel entrance within the parking garage, with an entry off Maple Street and the lobby on the second floor. The Board recommended that the entrance be separate, prominent and front onto Commercial Street and also noted that the traffic/access and servicing for the hotel exacerbated the issues already identified;
>
> • Phasing: the Board commented that the appearance of the project prior to the full build out (with 2-story blank walls facing west) needed to be reconsidered.

Latest Design Proposal

Mr. Lloyd has provided a written summary of the major changes to his previous design proposal. See ATTACHMENT 2. Board members are encouraged to compare the latest renderings with the renderings and elevations that were the basis of the Board's previous comments. In assessing the question of compatibility with the abutting historic district, Board members are also encouraged to re-read the context analysis provided as part of staff's earlier reports (see ATTACHMENT 1).

Historic Preservation Board's Role, Limits of Jurisdiction

As before, the Board's role is in this review is advisory to the Planning Board. Obviously, there will be site plan requirements that will need to be accommodated that may affect the development's ultimate layout and architectural design. The Historic Preservation Board's role is not to get into the details of these issues or necessarily to offer alternative approaches except where the proposed solution materially impacts the design compatibility of the project with its historic context. The Board's role is to

identify prevailing development patterns of the abutting district and assess whether the proposed development is generally compatible with the strongest, identifiable visual characteristics of its Commercial Street and York Street contexts. The Planning Board will need to reconcile any concerns identified by the Historic Preservation Board with other planning goals and site plan requirements.

Given the fact that the easternmost portion of the development is the portion directly abutting the Portland Waterfront Historic District and with the closest visual relationship, staff suggests that the Board's assessment of compatibility be focused primarily on that area of the proposed development.

Staff Comments:

- With respect to the massing of the easternmost building, the revised proposal represents a significant improvement over the initial design. The massing is now consistent with the prevailing development pattern and the east elevation runs regular to the street. Also, the proposed pedestrian passageway located between the hotel building and the residential development represents a significant improvement over previous schemes. Loading and servicing issues raised by the previous proposal also appear to have been resolved.

- Staff has a number of concerns about the revised design proposal, particularly about the design for the hotel. Board members will recall that at the initial workshop last January, the Board expressed concern that on the Commercial Street frontage the brick facades appeared as thin "applied veneers". They recommended that the brick continue around the building corners for a considerable distance to provide a sense of mass and weight to the buildings, consistent with the sense of solidity, weight and mass expressed by virtually every building along the inland side of Commercial Street. When Mr. Lloyd returned for the second workshop, he had revised his initial design to address this concern and the Board noted that the change had been a very positive one.

  Staff is concerned that the latest design proposal, particularly the design for the hotel, represents a return to this thin, applied brick veneer. Additionally, the choice to feature brick at the center of the Commercial Street and Maple Street elevations of the hotel and to use a highly glazed, thinly-framed treatment for the building corners effectively reduces the sense of solidity of the building. The fact that the two brick walls are not consistent in height also adds undue complexity.

- Given that the master plan now calls for a separate use at the eastern end of the block and given that the proposed hotel will be physically separated from the residential development by a vehicular/pedestrian passageway, it would seem there is an opportunity to introduce a separate design solution for the hotel building. This approach might help to avoid the appearance of a "mega-block" development and introduce true architectural variety, rather than variations on the same design theme.

In staff's view, the hotel building, which is the portion of the development with the most direct visual relationship to the historic district, need not feature brick to achieve compatibility with its historic context or to provide the sense of solidity that appears to be missing in the proposed design solution. The W.L. Blake building addition at 93 Commercial Street (which houses Old Port Sea Grill on the ground floor) is an example of a highly-glazed, frankly contemporary structure that succeeds in relating to its historic warehouse neighbors and firmly holding the street corner. Perhaps consideration could be given to a design solution that relates in terms of the general organization of the building facades, but whose upper façade employs a high level of glass within a lead-coated copper framework. A clean, smooth-finish granite base would reference the classic base treatment along Commercial Street, but interpret it in a more contemporary fashion. This is just one potential solution.

