

1. 111 Commercial St. Memo

Documents: [HPMEMO111COMMERCIALST918.PDF](#)

2. 56 Bowdoin St. Memo

Documents: [HPMEMO56BOWDOINSTREET.PDF](#)

3. 1266 Westbrook St. Memo

Documents: [HPMEMO1266WESTBROOKST.PDF](#)

4. 737 Congress St. Memo

Documents: [HPMEMO737CONGRESSSTREET.PDF](#)

5. Policy And Guidelines For Replacement Of Wood Siding

Documents: [HPMEMOPOLICYGUIDELINESFORREPLACEMENTWOODSIDING.PDF](#)

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

**WORKSHOP (3rd)
111 COMMERCIAL STREET**

TO: Chair Romano and Members of the Historic Preservation Board

FROM: Deb Andrews, Historic Preservation Program Manager

DATE: September 12,, 2013

RE: September 12, 2013 Third Workshop – Preliminary Review of Proposed Rooftop Additions

Address: 111 Commercial Street

Applicant: Blanchard Block LLC
Represented by Scott Lindsay

Architect: Glenn Harmon

Introduction

Architect Glenn Harmon has requested a third workshop on proposed rooftop additions at 111 Commercial Street. Mr. Harmon was last before the Board on August 7th. Based on comments, concerns and suggestions offered at that meeting as well as continued discussions with his client, Mr. Harmon has made a number of design revisions and is requesting feedback on his latest proposal. Note that Mr. Harmon has provided a brief written description of the current scheme to accompany the drawings.

Copies of the original (6/19) and 8/7 design proposals are enclosed for reference purposes.

Summary of August 7 Board Discussion (For plans presented on 8/7, please refer to Attachment 3.)

While Board members acknowledged the applicant's efforts to address some of the concerns raised at the initial workshop and noted some improvement in the revised proposal, they continued to express concern about the number of disparate elements being introduced to the front and rear roof planes and the visual impact of the additions as viewed from various vantage points. They reiterated the point made at the first workshop that the prominent gable roof form of the Blanchard Block is one of the building's key

character-defining features and that any roof alterations would need to preserve the clarity of the gable form. They also pointed out that given the diminutive scale of the Fore Street buildings located immediately behind the Blanchard Block, the rear roof plane was clearly visible from numerous vantage points on Fore, Pearl and Middle Streets. As such, treatment of the rear roof plane would be as important a consideration as the Commercial Street roof plane.

Specific comments and suggestions included:

Commercial Street roof plane

- Board members suggested merging the dormers and the skylights above them to establish a single, cohesive presence on the roof. This could be done by adjusting the slope of the dormer roofs to meet the bottom of the skylights. They also suggested making the dormers and the skylights the same width, which would also help unify and simplify the overall composition.
- Board members suggested that by modifying the design of the inverted dormer and deck in the middle bay (6th floor level), you could virtually eliminate the need for a deck railing. Eliminating or minimizing the railing would help reduce the number of distracting elements on the roof.

Gold Street roof plane

- Board members expressed concern about the visual impact of introducing two stories of dormers on the end bays, especially where they would be viewed in combination with the existing rooftop condenser unit on the middle bay. To reduce this complexity and preserve the original gable roof form, Board members suggested consideration of a single bank of skylights on the two end bays that would provide light for both the 5th and 6th floors.
- The applicant was encouraged to paint the condenser to make it more visually recessive.

General Recommendations

- Board members recommended that the flashed parapet walls be addressed in the overall scope of work.
- Board members requested a sketchup presentation at the next workshop to better visualize the roof alterations from various vantage points.

Current Revised Proposal

Note that Mr. Harmon has included a brief written description of the current proposal along with his revised drawings and computer-generated perspective views. The major changes from the last proposal are summarized below.

Commercial Street roof plane

- On the two end bays, the dormers and the skylight assemblies above them appear to be the same width
- The 5th floor dormers now feature divided light windows
- In the middle bay, the width of the inverted dormer at the 6th floor level has been increased to extend the full width between parapet walls. (In the previous proposal, the 5th and 6th floor dormers in the middle bay were the same width.)
- The railing in front of the 6th floor deck has been virtually eliminated. By taking advantage of the wall plane created by the inverted dormer and using it as a guard rail, only a minimal railing is needed.
- The top edge of the multi-light skylight appears to come closer to the base of the historic cupola.

Gold Street roof plane

- The design solution for the rear roof plane now incorporates the center bay which supports a condenser unit. A new, shorter condenser is proposed to be installed and encapsulated within a dormer-like structure to match the dormers on the end bays. The roof of the center “dormer” will be open for ventilation.
- At the fifth floor level, near the roof edge, a series of skylights are proposed.
- The sixth floor features tall dormers with multi-light glazing and solid copper-panel end walls. The dormers and the ganged skylights below are the same width. The overall width of each dormer/skylight assembly is narrower than in the previous proposal.

Staff Comments

It goes without saying that a project of this nature has the potential to materially alter the original architectural character of this prominent historic structure. The concerns and reservations expressed by the Board at the first workshop remain as relevant today and, accordingly, this remains a difficult and important review. On Wednesday, the question before the Board is not just whether the latest revised proposal represents an improvement over the previous iteration. The Board's role is to determine whether the concerns and reservations articulated at the initial workshop have been adequately addressed with the current proposal and whether the proposed alterations can be supported within the ordinance review standards. Board members also should avoid any pressure to approve a specific design solution simply because they had suggested that

It be explored. Fundamentally, the desire or expectation to provide added daylight, views, and expanded headroom on two floor levels within a prominent gable roof puts considerable pressure on this historic resource. It may be that the program of rooftop additions needs to be further modified or even reduced to meet the standards.

In preparation for Wednesday's workshop, Board members are encouraged to revisit the design proposals presented at the first two workshops, as well as the current revised proposal. Board members are also encouraged to revisit the property and the general vicinity to assess the visibility and visual impact of the proposed changes.

As the Board requested at its last workshop, Mr. Harmon has been encouraged to make a sketchup presentation at the meeting.

Applicable Review Standards

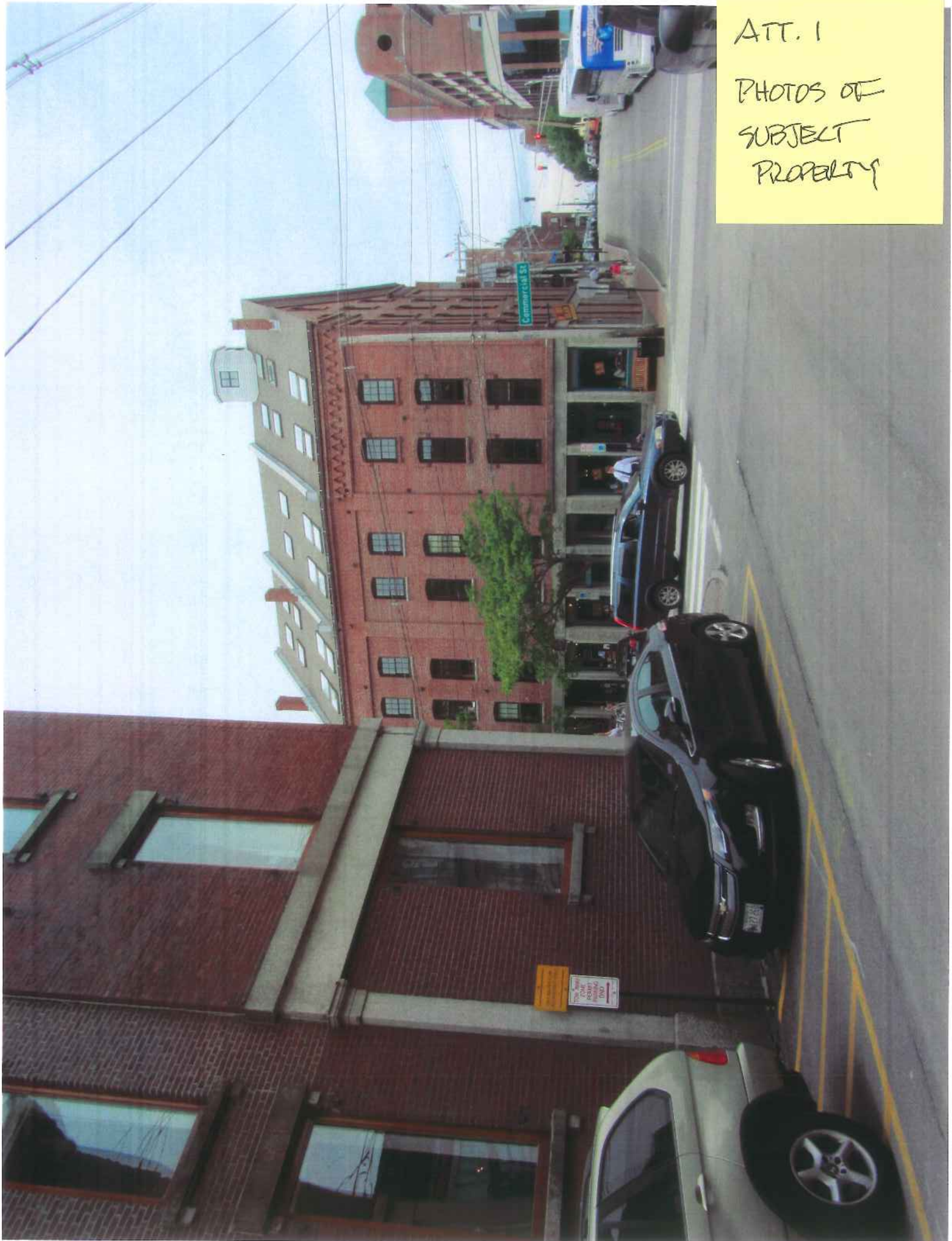
- (1) Every reasonable effort shall be made to provide a compatible use for the property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.*
- (2) The distinguishing original 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.*
- (9) Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.*
- (10) Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.*

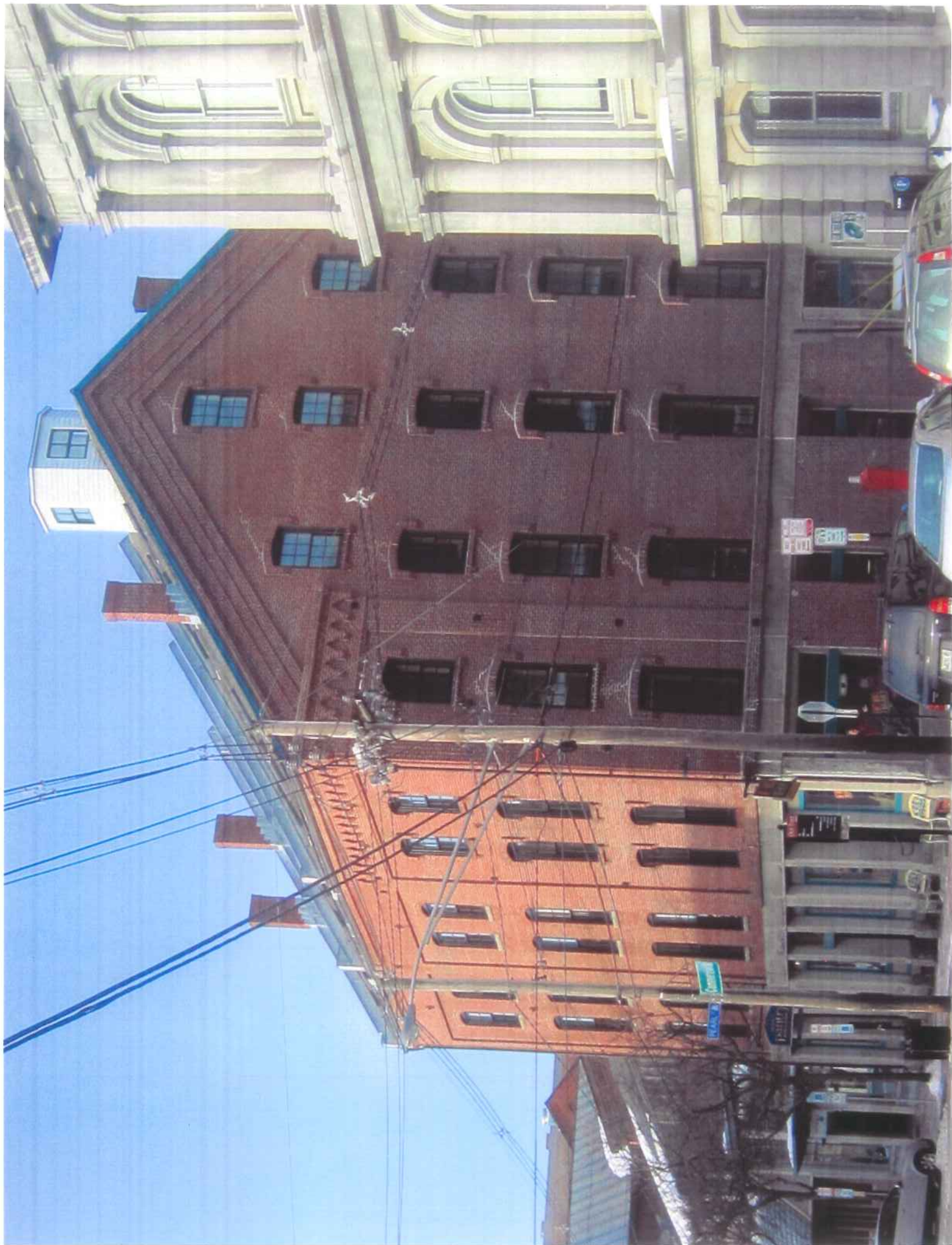
Attachments

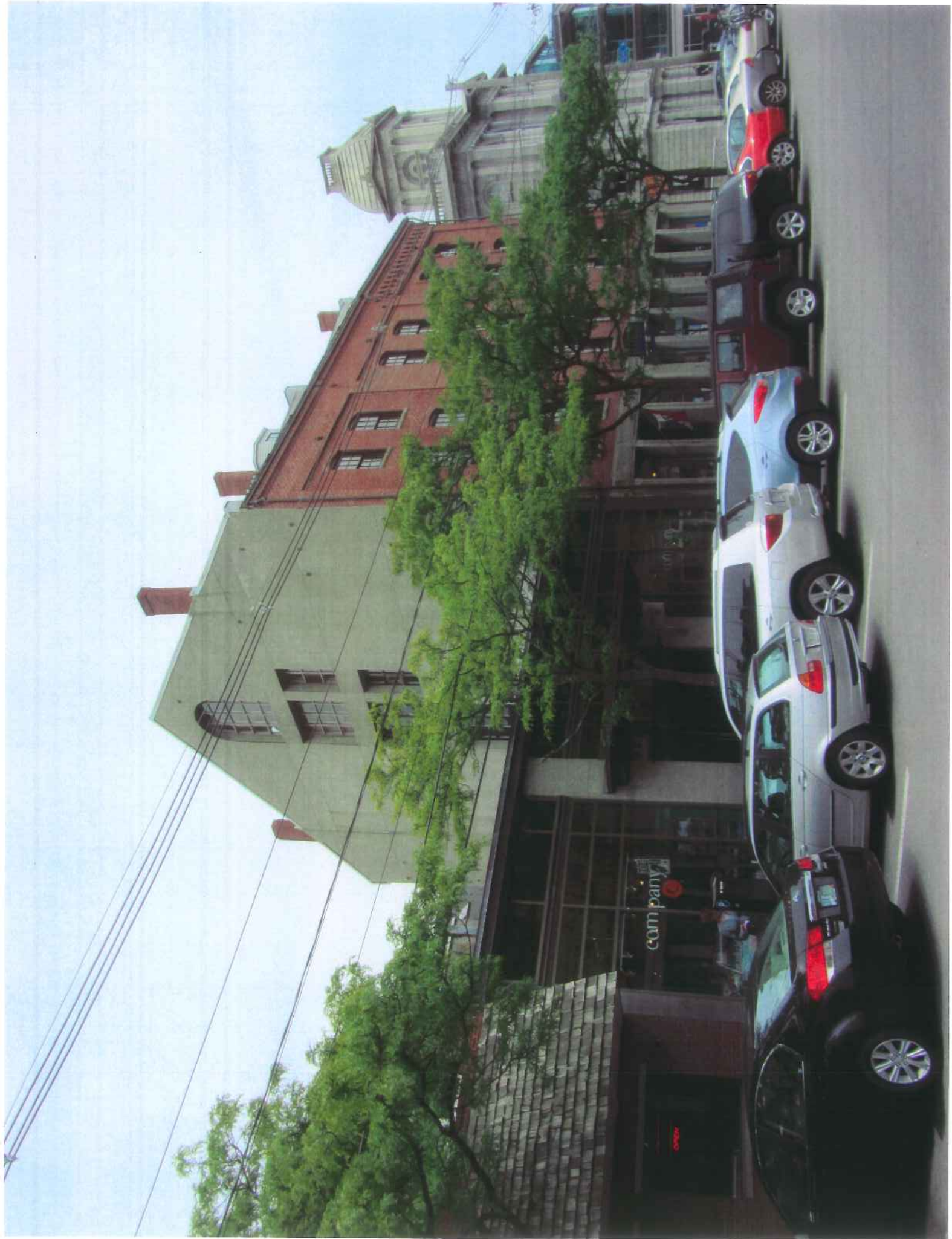
1. Photographs of subject property
2. Cover memo from project architect and 9/18 proposal, including perspective views, elevations, sections and details
3. 8/7 proposal
4. 6/19 proposal
5. Examples of other rooftop additions on Commercial Street and vicinity

