

CITY OF PORTLAND, MAINE

HISTORIC PRESERVATION BOARD



Julia Sheridan, Chair
Robert O'Brien, Vice Chair
Ian Jacob
Joy Naifeh
Penny Pollard
Julia Tate
John Turk

AGENDA

HISTORIC PRESERVATION BOARD MEETING

The Portland Historic Preservation Board will hold a remote meeting on Wednesday, June 3, 2020, 5:00 p.m. This meeting will take place using Zoom.

Virtual meetings are allowed using emergency legislation approved by LD 2167; 1 M.R.S. §403-A, that authorizes cities and towns to conduct meetings online.

Allow your computer to install the free Zoom app to get the best meeting experience.

ZOOM MEETING INSTRUCTIONS

You are invited to a Zoom webinar.

When: Jun 3, 2020 05:00 PM Eastern Time (US and Canada)

Topic: Historic Preservation Board Meeting

Please click the link to join the webinar: <https://us02web.zoom.us/j/89182206258>

Or iPhone one-tap :

US: +13017158592,,89182206258# or +13126266799,,89182206258#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 301 715 8592 or +1 312 626 6799 or +1 929 205 6099 or +1 253 215 8782 or +1 346 248 7799 or +1 669 900 6833

Webinar ID: 891 8220 6258

International numbers available: <https://us02web.zoom.us/j/89182206258>

For more information on how to use Zoom, please go to:

<https://www.portlandmaine.gov/remotepud>

Public comments will be taken for each item on the agenda and written comments should be submitted to hp@portlandmaine.gov

1. ROLL CALL AND DECLARATION OF QUORUM

2. REPORTS OF DECISIONS AT THE MEETING HELD ON MAY 20, 2020

i. A public hearing was not held at this meeting therefore there were no items to report on.

3. COMMUNICATION AND REPORTS

4. PUBLIC HEARING - 5:00 PM

- i. Certificate of Appropriateness for Second Floor Sunroom Addition with Deck and Deck over Garage; 21 ORCHARD STREET; Jonathan Fanburg and Stephanie Gartner-Fanburg, Applicant.

5. WORKSHOP

- i. Preliminary Review of Proposed Building Addition, Exterior and Site Alterations; 188 VAUGHAN STREET; Gregg Lipton and Sara Crisp, Applicant.

6. CONSENT AGENDA

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

**PUBLIC HEARING
21 ORCHARD STREET**

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Deb Andrews, Historic Preservation Program Manager
DATE: May 28, 2020
RE: June 3, 2020 PUBLIC HEARING

Application for: Certificate of Appropriateness for Second-Floor Sunporch
Addition, Two Deck Additions

Address: 21 Orchard Street

Applicant: Jonathan Fanburg and Stephanie Gartner-Fanburg

Project Architect: Nancy Barba, Barba + Wheelock Architects

Introduction

Following a preliminary workshop session on May 20th, architect Nancy Barba is requesting final review and approval of plans for building and deck additions at 21 Orchard Street. The proposal calls a second-floor addition to an existing sun porch off the west elevation of the house, a deck above the second-floor addition and modifications to an existing roof dormer to provide access to the new deck. Also proposed is deck on the roof of the existing garage.

Based on the Board's generally favorable response to the plans submitted for the workshop, the final proposal remains essentially unchanged, except for the introduction of additional posts within the deck railing above the two-story sunroom. This modification was made in response to Board feedback.

Enclosed is the project architect's detailed submission, including existing and proposed elevations, plans, roof plans, details and material specifications. Also enclosed are photos of other two-story sunporches on similar style buildings that have provided a point of reference for this project.

Much of the following background information was included in the 5/20/20 staff report and is repeated for reference purposes.

Subject Property

The residential structure at 21 Orchard was built in 1926. As such, there is no 1924 tax photo available for reference.) As the building description in the Historic Resources Inventory notes, the building is of a relatively modest scale and its Colonial Revival design is a vernacular interpretation of the style. The hipped roof has a broad shed-roofed dormer facing the street with three mulled multi-lite windows. The western roof slope features a smaller, single dormer. The façade is dominated by a Colonial Revival portico with tall pedimented gable supported by round columns. The façade departs from the classic façade composition associated with Colonial Revival façades in that the first floor features five bays and the second floor features three. Given the height of the portico, the center window is considerably smaller than those flanking it. The exterior is clad in wood shingles with a fairly deep exposure.

Projecting from the western elevation is a one-story, hipped-roof, glassed-in sun porch. The porch features tall, mulled, multi-light sash. The exterior is shingled, consistent with the principal structure.

Like all of the residential structures on the north side of the street, the house at 21 Orchard sits atop an embankment, well above the street. At some point after the building's construction, a two-car garage was built into the embankment, to the west of the house. The garage is positioned well forward of the house. It appears that a number of garages were introduced on this side of Orchard Street during the same time period. Given their position forward of the houses themselves with concrete cheekwalls holding back the embankment on both sides, the garages are visually prominent and have undermined to a degree the intended character of development on this side of the street. The garage exterior is brick with wood trim. Located beneath of roof cornice is a continuous row of simple brackets. A 1990 photograph of the property, taken at the time of designation, showed a simple wood balustrade atop the garage roof. That has since been removed.

Proposed Scope of Work

The project calls for removing the hipped roof of the existing sunporch on the west side of the house and adding a second story. The addition will have a flat roof to accommodate a roof deck above. Access to the deck will be from an existing hipped roof dormer which will be extended toward the roof edge and the window replaced with a door.

As proposed, the expanded, two-story sunporch will feature shingles below the first-floor windows and a composite frame and panel system between the first and second floor windows. The framing of the panels aligns with the framing of the windows. Second-floor windows will match those of the first floor on the front and west elevations of the porch. Two larger, single-lite windows will be installed on the rear elevation.

The proposed deck and railing system above the second floor is set back from the edge of the roof such that the posts align with the cornerboards of the sunporch structure. The

proposed railing system consists of square posts with simple caps and non-reflective glass

panels between posts. The glass panels will be set within a top and bottom rail. A natural finish mahogany top rail is proposed. The elevations show a standard balustered railing adjacent to the roof. Board members should confirm whether this change is intentional or a drafting error.

The applicant's proposal also calls for the addition of a roof deck on top of the existing garage. The deck stands 6 3/8" above the roof and is framed at the edges. The 36" railing system consists of square composite posts with simple caps and a vertical cable railing strung between top and bottom rails. The top rail is natural finish mahogany.

Summary of 5/20/20 Workshop

At the preliminary review session, Board members found the proposed second floor addition to the sunroom to be compatible with the existing structure and noted that the proportions and detailing had been carefully considered. Most Board members also supported the extension of the dormer to provide deck access, including modification of the dormer's roof form. The applicant's proposal to construct decks atop the sunroom and the garage was also supported.

It was the style, detailing and position of the two deck railing systems that dominated much of the Board's discussion at the workshop. Regarding the railing around the garage deck, there was some discussion of possibly setting both the deck and the railing back slightly from the street elevation of the garage and of cutting back the extent of the railing on the side elevations where the grade leveled off. Ultimately, however, the Board elected not to pursue these modifications. The Board also supported the proposed railing system, which consists of square composite posts with simple caps and a vertical cable railing strung between top and bottom rails. They also supported the choice of a natural finish for the mahogany top rail.

Regarding the deck railing atop the second-floor sunroom, most Board members seemed prepared to support the proposed use of non-reflective glass panels between traditional "wood" posts, but questioned whether there should perhaps be more posts, aligned with the window mullions below. Adding posts would add more visual weight and help ensure that the posts not appear to "float" above the porch roof. The other question/comment from some members of the Board had to do with the proposal for a standard balustered rail section abutting the roof eave. This added a complicating element at the roofline. Also, it was noted that the position of the posts closest to the house was made a bit awkward by the extent of the eave overhang. One way of improving the alignment of the posts would be to back the eave in this location, but this suggestion was not pursued further.

Final Design Revision

Given the Board's favorable response to the proposal as presented at the workshop, the final submission remains essentially unchanged except for the introduction of additional posts within the deck railing system above the two-story sunroom. Note that the project architect has provided two options for consideration. The first option introduces one additional post on the railing's west side elevation. The posts align with the mullions dividing the windows below. Under this option, the number of posts on the south or street-facing elevation remains unchanged. In the second option (see ATTACHMENT 3), additional posts are introduced on both the west and south elevations of the railing. Note that given the presence of the roof eave overhang, the spacing between the posts is uneven on the street-facing elevation. It is unclear whether this would be readily apparent as viewed from most perspectives, however. If neither of these options is ideal, there is always the option of returning to a standard balustered railing, which might make the uneven spacing of posts a bit less obvious.

Applicable Review Standards – Standards for Review of Alterations

- (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.*
- (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 3, 2020 public hearing and information included in the accompanying staff report, the Board finds that the proposed second-story sunroom addition and deck additions at 21 Orchard Street **meet (fail to meet) the historic preservation ordinance's Standards for Review of Alterations (subject to the following conditions.....)**

Attachments:

1. Photos of existing conditions
2. Final plans, revised elevations and details submitted by applicant, including proposed railing solution
3. Alternate sunporch deck railing solution







WINDOW SCHEDULE						
TAG	WIDTH	HEIGHT	HEAD HEIGHT	OPERATION	MANUFACTURER	COMMENTS
201	25 1/4 "	59 1/2 "	6' - 8 "	DH	Marvin Windows and Doors	
202	33 1/4 "	59 1/2 "	6' - 8 "	DH	Marvin Windows and Doors	
203	25 1/4 "	59 1/2 "	6' - 8 "	DH	Marvin Windows and Doors	
204	33 1/4 "	59 1/2 "	6' - 8 "	DH	Marvin Windows and Doors	
205	33 1/4 "	59 1/2 "	6' - 8 "	DH	Marvin Windows and Doors	
206	33 1/4 "	59 1/2 "	6' - 8 "	DH	Marvin Windows and Doors	
207	49 1/4 "	59 1/2 "	6' - 8 "	FIXED	Marvin Windows and Doors	
208	49 1/4 "	59 1/2 "	6' - 8 "	FIXED	Marvin Windows and Doors	

RENOVATION & ADDTITION TO FANBURG-GARTNER RESIDENCE

ISSUED FOR: HISTORIC PRESERVATION REVIEW
05 / 22 / 2020

Jonathan Fanburg & Stephanie Gartner-Fanburg
21 ORCHARD ST
PORTLAND ME 04102

ARCHITECT BARBA + WHEELOCK

ARCHITECTURE, SUSTAINABILITY, PRESERVATION
18 PLEASANT STREET
PORTLAND, ME 04101
PH: 201-772-2722
<http://www.barbawheelock.com/>

STRUCTURAL Albert Putnam Associates LLC

183 Park Row
Brunswick, Maine
PH: 201-729-6230
<https://www.albertputnamassociates.com/>

SHEET LIST		
ISSUED	SHEET	SHEET NAME
GENERAL		
☒	G100	TITLE SHEET, GENERAL NOTES, DRAWING LIST
ARCHITECTURAL - EXISTING		
☐	AX101	PARTIAL HOUSE PLANS - SUNROOM
☐	AX102	PARTIAL HOUSE PLANS - SUNROOM
☐	AX201	ELEVATIONS
☐	AX901	3D VIEW
REMOVALS DRAWINGS		
☒	AD301	REMOVALS SECTION
ARCHITECTURAL - HOUSE		
☒	A101	PARTIAL HOUSE PLANS - SUNROOM
☒	A102	PARTIAL HOUSE PLANS - SUNROOM
☒	A201	ELEVATIONS
☒	A202	ELEVATIONS
☒	A301	SECTION
☒	A401	WINDOW DETAILS
☒	A402	HOUSE DETAILS
☒	A403	HOUSE DETAILS
☒	A404	HOUSE DETAILS
☒	A901	3D VIEW - SUNPORCH
☒	A902	3D VIEW - SUNPORCH

SHEET LIST		
ISSUED	SHEET	SHEET NAME
ARCHITECTURAL - GARAGE		
☒	A110	GARAGE ROOF PLAN & DETAILS
☒	A210	GARAGE ELEVATION
☒	A211	GARAGE ELEVATION
☒	A310	SECTION THROUGH GARAGE
☒	A410	GARAGE DETAILS
☒	A910	3D VIEW - GARAGE
STRUCTURAL		
☒	S100	STRUCTURAL GENERAL NOTES
☒	S101	STRUCTURAL FRAMING PLANS
☒	S102	STRUCTURAL FRAMING PLANS
☒	S103	GARAGE FRAMING PLANS
☒	S201	STRUCTURAL DETAILS
☒	—	ISSUED FOR
☐	—	NOT ISSUED

DOOR SCHEDULE					
TAG	WIDTH	HEIGHT	THICKNESS	COMMENTS	
200 A	2' - 8"	6' - 8"	1 3/8"	INTERIOR FULL LITE DOOR W/ SHADES	
200 B	2' - 8"	6' - 8"	1 3/8"	INTERIOR FULL LITE DOOR W/ SHADES	
301 A	2' - 8"	6' - 6"	1 3/4"	HALF LITE EXTERIOR DOOR	

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RENOVATION & ADDITION TO
FANBURG-GARTNER
RESIDENCE
Jonathan Fanburg & Stephanie Gartner-Fanburg
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TITLE SHEET, GENERAL
NOTES, DRAWING LIST
ISSUED FOR/REVISION:
SHEET SIZE:
11" x 17"
DATE:
05 / 22 / 2020
DRAWN BY:
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Fanburg
21 Orchard
G100

LEGEND: REMOVALS & SALVAGE

SEE ALSO - NOTES SPECIFIC TO EACH FLOOR IN VARIOUS LOCATIONS

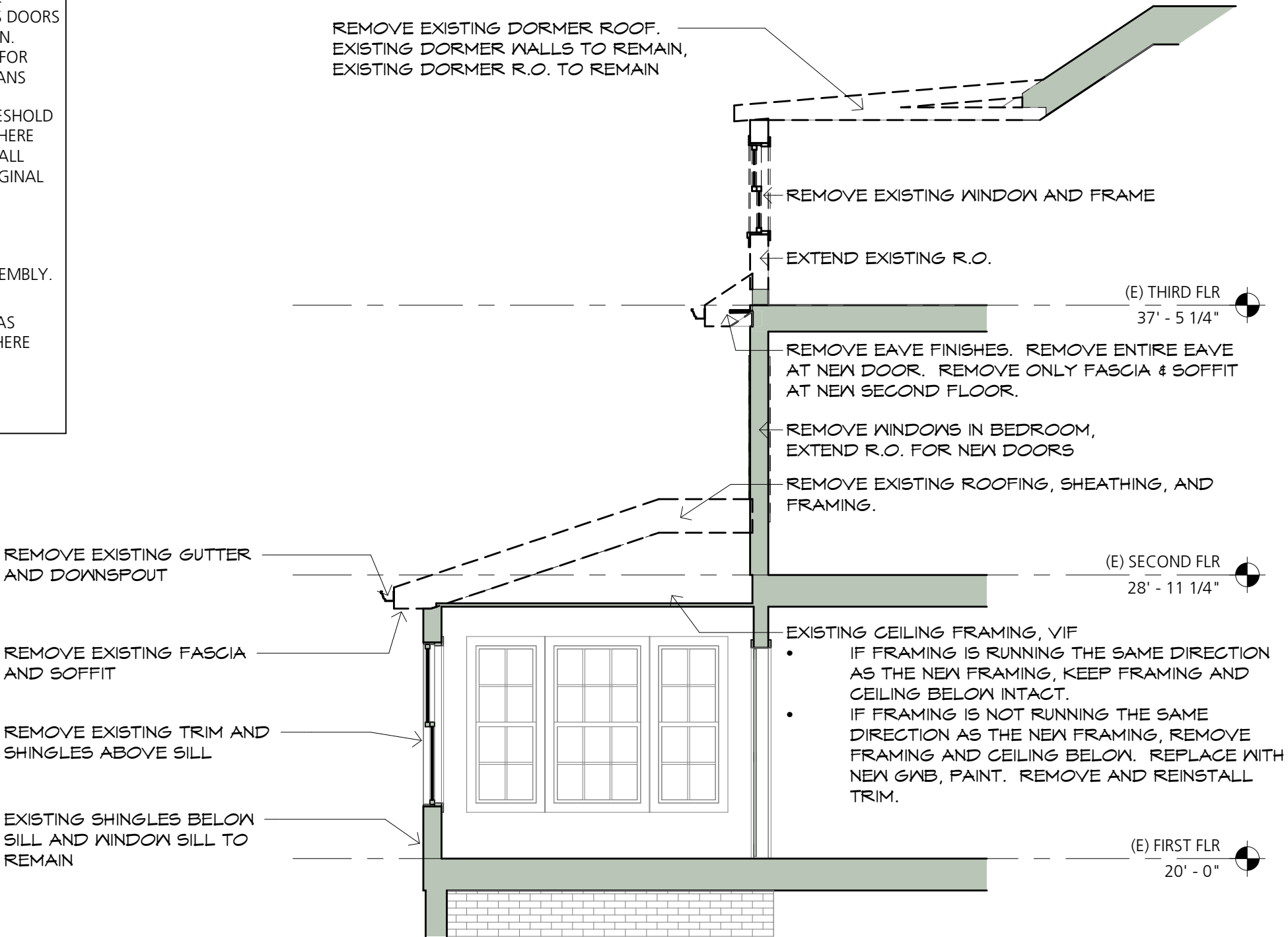
REMOVE PARTITION AND/OR EXTERIOR WALL ASSEMBLY TO EXTENT INDICATED. INCLUDES DOORS & DOOR FRAMES LOCATED WITHIN PARTITION. THICKNESS VARY. FOR PORTIONS REMOVED FOR FUTURE DOOR INSTALLATION, SEE FLOOR PLANS

REMOVE DOOR, HARDWARE, FRAME, & THRESHOLD (AS INDICATED BY DOOR REMOVAL TYPE) WHERE REMOVAL TYPE IS NOT SPECIFIED, SALVAGE ALL "ORIGINAL" COMPONENTS & TAG WITH ORIGINAL LOCATION. STORE PER OWNER DIRECTIVE.

REFER TO KEY NOTES FOR DESCRIPTION OF REMOVALS AS ANNOTATED BY NUMBER.

REMOVE EXISTING SLAB / FLOOR / ROOF ASSEMBLY.

REMOVE WINDOW, HARDWARE, & FRAME, (AS INDICATED BY WINDOW REMOVAL TYPE) WHERE REMOVAL TYPE IS NOT SPECIFIED.



1

AD301

REMOVALS SECTION

1/4" = 1'-0"

0'

6"

1'

2'

4'

8'

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REMOVALS SECTION

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11" x 17"

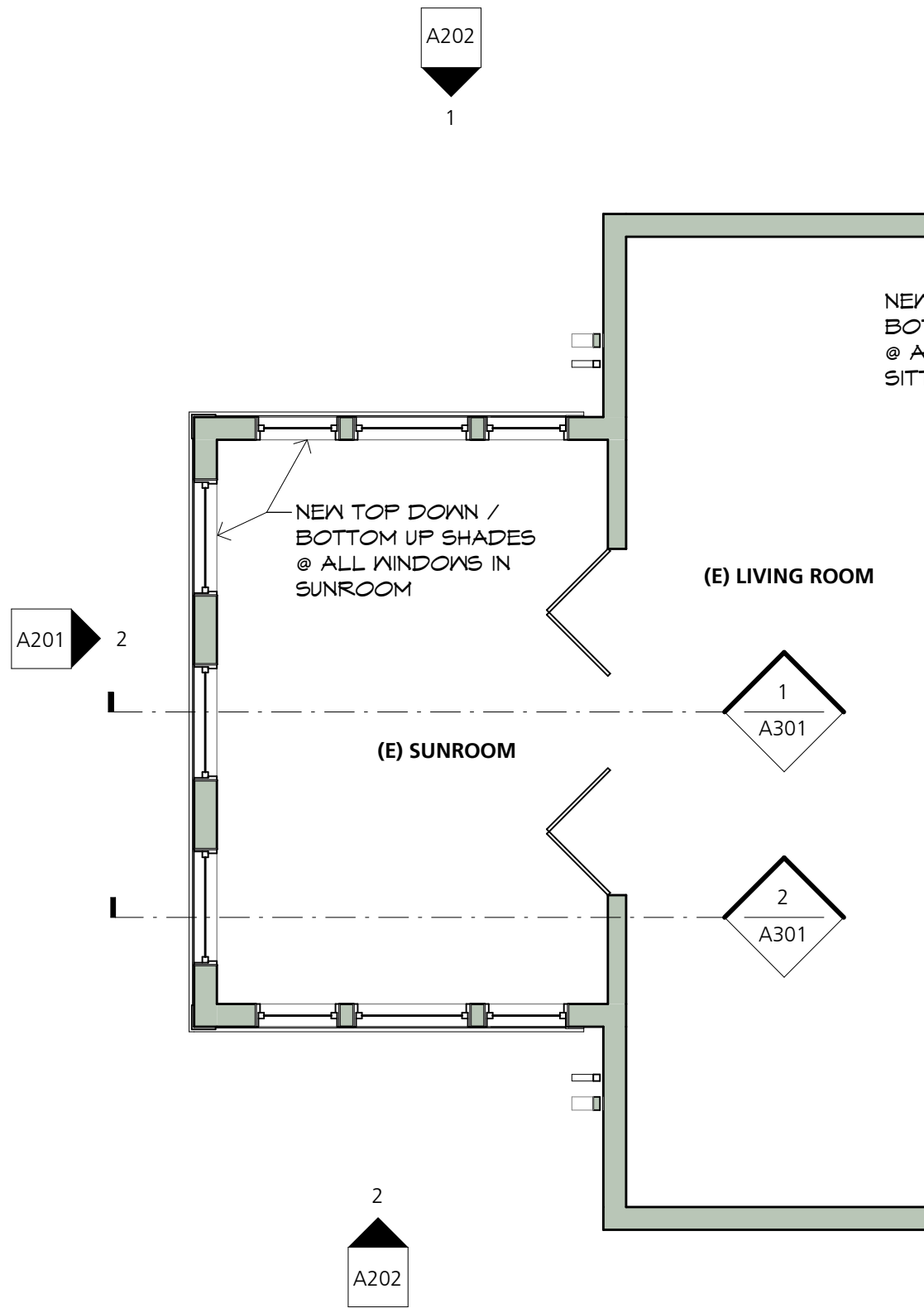
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AD301

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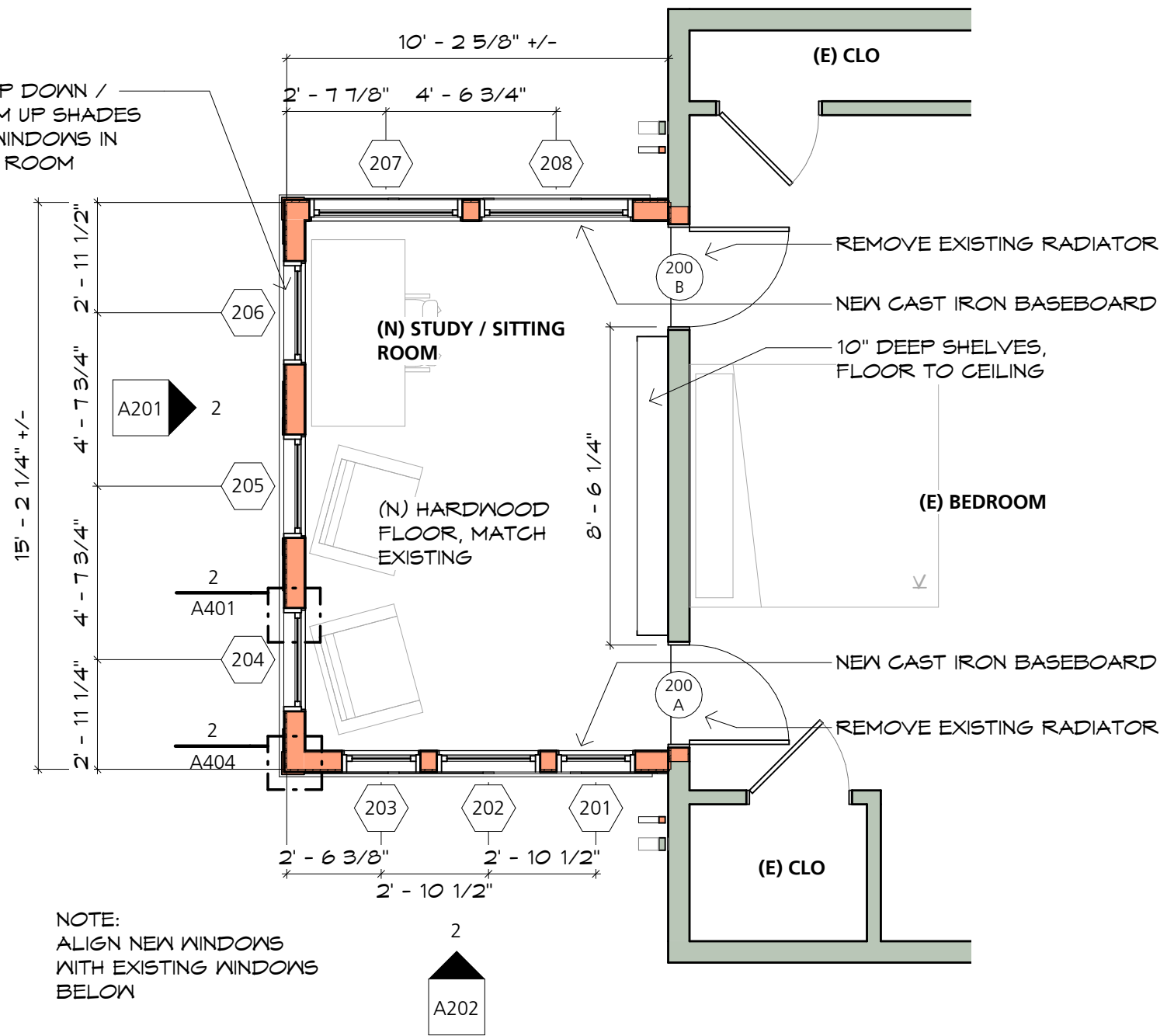


1
A101

PROPOSED FIRST FLOOR PLAN

1/4" = 1'-0"

0' 6" 1' 2' 4' 8'



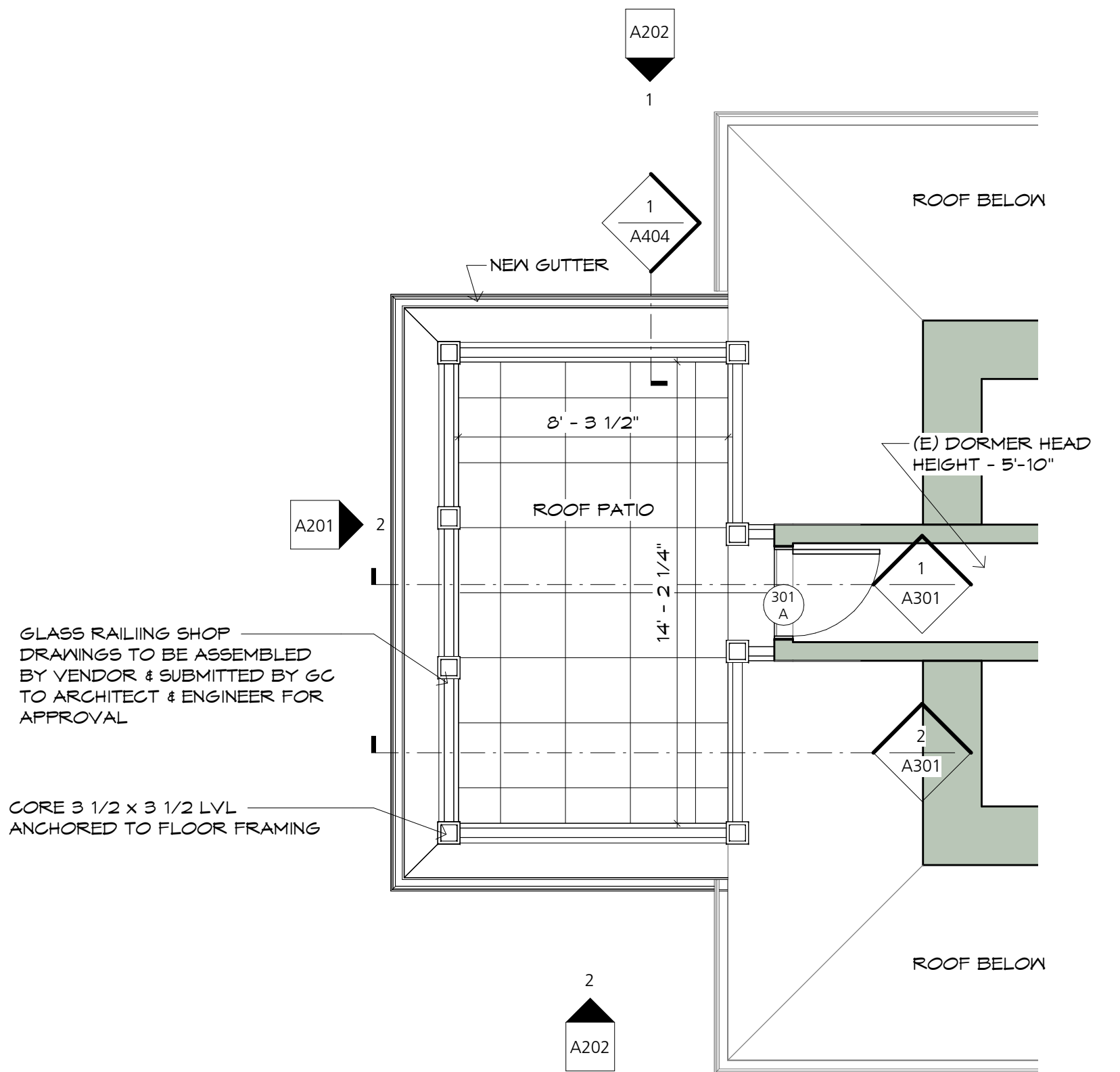
2
A101

PROPOSED SECOND FLOOR PLAN

1/4" = 1'-0"

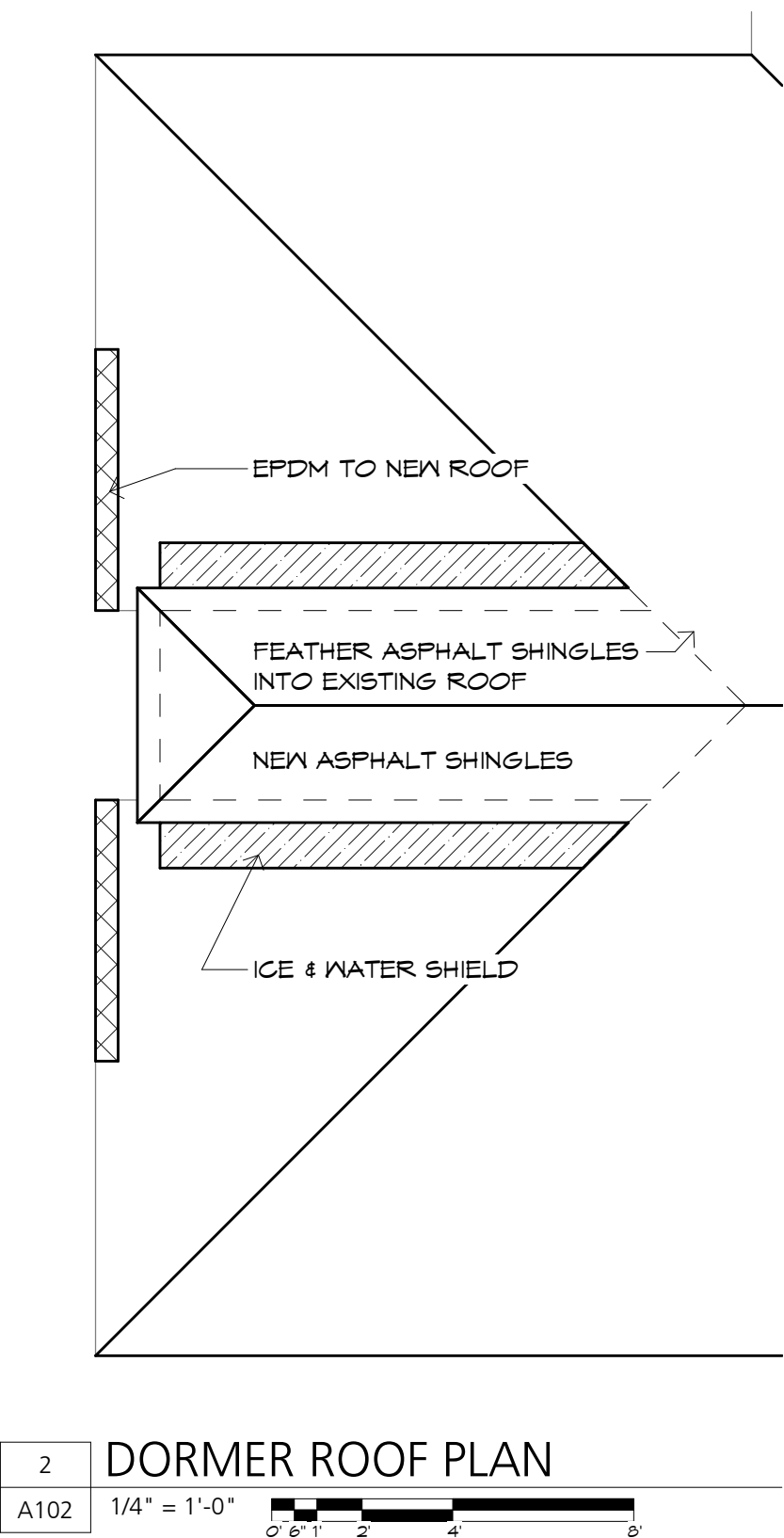
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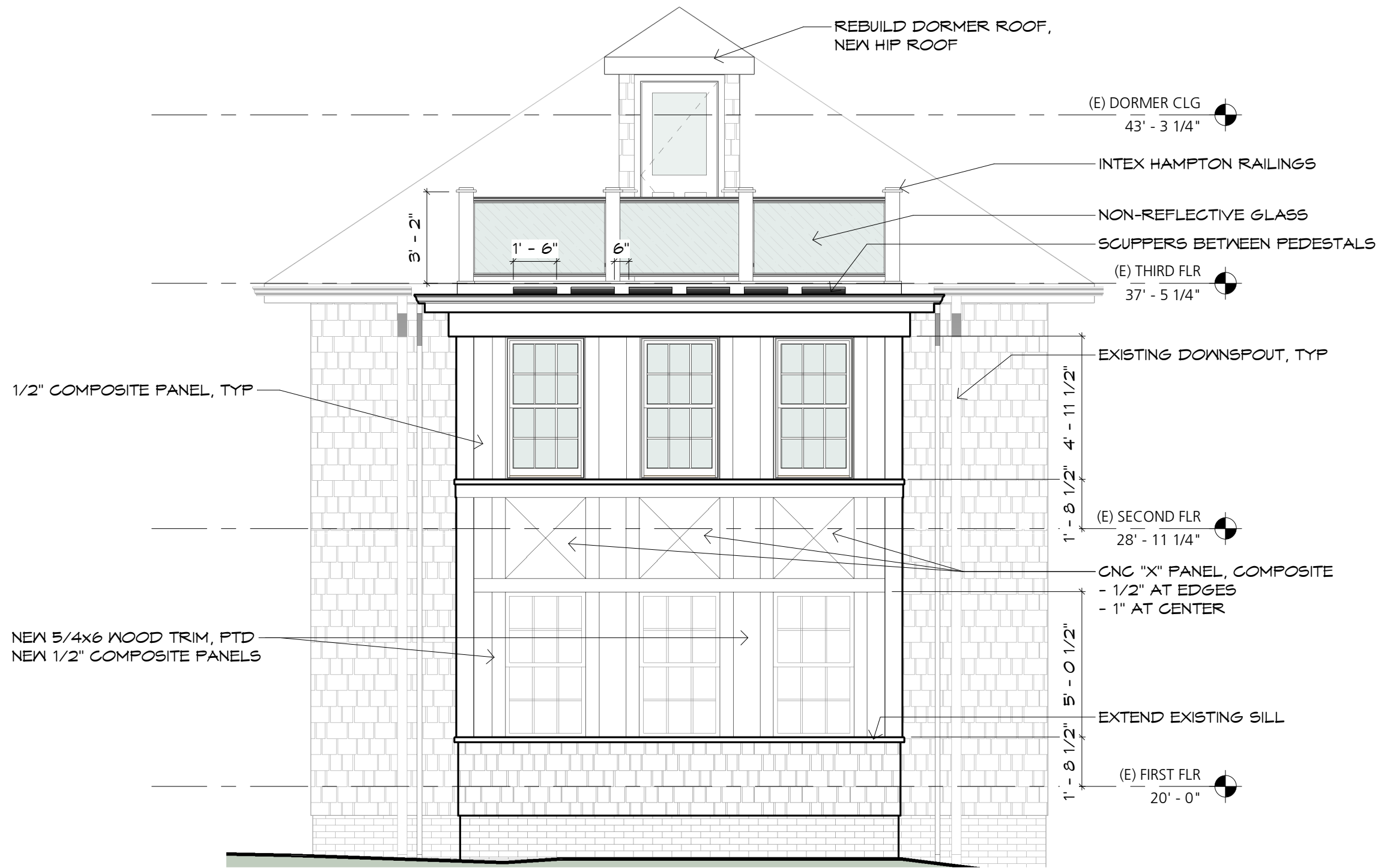
1	PROPOSED THIRD FLOOR PLAN
A102	1/4" = 1'-0"

