

CITY OF PORTLAND, MAINE

HISTORIC PRESERVATION BOARD



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

AGENDA

HISTORIC PRESERVATION BOARD MEETING

On February 20, 2019, the Portland Historic Preservation Board will meet at 5:00 in Room 209 of City Hall to review the following items. (Public comments are taken at all meetings):

1. ROLL CALL AND DECLARATION OF QUORUM

2. REPORTS OF DECISIONS AT THE MEETING HELD ON DATE FEBRUARY 6, 2019

- i. a) Amendment to Portland Company Historic District boundary to reflect revised relocation site for Building 12; and b) Certificate of Appropriateness for Disassembly, Reconstruction and Relocation of Building 12; 58 Fore Street, Portland Foreside, Applicant. The Board voted 4-0 (Sheridan recused, O'Brien and Pollard absent) to amend the district boundary to reflect the revised relocation site for Building 12. The Board also voted 4-0 to approve the applicant's Certificate of Appropriateness for the disassembly, reconstruction and relocation of Building 12, subject to conditions.
- ii. Determination of Conformance with R-6 Small Infill Development Design Principles and Standards under the Alternative Design Review Process; 110 Sheridan Street (located in Munjoy Hill Neighborhood Conservation District); Mark Burns and Alison Leavitt, Applicants. The Board determined by a vote of 5-0 (O'Brien and Pollard absent) that the proposed design conformed with the R-6 Small Infill Development Design Principles and Standards under the Alternative Design Review Process.

3. COMMUNICATION AND REPORTS

4. PUBLIC HEARING

- i. Certificate of Appropriateness for Site Alterations; 78 Danforth Street; West Company, Applicant.

5. WORKSHOP

- i. Preliminary Review of Proposed Revisions to Previously-Approved Plans; 84 Commercial Street; 84 Commercial St., LLC.

BREAK FOR DINNER - MEETING RESUMES AT 7:00 P.M.

6. WORKSHOP, CONTINUED

- i. Preliminary Review of Proposed Exterior Alterations and Additions; 59 Carleton Street; Ronald McDonald House, Applicant.

7. PUBLIC HEARING

- i. Amendment to Previously-Approved Pedestrian Light Fixture Specification for Historic Landscape Districts.

8. CONSENT AGENDA

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

PUBLIC HEARING
78 DANFORTH STREET

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Rob Wiener, Preservation Compliance Coordinator
DATE: February 15, 2019
RE: February 20, 2019 **PUBLIC HEARING** – Site Alterations – Parking, Retaining Wall, Landscaping

Address: 78 Danforth Street
Applicants: West Company
Engineering / Site Design: Sam Lebel, Will Savage, Acorn Engineering
Property Management: Tom Watson, Port Property Management

Introduction

At a Board workshop on February 6, 2019, Sam Lebel of Acorn Engineering presented plans for parking, landscaping, and other site alterations at 78 Danforth Street, an eight-unit apartment building owned by the West Company and managed by Port Property Management. Mr. Lebel returns on February 20 for a public hearing, with plans that have been revised in response to Board comments. Revisions include the elimination of one of the proposed 12 parking spaces (11 spaces now proposed,) less pavement and more landscaping close to Danforth Street, and other minor changes to landscaping. Once again no work is proposed on the multifamily building at the property.

In response to Board feedback at the workshop, changes proposed to the plans are designed to provide more of buffer between the parking area and Danforth Street, and a softer view of the house from the street. It appears that site constraints such as the limited distance from the house to the eastern boundary prevent the engineers from achieving some of the design desires of the Board and staff members – such as providing more of a buffer between the east side of the building and parking - without a significant reduction in the number of parking spaces.

Mr. Lebel has submitted a revised site and landscaping plan, and a revised grading and drainage plan. He also furnished staff with a concise list of the changes to the plans since the February 6 workshop – included in this memo. Staff is including the site and landscaping plan and the grading and drainage plan from the February 6 workshop, for reference and comparison.

Subject Property

Located at the eastern edge of the West End Historic District, 78 Danforth Street was added in 1997 as a contributing structure. Staff has not found any historic photos showing a clear view of the side yard on the east side of 78 Danforth Street. The 1924 photo of the building was taken from uphill; from this western view the building appears to have undergone little outward change. There appeared to be a fenced yard on the eastern, downhill side. In 1924 the three-story Queen Anne building was recorded by the assessor to be at least 35 years old, and contained three units.

On the rear of the building there is now a modern, three-story deck structure next to a non-original, enclosed stair tower of undetermined age. To the rear of the west side a set of wooden stairs leads down to a walkway in the sloping yard, leading to a set of granite stairs down to the level of the parking. The understated main entrance is on the west side, not the Danforth Street face.

According to a quick search through recent images, the parking and yard were modified since 2016. A 2014 staff photo and a 2016 Google satellite image show the grassy bank sloping to the dirt parking area, and cars parked at the eastern boundary. Since 2016 the grassy bank was cut back, and as seen today is raw and lacking landscaping and erosion control; recent photos show cars parked facing the house.

According to Acorn's analysis of applicable parking standards for historic properties in the R-6 zone (see drawing C-10, in Attachment 2,) the historic property is required to have 5 spaces. The existing number of gravel-surfaced spaces is stated as 12, far exceeding the requirement.

Clarifications and Board Feedback from the February 6 Workshop

Many of the Board's questions and comments at the February 6 workshop reflected a desire to create more of a buffer between the apartment building and the parking, especially on the east side. In response to questions Mr. Lebel confirmed:

- The block retaining wall is proposed to step back slightly, but is not "battered" with a pronounced, stepped slope.
- The slope between the house and the top of the retaining wall is proposed to be 3-1; a steeper slope would have to be stabilized in some way. This makes lowering the height of the retaining wall problematic, as it would probably require a steeper slope.
- The bank next to the east wall slopes toward the rear, and the granite foundation steps down. Below the granite the foundation is stone rubble. Mr. Lebel was advised to follow the slope, but expose more granite at the street end while ensuring that any exposed rubble foundation is covered by grading.
- The color of the concrete drainage panel is that of cured concrete. Mr. Lebel is unaware of any other colors that might contrast less with the bituminous pavement in the rest of the parking area.
- When asked whether sloping berm could replace the retaining wall next to the east side

- of the building, Mr. Lebel noted several goals: not exposing more foundation; avoiding too steep a slope to be stable; and maintaining as many parking spaces as possible.
- When asked whether more of a vegetative screen could be planned at the rear (south) end of the parking behind the house, Mr. Lebel stated that existing plants are to remain in a strip between the lot and J.B. Brown's lot to the rear, but he would investigate what larger plantings might be added. (It was pointed out that large trees would have to avoid being close to drainage or utility easements.)
 - The Board was unanimous in asking for a plan with a minimum of one fewer parking spaces.
 - The edge of one space near Danforth Street is shown on drawings as being closer to the street than the front (northeast) corner of the house. The HP Board has typically stood against parking in front yards, and zoning also prohibits parking in front setbacks in the R-6 zone. Mr. Lebel responded that he would consult the owner and property manager about a possible reduction in parking spaces.
 - Mr. Lebel was uncertain whether all twelve of the stated current number of parking spaces are used by tenants, whether any spaces in the lot are available to non-residents, or whether the lot is ever completely full.

Revised Proposal

Mr. Lebel summarized the plan revisions as follows:

- Removed one parking space, closest to Danforth Street
- Reduced total length of pavement by 11 feet (9' for the parking space and 2' additional feet)
- Reduced the extent of retaining wall based on above changes
- Height of wall increased by 2" where the parking changed
- Slightly adjusted the grading by the foundation to ensure that the rubble foundation will be covered up
- Added cherry tree at the rear of the site

Staff Comments and Questions

Staff and no doubt Board members will be pleased to see the subject property receiving a more finished site treatment, better drainage, and more plantings and landscaping. Plans submitted for the public hearing represent an improvement – with the loss of only one parking space, considerably more landscaping and plantings are enabled between the street and the parking. Although this addresses some of the concerns noted by the Board, it is perhaps worth asking whether the clients would be willing to reduce the number of spaces by more than one – to make possible more buffer between the building and the parking on the east.

Staff believes perhaps a plan with nine parking spaces (reducing by two the current proposed number of eleven,) could facilitate a much softer treatment on the east side of the building. If four parking eastern spaces faced toward the street instead of the house, there could be more

landscaping at the front of the side yard, less retaining wall (further from the house,) and a more naturalized berm sloping from the front of the foundation toward the east. As of this writing staff has not discussed the idea with the consulting engineer or the owners.

It remains unclear whether twelve parking spaces are needed by the residents of the property. As part of the Level 1 site plan application, the applicants may be asked to justify the need for exceeding the minimum number of required spaces (5, for the historic district / R-6 zone,) by greater than 10%. That is part of the site plan review, not the Historic Preservation Board's review.

There is no denying that the revised plans are an improvement over the preliminary plans by elimination of one space and added landscaping. Staff supports the proposal to improve the treatment of parking and landscaping, but has questions about the possibility for improving even more the relationship of the proposed work with the structure. It appears that only if the eastern parking spaces are oriented facing the street instead the house can the retaining wall be positioned further from the foundation.

Staff supports the addition of a tree at the rear of the property, and would support further additions to the vegetation in the landscaped strip at the rear boundary.

Applicable Review Standards

Standards for Review of Alterations

- (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.*

- (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 February 20, 2019 public hearing and information included in the accompanying staff report, the Board finds that the proposed site alterations at 78 Danforth Street **meet (fail to meet)** the historic preservation ordinance's Standards for Review of Alterations **(subject to the following conditions.....)**

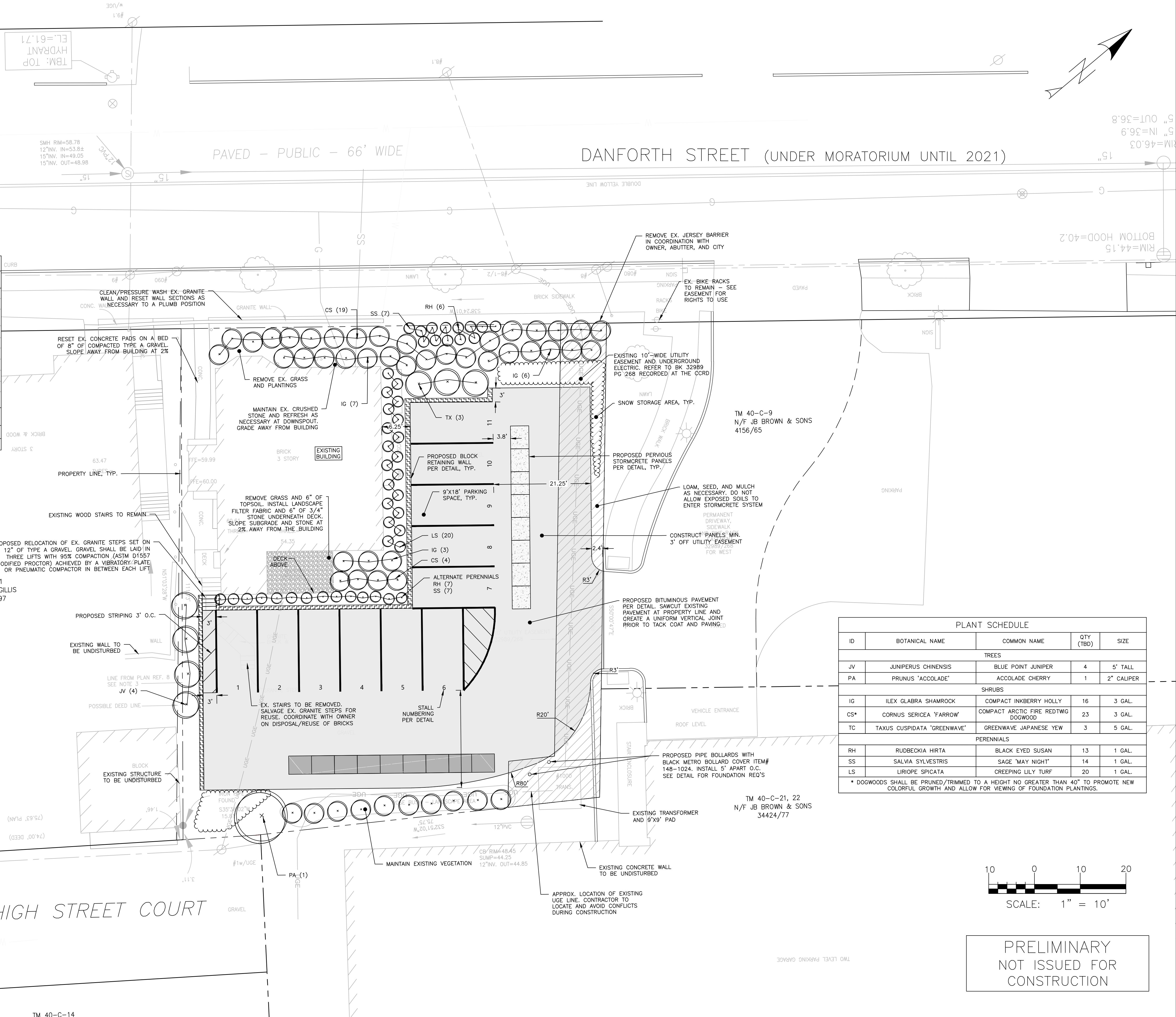
Attachments:

1. Revised Site and Landscaping Plan
2. Revised Grading and Drainage Plan
3. Site and Landscaping Plan, 2/6/19
4. Grading and Drainage Plan, 2/6/19

1. CONTRACTOR TO VERIFY FIELD CONDITIONS, INCLUDING, BUT NOT LIMITED TO SITE FEATURES, TOPOGRAPHY, AND UTILITIES PRIOR TO CONSTRUCTION.
2. ANY DISTURBED BRICK SIDEWALK OR VERTICAL GRANITE CURB TO BE REBUILT TO MATCH CONTRACTOR'S EXISTING.
3. STRIPING AS INDICATED ON SITE PLAN SHALL BE 4" WIDE. ALL STRIPING SHALL BE WHITE UNLESS OTHERWISE NOTED.
4. ANY ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFF SITE.
5. AT ALL MATCH LINES BETWEEN EXISTING AND PROPOSED PAVEMENT, SAWCUT BUTT JOINT ON EXISTING PAVEMENT AND APPLY TACK COAT BEFORE NEW PAVEMENT. NEW PAVEMENT, UP TO 20% R.A.P. IS PERMISSIBLE IN THE HOT MIX ASPHALT FORMULA.
6. CONTRACTOR TO BE HELD RESPONSIBLE FOR THE WATERING AND MAINTENANCE OF ALL PLANT MATERIAL AND LANDSCAPING IMPROVEMENTS AS NECESSARY.
7. CONTRACTOR TO MAINTAIN A ONE YEAR WARRANTY ON ALL PLANTINGS AND LANDSCAPING INSTALLATIONS.
8. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
9. CONTRACTOR TO VERIFY ALL UTILITIES TO PROPERTY AND TO PROTECT ALL UTILITIES DURING EXCAVATION FOR PLANTS.
10. ALL CONTAINER MATERIAL TO BE GROWN IN CONTAINER. MINIMUM OF 6 MONTHS.
11. ALL MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMAN.
12. CONTRACTOR SHALL BE RESPONSIBLE TO PROPERTY FROM PLANTING OPERATIONS AT NO COST TO OWNER.
13. THE ENGINEER MAY TAG ALL PLANTS AT THE NURSERY AND INSPECT THEM AFTER DELIVERY TO THE SITE. ALL MATERIALS SHALL BE INSPECTED BY THE ENGINEER ON SITE PRIOR TO INSTALLATION.
14. SEE PERMANENT SEEDING TABLE ON SHEET C-32 FOR LAWN AREAS.

