

1. Legal Ad

Documents:

[6-6-18 LEGAL AD.PDF](#)

2. Agenda

Documents:

[6-6-18 AGENDA.PDF](#)

3. 392 Spring Street

Documents:

[HP MEMO - 392 SPRING STREET.PDF](#)

4. 383 Commercial Street

Documents:

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

5. 742 Congress Street

Documents:

[HP MEMO - 742 CONGRESS STREET.PDF](#)

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

Public comments are taken at all meetings.

On **Wednesday, June 6, 2018**, the Portland Historic Preservation Board will meet at 5:00 in Room 209 of City Hall to review the following items. (Public comments are taken at all meetings):

1. PUBLIC HEARING

- i. Certificate of Appropriateness for Exterior Alterations and Building Additions; 392 SPRING STREET; Nancy and Dix Druse, Applicant.

2. WORKSHOP

- i. Advisory Review of Amended Plans for Hotel Construction; 383 COMMERCIAL STREET; Gordon Reger Holdings LLC, Applicant.

Break for Dinner; Meeting Resumes at 7:00

WORKSHOP, cont.

- ii. Preliminary Review of Proposed Exterior Alterations; 742 CONGRESS STREET; Tandem Coffee and Bakery, Applicant.

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
June 6, 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 5-16-18

- i. Certificate of Appropriateness for Exterior and Site Alterations/Additions;
112 VAUGHAN STREET; Matthew Hyde, Applicant. *The Board voted 6-o (Turk recused) to approve the application subject to conditions.*

4. PUBLIC HEARING

- i. Certificate of Appropriateness for Exterior Alterations and Building Additions;
392 SPRING STREET; Nancy and Dix Druse, Applicant.

5. WORKSHOP

- ii. Advisory Review of Amended Plans for Hotel Construction; 383 COMMERCIAL STREET;
Gordon Reger Holdings LLC, Applicant.

Break for Dinner; Meeting Resumes at 7:00

6. WORKSHOP, cont.

- iii. Preliminary Review of Proposed Exterior Alterations; 742 CONGRESS STREET; Tandem Coffee and Bakery, Applicant.

7. CONSENT AGENDA

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

**PUBLIC HEARING
392 SPRING STREET**

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Rob Wiener, Preservation Compliance Coordinator
DATE: June 1, 2018
RE: June 6, 2018 Public Hearing

Application for: Certificate of Appropriateness for entry addition and rear addition replacement
Address: 392 Spring Street
Property Owners: Nancy and Dix Druce
Project Designer: Sheri Winter

Introduction

Owners Nancy and Dix Druce of 392 Spring Street, and their designer Sheri Winter have requested a public hearing for a Certificate of Appropriateness for construction of an entry addition connecting the existing garage and house. Also proposed is the replacement of a two-story addition on the rear of the house with a new two-story addition, and new doors and roofing on the garage. Ms. Winter and her clients submitted preliminary drawings of the two proposed additions and garage alterations for a Board workshop on April 18, 2018, when the Board's response was generally favorable to the concepts. A number of design aspects were discussed at the April workshop, and at the conclusion of the meeting Board members agreed that the design approach was appropriate but greater cohesion was desirable, and could be achieved through use of similar material palettes on the exteriors of the additions.

Board members will recall that the Colonial Revival Style house, built in 1896, and the detached brick garage from about 1970 employ a similar design vocabulary. Ms. Winter's design for the proposed entryway will be a contemporary hyphen between the two buildings. The primary entrance of the house faces west across a lawn, toward the Western Cemetery, but given the location of the garage on Spring Street, and the proposed door facing the sidewalk and street, the new entry on the east side of the house will undoubtedly be used frequently.

Ms. Winter has provided revised, more detailed elevations and floor plans, but the basic proposed additions were well received by the Board and the design is not significantly changed in the final proposal. A new siding material - zinc shingles - is proposed for the rear addition, and more details are included on lighting and the front and rear stairs, including photos.

Board Response at Workshop and Revised Proposal

As noted above, the Board commented on various aspects of the design, including the height of the mudroom addition and the wall coverings, but there was general agreement that the massing and general design approach of the additions was appropriate except for reservations about the various siding materials:

- There were reservations about using artificial slate shingles to side the upper floor of the rear addition. The same material was proposed for the garage roof, and original slate shingles still cover the roof of the house; both Board members and staff were hesitant about seeing the same material as a wall covering.
- It was suggested that the east rear wall of the mudroom addition – extending from the back corner of the garage and visible above the garage roof in the front - should be a different material, not brick like the garage.
- Board members agreed that siding on the two additions should be somewhat related; using similar material palettes would contribute to the overall cohesion of the house and its appendages.
- Although there were questions about the height of the proposed mudroom – whether it was taller than necessary - Ms. Winter explained that the design was influenced by the high-ceilings and tall mass of the house, an intermediate step down to the mudroom, and a desire to be high enough above the garage roof to handle water and snow on that slope. At the end of the workshop Board members voiced comfort with the proposed massing and height.
- Ms. Winter presented a new rear addition essentially the same height as the existing one, which does not engage the main roof of the house, and joins the wall just below the cornice and frieze. Though she explained that the height is primarily determined by the need for minimum headroom in the new second floor master bath, she was cautioned to keep the new roof as far below the cornice as possible to avoid water and snow damage.

The revised proposal submitted for the public hearing is responsive to the Board's workshop comments in several ways:

- Ms. Winter's drawings (Attachment 3) show the upper walls of the rear addition sided with zinc coated shingles, instead of enviroslate artificial slate shingles. According to the designer, the zinc shingles can be sized according to need; the exposure shown on the submitted elevations is about 9" and they are 10" wide.
- The garage wall extensions that comprise the upper and rear walls of the mudroom on the east side are also proposed to be sided with zinc coated shingles.
- More detail is provided for the front and rear stairs: they are shown as with granite treads, 2"-3" thick, with open construction on a stainless carriage. Simple stainless railings on each side will not have balusters or cables (unlike the provided photos, which show cables parallel to the rail.) (See Attachment 1.) The front landing will be less than 30" above grade.
- At this time it is unclear how the somewhat visible face of the mudroom foundation (facing Spring Street) will be treated.

- Proposed new lighting on the face of the garage is shown; Ms. Winter provided a possible fixture type, which is a tradition bronze lantern (see Attachment 2.) On the Mudroom, recessed downlights in the overhangs over the landings will be minimally visible.
- Copper half-round gutters matching those on the house are proposed for the front and rear of the mudroom, but the rear additions, where the proposed siding is zinc shingles, is shown with zinc gutters.
- Paint for siding and trim is still proposed in the same shade of grey as the shutters.

Staff Comments

Floor plans and exterior elevations are essentially unchanged from the design presented on April 18, except for the exterior wall finishes and stair details. At the April workshop Board members appeared to find the connecting mudroom to be a successful design solution. Staff believes the design maintains and respects the clarity of the forms of the house and garage, and is both recessive and differentiated.

That said there are a number of details the Board will probably want to consider:

- The Board will no doubt discuss whether the switch to zinc shingles on the upper rear addition and the garage wall extensions that serve as the east wall of the mudroom will be a successful substitution. At the workshop, a Board member suggested that the material might meet the goals of tying the various components together, blending with the rest of the addition, and distinguishing the siding from the roof treatment.
- A copper gutter similar to those on the house is proposed for the front (and rear) of the new mudroom, while zinc gutters are shown on the rear addition – consistent with the upper floor siding. The rear addition is only visible at a distance, so perhaps it is not a critical choice, but the zinc might be the better choice as it would blend, not contrast with the recessive coloration of the addition. On the other hand, it would differ from the other gutters.
- Before the June 6 meeting staff will attempt to clarify with the designer what the appearance of the front mudroom foundation will be, behind and to either side of the stairs.
- Staff suggests the traditional lanterns and carriage house style doors proposed for the front of the garage will emphasize the traditional design, in contrast with the clean, contemporary mudroom. Perhaps quieter, less traditional lighting that is more neutral rather than period would tie the design together slightly more. Also, staff wonders whether two fixtures would suffice.

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.

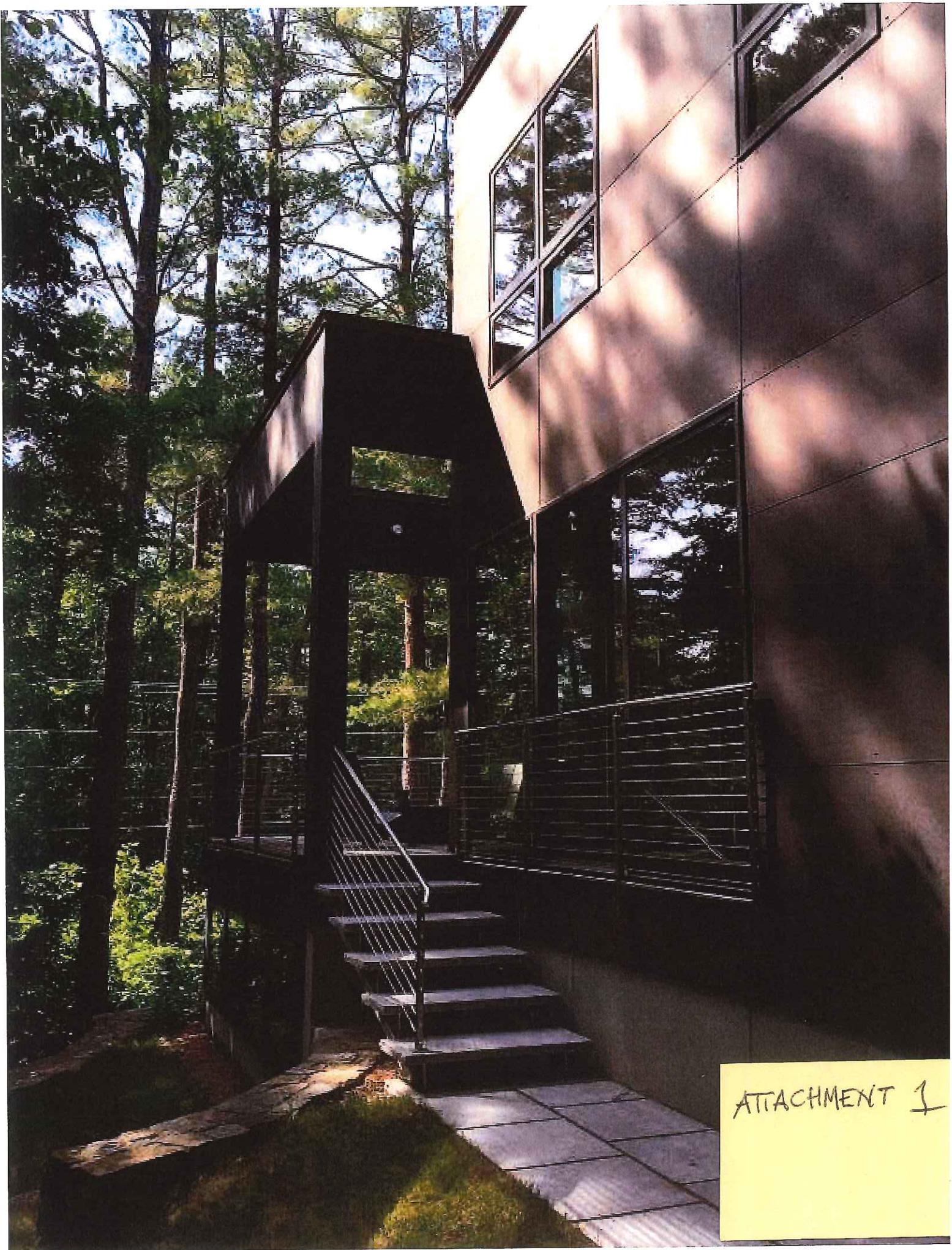
- (2) *The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
- (3) *All sites, structures and objects shall be recognized as products of their own time, place and use. Alterations that have no historical basis or create a false sense of historical development such as adding conjectural features or elements from other properties shall be discouraged.*
- (4) *Changes which may have taken place in the course of time are evidence of the history and development of a structure, object or site and its environment. Changes that have acquired significance in their own right, shall not be destroyed.*
- (9) *Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.*
- (10) *Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.*

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the June 6, 2018 public hearing and information included in the accompanying staff report, the Board finds that the proposed additions and alterations for 390-392 Spring Street **meet (fail to meet)** the historic preservation ordinance review standards for review of new construction (subject to the following conditions.....)

Attachments

1. Photos of stairs, provided by designer
2. Sample garage light fixture
3. Revised plans and elevations
4. Preliminary plans and elevations, from April 18, 2018 workshop



ATTACHMENT 1



SPEC SHEET

Linear Lantern Short
Item # CHO 2908AB

Designer: E. F. Chapman

Height: 15"

Width: 9"

Extension: 5"

