

1. Legal Ad

Documents:

[7-11-18 LEGAL AD.PDF](#)

2. Agenda

Documents:

[HP AGENDA 7-11-18.PDF](#)

3. 84 Commercial Street

Documents:

[HP MEMO - 84 COMMERCIAL ST..PDF](#)

4. State Certified Local Government Program

Documents:

[HP MEMO - STATE CERTIFIED LOCAL GOVERNMENT PROGRAM.PDF](#)

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

Public comments are taken at all meetings.

On **Wednesday, July 11, 2018**, the Portland Historic Preservation Board will meet at 5:00 p.m., Room 209, Portland City Hall to review the following items. (Public comments are taken at all meetings):

- 1. WORKSHOP**
 - i.** Preliminary Review of Proposed Exterior Alterations and Building Additions;
84 COMMERCIAL STREET, Dry Dock LLC.
- 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
July 11, 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 6-20-18**
 - i. Certificate of Appropriateness for Exterior Alterations; 51 WHARF STREET (rear, 436 Fore Street); Deering Avenue Associates, Inc., Applicant.
The Board voted 6-0 (Turk absent) to approve the application, subject to conditions and staff review of final details.
- 4. WORKSHOP**
 - i. Preliminary Review of Proposed Exterior Alterations and Building Additions; 84 COMMERCIAL STREET, Dry Dock LLC.
 - ii. Informational Meeting with State Certified Local Government "CLG" Coordinator, Megan Hopkin

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
84 COMMERCIAL STREET

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Deb Andrews, Historic Preservation Program Manager
DATE: July 2, 2018
RE: July 11, 2018 **WORKSHOP – Preliminary Review of Proposed Exterior Alterations, Building Additions and Site Alterations**

Address: 84 Commercial Street
Applicant: Dry Dock
Property Owner: 84 Commercial Street LLC
Project Architects: Bill Hopkins and Katherine Detmer, Archetype

Introduction

Project architects Bill Hopkins and Katherine Detmer have requested a preliminary workshop to introduce their proposal for a program of alterations, additions and site alterations to the property at 84 Commercial Street. The subject property includes the Dry Dock restaurant as well as additional undeveloped land on the east and south (water) side of the existing structure.

The project calls for the following scope of work:

- Construction of a two-story addition on the east side of the Dry Dock building to house a new kitchen on the first floor and office space and storage on the second floor. The addition also includes a basement for coolers and storage. The proposed addition would be set behind the building's existing one-story ell that extends beyond the main block.
- Construction of another one-story addition to the east of the addition described above. While physically connected to the Dry Dock's kitchen addition, this addition would house an independent use. A retail use is contemplated.
- Replacement of much of the rear, south-facing brick wall of the Dry Dock building with floor-to-ceiling glazing and expansion of existing rear decks at first and second floor levels.

The project architects have submitted a project summary, existing and proposed floor plans, general elevations, photos of existing conditions and computer-generated images of the proposed additions from various vantage points. The architects have not provided wall sections, detailed elevations or product information, as this is a preliminary workshop session. Staff understands that the architects are looking for Board feedback before proceeding with design development and are open to considering alternative material palettes, fenestration, etc.

Subject Structure

The two-story brick commercial building at 84 Commercial was built circa 1900. In scale, form and architectural style, the building departs from the typical mid-19th century warehouses that predominate on Commercial Street., making it somewhat unusual. Its physical separation from other historic structures also distinguishes the building.

The building's front façade is rather curious in that the first floor extends one bay beyond the main block (toward the east). The one-story side ell has an oval fixed window with decorative tracery with a brick surround and granite keystones. The side (east) elevation of the ell features a single door and large picture window with transom above a rusticated granite sill. To the west of this ground floor extension, within the main block, are two more large picture windows with transoms on granite sills. The westernmost bay on the ground floor features a recessed entry within an arched opening. The arch above the door is brick surrounded by decorative granite with a granite keystone and impostes. Marking the transition between the ground floor and the upper façade is an intermediate cornice that continues around the northeast corner and spanning the northeast elevation of the side ell.

The second floor of the Commercial Street façade features five tall double-hung windows below segmental arched transoms. Prominent arched brick lintels with granite keystones and impostes highlight each window. A projecting denticulated cornice caps the façade.

The decorative window treatment and cornice that dominates the front façade returns for a limited distance onto the two side elevations of the building. Beyond this point, the building becomes more utilitarian with simpler window trim. etc.

Several years ago, the Historic Preservation Board reviewed and approved the construction of a ramp along the western elevation and two levels of decks at the rear of the building. The elements are unified by a consistent metal balustrade system serves as a ramp railing and surrounds the decks. Note that the rear decks extend beyond the face of the building's two side elevations.

Other alterations, some of which were completed prior to historic district designation, include window replacement (primarily on the side elevations), installation of ductwork and exhaust fan off the east elevation and the installation of an ATM machine within an original side door opening (also on the east elevation).

The balance of the lot—east and south of the Dry Dock building—is currently occupied by surface parking.

Scope of Work

Proposed alterations and additions are described in the introduction to this report and summarized in the architect’s submission. Following is additional information about specific components of the project

Kitchen Addition

The kitchen addition will be located off the east elevation of the existing historic building. A two-story structure, the addition is set back approximately 23 feet from the sidewalk. Given the fact that the Dry Dock building includes a one-story ell that extends in an easterly direction beyond the principal block, a portion of the new addition will be obscured by the projecting ell. A distance of 3’8” separates the rear of the ell and the front of the addition. This space allows for egress from the rear of the ell.

The height of the addition is shown in some of the renderings as lower than that of the principal structure, but at roughly the same height in other renderings and elevation drawings. The project architects will need to clarify the height relationship. The addition features a simple projecting overhang at the cornice line.

While the exterior cladding of the proposed addition (and that of the retail addition) is difficult to discern from the computer-generated image, notes on the elevations indicate that the cladding consists of metal panels in a “coppertone” finish and laid up in vertical panels. (The pattern of panels is not depicted in the renderings.)

Fenestration consists of a series of single-lite, vertical window openings at the second floor level, above which is a continuous horizontal band of mullied windows, creating a clerestory effect. The vertical openings continue for a short distance around the corner onto the east elevation and the window band continues across the entire width of the east elevation. The narrow section of ground floor façade that faces the street includes a single window and door. The raised entrance is accessed by stairs and landing with a metal railing system.

Retail Addition

The easternmost building addition physically adjoins the kitchen addition, but is proposed to house a separate (probably retail) use. The façade of this narrow addition is located at the sidewalk line. At the sidewalk, the Dry Dock building and the new retail structure are separated by a distance of approximately 11 feet. A low planter is located in the courtyard area between them. The building extends deep into the lot with its long east elevation facing Maine Wharf. The Maine Wharf elevation projects slightly beyond the face of the other recently constructed buildings lining the wharf.