SPACE AND BULK STANDARDS			
ZONE: R6	REQUIRED	EXISTING	PROPOSED
MINIMUM LOT SIZE	2,000 SF	9,938 SF	9,938 SF
MINIMUM STREET FRONTAGE	20'	> 20'	> 20'
MINIMUM FRONT YARD SETBACK	5' – ORDINANCE	> 5'	> 5'
MINIMUM SIDE YARD SETBACK	5'	< 5'	< 5'
MINIMUM REAR YARD SETBACK	10'	> 10'	> 10'
MAXIMUM LOT COVERAGE	60%	< 60%	< 60%
MINIMUM LOT WIDTH	20'	> 20'	> 20'
MAXIMUM BUILDING HEIGHT	45'	< 45'	< 45'
MINIMUM LANDSCAPED OPEN AREA	20%	> 20%	> 20%
MAXIMUM NUMBER OF DWELLING UNITS	725 SF/UNIT = 13.6	8	8
RESIDENTIAL PARKING	1 SPACE PER UNIT AFTER 3 UNITS = 5 SPACES	12	11
MINIMUM BICYCLE STORAGE SPACES	2 SPACES/5 D.U. = 2	4	4
MAXIMUM GARAGE OPENING	20'	N/A	N/A

1. REFER TO AS-BUILT PLAN FOR THE YORK STREET - MIXED USE DEVELOPMENT PROJECT SHEET C4.01 BY GORRILL PALMER FOR BUILT DRAINAGE INFRASTRUCTURE INFORMATION.



PLANT SCHEDULE				
ID	BOTANICAL NAME	COMMON NAME	QTY (TD)	SIZE
TREES				
JV	JUNIPERUS CHINENSIS	BLUE POINT JUNIPER	4	5' TALL
PA	PRUNUS 'ACCOLADE'	ACCOLADE CHERRY	1	2" CALIPER
SHRUBS				
IG	ILEX GLABRA SHAMROCK	COMPACT INKBERRY HOLLY	16	3 GAL.
CS*	CORNUS SERICEA 'FARROW'	COMPACT ARCTIC FIRE REDTWIG DOGWOOD	23	3 GAL.
TC	TAXUS CUSPIDATA 'GREENWAVE'	GREENWAVE JAPANESE YEW	3	5 GAL.
PERENNIALS				
RH	RUDBECKIA HIRTA	BLACK EYED SUSAN	13	1 GAL.
SS	SALVIA SYLVESTRIS	SAGE 'MAY NIGHT'	14	1 GAL.
LS	LIRIOPE SPICATA	CREeping LILY TURF	20	1 GAL.
* DOGWOODS SHALL BE PRUNED/TRIMMED TO A HEIGHT NO GREATER THAN 40" TO PROMOTE NEW COLORFUL GROWTH AND ALLOW FOR VIEWING OF FOUNDATION PLANTINGS.				

[illegible]

DRAWING NAME:	SITE & LANDSCAPE PLAN
PROJECT NAME:	78 DANFORTH STREET SITE IMPROVEMENTS
CLIENT:	WEST COMPANY PORTLAND, MAINE

THIS PLAN SHALL NOT BE MODIFIED, WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED BY ACORN ENGINEERING, INC. SHALL BE MADE IN WRITING, AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

FILE:	1093_CIVIL
JN:	1093.4
SCALE:	1"=10'
DESIGNED BY:	SJL
DRAWN BY:	SJL
CHECKED BY:	WHS

DRAWING NO.
C-10

Year	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099
1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	

NOTES:

1. REFER TO AS-BUILT PLAN FOR THE YORK STREET - MIXED USE DEVELOPMENT PROJECT SHEET C4.01 BY GORRILL PALMER FOR BUILT DRAINAGE INFRASTRUCTURE INFORMATION.
2. TW DENOTES FINISHED GRADE ON THE HIGH SIDE OF THE PROPOSED RETAINING WALL.

TBM: TOP
HYDRANT
EL.=61.71

TM 40-C-14
N/F LINDA & DARRIN SACRE

HIGH STREET COURT

DANFORTH STREET (UNDER MORATORIUM UNTIL 2021)

[illegible]

DRAWING NAME: GRADING & DRAINAGE PLAN

PROJECT NAME: 78 DANFORTH STREET SITE IMPROVEMENTS

CLIENT: WEST COMPANY
PORTLAND, MAINE

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION OF THE BOARD OF DIRECTORS OF ACORN ENGINEERING, INC. ANY OTHERS, SHALL BE AT THE USER'S SOLE RISK.

ACORN ENGINEERING, INC.
 58 DANFORTH STREET, PORTLAND, MAINE 04102
 (707) 724-2455

FILE:	1093_CIVIL
JN:	1093.4
SCALE:	1"=10'
DESIGNED BY:	SJL
DRAWN BY:	SJL
CHECKED BY:	WHS

DRAWING NO.
C-20

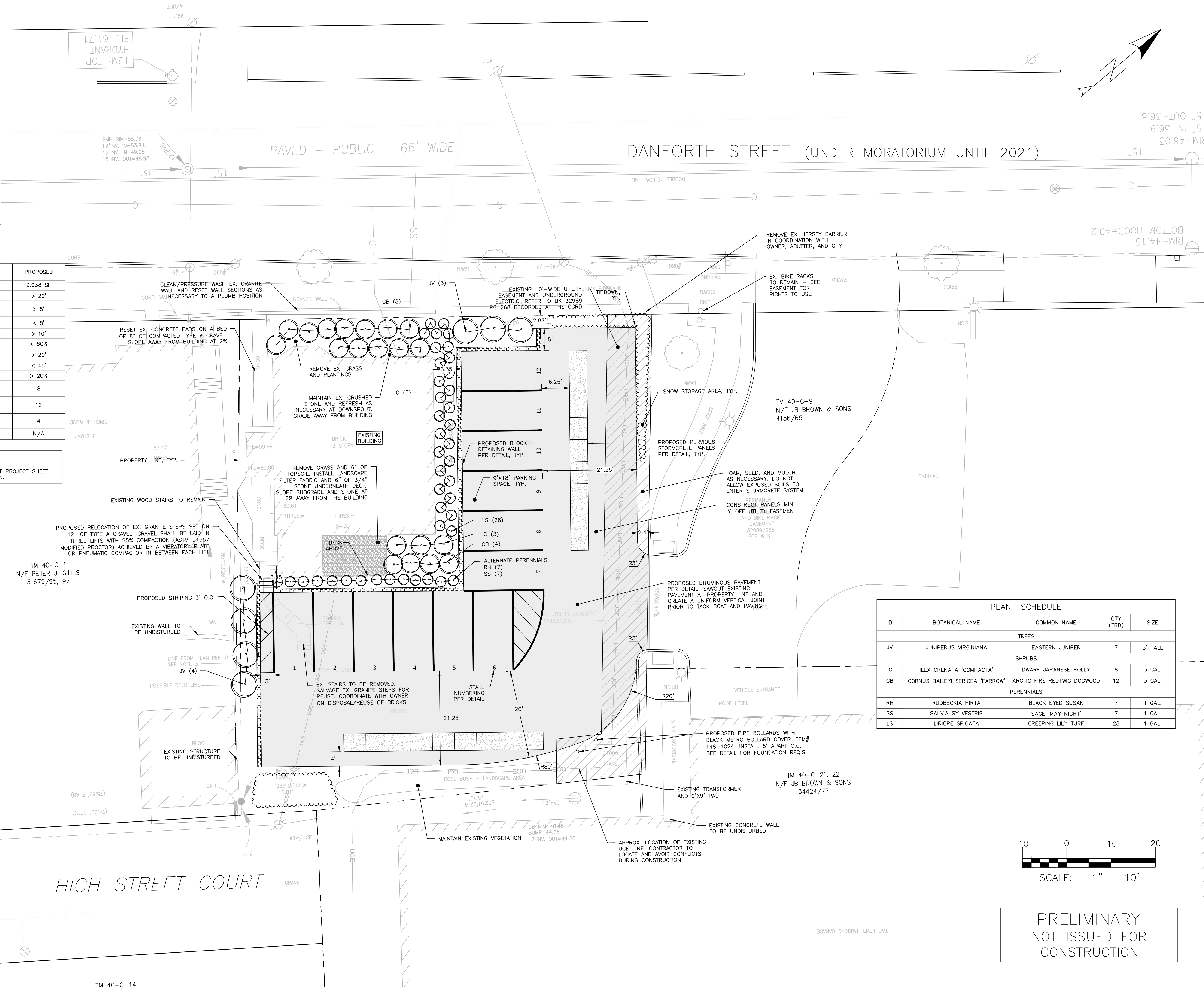
SCALE: 1" = 10'

PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

- SITE NOTES:**
1. CONTRACTOR TO VERIFY FIELD CONDITIONS, INCLUDING, BUT NOT LIMITED TO SITE FEATURES, TOPOGRAPHY, AND UTILITIES PRIOR TO CONSTRUCTION.
 2. ANY DISTURBED BRICK SIDEWALK OR VERTICAL GRANITE CURB TO BE REBUILT TO AT CONTRACTOR'S EXPENSE.
 3. STRIPING AS INDICATED ON SITE PLAN SHALL BE 4" WIDE. ALL STRIPING SHALL BE WHITE UNLESS OTHERWISE NOTED.
 4. ANY ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
 5. AT ALL MATCH LINES BETWEEN EXISTING AND PROPOSED PAVEMENT, SAWCUT BUTT JOINT ON EXISTING PAVEMENT AND APPLY TACK COAT BEFORE INSTALLING NEW PAVEMENT. UP TO 20% R.A.P. IS PERMISSIBLE IN THE HOT MIX ASPHALT FORMULA.
 6. CONTRACTOR TO BE HELD RESPONSIBLE FOR THE WATERING AND MAINTENANCE OF ALL PLANT MATERIAL AND LANDSCAPING IMPROVEMENTS AS NECESSARY.
 7. CONTRACTOR TO MAINTAIN A ONE YEAR WARRANTY ON ALL PLANTINGS FOLLOWING INSTALLATION.
 8. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
 9. CONTRACTOR TO VERIFY ALL UTILITIES ON PROPERTY AND TO PROTECT ALL UTILITIES DURING EXCAVATION FOR PLANTS.
 10. ALL CONTAINER MATERIAL TO BE GROWN IN CONTAINER MINIMUM OF 6 MONTHS.
 11. ALL MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMAN.
 12. CONTRACTOR SHALL REPAIR ALL DAMAGE TO PROPERTY FROM PLANTING OPERATIONS AT NO COST TO OWNER.
 13. THE ENGINEER MAY TAG ALL PLANTS AT THE NURSERY AND INSPECT THEM AFTER DELIVERY TO THE SITE; ALL PLANT MATERIALS SHALL BE INSPECTED BY THE ENGINEER ON SITE PRIOR TO INSTALLATION.
 14. SEE PERMANENT SEEDING TABLE ON SHEET C-32 FOR LAWN AREAS.

SPACE AND BULK STANDARDS			
ZONE: R6	REQUIRED	EXISTING	PROPOSED
MINIMUM LOT SIZE	2,000 SF	9,938 SF	9,938 SF
MINIMUM STREET FRONTAGE	20'	> 20'	> 20'
MINIMUM FRONT YARD SETBACK	5' - ORDINANCE	> 5'	> 5'
MINIMUM SIDE YARD SETBACK	5'	< 5'	< 5'
MINIMUM REAR YARD SETBACK	10'	> 10'	> 10'
MAXIMUM LOT COVERAGE	60%	< 60%	< 60%
MINIMUM LOT WIDTH	20'	> 20'	> 20'
MAXIMUM BUILDING HEIGHT	45'	< 45'	< 45'
MINIMUM LANDSCAPED OPEN AREA	20%	> 20%	> 20%
MAXIMUM NUMBER OF DWELLING UNITS	725 SF/UNIT = 13.6	8	8
RESIDENTIAL PARKING	1 SPACE PER UNIT AFTER 3 UNITS = 5 SPACES	12	12
MINIMUM INTERNAL RESIDENT BICYCLE STORAGE SPACES	2 SPACES/5 D.U. = 2	4	4
MAXIMUM GARAGE OPENING	20'	N/A	N/A

- GENERAL NOTE:**
1. REFER TO AS-BUILT PLAN FOR THE YORK STREET - MIXED USE DEVELOPMENT PROJECT SHEET C4.01 BY GORRILL PALMER FOR BUILT DRAINAGE INFRASTRUCTURE INFORMATION.



ISSUED FOR: LEVEL 1 SITE PLAN

BY: DATE: 11/6/18

SITE & LANDSCAPE PLAN

PROJECT NAME: 78 DANFORTH STREET SITE IMPROVEMENTS

CLIENT: WEST COMPANY PORTLAND, MAINE

ACORN ENGINEERING, INC.

158 DANFORTH ST. PORTLAND, MAINE 04102

(207) 775-2655

FILE: 1093_CIVIL

JN: 1093.4

SCALE: 1" = 10'

DESIGNED BY: SJL

DRAWN BY: SJL

CHECKED BY: WHS

DRAWING NO. C-10

1. REFER TO AS-BUILT PLAN FOR THE YORK STREET - MIXED USE DEVELOPMENT PROJECT SHEET C4.01 BY GORRILL PALMER FOR BUILT DRAINAGE INFRASTRUCTURE INFORMATION.