Backplate: 9" x 13" Rectangle

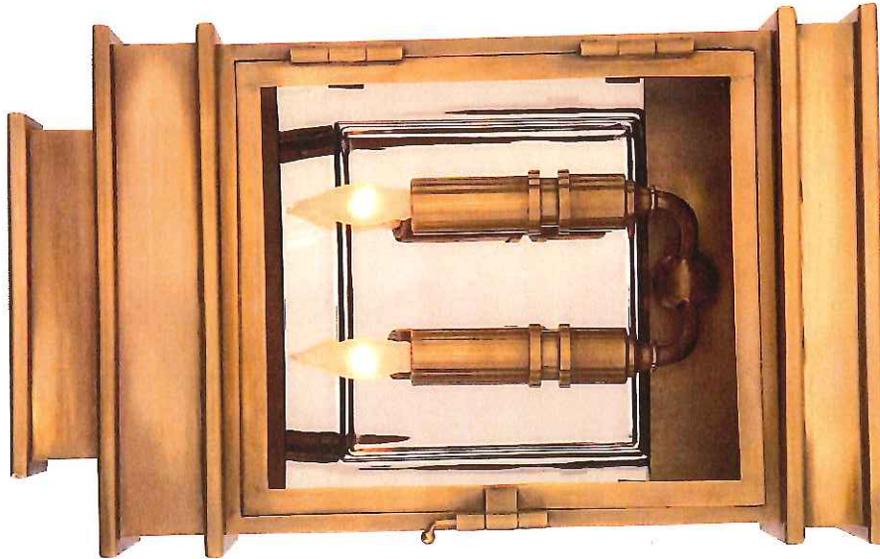
Finishes: AB, BZ

Glass Options: CG

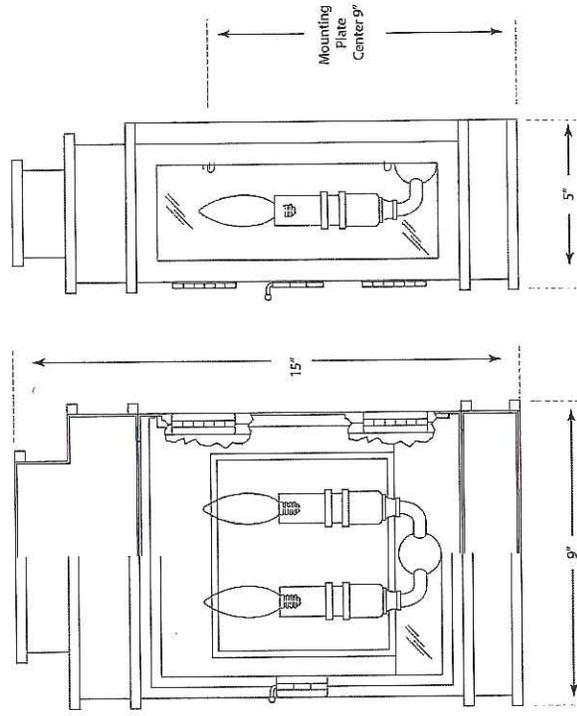
Socket: 2 - E12 Candelabra

Wattage: 2 - 60 C

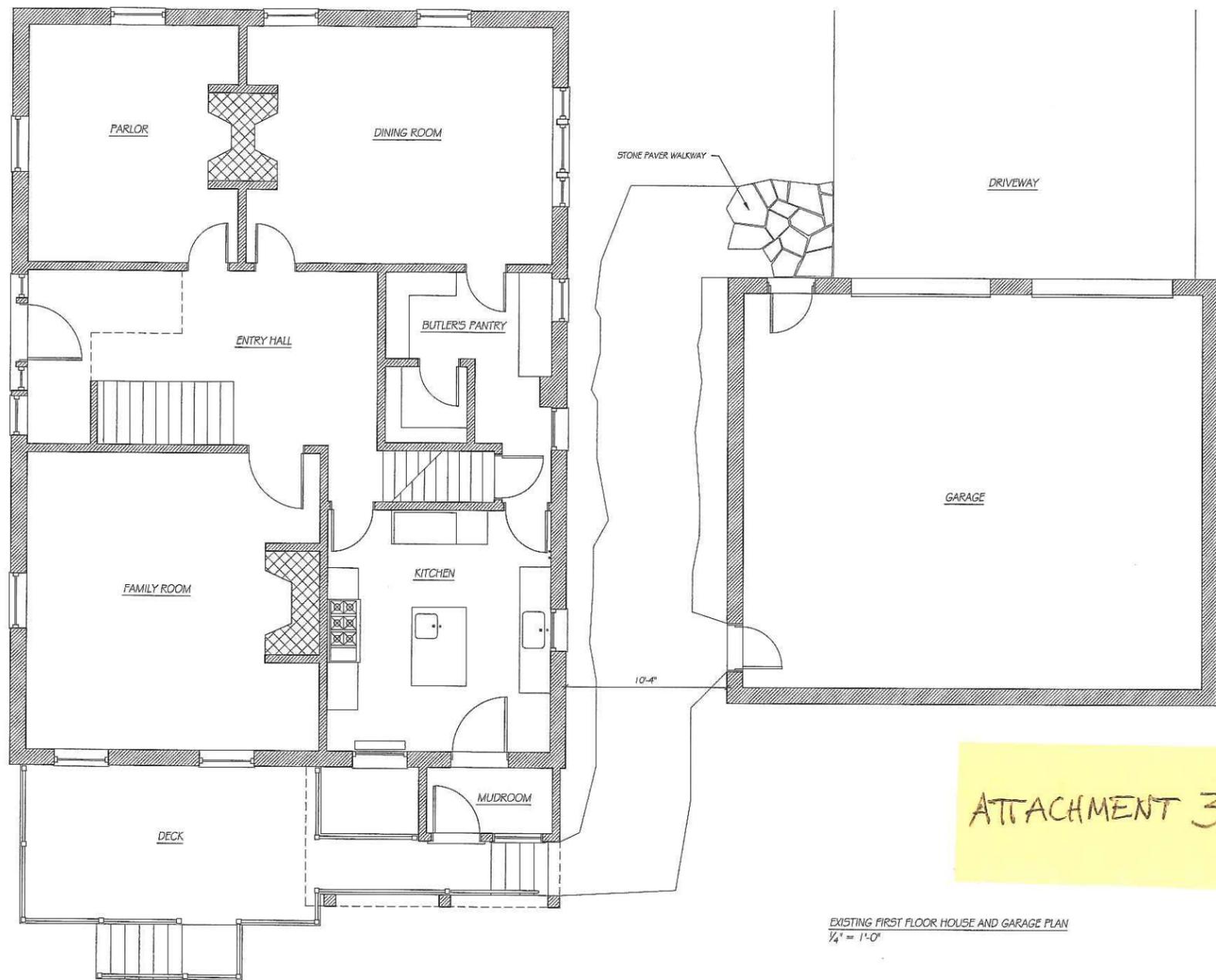
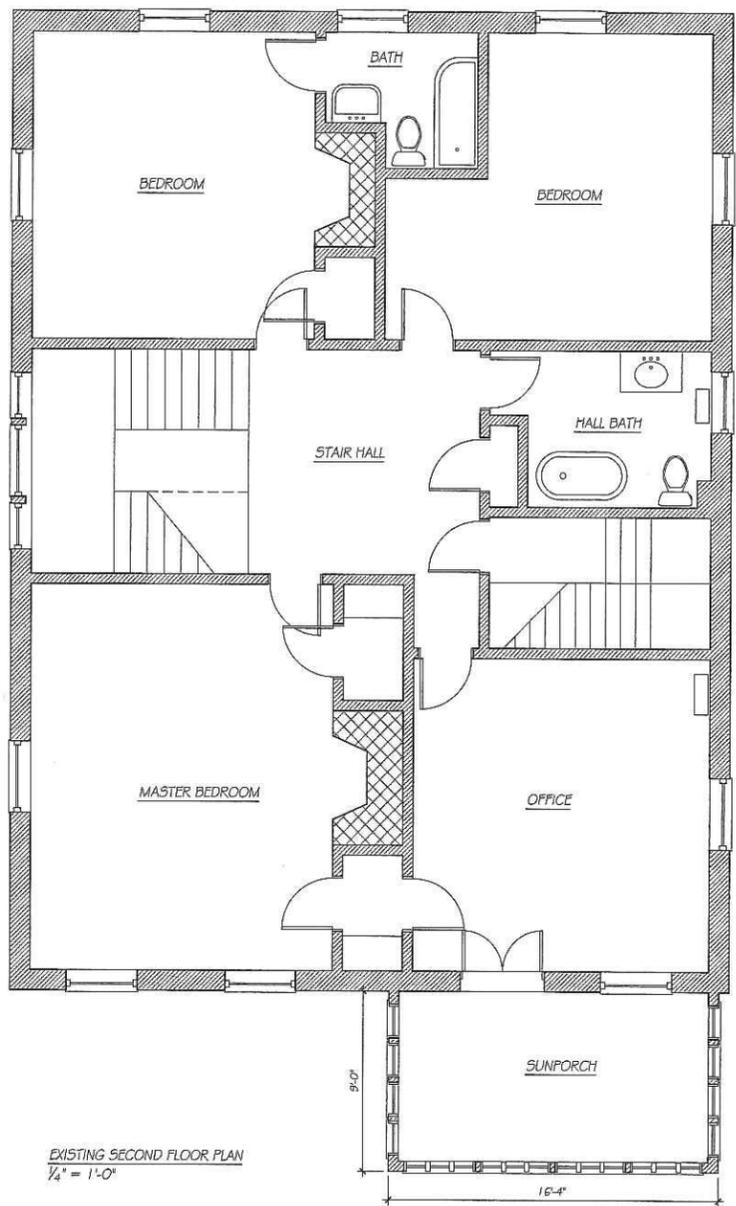
©EFC DESIGNS



ATTACHMENT 2



circa LIGHTING®



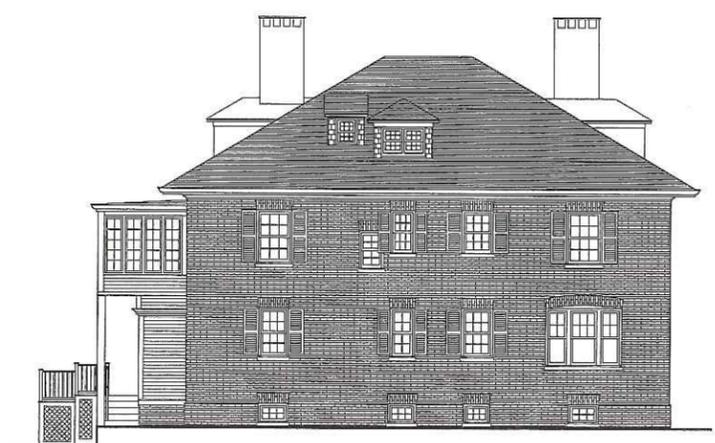
ATTACHMENT 3



EXISTING REAR ELEVATION
 $\frac{1}{8}'' = 1'-0''$



EXISTING FRONT ELEVATION
 $\frac{1}{8}'' = 1'-0''$



EXISTING SIDE ELEVATION
 $\frac{1}{8}'' = 1'-0''$

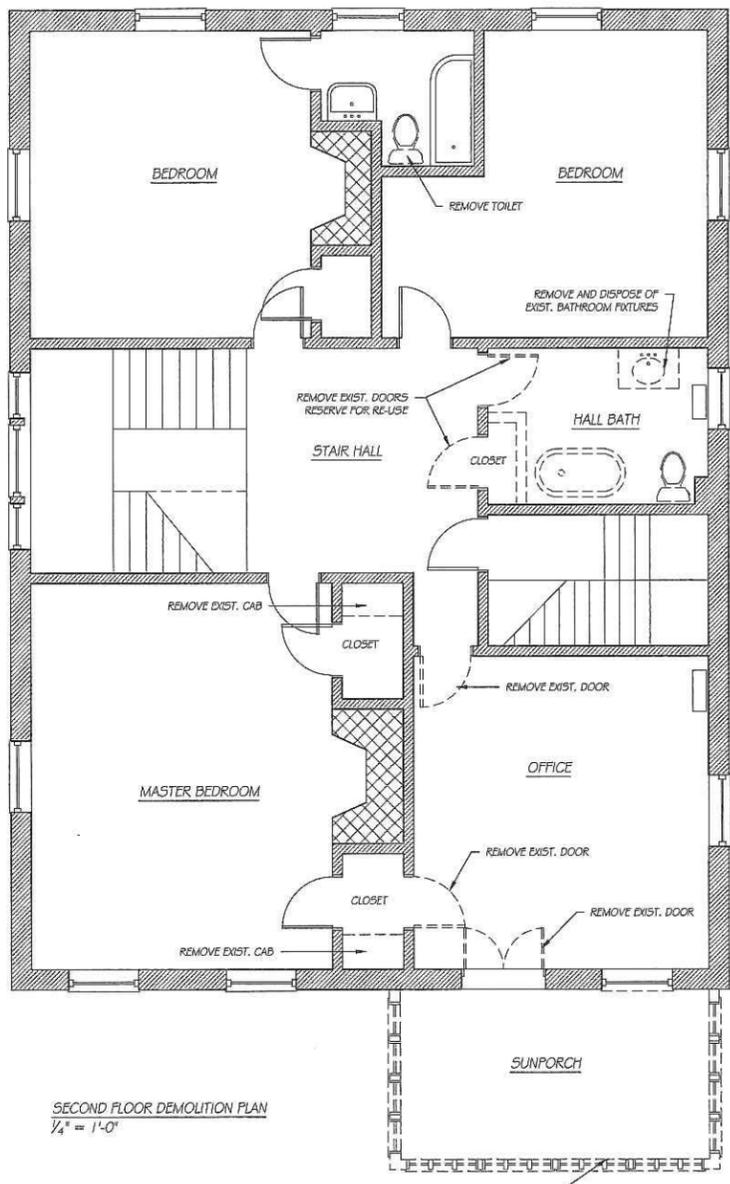
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DATE: 05 - 22 - 2018

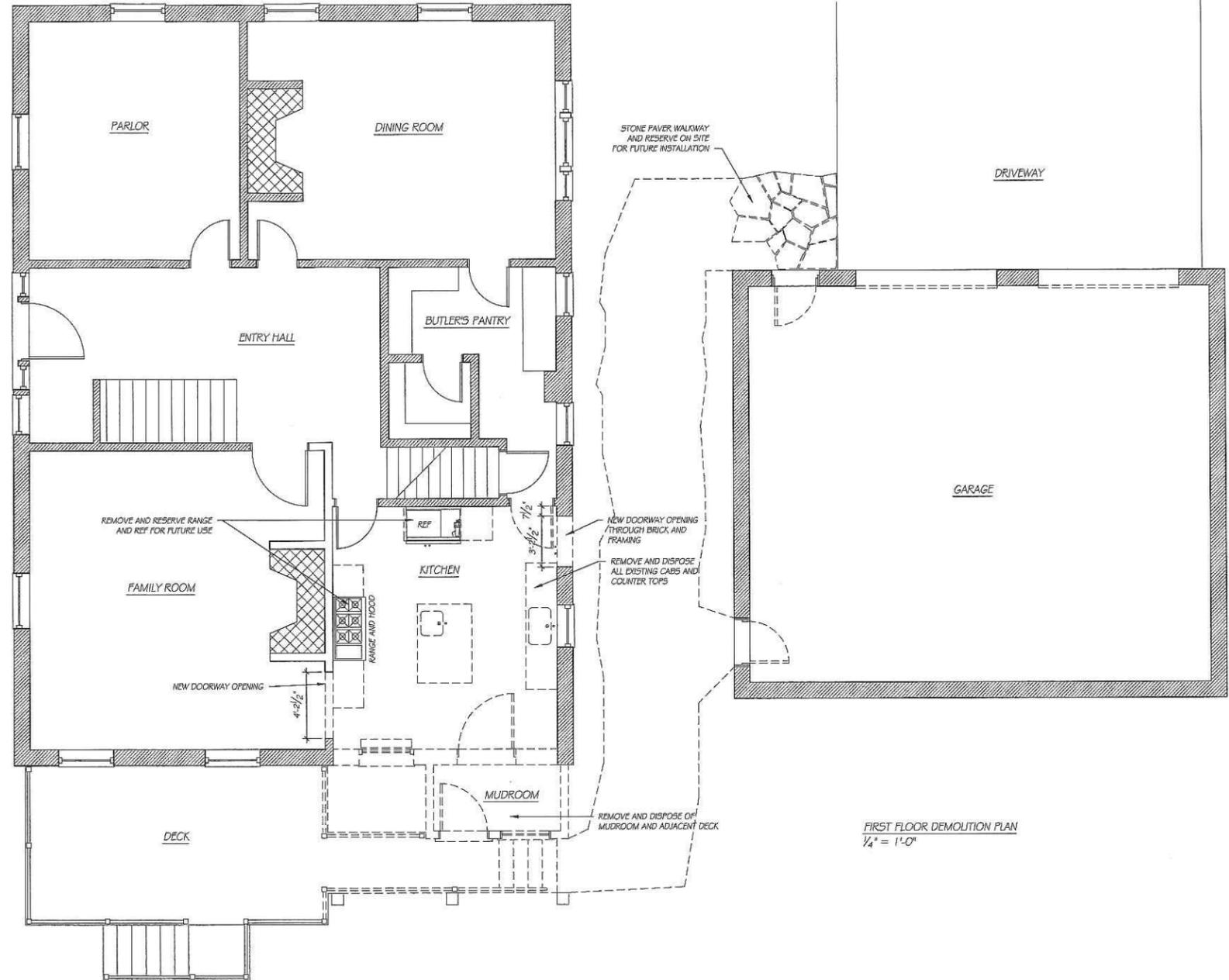
EXISTING FLOOR PLANS AND ELEVATIONS

DRUCE RESIDENCE RENOVATION
 392 SPRING STREET
 PORTLAND MAINE 04102

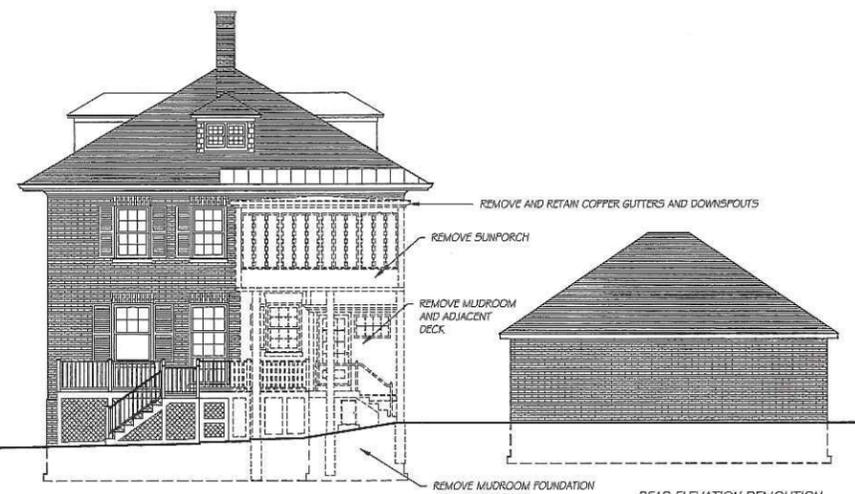
SHERI WINTER DESIGN
 207-205-3006
 sheri.winter@mail.com



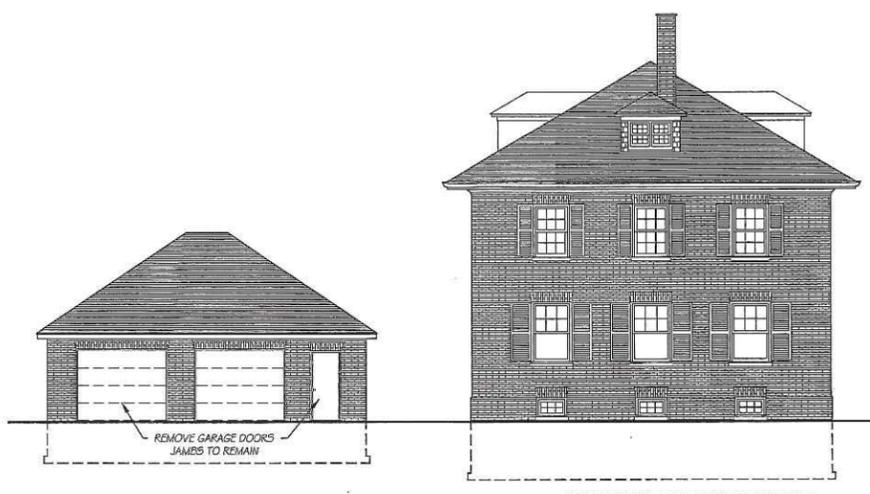
SECOND FLOOR DEMOLITION PLAN
1/4" = 1'-0"



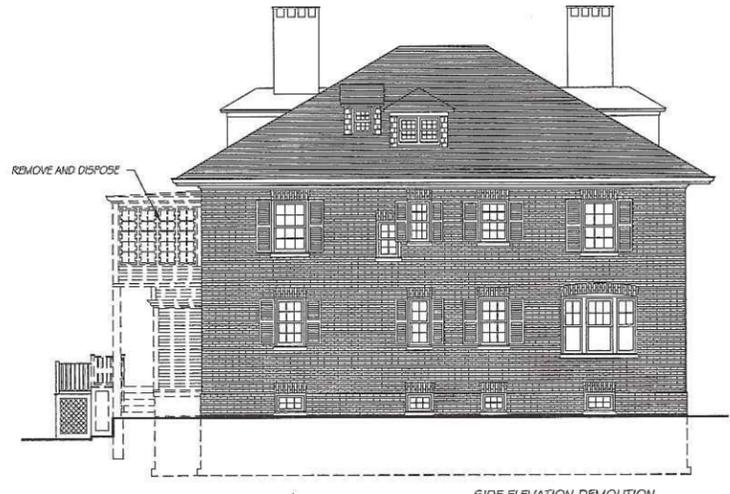
FIRST FLOOR DEMOLITION PLAN
1/4" = 1'-0"



REAR ELEVATION DEMOLITION
1/8" = 1'-0"



SPRING STREET ELEVATION DEMOLITION
1/8" = 1'-0"



SIDE ELEVATION DEMOLITION
1/8" = 1'-0"