0' 6" 1' 2' 4' 8'



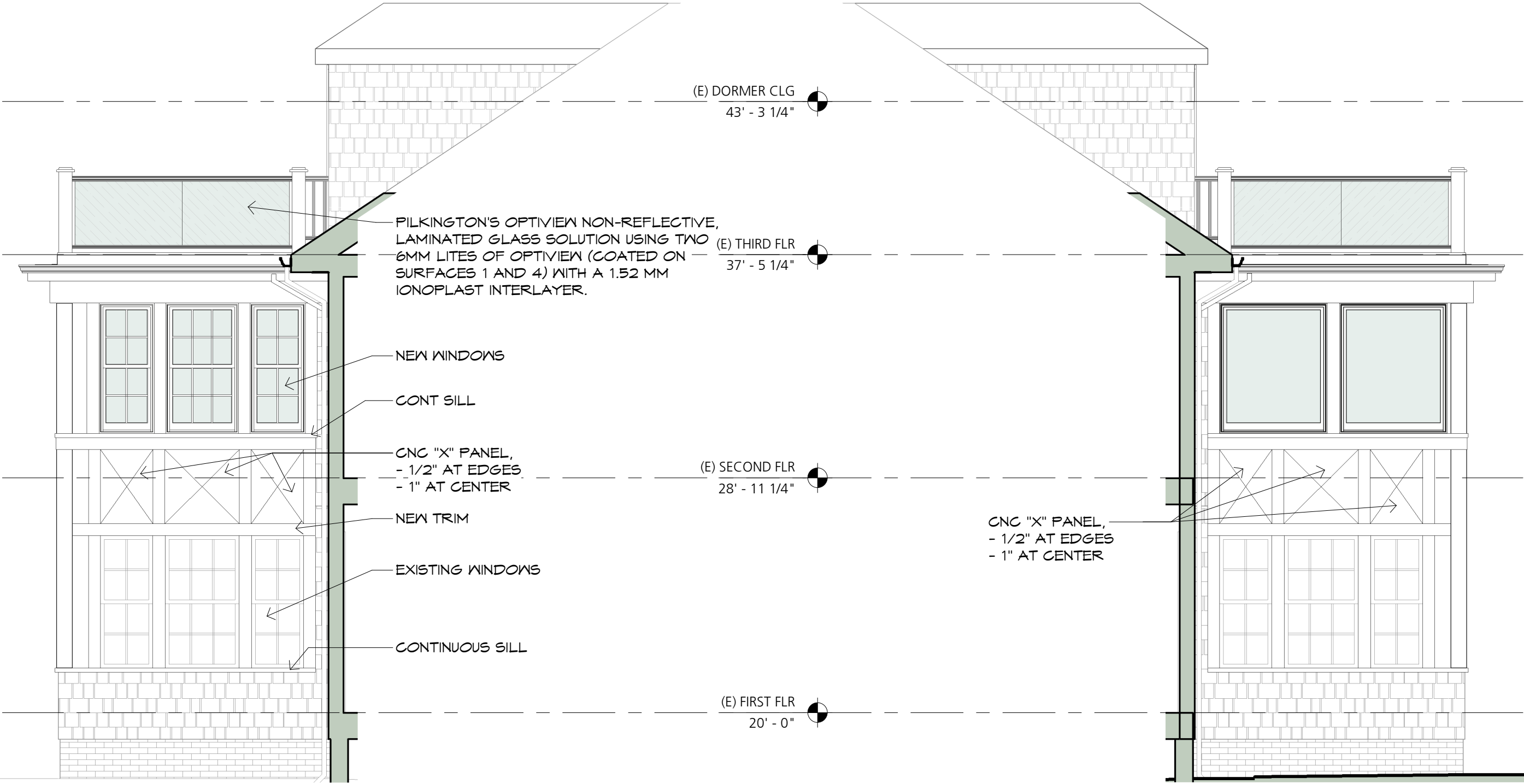
2	DORMER ROOF PLAN
A102	1/4" = 1'-0"

0' 6" 1' 2' 4' 8'



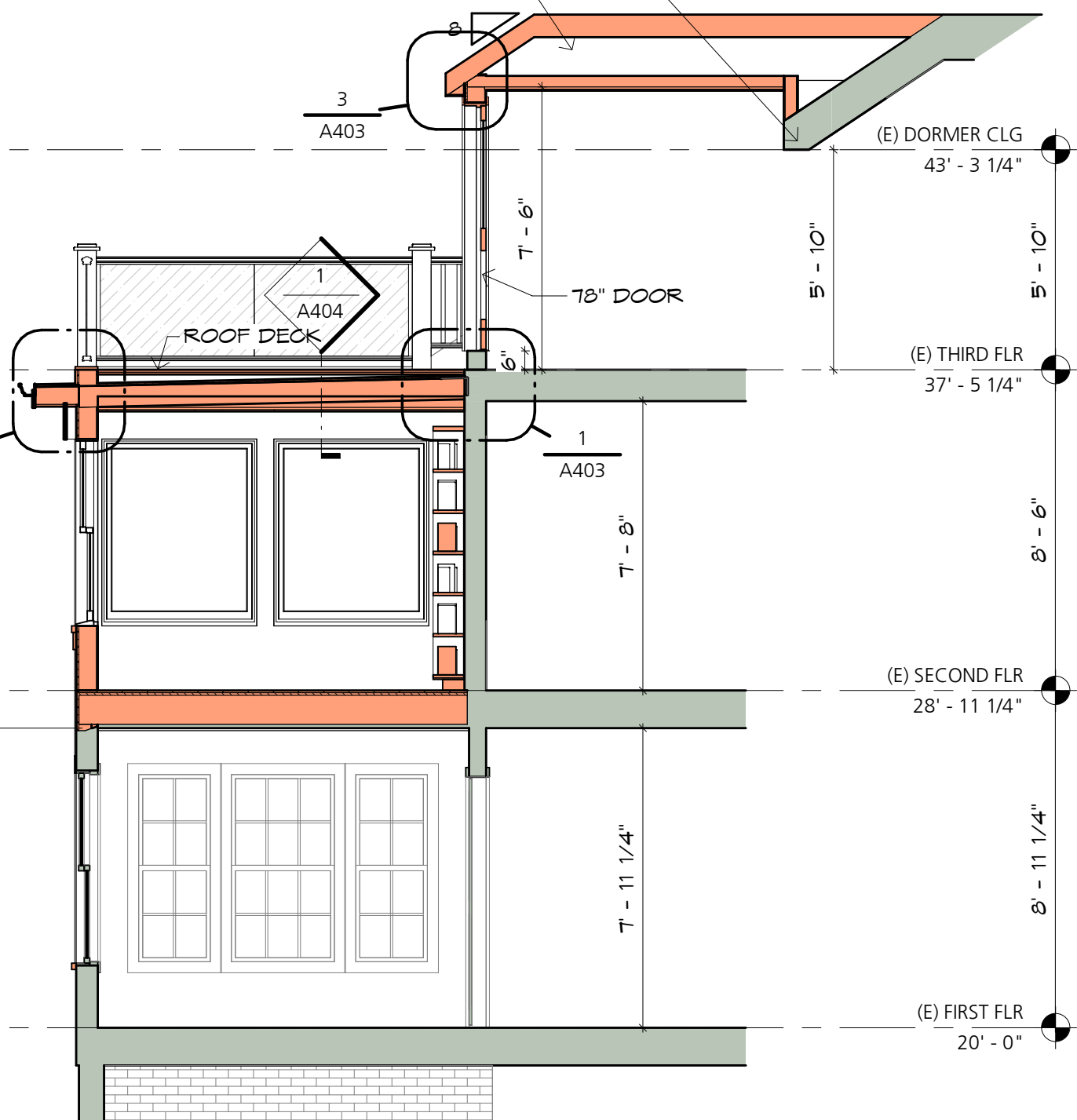
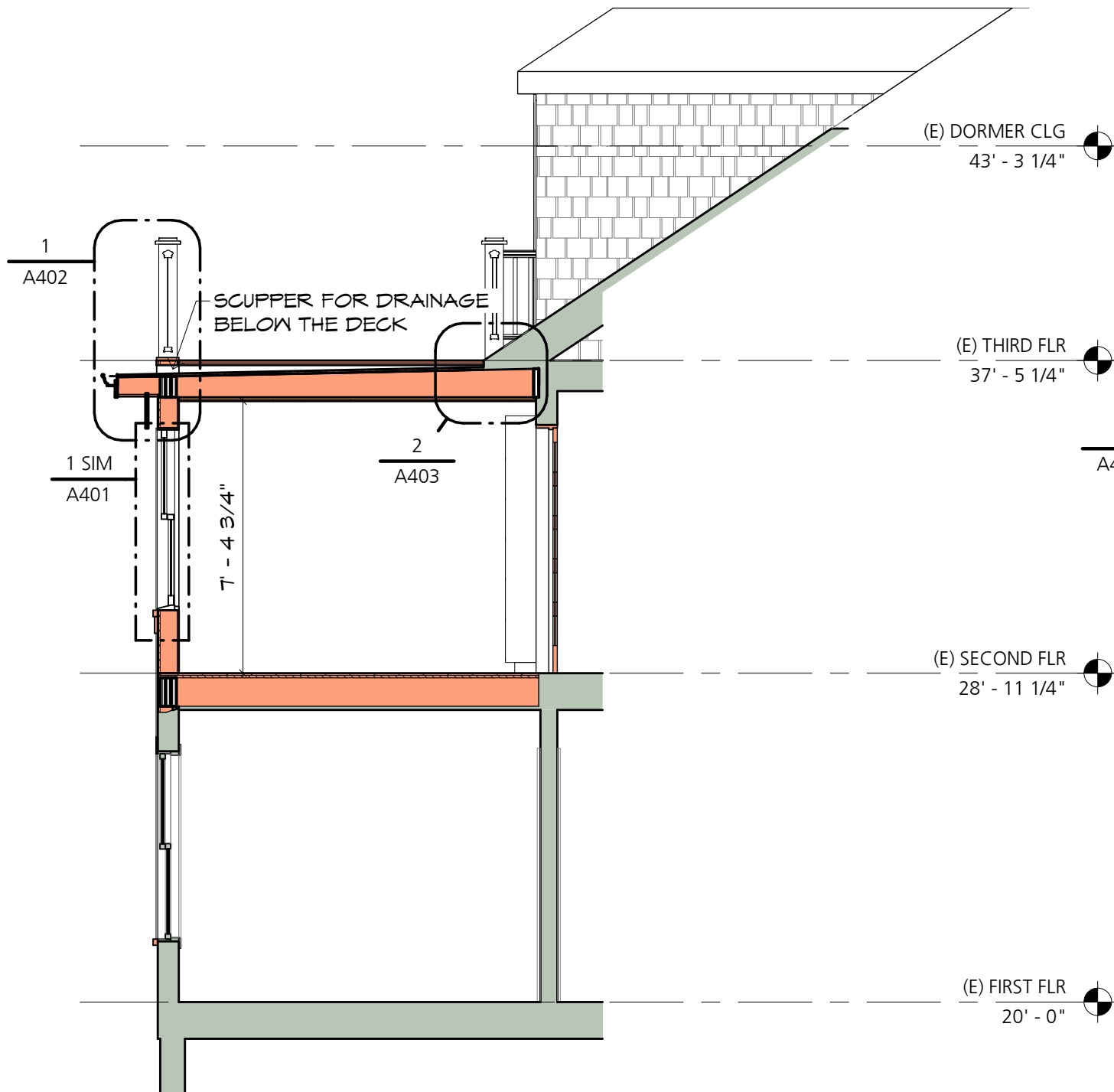
2	PROPOSED SW ELEVATION (SIDE)
A201	1/4" = 1'-0"

0' 6" 1' 2' 4' 8'



2 PROPOSED SE ELEVATION (FRONT)
A202 1/4" = 1'-0" 0' 6" 1' 2' 4' 8'

1 PROPOSED NW ELEVATION (REAR)
A202 1/4" = 1'-0" 0' 6" 1' 2' 4' 8'



2 SECTION THROUGH SUNROOM
A301 1/4" = 1'-0"



1 SECTION THROUGH SUNROOM / DORMER
A301 1/4" = 1'-0"



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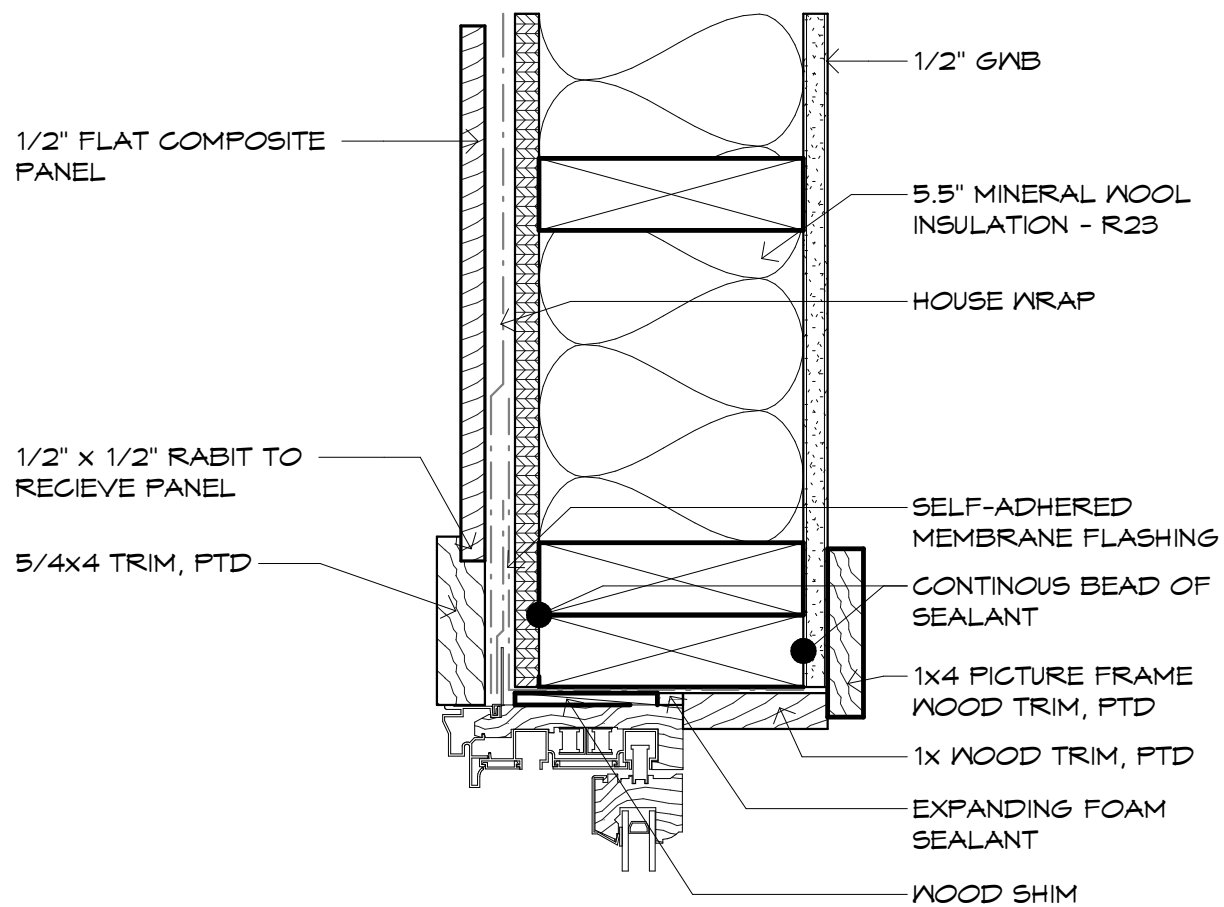
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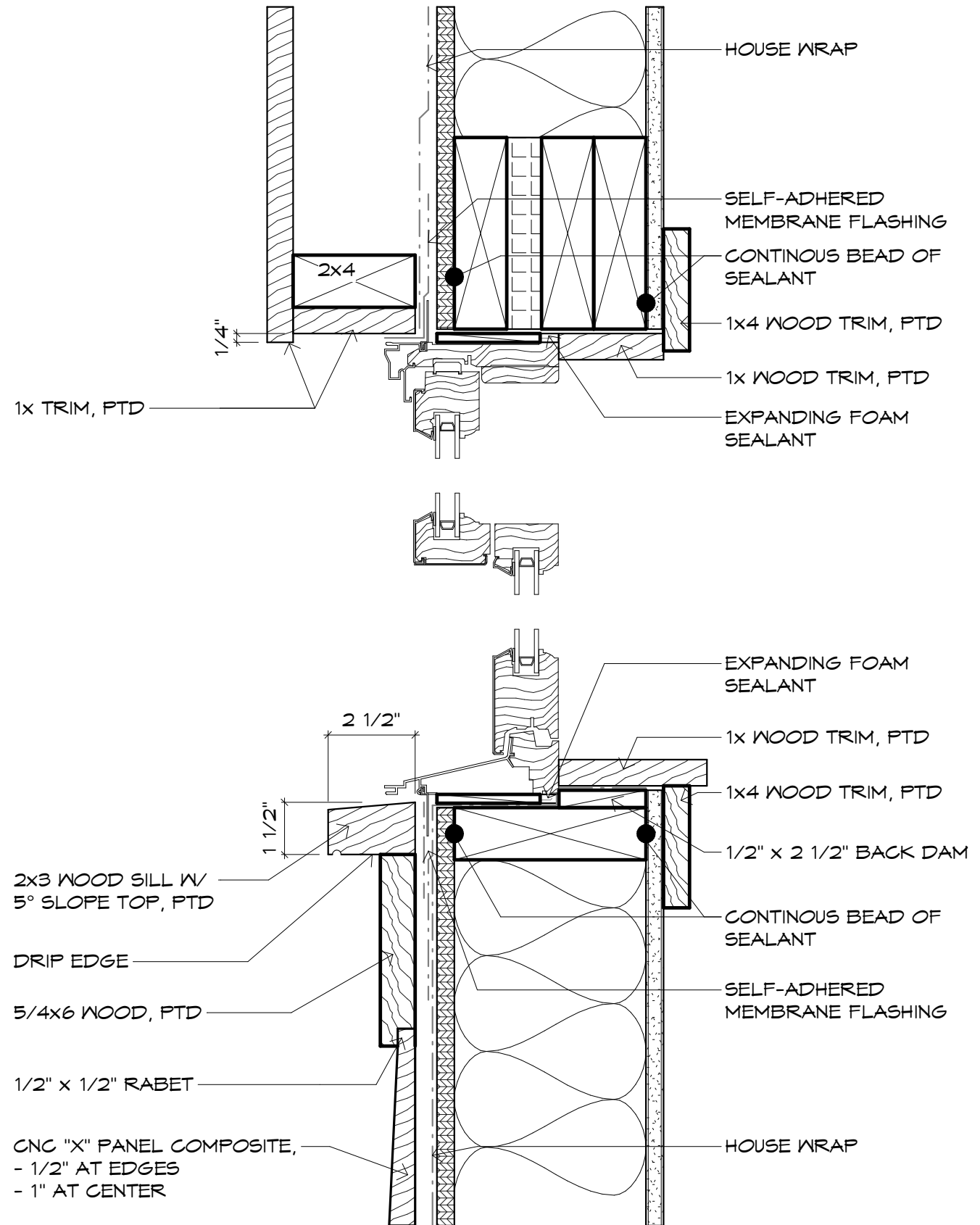
Fanburg
 21 Orchard
A301



2 TYP DETAIL @ WINDOW JAMB

A401 3" = 1'-0"

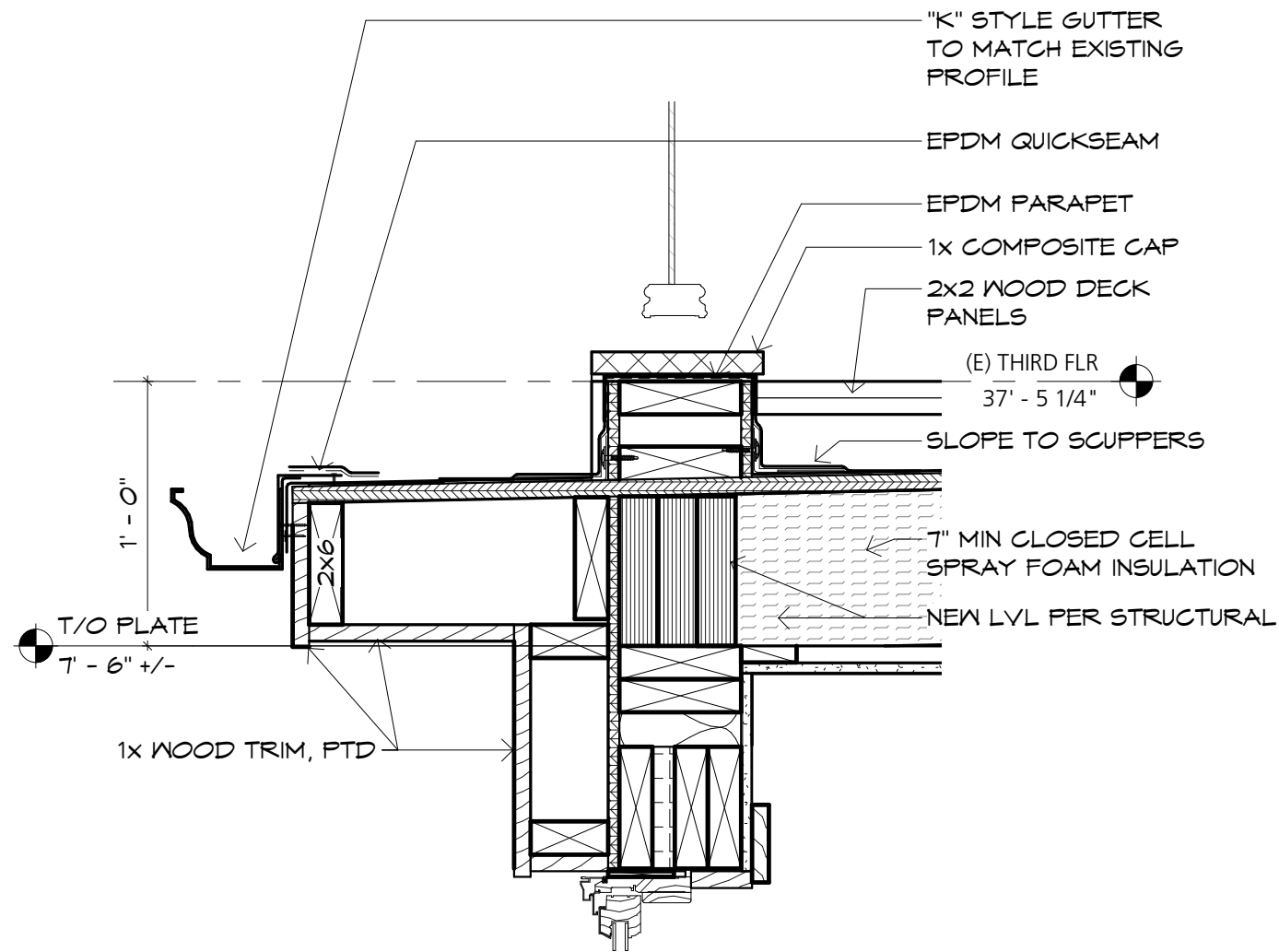
0" 5" 1" 2" 4" 8"



1 TYP DETAIL @ WINDOW HEAD/SILL

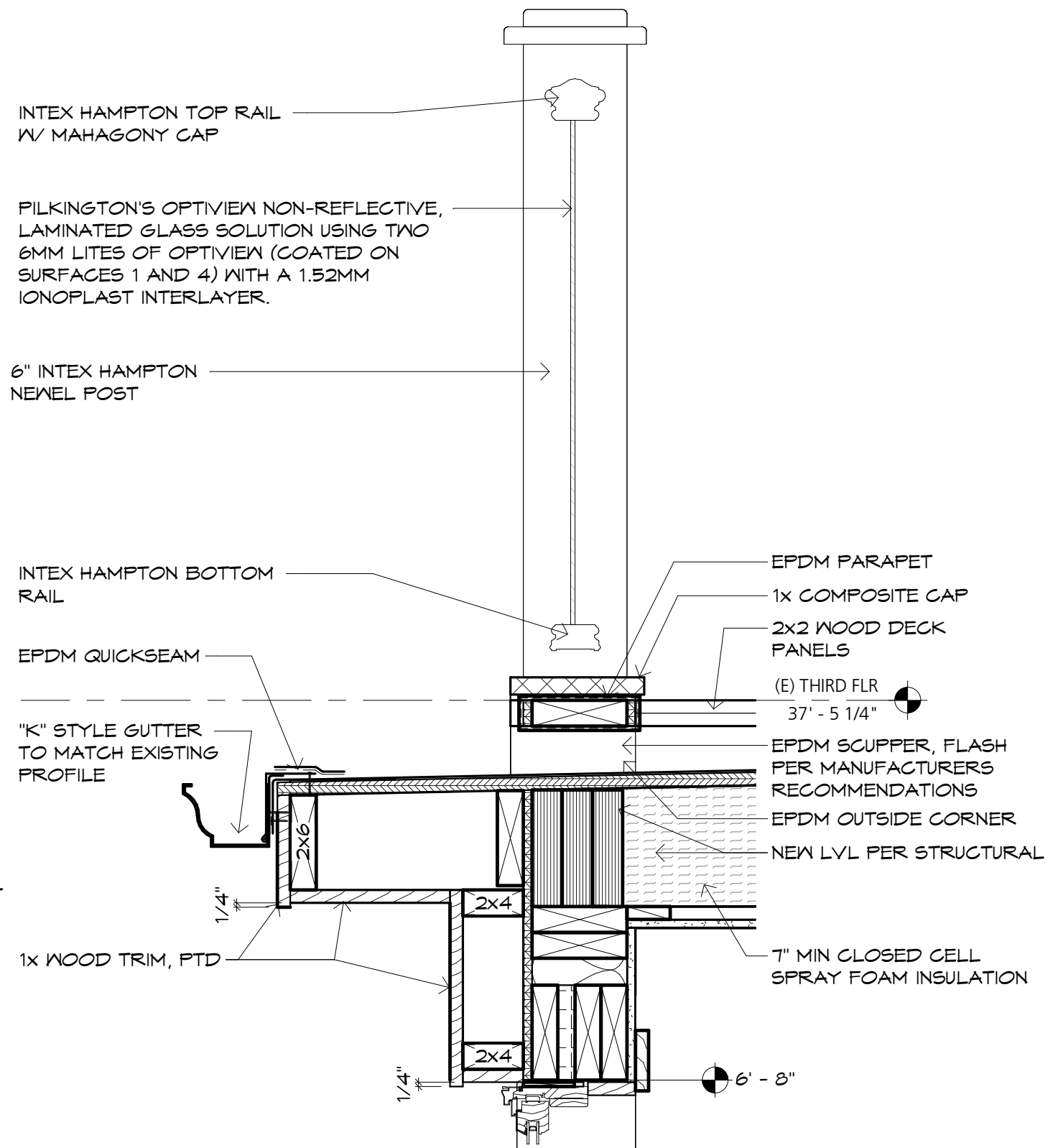
A401 3" = 1'-0"

0" 5" 1" 2" 4" 8"



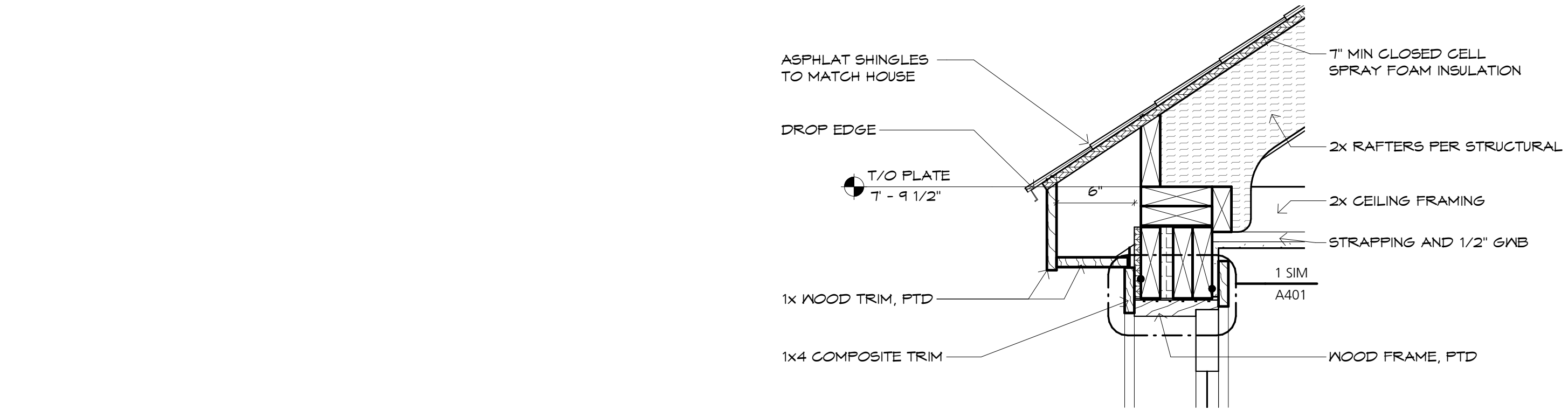
2 SECTION DETAIL @ PARAPET

A402 1 1/2" = 1'-0"



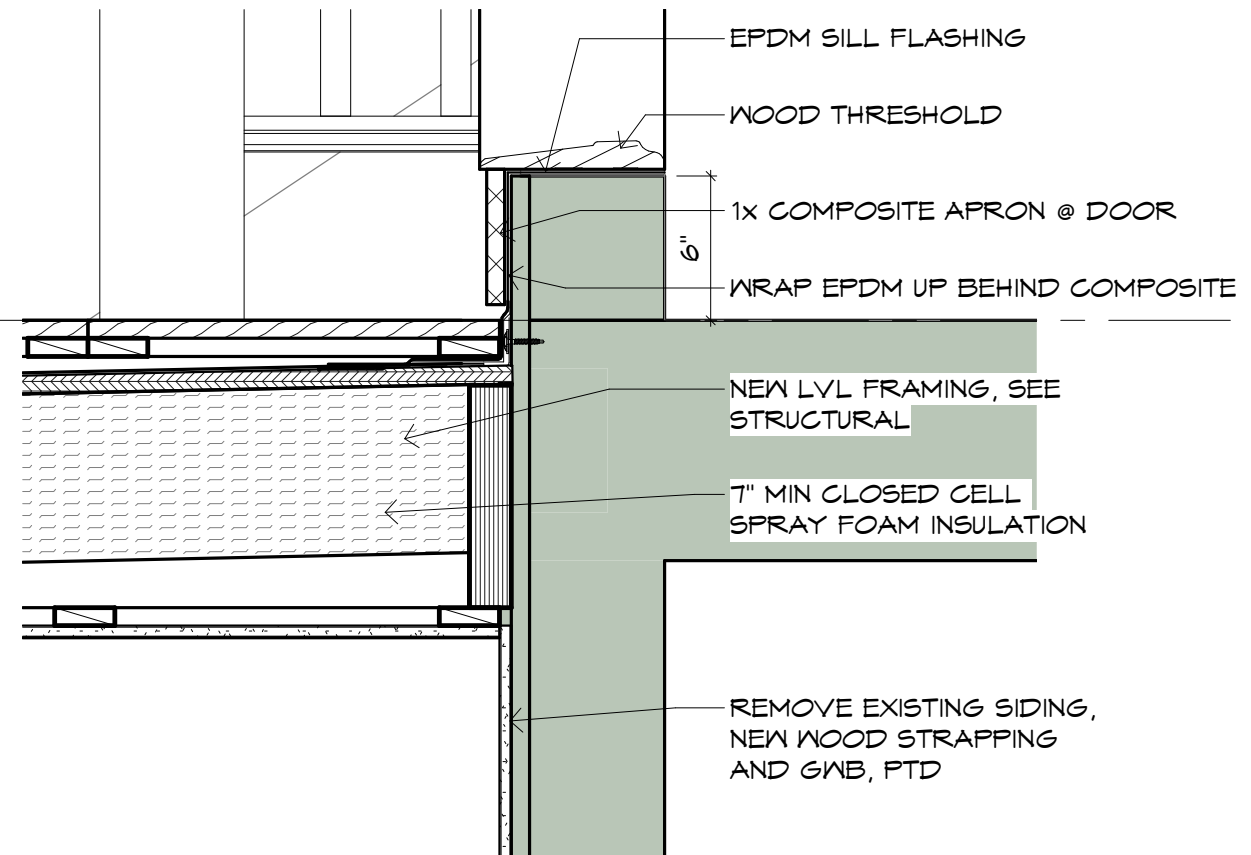
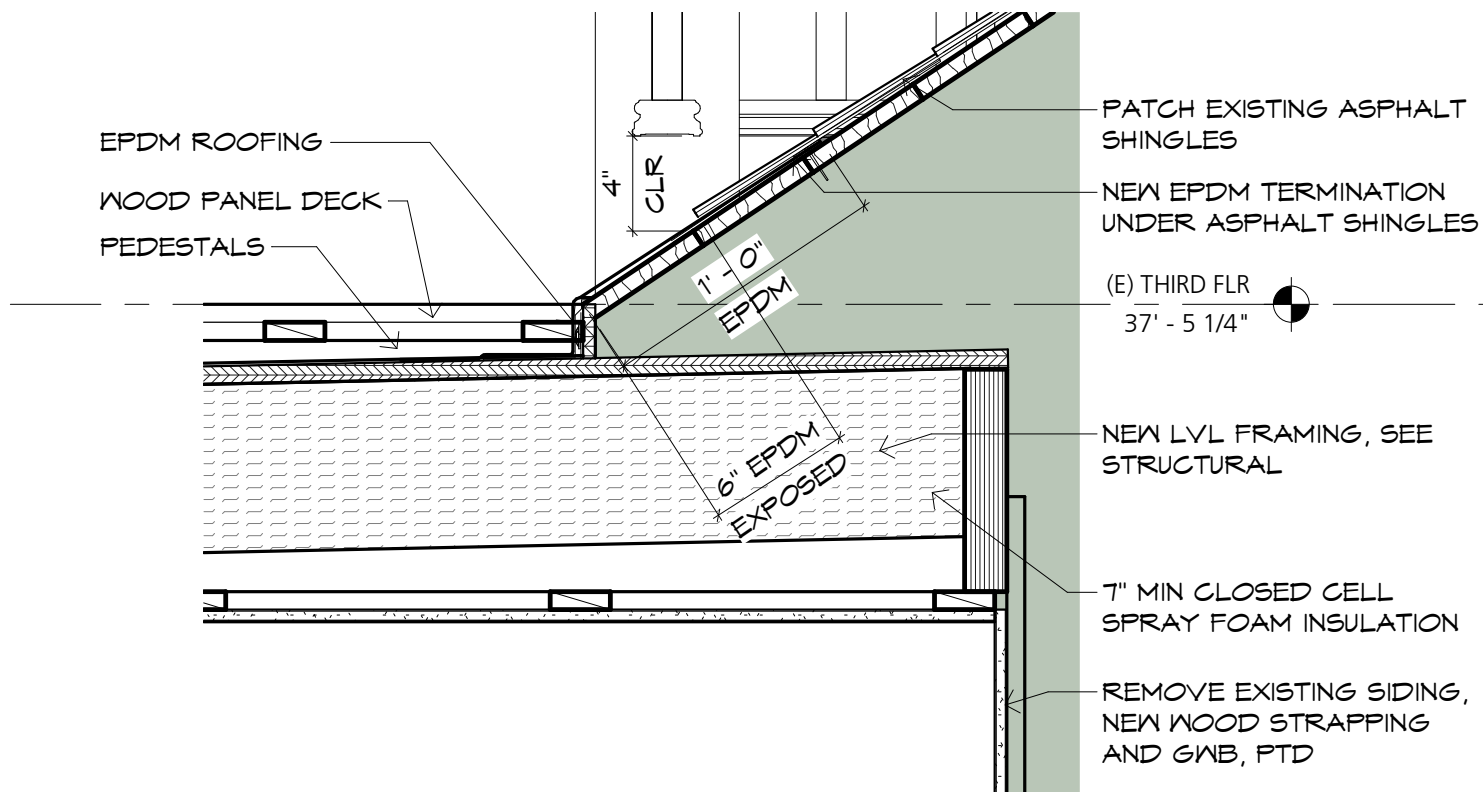
1 TYP SECTION @ EAVE

A402 1 1/2" = 1'-0"



3 SECTION DETAIL @ DORMER EAVE

A403 1 1/2" = 1'-0" 0" 1" 2" 4" 8" 1' 1'-4"

