

1. Legal Ad

Documents:

[9-5-18 LEGAL AD.PDF](#)

2. Agenda

Documents:

[9-5-18 HP AGENDA.PDF](#)

3. 33-37 Montreal Street

3.I. Memo And Attachments

Documents:

[HP MEMO - 33-37 MONTREAL STREET.PDF](#)

3.II. Public Comment To Date

Documents:

[PUBLIC COMMENT TO DATE \(33-37 MONTREAL ST\).PDF](#)

3.III. Additional Public Comment

Documents:

[PUBLIC COMMENT - LINDA TYLER 9-4-18.PDF](#)

3.IV. Additional Public Comment

Documents:

[PUBLIC COMMENT - NINI MCMANAMY 9-4-18.PDF](#)

3.V. Additional Public Comment

Documents:

[PUBLIC COMMENT - EJ KOCH 8-15-18.PDF](#)

4. 34 Wharf Street

4.I. Memo And Attachments

Documents:

[HP MEMO - 34 WHARF STREET.PDF](#)

**LEGAL ADVERTISEMENT
HISTORIC PRESERVATION BOARD
CITY OF PORTLAND**

Public comments are taken at all meetings.

On **Wednesday, September 5, 2018**, the Portland Historic Preservation Board will meet at 5:00 p.m., Room 209, Portland City Hall to review the following items.

1. WORKSHOP

- i. Preliminary Design Review of Proposed New Construction (2nd Workshop). Project is being reviewed under the provisions of the Munjoy Hill Neighborhood Conservation District. Project includes demo of ‘preferably preserved building’ and Request for Alternative Design Review; 33-37 MONTREAL STREET; 33 Montreal LLC., Applicant

Dinner Break; Meeting Resumes at 7:30 p.m.

WORKSHOP (continued)

- ii. Preliminary Review of Exterior Alterations and Addition under Consideration; 34 WHARF STREET; Portland House, LLC., Applicant.

2. CONSENT AGENDA

CITY OF PORTLAND, MAINE
HISTORIC PRESERVATION BOARD

Julia Sheridan, Chair
Bruce Wood, Vice Chair
Ian Jacob
Robert O'Brien
Penny Pollard
Julia Tate
John Turk

HISTORIC PRESERVATION BOARD AGENDA
September 5, 2018 at 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 AT THE MEETING HELD ON 8-15-18:**
There were no public hearing items on the 8/15/18 agenda.
- 4. WORKSHOP**
 - i. Preliminary Design Review of Proposed New Construction (2nd Workshop). Project is being reviewed under the provisions of the Munjoy Hill Neighborhood Conservation District. Project includes demo of 'preferably preserved building' and Request for Alternative Design Review; 33-37 MONTREAL STREET; 33 Montreal LLC., Applicant

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HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

2nd WORKSHOP
33-37 MONTREAL STREET

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Deb Andrews, Historic Preservation Program Manager
Caitlin Cameron, Urban Designer
DATE: August 28, 2018
RE: September 5, 2018 2nd WORKSHOP – Preliminary Review of Proposed
14-Unit Residential Construction
*This review is pursuant to the requirements set forth in the Munjoy Hill
Neighborhood Conservation District Alternative Design Review (14-140.5(d)2) and
Demolition Review (14-140.5(e))*

Address: 33-37 Montreal Street, Munjoy Hill
northeast corner of Montreal and Willis Street

Applicant: 33 Montreal LLC, represented by Tim Wells

Project Architect: Jesse Thompson and Richard Lo
Kaplan Thompson Architects

Introduction

Representatives of 33 Montreal LLC are returning for a second workshop on a proposal for a new 14-unit residential structure at the northeast corner of Montreal and Willis streets on Munjoy Hill. Architects Jesse Thompson and Richard Lo have made a number of design revisions in response to comments and concerns heard at the Board's August 15th workshop and are seeking feedback as to whether the changes successfully address stated concerns.

Following this second preliminary design review session, the applicant hopes to move on to a final public hearing and approval. As such, the Board will want to identify any unresolved design issues that will need to be satisfactorily addressed in order for the project to meet the historic preservation ordinance's new construction standards and the design principles set forth in the *R-6 Infill Development Design Principles & Standards*.

Board members were provided copies of all applicable ordinances and design standards in advance of the August 15 workshop and are encouraged to review them prior to

Wednesday's review session. The applicant's latest submission is enclosed as **ATTACHMENTS 1 and 2**. Included is a written summary of the design revisions, updated building elevations shown together with their original iteration, and some additional renderings and perspective views. Urban Designer Caitlin Cameron has provided a summary of staff's comments relative to the revised proposal—see **ATTACHMENT 3**. Public comment received since the 8/15 workshop is enclosed as **ATTACHMENT 4**.

Background

Board members will recall that this project is being reviewed under the provisions of the recently-adopted ordinance establishing the Munjoy Hill Neighborhood Conservation District. Under the new ordinance, the Historic Preservation Board has been assigned a number of specific responsibilities separate from those assigned under the historic preservation ordinance. These responsibilities were described in detail by Planning & Urban Development Director Jeff Levine during a July 25 workshop and summarized in the August 15th staff memo introducing this project.

This application is before the Historic Preservation Board because the project calls for the demolition of a residential structure at 37 Montreal that the Planning Authority has determined to be a 'preferably preserved' building. (Two other residential structures will be removed as well, but they do not meet the 'preferably preserved' criteria.) The new ordinance establishes a review process and specific requirements for such demolitions, including imposition of a 12-month demolition delay period. As provided under the new regulations, an applicant may seek Historic Preservation Board review of their proposal for replacement construction during the demolition delay period. If the Historic Preservation Board finds that the design of the proposed infill structure meets the historic preservation ordinance's new construction standards, the Planning Authority may elect to lift the demolition stay.

The project is also before the Board because the applicant will ultimately be seeking "Alternative Design Review" of the project, as provided in the *R-6 Small Infill Development Design Certification Program*. Under Alternative Design Review (ADR), a proposed design need not meet each and every one of the R-6 zone's design standards (which are fairly prescriptive), but must be consistent with *all* of the R-6 design principle statements and a *majority* of the design standards. The Historic Preservation Board has been assigned the role of review authority for Alternative Design Reviews of projects within the Munjoy Hill Neighborhood Conservation District.

In this case, Alternative Design Review is sought for relief from zoning requirements as regards allowable roof forms in the MHNCD as well as to allow a contemporary design that does not meet each and every standard within the R-6 Small Infill Design Review standards.

Project Context

The project site is located at the northeast corner of Montreal and Willis streets, near the edge of the more densely developed portion of Munjoy Hill. Just a block away, on the east side of Walnut Street, the traditional development pattern ends abruptly with the Promenade East development and Island View Apartments. In this respect the general context of the project is transitional in nature. The specific Montreal Street block on which the new building is proposed is also somewhat anomalous for Munjoy Hill. The eastern end of the block is occupied by the MacArthur Gardens Apartments, which were built circa 1947. Not only do the brick buildings differ architecturally from most buildings in the area, they occupy a larger footprint, are set back from the street, are surrounded by green space, feature perimeter parking at the sidewalk and generally read as an independent, self-contained complex. Immediately across Montreal Street from the project site, at the southeast corner of Montreal and Willis, is a large open side yard for a house that faces Willis.

While the portion of the project's context described above is eclectic in terms of scale, massing and architectural character, much of the surrounding context is consistent with the historic development pattern that characterizes most of Munjoy Hill. Immediately across Willis Street from the project site, the Hill's prevailing development pattern is evident and quite consistent. Buildings are closely spaced, occupy small footprints, are set close to the street, range from one-and-a-half to two stories and are wood-frame construction with clapboard exteriors. On the western blocks of Montreal Street and across from the development site on Montreal (just beyond the open side yard at the corner), the buildings are also typical of the Munjoy Hill neighborhood. The buildings are predominantly vernacular expressions of the Italianate and Second Empire styles popular in the last quarter of the 19th century, but included in the mix is an earlier Greek Revival residence, a bungalow, and an early 20th century triple decker building. Buildings range in height from one-and-a-half to three stories. While the front-end gable is the predominant roof form, examples of mansard, flat, hip and side gable roofs are also present. Most houses are two or three bays wide, often with a projecting bay or front porch, with ground floor living space raised above a brick foundation. Entrances are generally located on the street façade, although there are examples of primary entrances on the side elevation. Parking, where provided, is accommodated in narrow driveways to the side of the dwelling.

General Project Description

The proposed four-story, multi-family building is situated on the corner of Willis and Montreal streets and is a hybrid of rowhouse and multi-family building types. The design and corner condition create principal facades on two streets which is unique and anomalous (traditionally, corner buildings have a clear primary façade and side façade). Three "rowhouses" with individual stoops face Willis Street with a flat roofline defined at three stories and bay windows adding articulation to this façade; the row houses face predominantly small, traditional buildings. The Montreal Street façade transitions to

an apartment building with a mid-block common entry. This façade is set back from the street to accommodate the grade change, ramp and stairs. The overall building form is tied together with a butterfly roof – the top floor and roof set back from the lower three floors on Willis Street. Both facades include planted buffers between the sidewalk and building and the living spaces are elevated. On the eastern end of the Montreal Street façade, the ground floor is set high above the street. The material selection is urban in character with a grey color palette – a combination of brick, metal shingle, and stone foundation/terraces.

Summary of August 15 Workshop

Following presentations by the developer, project architect and staff, Board members asked questions for clarification and public comment was taken. As the Board began its preliminary deliberations, Board members were encouraged to focus first on “big picture” issues such as scale, form/massing, and overall architectural expression as they affected the development’s relationship to the surrounding context.

Public Comment:

Ten members of the public, mostly residents, provided oral comment at the workshop. Most expressed opposition to or concern about the development as proposed, citing a lack of compatibility with the immediate surrounding context, particularly with respect to scale, mass and overall architectural character. In addition to those speaking at the workshop, staff received and copied for the Board’s advance review 13 emails regarding the project. (These, together with those received since the 8/15 workshop, have been posted on the City’s website with other project-related information.)

Clarifying Questions Posed to Staff:

- *How is height governed in this application?* Staff explained that the height allowance established by zoning rules in areas not designated as historic districts. The *manner* in which the overall height is achieved, however, can be regulated through the design review process in order to meet applicable design standards. Also, the required setbacks increase with larger buildings.
- *Are there any provisions addressing aggregation of lots?* Staff explained that there is no maximum lot size established in the new ordinance. An applicant is able to aggregate lots for proposed developments.
- *In determining compatibility with surrounding context, are the limits of the applicable context defined?* Staff explained that the R-6 design standards define the context as the buildings within a two-block radius of the site, with special attention given to the existing buildings on both sides of the street within the block of the proposed development. While the historic preservation ordinance does not

include a specific limit on the area considered as surrounding context, the Board has generally considered the area in close proximity to the proposed development when evaluating compatibility.

- *Under which design standards should the Board review this project?* Staff explained that any development for which the applicant is seeking to have the demolition delay period lifted must meet the *historic preservation ordinance's Standards for Review of New Construction*. Additionally, because the project will ultimately be subject to review under the *R-6 Infill Development Design Principles and Standards* and the applicant will be seeking Alternative Design Review, the Board will need to determine whether approval under the historic preservation ordinance standards would be in conflict with the stated infill design principles of the R-6 zone.

Board Comments and Concerns

- In prefacing their remarks, several Board members expressed the view that while the design solution was compelling, its relationship with the surrounding context was problematic, especially with respect to its scale, massing and engagement with the street. One Board member noted that the design was better suited to a more urban or mixed-use context than to this residential neighborhood setting.
- The townhouses facing Willis were identified as the most successful component of the project in terms of achieving compatibility with the surrounding context, especially in terms of their direct engagement with the street and sense of “approachability”. Board members noted the short flights of steps and stoops leading to entrances directly facing the street. While taller than the buildings across the street, the setback at the fourth-floor level helps mitigate its scale. Additionally, the width of the façade is broken down into three distinct townhouse elements, manipulating the massing in such a way that it reduces the building’s apparent scale.
- In contrast, Board members expressed concern about the Montreal Street elevation’s lack of engagement with the street. While acknowledging that factors such as the changes in grade across the site, the requirement for ADA access, and the developer’s desire for parking underneath the entire footprint put constraints on any design solution, the resulting retaining walls shown in front of three elevations of the building and the significantly elevated main entrance had the effect of removing the development from the street and “privatizing” the building. Board members noted that this removal was at odds with the character of the neighborhood, where direct connections to the street was the norm. Board members also noted that any privacy or security concerns, which also appeared to be driving the proposed retaining walls, needed to be balanced with the goal of

integrating the building with the neighborhood. As one Board member noted, the prevailing development pattern not only features ready access from house to street, but also house to house between lots.

- One member of the Board raised the question as to whether there had been any consideration of separating the development into two masses. This would not only define the two expressed building types (townhouses and multifamily), it would also address concerns about massing and scale on the Montreal Street elevation, respond to the change in grade and mitigate or avoid the need for high retaining walls.
- Several Board members noted that the proposed butterfly roof form served to highlight the mass and scale of the building, effectively calling attention to how tall it is. They argued that the fourth floor should appear more visually recessive.
- One member noted that the choice of materials and color palette contributed to the overall sense of separation from the neighborhood and lack of “approachability”. Board members also suggested that the width of the bays and the Montreal St. entrance be given further consideration.
- One member noted that the Historic Preservation Board has approved a number of housing developments in designated historic districts that are substantially larger than the surrounding buildings—e.g. two multi-family projects at 17 Carleton Street and at the corner of Deering, Mellen and Cumberland. To achieve compatibility and meet the historic preservation ordinance standards, the form/massing of the development was manipulated to reduce the apparent scale and the overall height of the structure was mitigated through the choice of roof form and/or roof step-backs. Compatibility was also achieved through close attention to the building’s relationship to the street as compared to surrounding development, the use of a contextual material palette, study of proportion and the incorporation of key architectural features characteristic of the surrounding setting.

Requested Addition Information

At the conclusion of Board discussion, Board members asked that the following additional information be provided to assist with the review:

- Elevations of the east and north sides of building
- Perspective view of Willis Street showing existing and proposed development on both sides of the street. Views should be from points north and south of the development.
- View of Montreal Street elevation as approached from the Eastern Prom

- Rendering of Montreal Street entrance as viewed straight-on
- Alternative roof solutions for consideration
- Floor plans and roof plans

Staff Review and Comments

As with the initial proposal, a review of the revised design proposal was conducted by Caitlin Cameron, Urban Designer and HP Program Manager Deb Andrews. Ms. Cameron has summarized staff's analysis and comments, addressing each of the R-6 design principles and standards for infill residential—see **ATTACHMENT 3**.

As explained in the August 15th staff memo, while Ms. Cameron organizes staff comments according to the R-6 design principles, these stated principles are essentially the same as those referenced in the historic preservation ordinance's new construction standards. As such, a separate written analysis against the HP ordinance standards was felt to be redundant.

Applicable Review Standards

For this project, the Board is to review the proposed development for compliance with the *historic preservation ordinance's Standards for Review of New Construction*. Additionally, the Board will be considering whether project meets the *design principle statements* set forth in the *R-6 Small Infill Development Design Principles & Standards*, as required under the Alternative Design Review process.

Although the historic preservation ordinance's new construction standards and the ADR's design principles are two separate sets of design review criteria under two separate sections of the Land Use Code and are written a bit differently, the compatibility factors that are addressed in each are fundamentally the same. The intent of both sets of standards is to ensure that the infill development relates to and is compatible with the predominant character-defining features of its surrounding context. ("Surrounding context" is typically considered the buildings within a two-block radius of the project site.) The standards also seek to ensure a high standard of building design, while allowing for diversity of design.

Historic Preservation Ordinance Standards for Review of New Construction

Following is the preamble from the chapter on new construction in the *Portland Historic Resources Design Manual*. The preamble is highlighted below because it explains the philosophy behind the preservation ordinance's new construction standards and intended application. The *Manual's* complete chapter on new construction, which includes the full text of each ordinance review standard as well as illustrations and descriptions of how the standards are to be applied, was provided with the August 15 staff report.

The placement of a new building or building addition into an existing historic context presents design problems often quite different for those for new construction on open sites. The challenge, simply put, is one of designing a building which is both distinct from and compatible with the buildings that surround it.

Striking a balance between continuity and change is especially important within historic districts. On the one hand, a commitment to historic preservation should not stifle dynamic, creative contemporary architecture. On the other hand, ill-conceived new construction can easily diminish the visual qualities which led to an historic district's special designation.

The purpose of the [ordinance's new construction] standards is to provide guidance in 1) identifying the visual qualities of a given site's context and 2) assessing whether or not a proposed design is likely to compliment that context. The replacement of historic fabric with new construction can, especially in the aggregate, alter the appreciation of an area as a historic district. Therefore, new construction in such a setting must be carried out with extreme care and respect for that context.

The challenge is to design a building which is both distinct from and compatible with the buildings that surround it. The purpose of the following standards is to provide guidance in identifying the visual qualities of a given site's context, and to assess whether or not a proposed design is likely to compliment that context.

The central idea behind good design in an historic context is a simple one. The scale, mass, orientation and articulation of an infill building should be compatible with that of the buildings that surround it. Compatibility refers to the recognition of patterns and characteristics which exist in a given setting, and responsiveness in a new design which respects these established patterns and characteristics. Although similarity of design is one way of achieving compatibility in an historic context, a creative and distinctly contemporary design response is both permitted and encouraged with the parameters of the new building's context.

There are a number of building characteristics which can be used to gauge visual compatibility of new construction in an existing context. A new building need not follow the pattern set by its neighbors in each and every category. But it should relate to a number of the easily discernable traits. These characteristics are:

Scale and Form

- Height*
- Width*
- Proportion of principal facades*
- Roof shapes*
- Scale of the structure*

Composition 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*
- Signs, canopies and awnings*

Relationship to the street

Walls of continuity

Rhythm of spacing and structures on streets

Directional expression of principal elevations

R-6 Infill Development Design Principles

A. Overall Context

A building design shall contribute to and be compatible with the predominant character-defining architectural features of the neighborhood.

- **A-1 Scale and Form**: Relate the scale and form of the new building to those found in residential buildings within a two-block radius of the site, that contribute to and are compatible with the predominant character-defining architectural features of the neighborhood. Special attention shall be given to the existing building forms on both sides of the street within the block of the proposed site.
- **A-2 Composition of Principal Facades**: Relate the composition of the new building façade, including rhythm, size, orientation and proportion of window and door openings, to the facades of residential buildings within a two-block radius of the site that contribute to and are compatible with the predominant character-defining architectural features of the neighborhood. Special attention shall be given to the existing facades on both sides of the street within the block of the proposed site.
- **A-3 Relationship to the Street**: Respect the rhythm, spacing, and orientation of residential structures along a street within a two-block radius of the site that contribute to and are compatible with the predominant character-defining architectural features of the neighborhood. Special attention shall be given to the existing streetscape on both sides of the street within the block of the proposed site.

B. Massing

The massing of the building reflects and reinforces the traditional building character of the neighborhood through a well-composed form, shape, and volume.

C. Orientation to the Street

The building's façade shall reinforce a sense of the public realm of the sidewalk while providing a sense of transition into the private realm of the home.

D. Proportion and Scale

Building proportions must be harmonious and individual building elements shall be human-scaled.

E. Balance

The building's façade elements must create a sense of balance by employing local or overall symmetry and by appropriate alignment of building forms, features, and elements.

F. Articulation

The design of the building is articulated to create a visually interesting and well-composed residential façade.

G. Materials

Building facades shall utilize appropriate building materials that are harmonious with the character-defining materials and architectural features of the neighborhood.

ATTACHMENTS

1. Applicant memo summarizing design revisions
2. Elevations, façade studies and perspective views
3. Summary of staff design review of revised proposal
4. Public comment received since 8/15 workshop

33 Montreal LLC
33 Montreal Street
Portland, Maine 04101

Att. 1

August 27, 2018

City of Portland
Historic Preservation Board
Planning and Development
389 Congress Street Portland, Maine 04101

RE: Alternative Design Review Certification and Demolition Permit Approval Preliminary Submission (37 and 33 Montreal Street) 33 Montreal LLC - Workshop #2

To whom it may concern:

33 Montreal Street LLC is pleased to submit revisions to the initial submission for 37 and 33 Montreal Street in response to feedback received from the Historic Preservation Board and the community at the public meeting on August 15, 2018, and from meeting with the Planning Department staff on August 23, 2018.

This re-submission includes significant changes to the design in response to the astute design observations we heard. Our team has added extensive new design documentation to this submission to assist the Board in their Design Review, including:

1. Exterior elevations of all four sides of the building.
2. Revised first person street level perspective views looking down Willis Street and Montreal Street.
3. New first person street level perspective views on Montreal Street looking towards the building entrances.
4. New first person street level perspective view looking up Montreal St towards the project.
5. New elevation sketches of the Montreal St entrance showing design options for porch roof styles and construction details.
6. Context photographs of the existing conditions of the opposite side of Montreal St from the proposed project, and from Walnut St.

We feel that this extensive effort will assist the Board in better understanding the project in its context and address the concerns expressed at the public workshop by the members of the Board and the public. We have made over a dozen changes to the design in differing degrees of significance. We feel all of these changes enhance the project and further improve the concept, and show the value this building will bring to the neighborhood.