CBL 061 D002001

DATE: 05 - 22 - 2018

DEMOLITION FLOOR PLANS
AND ELEVATIONS

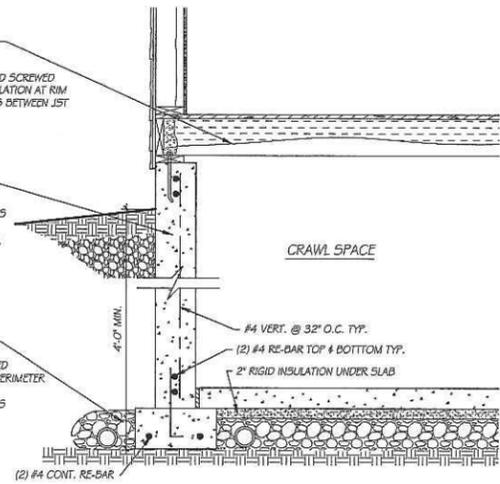
DRUCE RESIDENCE RENOVATION
392 SPRING STREET
PORTLAND MAINE 04102

SHERI WINTER DESIGN
207-205-3006
sheri.winter1@gmail.com

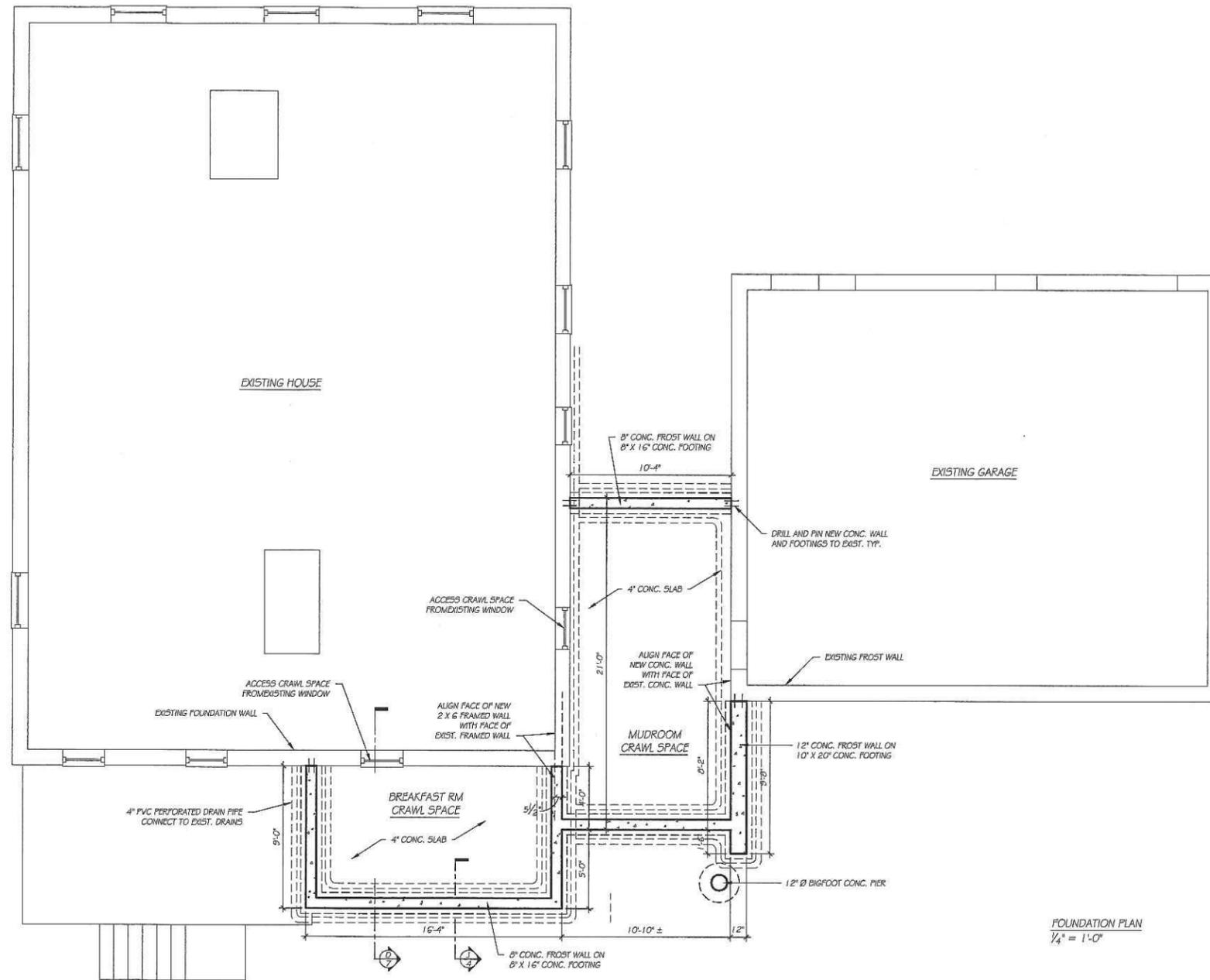
FIRST FLOOR SYSTEM
 2 X 8 FLOOR JST. @ 16" O.C.
 3/4" ADVANTECH SUBFLOOR GLUED AND SCREWED
 R-21 CLOSED CELL SPRAY FOAM INSULATION AT RIM
 R-30 KRAFT FACED FIBERGLASS BATTIS BETWEEN JST

FOUNDATION SYSTEM
 8" CONC. FROST WALL
 ON 8" X 16" CONT. CONC. FOOTINGS
 2 X 6 PT SILL ON SILL SEAL
 1/2" 10" X 1/4" ANCHOR BOLTS @ 48" O.C.
 2 @ CORNERS
 WATERPROOFING
 4" CONC. SLAB

FOUNDATION BASE
 FILTER FABRIC WRAPPED 4" PERFORATED
 PVC DRAIN PIPE AROUND FOOTING PERIMETER
 ON CRUSHED STONE BED
 AND AROUND INTERIOR OF FOOTINGS



J TYPICAL FOUNDATION SECTION
 3/4" = 1'-0"



FOUNDATION PLAN
 1/4" = 1'-0"

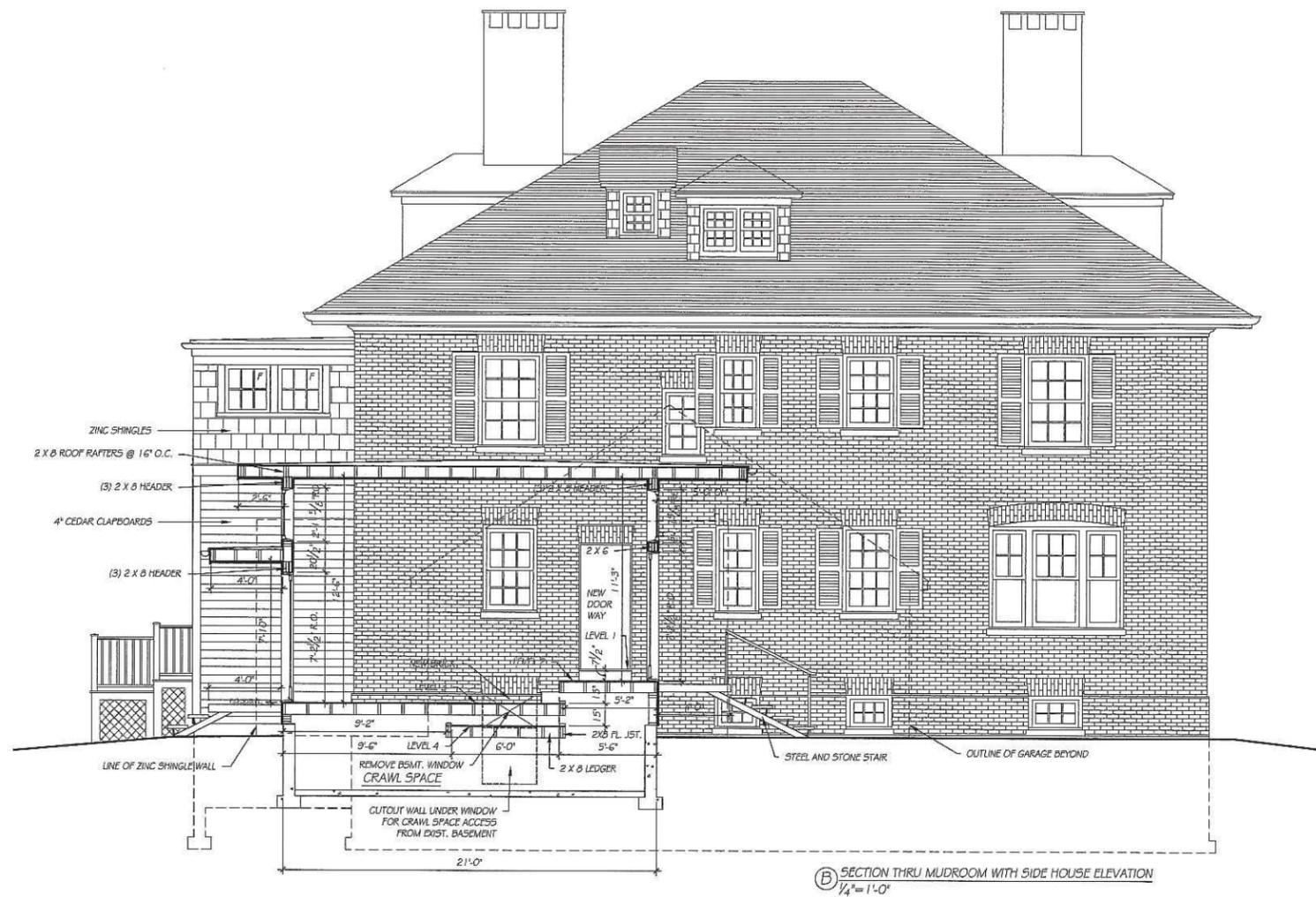
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DATE: 05 - 22 - 2018

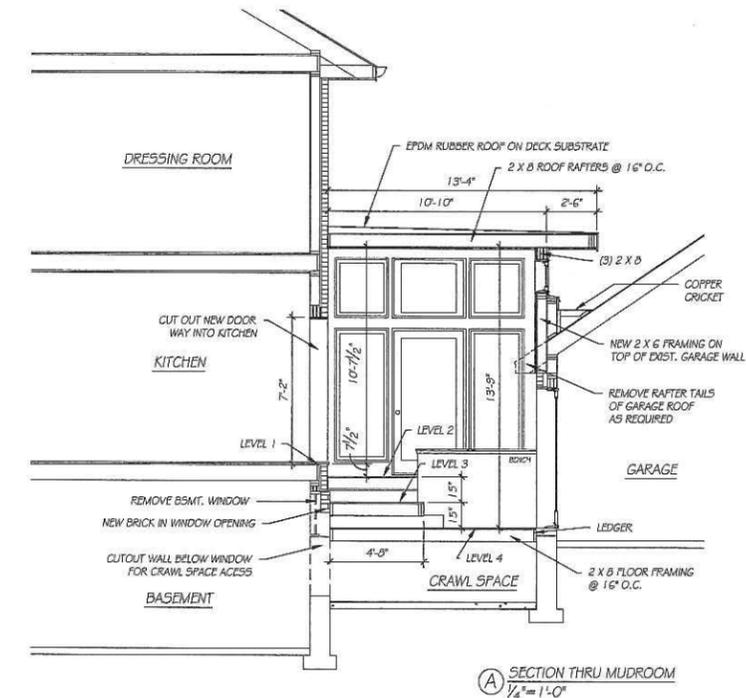
FOUNDATION PLANS AND SECTION

DRUCE RESIDENCE RENOVATION
 392 SPRING STREET
 PORTLAND MAINE 04102

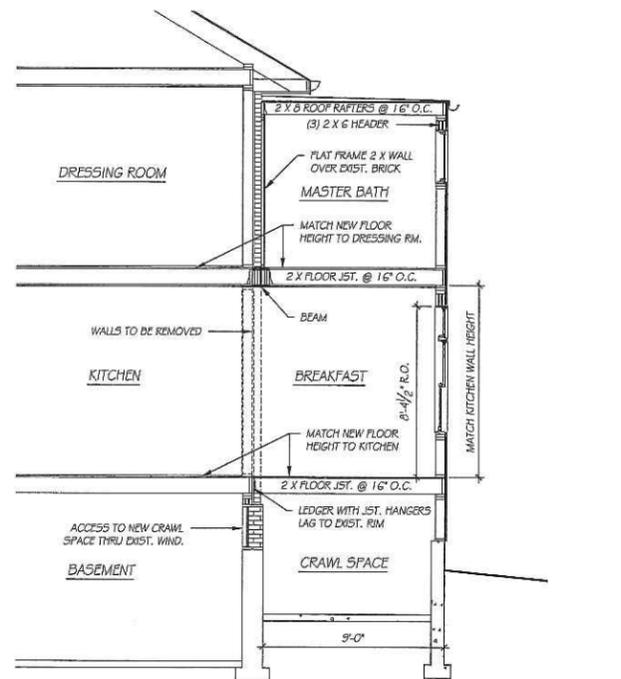
SHERI WINTER DESIGN
 207-205-5006
 sheri.winter@gmail.com



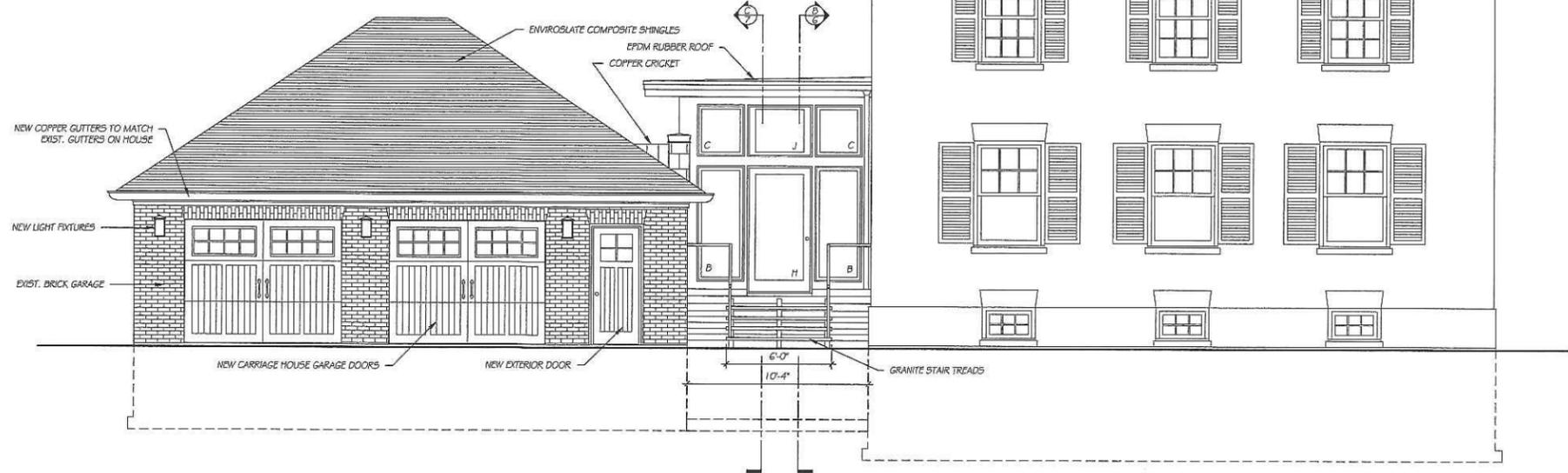
(B) SECTION THRU MUDROOM WITH SIDE HOUSE ELEVATION
1/4" = 1'-0"



(A) SECTION THRU MUDROOM
1/4" = 1'-0"



(D) MASTER BATH AND BREAKFAST ROOM SECTION
1/4" = 1'-0"



SPRING STREET ELEVATION
1/4" = 1'-0"

