



November 29, 2012

Historical Preservation Board
City of Portland
389 Congress Street
Portland, Maine 04101

RE: Commercial and Middle Street Mixed Use Development
Foundry Lane comments, responses & revisions

Dear Board Members,

Enclosed please find a revised Conceptual Plan of J.B. Brown's proposed improvements to Foundry Lane. The proposal was revised to address a majority of staff's preliminary comments outlined in Jean Fraser's email to me on Monday, November 26th, 2012. I have included the comments below followed by a written response indicating how we will be addressing each comment.

Traffic comments:

- The general concept is acceptable; the 22-foot entry width is acceptable. A few comments:
- The driveway at the location of the compact parking space is very tight. A vehicle parked in that space will extend out into the driveway and will reduce the effective width. A detail of this area illustrating how it will work is suggested.
 - ***The compact parking space is 15 feet in length as required and signage will be utilized to indicate compact cars only. Compact vehicles 15 feet in length or shorter will not extend into the parking aisle. To assist motorist in identifying parking space locations and length, we have added a flush granite stone "header" within the brick pavers. In addition, I have added parking aisle dimensions at this location to indicate a 22 feet at the aisle's most narrow width. This width will accommodate the turning maneuvers of a compact vehicle. A detail utilizing the turning template of a compact vehicle can be provided if the reviewer still deems it necessary.***
- The applicant should provide a turning template for the three parking spaces where the parking aisle is only 18 feet wide. In general I think it is workable, but I'm not sure if the bollard is going to be a problem.
 - ***The fire department has indicated they require 20 ft wide access roads. Thus we have revised this parking aisle width to 20 feet. In addition, the three parking spaces mentioned above are angled slightly provide smoother turning maneuvers in and out of the parking spaces along this one-way parking aisle. Further, two raised curbed islands have been added to the plan. One of the islands is in this location, and as a result, we have reduced the number of granite bollards and their location. The granite bollard specifically mentioned above has been deleted from the plan.***

Landscape comments:

- Moving 2 of the trees along Foundry into the adjacent large triangular areas, with large planters to give them maximum room for soil and water; these areas suggested curbed with landscape rather than hard surface (Deb Andrews considers that the one nearest Commercial Street should be soft landscape edged with granite/cobbles for all of the triangular area, including the area of the bike racks, so that the 9 ft walkway section reads as a separate linear feature);
 - ***We have implemented this revision.***
- Two trees in between suggested to have "Neenah Tree Grate R.8801" as indicated in handwritten note (so that they will survive)
 - ***I believe this comment meant the Neenah Tree Grate R-8810 as required by the technical standards. The details in the site plans indicate this tree grate as required.***
- Suggest the street tree in sidewalk just south of Foundry should have a large granite planter so it will survive
 - ***We have implemented this revision.***
- Landscape details needed for some areas (but OK in principle).
 - ***Landscape details will be provided in the final site plan set.***

Cobbles:

- Suggest a row of cobbles or granite stone at the back edge of each of the parking spaces (not continuous; one line of cobbles or linear stone for each space) would help delineate parking spaces and break up the expanse of brick (it is assumed there will be no striping)
 - ***We have implemented this revision.***
- Please specify the width of the cobble band along each side of the new section of pedestrian walkway and also along the existing section
 - ***A picture of the existing cobble bands below depicts 4 rows of cobbles running parallel with the brick walkway and generally a single cobble is 5" in the applicable dimension. With that said, the existing cobble bands are generally 21 or 22 inches in width. It is our intent to provide 4 rows of cobbles as the picture below. The Conceptual Plan depicts a 21 inch width for the proposed cobble bands.***



- Cobbles within Apron: I am waiting for confirmation from DPS that the cobbles are OK in the ROW - will get back to you but leave them in for now. Please specify width.
 - ***The Conceptual Plan depicts a 3 foot width. This will be approximately 7 rows of cobbles.***

Other:

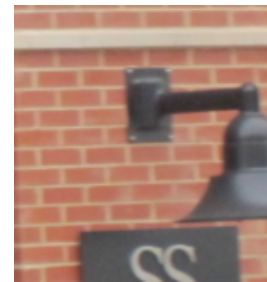
- The original submitted plan for Foundry Lane (CO4, as submitted to Planning Board) showed 2 pole-mounted lights adjacent to the new walkway that gave light coverage to the new section of pedestrian walkway and continued the row of lights (see photo attached) that are along the existing walkway leading to York Street. I'm not sure the lights now proposed near the hotel will adequately light the central section of the new section of walkway and suggest some additional lighting should be incorporated to adequately illuminate the new section of the pedestrian walkway and address CPTED standards.
 - ***We have revised the proposed lighting along Foundry Lane. The intent of the revisions is to use the lighting to further help Foundry Lane read as a separate linear feature to the driveway and walkway along the proposed building. In Foundry Lane, we are now proposing a rhythm of pole mounted lights and trees along walkway. The lighting mounted in a post-top configuration and will have circular distribution to equally illuminate the walkway and the parking spaces. Along the proposed building, we are proposing a rhythm of building mounted lighting with forward light distribution to illuminate the 5' walkway and driveway. Also, we are revising the light fixtures in this area to match the existing lights along the existing Foundry Lane to the northwest. The mounting of the lights will be different to better accommodate light distributions. Please see the below examples. A photometric plan will be provided to Planning pending the Historical Preservation Board's feedback.***



