

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 Historic Preservation Board will hold a remote meeting on August 5, 2020 at 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: Aug 5, 2020 05:00 PM Eastern Time (US and Canada)

Topic: Historic Preservation Board Public Hearing 08/05/2020

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/85453858968>

For public comment, you will need to use the "raise your hand" feature. To raise your hand via the telephone, please hit *9. You will be un-muted by the host when it is time for public comment.

Or iPhone one-tap :

US: +13017158592,,85453858968# or +13126266799,,85453858968#

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: 854 5385 8968

International numbers available: <https://us02web.zoom.us/j/85453858968>

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 JULY 15, 2020**

- i. Certificate of Appropriateness for Exterior Additions; 128 High Street; WCSH, Applicant. The Board voted 7-0 to table the application, pending receipt of a revised proposal.
- ii. Request for Building Reclassification, Demolition; 34 Spruce Street; Tim Gebhardt, Applicant The Board voted 7-0 to rescind the contributing classification of the existing structure at 34 Spruce Street, based on findings that the building failed to meet the historic preservation ordinance's integrity criterion as described in Sec. 14-611.

3. COMMUNICATION AND REPORTS

4. PUBLIC HEARING

- i. Certificate of Appropriateness for Exterior and Site Alterations; 130 R PARK STREET; Lori Price, Applicant.
- ii. Certificate of Appropriateness for New Construction, including Site Improvements; 34 SPRUCE STREET; Tim Gebhardt, Applicant.
- iii. Certificate of Appropriateness for Site Alterations; EASTERN PROMENADE HISTORIC LANDSCAPE DISTRICT; Department of Parks & Recreation, Applicant.

Note: This review will be preceded by a SITE VISIT on Tuesday, August 4, 2020 at 5:00 pm. The site visit will convene at Cleeve Monument. (This site visit was originally scheduled for July 30th but has since been postponed to August 4th.)

- iv. Certificate of Appropriateness for Site Alterations; 132 CHADWICK STREET; Mark McCain, Applicant.

5. CONSENT AGENDA

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

PUBLIC HEARING
130A PARK STREET

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Rob Wiener, Preservation Compliance Coordinator
DATE: July 31, 2020
RE: August 5, 2020 **PUBLIC HEARING – Final Review of Exterior and Site Alterations**

Address: 130A Park Street – Carriage House

Applicant: Lori Price

Project Architects: Rachel Conly, James Gauthier, Rachel Conly Design LLC

Landscape Architect: Soren Deniord

Introduction

At the July 1, 2020 public hearing with the Board on a revised proposal for exterior and site alterations at 130A Park Street, the Board voted unanimously to table the agenda item until the next available meeting on August 5, 2020. On behalf of owner Lori Price, the design team of Rachel Conly, James Gauthier, and landscape architect Soren Deniord will return on August 5 to present revised drawings for the carriage house renovation. This will be the third meeting with the HP Board, following the workshop on April 22 and the first installment of the public hearing on July 1. The design team has consulted with HP staff on several occasions by phone, email, and video call, between Board meetings. Owner Lori Price was present at the July 1 hearing, and also participated in a conference call with staff and the consultants, which furthered the resolution of some of the outstanding issues.

Ms. Conley has submitted a revised package of architectural and site plan drawings, and has summarized in a memo the changes made since July 1 that are intended to address a number of Board concerns. Staff is including some pages from the July 1 presentation for reference.

Summary of July 1, 2020 Public Hearing

For the public hearing on July 1 the design team presented revisions informed by the Board's workshop comments, and more fully developed architectural and landscape plans reflecting deeper examinations of structural considerations, code requirements, and the site design program. Despite a willingness on the part of the owner and her consultants to make some plan adjustments, some outstanding issues remained on July 1, and it was decided to continue the hearing at another meeting. Among the outstanding issues and possible plan revisions that were discussed:

- In keeping with Standards for Review of Alterations 2 and 6, Board members expressed a general interest in preserving original material where possible, such as any salvageable original windows and trim, the cupola, wood infill design at the carriage house doors, and the existing east door.
- The Board strongly preferred to preserve the louvered cupola, instead of installing operable windows as requested. The owner expressed willingness to keep the original cupola.
- Instead of infilling the existing east entry door with slightly recessed brick, it was suggested that the existing east door could be preserved and sealed off, thus facilitating the moving of the main entrance to the south face, while preserving the historic exterior appearance. Again, the applicant was open to the suggestion.
- There were reservations about the visibility of the three skylights proposed for the eastern roof plane, particularly concerning the northerly view from Park Street.
- The site treatment at the southeast corner was discussed extensively; several Board members articulated that the approach to the carriage house needed to be more open and visible. Although the desire for some security and privacy was acknowledged, the Board thought a more open design would be important to convey the original utilitarian use of the building – a carriage house that was entered frequently by vehicles and people. Though supportive of the adaptive reuse, members thought this aspect of the building was a character-defining-feature. Details of the site plan discussed included:
 - Board members' desire for greater openness, simplicity, and fewer materials
 - The large granite pier anchoring the southeast corner was not supported by the Board; it was thought to be too heavy, solid, and an unnecessary use of an additional material, out of character with the rest of the plan.
 - The light mounted to the top of the granite pier was not supported either, as it had a falsely historic appearance.
 - On the north face, Board members were not supportive of the proposed arborvitae trees at the base of the north wall. They noted that the north wall is the only original façade to be left unchanged, and its open view should not be obscured. It was suggested that low, ground-level plantings could be used to soften the base, without hiding the wall.

Revised Proposal for August 5 Public Hearing Continuation

Please see Ms. Conley's summary of design changes, and the revised presentation.

Staff Comments

From the beginning of this review process, staff and the Board have supported the (already established) adaptive reuse of this property for residential use, and appreciated the investment, flexibility, and continued stewardship of the owner. Ms. Conley has taken a consistently contemporary approach to new interventions, thus clearly differentiating new windows, doors, fences, and railings from original features. It is important to consider how the contemporary design features are integrated with the strong original character of the carriage house, and it helps to keep new materials simple, compatible, and few in number.

- Staff notes that of the window and door openings on the south side, only the double-hung window to the west of the large carriage house doors has divisions (the original 6/6 configuration is being used in the new window.) While this is consistent with the philosophy of only reproducing the historic style in otherwise unaltered original windows, it might look awkwardly like an outlier. Should some divisions be considered in other openings? Could divisions be added without appearing to be historicist, but rather more compatible with original design?
- The landscape treatment of the southeast corner addresses a number of the Board's concerns, and is simpler and more open than before. It is frankly contemporary, thereby avoiding the use of historicist elements to enclose the semi-public space.
- Board members may still have reservations about the three proposed skylights in the east roof. (The northernmost one has been moved south by 12" to be less visible.) Given that two will be visible at a distance from the north on Park Street, operable skylights are not an intervention to be taken lightly. But with this adaptive reuse of the carriage house, perhaps a pristine view is going to prove difficult; limitations on adding other openings make it a challenge to add light and air to the east bedrooms.

Some other details may still need to be clarified:

- Detailed window specifications and trim details can be reviewed by staff before ordering.
- Roof drainage off the west ell and the roof deck appears to sheet off the drip edge on the western roof edge.
- On the south elevation drawing fiberglass gutters have been added to the fascia. This will help break up the existing broad fascia, which most likely had an original gutter or crown. It is unclear how this will be treated in the rakes of the south gable at the middle of the roof.
- Additional ground mounted up-lighting may be proposed, but no other exterior lighting is specified at this time. Building codes may require some additional lighting at exterior doors.

Applicable Standards of Review

(1) *Every reasonable effort shall be made to provide a compatible use for the property*

which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.

- (2) The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
- (3) All sites, structures and objects shall be recognized as products of their own time, place and use. Alterations that have no historical basis or create a false sense of historical development such as adding conjectural features or elements from other properties shall be discouraged.*
- (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.*

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the August 5, 2020 public hearing and information included in the accompanying staff report, the Board finds that the proposed exterior alterations and site improvements at 130A Park

Street meet (fail to meet) the historic preservation ordinance's Standards for Review of Alterations (subject to the following conditions.....)

Attachments

1. Architect's project description
2. Architect's slides, with photos, existing plans, proposed plans, proposed elevations, etc.
3. Pages from 7/1/2020 public hearing

RACHEL ONLY DESIGN LLC

PROJECT SUMMARY FOR HISTORIC BOARD REVIEW OF 130A PARK STREET RENOVATION 2020.7.29

In follow up to our Historic Board Review on July 1st, we are pleased to present for review our final proposal for renovations of an existing carriage house located at 130A Park Street. We have made revisions to the proposal which seek to address comments and questions shared by the board during our last meeting, while also satisfying our client's preferences. Below is a summary list of key changes:

South Elevation

- We will retain and repair the existing cupola with louvres in place.
- Since our last meeting, we completed a survey of the existing windows, which was shared with Deb Andrews and Rob Wiener. Due to severe deterioration, we will maintain our proposal to install historic reproduction windows. Our intent is to use Marvin Historic Windows, with the Boston sash, single hung. It features a narrow sash, narrow muntins, and low E 1 glass with a visible light transmittance of 80%. It is our intent to reproduce a stop moulding and sill on the exterior of the window in kind with what is existing.

East Elevation

- We will retain, repair and seal from the inside, the existing side door entry
- We will retain and repair the existing side entry light. Please note, we do not believe this light to be significant in age, origin or construction. However, we are responding to concern for its removal at the last meeting, and also recognize the usefulness of having light in that location for practical access and safety.

RACHEL CONLY DESIGN LLC

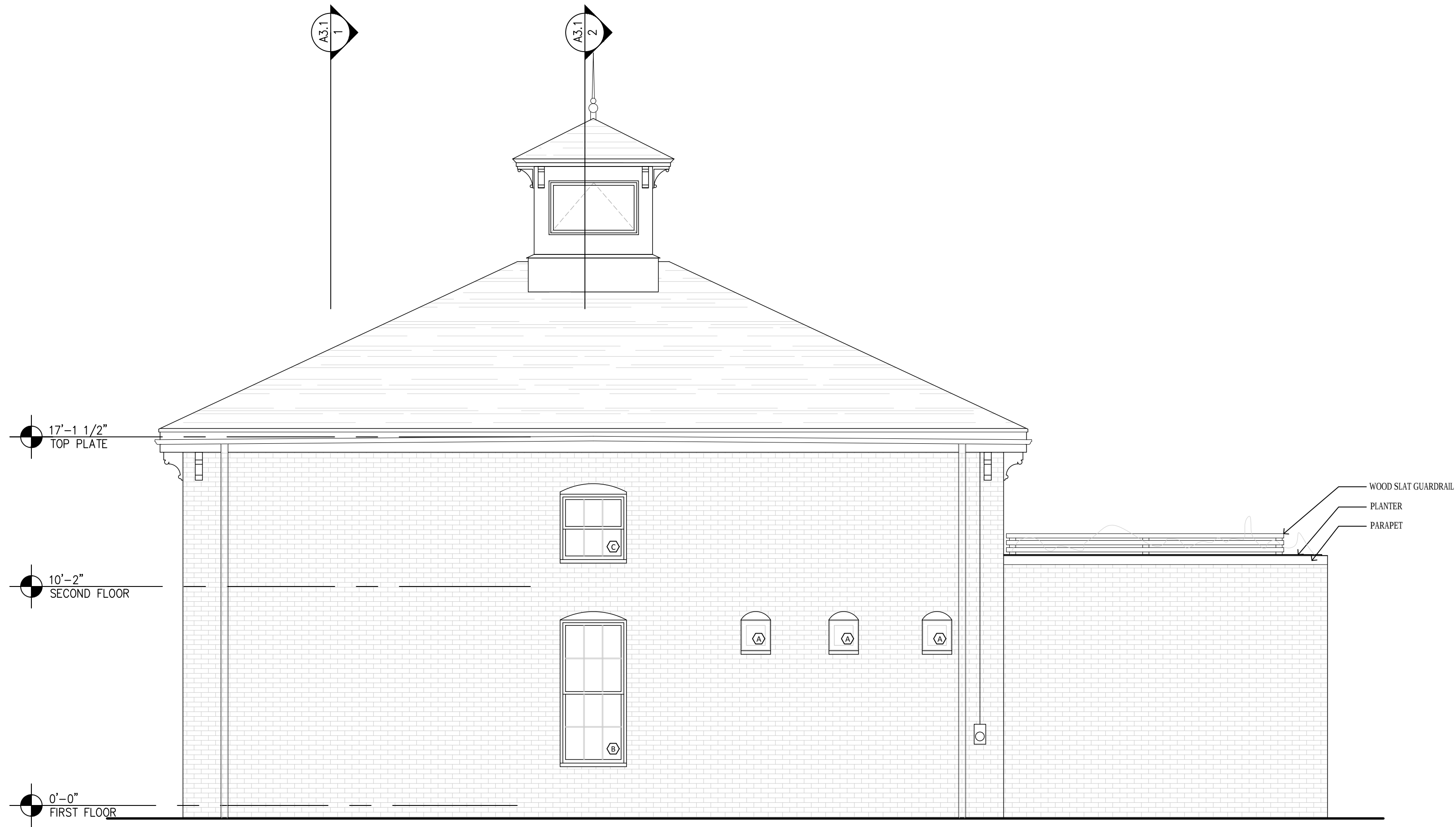
- Per our client's request, we have maintained our proposal for operable skylights. We have moved the northern most skylight to the south 12" to minimize visual impact from the northern street views. Operable skylights are very important to our client to allow for ventilation and natural light, particularly in Bedroom B, which does not have access to windows on the north elevation.

Landscape Elements

- Low perennial plantings will be installed along the north property line, instead of arborvitae.
- The hedge in the southern yard has been pulled back in line with the edge of the carriage house door.
- We will replace the southeast corner fencing with a high visibility, black metal fence. Fencing consists of 2"x1/2"x4' tall steel fins. Bar stock will be welded 4" o.c. to linear base plate below grade, and anchored to frost depth sono-tubes.
- Cantilevered auto gate will be made of the same fencing material, and will now slip behind new slatted fence.
- Granite post at southeast corner of yard has been removed and the autogate will now terminate into a 2"x6" steel corner post (painted black).

Rachel Conly
Principal
Rachel Conly Design LLC

PROPOSED
NORTH & SOUTH
ELEVATIONS



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

ELEVATION NOTES

ALL GUTTERS, FLASHING, COPINGS & OTHER MEANS OF DEFLECTING BULK WATER AWAY FROM BUILDING TO BE INSPECTED AND ENSURED FUNCTIONAL. SPLASH BACK FROM GROUND ADJACENT TO BUILDING TO BE PREVENTED WITH STONE DRAINAGE BED OR SIMILAR.

RAKE-OUT AND REPOINT DETERIORATED MORTAR JOINTS PER ASTM E2260 GUIDE FOR REPOINTING HISTORIC MASONRY.

MATCH EXISTING MORTAR STRENGTH, HARDNESS, COLOR, & TEXTURE AS CLOSELY AS POSSIBLE.

NEW MORTAR SHALL HAVE SIMILAR OR LOWER COMPRESSIVE STRENGTH AND HIGHER VAPOR PERMEABILITY THAN THE EXISTING BRICK.

REFER TO U.S. PARK SERVICE PRESERVATION BRIEF #2 "REPOINTING MORTAR JOINTS IN HISTORIC MASONRY BUILDINGS."



1 SOUTH ELEVATION
1/4"=1'-0"

5

Rachel Conly Design LLC
115 Island Avenue
Peaks Island, Maine 04108
207.766.5625
www.rachelconlydesign.com

DATE	NOTES	REVIEW
2020.04.13	SCHEMATIC REVIEW	
2020.05.26	REVIEW	
2020.06.23	HISTORIC PRESERVATION BOARD REVIEW	

PROJECT
Renovations to
130A Park Street
Portland, Maine

NORTH & SOUTH
ELEVATIONS
A-2.1

DRAFT ONLY
-NOT FOR
CONSTRUCTION

PROPOSED EAST & WEST ELEVATIONS/
PROPOSED WINDOW SCHEDULE

T - TEMPERED SAFETY GLASS REQ'D AT WINDOWS & DOORS w/ :

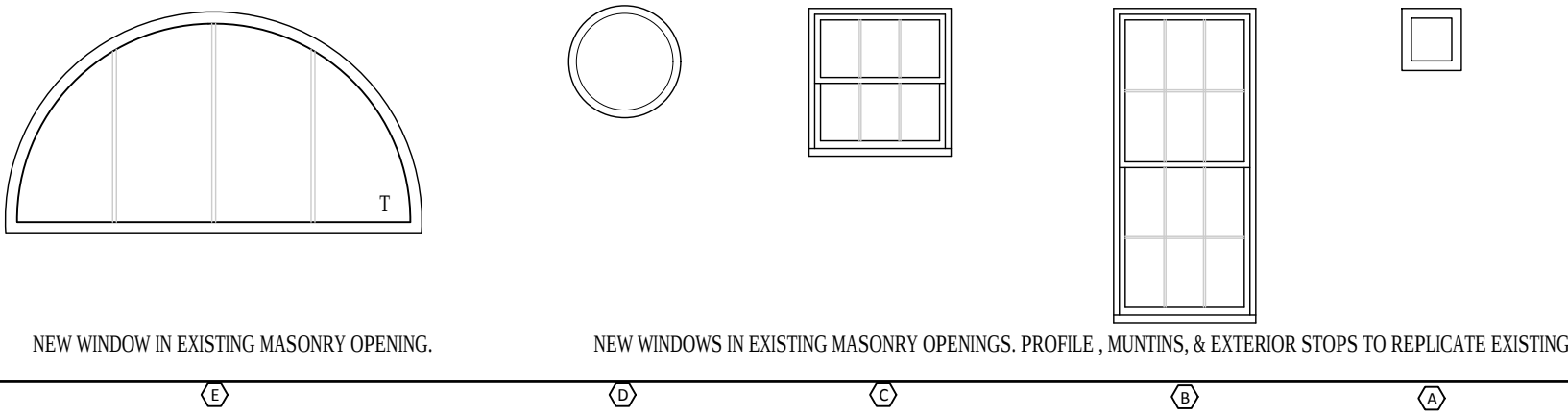
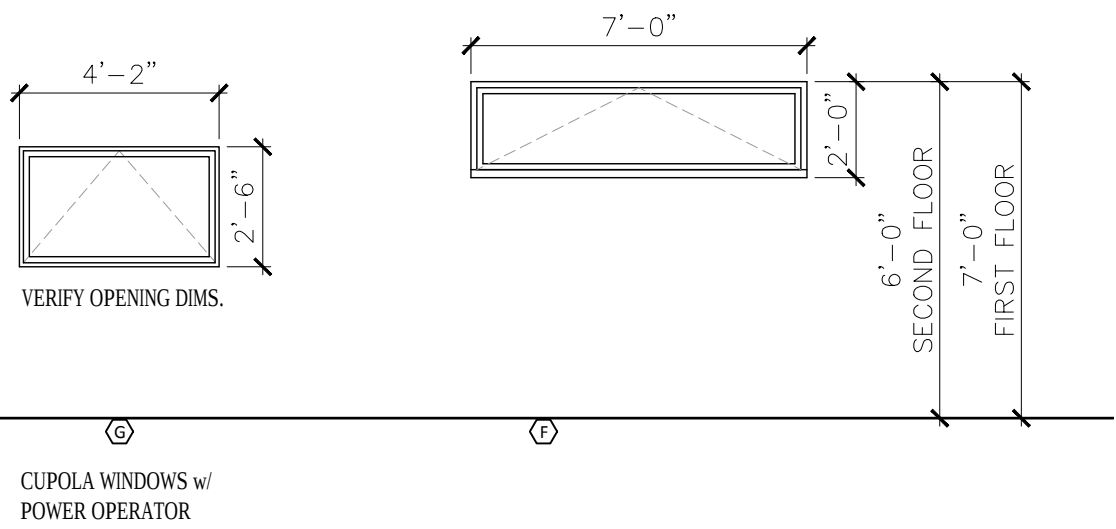
- GLASS AREA > 9 S.F. &
- BOTTOM OF GLASS <18" A.F.F. &
- TOP OF GLASS >36" A.F.F. &
- WALKING SURFACE WITHIN 36".

NOTE: WINDOW MANUFACTURER'S SPECIFICATIONS/SHOP DRAWINGS TO BE REVIEWED BY ARCHITECT PRIOR TO PLACING ORDER.

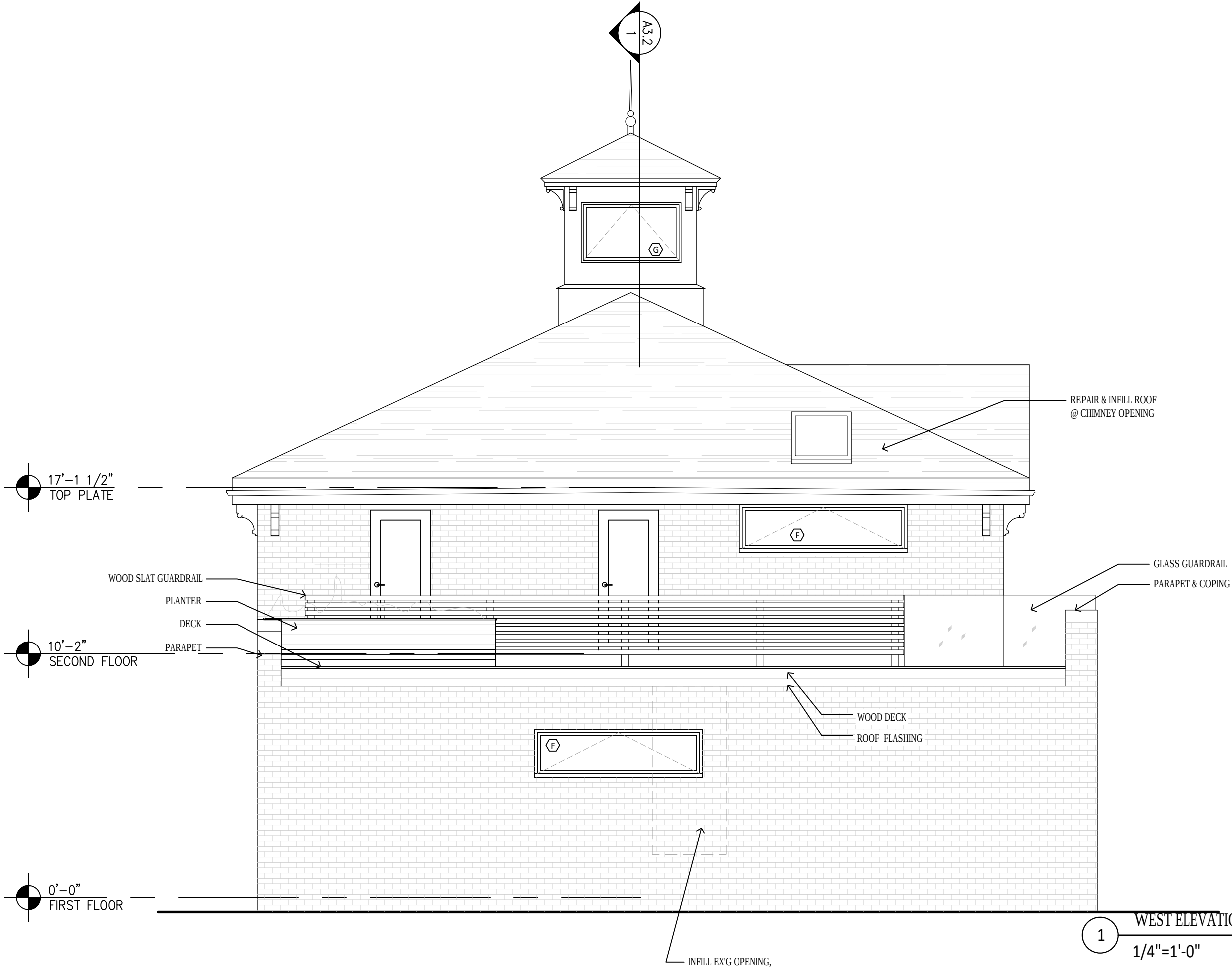
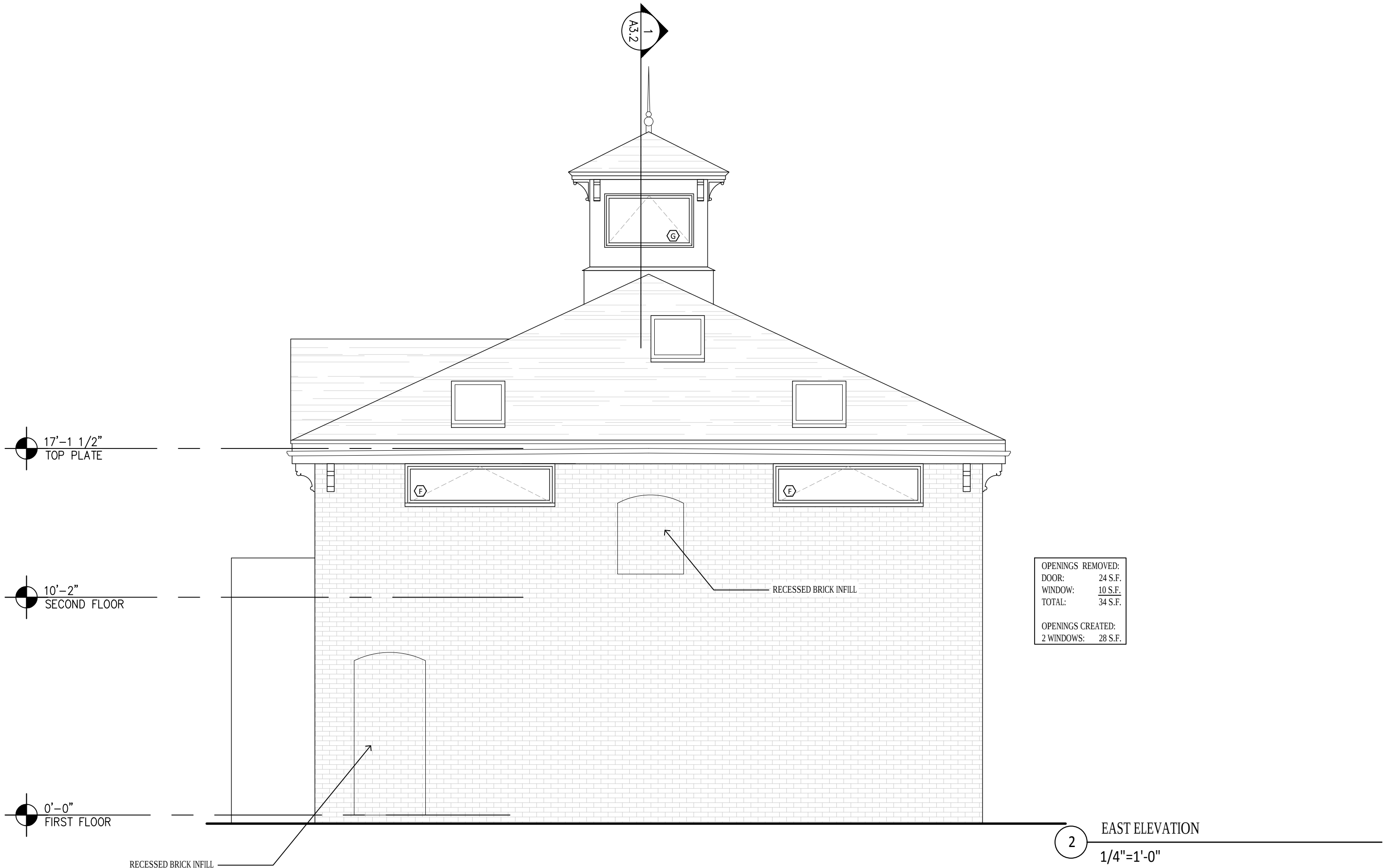
WINDOW BASIS OF DESIGN:

MARVIN "SIGNATURE ULTIMATE G2 DOUBLE HUNG " & FIXED UNITS. PINE FRAME & SASH w/ ALUMINUM EXTERIOR CLADDING. COLOR: EBONY. INTERIOR FACTORY PRIMED. LOW-E2 ARGON GLAZING, SIMULATED DIVIDED LITE GRILLES. SCREENS, MASONRY BRACKETS.

MARVIN "SIGNATURE ULTIMATE AWNING" UNITS. PINE FRAME & SASH w/ ALUMINUM EXTERIOR CLADDING. COLOR: EBONY. INTERIOR FACTORY PRIMED. LOW-E2 ARGON GLAZING, SCREENS, MASONRY BRACKETS.