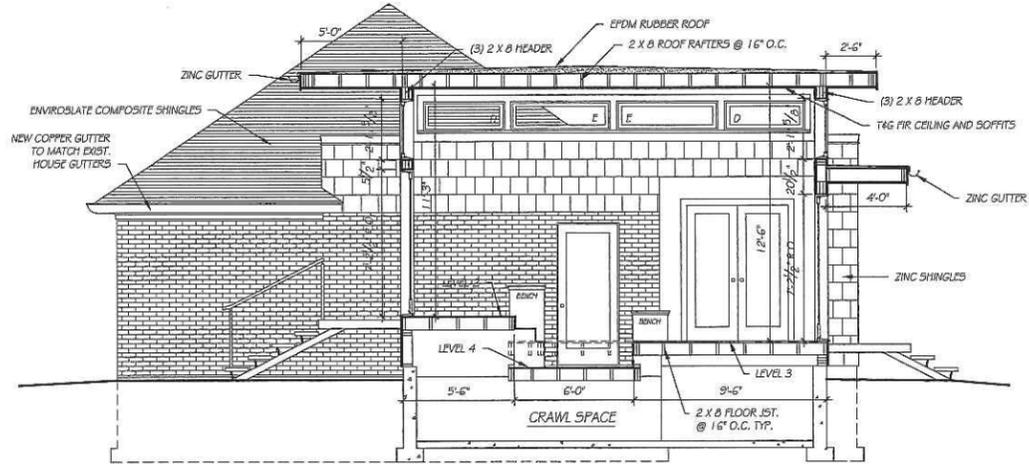
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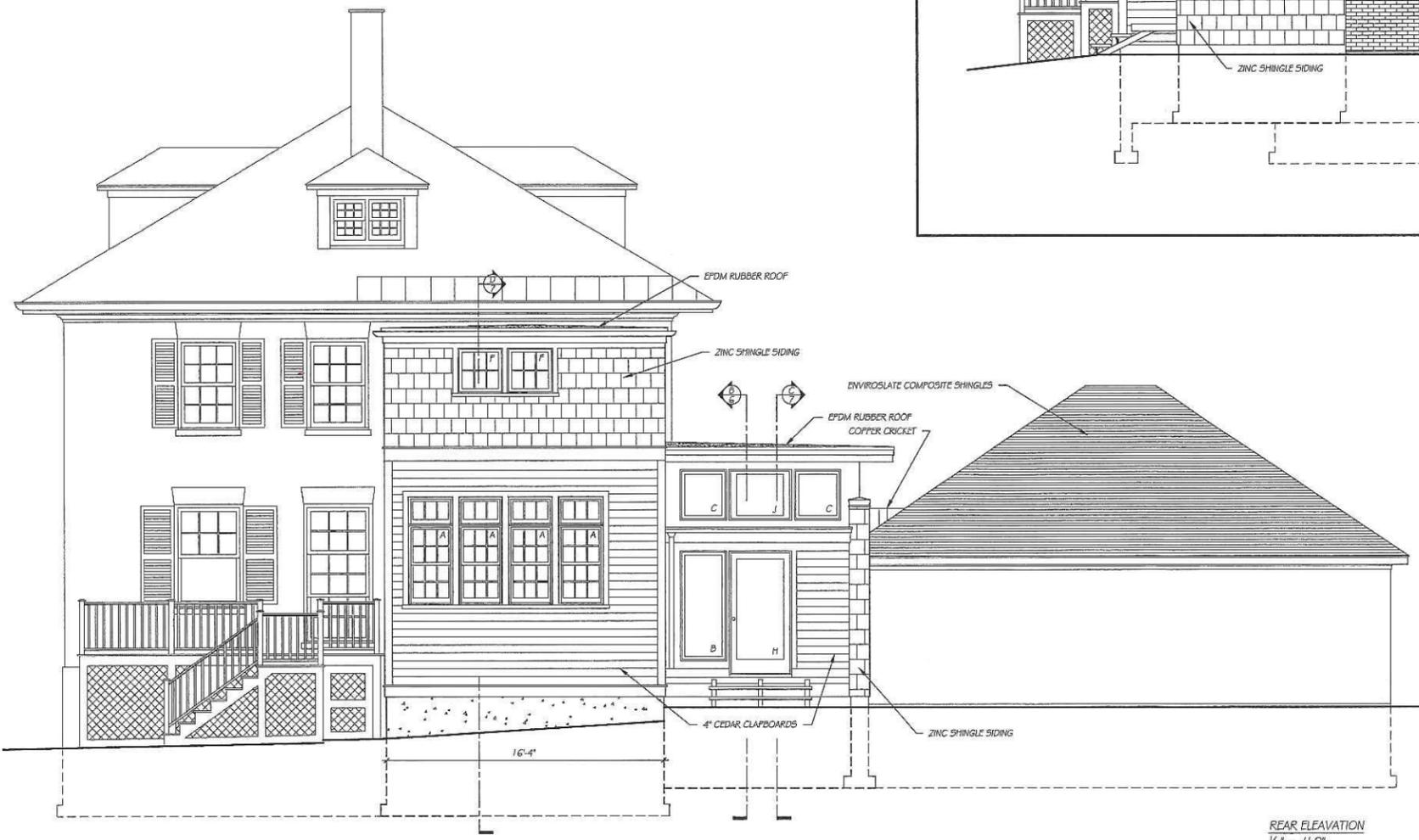
SPRING STREET ELEVATION
SECTION TOWARDS HOUSE SIDE ELEVATION
SECTION THRU MUDROOM

DRUCE RESIDENCE RENOVATION
392 SPRING STREET
PORTLAND MAINE 04102

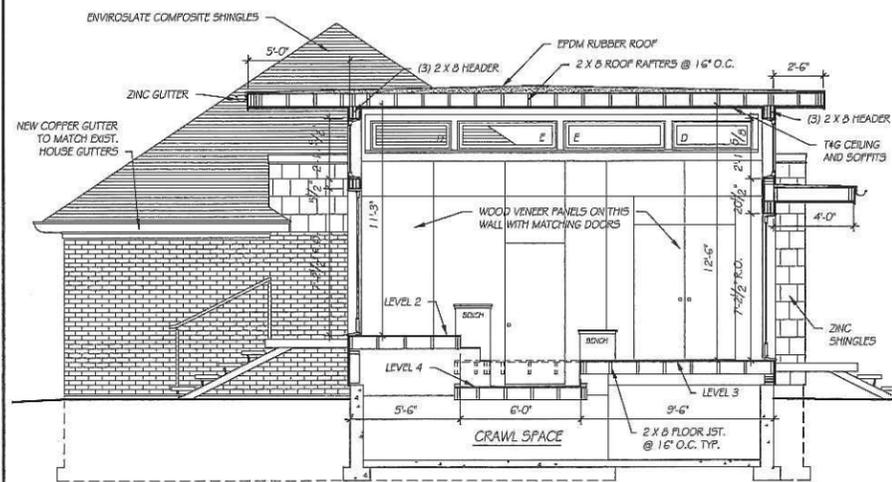
SHERI WINTER DESIGN
207-205-3006
sheri.winter@gmail.com



SECTION THRU MUDROOM OPTION 1
 $\frac{1}{4}" = 1'-0"$



REAR ELEVATION
 $\frac{1}{4}" = 1'-0"$



SECTION THRU MUDROOM OPTION 2
 $\frac{1}{4}" = 1'-0"$

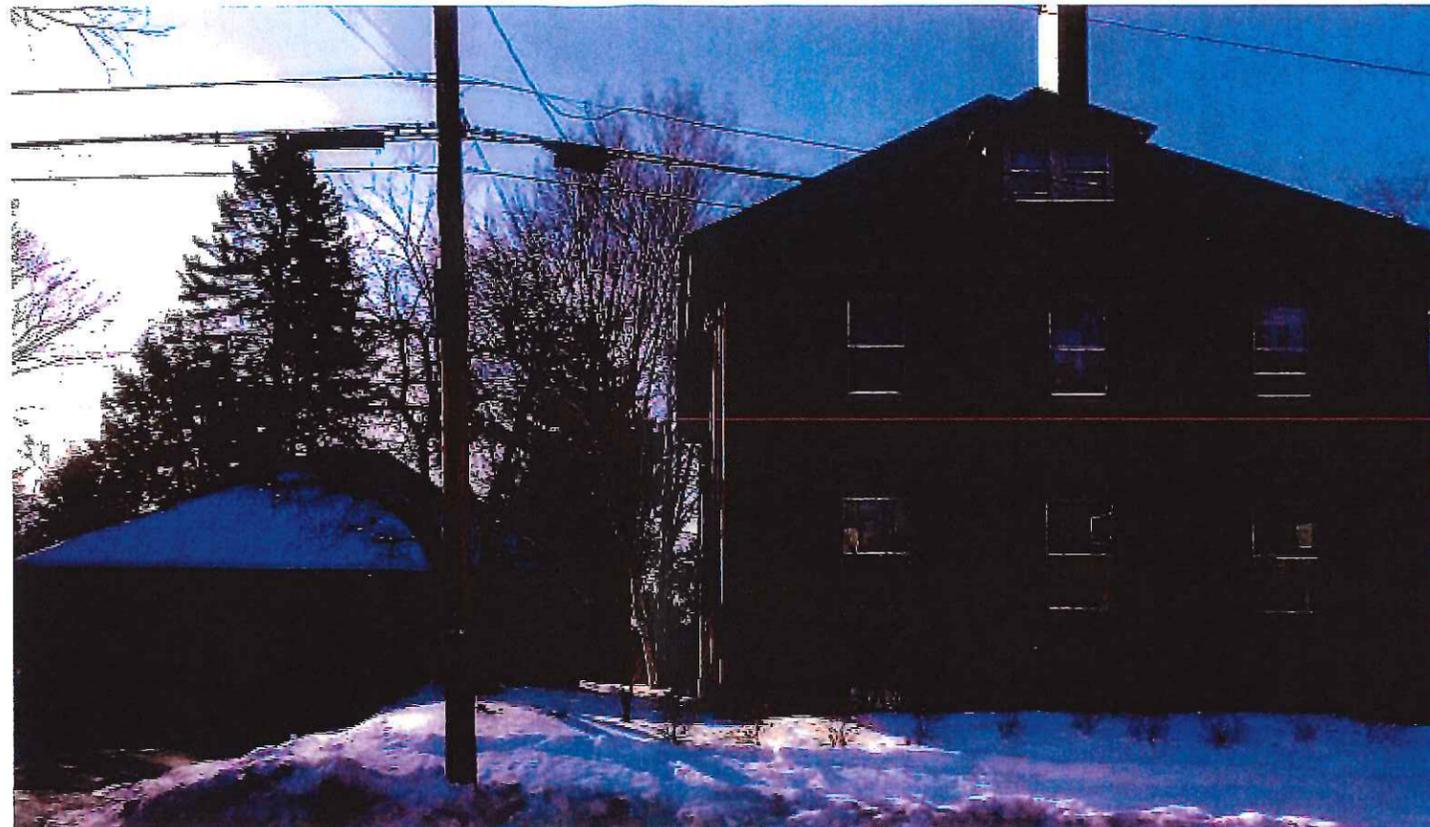
CBL 061 0002001

DATE: 05-22-2018

REAR AND GARAGE SIDE ELEVATIONS
 SECTION THRU MUDROOM TOWARDS GARAGE
 MASTER BATH AND BREAKFAST ROOM SECTION

DRUCE RESIDENCE RENOVATION
 392 SPRING STREET
 PORTLAND MAINE 04102

SHERI WINTER DESIGN
 207-205-3006
 sheri.winter1@gmail.com

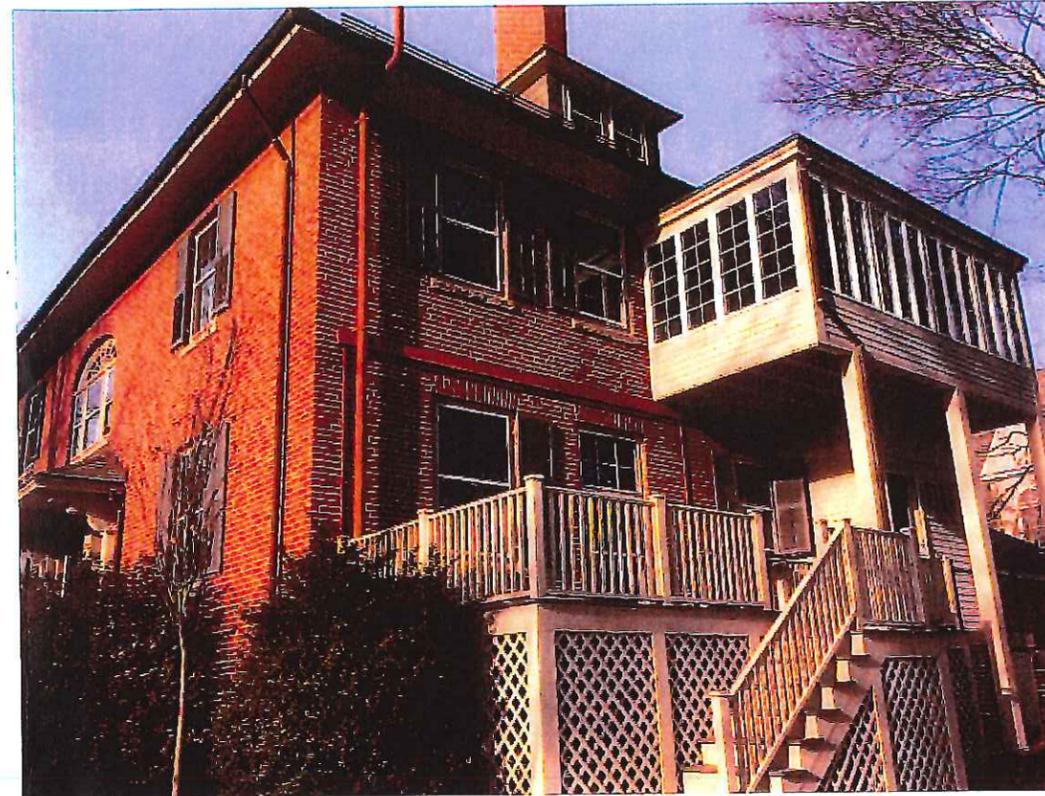
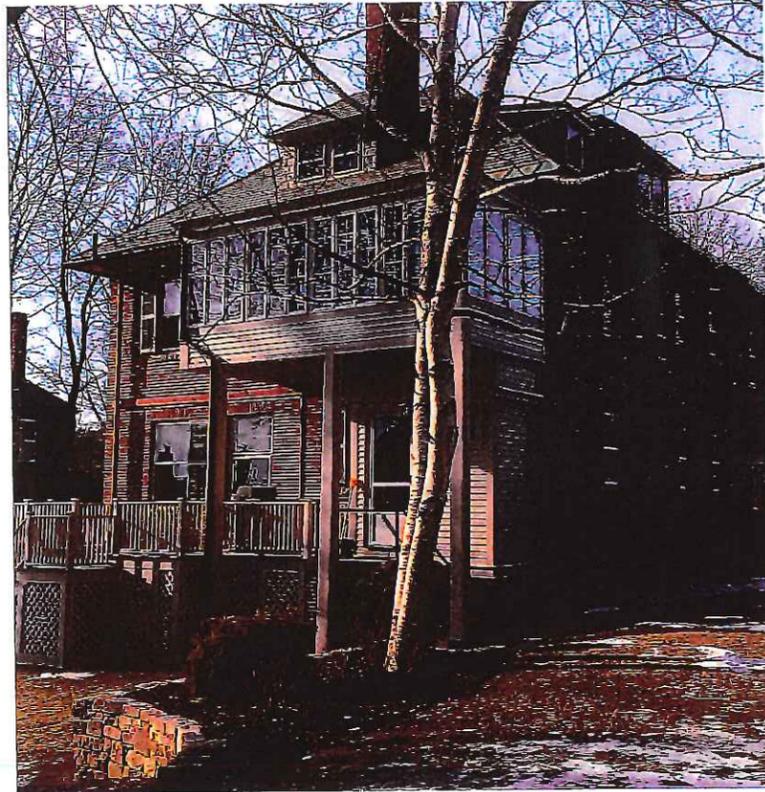


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APR 12 2018
City of Portland
Planning Division



DRUCE SPRING STREET ELEVATION - EXISTING PHOTO AND PROPOSED

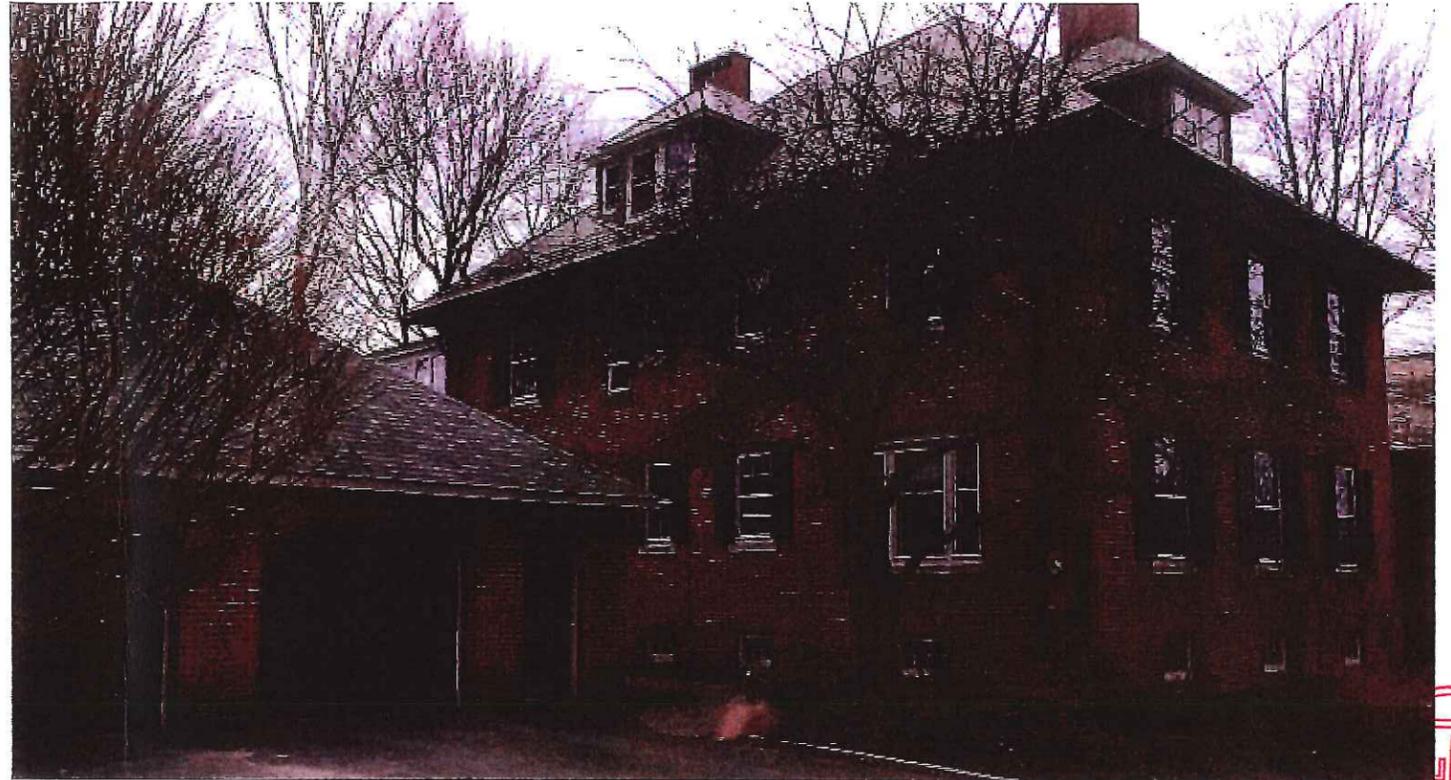
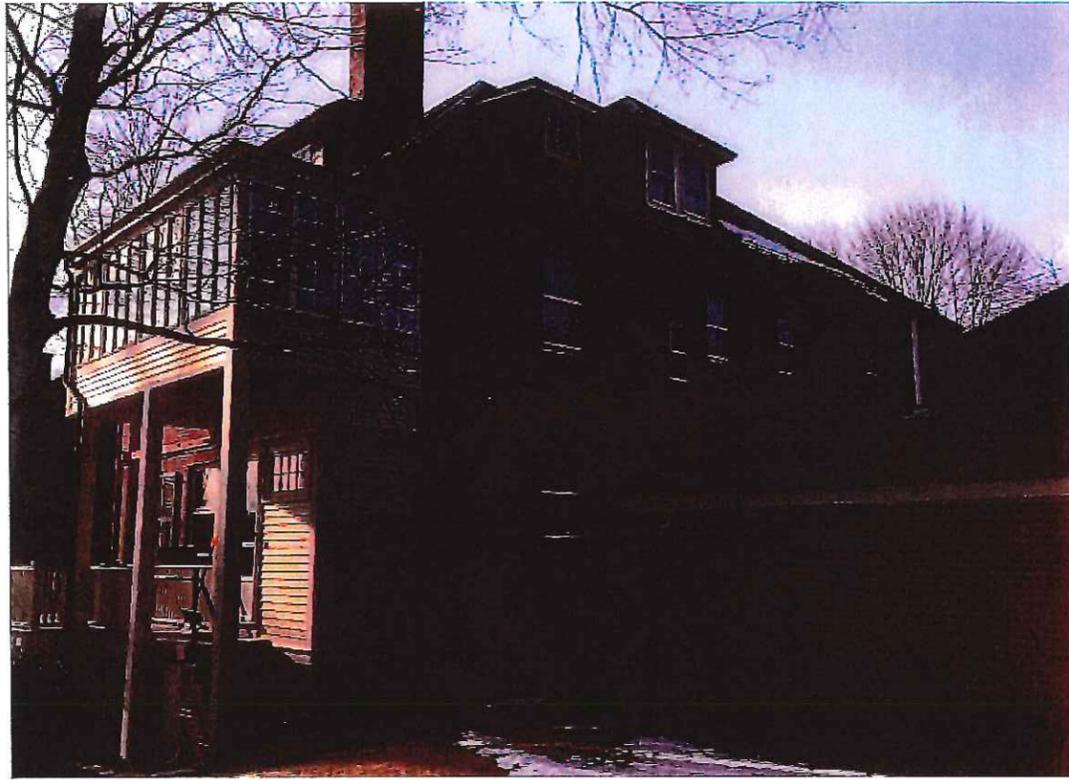
ATTACHMENT 4