ATT. 1

PHOTOS OF
SUBJECT
PROPERTY







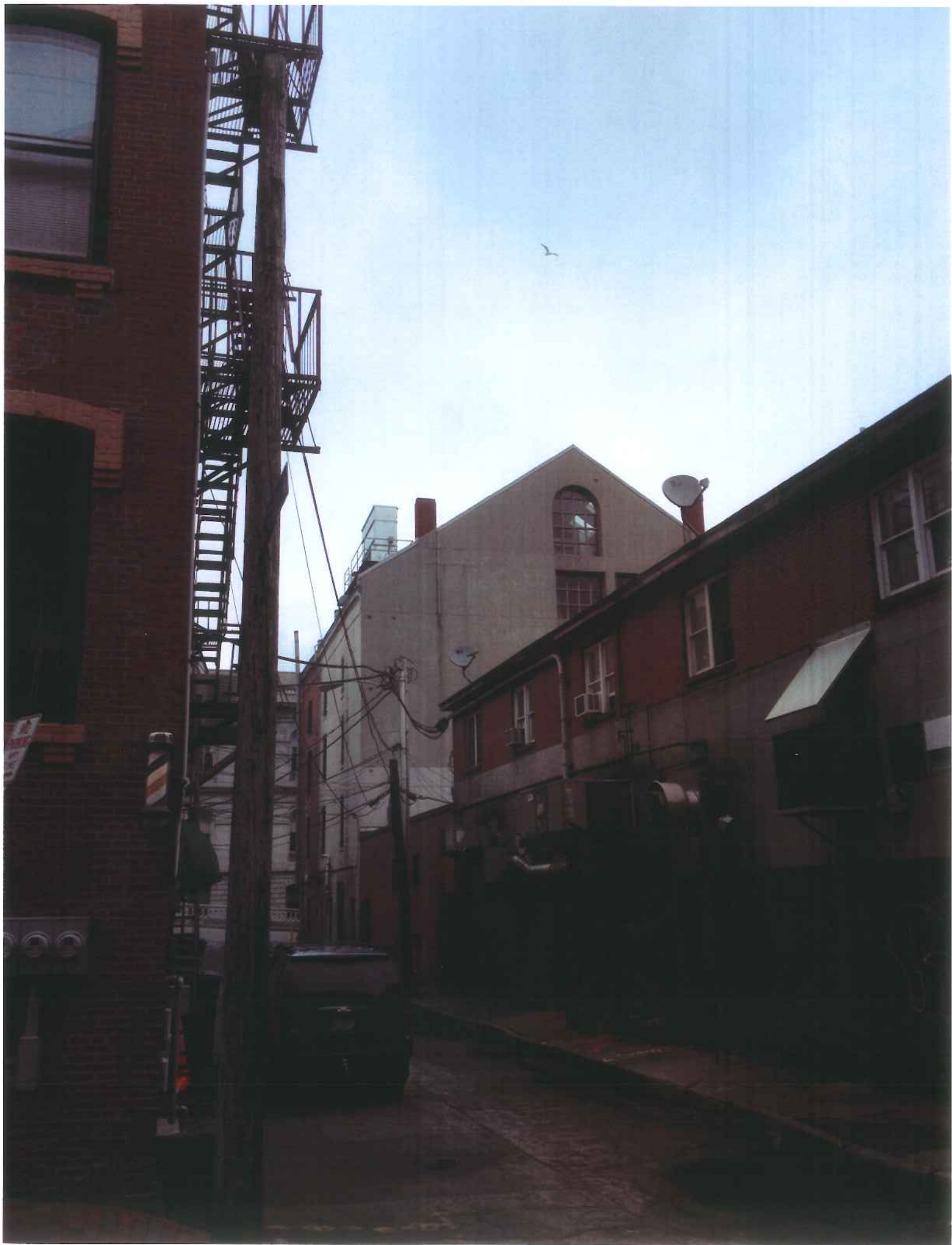












Deb Andrews - 111 Commercial Street

ATT. 2

CURRENT
PROPOSAL

From: "Glenn Harmon" <gharmon@oakpoint.com>
To: "Deb Andrews" <DGA@portlandmaine.gov>
Date: 9/12/2013 1:56 PM
Subject: 111 Commercial Street
Attachments: S13091212580.pdf

Hi Deb, here are the revised sketches and proposed write-up, cut and paste as you see fit, thanks
Glenn

The current proposition for replacing the skylights at the Blanchard Block, Commercial Street elevation, consists of the following:

- A series of identical low profile dormers at the 5th floor in all three bays which have ADL sash more in scale with the windows below
- A ganged bank of skylights at the east and west bays serving the 6th floor which are directly above and the same width as the dormers
- An inverted cut-out deck area at the middle bay, which has been reduced to allow the roofline to serve as the guardrail, thereby eliminating the projecting wraparound balustrade previously proposed

At the Gold Street elevation, the existing skylights at the east and west bays, along with the exposed cooling tower at the middle bay, will be replaced with the following:

- Three identical dormer forms set back from the exterior wall with a row of skylights at the 5th floor below
- The end bays will consist of full height dormers at the 6th floor
- The middle bay will consist of a dormer of identical fenestration to the flanking bays, except that mesh screening will be used in place of glazing and roofing, to allow air to circulate around the new smaller mechanical unit

GLENN LORING HARMON | Senior Architect

TEL 207.283.0193 | FAX 207.283.4283

www.oakpoint.com | gharmon@oakpoint.com



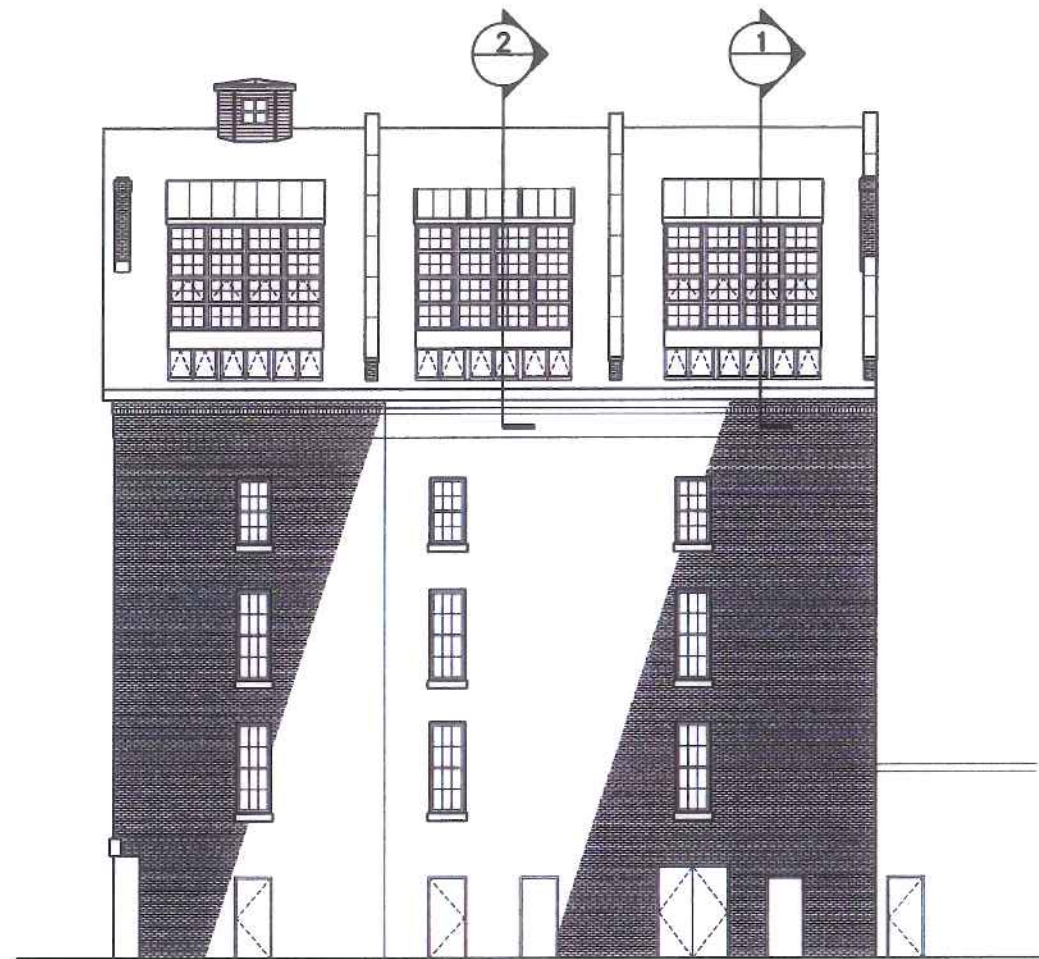
OAK POINT
ASSOCIATES

architecture
engineering
planning

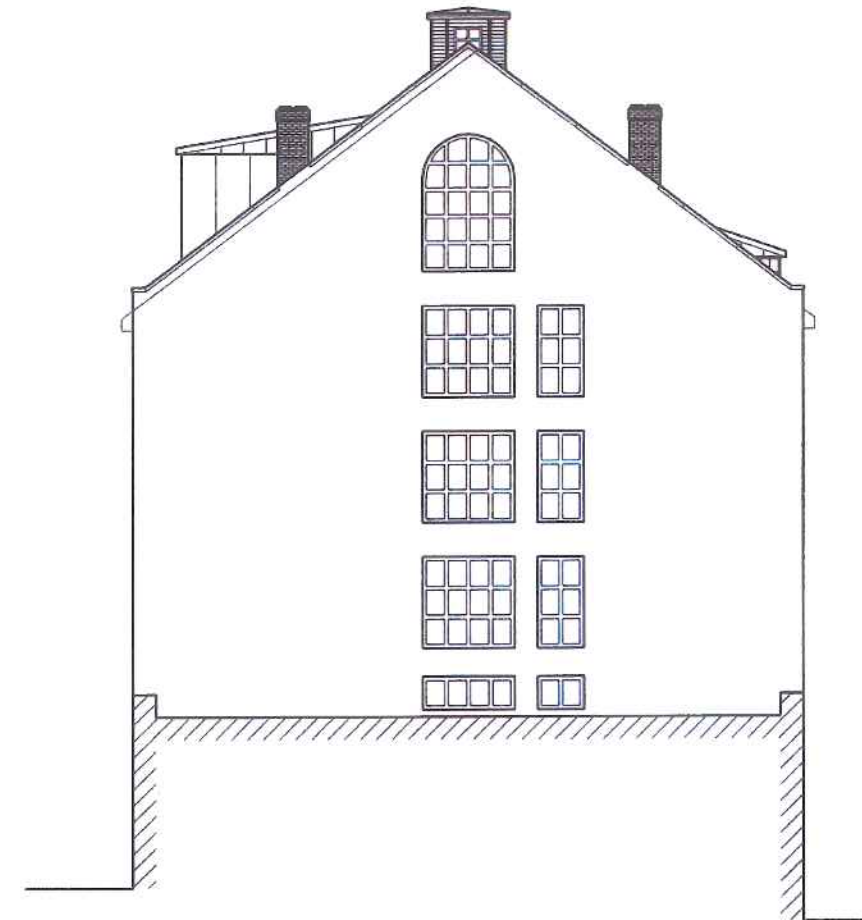
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PROPOSED GOLD STREET ELEVATION



PROPOSED WEST ELEVATION

111 COMMERCIAL STREET, PORTLAND MAINE
Blanchard Block LLC - Portland Maine

SEPTEMBER 18, 2013



ARCHITECTURE ■ ENGINEERING ■ PLANNING



PROPOSED COMMERCIAL STREET ELEVATION

PROPOSED PEARL STREET ELEVATION

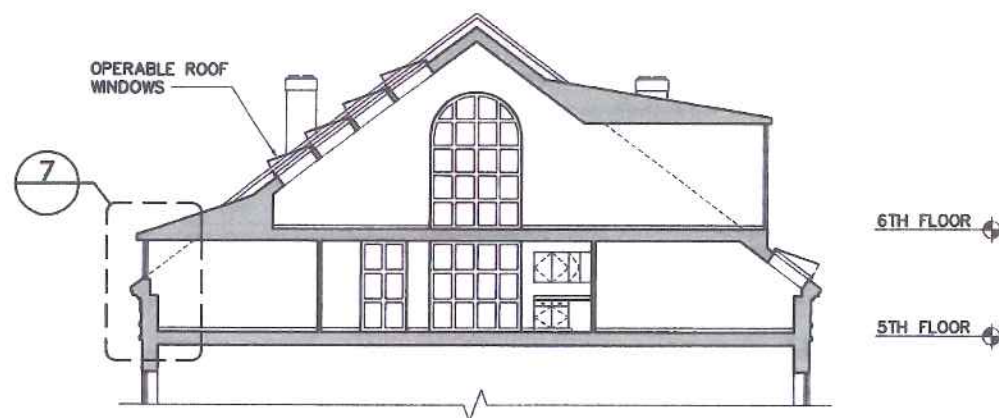
111 COMMERCIAL STREET, PORTLAND MAINE

Blanchard Block LLC - Portland Maine

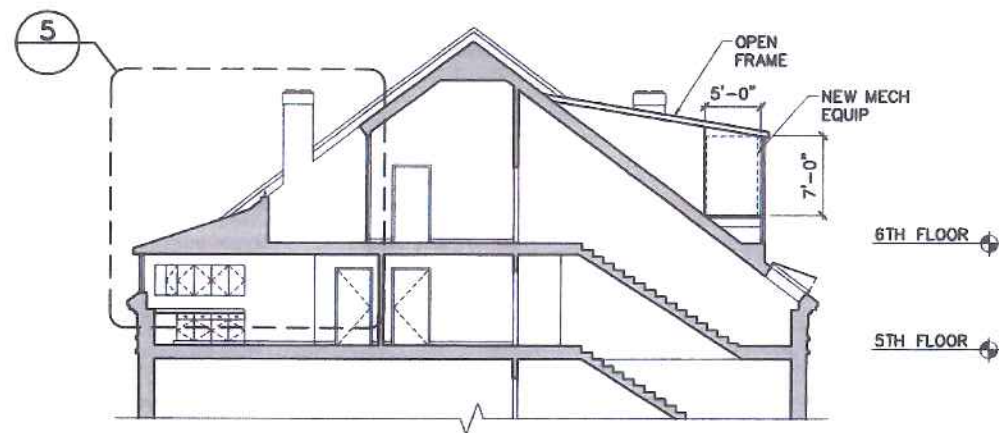
SEPTEMBER 18, 2013



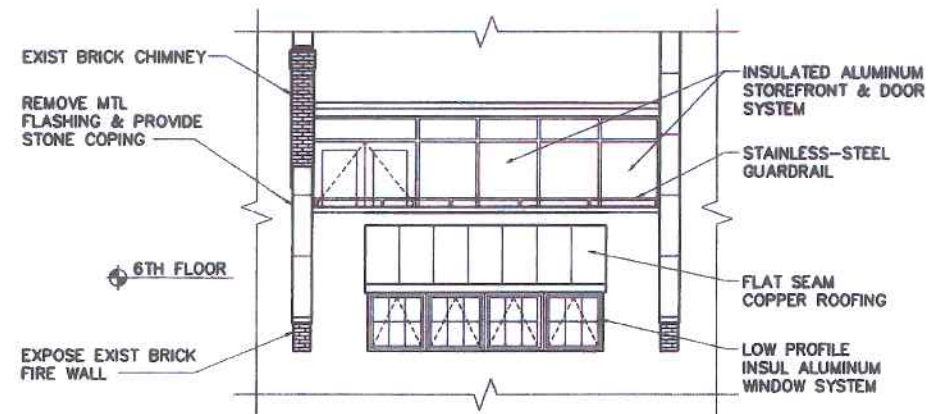
ARCHITECTURE ■ ENGINEERING ■ PLANNING



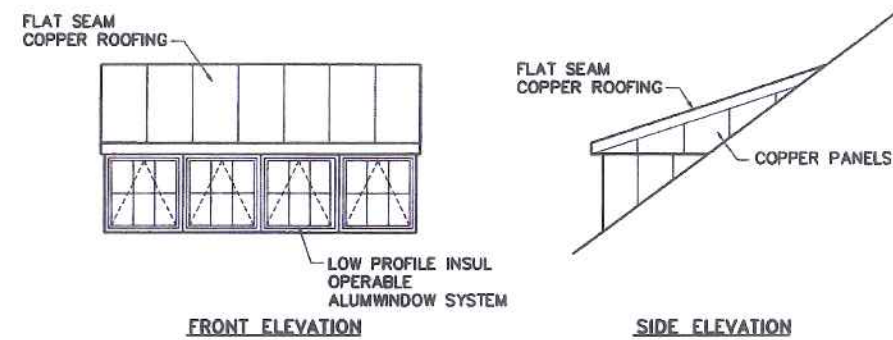
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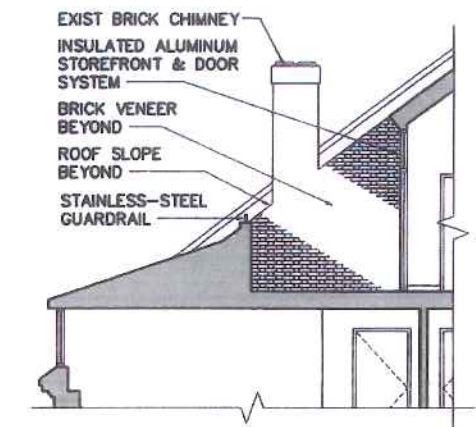
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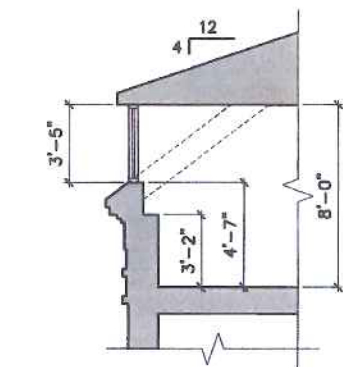
3 PROPOSED FRONT DECK/DORMER ELEV