3 WINDOW ELEVATIONS
1/4"=1'-0"



6

DRAFT ONLY
-NOT FOR
CONSTRUCTION

Rachel Conly Design LLC
115 Island Avenue
Peaks Island, Maine 04108
207.766.5625
www.rachelconlydesign.com

DATE	NOTES
2020.04.13	SCHEMATIC REVIEW
2020.05.26	REVIEW
2020.06.23	HISTORIC PRESERVATION BOARD REVIEW

PROJECT
Renovations to
130A Park Street
Portland, Maine

EAST & WEST
ELEVATIONS

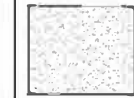
A-2.2

PROPOSED LANDSCAPE PLAN



SYMBOLS LEGEND

HARDSCAPE



PEASTONE PAVING



BRICK PAVING



GRANITE PAVING



WOOD DECK



4'-6' TALL IPE FENCE



GRANITE POST

PLANTS



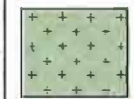
PROPOSED DECIDUOUS TREE



PROPOSED EVERGREEN TREE



PROPOSED HEDGE



PERENNIAL PLANTING BED

PROPOSED LANDSCAPE PLAN RENDERING

TRASH /
RECYCLING

FIRE-PIT /

PRIVACY HEDGE
INSIDE WOOD
SLAT FENCE

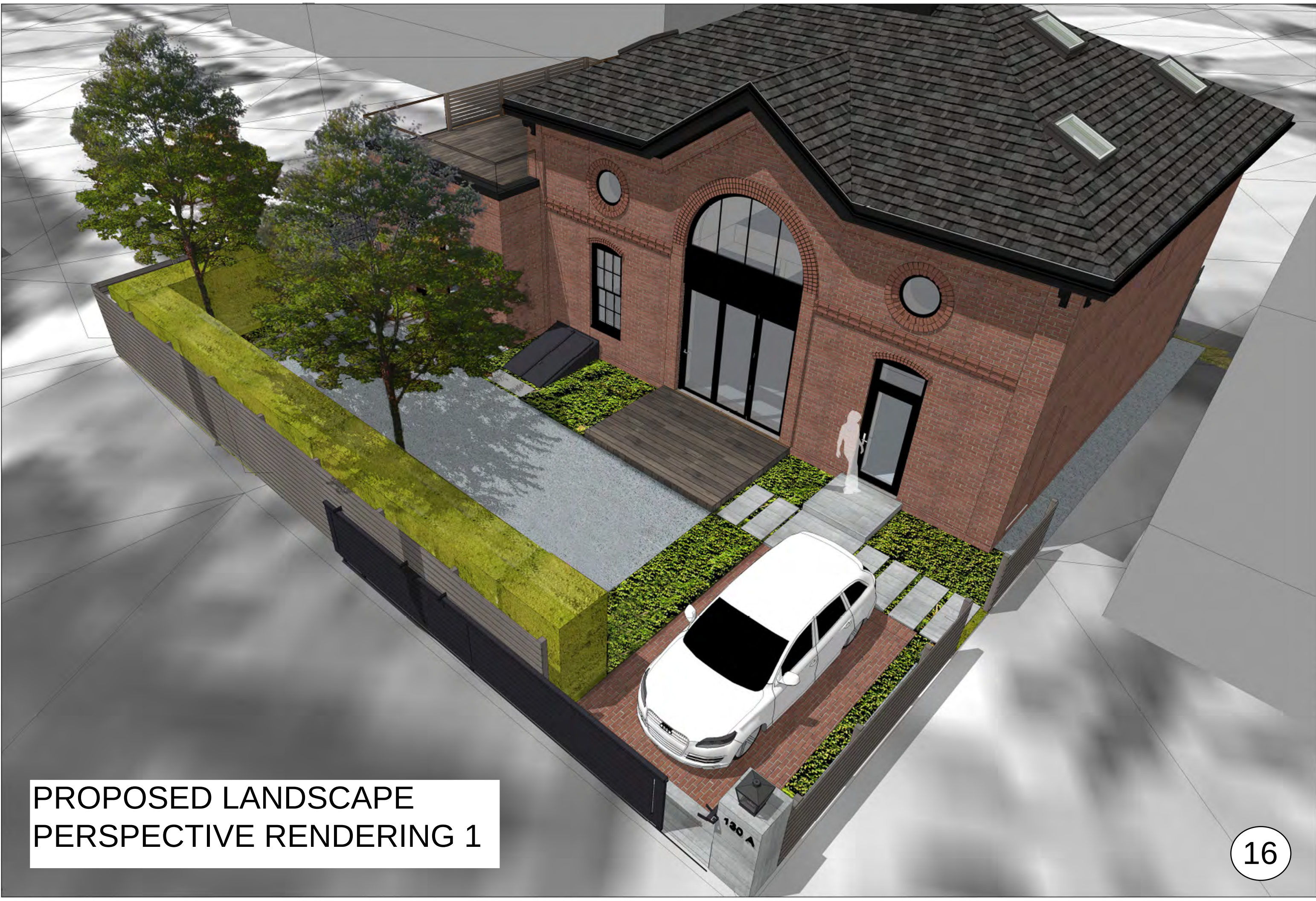
LIVING TERRACE /
GARDEN

AUTO-COURT

PEDESTRIAN
GATE

CORNER ADDRESS POST W/ SLIDING GATE

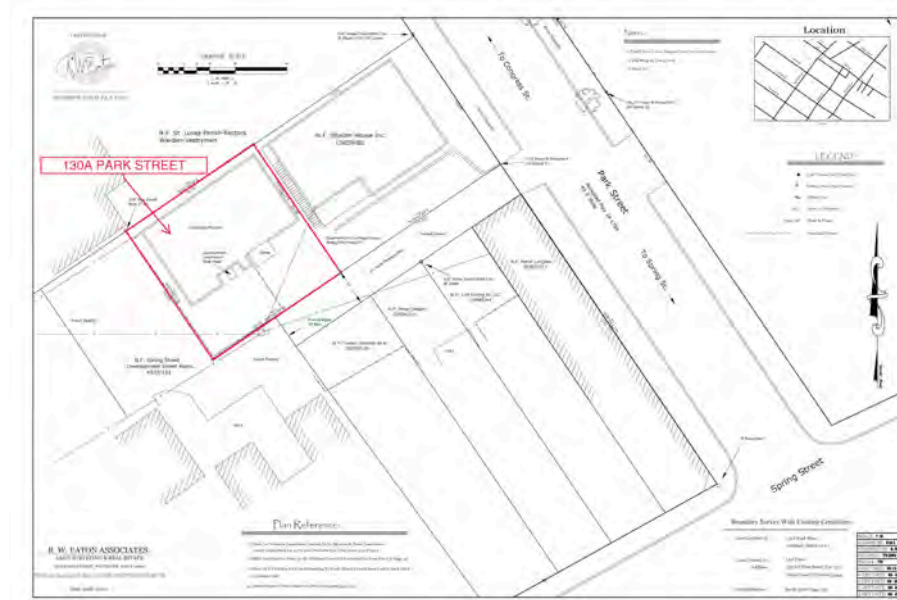
PROPOSED LANDSCAPE
PERSPECTIVE RENDERING 1





PROPOSED LANDSCAPE
PERSPECTIVE RENDERING 2





PROPOSAL FOR 130A PARK STREET CARRIAGE HOUSE RENOVATION PREPARED FOR HISTORIC BOARD REVIEW

TITLE PAGE/EXISTING SITE
DISTINCTIVE FEATURES
CONTEMPORARY ALTERATIONS
PROPOSED ARCHITECTURAL
PROPOSED LANDSCAPE

PAGE 1
PAGES 2-9
PAGES 10-11
PAGES 12-13
PAGES 14-19



PROPOSAL:
MAINTAIN DISTINGUISHING BRICKWORK



PROPOSAL: REMOVE OBSCURING
BUMP-OUT TO REVIVE SOUTH ELEVATION

DISTINCTIVE FEATURES: BRICKWORK



PROPOSAL: REPAIR AND REPOINT
EROSION



PROPOSAL: REPAIR AND REPOINT
CRACKING

DISTINCTIVE FEATURES: BRICKWORK



PROPOSAL:
RETAIN AND REPAIR EXISTING CUPOLA
AND WEATHERVANE

DISTINCTIVE FEATURES: CUPOLA



PROPOSAL:
RETAIN AND REPAIR
DOOR IN PLACE,
SEAL FROM INSIDE



PROPOSAL:
RETAIN AND REPAIR LIGHT

DISTINCTIVE FEATURES: SIDE ENTRY DOOR AND LIGHT



PROPOSAL:
REESTABLISH SYMMETRY OF SOUTH
ELEVATION, REPLACE DETERIORATED
WINDOWS

DISTINCTIVE FEATURES: WINDOWS

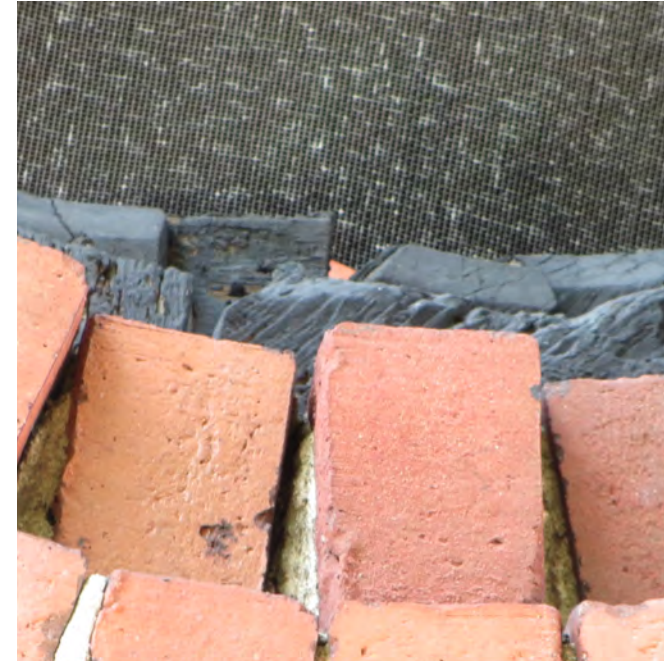


PROPOSAL:
MAINTAIN EXISTING NORTH ELEVATION
OPENINGS, REPLACE DETERIORATED
WINDOWS



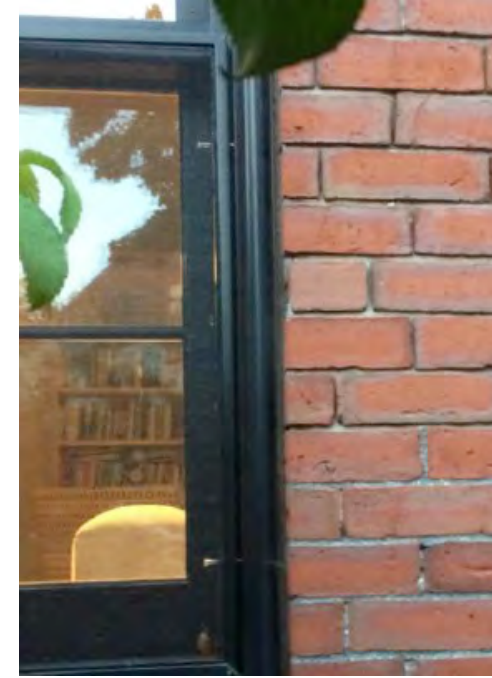
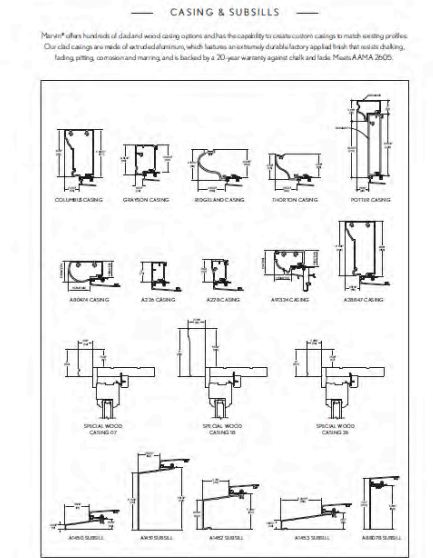
EXAMPLES OF EXISTING WINDOW DETERIORATION:
ROTTEN SILLS AND FRAMES, BROKEN MUNTINS, MAKE REPAIR INFEASIBLE

DISTINCTIVE FEATURES: WINDOWS



EXAMPLES OF EXISTING DETERIORATION AT BULLSEYE WINDOWS:
WATER DAMAGE, SPLIT JAMBS, NO EXISTING GLASS, MAKE REPAIR INFEASIBLE

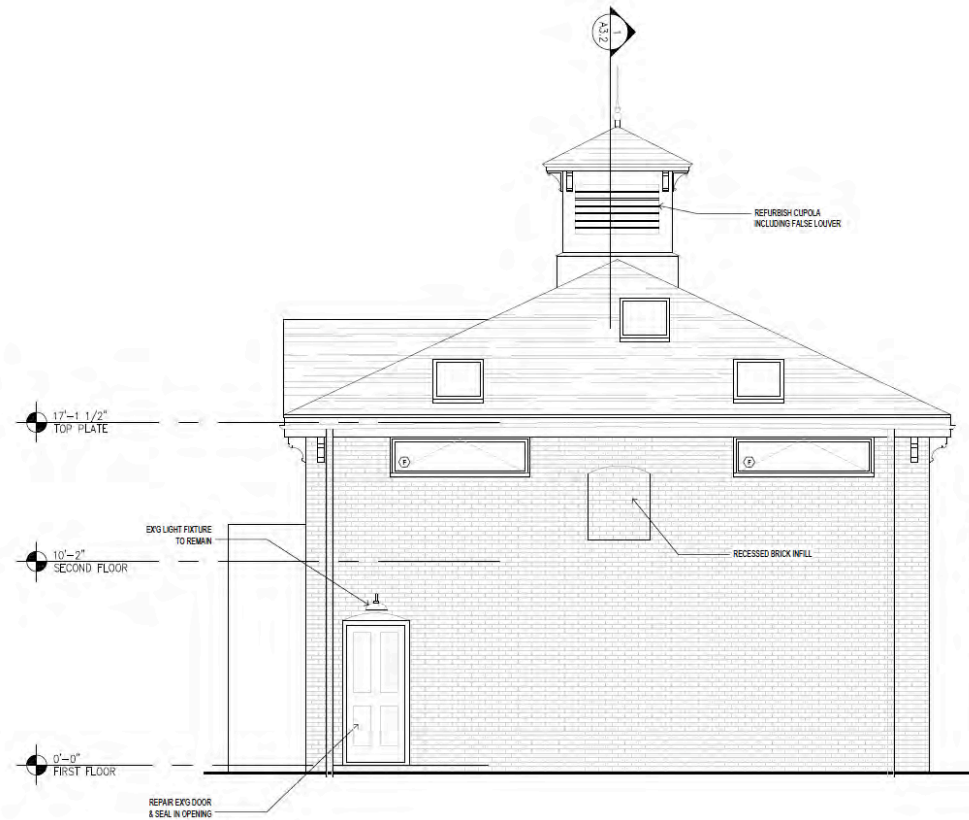
DISTINCTIVE FEATURES: WINDOWS



PROPOSAL:
INSTALL HISTORIC REPRODUCTION WINDOWS IN
EXISTING OPENINGS. EXAMPLE ABOVE: MARVIN
BOSTON SASH, SINGLE HUNG. NARROW SASH, NARROW
MUNTINS, LOW E 1 GLASS WITH VLT OF 80%.

DISTINCTIVE FEATURES: WINDOWS

PROPOSAL:
GOAL IS TO REPRODUCE
EXISTING STOP MOULDING
SIMILAR TO THIS WINDOW
AT 157 PINE STREET. SILL
WILL ALSO BE
REPRODUCED IN KIND.



PROPOSAL:
 MAINTAIN PROVISION FOR OPERABLE
 SKYLIGHTS ON EAST ELEVATION FOR LIGHT
 AND VENTILATION. NORTHERN SKYLIGHT
 MOVED SOUTH 12" TO MINIMIZE VISIBILITY.

CONTEMPORARY ALTERATION: PROPOSED SKYLIGHTS



EXISTING VIEW:
 FAR VIEW NORTHEAST CORNER OF
 PARKING LOT AT PARK STREET. SOME
 VISIBILITY OF NORTHERN MOST SKYLIGHT.

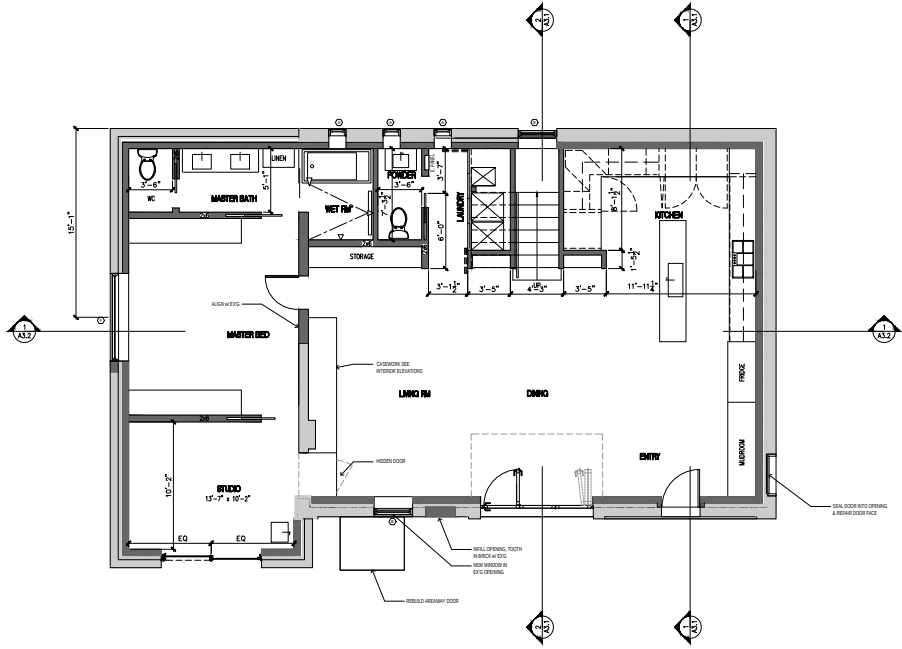


EXISTING VIEW:
MID POINT VIEW NORTHEAST CORNER OF
PARKING LOT AT PARK STREET. MINIMAL
VISIBILITY TO NONE, AS ONE PROGRESSES
TO SOUTHEAST CORNER OF LOT.

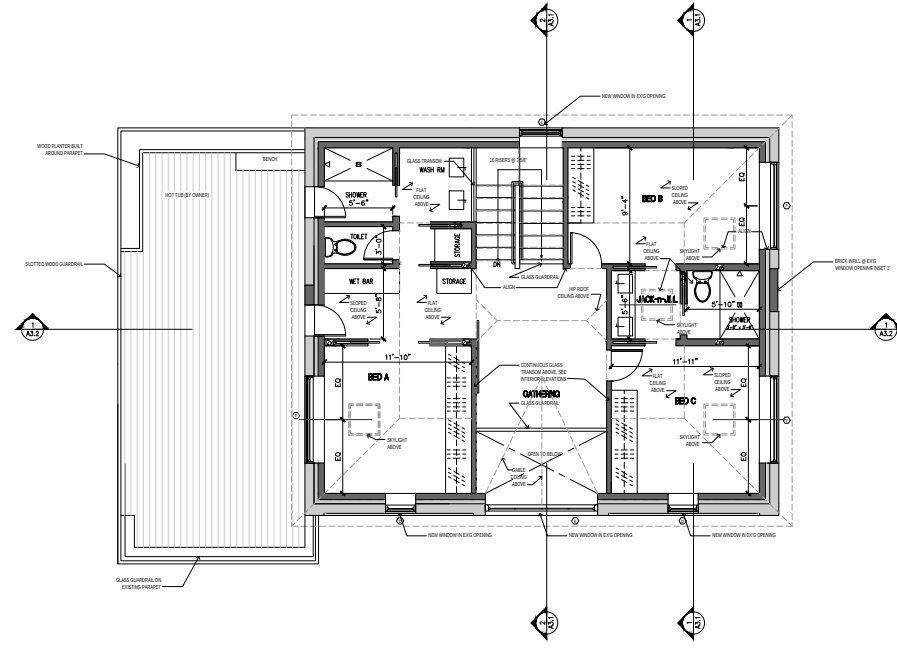
CONTEMPORARY ALTERATION: SKYLIGHTS



EXISTING VIEW:
DRIVEWAY VIEW FROM PARK STREET. NO
VISIBILITY.

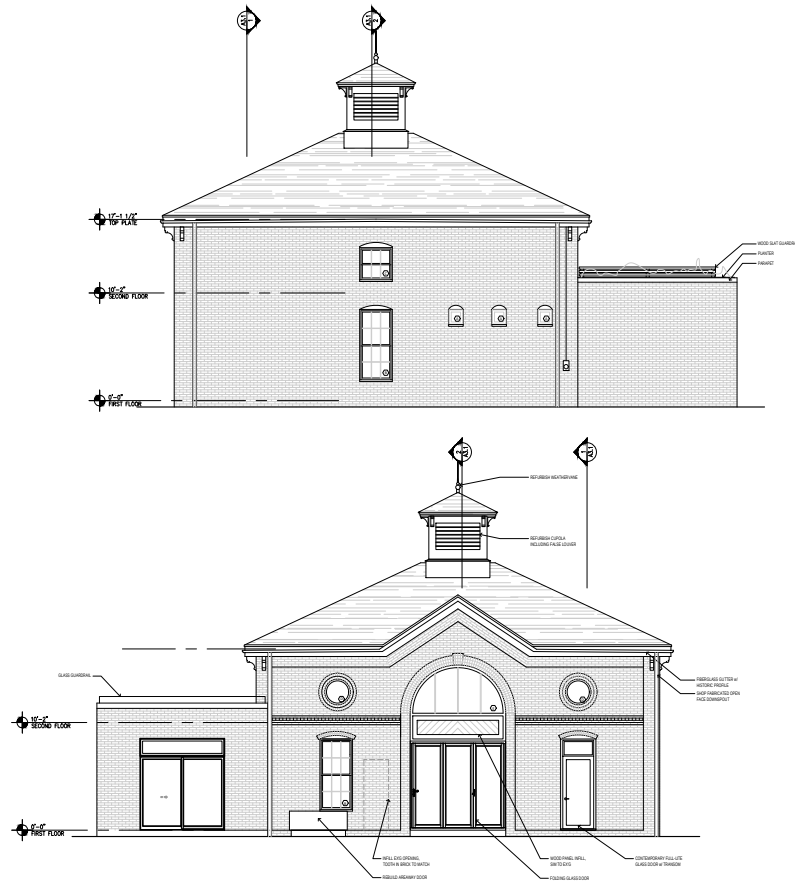


PROPOSED:
FIRST FLOOR PLAN

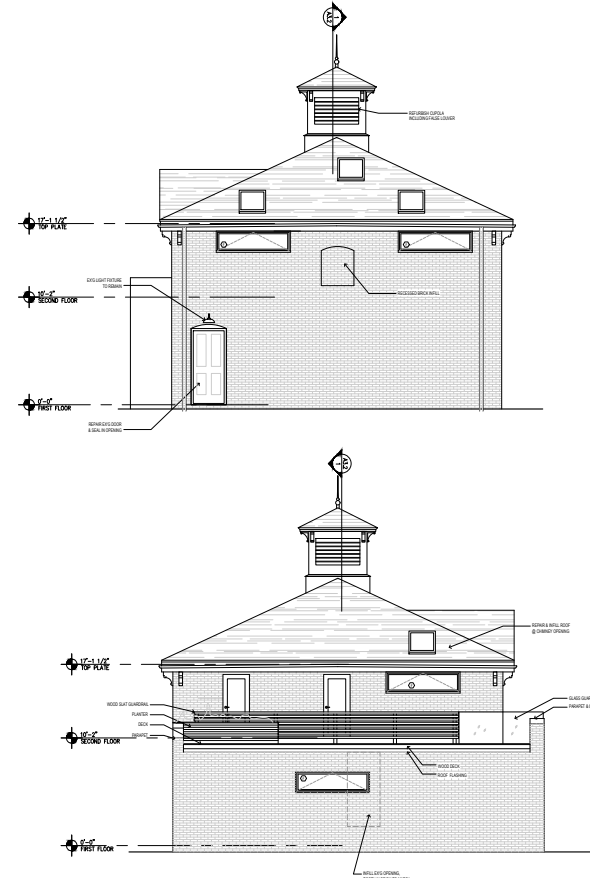


PROPOSED:
SECOND FLOOR PLAN

PROPOSED ARCHITECTURAL



PROPOSED:
NORTH AND SOUTH ELEVATIONS



PROPOSED:
EAST AND WEST ELEVATIONS

PROPOSED ARCHITECTURAL



PROPOSED SITE PLAN:
PERENNIAL PLANTING BED ALONG NORTH ELEVATION, REPLACE EXISTING STOCKADE FENCING WITH WOOD SLATS , CREATE HIGH VISIBILITY FENCE AT SOUTHEAST CORNER

PROPOSED LANDSCAPE



PROPOSED SOUTHEAST AERIAL VIEW:
HEDGE HAS BEEN PULLED BACK, GRANITE CORNER POST REMOVED, CONTEMPORARY
METAL FENCING AT SOUTHEAST CORNER

PROPOSED LANDSCAPE



PROPOSED SOUTHEAST VIEW:
SLIDING GATE IS CONCEALED BEHIND SLATTED FENCE, METAL FENCING AND GATE
OFFER HIGH VISIBILITY SIMILAR TO TRADITIONAL ROD IRON

PROPOSED LANDSCAPE



FENCING EXAMPLE: METAL FENCING CONSISTS OF 2"X1/2"X4' TALL STEEL FINIS (PAINTED BLACK). BAR STOCK WELDED 4" O.C. TO LINEAR BASE PLATE BELOW GRADE, ANCHORED WITH FROST DEPTH SONO-TUBES. CANTILEVER SLIDING GATE TO BE MADE OF SAME MATERIAL AND TERMINATE AT A 2"X6" STEEL CORNER POST.

PROPOSED LANDSCAPE



PROPOSED: APPROACHING DRIVEWAY VIEW 1

PROPOSED LANDSCAPE



PROPOSED: APPROACHING DRIVEWAY VIEW 2

PROPOSED LANDSCAPE

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

PUBLIC HEARING
34 SPRUCE STREET

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Deborah Andrews, Historic Preservation Program Manager
DATE: July 30, 2020
RE: August 5, 2020 **PUBLIC HEARING**

Application for: Certificate of Appropriateness for Construction of Single-Family Home

Address: 34 Spruce Street

Applicants: Tim Gebhardt, Basha LLC

Project Designer: Trevor Watson

Contractor: Carignan Construction

Introduction

Following three preliminary workshop sessions, applicant Tim Gebhardt and designer Trevor Watson are returning to the Board for a public hearing and final decision on their proposal for construction of a new single-family home at 34 Spruce Street. Mr. Gebhardt's proposed design is predicated on the demolition of a mid-19th century residential structure at the rear of the lot. At its meeting on July 15th, the Board formally approved Mr. Gebhardt's request for reclassification of the structure from "contributing" to "noncontributing" based on their finding that the building lacks the level of integrity required for contributing status. Reclassification allows for its demolition.

Regarding the proposed new construction, the owner and designer last met with the Board on July 15th to present revised elevations prepared in response to feedback from the Board during its previous (June 17) workshop. Board members responded favorably to the revised proposal, which had been substantially modified to provide a more unified façade composition, a more traditional window-to-wall ratio and a design solution that—while expressive of its own time—related more successfully to a number of the prevailing development patterns of its surrounding context.

While generally very supportive of the new design solution for both the site treatment and the proposed residential structure, Board members identified several aspects of the design

which warranted further consideration or for which additional detail should be provided in the final submittal. These outstanding issues are summarized below in this report.

Attached is Mr. Watson's final submittal, which includes some design revisions and additional details. The final plans also include a more detailed site plan. Note that the applicant and designer have elected not to incorporate all of the design suggestions made at the last workshop. (Board members will recall that a number of the recommendations/suggestions made were identified as such and that approval would likely not hinge on such design revisions.) Board members did, however, indicate that more detailed drawings and specifications would be required for final review and approval.

Outstanding Issues as of Final Workshop

As noted above, while the Board was generally very supportive of the new design direction, questions or reservations were raised about the following aspects of the proposal:

- Parking in front of house. Question was raised as to whether there was room (and intention) for two cars within the width of the parking area.
- Solid side wall at east end of third floor porch. Board members asked whether there was a program necessity for the solid wall. One member suggested that the wall might be made a bit more permeable, while still providing the desired level of privacy.
- Front door. With the high level of glazing at the ground floor level, the choice of a solid door was noted as somewhat incongruous.
- Roof deck railing. No detail provided. Applicant was also asked to confirm distance of railing from front façade.
- Position of 2nd floor windows. It was noted that the second floor windows were not centered vertically on the 2nd floor elevation (they were positioned higher).
- Double column on right side of entry. Most members did not favor the introduction of a second column and found it to be an unnecessary design element.
- Pavement proposed for walkway and parking area. Detail/specification requested.
- Window placement on west elevation. Some members expressed the view that the composition of windows near the leading corner of the building should be given further consideration to relate to the three-bay treatment on the front façade.
- Front yard grades. It was recommended that the parking area be kept at the grade of the street and the grade of the house raised. This would create additional separation between the parking and the residence (diminishing its impact on the house) and also honor the hierarchy established between house and site that is a prevailing development pattern in the area.

Final Design Modifications and Additional Information Provided

Mr. Watson's final submittal includes the following design changes and additional supporting material:

- Grading has been adjusted to feature parking at existing sidewalk grade with 1-foot step up at base of hedgerow.
- Paver details have been added—see site plan and specifications. Walkway is centered on front door with left side aligned with exist. curb cut. Right side of drive aligns with other side of existing curb cut.
- Detail of rooftop deck railing has been provided—see pg.8. Photo of sample on page 7.
- Front entry to be lit by recessed light fixture within porch canopy
- Vertical alignment of second floor windows has been adjusted by lowering windows 2 inches and raising porch roof 6 inches to center the windows at this floor level
- Front door has been modified to feature glazing. Muntins in lite to align with and correspond to muntins in folding doors to right.