RECEIVED
 APR 12 2018
 City of Portland
 Planning Division



DRUCE REAR ELEVATION - EXISTING PHOTOS AND PROPOSED ELEVATION



DRUCE SECTION THROUGH PROPOSED MUDROOM



DRUCE SIDE ELEVATION WITH PROPOSED MUDROOM

RECEIVED
APR 12 2018

City of Portland
Planning Division

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
383 COMMERCIAL STREET

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Deborah Andrews, Historic Preservation Program Manager
DATE: May 31, 2018
RE: June 6, 2018 *Advisory Review* of Revised Design Proposal for
Hotel Construction

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

Applicant: Gordon Reger Holdings LLC.
Represented by Joe Dasco

Architects: David Lloyd, Archetype Architects

Introduction

David Lloyd, representing the developer of the former Rufus Deering block at 383 Commercial Street, is returning to the Board to present a revised design proposal for Phase I of the planned build-out. Board members will recall that the developer plans to redevelop the entire block bounded by Commercial, Maple, York and High Street, with the exception of the northeast corner which is occupied by the building recently occupied by Baxter Academy. Having received approval for the overall master development plan, the applicant is now applying for site plan approval for Phase I of the development. Phase I will include construction of the hotel at the block's southeast corner, a portion of the mixed-use development in the middle portion of the block, as well as the thru-block pedestrian passageway separating the hotel and the balance of the development. As the applicant and Mr. Lloyd prepare to have their first workshop with the Planning Board, they are seeking the Historic Preservation Board's input on the revised design. As before, the Board's review will be advisory, as the subject lot is just beyond the boundaries of the Portland Waterfront Historic District.

This proposal represents the third major design iteration of the hotel component of the overall project. The overall development was first reviewed the Historic Preservation Board in January and March of 2017. The Board's comments were forwarded to the Planning Board and the

Planning Board encouraged a number of revisions based, in part, on input from the HP Board. A substantial redesign of the overall project was presented to the HP Board in October of last year. Again, the Board forwarded comments to the Planning Board. In each of these reviews, the Board focused particular attention on the easternmost portion of the block, as that is the area in immediate proximity to the historic district.

While a number of aspects of the development's design have been modified since the Board last reviewed plans in October of 2017, the hotel component has changed most substantially. The changes, which include a revised footprint, massing and material palette, have been made largely in response to the input and programmatic requirements of the hotelier that has been selected. The changes in the hotel have also prompted changes in the size, configuration and design of the pedestrian passageway that abuts it. As well, the bridge that had been proposed to connect the residential development to the hotel and its amenities has been eliminated from the plans at the request of the hotelier.

Given that the design modifications to the residential portion of the Phase I development are relatively minor and the eastern portion of the development will have the most immediate visual relationship with the abutting historic district, members of the Board are encouraged to focus on the hotel and the passageway in this review session.

Excerpts from the plans submitted for review in October 2017 are enclosed for reference purposes—see Attachment 4. As some members of the Board might recall, Mr. Lloyd also presented an alternative design scheme for the hotel at the meeting itself. A summary of the Board's comments and concerns, which was forwarded to the Planning Board following the review, is enclosed as Attachment 5. Given the fact that the October iteration has long since been abandoned, there is no need to detail the Board's concerns in this memo.

The Board is encouraged to review this design with little regard to previous iterations. The Board's role is to identify prevailing development patterns of the abutting district and assess whether the proposed development is generally compatible with a number of the strongest, identifiable visual characteristics of its Commercial Street and York Street contexts.

Latest Design Proposal

Mr. Lloyd has provided a written summary of the major changes to his previous design proposal—see ATTACHMENT 2. Although Mr. Lloyd describes changes to the residential structure at the western end of the block, that building is not under review at this time and the design may be revised once the developer moves on the Phase II. As noted before, Board members are encouraged to focus on the hotel and passageway in this review.

Major design revisions include the following:

- The footprint and massing of the hotel has changed in response to the hotelier's recommendation regarding a preferred guest room/corridor layout. The massing

has not changed at the Commercial Street end, but the building narrows and angles to the east as it approaches York Street. The hotel end facing York Street is now substantially narrower than before.

- With the reduction in the width of the rear portion of the hotel, the opening on York Street between the hotel and the residential buildings to the west is substantially wider.
- The upper facade on Commercial Street is now clad in brick. As before, the base of the building is clad in rusticated granite. This traditional material palette is broken by a recessed vertical bay that is clad entirely in vertically-oriented zinc panels. Brick returns at the western end of the building to bookend the façade and provide a sense of solidity to this corner.
- On the Commercial Street façade and where the building returns onto Maple Street, the upper floor fenestration has been revised to eliminate individual punched openings at each floor level. Now, the upper floors feature two-story glazed openings within a brick field. The breaks in floor levels are defined by spandrel or tinted glass within the larger glazed opening. This change in fenestration also affects the overall proportions of the building.
- On the York Street elevation, the building is entirely clad in brick, including the building base. Here, the upper façade features more traditional punched window openings. The window openings are vertical in orientation and feature single-lite glazing.
- The east and west exterior walls of the hotel's mid-section are clad in cement fiber panels. As Mr. Lloyd notes, the proposed product—Taktl—offers a variety of textures and colors to choose from. While the renderings suggest some level of variety, especially in tone, more information about the specific application of the product would be helpful.
- The plans now illustrate proposed signage for the hotel. The renderings show three signs at the top level of the building—one facing Commercial, one facing Maple and another facing York.
- As noted above, the bridge previously proposed to connect the residential development to the hotel has been eliminated.
- The submission includes a detailed site plan and renderings of the pedestrian passageway separating the two components of the development. Renderings of the passageway from both York Street and Commercial are provided. Note that the change in grade is accommodated by a set of steps and landings located well back from both frontages.

Applicable Review Standard

The following *site plan standard* applies in the advisory review of projects within 100 feet of a landmark or historic district boundary:

...such development shall be generally compatible with the major character-defining elements of the landmark or portion of the district in the immediate vicinity of the

proposed development....For the purposes of this provision, “compatible” design shall be defined as design which respects the established building patterns and visual characteristics that existing in a given setting and, at the same time, is a distinct product of its own time.

Building characteristics used to gauge compatibility of new construction in an existing context include the following:

Scale and Form

Height
Width
Proportions of principal facades
Roof Shapes
Scale of the structure

Compositions of Principal Facades

Proportion of Openings
Rhythm of solids to voids in facades
Rhythm of entrance porch and other projections
Relationship of materials, texture and color
Presence of signs, canopies and awnings

Relationship to the Street

Walls of continuity
Rhythm of spacing and structures on streets
Directional expression of principal elevations

Attachments:

1. David Lloyd's summary of design revisions
2. Latest plans, renderings and elevations
3. Passageway renderings and site plans
4. Excerpts from previous proposal reviewed in October 2017
5. Staff summary of Board comment, forwarded to Planning Board

A R C H I T E C T U R E

May 22, 2018

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

RE: 383 Commercial Street

Dear Deb,

Per our discussions we have modified our design since our last presentation to the HP Board. Following is a narrative which describes the changes:

Phase One and Two have been modified from the approved master plan as outlined below.

The Commercial Street facade in the residential phase two has incorporated a major architectural entrance within the established courtyard. This entry will now allow the tenants to enter the courtyard and then enter a lobby space where their mail, packages and a concierge will be available to them. Thus, offering a higher level of hospitality for the residential tenants. The other entrances located on York still allow full access for tenants but this Commercial Street entry will be the major lobby component.

The passageway has now been widened at the York Street side thus yielding a more expansive view towards Commercial Street and a more inviting entrance.

The bridge element connecting the hotel and residential building has been eliminated.

The York street facade has been modified substantially since master plan based upon comments from staff. The vertical breakup of mass has been eliminated. The fiber cement has been replaced with a brick veneer. On the residential building we have modeled the architecture based upon a contemporary version of 305 Commercial Street architecture. This architecture also blends well with the facades along Commercial Street.

The hotel has retained the strong rough cut faced granite base and the large window openings above. But the siding above the Granite base have been modified to be brick versus metal clad. We did however incorporate a vertical element of zinc coated metal with a residential window pattern just before the building turns into the passageway. This corner was formally a curtail wall system. The introduction of brick allowed us to propose the brick façade along York which ties the building together.

The fenestration on the east and south walls of the hotel now reflects the hotel room layout and the facade material is Tatkl. Tatkl is a high-quality product which offers a diversity of texture yielding architectural opportunities. Please refer to the following information for back up <http://www.taktl-llc.com/What-is-TAKTL>.

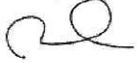
All the above changes are a direct result of staff, planning board, Historic Preservation comment and the final integration of the hotel end user. We believe that all of the changes make this a more dynamic

A R C H E T Y P E

addition to the neighborhood and a more symbiotic relationship to its neighbors. All yielding a new architecture that is uniquely Portland.

Please call with any questions or concerns

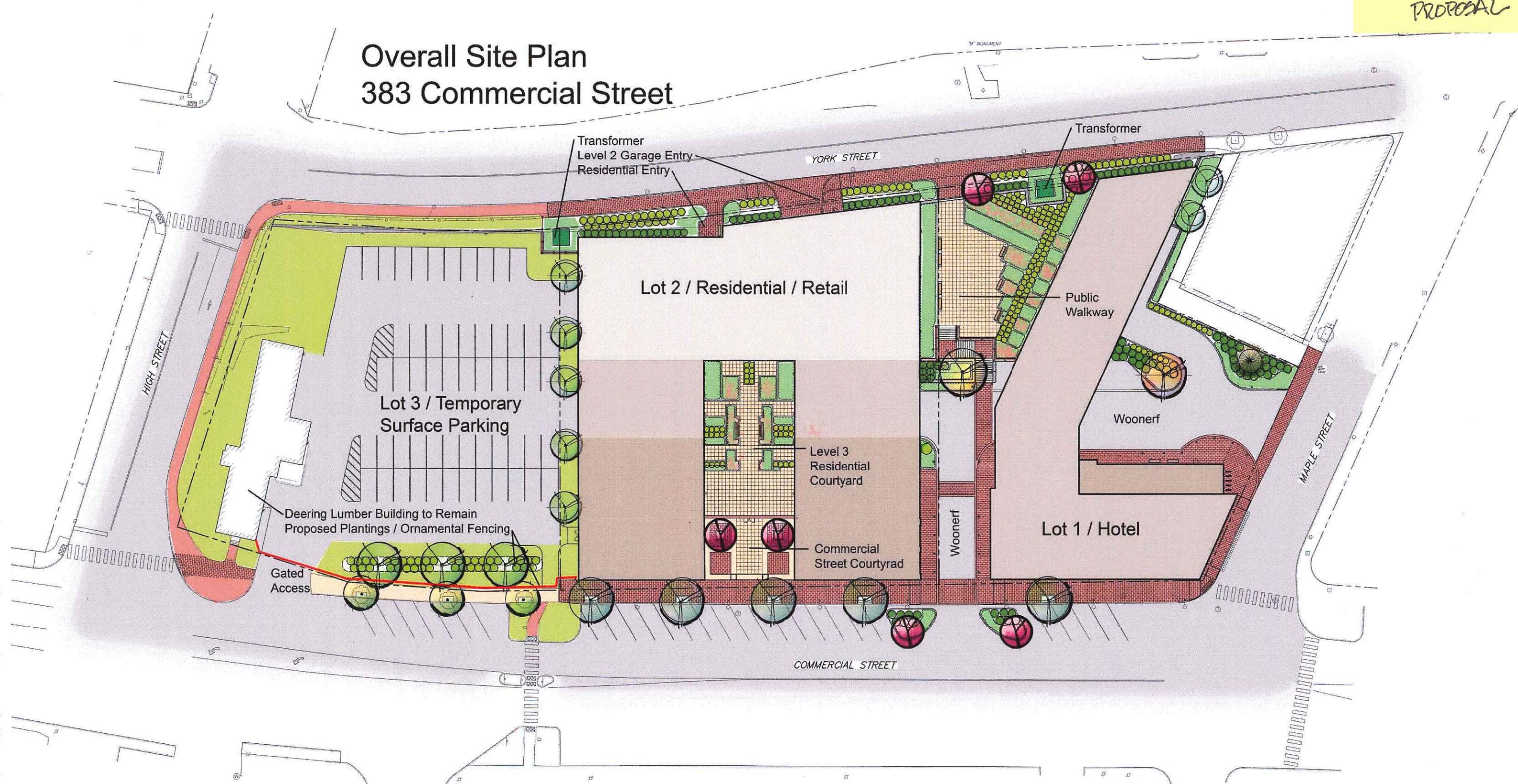
Respectfully Submitted,



David Lloyd

Maine Licensed Architect

Overall Site Plan 383 Commercial Street





Illustrates limits of Phase I











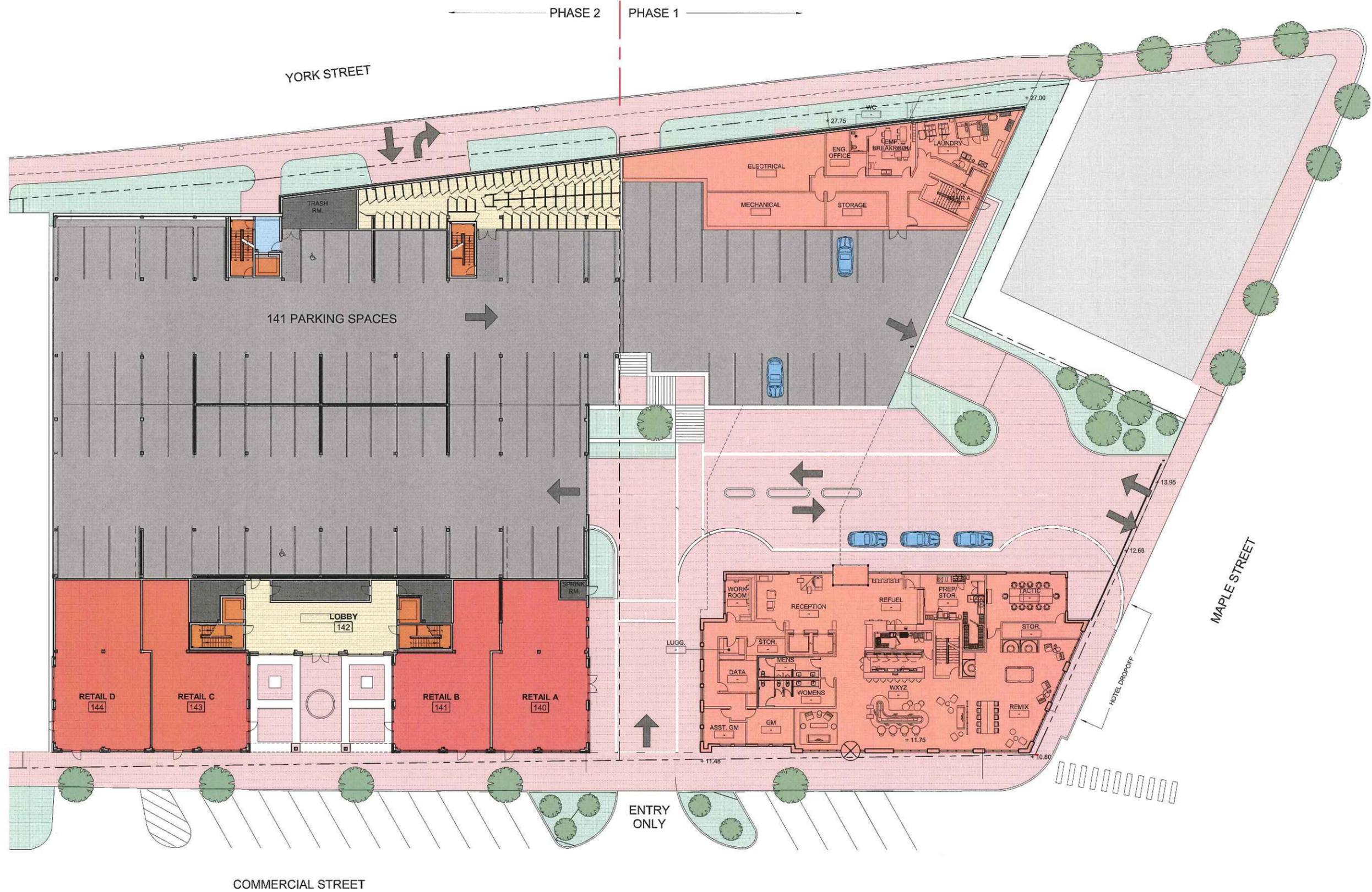
Aloft

COURTYARD Marriott









1 | LEVEL 1 - Phases 1 & 2
 1/16" = 1'-0"