- The York Street elevation of the development, particularly at the hotel end, appears particularly unresolved as it features too many shifts in exterior materials and lacks visual cohesion. The building surfaces appear flat, with no projecting or recessed details to provide three-dimensional interest. Perhaps this elevation has not yet been fully developed. In staff's view, a more fine-grained design solution would seem more appropriate for the York Street streetscape.

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. Staff summary of HP Board Comments re: Previous Design Solution
2. David Lloyd's summary of design revisions
3. Latest plans, renderings and elevations
4. Excerpts from March 1 proposal

ATT. 1

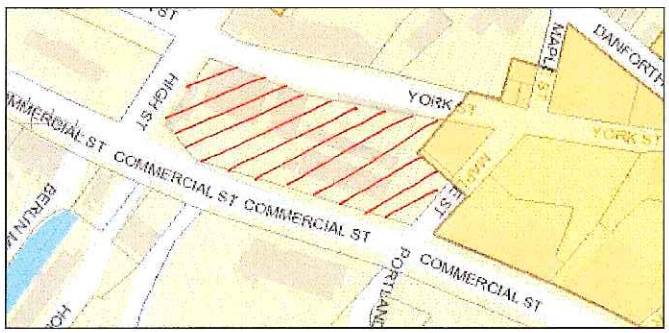
Memorandum

Department of Planning and Development
Historic Preservation Office

To:	**Chair Boepple and Members of the Planning Board**
From:	**Deborah Andrews, Historic Preservation Program Manager**
Cc:	**Jean Fraser, Planner**
Date:	**March 29, 2017**
Re:	**Historic Preservation Board Advisory Review of Proposed Development at 383 Commercial Street**

Under Sec. 14-526 (b) of the site plan ordinance, proposed developments located within 100 feet of a historic district boundary must 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." Although the Planning Board makes the ultimate determination regarding compatibility, the site plan ordinance requires that historic preservation staff "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". In the case of major developments, it has also been customary for the Historic Preservation Board to forward its assessment of the development's compatibility for consideration by the Planning Board. This memo includes both a description of the project's historic context and an analysis of its compatibility with that context.

As the following map illustrates, the subject parcel immediately abuts the western boundary of the Portland Waterfront Historic District on both its Commercial Street and York Street frontages. As each of these major corridors has its own distinct character, the proposed should be examined for its compatibility with both its immediate York Street and Commercial Street contexts.



Cross-hatched area: subject parcel
Shaded area: Portland Waterfront Historic District

Project Context

Immediate Context

The proposed development's immediate context is quite disparate. East of the property and separated by Maple Street is the new Courtyard Marriott at 321 Commercial. Completed in 2014, the six-story structure extends in an easterly direction to Foundry Lane and exhibits many of Commercial Street's identifiable, shared building characteristics (discussed below.) West of the development parcel, on the other side of High Street, is Cumberland Farms, which departs from Commercial Street's typical development character in every respect. Across Commercial Street is the Gulf of Maine Research Institute, a large-scale, architecturally notable, corrugated-metal-sided structure. While the building exhibits its own distinctive architectural character, it takes its inspiration from vernacular New England building forms. North of the proposed development parcel, on the other side of York Street, the character of existing development is decidedly mixed, due in large part to the transitional nature of the block. With the completion of the large residential building currently under construction at the corner of York and High, it is likely this area will be redeveloped in the not-so-distant future. Completing the new development's immediate context is the small-scale historic warehouse structure that houses Baxter Academy. This building forms the western terminus of the Portland Waterfront Historic District on York Street.

General Context







While the development site's immediate context is varied, its larger Commercial Street context (inland side) is one of the most architecturally cohesive in the city. Once built, the proposed

development will function as the western terminus of what is today an almost continuous row of similarly-scaled and architecturally unified commercial blocks that stretch along the inland side of Commercial Street to the Galt Block east of Franklin Street. Given this architectural unity and the compelling streetscape that results from it, it is important that Commercial Street's salient building characteristics be studied and reinforced in any new development.