Several design details questioned at the July 15 workshop remain unchanged. Those include:

- the double column to the right of the front door
- the solid east wall at the third-floor porch
- the window composition on the west elevation

Additional drawings and/or specifications have been provided for the following:

- West and south(rear) elevations have been provided with this submittal. See also photos of the property as viewed from Spring Street.
- Window and door specifications
- Clapboard and trim specifications. (8-inch "smooth lap" clapboards, smooth side out
- Paving specifications. Walkway to be made up of 2'-square, spaced concrete tiles. Parking area comprise of 4' concrete square, butt-jointed?
- Entry porch column and roof details
- Roof deck railing details
- Third floor deck roof details

Standards for Review of New Construction

Please see Attachment 2

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the August 5, 2020 public hearing and information included in the accompanying staff report, the Board finds that the proposed single-family residential construction at 34 Spruce Street **meets (fails to meet)** the historic preservation ordinance's Standards for Review of Construction **(subject to the following conditions.....)**

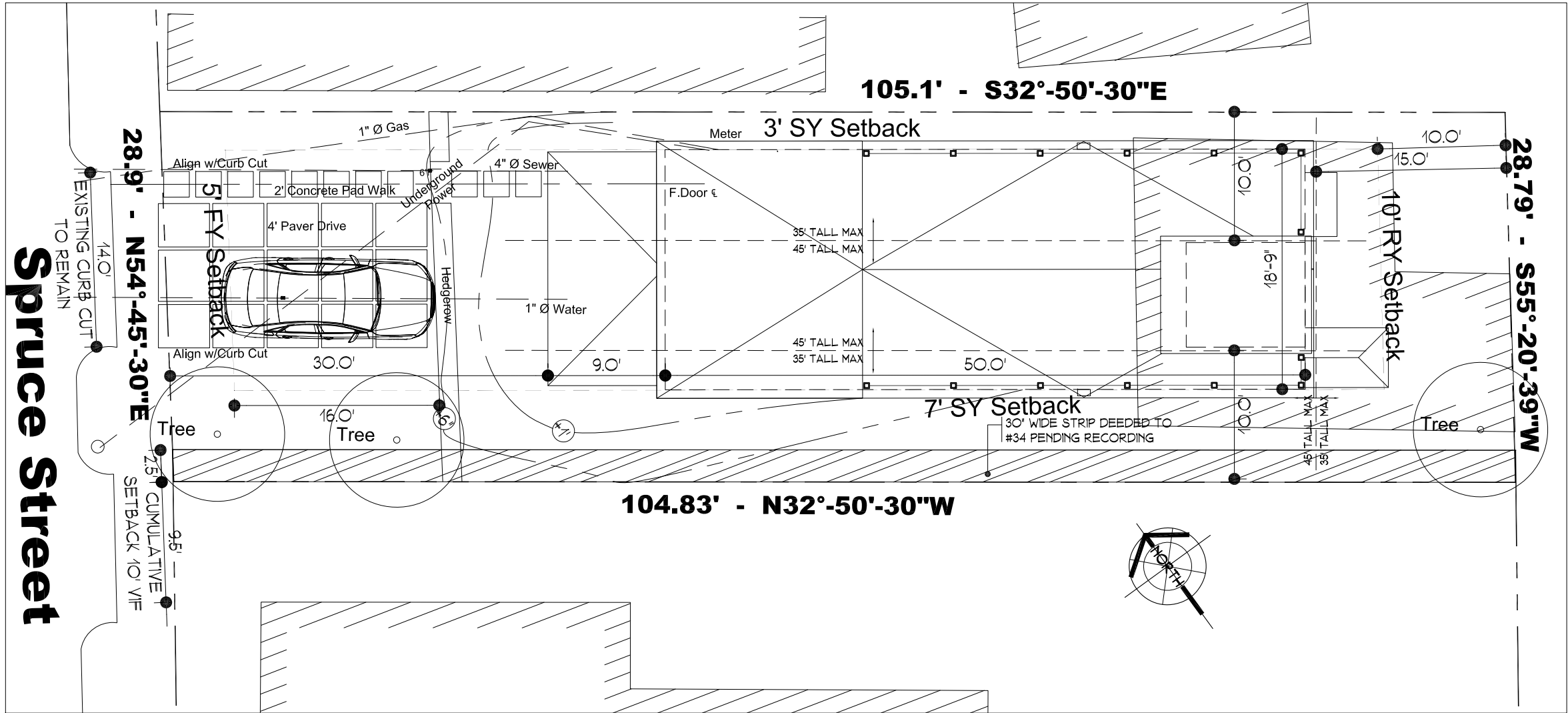
Attachments

1. Final submittal, including site plan, elevations, details and specifications
2. Standards for Review of Construction

Basha, LLC.
PROPOSED
NEW RESIDENCE
34 Spruce Street
Portland Maine 04102



2 LOCATION PLAN
SCALE: NTS
NOTE:



1 PLOT PLAN
SCALE: 1" = 10'-0"
NOTE:

INFORMATION INCLUDED OBTAINED FROM BOUNDARY PLAN '34-36 SPRUCE STREET
PORTLAND, MAINE' PERFORMED BY 'SURVEY, INC. PO BOX 210 WINDHAM ME 04062
207-892-2556 ON 16 AUGUST 2018 #18038 AS WELL AS FIELD VERIFIED. CONTRACTOR
IS RESPONSIBLE FOR FIELD VERIFICATION PRIOR TO ANY WORK

LIST OF DRAWINGS	
NO.	DWG. DRAWING TITLE
I	TITLE SHEET / PLOT PLAN / GENERAL INFORMATION
II	LOT PHOTOGRAPHS
III	STREETVIEW
	CONCEPTUAL
IV	ELEVATION CONCEPT
V	FIRST & SECOND
VI	THIRD \$ ROOF
VII	NON VISIBLE ELEVATIONS
VIII	DESIGN EXAMPLES
IX	DESIGN DETAILS
X	SKETCH
XI	SCHEDULE & CUT SHEETS
XII	CUT SHEETS - TRIM / SIDING
XIII	CUT SHEETS - LANDSCAPE

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3 1924 VIEW FROM CLARK
SCALE: NTS
NOTE:



4 EXISTING STREET VIEW
SCALE: NTS
NOTE:

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34 Spruce Street
Portland Maine 04102



5 VIEW FROM SPRING
SCALE: NTS
NOTE:

6 VIEW FROM CLARK
SCALE: NTS
NOTE:

7 VIEW FROM CLARK
SCALE: NTS
NOTE:

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NEW RESIDENCE
34 Spruce Street



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PROPOSED

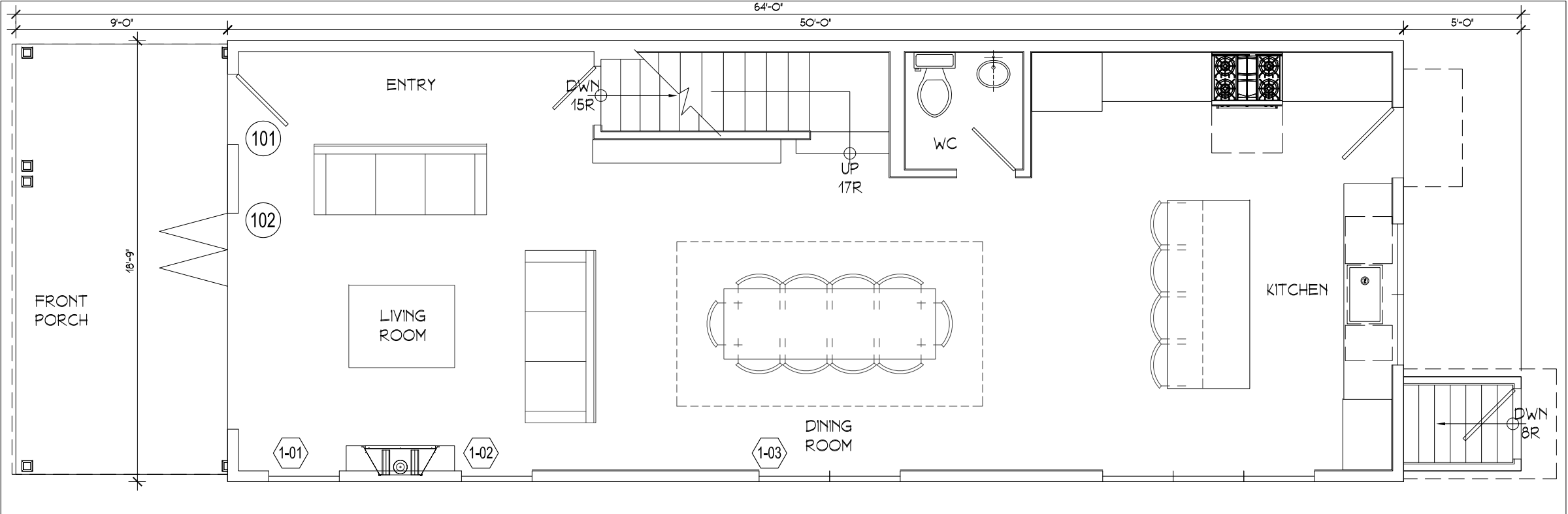
NEW RESIDENCE

34 Spruce Street



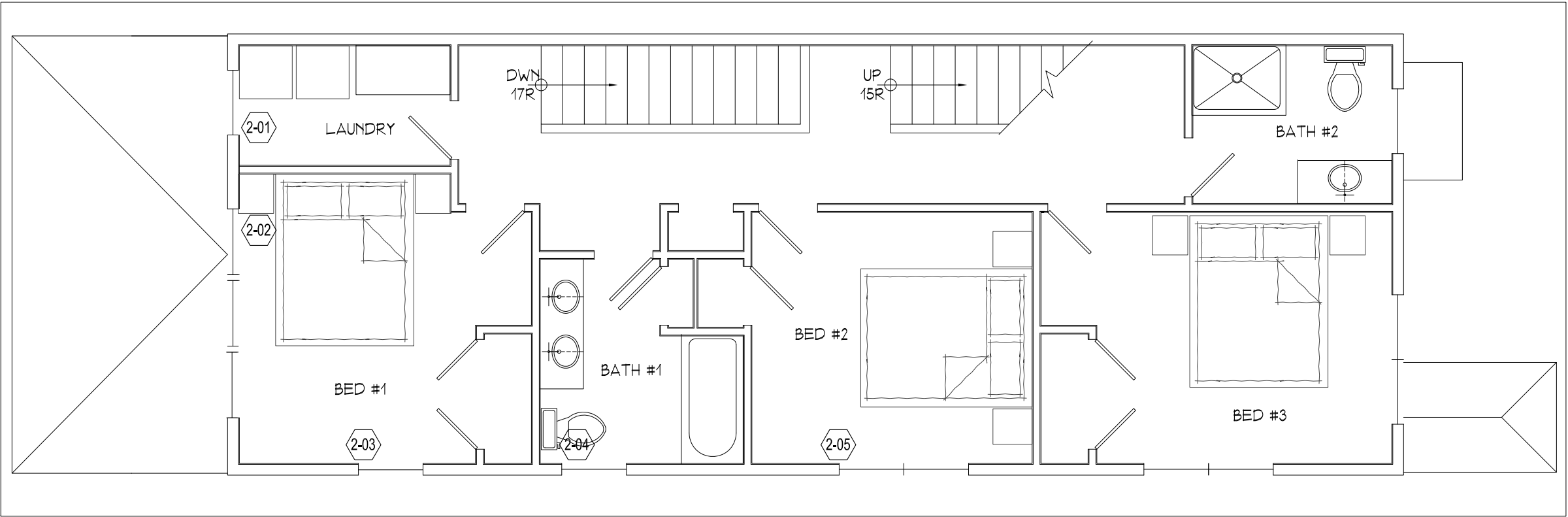
9 FIRST FL PLAN

SCALE: 3/16" = 1'-0"



10 SECOND FL PLAN

SCALE: 3/16" = 1'-0"



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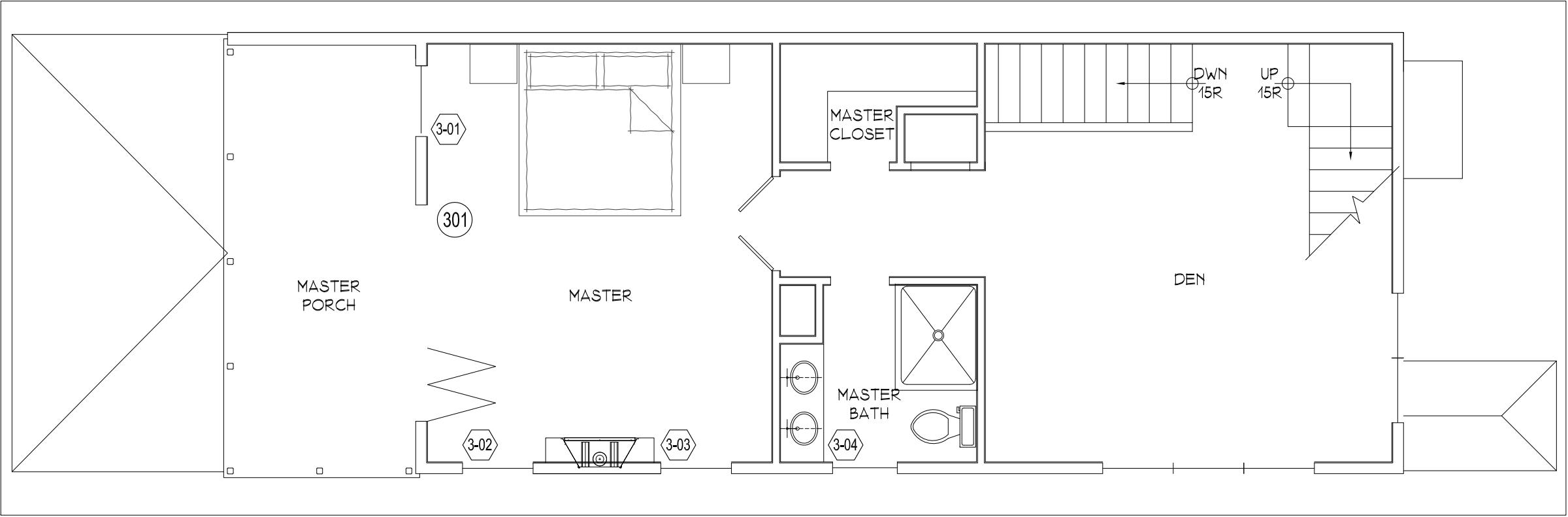
PROPOSED

NEW RESIDENCE

34 Spruce Street

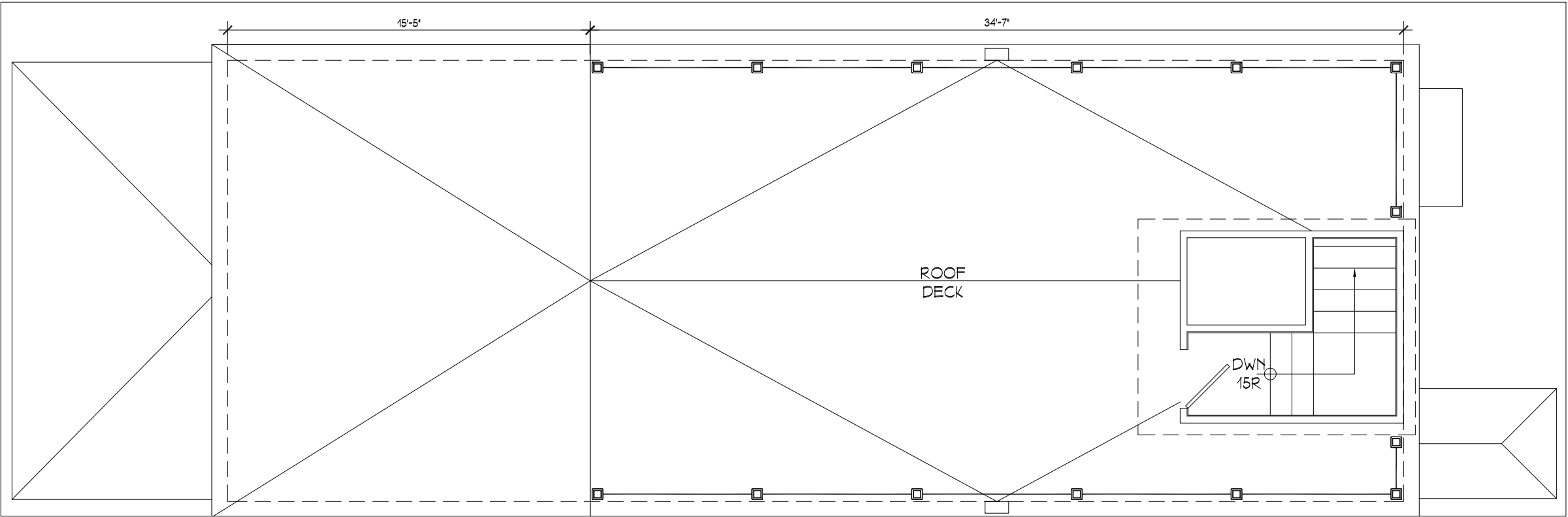
11 THIRD FL PLAN

SCALE: 3/16" = 1'-0"



12 ROOF FL PLAN

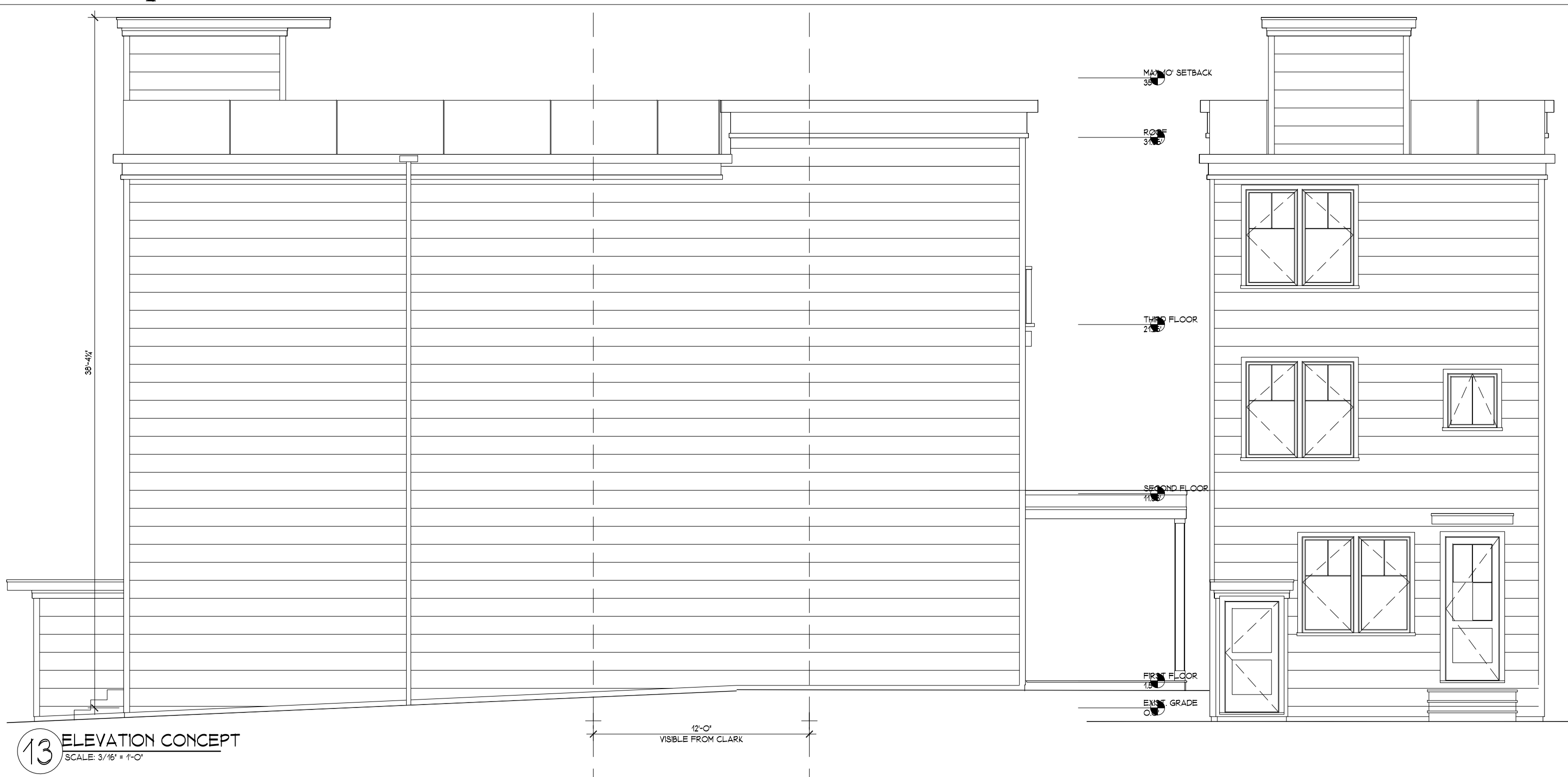
SCALE: 3/16" = 1'-0"



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PROPOSED NEW RESIDENCE

34 Spruce Street



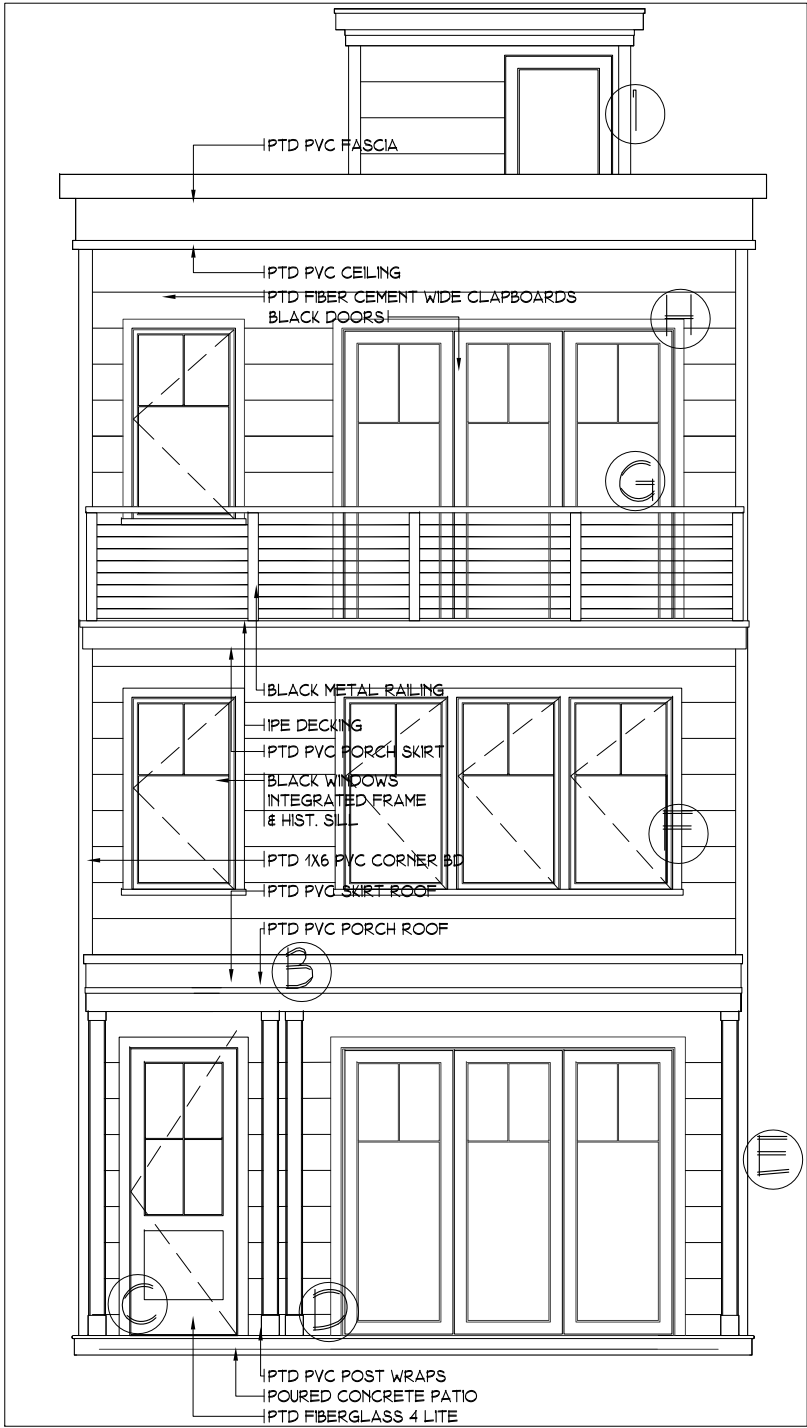
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NEW RESIDENCE

34 Spruce Street

Portland Maine 04102



14 REFERENCE ELEVATION

SCALE: 3/16" = 1'-0"

Note: Examples are meant to convey intent. Drawn details to be found page VII



PORCH ENTABLATURE

SCALE: N.T.S.

NOTE: ALL EXTERIOR TO BE PAINTED PVC OR EQUAL

SEE PAGE G/11 FOR DETAIL



COLUMNS

SCALE: N.T.S.

NOTE: ALL EXTERIOR TO BE PAINTED PVC OR EQUAL

SEE PAGE G/11 FOR DETAIL



THERMATRU SMOOTH F. DOOR

SCALE: N.T.S.

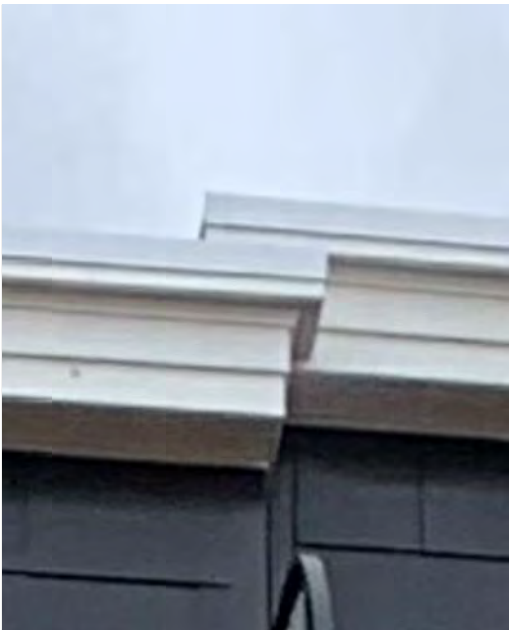
NOTE: DOOR TO BE PAINTED NOT NATURAL



CONC. PORCH

SCALE: N.T.S.

SEE PAGE G/11 FOR DETAIL



HOUSE ENTABLATURE

SCALE: N.T.S.

NOTE: ALL EXTERIOR TO BE PAINTED PVC OR EQUAL

SEE PAGE G/13 FOR DETAIL



JELD WEN WINDOWS

SCALE: N.T.S.



METAL RAILINGS

SCALE: N.T.S.

NOTE: RAILINGS TO BE POWDER COATED COLOR TBD

SEE PAGE G/12 FOR DETAIL

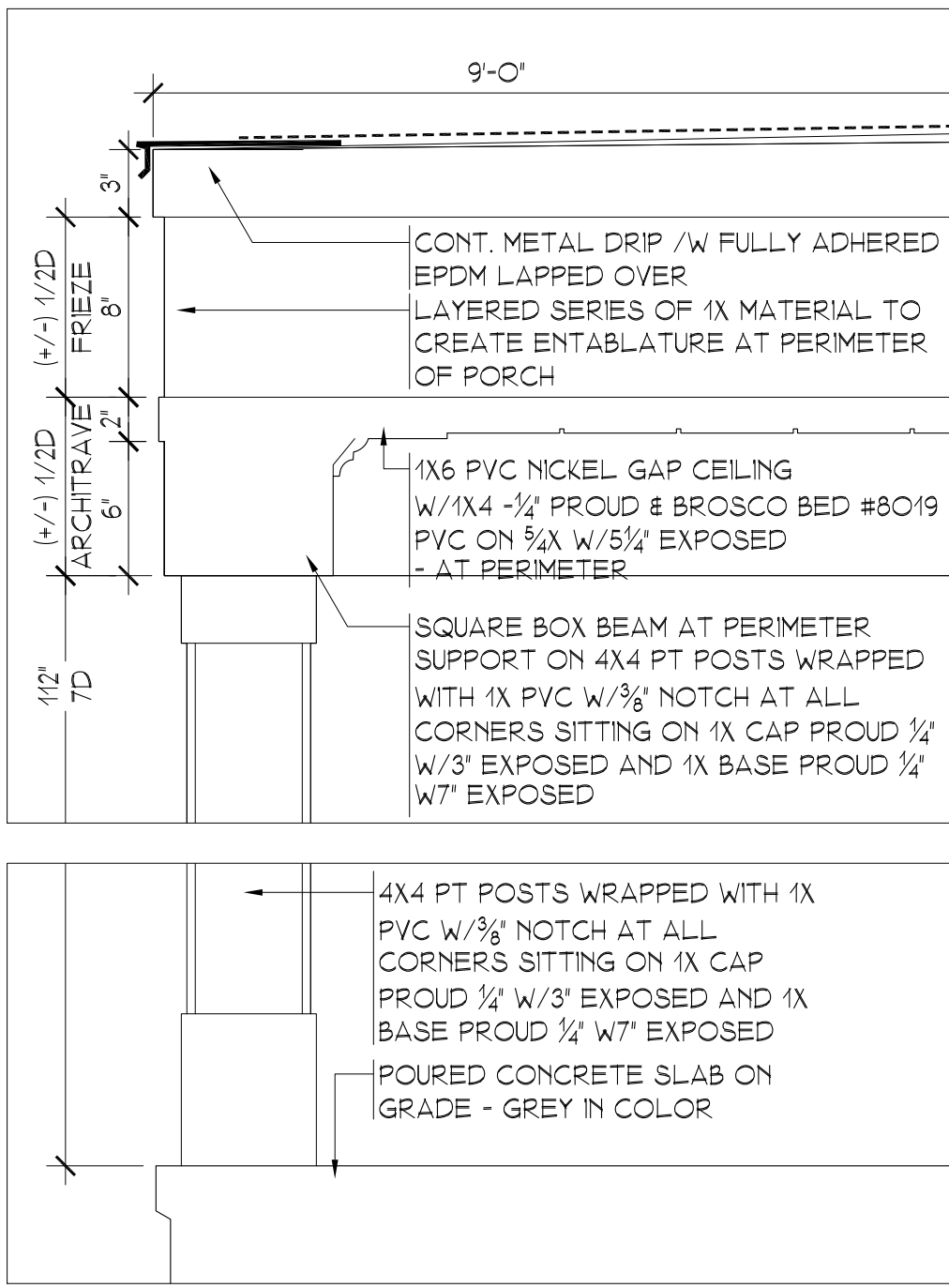


JELD WEN FOLDING DOORS

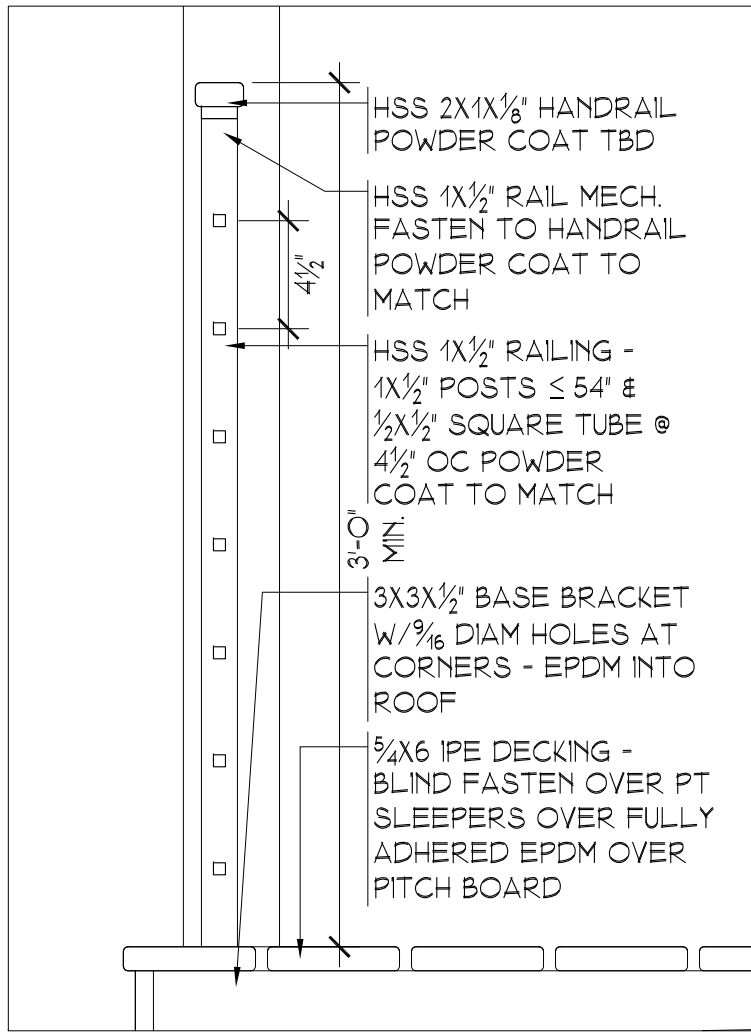
SCALE: N.T.S.