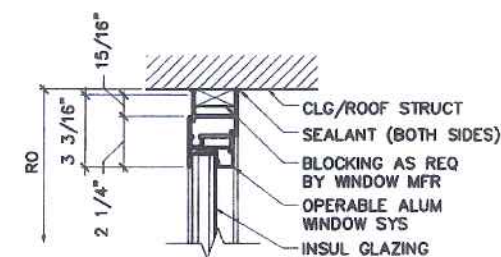
4 PROPOSED DORMER FRONT ELEV



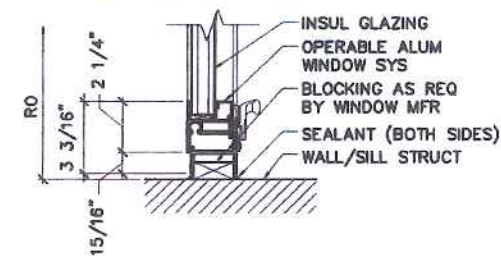
5 PROPOSED FRONT DECK SECTION



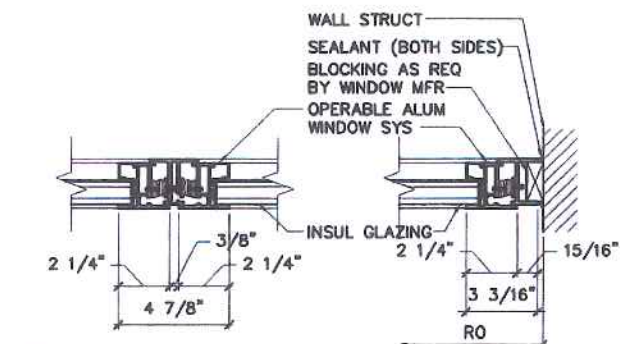
7 PROPOSED FRONT DORMER SECTION



TYP WINDOW HEAD



TYP WINDOW SILL



TYP WINDOW MULLION TYP WINDOW JAMB

6 TYPICAL WINDOW DETAILS

111 COMMERCIAL STREET, PORTLAND MAINE
Blanchard Block LLC - Portland Maine

SEPTEMBER 18, 2013

OAK POINT
ASSOCIATES



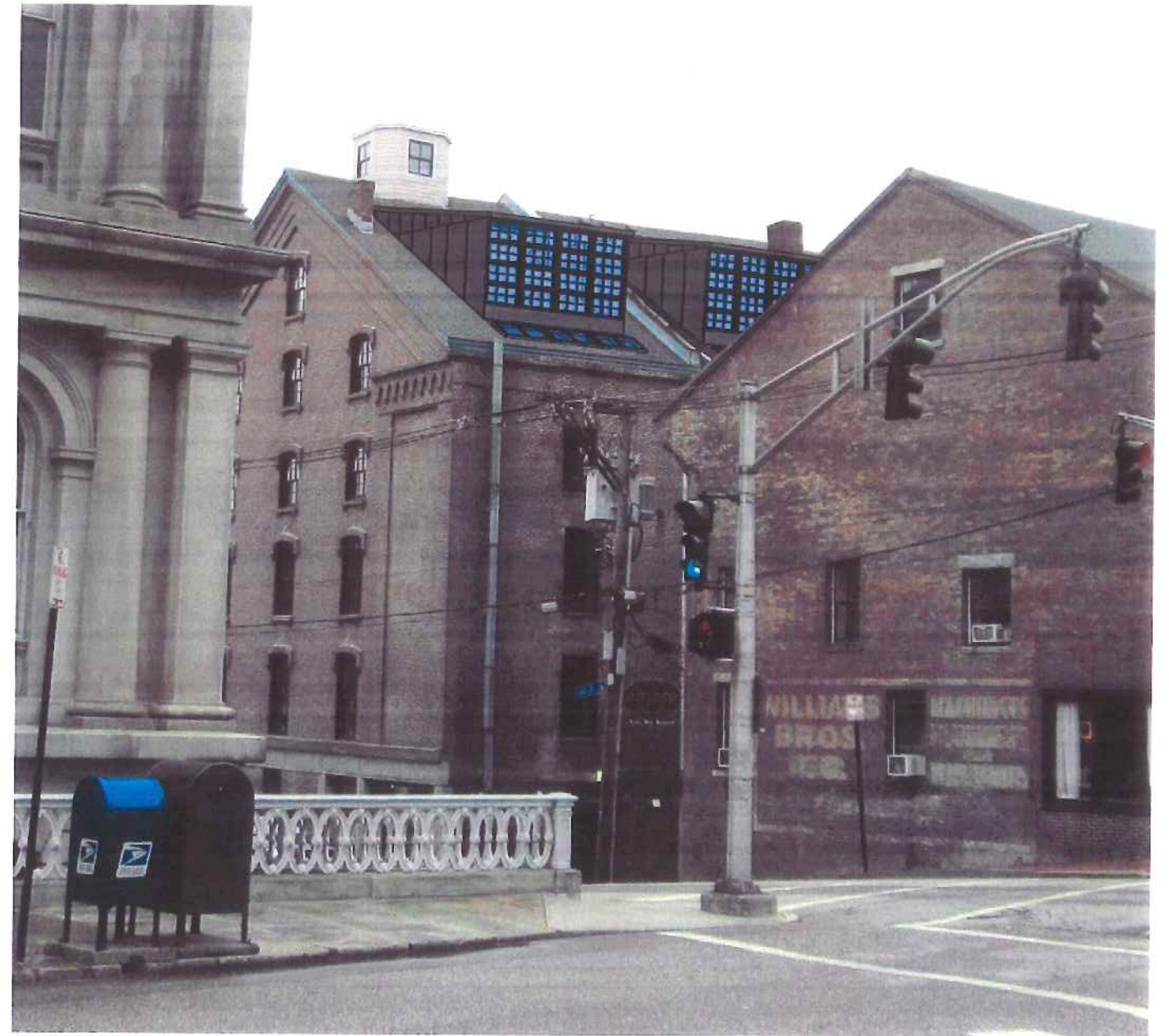
ARCHITECTURE ■ ENGINEERING ■ PLANNING



PROPOSED PERSPECTIVE

111 COMMERCIAL STREET, PORTLAND MAINE
Blanchard Block LLC - Portland Maine

SEPTEMBER 18, 2013



PROPOSED PERSPECTIVE



ARCHITECTURE ■ ENGINEERING ■ PLANNING

ATT. 3
8/7 PROPOSAL



PROPOSED COMMERCIAL STREET ELEVATION

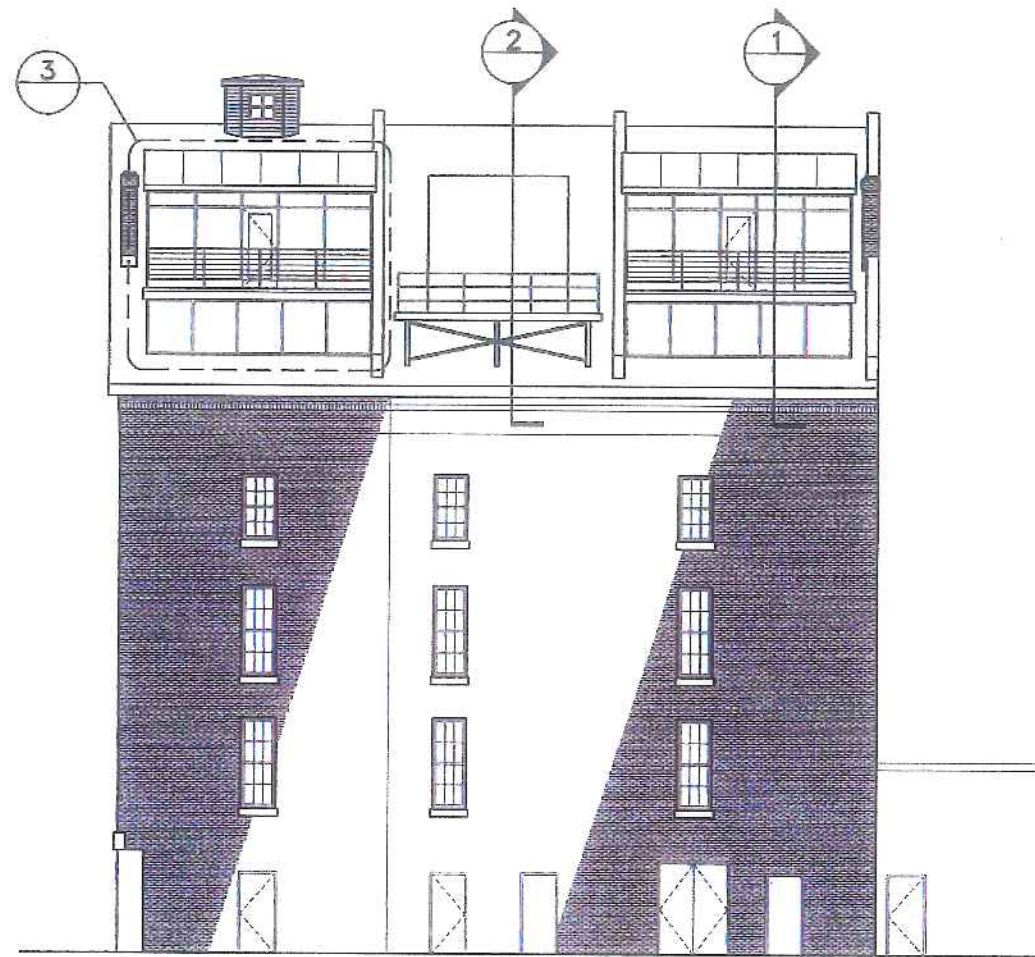
PROPOSED PEARL STREET ELEVATION

111 COMMERCIAL STREET, PORTLAND MAINE
Blanchard Block LLC - Portland Maine

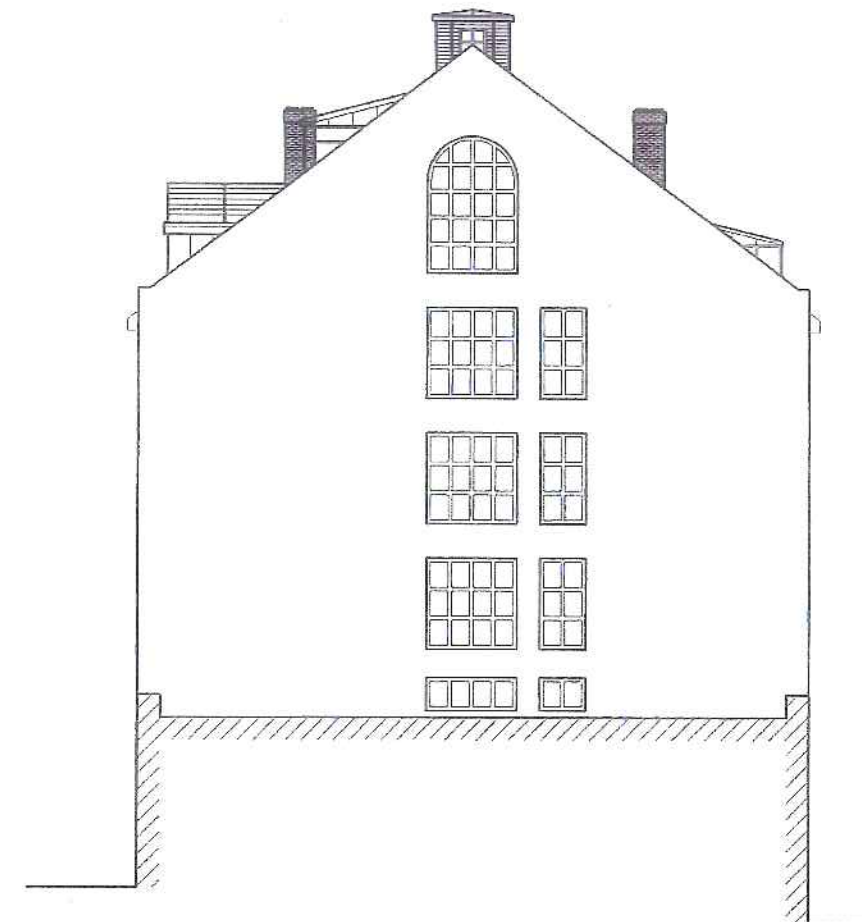
JULY 24, 2013



ARCHITECTURE ■ ENGINEERING ■ PLANNING



PROPOSED GOLD STREET ELEVATION



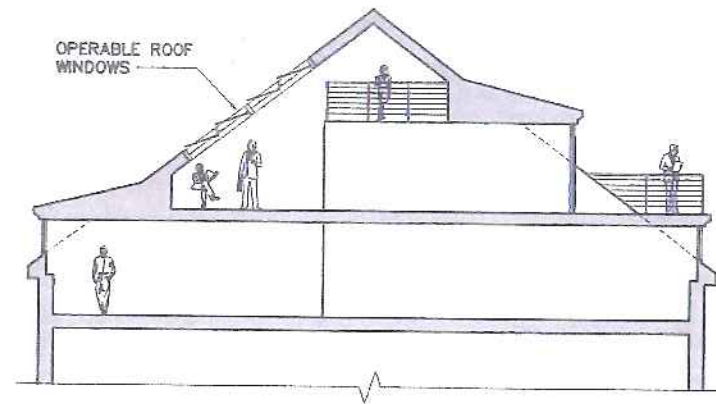
PROPOSED WEST ELEVATION

111 COMMERCIAL STREET, PORTLAND MAINE
Blanchard Block LLC - Portland Maine

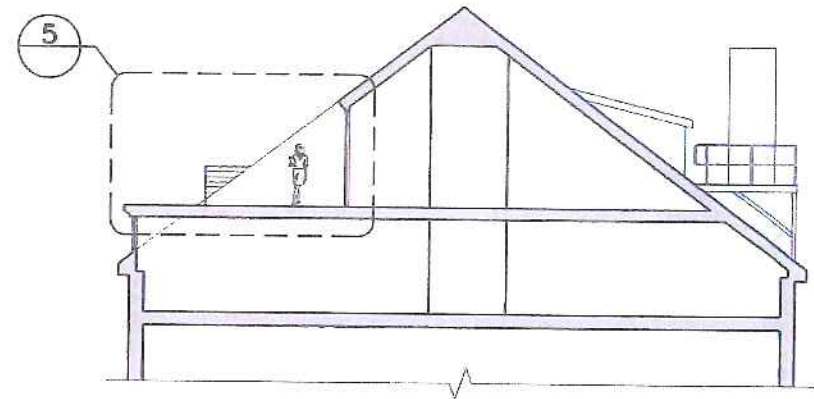
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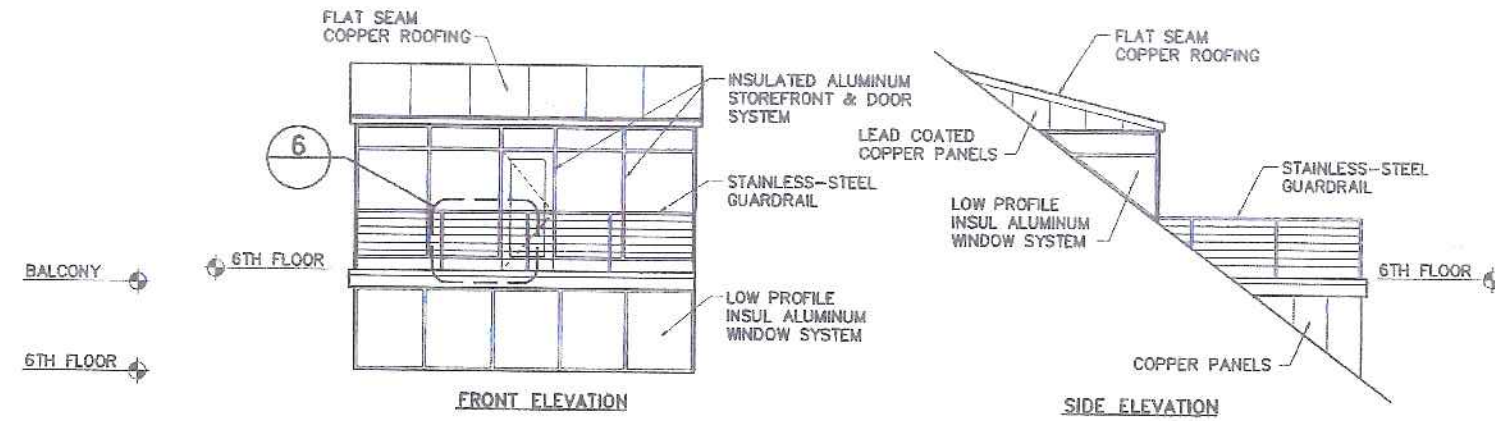
ARCHITECTURE ■ ENGINEERING ■ PLANNING



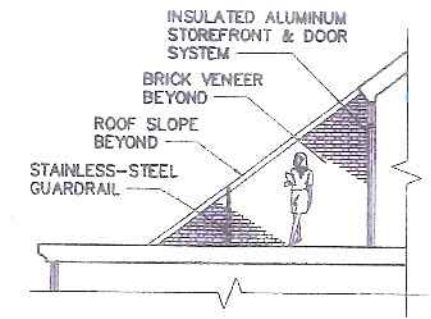
1 PARTIAL BUILDING SECTION AT END BAYS



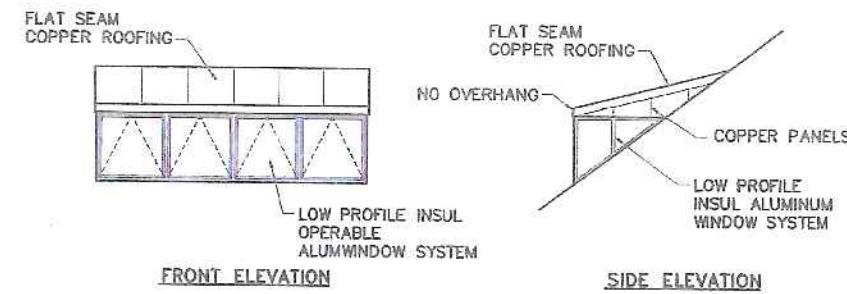
2 PARTIAL BUILDING SECTION AT MIDDLE BAY



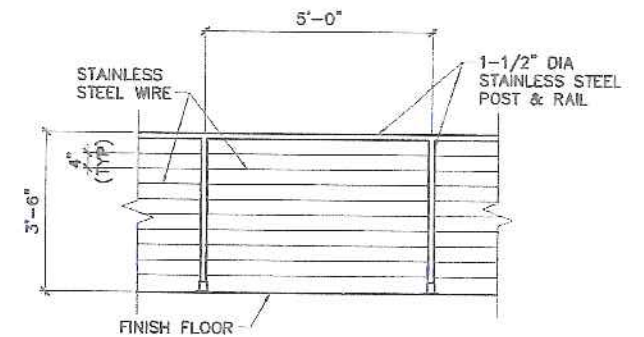
3 PROPOSED DORMER FRONT ELEV



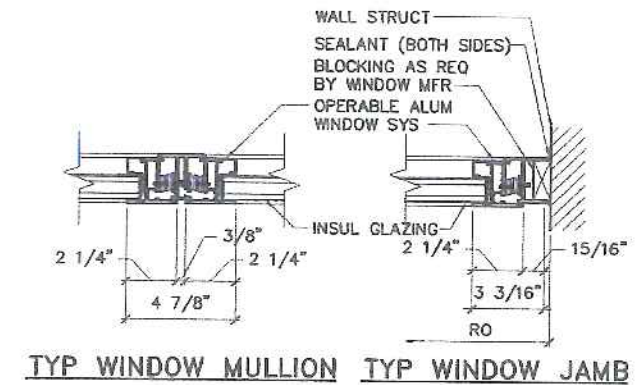
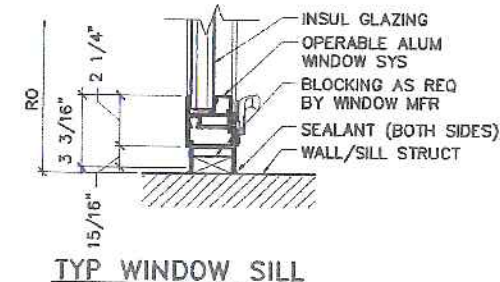
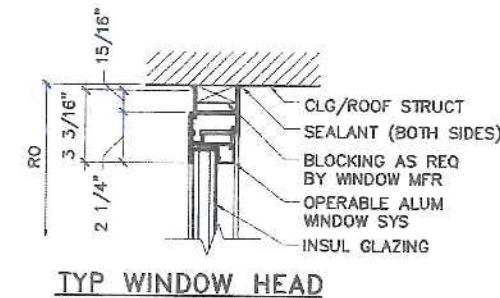
5 PROPOSED DORMER FRONT ELEV