383 COMMERCIAL STREET

Portland, Maine

MAY 18, 2018

A1.1-1





1 | LEVEL 2 - Phases 1 & 2
 1/16" = 1'-0"

The Terraces at 43 North

COMMERCIAL STREET

383 Commercial Street
 Portland, ME 04101

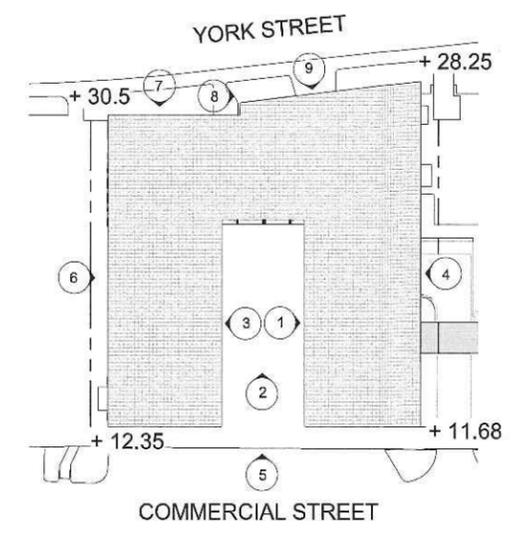
MAY 21, 2018

A1.2-1





9 PHASE 2 - YORK STREET ONE 1" = 20'-0"
 8 YORK ST CORNER 1" = 20'-0"
 7 PHASE 2 - YORK STREET TWO 1" = 20'-0"
 6 PHASE 2 - WEST ELEVATION 1" = 20'-0"



GENERAL NOTES:
 1. AVERAGE GRADE BY DEFINITION: 4 CORNER AVERAGE GRADE - NW 30.5' + NE 28.25' + SE 11.68' + SW 12.35' = 82.78' / 4 = 20'-8"
 2. BUILDING HEIGHT: THE VERTICAL MEASUREMENT FROM AVERAGE GRADE TO MIDPOINT OF A PITCHED ROOF = 65'-0" (WITH A STEPPED ROOF THE CUMULATIVE VOLUME ABOVE THE PITCHED ROOF LINE TO BE LOWER THEN THE VOLUME BELOW THE LINE)



5 PHASE 2 - COMMERCIAL ST ELEVATION 1" = 20'-0"
 4 PHASE 2 - EAST ELEVATION 1" = 20'-0"



3 PHASE 2 - COURTYARD WEST 1" = 20'-0"
 2 PHASE 2 - COURTYARD BACK 1" = 20'-0"
 1 PHASE 2 - COURTYARD EAST 1" = 20'-0"

383 COMMERCIAL STREET

Portland, Maine

MAY 18, 2018

A.202





3 | Commercial West
3/32" = 1'-0"

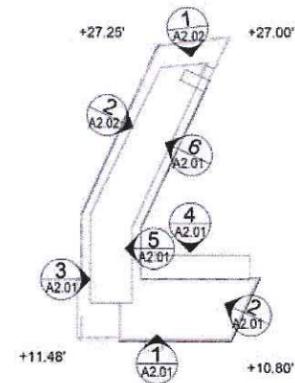


1 | Commercial St
3/32" = 1'-0"



2 | Commercial East
3/32" = 1'-0"

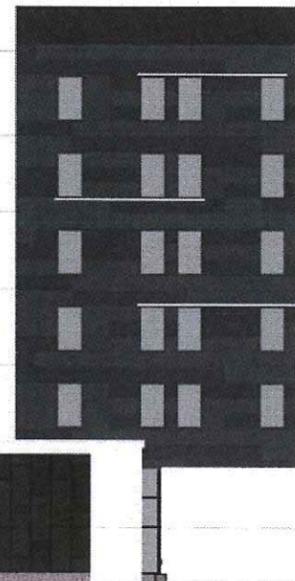
- ROOF 82'3"
- 6TH FLOOR 70'3"
- 5TH FLOOR 60'3"
- 4TH FLOOR 50'3"
- 3RD FLOOR 40'3"
- 2ND FLOOR 30'3"
- AVE GRADE 19'1.5"
- 1ST FLOOR 11'9"



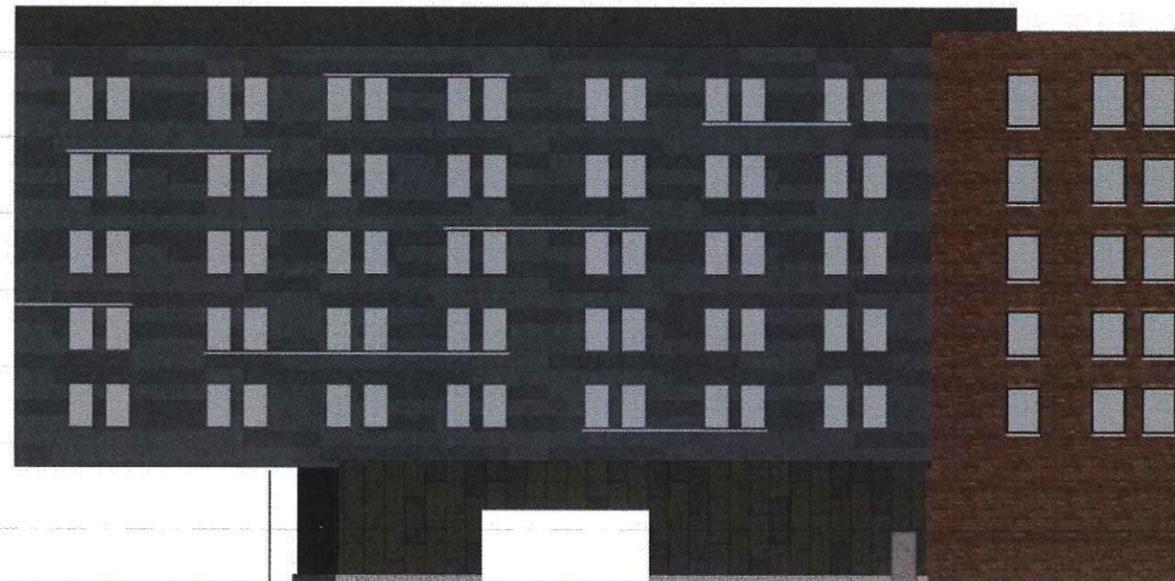
GENERAL NOTES:
 1. AVERAGE GRADE BY DEFINITION: 4 CORNER AVERAGE GRADE -
 $NW 27.75' + NE 27' + SE 10.80' + SW 11.48' = 76.53' / 4 = 19' - 1 1/2"$
 2. BUILDING HEIGHT: THE VERTICAL MEASUREMENT FROM AVERAGE
 GRADE TO HIGHEST POINT OF THE ROOF BEAMS = 63' - 2" (65' ALLOWED)



4 | Maple Interior
3/32" = 1'-0"



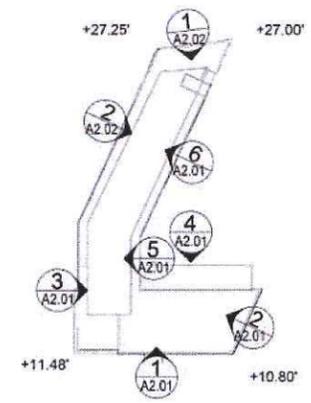
5 | Maple Anterior
3/32" = 1'-0"



6 | Maple Street
3/32" = 1'-0"

- ROOF 82'3"
- 6TH FLOOR 70'3"
- 5TH FLOOR 60'3"
- 4TH FLOOR 50'3"
- 3RD FLOOR 40'3"
- 2ND FLOOR 30'3"
- AVE GRADE 19'1.5"
- 1ST FLOOR 11'9"

Prepared For:	Owner
Address:	City, State
Consultant:	
Architect:	ARCHETYPE Architects <small>48 Union Wharf Portland, Maine 04101 (207) 772-6622 ARCHETYPE@ARCHETYPEPA.COM</small>
Project:	ALOFT HOTEL <small>383 COMMERCIAL ST PORTLAND, ME 04101</small>
Revisions:	
Date:	05/17/2018
Scale:	As indicated
Building Elevations	
A2.01	



GENERAL NOTES:
 1. AVERAGE GRADE BY DEFINITION: 4 CORNER AVERAGE GRADE -
 $NW\ 27.75' + NE\ 27' + SE\ 10.80' + SW\ 11.48' = 76.53' / 4 = 19' - 1\ 1/2"$
 2. BUILDING HEIGHT: THE VERTICAL MEASUREMENT FROM AVERAGE GRADE TO HIGHEST POINT OF THE ROOF BEAMS = 63' - 2" (65' ALLOWED)



1 | York St
 3/32" = 1'-0"

2 | Courtyard West Angled
 3/32" = 1'-0"

Prepared For:		Owner	
Consultant:		Address City, State	
Architect:		ARCHETYPE architects <small>48 Union Wharf Portland, Maine 04101 (207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM</small>	
Project:		ALOFT HOTEL <small>383 COMMERCIAL ST PORTLAND, ME 04101</small>	
Revisions:			
Date:	Scale:	Building Elevations	
05/17/2018	As indicated		
A2.02			

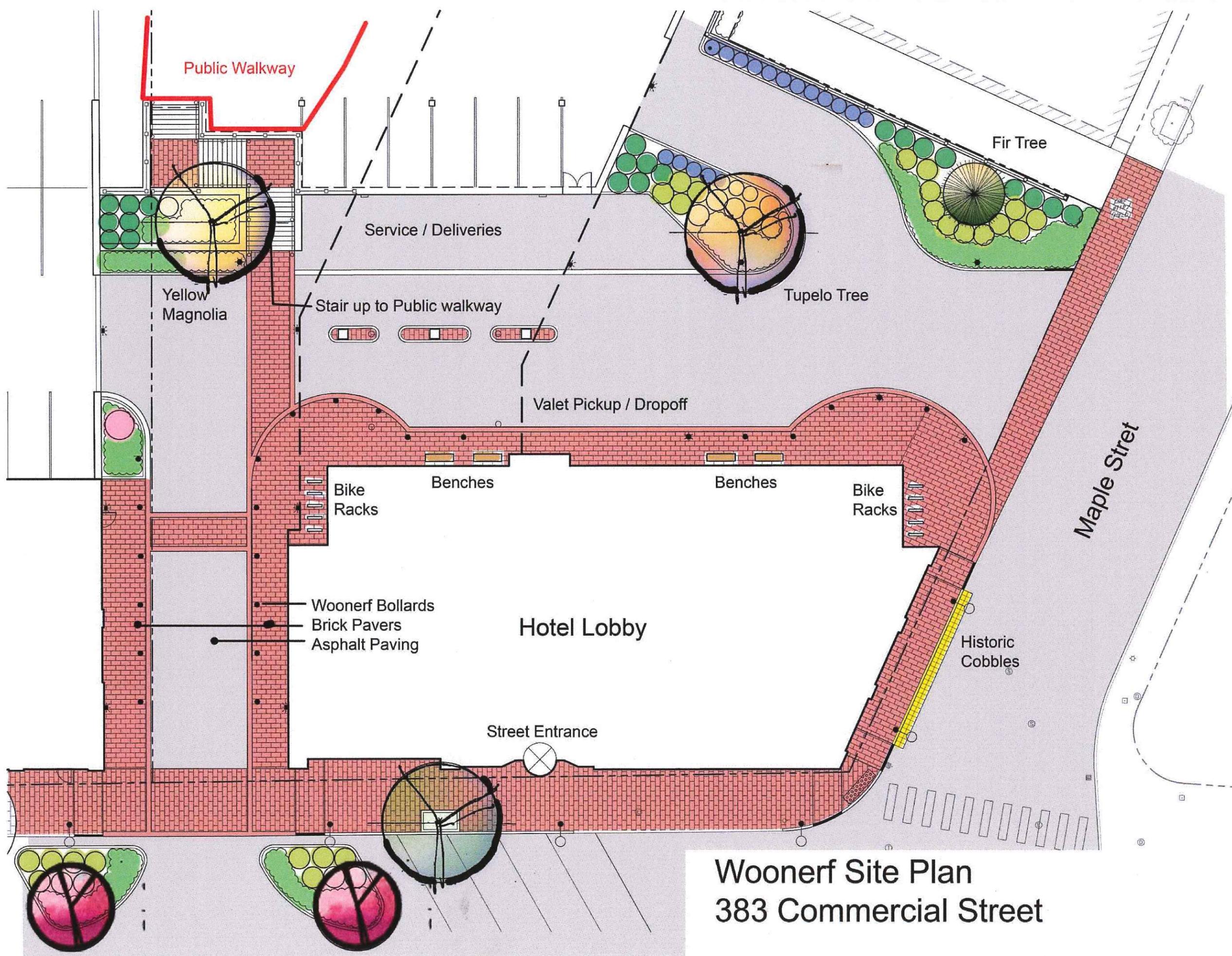
ATT. 3
PASSAGEWAYS
RENDERINGS
& PLANS



VIEW FROM
PASSAGEWAYS,
LOOKING TOWARDS
YORK.