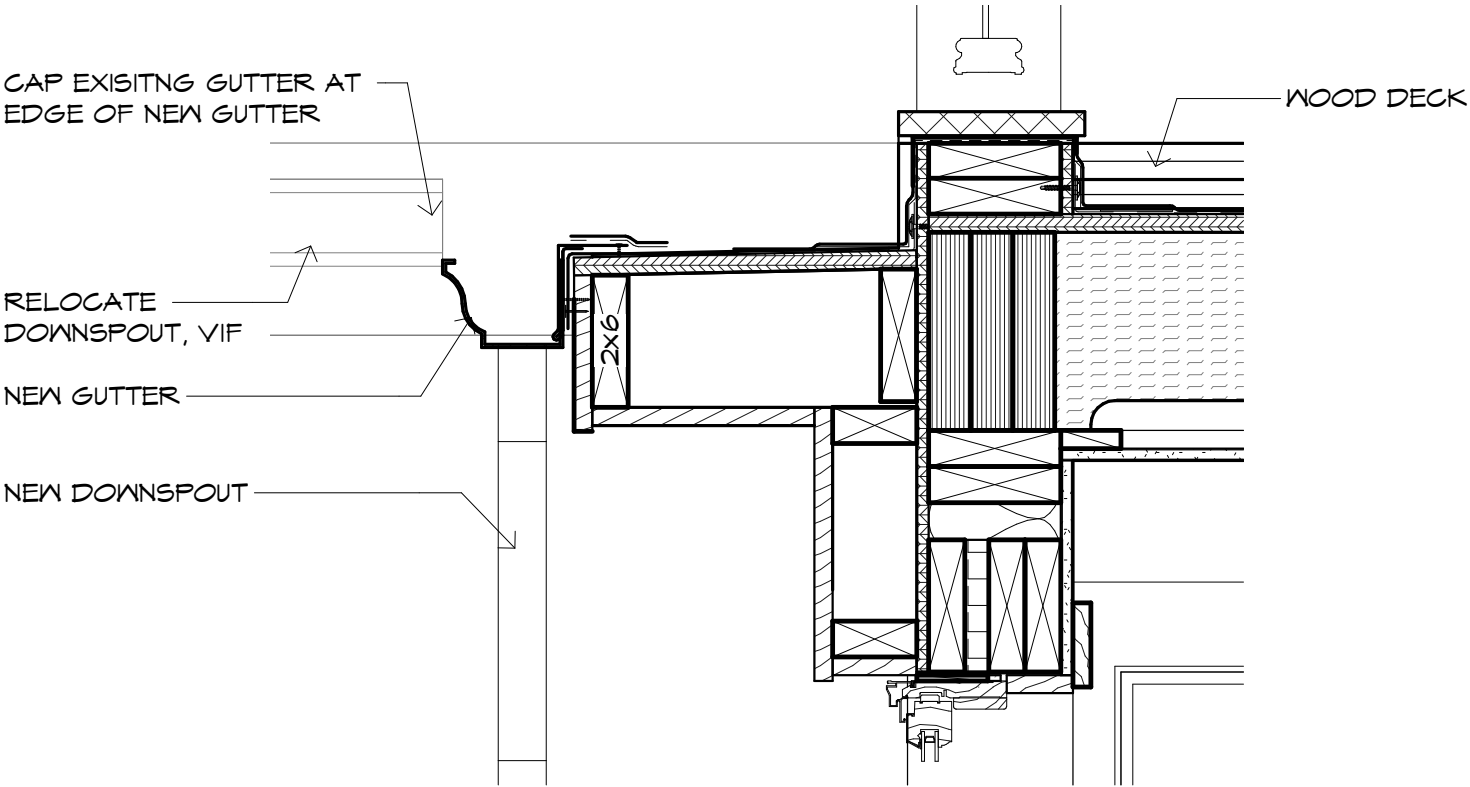


1 SECTION DETAIL @ DOOR

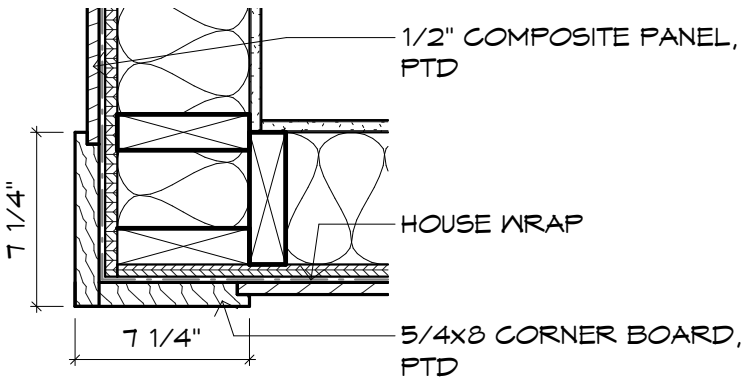
A403 1 1/2" = 1'-0" 0" 1" 2" 4" 8" 1' 1'-4"

2 SECTION DETAIL @ NEW TO EXISITNG ROOF

A403 1 1/2" = 1'-0" 0" 1" 2" 4" 8" 1' 1'-4"



1	SECTION DETAIL @ NEW TO EXISTING
A404	1 1/2" = 1'-0"

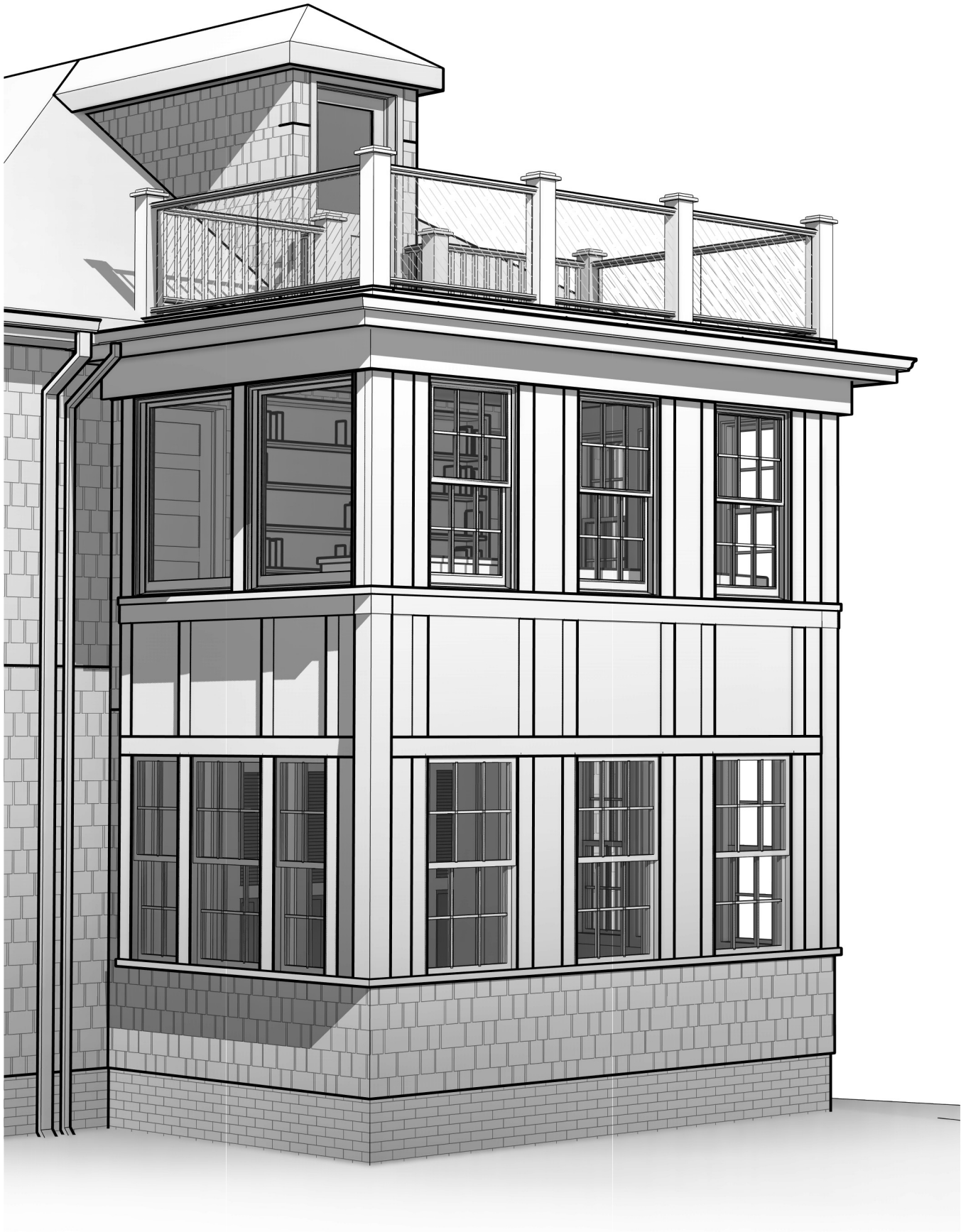


2	PLAN DETAIL @ CORNER BOARD
A404	1 1/2" = 1'-0"



1
A901

3D VIEW OF SUNPORCH ADDITION FROM GARAGE ROOF



3D VIEW - SUNPORCH

SHEET SIZE:
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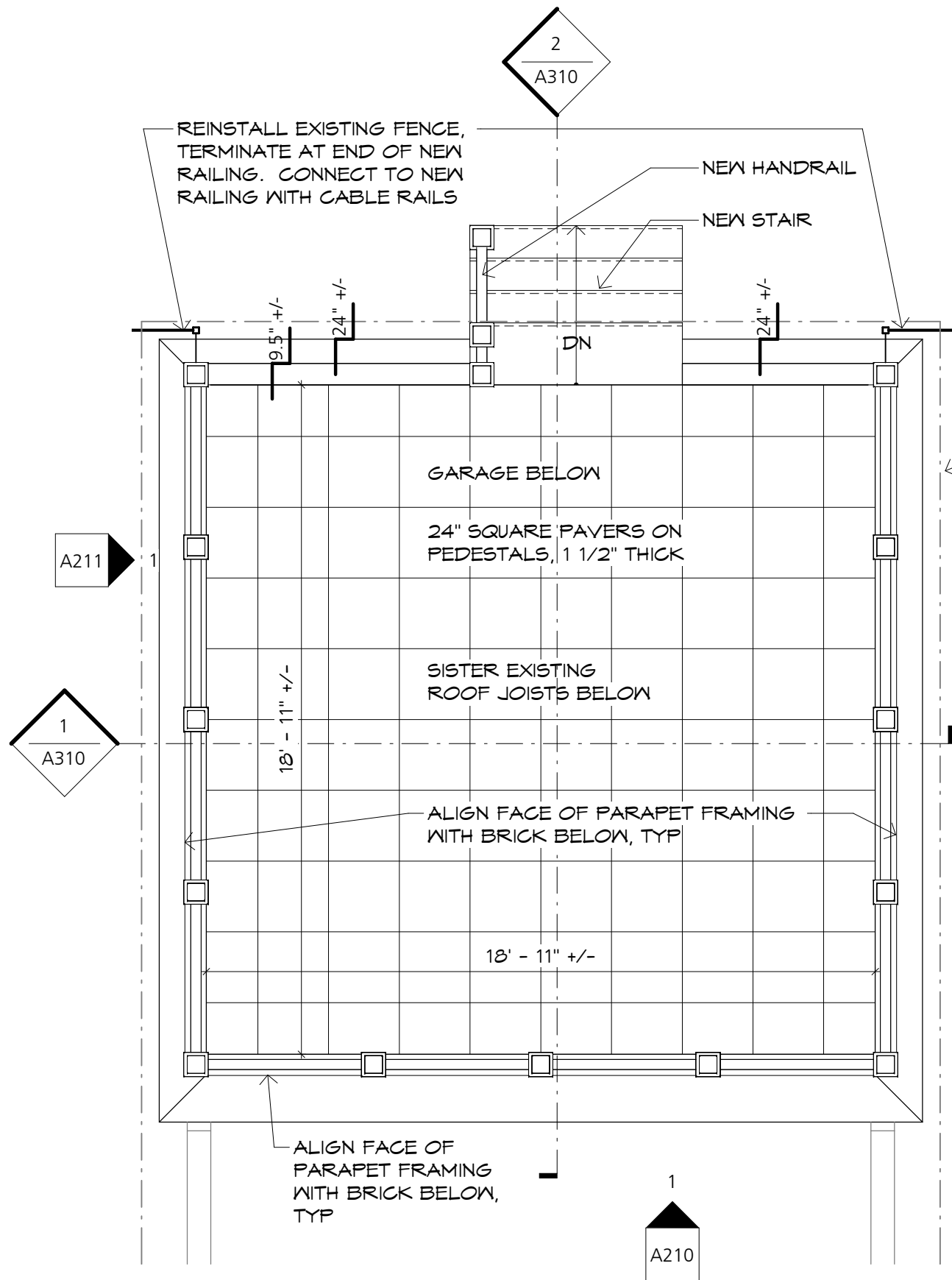
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Fanburg
21 Orchard

A902



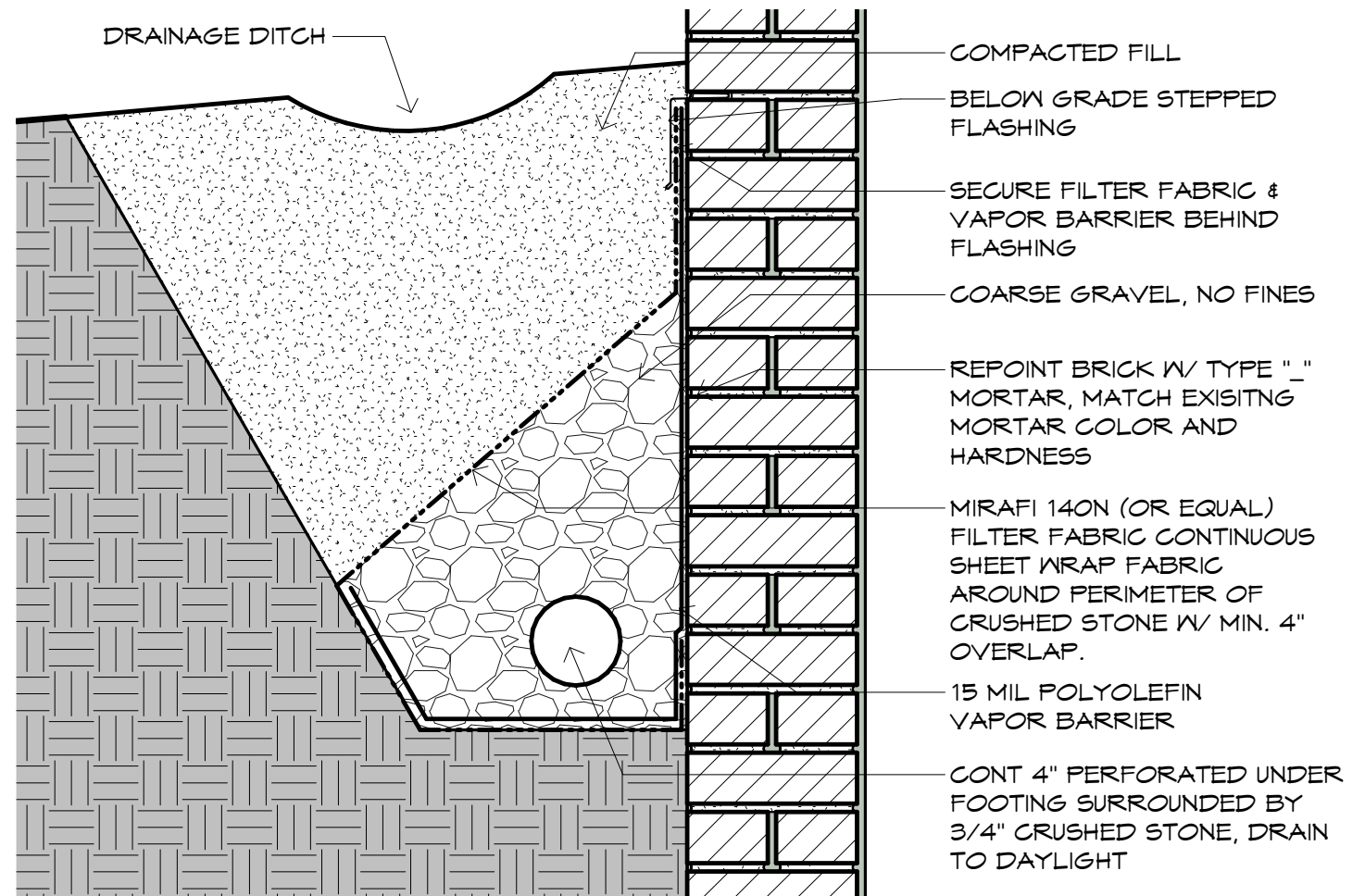
1
A110

PROPOSED GARAGE ROOF PLAN

1/4" = 1'-0"

0' 6" 1' 2' 4' 8'

NEW DRAINAGE ON (3) SIDES TO MAXIMUM DEPTH ACHIEVABLE, SEE DETAIL 2 / A110

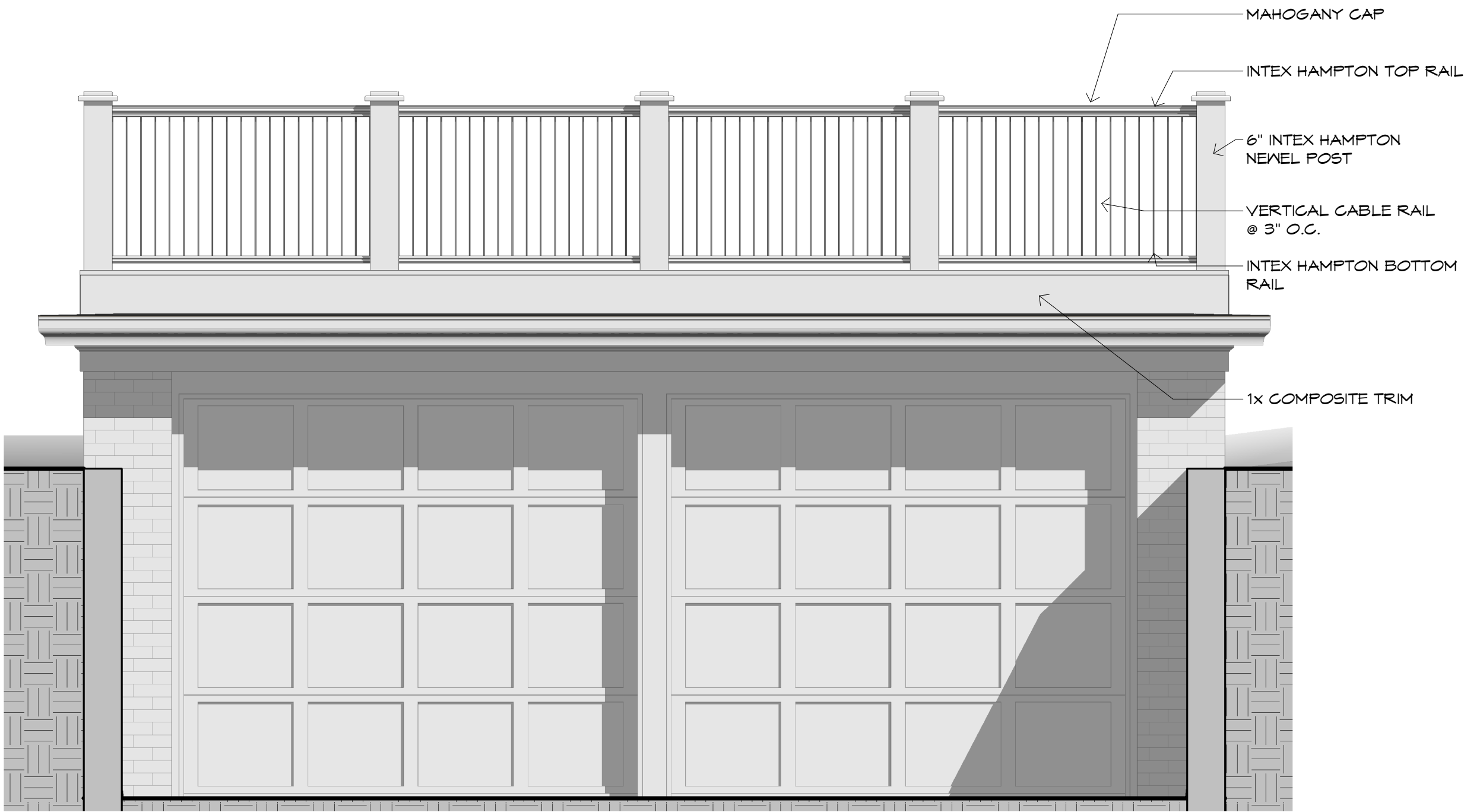


2
A110

TYP SECTION @ GARAGE DRAINAGE

1 1/2" = 1'-0"

0' 1" 2" 4" 8" 1' 1'-4"



1	PROPOSED GARAGE STREET ELEVATION
A210	1/2" = 1'-0"

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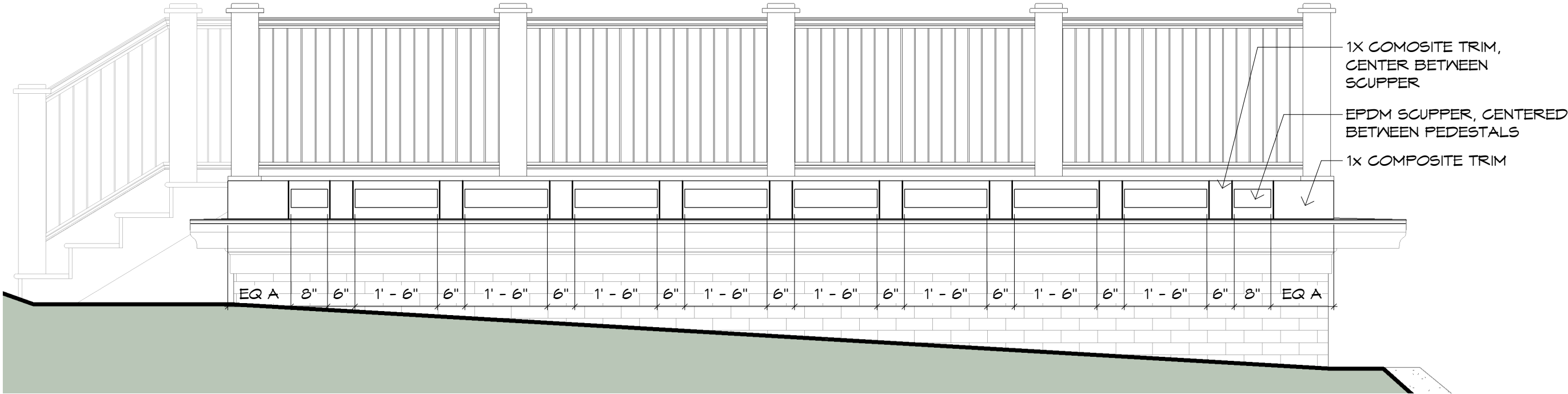
RENOVATION & ADDITION TO
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GARAGE ELEVATION

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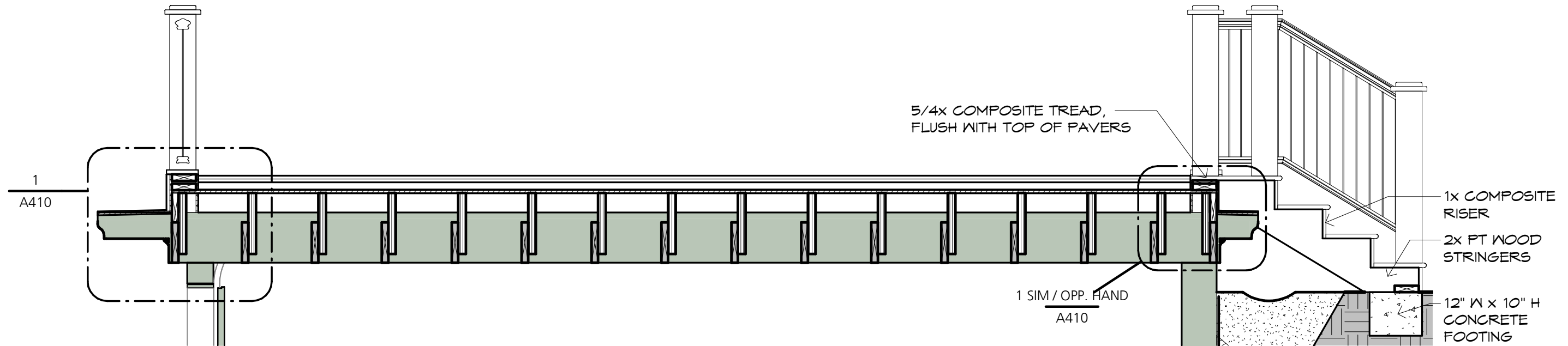
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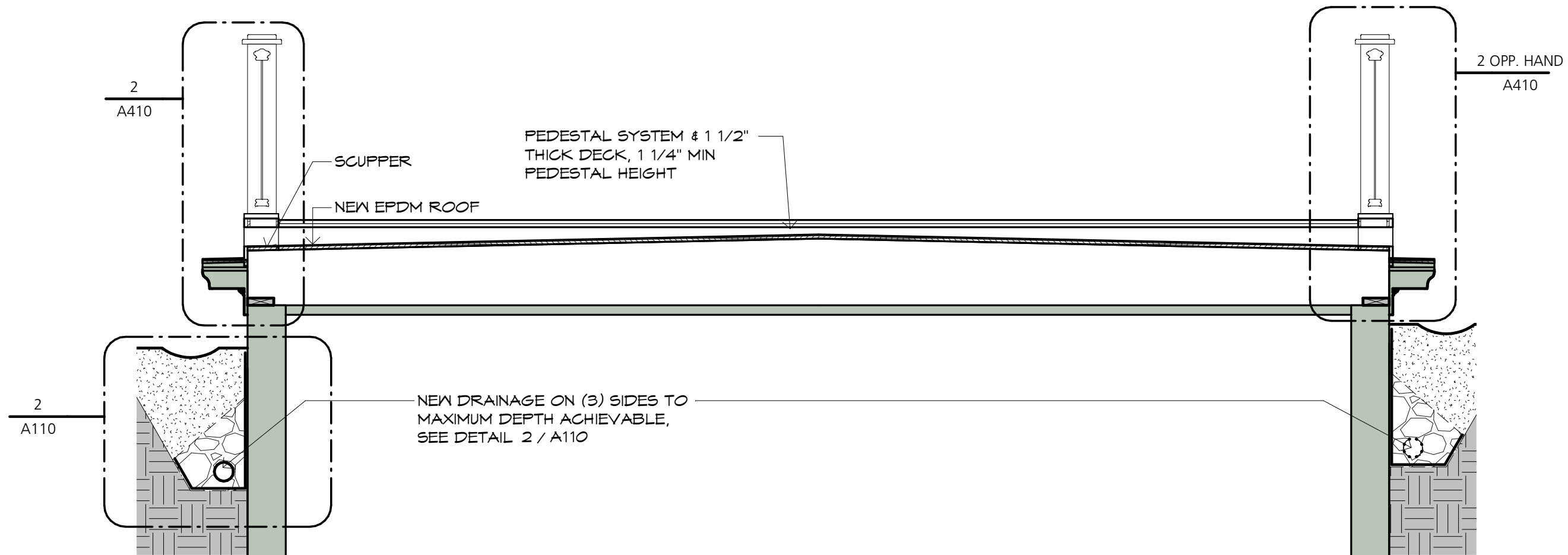
1	GARAGE SIDE ELEVATION
A211	

1/2" = 1'-0"

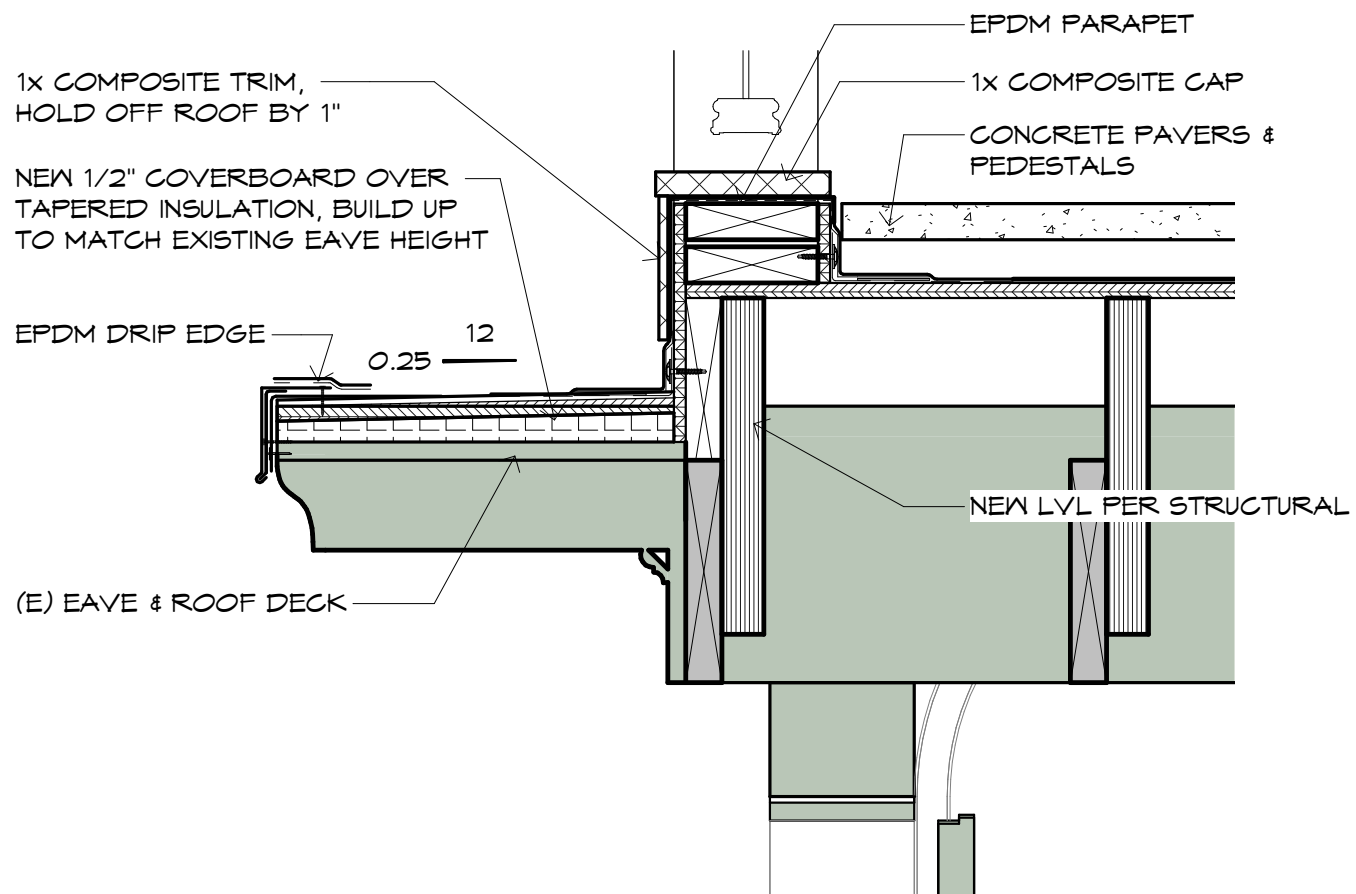
0' 3" 6" 1' 2' 4'



2 SECTION THROUGH GARAGE B-B
 A310 1/2" = 1'-0" 0' 3" 6" 1' 2' 4'

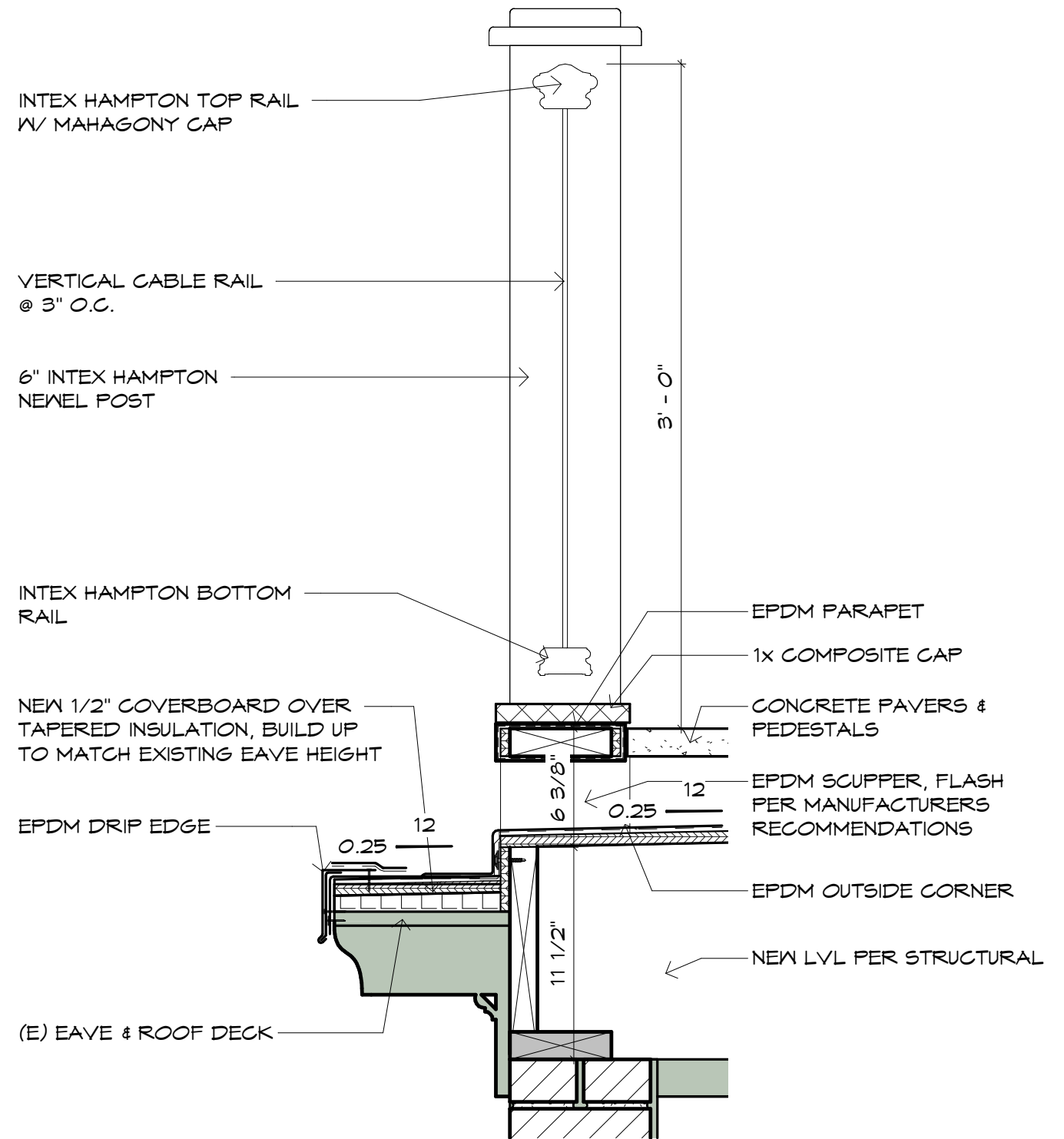


1 SECTION THROUGH GARAGE A-A
 A310 1/2" = 1'-0" 0' 3" 6" 1' 2' 4'



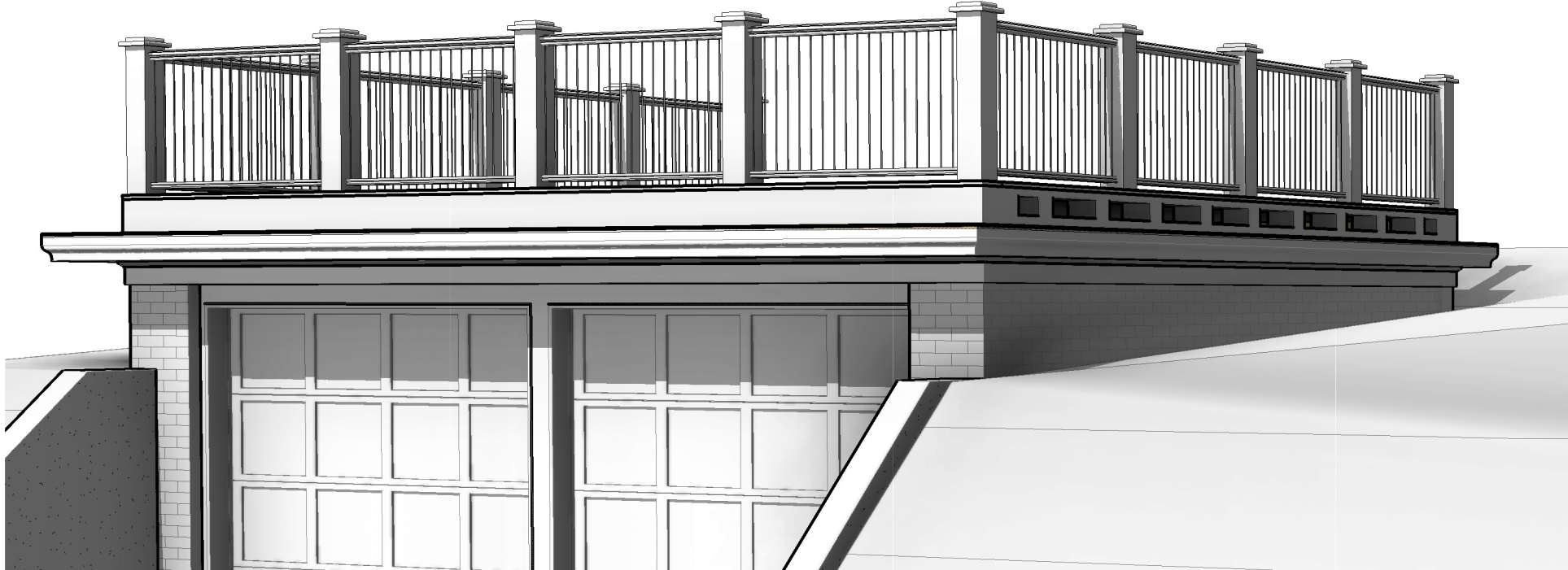
1 SECTION AT FRONT EAVE

A410 1 1/2" = 1'-0"



2 TYPICAL SECTION @ GARAGE SCUPPER

A410 1 1/2" = 1'-0"



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Jonathan Fanburg & Stephanie Gartner-Fanburg
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3D VIEW - GARAGE
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STRUCTURAL ENGINEER'S NOTES

GENERAL NOTES:

1.