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PROPOSED
NEW RESIDENCE
34 Spruce Street
Portland Maine 04102

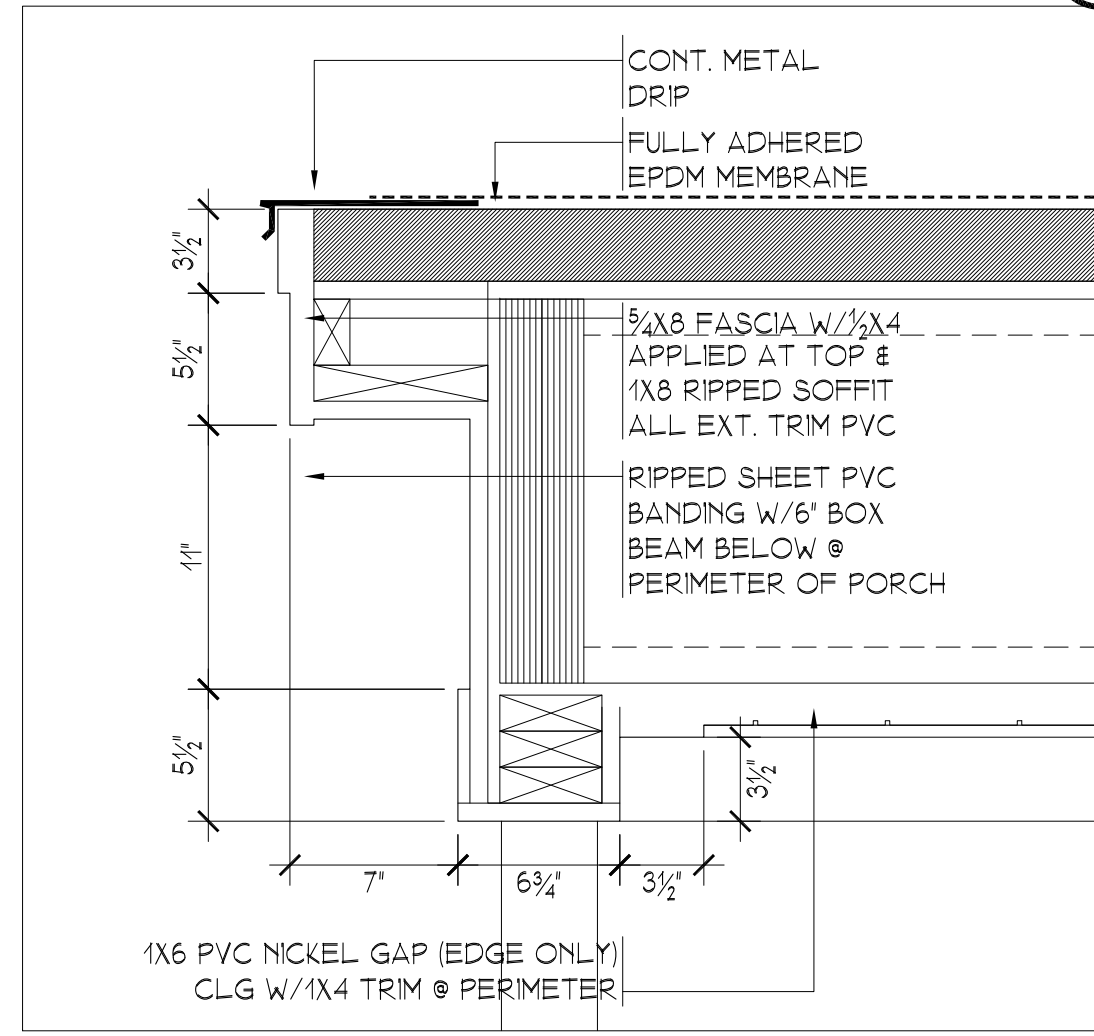
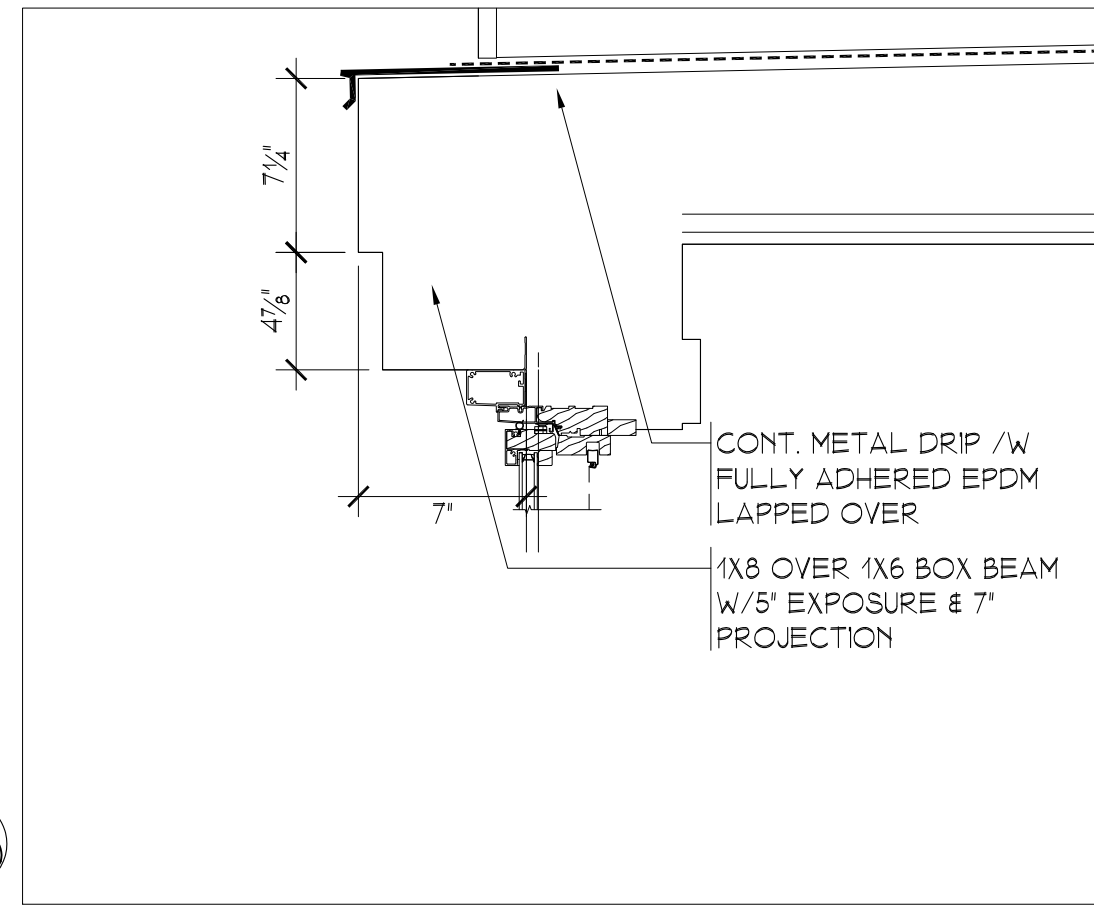
16 ENTRY PORCH / ROOF DETAILS
SCALE: 1 1/2" = 1'-0"



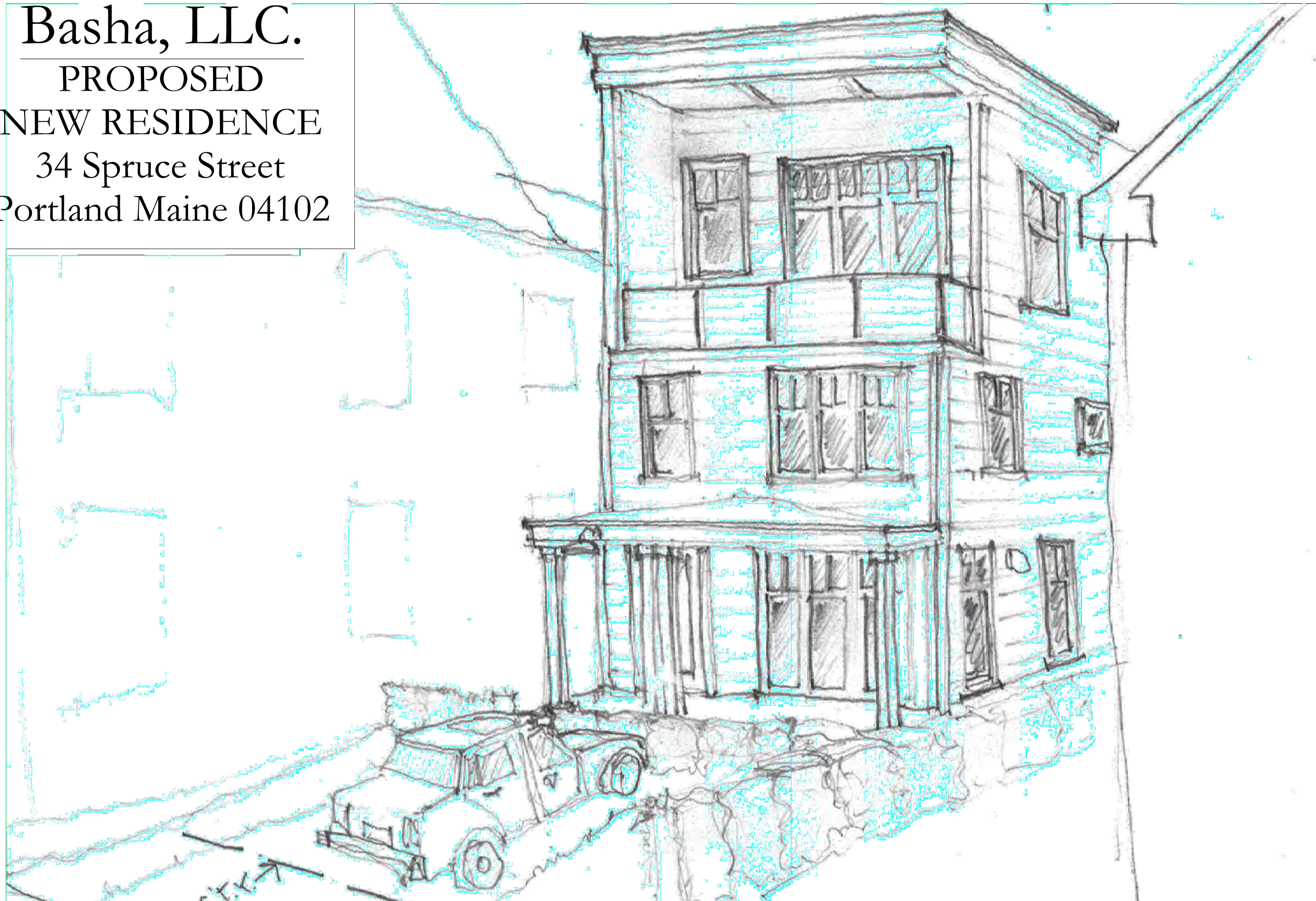
17 RAILING DETAILS
SCALE: 1 1/2" = 1'-0"



18 2ND DECK / ROOF DETAILS
SCALE: 1 1/2" = 1'-0"



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NEW RESIDENCE
34 Spruce Street
Portland Maine 04102



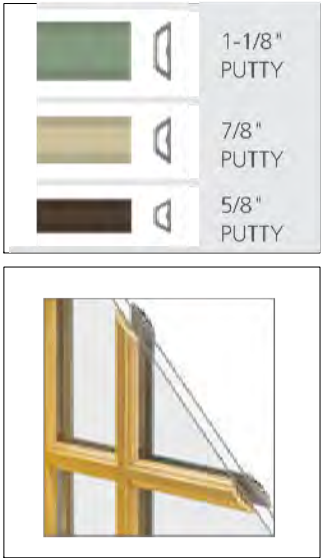
Basha, LLC.

PROPOSED

NEW RESIDENCE

34 Spruce Street

Portland Maine 04102



SIMULATED DIVIDED LITES (SDL)

- Grilles are adhered to the interior glass
- Exterior grille options include aluminum for clad-wood or wood for primed wood
- Optional light brown or silver shadow bars are placed between the two panes of insulating glass to complete the effect
- Interior and exterior SDLs are available in decorative beaded or subtle putty profiles (shown to the right)

Casement

- Great option in many settings including kitchens and bathrooms
- Hinged on either the left or right side and opens wide for maximum ventilation
- 1-1/4" sash rails provide maximum view
- Wider sash and stile profile available

Awning

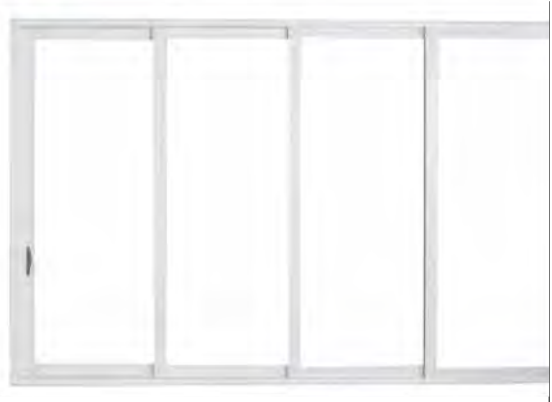
- Hinged at the top to open out from the bottom in an upward swing
- Provides a breeze while keeping other elements like rain at bay
- Narrow stiles and rails
- Wider sash and stile profile available



Premium™ Vinyl Multi-Slide Patio Door

HELP A SMALLER BUDGET MAKE A HUGE IMPACT

JELD-WEN pairs design innovation with low maintenance in this stunning new product offering. The Premium™ Vinyl Multi-Slide patio door dramatically opens up rooms to the outdoors, creating light, open space with up to six panel units reaching 10 feet in height and up to 24 feet in width. Premium™ Vinyl construction means simple upkeep and more design possibilities for smaller budgets.



WINDOW & DOOR SCHEDULE

1ST																
	ID	MANUFAC.	MODEL	MATERIAL	HEAD	JAMB	R.O.	GLAZING	INT.	EXT.	SILL	GRILLE	LAYOUT	HARDWARE	HARD. FINISH	NOTES
	101	JELDWENN	AF1_3080	FIBERGLASS	98.5"	6 ⁹ / ₁₆	38 ³ / ₄ " x 98 ¹ / ₂ "	NA	¾" x 3"	¾"x4" PVC	BLK	NA	-	Standard	BLK	
	102	JELDWENN	EPICVUE-3	CLAD	100.25"	8 ⁹ / ₁₆	111 ³ / ₁₆ " x 100 ¹ / ₄ "	LoE 4	¾" x 3"	¾"x4" PVC	FLUSH	SDL 5 ⁵ / ₈ "	2 / 1	Standard	BLK	TEMP
	1-01	JELDWENN	EPICVUE-1	CLAD	100.25"	6 ⁹ / ₁₆	36 ⁵ / ₈ " x 100 ¹ / ₄ "	LoE 4	¾" x 3"	¾"x4" PVC	BLK	SDL 5 ⁵ / ₈ "	2 / 1	Standard	BLK	TEMP
	1-02	JELDWENN	EPICVUE-1	CLAD	100.25"	6 ⁹ / ₁₆	36 ⁵ / ₈ " x 100 ¹ / ₄ "	LoE 4	¾" x 3"	¾"x4" PVC	BLK	SDL 5 ⁵ / ₈ "	2 / 1	Standard	BLK	TEMP
	1-03	JELDWENN	EPICVUE -2	CLAD	100.25"	6 ⁹ / ₁₆	73 ³ / ₄ " x 100 ¹ / ₄ "	LoE 4	¾" x 3"	¾"x4" PVC	BLK	SDL 5 ⁵ / ₈ "	2 / 1	Standard	BLK	TEMP
2ND																
	2-01	JELDWENN	25CCMT3664	CLAD	84"	6 ⁹ / ₁₆	36" x 64"	LoE 4	¾" x 3"	¾"x4" PVC	1 ³ / ₄ "	SDL 5 ⁵ / ₈ "	2 / 1	Standard	BLK	
	2-02	JELDWENN	25CCMT3664-3	CLAD	84"	6 ⁹ / ₁₆	115" x 64"	LoE 4	¾" x 3"	¾"x4" PVC	1 ³ / ₄ "	SDL 5 ⁵ / ₈ "	2 / 1	Standard	BLK	
	2-03	JELDWENN	25CCMT3664	CLAD	84"	6 ⁹ / ₁₆	36" x 64"	LoE 4	¾" x 3"	¾"x4" PVC	1 ³ / ₄ "	SDL 5 ⁵ / ₈ "	2 / 1	Standard	BLK	
	2-04	JELDWENN	25CAWN3636	CLAD	80"	6 ⁹ / ₁₆	36" x 36"	LoE 4	¾" x 3"	¾"x4" PVC	1 ³ / ₄ "	SDL 5 ⁵ / ₈ "	2	Standard	BLK	
	2-05	JELDWENN	25CCMT3664-2	CLAD	84"	6 ⁹ / ₁₆	75 ¹ / ₂ " x 64"	LoE 4	¾" x 3"	¾"x4" PVC	1 ³ / ₄ "	SDL 5 ⁵ / ₈ "	2 / 1	Standard	BLK	
3RD																
	301	JELDWENN	EPICVUE-3	CLAD	100.25"	8 ⁹ / ₁₆	111 ³ / ₁₆ " x 100 ¹ / ₄ "	LoE 4	¾" x 3"	¾"x4" PVC	FLUSH	SDL 5 ⁵ / ₈ "	2 / 1	Standard	BLK	TEMP
	3-01	JELDWENN	25CCMT3664	CLAD	98.5"	6 ⁹ / ₁₆	36" x 64"	LoE 4	¾" x 3"	¾"x4" PVC	1 ³ / ₄ "	SDL 5 ⁵ / ₈ "	2 / 1	Standard	BLK	
	3-02	JELDWENN	25CCMT3664	CLAD	98.5"	6 ⁹ / ₁₆	36" x 64"	LoE 4	¾" x 3"	¾"x4" PVC	1 ³ / ₄ "	SDL 5 ⁵ / ₈ "	2 / 1	Standard	BLK	
	3-03	JELDWENN	25CCMT3664	CLAD	98.5"	6 ⁹ / ₁₆	36" x 64"	LoE 4	¾" x 3"	¾"x4" PVC	1 ³ / ₄ "	SDL 5 ⁵ / ₈ "	2 / 1	Standard	BLK	
	3-04	JELDWENN	25CAWN3636	CLAD	86"	6 ⁹ / ₁₆	36" x 36"	LoE 4	¾" x 3"	¾"x4" PVC	1 ³ / ₄ "	SDL 5 ⁵ / ₈ "	2	Standard	BLK	

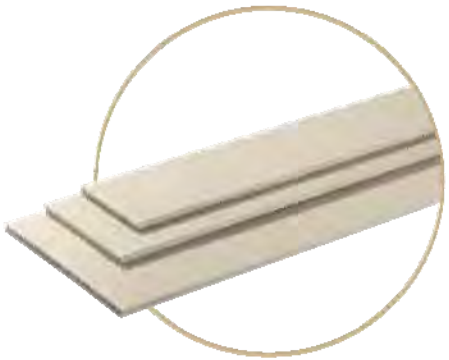
Basha, LLC.
PROPOSED
NEW RESIDENCE
34 Spruce Street
Portland Maine 04102

Smooth Lap

A Traditional, Subtle Look

- Traditional look that accentuates the architectural features of any home
- Smooth finish for a clean appearance
- Pre-primed for exceptional paint adhesion
- 16' length can result in faster installation and fewer seams
- Treated engineered wood fiber substrate

76 Series Smooth Lap (fiber)



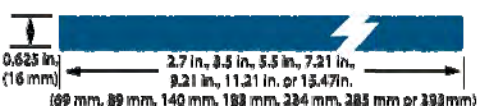
Smooth finish

Reversible Trim

Two Great Looks In One

- The natural look of cedar on one side and smooth on the other
- Interior or exterior use, including corner boards, windows and doors
- Pre-primed for exceptional paint adhesion
- 16' length can result in faster installation and fewer seams
- Treated engineered wood fiber substrate

440 Series Reversible Trim (fiber)



540 Series Reversible Trim (fiber)



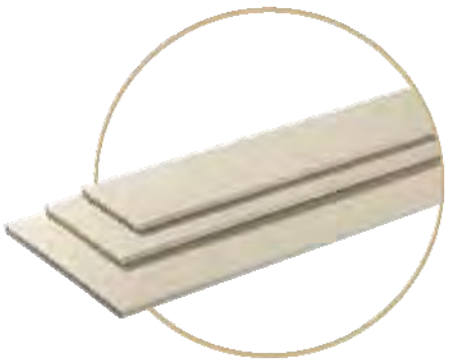
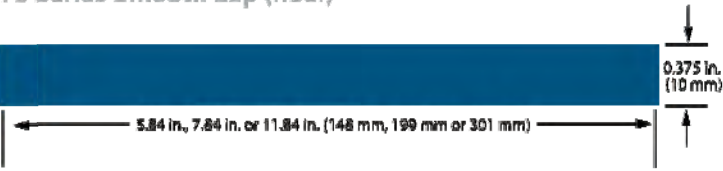
Smooth finish

Smooth Lap

A Traditional, Subtle Look

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76 Series Smooth Lap (fiber)



Smooth finish

DESCRIPTION	LENGTH	ACTUAL WIDTH	ACTUAL THICKNESS	PID NUMBER
	16ft. (192 in.)(4877 mm)	11.84 in. (301 mm)	0.375 in. (10 mm)	25921

DESCRIPTION	LENGTH	ACTUAL WIDTH	ACTUAL THICKNESS	PID NUMBER
440 Series Reversible Trim (fiber)	16ft. (192 in.)(4877 mm)	2.70 in. (69 mm)	0.625 in. (16 mm)	25940 *
	16ft. (192 in.)(4877 mm)	3.50 in. (89 mm)	0.625 in. (16 mm)	25941
	16ft. (192 in.)(4877 mm)	5.50 in. (140 mm)	0.625 in. (16 mm)	25942
	16ft. (192 in.)(4877 mm)	7.21 in. (183 mm)	0.625 in. (16 mm)	25943
	16ft. (192 in.)(4877 mm)	9.21 in. (234 mm)	0.625 in. (16 mm)	25944
	16ft. (192 in.)(4877 mm)	11.21 in. (285 mm)	0.625 in. (16 mm)	25945
	16ft. (192 in.)(4877 mm)	15.47 in. (393 mm)	0.625 in. (16 mm)	38445



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PROPOSED NEW RESIDENCE

34 Spruce Street
Portland Maine 04102



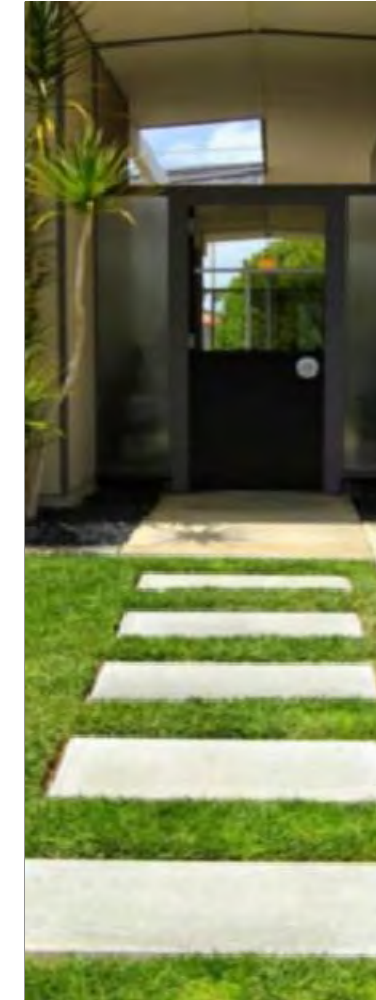
SOFTSCAPE - PEAR TREE & BOXWOOD



TERAZZO CONCRETE TILES



NTS
NOTES: 24" @ WALKWAY & 48" @ DRIVEWAY
8" SPACING @ WALK & 4" SPACING @ DRIVE



STANDARDS: REVIEW OF CONSTRUCTION

5

New Construction Standards

Preamble

The placement of a new building or building addition into an existing historic context presents design problems often quite different from those for new construction on open sites. The challenge, simply put, is one of designing a building which is both distinct from and compatible with the buildings that surround it.

Striking a balance between continuity and change is especially important within historic districts. On the one hand, a commitment to historic preservation should not stifle dynamic, creative contemporary architecture. On the other hand, ill-conceived new construction can easily diminish the visual qualities which led to an historic district's special designation.

The purpose of the following standards is to provide guidance in 1) identifying the visual qualities of a given site's context and 2) assessing whether or not a proposed design is likely to compliment that context. The replacement of historic fabric with new construction can, especially in the aggregate, alter the appreciation of an area as a historic district. Therefore, new construction in such a setting must be carried out with extreme care and respect for that context.

The central idea behind good design in a historic context is a simple one. To a large degree, the scale, mass, orientation and articulation of an infill building or addition should be compatible with that of the buildings that surround it. Broadly stated, compatibility refers to the recognition of patterns and characteristics which exist in a given setting, and a responsiveness in new design or renovation which respects these established patterns and characteristics. Although similarity of design is one way of achieving compatibility in a historic context, a creative and distinctly contemporary

design response is both permitted and encouraged. The modern designer is allowed the freedom of individual expression -- within parameters established by the new building's context.

While a specific solution for a given setting cannot be anticipated in a simple set of guidelines, there are a number of building characteristics which can be used to gauge visual compatibility of new construction in an existing context. These characteristics are:

Scale and Form

Height.
Width.
Proportion of principal facades.
Roof shapes.
Scale of the structure.

Composition of Principal Facades

Proportion of openings.
Rhythm of solids to voids in facades.
Rhythm of entrance porch and other projections.
Relationship of materials, texture and color.
Signs, canopies and awnings.

Relationship to the street

Walls of continuity.
Rhythm of spacing and structures on streets.
Directional expression of principal elevations.

Other Standards (for further discussion of these issues, see Standards 1, 2, 8, 9, 10 of the Standards for Review of Alterations)

Compatible use (see #1).

Distinguishing original character (see #2).

Achaeological resources (see #8).

Contemporary design (see #9).

Addition (see #10).

A new building in a historic district or adjacent to an individual landmark need not follow the pattern set by its neighbors in each and every category of compatibility. It should, however, relate to a number of them. Each infill project will have a unique context of surrounding structures and sites with some strong, unifying characteristics and some that are more subtle and less obvious. There will usually be one or more definite and easily discernable traits, such as a uniform scale and rhythm of window openings, consistent roof shapes, or a uniform cornice line, that should serve as a basis for a design solution.

Within a homogeneous context, where expression of these building characteristics is fairly consistent, the new building should reinforce this consistent character. In this setting, similarity in particular characteristics may be an appropriate design direction. The challenge of

designing a decidedly distinct structure or addition which is still compatible with a homogeneous context is often more difficult but is an acceptable and often desirable response. The key is that it exhibit respectful contrast. Of course, contexts which exhibit greater variety allow greater freedom in new design, though the designer should still endeavor to identify any unifying characteristics among the disparate buildings and relate the design of the new building in these respects.

Even within the same historic district, design considerations for a new structure will vary from street to street and block to block. Consider the following two Old Port photographs. The first is a view of the north side of Commercial Street, which offers a number of vacant or underutilized lots prime for future development. This is an example of a streetscape that shows a remarkable consistency in many of the characteristics listed above. Height is commonly four or five stories. While rooflines vary from flat to gable to gambrel, all display strong cornice lines and ridgelines parallel to the street. Upper story window sizes and proportions are consistent. The typical granite piers of the commercial and warehouse structures also create a strong unifying rhythm at street level. Additionally, every building is positioned with its facade at the street line. Thus there are several forceful and consistent characteristics to guide the designer. A new building inserted on any of



North side of Commercial Street.

these sites should fill the gap in the street wall with a design that strongly reinforces and is compatible with the features and patterns of adjacent buildings.

The second photo shows a vacant parcel on the south side of Fore Street, flanked by the Mariner's Church and the Boothby Square block, and across the street from the former Armory. While the overall height of the surrounding buildings is fairly consistent, the scale of the buildings varies considerably, as do rooflines, roof shapes and building materials. The gable ends of the Armory, the Mariner's Church and the end building of the Boothby Block, create unusual and distinctive profiles both from the street and on the skyline that is unique in the Old Port. Also, the width of buildings varies from single bay commercial blocks to the broad expanse of Mariner's Church.

The complexity and diversity of this setting offers much more flexibility and unique opportunities for infill development than the Commercial Street sites. There are not as many consistent, strong characteristics to focus design options, but rather a diversity of characteristics to challenge the designer. A new building on this site could, and perhaps should, be quite different from one erected on a Commercial Street site because of the more diverse context.

Both of these examples are from commercial areas. Variations in context, sometimes dramatic, occur within residential neighborhoods as well, as the following two streetscapes in the West End illustrate. The mansard-roofed houses on Cushman Street exhibit a remarkable homogeneity, as evidenced in uniform setbacks; scale; rooflines; projecting bays, dormers and steps; and degree of ornamentation (see photo on following page). A proposal for a new house in this context should recognize the homogeneity of building characteristics and should be designed to integrate with and contribute to the strong unified character of the district. A design of contrasting patterns would be more difficult to accommodate in this context.

The second photograph shown on the following page showing houses and churches on State Street contrasts dramatically with Cushman Street. Houses are larger, of many disparate styles, with larger sideyards and front yards. What unifies this streetscape is the high quality design and materials, dynamic roof shapes, and many irregular projections such as gables, turrets, bay windows, porches and chimneys. There is much more room for variety and creativity in this setting. Scale, setback, high level of detail, and overall design quality serve as the principal contextual cures for a new building design in this instance.



South side of Fore Street.



Cushman Street



State Street

It is clear that individual blocks within the same historic district can call for distinctly different buildings. The guidelines that follow would allow new buildings constructed on these and other sites within Portland's historic districts to be dramatically different from each other while still fitting comfortably into their respective street scenes.



Ten Moulton Street illustrates how the height of infill construction can serve as a bridge between the heights of surrounding structures. While the infill building is taller than its immediate neighbor on Commercial Street, it is roughly the same height as the adjacent building that fronts on Fore Street. The roof also contributes to the impression of proper scale relative to its neighbors by echoing the dormer shape of the building in the foreground and the gable shape of the building behind it. Details, such as the cut-out balconies, also help to reduce its apparent height, especially from the street.

Standards

The following standards and accompanying photographs illustrate some of the more obvious and common components of building design that can be used to create compatible infill construction. They are not meant to show all the possible factors that can contribute to appropriateness nor can they show all the variations one may encounter in a historic context. They can, however, serve as a resource for the owner, designer and/or builder to use when undertaking new construction when the project is subject to the historic district design standards.

As additional resource material, a glossary of styles

(Section 9) contains brief descriptions of the architectural styles found in Portland historic districts and identifies some of the key characteristics of each. A glossary of terms provide insight into the parts of an historic building and other technical terms.

Also included are district designation reports for each of Portland's historic districts. These reports contain a historical and architectural description of each district, and highlight those structures and characteristics that play important roles in determining the visual quality and boundaries of the district. The architectural descriptions in these reports can often be used not only to determine which architectural components of a building within the district are the most important to preserve, but

also which characteristics may be most important to consider in new construction in order to be compatible with the context of the district.

Scale and Form

The visual scale of a building is the relation between the size of a building and its parts and the size of people. Perception of scale is also related to the open space surrounding a building. Units of scale may be as large as side yards, setbacks, overall building forms, or as small as a brick, a stone, a window or a door.

On a traditional commercial building, doors are a fundamental unit of scale. Doors were almost always seven or eight feet tall (taller on some grand buildings), and usually had transom windows above. Display windows were similarly uniform, with transom windows

above. These elements, no matter how big or tall the building above them, related to shoppers and shopkeepers in a comfortable, familiar way.

In a residential neighborhood, the presence of porches in a common location and of a similar size in relation to the size of the house played a definite role in human perception. Door and window size were also important here. The consistent use of stone, brick, and wood clapboard also brought a scale to houses. Our familiarity with the size of the brick, as a unit of scale we can hold in our hand and stack on top of each other, makes it a very "human" building material. Even the amount of each wood clapboard exposed to the weather contributes to scale. For this reason, when 4" exposure wood siding is covered with 7" exposure aluminum siding, the appearance of the residence changes dramatically, and the original design intent is compromised.



This close-up of a commercial facade at 565 Congress Street shows how an individual storefront relates to the pedestrian. The width of the storefront, the size of the door, the height of the display windows, even the placement of the door within the storefront represent traditional design patterns that humans relate to from years of use and familiarity. This is a new storefront, built with modern and traditional materials, that adheres to traditional storefront design patterns while presenting a clean contemporary look.

Height

HEIGHT SHALL BE VISUALLY COMPATIBLE WITH SURROUNDING STRUCTURES WHEN VIEWED FROM ANY STREET OR OPEN SPACE.

