

1. Legal Ad

Documents:

[8-8-18 LEGAL AD.PDF](#)

2. Agenda

Documents:

[8-8-18 AGENDA.PDF](#)

3. 50 Monument Square

Documents:

[HP MEMO - 50 MONUMENT SQUARE.PDF](#)

4. 742 Congress Street

Documents:

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

5. 95 India Street

Documents:

[HP MEMO - 95 INDIA STREET.PDF](#)

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

Public comments are taken at all meetings.

On **Wednesday, August 8, 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. PUBLIC HEARING

- i. Certificate of Appropriateness for Storefront Renovation; 50 MONUMENT SQUARE; Lancaster Street LLC., Applicant.
- ii. Certificate of Appropriateness for Exterior Alterations, Building Addition and Site Alterations; Tandem Café and Bakery, Applicant.

Break for Dinner; Meeting Resumes at 7:15

2. WORKSHOP

- i. Preliminary Review of Proposed Building Addition; 95 INDIA STREET; Stephen Sunenblick, Applicant.

3. 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
August 8, 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 7-25-18**

The meeting was a workshop meeting and there were no public hearing items to report on.

4. PUBLIC HEARING – 5:00 p.m.

- i. Certificate of Appropriateness for Storefront Renovation; 50 MONUMENT SQUARE; Lancaster Street LLC., Applicant.
- ii. Certificate of Appropriateness for Exterior Alterations, Building Addition and Site Alterations; 742 CONGRESS STREET; Tandem Café and Bakery, Applicant.

Break for Dinner; Meeting Resumes at 7:15 p.m.

5. WORKSHOP

- i. Preliminary Review of Proposed Building Addition; 95 INDIA STREET; Stephen Sunenblick, Applicant.

6. CONSENT AGENDA

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

PUBLIC HEARING
50 MONUMENT SQUARE (474 CONGRESS STREET)

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Deb Andrews, Historic Preservation Program Manager
DATE: August 3, 2018
RE: August 8, 2018 **PUBLIC HEARING**

Application for: Certificate of Appropriateness for Redesign of Ground Floor Facade

Address: 50 Monument Square

Applicant: Lancaster Street, LLC.

Project Architect: Katherine Detmer, Archetype Architects

Introduction

Following a preliminary workshop on June 20th, architect Katherine Detmer is returning to the Board for final review and approval of proposed alterations to the ground floor façade of 50 Monument Square. The proposal calls for modifying the configuration of the storefronts on each side of the main entrance, pulling the main building entrance forward (it is currently recessed about four feet from the façade), replacing the main entrance's double doors with a single door and sidelite, and installing a suspended awning band at the main entrance to give it more prominence.

Board members will recall that structural changes made as part of a previous renovation make a return to the original entry treatment impossible and the dimensions and detailing of any entry solution a bit awkward.

The final design proposal is largely consistent with the proposal presented in June, but several details have been modified or addressed in response to Board comments. Additionally, the project architect has provided two wall sections with the final submission.

A copy of the preliminary proposal is enclosed for reference purposes—see ATTACHMENT 3.

Subject Property, Original Storefront Design *(this information was included in the 6/20 staff report)*

The Lancaster Block at 50 Monument Square was built as a four-story commercial block in 1881. Designed in the Queen Anne style by the firm of Fassett & Stevens, the building was commissioned by industrialist J.B. Brown and named for Brown's home town of Lancaster, New Hampshire. In 1908, two more stories were added. Although the original and 1908 sections of the building are clearly distinguished from each other in decorative detail, consistency in rhythm and proportion of openings serves to successfully unify the two. The building is noteworthy for its elegant mastery of detail.

The original storefronts were gracefully proportioned, one to either side of the central double doors leading to the upper floors. Classic in character, the storefronts featured centered, slightly recessed double doors; single large display windows to either side; large transom windows above a narrow transom bar with awning; and small bulkheads at the sidewalk. The storefronts were framed by massive brick piers with stone bases at the outer edges and narrower piers at the center by, and columns to either side of the shop doors. A simple sign panel and lower cornice separated the storefronts from the upper façade.

A 1940's-era photo of the building reveals that the ground floor had been entirely altered by this time, with two distinctly different storefront treatments and the center main entrance removed and relocated to the far-right corner of the building. It was this renovation that likely introduced additional structural supports at the center of the ground floor, which now complicates any effort to fully re-establish the original entry.

A more recent renovation re-established the basic bay structure of the two storefronts and reintroduced divided-lite transoms above the storefront windows. With the conversion to a single retail tenant, however, the entrance on the righthand storefront was eliminated and the retail entrance on the opposite site was moved away from its original center position. The sign band and cornice separating the ground floor and upper façade got much deeper and simpler in detail. Indeed, all of the trim in the current storefronts is wider, flatter and without the refinement exhibited in the original treatment.

Summary of June 20 Workshop

Board members were generally supportive of the design proposal as presented and expressed appreciation to the applicant and architect for returning the storefronts to their original configuration. Much of the discussion focused on design details and areas where further refinement or design development was warranted. For example:

- The question of how to treat the awkwardly deep lintel over the ground floor was discussed at some length. Given that the structural changes made during a 1940's

renovation prevented a thorough reworking of the lintel's proportions, Board members suggested that the trim and cornice of this element might be reworked to break down its scale and provide more architectural detail/interest.

- Board members noted that by featuring a single door in the main entry, the width of the framing and trim around the door would need to be fairly wide. It was suggested that the entry door solution be given further consideration.
- As a preliminary design proposal, a number of contributing design elements had not been fully detailed—for example, the treatment of the bulkheads under the windows. The final submission should address these details. The final submission should also illustrate how the storefront returns at the recessed entries will be handled.
- Board members suggested that the bottom rails of all the entry doors align with the top of adjacent storefront bulkhead.
- Board members asked for clarification as to whether the plane of the transom windows over the recessed entries was inset to align with the plane of the recessed doors or whether it was level with the storefront transoms.

Final Proposal, Staff Comments *(in italics)*

The applicant has not provided a written summary of the design revisions with the final submission, but the changes are fairly minimal based on the Board's generally favorable response to the initial proposal. In reviewing the final elevations and renderings, staff has identified the following design revisions and additional submitted details:

- The single main entry door shown in the initial proposal has been changed to a single door with sidelite. The proposal calls for a single-lite clear finish wood door and sidelight with panels below. The glass is etched. No catalog cut or detail has been provided.
- Molding has been applied to the storefront lintel to define the two sign panels. The profile of the molding is difficult to determine from the submission.

With respect to what has been proposed, it appears from the computer-generated rendering that the applied molding has a curved profile. If so, the profile is inconsistent with the trim profiles on other elements of the storefront, which are clean and straight-edged. The treatment should be consistent throughout.

Pursuant to the Board's discussion about the existing lintel during the 6/20 workshop, staff questions whether the application of molding is sufficient to provide the level of architectural refinement that is warranted for this key element of the overall design.

- The architect has provided an illustration of the storefront returns at the recessed entries. It appears that the windows in the storefront returns are surrounded by applied trim.

Again, staff questions whether this trim detail is consistent with the balance of the storefront.