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

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

On the previous page are aerial views of several segments of the north side of Commercial Street. From the photographs, one can observe the following **unifying characteristics**:

Relationship to the street:

- With few exceptions, the entire width of each block is developed with wall-to-wall buildings. On a few blocks, individual buildings with large footprints fill the entire width of the block. More often, individual, smaller-footprint buildings directly abut each other, sharing party walls. This creates a strong continuous streetwall, interrupted only by intersecting side streets. The few gaps in this continuous streetwall pattern are the result of demolition and reuse of the subject site for surface parking.
- Buildings are oriented with their principal facades facing Commercial Street, with no setback from the sidewalk.
- The flatness and unusual breadth of Commercial Street, together with its broad sweeping curve as one travels from one end to the other, makes possible expansive views of the continuous streetwall on the inland side of the street. This configuration allows one to appreciate the relationship between individual buildings.

Scale, Form and Architectural Composition of Individual Structures:

- A strong base, typically executed in granite, which is clearly distinguished from the upper floors. A continuous horizontal datum is established by the frieze/cornice above abutting storefronts
- Building heights that generally range from 3-5 stories. Courtyard Marriott is 6 stories.

- Overall simplicity of massing
- Very regular fenestration, individual punched window openings, windows of vertical proportions
- A defined cornice
- Roof forms are typically flat or gambrel, with few exceptions
- Consistent and limited material palette.

Variety of Architectural Detail

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

Historic Preservation Board Review Process

The Historic Preservation Board held two workshops (January 4 and March 1) on the proposed design solution for the 383 Commercial Street development. While a second workshop was not required, the development team volunteered to return with design revisions developed in response to the Board's comments and concerns at the January review session. Following are images of the project as submitted for the second workshop:



Commercial Street elevations





Looking west on Commercial Street toward proposed development



York Street elevations





Initial proposal



Revised Proposal

The photos above illustrate some of the major design revisions which were made in response to HP Board comments at the January 4 workshop. Note that the brick façade on Commercial Street was extended further into the interior courtyards to provide more visual mass and to avoid the appearance of a shallow brick "veneer" on Commercial. The brick façade was also carried around the Maple Street elevation. The pergola treatment at the top floor was revised, the balconies were modified and the courtyard treatment was simplified. The ground floor granite arcade that continues across the entire width of the building was revised to step up to a two-story arcade in front of the courtyards. Although not apparent in the images, the level of tonal contrast between the front elevations and the interior courtyard elevations was reduced to better unify the structure. Note that the Board recommended a number of additional design revisions at the second workshop. These are itemized in the following section.

Modifications were made to the York Street elevation as well, although not as substantive.

HP Board Assessment of Compatibility, Outstanding Design Issues as of March 1 Wkshp

At the conclusion of the March 1 workshop, there was a consensus among Historic Preservation Board members that the proposed development—once full build-out was achieved--would be generally compatible with its respective historic context(s).

In reviewing the proposal, the Board accepted the basic organization and massing of the proposed development as being a result of the developer's stated priorities for the project (i.e. providing light and views for as many of the upper story residential units as possible.) Although wide spacing between individual buildings is not characteristic of Commercial Street's development pattern (most structures directly abut each other), the Board did not recommend significant changes in the project's massing, such as reducing or consolidating the number of individual "buildings" as viewed from Commercial Street. Rather, the Board focused its discussion on key elements of the design and contributing details. Given that the existing character of development on the inland side of Commercial Street differs significantly from that on York Street, compatibility factors for consideration differed as well. In the Board's view,

York Street could support a higher degree of architectural and material variety than Commercial Street because the streetscape was more varied and less visually "weighty".