Buildings vary considerably in height from district to district, and even within districts. While the City's zoning ordinance establishes the overall height limit for an area, the preservation ordinance suggests that within allowable height limits, a new building's height should be configured and articulated so as to relate to its immediate neighbors. New buildings can be taller than neighboring structures provided that the character of the streetscape and the scale and character of the pedestrian-oriented lower portions of the building are preserved, sunlight to pedestrian ways and significant public. This can be achieved through such design techniques as multiple building setbacks, different fenestration patterns, strong intermediate cornices, arcades, etc. Sometimes, taller buildings can be constructed at the

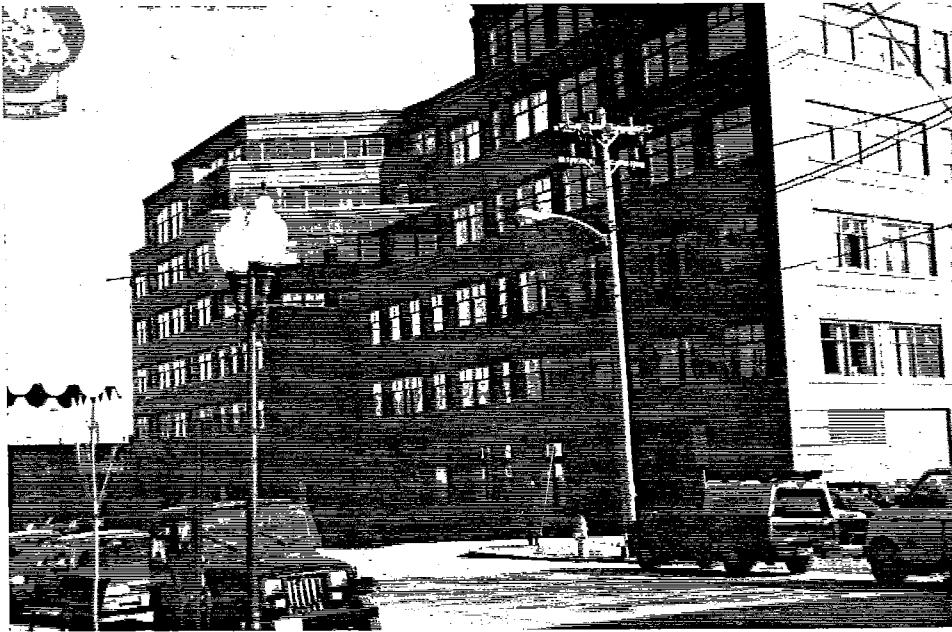
center or rear of a block with a portion of the building such as an entrance arcade of height equal to its neighbors at the streetline.

In some areas that have a remarkably consistent height at the street line, such as row-house streets and the land side of Commercial Street, maintaining existing heights is the most obvious solution for creating compatible new construction. Any proposal for variation from adjacent building heights in such a setting must demonstrate that the diversity in height is compatible within the existing context. Again, such design measures as setbacks, continuation of cornice lines, or other elements can be used to accomplish this.

Where individually-styled and varied buildings of diverse height are involved, the height of new construction can be more varied reflecting the variety of height, roof shapes and elements in the area.



Just as new buildings can be too large for their context, too small a structure can also break the continuity of an established district. The garrison colonial style residence on Vaughan Street in the center of this photograph is significantly smaller than its historic neighbors, not only in terms of its height, but also in its width, overall scale and mass.



New office buildings at 100 Middle Street are at least two stories higher than any adjacent historic buildings; yet they have a comfortable presence on Middle Street due to their set backs and angled facets. In addition, the strongly-detailed first floor creates a base that anchors the building to the street. Breaking the height of the building into horizontal bands can reduce the perceived height of a large building.



The four story height of this Cumberland Park Place apartment complex is reduced at the sides and front of the building by pitched roofs, projecting banks of windows, and other details that attract the eye to lower parts of the building. The composition of the facade can be broken into subgroupings, some of which are of the same scale as the adjacent houses.

Width

THE WIDTH OF A BUILDING SHALL BE VISUALLY COMPATIBLE WITH STRUCTURES AND OPEN SPACES TO WHICH THE BUILDING IS VISUALLY RELATED.

New construction within historic districts should respect the characteristic rhythm of facades along the street. Width plays an important part in establishing the rhythm of buildings along the street that allows humans to relate to buildings in a familiar, comfortable way. The patterns we perceive as we walk or drive by a group of buildings are fundamental parts of how we experience architecture every day.

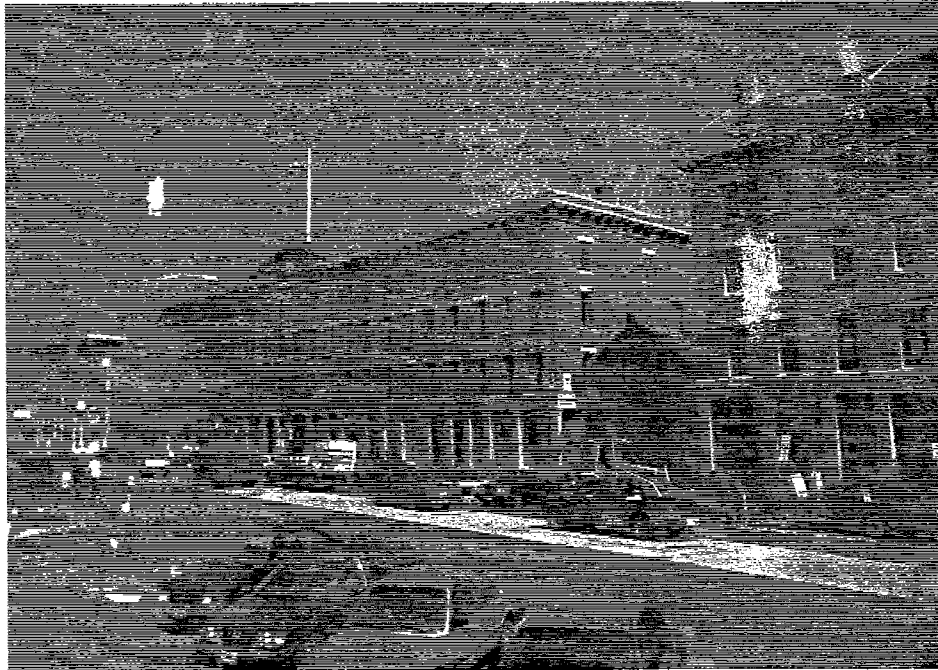
If a new construction site is wider than the characteristic surrounding sites, the mass of a proposed facade can be broken into a number of smaller bays. For

example, although the Thomas Block on Commercial Street is a large building, its piers at street level serve to break the overall width down to typical storefront proportions that maintain the street scale and rhythm. The upper facades of large buildings can likewise be broken down into familiar or predominant widths through the use of pilasters, bay window groupings, window rhythm, etc.

The width of residential rowhouses is another example where a large building is broken down into smaller units using bay windows, porches, canopies, and elaborate doorways.



The bulk of 100 Middle Street would have been oppressive and incompatible with nearby historic buildings on the street had it not been broken down into two towers. In addition, the multi-faceted, stepped facades and recessed courtyard help to reduce the apparent width of the building. When viewed from a distance, it appears there are two separate buildings, which are each similar in width to the significant older buildings across the street.



The Thomas Block on Commercial Street is a uniquely wide building with a commanding presence and remarkable consistency on the street. At the pedestrian level, this width is broken down to a more human scale by the steady march of granite piers. Within the piers, storefront windows and doors establish another unit of width for pedestrians to relate to.



This group of condominiums on Danforth Street, the overall width of which is considerable, is divided by roof forms and entrance canopies into units of width that fit comfortably with other residences nearby.



This commercial building on Cumberland Avenue inserted into a neighborhood of older houses changes the scale of the streetscape due to its uninterrupted width. Elements such as projecting or receding entrances, pilasters or piers on the facades, or occasional setbacks, could have been used to break up the facade into segments that correspond with the width of adjacent residences.



This group of commercial buildings on Monument Square shows the variety of width and height that can be accommodated within a historic setting. Even though width and height (and thus scale) vary considerably from building to building, there are many similarities including storefront proportions, level of detail, strength of upper and lower cornices, etc.

Proportion of Principal Facades

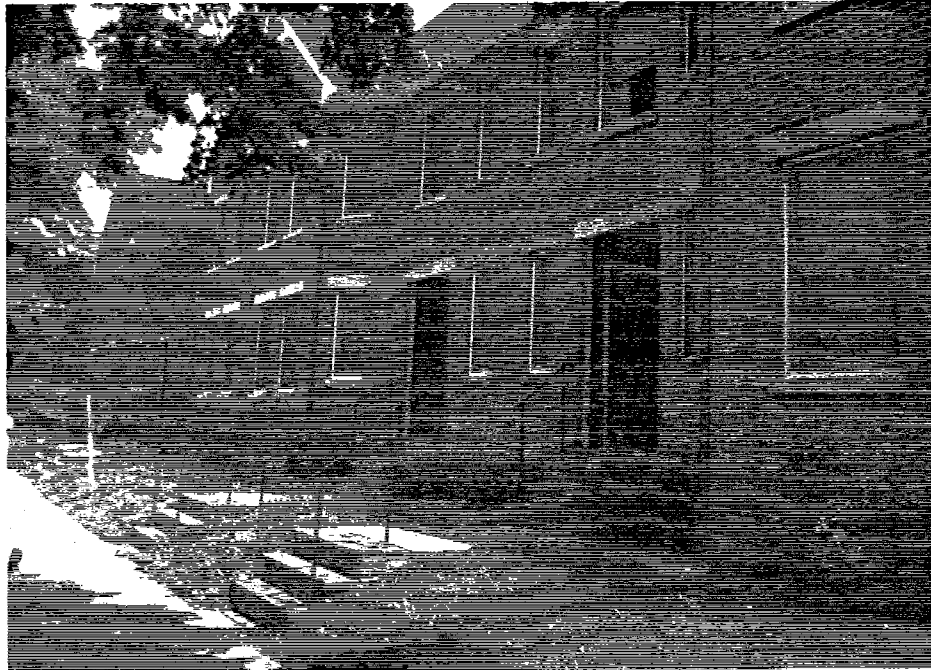
THE RELATIONSHIP OF THE WIDTH TO THE HEIGHT OF THE FRONT ELEVATION SHALL BE VISUALLY COMPATIBLE WITH STRUCTURES TO WHICH THE BUILDING IS VISUALLY RELATED.

Proportion is the relationship of one dimension to another, most commonly the width to height of a building facade. The proportion of facades, particularly those fronting on streets or other publicly-accessible

open space, frequently is one of the strong visual and physical characteristics found in historic districts. The characteristic proportion of existing facades should be respected and new construction should be compatible in proportion with existing buildings. An analysis of the proportions of adjacent and nearby buildings should be undertaken when designing infill construction. Large buildings should be broken down into smaller units to correspond with typical proportions of surrounding facades.



The proportions of Federal-style houses contribute to their elegance. The ratio of width to height of the entire facade and of windows and doors within the facade of the McLellan-Swett House was based on ancient principals going back to the Romans. These proportions were standardized to a degree by the builders of the day, and can be seen in the large Federal houses along State and High Streets and on Danforth Street.



The ratio of width to height of the projecting and recessed portions of this facade are carefully related to each other and to the width and height of neighboring houses in the West End.



The proportion of Victorian commercial buildings was set by many factors resulting from land use and sale patterns, limitations of building technology, etc. This view of commercial blocks on Middle Street shows a remarkable row of large three-story buildings that are very similar in scale and proportion. Such a strong pattern should be a design determinant for any new construction proposed for adjacent sites.



The same is true for many smaller buildings in the Old Port. In this photograph a large commercial building is divided into typical storefront bays by storefront piers, upper story pilasters, and roof parapets to correspond with the more common single-bay structures along Exchange Street.

Roof Shapes

THE ROOF SHAPE OF A STRUCTURE, INCLUDING ROOFTOP ADDITIONS, SHALL BE VISUALLY COMPATIBLE WITH THE STRUCTURES TO WHICH IT IS VISUALLY RELATED.

In some areas, rooflines are the same for an entire block. In this case, a new building's roof should usually draw its character and shape from the existing context. In other areas, no two rooflines are the same. Each situation calls for a different design response, yet should draw from established traditions in Portland, and the existing character and elements of surrounding roofs. Special rooftop components, such as dormers, cupolas, decorative chimneys, and decorative ironwork, in addition to the basic roof form, determine the character of historic roofs. The same elements can be used creatively to enliven rooflines of contemporary buildings.

Rooftop additions can be found on many buildings within historic commercial districts in Portland. Although applied to existing buildings, these additions

often have the impact of new construction. These additions should usually be designed so that they cannot be seen from immediately surrounding streets. This can be accomplished by holding such additions back from the edges of the building, and keeping the roofline simple and traditional in space. There are historical exceptions to this rule, when entire stories were sometimes added to existing buildings. Such an approach could be successful today, but would require extreme sensitivity in order that the addition not overwhelm, conflict with or detract from the original design. The incorporation of such details as small setbacks, pronounced cornices, columns and piers may serve to better integrate a large addition.

In all cases, design of rooftop additions requires a careful analysis of adjacent roofs and lines of sight from surrounding streets and sometimes a cognizance of views from surrounding buildings.

When new construction is to incorporate such appurtenances as communication antennae, satellite dishes, mechanical units, elevator towers, and vents, such components should be incorporated into the roof design in a manner compatible with the surrounding context.



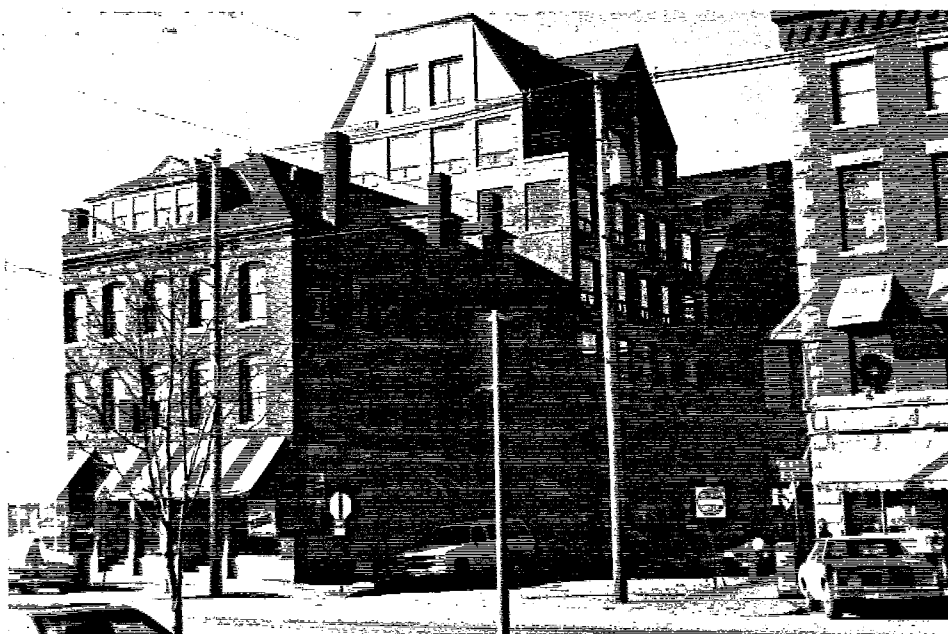
The substantial structures along State Street represent a diversity that can allow a great degree of freedom of design for infill construction. The many towers, turrets, dormers and cupolas set a precedent for any number of roof designs. As important in this case is the overall scale of these buildings, overall proportion of width to height, and the substantial amount of open space in front of and between each building.



This Western Promenade example shows how diverse roof shapes and features along Bowdoin Street can be found in an area of compatible buildings. Here the juxtaposition of an elaborate Gothic roofline with simpler, later rooflines provides a counterpoint to the similar scale and siting of all houses in the area.



The detached townhouses of Cushman Street represent a case where rooflines are so uniform that a new building inserted into this streetscape would be likely to have a mansard roof with the ridge perpendicular to the street. While a dramatically different roofline would not be ruled out, such a design would need to be carefully considered and justified as to its compatibility.



This new commercial building in the Old Port is located on a crowded site on Moulton Street, but is perhaps most visible from Commercial Street. The multi-faceted roofline is successfully used to reduce the apparent height of the building and to harmonize with the gable, hip and gambrel roofs of its neighbors on Fore Street and Commercial Street.

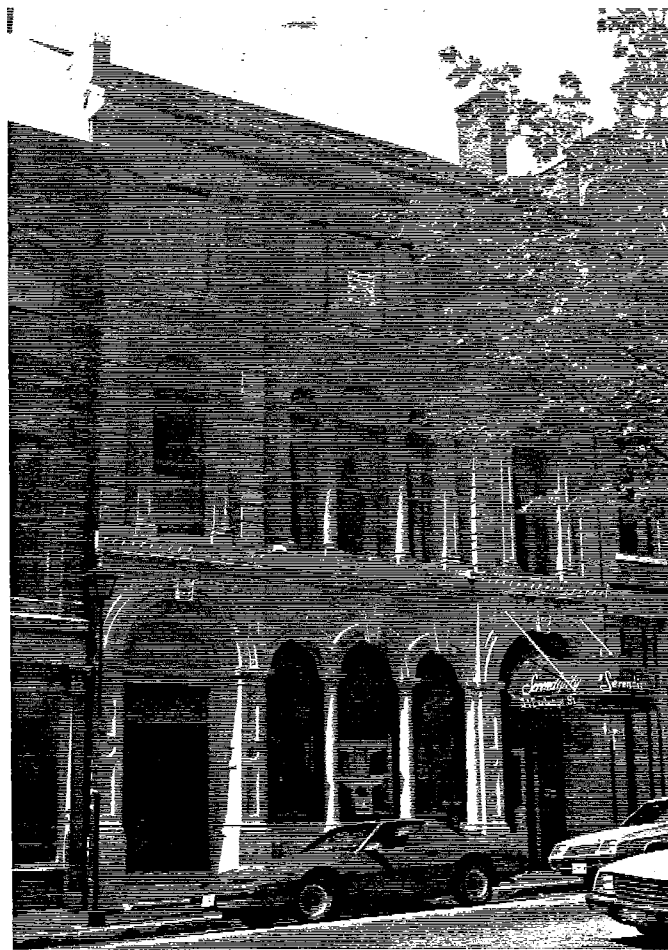
Composition of Principal Facades

This visual composition (that is, the organization of its parts) of the facade of a new facade should be similar to that of surrounding facades. For example, most of the late 19th century commercial buildings in the Old Port feature a clearly identifiable three-part composition, comprised of a base, a shaft, and a capitol. New buildings to be flanked by these structures should take this tradition into account.

In addition, the base itself, which is usually the storefront, will be composed of traditional storefront ele-

ments such as display windows, main entrance, transom windows and lower cornice. A new building can be handsomely designed to follow these time-tested design motifs.

In a residential setting, the composition will consist of the characteristic height, width, roof shape, roof and facade detail, location and arrangement of windows and doors, porches, bays, etc. A sensitivity to these parts and how they are used on neighboring buildings will contribute to a new design that will be comfortable in its historic neighborhood.



This Old Port commercial building demonstrates the classic three-part facade composition of base, middle and top. Windows and doors are another important compositional element of commercial buildings. Storefronts and upper story windows set the pattern of a building facade. In a commercial setting, these patterns, though they can be decorated differently, are usually consistent. This building on Exchange Street has unique window and door decoration that sets it apart from its neighbors. But the window and door sizes and the rhythm they establish are similar to others in the area, and the way the windows and door are divided are likewise related to patterns found throughout the Old Port. Although upper story windows are, of necessity, different in proportion from the storefront windows and doors, the rhythm of upper and lower stories is related.

Rhythm and Proportion of Openings

THE RELATIONSHIP OF THE WIDTH TO HEIGHT OF WINDOWS AND DOORS AND THE LOCATION OF WINDOWS AND DOORS WITHIN THE FACADE SHALL BE VISUALLY COMPATIBLE WITH STRUCTURES, PUBLIC WAYS AND PLACES TO WHICH THE BUILDING IS VISUALLY RELATED.

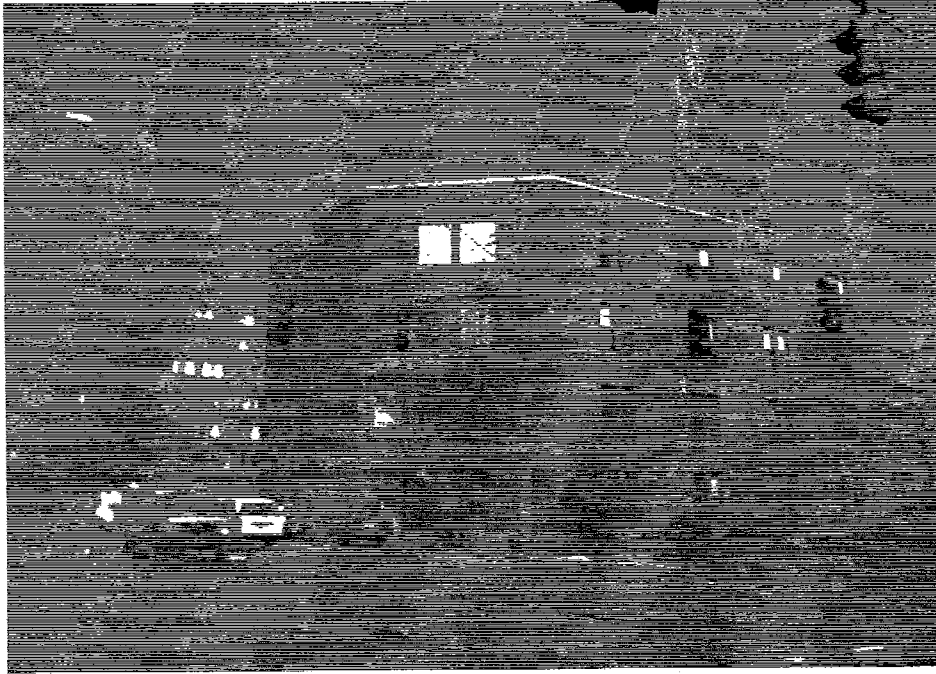
The size and proportion of window and door openings should be compatible with those on surrounding

buildings. Commercial storefronts should generally follow traditional storefront design guidelines.

Characteristic rhythms, created by repeated patterns of design elements which are found on older adjacent buildings on the block (such as window spacing at storefronts and upper stories, or residential projections that create patterns of light and shade such as overhangs, porches or bay windows) should be incorporated into the new facade.



In this condominium townhouse development on Vaughan Street, windows with stone heads and sills, together with recessed entrances, have proportions like those of neighboring historic residences. In addition, the rhythm established by the pattern of the windows and the location of the doors is in common with that of other houses in the district.



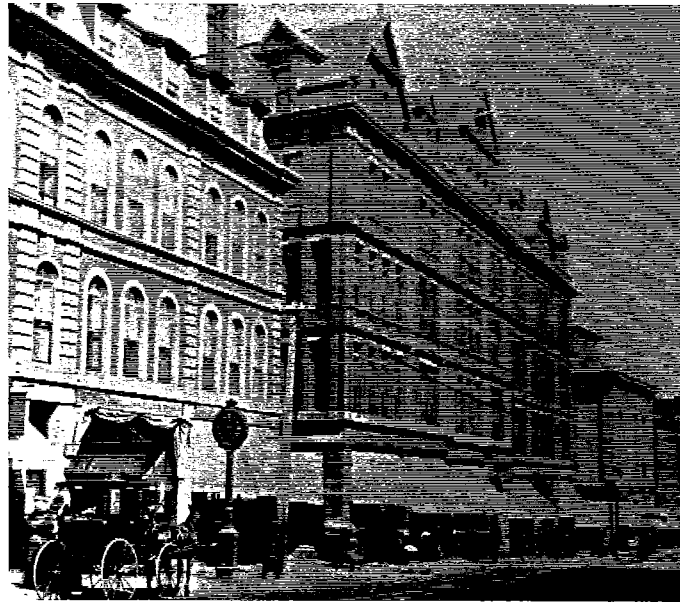
The window and door proportion and pattern of this small commercial building at the corner of Middle and Pearl Streets, together with the recessed balcony and main entrance, are at odds with the historic buildings on the three opposite corners. The large amount of opaque wall surface and lack of glass area, especially at the ground floor, gives this building an unfriendly presence at street level that clashes with older commercial buildings in the area.



Rhythm of Entrance Porches and Other Projections

THE RHYTHM OF ENTRANCES AND OTHER FACADE PROJECTIONS OR RECESSES SHALL BE VISUALLY COMPATIBLE WITH THE STRUCTURES, PUBLIC WAYS, AND PLACES TO WHICH IT IS VISUALLY RELATED.

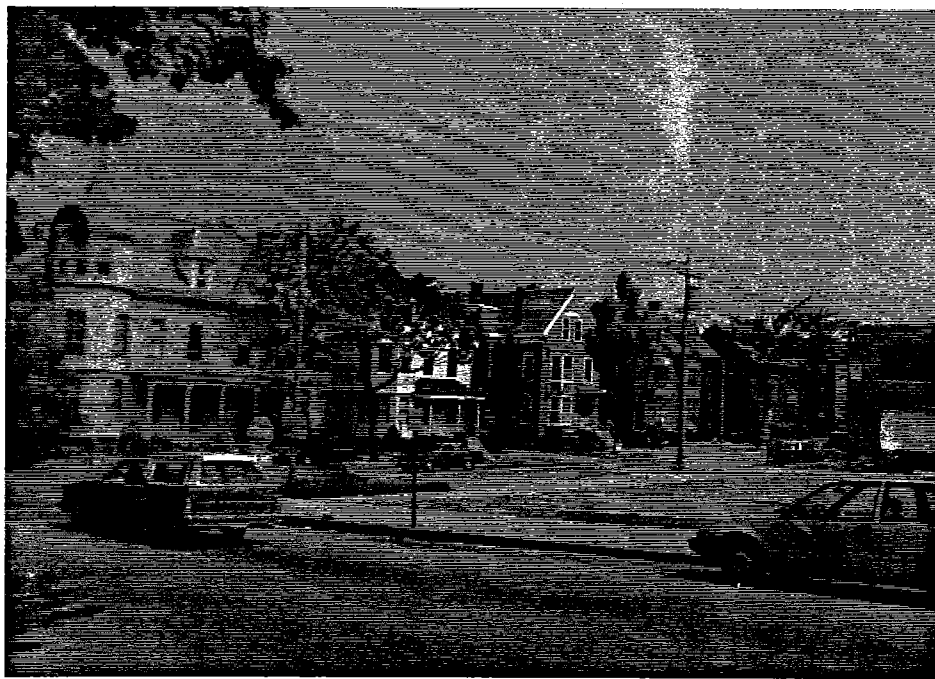
Porches and bay windows are perhaps the most common examples of projections on residential structures. Awnings and recessed storefront windows and entrances have a similar importance in commercial districts.



Many commercial storefronts featured projecting awnings and recessed entries. Current code requirements dictate recessed doorways on new buildings located at the sidewalk. These awnings and recesses in this historic view along Congress Street play a major part in the composition of storefronts, and can set up a rhythm at the streetscape that is attractive in its own right. These elements play a role similar to that of porches on houses, in that they welcome the pedestrian and provide shelter from wind, rain and sun.



The projecting front porches, bay windows and dormers of these Neal Street rowhouses establish a wonderful rhythm that relates the width of each house to the sidewalk and the passerby. Thus even though the houses are attached, a pattern similar to that of single-family houses is perceived.



In this photograph, detached houses on Cumberland Avenue are characterized by porches. Even though of varying sizes and degree of detail, they unify the streetscape by their presence in each facade composition and by their human scale.

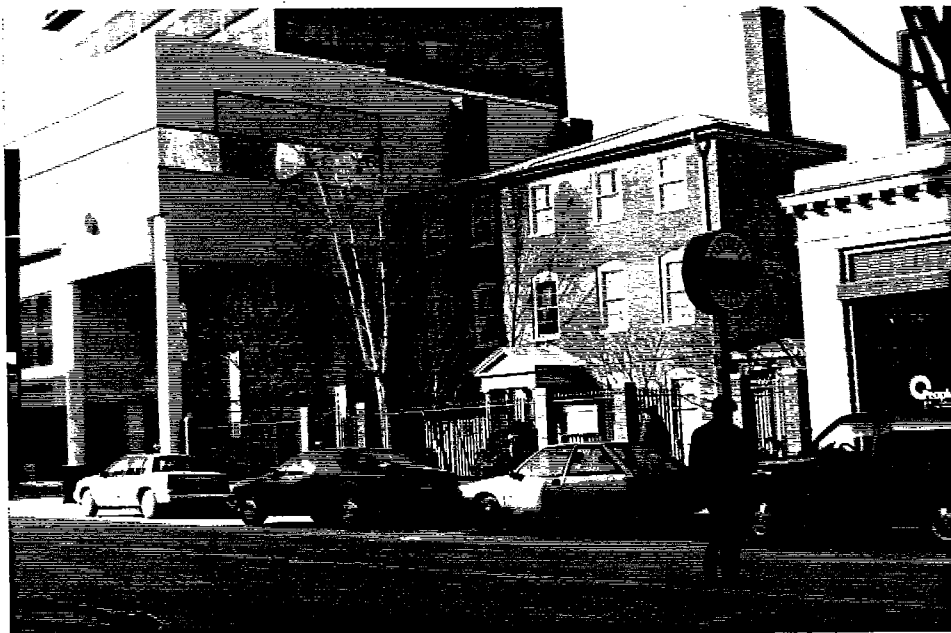
Relationship of Materials, Texture and Color

THE RELATIONSHIP OF THE COLOR AND TEXTURE OF MATERIALS (OTHER THAN PAINT COLOR) OF THE FACADE SHALL BE VISUALLY COMPATIBLE WITH THE PREDOMINANT MATERIALS USED IN THE STRUCTURES TO WHICH THEY ARE VISUALLY RELATED.

An infill structure would generally be composed of materials and textures which have historically been used in the district or on the street. The most critical consideration regarding choice of building materials is their quality. Construction materials in Portland's historic commercial districts should be selected for their high

quality, durability and permanence. The key to identifying such materials is to look at historic buildings in the area. Portland is known as a city built of brick and granite. Thus masonry and stone are usually appropriate, and can be used successfully in the most modern design. Glass and metals are also usually compatible. Plastics and other synthetic materials must be used with great care and sensitivity in a historic context.

The colors chosen for an infill facade or building should harmonize with those of its neighbors. This standard still leaves an incredible number of color choices. Polychromatic color schemes may be used when appropriate to the style of both the new building and its neighbors.



While the use of modern building materials in historic districts is not discouraged, their compatibility with their immediate context should be carefully considered. Here, at 489 Congress Street, both the materials themselves and their coloration stand in sharp contrast to those of the Wadsworth-Longfellow House and serve to overwhelm the more restrained landmark building.

Relationship to the Street

WALLS OF CONTINUITY/PLACEMENT ON THE SITE: FACADES AND SITE STRUCTURES, SUCH AS MASONRY WALLS, FENCES, AND LANDSCAPE MASSES SHALL, WHEN IT IS A CHARACTERISTIC OF THE AREA, FORM COHESIVE WALLS OF ENCLOSURE ALONG A STREET, TO ENSURE VISUAL COMPATIBILITY WITH THE STRUCTURES, PUBLIC WAYS AND PLACES TO WHICH SUCH ELEMENTS ARE VISUALLY RELATED.

Where continuous elements, or similar elements, such as wrought iron fences, brick or stone walls, hedges, treelines, or building facades create a sense of enclosure or definition along the street, new buildings should provide similar elements as part of the overall design.



The Portland Public Library is a fine example of a radically modern building maintaining the streetwall that is traditionally provided by storefronts along a commercial street within a historic context. Even though its entrance is deeply recessed, the building has a variety of elements which serve to enliven its sidewalk presence. The huge piers, iron entrance gate, and sloped greenhouse glazing all serve to reinforce its "storefront" while allowing a dramatic overhang at upper levels.