4 PROPOSED DORMER FRONT ELEV



6 TYPICAL RAILING DETAIL



111 COMMERCIAL STREET, PORTLAND MAINE
Blanchard Block LLC - Portland Maine

JULY 24, 2013

OAK POINT
ASSOCIATES



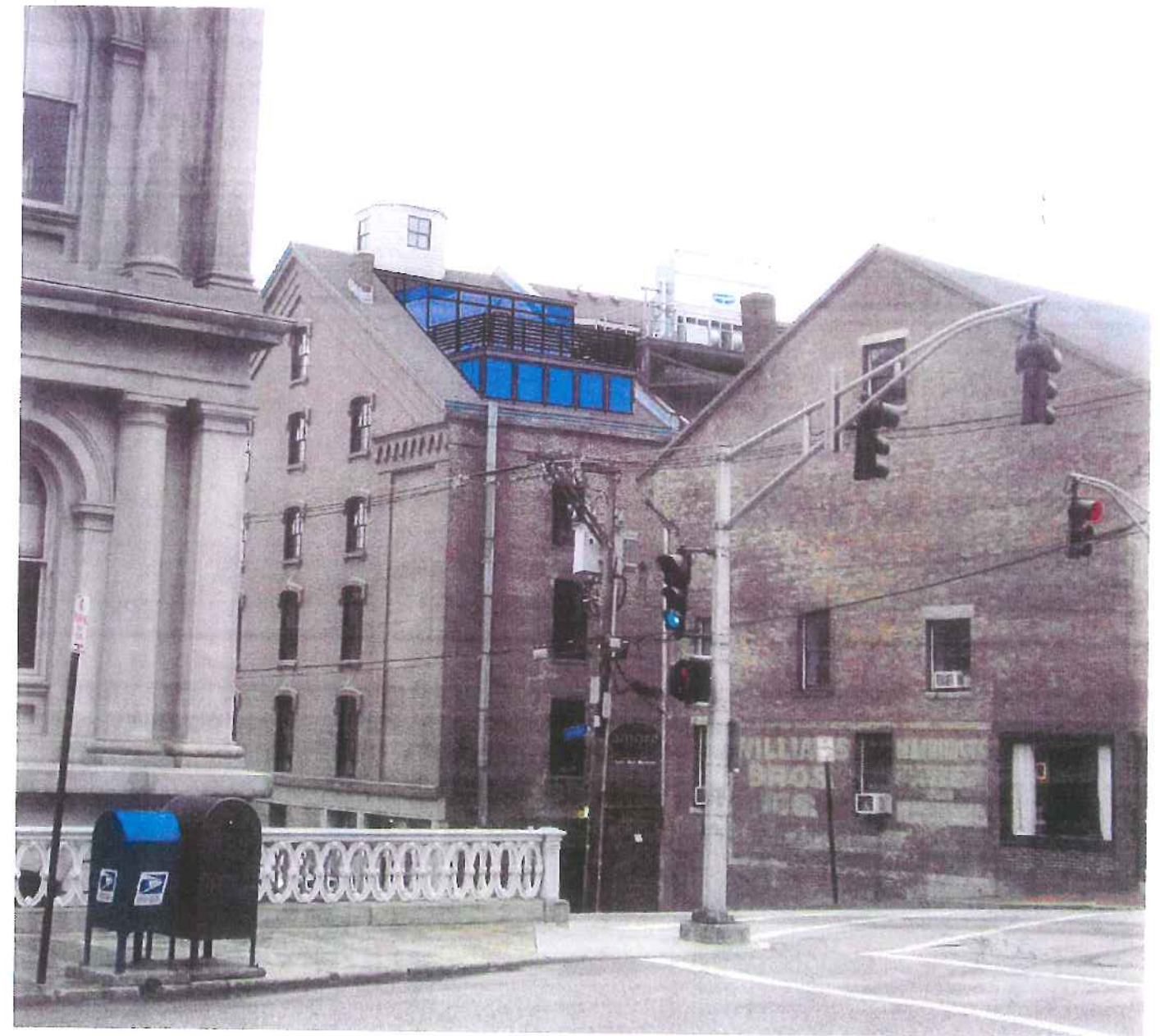
ARCHITECTURE ■ ENGINEERING ■ PLANNING



PROPOSED PERSPECTIVE

111 COMMERCIAL STREET, PORTLAND MAINE
 Blanchard Block LLC - Portland Maine

JULY 24, 2013



PROPOSED PERSPECTIVE

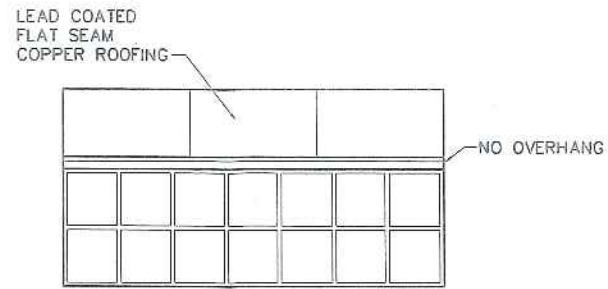
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 ASSOCIATES



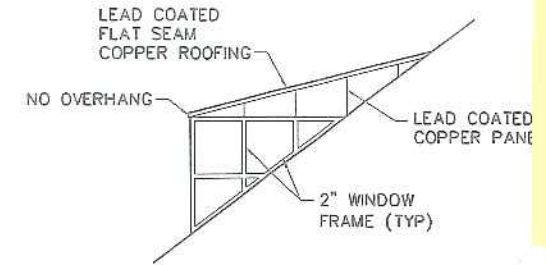
ARCHITECTURE ■ ENGINEERING ■ PLANNING

ATT. 4

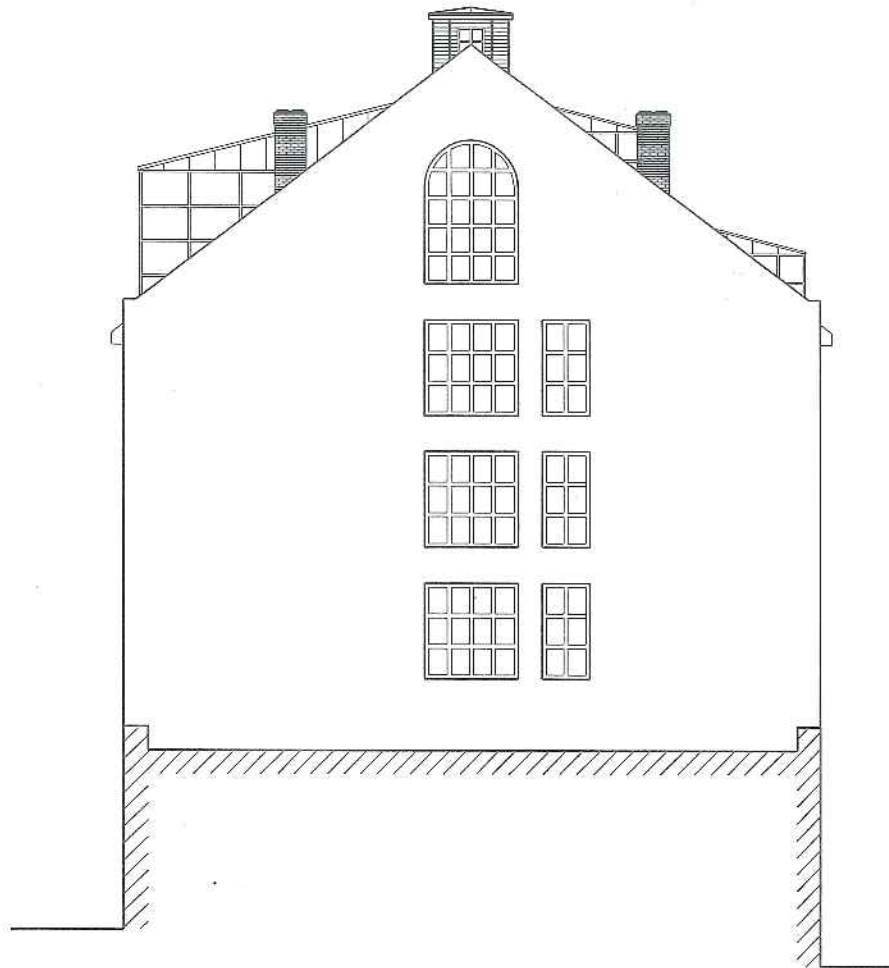
INITIAL
PROPOSAL
(6/19)



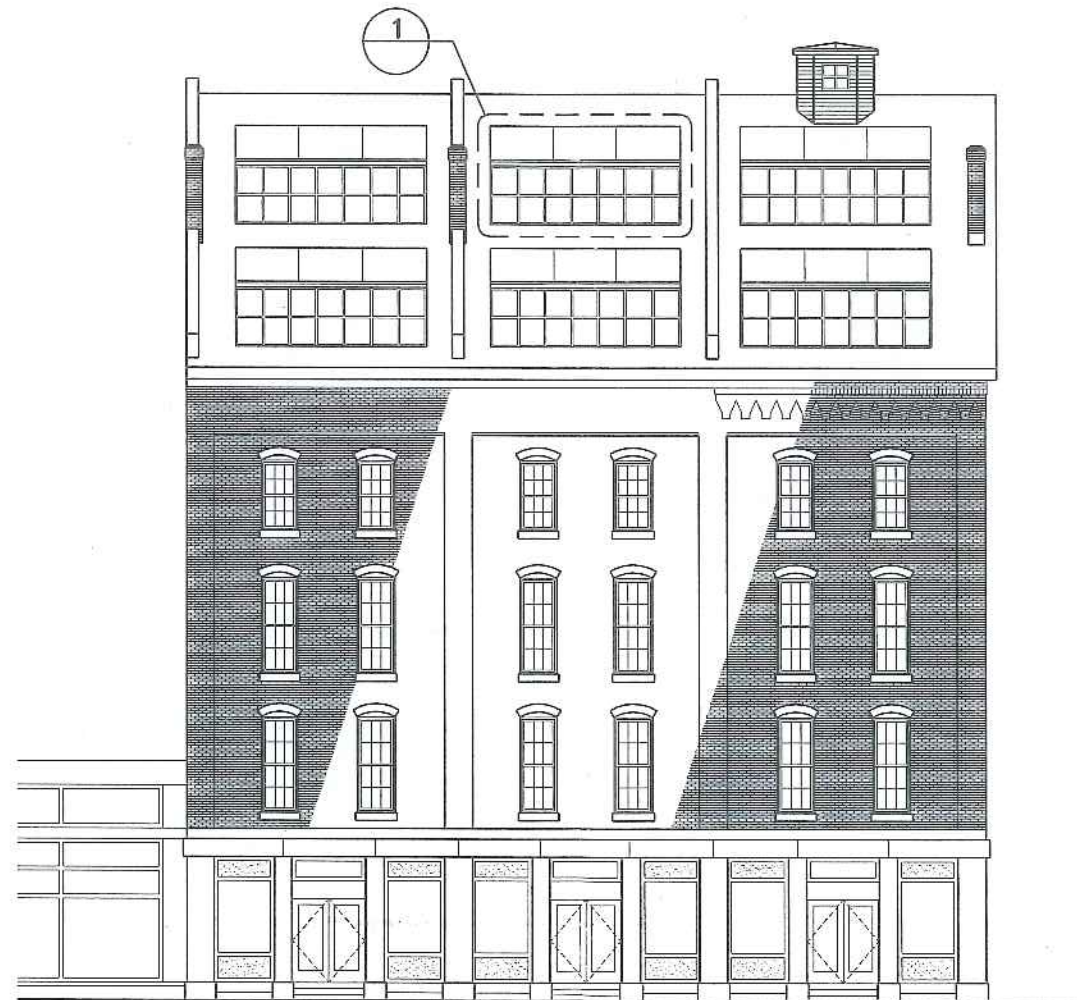
1 PROPOSED DORMER FRONT ELEV



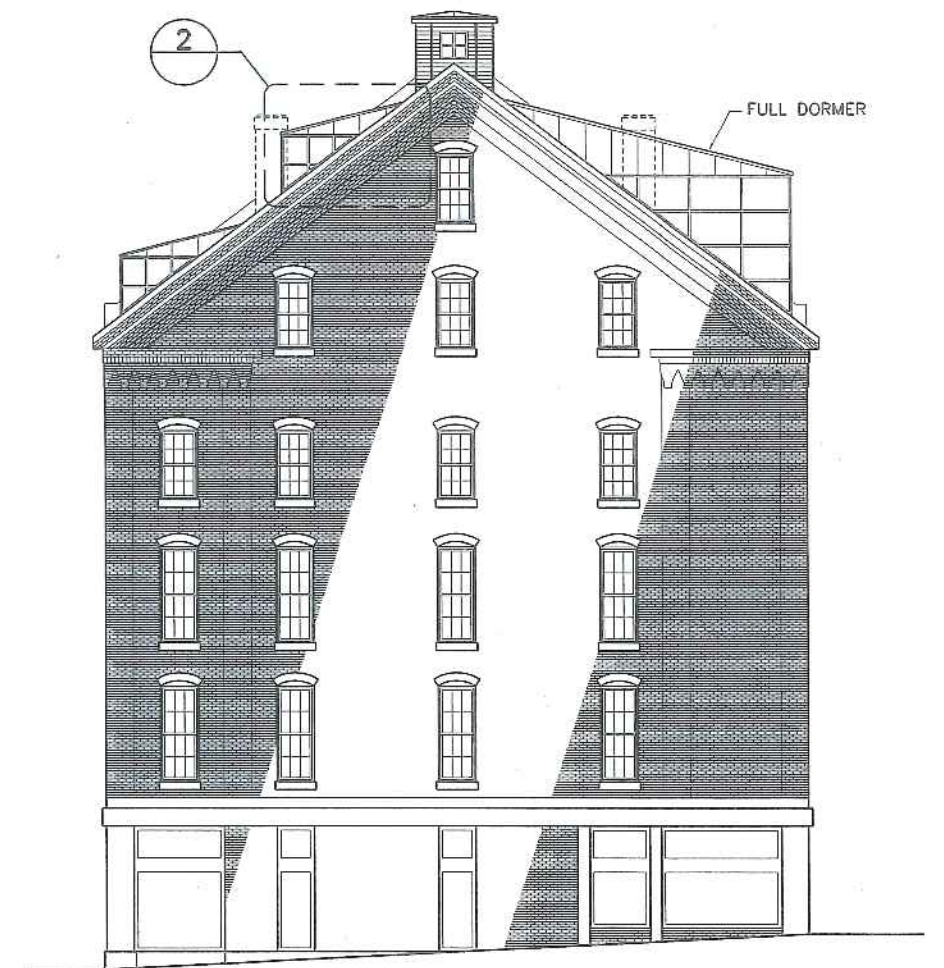
2 PROPOSED DORMER FRONT ELEV



PROPOSED WEST ELEVATION



PROPOSED COMMERCIAL STREET ELEVATION



PROPOSED PEARL STREET ELEVATION

111 COMMERCIAL STREET, PORTLAND MAINE

Blanchard Block LLC - Portland Maine

JUNE 11, 2013



PROPOSED PERSPECTIVE

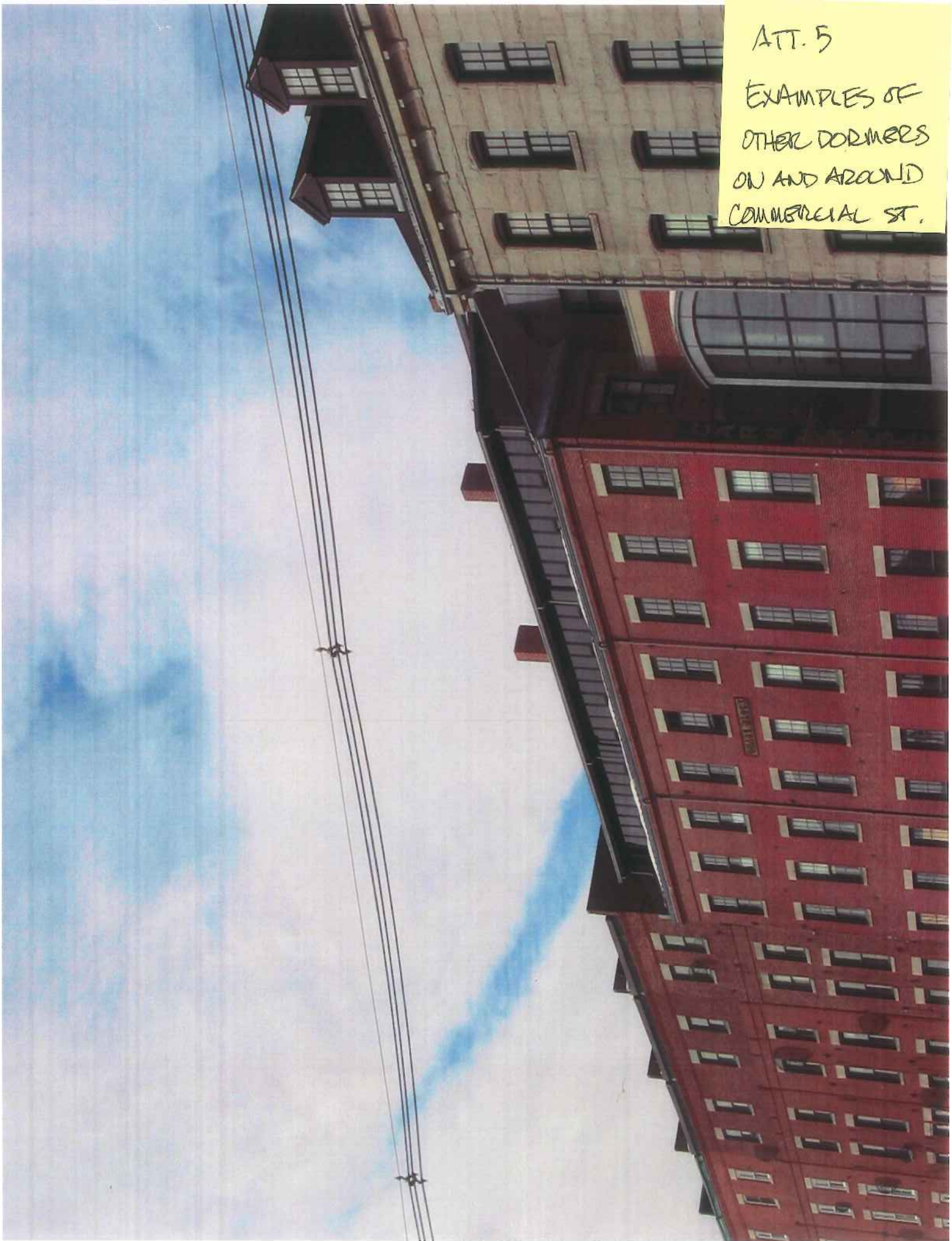
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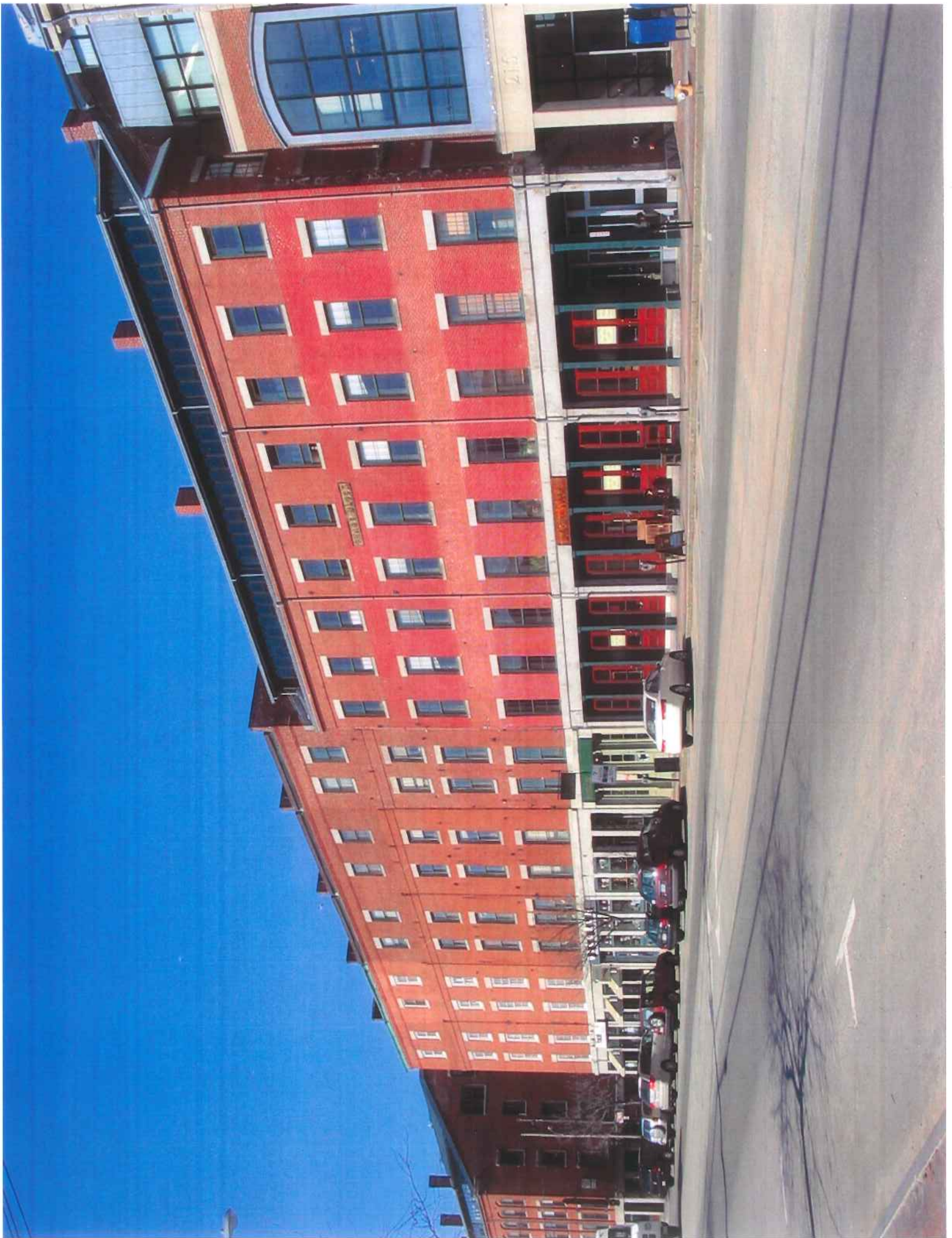
Blanchard Block LLC - Portland Maine