ALL DIMENSIONS AND CONDITIONS MUST BE VERIFIED IN THE FIELD. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER BEFORE PROCEEDING WITH THE AFFECTED PART OF THE WORK.
2.

THE CONTRACTOR IS RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE DURING ALL PHASES OF ERECTION AND CONSTRUCTION.
3.

DETAILS SHOWN AS "TYPICAL" APPLY TO ALL SIMILAR CONDITIONS.
4.

SPECIFICATION OF FIRE-RESISTENT, WATERPROOFING, INSULATION, FINISHES, ELECTRICAL, MECHANICAL AND ALL SPECIFICATION OF FIRE-RESISTENT, WATERPROOFING, INSULATION, FINISHES, ELECTRICAL, MECHANICAL AND ALL OTHER 'NON-STRUCTURAL' ELEMENTS IN THE BUILDING IS THE RESPONSIBILITY OF OTHERS. UNLESS SPECIFICALLY DIMENSIONED ON THE DRAWINGS, G.C. COORDINATE THE PLACEMENT OF STRUCTURAL MEMBERS IN CONFORMANCE WITH THE ARCHITECTURAL DRAWINGS AND/OR APPLICABLE CODE REQUIREMENTS.
5.

GC COORDINATE INSTALLATION OF FINISH CONTROL JOINTS WITH STRUCTURAL COMPONENTS.
6.

DESIGN AND DETAILING OF ALL MASONRY IS THE RESPONSIBILITY OF OTHERS UNLESS SPECIFICALLY NOTED ON THE DRAWINGS.
7.

IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO ADEQUATELY PROTECT ALL MATERIALS AND ASSEMBLIES DURING CONSTRUCTION. G.C. VERIFY MOISTURE CONTENT OF ALL SUB BASE MATERIALS BEFORE INSTALLATION OF FINISHES; INSTALL ALL FINISHES PER MANUFACTURERS' INSTRUCTIONS.
8.

DESIGN OF STAIR ASSEMBLIES, HANDRAILS, GUARDRAILS AND SIMILAR ASSEMBLIES AND THE ADEQUACY OF THE SUPPORTING STRUCTURE IS THE RESPONSIBILITY OF OTHERS.

STRUCTURAL DESIGN DATA:

1.

REFERENCE CODES:

•

INTERNATIONAL RESIDENTIAL CODE FOR ONE- AND TWO-FAMILY DWELLINGS (2015)
2.

FLOOR LIVE LOADS = 40 PSF
3.

ROOF LOAD DATA:

•

GROUND SNOW LOAD (Pg): 50 PSF

•

FLAT ROOF SNOW LOAD (Pf): 46.2 PSF

•

EXPOSURE FACTOR (Ce): 1.0

•

IMPORTANCE FACTOR (I): 1.0

•

THERMAL FACTOR (Ct) = 1.1
4.

WIND DESIGN DATA:

•

BASIC WIND SPEED: 100 MPH (3-SECOND GUST)

•

IMPORTANCE FACTOR: 1.0

•

OCCUPANCY CATEGORY: II

•

EXPOSURE: C

STRUCTURAL ROUGH CARPENTRY/FRAMING NOTES:

1.

ALL EXTERIOR WALL CONSTRUCTION IS 2x6 @ 16" WHEN SUPPORTING FRAMING AT 16" . STUDS ALIGN WITH FRAMING. LOCATE PLATE BUTT JOINTS OVER STUDS. ALL TOP PLATES MUST SPLICE MIN 48" WITH (2) ROWS 16d NAILS STAGGERED AT 6" OC. WEAWE CORNERS WITH (4)-16d NAILS.
2.

ANCHOR RODS MUST ENGAGE THE FULL THICKNESS OF THE 2x BOTTOM PLATE (NUT AND WASHER ABOVE).
3.

ALL STRUCTURAL MEMBERS MUST BE CONTINUOUS. LOCATE SPLICES OVER BEARING, U.N.O.
4.

POSTS (2-2x4 AND LARGER) AND JACK STUDS REQUIRE MATCHING BLOCKING STUDS BELOW FLOOR SHEATHING DOWN TO FOUNDATION WALL OR LVL BEAMS. IF A POST IS NOT SPECIFIED BELOW A BEAM INTERSECTING A BEARING WALL (BEAM POCKET), PROVIDE CRIPPLE STUDS BELOW BEAM EQUAL TO OR GREATER THAN THE WIDTH OF THE BEAM (EXAMPLE: 3.5" WIDE LVL REQUIRES (3)-2x CRIPPLE STUDS BELOW = 4.5" WIDE)
5.

INSTALL ENGINEERED FRAMING PRODUCTS PER MANUFACTURER'S INSTRUCTIONS.
6.

CONNECTION HARDWARE IN CONTACT WITH PRESERVATIVE-TREATED LUMBER AND USED IN AN INTERIOR ENVIRONMENT SHALL BE HOT DIPPED GALVANIZED (SIMPSON Z-MAX), OR STAINLESS STEEL WITH MATCHING FASTENERS. CONNECTION HARDWARE IN CONTACT WITH PRESERVATIVE-TREATED LUMBER AND/OR USED IN AN EXTERIOR ENVIRONMENT (INCLUDING HARDWARE IN VENTED SOFFITS) SHALL BE STAINLESS STEEL WITH MATCHING FASTENERS. SEE SIMPSON CATALOG FOR HARDWARE INSTALLATION INSTRUCTIONS, INCLUDING REQUIRED NAIL SIZES.
7.

ALL TIMBER FRAMING SHALL BE IN ACCORDANCE WITH THE NATIONAL DESIGN SPECIFICATION FOR WOOD CONSTRUCTION (NDS) 2005 EDITION. UNLESS NOTED OTHERWISE, ALL WOOD FRAMING SHALL BE FASTENED IN ACCORDANCE WITH 2009 IBC, SECTION 2304.9
8.

FRAMING GRADES:

a.

PRESERVATIVE TREATED 2x FRAMING LUMBER (PT) SHALL BE #2 AND BETTER SOUTHERN YELLOW PINE TREATED IN ACCORDANCE WITH AWP A UC3B "EXTERIOR, ABOVE GROUND." WOOD CLOSER THAN 8" , OR IN CONTACT WITH GRADE, SHALL BE TREATED IN ACCORDANCE WITH AWP A UCA4 "GROUND CONTACT, GENERAL USE." ARCHITECTURALLY EXPOSED TIMBER MAY REQUIRE ALTERNATE SPECIES AND/OR TREATMENT - REFERENCE DRAWINGS.

b.

LUMBER (CONCEALED 2x STUDS, JOISTS, RAFTERS) SHALL BE #2 AND BETTER S.P.F. LESS THAN 19% MOISTURE CONTENT UP TO 13'-6" TALL WALLS

c.

LAMINATED VENEER LUMBER (LVL) - 2.0 E, 3100 Fb, 285 Fv

d.

PARALLAM (PSL) - 2.0E AS MANUFACTURED BY TRUS JOIST. PT PSL SHALL BE TREATED WITH WATERBORNE TREATMENT SUITABLE FOR GROUND CONTACT.
9.

SHEATHING:

a.

EXTERIOR WALLS: MIN. 1/2" EXPOSURE 1. 10d AT 4" O.C. AT PANEL EDGES (ADD BLOCKING AT ALL PANEL EDGES) 8" O.C. WITHIN PANEL U.N.O. NOTE: NAILS DRIVEN INTO PT FRAMING MEMBERS SHALL BE HAND NAILED AND HOT DIPPED GALV. GALV GUN NAILS ARE NOT AN ACCEPTABLE SUBSTITUTE WITHOUT PRIOR ENGINEER APPROVAL.

b.

FLOOR: 23/32" ADVANTECH INSTALLED WITH STRENGTH AXIS PERPENDICULAR TO SUPPORTS. ADHESIVE: 0.25" BEAD OF POLYURETHANE OR SOLVENT-BASED ADHESIVE APPLIED TO CLEAN, DRY FLOOR JOIST. FASTENER: 8d RING SHANK NAIL (10d FOR THICKNESS > 0.75") OR APPROVED SCREW. FASTENER SPACING: 6" O.C. AT EDGES, 12" O.C. WITHIN PANEL

c.

ROOF: MIN. 5/8" ADVANTECH INSTALLED WITH STRENGTH AXIS PERPENDICULAR TO SUPPORTS. RING SHANK 8d AT 6" O.C. AT PANEL EDGES, 12" OC WITHIN PANEL.

d.

NAIL HEAD MUST BE DRIVEN FLUSH. SHTG WITH OVERDRIVEN NAILS MUST BE REFASTENED.
10.

ALL BUILT-UP BEAMS AND COLUMNS SHALL BE NAILED AS FOLLOWS (U.N.O.):

•

COLUMNS, KING/JACK STUDS: 2-10d NAILS AT 8" O.C.

•

BEAMS LESS THAN 12" DEEP: 2-16d NAILS AT 12" O.C. IN EACH PLY

•

BEAMS DEEPER THAN 12" (INCLUDING 12"): 3-16d NAILS AT 12" O.C. IN EACH PLY (SIDE-LOADED BEAMS MAY REQUIRE ADDITIONAL CONNECTIONS - SEE FRAMING DETAILS)
11.

DRILLED EPOXY ANCHORS SHALL BE A316 SS THREADED ROD WITH SIMPSON 'AT' EPOXY. BLOW HOLES FREE OF DUST AND INSTALL PER MANUFACTURER'S INSTRUCTIONS, TYP U.N.O; DRILLED MECHANICAL ANCHORS SHALL BE GALVANIZED SIMPSON 1/2" 'TITEN' ANCHOR (UNLESS NOTED SS WITHIN DRAWINGS). INTERIOR RSS SCREWS SHALL BE CLIMATEKCOATED AND MANUFACTURED BY GRK FASTENER. EXTERIOR RSS SCREWS SHALL BE STAINLESS STEEL.

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Albert Putnam Associates LLC

183 Park Row

Brunswick, Maine

PH: 201-729-6230

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STRUCTURAL GENERAL NOTES

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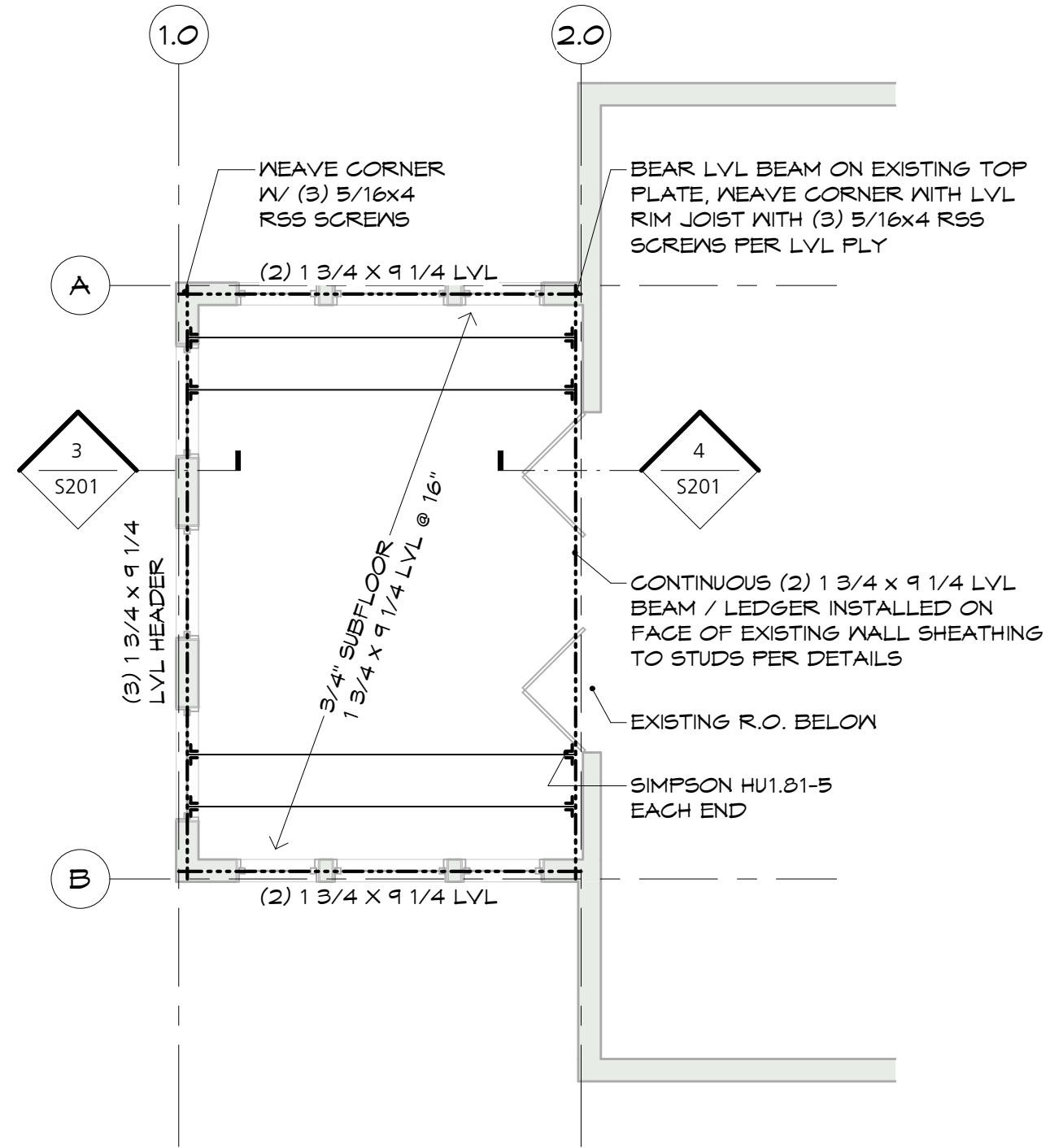
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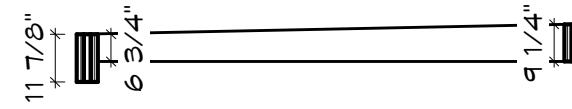
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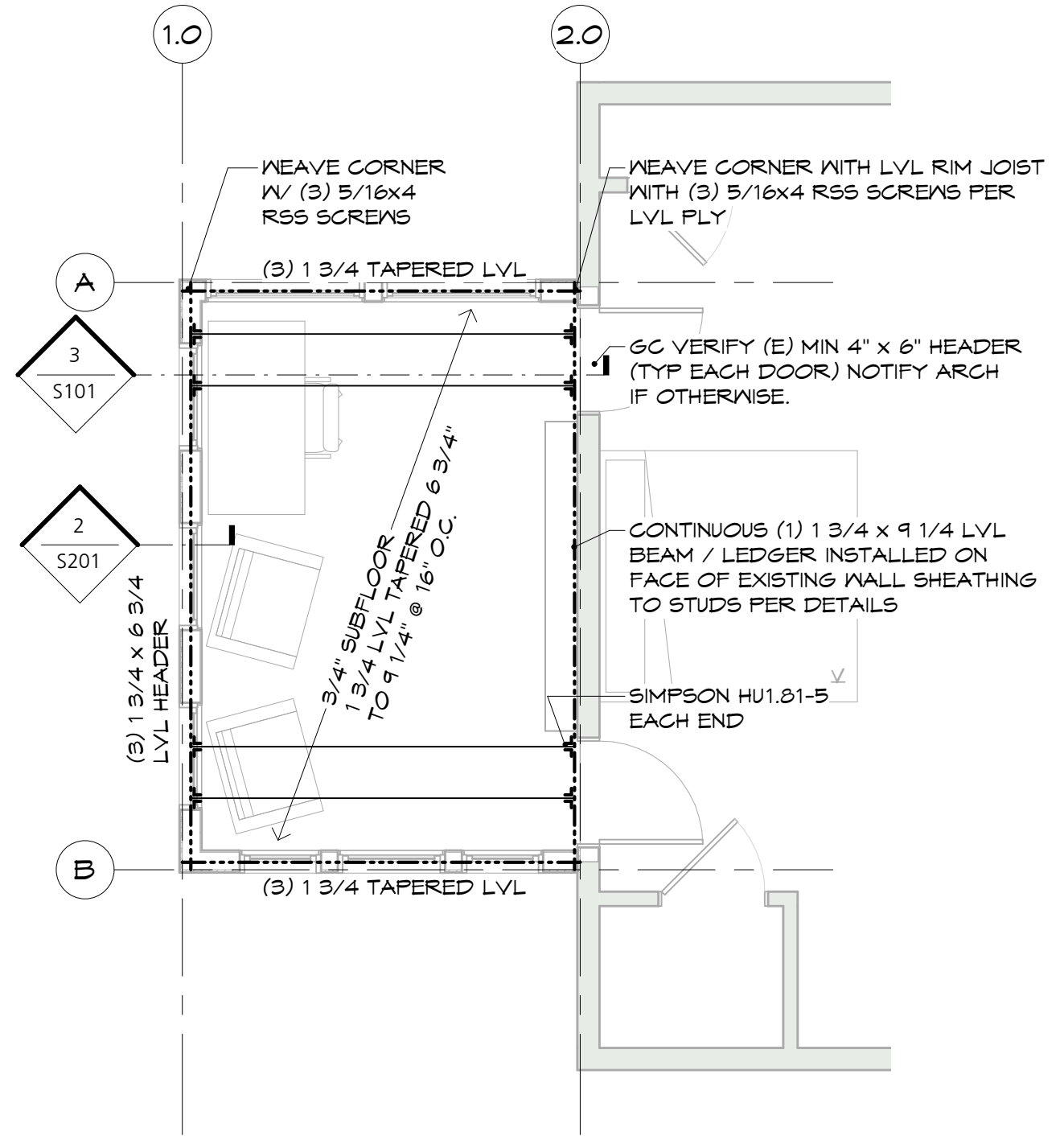
1 SECOND FLOOR FRAMING PLAN

S101 1/4" = 1'-0" 0' 6" 1' 2' 4' 8'



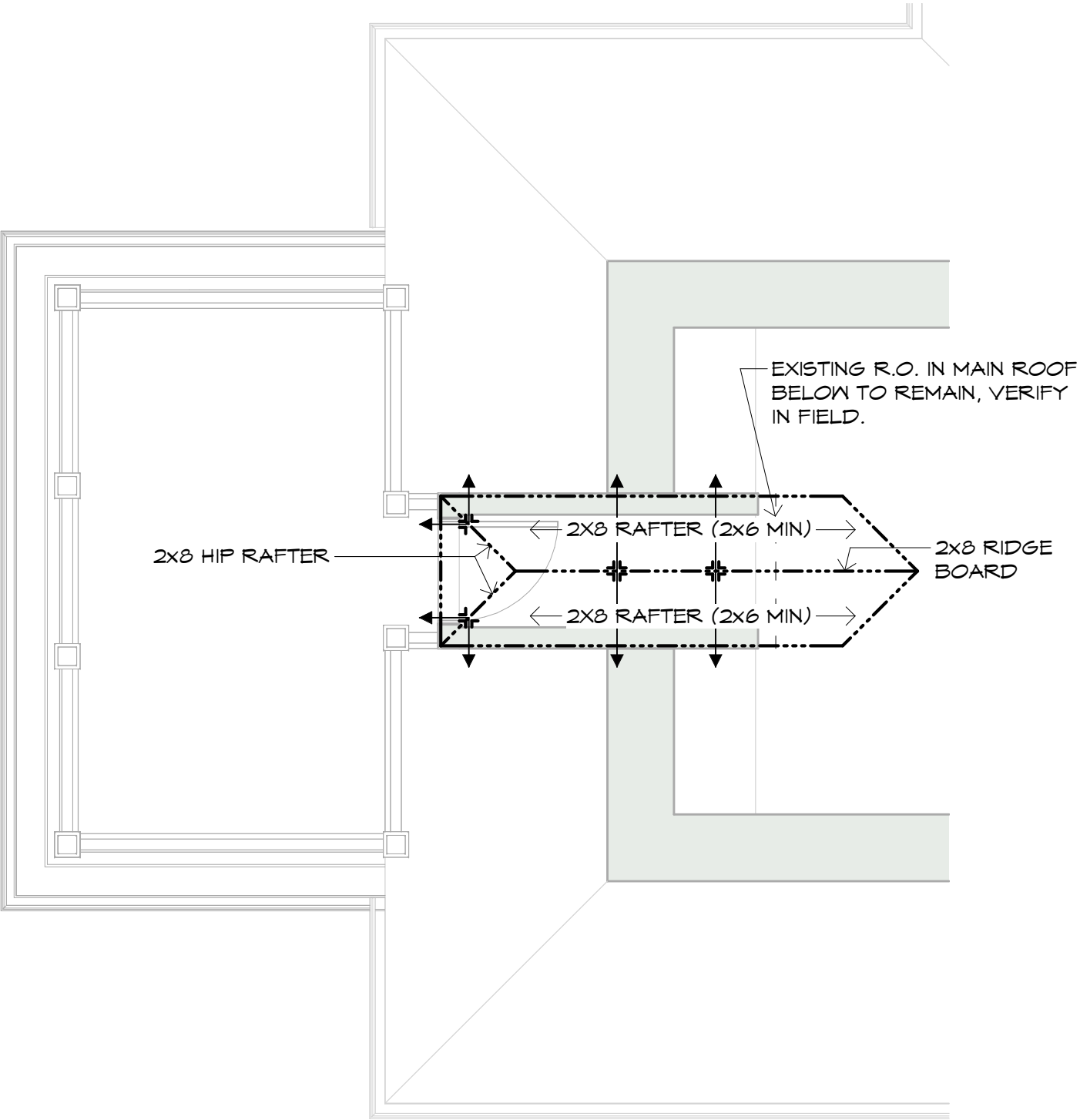
3 SECTION AT TAPERED LVL

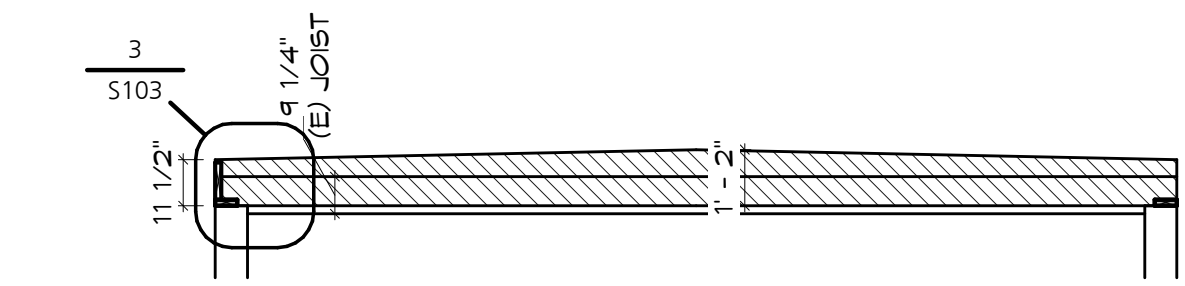
S101 1/4" = 1'-0" 0' 6" 1' 2' 4' 8'



2 ROOF FRAMING PLAN

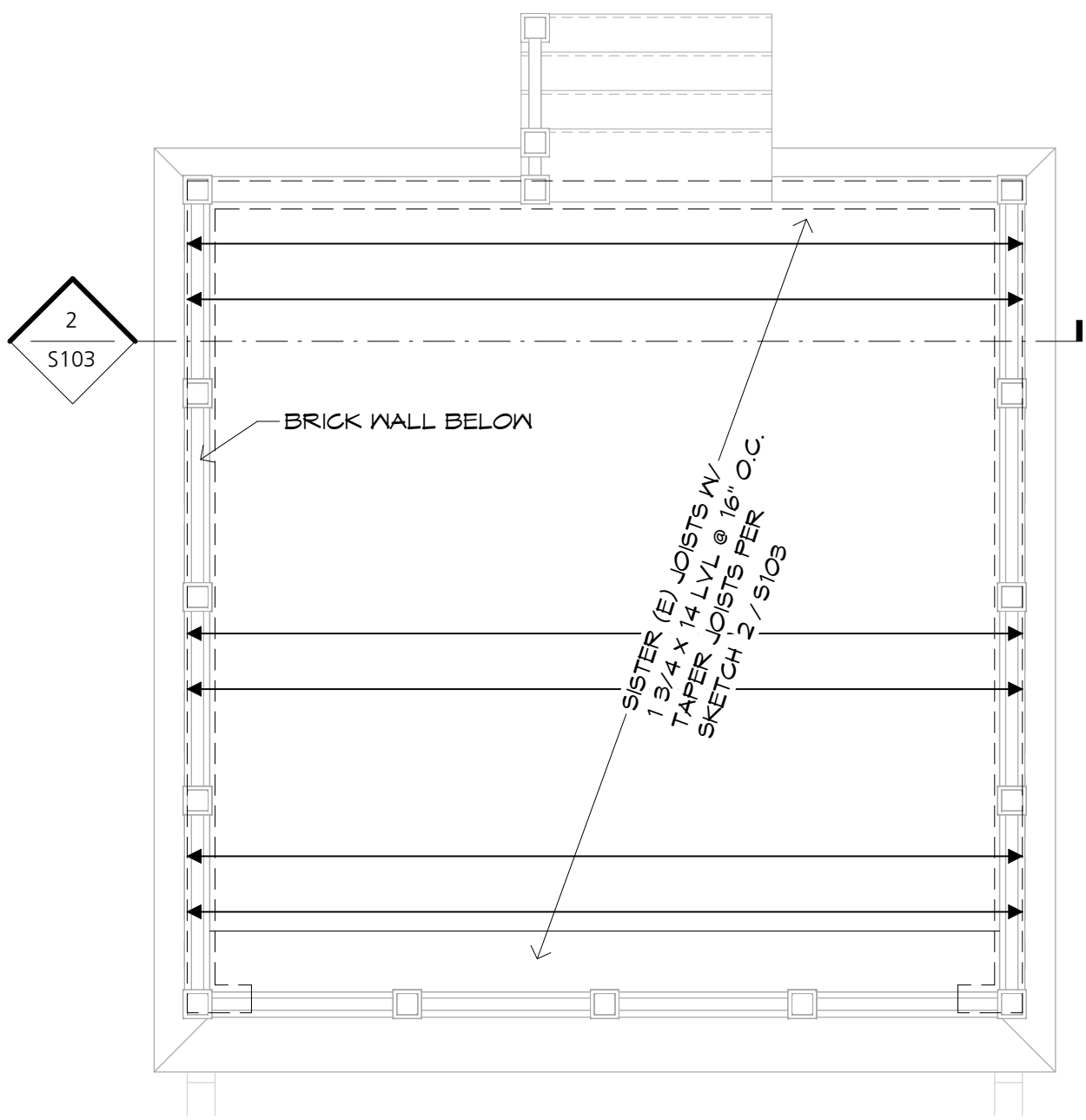
S101 1/4" = 1'-0" 0' 6" 1' 2' 4' 8'





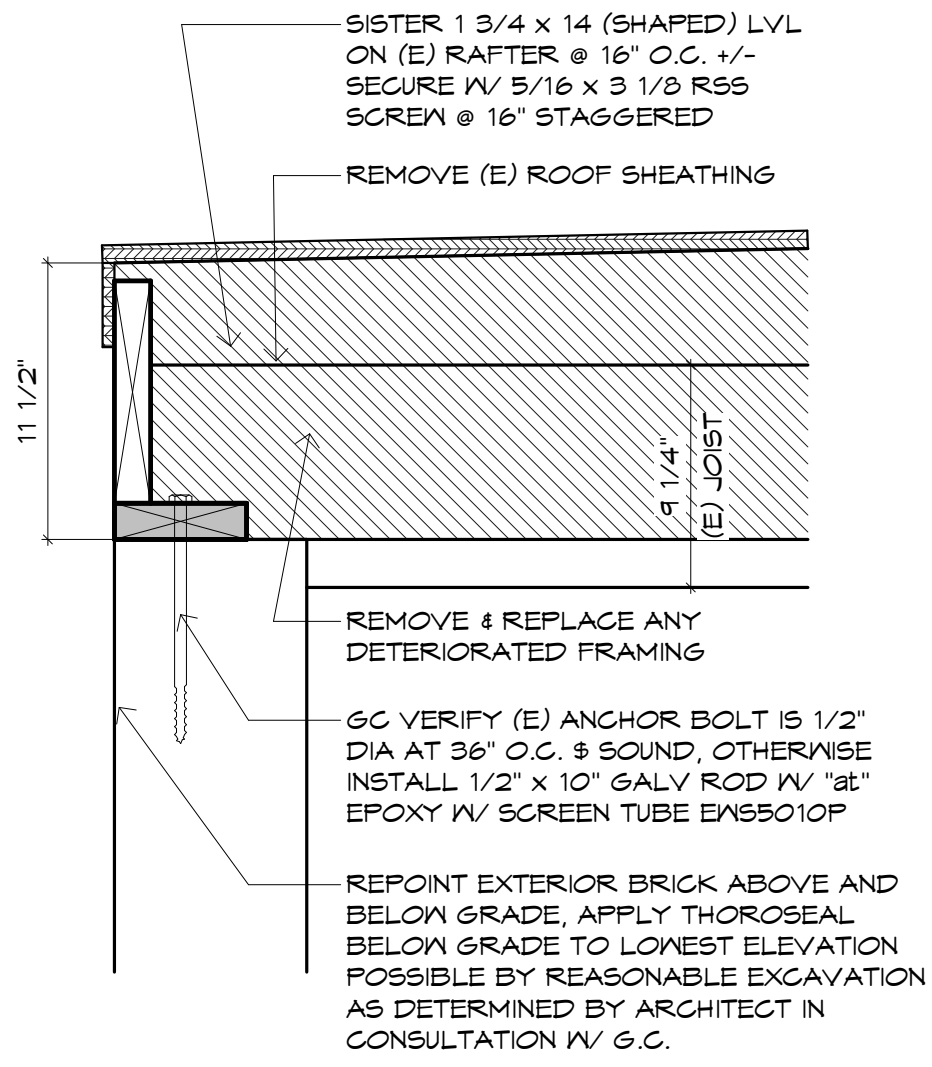
2 SECTION AT GARAGE ROOF

S103 1/4" = 1'-0" 0' 6" 1' 2' 4' 8'



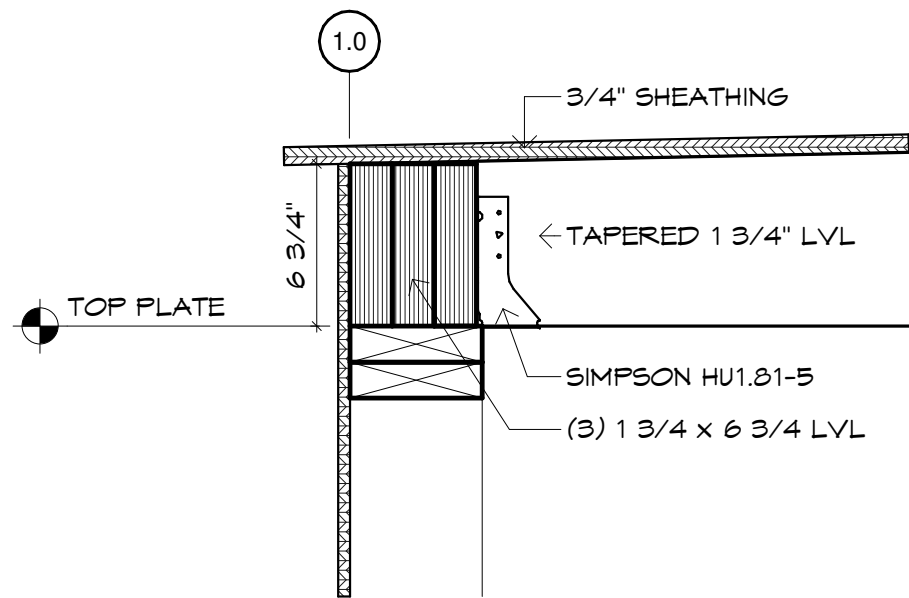
1 GARGE ROOF FRAMING PLAN

S103 1/4" = 1'-0" 0' 6" 1' 2' 4' 8'



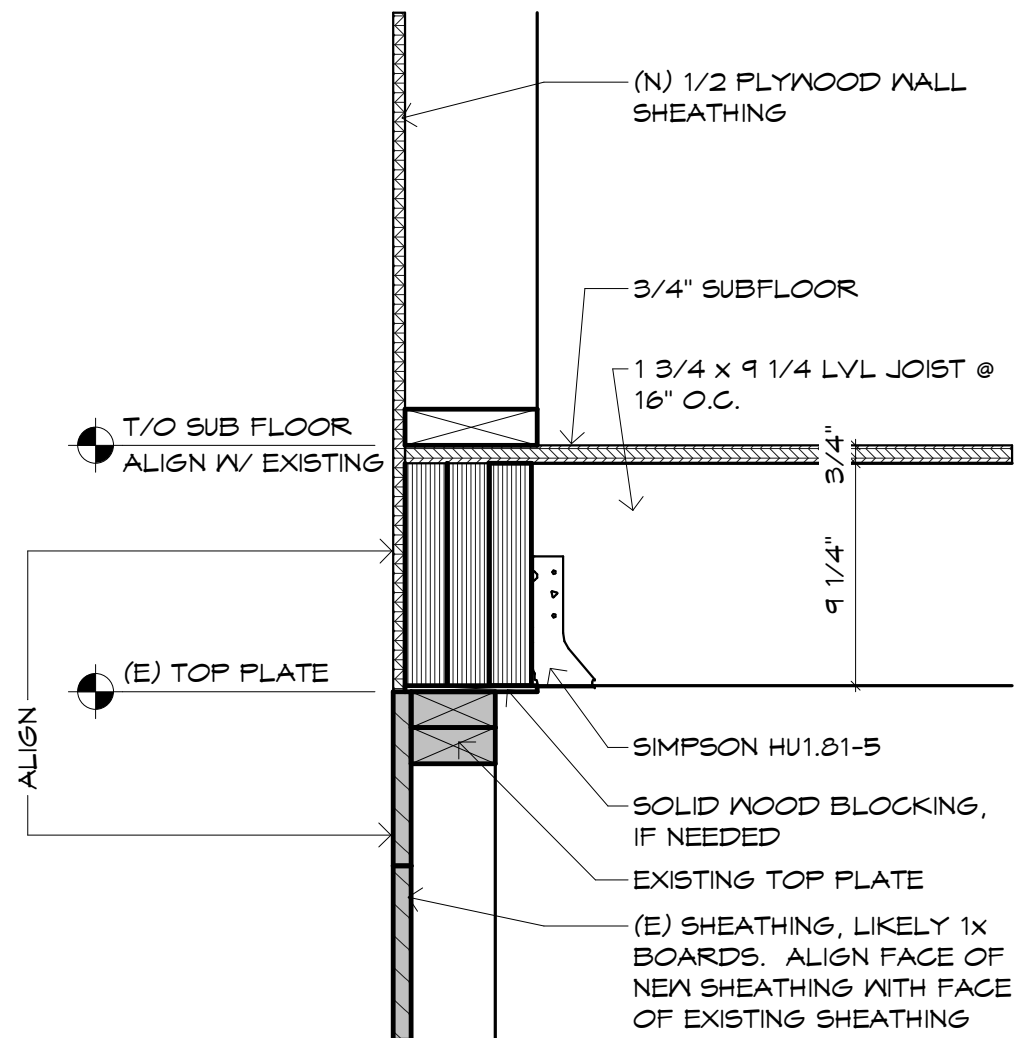
3 STRUCTURAL DETAIL @ GARAGE

S103 1 1/2" = 1'-0" 0' 1" 2" 4" 8" 1' 1'-4"