Below we summarize the major design improvements our team proposes in order to create an even better addition to the neighborhood than the concept you reviewed at the last meeting.

33 Montreal LLC
37-33 Montreal Street
Portland, Maine 04101

Area 1 - Scale and Mass

Several board members offered concerns in regards to scale and mass and especially the perception of height on the down slope side of the Montreal Street corner and expressed a desire for us to think of ways to mitigate the feel and perception of the scale and mass. We have modified the design significantly to help change the experience for people as they walk around the project from any direction. We paid significant attention to the downhill corner along Montreal Street.

1. We heard many positive comments about the Townhouses along Willis Street, and we have re-organized the internal floor plan of the building to create a new Townhome on Montreal Street that will have its own entrance and stoop at the downhill corner of the building. This new stoop will create a more single-family residential feel to the Montreal Street side. The experience of walking down Montreal St will be enhanced because the stone terracing height will step up gradually and lead to a residential front door. This change will also encourage more street engagement and create a more permeable street façade.
2. The top floor of the building on the downhill side along Montreal Street is now set back 8' across the whole width of the floor. This will make the building seem like a three story building from below and greatly reduce the feeling of height as people walk up Montreal or Walnut Streets from the Eastern Promenade.
3. Landscaping is completely redesigned along both the Willis and Montreal Streets. Light colored large granite boulders have replaced the darker cut stone from the previous proposal and will be integrated into the retaining wall to make it look very natural and organic. This will give varying heights to the wall and offer small spaces for rock gardens at varying heights. The effect creates the feeling of walking along a garden walkway and will greatly improve the ambience of walking along either Montreal or Willis Street today.
4. The corner of the property that abuts McArthur Gardens is a very challenging corner. The neighboring car parking lot is currently only 18" to 24" from our property line. The landscape terraces have been redesigned so that the corner steps back in a series of individual tiers and levels instead of a single plane.
 - a. At the same time we need to lead residents' view up and over this neighboring car parking lot. We need to balance street engagement with privacy for both residents of McArthur Garden and for people who live in this corner unit and we think this change in landscaping will enhance the experience for both parties.
 - b. John Turk specifically discussed his concern with the height of the wall between the project and McArthur Gardens. This is an important question, and to understand the best design approach we have discussed this element with Port Property, owner of McArthur Gardens. Both owners feel that this wall design will create a great sense of place and encourage residents of McArthur Gardens to enjoy the outdoor space. Along the wall, small cafe tables are envisioned providing a real amenity to the residents and helping encourage more interaction among neighbors and giving a greater sense of community. Currently this space is unusable and overgrown with Japanese Knotweed. Additionally, the wall and design of the plantings at the top of the plinth will provide required privacy between the two homes. It will be a greatly improved situations versus what currently exists. It also diminishes the sense of scale and makes it more manageable in human terms.

**33 Montreal LLC
33 Montreal Street
Portland, Maine 04101**

5. The cornice along the Third Floor has been redesigned to be much more substantial and enhance the perception of a three story building when viewed from street level.
6. The center of the building has been modified to enhance the sense of a “break” between the two living spaces of the building. This center section material has been changed to a flat Shiplap siding material to further accentuate this separation and decrease the visual awareness of the center from the street. These changes are meant to give the perception of breaking the building mass into two separate buildings. We are still evaluating final facade materials and these material selections are subject to change, so we look to the Board’s experience in evaluation of these materials.
7. We have lowered the bay height along Montreal St above the car parking entrance to reduce the overall building scale from the pedestrian way.
8. We have removed the expressed corner windows in the center of the building near the apartment entrance and added a small bay on the upper half of Montreal St.
9. We have moved the corner balconies that were at the lower end of Montreal St into the center of the downhill façade of the building to give better privacy to those residents at the same time that we create a strong solid corner for the building in the same style as the other corners of the project.

Area 2 - Approachability and Pedestrian Entryways

Approachability concerns were focused on the Montreal Street side and centered on the landscape design, the design of the entryway, and the height of the site walls especially the highest area around the downhill corner of the property.

We feel that our Landscaping changes discussed above and the addition of a fourth Townhome with a separate entrance described above incorporated these concerns and have greatly improved the approachability of the project as well as addressing the concerns with mass and scale.

10. We have also pulled the central apartment entrance forward and closer to the. The area created by this move has become a terrace on the second floor of the building. This change brings greater visual attention to the intimate entrance area, and makes the scale more residential and less institutional.
11. We have also changed the central “front porch” concept to bring the supporting columns out closer to the street, thickened the roof edge and added decorative trim details, and added intricate human-scaled construction details to the front entrance area.
12. We have modified the hand and guard rail system to be a series of vertical posts with inset metal panels with vertical guards. This should create a more residential feel by removing a continuous top rail across this area.
13. The front entrance redesign now also creates a pocket park space that gives residents a nice place to congregate or have a short pause to the day. We feel this increases the sense of place, and will certainly offer more opportunity for neighbor interactions as residents come out in the morning or in the evening to exercise or walk their pets. These new “eyes on the street” should also be a good deterrent to the drug transactions that currently occur on this corner.

Area 3 - Window Verticality and matching context

33 Montreal LLC
37-33 Montreal Street
Portland, Maine 04101

14. Window heights on floors one, two and three have been increased to match the feeling of verticality that currently exists in the neighboring homes, and give more classic design proportions.

15. The size of all window bays have been reduced in width to give a greater sense of appropriate scale, especially on Montreal Street.

16. Design details have been added to the stoops along Willis Street and more detailing is being added to the bay roof lines.

Area 4 - Facade Materials

17. Board members expressed concern that the same accent material was used on the bays, the top floor and the center dividing section of the building and suggested adding a third material to create a clearer hierarchy of materials. We have incorporated a third material into the design with the Shiplap siding at the central bay. We want to hold the project to a maximum of three major materials on the façade to allow visual coherence and calm in the design. All facade materials are being considered for their durability, aesthetic quality and suitability.

Area 5 - Roof Design

The butterfly rooftop design brought up questions of contextual appropriateness. This roof design style was chosen in response to the many public comments over the last year about the dislike of the, “new boxy, soviet style buildings”. We feel this roof style helps this building break that perception by bringing a light airy feel to the top of the building with the sloping pitches. We hope this design style responds to the community’s desires for less boxy designs.

We also hope the Board is willing to accept design styles that are perhaps different but allow for aesthetically pleasing and quality design. We are choosing to keep this design feature at this time and look forward to more discussion.

Summary

This area of Munjoy Hill and this particular block offer significant design challenges that we have studied extensively. There are many unique features of this project that are linked together as integral design decisions. The primary choice of not burdening the neighborhood with fourteen to eighteen surface car parking spaces and suspending a new building above those surface car parking spaces was not chosen lightly. Our effort to conceal the car parking spaces underground away from street view has led us to this unique site and landscape design, and we hope that we have uncovered numerous opportunities to create great spaces, from the terraces that ground floor apartments will enjoy, to the stoops along Willis St, to the fully accessible building entrance along Montreal St.

We are attempting to creatively address a lot of these on-the-ground challenges in a creative and sensitive way while we also address the reality of improving this property. This eclectic, mixed neighborhood is an area of very diverse use, design and scale. We feel strongly that this project is going to greatly improve the neighborhood in terms of aesthetics, livability, and sense of community.

AVERAGE GRADE CALCULATION	
S CORNER:	138.0'
W CORNER:	135.0'
N CORNER:	138.0'
E CORNER:	138.0'
AVERAGE GRADE:	137.25'

PREVIOUS WORKSHOP SUBMISSION



1 WILLIS ELEVATION (SW)
SCALE: 1/8" = 1'-0"

Kaplan Thompson Architects
111 Exchange Street
Portland, ME 04101
4071 842-2888
kaplanthompson.com

PROJECT
MONTREAL ST
Montreal St
Portland, ME 04101

A4.2

REVISED ELEVATION



2 WILLIS ELEVATION (SW)
SCALE: 1/8" = 1'-0"

NOT FOR CONSTRUCTION

PROJECT	MTL
DATE	08/27/2018
REVISED 1	
REVISED 2	
DRAWN BY	JT - RL - BB
PHASE	ALTERNATIVE DESIGN REVIEW

PROPOSED ELEVATION
WILLIS ST

PB-2.1

AVERAGE GRADE CALCULATION	
S CORNER:	138.0'
W CORNER:	135.0'
N CORNER:	138.0'
E CORNER:	138.0'
AVERAGE GRADE:	137.25'

PREVIOUS WORKSHOP SUBMISSION



① MONTREAL ELEVATION (SE)
SCALE: 1/8" = 1'-0"

REVISED ELEVATION



② MONTREAL ELEVATION (SE)
SCALE: 1/8" = 1'-0"

Kaplan
Thompson
Architects
103 Exchange Street
Portland, ME 04101
(207) 442-2211
kaplan@kap-thompson.com

PROJECT
MONTREAL ST

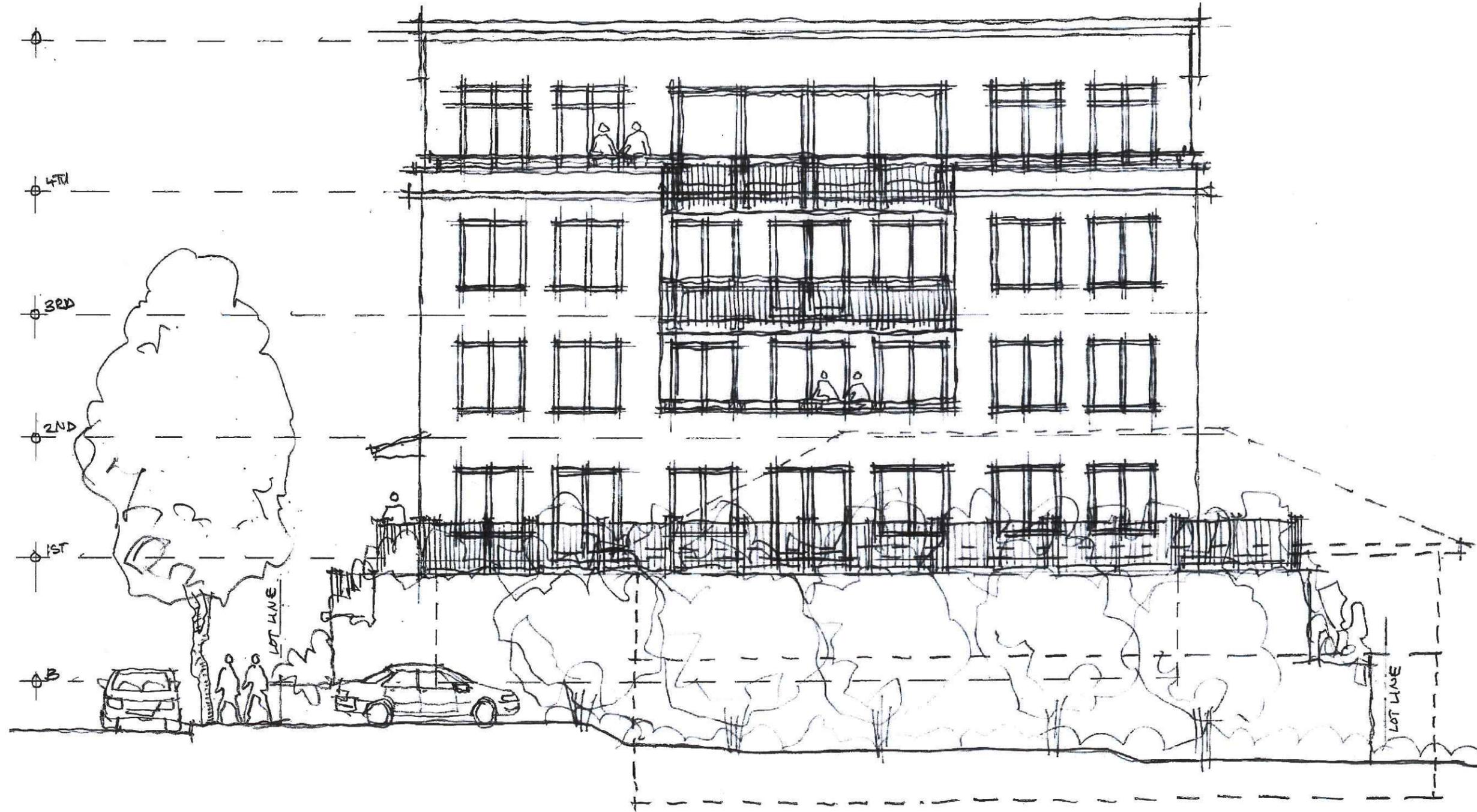
Montreal St
Portland, ME 04101

NOT FOR CONSTRUCTION

PROJECT	MTL
DATE	08/27/2018
REVISED 1	
REVISED 2	
DRAWN BY	JT - RL - BB
PHASE	ALTERNATIVE DESIGN REVIEW

PROPOSED ELEVATION
MONTREAL ST

HP-2.2



NOT FOR CONSTRUCTION

PROJECT	MTL
DATE	08/27/2018
REVISED 1	
REVISED 2	
DRAWN BY	JT - RL - BB
PHASE	ALTERNATIVE DESIGN REVIEW

NORTHEAST
ELEVATION

PB-2.3

1 NORTHEAST ELEVATION
SCALE: 1/4" = 1'-0"





1 NORTHWEST ELEVATION
SCALE: 1/4" = 1'-0"



NOT FOR CONSTRUCTION	
PROJECT	MTL
DATE	08/27/2018
REVISED 1	
REVISED 2	
DRAWN BY	JT - RL - BB
PHASE	ALTERNATIVE DESIGN REVIEW

NORTHWEST
ELEVATION

PB-2.4

PROJECT
MONTREAL ST

Montreal St
Portland, ME 04101



1 VIEW OF MONTREAL STREET FACADE & ENTRANCE

NOT FOR CONSTRUCTION

PROJECT	MTL
DATE	08/27/2018
REVISED 1	
REVISED 2	
DRAWN BY	JT - RL - BB
PHASE	ALTERNATIVE DESIGN REVIEW

MONTREAL ST.
RENDERING

PB-2.5

PROJECT
MONTREAL ST

Montreal St
Portland, ME 04101



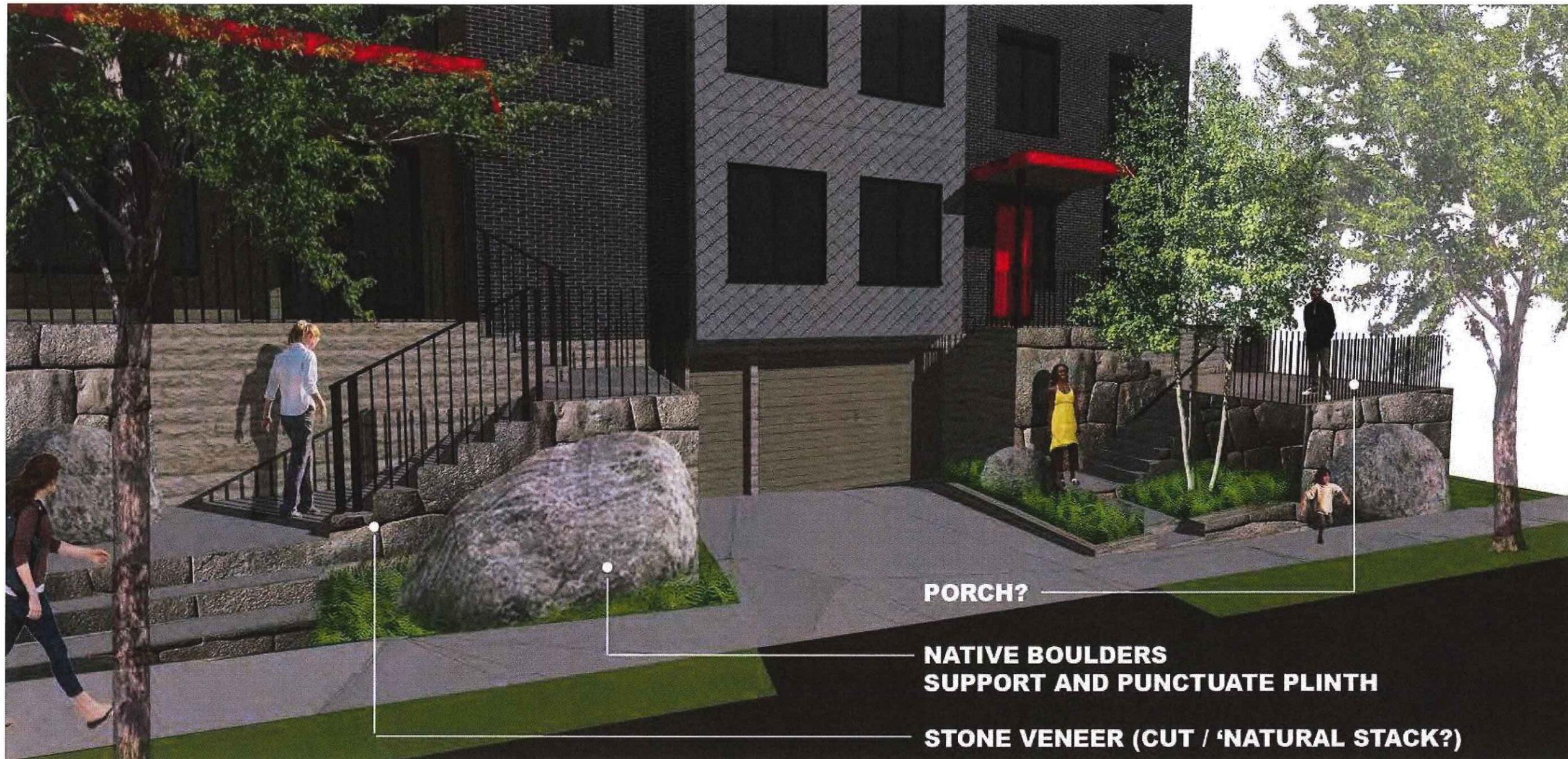
① VIEW OF WILLIS ST. TOWN HOUSE ENTRANCES