JUNE 11, 2013

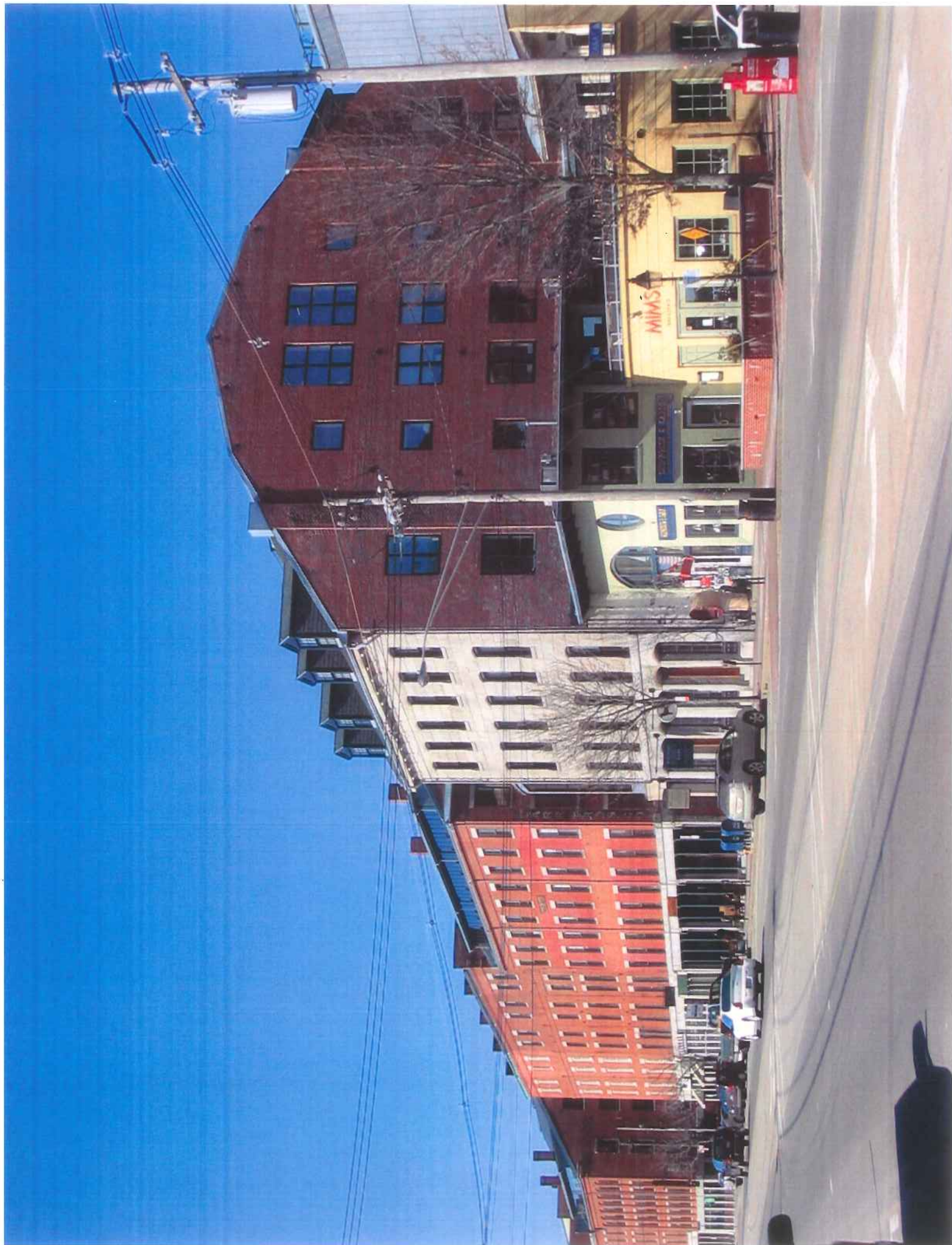
ATT. 5

EXAMPLES OF
OTHER DORMERS
ON AND AROUND
COMMERCIAL ST.

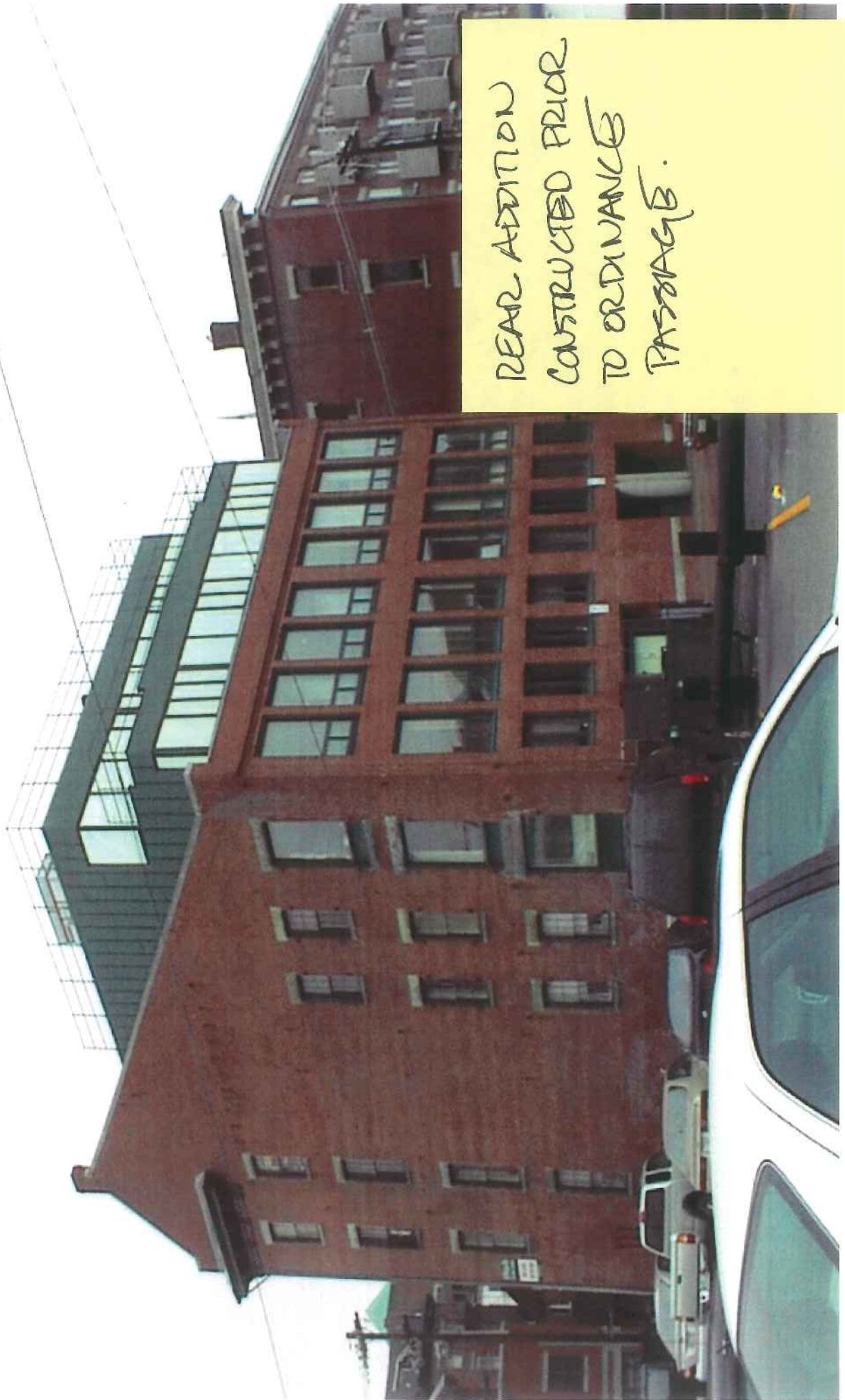




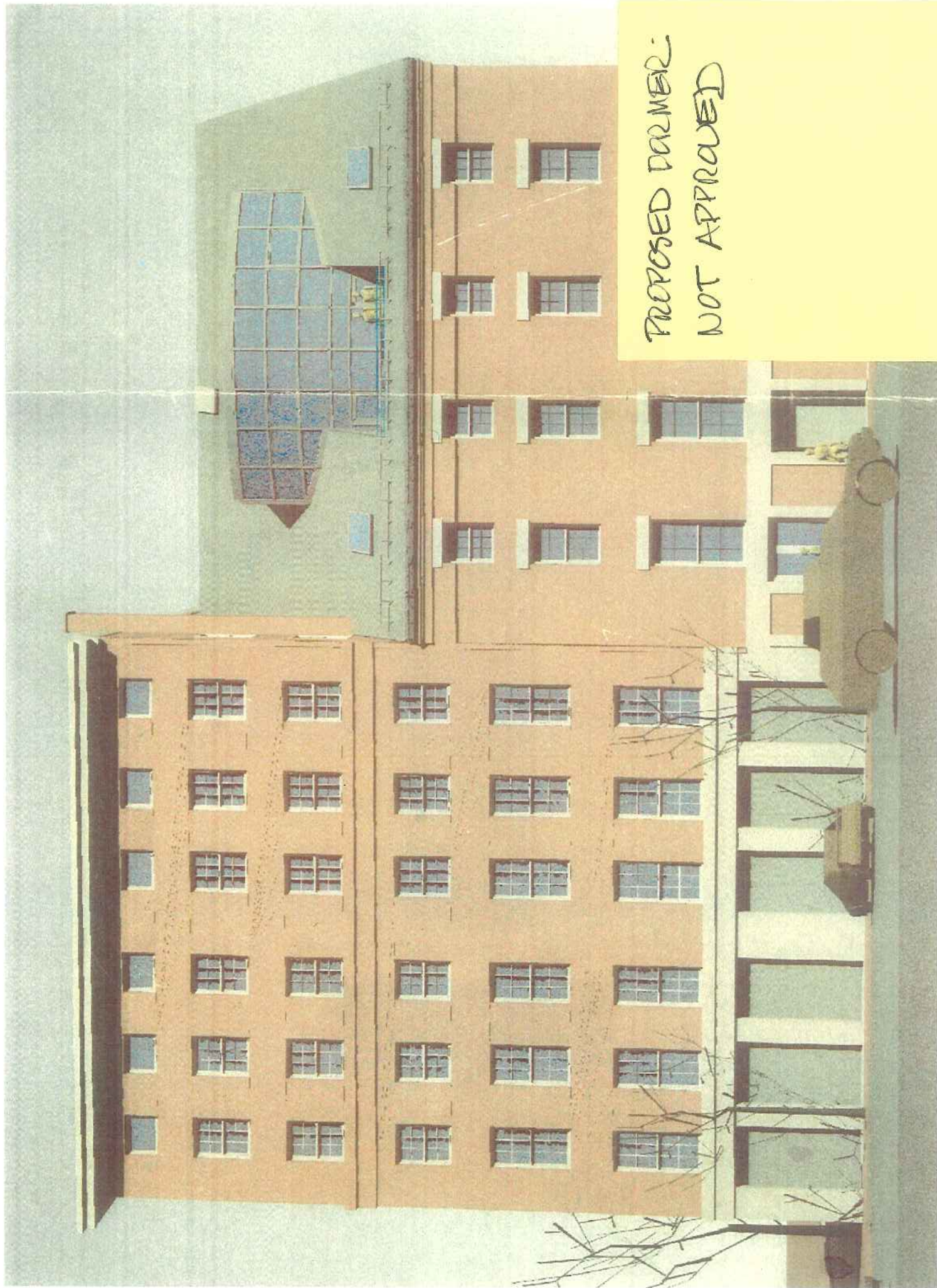


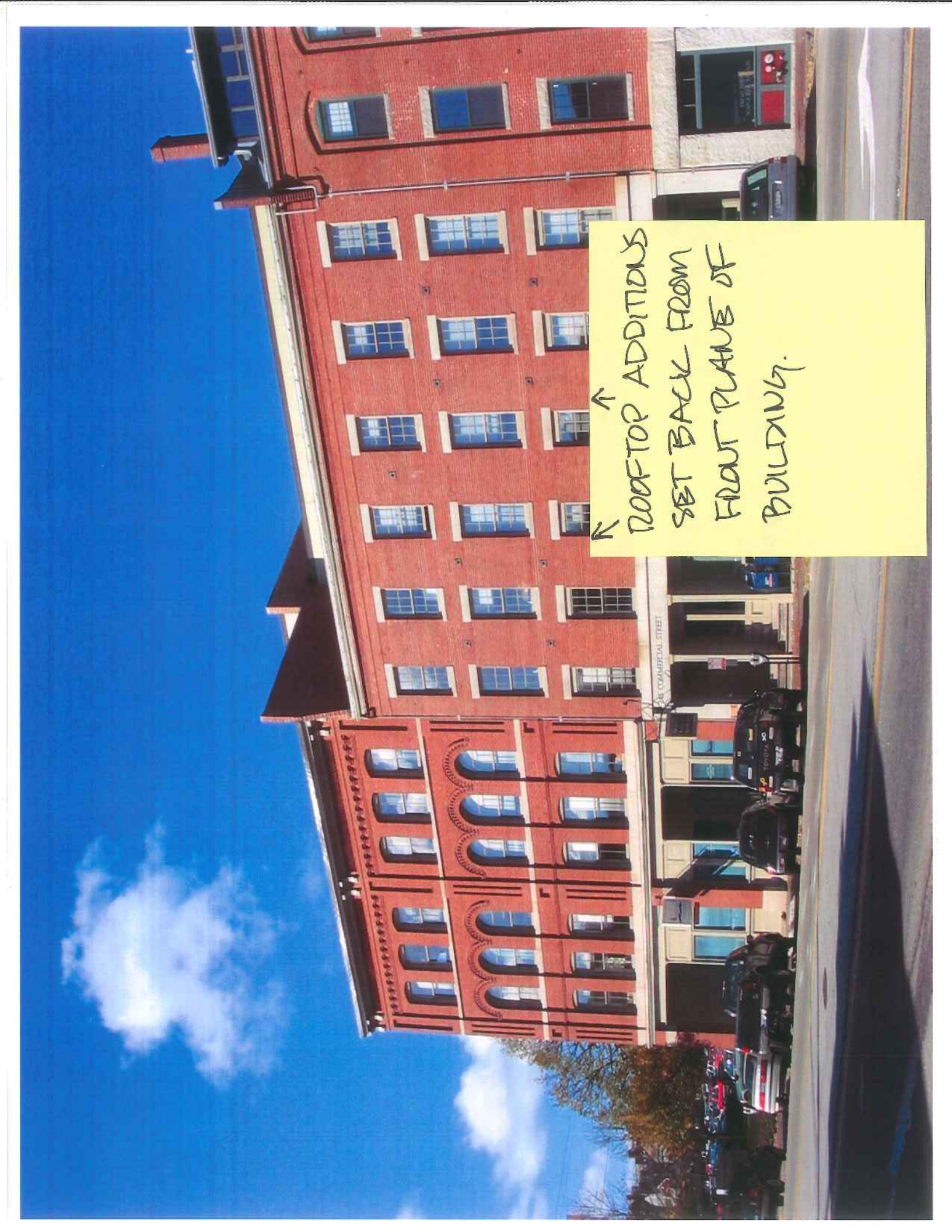


REAR ADDITION
CONSTRUCTED PRIOR
TO ORDINANCE
PASSAGE.