- Additional detail has been provided for the projecting metal canopy over the main entrance. The canopy is wider than in the preliminary design and features curved corners.
- The tops of the storefront bulkheads align with the bottom rails of the doors.
- *From the submitted elevations and renderings, it is difficult to determine how the bulkheads below the storefront windows are detailed.*
- *Staff questions whether the storefront doors should be taller, as the horizontal member above the doors appears fairly deep.*

Applicable Review Standards

Standards for Review of Alterations

- (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.*

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the August 8, 2018 public hearing and information included in the accompanying staff report, the Board finds that the proposed ground floor renovation at 50 Monument Square **meets (fails to meet)** the historic preservation ordinance review standards for review of alterations (subject to the following conditions.....)

Attachments:

1. Photos of existing conditions, historic view
2. Final proposal, including floor plan, elevations, wall sections and computer-generated renderings
3. Preliminary proposal reviewed 6/20/18

Att. 1



FedEx Office

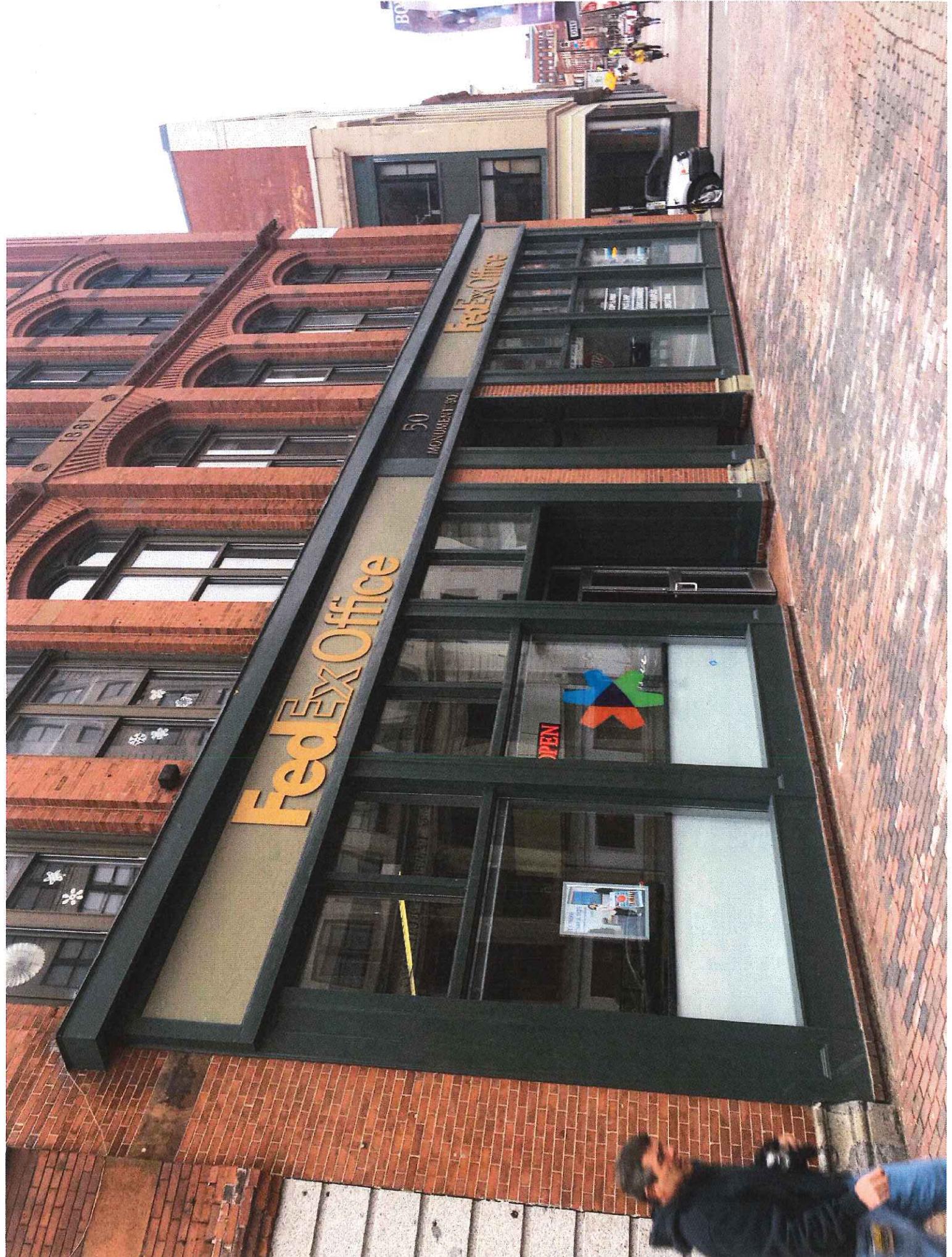
50 ANNUNCEMENT 30

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Att. 3

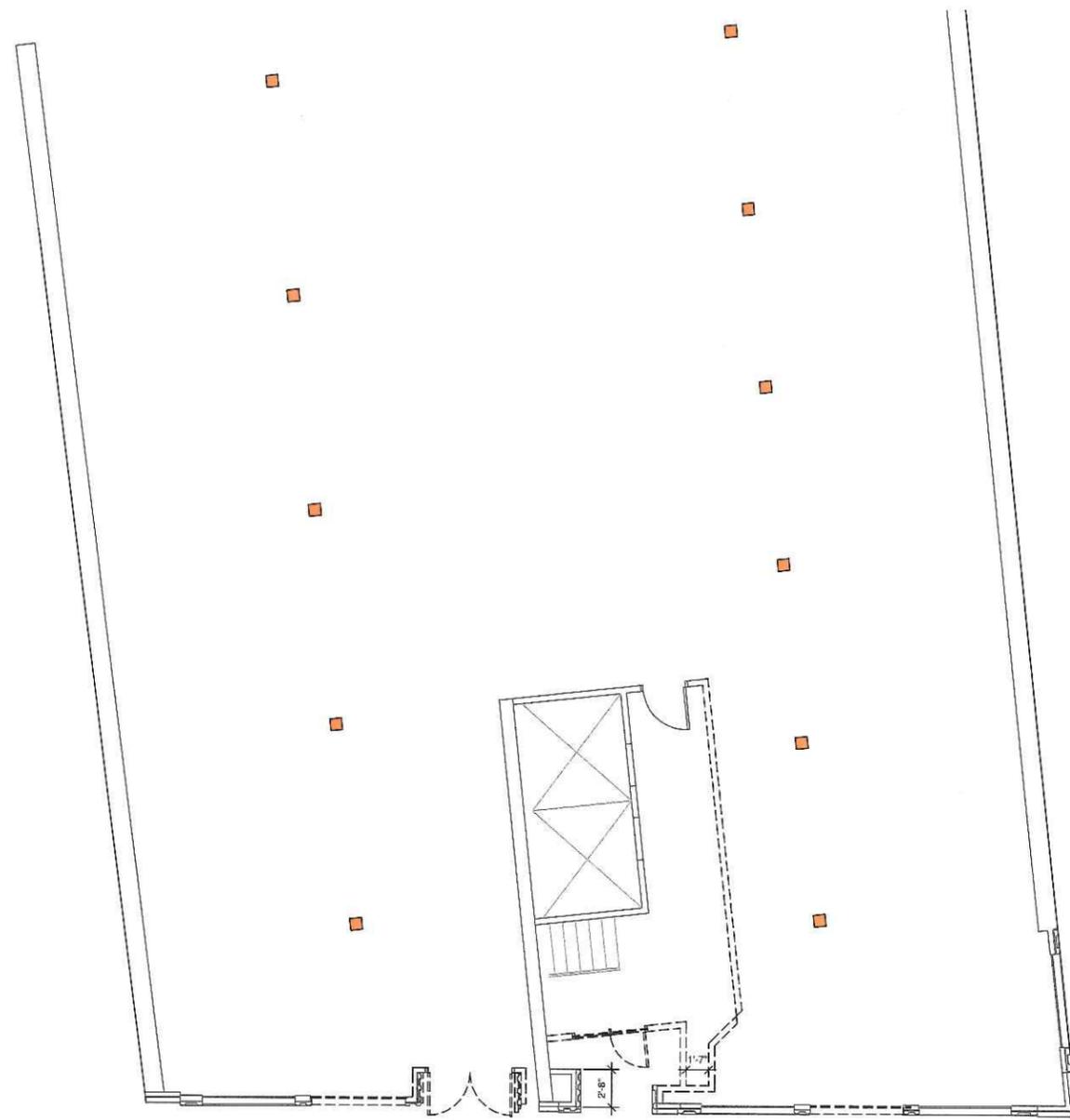


OUR NEW BUILDING.

ORIGINAL 4 STORY BUILDING ERECTED IN 1881. REBUILT
6 STORIES IN 1908. WE OCCUPY 11 FLOORS GIVING
AN AREA OF 33,000 SQUARE FEET.

Loring, Short & Harmon, - Portland, Maine.

ATT. 2
FINAL
PROPOSAL



1 LOBBY DEMO PLAN
3/16" = 1'-0"



2 LOBBY PLAN
3/16" = 1'-0"



Prepared For:	Lancaster LL
Consultant:	ARCHETYPE architects 48 Union Wharf Portland, Maine 04101 (207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM
Project:	50 MONUMENT SQUARE Portland, Maine
Revisions:	
Date:	7-2-2018
Scale:	3/16" = 1'-0"
FLOOR PLANS	
A1.01	

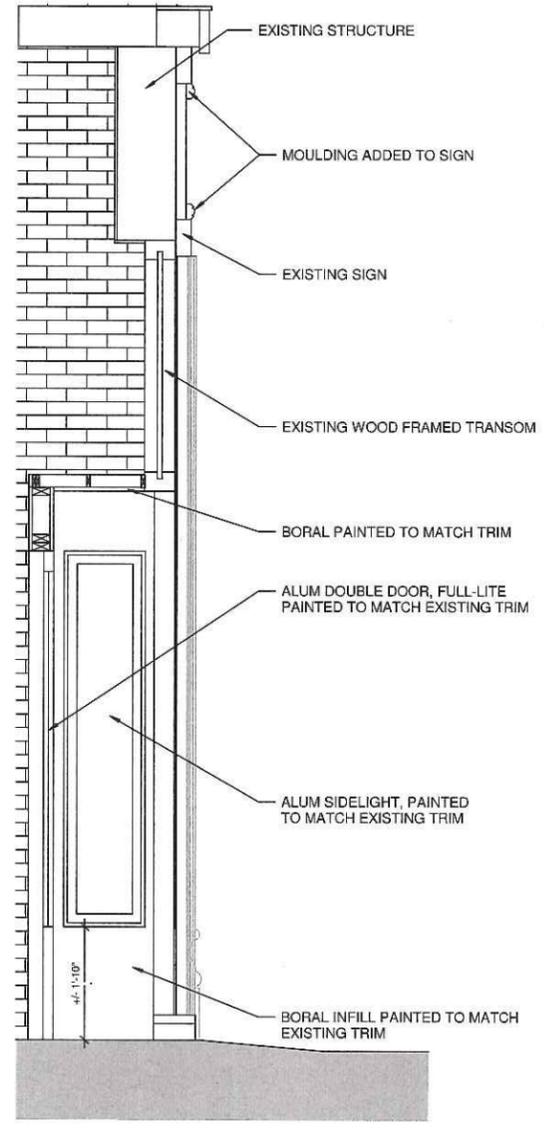


1 ELEVATION - EXISTING & DEMO
 1/4" = 1'-0"

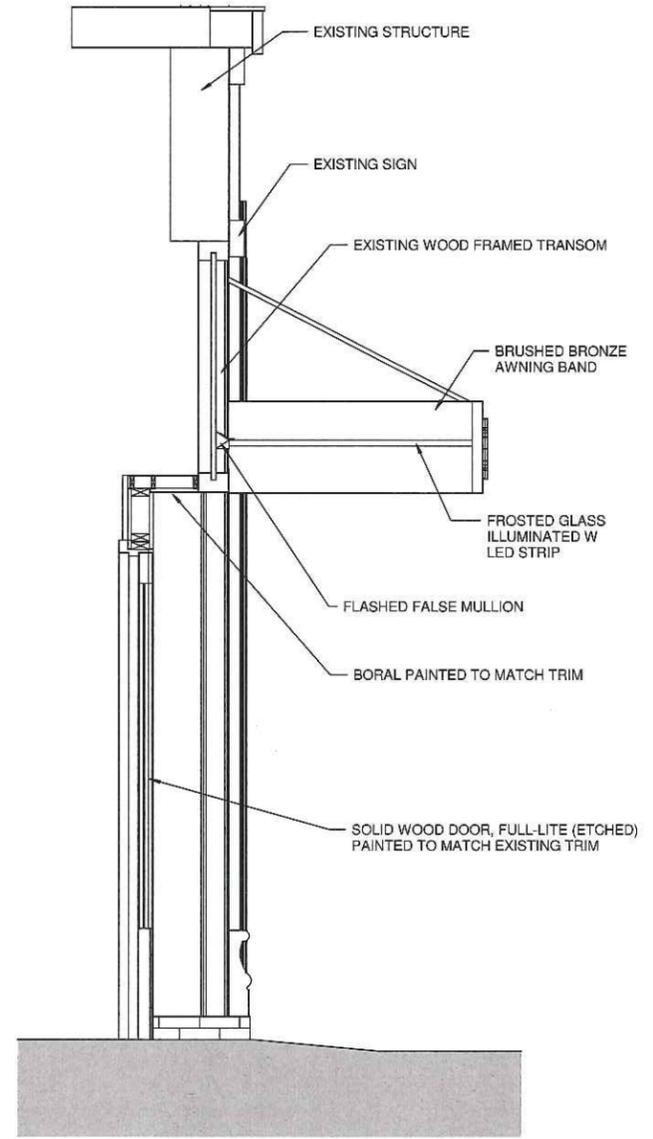


2 ELEVATION - PROPOSED
 1/4" = 1'-0"

Prepared For:	Lancaster Street LLC
	Architect:
Consultant:	ARCHETYPE Architects 48 Union Wharf Portland, Maine 04101 (207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM
	Project:
Revisions:	50 MONUMENT SQUARE Portland, Maine
	Date:
Scale:	1/4" = 1'-0"
	7-2-2018
BUILDING ELEVATIONS	
A2.01	