NOT FOR CONSTRUCTION

PROJECT	MTL
DATE	08/27/2018
REVISED 1	
REVISED 2	
DRAWN BY	JT - RL - BB
PHASE	ALTERNATIVE DESIGN REVIEW

WILLIS ST. RENDERING

PB-2.6



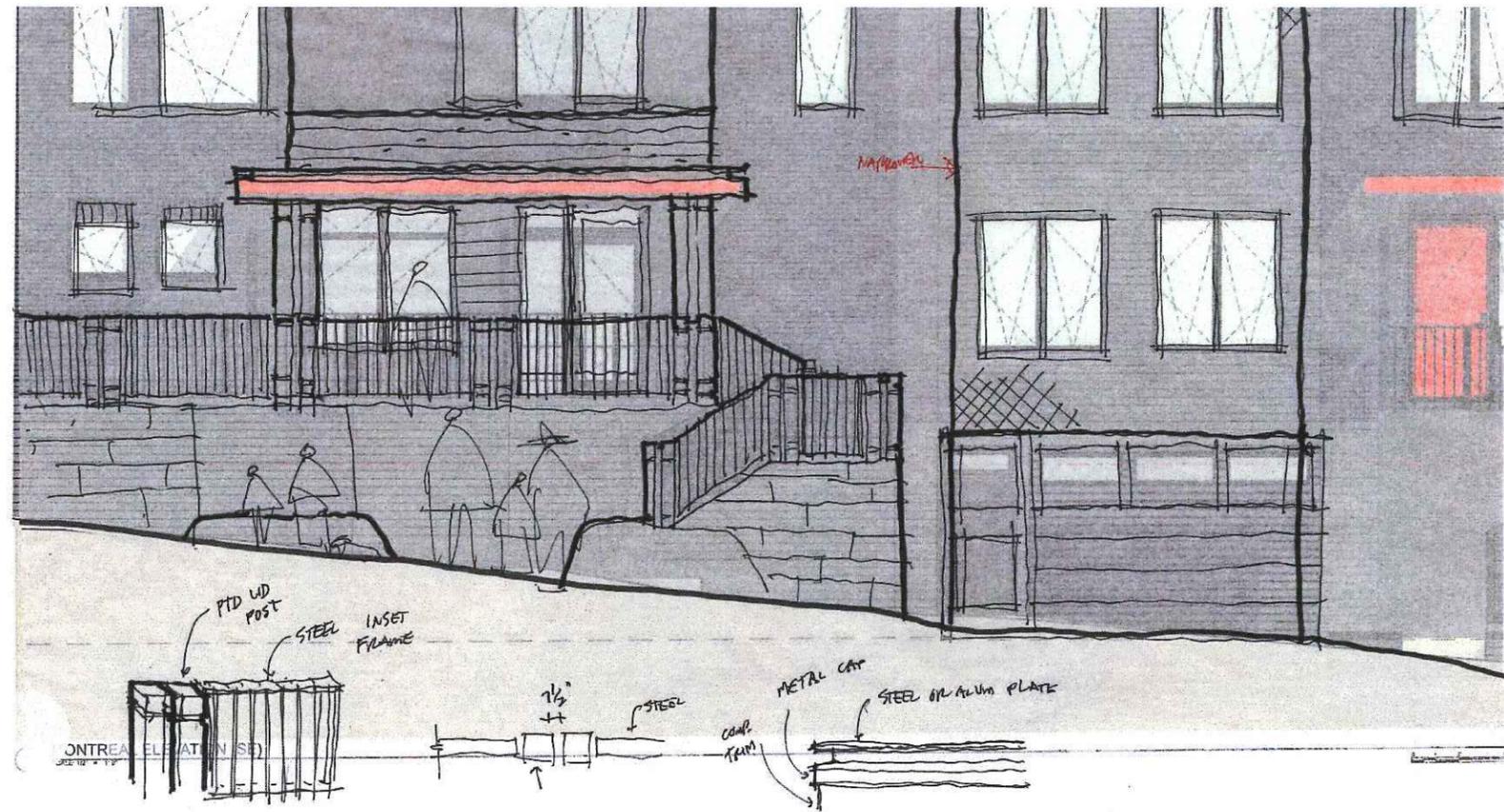
1 MONTREAL ST PERSPECTIVE STUDY

NOT FOR CONSTRUCTION

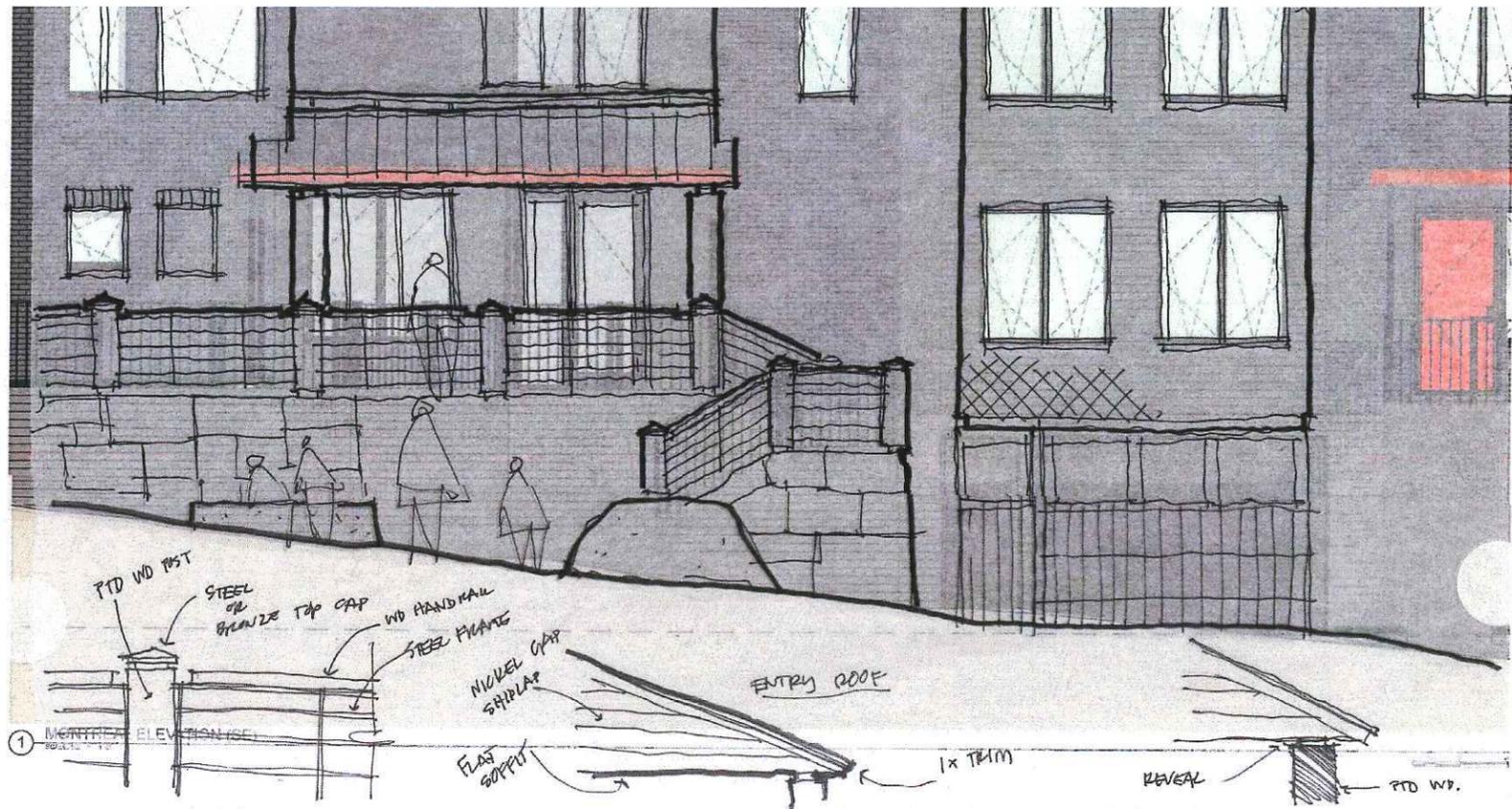
PROJECT	MTL
DATE	08/27/2018
REVISED 1	
REVISED 2	
DRAWN BY	JT - RL - BB
PHASE	ALTERNATIVE DESIGN REVIEW

ENTRANCE DETAIL
STUDIES

PB-2.7



1 MONTREAL ST ELEVATION STUDY 1



2 MONTREAL ST ELEVATION STUDY 2

NOT FOR CONSTRUCTION

PROJECT	MTL
DATE	08/27/2018
REVISED 1	
REVISED 2	
DRAWN BY	JT - RL - BB
PHASE	ALTERNATIVE DESIGN REVIEW

ENTRANCE DETAIL STUDIES



1 MONTREAL STREET PERSPECTIVE SKETCH



2 MONTREAL STREET EXISTING CONTEXT

NOT FOR CONSTRUCTION

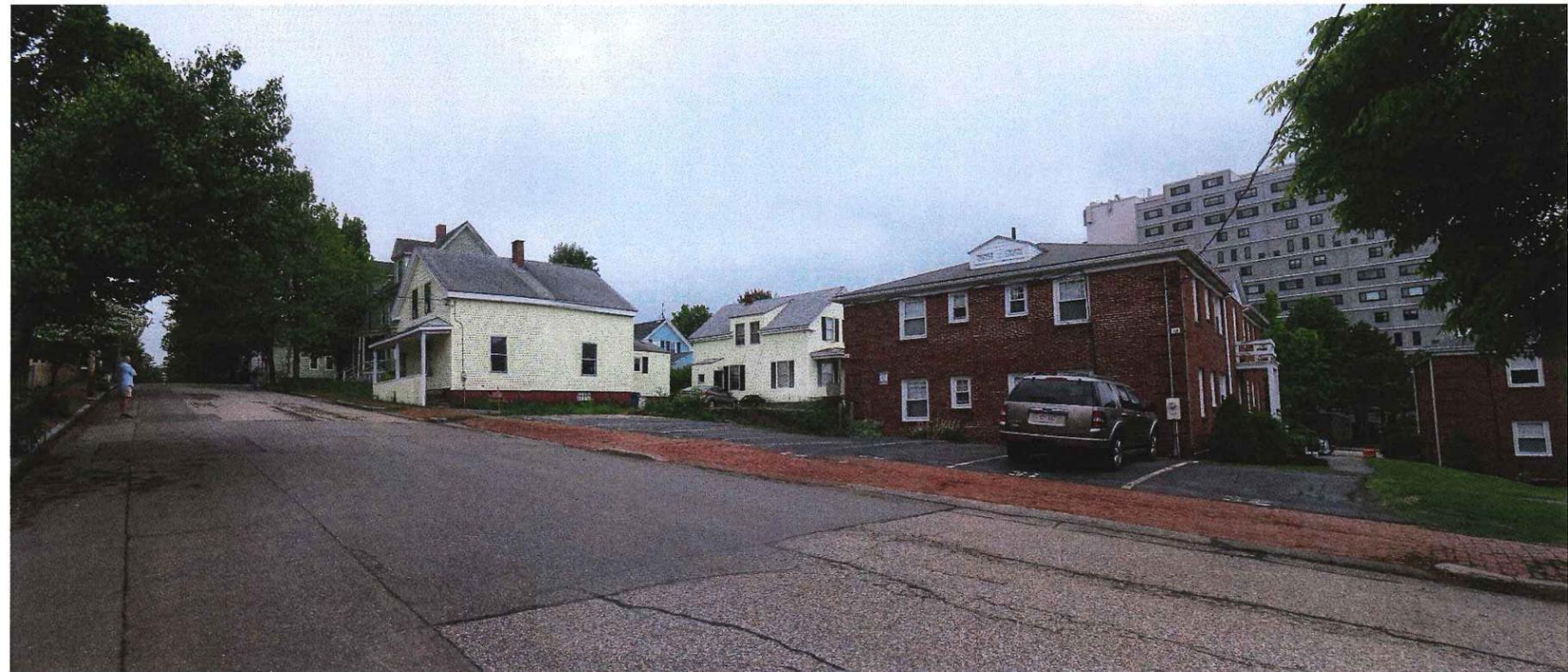
PROJECT	MTL
DATE	08/27/2018
REVISED 1	
REVISED 2	
DRAWN BY	JT - RL - BB
FOR	ALTERNATIVE DESIGN REVIEW

CONTEXT VIEW FROM
DOWNHILL

HP-2.9



① WALNUT STREET PERSPECTIVE



② MONTREAL STREET PERSPECTIVE UPHILL

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Thompson
Architects

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PROJECT
MONTREAL ST

Montreal St
Portland, ME 04101

NOT FOR CONSTRUCTION

PROJECT	MTL
DATE	08/27/2018
REVISED 1	
REVISED 2	
DRAWN BY	JT - RL - BB
PHASE	ALTERNATIVE DESIGN REVIEW

EXISTING CONTEXT:
WALNUT & MONTREAL
ST

PB-2.10



① MONTREAL STREET VIEW DOWNHILL



② MONTREAL STREET VIEW UPHILL

Kaplan
Thompson
Architects

102 Exchange Street
Portland, ME 04101
503.752.0378
kaplanthompson.com

PROJECT
MONTREAL ST

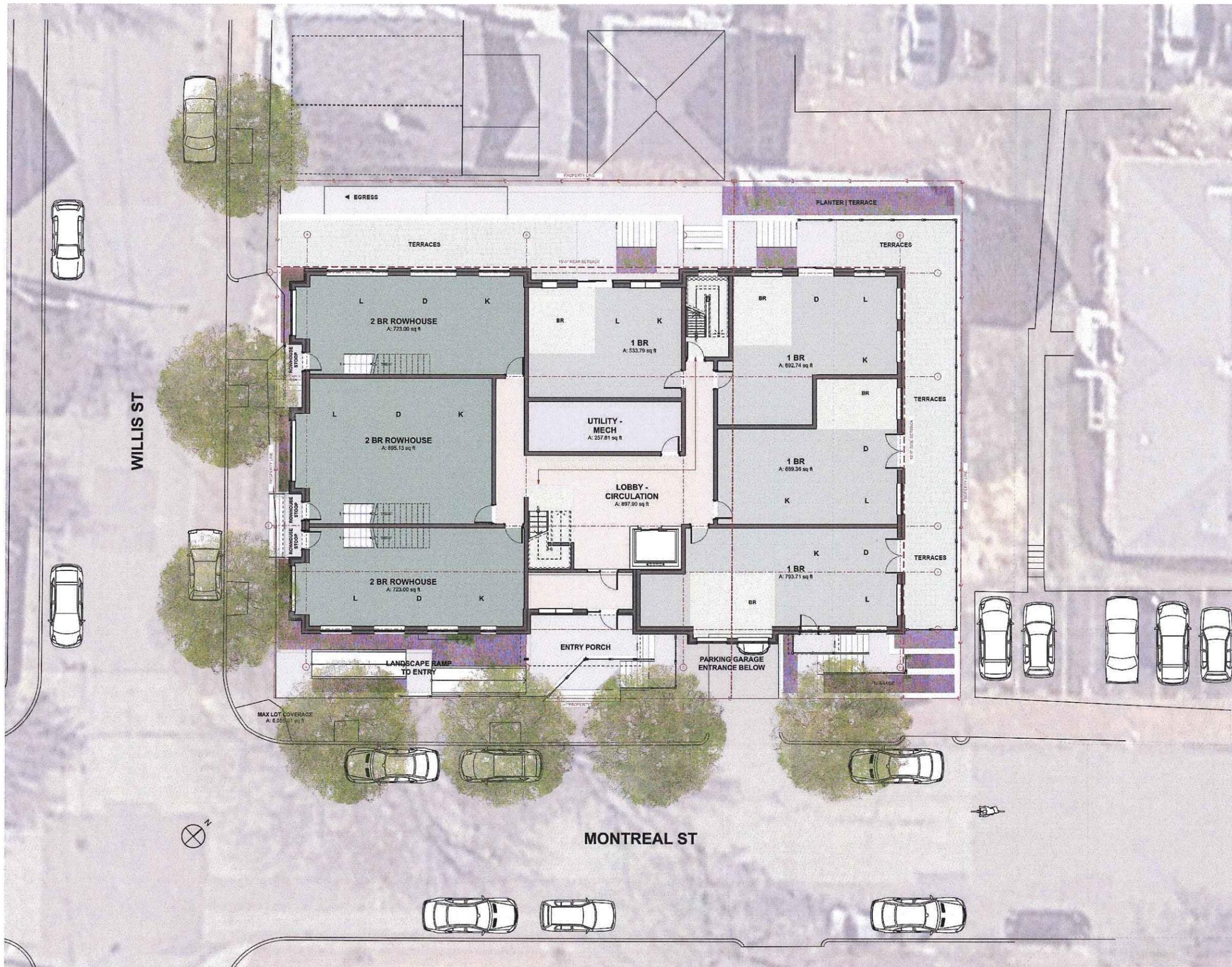
Montreal St
Portland, ME 04101

NOT FOR CONSTRUCTION

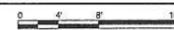
PROJECT	MTL
DATE	08/27/2018
REVISED 1	
REVISED 2	
DRAWN BY	JT - RL - BB
PHASE	ALTERNATIVE DESIGN REVIEW

EXISTING CONTEXT:
MONTREAL

PB-2.11



1 PROPOSED SITE PLAN
SCALE: 1/8" = 1'-0"



NOT FOR CONSTRUCTION

PROJECT	MTL
DATE	08/27/2018
REVISED 1	
REVISED 2	
DRAWN BY	JT - RL - BB
PHASE	ALTERNATIVE DESIGN REVIEW

PROPOSED SITE PLAN

HP-2.12

A4.3

Planning and Urban Development Department Planning Division



Subject: R-6 Small Infill Design Review – 37 Montreal Street

Written by: Caitlin Cameron, Urban Designer

Date of Review: Wednesday, August 29, 2018

A design review for the revised proposal for new construction of a multi-family dwelling at 37 Montreal Street was performed by Caitlin Cameron, Urban Designer and Deb Andrews, Historic Preservation Program Manager. The project was reviewed against the *R-6 Small Infill Development Design Principles & Standards* (Appendix 7 of the Design Manual) for Alternative Design Review.

R6 Alternative Design Review:

The Review Authority under an Alternative Design Review may approve a design not meeting one or more of the individual standards provided that all of the conditions listed below are met:

- A. The proposed design is consistent with all of the Principle Statements.
- B. The majority of the Standards within each Principle are met.
- C. The guiding principle for new construction under the alternative design review is to be compatible with the surrounding buildings in a two block radius in terms of size, scale, materials, and siting, as well as the general character of the established neighborhood, thus Standards A-1 through A-3 shall be met.
- D. The design plan is prepared by an architect registered in the State of Maine.

Alternative Design Review further takes into consideration:

- Compatibility with surrounding buildings and general character of the established neighborhood
- Building type and use
- Unique characteristics of the site
- Design flexibility to accommodate sustainable design practices and/or affordable housing units

Design Review Comments (*red text denotes principles or standards that are not met; request for more information or questions; bold text denotes new staff comment*):

- **Label materials on elevations; new material information**
- **Floor plans**
- **Additional contextual images** – streetscape renderings showing entire building in Willis Street streetscape context in order to evaluate the form, scale.

Summary of Revisions

- The 4th floor was stepped back on the downhill side; shifted towards the street on the Willis Street side
- A townhouse with entrance and stoop was introduced on Montreal Street
- The bays on Montreal Street were reduced in scale and one was shifted

- The balconies on the Montreal Street corner were moved to the side of the building
- A third material was introduced at the circulation/entrance facing Montreal
- The entrance canopy on Montreal was revised and windows added to the vestibule
- The window proportions and heights were revised to be taller/narrower
- The bays on Willis Street appear to be slightly smaller?
- Railings were added to the townhouse stoops

R-6 Design Standards

Principle A Overall Context – see below. The predominant, character-defining elements of residential architecture in the neighborhood context include vertical proportion massing, simple roof forms, vertical windows with local symmetry, two or three-bay façade composition, and simple material palettes – predominantly clapboard with masonry foundation.

- **A-1 Scale and Form:** The proposal is attempting to mediate between a more recent context of Promenade Towers and MacArthur Gardens – two large/mid-scale apartment complexes – compared with the predominant, traditional fabric found a block away. The massing and forms proposed do not directly replicate any of those existing forms but instead uses a hybrid of massing, roof forms, façade orientations and compositions to relate the scale to these varying contexts while being authentic in its expression of use and typology. Though the design does successfully break down the four-story height in some ways with a change in massing and forms, the overall form is more complex and of larger scale than is found in the context. The scale is mitigated with townhouse modules on Willis Street – the scale of those relate and correspond to the single-family homes directly across the street. The scale and massing of the building on Montreal is more similar to the MacArthur Gardens buildings. The overall building scale at four stories is larger than the single and two-family fabric in neighboring blocks but again, is mitigated through massing and articulation strategies. **The “butterfly” roof form is used to unify the building as a whole, but is distinctly different from the traditional fabric.** A strong datum line at the third floor relates to the scale and form of a triple-decker type building. **However, the direction and slope of the roofs exacerbate the scale issue on both ends of the building. The project massing was revised and now has a four-story mass on Willis Street without mitigating elements such as a setback.** The grade change on Montreal Street causes the building to appear taller at the downhill side and again, **the roof form accentuates scale and height rather than mitigating it. Staff request the applicant consider alternative roof forms that mitigate, rather than exacerbate scale considering this building is larger and taller than the buildings around it.**
- **A-2 Composition of Principal Facades:** The composition of the street-facing façades take on some traditional characteristics and symmetry. The façades generally relate to the context through the pattern/rhythm of windows and the creation of a datum line at the third floor to set up a similar façade proportion as a triple-decker or multi-family building type. Willis Street: the façade composition emphasizes the third story with local symmetry for each townhouse with an offset entry and bay window. **The design makes Willis Street the primary façade for those townhouses.** Montreal Street: **As the project turns the corner, the façade composition was revised slightly to make it appear as a more secondary façade – this is appropriate. The first mass associated with the townhouses is also now more differentiated from the rest of the building**

through the massing, materials, and façade composition. The rest of the building continues the datum line at the third floor, regular window patterns, symmetry, but authentically expresses the multi-family type building.

- *A-3 Relationship to the Street:* Willis Street: The building placement is consistent with the existing relationship of the front façade to the sidewalk – slightly setback from sidewalk to allow for stoops, plantings, and provide privacy. Montreal Street: The “side” façade on Montreal is further set back to accommodate ramps/stairs/grade change – this placement is closer to the street than the neighboring MacArthur Gardens which is preferable and more in line with the placement of the traditional buildings in the neighboring blocks. This building has structured parking under the building and so does not follow the “building/drive/building/drive” pattern of the smaller buildings in neighboring blocks – this pattern does not exist within the project’s block. **Street-facing patios and plazas are not part of the contextual interface between the building and public realm. Whereas stone retaining walls are found in the neighborhood, an extensive garden/patio, bench interface exacerbates the separateness of this project from the public realm. Houses on Munjoy Hill have a more direct relationship to the street. The proposal treats the interface like a public realm amenity rather than a delineation between public and private.**

Principle B Massing – The proposed massing in some ways reflects or reinforces the traditional building character of the neighborhood as seen in the plan diagram but hybridizes characteristics from different typologies that differ from the massing found nearby. The proposal’s overall proportion and scale differs from the smaller, traditional buildings – the Willis Street façade is wider in proportion than found in the existing building context but each individual townhouse is similar in scale and proportion to the single-family homes in the context. The Montreal Street façade is broken down through the massing, composition, and roof forms to emphasize vertical proportions but ultimately is a long, horizontal façade compared with the proportions and scale found within the neighborhood. The building is also larger in scale than the surrounding buildings – that scale is mitigated through bay windows, the roof forms, and massing variation. **The project was revised to bring a clearer definition and separation of the two primary masses on Montreal Street – staff think this has been successful in mitigating the scale of the building. The massing generally attempts to break down the building into volumes that relate to the scale of the neighborhood. However, the roof form is used to unify the building; the slope, placement, and direction of these roof forms exacerbate the scale of the project and are also not referential or related to forms found in the context.** This block should also be considered transitional from the large-scale tower on Walnut Street and apartment buildings within the block to the small, compact traditional fabric found immediate adjacent on Willis and Montreal.