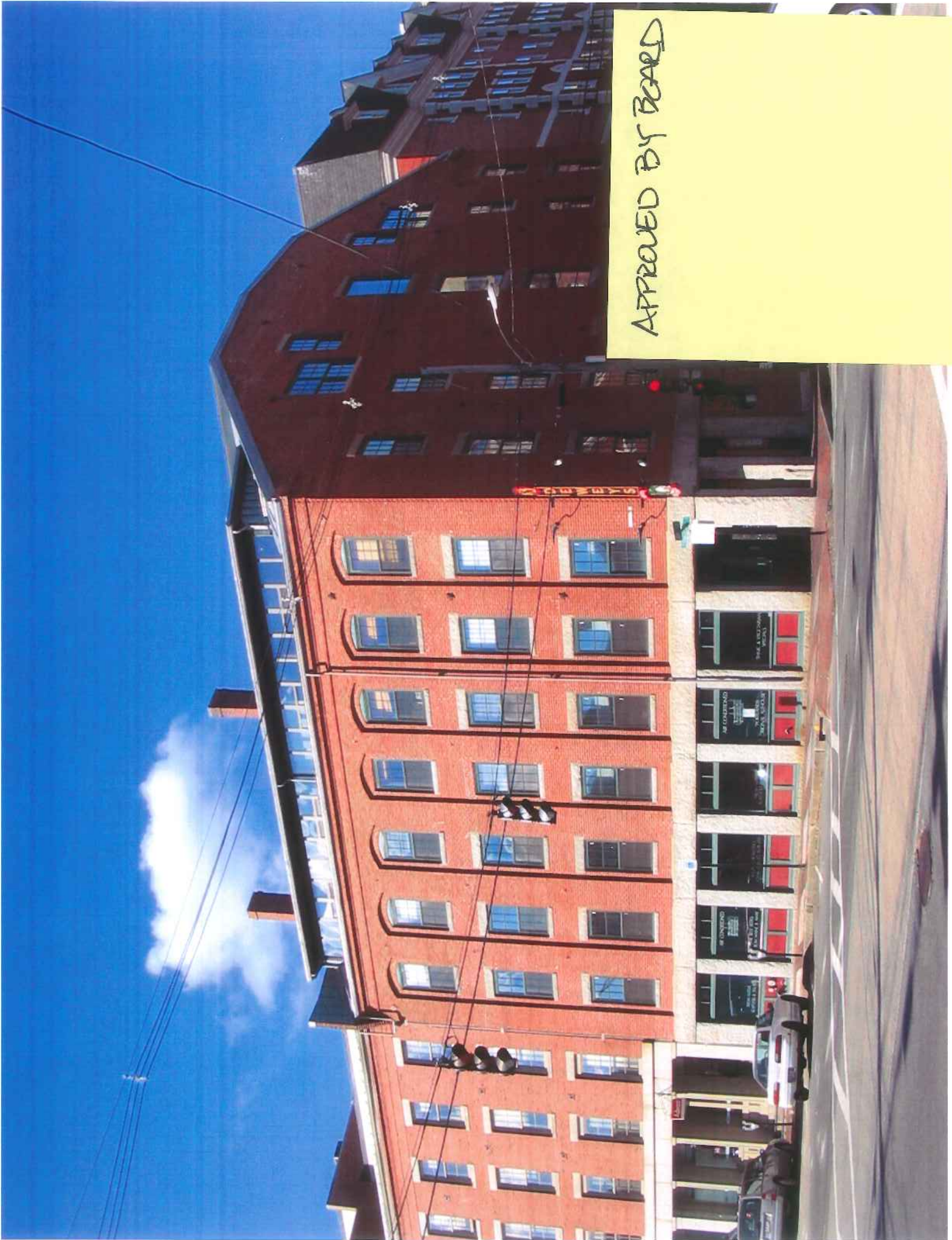
PROPOSED PARKER:
NOT APPROVED



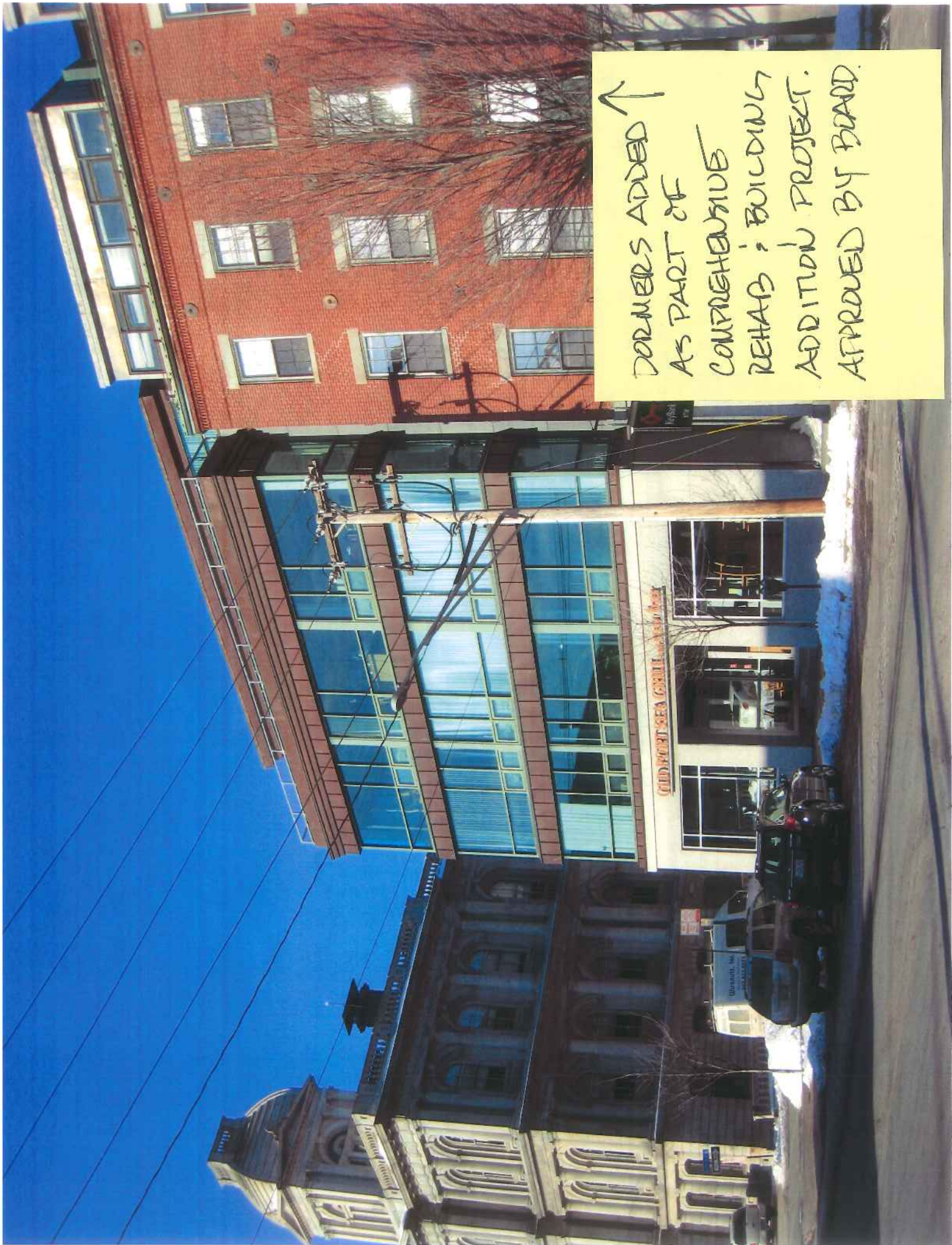


↑
ROOF-TOP ADDITIONS
SET BACK FROM
FRONT PLANE OF
BUILDING.

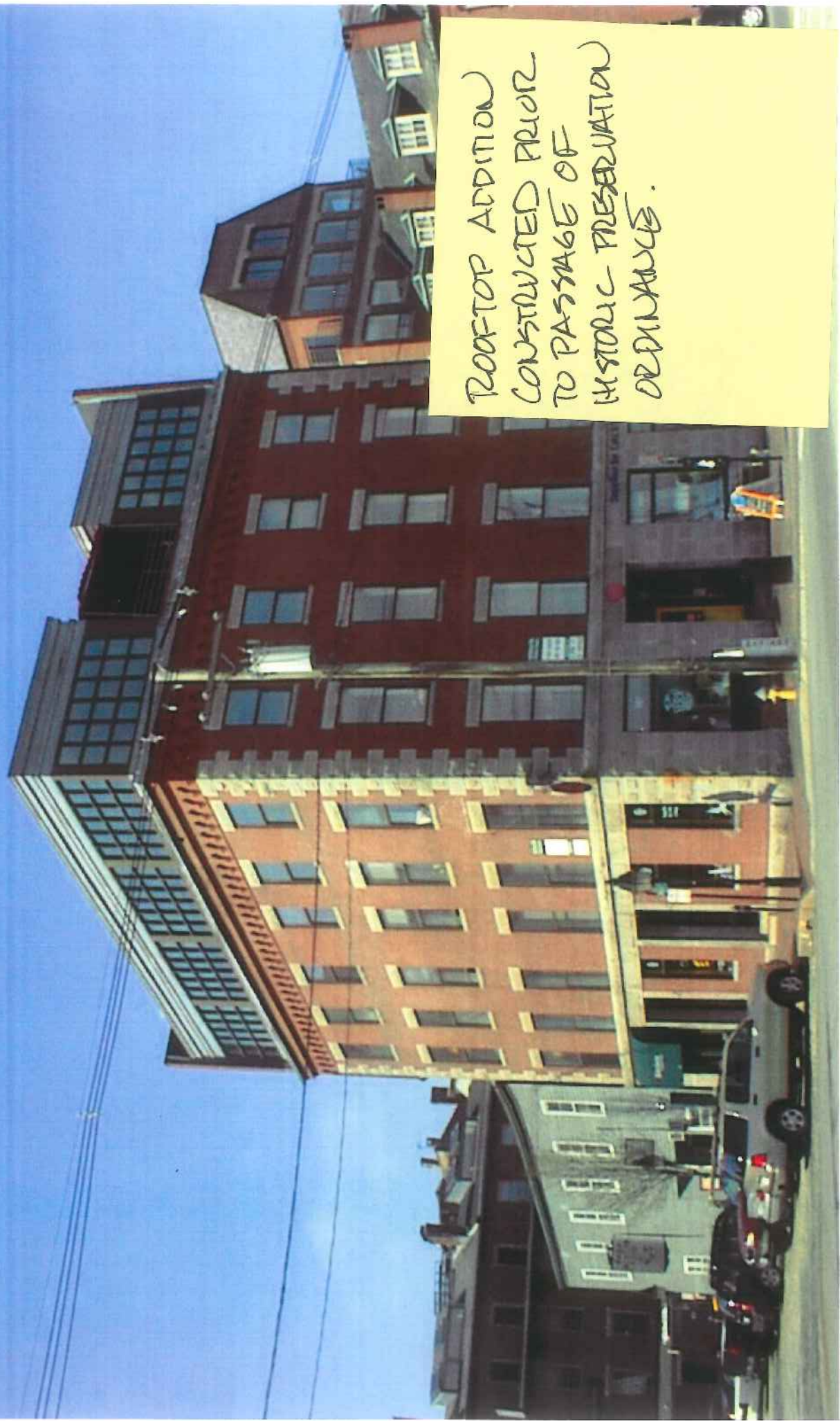
APPROVED BY BOARD

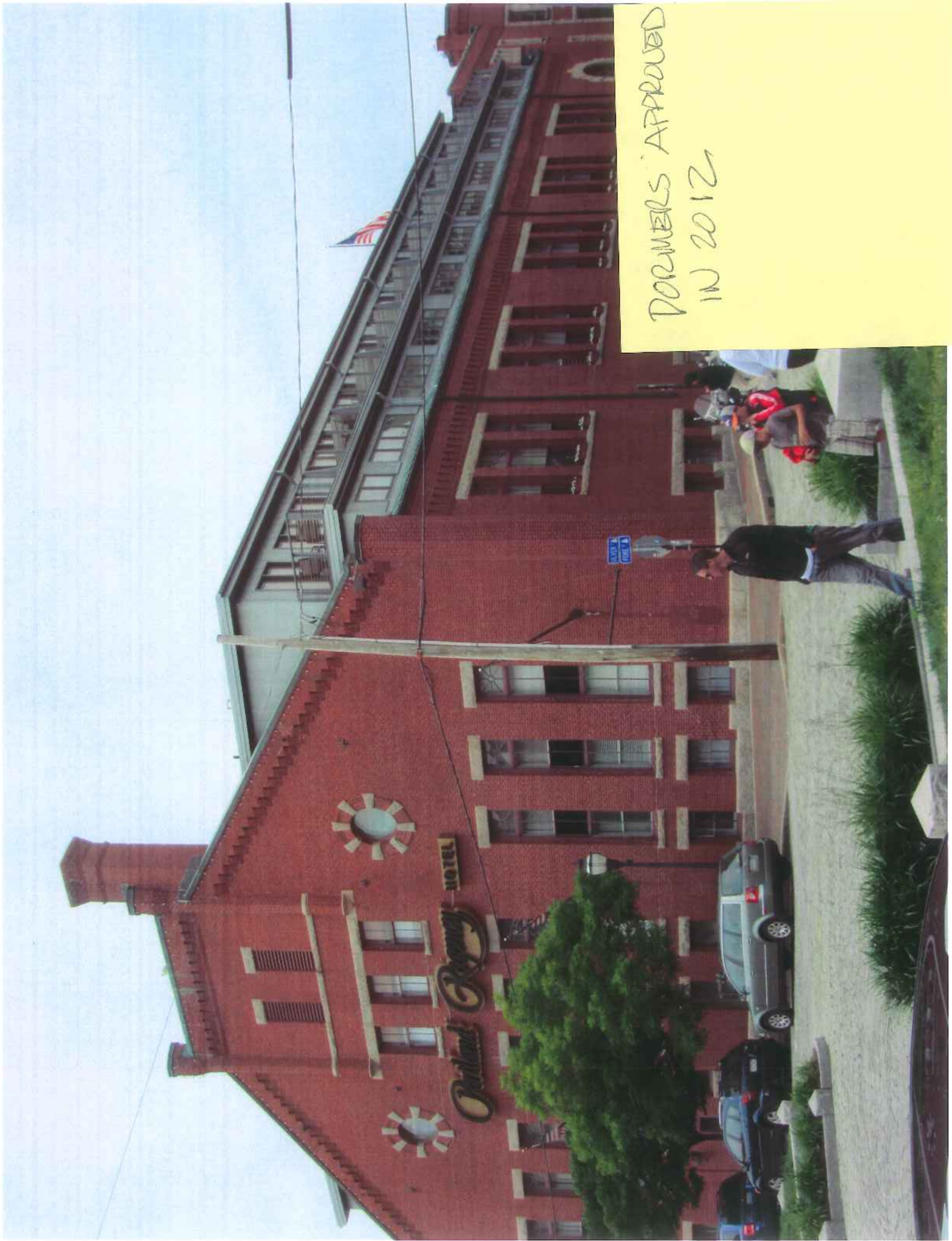


↑
DORMERS ADDED
AS PART OF
COMPREHENSIVE
REHAB; BUILDING
ADDITION PROJECT.
APPROVED BY BOARD.



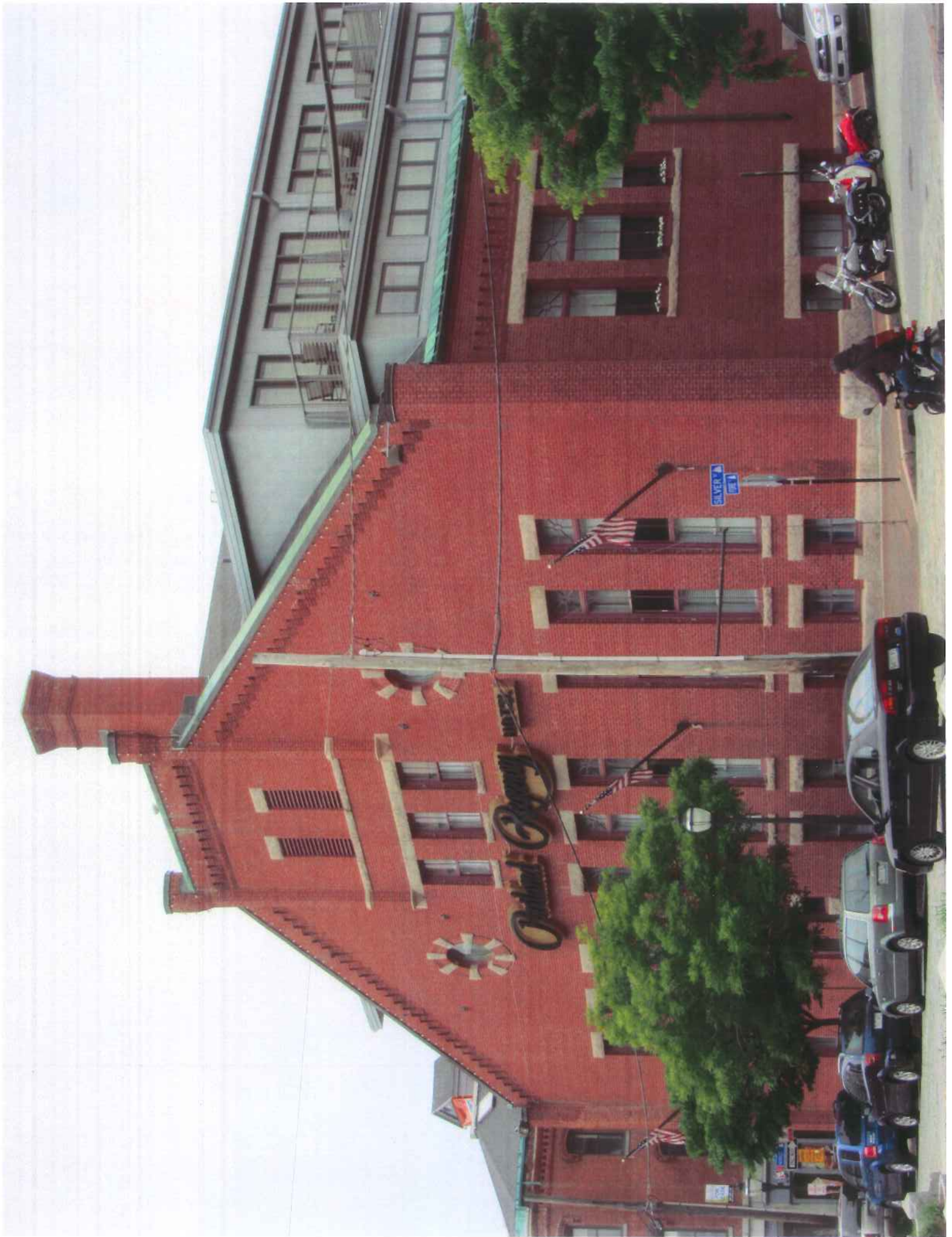
ROOFTOP ADDITION
CONSTRUCTED PRIOR
TO PASSAGE OF
HISTORIC-PRESERVATION
ORDINANCE.





DORMERS APPROVED
IN 2012





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

**ON-SITE WORKSHOP
56 BOWDOIN STREET**

TO: Chair Romano and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: September 11, 2013

RE: September 18, 2013 ON-SITE Workshop – Preliminary Review of Proposed Stair Replacement

Address: 56 Bowdoin Street

Applicant: Laura Lewis

Contractors: Gnome Landscapes and Standfast Works Forge

Introduction

Homeowner Laura (Winky) Lewis has requested approval to replace the existing stairs and railing that lead from the sidewalk to the elevated front porch of her residence at 56 Bowdoin Street. Following a preliminary review of the submitted application and a site visit, staff suggested that an on-site workshop with the Board might be helpful in this instance. Although the proposed alteration is quite specific and limited in scope, the context of the proposed site alteration is fairly complex, making the project more complicated than one might expect. The complexity of existing conditions, together with the architectural significance of the subject property, calls for careful consideration.

It should be noted that while the applicant prefers to keep the scope of work quite limited, she has also indicated a willingness to consider an expanded scope of work if a significant improvement in existing conditions would result.

Subject Property

The William H. Dennett House at 56 Bowdoin Street is one of six Shingle Style houses built by John Calvin Stevens on the south side of Bowdoin Street between 1883 and 1887. Sited atop a pronounced embankment, the grouping reveals Stevens' mastery of the Shingle Style, achieving both architectural cohesiveness and great variety of expression among the six residences.

Unlike the other Shingle Style houses within this grouping, the Dennett House does not have a gambrel roof form facing the street. Instead, a fully enclosed gable containing two windows is used. The innovative touch is on the west elevation where a large cross-gable with a jerkinhead notch is used. The Dennett House is further distinguished by the fact it is clapboarded on the first story and shingled on the upper stories.