The one-story retail addition is slightly shorter than the Dry Dock's one-story ell. All exposed elevations are highly glazed, with large storefront windows interspersed with a series of tall individual windows. A band featuring a silver metallic finish and shallow projecting intermediate cornice separate the large window openings from the narrow band of windows above. This window band is similar to the band on the kitchen addition. A simple metal cornice terminates the façade.

As noted above, the two additions are shown with the same exterior cladding--a metal panel system in a "coppertone" finish.

The building includes an entrance on Commercial and another on Maine Wharf. Suspended canopies mark each entrance.

Rear Alterations and Deck Replacement/Expansion

As shown in the applicant's photo of the existing rear elevation, there are first and second story decks behind the Dry Dock building. The decks extend beyond the width of the building itself on both sides. A stair connecting the two levels is located against the rear wall. Some window openings have been converted to doors, but the original brick walls remain essentially intact. Behind the elevated decks there is a retaining wall that separates the front and rear portions of the lot. The rear portion, which is occupied by dumpsters and parking, is considerably lower than the front portion (measurement not provided).

Plans call for opening up most of the rear brick wall and installing floor-to-ceiling glazing. Access to the decks will be from the existing ramp that runs along the west elevation and from new doors installed within the glazing.

It appears that the depth of the existing decks will remain unchanged on the west side of the building, but will be expanded considerably on the east side. At the first floor level deck, a stair introduced within the balustrade will provide access down to a lower level deck. (See enclosed images and elevation.) Standing seam metal roofs are shown over the second story deck. It appears that the existing balustrade will be replaced with a new cable railing system. In other areas, the railing is proposed to be glass. A new planter /retaining wall will be installed along the western property line. Several details of this aspect of the plan

Preliminary Staff Comments

- In staff's view, infilling the eastern end of the Dry Dock property has the potential to have a positive impact from an urban design perspective, as it will fill a gap in the Commercial Street streetwall. Today, the Dry Dock building is freestanding, with surface parking on both sides. Additionally, the infill development will reinforce the emerging streetwall that

has come about with the construction of new buildings along the west side of Maine Wharf.

- In terms of relative impact on the historic structure, the area immediately affected by the kitchen addition does not exhibit the level of architectural detail that the front portion of the Dry Dock building exhibits. Indeed, the east elevation has been compromised by various changes in fenestration, added ductwork and abutting surface parking.
- A central challenge of the project is to retain the architectural integrity of the historic structure as it is surrounded by new additions and site features. How the two building additions off the east side of the Dry Dock Building are treated architecturally will determine whether or not it is undermined by the abutting development.

In many respects, the architectural treatment of the proposed kitchen addition relates more to the new retail addition to the east than to the historic Dry Dock building it immediately adjoins, especially with regard to material selection. A threshold question for consideration is whether this addition should relate more clearly to the historic structure, allowing the one-story retail addition to read essentially as a separate structure with its own design vocabulary.

Staff notes that some aspects of the proposed kitchen addition's design do refer to architectural details of the Dry Dock building. For example, the row of punched vertically-proportioned window openings on the second floor of the addition echo the pattern and proportions of the upper floor windows on the historic structure. Perhaps this visual relationship could be strengthened if the band of clerestory windows on the addition was eliminated in favor of simple rectilinear "transoms" above each window opening. This might succeed in reading as a pared-down version of the Dry Dock's upper floor windows' segmental arched transoms. This change, together with a switch to brick cladding, might result in a more deferential addition to the historic structure.

On the other hand, it could be argued that introducing two building additions with separate design vocabularies in close proximity to each other would muddy the entire complex. The Board might find that a clear departure from the historic building is in order in this instance. Given that the Dry Dock building already features an addition of sorts off its east side, given that the kitchen addition is set back a considerable distance from the street, and given that the Dry Dock building is very much a "frontal" building, with its architectural embellishment confined to its front façade and leading corners, it might be appropriate to pursue a design treatment for the kitchen addition that relates to the retail addition to the east.

Staff offers these alternative views for the Board's consideration and discussion. Perhaps there are other design solutions or modifications that could reconcile the two approaches.

- Currently, there is an ATM machine installed within an original door opening on the east elevation of the Dry Dock's ell. This ATM is not shown in the renderings of the proposed expansion project. The Board should confirm whether the applicant intends to keep the ATM in this location or not. In staff's view, it would be preferable to eliminate or relocate this ATM. At some point, the presence of too many additions/accretions will have a negative impact on the historic resource.
- Staff notes that the new retail addition is somewhat shorter than the Dry Dock's one-story ell. Should the height of the addition be raised and a somewhat stronger cornice treatment be provided to achieve a greater level of compatibility?
- Although the computer-generated image from Commercial Street looking southwest shows a bit of the second-level deck railing and roof, it does not show the degree to which this aspect of the development will be visible from a public way. Judging from the plan view, the rear deck area will be clearly visible as one walks down Maine Wharf. As well, the decks and extended patio will be visible as one approaches from the west on Commercial. The project architects should be asked to provide a computer-generated rendering of the rear deck area as viewed from these two vantage points.
- Although staff understands that the exterior cladding material is still open to discussion, it would be helpful to see the proposed material (vertical metal panels) rendered to show the intended pattern of installation. Without a more detailed rendering, it is difficult to understand how it would relate to the brick exterior of the Dry Dock.

Applicable Review Standards

Given the nature of the project, the Board will be reviewing the proposed additions under the Standards for Review of Alterations and the Standards for Review of New Construction

Standards for Review of Alterations

- (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.*

Standards for Review of Construction

In considering a certificate of appropriateness involving new construction, the historic preservation board shall consider the following compatibility factors as may be applicable to the context of the proposed construction.

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. Applicant's project description
2. Applicant's photos of existing conditions and with additions
3. Existing and proposed floor plans
4. Elevations

Dry Dock Restaurant
84 Commercial Street
Portland Maine

Project Summary

The Dry Dock currently has a dining room and bar fronting on Commercial street of about 760 sf in a 2000+/- footprint. There is no connection to the rear of the building facing the harbor other than a corridor. The second floor has a rarely used dining room bar.

Behind the building are 2 exterior decks with the 1st floor being the most used. The existing basement has a stone foundation wall and is subject to flooding.