PASSAGEWAY
AS VIEWED
FROM YORK



Public Walkway

Service / Deliveries

Fir Tree

Yellow Magnolia

Stair up to Public walkway

Tupelo Tree

Valet Pickup / Dropoff

Bike Racks

Benches

Benches

Bike Racks

Maple Street

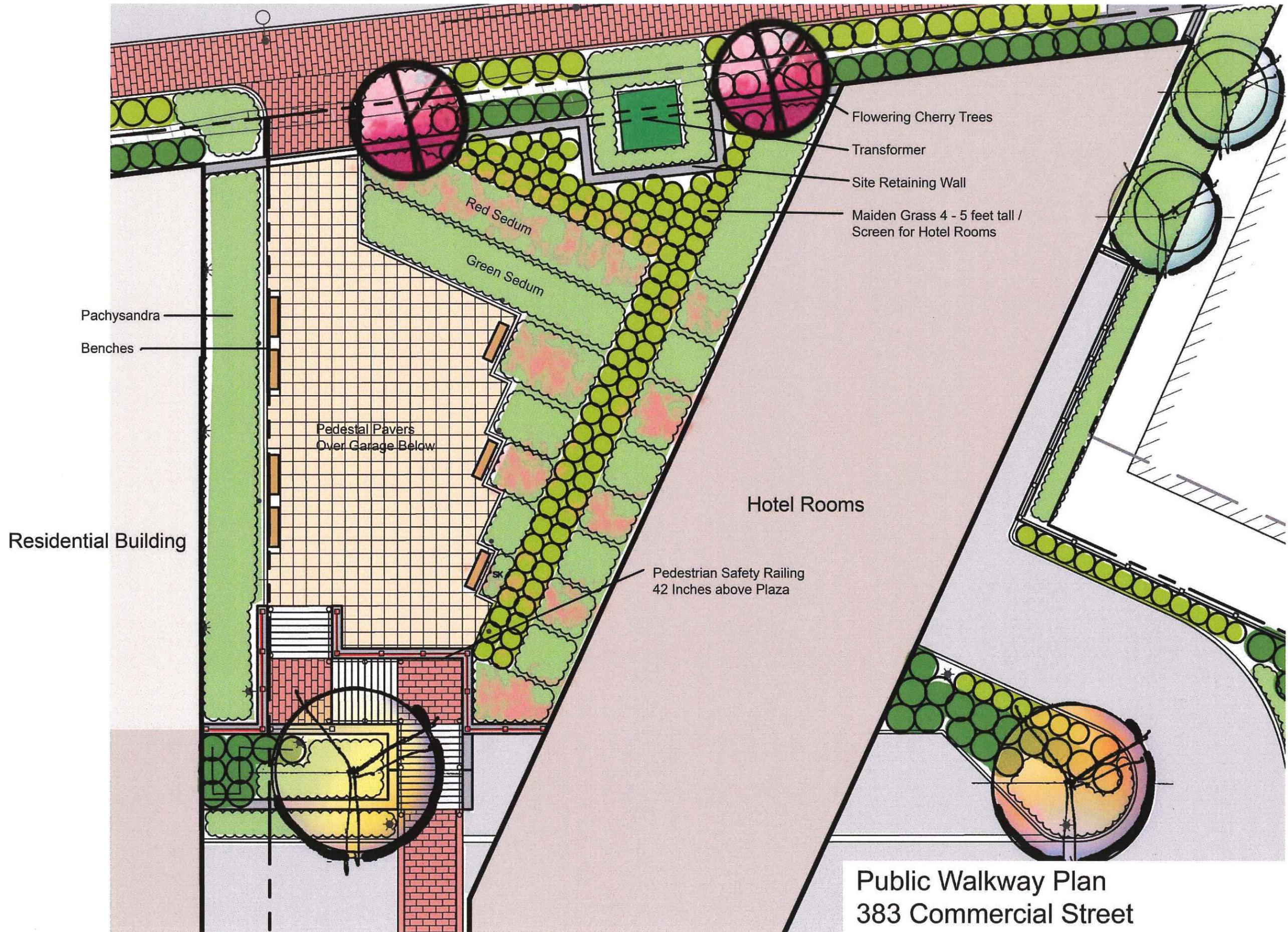
Woonerf Bollards
Brick Pavers
Asphalt Paving

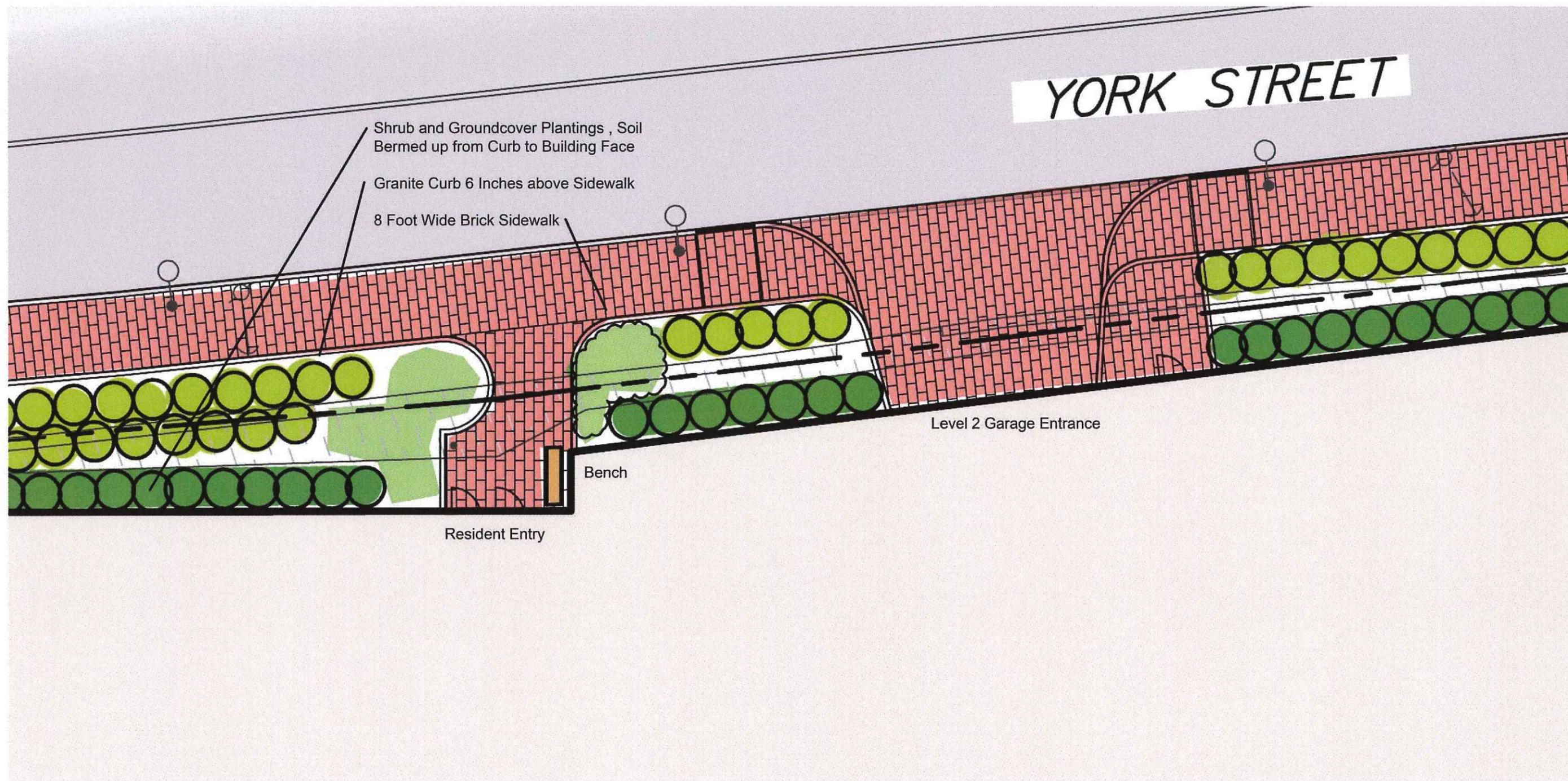
Hotel Lobby

Historic Cobbles

Street Entrance

Woonerf Site Plan
383 Commercial Street





York Street Streetscape
383 Commercial Street

ATT. 4
EXCERPTS FROM
10/17 PROPOSAL





ARCHETYPE
architects



ARCHETYPE
architects

Alternative
Proposal present
at 10/17 mtg.







Memorandum
Department of Planning and Development
Historic Preservation Office



ATT. 5
SUMMARY OF
BOARD COMMENTS
RE 10/17 PROPOSAL

To: Chair Boepple and Members of the Planning Board
From: Deborah Andrews, Historic Preservation Program Manager
Cc: Jean Fraser, Planner
Date: October 20, 2017
Re: Historic Preservation Board Advisory Review of *Revised* Development Proposal for 383 Commercial Street

On October 18th, the Historic Preservation Board conducted an advisory review of Archetype's revised development proposal for 383 Commercial Street. The revised design scheme, prepared for applicant Gordon Reger Holdings LLC., was developed in response to concerns raised by the Planning Board about previous proposals as well as a change in the applicant's development program to include a hotel at the eastern end of the subject block.

It should be noted that the elevations and renderings forwarded to the Historic Preservation Board in advance of the October 18 meeting were superseded by revised elevations and renderings presented at the meeting itself. The revised drawings represented a fairly substantial change in design direction. While the architect's design revisions were made in an effort to respond to preliminary feedback from staff, neither the Board nor staff had the opportunity to review the updated drawings before the meeting itself. Additionally, a number of design details had not yet been addressed or resolved. These factors effectively limited the Historic Preservation Board's review to preliminary comments.

Notwithstanding these limitations, the Historic Preservation Board offered a number of comments and questions for consideration by the project architect and the Planning Board as the project moves forward. Following is a summary of the Historic Preservation Board's advisory review:

- With respect to the form and massing of the easternmost building, the Board found that the revised proposal represents a significant improvement over the initial design reviewed by the HP Board last March. The form and massing are now consistent with the prevailing development pattern of Commercial Street and the west elevation is perpendicular to the street.
- The Board found that the proposed pedestrian passageway located between the hotel and the residential development represents a significant improvement over previous schemes

as it provides meaningful public access across the block and offers an amenity for the area.

- Board members were supportive of the contemporary design direction and proposed material palette for the hotel, but expressed concern that the new proposal lacked key elements that would help relate it to its larger Commercial Street context. Specifically, the Board recommended that the building include a defined base, as this is one of the strongest shared architectural characteristics of buildings on the inland side of Commercial Street. A base articulated in smooth-finish granite or composite stone would be consistent with the building's sleek design vocabulary and at the same time help relate the overall building composition to its Commercial Street context.
- Board members recommended that the hotel's curtainwall system be set back from the surface of the façade to provide some level of three-dimensional relief.
- While most members were not opposed to the glazed western corner of the hotel's Commercial Street façade, they felt that further design development was needed to ensure that this corner was better integrated into the overall design. As proposed, it stands apart from the balance of the building because of its high level of transparency. Consideration might be given to continuing the lead-coated copper across the entire building base or framing the western edge of the glazed corner with lead-coated copper.
- With respect to this glazed corner of the hotel building, Board members noted that the floor plans called for guest rooms on the upper floor levels. Board members expressed concern that the design intent of this glazed corner would likely be undermined by the fact that blinds would be drawn most of the time. In fact, this observation would apply to the entire upper façade of the hotel, which features a high degree of glazing.
- Some members of the Board questioned the bridge connecting the residential development to the hotel, particularly its considerable depth, which would likely create a significant visual barrier looking up into the pedestrian passageway.
- The Board's comments regarding the proposed treatment for the northeast corner of the hotel (facing Maple Street) were fairly limited, as Mr. Lloyd indicated that it was still under design development. For example, exterior materials, color and detailing had not yet been determined. Additionally, no drawing was provided for east elevation of the hotel abutting the former Baxter School building. Without renderings or views from Maple Street, the Board could not address this important elevation of the building.
- Regarding the Commercial Street frontage of the residential buildings west of the hotel, Board members questioned the decision to feature a two-story base across the entire frontage. Board members expressed the view that the previous scheme—which featured two-story arcades which stepped down to a one-story base at the building facades—was a better scheme for the residential development.
- Board members questioned the introduction of lead-coated copper in the center of the westernmost building's facade, as the change in material did not coincide with a change in building plane. As such, it appeared somewhat applied and arbitrary. By

reintroducing it on this building, it also undermined the distinctiveness of the hotel. Board members also expressed the view that the original proposal's curved façade was more successful than the faceted façade of the revised proposal and that the treatment of the western corner itself remained unresolved.

- Regarding the York Street facades of the residential buildings, Board members noted that the design solution includes a number of exterior materials to provide visual interest and variety. The Board suggested that a single building base material and consistent base height be introduced across the facades of the residential buildings to provide some level of continuity along this streetscape.
- Board members questioned the treatment of the two passageways on York Street leading to the private courtyards. They noted that while the generous width of the stairways communicated an invitation to enter the development, the fence positioned at top of the stairs would prevent access. This treatment sent a mixed message. Similarly, they noted that the treatment of the elevator towers facing York Street appeared unresolved.

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
742 CONGRESS STREET

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Deb Andrews, Historic Preservation Program Manager
DATE: May 30, 2018
RE: June 6, 2018 **Workshop** – Preliminary Review of Proposed
Exterior Alterations, Building Addition and
Site Alterations

Address: 742 Congress Street
Applicant: Will Pratt, Tandem Café and Bakery
Property Owner: Michael Kaplan
Project Architect: Evan Carroll, Bild Architecture

Introduction

Architect Evan Carroll and the owners of Tandem Café and Bakery have requested a workshop to present a preliminary proposal for exterior and site alterations at 742 Congress Street. The submitted plans are strictly conceptual at this point, as the applicant is seeking early input from the Board as to whether the general concept of enclosing the area under the former gas station's projecting canopy might be acceptable within the historic preservation ordinance standards. Once this threshold question is addressed, the applicant and project architect are prepared to proceed with design development as proposed or adjust their plans accordingly. The applicant and architect also seek general input on their conceptual plans for site alterations west of the canopy. Proposed site alterations include a (slightly raised?) patio immediately abutting the enclosed canopy, as well as planters and paving that would direct patrons to the main entrance of the bakery. The plans also call for an addition off the main building's west elevation that would accommodate a cooler.

Mr. Carroll has submitted for the Board's review photographs of existing conditions, a proposed site plan and several renderings which provide a general idea of the proposed exterior alterations, addition and site changes. No dimensions, details or material specifications have been provided with the submission and staff is uncertain as to whether additional details will be provided at the meeting. Presumably, the applicant is seeking only general input at this time. Based on the renderings provided, however, the Board is invited to ask questions or seek clarification about specific aspects of the proposal.

Background

In February, the applicant submitted a proposal for a deck to be constructed under the existing gas station canopy. The proposal was reviewed by the Board, but the application was tabled when the Board concluded that it could not support the proposal as submitted. Specifically, Board members raised concerns about the concept of introducing a raised deck under the canopy as well as the character of the material proposed for the decking itself and the barriers/planters that would surround it. They found that the horizontal wood-slat barriers/planters were inconsistent with the material palette and character of the existing gas station. Board members encouraged an at-grade paving solution for the patio and encouraged the applicant to explore alternative treatments that would be more compatible with the material palette and character of the mid-20th century commercial structure. Board members also raised concerns about the applicant's proposal to install a section of wood slat fencing along the property's western boundary.

Following the Board's February review, staff met with the applicant to explore various alternative approaches that would address the Board's concerns. More recently, Mr. Pratt requested a meeting with historic preservation, planning and zoning staff as well as the City's traffic engineer to discuss how various applicable City regulations might affect any future plans for the site and how any potential conflicting regulations might be reconciled. At that meeting, the concept of eliminating one of the property's existing curb cuts on Congress Street was discussed as well as the idea of providing one-way access to the site from the easternmost Congress Street curb cut. Under this scheme, egress would be provided from the Carleton Street curb cut and diagonal parking would be located along the east side of the gas station.

Once the notion of eliminating one of the curb cuts on Congress Street had been introduced, the applicant's options for locating a deck/patio opened up considerably. Following the meeting, the applicant began to consider the idea of enclosing the area underneath the canopy to provide additional year-round seating and shifting the outdoor seating to the newfound courtyard area west of the canopy.

Subject Property

The subject structure is one of several current or former gas stations on the south side of Congress Street, in the western section of the Congress Street Historic District. Built in 1967, the glass, masonry, and metal "roadside architecture" aesthetic of the building is well preserved, and more distinctive than the active Gulf Station next door. Although the distinctive property retains its 1960's character and appearance, it is listed as a noncontributing property in the Congress Street Historic District building inventory, presumably because it was not yet 50 years old when the district was created and is not connected to what is considered the late 19th century period of significance for this portion of Congress Street. Notwithstanding its official classification, the building is a good example of a mid-20th century gas station and warrants

preservation. Its presence also contributes to the decidedly eclectic nature of the Congress Street Historic District and represents a significant era in the street's evolution.

Situated at the corner of Carleton Street, pavement surrounds the structure on three sides, and currently there are two curb cuts on Congress Street and one on Carleton Street. Carleton is a one-way street, with traffic heading north toward Congress Street. Currently the café has limited outdoor seating at picnic tables behind the gas pump island. Access into the building is provided at two locations.

The gas pump island is a low, cracked, concrete oblong with rounded ends and metal edging. Two distinctive metal posts supporting the canopy land on the island. A sculptural sign - a bicycle made of white painted pipe - currently stands between the posts. As noted above, the entire site is paved, and an aging metal guard rail runs between the subject property and the Gulf station next door to the west.

The building itself is highly glazed with its storefront system framed in natural aluminum. Although the glazing behind the canopy might be original, the glazed façade treatment in front of what was once the service garage is a later addition. It is likely that this area would have featured two large garage doors to provide access to the service bays. Today, the building features two entrances—one underneath the canopy and the other at the service section.

Proposed Alterations and New Addition

The concept plans show glass walls enclosing the open area under the canopy, including the decorative supporting posts and raised island. The glass appears to extend from a low base (dimensions and material unknown) to the underside of the canopy, providing a highly glazed, clean appearance. The front wall facing Congress Street is proposed to be angled. Though not addressed specifically, it appears that the two side walls are straight. It is likely that the storefront glass system will need to be subdivided, but that is not illustrated. Aluminum-framed glass entry doors into the new enclosed space are shown on the east and west sides.

The garage component of the existing building is shown as glazed as well. It is not clear whether the existing aluminum storefront system is proposed to remain or whether this treatment will be replaced with other glazing. Again, given the preliminary nature of the design proposal, it is understandable that not all these details are specified in the renderings.

A raised patio or deck is proposed on the west side of the new enclosed space, occupying the inside corner of the two building sections. This deck extends beyond the face of the enclosed room and the leading edge of the canopy itself, terminating at the sidewalk line. The west edge of the deck is angled, corresponding to the angle of a triangular planter in the center of the current paved area. This triangular planter separates two pathways leading back to the main entrance of the building. From the site plan, it appears that the pathways are paved in brick to match the sidewalk. Smaller planters border the westernmost pathway.

A cooler addition is proposed off the west wall of the garage portion of the building. It is not clear whether the addition shown is the cooler itself or a building addition constructed to house a cooler.

Staff Comments, Questions for Consideration

As noted in the introduction, despite the former gas station's "noncontributing" classification, the building is a classic example of its building type and representative of a distinct era of roadside commercial architecture. Accordingly, any alterations should be carefully considered, as the Board made clear in its previous review.