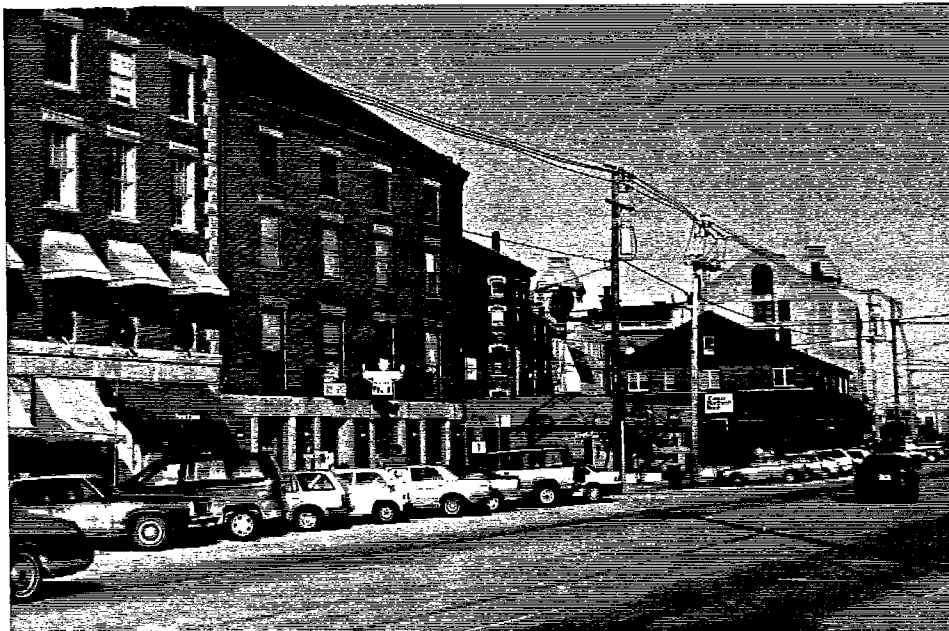
The Maine Savings Bank is another example of a successful integration of a modern design with traditional commercial buildings. The austere main tower is set back from the street, with an approach plaza defined by two story wings that reach out to the sidewalk. Their faceted sides serve to draw the eye gradually to the main tower entrance. The impact of the tower on the sidewalk is lessened, and a public space is provided. Even though the wall of continuity is broken, the gap is not perceived because of the presence of the building at the sidewalk at either edge of the site, and the walls of the plaza at the street line. Although many such breaks in the street wall would damage the strong sense of enclosure that defines Congress Street, they can be successfully used at a few strategic points to create public spaces for significant new construction projects.



The Park Street Row creates an attractive street wall, one that should not be broken. The continuity is emphasized by the rhythm of windows and doors, of chimneys and dormers, of porches and steps and railings. Fences and granite curbs add to the consistency of the block. This is an example of where scale, composition and relation to the street all come together to create a cohesive whole that is universe.



Fences and walls create important walls of continuity, and serve to stake out important visual boundaries amidst open space. Granite curbs add an important design note. In a neighborhood where fences are commonly used at the sidewalk such as along Spring Street, an infill design can contribute to the area with a contemporary interpretation of nearby fences and curbs.



In contrast, this photograph shows how the street wall along Commercial Street is broken down by a building that does not maintain the height and width that is typical of the pattern. Here the typical feeling of enclosure is lost and the character of the area is diffused and directionless. This is an example of where the site should have more building on it than it does at present. It is an opportunity to improve on the street wall while increasing utilization of an important site.



One of Portland's finest commercial "walls" is along Commercial Street. Here, commercial buildings of remarkably consistent character form the sides of the street for a number of blocks. Buildings of various sizes are grouped together in the traditional fashion to create the solid street facade out of many parts. The result is a sense of place and enclosure that is a uniquely urban and plays a major role in the "feel" of the Old Port.

Rhythm of Spacing and Structures on Streets

THE RELATIONSHIP OF A STRUCTURE OR OBJECT TO THE OPEN SPACE BETWEEN IT AND ADJOINING STRUCTURES OR OBJECTS SHALL BE VISUALLY COMPATIBLE WITH THE STRUCTURES, OBJECTS, PUBLIC WAYS AND PLACES TO WHICH IT IS VISUALLY RELATED.

The new facade should have a relationship to the street which is consistent with its neighbors. If all the facades on a street are pulled out to the sidewalk, a new building in their midst should generally extend to the sidewalk. If there are no breaks from side to side, the new building should occupy the entire width of the lot.

Enclosed interior space can actually be narrower than the site, or be held back from the sidewalk, if walls,

arcades, screens or other design elements are used to extend the exterior walls of the structure to the boundaries of the site. Otherwise, only special points such as parks, public buildings or corners should interrupt the streetwall; and even at these locations, care must be taken to avoid creating small, deep holes in the streetscape.

The infill building should reflect the characteristic rhythm of facades along the street. If a typical house sits in the center of a large lot, with its entrance to the side, a new house should have a similar stance. Thus the rhythm of the side yard open space to building to sideyard on the street will be maintained. If sideyards are small or non-existent, such as along row-house blocks, new construction should be based on the same rhythm, even if the site consists of several contiguous lots.



Commercial buildings in an urban setting almost always fill all or more of their lot, extending to the property lines at the front (street) and both sides.



The spacing of these detached houses on Cushman Street is consistent for the entire block. Even though the sideyards are minimal, they create a very different rhythm from that of a block of rowhouses, one that is important historically and architecturally.



This photograph shows larger, more distinguished houses with larger front and side yards along State Street. In this case, the residences have traditionally had more "breathing space" around them that allows all of the details of at least three sides of the houses to show. The spaciousness of these lots is a critical component of this streetscape and plays a major part in differentiating this street from Cushman Street, architecturally and historically.



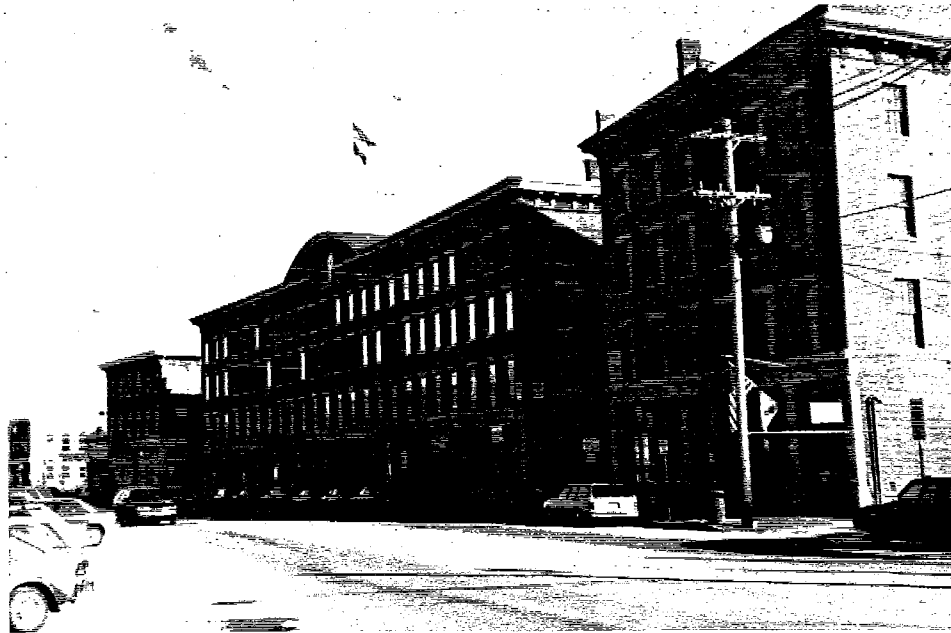
At Westbrooke College, a new building connects two historic buildings. While new construction could conceivably have been brought out to the street, in this case the contemporary structure has been recessed to allow the historic rhythm and spacing between facades at the street to continue to be the dominant characteristic of the overall composition. The two older buildings continue to be the focal points, while the new addition can have its own identity on a different plane.

Directional Expression of Front Elevation

A BUILDING SHALL BE VISUALLY COMPATIBLE WITH THE STRUCTURES, PUBLIC WAYS, AND PLACES TO WHICH IT IS VISUALLY RELATED IN ITS DIRECTIONAL CHARACTER, WHETHER THIS BE VERTICAL, HORIZONTAL, OR NONDIRECTIONAL CHARACTER.

The overall shape of a building, the placement of openings, the use of porches or storefronts, and the arrangement of architectural details, among other design

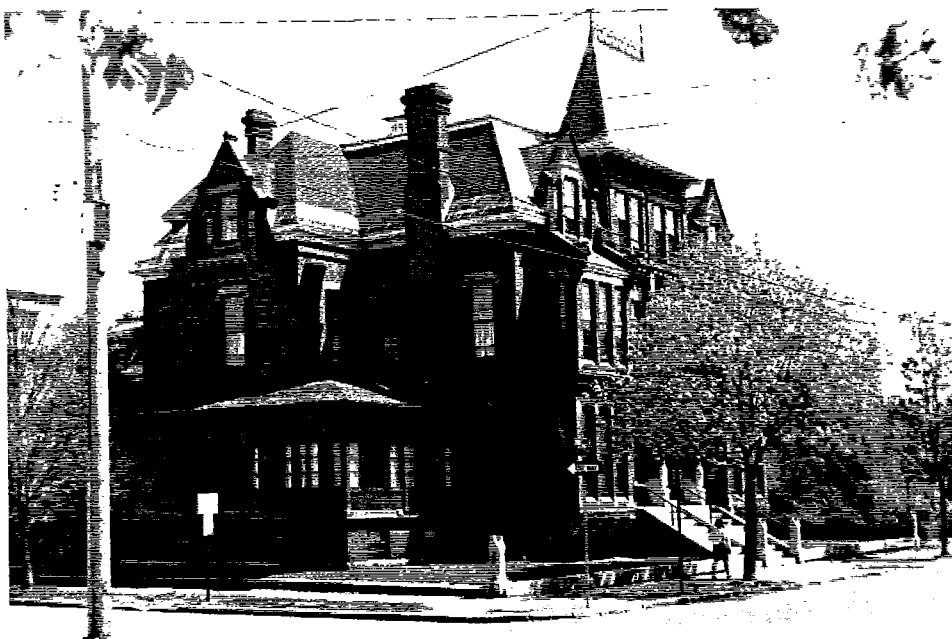
techniques, determine whether a structure has a predominantly vertical, horizontal, or non-directional character. A shingle style house often has a low, predominantly horizontal orientation, while a Queen Anne or Italianate residence is usually dominated by vertical elements. In a similar way, commercial buildings are often given directional expression by how windows are grouped and how the spaces between them are treated. The directional expression of adjacent buildings should be taken into account when designing an infill building, to keep the overall lines of the streetscape visually pleasing.



In spite of the rhythm of windows, doors and granite piers, the Thomas Block is an emphatically horizontal building when viewed from any distance away. Although most of the buildings on Commercial Street have a similar orientation, that of the Thomas Block is exaggerated by its length.



The Porteous Building has a vertical orientation when viewed from across Congress Street by virtue of its decorative elements. The soaring pilasters and strong three-part composition (base, middle and top) lead the eye to the elaborate cornice. The street level display windows and doors are somewhat cut off from the vertical expression by the newer horizontal canopy that extends the entire width of the building. The pilasters, which originally came down to the sidewalk, have been absorbed in modern materials in recent renovations and do not clearly establish the vertical lines at street level.



The Francis Fassett house at 117-119 Pine Street is a dramatically vertical house. The bay windows and center tower topped with ornamental ironwork draw the eye upward from all viewing angles. This degree of vertical orientation is somewhat unusual for a free-standing house on spacious grounds. Its prominent setting at a multi-angled street intersection may have led its designer to make a monumental statement in a highly ornamental style of the day.



These detached Second Empire houses on Cushman Street are likewise vertically oriented, though in a more subtle manner. The bay windows and Mansard roofs emphasize the verticality of the narrow three-story structures.



Attached rowhouses like these on Neal Street can have both horizontal and vertical expression. In this case, the vertical line established by projecting bay windows and projecting wings at the center and both ends are counteracted by the sweeping roofline. Walking along the sidewalk in front of the building, one senses the vertical nature of individual townhouses. From across the street, however, the overall image of a single building dominates. This dichotomy could become a primary design determinant of a sensitive new design in an infill situation.

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

**PUBLIC HEARING
EASTERN PROMENADE**

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Deb Andrews, Historic Preservation Program Manager
DATE: July 31, 2020
RE: August 5, 2020 PUBLIC HEARING

Application for: Certificate of Appropriateness for Pathway Construction and Improvements

Address: Eastern Promenade Historic Landscape District

Applicant: Parks, Recreation & Facilities Department

Introduction

The Parks, Recreation & Facilities Department is requesting review and approval of proposed pathway improvements at the Eastern Promenade. The proposal calls for construction of three new pathways, elimination of one existing path and repaving of another path. The subject improvements are proposed for the section of the Eastern Promenade between the Cleaves Memorial (at the terminus of Congress Street) and Wilson Street to the east and are within the sloped area between the Promenade itself and Cutter Street.

Enclosed for the Board's review is a complete set of plans, details and specifications prepared by Parks Division staff. A site visit has been scheduled prior to Wednesday's public hearing to familiarize Board members with existing conditions and the proposed alignment and character of the proposed new pathways. The site visit, which is scheduled for Tuesday, August 4th at 5:00 and convening at Cleeve Memorial, will be led by Project Manager Robert Massengale of the Parks Division.

Note that staff has elected to advertise this item as a public hearing based on the completeness of the materials provided and the fact that the Board will have an opportunity to conduct a site visit to understand existing conditions and details of the

proposal. Obviously, if the Board feels that additional information or a revised design approach is necessary, the application could be tabled.

Intent of Project

Enclosed is an email from Mr. Massengale (see ATTACHMENT 1) that describes the conditions and concerns that have prompted this project as well as the approach he has taken in designing the improvements. A major impetus for the project is to address a desire line that has developed along the slope immediately behind Cleaves Memorial that leads down to the Cutter Street lower lot. As this informal path is eroding and channelizing, a 2008 study recommended that this pathway be formalized. Given the steepness of the slope, the proposal calls for introducing a series of steps in groups of three separated by more level pathway sections. (Details of the installation are described below and in the enclosed plans.)

Other elements of the project include the removal of a deteriorating walkway that leads from Moody Street down to Cutter and replacement with “wishbone” pathways that begin at the sidewalk in front of Moody Street and Wilson Street and connect at the base of the slope to access Cutter. A series of steps are proposed at the connection to Cutter. The intent behind this change is to provide improved view corridors as one approaches from the Eastern Promenade sidewalk or from Cutter Street toward the neighborhood.

Mr. Massengale has described his design approach for the pathway improvements as follows: “Steps and wishbone walk alignments are sweeping forms in keeping with the Olmsted design principles for forms in the park and meet the context of existing walk character.”

Proposed Scope of Work

Construction of Pathway with Steps behind Cleaves Memorial: The plan calls for a series of steps leading from a point behind Cleaves Memorial down the slope to a point on Cutter Street, at the east end of the Cutter Street lower lot. Steps are designed to sweep beneath the Cleaves Memorial, so not to be as visible from the street level of the walk (hidden by the grade of the slope and the memorial itself). Start of the steps would be separated from Cleaves by the existing planting perimeter, lawn and grade. This intersection would merge further down the “bench trail” and away from the memorial.

Twenty-one sets of three steps are proposed. The steps themselves are proposed to be concrete with exposed aggregate in the character of the sidewalks at Lincoln Park. The steps would be set within low cheekwalls to provide stabilization. The width and height of

the cheekwalls have been reduced to the extent possible to limit their visual impact. By breaking down the steps into sets of three and keeping the steepness relatively limited, the necessity of adding handrails has been avoided. (This approach has been confirmed to meet ADA requirements.) In between the sets of steps, the pathways would be paved in asphalt, consistent with other pathways within the park.

Resurfacing of Existing “Benchwalk”: As described.

Removal of Existing Asphalt Trail leading from Moody Street crosswalk: As described. This pathway is in deteriorated condition and leads to a dangerous crossing point on Cutter Street.

Introduction of Wishbone Pathway: This pathway replaces the existing Moody Street pathway. As noted above, the new configuration leads to and from more desirable destinations and view corridors within the park and abutting neighborhood. Pathway to paved in asphalt, consistent with other pathways within the park. The two arms of the wishbone connect at the lower end of the slope and lead to a set of concrete steps. In this location, a handrail will be required. See detail of steps and handrail in enclosed plans.

Applicable Guidance from Eastern Promenade Historic Landscape Master Plan

Included in the 2004 Eastern Promenade Master Plan is a description of Olmsted’s original design intent for the Prom’s circulation system within the park, a description of existing conditions and guidance as regards future improvements or alterations to the park’s pathway or trail system, in terms of material selection, maintaining a hierarchy between more formal sidewalks and interior pathways, the design character of proposed pathways, etc. To review the Eastern Promenade Master Plan, go to <https://www.portlandmaine.gov/DocumentCenter/View/14560/Eastern-Promenade>. The discussion of the Prom’s circulation system begins on page 27 of the Master Plan.

Note that the Plan does include the following guidance as regards the introduction of steps within the park: *“Insure that walk locations work with the topography to eliminate the need for steps where possible. Walks should retain a generous width as is appropriate from a historic and use perspective, and for winter maintenance.”* In the view of Parks Division staff, to provide a connection between the Congress Street crosswalk and the lower Cutter Street lot (the desire for which is clearly evident through the establish informal path) and to make the path as safe as possible, steps will be required. As Mr. Massengale has explained, every effort has been made to integrate the new steps within the landscape in as compatible a fashion as possible.

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 August 5, 2020 public hearing and information included in the accompanying staff report, the Board finds that the proposed pathway improvements at the Eastern Promenade **meet (fail to meet)** the historic preservation ordinance's Standards for Review of Alterations **(subject to the following conditions.....)**

Attachments:

1. Email from Project Manager Robert Massengale describing intent of project and design approach taken
2. Plans, details and specifications

Eastern Prom follow up - Cleeves Memorial Desire Path

Inbox

Robert Massengale <rmassengale@portlandmaine.gov> Jun 29, 2020, 5:10 PM

to me

Hi Deb,

I wanted to circle back on the Eastern Prom pathway improvements I'm moving forward for review. I've had a other projects come in and take some of my momentum from this effort, so I was hoping to get back to it in order to see if some work can be done this fall. (feels like a bit of a long shot at this point, but I'd like to try). We had a discussion earlier on site at Western Prom about improvements Parks is hoping to implement for Eastern Prom, and after talking it over, I believe we were on the same page and agreed to move forward. However, my memory is rusty and I wanted to ensure we are still on the same page and good to solidify our design proposal.

If you don't mind, I'd at least like to describe the context and proposed improvements to you, and if it's helpful we can maybe have a call or discussion afterwards if you have time. I want to be sure that, while we are seeking to improve a safety concern and eyesore by formalizing a muddy desire line, it's done in a manner that keeps with what Eastern Prom deserves. Thanks very much for your help.

Context and backstory:

One aspect of what our team would like to work on is implementing a recommendation from the 2008 Eastern Prom pathway study that calls for a formalized route down from the Cleeves memorial to the lower Cutter Street parking lot (the western most parking area for Cutter Street before the lower boat launch and ferry parking). A note indicates that stairs or steps would be added as required, which directed me to investigate a way to reduce any kind of treacherous slope condition between flights of steps.

This path is currently a desire-line, eroded and channelizing. Lots of people use it for laps up and down and we're concerned about safety and having such a maintenance issue contribute to the other maintenance needs in running down the park's appearance.



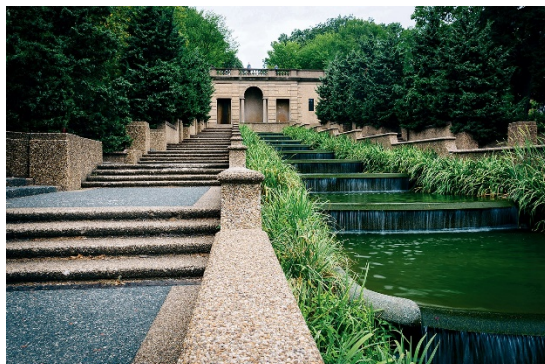
I've formalized the design since we've talked for internal review. I was determined to make a more safe path condition and to avoid intrusive elements that would mar the views (namely handrails). The other intention was to have the landings conform to ada requirements, and any pathway between steps not be overly steep to make winter conditions more manageable for walkers. I've created a series of steps in groups of 3s that would not, as I understand ADA requirements, require handrails, but would allow for such a step slope to be addressed in a more manageable way. The existing grades we need to connect is about a difference of 42 vertical feet over a length of approximately 287 feet. So, doing so without handrails will need about 21 sets of three granite step groupings and landings. The existing Ft. Allen steps are cut granite and look like this:



We would ideally like to match the character of the steps that were built at Fort Allen park (cut granite block) but would not have handrails. So again, cropping existing stairs from Ft. Allen, it would resemble these photos:



Some similar precedence might be Meridian Park in Washington D.C. (in terms of groups of steps sans handrails) and Spanish Steps fountain in D.C. Images:



One question is if we get into funding limitations, would concrete steps be an acceptable substitute if granite blows out our budget? Meridian shows exposed aggregate concrete steps from a similar time period as Eastern Prom. I'm not clear on the Spanish Steps material, but definitely smooth surface texture.

Anyhow, thanks so much for your time, please let me know if you'd like more information. I could drop by and meet with you if that's more effective.

Best,

Bob

--

Bob Massengale, Maine RLA
Project Manager, City of Portland
www.portlandprf.com

Parks, Recreation, and Facilities
212 Canco Road, suite A
Portland, Maine, 04103

(o) 207-808-5440
(f)207-808-5400

This aerial map illustrates the proposed Eastern Promenade Trail project. The trail is shown as a solid black line, with its extension indicated by a dashed black line. The project area is situated along the waterfront, adjacent to the Water Treatment Facility, Kiley Field, and Carter Field. Key landmarks and existing infrastructure are labeled, including the Loring Memorial, North Street, and various existing trails and paths. A scale bar (0 to 600 feet) and a North arrow are provided in the bottom right corner for reference.

1. INTERNAL DRAFT - FOR REVIEW PURPOSES ONLY

DESIGN BY:	RNM	REV:
CHECKED BY:	#####	PAGE 0 OF 4
SHEET NAME:	TITLE SHEET	SHEET NO.: 0.0
DATE:	7/22/2020	

CITY OF PORTLAND, MAINE
PARKS, RECREATION AND FACILITIES
PARKS PROJECT MANAGEMENT
212 CANCO RD, SUITE B, PORTLAND, MAINE 04101
PHONE (207) 874-8801 FAX (207) 874-8852

DRAWN BY: L.K. SCHEIDT	PROJECT FIELD BOOK: L?? PP ??-??
CHECKED BY: N.E. ENGINEER	OTHER FIELD BOOKS: L ?? PP ??-?? T ?? PP ??-??
SCALE: AS NOTED	BLUE SHEETS
DATE: FEB. 28, 2019	TAX MAPS: CATCH BASIN CARDS CITY GIS SEWERS

PROJECT FIELD BOOK:
L?? PP ??-??
OTHER FIELD BOOKS:
L ?? PP ??-??
T ??? PP ??-??

BLUE SHEETS
TAX MAPS:
CATCH BASIN CARDS
CITY GIS SEWERS

Civil 3D 2018 Survey Database:

1. ALL FACILITIES TO BE CONSTRUCTED OR INSTALLED SHALL COMPLY WITH ALL THE LATEST REVISIONS AND APPLICABLE SECTIONS OF CITY OF PORTLAND REGULATIONS.
2. CONTRACTOR IS CAUTIONED TO CALL THE APPROPRIATE UTILITY LOCATION AGENCY AND/OR COMPANY FOR LOCATION OF ANY UNDERGROUND UTILITIES BEFORE UNDERTAKING ANY CONSTRUCTION IN THIS AREA.
3. ALL FILL AREAS SHALL BE COMPACTED TO 95% OF ORIGINAL DENSITY PER MODIFIED PROCTOR TEST. THIS SHALL BE CERTIFIED TO THE CITY OR ITS REPRESENTATIVE BY A LICENSED TESTING COMPANY.
4. ALL IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPROVED PLANS OR OTHER APPLICABLE REGULATIONS.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SILTATION AND EROSION CONTROL MEASURES DURING THE ENTIRE PERIOD OF CONSTRUCTION AND UNTIL SUBSTANTIAL GROUND COVER HAS BEEN ESTABLISHED. IT IS RECOGNIZED THAT THESE CONTROLS MAY INTERFERE WITH CONSTRUCTION. IN THIS EVENT, ALTERNATE MEASURES AND/OR FACILITIES SHALL BE APPROVED BY THE CITY OR ITS REPRESENTATIVE.
6. THE CONTRACTOR SHALL TAKE PRECAUTIONARY MEASURES TO PROTECT UTILITY LINES SHOWN ON THE APPROVED DRAWINGS AND OTHER LINES NOT SHOWN HEREIN OR OF RECORD.
7. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FOR ALL IMPROVEMENTS SHOWN ON THE APPROVED PLANS.
8. HIGHWAY DRAINAGE SHALL BE MAINTAINED AT ALL TIMES.
9. UPON COMPLETION OF THE PROJECT, AS-BUILT PLANS OF THE COMPLETED UTILITIES SHALL BE FURNISHED ON REPRODUCIBLE MATERIAL TO THE OWNER OR CLIENT REPRESENTATIVE.

1. THE HORIZONTAL AND VERTICAL LOCATION INFORMATION OF THE SITE EXISTING CONDITIONS WITHIN THIS DRAWING SET HAS BEEN OBTAINED FROM _____ SURVEYING, VARIOUS DATES.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFICATION OF ALL EXISTING AND PROPOSED HORIZONTAL AND VERTICAL LOCATION INFORMATION SHOWN ON THESE PLANS FOR BOTH BIDDING AND CONSTRUCTION PURPOSES. ANY DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE OWNER'S REPRESENTATIVE & LANDSCAPE ARCHITECT.
3. THE CONTRACTOR SHALL HAVE ALL UTILITIES AND INFRASTRUCTURE FIELD LOCATED AND MARKED BY THE RESPONSIBLE PUBLIC OR PRIVATE AGENCY PRIOR TO THE START OF CONSTRUCTION, AND SHALL MAINTAIN ALL LOCATION STAKES AND MARKINGS THROUGHOUT THE CONSTRUCTION PROCESS.
4. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION, PIPE SIZES AND INVERT ELEVATIONS, OF ANY EXISTING SEWERS TO BE AFFECTED BY THE PROJECT.
5. PROVIDE THE OWNER'S REPRESENTATIVE WITH AT LEAST SEVEN DAYS NOTICE FOR ANY REQUIRED INTERRUPTION OF A UTILITY SERVICE. WRITTEN PERMISSION FROM THE OWNER'S REPRESENTATIVE IS REQUIRED BEFORE THE UTILITY SERVICE CAN BE INTERRUPTED. A TEMPORARY SERVICE MAY BE REQUIRED BY THE OWNER.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO PAVEMENT , CURBS, PLANTINGS, UTILITIES AND ANY OTHER EXISTING SITE FEATURES PROPOSED TO REMAIN, AS CAUSED BY CONSTRUCTION OR OTHER RELATED OPERATIONS. ALL SUCH DAMAGE SHALL BE REPLACED IN-KIND AT THE CONTRACTOR'S EXPENSE.
7. THE CONTRACTOR SHALL NOT DISTURB ANY AREAS OUTSIDE THE PROJECT LIMITS.
8. THE CONTRACTOR SHALL PRESERVE AND PROTECT ALL EXISTING TREES, SHRUBS AND GROUNDCOVERS WITHIN AND ADJACENT TO THE PROJECT SITE EXCEPT FOR THOSE SPECIFICALLY IDENTIFIED ON THESE PLANS AND APPROVED FOR REMOVAL IN THE FIELD BY THE OWNER'S REPRESENTATIVE. SEE TREE PROTECTION DETAIL....
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE CONSTRUCTION SITE IN A SAFE AND ORDERLY CONDITION THROUGHOUT THE CONSTRUCTION PERIOD. THE CONTRACTOR SHALL PAY PARTICULAR ATTENTION TO PEDESTRIAN SAFETY ISSUES. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS, INCLUDING, BUT NOT LIMITED TO, BARRIERS AND OTHER DEVICES AS NECESSARY TO KEEP PEDESTRIANS SAFE FROM CONSTRUCTION OPERATIONS AND OUT OF THE CONSTRUCTION ZONE.
10. THE CONTRACTOR SHALL MAINTAIN THE PROJECT SITE IN A NEAT AND ORDERLY STATE AND TAKE THE NECESSARY STEPS TO MINIMIZE THE MIGRATION OF DUST AND DEBRIS FROM THE PROJECT SITE, INCLUDING MEASURES AS REQUIRED BY THE SITE MANAGEMENT PLAN, CONSTRUCTION TRAVEL ROUTES AND ALL AREAS ADJACENT TO THE CONSTRUCTION SITE SHALL BE CHECKED DAILY AND CLEARED, AS NECESSARY, TO REMOVE ANY ACCUMULATION OF MUD, DUST OR OTHER CONSTRUCTION DEBRIS.
11. PRIOR TO THE COMPLETION OF THIS PROJECT, THE CONTRACTOR SHALL CHECK AND CLEAN ALL MANHOLES, CATCH BASINS, DRAIN INLETS, AND OTHER SITE DRAINAGE SYSTEM COMPONENTS WITHIN THE PROJECT LIMITS AND IN THE DRAINAGE PATH OF THE PROJECT SITE SO THAT THEY ARE FREE FROM ALL DEBRIS, SILT, ETC..
12. THE CONTRACTOR SHALL BE REQUIRED FOR OBTAINING ANY REQUIRED MUNICIPAL AND/OR LOCAL REGULATORY CONSTRUCTION PERMITS AND/OR INSPECTIONS.
13. THE CONTRACTOR IS ADVISED TO CAREFULLY REVIEW ALL OF THE ADDITIONAL PROJECT REQUIREMENTS CONTAINED WITHIN THE PROJECT MANUAL, CITY/TOWN STANDARD CONSTRUCTION CONTRACT DOCUMENTS, AND THIS DRAWING SET.