1 Section 1
3/4" = 1'-0"



2 Section 2
3/4" = 1'-0"

Prepared For:		Lancaster Street LLC Address City, State	
Architect:		ARCHETYPE <i>architects</i> 48 Union Wharf Portland, Maine 04101 (207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM	
Project:		50 MONUMENT SQUARE Portland, Maine	
Revisions:		Date: 7-2-2018 Scale: 3/4" = 1'-0" BUILDING SECTIONS	
A3.01			



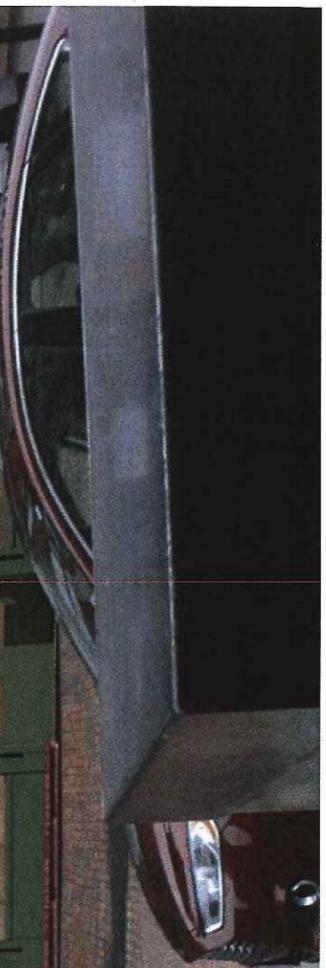
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ATT. 3
6/20 PROPOSAL



1 ELEVATION - EXISTING & DEMO
1/4" = 1'-0"



2 ELEVATION - PROPOSED
1/4" = 1'-0"

WOOD INFILL PAINTED TO MATCH EXISTING

BRUSHED BRONZE FINISH AWNING BAND. TRANSLUCENT GLASS INFILL WITH LED STRIP LIGHTING.

WOOD DOORS W/ FULL LITE

Date: 5-23-2018		Scale: 1/4" = 1'-0"		Revisions:	
BUILDING ELEVATIONS		Project: 50 MONUMENT SQUARE		Architect: ARCHETYPE architects	
A2.01		Portland, Maine		48 Union Wharf Portland, Maine 04101 (807) 772-6022 ARCHETYPE@ARCHETYPEPA.COM	
		Consultant:		Prepared For: Lancaster S LLC	

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

**PUBLIC HEARING
742 CONGRESS STREET**

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Rob Wiener, Preservation Compliance Coordinator
DATE: August 2, 2018
RE: August 8, 2018 **Public Hearing** – Exterior and Site Alterations
and Building Addition

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

Introduction

The architects at Bild Architecture and the owners of Tandem Café and Bakery have requested a public hearing to review final plans for exterior and site alterations at 742 Congress Street. On June 6, 2018, the Board held a workshop with the applicants, reviewing preliminary plans to consider the threshold question of enclosing the area under the large gas station canopy with glass storefront windows. The applicant and architect also presented their conceptual plans for site alterations west of the canopy. Proposed site alterations included a slightly raised patio or deck 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 called for an addition off the main building's west elevation that would accommodate a cooler.

Board feedback at the June workshop was generally positive toward the concept of enclosing the space under the canopy. Members favored a simpler approach to the site alterations that would preserve open pavement and a gas station feel on the west side of the site, while supporting the closing of the western curb cut on Congress Street. As is typical for a workshop, some questions and details remained to be resolved, and the architects have submitted somewhat more detailed plans and renderings for the Board's review at the public hearing. Mr. Wittman submitted a summary of the design changes, new floor plans and elevations, and renderings of the proposed glass enclosure.

Background

In February 2018, 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.

Since the February workshop the architects and bakery owner conferred with City staff to explore eliminating the existing western curb cut on Congress Street, with future auto entry to be at the eastern Congress Street curb cut and the exit route traveling onto Carleton Street. Diagonal parking was proposed to 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 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 open paved 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.

Board Feedback to Preliminary Plans at 6/6/18 Workshop

As noted the Board was generally supportive of the proposal to enclose the area under the canopy with a storefront system matching the existing enclosed cafe. There was agreement that the original architecture should be preserved and emulated in the new elements, with storefront glazing details matching as closely as possible, while leaving the distinctive canopy posts highly visible once enclosed.

Members also favored elimination of the western curb cut on Congress Street, but had reservations about creating an outdoor seating plaza with raised planters and a raised deck, because of the probable loss of original site character. The sense of a service station surrounded by pavement was suggested to be a character defining feature of the property.

Another character defining feature related directly to the building's original function is the oblong, raised gas island, in Board members' opinions. Various questions and suggestions were voiced about preserving either the actual island or its memory - if it is to be either removed or surrounded and buried by a raised floor:

- It is not in good condition; could it be restored and incorporated into a raised seating area?
- The goal of keeping the enclosed floor low appeared to be favored by some Board members - at or close to the level of the existing pavement - therefore, what would the implications be of removing the island entirely?
- Should the island be memorialized by inset, flush paving treatments showing its outline?
- What about the ends of the island outside the proposed enclosure?
- If the island were removed, what would be the implications of exposing an additional 6" or so of the steel posts supporting the canopy? Could they be cleaned up and painted?

No objections were raised by Board members to the proposed cooler addition on the west side of the existing cafe - a utilitarian, windowless rectangle adjacent to the blank west wall, with roofing flashed to the existing wall to assure problem-free access in all weather.

Revised Proposal for Public Hearing

As presented in Mr. Wittman's summary and renderings, the glazing in the new enclosure under the canopy is designed to be as close to the existing pattern as possible, and preserve the visibility of the original canopy supports. Glass is to be clear. The aluminum framing is to be standard 2" storefront frames; at the corners it would be wider with the joining of the two sides - approximately 4". A very recent addition to the plans is some lateral bracing necessitated by the potential wind loads on the glass walls and canopy supports.

Site alterations remaining in the revised proposal include the closed western curb cut on Congress Street and diagonal parking on the east side of the enclosure. With no permanent planters, fences, or raised areas, staff understands the outdoor plaza on the west of the canopy will be similar to its existing appearance, with only moveable furnishings. Some bike racks are proposed to be added in front of the canopy, between the enclosure and the Congress Street sidewalk - similar to the existing pipe sculpture of a tandem bicycle.

In response to questions from staff, the architect further elaborated on the proposal for flooring under the canopy. The new floor is to be polished concrete, flush with the existing floor level in the cafe. Presumably that means the accessible entrance would be through the main entrance to the cafe, on the west side of the Congress Street frontage. At this time it is unclear how the floor height will be handled at the two new entrances on either side of the new enclosure. Mr. Wittman indicated that at new west doors the pavement grade may be high enough to meet the new interior floor with minimal additional feathered pavement. On the east side the elevation difference may be incorporated into curbing or sidewalk that might be added to delineate the new parking places.

Staff Comments, Questions for Consideration

For the June 6 workshop, staff wrote:

"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.... 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."