TBM: TOP
HYDRANT
EL.=61.71

TM 40-C-1
N/F PETER J. GILLIS
31679/95, 97

HIGH STREET COURT

TM 40-C-14
N/F LINDA & DARRIN SACRE

DANFORTH STREET (UNDER MORATORIUM UNTIL 2021)⁵

TM 40-C-9
N/F JB BROWN & SONS
4156/65

TM 40-C-21, 22
N/F JB BROWN & SONS
34424/77

CONNECT 6" SOLID PVC INTO EXISTING 2' DIA.
NYOPLAST DRAIN BASIN PURSUANT TO DRAINAGE
EASEMENT WITH ABUTTING PROPERTY OWNER.
RIM 48.45'
EX. 12" INV. OUT 44.85'
PROPOSED INV. IN 45.30'

PRELIMINARY
NOT ISSUED FOR
CONSTRUCTION

[illegible]

PROJECT NAME:	78 DANFORTH STREET SITE IMPROVEMENTS
CLIENT:	WEST COMPANY PORTLAND, MAINE


A C O R N

ENGINEERING, INC.

ACORN ENGINEERING, INC.
 158 DANFORTH ST., PORTLAND, MAINE 04102
 (207) 775-6555

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY REVISIONS AUTHORIZED BY ACORN ENGINEERING, INC. SHALL BE MADE BY ADDITION WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

LE:	1093_CIVIL
N:	1093.4
SCALE:	1"=10'
DESIGNED BY:	SJL
DRAWN BY:	SJL
CHECKED BY:	WHS

DRAWING NO.
C-20

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
84 COMMERCIAL STREET

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Deb Andrews, Historic Preservation Program Manager
DATE: February 12, 2019
RE: February 20, 2019 **WORKSHOP** – Preliminary Review of Amended Plans
for Building Addition, Exterior Alterations

Address: 84 Commercial Street
Applicants: Dry Dock, 84 Commercial Street LLC
Property Owner: 84 Commercial Street LLC
Project Architect: Bill Hopkins, Archetype

Introduction

Architect Bill Hopkins, representing 84 Commercial Street LLC., is returning to the Board with a revised proposal for a building addition and exterior alterations to the Dry Dock building at 84 Commercial Street. Board members will recall that the applicant received approval last October for construction of two building additions (a kitchen/office addition and a retail addition), expansion of existing rear decks and other related exterior and site alterations. Mr. Hopkins' new proposal represents a significantly scaled-back version of the first, with some design revisions.

Revised elevations, plans and rendering are enclosed as ATTACHMENT 1. For reference purposes, staff has enclosed excerpts from the originally-approved plans—see ATTACHMENT 2.

Background

When the Historic Preservation Board approved Mr. Hopkins' design proposal last October, the development team had not yet submitted their site plan application for the project. In December, the developer applied for site plan review, but found they were unable to move forward with the review due to the recently imposed waterfront moratorium that applies to all pending or proposed projects involving non-marine-related uses.

Following discussion with the Planning Authority, a decision was made to allow the applicant to move forward with an application for a scaled-back project which would

include the construction of the kitchen addition and a portion of the addition's originally-approved second floor to provide ADA-compliant bathrooms for the restaurant. These aspects of the original proposal were determined not to conflict with the terms of the moratorium, which is intended to prevent the creation or expansion of non-marine-related uses. Under the agreement, the square footage of the new addition must not exceed the square footage of the Dry Dock building's storage space in the basement, which has had to be vacated due to regular flooding.

It is unclear at this time whether the applicant will choose (or be allowed) to pursue other aspects of the originally-approved project once the moratorium has ended and any new land use regulations are put in place for the waterfront. As such, the Board should review the enclosed proposal as a final, complete project, rather than the first stage of a larger project.

Revised Proposal

For comparison purposes, staff has enclosed excerpts from the original approved plans—see ATTACHMENT 2.

Under the revised proposal, the retail addition is eliminated altogether, exposing the east elevation of the kitchen addition to full view. The kitchen addition has the same footprint as before, but includes only a portion of its originally-proposed second floor. (The area on the second-floor area will be occupied by new bathrooms.) The second-floor fenestration has been modified as well, with the windows facing Commercial Street being revised to a series of horizontal openings. The treatment of the addition's Commercial Street ground floor façade remains as originally approved.

A number of the originally proposed exterior alterations to the existing structure are included in this revised scheme. While expansion of the decks is not allowed under the moratorium, the applicant proposes to drop the level of the first-floor deck as originally proposed, add the roof over the existing second-floor deck, move the stair connecting the two levels and replace the railings with new cable railings. The rear elevation of the existing building will also be opened up and infilled with glazing as originally planned.

On the Commercial Street side, the blocked side entry to the single-story projecting bay will be infilled with a new door and transom as originally proposed. It is assumed that the ATM machine currently in front of this entry will be removed.

Staff Comments

Although most of the elements proposed in the revised plan were part of the original approved plan, the elimination of the retail addition substantially changes the overall visual relationship of the kitchen addition to the existing Dry Dock building and to its larger

context. What was originally proposed to be a background element is now fully exposed to view and therefore visually prominent. Additionally, the massing of the addition has changed, making its form less simple and recessive than before. The choice of exterior cladding also becomes a different consideration than before, as the cladding will be more visible and prominent. And although windows are not necessary for the kitchen on the addition's ground floor level, the absence of windows on the east elevation affects the overall design expression.

As noted above, the Board should not consider the possibility of a future retail addition when reviewing the revised proposal, as it is unclear whether the applicant will ultimately pursue that component of the project, even if forthcoming regulations allow it.

The proposed alterations at the rear of the building present fewer issues for consideration.

Wednesday's review is a workshop session, so the Board will be making no formal decision on the revised plan. In taking up the revised proposal, the Board is being asked consider whether the current proposal meets the ordinance review standards in terms of achieving compatibility with its context. If not, are there design, massing or material modifications that would bring the proposal into compliance?

Applicable Review Standards

Given the nature of the project, the Board will be reviewing the proposed additions under the Standards for Review of Alterations and the Standards for Review of New Construction

Standards for Review of Alterations

- (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.*
- (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.*

Standards for Review of Construction

In considering a certificate of appropriateness involving new construction [*including additions*], the historic preservation board shall consider the following compatibility factors as may be applicable to the context of the proposed construction.

Scale and Form

Height
Width
Proportions of principal facades
Roof Shapes
Scale of the structure

Compositions of Principal Facades

Proportion of Openings
Rhythm of solids to voids in facades
Rhythm of entrance porch and other projections
Relationship of materials, texture and color
Presence of signs, canopies and awnings

Relationship to the Street

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

Attachments:

1. Revised elevations and renderings and specifications
2. Excerpts from original approved proposal



PORTLAND SCIENCE CENTER

NOW ON EXHIBIT
SPACE
AAN BRYAN ROBERTSON
The Robot Zoo
←

68
CBA

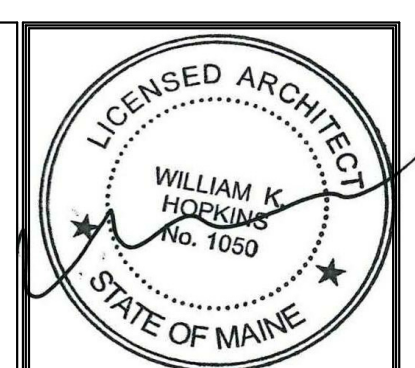
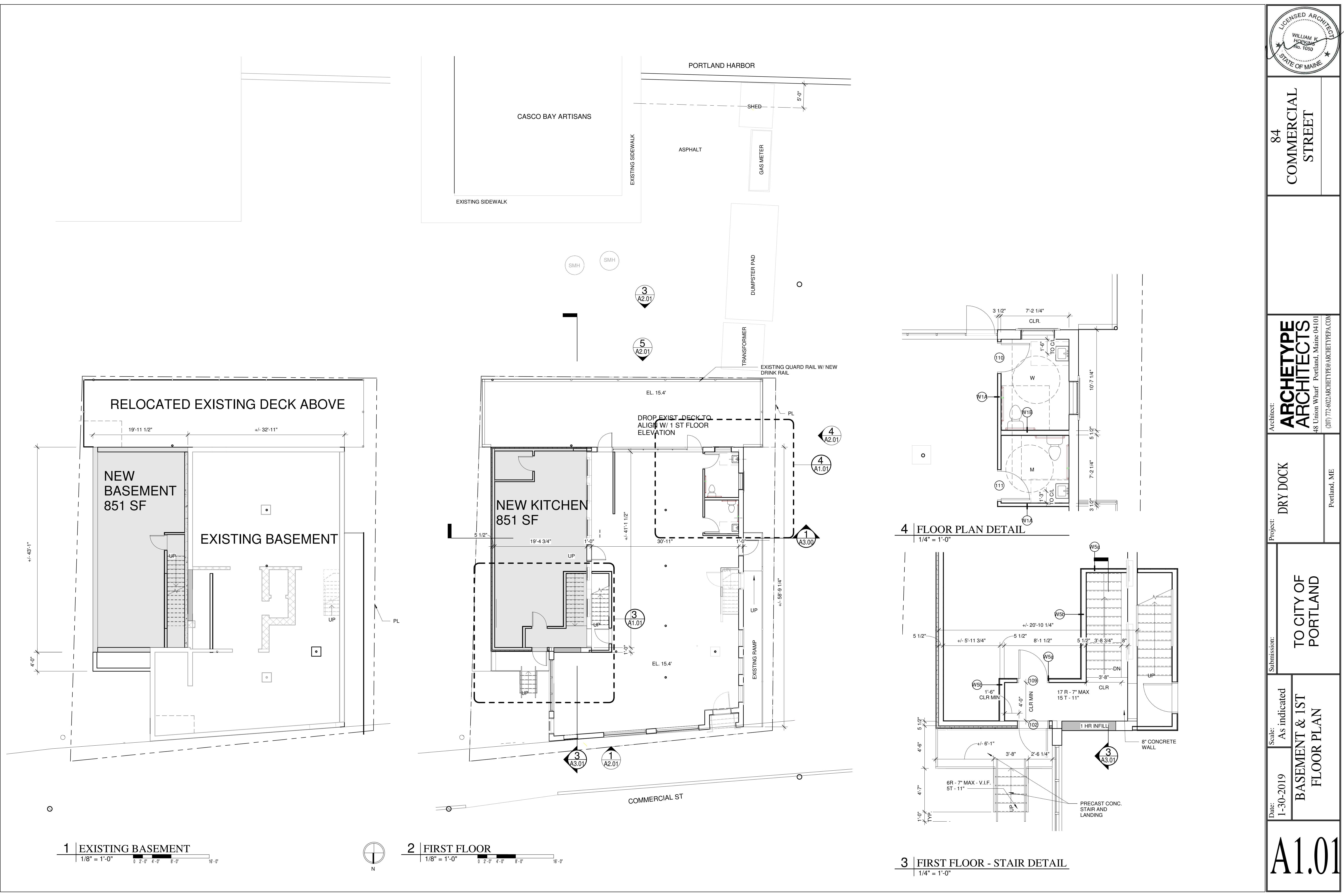
ART

DR. SEUSS
RESTAURANT
TAVERN

ATM

Parking
P
Pay & Display





84
COMMERCIAL
STREET

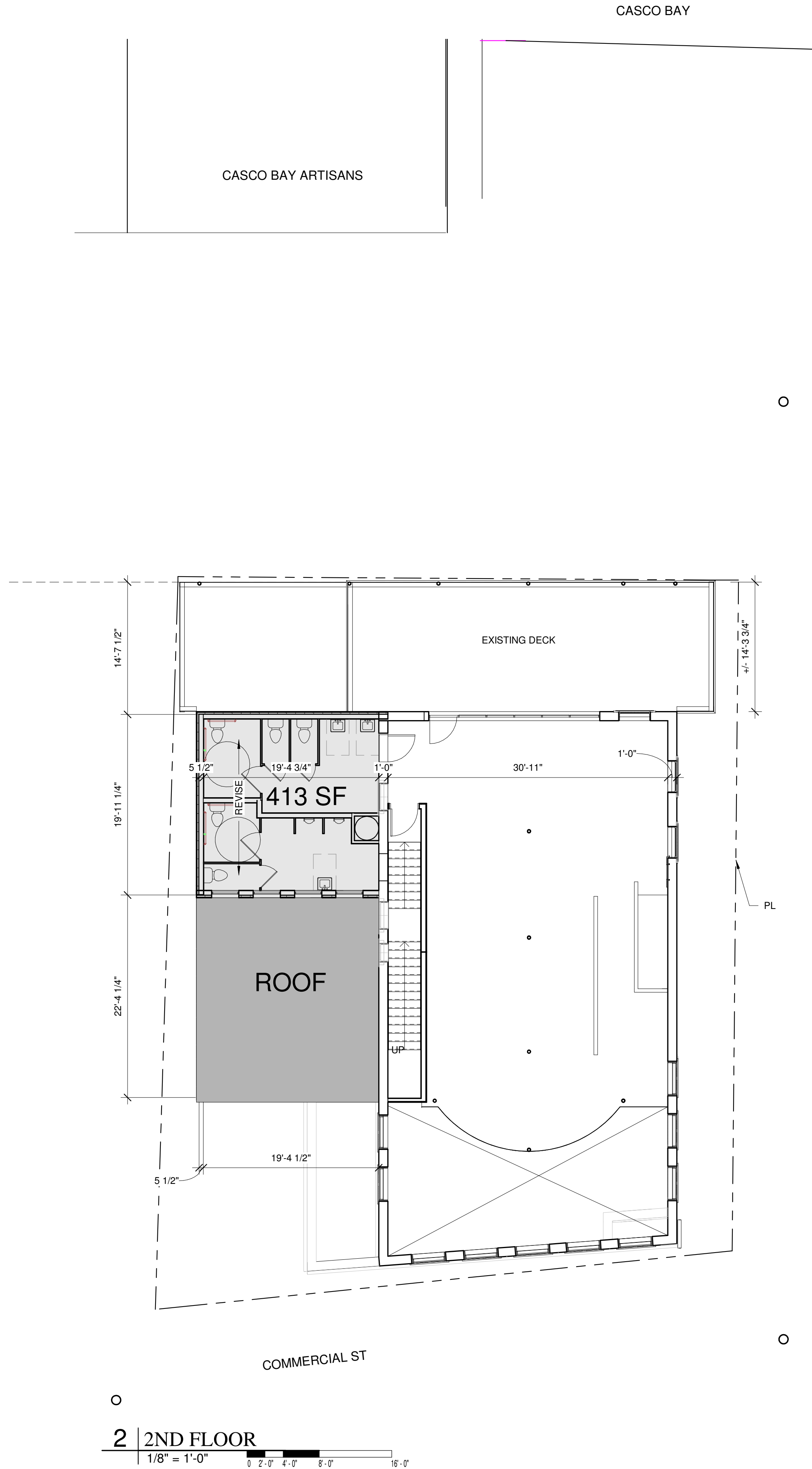
Architect:
**ARCHETYPE
ARCHITECTS**
48 Union Wharf Portland, Maine 04101
(207) 772-6002 ARCHETYPE@ARCHETYPEPA.COM