There was general acknowledgement that the developer's choice to phase the overall project would result, at least in the short term, in a rather curious—and much less compatible—development. This was especially the case because the easternmost "block", which is proposed to be built first, features the most non-contextual massing. Also, the Phase One building would present challenges in terms of providing a satisfactory terminus for the precast colonnade at the sidewalk level. In sum, Board members stressed that because the proposed design solution is predicated on a repetition of forms, *compatibility of the project is achieved at full build-out.* The concern would be if all the phases are not constructed as proposed.

In addition to this general observation, the HP Board identified several elements of the design that warranted further revision/reconsideration, including:

- The ground level treatment of the building's Commercial/High Street corner remained unresolved.

- The spacing of the precast piers in front of the recessed arcades creates openings that appear too monumental and "heroic" in proportions. The architect was encouraged to add an additional pier to the eastern and western colonnades to achieve the proportions shown in the center arcade. This would reduce the size of the openings and provide a more appropriate scale at the street level.

- Given the varied façade treatment across the York Street elevation, Board members suggested that a continuous brick base might provide a unifying element to the overall composition. Also, a suggestion was made to reduce the depth of the overhangs on York Street.

- Although Board members acknowledged that the question of use is not within the HP Board's purview, the developer was encouraged to consider including a retail, personal service or other commercial use along a portion of York Street's frontage. This would further engage the development with the street and serve a growing residential population in the area.

Note: In reviewing the most recent submission prepared for the Planning Board workshop, staff notes that the design has been revised to respond to most of these suggestions.

ATT. 2

October 10, 2017

Jean Fraser
Planner, City of Portland
Portland City Hall
389 Congress Street
Portland, ME 04101

RE: 383 Commercial Street

Dear Ms. Fraser,

Our new revised architectural submission is a direct result of critiques developed though interaction with the City of Portland Planning Board and the Planning Staff. Please note the following:

1. Along Commercial street the architecture is still a reflection of the architecture to the east running up commercial all the way to Franklin Street. A strong unity of building wall that is a distinctive Portland Maine architecture. While in full respect of this architecture we have moved in a more contemporary version of this archetype. The hotel on the corner of Commercial and Maple has been redesigned to bring the hotel entry lobby down to street grade, thus creating a more dynamic interaction with the street and building activity. We have also introduced glass facades in the east and west corners, creating a two story lobby space and more views to the south.

2. West of the hotel we have developed the new entry off Commercial Street. This passage way allows for pedestrians and cars and trucks to enter the site and extends to York Street giving full access for pedestrians from York to Commercial. As we turn into the site the architecture becomes more contemporary and light in color. The passage way is also highlighted by an overhead bridge, allowing residents of the residential building to gain access to activities in the hotel. There are also seating areas allowing people to sit and watch the street scene.

3. Going west from the hotel we have incorporated setbacks on the building. Thus, giving a more dynamic architecture and also more units with southern light and views. The actual volume remains the same but the first cornice line on Commercial Street is lowered by one story and the cornice on York is raised one story.

4. Going west from the new entry, we have incorporated another courtyard directly off the sidewalk. Both of these courtyards offer a unique urban space offering views to the sidewalk, a quiet urban space that can be used to sit, interact or dine.

5. The base of the building has been changed from precast to brick. Still with an established base typical of Commercial Street. This change is more reflective of the modern architecture we wish to incorporate. The brick material will be an elongated brick 16 inches versus a standard 8 inch and brown in color offering a more distinctive subtle change from the more typical old port blend. The base is also evolved into a two story element. A refection of the architecture of the former Porteous warehoused building to the east.

6. Continuing west to the last phase of the project we have incorporated a metal clad building between two brick faced buildings.

7. Solid to void proportions have been adjusted, giving the fenestration a more vertical expressive design.

8. Building elevations along York Street have been increased in height by one story, due to the stepping roofline.

9. Residential entries are now located on both Commercial and York, giving stronger relationships to each street and better access for those living there.

