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June 6, 2017

Mr. Jeff Rawlings, Architect  
Architectural Artisans Inc.  
748 E. Market St.  
Louisville, KY 40202

JUN 23 2017

DESIGN SERVICES

Re: PNI Category Three Review of "Portland Trace", new Commercial/Residential Development Project, 2510 thru 2516 Portland Ave. Louisville, KY 40212, Site and 3-D Elevation Drawings, all dated May 31, 2017.

Dear Mr. Rawlings,

We appreciate you and your associate presenting the Portland Trace project (cited above) to our Category Three Review Committee of Portland Now Inc. on May 31, 2017.

Personally, I want you to know that I and our Committee respect your firm and your excellent design sense displayed on various projects in Louisville. That said, we hope you will take our review comments as constructive. Our common goal is making a handsome new project for the historic center of Portland.

After you left the meeting, we voted to approve this project, if the following conditions were met:

**Condition #1:**

Brick or other masonry material must be the dominant material on the public facing sides of the project, i.e., the North and East Elevations.

Please be aware that we are completely opposed to your idea of installing corrugated metal siding on these public sides. And we do not accept your rationale that metal siding must be used because it is cheap and the project budget cannot afford a more expensive cladding material. As you stated, the project will cost about Three (3) Million dollars. We figure the difference in cost between brick and metal siding is about ½ of 1 percent of this project cost (see calculation below). This is a tiny sum considering the difference in visual impact and quality of the two materials.

**Condition #2:**

The new Portland Avenue facades must be compatible in terms of roof profiles, gable fronts, symmetrical facades, and other details compatible with those of the adjacent historical buildings, especially those at the east and west corners of 26<sup>th</sup> Street and Portland Avenue. However we do appreciate that the number of stories and project massing is compatible with the adjacent historic buildings

The committee expressed the idea that when modern design is introduced into the historic fabric of Portland, it can be done in a way sympathetic to that fabric. An example of this is the new "Healthy House" building at 1641 Portland Avenue, which presents the form of the classic Portland camelback house in a new way.

**Condition #3 – Ingress and Egress Loop:**

Serious concern was also expressed about pedestrian safety from cars nosing out over the sidewalk on Portland Avenue and the lack of driver visibility. It was suggested that access from Portland Avenue be made one way into the parking lot to solve this. Also with one drive width of 12 feet, then walkways could be added to each side of this driveway. Cars or trucks coming out onto 26<sup>th</sup> Street may have difficulty turning right because of a power pole, which may have to be relocated. It was expressed that adjacent owners must be included in a continuing conversation about all this.

**Additional Concerns:**

- a. We hope the at the final design takes into account concerns expressed by the committee that street parking for the new business may prove to be a hardship on street parking needed for the existing adjacent businesses.
  
- b. The central Walkway/Balcony (showing a picnic table) should be sheltered from the elements with a roof to provide safety and comfort, especially in winter. (You may want to consider doing this for the exterior stairway also.)

Sincerely,  
Gary Watrous, Chairman  
PNI Category Three Committee

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**Footnote – cost of brick vs. metal siding:**

According to the nationally recognized cost book, "Means Square Foot Cost", metal siding cost is about \$7/sf. installed compared to brick cost of \$13/sf. Installed -- a difference of \$6/sf. We calculated the quantity of clad area on the North and East Elevation to be about 3,000 sf. So, 3,000 sf x \$6/sf = \$18,000 difference. Dividing \$18,000 by \$3,000,000 equals 0.006, or a very small difference of about ½ of 1 % of the total project cost.

c/g/cat.3/2017/corr.