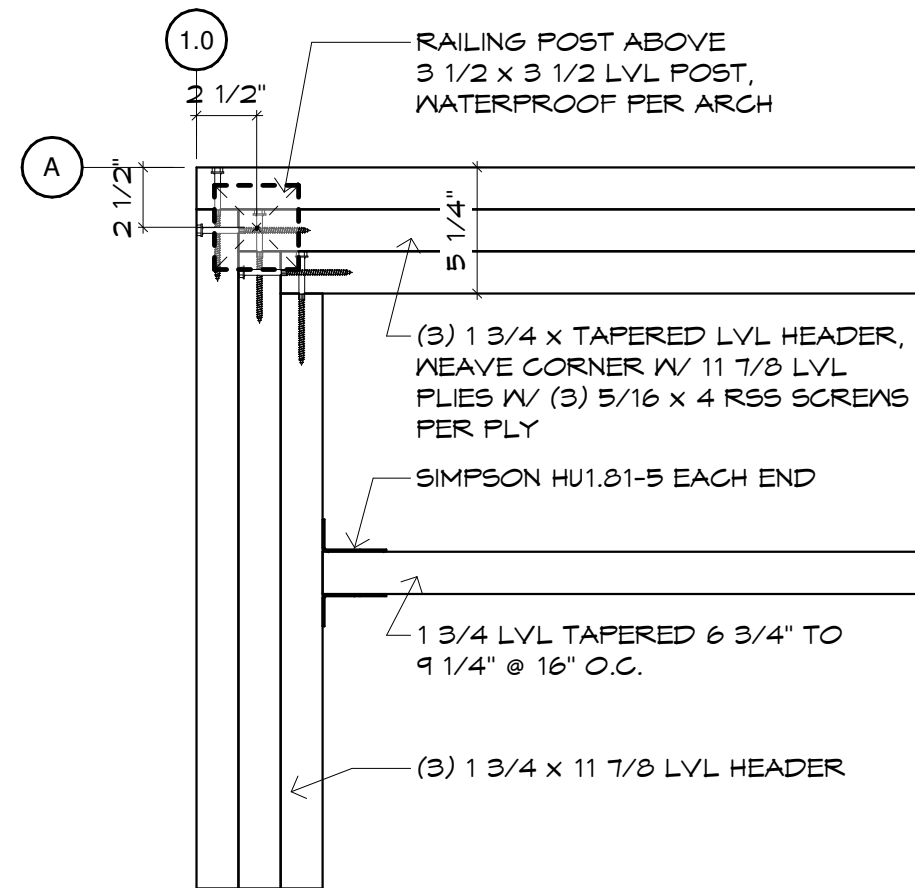
2 STRUCTURAL DETAIL @ ROOF

S201 1 1/2" = 1'-0" 0" 1" 2" 4" 8" 1' 1'-4"



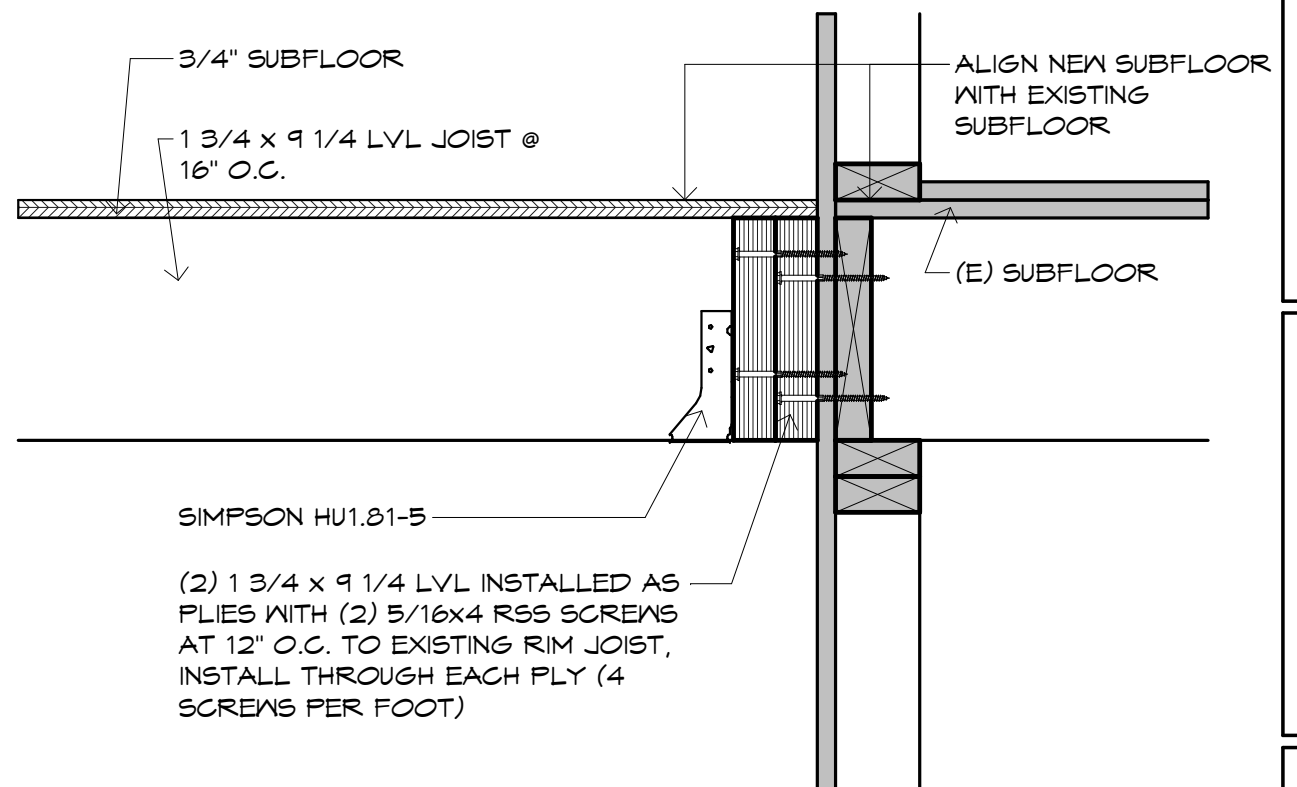
3 STRUCTURAL DETAIL @ SECOND FLOOR RIM

S201 1 1/2" = 1'-0" 0" 1" 2" 4" 8" 1' 1'-4"



1 STRUCTURAL DETAIL @ LVL CORNER

S201 1 1/2" = 1'-0" 0" 1" 2" 4" 8" 1' 1'-4"



4 STRUCTURAL DETAIL @ LEDGER

S201 1 1/2" = 1'-0" 0" 1" 2" 4" 8" 1' 1'-4"



RAILING STYLE - GARAGE:

- COMPOSITE POSTS & RAILS W/ CONCEALED CONNECTIONS
- MAHOGANY TOP RAIL
- VERTICAL CABLE RAILS
- PAINTABLE

RAILING STYLE - HOUSE:

- COMPOSITE POSTS & RAILS W/ CONCEALED CONNECTIONS
- NON-REFLECTIVE GLASS PANELS
- PAINTABLE



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IMAGE BOARD

A1

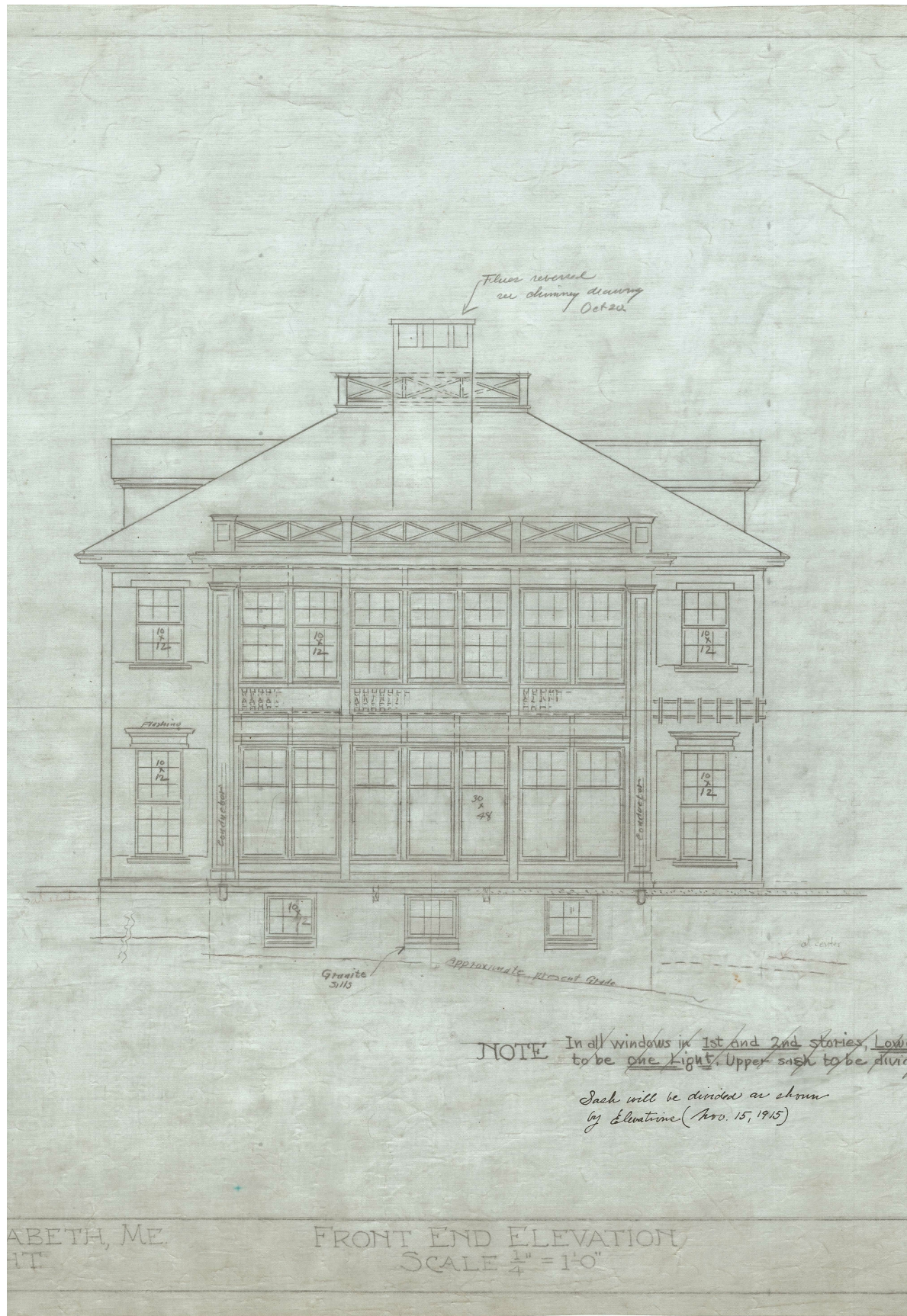


DECK STYLE HOUSE:

- WOOD PANELS ON PEDESTALS

DECK STYLE GARAGE:

- PAVERS PANELS ON PEDESTALS



John Calvin Stevens design Circa 1915
Cape Elizabeth, ME

TWO STORY SUN PORCH AND
THIRD FLOOR ROOF BALUSTRADE

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John Calvin Stevens design Circa 1915
Cape Elizabeth, ME



TWO STORY SUN PORCH AND
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A4



29 Orchard St

|

21 Orchard Street



29 Bowdoin Street

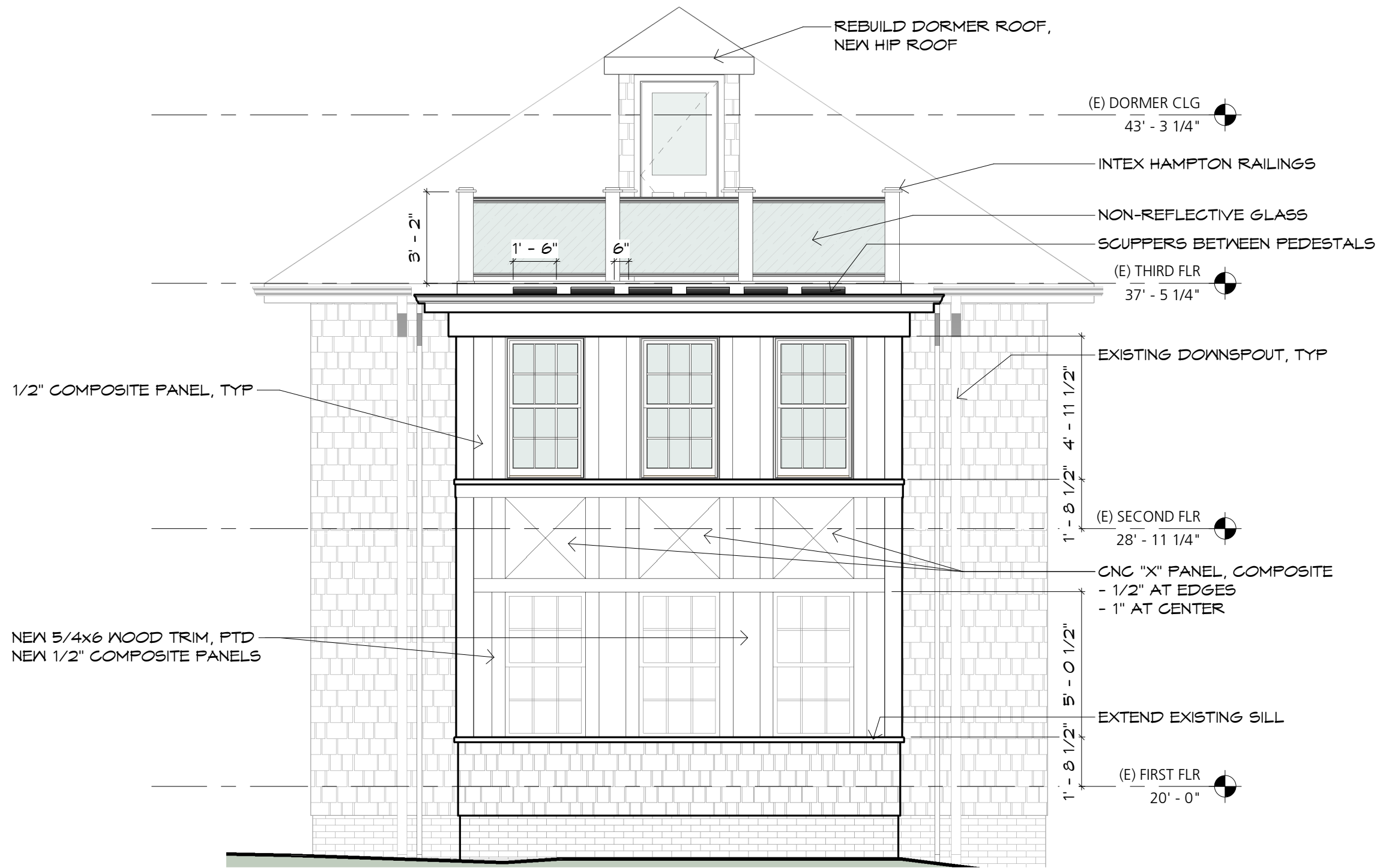


Chadwick Street

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2	PROPOSED SW ELEVATION (SIDE)
A201	1/4" = 1'-0"

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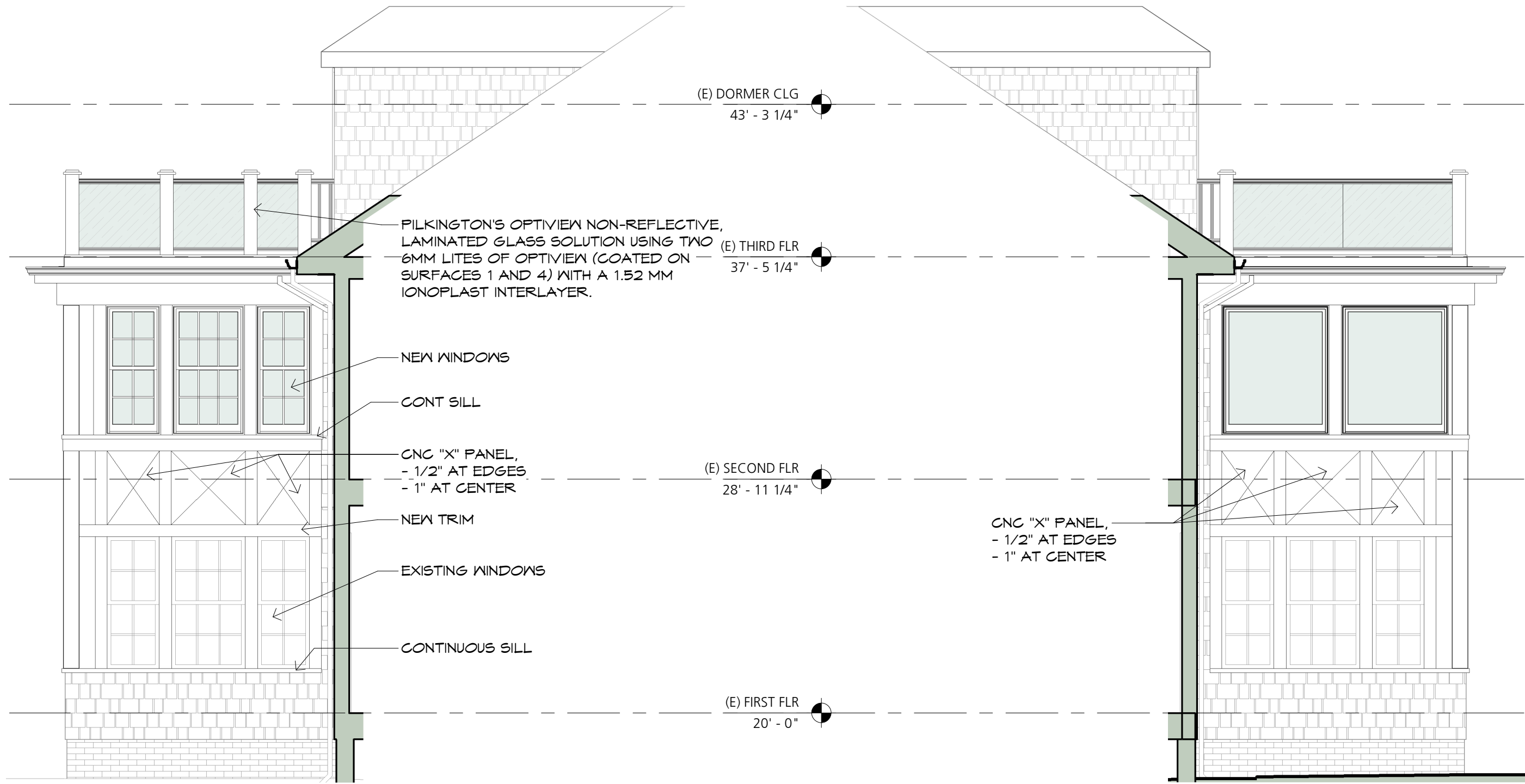
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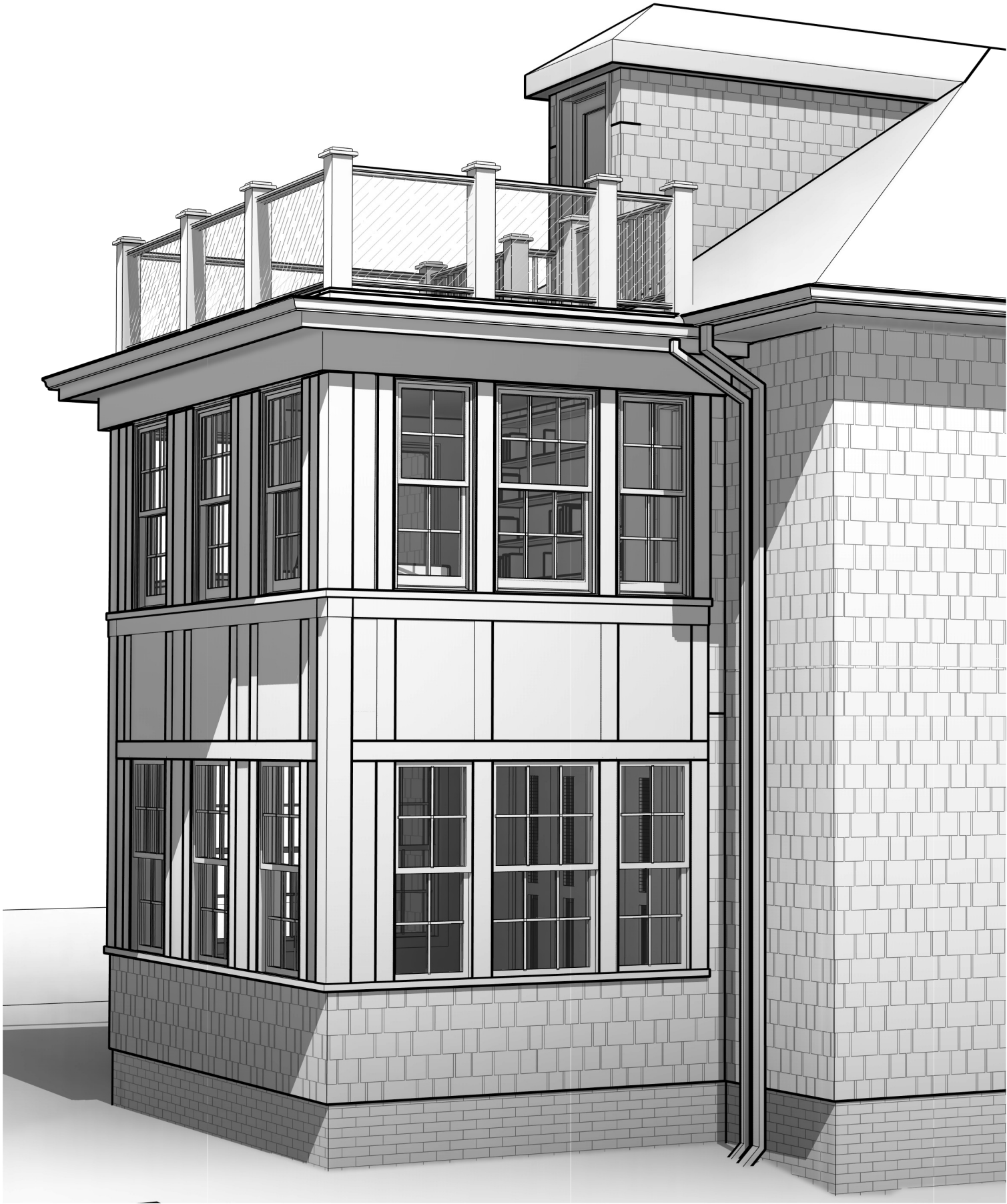


2 PROPOSED SE ELEVATION (FRONT)

A202 1/4" = 1'-0" 0' 6" 1' 2' 4' 8'

1 PROPOSED NW ELEVATION (REAR)

A202 1/4" = 1'-0" 0' 6" 1' 2' 4' 8'



1
A901

3D VIEW OF SUNPORCH ADDITION FROM GARAGE ROOF

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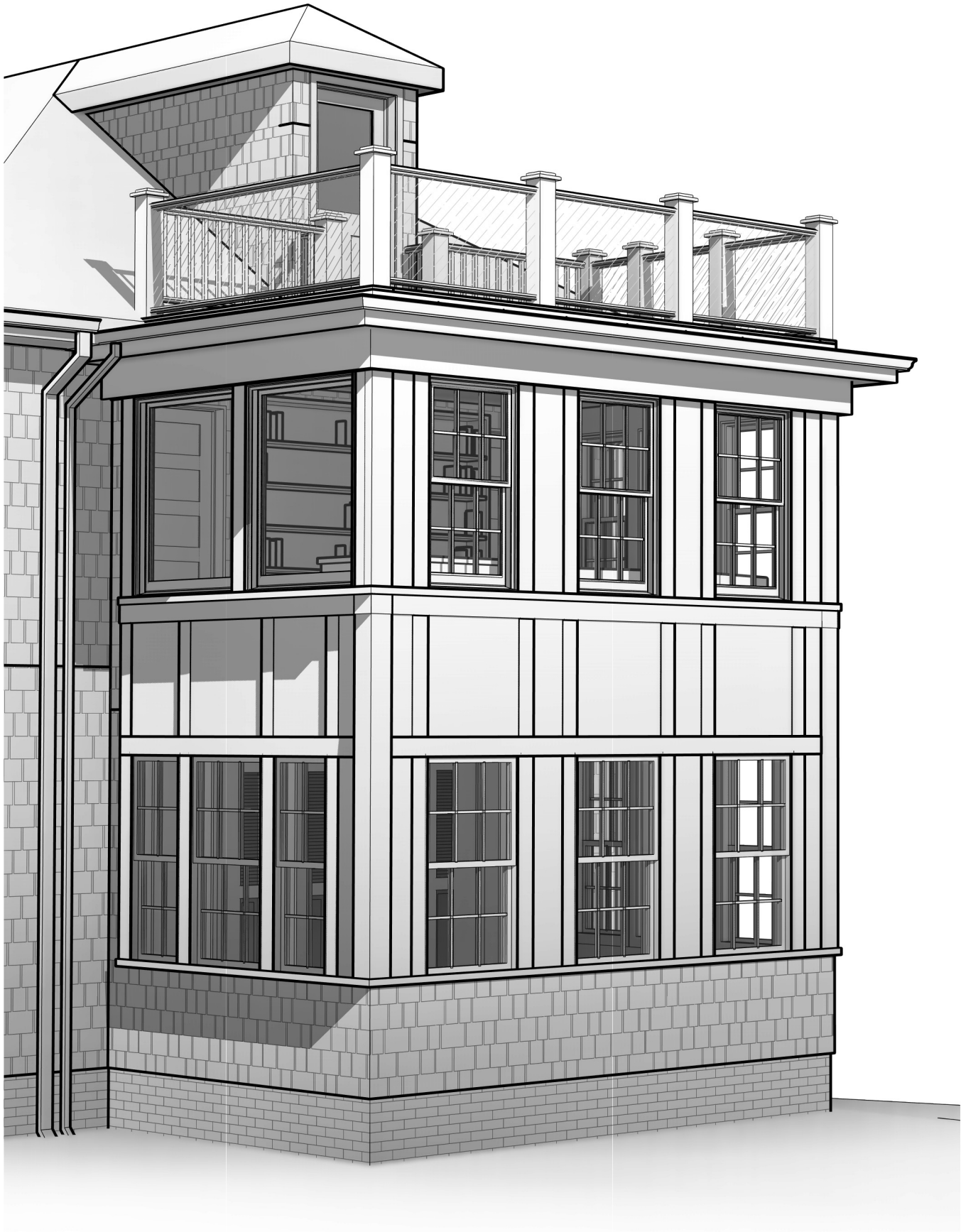
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3D VIEW - SUNPORCH
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3D VIEW - SUNPORCH

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A902

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

**WORKSHOP
188 VAUGHAN STREET**

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Deb Andrews, Historic Preservation Program Manager
DATE: May 29, 2020
RE: June 3, 2020 **WORKSHOP – Preliminary Review of Proposed Alterations and Addition**

Address: 188 Vaughan Street

Applicant: Sara Crisp and Gregg Lipton

Project Architect: Julia Tate and Matt Maiello, Scott Simons Architects

Contractors: Knickerbocker Group

Introduction

Architects Julia Tate and Matt Maiello of Scott Simons Architects, representing applicants Sara Crisp and Gregg Lipton, are requesting a workshop to present plans for renovations and an addition at 188 Vaughan Street. The proposal calls for alterations and repairs to the brick structure, demolition of a wood-framed garage addition, and construction of a new addition within the same footprint. Also proposed are site alterations including replacement of the driveway and installation of a new patio.

Constructed as a carriage house in the 1880's, the building has been a two-family house for at least the last several decades, but the new owners intend to renovate it as a single-family dwelling. It is set well back from both West and Vaughan Streets; the old carriage door openings face West Street, while the existing driveway access and the principal frontage now face Vaughan Street. The west face is not visible from Chadwick Street because of the existing Chadwick Street house behind the subject property.

Ms. Tate has provided a detailed submission, including background information, existing and proposed elevations and plans, demolition and site plans, photos, details and material specifications. Staff provided a 1924 Assessor's photo, and some additional recent photos.

As a preliminary workshop, the project architects are looking for general feedback from the Board with respect to the proposal's conformance with applicable review standards. Any specific concerns or suggested design/material changes should be raised as well.

Subject Property

Please refer to Ms. Tate's detailed background narrative, which reveals that the architect may have been John Calvin Stevens and the carriage house was apparently part of a Western Promenade estate. By 1924, it appears to have been part of the property at 82 West Street, where a large house (probably demolished in the 1950's or 1960's) occupied the southeast corner of West and Vaughan.

The wood-framed garage addition on the south side of the carriage house was built early in the 20th century, and partially rebuilt during renovations in the 1990's or early 2000's. Most of the original window openings in the carriage house have been modified, and the existing infill within the north-facing carriage door opening is relatively recent and out of character with the original aesthetic. The second large opening on the north elevation appears to have been added later; this opening has been infilled as well. A noteworthy oriel window on the second floor of the east elevation (facing Vaughan Street) survives, and an interesting inset on the north side of the second floor, facing West Street, appears to have been a small porch.

As Ms. Tate's summary indicates, the masonry structure was revealed to be in poor condition, and extensive structural repairs are urgently needed for the north and south gable walls. Non-original window openings punched in the brick walls in the last century also need repairs including missing steel lintels.

In terms of visibility from the street, the north elevation of the carriage house (which was originally the primary elevation) is visible from West Street, but is viewed from a considerable distance, across the side yard of a West Street property. The upper portion of the façade is visible, but the ground floor is largely obscured. The east elevation, which now appears as the primary elevation, is also set far back from Vaughan Street. Although a large tree near the sidewalk partially obscures the view, this elevation is visible from Vaughan. The south and west elevations are not readily visible from the street.

Proposed Scope of Work

Ms. Tate has provided a detailed description of the proposed scope of work, which includes removal of the later garage addition to the carriage house as well as a portion of the original rear roof and south-facing gabled dormer. In its place, a new two-story, 472 sq. ft. addition is planned, along with a small roof deck. Note that the framing of the street-facing portion of the dormer will be retained and extended to the south. In its extended form, this element will read more like a cross gable. The small deck will be

located behind this extended dormer, out of view from the street. The ground floor level of the new addition, as viewed from Vaughan Street, will be set back behind the face of the second-floor level. A glazed entry door with transom is shown at this level. A note on the elevation indicates that provisions will be made for introducing a garage door opening within the wall next to the entry at some point in the future.

The massing of the new addition has been informed by the massing of the original structure, but the architectural treatment and material palette are clearly contemporary, creating a clear distinction between new and old. Proposed exterior siding materials include flatlock metal panels, laid up in a vertical orientation, as well as mini-batten metal panels. (Attachment 2 of the architect's submission shows the materials under consideration. Natural finish copper and zinc are proposed, with painted metal panels shown as an alternative.) The roofing of the extended dormer will be slate shingles, consistent with the original structure's existing roofing. In a more contemporary use of the material, slate will also be used to clad the exterior wall of this extension, which faces Vaughan Street. Punctuating this upper floor wall is a single, large, multi-light metal-frame window. Metal-frame, multi-light windows are proposed for all new windows where they're being introduced. While more spare in detailing, the contemporary multi-light windows reference the building's original multi-light sash.

As for work proposed on the original carriage house, most of the remaining original features are to be repaired or restored. Where necessary, new headers will need to be installed over windows that were cut into the masonry without the required structural support. Extensive masonry repairs—the need for which is not necessarily evident on the exterior—will need to be undertaken as well.

On the north elevation (facing West Street), where the original carriage door openings were infilled, the infill will be replaced with window walls consisting of metal-frame French or bi-fold doors, sidelights and transoms that fill the entire opening. A new window is proposed to fill the wall area between two small windows within the enclosed gable. Also, a new skylight is proposed to be installed on the north plane of the slate roof.

On the east elevation (facing Vaughan Street), the three mulled windows at the ground floor level (which are not original) will be removed and the opening enlarged to accommodate multi-light French doors and sidelights. These doors will access a new patio.

Repairs and some alterations are proposed for the south and west elevations of the carriage house as well. These will not be visible from the street, however, and are not subject to Board review.

Proposed site alterations include the removal of the existing asphalt driveway off Vaughan Street as well as the large asphalt parking area in front of the residence. The driveway will

be replaced with parallel concrete runners and three separate “grasscrete” areas will be installed for parking. New bluestone patios are proposed off the north, east and south elevations. Given the distance from the street, it is unlikely the patios will be visible from the street.

Staff Comments

In staff's view, the proposed project represents both a sensitive rehabilitation of the original historic carriage house and the introduction of a frankly contemporary, but successfully contextual, new addition. The existing structure is today the product of a series of renovations over time, none of which were particularly sensitive to the original structure. For example, while the infill of the original carriage door openings did not destroy the openings themselves, the infill treatment is cluttered and inconsistent with the architectural character of the building. Although the garage was added in 1912 and could be said to have acquired significance in that it records the evolution of personal transportation modes, it does not exhibit the same level of architectural sophistication as the original structure. And the original intended hierarchy of building elevations has changed as well, with the original front façade now mostly obscured and a secondary side elevation now viewed as the principal façade. Given the number and nature of previous alterations to the existing structure and the position of the building well back from the street, staff is of the opinion that the building can support the level of alteration proposed by this project, especially where many of the previous renovated features will be removed and replaced with a more compatible treatment. And while the carriage house's original south-facing dormer will be partially demolished and extended thereby altering its original proportions and appearance, the gabled form of the dormer and its original slate roofing are being retained, albeit within an overall contemporary design treatment.

Applicable Review Standards – Standards for Review of Alterations

- (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.*
- (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.*
- (5) *Distinctive features, finishes, and construction techniques or examples of skilled craftsmanship which characterize a structure, object or site shall be treated with sensitivity.*
- (6) *Deteriorated historic features shall be repaired rather than replaced wherever feasible. Where the severity of deterioration requires replacement of a distinctive feature, the new feature should match the*

feature being replaced in composition, design, texture and other visual qualities and, where possible, materials. Repair or replacement of missing historic features should be based on accurate duplications of features, substantiated by documentary, physical or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other structures or objects.

- (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.*

Attachments:

- 1. 1924 tax photo
- 2. Staff photos of existing conditions
- 3. Applicant submission



82
West















24 April, 2020

Deborah Andrews, Historic Preservation Program Manager
Historic Preservation Board
609 Congress Street
Portland ME 04101

Re: 188 Vaughan Street - Workshop Application | 06 May, 2020

Dear Ms. Andrews,

We are pleased to submit Schematic Design level documentation for a Small Project Certificate of Appropriateness Workshop Review for 188 Vaughan Street. This proposal is for an alteration and addition to an existing two-family dwelling to be occupied as a single-family dwelling. Proposed work includes the gut renovation of an existing 1 ½ story masonry Carriage House in conjunction with a new 472 sf addition and related site improvements. The following drawings have been included for your review, as well as a brief Project Description below:

G000	Cover Sheet
SPR100	Existing Conditions Survey and Plot Plan
SPD100	Site Plan – Existing and Demolition
SP100	Site Plan – Proposed
AD101	Demolition – Floor Plans
AD201	Demolition – Exterior Elevations
AD202	Demolition – Reference Photographs
A101	Floor Plans
A201	Exterior Elevations
A202	Exterior Elevations
A301	Wall Section
A601	Door and Window Schedule
Attachment 1A:	Street View – From Vaughan Street (Existing)
Attachment 1B:	Street View – From West Street (Existing)
Attachment 2:	Material Palette
Attachment 3:	Windows
Attachment 4:	Lighting

Please let us know if there are any questions on the submitted material. We look forward to reviewing with and receiving feedback from both the Historic Preservation Staff and the Board.

Sincerely,



Julia Tate, RA, LEED AP
Associate, Scott Simons Architects

project description

BACKGROUND

According to records provided by Greater Portland Landmarks as well as the Maine Historical Society, this structure is believed to have been designed and built by John Calvin Stevens for Walter G. Davis around 1884 as part of a larger estate at 155 Western Promenade. Though the main house of the original estate was long ago demolished, the carriage house remains and enjoys a unique situation within the overall fabric of the block. Although its original entrance was approached from West Street, the current lot configuration has principal frontage on Vaughan Street. As such, the house is nestled unusually deeply within the lot and has limited visibility from the street.

PROPOSED ADDITION

Due to the dwelling's atypical relationship to the current lot boundaries and setback guidelines, the proposed addition is limited to construction within the boundaries of the footprint of the existing legally non-conforming structure. To make way for the new addition an existing wood framed garage, an original addition believed to be constructed around 1914, will be demolished in its entirety. The architect of the addition is unknown and the addition expresses a vernacular style that does not particularly relate to the original architectural characteristics of the building in form, construction type or detailing. The existing addition is also not believed to have adequate foundation support due to visible failures in the existing slab.

The proposed addition is contemporary in nature and is anticipated to be finished with a combination of slate and metal panel. The slate is intended to match the existing roof in appearance but be utilized as a wall cladding to express a modern extension of the existing gable profile, observed to be original to the structure. The balance of the addition massing is to be clad in metal panel, and is intended to be recessive to the gable form and is largely hidden behind its roofline. The gable has one single, large punched opening facing Vaughan Street, borrowing the proportions of the existing bay window on the existing primary carriage house gable. This is one of only two original windows believed to remain. We will note that although the roof on the original structure was originally slate, the current roofing material is relatively new, having been replaced within the last 10 years.