In summation We believe that the buildings are moving in a very positive direction offering a more dynamic architecture, a more connected urban fabric while maintaining a strong authentic Portland architecture.

Respectfully Submitted,

David Lloyd
Maine Licensed Architect

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

ATT. 3
REVISED PLANS
RENDERINGS ;
ELEVATIONS

Master Site Development Plan

383 Commercial Street Portland, Maine

York Street

Garage Entrance

8 Foot Brick Sidewalk / Metal Picket Fence/ Shrub and Groundcover Plantings Entire York Street Frontage

Public Pathway

Banquet Plaza/ Parking Below

Service Area

Baxter Academy

Garage Entrance

High Street

8 Foot Brick Sidewalk / Shrub and Groundcover Plantings

Phase 2
Retail / 117 Residences

Garage Entrance

Two Way Traffic

Lobby Entry

Maple Street

Resident Terrace / Parking Below

Resident Terrace / Parking Below

Phase 3
Retail / 94 Residences

Retail Courtyard

Retail Courtyard

One Way Traffic

Phase 1
139 Hotel Rooms / Restaurant

Curbless Woonerf / Public Pathway

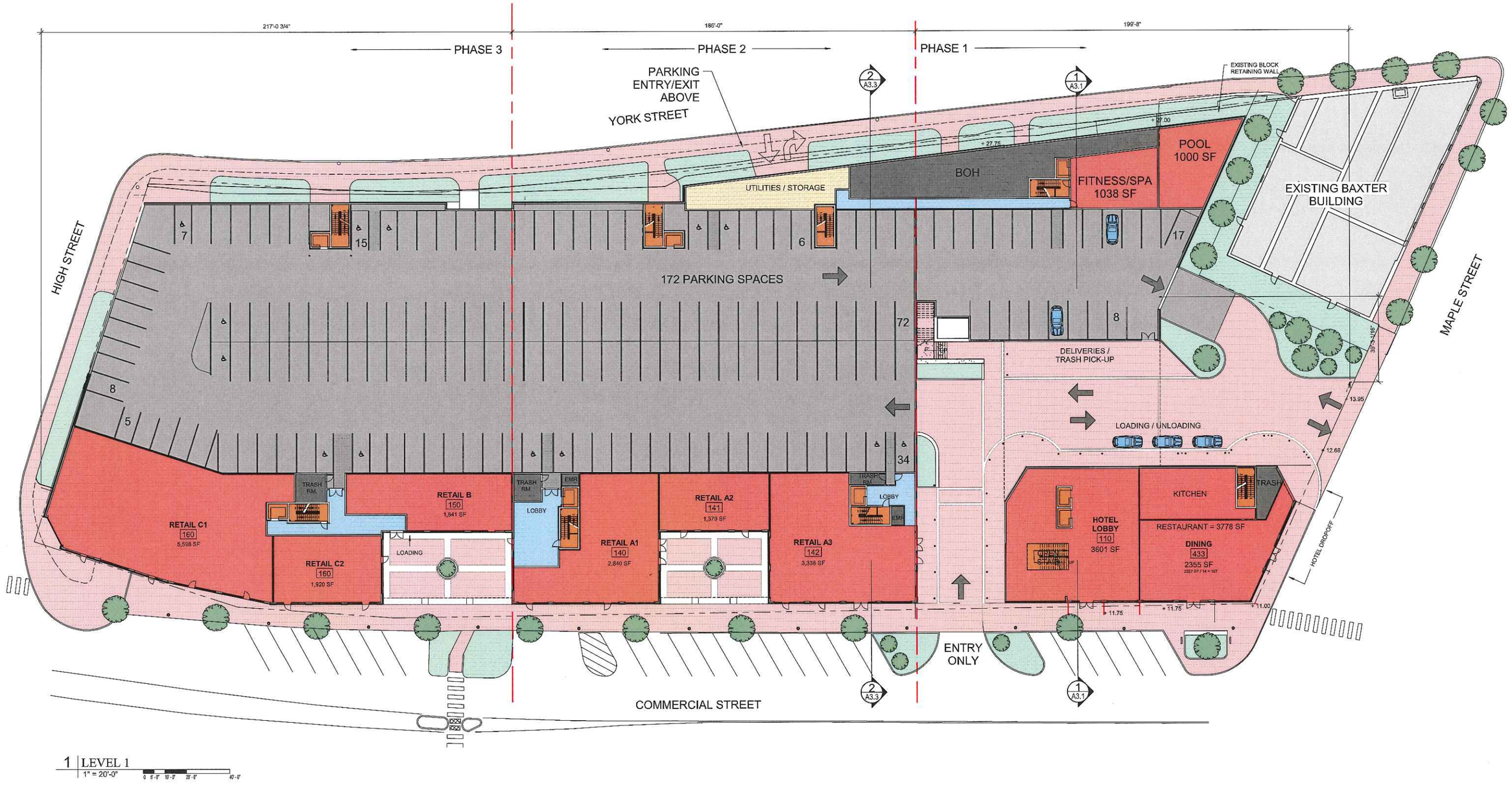
Historic Cobbles

Sidewalk Extension

Service Area