- *B-1 Massing:* The massing is a hybrid of forms and does not directly replicate the massing or forms found nearby. The existing building massing across the street on Willis and Montreal are simple, rectangular masses with the narrow end facing the street and simple roof forms such as front-end gables or mansard roofs. The project presents a simple, rectilinear form on Willis Street with three townhouses, and box bays – the overall massing is horizontal in proportion to the street. **Staff support the revisions to clarify the massing on Montreal Street but are concerned about the revision to the massing on Willis Street which removes the setback and brings a full four-story height to the street facing Willis.** The MacArthur Gardens complex within the same block as this project has simple, boxy forms, hipped roofs with dormers but with varying

relationships and orientations to the street. The Montreal Street massing is again horizontal in proportion but includes the butterfly roof and circulation tower to vary the form with a couple of box bays. **The design was revised to clarify the two masses, the third floor is defined by material change.** The standard requires the massing to be harmonious with the context (it does not require that existing massing be replicated) but especially in relationship with the buildings immediately adjacent.

- *B-2 Roof Forms:* The context includes simple roof forms – front-end gables, mansard roofs, and flat roofs on multi-family buildings. **The proposal uses asymmetrical, mono-pitch roof forms that are not found in the context. The roof forms are also more complex than found in the traditional buildings.**
- *B-3 Main Roofs and Subsidiary Roofs:* **The project uses the “butterfly” roof form as an overall unifying element that, in its current configuration, presents as the main roof form. The roof is split in the middle corresponding to the massing breaks.**
- *B-4 Roof Pitch:* Two roof pitches – flat roof at circulation tower, **monopitch roofs are less than 7:12.**
- *B-5 Façade Articulation:* The project employs three of the required articulation elements – covered entry, recessed entry, bay windows.
- *B-6 Garages:* Garage is integrated into building with living space above; less than 40% of the overall façade.

Principle C Orientation to the Street – On Willis Street, the project is oriented to the street with street-facing doors and stoops, treating Willis as the primary façade for the townhouses. The grade change on Montreal Street is challenging and steps/ramp with a retaining wall and planter areas transition between the sidewalk public realm to the upper level of the multi-family entrance - **this façade is longer than most buildings in the context which exacerbates the challenge.** The grade and design both provide transition between public and private **but also could create too much separation between the two making it feel inhospitable or unapproachable.** In response to the workshop comments, the applicant added a second, **townhouse entry to the Montreal Street façade which does help to add active interface but the living level remains high above sidewalk grade.** In looking at conditions around the neighborhood, staff observe that buildings have a direct relationship from the street to the building. There is a clear delineation between public and private through planters, retaining walls, porches/stoops, and fence. **The proposal attempts to provide public amenity through terracing, benches, and deep landscape spaces between the sidewalk and the building. While this is attractive, it exacerbates the separateness of the project from the street and strays from the contextual character which does occasionally rely on simple stone retaining walls and elevated entrances.** Staff suggest this retaining wall element be simplified by removing the jog in the ADA ramp, removing bench elements, reconsidering the configuration of the steps in relation to the sidewalk and to the entry stoops. The multi-family entrance could take on the character of the porches that exist in other neighborhood buildings in its relationship to the street and the circulation (consider Morning Street examples).

- *C-1 Entrances:* The entries are all street-facing and emphasized with a recess and canopy. **Consider adjusting the design/detail of the multi-family entrance to be more similar to context single and two-family entrances.** The stoops on Willis Street now include details like railings.
- *C-2 Visual Privacy:* Visual privacy is adequately addressed; ground floor windows are higher than 48” above adjoining sidewalk grade.

- *C-3 Transition Spaces:* The project uses a recessed entry, stoops, and planters to provide transition spaces; the living spaces are elevated above the street.

Principle D Proportion and Scale – The building proportions are harmonious in relationship to the overall design and the individual elements are human scaled. **Staff question the scale of the bay windows on Willis Street which are proportionate to the overall scale of the building but large compared with the scale of these elements found nearby. The bays on Montreal Street were reduced and help convey a “side façade” for the townhouses, and bring emphasis to the third story line on the multi-family part of the building.**

- *D-1 Windows:* The majority of windows are rectangular and vertically proportioned; **the applicant revised the window proportions to be more similar with the context.**
- *D-2 Fenestration:* The 12% fenestration requirement is met on street-facing facades.
- *D-3 Porches:* **The design was revised to not include balconies on street-facing facades. The main entrance on Montreal Street could be considered a porch – in which case, the 20% standard is not met. The other dimensional requirements are met in this case. The fourth floor includes roof deck space – the dimensions meet the standard.**

Principle E Balance – The building has two facades. The Willis Street façade composition includes local symmetry around each row house but also an overall symmetry in window and bay composition. The Montreal Street façade is more asymmetrical in its composition given the massing and change in unit design within the building but is clearly arranged around vertical axis lines.

- *E-1 Window and Door Height:* The majority of window and door head heights align along a common horizontal datum.
- *E-2 Window and Door Alignment:* The majority of windows stack so that centerlines of windows are in vertical alignment.
- *E-3 Symmetry:* Overall and local symmetry are employed on Willis Street façade. The Montreal Street façade is more asymmetrical in its composition but is clearly arranged around vertical axis lines.

Principle F Articulation – The project provides articulation through material texture, balcony railings, bay windows, and canopies.

- *F-1 Articulation:* Surface articulation is provided by material texture, bays, and the balcony details will create shadow lines on the façades. **The detail of window reveal is unknown.**
- *F-2 Window Types:* **Four window types** and sizes are used. There is design justification for smaller windows in the circulation tower, ground floor living spaces.
- *F-3 Visual Cohesion:* The visual cohesion of the façades is good. **The materials are placed to emphasize the two three-story masses and differentiate the fourth floor.**
- *F-4 Delineation between Floors:* The floors are delineated by fenestration patterns, balconies, material changes.
- *F-5 Porches, etc.:* **The front entrance for the multi-family building does not feel resolved – the character does not contribute to the residential character of the neighborhood and is not necessarily incorporated into the overall design. Staff question whether this element could be used to better address the concern about the building/street interface and the approachable, residential character of the larger scale, multi-family building. The design incorporates balconies on top floor by**

- stepping back the fourth floor – the proposed roofline integrates the forms. Balcony and step railings are used to provide articulation and shadow lines to the front façade.
- *F-6 Main Entries:* There are multiple “main entries” making this proposal anomalous. All entries face the street, and are recessed with some emphasis given by canopy. **Staff continue to discuss the multi-family entrance character – given the extended ramp and walkway to this entrance, a more extended “porch” might be a better integrated and contextual approach.**
 - *F-7 Articulation Elements:* The roof overhang is at least 6” on Willis, **no roof overhang on Montreal; no trim;** the façade offsets are at least 12”, trim at both roof lines.

Principle G Materials – The character defining materials and architectural features of the neighborhood are predominantly simple and fine-grain – clapboard siding, architectural detail at bays, porches, or canopies, and masonry foundation. The result is warm, approachable, and vernacular character. The exception here is the MacArthur Gardens development within the same block as the proposal where red brick is used. Otherwise, no other building in this neighborhood is brick. The proposal does limit the material palette to two materials that are fine-grain - brick and metal shingle – which follows the context characteristic of simplicity. **A third material is proposed to be introduced on the recessed circulation “tower” between the two primary building masses on Montreal Street – staff support this additional material in helping to distinguish the massing and the secondary nature of the material. Staff continue to raise concern about the overall character of the materials not being harmonious with the context – the character proposed is more urban, detached, and unapproachable.** In some cases in this context, larger, multi-family buildings are sometimes brick as befitting a larger scale, different building type. Staff comment that **the brick and metal in combination with the cool color palette are together creating that urban, detached character – the same materials with adjusted color palette or application may be okay.**

- *G-1 Materials:* The material choices of metal, grey brick, and stone in combination are **cool, inhospitable, and urban in color palette and character** compared with the warm, approachable, and vernacular character found in the neighborhood where clapboard with masonry foundation predominate. The selected materials are fine-grain but **brick is not found in the traditional buildings within this immediate context and in combination with the scale of the building, creates a character that differs from the context.**
- *G-2 Material and Façade Design:* The materials are placed appropriately to the façade design and their nature.
- *G-3 Chimneys:* Not applicable.
- *G-4 Window Types:* **Four window types** are used within the building.
- *G-5 Patios and Plazas:* The Montreal St side of the building includes a hardscape and planter area **but the wall and paving material is unclear. Simple stone retaining and planter walls are found within the neighborhood but providing benches and amenity spaces is not typical.**



Robert Wiener <...>

A++4

Fwd: 33-37 Montreal Street Condo Proposal

1 message

Jeff Levine <jlevine@portlandmaine.gov>

Tue, Aug 21, 2018 at 4:22 PM

To: Robert Wiener <rwiener@portlandmaine.gov>, Deb Andrews <dga@portlandmaine.gov>, Jennifer Munson <jmy@portlandmaine.gov>

Jeff Levine, AICP
Director
Planning & Urban Development Department
[389 Congress Street 4th Floor](#)
Portland, Maine 04101
Phone (207)874-8720
Fax (207)756-8258
<http://www.portlandmaine.gov/planning>
@portlandplan

----- Forwarded message -----

From: Jan Lindholm <jlindholm@capricornproducts.com>

Date: Tue, Aug 21, 2018 at 4:19 PM

Subject: 33-37 Montreal Street Condo Proposal

To: "Jlevine@portlandmaine.gov" <Jlevine@portlandmaine.gov>, "Bsr@portlandmaine.gov" <Bsr@portlandmaine.gov>, "Dga@portlandmaine.gov" <Dga@portlandmaine.gov>

Good afternoon,

I am writing the City of Portland to express my opposition to the recent [33-37 Montreal Street](#) Condo Proposal. As a long time Munjoy resident and lifelong Mainer, I'm witnessing a neighborhood being destroyed in front of my eyes. The condos being built on [Cumberland Avenue](#), [65 Munjoy Street](#), just to name a few do not go with the neighborhood aesthetic and encroach on their neighbors. The Munjoy Hill residents are screaming to City Hall to review their zoning guidelines in order to prevent further demolition. The [33-37 Montreal Street](#) Condo proposal is just the latest example of a building that is not compatible with the neighborhood. Too many of these condos projects are approved without thought about the people who reside in them [I know this is not the case for 33-37 Montreal Street, but it could be rented out] or what it does to the neighborhood.

I kindly ask that you listen to the neighborhood concerns and revert back to pre-2015 zoning. Munjoy Hill is being sold to the highest bidder and it pains me to see my neighborhood change so drastically. A neighborhood once so special is now being sold out to developers for the almighty dollar and I will do anything to stop it.

Yours very truly,

Jan-Marie Lindholm

Director of Laboratory Operations, Capricorn Products LLC

Owner, 52 Moody Street



Deb Andrews <dga@portlandmaine.gov>

37 Montreal

1 message

Vana Carmona <vanacarmona@gmail.com>
To: Deb Andrews <dga@portlandmaine.gov>

Thu, Aug 30, 2018 at 12:26 PM

Hi Deb,

I am very concerned about the project that is proposed for 33-37 Montreal St here on Munjoy Hill.

I attended the last meeting and was not encouraged. My prior understanding was that we were going to try to save contributing buildings like 37 Montreal, but I left the meeting not seeing any serious attempt to do so.

From what I was hearing, the City intends only to "suggest" to developers that they consider alternatives. Of course, developers will always counter that they can't afford to do anything different from what they are proposing.

And what they are proposing is shocking! Where does one find that mass and scale on Montreal St? No where!

And where does one find that type of design? Again no where!

I've attended several local meeting and talked with neighbors for months now. The vast majority want to save 37 Montreal. Even though it may not be historic, it is charming and fits the character of the street.

Although the developers claim it can't be fixed, no one I've encountered agrees with that. It would be a very nice duplex or 3-4 condo project if only it were in the proper hands.

Please do whatever the History Preservation Board can do to help in this.

IF this can't be stopped, there will be more to come. Looking to the future, once this monstrous building is constructed here in our residential neighborhood, the house currently on the corner of Willis and Walnut, now owned by the McGoverns, is doomed. No one will want to have a home next to a fortress. It, too, will be scheduled for demolition and yet another monster condo complex. And those future developers will use this current project as a basis for their plans.

Please keep me informed of developments.

Thanks.
Vana Carmona
207 420 6962



Deb Andrews <dga@portlandmaine.gov>

Broken record- 33-37 Montreal Project

1 message

Debby Murray <debbym@gwi.net>

Thu, Aug 30, 2018 at 4:41 PM

To: dga@portlandmaine.gov, planning@portlandmaine.gov

Cc: Belinda Ray <bsr@portlandmaine.gov>, Peter Murray <pmurray@gwi.net>

Hello, Deb,

Peter is the speaker and I am the writer. Yet, some days I feel like I am writing into a vacuum when it comes to neighborhood building concerns. Maybe I should take up speaking.

The proposed project 33-37 Montreal project is too big. The perfectly good home on the corner of Montreal and Willis should NOT be razed. It's a building that has character and history and could be repurposed.

There is little to no green space in this plan.

It's too tall. To compare it favorably to horrid Promenade East is just silly. We all know that building was an eyesore and a mistake- saying that this current project is an improvement for the neighborhood is insulting. Duh. Because one building is awful, a less awful one is favorable?

The owners are not local as their proposal to the Planning Board states. Carl Smith lives in Stroudwater. Tim Wells lived there until recently when he moved into one of the buildings the group plans to raze. The owner of #33 lives down south and I don't know the fourth partner' s domicile.

But- I do know that all this talk about how much they care for the neighborhood and how badly they want to fill a need in housing on the Hill is hokey. They want to make money and now that there are four partners and a flossy architect (ironically, the same who designed our beloved home on North St), they cannot afford to lighten the scale of this project. One of the partners has admitted as much to Peter.

What is it going to take to be heard on this assault on our neighborhood. I love our home and living on the Hill but I do miss the days of being told I could not put shutters on the facade of 89 West St, not to mention a set of outside stairs to the 3rd Floor or going thru a design review for a pergola in my side garden! Bring on Historic Preservation! There's a reason....

Please be a voice in stopping the madness up here and let's avoid sending a message that we pro neighborhood proponents are fighting a useless battle.

Deb Murray

Debby Murray 
104 North St.
Portland, ME 04101

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2. Develop other lot with new structure, underground parking, possibly connected to 37 for access to underground parking under new structure and elevator access.
3. New structure could hold several units, with entire first floor devoted to parking. The first floor would replace the "underground" parking shown on developer's plans (it is not really underground, they are playing a game to get out from under the "livable" 1st floor space requirement). The limit on the number of units is imposed by the available parking. Second and third floors, compatible with the new enlarged MacArthur Gardens, would have the views desired by the developers.
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7. Plans should clearly show view from Walnut St and roof appliances.
8. Butterfly roof is not compatible with neighborhood.
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I hope that the Historic Preservation Board takes the enforcement of scale/massing and compatible architecture to surrounding buildings within a 1 to 2 block radius seriously and ensures 33 and 37 Montreal is compatible to neighboring properties. If not, then the strip mining of what made Munjoy Hill neighborhood so popular in the first place will continue and our beloved neighborhood and it's character will be erased forever.

Regards,
Karen Snyder
72 Waterville St.

Attachment: BelindaRay_CorporationCounselResponse_DesignStandards_20180528.pdf



BelindaRay_CorporationCounselResponse_DesignStandards_20180528.pdf

141K

----- Forwarded Message -----

From: Belinda Ray <bsr@portlandmaine.gov>

To: Karen Snyder <karsny@yahoo.com>

Cc: Wayne Valzania <Wayne@redhookdesignalliance.com>; Carol Connor <balsamique@live.com>; Berry Manter <berrymanter@yahoo.com>; Mary Casale <dirtgirl1@aol.com>; Enoch Wenstrom <enebw@gmail.com>; EJ Koch <ejkoch@gmail.com>; "jayneportland1@gmail.com" <jayneportland1@gmail.com>; Maggy W <mewnola@gmail.com>; Jean McManamy <ninimaine@aol.com>; Pa Ag <pagopian1@yahoo.com>; Pam Macomber <pam@ninestonesspa.com>; Peter Macomber <pbm@macomber.com>; Pamela Day <pday2304@gmail.com>; peter murray <pmurray@gwi.net>; martica douglas <tica1529@gmail.com>; Barbara Vestal <vestal@chesterandvestal.com>

Sent: Monday, May 28, 2018 08:43:30 PM EDT

Subject: Re: Urgent Request for 5/24 meeting - status check

Yes, indeed. Sorry. I replied to one person who had emailed me separate from this link, although I meant to get the information to everyone. Here's what I sent that should have gone to all of you:

I heard back from Corporation Counsel on design standards and how enforceable they are. Here's the gist, quoting directly from her email:

"...to answer your first question, namely whether an application can be denied if it meets dimensional standards but does not meet the design standards: yes, it can be rejected. Meeting the design standards outlined in the design manual is its own requirement and applies to all residential development in the R-6 (see Section 14-526(a)(9)(a)(vi)(d))....So long as a residential development in the R-6 is subject to site plan review, it must meet both the dimensional requirements and the design standards."

"With respect to your second question, whether design standards are applicable to projects that are not subject to site plan review, I think the answer is, generally speaking, 'no.' As noted above, land uses and development only come under the City's review when the Council has expressly required it. That is, we can only apply our development standards, including design standards, when a development is required to be approved by the City. If something is not subject to site plan review (which is the context in which design standards are currently applied) then there is no basis or grounds for the City to require conformance with those standards. Having said that, it is important to note that the proposed Munjoy Hill overlay expressly includes...dimensional standards that are based on the existing R-6 design standards. Therefore, under the proposed language, the design standards in the Overlay would apply to all properties in the zone. Indeed, they would apply even when a particular project might be so modest that it doesn't require site plan review (e.g. a building addition) but does require a building permit. That's because, when reviewing building permits, the City does do a zoning review. This expands the applicability of the design standards included in the Overlay and makes them applicable to projects that currently would fall outside the scope of the design standards."

Good news, right? And even without the extra protection the overlay gives because of its language requiring adherence to dimensional standards based on R-6 design standards, most projects that would have any impact on surrounding lots or the neighborhood are subject to some level of site plan review, which means the design standards are just as enforceable--and just as important--as the dimensional standards.

Let me know if you have further questions. And thanks for the nudge, Karen. I had meant to send this information to the larger group.

Best,

- 2. Develop units within 37 Montreal, within current 3 story building with additional units and elevator on rear, over parking. Could get 4- 6 units within building. Rear, with two stories over 1st floor parking, could hold on two floors, 3 or 4 units. Total= 7-10**
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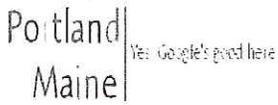
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Let me know if you have further questions. And thanks for the nudge, Karen. I had meant to send this information to the larger group.

Best,



Deb Andrews <dga@portlandmaine.gov>

37 Montreal

1 message

Vana Carmona <vanacarmona@gmail.com>
To: Deb Andrews <dga@portlandmaine.gov>

Thu, Aug 30, 2018 at 12:26 PM

Hi Deb,

I am very concerned about the project that is proposed for 33-37 Montreal St here on Munjoy Hill.

I attended the last meeting and was not encouraged. My prior understanding was that we were going to try to save contributing buildings like 37 Montreal, but I left the meeting not seeing any serious attempt to do so.

From what I was hearing, the City intends only to "suggest" to developers that they consider alternatives. Of course, developers will always counter that they can't afford to do anything different from what they are proposing.

And what they are proposing is shocking! Where does one find that mass and scale on Montreal St? No where!

And where does one find that type of design? Again no where!

I've attended several local meeting and talked with neighbors for months now. The vast majority want to save 37 Montreal. Even though it may not be historic, it is charming and fits the character of the street.

Although the developers claim it can't be fixed, no one I've encountered agrees with that. It would be a very nice duplex or 3-4 condo project if only it were in the proper hands.

Please do whatever the History Preservation Board can do to help in this.

IF this can't be stopped, there will be more to come. Looking to the future, once this monstrous building is constructed here in our residential neighborhood, the house currently on the corner of Willis and Walnut, now owned by the McGoverns, is doomed. No one will want to have a home next to a fortress. It, too, will be scheduled for demolition and yet another monster condo complex. And those future developers will use this current project as a basis for their plans.

Please keep me informed of developments.

Thanks.
Vana Carmona
207 420 6962

Broken record- 33-37 Montreal Project1 message

Debby Murray <debbym@gwi.net>

Thu, Aug 30, 2018 at 4:41 PM

To: dga@portlandmaine.gov, planning@portlandmaine.gov

Cc: Belinda Ray <bsr@portlandmaine.gov>, Peter Murray <pmurray@gwi.net>

Hello, Deb,

Peter is the speaker and I am the writer. Yet, some days I feel like I am writing into a vacuum when it comes to neighborhood building concerns. Maybe I should take up speaking.

The proposed project 33-37 Montreal project is too big. The perfectly good home on the corner of Montreal and Willis should NOT be razed. It's a building that has character and history and could be repurposed.

There is little to no green space in this plan.