New windows are intended to have a clean, minimal look, with expressive divided lights that are meant to impart an industrial feel in keeping with the original utilitarian use of the building. Due to cost considerations, in addition to the example provided in Attachment 3, the owner is also considering Marvin's Signature line.

RENOVATION AND REPAIRS

Both the interior and exterior of the existing carriage house have been significantly altered over the years in its service as a two-family dwelling. The original garage door openings facing North Street have been infilled and all but two original windows have been replaced or infilled with new masonry.

In several locations, new windows were simply cut into the existing masonry wall. Most do not have appropriate headers or lintels, which will need to be remedied. The date of these alterations is unknown, but some of the existing windows have simulated divided lights. The current owners have removed most of the relatively newer non-load bearing walls and finishes to expose the original structure and finishes of the carriage house and a hazardous materials analysis and report is underway.

Although the existing masonry walls appear to be in good condition from the exterior, in addition to the lack of adequate structural support at the window openings, significant deterioration was discovered upon removal of the interior wall finishes. A mason has been engaged and has been working with our Structural engineer to determine the best course of action for what he recommends as emergency repairs. The current solution being evaluated is to reinforce portions of wall from within with Helifix ties; A repair detail and narrative will be provided for Staff review when available, but areas he anticipates will require complete reconstruction have been indicated on the elevations in this packet. We hope that this masonry repair work may be discussed and approved at the Staff level in advance of the larger application for a Certificate of Appropriateness so that the existing structure may be made secure as soon as possible and prior to any excavation or new construction related to this proposal.

At existing openings, new window walls are proposed to fill the original garage door openings on the North Street elevation. These are anticipated to match the new windows on the addition in their appearance. A new window is also proposed between the two smaller windows within the gantry inset above at the master bath. Exposed framing has revealed a previously existing door in this location. On the Vaughan Street façade, the original bay window will be removed for refurbishment and will be re-installed. The existing newer mulled window assembly centered below the original bay is to be replaced. That opening is proposed to be enlarged to provide doors that will connect the main living space to the expansive front yard and new patio. In the rear, new openings and windows are proposed at the second story. While the proposed composition is asymmetrical, the overall group will remain centered on the gable and will be within the area of the masonry wall to be re-constructed. These windows are not visible from the public way. One new skylight is proposed on the North Street slope gable.

Otherwise all existing trim and detail woodwork, including the cupula, will be retained and repainted.

SITE WORK

An extensive existing paved asphalt driveway and parking area is to be removed and the site will be re-landscaped. New concrete runners and reinforced grass providing additional parking for 2-4 cars is proposed. The existing iron fence along Vaughan Street will be refurbished. The three existing flowering trees to the North of the existing drive shall be maintained and protected throughout construction. New paved patios are planned adjacent to the ground level Guest Bedroom, Art Studio and Dining Room. Bluestone pavers are anticipated. The Art Studio patio will have a wood fenced enclosure. A Japanese style rock garden is planned adjacent to the Living Room window wall with sliding doors. A modest wood enclosure housing an electric vehicle charging station and garbage storage will be constructed adjacent to the driveway. Existing overhead power lines will remain; New buried utilities are not anticipated at this time. At this stage neither a Landscape Architect nor Civil Engineer have been engaged and details of the landscape design have yet to be determined.

APPLICABLE STANDARDS

We believe the proposed alterations generally meet Standards 1,2, 3, 5, 6, 7, 9 and 10, as applicable for Alterations to Contributing properties. We believe the proposed addition conforms to Standards for review of new construction related to (a) scale and form, (b) composition of principal facades and (d) other standards, as applicable. We look forward to reviewing with and receiving feedback from both the Historic Preservation Staff and the Board.



KEYPLAN:





KEYPLAN: 



CLADDING TYPE 1: SLATE SHINGLE (NOTE INTEGRAL GUTTER)



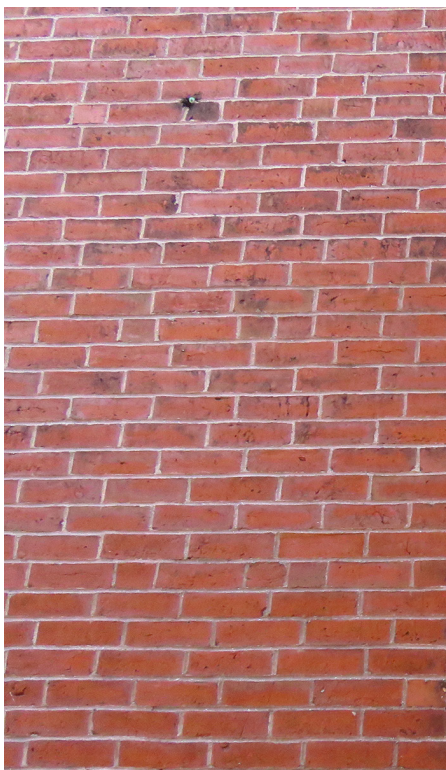
CLADDING TYPE 2: COPPER PANEL 'GRAPESKIN' LIVE FINISH



CLADDING TYPE 3: ZINC MINI-BATTEN



CLADDING TYPE 3 (ALT): PAINTED MINI-BATTEN [NOTE SCUPPER AND LEADER]



EXISTING BRICK

PRODUCT DESCRIPTION

Optimum's Thermally BrokenTechnology in the form of the RTS-430 line is renown for its thin sightlines and beauty. The RTS-430 Series also offers reliability, versatility and thermal-efficiency. Having surpassed vigorous testing requirements, the RTS-430 is proudly NFRC Certified. Optimum continues to work with architects that require custom designs for their applications, bringing performance and structural excellence together seamlessly; combining beauty and style with strength and reliability through the use of new computerized machinery for cutting, welding, punching, etc. The look is not simply distinctive, it is unique.

FEATURES

- Thermally BrokenHot-Rolled Steel window sections
- Stainless Steel 304 Material; Corrosion resistant
- 1 15/16" exterior frame depth
- EPDMWeather-Stripping
- Excellent Thermal Values
- True Divided Lites & Applied SD Ls available.
- Zinc Rich Epoxy Primer
- Limited Operation Stops available.
- Multi-Point & Single-Point Locking Hardware available
- Options for Premium and Custom Hardware available
- Electrostatically applied, colored, polyester powder coated finish. Meets AAMA 2604 specification
- 10 year warranty on Powder Coated Finish.
- Monolithic Glazing option available.
- Non-Metallic Custom Color Match option available.



PUNCHED OPENINGS

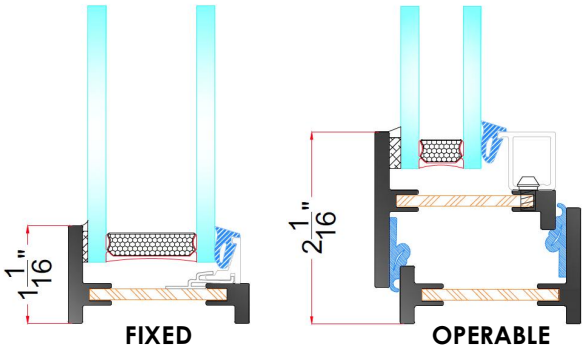


WINDOW WALL ASSEMBLY



DETAILS

For complete set, visit: www.OptimumWindow.com



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75 York Street, Portland, ME 04101
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ATTACHMENT 03
WINDOWS

188 Vaughan Street Residence
Portland, Maine
Historic Preservation Workshop Application | 06 May 2020

LED recessed wall luminaires - asymmetrical

BEGA

Application
LED recessed wall luminaire with asymmetrical light distribution for the illumination of ground surfaces, building entrances, stairs and footpaths.

Materials
Luminaire housing constructed of die-cast aluminum marine grade, copper free (≤0.3% copper content) A360.0 aluminum alloy
Clear safety glass
Silicone applied robotically to casting, plasma treated for increased adhesion
High temperature silicone gask et
Mechanically captive stainless steel fasteners
Stainless steel screw clamps
Composite installation housing

NRTL listed to North American Standards, suitable for wet locations
Protection class IP65
Weight: 1.8 lbs

Electrical
Operating voltage 120-277V AC
Minimum start temperature -40° C
LED module wattage 5.9 W
System wattage 8.0 W
Controlability 0-10V, TRIAC, and ELV dimmable
Color rendering index Ra>80
Luminaire lumens 342 lumens (3000K)
Lifetime at Ta=15°C >500,000 h (L70)
Lifetime at Ta=35°C 185,000 h (L70)

LED color temperature
2700K - Product number + **K27**
3000K - Product number + **K3**
3500K - Product number + **K35**
4000K - Product number + **K4**

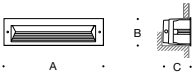
BEGA can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see web site for details

Finish
All BEGA standard finishes are matte, textured polyester powder coat with minimum 3 mil thickness.

Available colors	Black (BLK)	White (WHT)	RAL:
	Bronze (BRZ)	Silver (SLV)	CUS:



Fully enclosed luminaire with installation housing ensures seamless integration and weathertight operation.



LED recessed wall luminaires - asymmetrical				
	LED	A	B	C
33054	5.9 W	10 1/8	2 3/4	5

BEGA 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 info@bega-us.com

Due to the dynamic nature of lighting products and the associated technologies, luminaire data on this sheet is subject to change at the discretion of BEGA North America. For the most current technical data, please refer to bega-us.com
© copyright BEGA 2018 Updated 01/21/19



CITY OF PORTLAND
Planning & Urban Development Department

**HISTORIC PRESERVATION APPLICATION
SUBMISSION CHECKLIST**

Please submit each document as a separate PDF file
Please confirm by electronically checking the boxes to the left

To supplement your application, please submit the following items *as applicable to your project*. Keep in mind that the written project description that you provide the Historic Preservation Board and staff, is the only description they will have of your project or design. Therefore, it should precisely illustrate the proposed alteration(s), additions, and/or infill construction.

GENERAL APPLICATION DOCUMENTS

Yes ☒	N/A ☐	Project Description Cover Letter with detailed project description
Yes ☒	N/A ☐	Completed Checklist for Historic Preservation review (this document)
PLANS, etc.		
Yes ☒	N/A ☐	Exterior photographs of property (required for all applications). Include a general streetscape view, view of entire building, and close-ups of project area.
Yes ☒	N/A ☐	Sketches or elevation drawings at a minimum ¼" scale.
Yes ☒	N/A ☐	Details or wall sections, where applicable.
Yes ☒	N/A ☐	Floor plans, where applicable.
Yes ☒	N/A ☐	Site Plan, where applicable, showing relative location of adjacent structures.
Yes ☒	N/A ☐	Catalog cuts or product information (e.g. proposed windows, doors, fencing).
Yes ☒	N/A ☐	Materials – list all visible exterior materials.

LIPTON / CRISP RESIDENCE

RENOVATION AND ADDITION

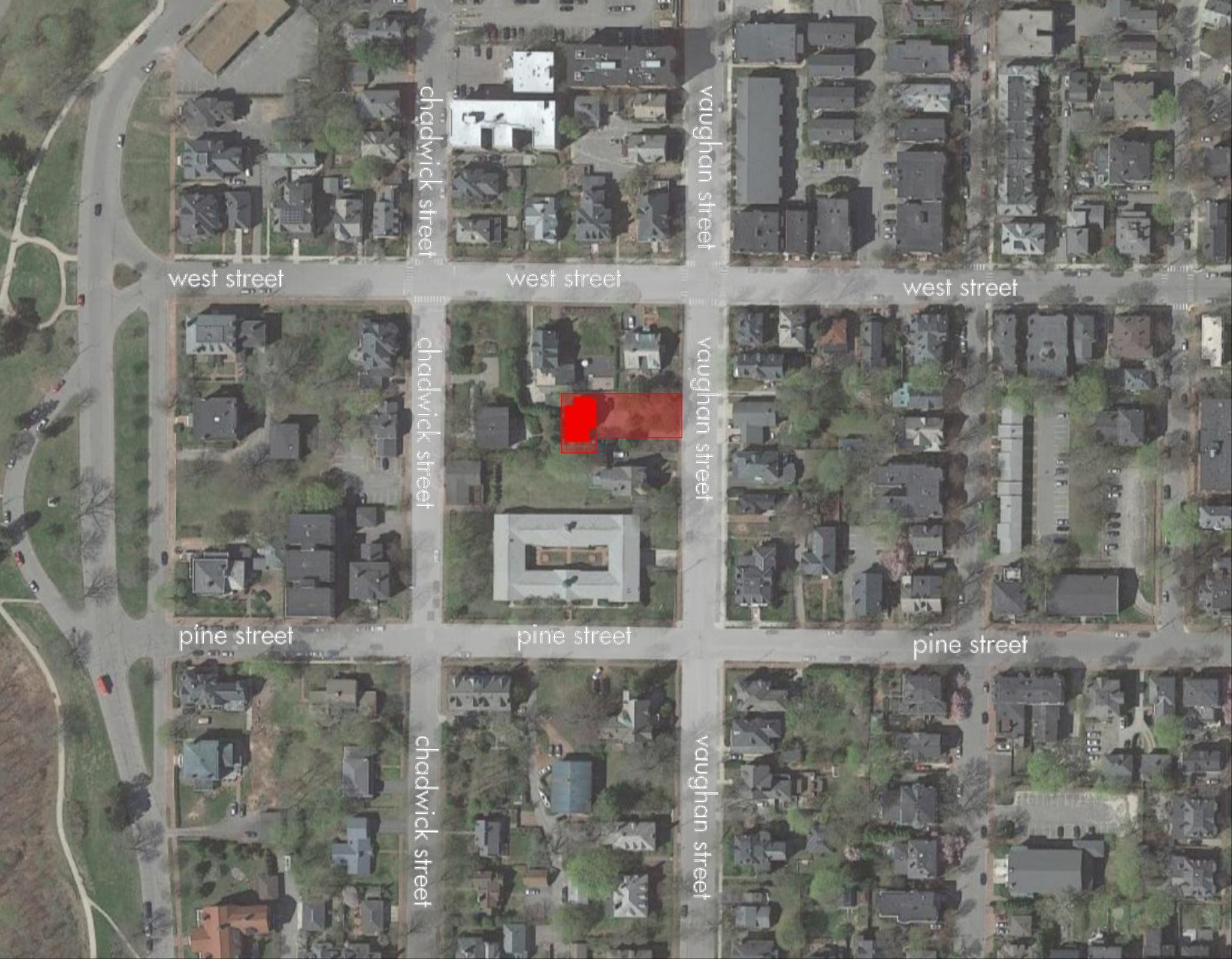
188 VAUGHAN STREET / PORTLAND, MAINE / 04102

HISTORIC PRESERVATION SUBMISSION SET / DATE OF ISSUE: APRIL 24, 2020

DRAWING LIST:

			ISSUED 2020.04.24 HP SUBMISSION	ISSUED 2020.03.06 SD PRICING SET	
					GENERAL
					- G000 COVER SHEET
					SITEWORK
					- SPR100 EXISTING CONDITIONS SURVEY AND PLOT PLAN - SPD100 SITE PLAN - EXISTING + DEMOLITION - SP 100 SITE PLAN - PROPOSED
					ARCHITECTURAL
					- AD101 DEMOLITION - FLOOR PLANS - AD102 DEMOLITION - ROOF PLAN - AD103 DEMOLITION - REFERENCE PHOTOS [INTERIOR] - AD201 DEMOLITION - EXTERIOR ELEVATIONS - AD202 DEMOLITION - REFERENCE PHOTOS [EXTERIOR] - A101 FLOOR PLANS - A102 ROOF PLAN - A111 REFLECTED CEILING PLANS - A121 POWER PLANS - A201 EXTERIOR ELEVATIONS - A202 EXTERIOR ELEVATIONS - A301 WALL SECTIONS AND EXTERIOR DETAILS - A501 VERTICAL CIRCULATION DETAILS - A521 ENLARGED FLOOR PLANS + INTERIOR ELEVATIONS - A522 ENLARGED FLOOR PLANS + INTERIOR ELEVATIONS - A523 ENLARGED FLOOR PLANS + INTERIOR ELEVATIONS - A601 DOOR + WINDOW SCHEDULE - EXTERIOR
					STRUCTURAL
					- S0.0 STRUCTURAL NOTES - S1.0 FOUNDATION PLAN - S1.1 FRAMING PLANS - S2.0 TYP. CONCRETE DETAILS AND SECTIONS - S2.1 CONCRETE DETAILS - S3.0 FRAMING DETAILS

LOCATION PLAN:



Tax Lot Designation: CBL 063 F003001 / MAP D8NW

GENERAL NOTES:

PROJECT TEAM:

OWNER:
Gregg Lipton and Sara Crisp
3 Mill Ridge Road
Cumberland, ME 04021
207.829.5010
gregg@liptonfurniture.com

ARCHITECT:
Scott Simons Architects
75 York Street
Portland, ME 04101
207.772.4656
Julia Tate, RA, AIA, LEED BD+C
julia@simonsarchitects.com

LANDSCAPE ARCHITECT:
TBD

STRUCTURAL:
Structural Integrity Consulting Engineers, Inc.
46 Forest Ave
Portland, ME 04101
207.774.4614
Aaron C. Jones, P.E.
aaron@structuralinteg.com

CIVIL ENGINEER:
TBD

M/E/P/FP ENGINEER:
Design Assist

CONTRACTOR:
Knickerbocker Group
1 Pleasant Street, Suite 3
Portland, Maine 04101
207.633.3818
Peter Haber, Construction Manager
phaber@knickerbockergroup.com

HAZARDOUS MATERIAL ASSESSOR:
Northeast Test Consultants
587 Spring Street
P.O. Box 438
Westbrook, ME 04098
207.854.3939
John Boilard, RIHT, CMC
JohnB@netest.com

ADD ALTERNATES:



75 York Street
Portland, Maine 04101
simonsarchitects.com
207.772.4656

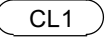
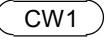
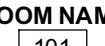
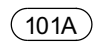
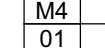
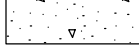
PROJECT NAME:

LIPTON / CRISP RESIDENCE

RENOVATION AND ADDITION
188 VAUGHAN STREET
PORTLAND, ME 04102

SEAL:

NOT FOR CONSTRUCTION

MATERIAL KEY	ARCHITECTURAL ABBREVIATIONS	ARCHITECTURAL SYMBOLS
 COURSE GRAVEL	AR ABUSE RESISTANT AB ANCHOR BOLT ACT ACUSTICAL CEILING TILE ADJ ADJACENT ADMIN ADMINISTRATION AFF ABOVE FINISH FLOOR ALUM ALUMINUM ALT ALTERNATE AP ACCESS PANEL APX APPROXIMATE(LY) APV ASPHALT PAVEMENT ARCH ARCHITECT	FINISH MATERIAL  CL1 CASEWORK TYPE  CW1 ROOM NUMBER  ROOM NAME 101 DOOR NUMBER  101A WINDOW TYPE  NO PARTITION TYPE  M4 01 REVISION REFERENCE  1 FIRE EXTINGUISHER, RECESSED CABINET  FE FIRE EXTINGUISHER SURFACE MOUNT  FE DETAIL  X XXXX NEW DOOR  X XXXX
 CONCRETE	BD BOARD BF BOTTLE FILLER B.O. BOTTOM OF BLDG BITUMINOUS BLDG BUILDING BLKG BLOCKING BM BENCHMARK BRG BEARING BTW BETWEEN CAB CABINET CB CATCH BASIN CEM CEMENT CF CUBIC FEET CG CORNER GUARD CIRC CIRCLE/CIRCULAR CJ CONTROL JOINT CL CENTER LINE CLG CEILING CLO CLOSET CMU CONCRETE MASONRY UNIT COL CLEAN OUT COLUMN COLUMN FL FLOOR CONC CONCRETE CONST CONSTRUCTION CONT CONTINUOUS CORR CORRUGATED COORD COORDINATED CRS COURSE CT CERAMIC TILE CTV CABLE TELEVISION LINE CUH CABINET UNIT HEATER CY CUBIC YARD	T TREAD/TOILET TEL TELEPHONE TEMP TEMPERATURE/TEMPERED T&G TONGUE & GROOVE TH THICKNESS TOP OF TOP OF TV TELEVISION TYP TYPICAL UL UNDERWRITERS LABORATORIES UNO UNLESS NOTED OTHERWISE UTIL UTILITIES VAR VARIES VB VAPOR BARRIER VCT VINYL COMPOSITE TILE VENT VENTILATOR/VENTILATION VERT VERTICAL VEST VESTIBULE VR VAPOR RETARDER W WEST / WATER / WASHER / WIDTH WC WATER CLOSET WD WOOD WIND WINDOW W/O WITH OUT WV WELDED WIRE FABRIC WWM WELDED WIRE MESH
 STONE	D DBL DOUBLE DEF DEFLECTION DEMO DEMOLITION DF DRINKING FOUNTAIN DIA DIAMETER DIA DIAGONAL DIM DIMENSION DR DIRECTOR/DOOR DIV DIVISION DN DOWN DTL DETAIL DWG DRAWING E EAST EA EACH EF EXHAUST FAN EJ EXPANSION JOINT EL ELEVATION ELEV ELEVATOR ELEC ELECTRIC/ELECTRICAL EQ EQUAL EWC ELECTRIC WATER COOLER EXAM EXAMINATION EXIST EXISTING EXT EXTERIOR FBO FURNISHED BY OWNER FCO FLOOR CLEAN OUT FD FLOOR DRAIN FCP FIRE CONTROL PANEL FE FIRE EXTINGUISHER FEC FIRE EXTINGUISHER CABINET FEC/SR REC FULLY RECESSED FEC FULLY RECESSED FG FIBERGLASS FIN FINISH FL FLOOR FOS FACE OF STUD FRP FIBERGLASS REINFORCED FT FOOT FTG FOOTING F.O. FACE OF	OT QUART R RADIUS/RISER/RANGE RD ROOF DRAIN REC RECREATION RECT RECTANGLE REF REFERENCE REQD REQUIRED REFR REFRIGERATOR REIN REINFORCE/REINFORCING RESIL RESILIENT REV REVISE/REVISION RFG ROOFING RM ROOM RND ROUND RO ROUGH OPENING S SOUTH/SINK SAN SANITARY S.A.F.B. SOUND ATTENUATION/FIRE BATT(S) (BRACKET) SOLID CORE SD STORM DRAIN SECT SECTION SF SQUARE FOOT SHT SHEET SIM SIMILAR SPEC SPECIFICATION(S) SPF1 SPRAY FOAM INSULATION SQ SQUARE STC SOUND TRANSMISSION COEFFICIENT STD STANDARD STL STEEL STOR STORAGE SS STAINLESS STEEL SUSP SUSPENDED
 EARTH/COMPACT FILL	GA GALLON GALV GALVANIZED GC GENERAL CONTRACTOR GL GLASS GR GRANITE GYB GYPSUM WALL BOARD GYP GYPSUM HD HIGH DENSITY HR HOUR HC HOLLOW CORE HDWR HARDWARE HFS HALF FULL SCALE HGT HEIGHT HM HOLLOW METAL HO HOLD OPEN HORZ HORIZONTAL HEATING HEATING, VENTILATION & AIR CONDITIONING HOT WATER HYD HYDRANT H.P. HIGH POINT INCL INCLUDE/INCLUDING ID INSIDE DIAMETER INCH INCH INSUL INSULATE/INSULATION INT INTERIOR INV INVERT JAN JANITOR JC JANITOR CLOSET JT JOINT KIT KITCHEN LAM LAMINATE/LAMINATED LAV LAVATORY LC LEAD COATED COPPER LF LINEAR FOOT LGT LIGHT LIN LINEN L.P. LOW POINT	MTR MATERIAL MAS MASONRY MAX MAXIMUM MECH MECHANICAL MED MEDICAL MFR MANUFACTURER MGR MANAGER MH MANHOLE MIN MINIMUM MSC MISCELLANEOUS MO MOISTURE RESISTANT MOLD MOLDING MR MOISTURE RESISTANT MTD MOUNTED MTG MOUNTING MTL METAL N NORTH NATL NATURAL NIC NOT IN CONTRACT NL NIGHT LIGHT NO NUMBER NTS NOT TO SCALE OC ON CENTER OFCI OWNER FURNISHED CONTRACTOR INSTALLED ONCE PNL PANEL PNT PAINT PARTBD PART BOARD PC PIECE PERM PERIMETER PL PLATE PLAS PLASTER PLAM PLASTIC LAMINATE PLYWD PLYWOOD PNT PAINT POLY POLYURETHANE LAVATORY PREP PREPARATION PSF POUNDS / SQUARE FOOT PT POUNDS / SQUARE INCH PRES PRESERVATIVE TREATED PTD PAINTED PMT PAVEMENT

CODE SUMMARY:

Maine Uniform Building and Energy Code (MUBEC) :
2015 International Existing Building Code (IEBC)
2015 International Residential Code (IRC)
2009 International Energy Conservation Code (IECC)

ZONING NOTES:

Zone: R-4
Lot Size: 268 acres (11,318 sf)
Existing Area: 2,908 sf
Existing Height: 1 1/2 stories
Historic District: West End - Contributing

City of Portland, Maine / Code of Ordinances, Chapter 14 - Land Use:
Section 14-105
Section 14-436

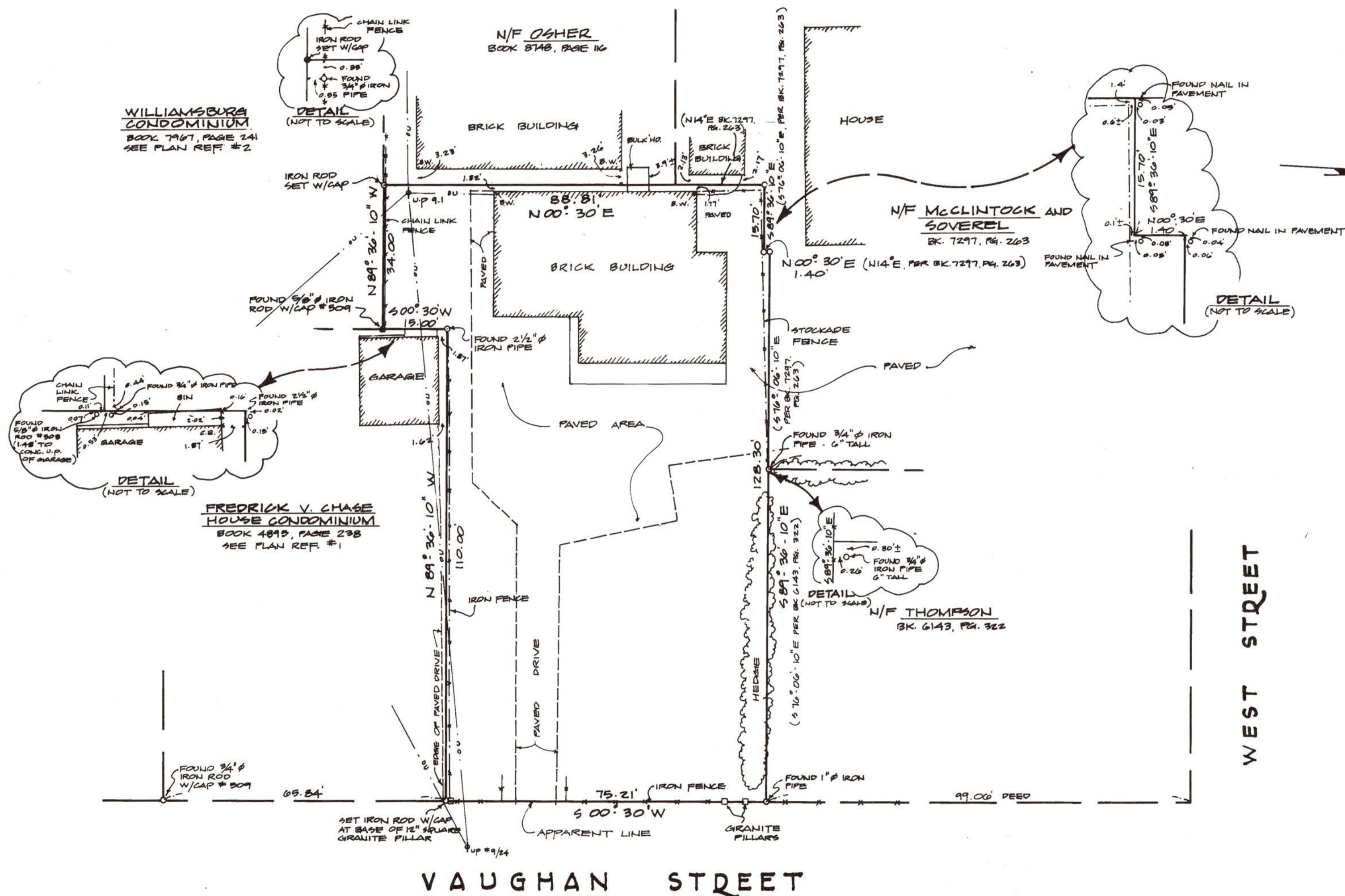
DATE OF ISSUE: APRIL 24, 2020

PROJECT NUMBER: 2019-0220

STATUS: HISTORIC PRESERVATION SUBMISSION SET

COVER SHEET

G000



PLAN SHOWING A STANDARD BOUNDARY SURVEY MADE FOR

GREGORY C. CARROLL

MAILING ADDRESS: 109 CLEAVES ST., BIDDEFORD, MAINE 04005.
PARCEL LOCATED ON VAUGHAN STREET, PORTLAND, ME.

PORTLAND - MAINE

SCALE 1" = 20'

MAY 24, 1994

DOW & COULOMBE, INC.
LAND SURVEYORS & PLANNERS
13 PARK ST., SACO, MAINE 04072.

SPR100

MISC 70-12



75 York Street
Portland, Maine 04101
simonsarchitects.com
207.772.4656

PROJECT NAME:

**LIPTON / CRISP
RESIDENCE**

RENOVATION AND ADDITION
188 VAUGHAN STREET
PORTLAND, ME 04102

SEAL:

**NOT FOR
CONSTRUCTION**

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REVISION:

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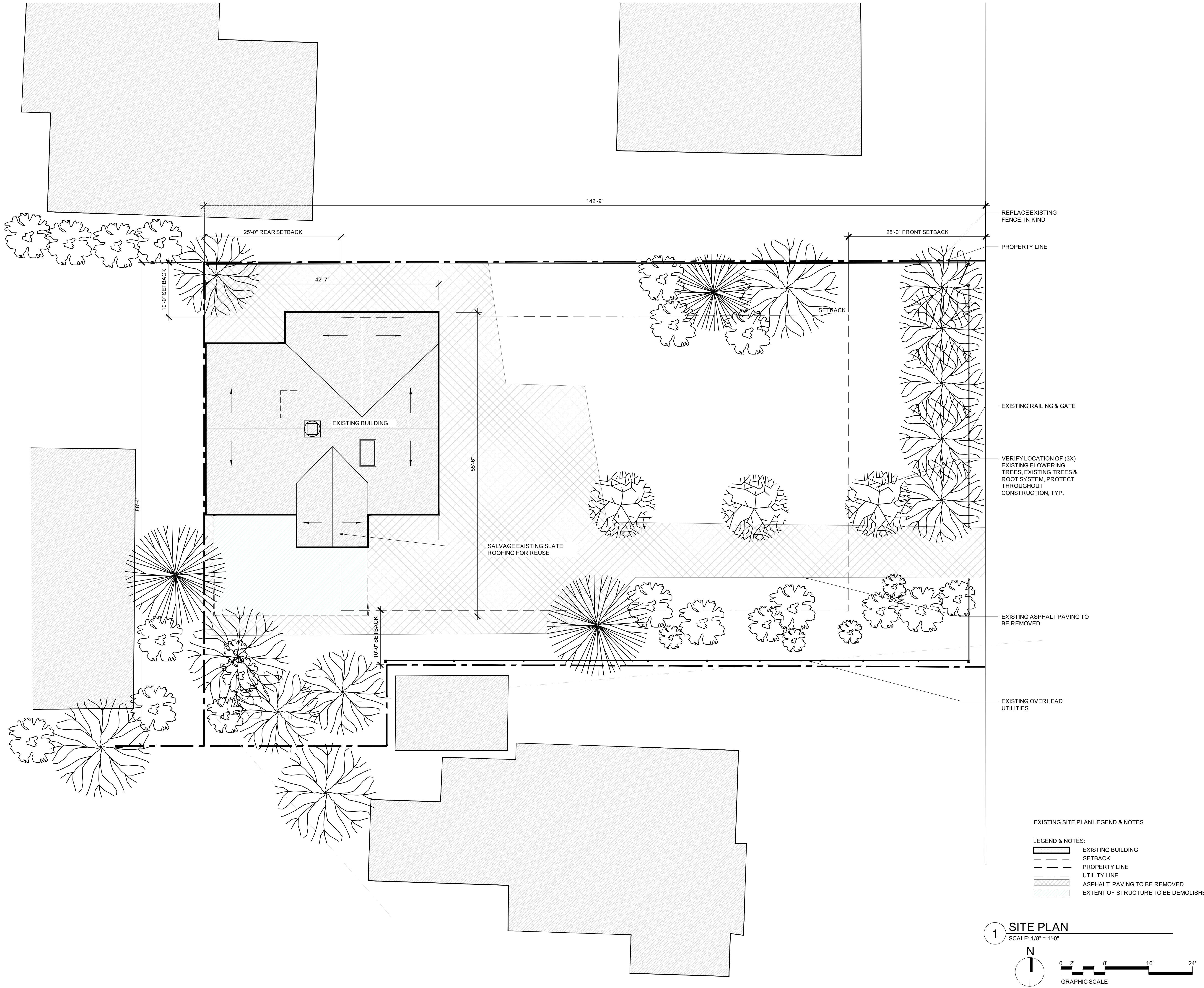
DATE OF ISSUE: APRIL 24, 2020

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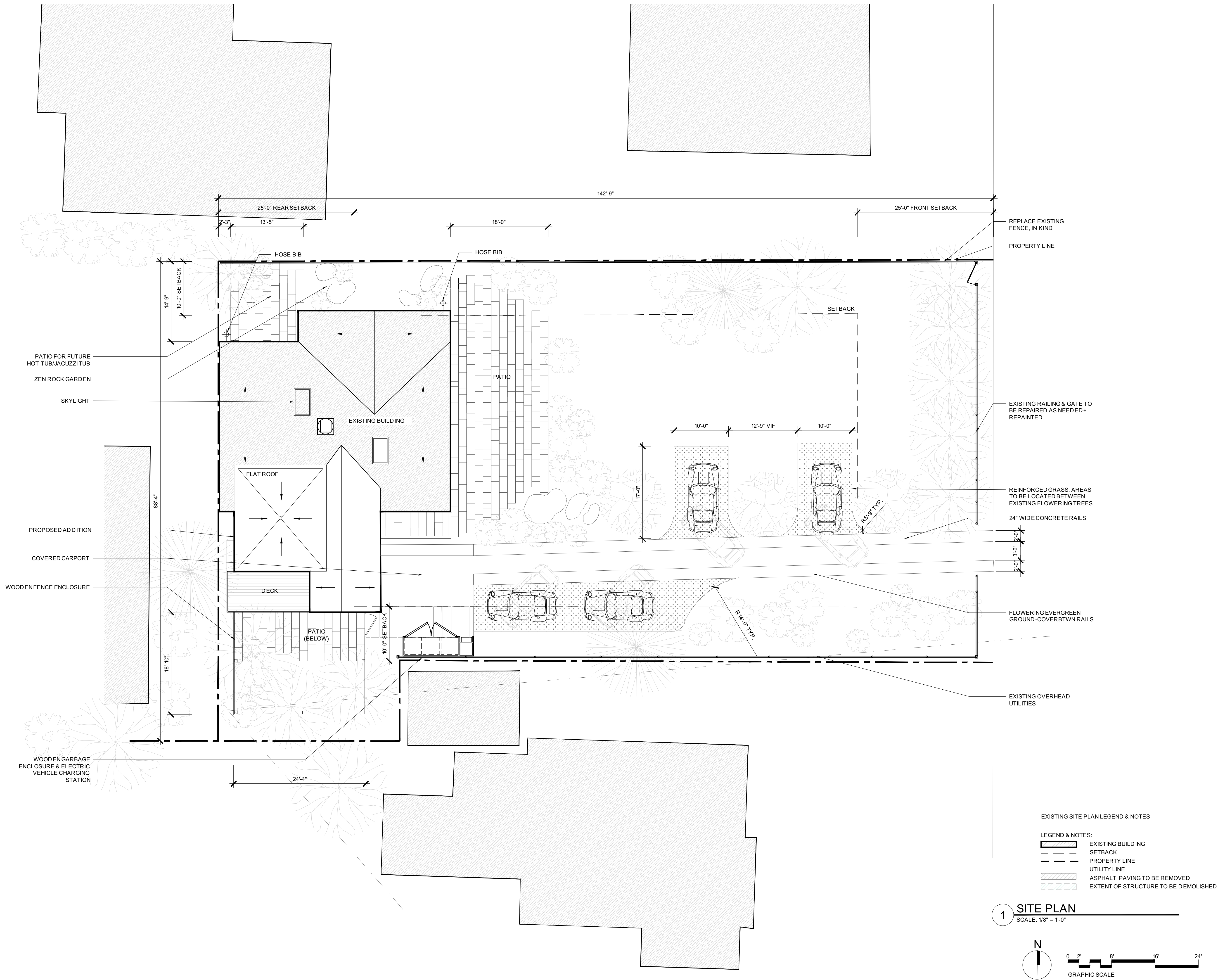
**EXISTING/ DEMO
SITE PLAN**