13 Foot Brick Sidewalk / Street Trees / Municipal Street Lights / On Street Parking

Commercial Street



1 LEVEL 1
1" = 20'-0"

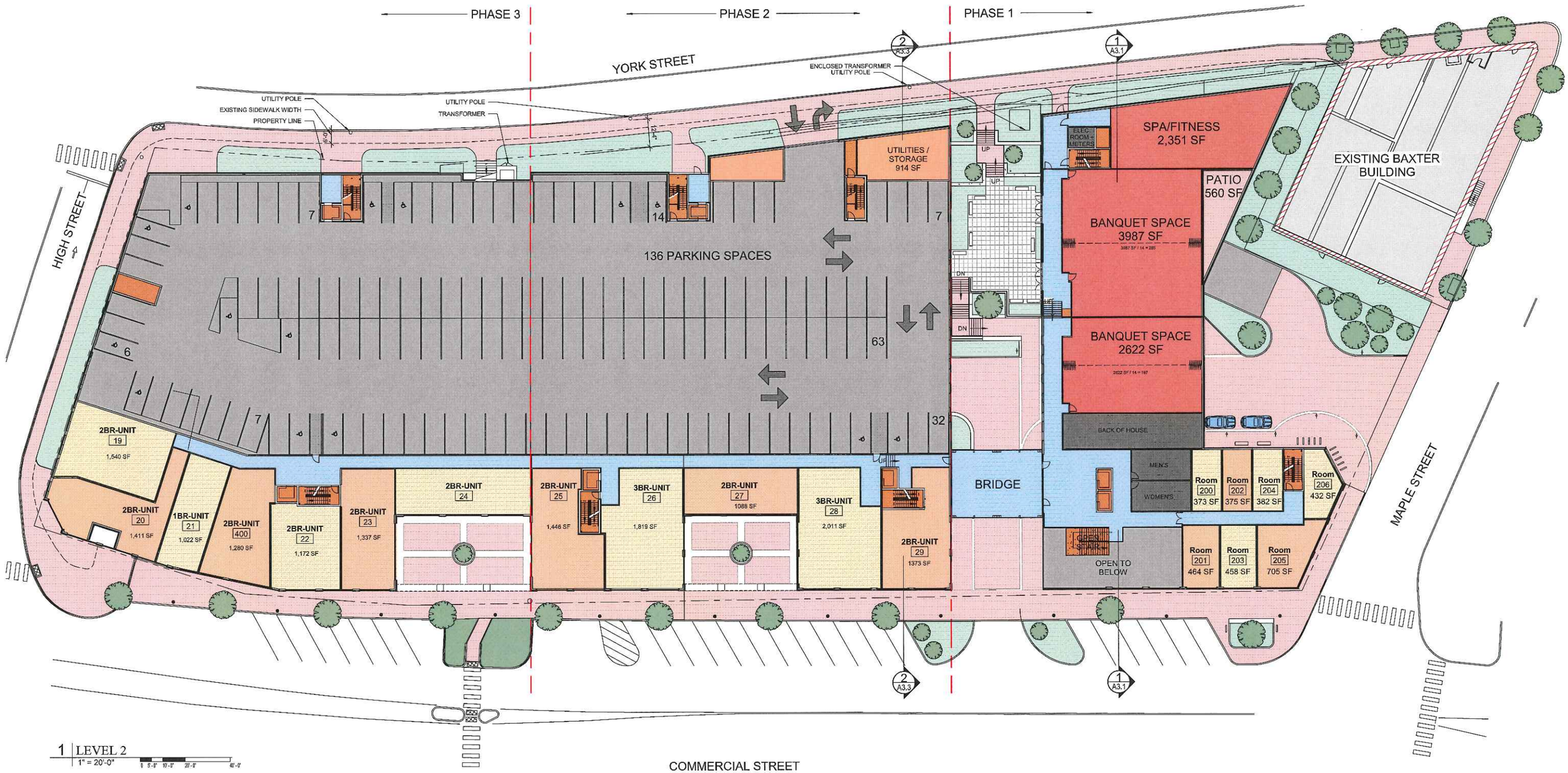
383 COMMERCIAL STREET

Portland, Maine

OCT. 10, 2017

A1.1

ARCHETYPE architects
48 Union Wharf Portland, Maine 04101



383 COMMERCIAL STREET

Portland, Maine

OCT. 10, 2017

A1.2

ARCHETYPE architects
48 Union Wharf Portland, Maine 04101

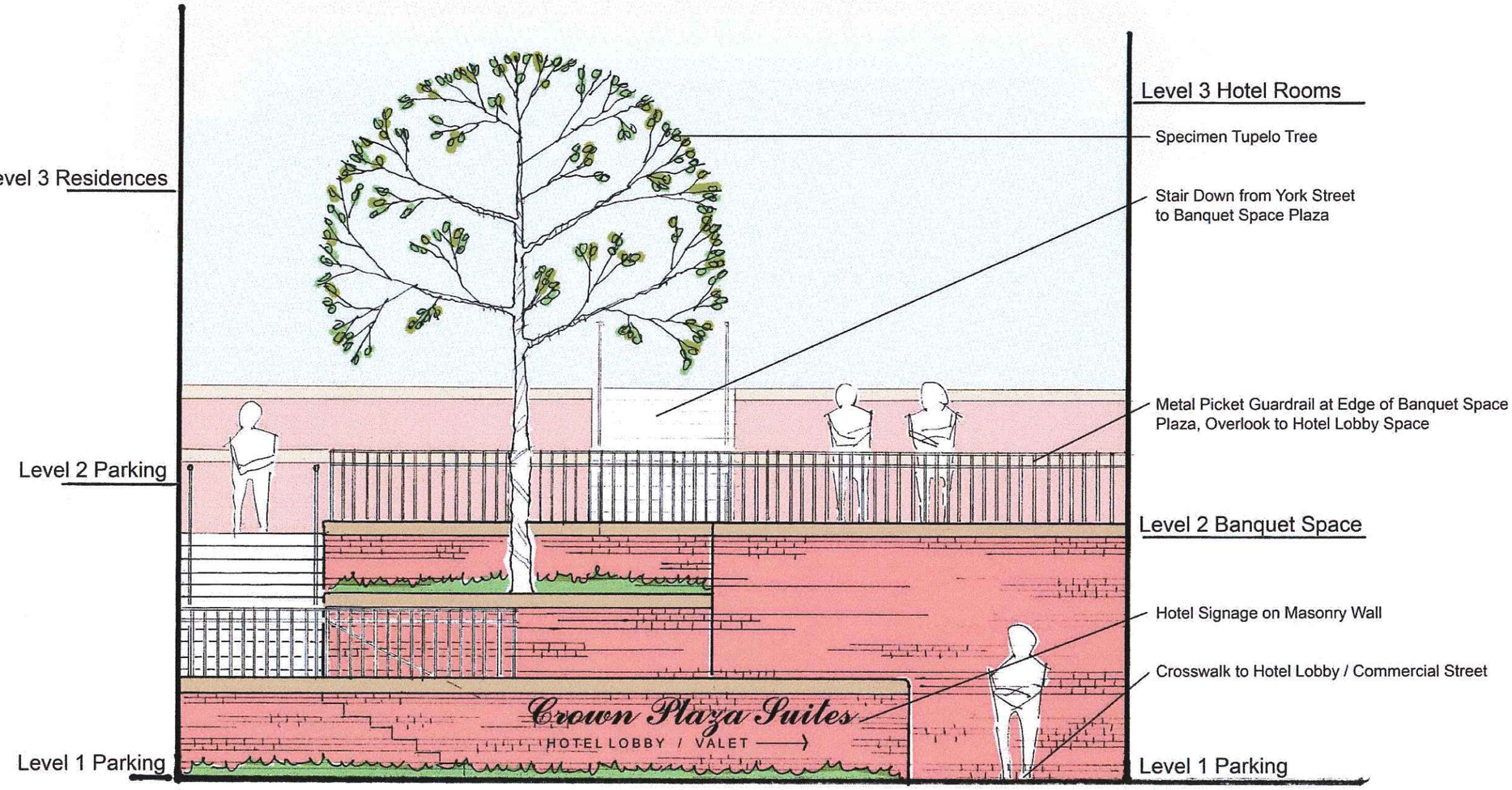



← FISH PIER
COURT ST
F.T.D. Member
Center St
CASCO BAY BRIDGE
FRUIT · PRODUCE