Project:
DRY DOCK
Portland, ME

Submission:
TO CITY OF
PORTLAND

Date:
1-30-2019
Scale:
As indicated
BASEMENT & 1ST
FLOOR PLAN

A1.01



2 | 2ND FLOOR
1/8" = 1'-0"

COMMERCIAL ST

CASCO BAY

CASCO BAY ARTISANS

84
COMMERCIAL
STREET

Architect:
**ARCHETYPE
ARCHITECTS**
48 Union Wharf Portland, Maine 04101
(207) 772-6002 ARCHETYPE@ARCHETYPEPA.COM

Project:
DRY DOCK
Portland, ME

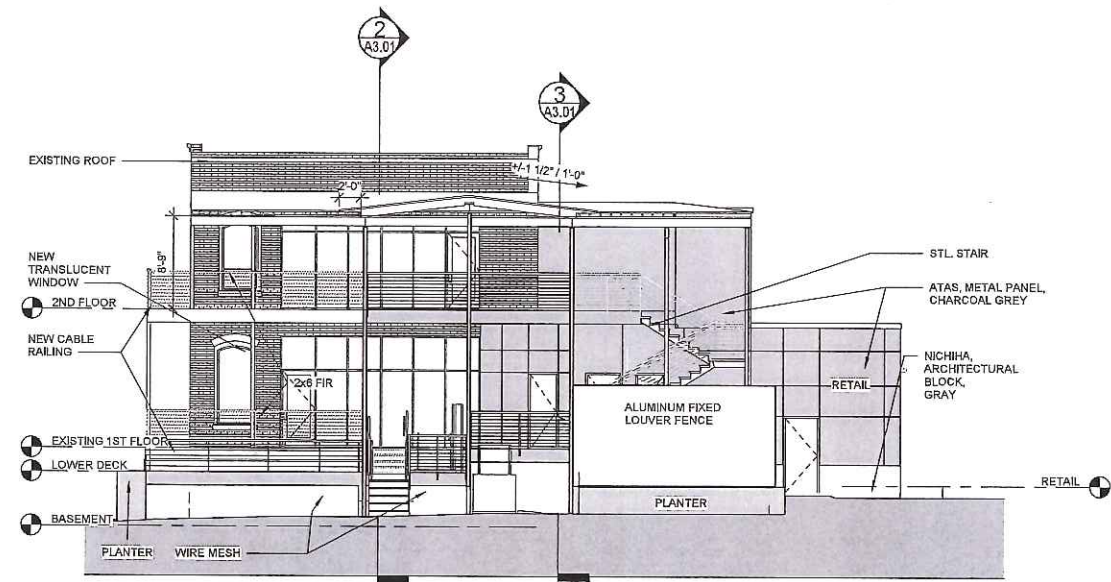
Submission:
**TO CITY OF
PORTLAND**

Date:
1-30-2019
Scale:
1/8" = 1'-0"
FLOOR PLANS

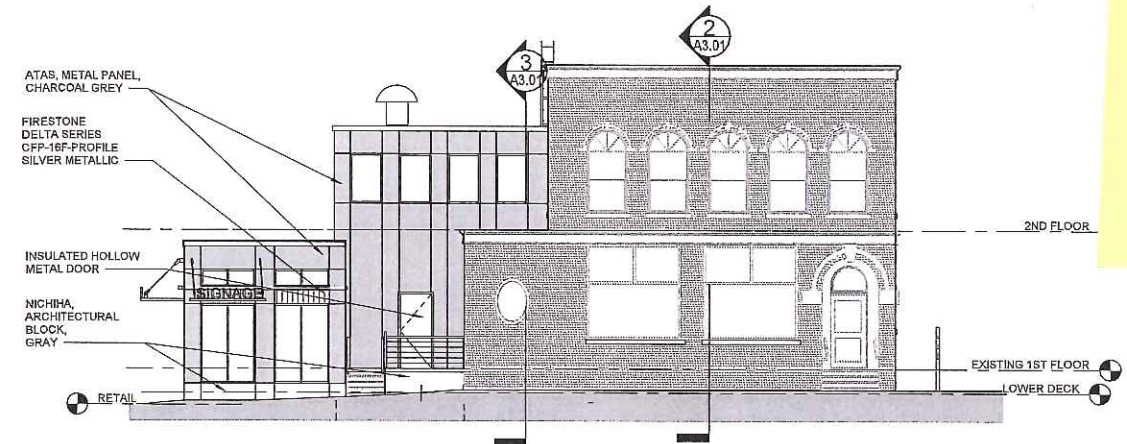
A1.02

ATT. 2

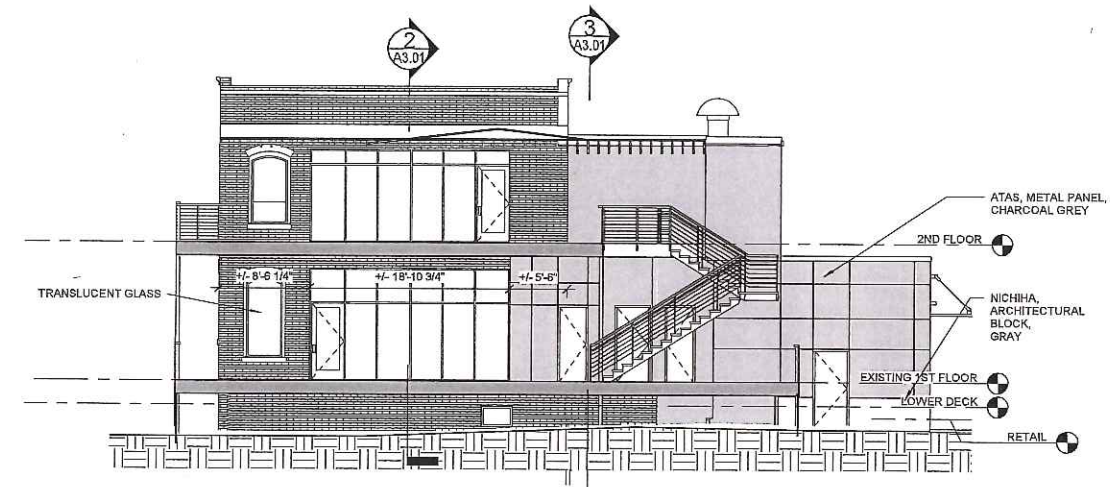
PREVIOUSLY-
APPROVED
PLANS
(10/18)



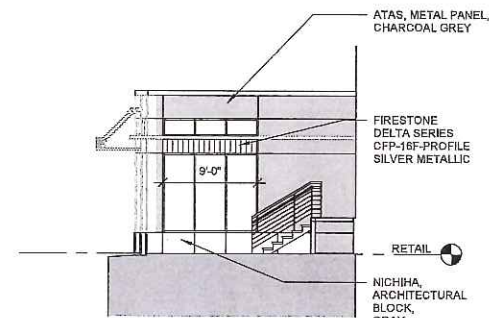
1 | SOUTH ELEVATION
1/8" = 1'-0"



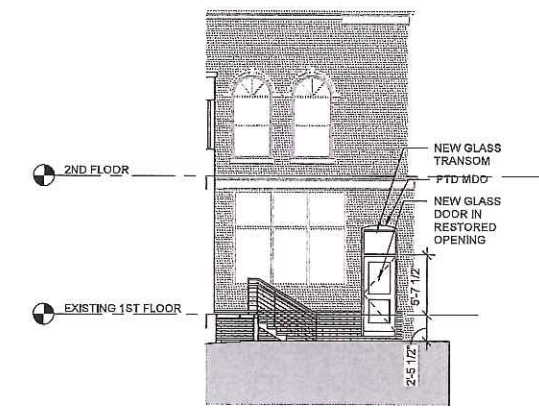
2 | NORTH ELEVATION
1/8" = 1'-0"



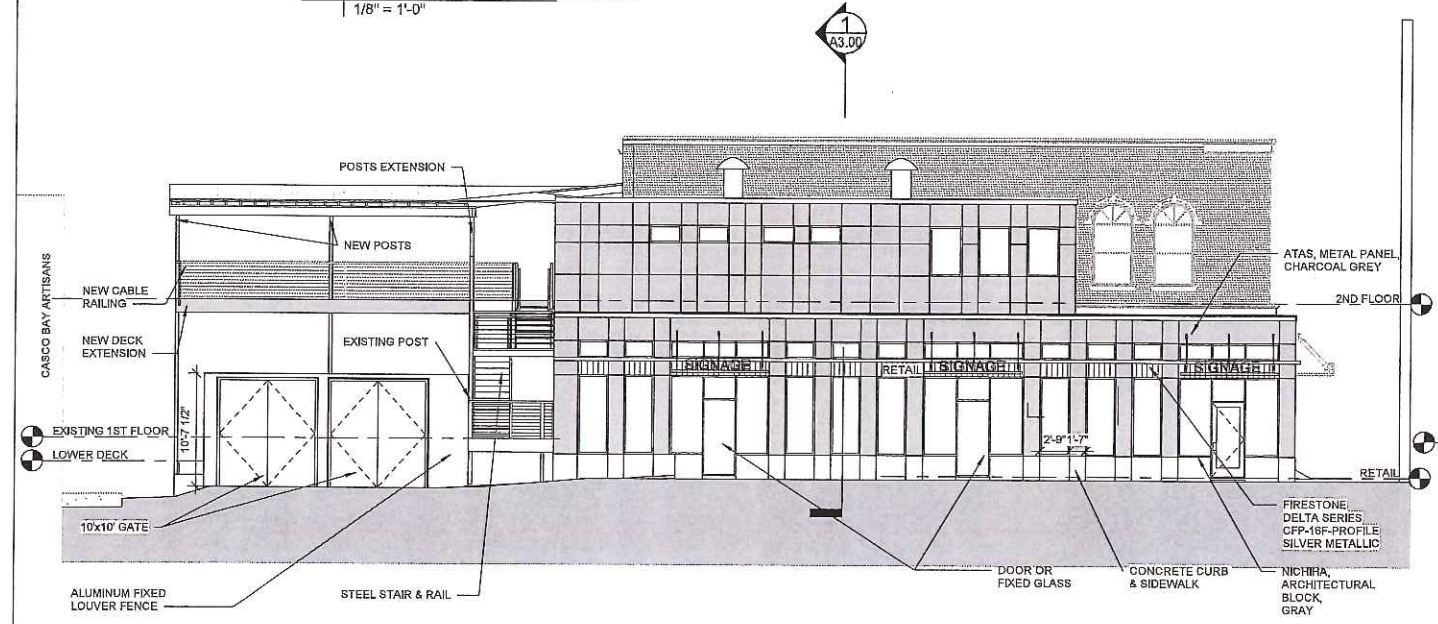
7 | UPPER DECK ELEVATION
1/8" = 1'-0"



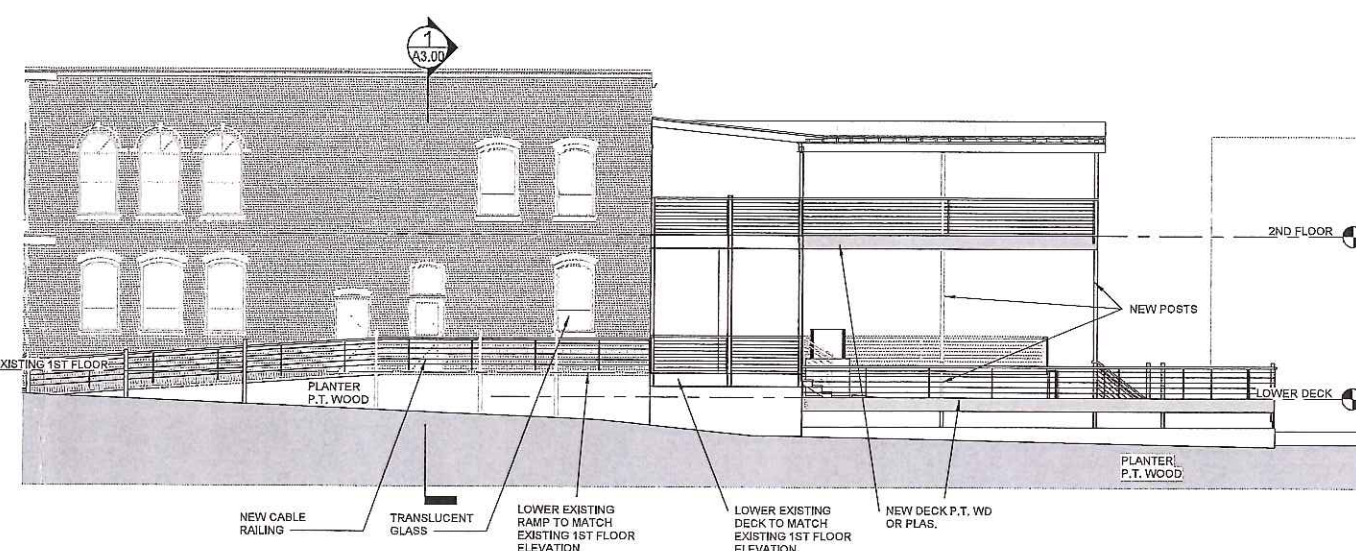
8 | WEST ELEVATION RETAIL
1/8" = 1'-0"



4 | EAST ELEVATION EXISTING BUILDING
1/8" = 1'-0"



5 | EAST ELEVATION
1/8" = 1'-0"



6 | WEST ELEVATION
1/8" = 1'-0"

Architect:	ARCHETYPE ARCHITECTS 48 Union Wharf Portland, Maine 04101 (207) 772-6022 ANCHETYPE@ARCHETYPEA.COM	
Project:	DRY DOCK	Portland, ME
Submission:	TO CITY OF PORTLAND	
Date:	9-27-2018	BUILDING ELEVATIONS
Scale:	1/8" = 1'-0"	
		A2.00



PORTLAND

STORAGE









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

**WORKSHOP
59-61 CARLETON STREET**

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Deb Andrews, Historic Preservation Program Manager
DATE: February 14, 2019
RE: February 20, 2019 **WORKSHOP** – Preliminary Review of Proposed
Comprehensive Exterior Renovation

Address: 59-61 Carleton Street
Applicant: The Ronald McDonald House Charities
Project Architect: Scott Simons Architects

Introduction

Scott Simons Architects, on behalf of Ronald McDonald House Charities, has submitted a proposal for the comprehensive renovation of 59-61 Carleton Street. The subject building immediately abuts the existing Ronald McDonald House (RMDH) building complex at the corner of Carleton and Brackett Streets and has been owned by the organization since 2007. The building has been vacant since that time.

The proposed renovation will create 13 additional rooms for Ronald McDonald House. The building will be used to house families who require longer-term stays.