The program beyond renovating the interior of the existing building is as follows:

1. Provide a new kitchen above a new basement on the east side currently used for dumpsters and parking. See attachment 1 existing condition. The basement would have coolers and storage and need access from Commercial St. The 2nd floor would be for new toilets and office/storage.
2. Enlarge the exterior decks into the area behind the building currently used for parking, dumpster and utilities. See attachment 2 existing condition.
3. Remove the existing parking on the wharf road to the east of Dry Dock and add new 1 story retail. See attachment 3 existing condition.

Our approach is to minimize the kitchen addition and largely glaze the retail. The siding we are suggesting has a copperish tone which we feel is neutral against the existing brick.

To the rear we are enlarging the openings for glazing to bring the harbor view in the interior dining room.





NEW
KITCHEN

ATM
PAY HERE

NOTICE

Pay to Park
10 Hours a Day

P

Pay to Park
10 Hours a Day

Pay to Park
10 Hours a Day

Pay to Park
& 100% Cash
ZONE 1174

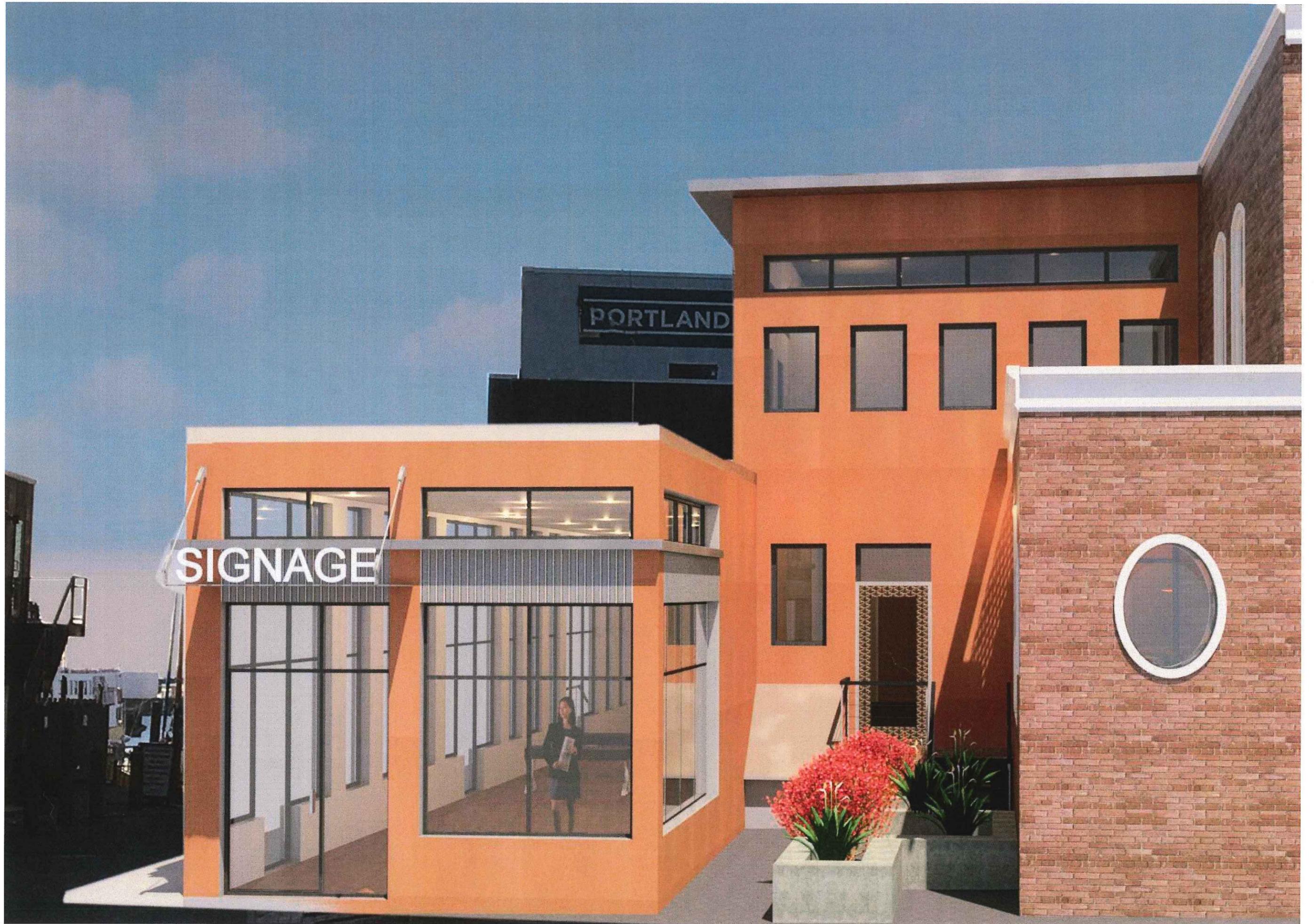


PORTLAND SCIENCE CENTER

SPACE

SIGNAGE

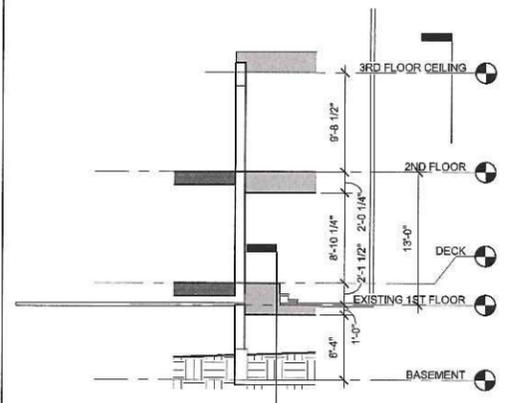
RESTAURANT TAVERN



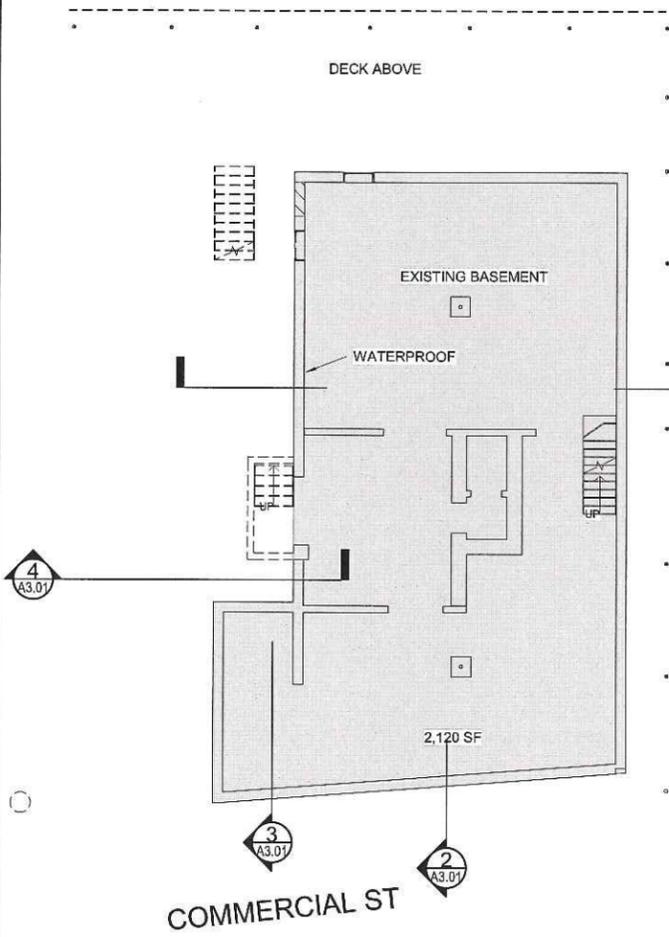


NEW DECK

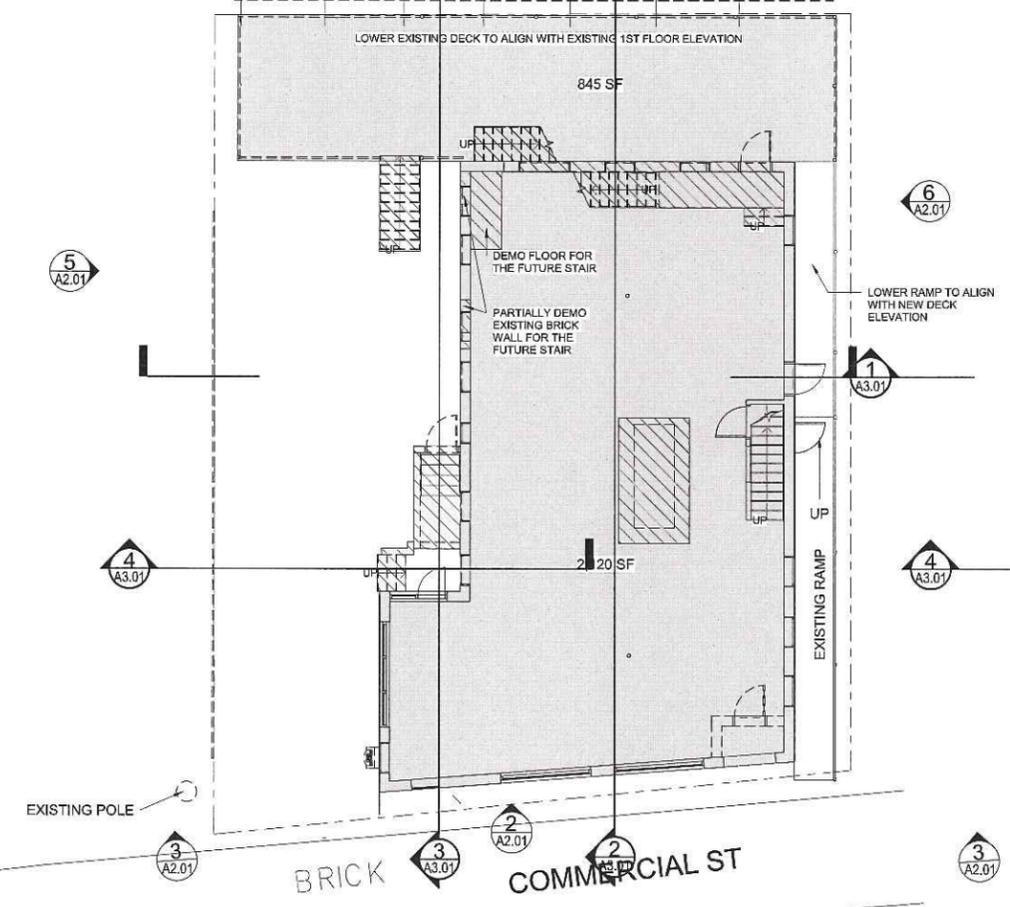
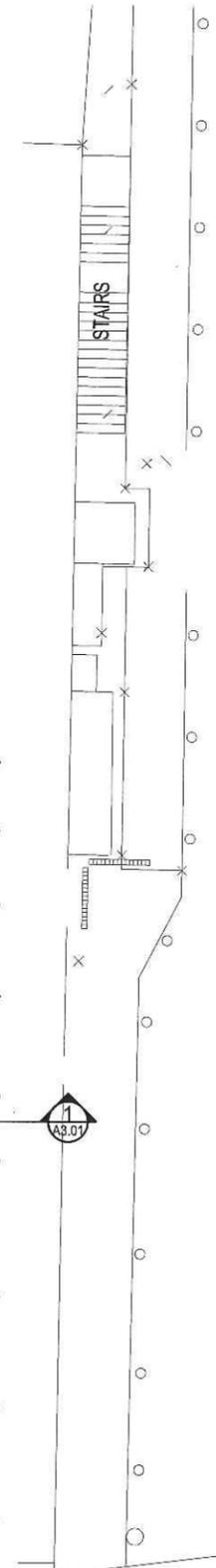




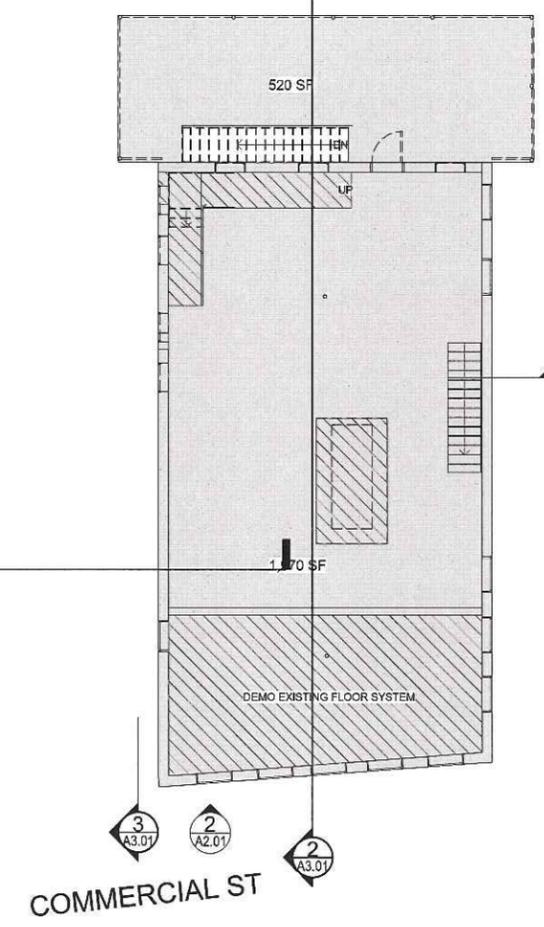
4 | EXISTING SECTION DIAGRAM
1/8" = 1'-0"