Elevation at Stairs to York Street and Hotel Signage as Viewed Entering From Commercial Street





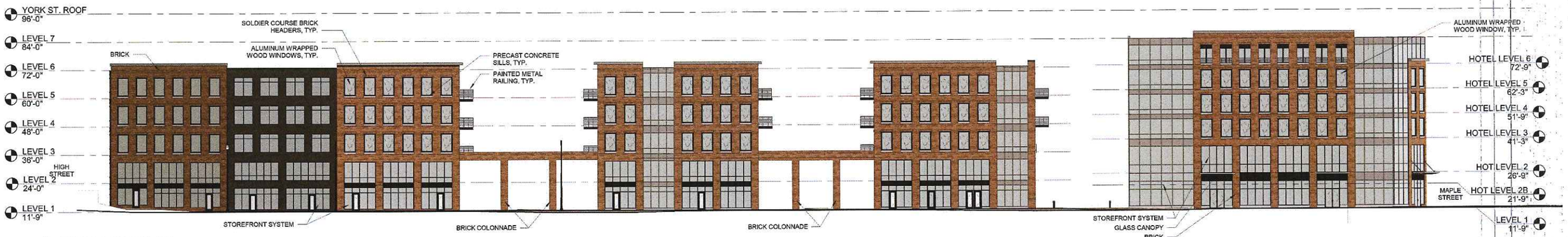





NO
PARKING
ANY
TIME



1 | MAPLE ST
1" = 20'-0"



2. | COMMERCIAL ST
1" = 20'-0"

3 | HIGH ST
1" = 20'-0"



4 | YORK STREET
1" = 20'-0"

383 COMMERCIAL STREET

Portland, Maine

OCT. 10, 2017

A2.1

ARCHETYPE architects
48 Union Wharf Portland, Maine 04101

ATT. 4

EXCERPTS FROM MARCH 1 PROPOSAL




FRUIT · PRODUCE



383 Commercial Street

Portland, Maine

January 2017

ARCHETYPE architects


ARCHETYPE
architects



ARCHETYPE
architects


ARCHETYPE
architects