Existing pole & pendant mounted light fixture along Foundry Lane



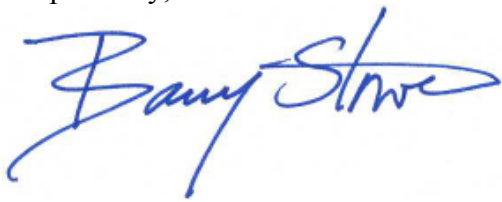
Example of the proposed pole & post-top mount for circular light distribution (fixture to match existing)



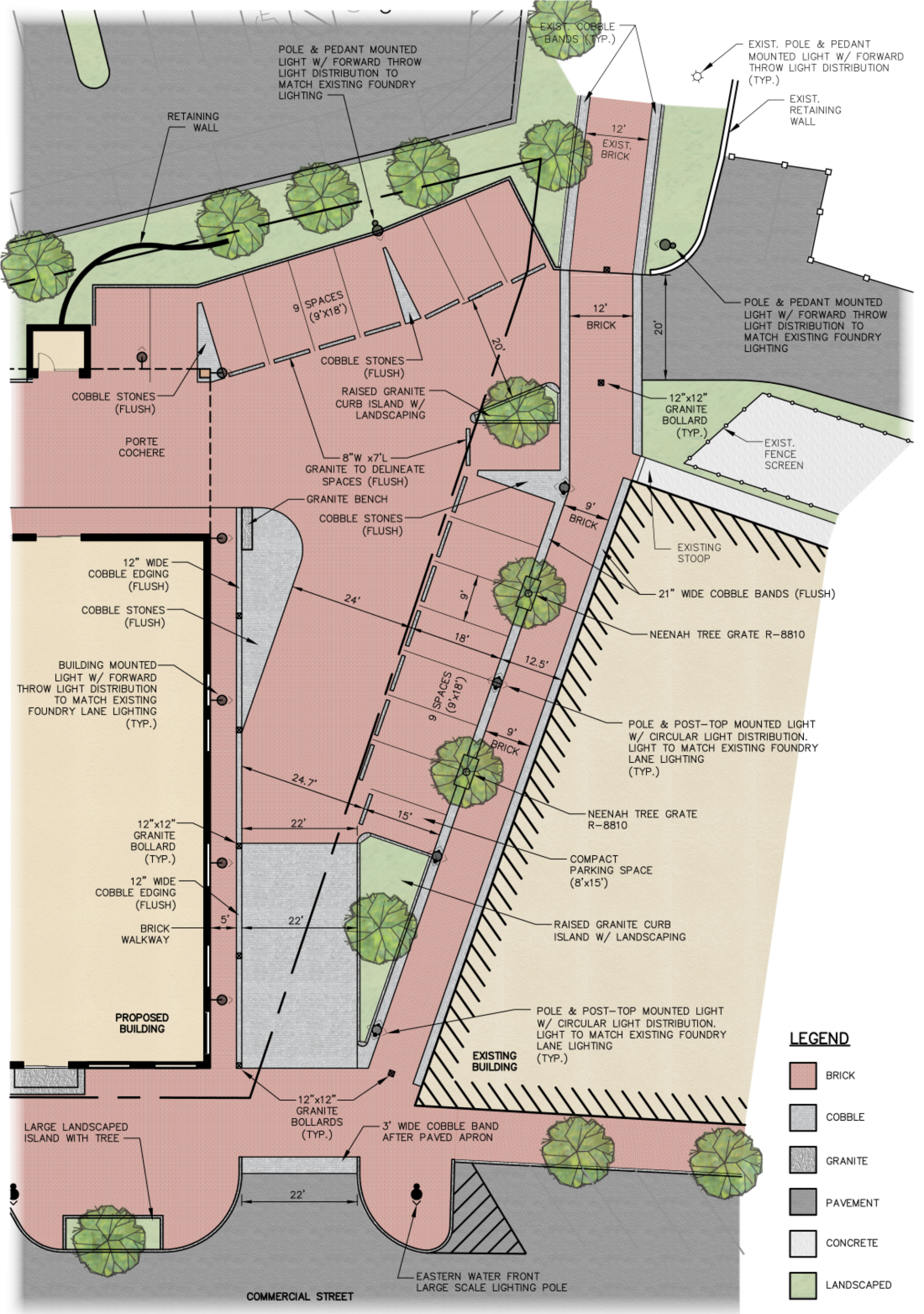
Example of proposed building mount

- A rendering of the view from the Commercial Street entrance of the drive looking towards York (with Baxter Place on right and proposed hotel on left) would be helpful for HP to understand how this layout will "read"
 - *A rendered site plan has been provided for the HP to review the proposed improvements and provide feedback. Because of time constraints in submitting to staff for the workshop, a rendered perspective view has not been provided at this time. However, we can provide a rendered perspective view at the workshop if the Board desires.*

Respectfully,

A handwritten signature in blue ink that reads "Barry Stowe". The signature is fluid and cursive, with a long horizontal stroke at the end.

Barry Stowe
Site/Civil Project Manager
Agent for the Owner/Applicant



LEGEND

- BRICK
- COBBLE
- GRANITE
- PAVEMENT
- CONCRETE
- LANDSCAPED