SPD100





75 York Street
Portland, Maine 04101
simonsarchitects.com
207.772.4656



PROJECT NAME:
LIPTON / CRISP RESIDENCE
RENOVATION AND ADDITION
188 VAUGHAN STREET
PORTLAND, ME 04102

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SITE PLAN

SP100



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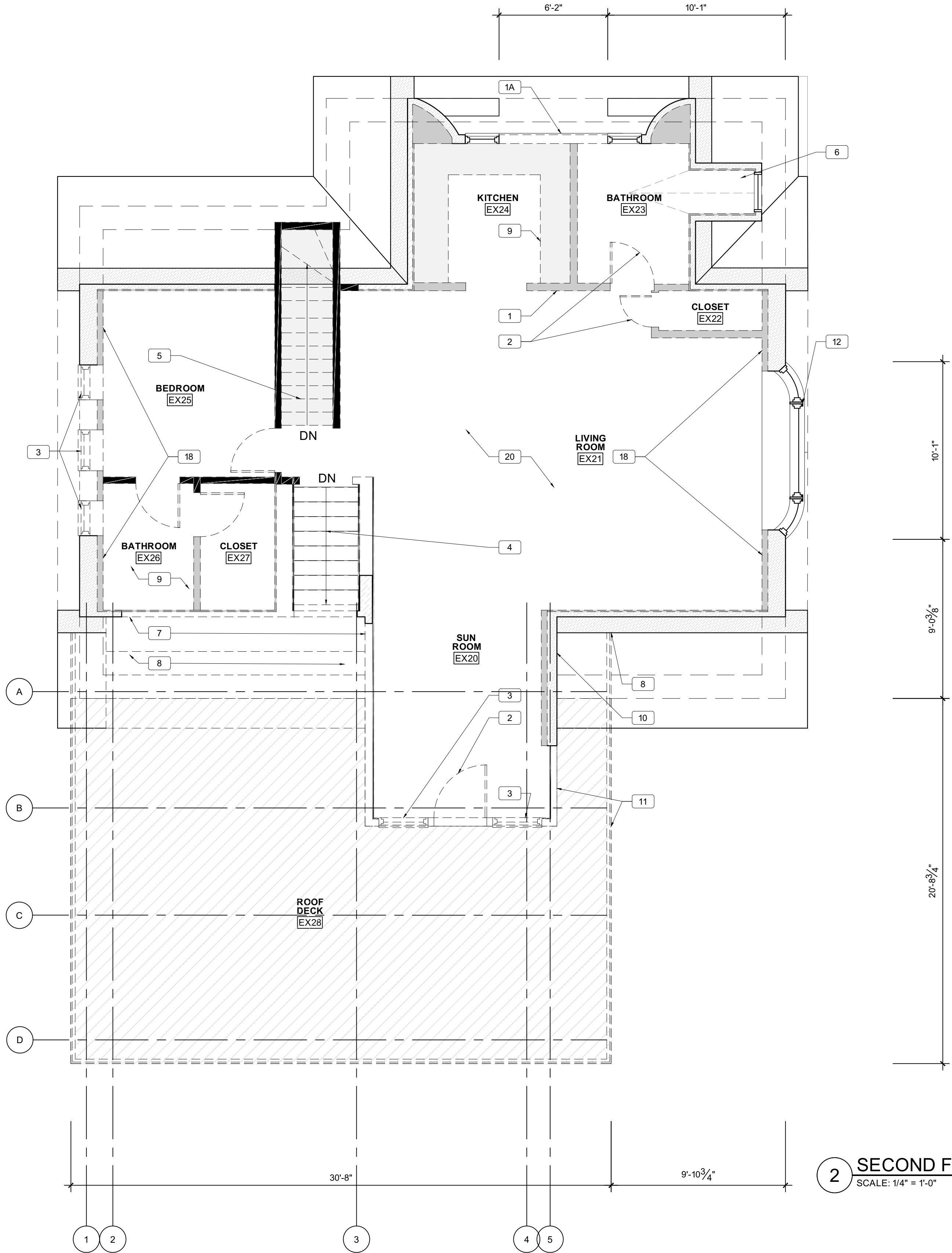
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EXISTING/DEMO
FLOOR PLANS

AD101



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

GENERAL NOTES:

DEMOLITION LEGEND & NOTES:

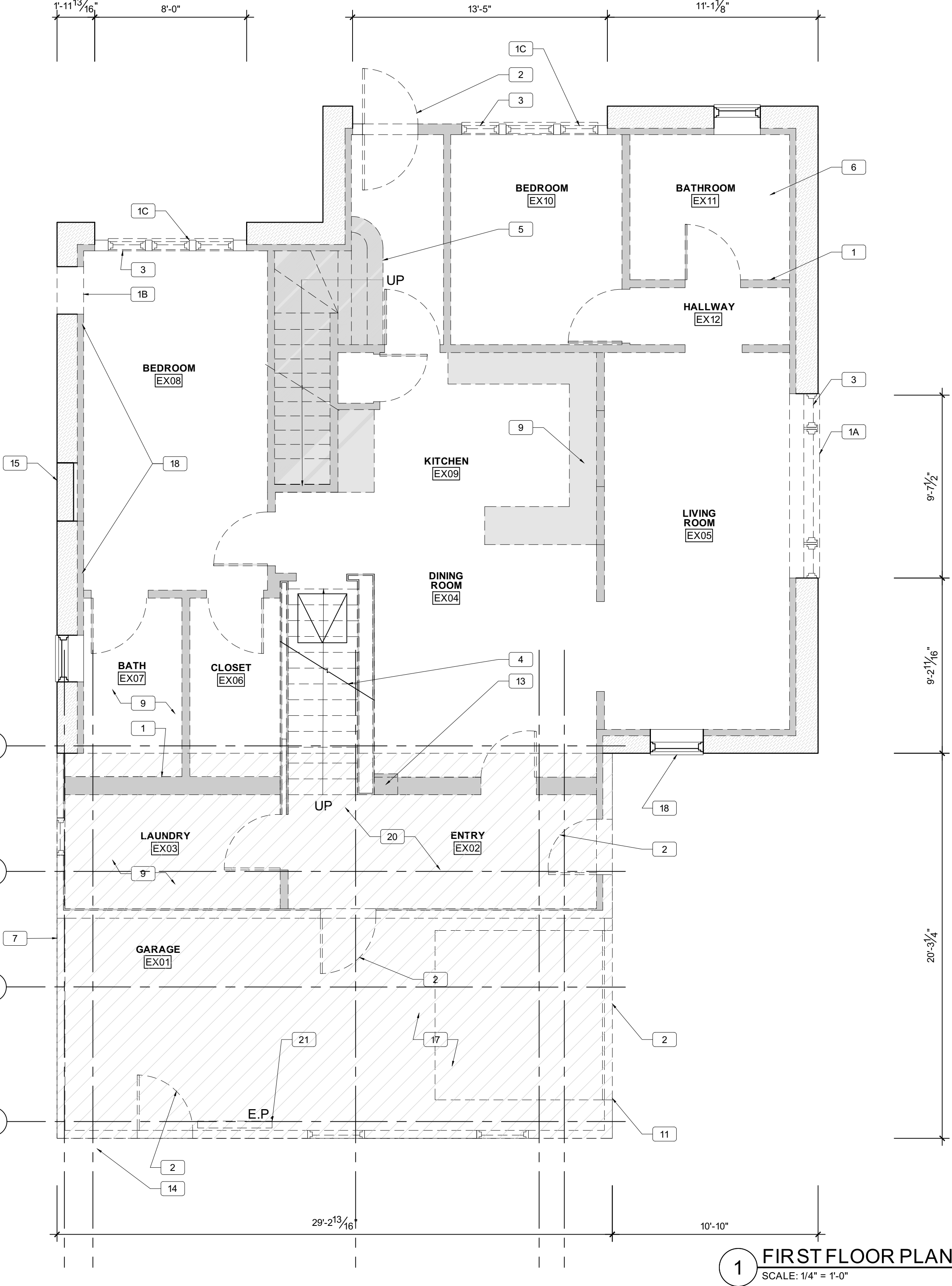
- EXISTING WALLS TO REMAIN
- PREVIOUSLY DEMOLISHED
- TO BE DEMOLISHED
- AREA TO BE DEMOLISHED

- AS NOTED, SOME DEMOLITION OF INTERIOR FINISHES + NON-STRUCTURAL PARTITION HAS BEEN COMPLETED. G.C. TO VERIFY EXTENT OF REMAINING ITEMS IN FIELD.
- VERIFY ITEMS TO BE SALVAGED W/ OWNER
- SEE AD102 + AD201 FOR EXTERIOR ELEVATION DEMO NOTES + REFERENCE PHOTOGRAPHS

KEY NOTES:

- 1 REMOVE OF EXISTING MASONRY WALL. VERIFY CONDITION OF EXT. MASONRY WALL. SEE STRUCTURAL DWG'S FOR REINFORCEMENT REQUIREMENTS TO STABILIZE SURROUNDING AREAS
- 1A EXISTING OPENING TO BE ENLARGED FOR NEW GLAZING AND/OR STRUCTURAL FRAMING + REINFORCEMENT. SEE STRUCTURAL DWG'S
- 1B CREATE NEW OPENING IN EXISTING WALL FOR INSTALLATION OF NEW GLAZING AND/OR STRUCTURAL FRAMING + REINFORCEMENT. SEE STRUCTURAL DWG'S

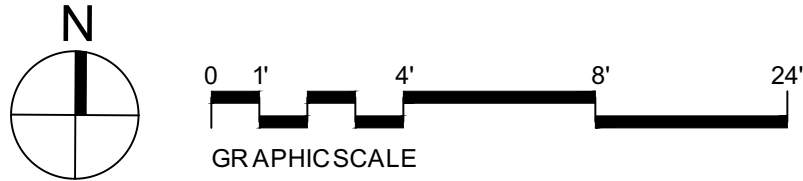
- 1C EXISTING INFILL FRAMING IN ORIGINAL OPENING TO BE REMOVED FOR THE INSTALLATION OF NEW GLAZING
- 2 DOOR TO BE REMOVED, CONFIRM ITEMS TO BE SALVAGED + REINSTALLED W/ OWNER
- 3 WINDOW TO BE REMOVED, CONFIRM ITEMS TO BE SALVAGED W/ OWNER
- 4 STAIR TO BE DEMOLISHED AND REBUILT IN SAME LOCATION. SCOPE OF G.C. TO INCLUDE FRAMING AND SUB SURFACES. FINISHED MILLWORK TO BE BY OWNER
- 5 EXISTING FLOOR TO FLOOR OPENINGS TO BE MADE SAFE UNTIL INFILL CONSTRUCTION IS IN PLACE
- 6 APPROX. LOCATION OF EXISTING PLUMBING FIXTURES AND PIPING TO BE VERIFIED IN FIELD
- 7 EXISTING FRAMING + EXTERIOR FINISHES TO BE REMOVED. MATERIALS TO BE SALVAGED, REUSE TO BE CONFIRMED W/ OWNER
- 8 PARTICULAR CARE SHALL BE TAKEN IN AREAS WHERE EXISTING SLATE ROOFING IS REMOVED OR ALTERED
- 9 FINISHED MILLWORK TO BE FURNISHED BY OWNER.

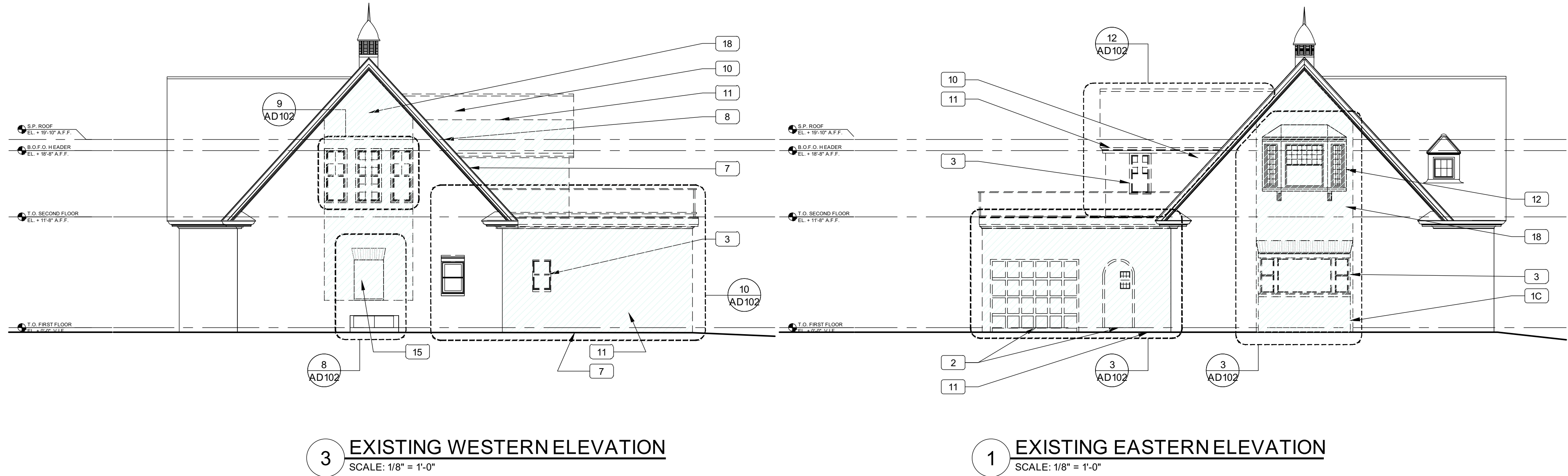
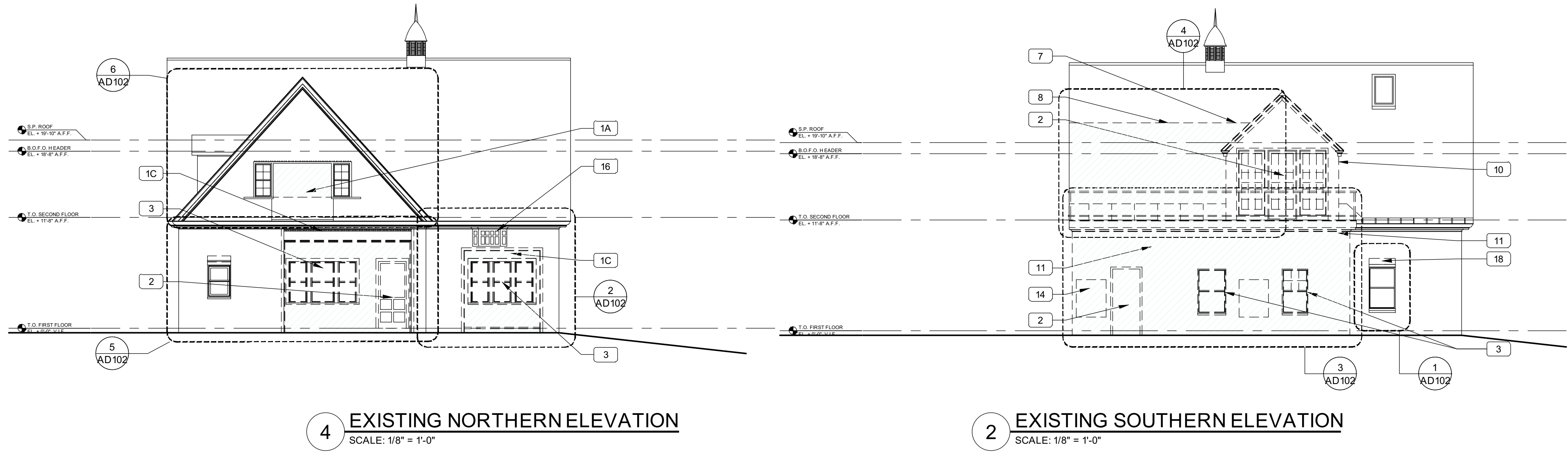


1 FIRST FLOOR PLAN
SCALE: 1/4" = 1'-0"

- 8 PARTICULAR CARE SHALL BE TAKEN IN AREAS WHERE EXISTING SLATE ROOFING IS REMOVED OR ALTERED
- 9 FINISHED MILLWORK TO BE FURNISHED BY OWNER.
- 10 EXISTING CLADDING + EXTERIOR FINISHES TO BE REMOVED, FRAMING TO REMAIN, SALVAGE + REUSE TO BE CONFIRMED W/ OWNER
- 11 EXISTING ADDITION STRUCTURE TO BE DEMOLISHED. ANY FRAMING TO REMAIN TO BE CONFIRMED BY STRUCTURAL ENGINEER + CONTRACTOR AFTER ASSESSMENT OF EXISTING CONDITIONS + CAPACITY. SUPPORTABLE EXTENSION AS REQUIRED PER STRUCTURAL DWG'S
- 12 ORIGINAL BAY WINDOW TO BE REMOVED FOR RESTORATION + INSTALLATION OF STEEL LINTEL TO BE RE-INSTALLED UPON COMPLETION OF WORK
- 13 REMOVE EXISTING MASONRY PIER, MODIFY EXISTING STEEL LINTEL ABOVE PER STRUCTURAL DWG'S
- 14 RELOCATE METERS. LOCATION TO BE COORDINATED WITH DESIGN BUILD MEP, ARCH, CONTRACTOR AND OWNER. REFER TO FLOOR PLANS
- 15 REMOVE ANOMALOUS MORTAR, REPOINT TO MATCH ADJACENT EXISTING MORTAR IN APPEARANCE AND HARDNESS
- 16 EXISTING BAY PROJECTION REMNANT TO BE RETAINED, REFURBISHED

- 17 EXISTING CONCRETE SLAB ON GRADE TO BE DEMOLISHED IN FULL. CARE SHALL BE TAKEN AT CONNECTION TO ORIGINAL STRUCTURE AND MASONRY WALLS
- 18 WHERE EXISTING MASONRY WALL ASSEMBLIES ARE FAILING, THE WALL SURROUNDING AND ANY OPENINGS SHALL BE STABILIZED. LOOSE MATERIAL IS TO BE REMOVED WITH CARE AND SALVAGED FOR RE-USE. REBUILD WALL WITH REINFORCING AS INDICATED IN STRUCTURAL DWG'S
- 19 CREATE NEW OPENING IN EXISTING ROOF FOR INSTALLATION OF NEW SKYLIGHT. SLATE ROOFING SHALL BE REMOVED WITH CARE AND SALVAGED FOR RE-USE
- 20 VARIOUS EXISTING SUB FLOOR SURFACES THROUGHOUT SHALL BE REMOVED AS REQUIRED FOR STRUCTURAL REPAIR WORK AND PREPPED FOR INSTALLATION OF NEW LEVEL SUB FLOOR ASSEMBLY
- 21 EXISTING ELECTRICAL PANEL TO BE DISCONNECTED AND REMOVED. NEW ELECTRICAL PANEL LOCATION AND CAPACITY TO BE DETERMINED BY MEP, AND COORDINATED WITH ARCHITECT





GENERAL NOTES:

DEMOLITION LEGEND & NOTES:

	EXISTING WALLS TO REMAIN
	PREVIOUSLY DEMOLISHED
	TO BE DEMOLISHED
	AREA TO BE DEMOLISHED

- AS NOTED, SOME DEMOLITION OF INTERIOR FINISHES + NON-STRUCTURAL PARTITION HAS BEEN COMPLETED. G.C. TO VERIFY EXTENT OF REMAINING ITEMS IN FIELD.
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0 2' 8' 16' 24'
1/8" = 1' - 0"

PROJECT NAME:

LIPTON / CRISP
RESIDENCE

RENOVATION AND ADDITION
188 VAUGHAN STREET
PORTLAND, ME 04102

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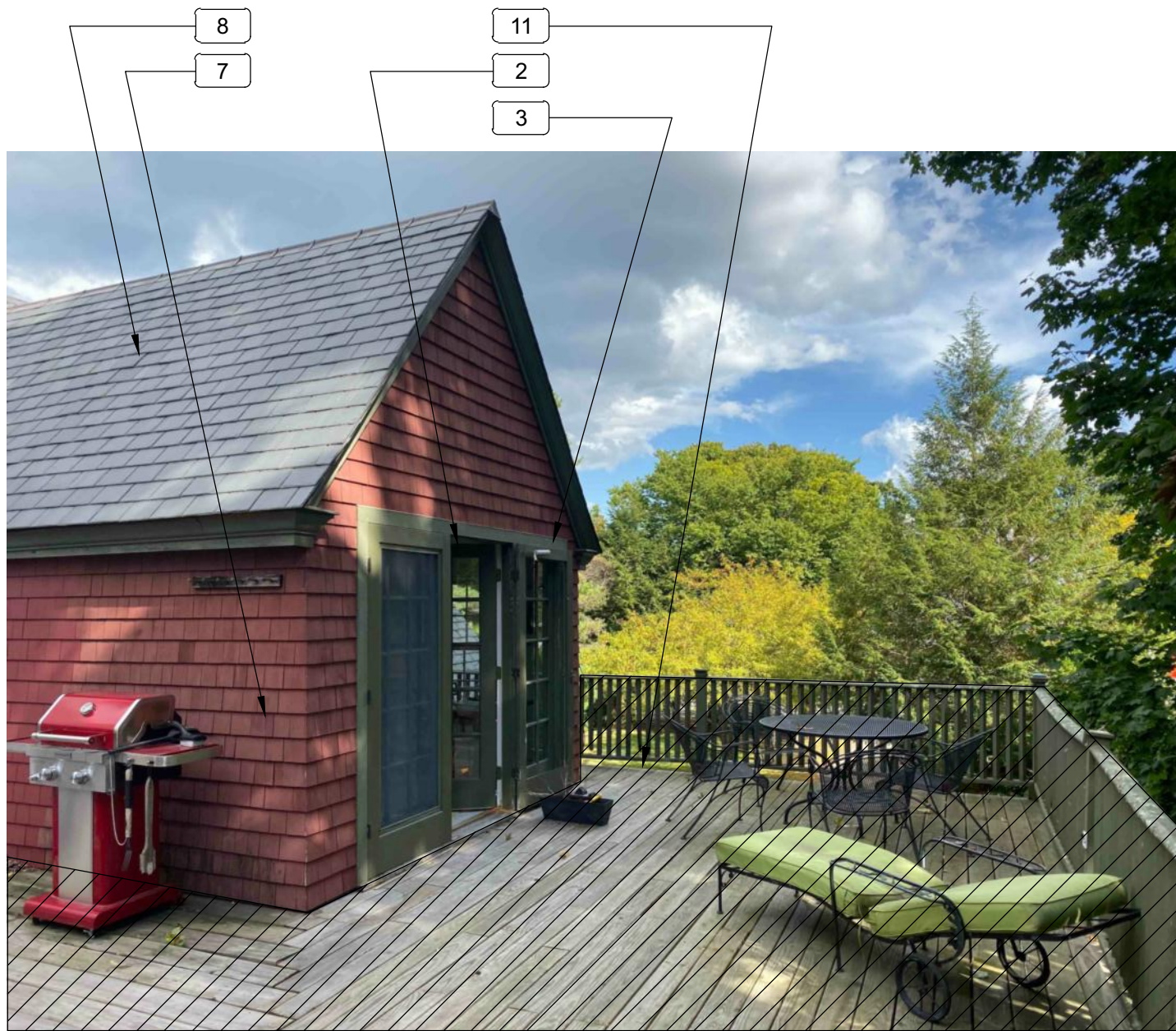
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EXISTING/DEMO
ELEVATIONS

AD201



12 VIEW OF SECOND FLOOR DECK



9 WESTERN VIEW OF GABLE



6 SOUTHERN VIEW OF BAY WINDOW
SCALE: 1/4" = 1'-0"



3 EASTERN OVERALL VIEW



11 NOTHERN VIEW OF GARAGE



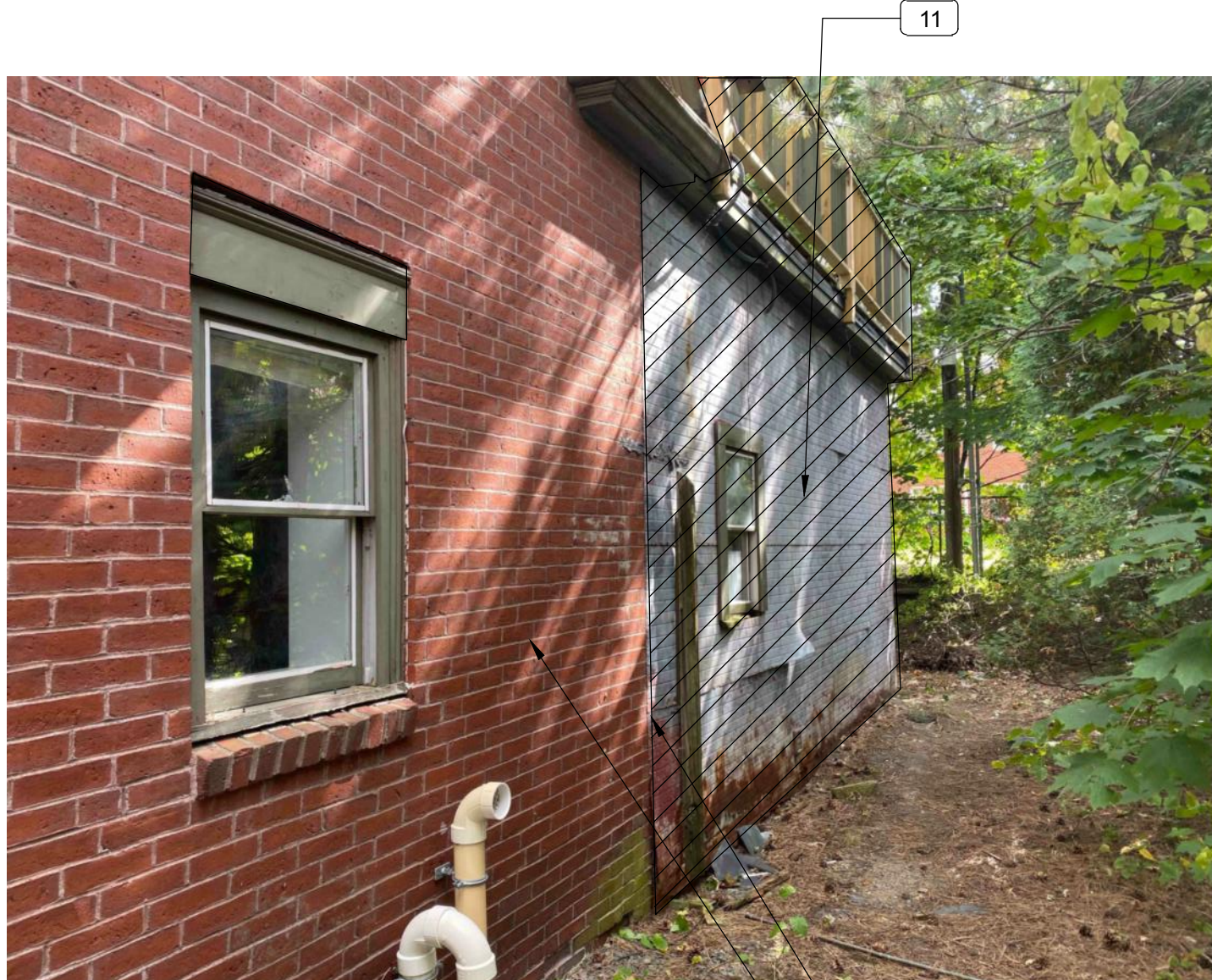
8 WESTERN BULK HEAD VIEW



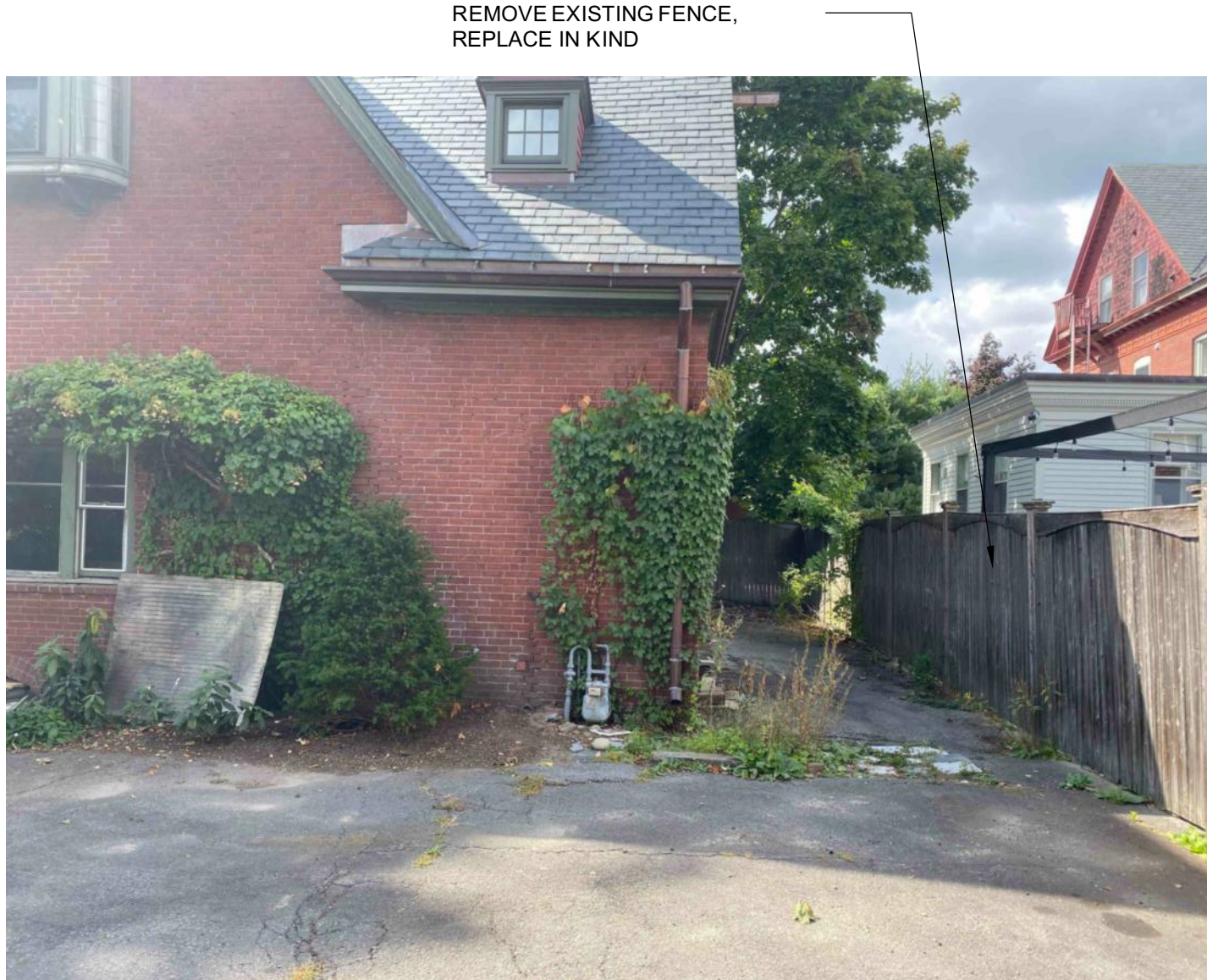
5 SOUTHERN VIEW OF OPENING 2



2 SOUTHERN VIEW OF OPENING 1



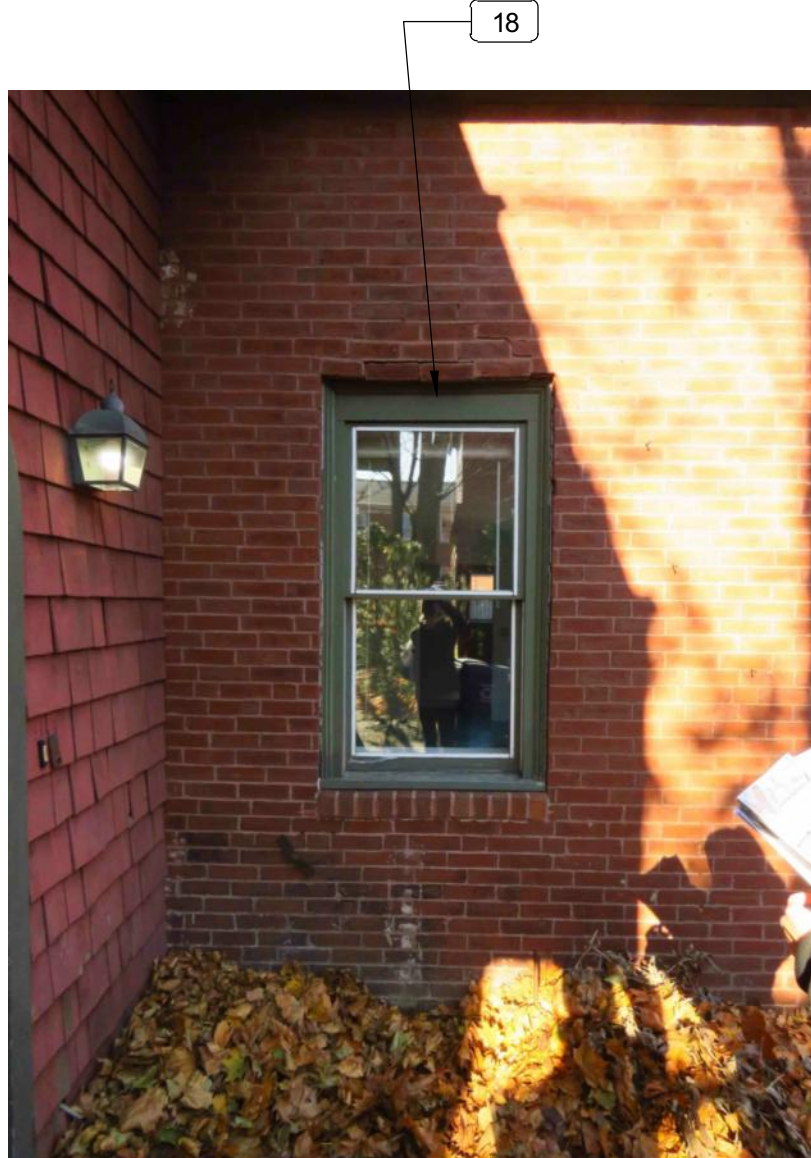
10 VIEW TOWARDS GARAGE



7 VIEW OF EXISTING FENCE



4 VIEW OF ROOF TO BE REMOVED



1 WINDOW AT KITCHEN VIEW

- GENERAL NOTES:
- DEMOLITION LEGEND & NOTES:
- EXISTING WALLS TO REMAIN
 - PREVIOUSLY DEMOLISHED
 - TO BE DEMOLISHED
 - AREA TO BE DEMOLISHED
- AS NOTED, SOME DEMOLITION OF INTERIOR SURFACES + NON-STRUCTURAL PARTITION HAS BEEN COMPLETED. G.C. TO VERIFY EXTENT OF REMAINING ITEMS IN FIELD.
 - VERIFY ITEMS TO BE SALVAGED W/ OWNER
 - SEE AD102 + AD201 FOR EXTERIOR ELEVATION DEMO NOTES + REF. PHOTOGRAPHS
 - REFERENCE DEMOLITION KEYNOTES ON SHEET AD101 AND AD201

PROJECT NAME:
LIPTON / CRISP RESIDENCE
RENOVATION AND ADDITION
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EXISTING REFERENCE PHOTOS

AD202

PROJECT NAME:

LIPTON / CRISP
RESIDENCE

RENOVATION AND ADDITION
188 VAUGHAN STREET
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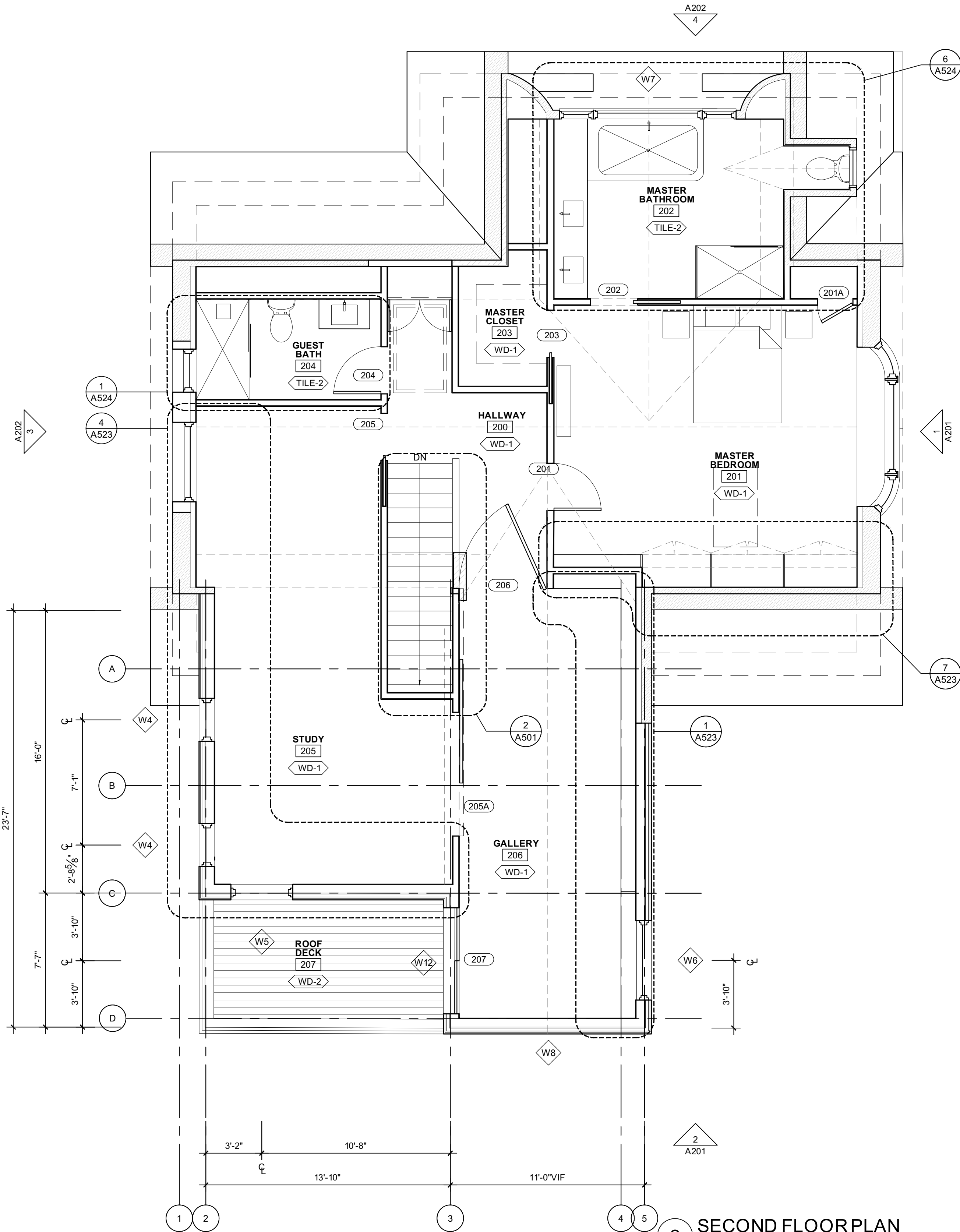
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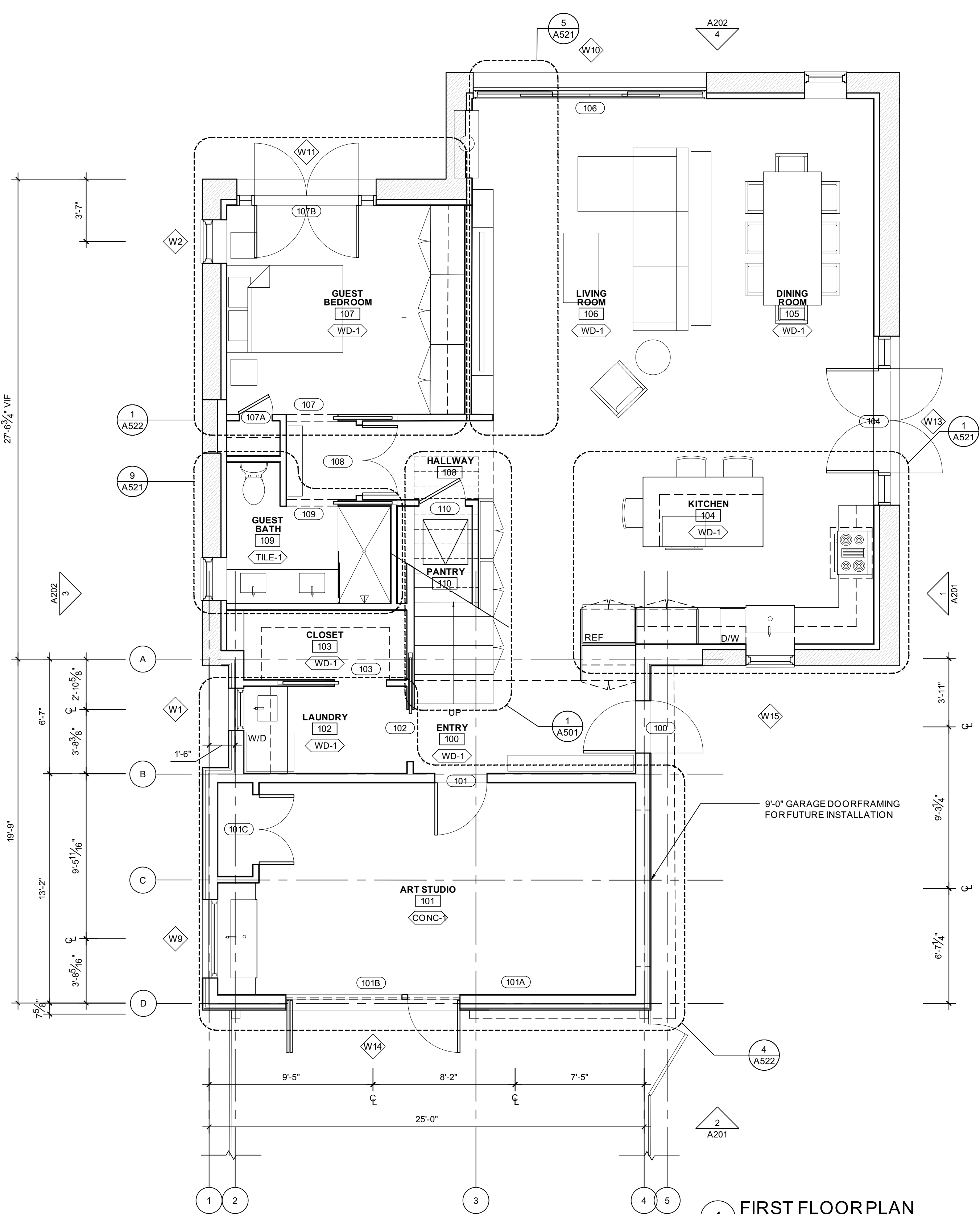
PROPOSED FLOOR
PLANS

A101



2 SECOND FLOOR PLAN

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



1 FIRST FLOOR PLAN

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

FLOORPLAN KEYNOTES:

FLOORPLAN LEGEND & NOTES:

EXISTING WALLS TO REMAIN

- EXTENT OF ALL DIMENSIONS SHOWN ARE TO FACE OF FOUNDATION WALL AND TO CENTERLINE OF ROUGH OPENING. INTERIOR DIMENSIONS ARE TO CENTERLINE OF FRAMING UNO
- PROVIDE BLOCKING IN WALL FOR MILLWORK TO BE FURNISHED BY OWNER, REFER TO SHEETS A521 - A524
-

W-01 (1 OR 2) - EXT. WALL (TYPE 1 + 2)

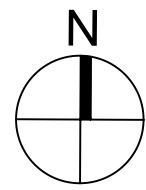
- 3/4" GYPSUM WALL BOARD
- 2X6 WOOD STUD W/ 7 1/2" DENSE PACK CELLULOSE INSULATION
- 5/8" WOOD SHEATHING W/ INTEGRAL AIR BARRIER (ZIP SYSTEM)
- 2" POLYISORIGID INSULATION
- VERTICAL DRAINAGE MATRIX
- EXT. SIDING TYPE 1 OR TYPE 2

W-02 - INT. PLUMBING/POCKET DOOR WALLS

- 3/4" GYPSUM WALL BOARD
- 2X6 WOOD STUD W/ DENSE PACK CELLULOSE WHERE NOTED
- 1/2" GYPSUM WALL BOARD

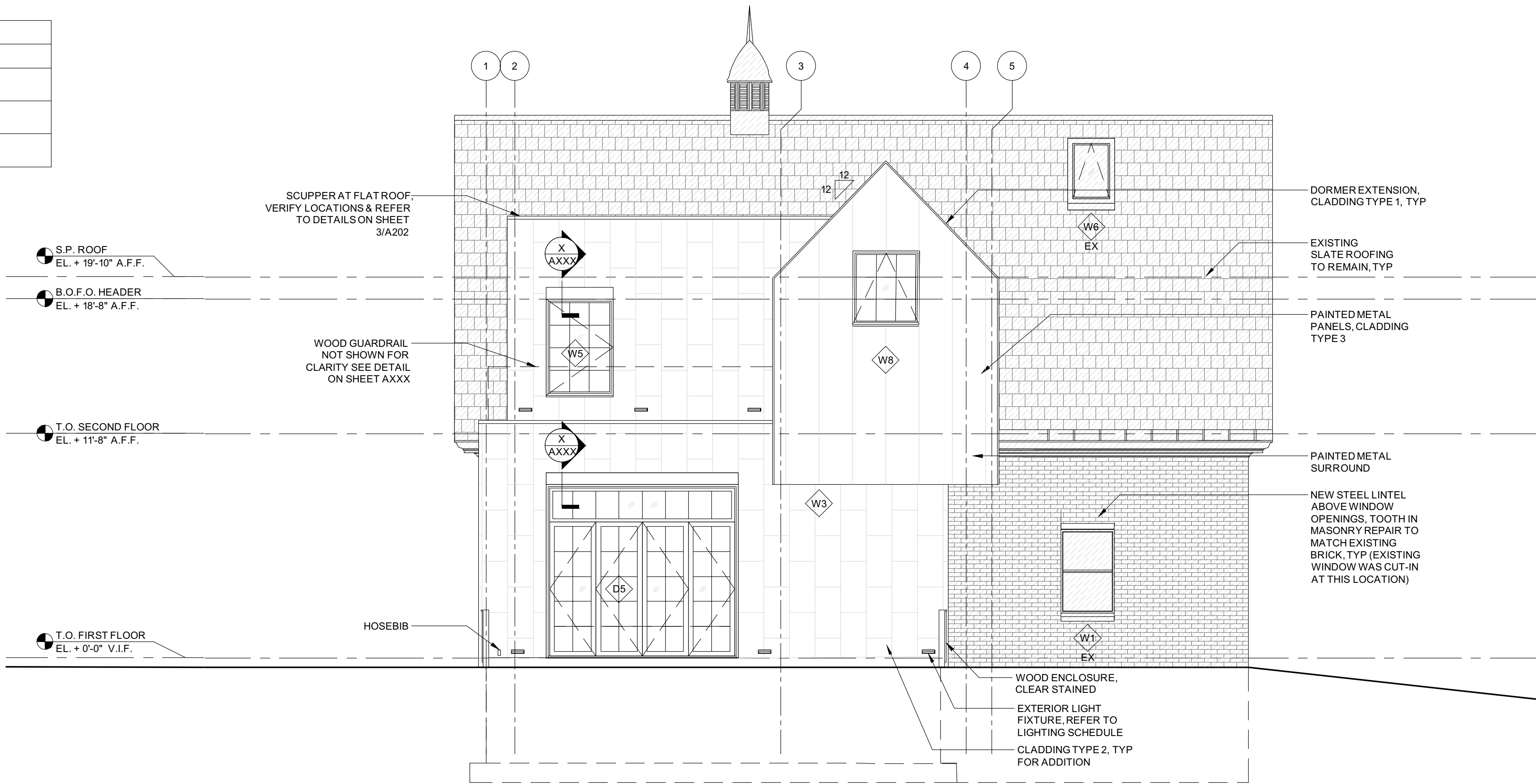
W-03 OR (TYPE A) - TYPICAL INT. WALL

- 3/4" GYPSUM WALL BOARD
- 2X4 WOOD STUD W/ DENSE PACK CELLULOSE WHERE NOTED
- (TYPE A) INCLUDE 3/4" PLYWOOD
- 1/2" GYPSUM WALL BOARD



EXTERIOR MATERIAL FINISH SCHEDULE				
MARK	MATERIAL	DESCRIPTION	COLOR / FINISH	NOTES
TYPE 1	SLATE SHINGLE	3/8" THICK, SIZE AND EXPOSURE TO MATCH EXISTING	GRAYSON	--
TYPE 2	METAL PANEL	FLAT LOCK METAL PANEL, VERTICALLY ORIENTED, VARIABLE WIDTH / HEIGHT: 9" - 14" x 24" - 48"	GRAPESKIN - TECU OXID	--
TYPE 3	METAL PANEL	MINI-BATTON METAL PANEL	ZINC - GRAPHITE	--

SEE SPECIFICATIONS FOR MANUFACTURER INFORMATION AND FURTHER DETAIL.



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



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



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**EXTERIOR
ELEVATIONS**

A201

EXTERIOR MATERIAL FINISH SCHEDULE				
MARK	MATERIAL	DESCRIPTION	COLOR / FINISH	NOTES
TYPE 1	SLATE SHINGLE	$\frac{3}{8}$ " THICK, SIZE AND EXPOSURE TO MATCH EXISTING	GRAYSON	--
TYPE 2	METAL PANEL	FLAT LOCK METAL PANEL, VERTICALLY ORIENTED, VARIABLE WIDTH / HEIGHT: 9" - 14" x 24" - 48"	GRAPESKIN - TECU OXID	--
TYPE 3	METAL PANEL	MINI-BATTON METAL PANEL	ZINC - GRAPHITE	--

SEE SPECIFICATIONS FOR MANUFACTURER INFORMATION AND FURTHER DETAIL.



4 **NORTHERNELEVATION**
SCALE: 1/4" = 1'-0"



3 **WESTERNELEVATION**
SCALE: 1/4" = 1'-0"

0 1' 4' 8' 12'
1/4" = 1'-0"



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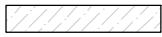
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**EXTERIOR
ELEVATIONS**

A202

ELEVATION/LEGEND & NOTES:

 EXISTING STRUCTURE TO REMAIN

- ELEVATIONS ARE BASED ON EXISTING FIELD CONDITIONS AS MEASURED IN FIELD, TO BE VERIFIED BY G.C.
- SEE DEMOLITION PLAN AD201 & AD202 FOR AREAS OF EXISTING MASONRY REQUIRING REPAIR
- EXISTING MASONRY FACADE TO BE SURVEYED FOR SOUNDNESS. REPAIR AND REPOINTED AS NECESSARY ADHERING TO TECHNIQUES FOR HISTORIC RESTORATION
- SEE RCP A131 FOR LIGHTING FIXTURE TYPES AND LOCATIONS

EXTERIOR ASSEMBLY TYPES:

WALL ASSEMBLY 1 – EXISTING MASONRY WALL (R-25, MIN.):

- INTERIOR FINISHES AS SCHEDULED
- 1X2 WOOD FURRING (SERVICE DISTRIBUTION CAVITY)
- 'SMART' VAPOR VARIABLE AIR BARRIER MEMBRANE, CONTINUOUSLY SEALED AND SUPPORTED
- 2X4 STUD WALL W/ SEMI-RIGID MINERAL WOOL INSULATION – 4" INCHES (R-25 MIN TOTAL ASSEMBLY)
- 3" CAVITY W/ CONTINUOUS 2" SEMI RIGID MINERAL WOOL INSULATION INSTALLED TIGHT TO FLUID APPLIED AIR BARRIER (TOTAL INSULATION ASSEMBLY TO BE SECURED, SEALED)
- FLEXIBLE, FLUID APPLIED AIR BARRIER (VAPOR PERMEABLE), CONTINUOUSLY SEALED AT FLOOR AND HEAD CONDITION
- EXISTING MASONRY WALL, REPAIRED AS NEEDED

WALL ASSEMBLY 2 – SLATE (R-32, MIN.):

- INTERIOR FINISHES AS SCHEDULED
- 1X2 WOOD FURRING (SERVICE DISTRIBUTION CAVITY)
- 'SMART' VAPOR VARIABLE AIR BARRIER MEMBRANE, CONTINUOUSLY SEALED AND SUPPORTED
- 2X6 STUD FRAMING W/ DENSE PACK CELLULOSE INSULATION
- 1/2" SHEATHING W/ INTEGRAL AIR AND WEATHER BARRIER, FULLY TAPED AND SEALED
- 2" CONTINUOUS RIGID MINERAL WOOL INSULATION
- 1X2 PT WOOD FURRING (VENTILATING TO ROOF)
- SLATE CLADDING (TYPE 1), MECHANICALLY FASTENED

WALL ASSEMBLY 3 – METAL CLADDING (R-32, MIN.):

- INTERIOR FINISHES AS SCHEDULED
- 1X2 WOOD FURRING (SERVICE DISTRIBUTION CAVITY)
- 'SMART' VAPOR VARIABLE AIR BARRIER MEMBRANE, CONTINUOUSLY SEALED AND SUPPORTED
- 2X6 STUD FRAMING W/ DENSE PACK CELLULOSE INSULATION
- 1/2" SHEATHING W/ INTEGRAL AIR AND WEATHER BARRIER, FULLY TAPED AND SEALED
- 2" CONTINUOUS RIGID MINERAL WOOL INSULATION
- 1X2 PT WOOD BATTENS
- METAL CLADDING (TYPE 2), MECHANICALLY FASTENED

ROOF ASSEMBLY 1– MEMBRANE ROOFING (R-50, MIN.):

- INTERIOR FINISHES AS SCHEDULED
- 1X2 WOOD FURRING (SERVICE DISTRIBUTION CAVITY)
- ROOF FRAMING (PER STRUCTURAL DRAWINGS) W/ 10" DENSEPACK CELLULOSE INSULATION (TBC)
- 5/8" SHEATHING W/ INTEGRAL AIR AND WEATHER BARRIER, FULLY TAPED AND SEALED
- 10" CONTINUOUS GPS RIGID INSULATION, INSTALLED IN LAYERS WITH STAGGERED SEAMS
- EPDM ROOFING MEMBRANE

ROOF ASSEMBLY 2– SLATE (R-50, MIN.):

- INTERIOR FINISHES AS SCHEDULED
- 1X2 WOOD FURRING (SERVICE DISTRIBUTION CAVITY)
- 'SMART' VAPOR VARIABLE AIR BARRIER MEMBRANE, CONTINUOUSLY SEALED AND SUPPORTED
- ROOF FRAMING (EXISTING OR PER STRUCTURAL DRAWINGS) W/ 10" DENSEPACK CELLULOSE INSULATION (TBC)
- SHEATHING (EXISTING OR 5/8" SHEATHING W/ INTEGRAL AIR AND WEATHER BARRIER, FULLY TAPED AND SEALED)
- OVER EXISTING SHEATHING ONLY: VAPOR PERMEABLE AIR BARRIER MEMBRANE AND ICE SHIELD
- 4" CONTINUOUS GPS RIGID INSULATION, INSTALLED IN 2 LAYERS WITH STAGGERED SEAMS, TAPED AT AIR SPACE
- PT WOOD PURLINS (2" MIN. AIR SPACE)
- ½" PLYWOOD SHEATHING
- ROOF UNDERLAYMENT MEMBRANE
- SLATE CLADDING (TYPE 1), MECHANICALLY FASTENED

EXTERIOR MATERIAL FINISH SCHEDULE				
MARK	MATERIAL	DESCRIPTION	COLOR / FINISH	NOTES
TYPE 1	SLATE SHINGLE	¾" THICK, SIZE AND EXPOSURE TO MATCH EXISTING	GRAYSON	--
TYPE 2	METAL PANEL	FLAT LOCK METAL PANEL, VERTICALLY ORIENTED, VARIABLE WIDTH / HEIGHT: 9" - 14" x 24" - 48"	GRAPESKIN - TECU OXID	--
TYPE 3	METAL PANEL	MINI-BATTON METAL PANEL	ZINC - GRAPHITE	--

SEE SPECIFICATIONS FOR MANUFACTURER INFORMATION AND FURTHER DETAIL.

ROOF ASSEMBLY 2– SLATE (R-50, MIN.)

- INTERIOR FINISHES AS SCHEDULED
- 1X2 WOOD FURRING (SERVICE DISTRIBUTION CAVITY)
- 'SMART' VAPOR VARIABLE AIR BARRIER MEMBRANE, CONTINUOUSLY SEALED AND SUPPORTED
- ROOF FRAMING (EXISTING OR PER STRUCTURAL DRAWINGS) W/ 10" DENSEPACK CELLULOSE INSULATION (TBC)
- SHEATHING (EXISTING OR 5/8" SHEATHING W/ INTEGRAL AIR AND WEATHER BARRIER, FULLY TAPED AND SEALED)
- OVER EXISTING SHEATHING ONLY: VAPOR PERMEABLE AIR BARRIER MEMBRANE AND ICE SHIELD
- 4" CONTINUOUS GPS RIGID INSULATION, INSTALLED IN 2 LAYERS WITH STAGGERED SEAMS, TAPED AT AIR SPACE
- PT WOOD PURLINS (2" MIN. AIR SPACE)
- ½" PLYWOOD SHEATHING
- ROOF UNDERLAYMENT MEMBRANE
- SLATE CLADDING (TYPE 1), MECHANICALLY FASTENED

WALL ASSEMBLY 2 – SLATE (R-32, MIN.)

- INTERIOR FINISHES AS SCHEDULED
- 1X2 WOOD FURRING (SERVICE DISTRIBUTION CAVITY)
- 'SMART' VAPOR VARIABLE AIR BARRIER MEMBRANE, CONTINUOUSLY SEALED AND SUPPORTED
- 2X6 STUD FRAMING W/ DENSE PACK CELLULOSE INSULATION
- 1/2" SHEATHING W/ INTEGRAL AIR AND WEATHER BARRIER, FULLY TAPED AND SEALED
- 2" CONTINUOUS RIGID MINERAL WOOL INSULATION
- 1X2 PT WOOD FURRING (VENTILATING TO ROOF)
- SLATE CLADDING (TYPE 1), MECHANICALLY FASTENED

WALL ASSEMBLY 3 – METAL CLADDING (R-32, MIN.)

- INTERIOR FINISHES AS SCHEDULED
- 1X2 WOOD FURRING (SERVICE DISTRIBUTION CAVITY)
- 'SMART' VAPOR VARIABLE AIR BARRIER MEMBRANE, CONTINUOUSLY SEALED AND SUPPORTED
- 2X6 STUD FRAMING W/ DENSE PACK CELLULOSE INSULATION
- 1/2" SHEATHING W/ INTEGRAL AIR AND WEATHER BARRIER, FULLY TAPED AND SEALED
- 2" CONTINUOUS RIGID MINERAL WOOL INSULATION
- 1X2 PT WOOD BATTENS
- METAL CLADDING (TYPE 2), MECHANICALLY FASTENED

TYPICAL SLAB CONSTRUCTION

- 4" CONC. SLAB WITH RADIANT HEAT
- VAPOR BARRIER
- 4" RIGID INSULATION
- 12" CRUSHED STONE



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PROJECT NAME:

LIPTON / CRISP
RESIDENCE

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SEAL:

NOT FOR
CONSTRUCTION

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REVISION:

1	DATE
2	DATE
3	DATE
4	DATE
5	DATE
6	DATE

DATE OF ISSUE: APRIL 24, 2020
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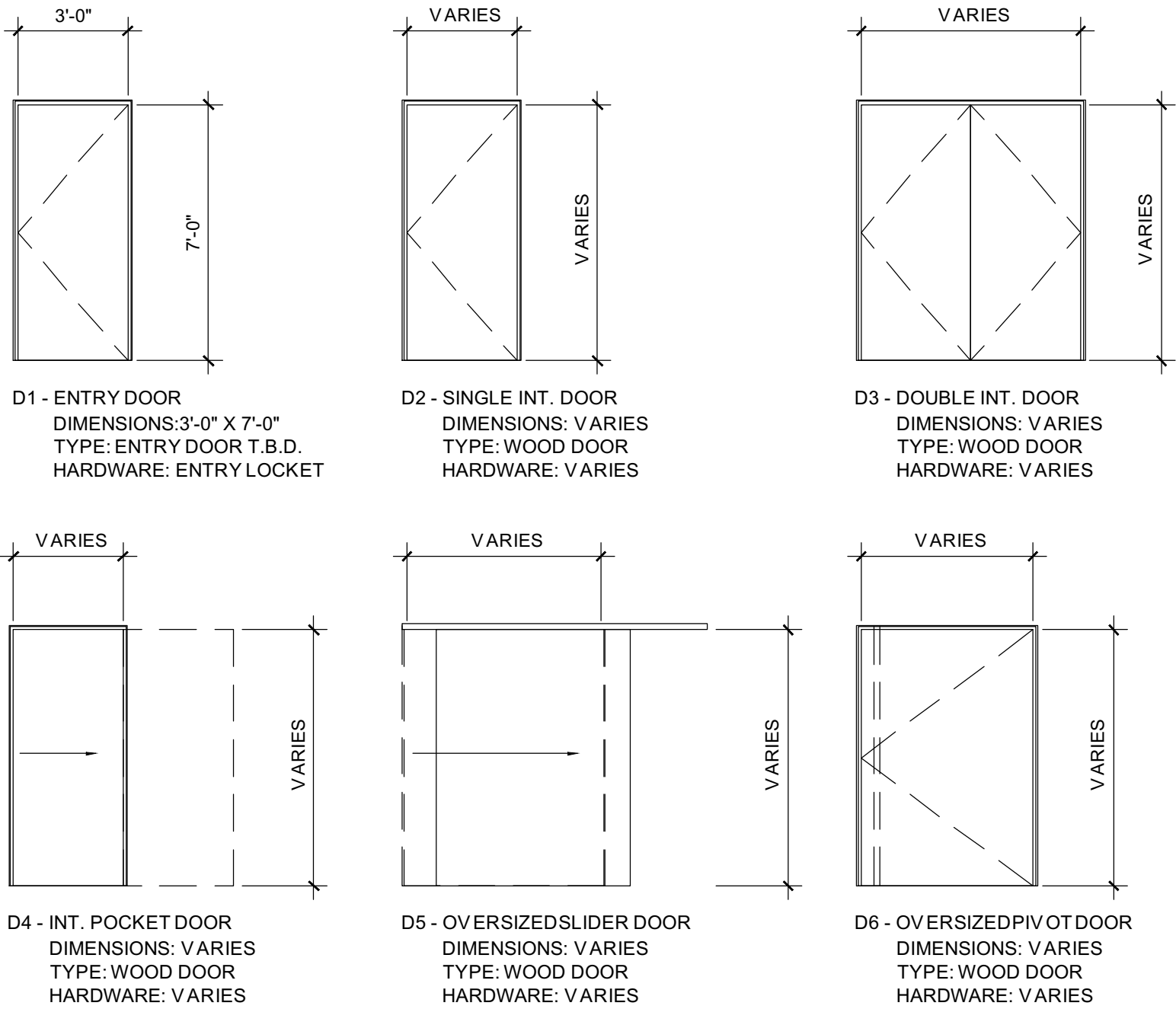
WALL SECTIONS

A310

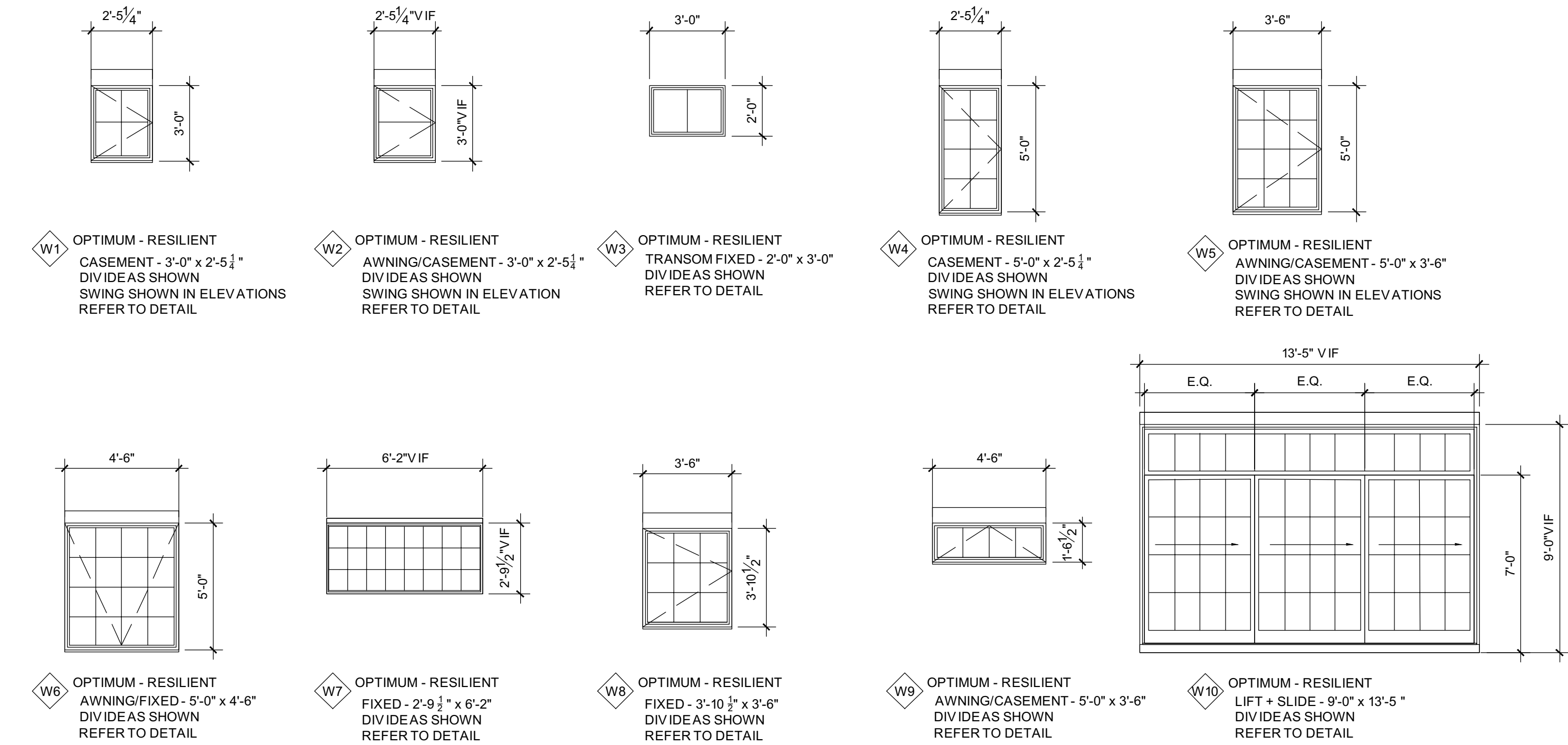
WINDOW SCHEDULE											
MARK	MANU	MODEL	TYPE	FRAME SIZE		DETAILS			HEAD HEIGHT AFF TO H.H.	WINDOW SHADE	REMARKS
				HEIGHT	WIDTH	HEAD	JAMB	SILL			
W1	OPTIMUM	OPTIMUM - RELIANT	AWNING	3'-0"	2'-6"				7'-0"		
W2	OPTIMUM	OPTIMUM - RELIANT	AWNING	3'-0"	2'-6"				7'-0"		VERIFY WINDOW DIM. IN FIELD
W3	OPTIMUM	OPTIMUM - RELIANT	FIXED	2'-0"	3'-0"				9'-0"		
W4	OPTIMUM	OPTIMUM - RELIANT	CASEMENT	5'-0"	2'-5 1/2"				7'-0"		
W5	OPTIMUM	OPTIMUM - RELIANT	CASEMENT	5'-0"	3'-6"				7'-0"		
W6	OPTIMUM	OPTIMUM - RELIANT	AWNING	5'-0"	4'-6"				7'-0"		
W7	OPTIMUM	OPTIMUM - RELIANT	FIXED	2'-9 1/2"	6'-2"				7'-0"		VERIFY WINDOW DIM. IN FIELD
W8	OPTIMUM	OPTIMUM - RELIANT	FIXED	5'-3 1/8"	10'-0 1/2"				7'-0"		VERIFY WINDOW DIM. IN FIELD
W9	OPTIMUM	OPTIMUM - RELIANT	FIXED	1'-6 1/2"	4'-6"				7'-0"		
W10	OPTIMUM	OPTIMUM - RELIANT	LIFT & SLIDE	9'-0"	13'-5"						
W11	OPTIMUM	OPTIMUM - RELIANT	FRENCH DOOR	9'-0"	8'-0"						
W12	OPTIMUM	OPTIMUM - RELIANT	LIFT & SLIDE	7'-0"	6'-0"						
W13	OPTIMUM	OPTIMUM - RELIANT	FRENCH DOOR	7'-9 1/8"	9'-7 3/8"						
W14	OPTIMUM	OPTIMUM - RELIANT	BI-FOLD	9'-0"	10'-0"						
EX-W1	EX	EXISTING WINDOW	DH	4'-4"	2'-9"				6'-8"		
EX-W2	EX	EXISTING WINDOW	DH	4'-7"	4'-2 1/2"				7'-8"		
EX-W2(A)	EX	EXISTING WINDOW	FIXED	4'-7"	3'-6"				7'-8"		
EX-W3	EX	EXISTING WINDOW	FIXED	2'-2"	2'-2"				6'-4"		
EX-W4	EX	EXISTING WINDOW	DH	3'-5 1/4"	2'-5 1/2"				6'-8"		
EX-W5	EX	EXISTING WINDOW	DH	3'-6"	1'-9"				5'-8"		
EX-W6	EX	EXISTING WINDOW	SKYLIGHT	4'-6"	3'-0"						
EX-W7	EX	EXISTING WINDOW	DH	5'-4"	2'-0"				6'-8"		
EX-W8	EX	EXISTING WINDOW	DH	5'-4"	2'-4"				6'-8"		

DOOR SCHEDULE							
MARK	TYPE	SIZE			MATERIAL	HARDWARE	NOTES
		WIDTH	HEIGHT	THICKNESS			
LEVEL1							
100	D1	3'-0"	7'-0"	1-3/4"	WOOD	ENTRY LOCK	
101	D2	3'-0"	7'-0"	1-3/4"	WOOD	ENTRY LOCK	INSULATED WOOD DOOR
101A	D1	3'-0"	8'-0"	1-3/4"	WOOD	ENTRY LOCK	
101B		BY WINDOW MANUFACTURER, SEE A601 TYPE W14					
101C	D3	5'-0"	7'-0"	1-3/8"	WOOD	PASSAGE	
102	D4	2'-8"	7'-0"	1-3/8"	WOOD	POCKET	
103	D4	2'-8"	7'-0"	1-3/8"	WOOD	POCKET	
104		BY WINDOW MANUFACTURER, SEE A601, TYPE W13					
106		BY WINDOW MANUFACTURER, SEE 601, TYPE W10					
107	D4	2'-8"	7'-0"	1-3/8"	WOOD	POCKET/PRIVACY	
107A	D2	2'-6"	7'-0"	1-3/8"	WOOD	PASSAGE	
107B		BY WINDOW MANUFACTURER, SEE A601 TYPE W11					
108	D3	5'-0"	7'-0"	1-3/8"	WOOD	PASSAGE	
109	D4	2'-8"	7'-0"	1-3/8"	WOOD	POCKET/PRIVACY	
110	D2	2'-8"	7'-0"	1-3/8"	WOOD	PASSAGE	
LEVEL2							
201	D1	3'-0"	7'-0"	1-3/8"	WOOD	PRIVACY	
201A	D1	2'-0"	7'-0"	1-3/8"	WOOD	PASSAGE	
202	D1	2'-0"	7'-0"	1-3/8"	WOOD	POCKET/PRIVACY	
203	D1	2'-0"	7'-0"	1-3/8"	WOOD	PASSAGE	
204	D2	4'-0"	7'-0"	1-3/8"	WOOD	PRIVACY	
205	D4	2'-0"	7'-0"	1-3/8"	WOOD	POCKET	
205A	D5	6'-0"	7'-0"	1-3/8"	WOOD	PASSAGE	OVERSIZEDSLIDING DOOR
206	D6	6'-0"	7'-0"	1-3/8"	WOOD	PASSAGE	OVERSIZEDPIVOT DOOR
207		BY WINDOW MANUFACTURER, SEE 601 TYPE W12					

- GENERAL WINDOW NOTES:
- ALL ELEVATIONS TAKEN FROM EXTERIOR VIEW.
 - DIMENSIONS ARE FRAME SIZE UNLESS OTHERWISE INDICATED.
 - INDICATES TEMPERED GLAZING.
 - IN ALL OPERABLE WINDOWS & DOORS, CHEVRON POINTS TO HINGED EDGE.
- SHADE NOTES:
- A. SHADE TO BE MOTORIZED URBAN SHADE SYSTEM BY MECHOSHADE, OR APPROVED EQUAL.
- B. SHADE CLOTH: TBD, SELECTED BY ARCHITECT
- C. MOUNT: JAMB-MOUNTED
- D. FASCIA: SQUARE
- E. COLOR: WHITE
- RETRACTABLE BUG SCREEN AT SLIDING DOORS + FRENCH DOORS
 - EXISTING WINDOWS NOT ELEVATED HERE - REFER TO SHEETS AD201, A201 + A202
 - CLARIFY FRAME OPENING VS. R.O



2 DOOR LEGEND
SCALE: 1/4" = 1'-0"



1 WINDOW LEGEND
SCALE: 1/4" = 1'-0"