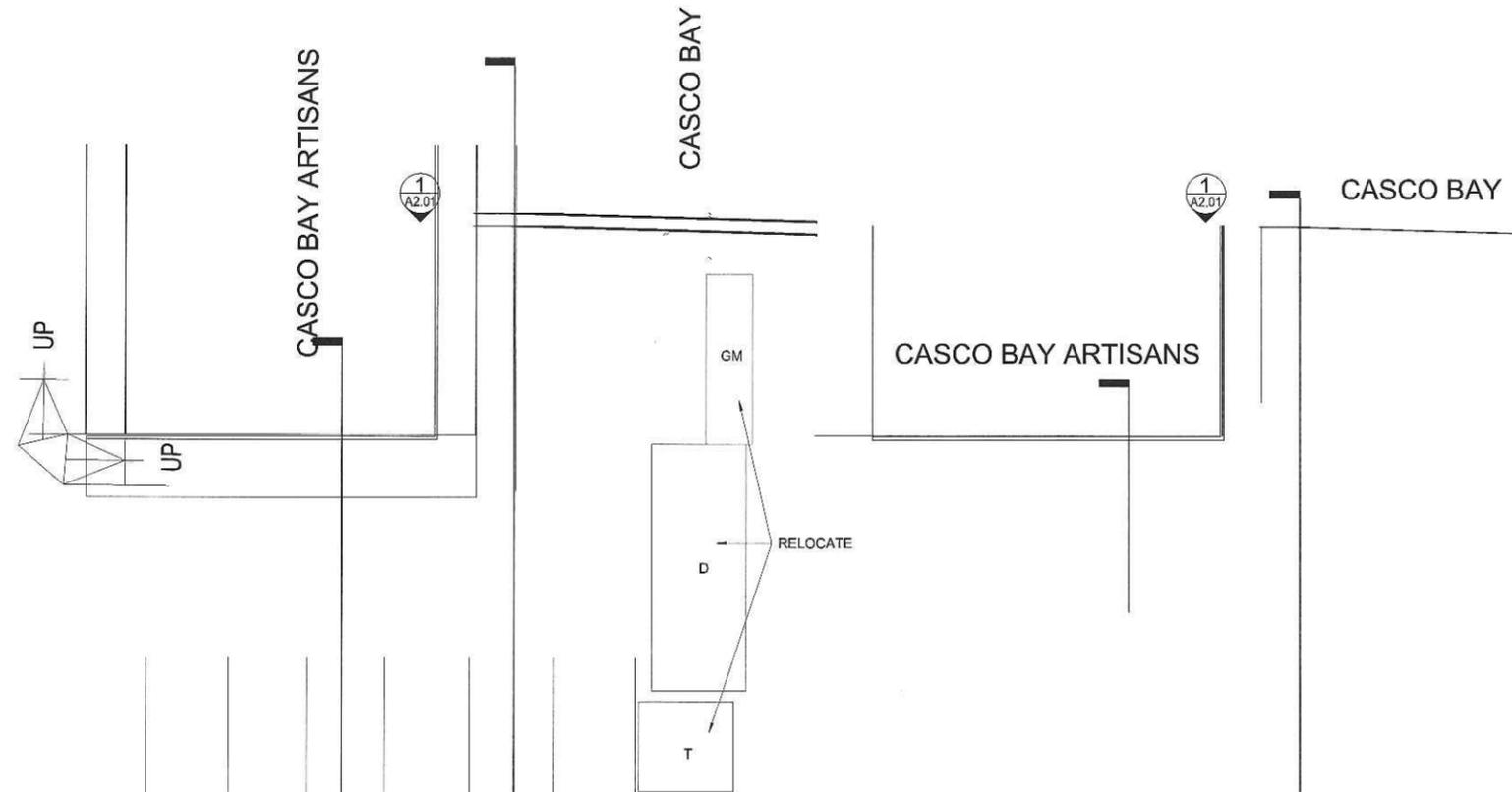
1 | BASEMENT EXISTING & DEMO
1/8" = 1'-0"



2 | FIRST FLOOR EXISTING & DEMO
1/8" = 1'-0"



3 | 2ND FLOOR EXISTING & DEMO
1/8" = 1'-0"



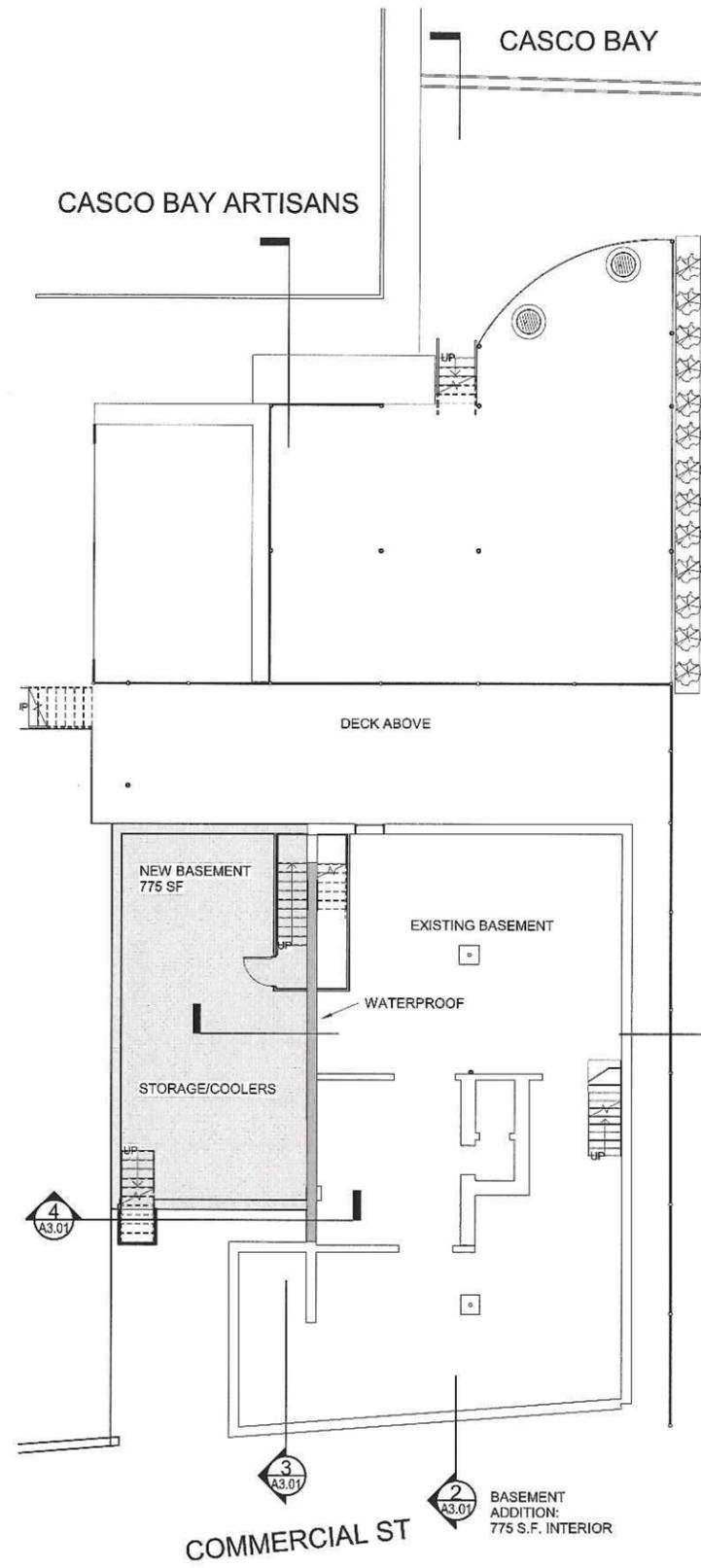
Architect:
ARCHETYPE
 architects
 48 Union Wharf Portland, Maine 04101
 (207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Project:
DRY DOCK
 Portland, ME