1. ALL PROPOSED ELEVATIONS SHOWN ARE FINISHED GRADE ELEVATIONS, UNLESS OTHERWISE NOTED.
2. CONTRACTOR SHALL PROVIDE, INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH MDEP AND OTHER APPLICABLE REGULATIONS, WHEN REQUIRED, THROUGHOUT CONSTRUCTION.
3. THE CONTRACTOR SHALL ESTABLISH FINISH GRADE STAKES IN ACCORDANCE WITH THIS PLAN (AND IN CONJUNCTION WITH THE LAYOUT PLAN) AND SHALL BE REVIEWED WITH THE OWNER'S REPRESENTATIVE PRIOR TO THE START OF CONSTRUCTION. MAINTAIN GRADE STAKES THROUGHOUT THE CONSTRUCTION PROCESS.
4. ANY DISCREPANCIES IN PROPOSED ELEVATIONS NOTED BY THE CONTRACTOR DURING THE CONSTRUCTION PROCESS SHALL BE REPORTED IMMEDIATELY TO THE OWNER'S REPRESENTATIVE FOR DECISION.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CREATING POSITIVE DRAINAGE IN ALL AREAS AND MAKE CERTAIN ALL WATER (DRAINAGE) IS DIRECTED AWAY FROM BUILDINGS AND STRUCTURES. ALL NEWLY GRADED GROUND SURFACES SHALL BE FINISHED TO UNIFORM GRADES AND SLOPED IN SUCH A MANNER AS TO DRAIN PROPERLY AND BE FREE OF DEPRESSIONS THAT CAUSE AREAS OF STANDING WATER. THE CONTRACTOR SHALL REPORT ANY CONFLICTS WITH THIS REQUIREMENT TO THE OWNER'S REPRESENTATIVE FOR RESOLUTION PRIOR TO FINAL GRADING OPERATIONS.
6. WHERE PROPOSED GRADE MEETS EXISTING, BLEND GRADES TO PROVIDE A SMOOTH TRANSITION. PERFORM GRADING WITHIN CONTRACT LIMITS OF WORK, INCLUDING ADJACENT TRANSITION AREAS, TO NEW ELEVATIONS, LEVELS, PROFILES, AND CONTOURS INDICATED.
7. PROVIDE SUBGRADE SURFACES PARALLEL TO FINISHED SURFACE GRADES. MAINTAIN LEVELS, PROFILES AND CONTOURS OF SUBGRADES.
8. ALL GRADING OPERATIONS WITHIN THE DRIP LINE OF EXISTING TREES TO REMAIN SHALL BE COMPLETED BY HAND AND WITH EXTREME CARE TO AVOID DAMAGE TO TREE ROOTS.
9. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT DISTURBANCE OF, OR DAMAGE TO, EXISTING PLANTS TO REMAIN. PLACE VEGETATION PROTECTION FENCING AROUND ALL PLANTS ON AREAS OF PLANTING AS IDENTIFIED IN THE SITE PREPARATION DRAWINGS.
10. ALL FILL AND BACKFILL MATERIALS MUST BE THOROUGHLY COMPACTED AS THEY ARE PLACED. ALL MATERIAL SHALL BE PLACED & COMPACTED IN 6" LIFTS SHOULD, UNLESS OTHERWISE NOTED.
11. ADJUST THE HEIGHT OF ALL UTILITY FRAMES, GRATES, VALVES, HYDRANTS, AND ANY OTHER UTILITY STRUCTURE OR COMPONENTS AS REQUIRED TO ACHIEVE THE PROPER RELATIONSHIP TO THE PROPOSED FINISHED GRADES
12. UTILITY INSTALLATIONS MUST COMPLY WITH ALL NATIONAL, STATE AND LOCAL BUILDING CODES.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COST OFF ALL CUT AND FILL OPERATIONS AND MATERIALS NECESSARY TO ACHIEVE THE ELEVATIONS SPECIFIED ON THIS PLAN, INCLUDING THE OFF SITE DISPOSAL OF ANY EXCESS MATERIAL IN A LEGAL MANNER.
14. THE CONTRACTOR SHALL CLEAN AND FLUSH CULVERTS, PIPING, CATCH BASINS, MANHOLES, OR ANY OTHER STORM DRAINAGE SYSTEM COMPONENTS WITHIN THE PROJECT AREA, PRIOR TO COMPLETION OF WORK.
15. DO NOT WORK WITH WET, MUDDY SOIL. PLACE SOIL DURING DRY WEATHER.
16. PROTECT FINISH GRADES AROUND FROM TRAFFIC AND EROSION. KEEP FREE OF TRASH AND DEBRIS. REPAIR AND RE-ESTABLISH GRADES IN SETTLED, ERODED AND DAMAGED AREAS, WHERE COMPLETED AREAS ARE DISTURBED BY CONSTRUCTION OPERATIONS OR ADVERSE WEATHER, SCARIFY, RE-SHAPE AND COMPACT TO REQUIRED DENSITY.

1. PROPOSED SITE FEATURES SHALL BE STAKED OUT IN ACCORDANCE WITH THE LAYOUT AND GRADING PLANS AND SHALL BE REVIEWED WITH THE OWNER'S REPRESENTATIVE AND LANDSCAPE ARCHITECT PRIOR TO THE START OF CONSTRUCTION. WHERE POSSIBLE, LAYOUT STAKES SHALL REMAIN IN PLACE THROUGHOUT THE CONSTRUCTION PROCESS, REPLACE A REQUIRED.
2. CONTRACTOR SHALL FIELD VERIFY ALL LAYOUT DIMENSIONS. CONTRACTOR SHALL ADHERE TO WRITTEN DIMENSIONS ON ALL PLANS. ANY DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE LANDSCAPE ARCHITECT FOR DECISION.
3. ADHERE TO WRITTEN DIMENSIONS. **DO NOT SCALE THIS DRAWING OR CONSTRUCTION DETAILS.**
4. THE CONTRACTOR SHALL REFER ANY QUESTIONS REGARDING MATERIALS, FINISHES, LABOR, AND/OR PRODUCTS NOT SPECIFIED IN CONSTRUCTION DOCUMENTS TO THE LANDSCAPE ARCHITECT PRIOR TO ORDERING MATERIALS OR STARTING WORK.
5. ALL ANGLES ARE 90 DEGREES UNLESS OTHERWISE NOTED.
6. WHERE INCHES ARE NOT INDICATED, DIMENSIONS ARE IN INCREMENTS OF AN EVEN FOOT.
7. FIELD MEASUREMENTS: TAKE ACCURATE FIELD MEASUREMENTS BEFORE PREPARATION OF SHOP DRAWINGS AND FABRICATION.
8. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT THE FEATURES SHOWN IN THIS DRAWING SET ARE INSTALLED IN ACCORDANCE WITH ALL APPLICABLE BUILDING CODES AND STANDARDS.
9. ALL DIMENSIONS TO OR FROM CURB LINES ARE MEASURED FROM THE EXPOSED FACE OF CURB OR FACE OF CURB ABUTTING PAVING, UNLESS OTHERWISE NOTED.
10. REFER TO CONSTRUCTION DETAILS FOR ADDITIONAL LAYOUT INFORMATION.
11. DIMENSIONS INDICATED ON PLANS ARE FOR HORIZONTAL CONTROL AND ARE ACCURATE IF MEASURED ON A LEVEL LINE. MEASURE HORIZONTAL CONTROL DIMENSIONS ON A LEVEL LINE NOT PARALLEL WITH GROUND SLOPE.
12. PROVIDE SOURCES OF PROPOSED MATERIALS, ACCORDING TO SPECIFICATIONS, FOR REVIEW AND APPROVAL BY LANDSCAPE ARCHITECT.

1. LIGHT LOCATIONS INDICATED ON MATERIALS/LAYOUT PLAN ARE FOR GENERAL LAYOUT & COORDINATION ONLY. ALL LAYOUT AND LOCATIONS TO BE VERIFIED IN FIELD BY L.A. PRIOR TO INSTALLATION.
2. FINAL LIGHTING AND ELECTRICAL DRAWINGS SHALL BE DELIVERED BY ELECTRICAL ENGINEER AND/OR CONTRACTOR.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ELECTRICAL WIRING THAT MEETS ALL STATE AND LOCAL MUNICIPAL CODES HAVING JURISDICTION.
4. SOURCE OF POWER SHALL BE DETERMINED BY OWNER. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF ELECTRICAL CONNECTION AND WIRING TO THE SOURCE WITH OWNER PRIOR TO CONSTRUCTION AND PRIOR TO ORDERING MATERIALS.
5. ALL SWITCHING LOCATIONS SHALL BE COORDINATED WITH OWNER.
6. PRICING BY CONTRACTOR SHALL INCLUDE ALL FIXTURES, INSTALLATION/MOUNTING ACCESSORIES, DIFFUSERS, WIRING TO POWER SOURCE, ELECTRICAL CONNECTION, AND OTHER ELECTRICAL MATERIALS REQUIRED FOR DELIVERING AN OPERABLE LIGHTING SYSTEM.

- REFER TO SPECIFICATIONS FOR ADDITIONAL PLANTING REQUIREMENTS.
2. CONTRACTOR SHALL VERIFY ACTUAL GRADE ELEVATIONS, SERVICE AND UTILITY LOCATIONS, AND DIMENSIONS OF PLANTINGS AND CONSTRUCTION CONTIGUOUS WITH NEW PLANTINGS BY FIELD MEASUREMENTS BEFORE PROCEEDING WITH PLANTING WORK.
3. PLANT TREES, SHRUBS, AND OTHER PLANTS AFTER FINISH GRADES ARE ESTABLISHED AND BEFORE PLANTING TURF AREAS UNLESS OTHERWISE INDICATED.
4. ALL BED CONFIGURATIONS AND PLANT POSITIONS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO PLANTING.
5. CONTRACTOR IS REQUIRED TO LAY-OUT INDIVIDUAL TREE AND SHRUB LOCATIONS AND PLANTING AREAS FOR APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF PLANT MATERIAL. CONTRACTOR SHALL ADJUST THE PLANT LOCATIONS IF DEEMED NECESSARY BY THE LANDSCAPE ARCHITECT.
6. ALL "SEEDED LAWN AREAS" AND "SEEDED MEADOW" SHALL RECEIVE THE SOIL TYPE AND SOIL DEPTH SPECIFIED, AND SHALL BE FINE GRADED AND SEEDED. (SEE PLANT AND SOIL SCHEDULES FOR SEED AND SOIL REQUIREMENTS)
7. ALL PLANTS MUST MEET OR EXCEED THE STANDARDS OUTLINED IN THE CURRENT EDITION OF ANSI Z260.1, THE AMERICAN STANDARD FOR NURSERY STOCK.
8. THE CONTRACTOR SHALL SUBMIT A COMPLETE PLANT LIST (PURCHASE ORDER) TO THE LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL PRIOR TO PURCHASING THE PLANT MATERIAL. NO PLANT MATERIAL SHALL BE DELIVERED TO THE SITE PRIOR TO THE INSPECTION AND APPROVAL OF THE PLANTS AT THE CONTRACTOR'S PLACE OF BUSINESS.
9. CONTRACTOR SHALL PROTECT PLANTS FROM DAMAGE DUE TO LANDSCAPE OPERATIONS AND OPERATIONS OF OTHER CONTRACTORS AND TRADES. MAINTAIN PROTECTION AND WATERING DURING INSTALLATION AND MAINTENANCE PERIODS. TREAT, REPAIR, OR REPLACE DAMAGED PLANTINGS TO THE SATISFACTION OF THE LANDSCAPE ARCHITECT.
10. TOPSOIL AND ORGANIC MATERIAL SOURCES MUST BE APPROVED BY THE LANDSCAPE ARCHITECT. SEE TECHNICAL SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS AND APPROVALS.
11. CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE AND LANDSCAPE ARCHITECT IF UNEXPECTED ROCK OR OBSTRUCTIONS DETRIMENTAL TO TREES OR SHRUBS ARE ENCOUNTERED IN EXCAVATIONS.
12. ALL PLANTS SHALL BE GUARANTEED FOR A PERIOD OF TWO YEAR FROM THE DATE OF ACCEPTANCE BY THE OWNER. - REFER TO DETAILS/SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
13. ALL TREE, SHRUB, AND PERENNIAL PLANTINGS SHALL RECEIVE A 3" DEPTH OF AGED DOUBLE GROUND, SHREDED HARDWOOD BARK MULCH. SUBMIT SAMPLE TO LANDSCAPE ARCHITECT FOR APPROVAL.
14. REFER TO THE PLANTING DETAILS AND SPECIFICATIONS FOR COMPLETE PLANT, SOIL, MULCH AND INSTALLATION REQUIREMENTS.

	ELEVATION CALLOUT
	SHEET NUMBER
	DETAIL NUMBER
	PLANT QTY
	PLANT TYPE
	SPOT GRADE
	CENTERLINE
	POINT OF BEGINNING
	PROPOSED SLOPE
	REVISION NUMBER

 LIMIT OF WORK
 PROJECT AREA DESIGNATION
 EROSION CONTROL BOUNDARY
 EXISTING TREE TO BE REMOVED
 AREA OF EXISTING LEDGE TO BE UNCOVERED

SYM	DESCRIPTION	DTL
	SPOT ELEVATION	
	TOP OF STEP	
	BOTTOM OF STEP	
	TOP OF WALL	
	BOTTOM OF WALL	
	TOP OF CURB	
	BOTTOM OF CURB	
	DRAIN INLET ELEVATION	
	SLOPE INDICATOR	
	EXISTING SPOT ELEVATION	
	PROPOSED MINOR CONTOUR	
	PROPOSED MAJOR CONTOUR	
	EXISTING CONTOUR	
	PROPOSED DRAIN INLET	

&	AND
@	AT
APPROX.	APPROXIMATE
ASPH.	ASPHALT
A.S.T.M.	AMERICAN SOCIETY OF TESTING AND MATERIALS
C.B.	CATCH BASIN
C.L./ %	CENTER LINE
CLR.	CLEAR
CONC.	CONCRETE
C.O.	CLEAN OUT
D.I.	DRAIN INLET
E	ELECTRIC LINE
E.J.	EXPANSION JOINT
ELEV.	ELEVATION
EQ.	EQUAL
FB	FLOWER BED
G	GAS LINE
G.V.	GAS VALVE
H.H.	HAND HOLE
+ H.P.	HIGH POINT
HYD.	HYDRANT
INV.	INVERT ELEVATION
I.J.	ISOLATION JOINT
L.A.	LANDSCAPE ARCHITECT
L.T.P.	LIGHT POLE / FIXTURE
+ L.P.	LOW POINT
M.H.	MANHOLE
MIN.	MINIMUM
MAX.	MAXIMUM
M.W.	MONITORING WELL
PA	PLANTED AREA
P.B.	PULL BOX
P.L./ %	PROPERTY LINE
P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF CURVATURE
P.O.T.	POINT OF TANGENT
P.P.	POWER POLE
PT.	POINT
P.V.C.	POLYVINYL CHLORIDE
R / RAD.	RADIUS
S / SAN.	SANITARY SEWER
D / STM.	STORM SEWER / DRAIN
STD.	STANDARD
TEL.	TELEPHONE
TC / BC	TOP / BOTTOM OF CURB
T.H.	SOIL TEST HOLE
TH/HB	TOP/BOTTOM HEDGE
TR / BR	TOP / BOTTOM OF RAMP
TW/BW	TOP/BOTTOM WALL
TYP.	TYPICAL
W / WAT.	WATER LINE / SERVICE
W.V.	WATER VALVE
W /	WITH

1. THE GEOTEXTILE FABRIC SHALL MEET ALL DESIGN STANDARDS SPECIFIED IN DRAWINGS AND/OR EXCEED DESIGN STANDARDS SPECIFIED FOR BEST MANAGEMENT PRACTICES FOR SEDIMENT CONTROL (SILT FENCING) BY THE STATE OF MAINE AND MAINE DEPT.
2. THE SEDIMENT CONTROL FENCE SHALL BE FULLY INSTALLED PRIOR TO ANY CONSTRUCTION ACTIVITY BEGINNING, AND SHALL REMAIN IN PLACE FOR THE DURATION OF THE CONSTRUCTION PERIOD.
3. WHEN TWO SECTIONS OF SEDIMENT CONTROL FENCE ADJOIN, THEY SHALL BE OVERLAPPED BY MIN. 6" AND STAPLED AT SUPPORT POSTS.
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5. POST CONSTRUCTION, DISMANTLE SEDIMENT CONTROL FENCE AND PROPERLY DISPOSE OF ALL SEDIMENT AND DEBRIS.
6. SEDIMENT CONTROL FENCE SHALL BE LEFT IN PLACE UNTIL VEGETATION HAS BEEN FIRMLY ESTABLISHED.

1. CONTRACTOR SHALL CONFIRM ALL TREE SITED FOR REMOVAL WITH LANDSCAPE ARCHITECT & OWNER PRIOR TO ANY DEMOLITION OR START OF CONSTRUCTION.
2. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TREE REMOVAL, TREE PROTECTION, AND EROSION CONTROL AS SPECIFIED BY THESE PLANS, AND AS REQUIRED BY LOCAL/STATE REGULATIONS.
3. BOTH GENERAL AND LANDSCAPE CONTRACTOR SHALL TAKE MEASURES TO PROTECT EXISTING TREES AND VEGETATION NOT SPECIFIED FOR REMOVAL. ALL AREAS OF STAGING & CONSTRUCTION SHALL BE REVIEWED AND APPROVED ON SITE BY LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION.
4. PRIOR TO EXCAVATION, APPROPRIATE UTILITY COMPANIES SHALL BE CONTACTED AND DIG-SAFE CENTER SHALL BE CONTACTED AT LEAST 72 HOURS (3 WORKING DAYS) IN ADVANCE.

1. THE CONTRACTOR SHALL PROVIDE THE SERVICES OF A CERTIFIED ARBORIST TO ENSURE THE PROPER IMPLEMENTATION OF THE TREE CONSERVATION PLAN AND IS HERETOBY REFERRED TO AS THE PROJECT ARBORIST.
2. CLEAR AND GRUB ALL EXISTING VEGETATION ONLY AS REQUIRED FOR THE SITE CONSTRUCTION AND PLANTING OPERATIONS. LIMITS OF CLEARING SHALL BE ACCURATELY FLAGGED AND SHALL BE REVIEWED WITH OWNER AND PROJECT ARBORIST PRIOR TO COMMENCEMENT OF WORK.
3. ALL TREES TO BE REMOVED WITHIN LIMITS OF CLEARING AND GRUBbing ARE TO BE GRINDED TO 6" MAXIMUM DIAMETER PRIOR TO COMMENCING WORK. TREE REMOVAL AND STUMP GRINDING TO BE COMPLETED PRIOR TO ALL OTHER WORK, INCLUDING INSTALLATION OF SOIL PROTECTION/TREE PRESERVATION FENCE. FENCE TO BE INSTALLED IMMEDIATELY AFTER TREE REMOVAL. EXACT LOCATION OF THE TREE PROTECTION FENCE TO BE COORDINATED WITH OWNER REPRESENTATIVE.
4. PROVIDE TREE PROTECTION FENCING AT DRILLLINE OF ALL EXISTING TREES TO REMAIN WITHIN LIMITS OF DISTURBANCE OR AS INDICATED ON THE PLAN. THE INSTALLATION OF ALL TREE PROTECTION FENCING SHALL BE PERFORMED UNDER THE DIRECT SUPERVISION OF THE PROJECT ARBORIST AND SHALL BE ACCOMPLISHED IN A MANNER THAT DOES NOT HARM EXISTING VEGETATION TO BE PRESERVED.
5. TREE PROTECTION FENCING SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION OF THE PROJECT. FENCING SHALL NOT BE REMOVED OR RELOCATED WITHOUT THE CONSENT OF THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE UNPIL COMPLETION OF CONSTRUCTION.
6. ROOT PRUNING SHALL BE DONE ALONG THE LINE OF CLEARING AND GRADING AREA TO PREVENT TREE SAVES ARE USING A TRENCHER, VIBRATORY PLOW, OR AIR SPADE. THE ROOT PRUNING TRENCH SHOULD BE TWENTY-FOUR (24) INCHES DEEP. THE TRENCH SHALL BE BACKFILLED IMMEDIATELY TO PREVENT ROOT DEHYDRATION. IF SILT FENCE IS TO BE INSTALLED AT THE CLEARING LIMITS, THE ROOT PRUNING TRENCH SHALL BE USED TO INSTALL THE SILT FENCE.
7. TREE CONSERVATION AREA SIGNS ARE TO BE SECURED TO THE TREE PROTECTION FENCING, ONE PER PANEL. SEE DETAIL (L-102) ETC. SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION. SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION.

ME: EASTERN PROMENANDE
WALKWAY IMPROVEMENTS



DESIGN BY:	
DRAWN BY:	RNM
CHECKED BY:	#####
SHEET NAME:	

NOTES
DATE: 7/22/2020
PAGE 1 OF 1
SHEET NO.: 1.0

SURVEY CREW	???
DRAWN BY:	L.K. SCELZA
CHECKED BY:	N.E. ENGINEER
SCALE:	AS NOTED
DATE:	FEB. 28, 2019

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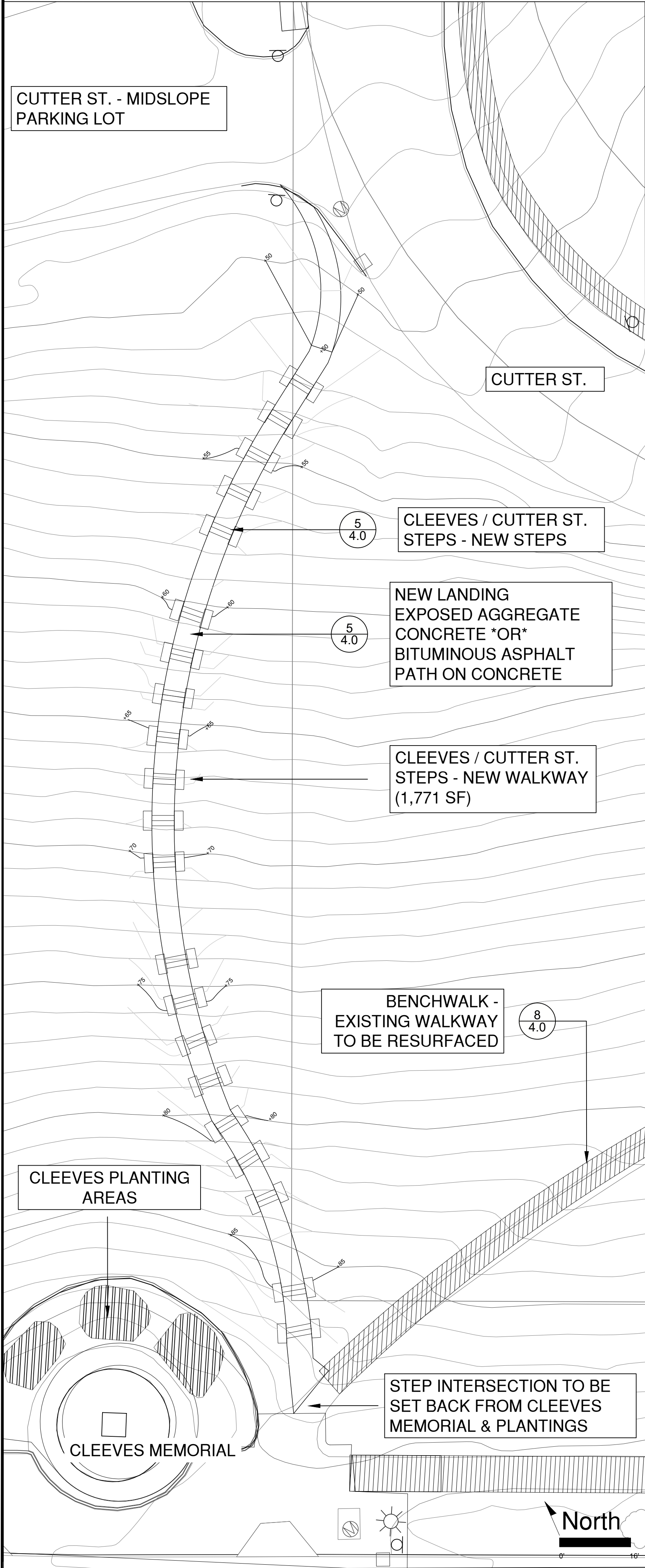
Civil 3D 2018 Drawing:
Civil 3D 2018 Survey Database:

REFERENCES

PROJECT FIELD BOOK:
L ??? PP ??-??

OTHER FIELD BOOKS:
L ??? PP ??-??
T ??? PP ??-??

BLUE SHEETS
TAX MAPS:
CATCH BASIN CARDS
CITY GIS SEWERS



DESIGN BY:
DRAWN BY:
CHECKED BY:
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SHEET NO.:

RNM
L.K. SCELZA
N.E. ENGINEER
AS NOTED
FEB. 28, 2019
BLUE SHEETS
TAX MAPS
CATCH BASIN CARDS
CITY GIS SEWERS

6/30/2020
PAGE 3 OF 4
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PROJECT NAME:
EASTERN PROMENADE
WALKWAY IMPROVEMENTS
CITY OF PORTLAND, MAINE
PARKS, RECREATION AND FACILITIES
PARKS PROJECT MANAGEMENT
212 CANO RD., SUITE B, PORTLAND, MAINE 04101
PHONE (207) 874-8801 FAX (207) 874-8852