There remain several details to be resolved before the project is finalized:

- How will the ceiling of the new enclosed space be treated? At the workshop it was suggested that paint could be removed from the white porcelain enamel, re-establishing the original finish.
- How and where will the step be handled from the new floor under the canopy to the existing level of the outdoor pavement?
- Will more site alterations such as curbing or sidewalk be added on the east side of the enclosure, where diagonal parking is proposed?
- Will the existing building, including the edges of the canopy roof, be cleaned up and restored as needed?
- Does the Board consider the possible loss of the gas island acceptable, and if so, what is the best way to preserve the memory of it?
- If the Board is comfortable with the proposal as presented, staff should review final details, possibly including storefront glazing details and any addition site alterations.
- Staff only learned recently of the lateral bracing recommended by the architects' structural engineering consultant. Does this added structure negatively impact the clean appearance of the enclosure?
- Are other structural measures likely to be needed to strengthen the structure when it is enclosed?

Applicable Review Standards

As 742 Congress Street is listed as a noncontributing (but significant, in the judgement of staff and Board members) property, staff includes both the Standards for Review of Alterations to or Redesign of Noncontributing Structures, as well as applicable Standards for Alterations of Contributing Structures:

Sec. 14-651.5 Standards for Review of Alterations to or Redesign of Noncontributing Structures

- (a) In considering an application for a certificate of appropriateness involving alterations(s) to a noncontributing structure the standards for review of alterations set forth in section 14-650 shall apply as applicable. The intent of the review shall be to ensure no further erosion of any existing architectural character of the subject structure determined to be significant by the historic

preservation board and, where practicable, to guide projects toward a more compatible relationship with the surrounding context.

- (b) In considering an application for a certificate of appropriateness involving comprehensive redesign of a contributing structure, the standards for review of construction set forth in section 14-651 shall apply.

From the Standards for Review of Alterations of Contributing Structures:

(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.*

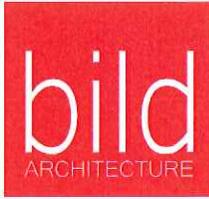
(10) *Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.*

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the August 8, 2018 public hearing and information included in the accompanying staff report, the Board finds that the proposed additions and alterations at 742 Congress Street meet (fail to meet) the historic preservation ordinance review standards for review of alterations (subject to the following conditions.....)

Attachments:

1. Architect's project description
2. Architect's floor and site plan
3. Architect's elevations
4. Renderings



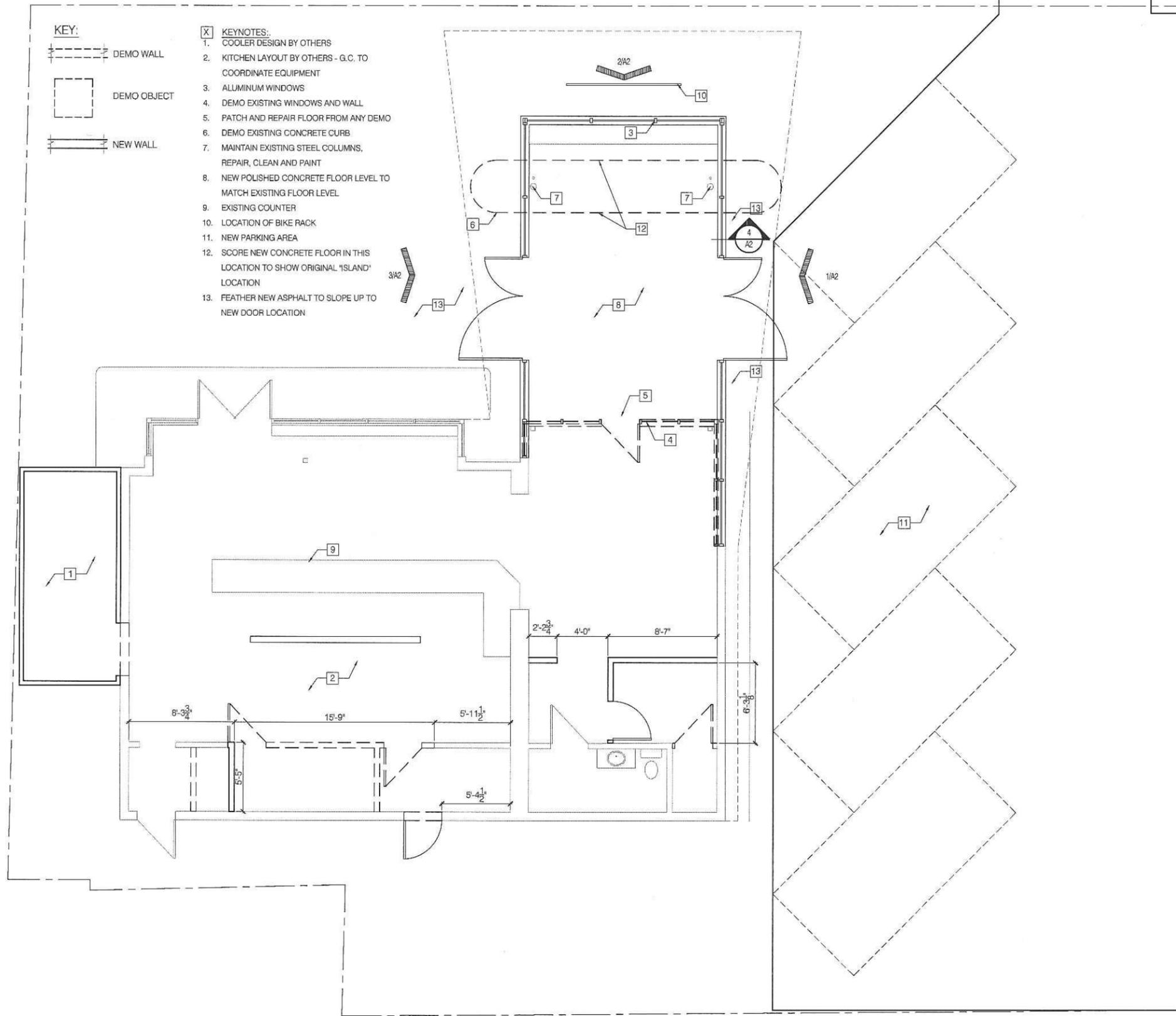
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742 Congress Street – Tandem Bakery Addition

Summary

In the latest renderings and drawings for the Tandem Bakery Addition we focused more on the materiality of the addition. The storefront glazing more accurately depicts what is planned, showing window mullion locations that work with the existing buildings window pattern and also allow the existing canopy columns to be unobstructed. The columns would be cleaned up and painted so they can become a feature element in the new space. The storefront rests on a concrete curb which matches the height of the curb on the building's eastern side. A new walk-in cooler is shown tucked along the western side of the building.

Differences in the site from the last meeting include the deletion of the entry plaza. The western most curb cut along Congress Street is still planned to be filled in, but the area between the sidewalk and the front door will remain an asphalt lot to maintain the "gas station" feel of the site, while still allowing a space for movable tables and seating in the area. The area between the canted front windows and the Congress Street sidewalk is now shown to be an area for bike racks. Cars are shown parking in angled stalls on the eastern side of the site, entering off Congress Street and exiting onto Carleton Street.