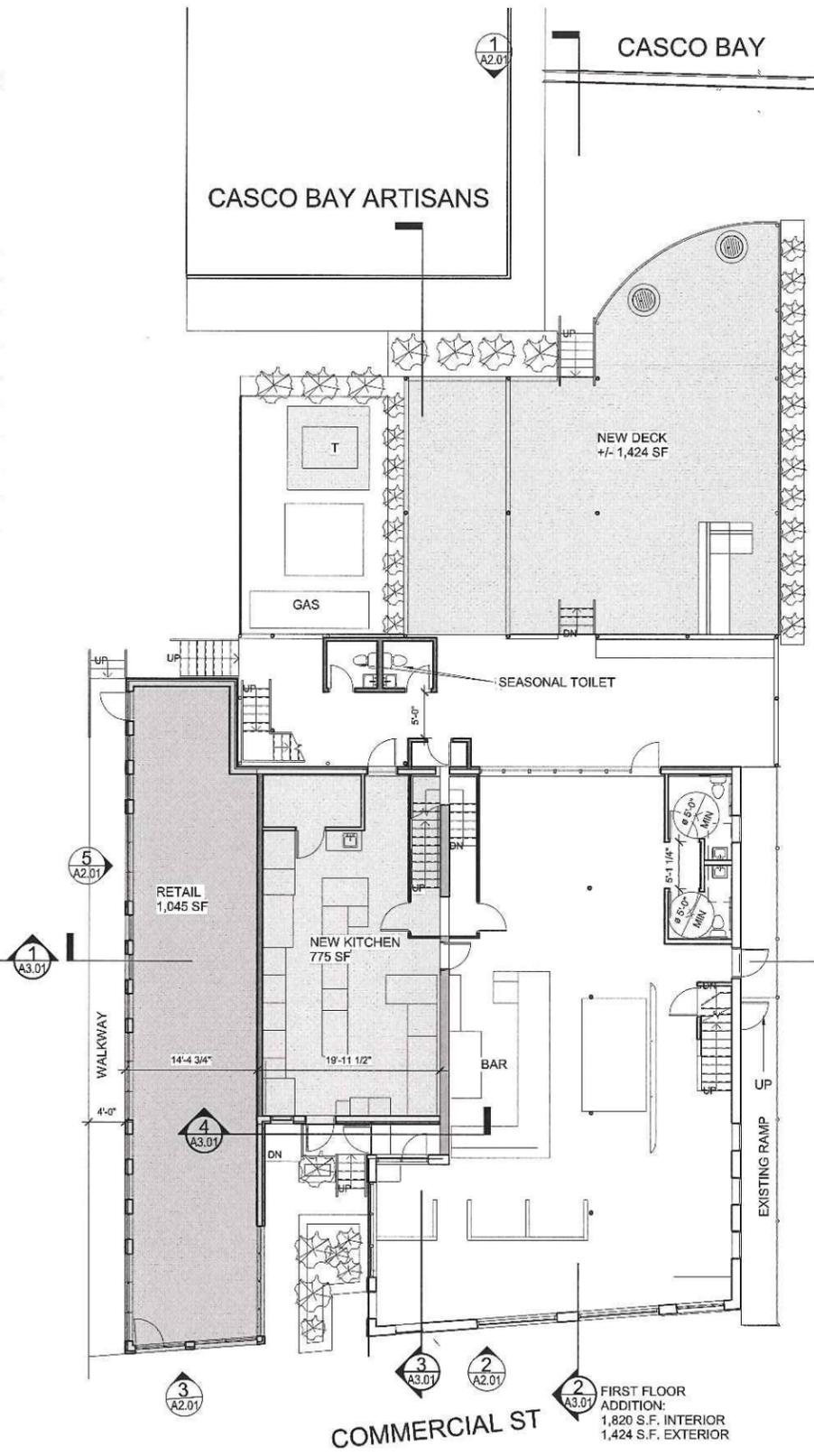
Submission:
TO CITY OF PORTLAND

Date: 6/27/2018
 Scale: 1/8" = 1'-0"
EXISTING & DEMO

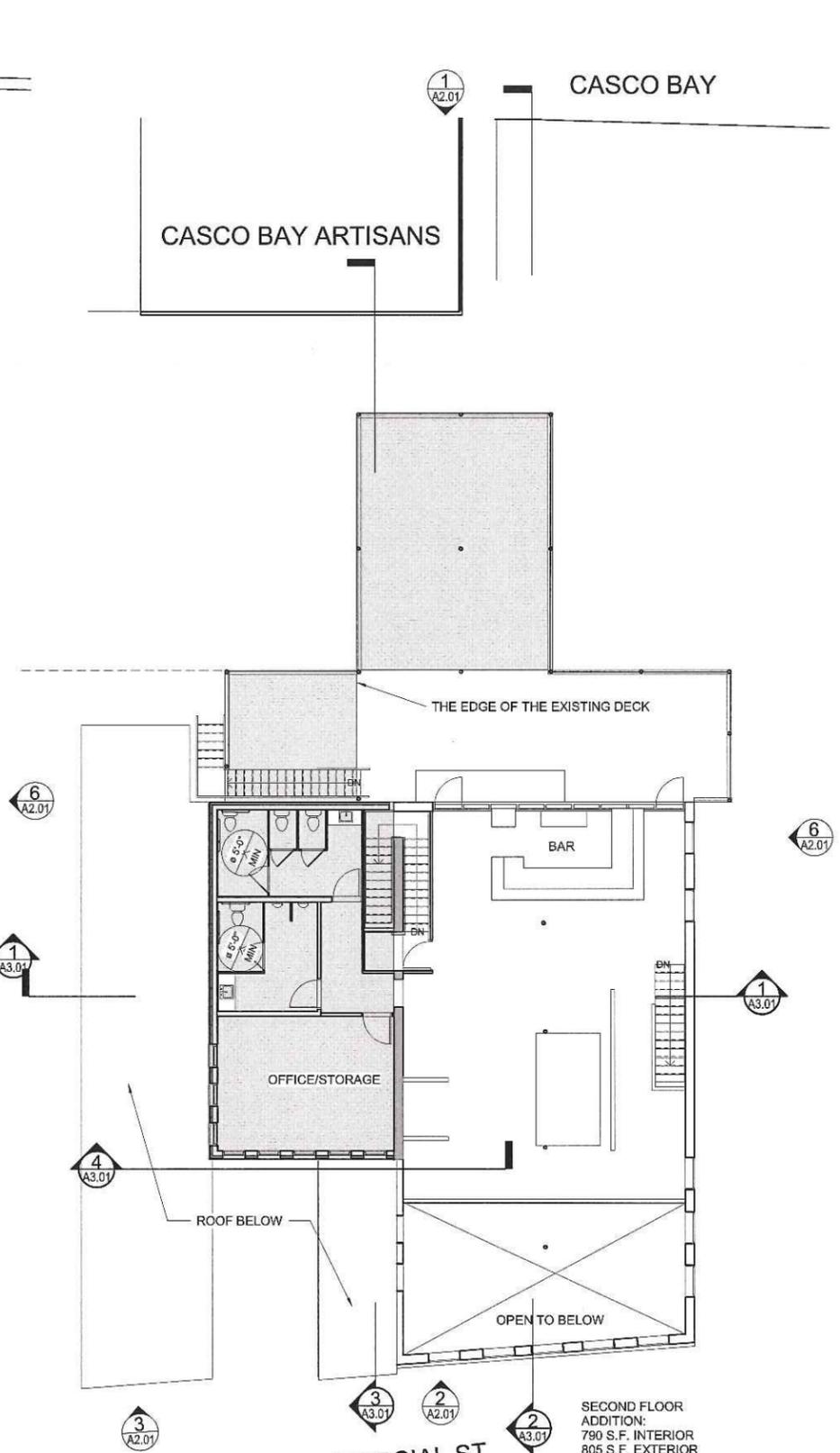
A1.00



1 | BASEMENT
1/8" = 1'-0"

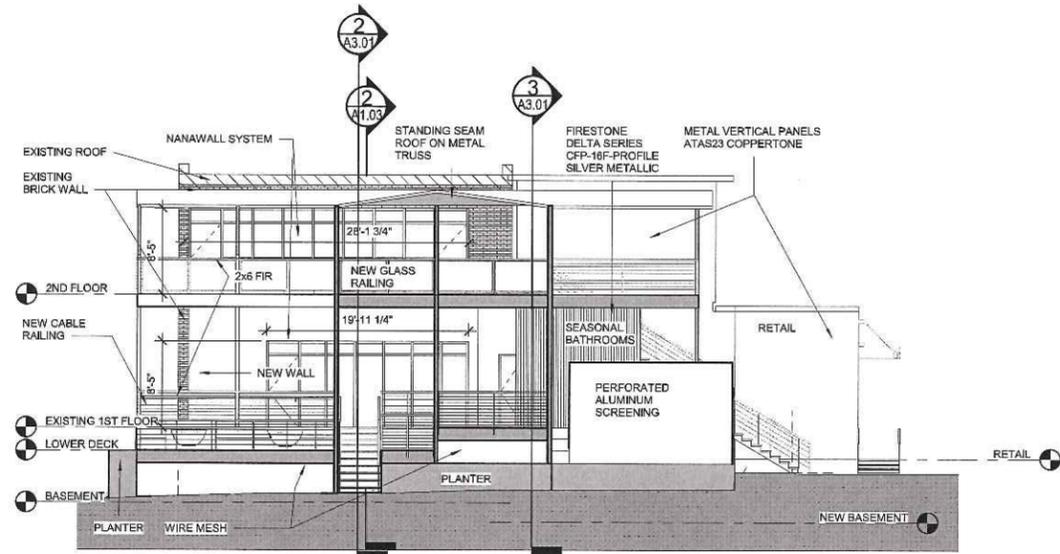


2 | FIRST FLOOR
1/8" = 1'-0"

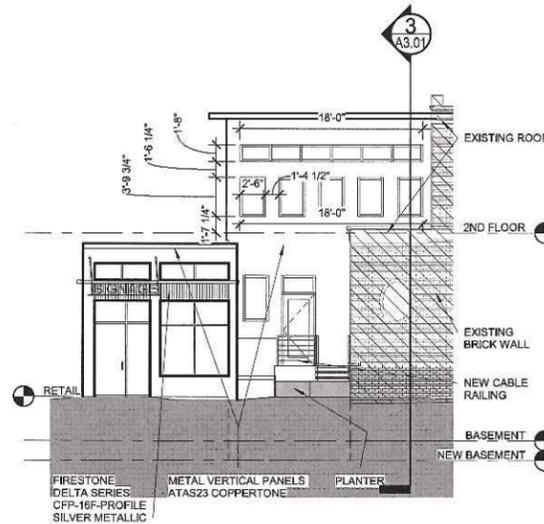


3 | 2ND FLOOR
1/8" = 1'-0"

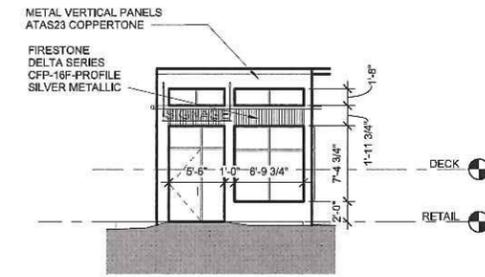
Date: 6/27/2018	Submission: TO CITY OF PORTLAND	Project: DRY DOCK	Architect: ARCHETYPE architects 48 Union Wharf Portland, Maine 04101 (207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM	Prepared For:	Address City, State
				Consultant:	
A1.01					