It's too tall. To compare it favorably to horrid Promenade East is just silly. We all know that building was an eyesore and a mistake- saying that this current project is an improvement for the neighborhood is insulting. Duh. Because one building is awful, a less awful one is favorable?

The owners are not local as their proposal to the Planning Board states. Carl Smith lives in Stroudwater. Tim Wells lived there until recently when he moved into one of the buildings the group plans to raze. The owner of #33 lives down south and I don't know the fourth partner's domicile.

But- I do know that all this talk about how much they care for the neighborhood and how badly they want to fill a need in housing on the Hill is hokey. They want to make money and now that there are four partners and a flossy architect (ironically, the same who designed our beloved home on North St), they cannot afford to lighten the scale of this project. One of the partners has admitted as much to Peter.

What is it going to take to be heard on this assault on our neighborhood. I love our home and living on the Hill but I do miss the days of being told I could not put shutters on the facade of 89 West St, not to mention a set of outside stairs to the 3rd Floor or going thru a design review for a pergola in my side garden! Bring on Historic Preservation! There's a reason....

Please be a voice in stopping the madness up here and let's avoid sending a message that we pro neighborhood proponents are fighting a useless battle.

Deb Murray

Debby Murray 
104 North St.
Portland, ME 04101



Robert Wiener <rwienner@portlandmaine.gov>

Fwd: 33-37 Montreal Street Condo Proposal

1 message

Jeff Levine <jlevine@portlandmaine.gov>

Tue, Aug 21, 2018 at 4:22 PM

To: Robert Wiener <rwienner@portlandmaine.gov>, Deb Andrews <dga@portlandmaine.gov>, Jennifer Munson <jmy@portlandmaine.gov>

Jeff Levine, AICP
Director
Planning & Urban Development Department
389 Congress Street 4th Floor
Portland, Maine 04101
Phone (207)874-8720
Fax (207)756-8258
<http://www.portlandmaine.gov/planning>
@portlandplan

----- Forwarded message -----

From: **Jan Lindholm** <jlindholm@capricornproducts.com>

Date: Tue, Aug 21, 2018 at 4:19 PM

Subject: 33-37 Montreal Street Condo Proposal

To: "Jlevine@portlandmaine.gov" <Jlevine@portlandmaine.gov>, "Bsr@portlandmaine.gov" <Bsr@portlandmaine.gov>, "Dga@portlandmaine.gov" <Dga@portlandmaine.gov>

Good afternoon,

I am writing the City of Portland to express my opposition to the recent 33-37 Montreal Street Condo Proposal. As a long time Munjoy resident and lifelong Mainer, I'm witnessing a neighborhood being destroyed in front of my eyes. The condos being built on Cumberland Avenue, 65 Munjoy Street, just to name a few do not go with the neighborhood aesthetic and encroach on their neighbors. The Munjoy Hill residents are screaming to City Hall to review their zoning guidelines in order to prevent further demolition. The 33-37 Montreal Street Condo proposal is just the latest example of a building that is not compatible with the neighborhood. Too many of these condos projects are approved without thought about the people who reside in them [I know this is not the case for 33-37 Montreal Street, but it could be rented out] or what it does to the neighborhood.

I kindly ask that you listen to the neighborhood concerns and revert back to pre-2015 zoning. Munjoy Hill is being sold to the highest bidder and it pains me to see my neighborhood change so drastically. A neighborhood once so special is now being sold out to developers for the almighty dollar and I will do anything to stop it.

Yours very truly,

Jan-Marie Lindholm

Director of Laboratory Operations, Capricorn Products LLC

Owner, 52 Moody Street



GREATER PORTLAND LANDMARKS

15 August 2018

Chair Sheridan and Members of the Historic Preservation Board,

We appreciate that the city has determined the dwelling at 37 Montreal Street to be a 'preferably preserved building'. 37 Montreal Street was built in 1905 for George Putnam Reed (1867-1932) on land his father, Daniel Reed the owner of 31-33 Montreal Street, bought from developer Moses Gould's family in 1874. The dwelling is significant for its association with Gould's early subdivision development as well as Munjoy Hill's immigrant story and retains several elements of its original design despite the application of replacement materials. We have enclosed additional information on the history of the building with this letter.

As noted in the staff report, a threshold question for the board is whether the massing of the proposed project is harmonious with its context. The Munjoy Hill neighborhood has many examples of multi-family buildings that are larger in scale than their neighboring one and two-family dwellings, but are harmonious with their context. There are also examples in other communities of buildings that have successfully integrated a larger building into a context of smaller buildings.

In reviewing the application materials, the proposed project's Willis Street elevation appears more successful in relating to its context than the Montreal Street elevation. We agree with the staff finding that the Montreal Street elevation appears more institutional and urban than its neighborhood context. We believe because of its material palette and bulk, the project currently fails to be visually compatible with structures to which it is visually related as stated in Chapter 5 of the historic resources design manual.

In the materials provided in the package, it is difficult to fully understand the compatibility of the project within the context of the neighborhood. Greater Portland Landmarks supports the staff request for additional information. We believe a ground floor plan, roof plan, all four elevations, and context views from a lower vantage point on Montreal Street and a view from Walnut Street are necessary to determine if the project meets the design principles as required under the ordinance.

Thank you for considering our views.

Sincerely,

Julie Ann Larry
Director of Advocacy

For over a century Munjoy Hill was the city's most densely populated and ethnically diverse neighborhood. However, it was one of the last neighborhoods on the peninsula to be developed because its primary functions from the city's founding in the 1630s until the 1840s were as an occasional gathering place and a pasture for cows. As the hill's population increased, in 1836 City officials bought up land along the shoreline, despite public outcry at the waste of public money. Much of this area is now the Eastern Promenade.

While the Eastern Prom was preserved for future public use, on the other side of Munjoy Hill, tons of gravel were removed to fill in Back Cove. Moses Gould, owner of 18 acres on the hill, formed the Back Cove Land Co. to fill and develop the mud flats in what is now Bayside.

Moses Gould was a real estate developer and stock broker on Exchange Street in the Old Port. In 1857 he purchased land extending from North Street to the Eastern Promenade, subdividing it into house lots with a dream of establishing a neighborhood of residences for Portland's well-to-do. Instead, the land was developed with small scale single family homes that were sort of urban farmhouses. From deed research Landmarks has determined Moses Gould developed housing on some of his lots on speculation and as income producing rental housing that he or his heirs later sold. Gould lived on North Street in a two-unit brick building known as Fairview Villa that he built with Dr. Eliphalet Clark, a Deering real estate developer, osteopathic doctor, and director of a street railway company.

The Great Fire of July 4th and 5th, 1866 spread from Commercial Street to North Street. It destroyed 1,500 buildings and left over 10,000 people homeless in the city. Following the fire, the city's need for housing drove development on Munjoy Hill. This development was largely middle-class homes, with a few high style residences. A few years earlier in 1863 the city's horse drawn street car line had reached Munjoy Hill helping to make the hillside areas attractive for development after the fire. Residential development spread out from existing residential areas eastward toward the promenade on Turner, Quebec, Melbourne and Montreal Streets.

Most of the extant homes built in the aftermath of the Great Fire of 1866 were constructed in the Italianate and Second Empire styles that predominated during that period. Often similar in form to earlier gable fronted Greek Revivals homes, the typical Italianate house has more elaborate decoration and machine made details. These details, such as brackets, were more readily available and affordable than earlier hand carved details due to new machinery technology. Projecting bays and door hoods are common features on vernacular dwellings and more elaborately detailed homes on the Hill.

In the last decade of the 19th century, wealthy local families began to appreciate the Eastern Promenade's sweeping views and began erecting grander homes opposite the city-owned green space. The extant homes built on Munjoy Hill at the turn of the century are constructed in the diverse styles that predominated during that period. The two most prevalent styles are Queen Anne and Colonial Revival.

While homes from this era located on the Eastern Promenade are often elaborate and large scale, on the neighborhood streets, homes in the Queen Anne and Colonial Revival style tend to be smaller scale and follow the same development pattern as earlier homes. Many Queen Anne homes are gable front with a side hall plan, like earlier Greek Revival, Italianate, and Second Empire style homes on the Hill. Colonial Revival homes on Munjoy Hill usually have a front gable roof or a hip roof, although examples of side gable roofs are also present.

At the turn of the century, Portland was a busy maritime port and served as an immigrant port of entry. Portland's primarily English population was joined by groups from Ireland, Canada, Portugal, Scandinavia, Italy, Eastern Europe, and Greece. Munjoy Hill's close proximity to the downtown made it attractive to many immigrant families. Immigrant families settled on the hill and often built neighborhood businesses. In the 20th century infill development and construction of new institutional and educational buildings, were slowly constructed on the Hill's remaining land. Although Munjoy Hill retained a strong diverse immigrant population until the late 20th century, many families that prospered moved off the hill into emerging suburban communities in Deering or neighboring towns in the 20th century.

Early history of 31-37 Montreal Street

In 1867 Daniel Knight Reed (1842-1899), a Portland victualler and cook, purchased a 40'x90' lot¹ on the north side of Montreal Street (now 31-33 Montreal Street) from Moses Gould for \$500. He built a small home on the lot 1867-1869, as he is listed in city directories in 1869 on Montreal Street near Willis Street. Prior to the Great Fire, Daniel had lived in a house on Chestnut Street that was in the path of the fire. The 1870 U.S. Census record records that Daniel, then 29, and his Scottish-born wife Margaret lived in the Montreal Street dwelling with their young son George, her father who was a retired farmer from Scotland, her sister, and a young tailoress who immigrated from Nova Scotia.

In 1874 Daniel K. Reed bought two more lots² at the corner of Montreal and Willis Street from the Gould family for \$800. In 1905 his son, George Putnam Reed (1867-1932), built a Colonial Revival dwelling with Queen Anne porch details on the corner lot for his young family. He lived in the dwelling with his wife Annie, whom he married in 1893, and their three young children Elmer (1894-1937), Grace (1899-1932) and Bernice (1903-1980).

George P. Reed was for many years the manager of Armour & Company, a branch of a wholesale beef packing company, at 260 Commercial Street, near Merrill Wharf on Portland's waterfront. He sold the Montreal and Willis Street house in 1920 to Bartley A. Connolly, a first generation Irish-American and proprietor of a local garage.³ Like many prospering residents of Munjoy Hill George Reed moved his family from the Hill first to outer Washington Avenue and then South Portland, as greater Portland's suburbs expanded in the early 20th century.

¹ Lot 54 on the *Plan of Lots on Willis and Montreal Streets* drawn by A.P. Marshall in the Cumberland County Registry of Deeds.

² Lots 52 and 53 on the *Plan of Lots on Willis and Montreal Streets* drawn by A.P. Marshall in the Cumberland County Registry of Deeds.

³ The Cumberland Avenue Garage, a brick garage now occupied by Peter Brown's Cumberland Avenue Garage at 122 Cumberland Avenue, near the intersection with Washington Avenue.



451 Marlborough Street, Boston is a multi-family building with townhouse entrances , an accessible lobby entrance, and underground parking that recently won a Boston Preservation Alliance award for compatible new construction.

City of Portland
Historic Preservation Board

August 15, 2018

To: Deb Andrews and colleagues:

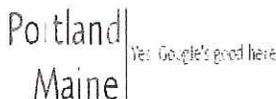
As a longtime resident and property owner of 41 Montreal St, I strongly object to the demolition of 37 Montreal St. and to the out-of-scale proportions of the proposed development for 33-37 Montreal St. While the structures at 33 Montreal St. do seem to be in quite poor shape, the single-family home at #37, currently designated "Preferably Preserved" could and should be preserved and rehabilitated, as other properties in the area have been by thoughtful developers. One example, two doors up the street, is #45 Montreal St., which was preserved and rehabilitated a few years ago, maintaining the characteristic family feel of our neighborhood.

The proposed housing complex, which would replace 3 single-family homes with 14+ units is simply too large in scale, and would match nothing in the vicinity in terms of mass or design.

I urge the Historic Preservation Board to carefully consider the huge impact this project would inflict on our neighborhood, and to work with the developer to arrive at a project that is appropriate in scale and maintains the integrity of this special neighborhood.

Sincerely,

Kevin Johannan
41 Montreal St.
Portland, ME



Deb Andrews <dga@portlandmaine.gov>

Re: Montreal Street Project Concerns

1 message

EJ Koch <ejkoch@gmail.com>

Wed, Aug 15, 2018 at 1:22 PM

To: dga@portlandmaine.gov

Cc: nini mc manamy <ninimaine@aol.com>, "karsny@yahoo.com" <karsny@yahoo.com>, "berrymanter@yahoo.com" <berrymanter@yahoo.com>, "pagopian1@yahoo.com" <pagopian1@yahoo.com>, "mswnola@gmail.com" <mswnola@gmail.com>, "dirtgirl1@aol.com" <dirtgirl1@aol.com>, Peter Murray <pmurray@gwi.net>, "tica1529@gmail.com" <tica1529@gmail.com>, "jayneportland1@gmail.com" <jayneportland1@gmail.com>, "rob@whittenarchitects.com" <rob@whittenarchitects.com>, "vestal@chesterandvestal.com" <vestal@chesterandvestal.com>, "ninimaine@gmail.com" <ninimaine@gmail.com>, "mhillman@maine.rr.com" <mhillman@maine.rr.com>, "kjohannen@iknow.net" <kjohannen@iknow.net>, liane billings <lianecbillings@gmail.com>, "rmdanne@aol.com" <rmdanne@aol.com>, Sue Shaw <shaws116@gmail.com>, Carol Connor <balsamique@live.com>, "jlevine@portlandmaine.gov" <jlevine@portlandmaine.gov>, Julie Larry <jlarry@portlandlandmarks.org>, KE Smith <kesmith328@gmail.com>, Patricia Ryan <pryan2@maine.rr.com>, Steven Inman <kajaido@gmail.com>, Enoch Wenstrom <eenebw@gmail.com>, Hilary Bassett <hbassett@portlandlandmarks.org>

Hello Deb -

I have attached a letter to you and the Board regarding 33/37 Montreal Street.
Thank you for your consideration.

erna koch

On Wed, Aug 15, 2018 at 12:54 PM, Patricia Ryan <pryan2@maine.rr.com> wrote:

August 15, 2018

To: Deb Andrews and colleagues:

As a longtime resident and property owner of 60 Montreal Street, I strongly object to the demolition of 33-37 Montreal Street. On one of the most beautiful corners on Munjoy Hill, the intersection at Montreal and Willis Streets, the demolition of 37 Montreal Street, and the replacement of it with a huge out-of-scale modern structure will destroy the charming juxtaposition of older homes built in the late 19th-early 20th c. that draw people to Munjoy Hill and tourists to Maine. This sets a terrible precedent for Munjoy Hill neighborhoods. What happened to the "Preferably Preserved" status of 37 Montreal Street? Does that have any meaning at all? What became of 12 month demolition delay to allow for reasoned deliberation on the scale and compatibility of these buildings? The destruction of these buildings will alter the character of an iconic neighborhood street, paving the way for more profit taking by developers, traffic/pollution, car alarms, and making affordable housing impossible on the Hill. I feel that Munjoy Hill is being betrayed by those who are tasked with protecting our neighborhoods. Development of these houses will enrich the developers but will leave the neighborhood poorer in history, culture and liveability. This is too high a cost to pay.

Sincerely,

Patricia Ryan
60 Montreal Street
Portland, Maine

Points to consider re: 333-37 Montreal Street Project

1 message

Berry Manter <berrymanter@yahoo.com>

Wed, Aug 15, 2018 at 2:14 PM

To: Berry Manter <berrymanter@yahoo.com>

Cc: Deb Andrews <dga@portlandmaine.gov>, Erna Koch <ejkoch@gmail.com>, nini mc manamy <ninimaine@aol.com>, Karen Snyder <karsny@yahoo.com>, "pagopian1@yahoo.com" <pagopian1@yahoo.com>, "mswnola@gmail.com" <mswnola@gmail.com>, "dirtgirl1@aol.com" <dirtgirl1@aol.com>, Peter Murray <pmurray@gwi.net>, martica douglas <tica1529@gmail.com>, "jayneportland1@gmail.com" <jayneportland1@gmail.com>, "rob@whittenarchitects.com" <rob@whittenarchitects.com>, "vestal@chesterandvestal.com" <vestal@chesterandvestal.com>, "ninimaine@gmail.com" <ninimaine@gmail.com>, "mhillman@maine.rr.com" <mhillman@maine.rr.com>, "kjohannen@iknow.net" <kjohannen@iknow.net>, liane billings <lianebillings@gmail.com>, "pryan2@maine.rr.com" <pryan2@maine.rr.com>, "rndanne@aol.com" <rndanne@aol.com>, Sue Shaw <shaws116@gmail.com>, Carol Connor <Balsamique@live.com>, "jlevine@portlandmaine.gov" <jlevine@portlandmaine.gov>, Julie Larry <jlarry@portlandlandmarks.org>, Jon Jennings <jpj@portlandmaine.gov>

Dear City Staff and friends of Munjoy Hill,

Here are a selected few easy to view points regarding the proposed project at 33-37 Montreal Street.

- The recent moratorium was the product of resident outcry expressing to this board and planning office that **prior trends of development are unacceptable**. PLEASE, take this as a message in how to move forward and the decisions you make.
- Using **Promenade East** or The Portland House as viable architectural examples, warranting this **"transitional in nature"** construction is a dangerous precedent. BOTH of these old buildings remain, a half century later, *visual eyesores* and outliers to this residential neighborhood. By accepting these 14 story towers as examples of local architecture you *open all of us* to the opportunity to create out of scale, ill-fitting housing into this neighborhood. [I own 46 Eastern Prom, a modest "contributing" victorian home with notable land and gardens — (and frequently admired). I live *directly across* from The Portland House. This notion of "transitional" construction gives ME clear permission to replace my building with four story, eight condo, parking for 16+ cars, Yes?]
- BEWARE: Have developers arrived at a self-serving process of "haggling" by **negotiating (seeking "compromise") of unrealistic projects to settle on less unrealistic projects?** The initial proposal of this out-sized structure would still be out of scale and architecturally out of context when reduced by 30%. Yet, should the city concede to a compromise, it would be falsely believing it has served both parties. This sets a dangerous precedent. Please, don't do this.
- While claims can be made for **"eclectic" housing stock** already existing on Munjoy Hill, this is due to the lack of prior protection. Other protected neighborhoods do not use the "mistakes in design" as examples of acceptable architecture.
- **"Scale, mass, articulation, orientation of an infill building should be compatible with buildings that surround it"**. There appears to be nothing in this "butterfly" roofed, mass, and scale that conforms to surrounding traditional architecture.

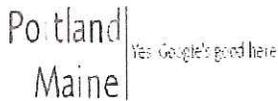
- It appears in the packet that some of the **visuals provided by the developer** for 33-37 Montreal St. represent this project in questionable **scale**.

Please, do NOT approve this project as presented.

Thank you for this consideration.

Sincerely,

Berry Manter
46 Eastern Promenade



Deb Andrews <dga@portlandmaine.gov>

Re: Montreal Street Project Concerns

1 message

Patricia Ryan <pryan2@maine.rr.com>

Wed, Aug 15, 2018 at 12:54 PM

To: dga@portlandmaine.gov

Cc: Ejkocho Gmail <ejkoch@gmail.com>, nini mc manamy <ninimaine@aol.com>, "karsny@yahoo.com" <karsny@yahoo.com>, "berrymanter@yahoo.com" <berrymanter@yahoo.com>, "pagopian1@yahoo.com" <pagopian1@yahoo.com>, "mswnola@gmail.com" <mswnola@gmail.com>, "dirtgirl1@aol.com" <dirtgirl1@aol.com>, Peter Murray <pmurray@gwi.net>, "tica1529@gmail.com" <tica1529@gmail.com>, "jayneportland1@gmail.com" <jayneportland1@gmail.com>, "rob@whittenarchitects.com" <rob@whittenarchitects.com>, "vestal@chesterandvestal.com" <vestal@chesterandvestal.com>, "ninimaine@gmail.com" <ninimaine@gmail.com>, "mhillman@maine.rr.com" <mhillman@maine.rr.com>, "kjohannen@iknow.net" <kjohannen@iknow.net>, liane billings <lianecbillings@gmail.com>, "rndanne@aol.com" <rndanne@aol.com>, Sue Shaw <shaws116@gmail.com>, Carol Connor <balsamique@live.com>, "jlevine@portlandmaine.gov" <jlevine@portlandmaine.gov>, Julie Larry <jlarry@portlandlandmarks.org>

August 15, 2018

To: Deb Andrews and colleagues:

As a longtime resident and property owner of 60 Montreal Street, I strongly object to the demolition of 33-37 Montreal Street. On one of the most beautiful corners on Munjoy Hill, the intersection at Montreal and Willis Streets, the demolition of 37 Montreal Street, and the replacement of it with a huge out-of-scale modern structure will destroy the charming juxtaposition of older homes built in the late 19th-early 20th c. that draw people to Munjoy Hill and tourists to Maine. This sets a terrible precedent for Munjoy Hill neighborhoods.