Subject Structure

The residential structure at 59-61 Carleton was built ca. 1856-57. A two-and-a-half story structure with its gable end to the street, the building currently has entries on both side elevations. As the 1924 tax photo includes the entry on the south elevation, one can assume that was the building's principal façade and entry. Perhaps the second entry was added later.

A Greek Revival structure, the building originally featured the wide corner pilasters, deep cornice and frieze and 6/6 sash characteristic of the style. By 1924, the entry had already been changed with a new door and door hood, but the original Greek Revival pilasters and full sidelights flanking the door remained. The 1924 view also shows a shed dormer set back from the street on the north side. Interestingly, on both side elevations the windows

closest to the street are taller than those on the balance of the façade. This condition appears to be original, as the 1924 photo shows.

Over time, the building has been stripped of much of its architectural detail, but still relates to its surrounding residential context in form, scale and orientation to the street. The application of vinyl siding removed or covered the corner pilasters and window trim. Fortunately, some sense of the deep cornice and frieze has been retained in the vinyl iteration. The windows have been replaced with 1/1 vinyl windows and entry steps on both sides of the building have been replaced as well. Original chimneys remain.

The building features a rear ell, which is set back slightly from the plane of both side elevations. A stair addition was added at some point at the back of the rear ell.

The subject structure is separated from its northerly neighbor by a short distance. The area between the two buildings is currently used for parking. On the south side, the building abuts an open parking lot under MMC's ownership. Given the presence of the parking area, the entire south elevation is highly visible.

Proposed Alterations and Additions

A description of the project is included with the applicant's submission. The description describes the intent of the project and some of its major features. Briefly, proposed exterior and site alterations consist of the following:

- Replacement of vinyl siding with wood clapboards
- Replacement of 1/1 vinyl windows with 6/6 Marvin clad wood sash
- Installation of shutters on the principal structure (except on the dormer) Material of shutters not specified.
- New stairs and railings in front of the principal entrance on the south elevation.
- On the south elevation, removal of an existing first floor window at the front corner of the building and replacement with an egress door and transom.
- Replacement of asphalt roof to match roof of abutting building. Drawings suggest that the chimneys are proposed to be removed.
- Expansion of existing shed dormers on south roof plane of principal block and introduction of a corresponding shed dormer on north roof plane. Dormers are set back three feet from the Carleton Street face of the building, but extend to the rear edge of the roof. Windows on dormers are shown as 1/1.
- On rear ell, expansion of existing dormers to extend full width of existing roof plane and integrate with new stair tower addition.
- As noted above, existing rear stair tower to be replaced with a new addition. The new addition to be 5' 6" wider than the existing and will directly annex the brick

building behind which is also owned by RMDH. This will allow for direct internal access throughout the complex.

- On the north elevation, porch and raised entry to be removed. A new entry consisting of glazed double doors and wide sidelights will be constructed off the rear ell.
- Parking space between the two wood-frame RMDH structures to be removed and courtyard to be created with installation of pavers and landscaping
- Existing RMDH fencing along sidewalk to continue in front of courtyard and south of subject residence.
- Paint scheme and other materials and finishes to be consistent with other wood frame RMDH structure

Preliminary Staff Questions, Comments

Certainly, there is much to commend this project beyond addressing the space needs of RMDH and its clients. The reuse of this building will activate what has been a long-vacant and derelict structure and the renovation calls for restoring much of the building's original material palette and important architectural features.

Although the enclosed plans reflect the project architect's effort to respect the existing structure and restore some of its historic integrity, the plans also make clear the pressures of trying to accommodate 13 guest rooms in a fairly small-scale residential structure. A key question for consideration is whether the various additions and alterations can be successfully introduced without undermining or overwhelming the original building. Certainly, the subject building is a modest one and one that has experienced a number of unfortunate alterations and additions over time. At the same time, it is a contributing building within its Carleton Street context and should be treated with sensitivity.

Staff's principal concern about the enclosed proposal is the visual impact of introducing large shed dormers on both roof planes of the principal structure. Although the project narrative points to a similar dormer on a building across the street, the existence of a similar dormer treatment in the vicinity of a project does not necessarily justify a similar solution. Also, in staff's view, the existing shed dormer on the south roof plane was not well-considered when it was added to the building. Its very shallow roof pitch makes the dormer far too dominant and does not successfully integrate with the roof plane. If a wider dormer is to be constructed, it should be better integrated with the roof. A steeper roof pitch, a shorter wall plane and a more regular window pattern would likely improve the impact of the proposed dormers. Beyond revising the design of the dormers, perhaps consideration should be given to eliminating one of the shed dormers on the principal roof as the combined effect of the two large dormers materially alters the building's roof form and historic character.

Although staff has concerns about the dormers proposed for the principal block, the proposed dormers and addition off the rear ell are less problematic in staff's view.

Staff is also concerned about the proposal to replace the first-floor window closest to the sidewalk on the south elevation with an egress door and transom. Given the location of the window, the fact that the south elevation is the building's primary façade and that the open parking lot next door opens up broad views of the facade, this alteration should be reconsidered and an alternative location for egress explored.

As a preliminary proposal, the enclosed submission does not include detailed drawings of several architectural details. From the elevations provided, however, staff notes a number of details that should be revised or better illustrated in the applicant's final proposal:

- The Greek Revival building's original door surround is evident from the remaining pilasters that flank the door and sidelights. Only the entablature above the door is missing. Given the marginal quality of the existing door hood, staff recommends that the hood be eliminated and a simple Greek entablature be reintroduced above the door. If the door surround is restored/reconstructed, consideration should be given to installing a six-panel door as well, consistent with the building's original Greek Revival style. Finally, the full sidelights should be divided.
- Details of the main entry stairs should be refined. For example, the elevation suggests flat handrails on the porch railing. A detail of the entry and entry porch should be provided with the final submission.
- From the 1924 photo, it appears that the lintels above the windows on the front façade were a bit deeper or more pronounced than what is being shown.
- Staff notes that shutters are proposed, consistent with the building's appearance in 1924 and consistent with the treatment of RMDH's neighboring building. While shutters add visual interest and detail, it is important that the size, material and position of shutters relative to the trim be carefully considered. No shutters would be preferable to narrow, vinyl shutters.
- Details of the corner pilasters and cornice should be studied carefully. Note also that pilasters are shown at the east end of the building's rear ell. Pilasters would not appear on a rear ell and should be eliminated.
- The project architects should be asked to clarify whether the existing chimneys are to be retained or removed.
- The project narrative makes reference to mechanical equipment being installed on the roof of RMDH's brick building behind 59-61 Carleton. The mechanicals should

be illustrated, as they will likely be visible from Carleton Street.

Applicable Standards for Review of Alterations

- (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.*
- (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.*

Attachments:

1. Project narrative
2. Architect's submission including aerial view of project site, vicinity map, site plan, photos of existing conditions, 1924 view, elevations, renderings, wall sections and specifications

RONALD McDONALD HOUSE

The Ronald McDonald House (RMDH) Charities have a campus in Portland at the intersection of Brackett and Carleton Streets. The campus was established here in Portland in 1987 by a diverse group of community leaders banded together to form Stand By Me, a group which worked tirelessly to spearhead the movement to build the Ronald McDonald House in Portland.

In 2005 they realized their 15 guest rooms were insufficient to meet the increased needs of family stays. They formulated a plan to renovate the existing House and expand into 63 Carleton Street. This was embraced by all neighborhood and government agencies, and after numerous meetings with architects, neighbors, neighborhood associations, the Historic Preservation Board, the Portland Planning Board, and the City Council they moved forward.

Since the spring of 1995, through the hard work and efforts of the Stand By Me Board of Directors, Maine McDonald's Restaurants Owner/Operators, the generosity of the good people of Maine and New Hampshire, volunteers, the medical community, faith-based groups, the business community, foundations, state government personnel, and civic organizations, the 18,399 square foot facility now provides up to 21 families each night with a home away from home to families of critically-ill children receiving treatment at nearby hospitals.

Now, in 2019, the RMDH has once again outgrown their space, and would like to provide 13 additional rooms in the 59-61 Carleton Street House, which they have owned since 2007. These rooms would function similarly to the existing house program, only the focus here would be on families who require longer term stays. These families would need rooms for up to six months, and because of the added duration of the stay, each room has a private bathroom for added comfort.

The original house was a 4-unit apartment building. Shortly after purchase in 2007, RMDH stopped leasing the units to tenants. The space was designated for future expansion of RMDH program, and was gutted in 2012. Since work was done in 2012 to remove fixtures, finishes and partitions, the building has sat unimproved. In order to respond to the existing condition of the building, many upgrades and renovations have been planned to meet the new program needs. The current layout of the existing building, with small rooms and the four apartment units, creates a less than ideal environment for the creation of 13 individual rooms. An existing staircase, not original to the building is located in the back of the space, and makes it difficult to connect to the main house as well as offer common area spaces to families staying in the house.

Although Scott Simons Architects has been working alongside the Ronald McDonald Charities since 1993, SSA has been working closely with the Building Committee and staff on developing the most recent design concepts since 2013. The process began by focusing on the new program of offering long term space to

families to provide a more comfortable and welcoming environment for those who would be regular faces for an extended period of time. The added program will provide individual rooms, common kitchen space, and laundry facilities all within the building. Additionally, it is important to connect back to the main house, much like was done back in 1995, with the 63 Carleton Street House, to foster the sense of community that has been such a valuable part of family stays.

SITE

The 59-61 Carleton Street House is bordered by their existing facilities on both the north and east. To the west is Carleton Street, and to the south is a parking lot owned by Maine Medical Center. RMDH and Maine Medical have a standing agreement for the use of MMC parking spaces. RMDH has permission to park along their building, and if there is overflow parking needed, they are able to parking in the back of the West Street lot.

The renovation and small addition to the existing house acts to preserve the existing open space as much as possible. The existing driveway between the two small houses along Carleton Street will be removed and the space enclosed for use as private exterior space for families staying at the house. The proposed design envisions small plantings along the perimeter of the interior courtyard and a small ornamental tree towards the fence at the sidewalk. The existing asphalt will be removed and replaced with square pavers. On the proposed site plan, you can see the removal of the small retaining wall and entry to the House on the north façade. In lieu of the existing door, a window has been put in its place, and this modification allows for another room rather than added interior circulation space. Further into the enclosed courtyard, at the back portion of the house, we have added an exterior door with similar roof overhang as seen on the South elevation.

There is a small addition proposed at the rear of the existing house to connect to the Main House. This is an essential part of the program because the use of the house, just like the Carleton Street house adjacent, is to have all families come through the secured main entry point and then move into the common living spaces and individual rooms. The existing decorative fence, along Brackett and Carleton Streets will be continued across the current driveway to create the enclosed courtyard, and then continue beyond the house along the Carleton Street property edge. While the fence will have gates for egress purposes, they will not be locations for entry into the houses. Continuing the brick sidewalk, esplanade, and street trees along Carleton are also part of the project. Currently, the site features a crumbling retaining wall and some overgrown plantings, all of which will be replaced with new landscaping. On the south side of the house, adjacent to the parking lot, three shade trees will be planted to replace the two trees removed by the proposed parking configurations.

Overall the site strategy aims to maintain the existing footprint of the building as much as possible. It is important in this residential neighborhood to preserve this scale while also providing some much-needed site improvements.

BUILDING DESCRIPTION

The overall form of the renovated House intends to maintain the existing residential scale. Door and window openings in the front portion of the house will be maintained as much as possible including shutters as seen in the historic images attached. Only two proposed openings in the front portion of the house differ, one is the removed doorway on the interior courtyard, and the second is the exterior egress point being added on the south façade, which provides the secondary egress for the internal fire stair.

In order to maximize the rooms available for family stays, we have reconfigured and expanded the existing dormers on the third level. Currently, the front portion of the house has two single-window dormers on the south side and the rear portion has a full dormer on the north side. We are proposing the addition of two shed dormers to add appropriate head-height clearance in the guest rooms. To show deference to the historic structure, the dormers are held back from the roof edge 3'-0" along Carleton Street and then back from the existing side walls 8". The new dormers will be sheds, similar to the slope of the original dormers, but will run along the length of the building. Across the street, a neighboring residence has a similar shed dormer. At the rear of the building, you can currently see the addition of a stairway, not original to the building, and clearly visible from the change in siding color. There is a small alley between the existing masonry of the Main House and the Carleton Street house, measuring about 5'-6" wide. This is the infill area we propose to fill with a connector to tie the two buildings together. This infill piece will connect levels 1 and 2 in both buildings. The Main house does not have a third level, but the roof will provide space for mechanical equipment, positioned for least visual impact from the street and adjacent parking area.

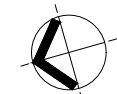
MATERIALS

The exterior of the building will be clad in wood clapboards, painted white to match the simple color palette of the existing campus buildings. The windows will be Marvin double hung & replacement sash Aluminum Clad Wood Windows for durability and longevity, exterior to be White Kynar. The windows will include simulated divided lights as noted in the exterior elevations as well as shutters in the front portion of the building. Asphalt Shingles will be used on the roof, to match the adjacent Carleton Street House in both color and style. The new fence along the courtyard and property line will match the existing fence at the intersection of Carleton and Brackett Street in finish and materials. The gates on the fence will also match existing, but will not feature a logo since they are not intended to signify entry points. The proposed design intends to bring the corner conditions of the trim and roof edges closer to the historic photo. The hardscape on the interior courtyard will be 8" square pavers, and any existing brick walkways will remain. The concrete sidewalk will be replaced with brick to match along Carleton Street.