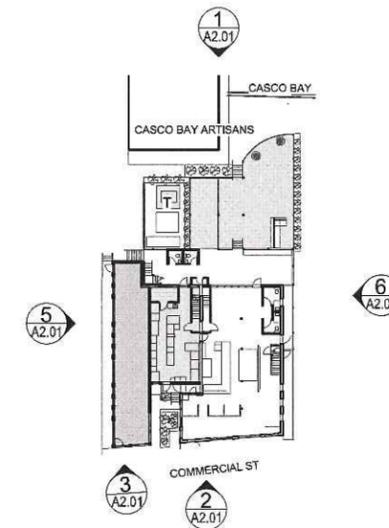
1 | BACK ELEVATION
1/8" = 1'-0"



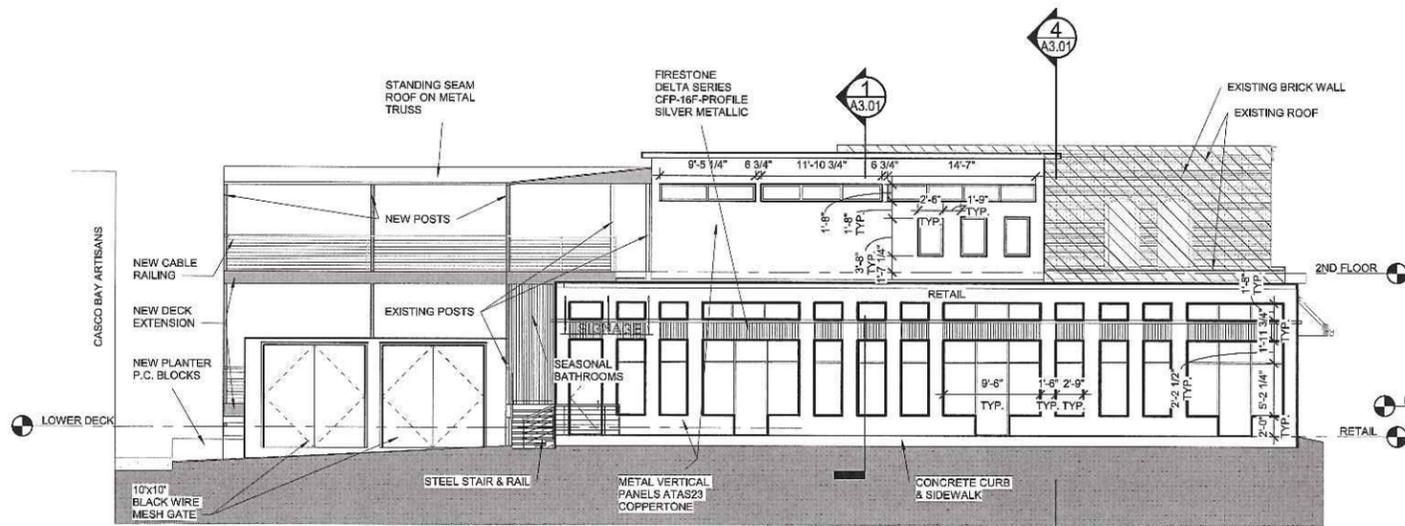
2 | FRONT ELEVATION
1/8" = 1'-0"



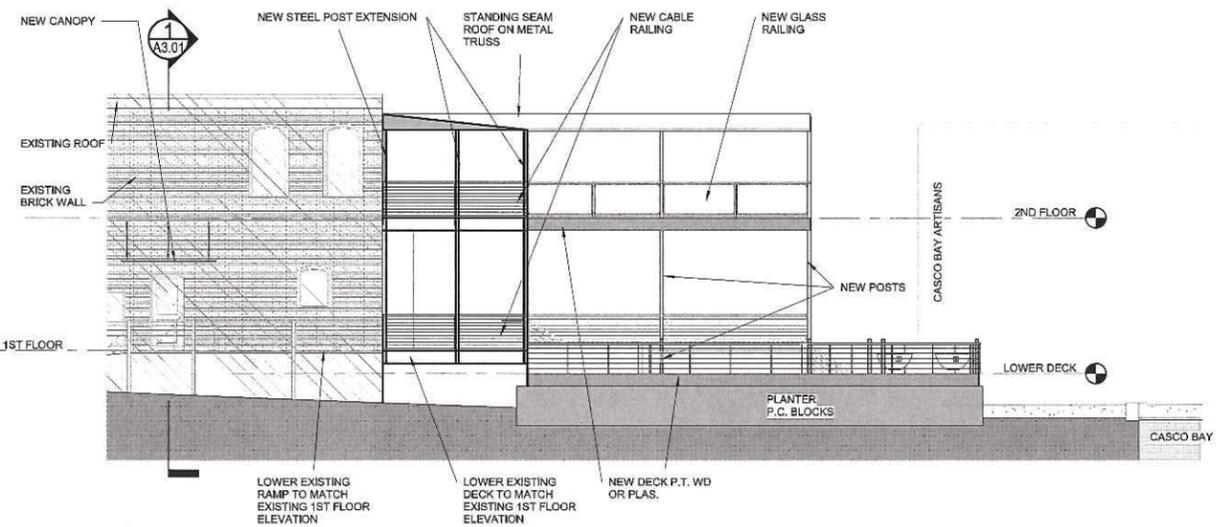
3 | RETAIL FRONT ELEVATION
1/8" = 1'-0"



4 | KEY PLAN
1/32" = 1'-0"



5 | LEFT SIDE ELEVATION
1/8" = 1'-0"



6 | RIGHT SIDE ELEVATION
1/8" = 1'-0"

Architect:
ARCHETYPE
 architects
 48 Union Wharf Portland, Maine 04101
 (207) 772-6022 ARCHTYPE@ARCHTYPEPA.COM

Project:
DRY DOCK
 Portland, ME

Submission:
TO CITY OF PORTLAND

Scale: As indicated
BUILDING ELEVATIONS
 Date: 6/27/2018

A2.01

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

**PRESENTATION
STATE CERTIFIED LOCAL GOVERNMENT PROGRAM**

TO: Chair Sheridan and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: July 6, 2018

RE: July 11, 2018 **Presentation** – Megan Hopkin, Coordinator, Certified
Local Government Program, Maine
Historic Preservation Commission

On Wednesday, July 11 Megan Hopkin of the Maine Historic Preservation Commission will attend the Historic Preservation Board meeting to introduce herself to Board members, observe the meeting, and give a brief presentation about the Certified Local Government Program in Maine. Certified Local Governments have access to funding and technical assistance offered through this partnership with the State Historic Preservation Office and the National Park Service.