What happened to the "Preferably Preserved" status of 37 Montreal Street? Does that have any meaning at all? What became of 12 month demolition delay to allow for reasoned deliberation on the scale and compatibility of these buildings? The destruction of these buildings will alter the character of an iconic neighborhood street, paving the way for more profit taking by developers, traffic/pollution, car alarms, and making affordable housing impossible on the Hill. I feel that Munjoy Hill is being betrayed by those who are tasked with protecting our neighborhoods. Development of these houses will enrich the developers but will leave the neighborhood poorer in history, culture and liveability. This is too high a cost to pay.

Sincerely,

Patricia Ryan
60 Montreal Street
Portland, Maine

Patricia Ryan LCSW
60 Montreal St.
Portland, Me 04101
207-749-8385

On Aug 15, 2018, at 11:00 AM, e w <eenebw@hotmail.com> wrote:

Hi.. to clarify I noted 3 new buildings. Technically I am not sure if it is one big building or three put together to appear as one. In any case the design looks like three separate rooflines to me.

Thanks

Get Outlook for Android

From: e w

Sent: Tuesday, August 14, 2018 9:36:03 PM

To: dga@portlandmaine.gov

Cc: Ejkoch Gmail; nini mc manamy; karsny@yahoo.com; berrymanter@yahoo.com; pagopian1@yahoo.com; mswnola@gmail.com; dirtgirl1@aol.com; Peter Murray; tica1529@gmail.com; jayneportland1@gmail.com; rob@whittenarchitects.com; vestal@chesterandvestal.com; ninimaine@gmail.com; mhillman@maine.rr.com; kjohannen@iknow.net; liane billings; pryan2@maine.rr.com; rndanne@aol.com; Sue Shaw; Carol Connor; jlevine@portlandmaine.gov; Julie Larry; Jon Jennings

Subject: Montreal Street Project Concerns

Hi: As an owner of two 3 unit 1800 era Greek revival buildings on Munjoy Hill, I appreciate and look forward to the presence of the Historic Preservation staff in demo and construction reviews.

With that being said, the latest proposal to tear down three buildings and replace them with an out of scale development project on Montreal Street is concerning. Many of us have watched project after project permanently remove historic buildings from Munjoy Hill and surrounding areas while replacing them with buildings that tower over the surrounding buildings and share little to no architectural design similarities with the surrounding neighborhood. Recent examples being 5 Merrill, 9 Moody, NewBury Street, etc... The list unfortunately goes on and on.

The Montreal Street development is even worse in destruction and size than some of the past projects. First off, my understanding is that it is removing 3 buildings dating from the late 1800-1900. One of the buildings, 37 Montreal, is a prime candidate for renovation due to its Architecture. Many responsible developers have turned similar type of buildings into nice livable condos. It has architecture that is typical, Greek Revival, of other buildings in Portland's Historical areas. It would be a shame to remove yet another building especially if the potential exists for Montreal Street to become a historic district.

I realize that there is nothing in place today that will ultimately prevent the destruction of the buildings at this time. However, even if this very unwanted destruction occurs, that in no way should justify the development of an airport style set of buildings as replacements. This part of the prom is the first view many tourists and other people going to the ball park see. It would severely degrade the neighborhood having 3 massive "modern Style" towering buildings to look at. People would shake their heads in disbelief as to why the city would allow this and the Montreal street entrance would look like a shopping center entry vs. a residential area. It would be my hope that if the old buildings were demolished that at least the new structures built would resemble the McAurthur apartments. While these are kind of an eyesore also, they at least somewhat look like they belong on the street in mass and scale and style. In short, I do not see any justification in building these new three out of scale structures. From the affordability aspect, I seriously doubt the developer will have anything in mind but near million-dollar condos because of the potential expanded water views. Maximizing space for this reason seems to be the driving force of this design vs. compatibility with the existing neighborhood.

There is already a high rise a street over that was built in a different time and era than we are in now on the hill. Most residents now want to stop that kind of development and encourage compatible building. Besides that, the high rise being there is no logical comparison for the developer to make to justify their new design. Apples vs. Oranges. The logical comparison should be the design/roof pitch, mass and scale of the 14 or so McAurthur apartments beside the new proposed development.

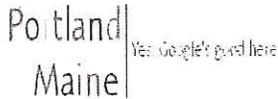
Many of us in the neighborhood are watching how this first development goes after helping to drive recent changes in the zoning process. People are at the point where they need to see the city is serious about listening to their concerns of the destruction of Munjoy Hill. Hopefully planning will, in the future, be more dependent and receptive to the recommendations of the Historic Preservation office vs. developers that simply want to make massive profits at the expense of the neighborhood and under the falsehood of providing more affordable housing.

Respectfully,

8/15/2018

City of Portland Mail - Re: Montreal Street Project Concerns

Enoch Wenstrom



Deb Andrews <dga@portlandmaine.gov>

Montreal Street Project Concerns

1 message

e w <eenebw@hotmail.com>

Tue, Aug 14, 2018 at 9:36 PM

To: "dga@portlandmaine.gov" <dga@portlandmaine.gov>

Cc: Ejkoch Gmail <ejkoch@gmail.com>, nini mc manamy <ninimaine@aol.com>, "karsny@yahoo.com" <karsny@yahoo.com>, "berrymanter@yahoo.com" <berrymanter@yahoo.com>, "pagopian1@yahoo.com" <pagopian1@yahoo.com>, "mswnola@gmail.com" <mswnola@gmail.com>, "dirtgirl1@aol.com" <dirtgirl1@aol.com>, Peter Murray <pmurray@gwi.net>, "tica1529@gmail.com" <tica1529@gmail.com>, "jayneportland1@gmail.com" <jayneportland1@gmail.com>, "rob@whittenarchitects.com" <rob@whittenarchitects.com>, "vestal@chesterandvestal.com" <vestal@chesterandvestal.com>, "ninimaine@gmail.com" <ninimaine@gmail.com>, "mhillman@maine.rr.com" <mhillman@maine.rr.com>, "kjohannen@iknow.net" <kjohannen@iknow.net>, liane billings <lianecbillings@gmail.com>, "pryan2@maine.rr.com" <pryan2@maine.rr.com>, "rndanne@aol.com" <rndanne@aol.com>, Sue Shaw <shaws116@gmail.com>, Carol Connor <Balsamique@live.com>, "jlevine@portlandmaine.gov" <jlevine@portlandmaine.gov>, Julie Larry <jlarry@portlandlandmarks.org>, Jon Jennings <jpj@portlandmaine.gov>

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There is already a high rise a street over that was built in a different time and era than we are in now on the hill. Most residents now want to stop that kind of development and encourage compatible building. Besides that, the high rise being there is no logical comparison for the developer to make to justify their new design. Apples vs. Oranges. The logical comparison should be the design/roof pitch, mass and scale of the 14 or so McAurthur apartments beside the new proposed development.

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Respectfully,

Enoch Wenstrom

Chair Sheridan and members of the Historic Preservation Board:

The proposal before you for Willis and Montreal Streets is so vague we cannot even know the number of units the developer plans to build, and therefore how its mass, bulk, roofline, off street parking and trim will actually integrate into the neighborhood context. Because the developer's application is not complete, I am asking you to **table any action on this project until the developer presents a complete and accurate proposal**, with reliable information about the characteristics listed below under **Standards**.

One thing I am sure of: the house at 37 Montreal St can be renovated and incorporated into a handsome and profitable condominium project of enduring value without tearing the building down. It is a significant example of housing for a large family typical of the new and prosperous middle class settling on Munjoy Hill at the turn of the last century.

Context and streetscape

At this time, it seems appropriate to explore the context and streetscape, since that is a key standard of the ordinances you are asked to apply, however many units this project finally has. I have attached above some photos of the streetscape to help you visualize.

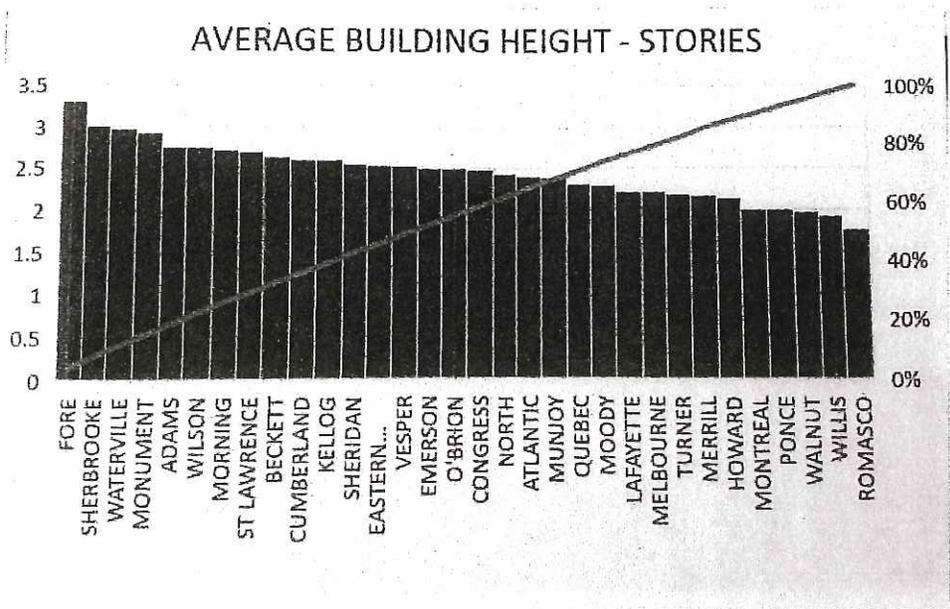
The context: Willis Street

"Named in honor of Mayor William Willis (1794-1870). Willis was an attorney, scholar, former State Senator, and author of *The History of Portland* (1832-33). Willis Street extends from Walnut to Melbourne Street, bisecting Montreal Street. The street was laid out in 1858 as part of a subdivision of land c1857 by Moses Gould and Eliphalet Clark.

Willis Street is predominated by one-and-a-half story Italianate dwellings and two-and-a-half story Greek Revivals with gable ends to the street. There is one two story hip roof dwelling on the street as well. Many of the larger scaled buildings take up a larger percentage of their lots than the neighboring smaller scaled buildings. Both the smaller scaled dwellings and the larger buildings are two or three bays wide. All the dwellings rest on a brick foundation. The dwellings are generally set at or near the sidewalk. While most have front entrances on the street with high stoops or front porches, two dwellings have side entrances. The dwellings between Montreal and Walnut Streets are on small lots and parking, where provided, is generally accommodated in narrow driveways to the side of a dwelling. The dwellings between Montreal and Melbourne Street are on larger or multiple lots with off street parking in the side yards." *Greater Portland Landmarks Self-Guided Walking Tour, Moses Gould and Eliphalet Clark.*

The context: Montreal St

Montreal St is one of several on the Hill whose name is associated with the construction of the Grand Trunk Railroad line to Canada, and residents are currently circulating a petition asking for its inclusion into a new historic district. Montreal St has the largest unbroken streetscape of single family homes on the Hill, typically one and one half stories in height, some dating from the mid-1800s. The McArthur Gardens apartments consist of two-story blocks of 8 units each, set back amid generous amounts of open space. The block on which the buildings slated for redevelopment sits is notable for the air and light between buildings allowing ample visual connections to the water. The city's studies last fall of building heights around the Hill found the average roof height on both Willis and Montreal to be about two storeys:



Standards—compliance

Information we would like from the developer before the building's impact and compliance with standards can be known:

The cubic footage the building will displace. Only then can we know if it truly integrates into the block. The oversized building proposed is far larger than any other building on the block and will disrupt and dominate the historic streetscape. However, its mass is subject to the number of units to be built, and that is unknown according to the developer.

The location and sound ratings for any rooftop mechanicals. The noise from 340 Eastern Promenade is heard throughout the neighborhood, and we would like assurances that we will not see the mechanicals as required by the ordinance.

The impact of the proposed building on public safety. Drug dealing occurs constantly at the corner of Montreal and Willis Streets. Despite regular patrolling by residents, the police cannot arrest unless they actually see a transaction. This corner has been the location of drug dealing for decades, including a group heroin overdose with four deaths since I have lived here. This building does nothing to provide eyes on the street and may actually reduce deterrence by taking away the neighborly intimacy which means we all know now who lives there and who should not be standing on the sidewalk with a cell phone. In addition, the proposed "bench" will provide perfect cover for in-car transactions which now occur in front of 37 Montreal St.

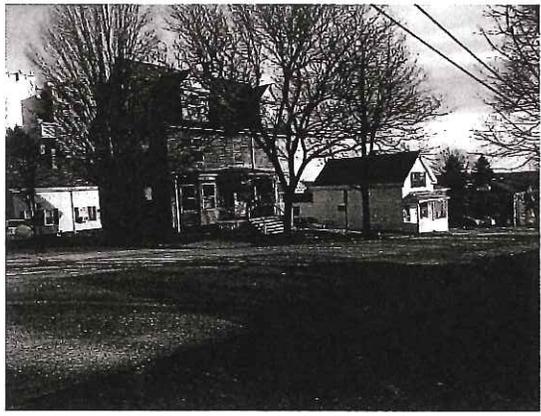
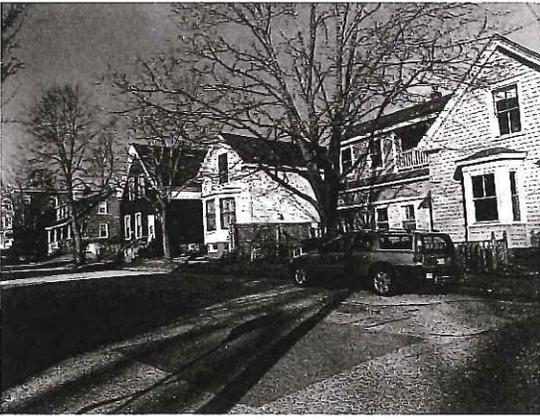
The details of fenestration and doorway, as well of roof design. The context of this block is one of mostly gabled roofs, of readily readable building uses, of clear front and rear entries, of double hung windows, of corner and frieze boards defining the limits of the home and strong window treatments (even the MacArthur Gardens apartments mirror these elements), of strongly marked entryways with porches which invite pedestrian traffic, of yards where residents walk around the house and play in its exterior spaces, of a scale much smaller than the proposed building. In fact, this building is so anonymous and forbidding, it does not look residential at all and could easily be a medical office building at Hannaford Plaza.

The actual number of units proposed. The developers promised to relieve parking problems on the Hill, suggesting residents will be able to use the underground parking. What are the specifics of that? Given the limitations of linear footage of the combined lots, how many on

street places will be added to the current number, and, taking away the current usage of the curbside parking, what is the realistic projection on the number of on street parking spaces that will be needed by residents? Since we don't know the number of units, it is impossible to evaluate the adequacy of the underground spaces. Typically families have one car per adult. The plan for snow removal. Given the limited yard space, how will the property managers ensure that the plow does not push snow onto the sidewalks at the side of the driveway? Access to the top floors. It is difficult to believe that four storey condos will not have an elevator, yet the ground floor plan submitted shows no elevator tower.

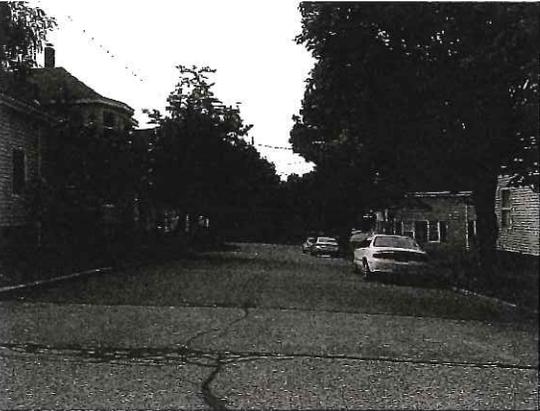
This is a new process, and we hope it will be as transparent as possible. It is important to get the first one right. In particular, the process by which the city explores with the developer options for preserving or selling 37 Montreal needs to be accessible to the public. Thank you for your time.

Jean McManamy



Montreal St SE, intersection w Willis

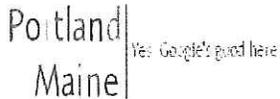
Montreal St SW



Willis St, above looking NW,
to the right, looking SE, N side above, S
side below



Historic Preservation Board, 8-15-18
Respectfully submitted by
Jean Mc Manamy, 10 Willis St, Portland



Deb Andrews <dga@portlandmaine.gov>

33 and 37 Montreal Street

1 message

Beth Snyder <snyderbes@gmail.com>

Tue, Aug 14, 2018 at 4:28 PM

To: dga@portlandmaine.gov, rwiener@portlandmaine.gov, jlevine@portlandmaine.gov, dmka@portlandmaine.gov, hcd@portlandmaine.gov, jdealaman@portlandmaine.gov, bab@portlandmaine.gov, jf@portlandmaine.gov, cdg@portlandmaine.gov, mgrooms@portlandmaine.gov, sgo@portlandmaine.gov, shukriaw@portlandmaine.gov

To the members of Planning and Urban Development, Historical Preservation, and Planning Division:

I am writing to express strong concerns over Tim Wells' proposed project at 33 and 37 Montreal Street on Munjoy Hill. #37 was built before 1930 and is an example of the characteristic architecture on the East End.

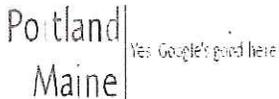
When walking down Montreal from North Street to the Eastern Promenade, it is immediately obvious that the proposed building does not have anything in common with the other homes on Montreal -- not in terms of size, height, scale or mass.

Please consider the character of the other residences on Montreal and begin there when assessing the proposal. Those of us who live here want to preserve the architectural and neighborly character of the Hill.

thank you,

Beth Snyder

81 North Street



Deb Andrews <dga@portlandmaine.gov>

Historic Preservation Commission Meeting, 8/15/18

1 message

Lorrayne Carroll <rayne.carroll6@gmail.com>

Mon, Aug 13, 2018 at 3:50 PM

To: dga@portlandmaine.gov

This message is for the members of the Historic Preservation Commission, and I ask that Chair Julia Sheridan share the contents with all members of the Commission as they hold the workshop on the proposed demolition and construction at 33-37 Montreal Street on Munjoy Hill.

I have been a resident of Munjoy Hill, on and off, for almost 30 years. In the last few years, the pace of demolition and new construction on the Hill has produced, with rare exceptions (the Marada Adams affordable housing units are one), a flurry of out-of-scale, architecturally-dissonant buildings that jar and, most importantly, disrupt the character of the neighborhood as a mix of one- to three-family residences occupied by people from many different socio-economic statuses. The joke on the Hill now is that any condo must be prefaced by the term "luxury"--no joke, but a reality for long-time renters driven out by the lack of affordable housing and the insistence on high-end construction.

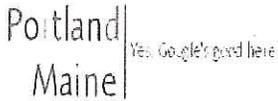
Now comes the proposal for a large foot-print, four-story development on Montreal St.. One justification for this anomalous structure is that the Hill is already "dominated" by Promenade East. As most anyone in Portland will tell you, that was a mistake. Why compound it? Construction of the proposed mass--*especially on that quiet corner noted for its older, smaller housing stock*--will produce another abomination, another head-shaking structure that belies the Hill's overall profile. Claims that this building will contribute to worker housing/affordable housing are specious. We've been hearing that for a long time and those promises are *never* realized.

If the Commission sees Munjoy Hill as a unique architectural and, more to the point, historical entity, then this proposal cannot be advanced. Nothing will be gained--except developer revenue--by approving this project, and the Hill will suffer another depredation that tips the balance away from its historical significance towards a featureless future.

I urge members of the Commission to reject this proposal and to preserve the long-standing, much-appreciated, and necessary sense of scale and architectural congeniality that is increasingly threatened on Munjoy Hill. As ever, the human effects of development are the most important, and this project only detracts from our capacities to live, work, and thrive in this neighborhood.

Thank you for considering my comments. I appreciate the time, expertise, and commitment that the Commission's members provide to the City, and I know that you deeply care about all its neighborhoods.

in peace,
Lorrayne Carroll
31 North St.



Deb Andrews <dga@portlandmaine.gov>

New condo development

1 message

Luisa Deprez <luisa.deprez@maine.edu>
To: "dga@portlandmaine.gov" <dga@portlandmaine.gov>
Cc: Luisa Deprez <luisa.deprez@maine.edu>

Mon, Aug 13, 2018 at 3:38 PM

Dear Julia,

It is with great sadness that I see Portland losing its character, its heritage, and its long-time citizens in exchange for high-end condos designed to dishonor the community environment. They are, in both design and price, a blemish on the city, not an asset in any way.

There is a surge of recent developments that take away the character of Portland and its citizens access to history and much needed space. We see the waterfront being taken for development, shopping and entertainment and hotel space for visitors. Homes are facing the same threat. Doesn't having historical significance mean anything? Isn't the purpose of historic preservation entities to save historical buildings, to save the character of place rather than selling them - buildings and structures - off to the highest bidding private entrepreneur?

What is happening to Portland is not only distasteful but disgraceful. I am hopeful that the Historic Preservation Board can see its way back into its mission to protect the heritage of this city and not to short-change citizens who have planned on being here for the long-term.

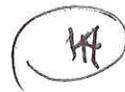
I urge the Committee to not support the proposal to raze historic homes to give way to yet another badly designed, pricey condo complex.