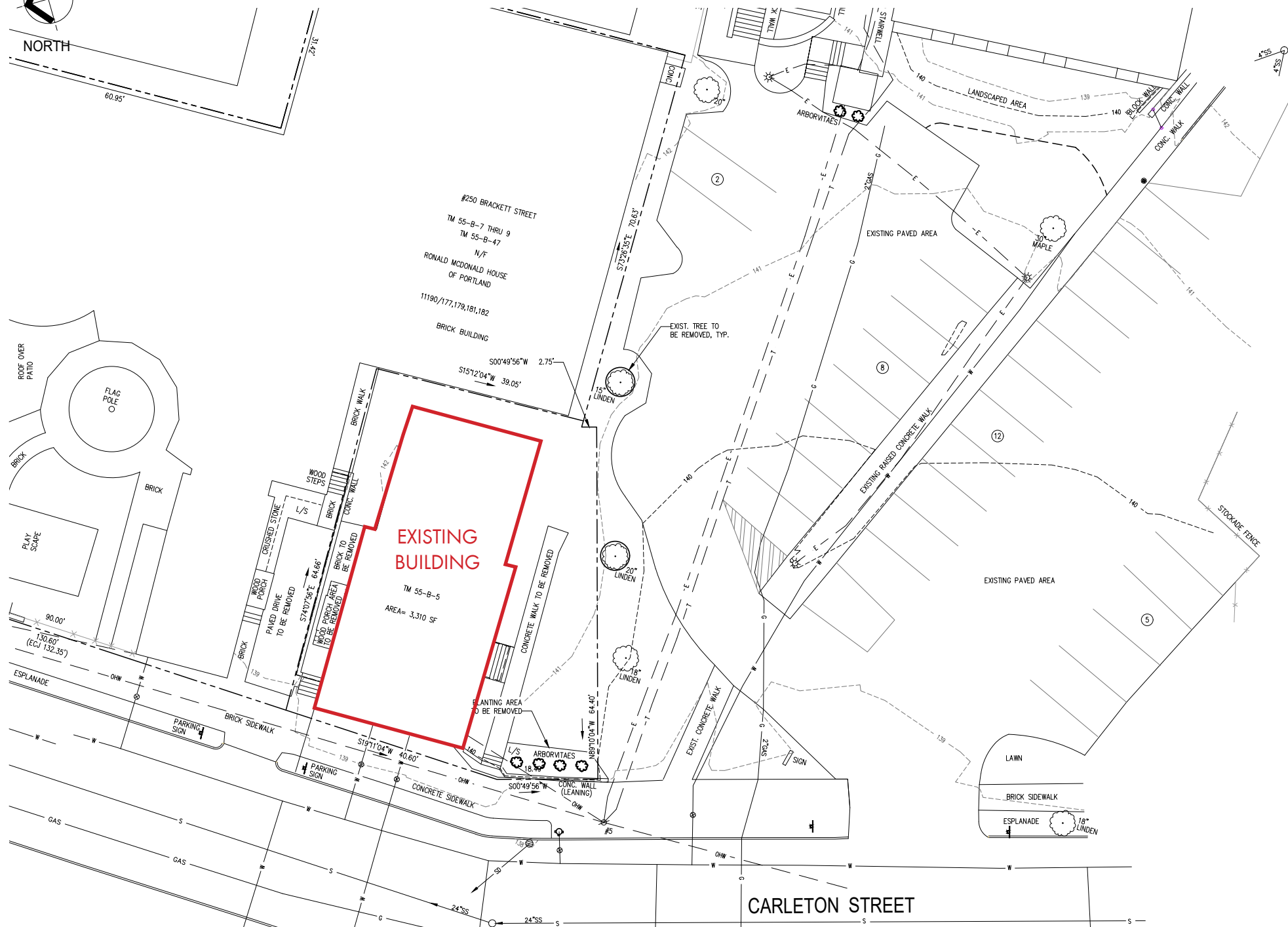
SUMMARY

With the renovation of 59-61 Carleton Street, RMDH will have a building that better serves their mission today and into the future while also respecting the scale and character of the adjacent residential neighborhood.