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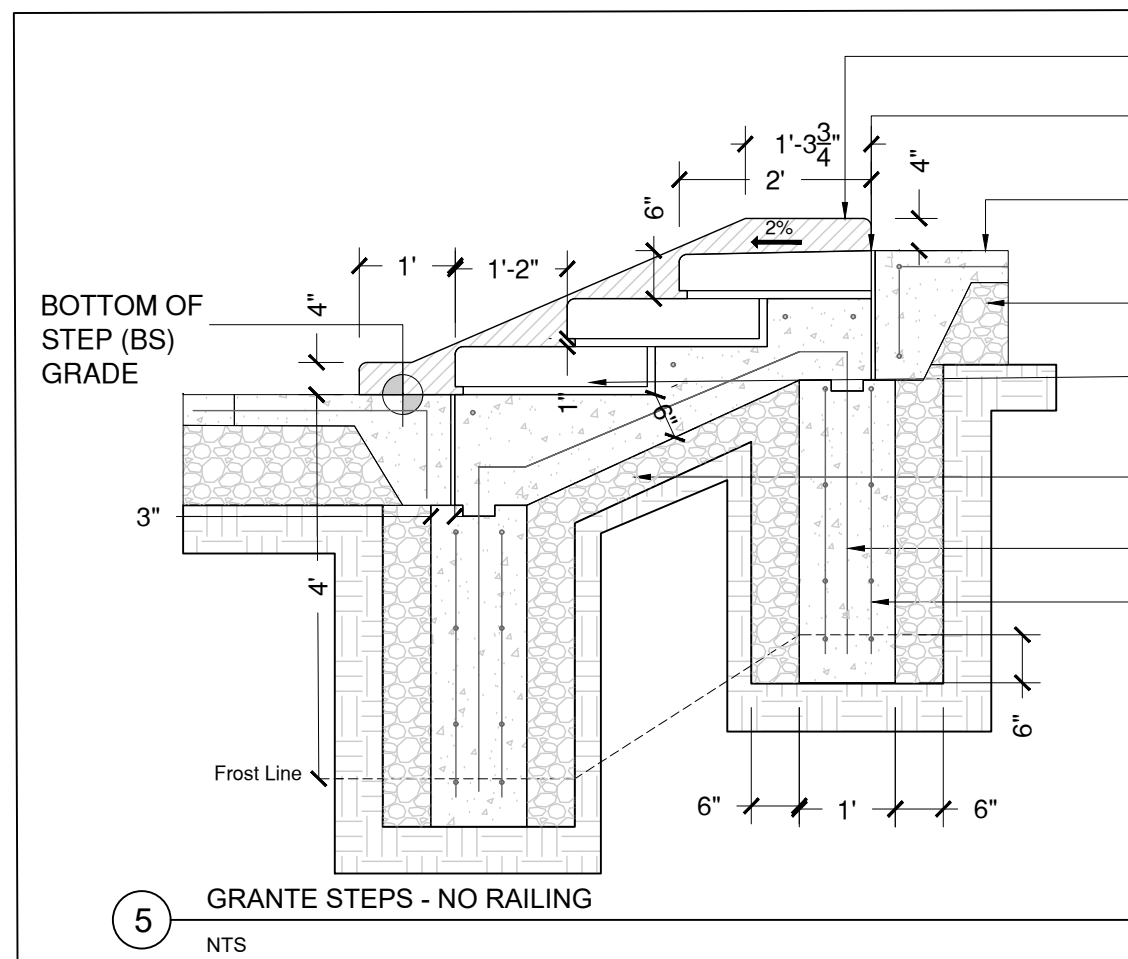
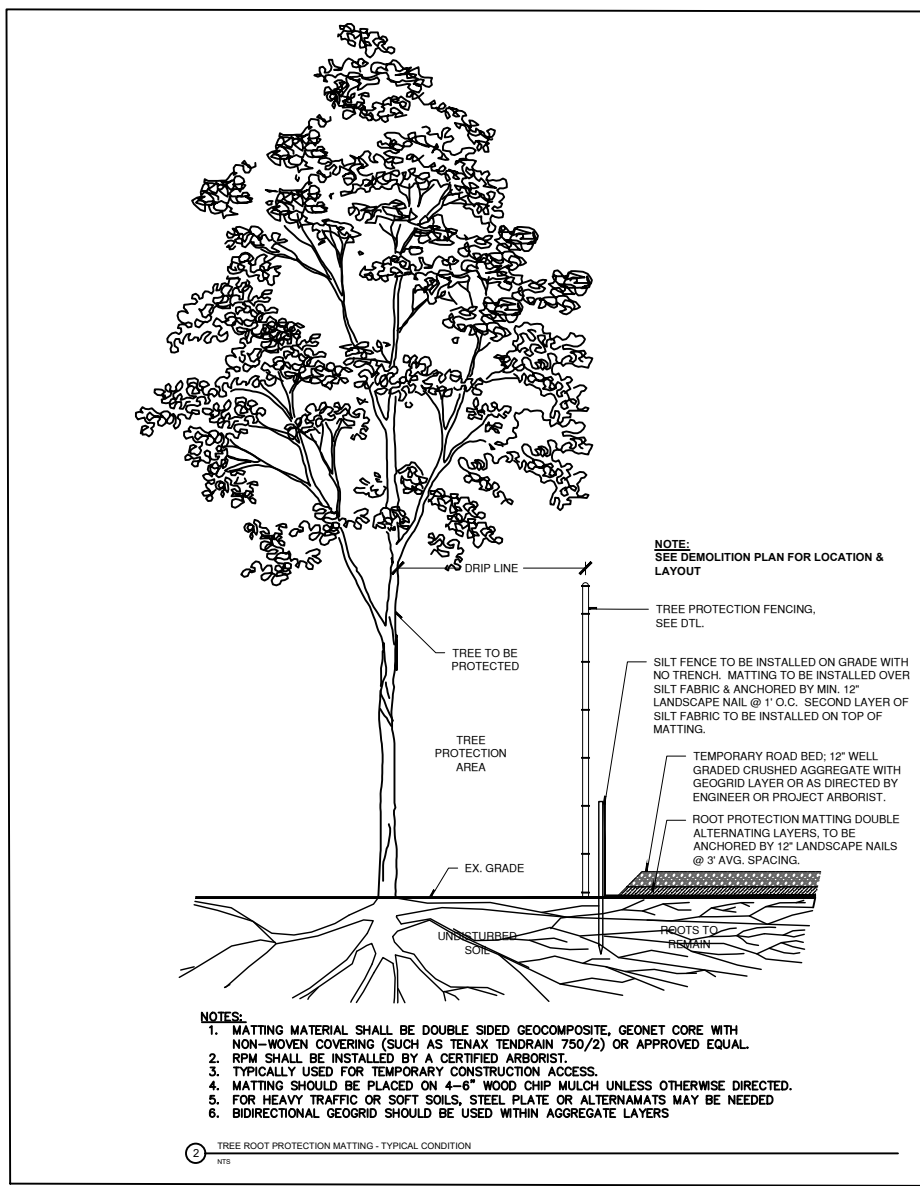
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BLUE SHEETS
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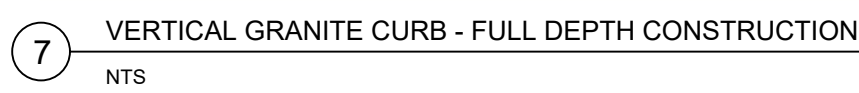
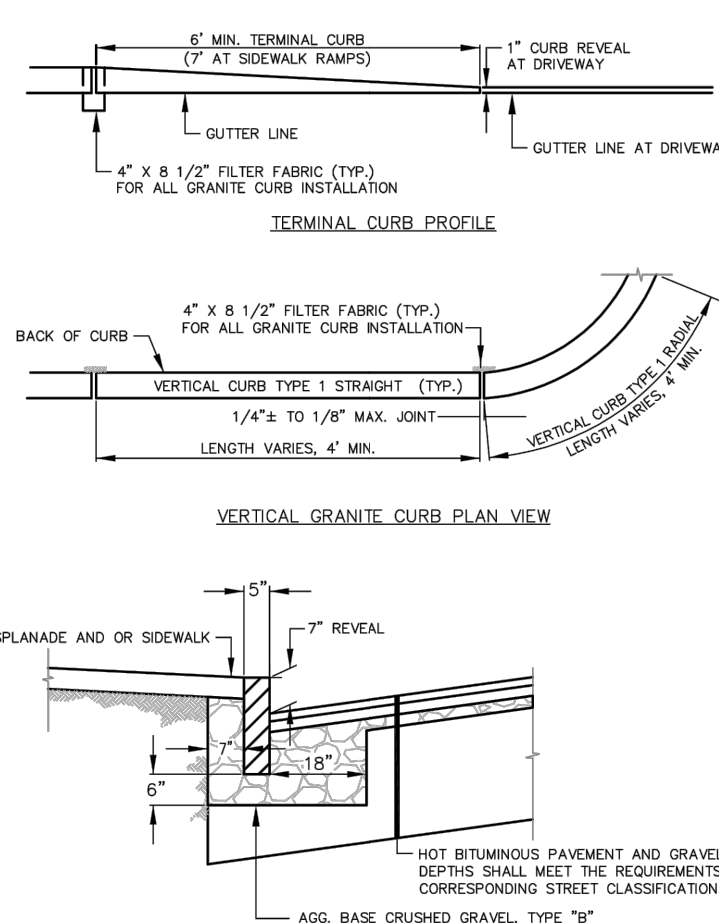
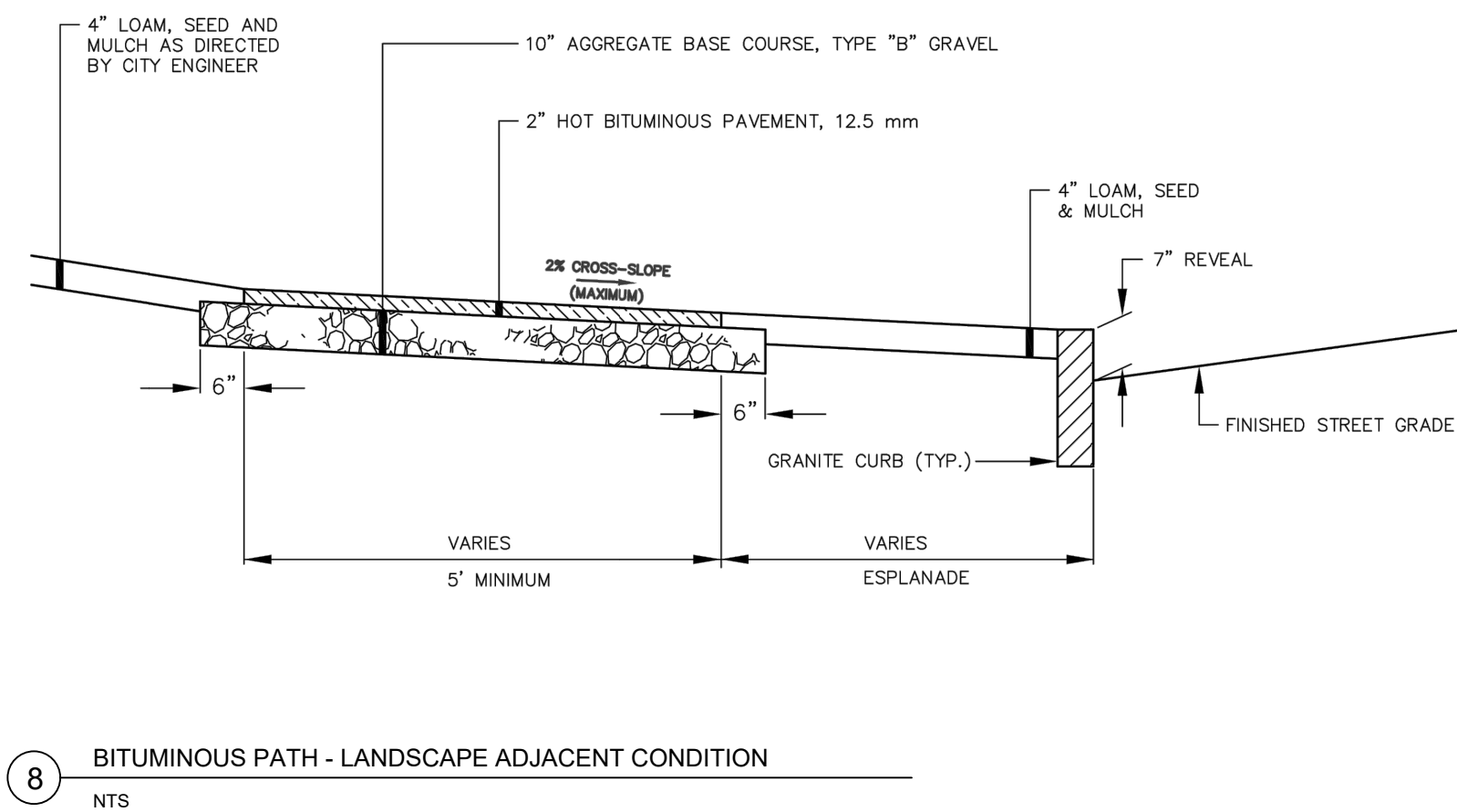
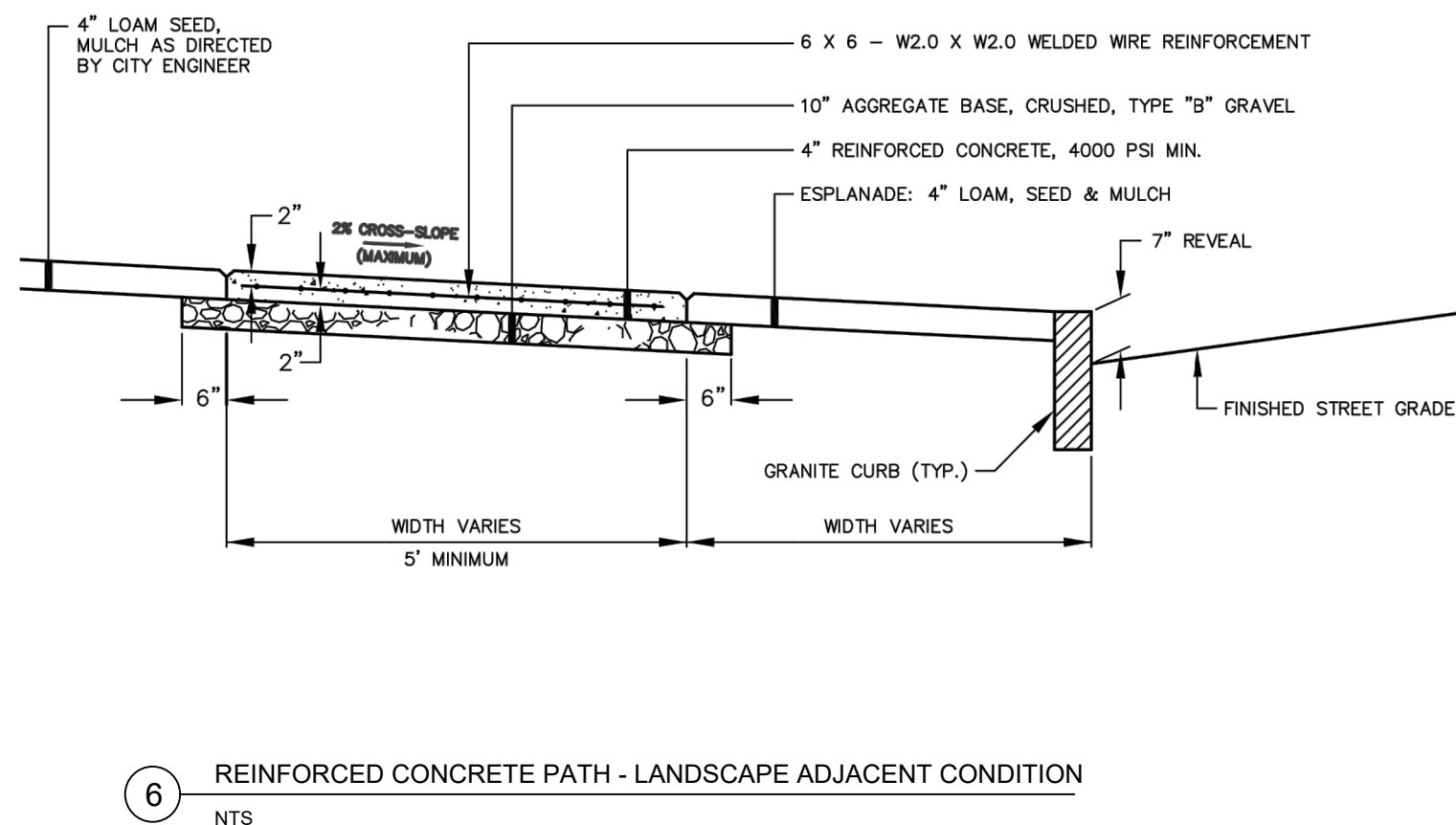
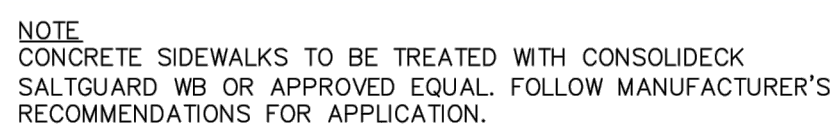
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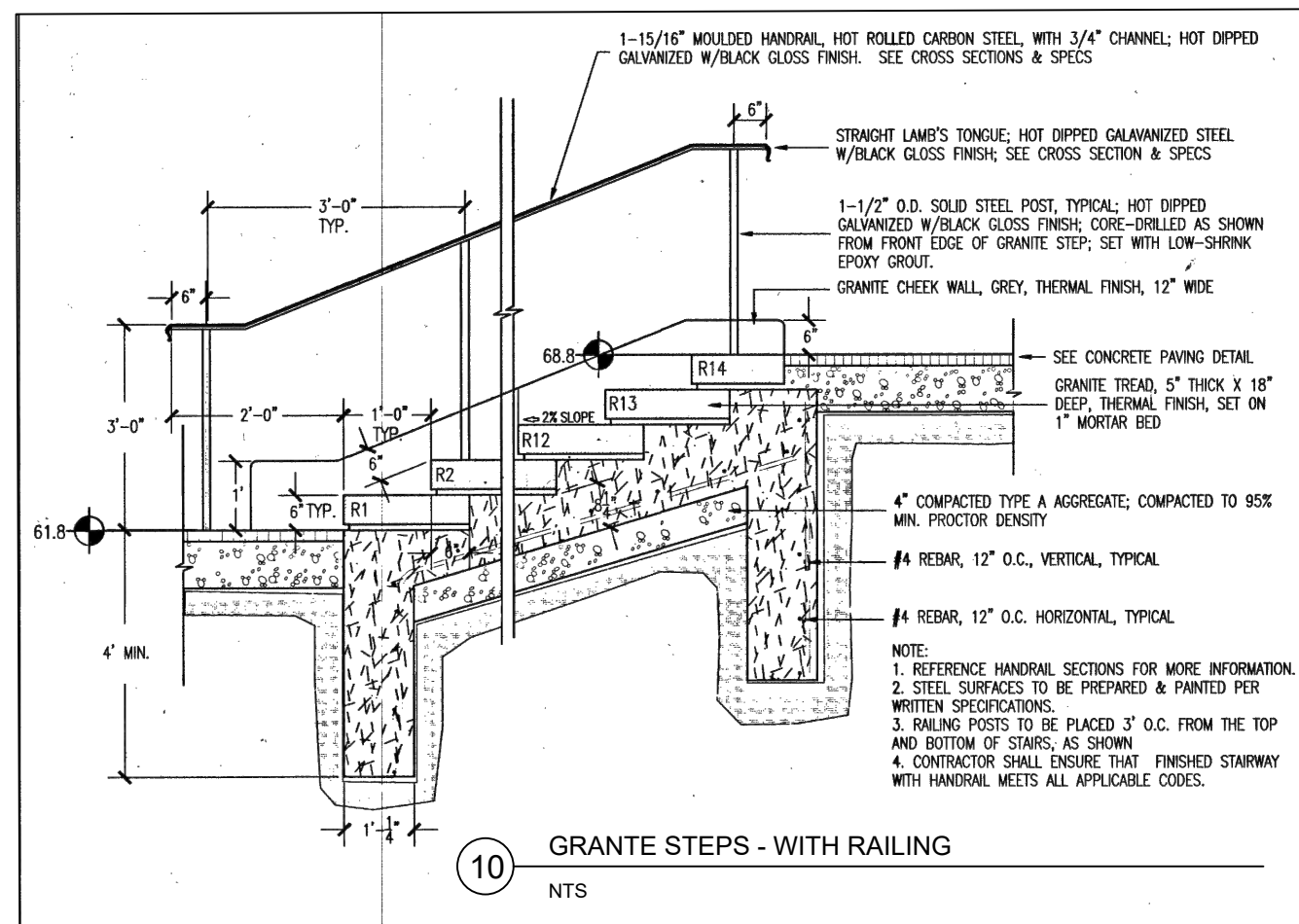
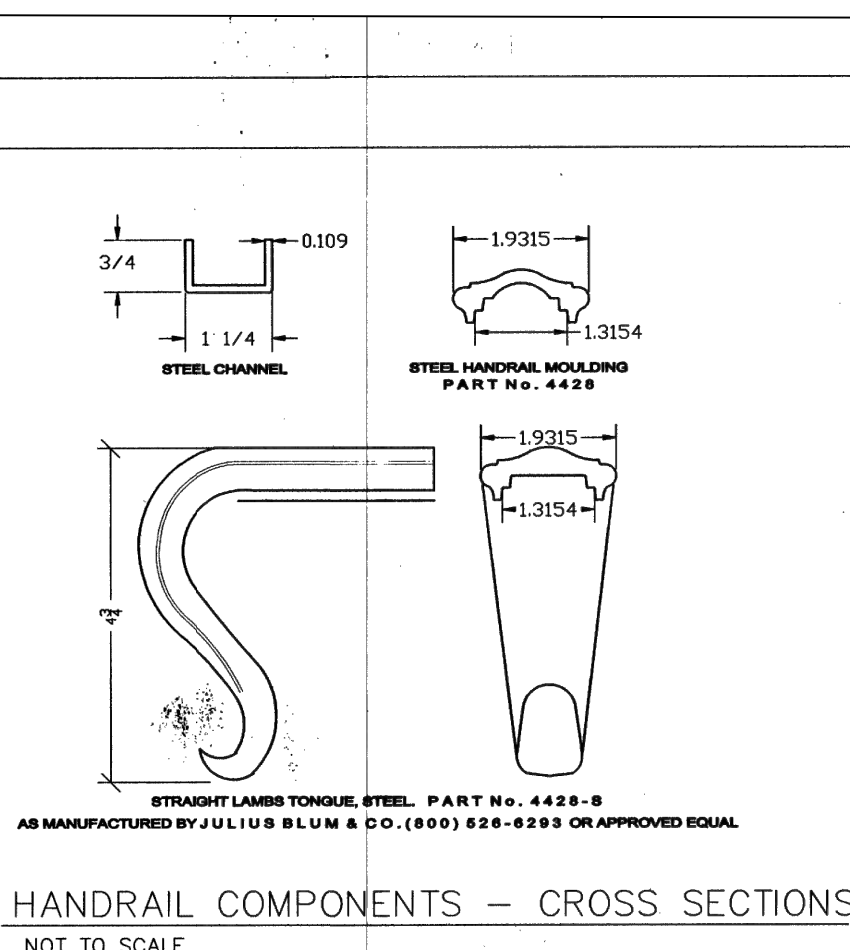
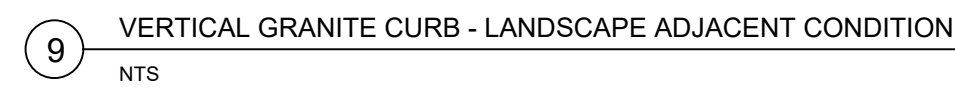
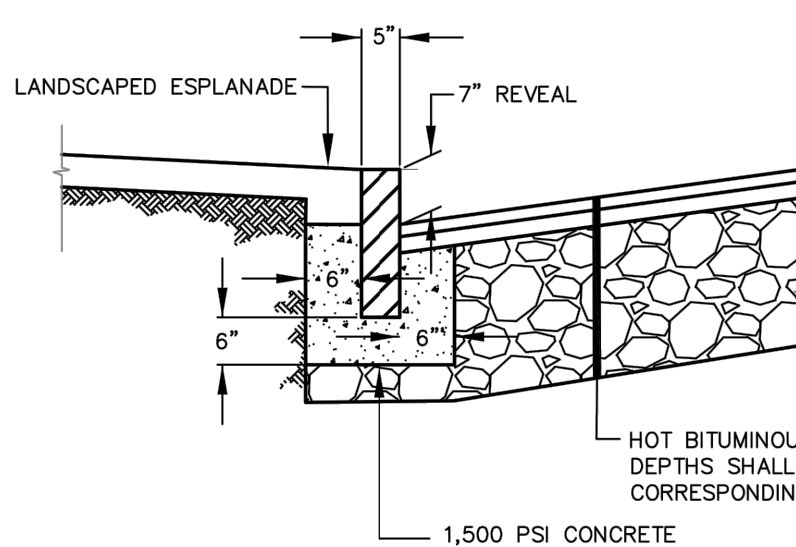


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- NOTES:
1. INDIVIDUAL PIECES OF CURB SHORTER THAN 4 L.F. ARE NOT ALLOWED, WITH THE EXCEPTION OF RADIAL CURB.
 2. THE MINIMUM HEIGHT OF THE CONCRETE BACKING SHALL BE 10-INCHES OR TO THE TOP OF THE HOT MIX ASPHALT PAVEMENT, WHICHEVER IS GREATER, MEASURED FROM THE BOTTOM OF CURB.
 3. CURBING SHALL BE SET IN A 6-INCH BED OF DRY 1,500 PSI CONCRETE MIX. THE DRY MIX SHALL BE WATERED DOWN AFTER SETTING OF GRANITE CURB.



- ## CAST-IN-PLACE CONCRETE NOTES
1. ALL CONCRETE, WORK AND REINFORCING BAR DETAILS SHALL CONFORM TO THE LATEST ACI STANDARDS, ACI 301 AND 318.
 2. FOUNDATION CONCRETE SHALL BE AIR-ENTRAINED, (5 TO 7%) AND HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI. SUBMIT MLN'S DESIGN WITH BACKUP TEST DATA TO CITY ENGINEER FOR APPROVAL.
 3. PLACE NO CONCRETE WITHOUT REVIEW AND APPROVAL OF THE REINFORCING AND EMBEDDED ITEMS BY THE CITY OR BY THE CITY ENGINEER. SUBMIT REINFORCING SHOP DRAWINGS TO CITY ENGINEER FOR APPROVAL.
 4. ALL CONCRETE MATERIALS, REINFORCEMENT, AND FORMS SHALL BE FREE OF FATS, OILS, AND DEBRIS.
 5. CONSOLIDATE ALL REINFORCING WITH A VIBRATOR OR OTHER MEANS TO PREVENT SEGREGATION OF MIX.
 6. PROVIDE DIAGONAL REINFORCING BARS AROUND INSIDE CORNERS OF ALL OPENINGS IN CONCRETE.
 7. MINIMUM CONCRETE COVER FOR REINFORCING STEEL SHALL BE AS FOLLOWS: CONCRETE CAST AGAINST EARTH 3 INCHES FOLLOWS. FOLLOWS CONCRETE EXPOSED TO EARTH OR WEATHER 2 INCHES.
 8. CALCIUM CHLORIDE IS PROHIBITED FROM ALL CONCRETE MIXES.
 9. PLACE CONTROL AND EXPANSION JOINTS AS SHOWN ON DRAWINGS.
 10. BACKFILL BOTH SIDES OF SLAB AND CHEEK WALLS WITH 3/4" SAND OR EQUIVALENT MATERIAL. TAMPING.

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

PUBLIC HEARING
132 CHADWICK STREET

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Rob Wiener, Preservation Compliance Coordinator
DATE: July 31, 2020
RE: August 5, 2020 **PUBLIC HEARING – Retaining Walls & Stone Stairs**

Address: 132 Chadwick Street

Applicants: Katrina and Mark McCain

Contractor: Jamie Hanlon, Hanlon Stone

Introduction

Mark and Katrina McCain, the owners of 132 Chadwick Street have requested a Certificate of Appropriateness for new retaining walls and new stone entrance stairs at the front of their property. The McCains reside and operate a bed & breakfast establishment in the John Calvin Stevens designed house built for John T. Skolfield in 1892. Since purchasing the property two years ago they have renovated the house extensively on both the interior and exterior, with some projects requiring staff level HP review. Built as a single family home, this contributing structure in the Western Promenade Historic District retains many original features and much of its original character.

Stonemason Jamie Hanlon approached staff in June regarding the upcoming project planned for replacement of the existing, crumbling concrete steps and low concrete retaining walls along the City sidewalk. The bank in front of the foundation slopes quite steeply to the sidewalk and the owners want a taller wall similar to neighboring properties, to reduce slope and the potential for erosion, and to make landscaping easier.

Following an internal discussion, a survey of the context, and review of relevant 1924 tax photos, staff decided that the degree of change to the front of the highly visible property warranted Board consent if staff was to carry out the review. Board members will recall that during the July 1 Board meeting staff showed the proposal to them and it quickly became apparent that there were enough questions and concerns about the proposed site work to justify a deeper discussion and a full Board review.

Since the July 1 meeting staff has communicated several times with Mr. McCain, including

in an onsite meeting, to discuss possible plan modifications addressing some of the questions raised by Board members during the brief consent review. The McCains and Mr. Hanlon wish to move forward with the site work as soon as possible, and they are asking for approval on the plan as proposed.

Staff learned that materials had been ordered in advance, and the applicants have committed a deposit. Staff notes that the financial risk taken by the applicants by pre-ordering materials before the project was reviewed is not a factor in the Board's review of the proposal, which must be based on its appropriateness for the property and the context, and consistency with the Standards for Alterations.

Mr. McCain has submitted a project description, a detail from a larger site plan, and a package of photos of existing conditions, examples of walls and stairs, and historic views. Staff has added to the packet additional context photos.

Subject Property and Context

When the block of Chadwick Street between Bramhall and West Streets was being developed in the early 1890's, John Skolfield commissioned John Calvin Stevens to design 132 Chadwick, and a few years later, 128 Chadwick Street. The Colonial Revival / Queen Anne houses are quite similar, but there are variations. One of these is the treatment of the front bank and stairs; at least as far back as 1924, the cheek walls at the two houses to the south of the subject property had large, blocky granite cheek walls and higher stone retaining walls, while 132 Chadwick had lower cheek walls and low retaining walls. There is the possibility that the existing stairs and walls at the subject property are the same ones that were there in 1924.

The McCains' property has a large side yard, with a driveway and a detached garage to the north of the house. On the left side of the driveway, a low concrete wall returns into the lot, along the driveway. To the right of the driveway the bank is lower, and only the front has the low concrete curb along the sidewalk – there is no return up the driveway. The McCains recently had some landscape plantings installed to the right (north) of the driveway.

Today all of the first five houses north of West Street (105 West, 128 Chadwick, 132 Chadwick, 140 Chadwick, and 146 Chadwick,) have retaining walls over 2' high (generally 28" – 32") except for the subject property, 132 Chadwick. Across the street elevations are lower, and the northern end of the block has several surface parking lots. Directly across from the subject property is an older brick apartment building.

Proposed Site Work

The proposal for the August 5 public hearing will be the same as presented for the consent

agenda on July 1. Mr. McCain has provided a brief description, but the supplied photos and notes on the site plan are needed for a full understanding of the materials. Briefly:

- Granite stairs are proposed with a thermal top and rock face risers.
- Cheek walls are rock face, sloping as shown in the stair photo.
- Brick walk (Gagne's Old Port red brick) is to be laid in a herringbone pattern.
- Retaining walls are proposed to be dry-laid in the style of the photo, 31" tall including cap.
- Retaining wall caps are to be split face granite, 4" thick.
- A retaining wall is to return along left side of driveway, running level toward interior of lot.
- No change is proposed to the right (north) of the driveway.

Board Questions and Concerns – July 1 Consent Agenda

In the brief time available at the end of the July 1 Board meeting Board members' questions and comments focused on establishing an understanding of the context and the historic documentation, and beginning to wrestle with the relationship between the subject property's front landscaping and the surrounding context – past, present, and future. Among the questions and comments:

- Acknowledging that the existing stairs and walls were in poor condition and needed replacement, several Board members asked why a higher wall was needed.
- More than one member asked why the return up the left (south) side of the driveway was needed, and given the lack of a return on the right (north) side of the driveway they raised the possibility of eliminating the south return wall on the left of the driveway.
- Several members noted that adding higher retaining walls to the south of the driveway would exaggerate the difference in the one remaining section of street front property without a higher wall; the McCains' side yard north of the driveway would give the impression of a "missing tooth."
- There was speculation about the possibility of adding a similar wall along the sidewalk to the right (north) of the driveway. The Board and staff noted that the applicants cannot be required to build an additional wall, but they expressed hesitancy about the proposal because of the missing section north of the driveway.
- Noting that several higher retaining walls were visible in the 1924 tax photos but 132 Chadwick had (and still has) a much lower wall, several Board members cautioned against creating a false sense of history with a new wall that might give the impression of having been part of the original landscaping.

Staff Comments

A successful solution for the front of 132 Chadwick Street must balance the practical and aesthetic needs and desires of the applicants with the imperative of compatibility with the character of the property and the context, and the solution must be judged to meet the Standard for Alterations. Staff notes:

- The existing walls and stairs appear to be the same or very similar to those in the 1924 tax photo.
- The concrete is in poor condition.
- Stone is generally a more durable material than concrete, especially when ice melting products are used in winter.
- The applicants operate a business that depends on having a safe and attractive property.
- It is evident from the 1924 photos that the subject property had stairs and walls that were distinctly different from those of neighboring properties.
- We do not know what stairs and walls existed on the block in the 1890's, but we can see that the wall at 128 Chadwick is of a different construction today than it was in 1924.
- On some blocks in the West End there is noteworthy consistency in front landscaping treatments – Bowdoin Street, for example. This block of Chadwick Street is not as consistent as some streets, and all tend to acquire variations over time.
- Building higher walls at the subject property would reinforce greater consistency on the block, perhaps unifying the neighborhood character, but would it be inconsistent with Standard 3 to imply greater uniformity than existed historically?
- Despite some similarities between the proposed wall and the one next door at 128 Chadwick, each of the walls on the block, including the proposed have their individual differences.
- While Standards 3 and 6 might seem to favor replacing the walls and stairs with a design and or material that would be more similar to the historic photo, there are some practical considerations:
 - Stone will be more durable over time, less likely to need repairs than concrete.
 - Higher walls will enable a less steep bank, making neat landscaping more feasible.
 - Granite stairs have been used at neighboring properties, and higher walls seem to successfully and neatly contain front embankments.

Applicable Standards of Review

- (1) *Every reasonable effort shall be made to provide a compatible use for the property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.*
- (2) *The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
- (3) *All sites, structures and objects shall be recognized as products of their own time, place and use. Alterations that have no historical basis or create a false sense of historical development such as adding conjectural features or elements from other properties shall be discouraged.*

- (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*
- (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.*

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the August 5, 2020 public hearing and information included in the accompanying staff report, the Board finds that the proposed site alterations and improvements at 132 Chadwick Street meet (fail to meet) the historic preservation ordinance's Standards for Review of Alterations (subject to the following conditions.....)

Attachments

1. Applicant's project description
2. Applicant's photos, drawing, and material examples
3. Staff photos of existing conditions and context

Project Summary

July 28th, 2020

To restrain overflowing soil, improve neighborhood aesthetics, and provided a safer, code-compliant walking path for guests, The Skolfield Inn proposes the following improvements at 132 Chadwick Street, Portland:

- Replace a deteriorating and insufficiently low retaining wall. This will help restrain soil from washing across the sidewalk. Allowing for a cleaner and more accessible footpath. While concurrently, creating an aesthetically pleasing appearance for the neighborhood and inn guests.
- Replace steps leading from the sidewalk up to the property. The existing steps are crumbling and cracking and are outside of current code requirements. The new proposed steps will create a safe and code-compliant entrance for inn guests.
- Replace a cracked section of the walkway from the proposed steps to the front doorsteps with a uniform and even path. This new walkway will mitigate the current trip hazards.

Mark McCain
The Skolfield Inn

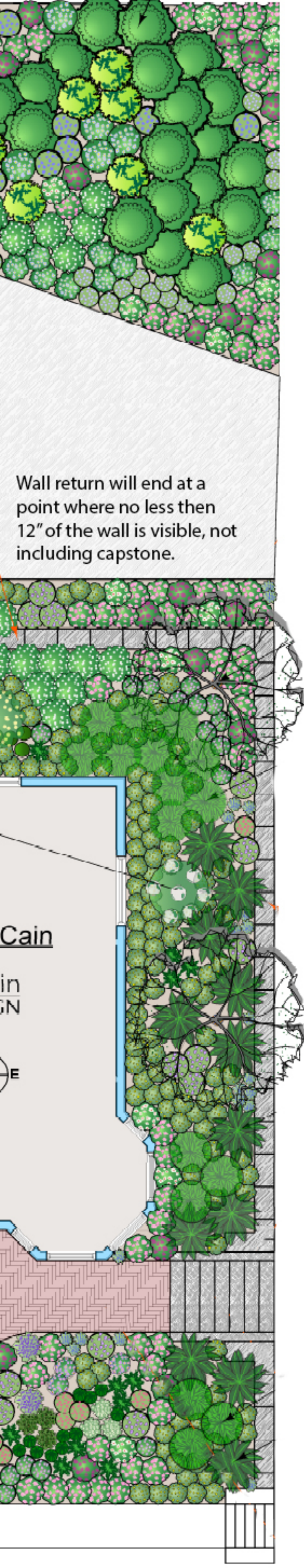












Wall return will end at a point where no less than 12" of the wall is visible, not including capstone.

Retaining Wall: Replace existing cement retaining wall with dry-laid stacked stone 31" tall, including capstones by 16" wide at the top.

Retaining wall copping: 16" by 4" by 6'. Granite: split face.

Steps: 12" tread by 7" riser. Granite; Thermal tread surface & rock face risers.

Step cheek wall: 8' long by 7" wide x 12" deep. Granite; rockface.

Brick path: replace the existing concrete path with herringbone pattern brick with brick stringer









128
Chad

63-A-19







128
Chad

63-A-19





132 Chadwick - Google, 2018







132 Chadwick, Google 2018



Google Earth

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8.95 ft