Sincerely,
Luisa Deprez
Portland, Maine

--
Luisa S. Deprez, PhD
Independent Scholar and Consultant
Professor Emerita, Sociology and Women & Gender Studies
University of Southern Maine

"Be a nuisance where it counts ... be discouraged, and disappointed at ... the disheartening effects of ignorance, greed, corruption and bad politics — but never give up." Marjory Stoneham Douglas

"You only live once, but if you do it right, once is enough." Mae West



33 and 37 Montreal Street

1 message

Carol Connor <balsamique@live.com>
To: "dga@portlandmaine.gov" <dga@portlandmaine.gov>

Mon, Aug 13, 2018 at 1:20 PM

August 13, 2018
12 Montreal Street
Portland, Maine
04101
207 232 2265

Dear Deb Andrews and Historical Preservation Board Members,

I am a property owner and long time resident of Munjoy Hill, who is very concerned about maintaining the quality, character, and history of our neighborhood. Recently adopted changes in the process and design standards of the Munjoy Hill Neighborhood Conservation District have put focus on the value of identifying and preserving buildings of merit that contribute to the richness and history of the area. I am hopeful this initiative will help save the Hill from further misguided development. Structures that are the very essence of our community must be protected and preserved.

Montreal street is characterized by an eclectic style including a variety of single family homes, small scale brick apartments and 3 story dwellings. There are no massive 4 story looming buildings on our street and hopefully never will be. Montreal Street is the NE edge that marks the last bit of streetscape reflecting the richness and history of Munjoy Hill. This should be marked as an area to be preserved. It is an old neighborhood with many small homes like mine built in the 1800's, and deserves protection. As developers seek to demolish and over-build, the destruction of soundly built and strong-standing buildings has been allowed. This has resulted in the loss of some beautiful and irreplaceable family homes and the end of that historical presence.

I stand in front of my 1880 home at 12 Montreal Street and look up toward the little 1800's homes at # 33 which will undoubtedly be demolished soon. Sadly they are in poor condition and do not qualify as "Preferably Preserved." In contrast to those doomed houses is the large, beautiful 1900's single family home #37. That handsome building represents a splendid example of the eclectic collection of structures that make up our street. What a perfect compliment to the other 3 homes that define the intersection of Willis and Montreal Streets. Number 37 is a robust, sturdy structure determined to be "Preferably Preserved." It is a building that reflects our history and anchors the intersection. It allows light, air and space for the nearby properties, and presents as a beautiful example of architecture of the time. Please extend your expertise and power to protect this important property from destruction. I implore you to uphold the importance of its "Preferably Preserved" status, reject its demolition permit, and support the developer in efforts to remodel rather than destroy.

What has been presented by the architect to replace the 3 homes on that site is an out of scale, massively inappropriate 14 unit structure. Not only is it grossly out of context for nearby buildings, it is an offensive visual intrusion which diminishes all other homes on the street. Why on earth would it be touted as a transitional element to the 14 story towering condos on 340 Eastern Promenade? That building has no architectural design relationship to anything on the Hill except the other planning board mistake towering up at Fort Allen Park! Any suggested relationship to that complex or to the Island View Apartments is irrelevant to supporting the mass, scale and architectural design of the proposed construction.

The very essence of Munjoy Hill's history and culture is illustrated in the many historic family homes, apartment houses, former school buildings, gardens, and public lands. It is a gem to be cared for, protected and shared for in perpetuity. It should not be carved up, torn down and jammed to the limit with cold box buildings and over-sized monstrosities casting shadows on their neighbors. Please vote to preserve 37 Montreal Street and encourage creative renovation that will enrich the existing quality and character of the neighborhood.

Respectfully,
Carol Marie Connor

Demolition of 33 & 37 Montreal Street

Patricia Ryan <pryan2@maine.rr.com>

Jun 25, 2018 10:08 PM

Posted in group: **Planning and Urban Development**

Dear Jeff Levine and Planning Board,

I strongly object to the demolition of 33 Montreal Street at the corner of Montreal and Willis Streets. The charm of the four buildings that make up this intersection will be destroyed by replacing 33 Montreal Street with a modern structure. It's older homes like these built in the late 19th-early 20th c. that draw people to Munjoy Hill and tourists to Maine. The two smaller houses adjacent to 33 are iconic Maine houses that should also be spared the development bulldozer.

These three houses capture and exude the atmosphere of an earlier Maine: its values of community, hard work, proportion and modesty are a few of the intangibles symbolized by these houses. That intersection, of which 33 Montreal is a part, is an oasis of peace that we will lose to more people, more cars, more car alarms going off, and more jarring architecture.

Once the houses are gone, so is the history embedded there. New structures will sterilize and negate the charm of the adjacent houses. Let's not let the demand for progress destroy this oasis of culture and history. Development of these houses will enrich the developers but will leave the neighborhood poorer in history, culture and livability. The disappearing of the architectural and cultural heritage of Munjoy Hill is a too high a cost to pay.

Sincerely,

Patricia Ryan
60 Montreal Street
Portland, Maine
207-749-8385

Demolition Permit Application - 33 and 37 Montreal Streets

Peter Murray <pmurray@zwi.net>

Jun 23, 2018 9:40 AM

Posted in group: **Planning and Urban Development**

Dear Jeff and Colleagues :

As you consider whether the homes at 33 and 37 Montreal Street are "preferably preserved" under the new Portland demolition ordinance, here are some comments for your consideration:

33 Montreal Street - The two small Daniel Reed houses at 33 Montreal Street are more than 120 years old. Their exteriors, despite aluminum siding, retain a great deal of their original architectural integrity. Although their condition is borderline, one of them is currently occupied as a residence. These buildings contribute to the architectural integrity of the Montreal Street neighborhood. A sympathetic owner could restore them to continue to serve as housing on the scale on which they were originally constructed.

The particular value of these buildings is that they and neighboring #37 anchor the historic fabric of the Munjoy Hill neighborhood against the contemporary construction across Walnut Street and the WWII-era housing just to the north on Montreal Street. If they were to be demolished and replaced with a larger scale structure, the fabric of the 19th century Montreal, Willis, North Street Neighborhood would be invaded and compromised forever. These houses are important for their role in protecting and maintaining the quality of the neighborhood. A pause in their demolition would enable interested parties to explore ways in which they could be preserved and upgraded or incorporated into a project of appropriate scale that would also maintain their role as neighborhood anchors.

37 Montreal Street - The case for preservation of this home is even stronger than for its neighbors to the north-east. This home is also nearly 120 years old. It was obviously a quality structure when built and maintains its architectural integrity to a remarkable degree. It is a substantial structure and makes good use of the square footage of its lot. It is in good condition. Its loss would be a direct loss to the body of historic architecture in the neighborhood.

Even more crucial, however, is the role of this building as a corner of the Willis Street - Montreal Street intersection. The other three buildings on corners of that intersection maintain the architectural integrity of the eras in which they were built. Demolition of #37 Montreal Street, with or without replacement by a structure of different mass and scale, would ruin the intersection and breach the integrity of the entire area.

Preservation of this home is obviously preferable to its demolition. It could be recycled into contemporary living spaces, with or without modest additions that do not change its scale and character. A demolition delay would permit interested parties to work with the owners to develop strategies to preserve this structure and the architecture-scape that it anchors.

In the final analysis, demolition is irrevocable. Once an antique building is gone, it cannot be brought back. On the other hand, a reasonable delay in permitting the demolition of a building that has some intrinsic or systemic value, is not irrevocable. If no way can be found to preserve the building within the 12 months allowed by the ordinance, and the owners insist on doing so, they ultimately will be able to tear it down. The number of cases in which posterity has regretted the preservation of antique buildings are very few. On the other hand, there are many cases in which we have bitterly regretted the demolition of "old" buildings that we now miss. For this reason, cases in doubt should be decided in favor of preservation.

Thank you for consideration of these comments,

PLM

Peter L. Murray
104 North Street
Portland, ME 04101
pmurray@zwi.net

Ouch!

Linda Tyler <ltyler8@gmail.com>

Sep 4, 2018 2:49 PM

Posted in group: **Planning and Urban Development**

Aren't the proposed developments of 33 and 37 Montreal, along with 57 Saint Lawrence Street, in direct opposition to the decisions made during Munjoy Hill's meetings with the city council?

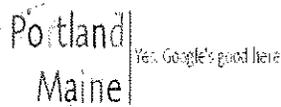
I'm amazed by this proposition, and I'm sorry to add to the bombardment of messages you must be getting but my utter frustration about this compels me.

This proposed projects truly seem to be outside of the parameters of the decisions made by you earlier; I will appreciate hearing of the city's justification for them.

I happen to live across from 57 Saint Lawrence; one of its owners is a friend of mine. Reasonable redevelopment of that property is not arguable; the property is in bad shape. However, as it now exists in scale, it grants living spaces to young families and students who help to complete the diversity and vitality we neighbors—citizens—here have so long expressed as a feature we intend to continue to enjoy,

Now that I think of it, this thinking makes me more and more determined to stay in my humble little asbestos-shingled home (constantly a feature I would like to replace with clapboard IF)—emphasis on home—on the Hill—assuming I would still be able to get out of my driveway with the increased traffic this proposal would demand. Thank you for your attention.

Linda P. Tyler
52 Saint Lawrence Street
Portland, ME 04101
207-233-6109



Deb Andrews <dga@portlandmaine.gov>

Testimony to the Board on 33-37 Montreal

1 message

nini mc manamy <ninimaine@aol.com>

Tue, Sep 4, 2018 at 9:08 AM

To: dga@portlandmaine.gov

Cc: ninimaine@gmail.com

Chair Sheridan and members of the Historic Preservation Board:

Neighbors living within a block of the proposed 33-37 Montreal development would like to bring several issues to your attention for remediation. We hope that the impact of this project on the neighborhood can be reduced and a more attractive building attained which does not interrupt the historic streetscape of homes which escaped the 1903 reservoir flood. The Conservation District has no meaning if the neighborhood character, including streetscape, is not conserved, and development pressure on the Hill makes this proposal an important precedent.

We are asking you specifically

to deny the Alternative Review process to this project,

to use the full extent of your powers under demolition delay to require staff and developers to explore alternatives to demolition of 37 Montreal, and

to require full compliance with the ordinance's compatibility requirements with respect to the block within which the building will be located, with respect to scale, mass, size, surface treatment, roof profile, open space and active living space on ground floor garage level,

1. Demolition delay: We understand the developers intend to take down 33 and 35 Montreal. We hope that the new demolition delay on 37 will be fully implemented by you and by city staff. The current effort, consisting of staff simply asking the developers if they have any interest in exploring alternatives to demolition (they said no), does not carry out the language of the delay in the ordinance, which requires the applicant to "actively pursue alternatives to demolition of the Preferably Preserved Building. You have the power to extend this delay to the full 12 month limit OR to find the building at 37 to be of historic significance. The delay allows you to press the developers to make a better proposal. We ask you to do so in order to improve this project. In fact our conversations with Historic Preservation Commissions in Massachusetts revealed that developers typically are not motivated to make changes until the time limit nears, or the possibility of landmark status for the preferably preserved building becomes real.

2. Compliance with Conservation District ordinance: The project as proposed does not conform to several requirements of the Munjoy Hill Conservation District ordinance.

First, the use of a terrace to create a foundation right on the property line violates **setbacks and open space requirements**. The terrace bulwarks are clearly walls for a parking structure and part of the building foundation. The height of these walls measures 12 feet at one point, looming over adjacent neighboring buildings. Just because there is a terrace above the first floor of a structure (as in this case), or decks, or a roof garden, does not satisfy open space requirements.

Secondly, this parking structure clearly is above ground on the Montreal St side, on the side facing MacArthur Gardens, and most likely on the Walnut St side as well (the elevation on this side remains hidden from us though the building will be totally visible from this public street). The zoning clearly requires **active living space** next to ground level parking, and this proposal fails to meet that test.

Thirdly, the butterfly roof in no way reflects **traditional roof shapes** in the neighborhood permitted by the ordinance, and contributes to the commercial and institutional feel of the building. In addition, the plans for roof appurtenances, such as elevator shafts, HVAC units, or decks, are also not revealed in this proposal. It is difficult to see how these could not be visible from the street given the shape of the roof.

Fourthly, the **windows** are of a style not found in the neighborhood, which features double hung sash windows. It is difficult to determine from the rough colored sketches how compatible **doorways** will be with the typical covered entry and paneled wooden doors of the neighborhood. All have front porches or stoops used by residents. Doors and windows and entry treatments should reflect the neighborhood.

Fifthly, the **surface materials** are not compatible with the neighborhood, which features clapboard and shingle buildings

for the most part. Updated composite materials of more compatible design could be integrated into the surface treatment if the building shape were not so jarringly incompatible with the immediate block. The proposed surface is busy and fails to conceal the mass of the building, has gratuitous color variations which do not allow the building to be "read" from the outside, and frankly is ugly and institutional. There are new buildings on the Hill which nicely reflect their neighbors while using non-natural surface materials; this building does not.

It is our belief that the design presented is not complete, lacking Walnut Street elevations and roof structures, and prematurely before the Historic Preservation Board.

Finally, the **mass and size** of the proposed structure completely fails the test of being compatible with the block in which the building is located, including structures across the street from it. The height of buildings on Willis and Montreal is barely two storeys, according to the city's own studies. The buildings at MacArthur Gardens are two stories tall and contain 8 units each. The typical structure on the block is a single family house. This structure would overwhelm and harm the streetscape. We think a better project could be designed.

All of the shortcomings cited above are reasons why the building does not merit **Alternative Design Review**. The ordinance clearly states that Alternative Design Review is a privilege, and the Historic Preservation Board has the power to deny it. The success of this building would be much greater if it followed the rules on roof types, mass and scale, windows and entries, and occupation of the first floor by a parking garage.

Here are our suggestions for the development.

1. **Deny Alternative Design Review for this project.** The proposed building would severely damage the historic character of the streetscape as proposed.
2. **Ask the developer to preserve 37 Montreal on the Willis and Montreal St sides.** It easily subdivides into 5 units, with a large premium unit on the third floor. Extend the building in the rear to incorporate an elevator and entrance to parking under the extension. Provide porches and stoops over the parking to reflect the streetscape pattern of front entries; these porches could connect with the generous porch on 37 Montreal giving the appearance of a typical Promenade Victorian and providing useable space for residents. Build the extension to match the height of the existing 37 Montreal St house, containing 4 units. While the extension could be of a modern style, its entries, windows, and roof form should integrate with the neighborhood. Total for the 37 Montreal St structure= 9 units.

You have the power to delay demolition and the power to declare 37 Montreal a landmark. Use it.

3. **Ask the developer to build a separate-appearing structure at 33-35 Montreal, with two linked buildings compatible in size and mass with the current streetscape.** The new structure could connect with new rear extension of 37 Montreal for the elevator, cellar storage, and underground parking. Keep the height of this structure to three stories to preserve the historic stepped down roofscapes of Montreal Street as well as views for the 37 Montreal top storey unit. By stepping down the structure, the parking can be truly underground. Understandably the view is highly desirable for the developers, and the new structure could support several units, including two premium units on the top floor, for as many as 8 units.
3. **Require the developer to stay within the bulk and mass limits of the existing buildings on the street, the largest of which are three storeys tall.** There is absolutely no logical reason for the existence of bulk and mass compatibility standards in the ordinances if they are not implemented. All the work done by Council, residents, and the Planning Board on a Conservation District becomes moot if the standards are not imposed. There is currently a 29 unit project under discussion for three blocks away, which would involve demolition of several single family homes built before 1930, and your work on this project will set a precedent for what happens all over the Hill.
4. **Make approval conditional on a return to the Historic Preservation Board for any alterations to size, shape, entry configurations including garage, or surface treatment of the building. Require full reveal of roof structures and Walnut St elevation for the proposal.**

We invite you to drive down Montreal St to get a feel for the stepped down streetscape and scale and mass of homes on Montreal and Willis and the careful restoration work done by resident homeowners. Please help us conserve this.

Sincerely,

Kevin Johannan
 Carol Connor
 Peter Murray
 Nini McManamy
 Karine Snyder

E. J. Koch
81 Vesper St.
Portland, ME 04101
617-818-0882

Deb Andrews, Historic Preservation Program Manager, and
Historic Preservation Board
City of Portland, Maine

August 15, 2018

RE: Montreal Street Development proposal, 33 Montreal LLC, Tim Wells

Dear Ms. Andrews and Board members -

I am writing because I am alarmed about the latest proposal to tear down three buildings and replace them with a massive development project on Montreal Street. Many of us have watched project after project permanently remove historic buildings from Munjoy Hill and surrounding areas while replacing them with buildings that tower over the surrounding buildings and share few to no architectural design similarities with the neighborhood. Recent examples include several buildings on Merrill Street and others on the Fore Street of Congress Street (Sheridan, et al.)

The Montreal Street development is even worse in destruction and size than some of the past projects. The developers propose removing 3 buildings dating from the late 1800-1900. One of the buildings, 37 Montreal, is a prime candidate for renovation due to its architecture and its condition. It is not "unsalvageable." Many responsible developers have turned such buildings into "luxury" condominiums. Its Greek Revival architecture is typical of other buildings in Portland's Historical areas. It would be shameful to raze yet more buildings, especially now when serious discussions are underway about the potential for parts of the Hill including Montreal Street to become a historic district.

Even if the proposed wanton and ill-considered destruction occurs, that does not justify development of an airport style set of buildings as replacements. This part of the prom is the first view many tourists and others visiting the Prom see. It would severely degrade the neighborhood having 3 massive "modern Style" towering buildings.

People already question why in the past the city allowed the building of 2 huge apartment structures hulking over the Prom. To allow a design like the one proposed, that the developers say would be "compatible" with this huge apartment building, is to accede to their advocacy of creeping encroachment of oversized, non-compatible, structures into and on top of an established neighborhood of small one and two-story buildings.

(See: second attached document with Jean McNanamy's photos of the neighborhood). That is exactly what the ordinance change was meant to deter, and not what it contemplates.

They argue, "Munjoy Hill has many four-story buildings located next to smaller scale single-family or two family houses..." This puts me in mind of the sad little house now situated in a wasteland of four-story big boxes on Merrill Street.



Across the street from this house are more oversized box condo buildings, and on the other neighboring side, a 4+ story box building is also being erected (below). This is exactly what the city was trying to address in enacting the new ordinance.



It appears the 33 Montreal applicants are trying to convince the board that because inappropriate scale and mass buildings in other neighborhoods have been built, then they should be able to do likewise.

This piece of property on Montreal St. should be used as it was originally plotted, with accommodation for change. Not a wipeout of existing use. There is no reason the developer cannot profitably restore the building at 37 Montreal, and either restore or replace the other buildings on the adjoining property with something on generally the same footprint(s), mass and height of the buildings directly next to it. SEE: Nini Mc It is true that's not what they want to do. They have said it will cause them hardship and losses if they're not allowed to build a massive building. Every purchaser of property takes subject to city code and zoning. The fact that standards in the comprehensive plan have been disregarded in the past does not entitle these developers to have it disregarded now.

There is no adequate justification for building three out of scale structures in this location. From the affordability perspective, I would be very surprised if the developer will have anything in mind but million-dollar luxury condos, because of the potential expanded water views. Maximizing space for this reason seems to be the driving force of this design vs. compatibility with the existing neighborhood. We simply cannot reward developers for destroying existing salvageable and historic buildings by allowing them to then construct massive non-conforming buildings in the name of "workforce housing," or with the argument that other developers have done this kind of outsize building in established neighborhoods, so they should be allowed to do likewise.

We are interested to see how this first development proposal is received after helping to drive recent changes in the zoning process. People are at the point where we need to see the city is serious about listening to our concerns of the destruction of Munjoy Hill.

I hope planning will be responsive to context and receptive to recommendations of the Historic Preservation office. Neither the City nor the Hill has been well served by development driven by the anticipation of massive profit.

Sincerely,

/s/

Erna Koch

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
34 WHARF STREET

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Rob Wiener, Preservation Compliance Coordinator
DATE: August 30, 2018
RE: September 5, 2018 **WORKSHOP – Preliminary Review of
Ground Floor Alterations and Rooftop Addition**

Address: 34 Wharf Street
Applicant: Patrick Roche and Joseph Powers, Portland House, LLC

Note: The following memo was prepared for the July 25, 2018 Historic Preservation Board agenda, but the workshop was postponed by agreement of the applicants and the property owner. Since then the applicants put the property under contract with the property owner, clearing the way for a preliminary consideration of their proposal.

Introduction

Patrick Roche and Joseph Powers have requested a workshop to review preliminary concepts for alterations to the ground floor façade of 34 Wharf Street, as well as a rooftop addition. The two applicants have formed Portland House, LLC to convert the ground floor of 10 Dana Street and all of 34 Wharf Street into a co-working space combined with a café – called Omne House. They seek the Board’s feedback on their preliminary proposal, which calls for enlarging the first floor windows facing Wharf Street and facing the alley (a.k.a. an extension of Plum Street) next to 34 Wharf Street. Mr. Roche and Mr. Powers would also like to know the feasibility of adding a rooftop addition and a deck to the low, flat-roofed building.