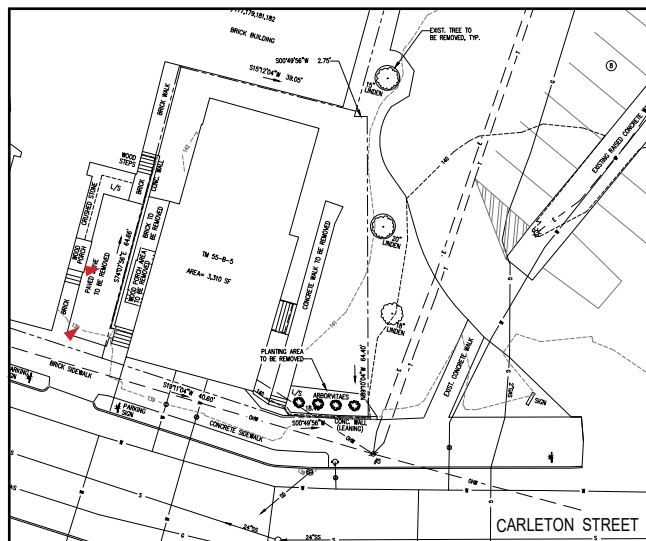




NORTH











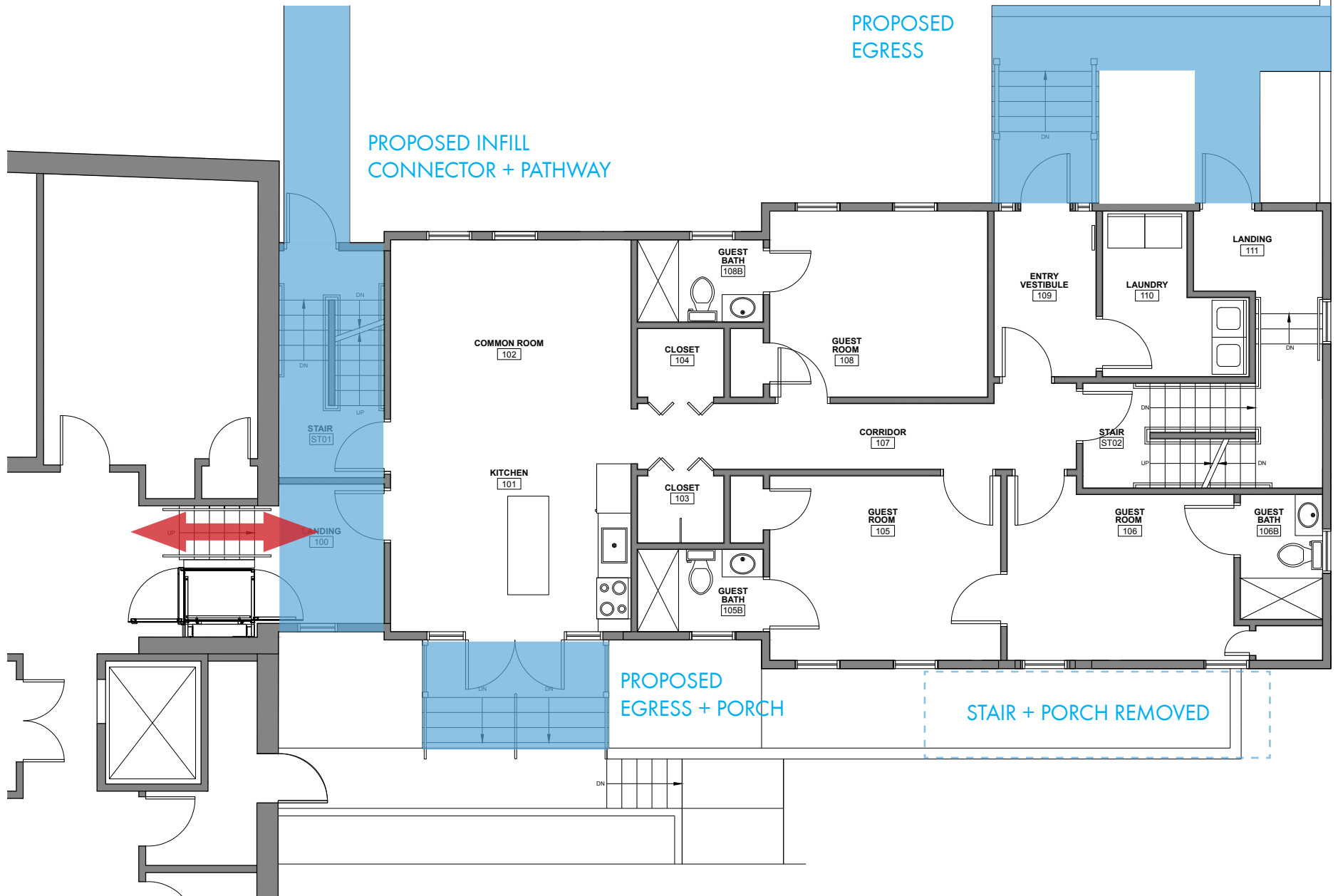


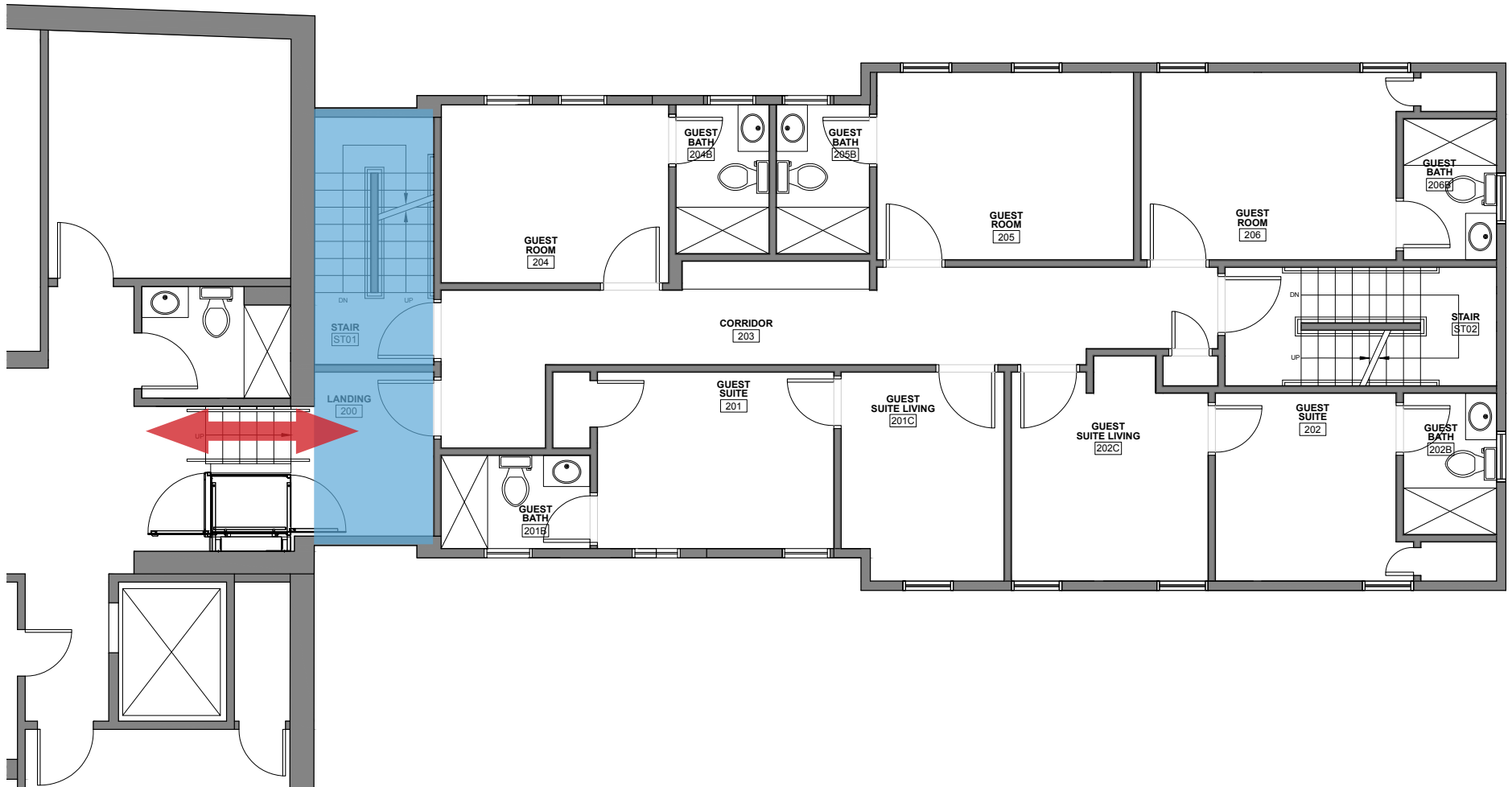
REMOVE PREVIOUS
STAIR ADDITION

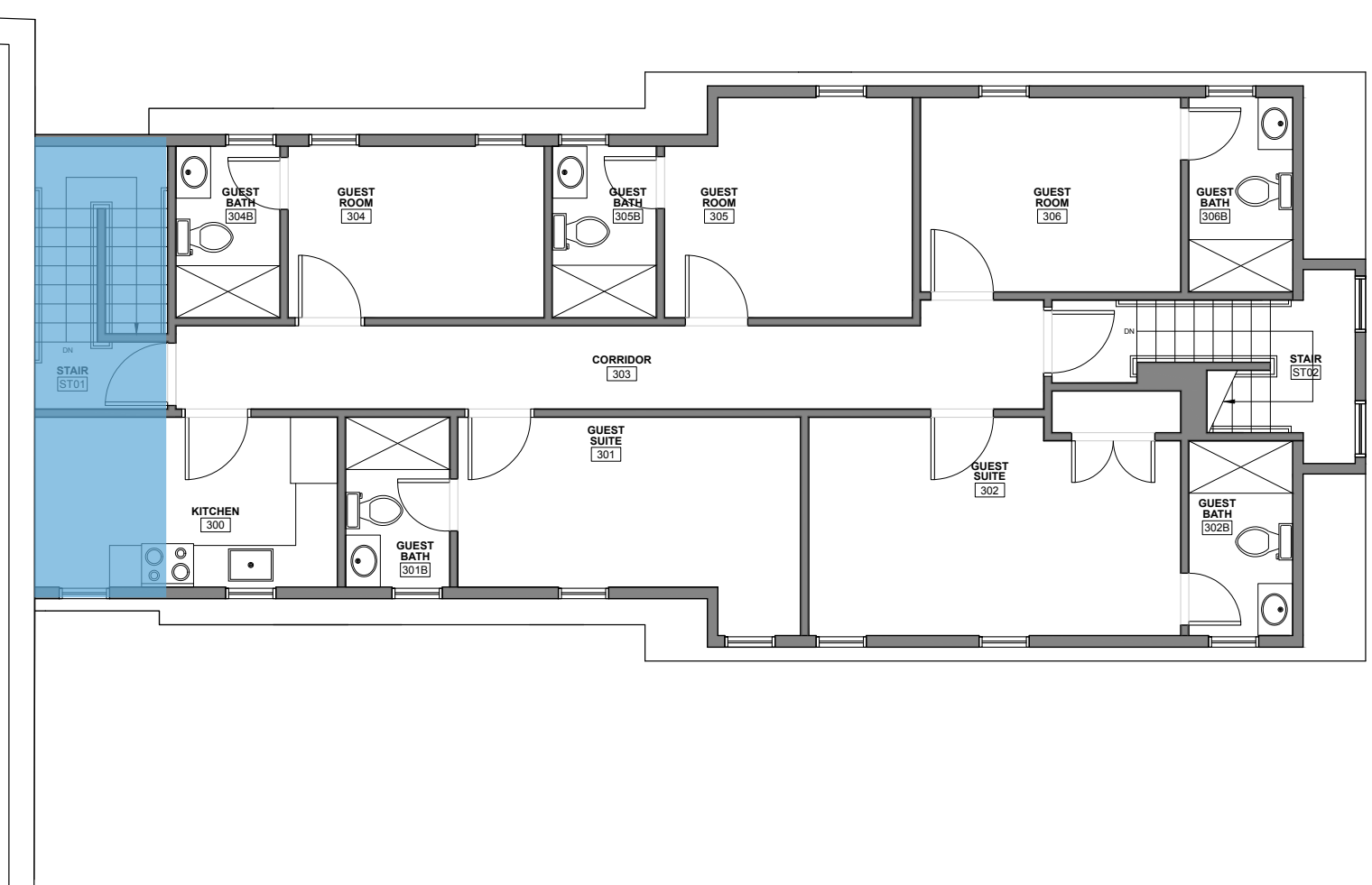














1 EAST ELEVATION
SCALE: 1/4" = 1'-0"

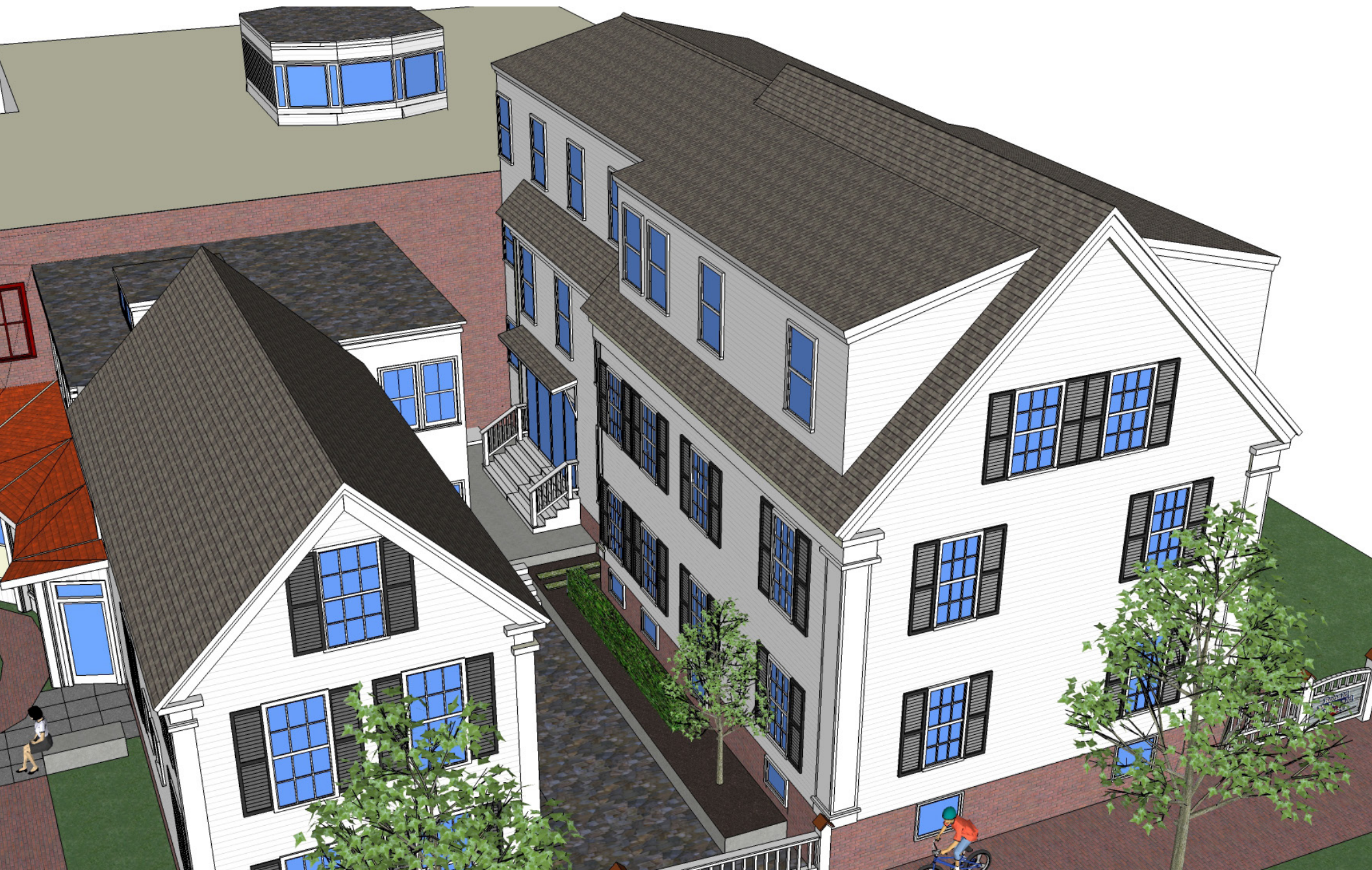


1 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



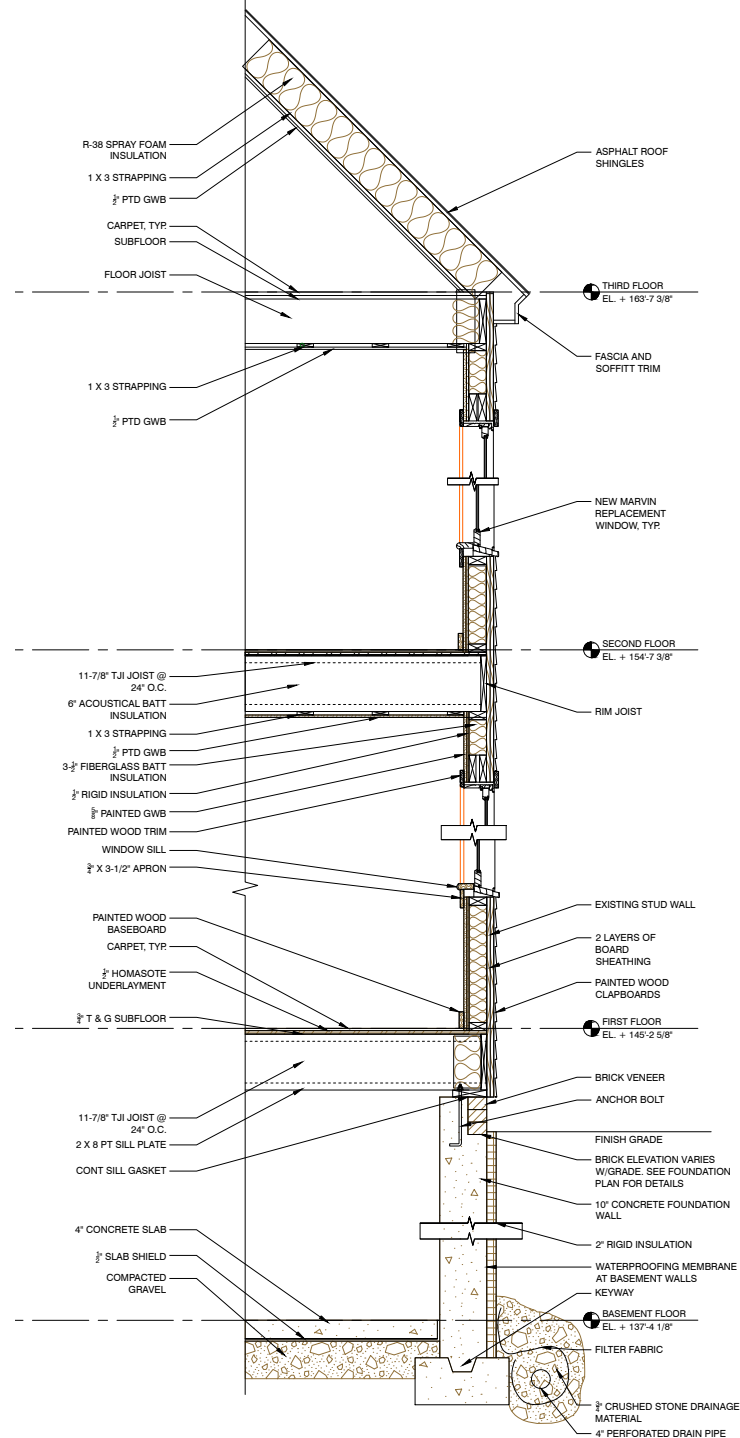
1 NORTH ELEVATION
SCALE: 1/4" = 1'-0"











Wall Section



WHITE WOOD CLAPBOARDS + TRIM



EXTERIOR LIGHTING: HUBBARDTON FORGE



BLACK SHUTTERS,
SIMILAR TO 63 CARLETON

CONTINUE EXISTING BRICK SIDEWALK



EXISTING FENCE TO CONTINUE



TYPICAL GATE



ASPHALT SHINGLES



STREET TREES IN THE ESPLANADE: CHERRY *PRUNUS*



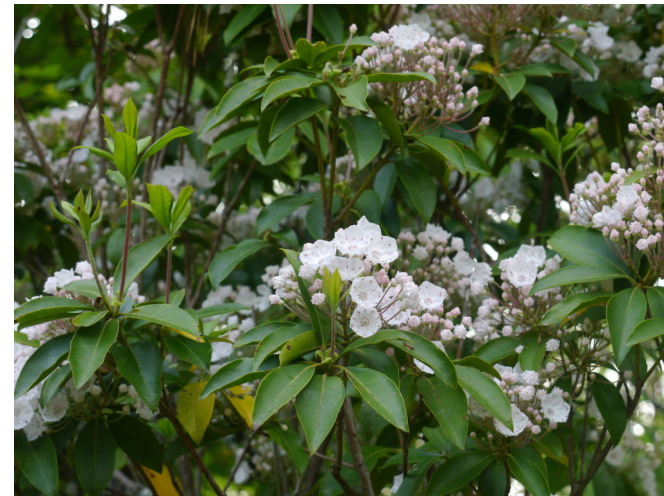
LAWN TREES NEAR PARKING: HONEYLOCUST *GLEDITSIA*



and TUPELO *NYSSA SYLVATICA*



SMALL ORNAMENTAL TREE: THREE FLOWERED MAPLE
ACER TRIFLORUM



PLANTINGS IN COURTYARD: MOUNTAIN LAUREL
KALMIA LATIFOLIA

Planning and Urban Development Department

Planning Division



Subject: Amendment to the *City of Portland Technical Manual Section 10 - Municipal Street Lighting Standards* – revision to the recommended pedestrian light fixture selection and map designations for Historic Landscapes and Boulevards

Written by: Caitlin Cameron, Urban Designer

Date: Wednesday, February 20, 2019

Summary

The Historic Preservation Board is being asked to reconsider two items related to the *City of Portland Technical Manual Section 10 – Municipal Lighting Standards* as previously approved on January 2, 2019:

- 1) Map - Revise the map of historic places designated for special lighting to include Lincoln Park
- 2) Pedestrian Light Fixture – Revise the historic pedestrian luminaire selection

Background for the City-wide Technical Manual Revisions for Lighting

The City is undergoing revisions to the *City of Portland Technical Manual Section 10 – Municipal Lighting Standards* with the following goals:

- Update the specifications and fixture selection to meet the new LED standards being implemented city-wide
- Provide guidance for the city-wide LED conversion project
- Revise the boundaries for special lighting districts to reflect recent master and comprehensive plans, changes in the built environment, and to correspond to the real-world conditions of the character of the streetscape and neighborhoods
- Consolidate and reduce the number of fixtures installed around the city to alleviate maintenance time and costs as well as bring consistency to the streetscape
- Provide cost-effective, durable options and substitutions
- Reflect best practices around light pollution and dark sky goals

As part of these revisions to the *Technical Manual*, staff is recommending some changes to the fixtures and map for the Historic Landscapes designated for special lights. The existing on-the-ground conditions within the historic landscapes includes a variety of fixtures, several of which were never formally adopted into the *Technical Manual* and have been added ad hoc at different times. Deering Oaks was inappropriately fitted out with Town & Country fixtures which are characteristically not appropriate, do not meet the Master Plan or Technical Manual Standards, and are inefficient lights requiring an update. There has been limited implementation of the street light fixtures. The existing conditions for Baxter Boulevard and the promenades is cobrahead lights on different poles (wood, concrete, metal). Some of these existing conditions are depicted at the end of this memo. Within The revisions proposed will bring consistency of fixtures throughout the city's historic landscapes and streetscapes, and we will be meeting the recommendations of the master plans while improving the efficiency and

cost-effectiveness of lighting implementation. On January 2, 2019, the Historic Preservation Board approved the staff recommendations to select:

- Pedestrian luminaire
- Pole – street and pedestrian scale versions
- Map designations for applicability

The Board did not support the staff proposal for the street-scale fixture and approved a modification of the existing street fixture as found at Fort Allen.

The current request to change the pedestrian fixture was initiated by the Friends of Deering Oaks and is intended to select a pedestrian fixture more similar in style with what has been historically installed in some historic parks. The request to adjust the map was initiated by Historic Preservation and Parks Division staff – Lincoln Park is slated for improvements according to the adopted treatment plan including pedestrian path lighting and City staff desire that lighting to meet the Technical Manual standards.

Historic Landscape Precedents

As seen in the historic images below, acorn-style lights were used in Deering Oaks and the Western Promenade in the past. Staff agree that these images confirm the appropriateness for this style luminaire for pedestrian fixture throughout the historic landscapes.



Deering Oaks



Western Promenade

Proposed Amendment

Currently, four historic landscapes are considered special lighting districts within the *Technical Manual* – Baxter Boulevard, Deering Oaks Park, the Eastern Promenade, and the Western Promenade. The proposed revisions to the *Technical Manual* would distinguish with map and fixture selection between pedestrian-scale and street-scale lights, and would replace the current fixtures specified with one, consistent fixture applied across the city in these cases. The revisions would also add Lincoln Park to the map designating these decorative fixtures. Areas not designated within the *Technical Manual* for special, decorative fixtures by default use cobrahead and town & country fixtures.

- 1) Map - Revised to include Lincoln Park among the historic landscapes and streets to be designated for special, decorative fixtures as included in the *Technical Manual*
- 2) Fixture Selection - Historic Landscape Pedestrian-scale Light – to replace current fixture specification X-7B ([Figure 1 and 2](#)) in the following locations:
 - a. Deering Oaks Park – within park
 - b. Eastern Promenade – excluding trail, street
 - c. Western Promenade – path lighting
 - d. Lincoln Park – path lighting

The recommended pedestrian fixtures are relatively simple and are not specific to a historic time period, avoiding fussy details, but are referential to design characteristics from the parks' era of creation. Some historic photographs show that acorn or torchere-style lights with open tops were previously present. The recommended fixtures are intended to be recessive in nature, deferring to the vistas and natural landscapes. Concrete poles are selected and would be black (through color) – concrete is preferred for durability and cost. All fixtures would be black in color.