The main entrance is located on the west elevation and is approached by a flight of stairs that lead from the sidewalk up to the elevated entrance. Note a secondary entrance is located on the front façade, beneath a shed roof and behind a lattice screen. Brick steps lead to the secondary entrance. More recent “permastone” steps with an aluminum railing lead to the main entrance. These site features were installed at the same time the parking space was created within the front embankment. This site alteration, and the one for the basement garage on 62 Bowdoin next door, materially disrupted the strong uniformity of this architectural grouping. (The recent renovation of 62 Bowdoin, which included re-facing the concrete retaining walls surrounding the parking space with brick, did much to soften the impact of the incongruous parking area.)

Proposed Alteration

The applicant proposes to remove the “permastone” steps and aluminum railing immediately west of their parking area and replace them with Caledonia granite steps and a custom-fabricated iron railing, similar to what has been installed at 52 and 62 Bowdoin.

Note that the illustrations provided by the contractors are lacking in detail and dimension, as the applicant’s intent was to more-or-less copy the recent installations on their neighbors’ properties.

Preliminary Staff Comments

By all accounts, the proposed stair/railing replacement promises to be a significant improvement over the existing conditions. A close look at existing conditions, however, makes the project less straightforward than one might think.

There are a number of existing site elements in the immediate vicinity of the proposed stairs that need to be taken into account. For example, the current steps directly abut a concrete retaining wall that surrounds the front yard parking space. The sloped section of the retaining wall immediately abutting the steps has a brick veneer cap. This cap stops at the top of the slope. The balance of the retaining wall, cap included, is unfinished concrete.

The placement of the current railing is also not straightforward. The handrail for the steps is attached to the steps themselves, on the lefthand side. At the top of the steps, the railing stops and then shifts to the left, continuing along the top of the concrete retaining wall.

Another factor that needs to be taken into consideration in coming up with an appropriate solution is the presence of a second, narrower set of steps within the applicant’s front yard embankment. These steps are constructed of water-struck brick and are not intended

to be replaced. Finally, the position of the new granite steps installed in front of other Stevens houses on Bowdoin should be taken into consideration.

Applicable Review Standards

- (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. Photographs of subject property
- 2. Application and project description
- 3. Plan
- 4. Railing proposal
- 5. Photos of 52 and 62 Bowdoin Street stair installations. Note also brick veneer installation on concrete retaining wall at 62 Bowdoin.











Date: _____

HISTORIC PRESERVATION
APPLICATION FOR CERTIFICATE OF APPROPRIATENESS

Pursuant to review under the City of Portland's Historic Preservation Ordinance (Chapter 14, Article IX of the Portland City Code), application is hereby made for a Certificate of Appropriateness for the following work on the specified historic property:

PROJECT ADDRESS:

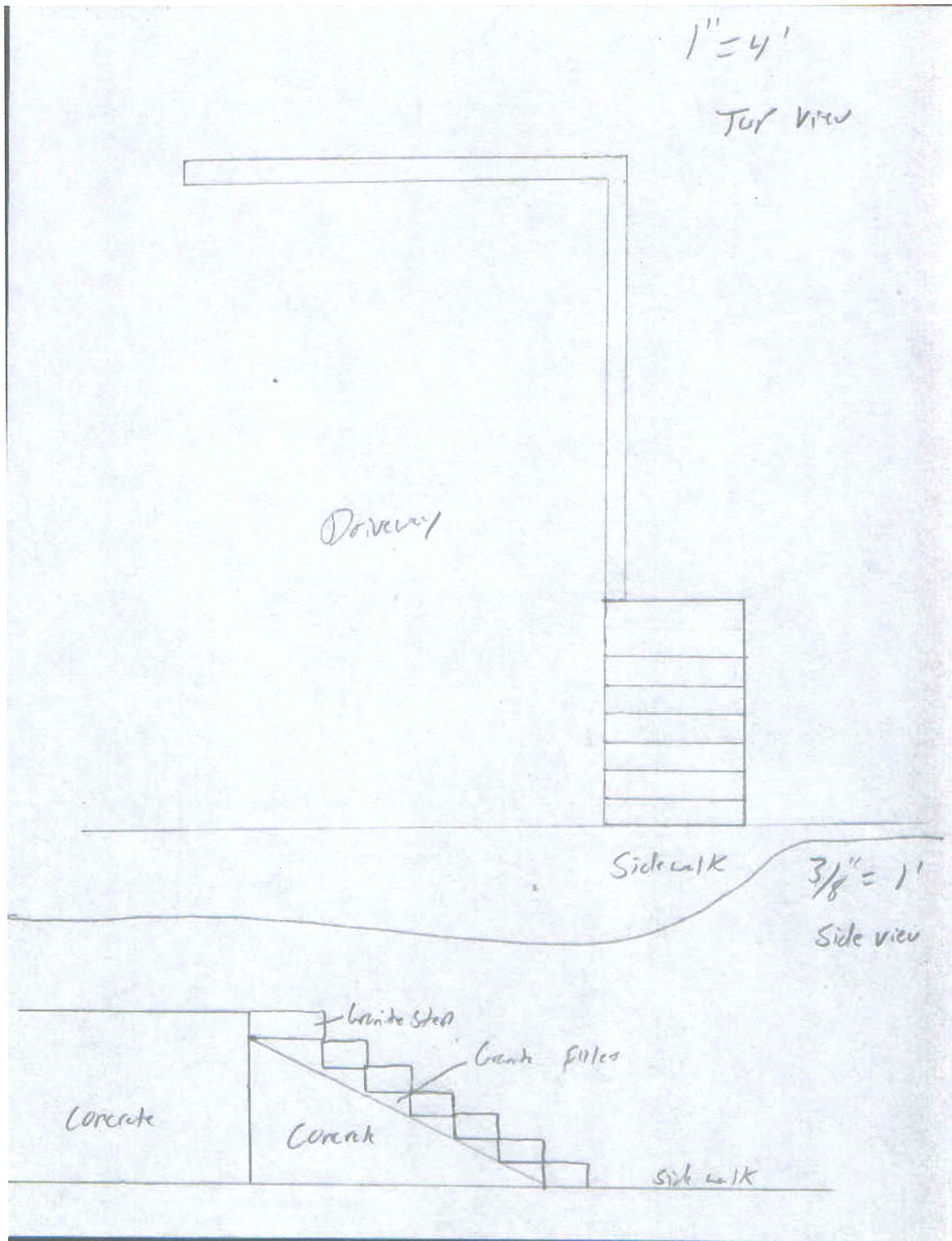
56 Bond Street

CHART/BLOCK/LOT: 70-D-4 (for staff use only)

PROJECT DESCRIPTION: Describe below each major component of your project. Describe how the proposed work will impact existing architectural features and/or building materials. If more space is needed, continue on a separate page. Attach drawings, photographs and/or specifications as necessary to fully illustrate your project—see following page for suggested attachments.

WE HAVE TO REPLACE OUR CURRENT
FRONT STEPS WITH GRANITE SLAB STAIRS
AND REPLACE THE BANISTER AND RAILING
THAT WRAPS AROUND OUR DRIVEWAY BAY

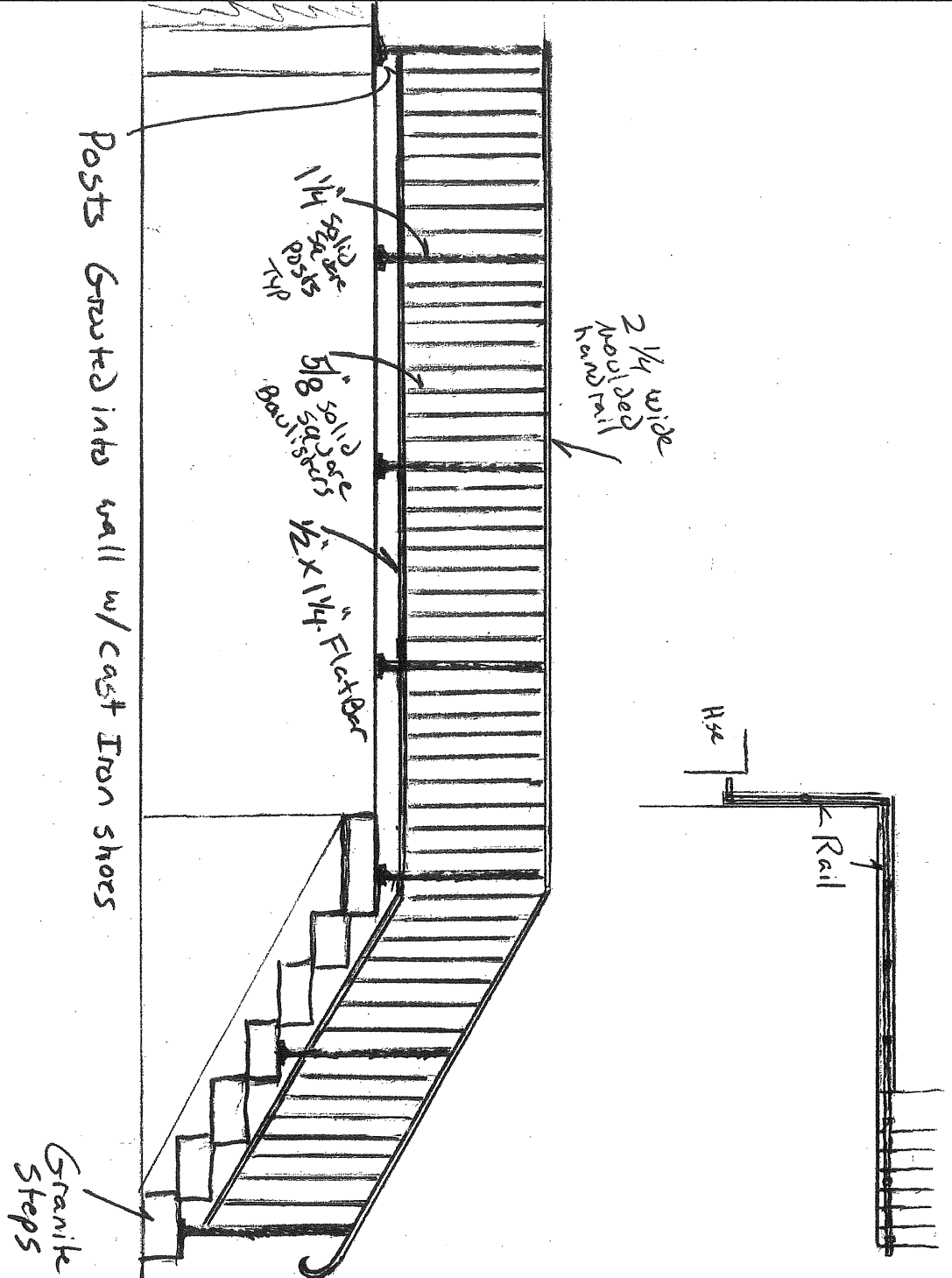
TODD MARCO
GNOME.



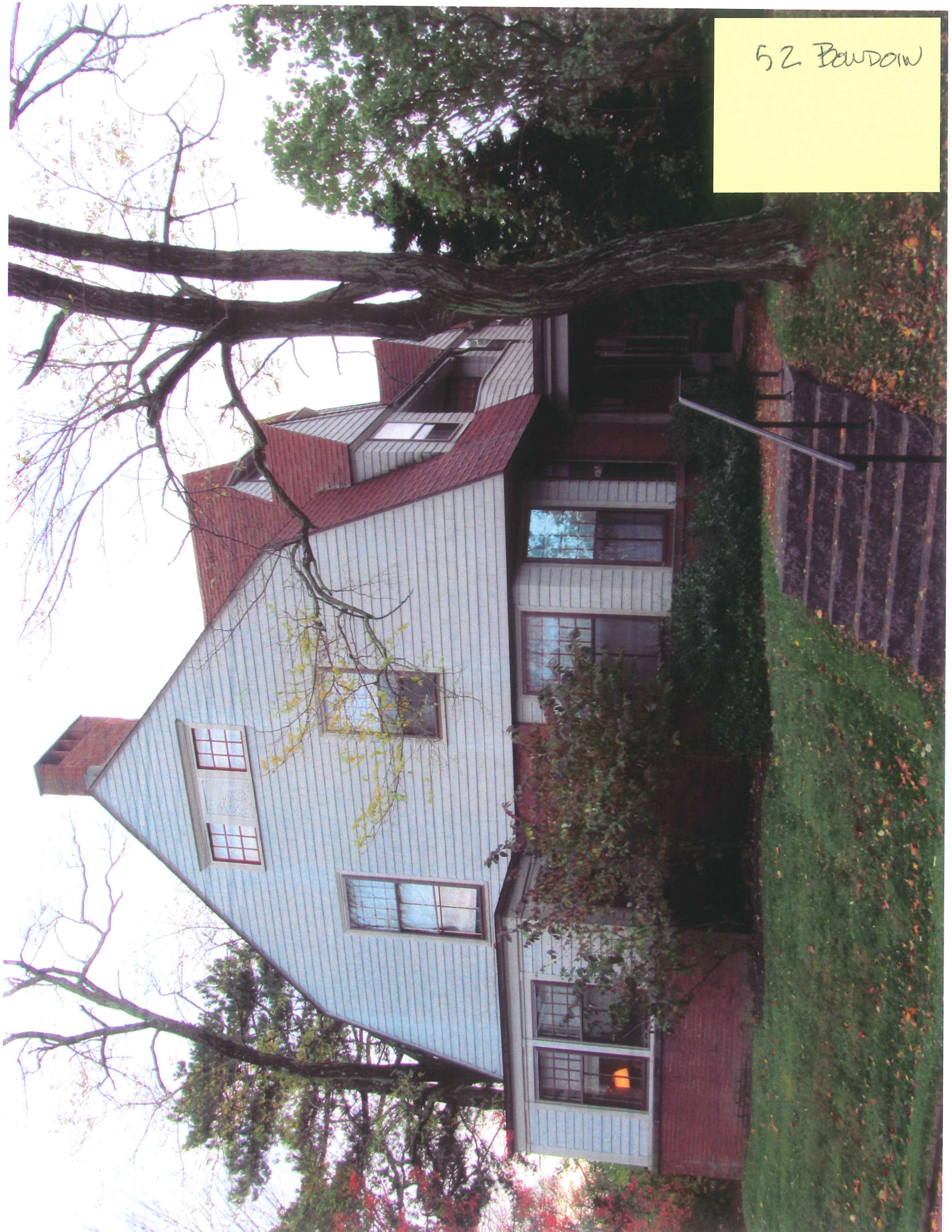
Project: Laura Lewis
Drawing: Driveway Railing

Date: 5/28/13
Scale: $3/8" = 1'$

StandFast Works Forge
72 Collins Road, Parsonsfield, Maine 04047
(207)-625-4486



52 Bowdoin



62 BOWDOIN





ITEM NO: 15413W fbw
N W: 135 KGS
S W: 195 KGS
MEV.MT: 148X90X82cm

et. Counsel
415-7722



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

**PUBLIC HEARING
1266 WESTBROOK STREET**

TO: Chair Romano and Members of the Historic Preservation Board
FROM: Rob Wiener, Preservation Compliance Coordinator
DATE: September 12, 2013
RE: September 18, 2013 Public Hearing – Request to Amend Approved Plan

Application For: Changes to previously approved driveway plans
Address: 1266 Westbrook Street
Applicant: Ayumi Horie, property owner

Introduction

Ayumi Horie is presenting a request to amend a site plan that was approved by the Board on January 16, 2013, as part of her application for construction of an addition. Ms. Horie's request to change the driveway configuration from the plan presented last January was presented as a consent item at the August 7, 2013 Board Meeting. At that time the Board approved the request to remove a small section of existing driveway in front of the studio addition, and install a small section of new driveway in front of the new doors of the addition. The Board chose at that meeting to postpone consideration of two additional requests – to keep the existing paving and to keep a parking spot in front of the main house - until a meeting this month. Postponement provided more time for Board members to revisit the property and give the proposals the consideration they warrant.

Subject Property, Existing Conditions

The historic residence at 1266 Westbrook Street is located next door to—and in close proximity to—Tate House, a National Historic Landmark. The subject structure, known as the Martin Hawes House, was built in 1835 and is Stroudwater's only home built completely of brick. Although of no strong identifiable architectural style, the Hawes House shares many stylistic similarities with the simplified Greek Revival townhouses and mill buildings that were being constructed during this period on the Portland peninsula and in neighboring Westbrook.

The building, whose principal façade is oriented towards the side yard, is noteworthy for its simplicity and spare detail. The flat expanse of the brick walls, coupled with the smoothly dressed granite foundation and square lintels above the window and door openings, represent well the plainness associated with this design trend. The roofline, too, with its close-cropped eaves and minimal overhang is a holdover from Colonial and Federal traditions and helps to tie this house with the earlier architecture that typifies Stroudwater.

The addition approved last January is at or very near completion. The simple forms and details, and the alignment with the side property line behind it yield an open side yard with clear views toward the rear, southern end of the property and the Stroudwater River.

Proposed Alterations

As noted in her written request, Ms. Horie proposes to abandon replacement of the existing driveway surface with chip-seal paving because she cannot afford the work at this time. She also is proposing to keep a pull-off parking spot that was slated for removal, immediately in front of and close to the main house. Having lived in the house for almost a year, the owner has decided it is desirable to maintain the parking place, to preserve the opportunity to park close to the front door without blocking the driveway.

Staff Comments

Among the considerations raised during the Board's review of the overall proposal were the intensification of use and increased coverage of the site. A desire to preserve the rural character of the property prompted measures to simplify the site plan and organize parking to the rear of the lot. There is little doubt the appearance and visibility of the house will improve without a car parked directly in front of it. Note that photos included with this packet are not recent, and Board members are encouraged to visit the site to see again the relationship between the parking and the house.

In her letter (see attachment) Ms. Horie has presented practical reasons related to convenience and safety, for maintaining the pull-out. The concerns expressed by the owner demonstrate that before living at the property it was difficult to fully anticipate the most desirable parking arrangements. Since the owner is now questioning the previously approved driveway and parking plan, the Board might ask whether alternatives might be found that would meet the needs of residents and guests without cluttering the façade and yard with parking spots or promoting parking on the shoulders of Westbrook Street. Are there other locations where the driveway could be widened enough to allow a parked car, and still meet the goals of the original site plan? How serious and how frequent is the need for handicapped accessible parking near the front door? The Board is asked to revisit how best to live with cars in this historic context.

As for the replacement of the bituminous driveway with a chip-seal surface, the owner has not indicated if she intends to have this work done when it becomes financially feasible. Presumably the new surface was proposed to replace the asphalt because of its softer, more rural character. Staff notes from the previous Board meetings on this project

did not record many references to the surface, or any strong opinions expressed. That is not to say, however, that the material was not discussed.