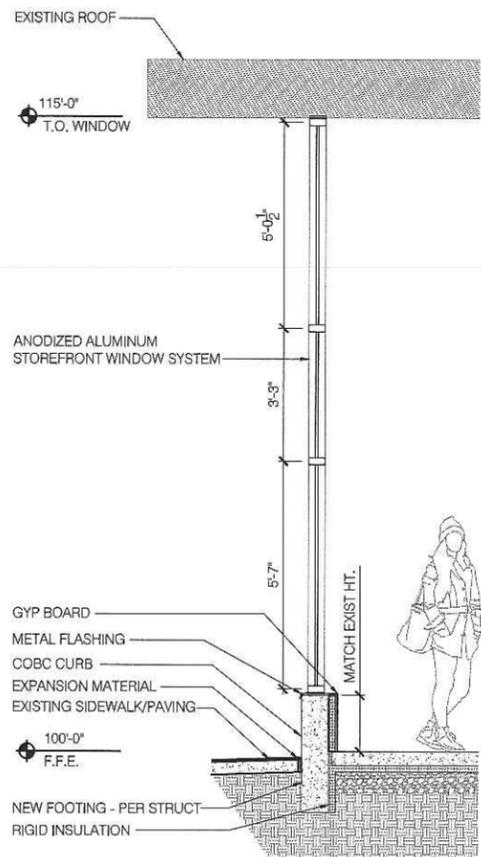


FLOOR PLAN
SCALE: 1/4" = 1'-0"

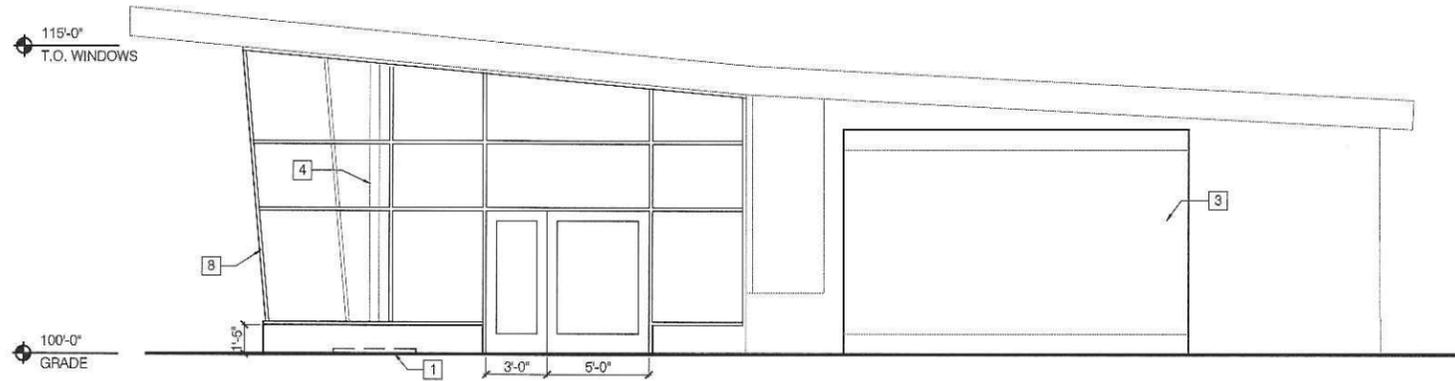
REVISIONS

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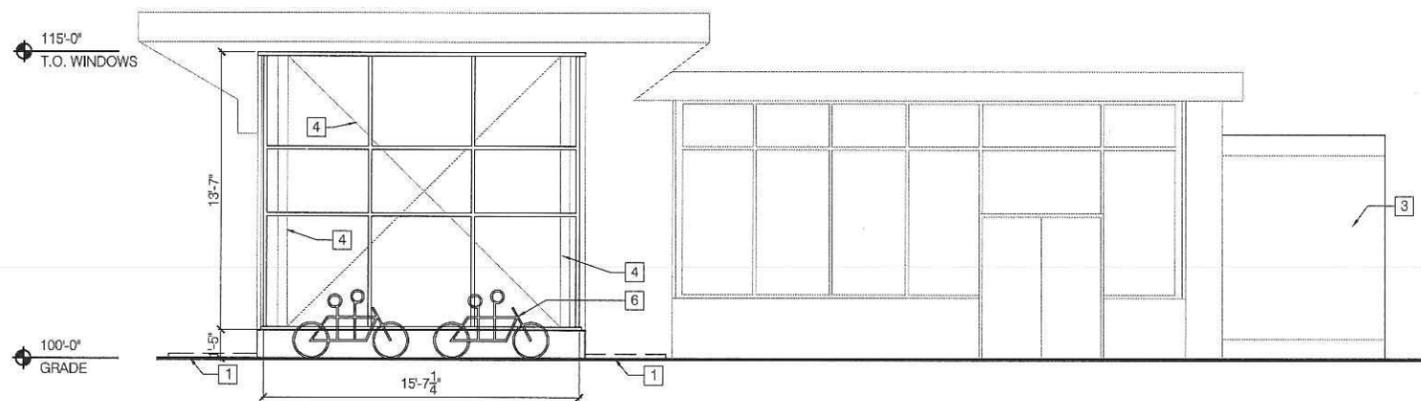
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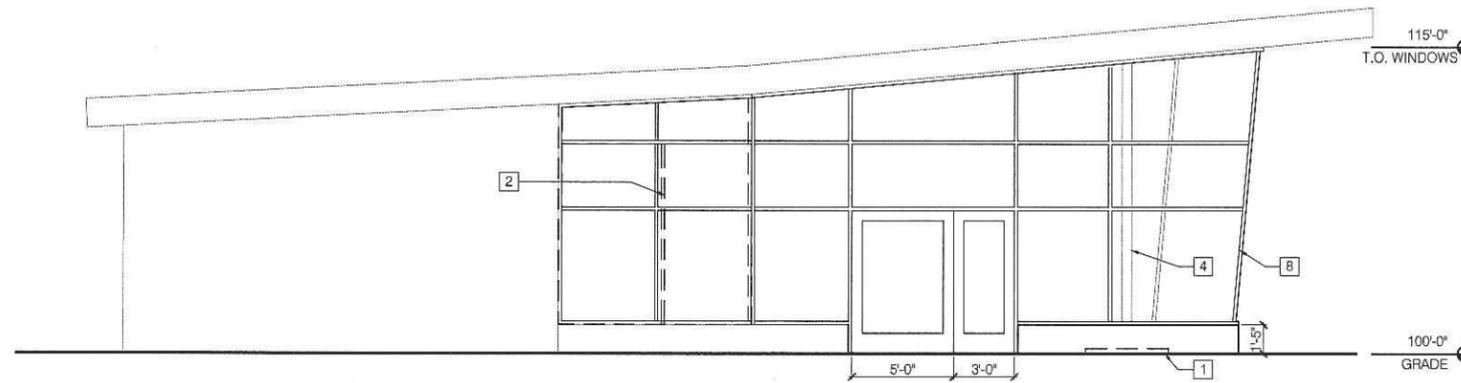
1 WALL SECTION
SCALE: 1/2" = 1'-0"