- ◆ Dark Sky Friendly Classic Acorn LED Fixture
- ◆ 60W, 6060 lm, Replacing Up to 200W HID
- ◆ 3000K, 4000K, 5000K
- ◆ Type V 120 Degree Distribution
- ◆ CRI>70
- ◆ Input Voltage: 100-277V
- ◆ Aluminum die casting with PC lens
- ◆ Internal driver, 0-10V Dimming Optional
- ◆ IP65 rated
- ◆ Operating Temperature: -30C°-55C°
- ◆ L70>50,000 Hours
- ◆ Limited 5 Year Warranty

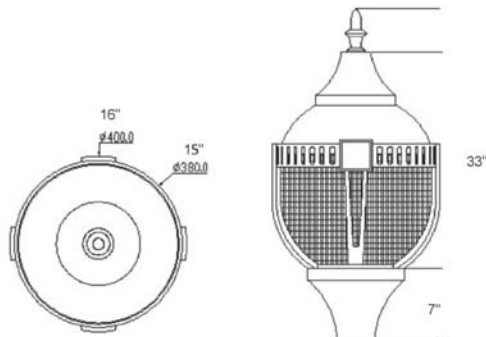


Figure 1 Pedestrian Luminaire: Previously Approved

Proposed features:

- All fixtures would be black in color, black poles
- Luminaire would have a clear top
- May include a finial depending on manufacturer
- Details and base would be minimal, possible fluting or medallions but avoiding specific historic reference
- Option 1: Acorn style with some tapered shape at the top
- Option 2: Decorative cage around acorn-style luminaire with open top

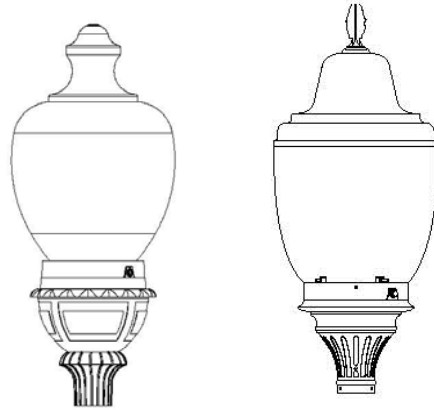


Figure 2 Pedestrian Luminaire: Option 1 Acorn

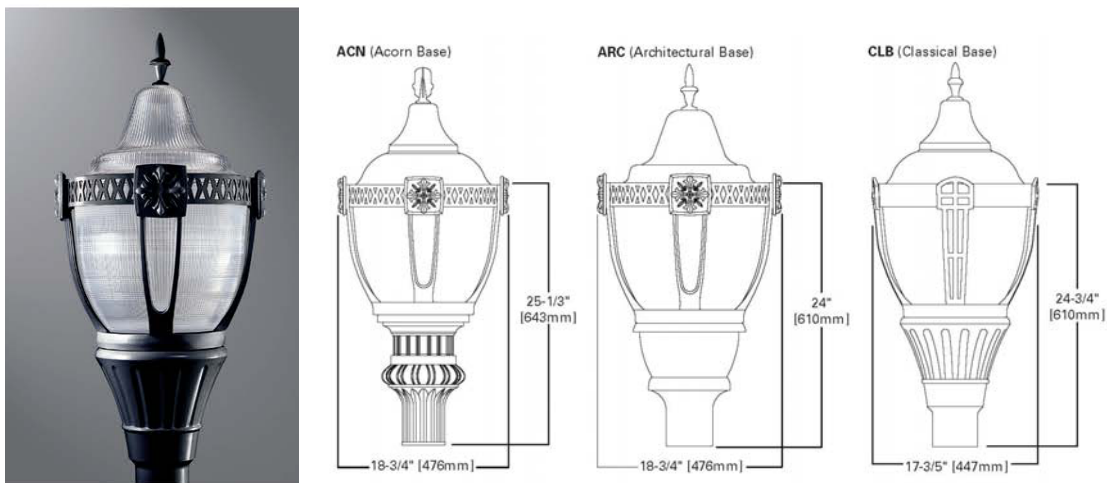


Figure 3 Pedestrian Luminaire: Option 2 Cage

Implementation

The proposed changes would revise the *Technical Manual* Standards to provide guidance for future replacement or new installation of lights within the designated historic landscapes and streetscapes. The *Technical Manual* would also be revised in regards to the Map (Attachment A) designated which landscapes and streetscapes are to use these selected fixtures – this would be a guiding document for all future City projects for these areas; lighting proposals will not have to come back to the HP Board for approval.

If approved, the pedestrian-scale fixture would be used to replace the existing Town & Country fixtures in Deering Oaks Park as part of the 2019 LED conversion project. The treatment plan for Lincoln Park also calls for pedestrian fixtures be implemented. The Western Promenade is undergoing a master plan process and will likely see physical improvements given the recent developments and financial contributions from Maine Medical Center.

In its 1.2.19 approval, the Board stated a condition that complete replacement of pole and luminaire are preferable where possible.

Stakeholder Feedback

Representatives from the friends groups for Deering Oaks, Lincoln Park, and the Western Promenade provided feedback to these revisions (Attachment B). These stakeholders generally support the revision to the pedestrian fixture. There is a preference for an acorn-style, open top fixture.

Recommendation

Staff request to replace the pedestrian light fixture as approved on 1.2.19 (Figure 1) with a luminaire type as represented by Option 1: Acorn (Figure 2) or Option 2: Cage (Figure 3) with the final fixture specification, manufacturer, and details to be selected by staff in conformance with the general characteristics represented in this report. If the Historic Preservation Board find the proposed light fixture to be appropriate for use within the historic landscapes as identified, the recommend pedestrian luminaire will be included in the proposed amendments to the *City of Portland Technical Manual Section 10 – Municipal Lighting Standards* as presented in this report.

Attachments

- A Map – Revised showing historic landscapes and streets to be designated for special, decorative fixtures
- B Public Comment – Friends of Deering Oaks, Friends of Lincoln Park, Friends of the Western Promenade

2.20.19

Historic Preservation
Board

Public Hearing for
Lighting Tech Manual
(Revisions)

Both sides of street
(Baxter Boulevard)

Park side only
(Eastern Prom)

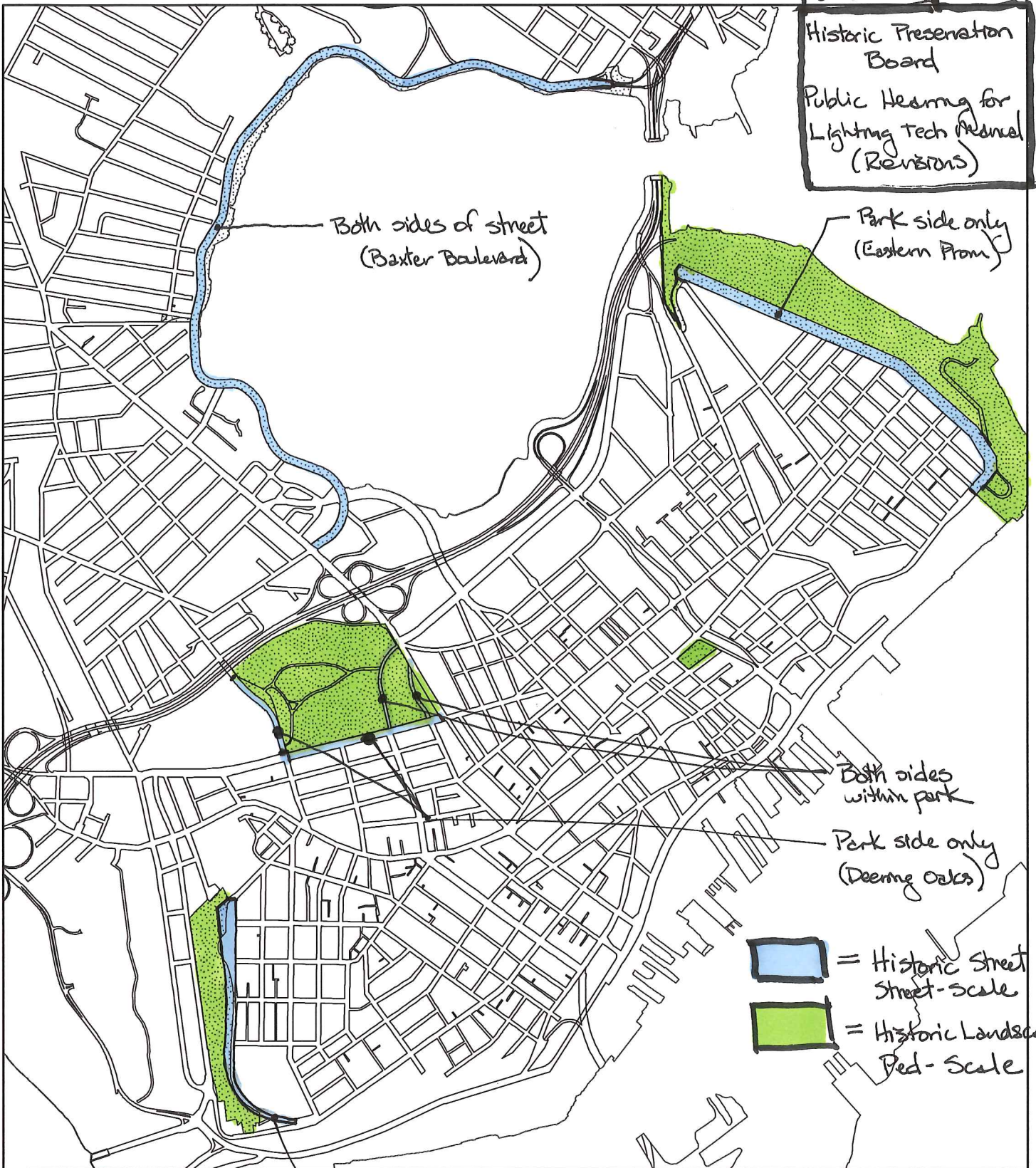
Both sides
within park

Park side only
(Deering Oaks)

 = Historic Street
Street-Scale

 = Historic Landscape
Park-Scale

Park side only
(Western Prom)





Caitlin Cameron <ccameron@portlandmaine.gov>

Lighting - historic landscapes

Anne Pringle <oldmayor@maine.rr.com>

Wed, Feb 13, 2019 at 11:42 AM

To: Caitlin Cameron <ccameron@portlandmaine.gov>, hydmg@gmail.com, "FSReilly@aol.com" <fsreilly@aol.com>, "Wiggins, Patsy" <patsy@easternpromenade.org>

Cc: "Moon, Troy" <thm@portlandmaine.gov>, Deb Andrews <dga@portlandmaine.gov>, Ethan Hipple <ehipple@portlandmaine.gov>, "Thibodeau, Spencer" <sthibodeau@portlandmaine.gov>

THANK YOU, Caitlin for going the extra mile on this important choice! Deering Oaks has been stuck with those totally inappropriate Town and Country lights for more than 40 years and we do not want to be stuck with another poor choice for the next 40...

Matt, Patsy, and Frank/Sharon, I hope you will agree with FoDO that the appropriate figure is the acorn fixture shown in the historic photo of Deering Oaks. Based on my travels, this is a fixture seen in historic parks all over the country. To my eye, Figure 1, with the black top, is too "clunky" and I see no need for the embellishment shown in Figure 3. Let's keep it simple and reflect what we know from photos was there during the period of significance... Do you agree? (I am copying Patsy Wiggins on this response, as she was not included in the original email.)

Anne

[Quoted text hidden]

[Quoted text hidden]

Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.

 **Memo_HPBoard 2.20.pdf**
489K



Caitlin Cameron <ccameron@portlandmaine.gov>

Lighting - historic landscapes

fsreilly@aol.com <fsreilly@aol.com>

Wed, Feb 13, 2019 at 9:29 PM

To: ccameron@portlandmaine.gov, oldmayor@maine.rr.com, hydemg@gmail.com

Cc: thm@portlandmaine.gov, dga@portlandmaine.gov, ehipple@portlandmaine.gov

Hi Caitlin

We're currently in Los Angeles for the week visiting old friends and enjoying warmer weather and lots of fun.

I'm getting back to your email regarding the lights in the Parks. First of all let me say great idea and I love Anne's response and support her recommendation.

Secondly as far as Linkcoln Park is concerned there are a couple of things to consider: one it's the oldest Park, it's a Historic Landmark and as such should always be treated individually as a single entity. Ergo I hold back on any group planning or design that includes Lincoln Park as it dates back to 1866. secondly I believe that the city is going to be changing Congress Street with a lighting design and so therefore that would have to be coordinated with Deb Andrews in terms of what they are already planning on doing including tearing up the sidewalk and putting in a herringbone design. Other than that I don't know what else to say other than you have my support representing Friends of Linkin Park. Sharon and I certainly will attend the meetings but in the meantime if there are any particular or specific questions you have for me please feel free to get back to me and I'll try to do the best for you as soon as possible thank you so much Frank

Sent from AOL Mobile Mail

[Quoted text hidden]

Lighting - historic landscapes

Matthew Hyde <hydmg@gmail.com>

Thu, Feb 14, 2019 at 10:07 AM

To: Caitlin Cameron <ccameron@portlandmaine.gov>

Cc: Anne Pringle <oldmayor@maine.rr.com>, "FSReilly@aol.com" <fsreilly@aol.com>, "Moon, Troy" <thm@portlandmaine.gov>, Deb Andrews <dga@portlandmaine.gov>, Ethan Hipple <ehipple@portlandmaine.gov>

Good Morning Caitlin,

First, thank you once again for reaching out to the Friends group stakeholders on this.

Second, here is feedback from our discussions on the topic at the FoWP BOD meeting last evening:

- We support the City's direction and option choices, specifically as to the Western Promenade; find attached 2 historic photos that are supportive of same.
- We would like to explore/understand if security related AV capability (cameras) may be a manufacturer option, or alternatively an aftermarket option if not too detrimental to the aesthetic
- We would support the City exploring visually complementary street lighting for the adjacent neighborhood Historic District(s), including the immediately adjacent Western Promenade street
- We expect our recently initiated Western Promenade Master Plan work to add more pedestrian lighting to the existing installed fixture base in the park; we assume the plan would be to replace existing fixtures and standardize across all fixtures, new and old

There was a general bias to the more simple acorn style (option 1) but it does appear that the luminaire in the attached 1934 photo may have a simple band/cage at the "maximum perimeter" of the acorn. You/Deb Andrews may have more photos that can help resolve particulars further.

Please do not hesitate to reach out to us for clarification and/or elaboration on the above.

Thanks again,

-Matt Hyde
FoWP, President
(432) 559-5860 (Cell)

On Wed, Feb 13, 2019 at 11:23 AM Caitlin Cameron <ccameron@portlandmaine.gov> wrote:

[Quoted text hidden]

Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.

2 attachments



Median Luminaire West Prom & West St. 1940.pdf
631K



Pedestrian Luminaire West Prom Sidewalk 1934.pdf
368K