There is no question that Tandem Bakery and Café's proposal to enclose the area under the former gas pump canopy would provide valuable added seating for most months of the year, extend the utility of the building over time and bring a welcome level of activity closer to the street. The renderings make clear that the architect's intention is to ensure that the building's original form and function read through. Additionally, the proposed site alterations have been designed to reinforce and play off the geometry of the original building. Based on what has been presented, staff finds the design concept compelling as it appears to celebrate the aesthetic of the original structure. The ultimate success of the project, however, will depend greatly on the design and execution of architectural details and on material selection. Following are several questions for consideration/clarification:

- Assuming, for example, that the glass walls will need to be subdivided, how will they be subdivided and what impact will the window framing have on the enclosure's intended transparency?
- Under the proposal, the distinctive poles supporting the canopy will be inside the new enclosed space? What is the distance between the poles and the edge of glass? To what extent will the poles be visible from the street?
- Is the existing storefront glazing system in the service bay section to remain? If so, will the existing framing pattern serve as the model for the new glazing under the canopy?
- What type of glass is proposed? Transparency will be important to achieve the proposed aesthetic.
- How will the ceiling of the new enclosed space be treated? Will the existing
- The patio just west of the enclosed canopy appears to be raised slightly. Is that the case and if so, what is the height of the patio? Are specific surface materials being considered at this time?
- Recognizing that the leading edge of the deck has been driven, in part, by the

symmetrical design of the pathway system, is it desirable to have the deck extend beyond the face of the building and the canopy?

- What is the height of the proposed planters and what materials are being considered?
- Is fencing proposed along the western property line, as before?

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.*
- (3) *All sites, structures and objects shall be recognized as products of their own time, place and use. Alterations that have no historical basis or create a false sense of historical development such as adding conjectural features or elements from other properties shall be discouraged.*
- (10) *Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.*

Attachments:

1. Applicant's project description
2. Applicant's photos of building and existing conditions
3. Proposed site plan
4. Renderings

The project will include the enclosure of the overhead canopy with aluminum storefront to create more interior space for patrons, The new storefront will have an angled front to match the existing look of the building. A curb cut off of Congress Street will be filled in so making it possible for the area between the existing entry and sidewalk to be turned into a landscaped plaza with new paving, planters, benches, deck and seasonal seating. Double doors from the newly enclosed interior space will also lead to this plaza. A cooler will also be added to the side of the building.



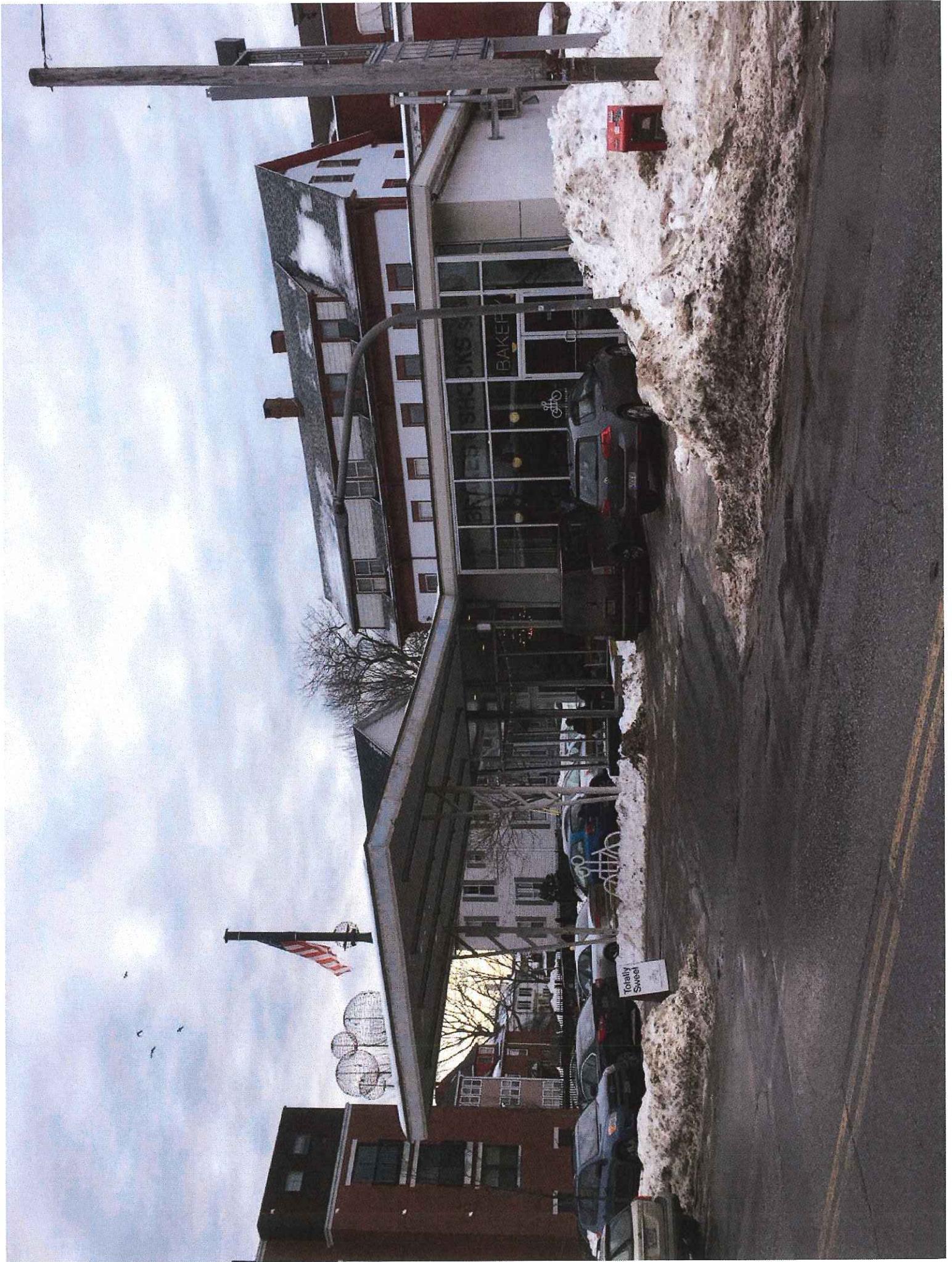
TANDEM
COFFEE
BAKERY
OPEN

TANDEM

TANDEM

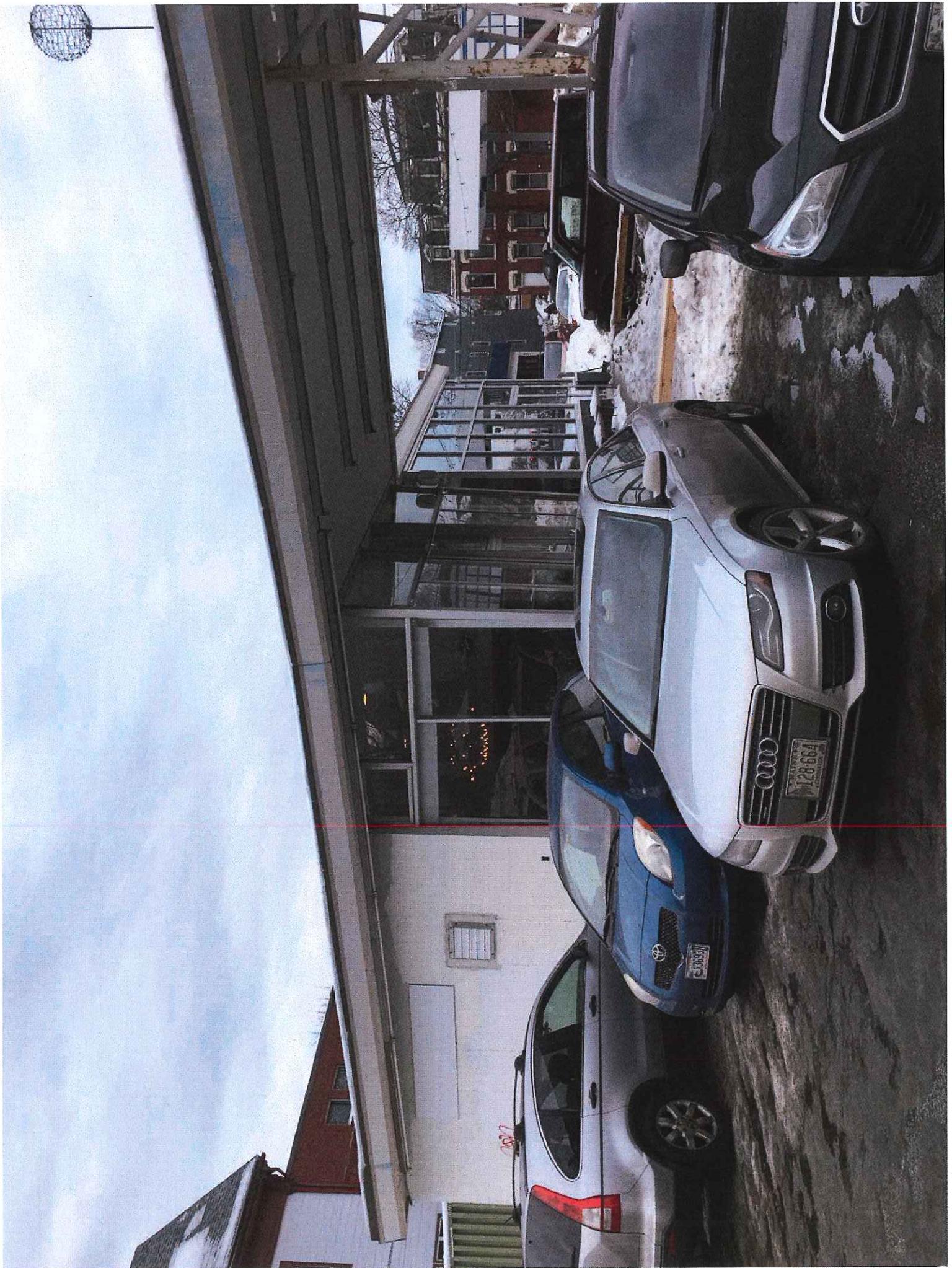
COFFEE BAKERY













Att. 3

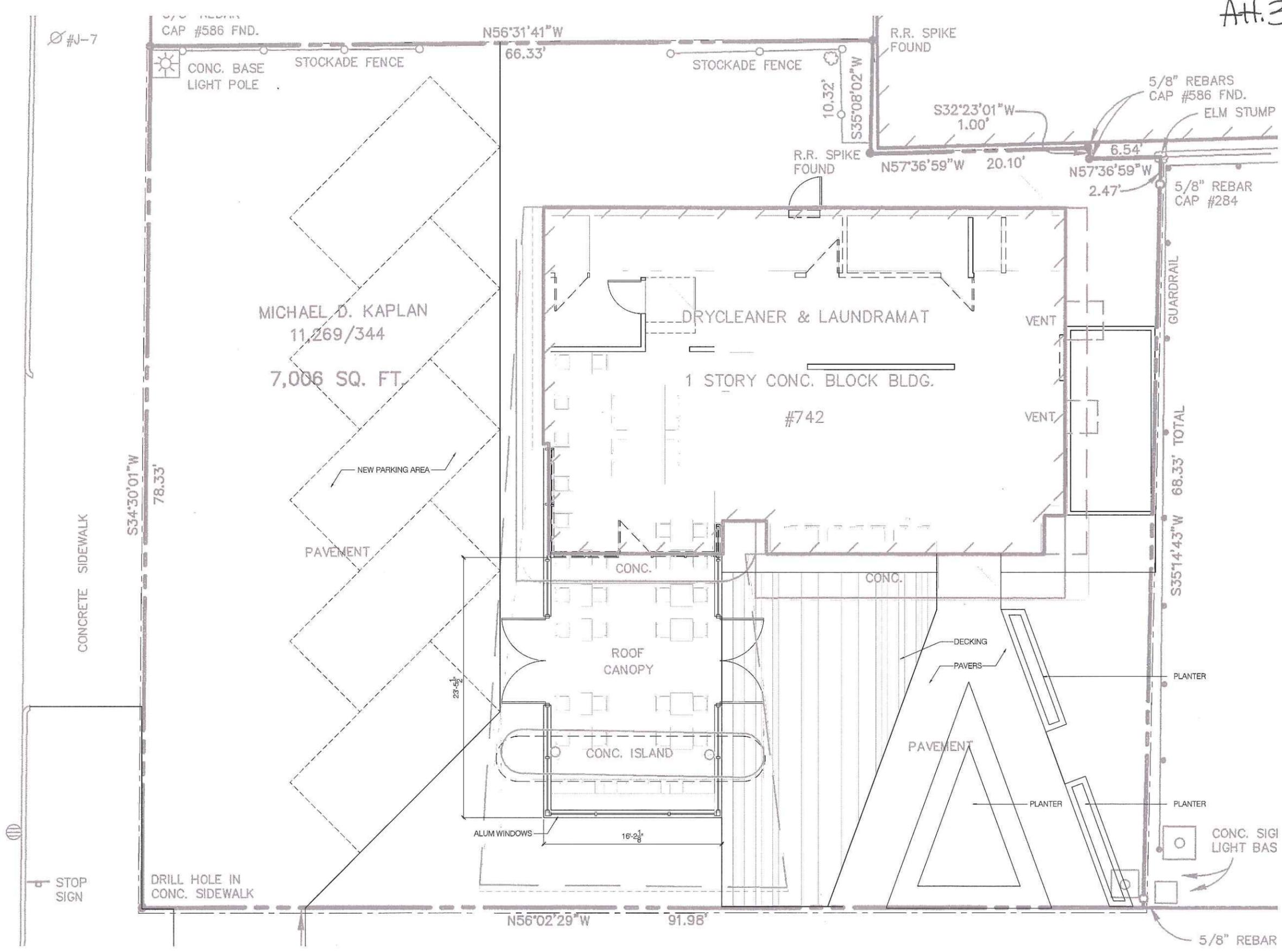


Bild Architecture
 PO Box 8235
 Portland, ME
 04104
 503.748.0168
 evar@bildarchitecture.com

PROJECT NO.
17054

PROJECT NAME
TANDEM BAKERY
 742 Congress St, Portland, ME 04102

REVISIONS

1	
2	
3	
4	
5	

SCHEMATIC SET NOT FOR CONSTRUCTION

SITE PLAN

ISSUE DATE
05-23-18
SHEET SCALE
 AS MENTIONED

A

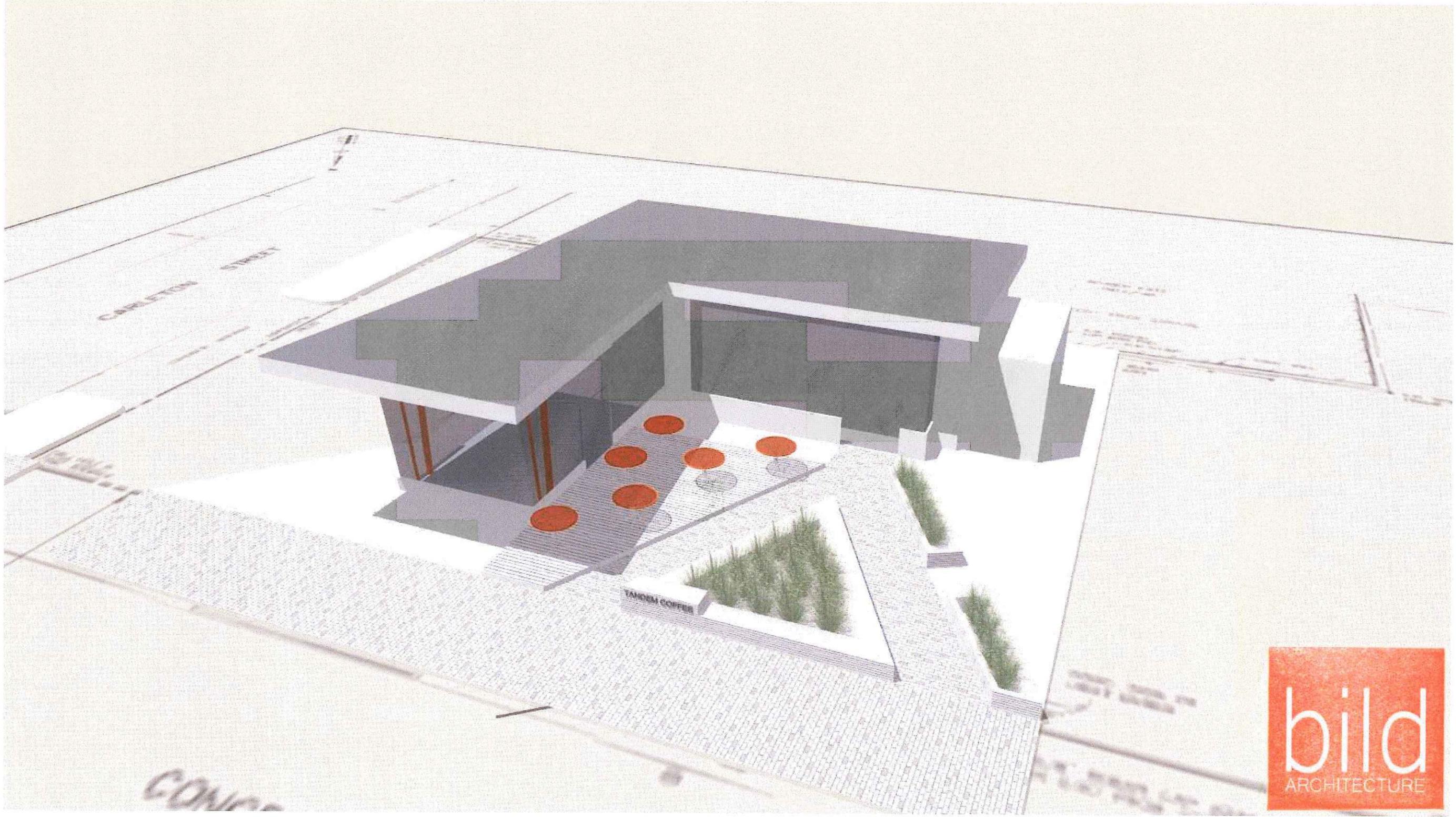


bild
ARCHITECTURE



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ARCHITECTURE



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bild
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