3 WEST ELEVATION
SCALE: 1/4" = 1'-0"



2 NORTH ELEVATION
SCALE: 1/4" = 1'-0"



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

- X KEYNOTES:
1. DEMO CURB
 2. DEMO EXISTING WINDOWS
 3. COOLER BY OTHERS
 4. MAINTAIN EXISTING STEEL COLUMNS, REPAIR, CLEAN AND PAINT
 5. CANT WINDOWS TO SAME ANGLE OF COLUMNS
 6. "TANDEM" BIKE RACKS
 7. CABLE CROSS BRACING FOR LATERAL V LOADS

REVISIONS

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HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
95 INDIA STREET (REAR of 63 FEDERAL)

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Deb Andrews, Historic Preservation Program Manager
DATE: August 1, 2018
RE: August 8, 2018 **WORKSHOP – Preliminary Review of Proposed Residential Addition**

Address: 95 India (official address)
(proposed addition is located at rear of Cloudport building, 63 Federal)

Applicant: Stephen Sunenblick

Architect: Lita Semrau, Port City Architecture

Introduction

A preliminary workshop has been scheduled to introduce plans for a rear addition to an existing single-story brick commercial building at 63 Federal Street in the India Street Historic District. The building, which houses Cloudport, is located near the corner of India and Federal. (A surface parking lot serving Cloudport occupies the corner itself.) Applicant Stephen Sunenblick owns the building at 63 Federal, the parking lot and the abutting property around the corner at 95 India. While the addition will adjoin the rear of the 63 Federal Street building, it will be located on land that is part of the 95 India Street property, behind an existing structure. (See vicinity map on following page for project location.)

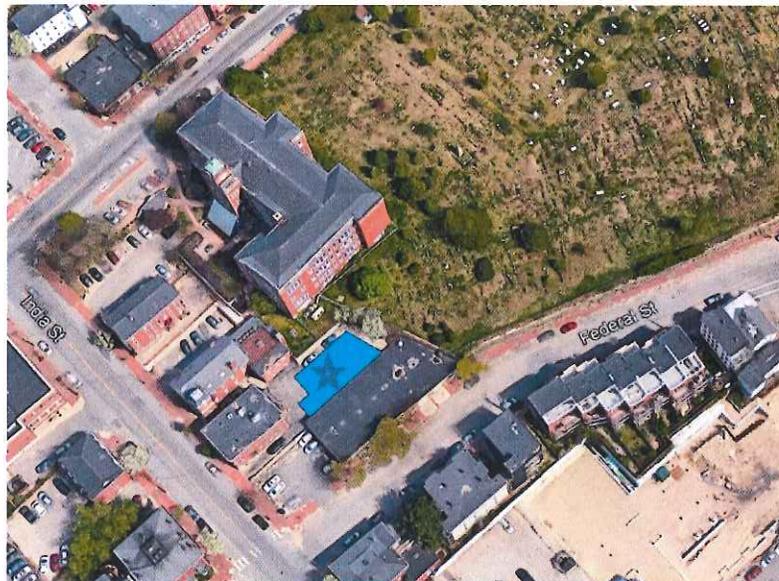
A loft-style residential addition is proposed. The residence will be elevated above an open carport. Access to the residence will be from an entrance facing India. Vehicular access to the carport will be from a driveway on the 95 India Street property.

Project architect Lita Semrau has provided photos of the project area from numerous vantage points. Also provided are computer-generated renderings of the building in context. As a preliminary review, no detailed elevations or details have been submitted for this session. The applicant and project architect are looking for Board input on the general design direction of the proposed addition and its compatibility with the surrounding context.

Staff has met with the applicant and project architect in two preliminary review sessions. The project has evolved considerably in response to staff comments.

Project Context

As shown in the aerial view, the proposed addition will be located behind two existing structures, within the interior of the block. Notwithstanding its recessed position from the street, the addition will be visible from several vantage points due to the fact that there's an open parking lot at the corner, that the Cloudport building is a one-story structure, and that the addition will be a story taller than the Cloudport building. The addition will also have some visibility from the interior of Eastern Cemetery.



The buildings lining the east side of India Street in the vicinity of the project are representative of the architecture that characterizes the India Street Historic District. Although the building types vary, they are all 3-story, red brick Victorian structures with architectural details typical of the style. The streetscape along this block is a bit fragmented, with large surface parking lots at the top and bottom of the block and a fairly wide opening in the street wall midway along the block.

The section of Federal Street in the immediate vicinity of the project is quite mixed. The Cloudport building, which is classified in the Historic Resources Inventory as a noncontributing structure, is uncharacteristic of the district in several respects: it was built well after the period of significance (1927), is a long, single-story multi-bay former garage, and is clad in yellow brick.

Nonetheless it is well maintained and architecturally interesting in its own right. To the east of the Cloudport building, at the edge of the sidewalk, is a tall stone retaining wall that borders the southwestern end of the Eastern Cemetery. Across the street from the Cloudport building are

residential structures from various eras, including a contemporary residential structure of recent construction, a 1906 wood-frame double triple-decker and a Victorian brick double-house at the corner which faces India.

Abutting the property to the east is Eastern Cemetery. Chartered in 1668, it is the oldest cemetery on the Portland peninsula and resting place of some of the City's most important early residents, including nationally known figures. Situated on high land, the expansive cemetery is visible from numerous points. (The construction of townhouses on the south side of Federal Street several years ago materially affected the way the cemetery is perceived from Congress Street and its former sense of isolation from its surroundings.) Nonetheless, Eastern Cemetery retains a distinct sense of place.

Proposed Construction

The project calls for construction of a loft-style residential addition to be located off the rear elevation of the Cloudport building. The residence will be elevated above grade to allow for a carport underneath the structure. As a loft-style space, the addition will feature a mezzanine level within a tall single story. The entrance to the residence will face India Street and will be located at the end of a long driveway which runs along the south side of the building at 95 India. The portion of the addition closest to India houses a stair and elevator tower. The tower projects several feet above the main block of the addition to provide access to a roof deck. Access to the carport is from the previously-referenced driveway; one would skirt between buildings to enter the carport.

Please refer to Ms. Semrau's project summary (Attachment 1) for a description of proposed exterior materials, window/door choices currently under consideration, etc. As Ms. Semrau explains, some of these specifications are subject to change.

Staff Comments

In the following section of this report, staff has listed the ordinance review standards that apply in a project of this type. The application of those standards will likely be somewhat different from other reviews given the location and circumstances of the project. Compatibility factors that would be important on a building or addition positioned closer to the street might be less relevant or critical in this instance. Also, the fact that the addition will read from the street essentially as a separate structure affects how one might otherwise evaluate an "addition" to an existing structure.

In staff's view, any new construction on this mid-block site should clearly defer to the existing historic structures that line India Street, allowing them to dominate the view as one looks up or down the street. Some of the recent developments introduced behind the India Street corridor—the Bay House development, for example—loom over the India Street buildings, diminishing the

visual character of the street. In the case of Bay House, the building's material and color palette makes it especially visually distracting.

The proposed addition, while clearly contemporary and exhibiting its own design vocabulary, features a quiet, monochromatic color scheme. In staff's view, the color palette helps the addition recede visually and reduces its potential for being visually distracting. An earlier rendition which featured a different material palette and contrasting color scheme had a much more pronounced visual impact as viewed from the abutting streets.

With regard to fenestration, although the windows on the tower and south elevation are clearly oversized, they feature the vertical proportions that are characteristic of buildings in this area. The windows on the north elevation are not as contextual, but it is unlikely they'll be very visible.