Both 10 Dana Street (circa 1879) and the much lower, connected warehouse at 34 Wharf Street are contributing buildings in the Waterfront Historic District. The July 25 workshop will focus exclusively on the latter property – the purchase of which is currently being negotiated by the partner applicants. (Later reviews will consider possible lighting and signage changes at 10 Dana Street, but no exterior alterations are currently under review for that building.)

As the attached project summary indicates, design development is in the early stages of concept

sketches; Mr. Roche and Mr. Powers have not engaged an architect yet, but have submitted drawings of existing conditions and proposed alterations to explore the feasibility of moving forward with the purchase and development of the property. Staff has added additional photos of existing conditions at the properties.

Subject Property – 34 Wharf Street

Although the original appearance of this modest warehouse addition to the former Chase Leavitt Block (10 Dana Street, built by Francis Fassett in 1879 for James P. Baxter,) is unknown and there is no 1924 photo of it, the simple character is evident today. The building was rehabilitated in 2001, when the (then) Historic Preservation Committee approved the ramp and other improvements for the restaurant, but the clear simplicity of the warehouse architecture was retained.

Another review by the Historic Preservation Board in 2005 approved extension of the awning down the entire ramp, and new shutters, fencing, and lighting. Another result in 2005 was the required removal of banners, a sign, conduit and lighting that had been added without approval to the façade in the years since 2001 – thereby restoring much of the historic simplicity of the building faces.

Although original hanging hardware is extant on the building, there are currently no shutters. Lighting on the front consists of four downlights that wash the walls, with discreetly managed conduit. Two spotlights to the right of the unused front entrance may have been for a former sign, but there is no bracket. Signage is limited to small wall signs at the corner and a glass-fronted menu display box.

Windows have been replaced with appropriate, black, multi-light windows, except for one on the Wharf Street face that has one light instead of six. To the right of the restaurant, a stone patio and gate at the former extension of Plum Street appear to accommodate outdoor dining.

Proposed Alterations

As the project summary indicates, the applicants would like to enlarge window openings on the first floor to add light to the interior and with the reopening of the front entrance, foster a more active connection to Wharf Street. The sketches show the front and west side with wider windows and some kind of canopy, but we have no details yet on the windows or whether the canopy might be a fabric awning or a projecting, constructed hood. The existing awning over the ramp would be removed. In front of the property on Wharf Street the applicants would like to create outdoor seating, but the Wharf Street cobbles extend all the way to the building, unlike the north side of the street where outdoor dining is situated on brick instead of cobbles.

On the roof the sketches show a glass walled addition that includes clerestory windows, surrounded by a railing and deck. Mechanicals are shown in one sketch – presumably set back from Wharf Street in the back corner, but no roof plan exists yet. How interior access to the

roof is gained is unclear; one of the views shows an exterior stair on the rear.

No exterior changes are shown for 10 Dana Street at this time, though drawings indicate that new signage and lighting will be proposed if the project goes forward.

Staff Comments and Questions for Consideration

Among the challenges presented by the Omne House proposal is how to change and intensify the use of the building and animate the ground floor façade, while respecting its origins (and enduring character) as a simple warehouse on a utilitarian alley. Consideration of the proposal will focus partly on Standard 1 for Review of Alterations – what compatible uses and alterations can be made to the structure, that “require minimal alteration to the character-defining features of the structure?”

Many of the buildings facing Wharf Street have been altered dramatically to accommodate modern uses, and in some instances significant original architectural character and integrity have been lost. A careful approach to these alterations seems appropriate, given the relatively unspoiled façade of the subject property.

Following are questions for consideration:

- Given that the spare facades of the building appear to be probably largely consistent with or at least similar to original features, to what extent can window openings be changed, and what type of larger windows and opening treatments might be appropriate – if any? Should the small arched openings be altered, and if so, is there an approach to simple, utilitarian windows that would fit? Should any new windows be clearly identifiable as modern? Whether or not the existing arched window openings are original, staff would argue that they have acquired significance as features of the property.
- Can the modestly scaled warehouse support a modern rooftop addition, visually? Would a scaled back, lower addition be easier to envision as compatible?
- Can mechanicals be discreetly hidden on the roof?
- Many other details will have to be considered if these plans move forward, including roof access, signage, lighting, finish on the doors, and wall finish and railing details for the rooftop addition.

Applicable Review Standards

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

property for its originally intended purpose.

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

- (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.*

Attachments:

1. Applicants' project description
2. Staff photos of existing conditions
3. Applicants' sketches and perspective drawings

June 28, 2018

City of Portland
Historic Preservation Board
389 Congress Street
4th Floor
Portland, ME 04101

Dear Historic Preservation Board,

Per the attached Application for Historic Preservation Review page 2, we've detailed our Project Description below:

Portland House LLC is planning to purchase 34 Wharf St (currently operating as Cinque Terre restaurant) and lease the contiguous, adjacent ground-floor space within 10 Dana St (currently operating as Vignola restaurant). Final negotiations are taking place prior to signing a Purchase & Sale contract, and we expect to take delivery of 34 Wharf by roughly October 1, 2018.

Our vision for the ~5,000 sq ft space is called Omne House, which will be a pay-by-the hour work lounge that combines features of modern day coworking with cafe culture. Guests will enjoy quality food and beverage in a hip, professional setting with a variety of ergonomic workstations that encourage both productive focus and collaborative socializing. We're especially enthusiastic about locating on Wharf St because of the opportunity to play a role in the renaissance of this historic central area by bringing a professional, up-market concept to district patrons and visitors.

Our proposed changes, in order of priority for the success of our business, include:

1. Expanding street-facing openings in the 34 Wharf St building to present a more welcoming façade to Wharf St pedestrians
2. Reviving 34 Wharf St entrance point (currently sealed off) with front stoop
3. Installing a roof deck and atrium on 34 Wharf St on which to serve food and beverage

Additionally, we plan to improve lighting and signage both on the interior and exterior of both 34 Wharf St and 10 Dana St, though we have not developed concepts for those changes and will present the Board with a separate review at that time.

Our proposed changes above are important to the success of Omne House because the original design and use of 34 Wharf St (storage facility, as we understand) is not compatible with the modern, pedestrian-friendly activity taking place on Wharf St, and especially with our concept. To improve the quality and volume of commerce on Wharf St, and to set Omne House up for success, we seek a bright, welcoming space that engages passers-by. We understand and fully embrace the Board's charter to preserve historical architecture within the City and have suggested designs that we feel achieve our goals in keeping with this.

We are currently in the due-diligence phase of this project, and as such have not selected final architects or contractors. The included conceptual drawings (see Exhibit A) represent our intentions for the space with the goal of receiving early guidance from the Board to aid our initial "go, no-go" project analysis. We are flexible in our aesthetic approach and are looking forward to engaging further with the Board on how to best move forward in a mutually agreeable manner.

Thank you very much for your time & consideration.

Patrick Roche
Co-Founder, Omne House



7/3/18

Joe Powers
Co-Founder, Omne House

Joseph Powers

7/3/18

PROPOSED CHANGES TO 34 WHARF STREET PROPERTY

1. Window Openings

- Expand ground floor window openings for better interior lighting, street exposure and architectural balance. The current window openings are about 2' x 2' letting very little air or light into the space. We are proposing something closer to 6' wide with an operable window - something inviting.
- A standing seam steel awning (roughly 18" deep) above the enlarged window opening can help tie into the more industrial roof structure of Atrium above.

2. Front Step and Entry

- Install a granite slab/step at the front door. The cobble street has sunk and left the door sill 16" from grade.

3. Rooftop Deck

- Mahogany or composite decking with steel cable railings around perimeter.
- Built-in benches, seating and planter boxes throughout open deck area.
- If a second egress is required, we propose a fire escape mounted to back of the building.

4. Atrium

- Roughly 16' x 24' Glass & Steel Atrium with stair access from mezzanine.
- Interior wet bar with window service to deck area.
- Vaulted ceiling with 4-sided transom.
- Operable glass accordion door openings on S/W and S/E sides.
- Green roof with plantings and evergreen trees.

5. Awning

- Remove current awning over side entrance to Cinque Terre space.

6. Patio Space

- Expand patio space along front of building for table seating on cobbles.
- Grade cobbles out 8' from building. Currently very contoured and present trip hazard.



Cinque Terre
CUCINA ITALIANA

Cinque Terre
Cinque Terre

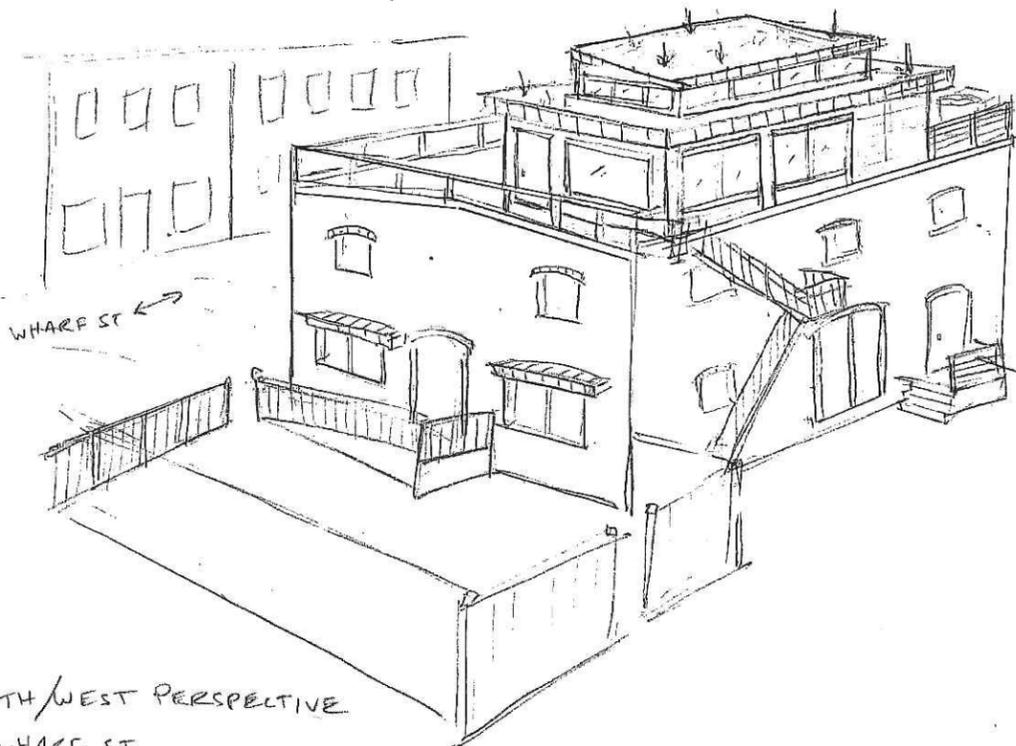
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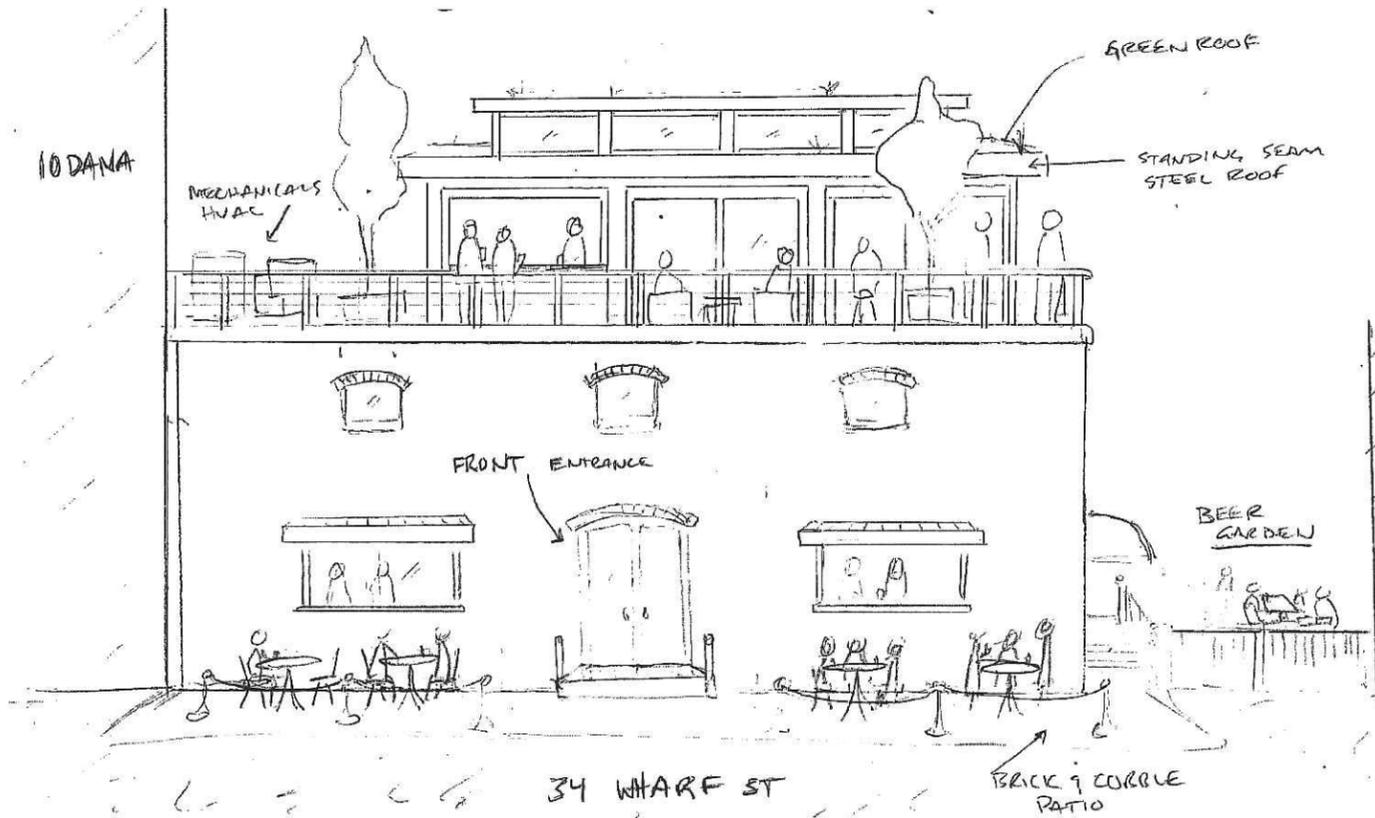
34 Wharf Street

CONCEPTUAL SOUTH/EAST ISOMETRIC



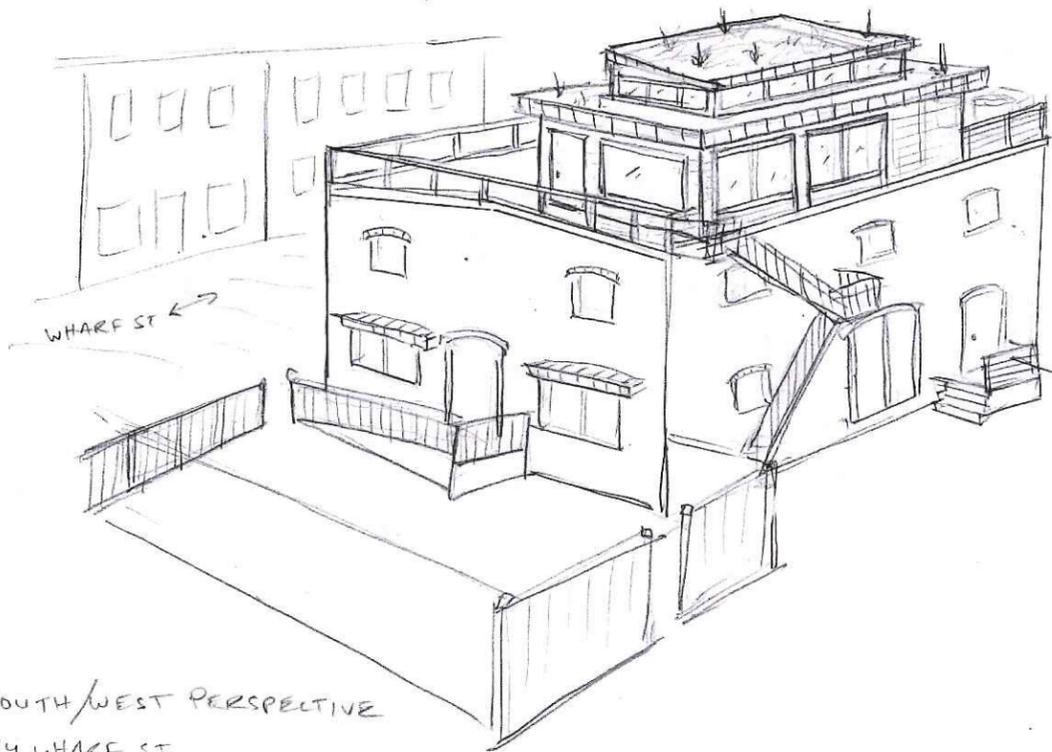
SOUTH/WEST PERSPECTIVE
34 WHARF ST
CONCEPTUAL

CONCEPTUAL - SOUTH PERSPECTIVE



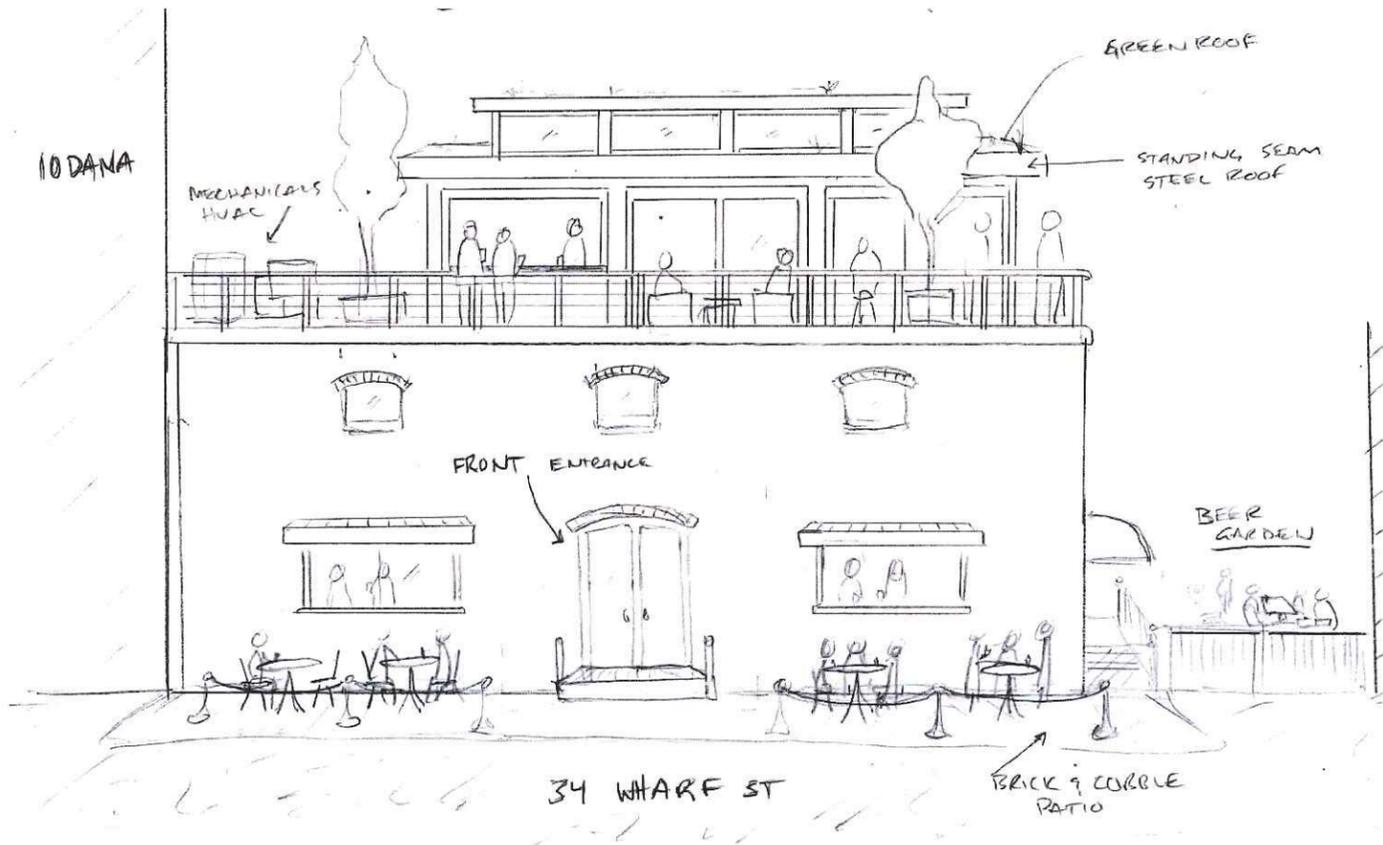
34 Wharf Street

CONCEPTUAL SOUTH/EAST ISOMETRIC



SOUTH/WEST PERSPECTIVE
34 WHARF ST
CONCEPTUAL

CONCEPTUAL - SOUTH PERSPECTIVE



34 Wharf Street

AS-BUILT - SOUTH PERSPECTIVE



NORTH ELEVATION (Wharf Street)

CONCEPTUAL