No information has been provided as to the overall height of the proposed addition or the heights of its abutting buildings. It would also be helpful to have this information and to know the floor heights within the addition, especially if the Board finds that the height of the addition should be adjusted.

With respect to the proposed addition's visibility from and/or visual impact on the Eastern Cemetery, it appears that the addition will have little visibility from most vantage points. The configuration of the cemetery and the raised grade of the cemetery help mitigate its impact. That said, the Board will want to fully understand its visual impact. Any potential for physical impact on the cemetery's retaining wall should also be given careful consideration.

Applicable Review Standards

Standards for Review of Alterations to or Redesign of Noncontributing Structures

- (a) *In considering an application for a certificate of appropriateness involving alterations(s) to a noncontributing structure the standards for review of alterations set forth in section 14-650 shall apply as applicable. The intent of the review shall be to ensure no further erosion of any existing architectural character of the subject structure determined to be significant by the historic preservation board and, where practicable, to guide projects toward a more compatible relationship with the surrounding context.*
- (b) *In considering an application for a certificate of appropriateness involving comprehensive redesign of a contributing structure, the standards for review of construction set forth in section 14-651 shall apply.*

Standards for Review of Alterations

- (g) *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. Project summary
2. Aerial view of project site
3. Plans and renderings
4. Floor plans
5. Specifications
6. Context photos

Project Summary:

Steve Sunenblick owns two lots on the corner of India Street and Federal Street (lots 020 A006 and 020 A007 respectively). Currently, there is a brick three story office building on India Street and a yellow brick one story building with Cloud Port on Federal Street with a parking lot on the corner. The owner would like to add a residence connected to his Federal Street building behind the India Street building on an existing parking lot. The site is in the India Street historic district and also backs up to the historic Eastern Cemetery.

Because parking is a premium and required for this project, the new building will be elevated to maintain the existing parking. See site plan.

The proposed building would allow for parking below it and would be two stories. We are currently looking at the following materials:

- For the main portion of the building, Hardie Plank panels with an aluminum grid system – see attached for the proposed pattern
- For the stairway, tongue and groove vertical ship lap from Hardie plank
- The doors at the stairway will be wood – mahogany or similar hard wood
- We are looking at either Marvin Integrity windows with a square frame or aluminum storefront to mimic the existing storefront in Cloud Port
- The doors on the main portion of the building will be selected based on the window system so will be determined at a later time
- The railing at the doors in the main portion will be selected to match the color and the frame style of the windows and will have glass instead of balusters
- The railing on the roof will be a cable railing system
- The deck on the roof will be a teak or another natural wood
- We are looking at light color EMDM roof for energy conservation
- The columns supporting the house will be incased in concrete for durability

Please note, that at this time we are still researching the viability of all the materials and they could change before we submit for final approval



95 India St

Google Earth

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100 ft



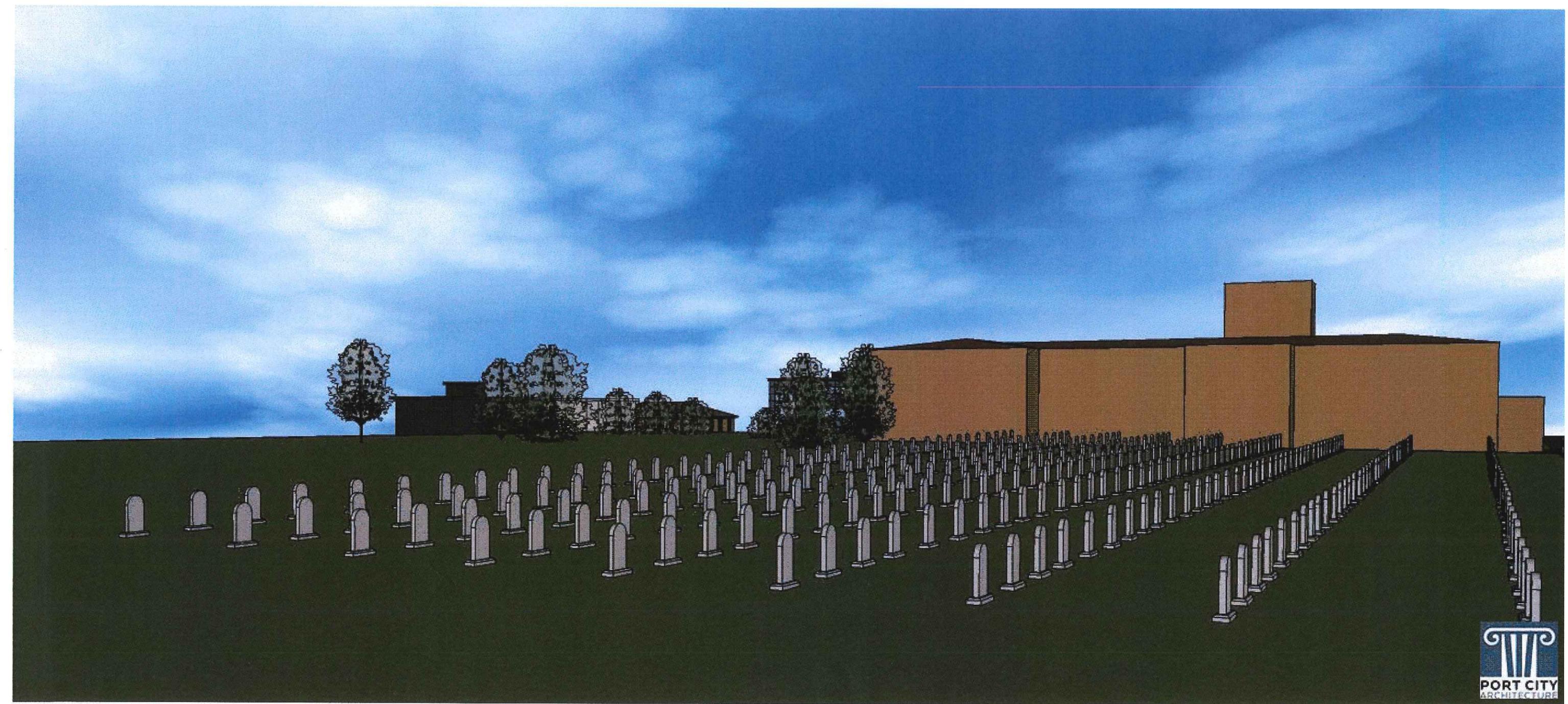
















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A system of components specifically developed for multi-family and light commercial construction. If your project calls for a panelized look — the Reveal Panel system offers the design flexibility you need.

Beginning with a commercial grade panel developed for multi-family and light commercial applications, the Reveal Panel system by James Hardie is a complete solution for creating a panelized look. Eliminate the guesswork in creating this look with the Reveal Panel system, with all parts including panels, trims and fasteners supplied by James Hardie. Check for availability and call your local James Hardie representative for a recommended experienced installer.

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- 7/16" thick, commercial grade panels
- Nominal 4' x 8' panels with 1/2" joint
- Panels can be cut on-site to desired size
- Cleaner look with fewer fasteners (approximately 14-21 per 4' x 8' panel)
- Panels available with ColorPlus® Technology
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