Applicable Review Standards

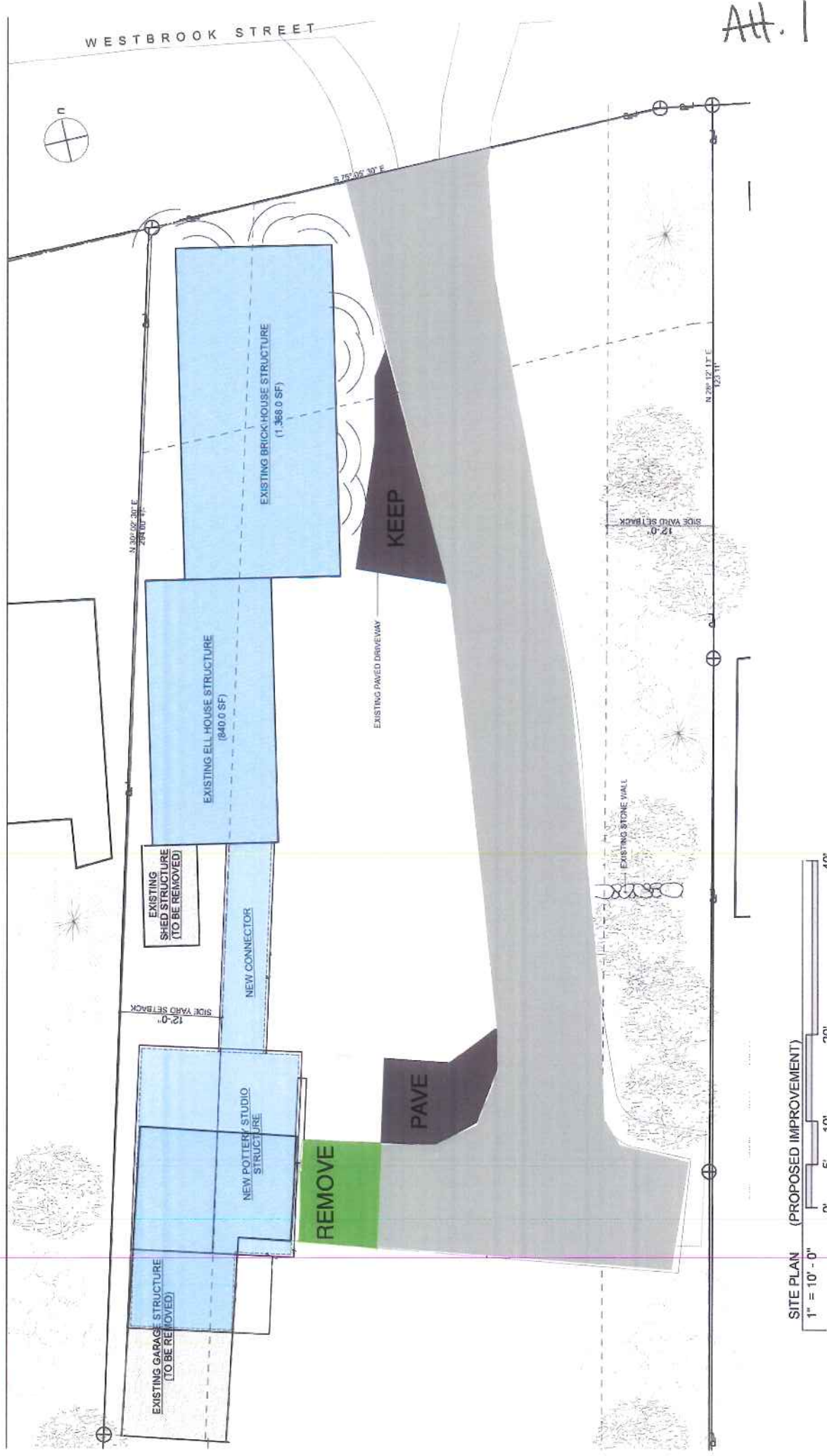
- (1) *Every reasonable effort shall be made to provide a compatible use for the property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.*

Motion for Consideration

On the basis of plans and specifications submitted for the 9/18/13 Public Hearing and information included in the accompanying staff report, the Board finds that the proposed amendments to the site plan for 1266 Westbrook Street **meet (fail to meet)** the Standards for Review of Alterations within the historic preservation ordinance, **(subject to the following conditions...)**

Attachments

1. Proposed site plan revision
2. Letter from the applicant regarding the amendment request
3. Photographs of the site



Att. 1

T1-C	01.16.13
CONCEPT SITE PLAN	Date: Drawing:

Whitten Architects
37 Silver Street
Portland, Maine 04101
Phone: 1-207-774-0111

Horie Residence - Artist's Studio & Retreat
1266 Westbrook
Portland, Maine

Att. 2

Ayumi Horie
1266 Westbrook St
Portland, ME 04102
207-522-4599
September 10, 2013

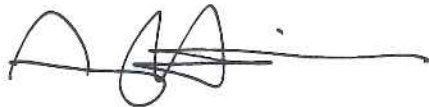
Deb Andrews
Historic Preservation Committee
City of Portland
389 Congress St
Portland, ME 04101

Dear Ms Andrews,

I am requesting an amendment to the driveway configuration in my original permit. The architects had originally included a proposal to take out the pull out and replace the driveway with chipseal. I am no longer able to afford the chipseal and after living here almost a year, have decided that the pull out is necessary for both convenience and safety. The pull out is close to the front door and allows my elderly parents to park near the front door, especially in bad weather. The pull out is parking for the house, the back of the driveway is parking for the studio. The pull out allows for two cars to park in the driveway without one having to move to let the other out. I have found that because drivers do not like to be blocked in, they will consistently park on the narrow street in order to avoid moving, creating a safety issue. Lastly, the pull out allows a snow plow to pass in the middle of the night without getting up to move cars.

As it stands, the back of the driveway does not line up with the studio doors, so I would like to extend the pavement so that it aligns with the double doors. I would also like to remove part of the pavement that is less than nine feet from the front of the studio so that I can either put in gravel or grass.

Sincerely,

A handwritten signature in black ink, appearing to be 'Ayumi Horie', with a long horizontal line extending to the right.

Ayumi Horie

Alt. 3





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

**WORKSHOP
737 CONGRESS STREET**

TO: Chair Romano and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: September 9, 2013

RE: September 18, 2013 Workshop – Preliminary Review of Proposed Storefront Rehabilitation/Reconstruction

Address: 737 Congress Street,

Applicant: 737 Congress LLC.
Represented by: John Hatcher and Dan Kennedy

Architect: Leland Hulst

Introduction

Leland Hulst, representing 737 Congress LLC., has requested a workshop to present plans for the rehabilitation/reconstruction of two adjacent early 20th century storefronts at 737 Congress. The owners of the building are participating in the Congress Street Façade Improvement Program, which provides matching grants for storefront upgrades.

The subject structure is located at the corner of Congress and Mellen Streets. While its upper floors retain their historic appearance, the ground floor has been thoroughly renovated over time and is clearly incompatible with the building itself and its historic commercial context. The principal storefront, located at the corner of Congress and Mellen, houses Sawyer's Flower Shop. A smaller single-bay storefront to the west, is currently boarded up with a clapboard façade. It is proposed to be re-established as an operating storefront as part of this initiative.

As Mr. Hulst notes in his project narrative, the Historic Preservation Board has reviewed preliminary proposals for the building's larger storefront on two previous occasions. These reviews did not continue beyond the workshop stage, however, as timing and other complicating factors prevented the project from moving forward. It appears that any previous complications have now been resolved and the building owners are eager to proceed with the storefront rehabilitation/restoration. With the current application, the property owner is proposing to reconstruct the small single-bay storefront as well.

Subject Property

Built as the Israel P. Waterhouse House in 1878, this property documents the transition on this section of Congress Street from a neighborhood of large single-family residences to commercial usages. The original cubical Italianate house, with Stick Style trim and a hipped roof topped by iron cresting, is still clearly visible in spite of its commercial additions. The two storefronts located at either end of the ground floor frontage were constructed in 1920.

The larger addition to the east occupies what had originally been a side yard for the house. As built, the first story exhibited the traditional storefront design characteristics of recessed entries, display windows over low, paneled bulkheads, transom windows, and retractable awnings topped by a continuous signboard. (See 1924 photo.)

The small single-bay storefront addition to the west was built at the same time. It also utilized traditional storefront design elements, but was built up on a foundation matching the foundation height of the original house. Its floor was six steps above the sidewalk, while the floor of the eastern storefront was at sidewalk level.

Records from the 1920's indicate that the entire building had been converted to business use by that time, with a barber shop and drug store on the east end and a bakery on the west. Doctor's offices were located on the upper floors of the original house.

Proposed Rehabilitation/Reconstruction

The applicant's intent is to replicate to the extent possible the appearance of both storefronts as documented in the 1924 tax photos. Although it's difficult to determine the precise appearance of some of the storefront elements (e.g. the doors, molding profiles, etc.), there is a fair amount of physical evidence still in place behind later partitions to provide a template for replication of some of these features. Where documentation is not available, the project architect will be replicating architectural details (sill, bulkhead panels, etc.) from the storefront at 92 Exchange Street. (See enclosed photos of 92 Exchange.)

For the larger storefront at the corner, there is one major departure from its documented 1924 appearance. The original ground floor treatment featured two recessed entrances. As this configuration does not work for the current user, a single recessed entry is proposed.

Note also that the applicant proposes to install salvaged storefront doors from another property—see photographs. These doors feature a natural finish and distinctive Art Deco hardware. While the enclosed elevation suggests that the bottom rail of the doors more-or-less aligns with the height of the storefront bulkheads, the Board will want to confirm the respective dimensions. The Board will also want to consider whether using salvaged doors is acceptable in this instance—see Standard # 3.

Regarding the smaller storefront to the west, a significant amount of original detail remains behind the current clapboard façade and will be retained/rehabilitated. The 1924 photograph of this storefront is also quite clear and has been used to inform the stair/railing detail, etc. From the early photo, however, one can see that the original door had a taller bottom rail than the door shown in the proposed elevation—a revised door specification might be encouraged.

As this is a preliminary workshop, the Board is being asked to identify any concerns or questions about the design as proposed and what additional information will be required for final review and approval.

Applicable Review Standards

- (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.*
- (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.*

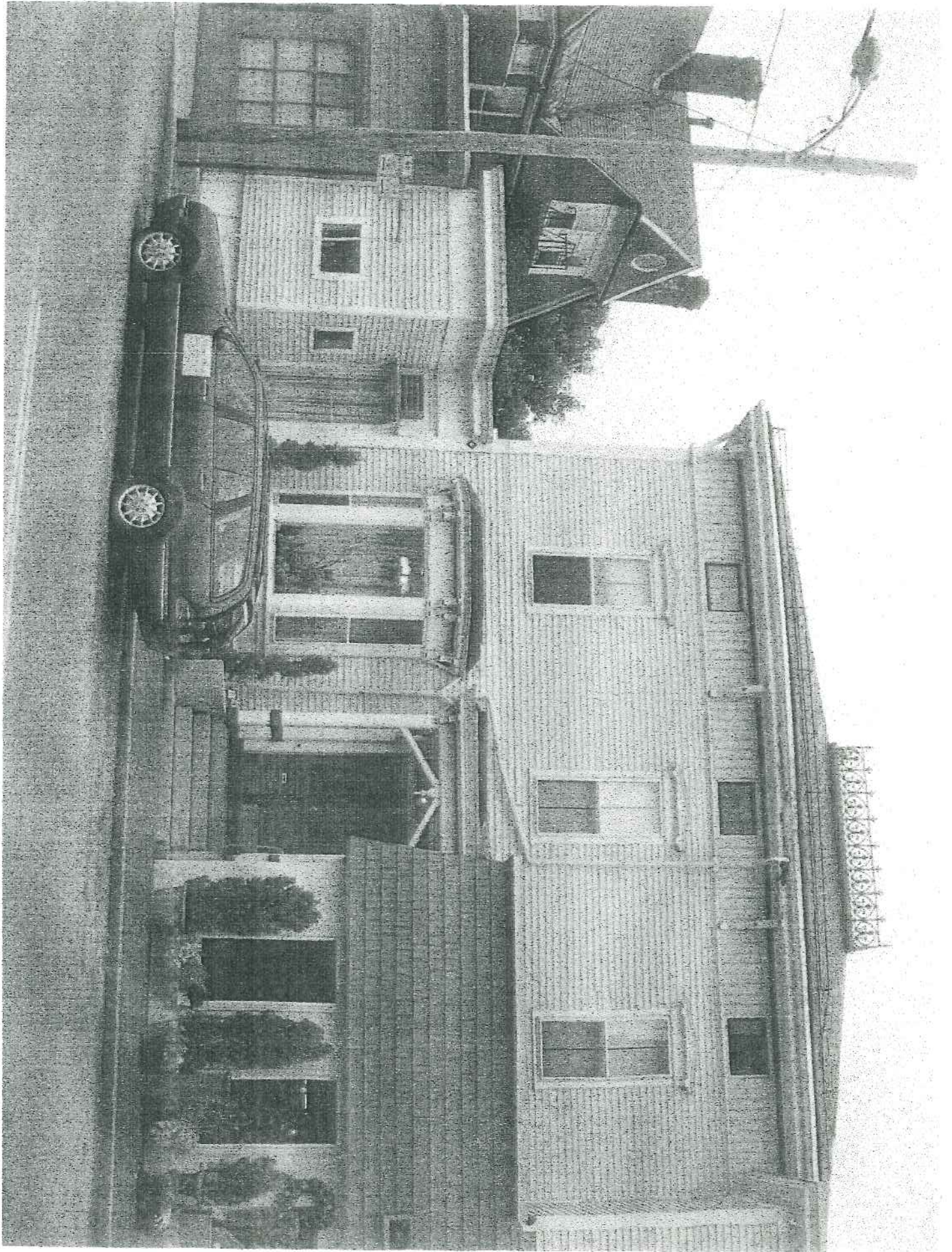
Attachments

- 1. Photographs of existing conditions
- 2. 1924 tax photos and 1965 photo
- 3. Project description
- 4. Elevation, plan and wall section for eastern storefront
- 5. Elevation and plan and railing detail for western storefront
- 6. Photos of model storefront at 92 Exchange Street



AH.1

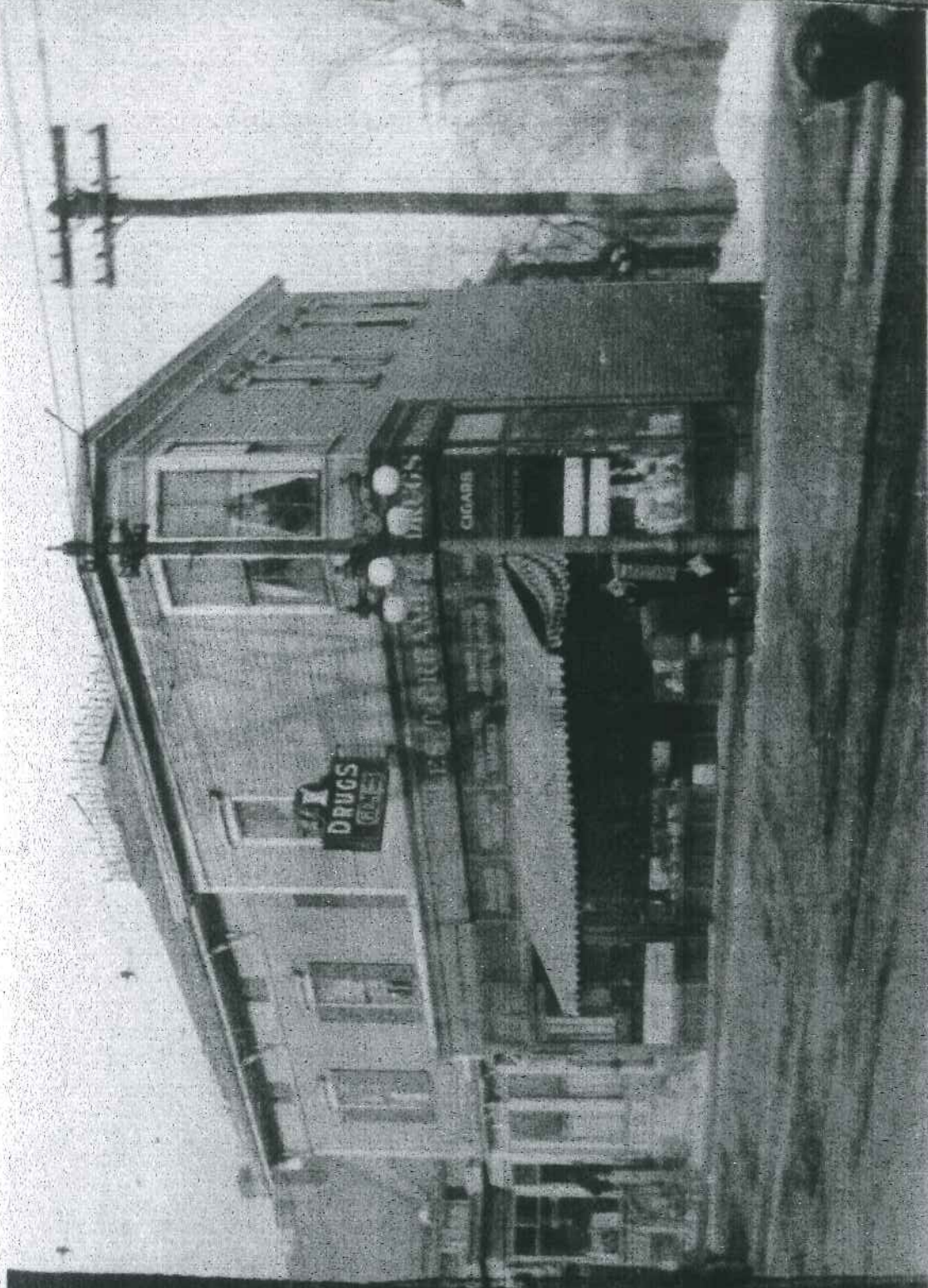
AA. #2







135
Cora



Surveyed by *Carl H. Haggard*

WESTERN
STOREFRONT



141
Cong

• JUL • 65





Date:

9/4/13

Att. 3

HISTORIC PRESERVATION
APPLICATION FOR CERTIFICATE OF APPROPRIATENESS

Pursuant to review under the City of Portland's Historic Preservation Ordinance (Chapter 14, Article IX of the Portland City Code), application is hereby made for a Certificate of Appropriateness for the following work on the specified historic property:

PROJECT ADDRESS:

137 CONGRESS ST. PORTLAND, MAINE

CHART/BLOCK/LOT: 47-A-22 (for staff use only)

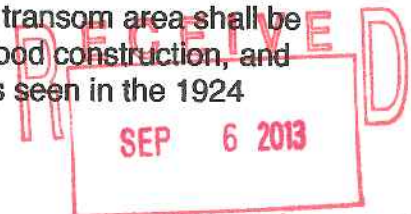
PROJECT DESCRIPTION: Describe below each major component of your project. Describe how the proposed work will impact existing architectural features and/or building materials. If more space is needed, continue on a separate page. Attach drawings, photographs and/or specifications as necessary to fully illustrate your project—see following page for suggested attachments.

Renovations proposed for 737 Congress Street have been reviewed previously by the Historic Review Board, first in 2000 and twice again for transom revisions in 2007. Each time the owners sought to make use of storefront restoration grants, and the current plan intends to use the guidelines of the Facade Improvement Program in restoring the documented conditions in the 1920's.

Though earlier retail use of the space divided the larger Sawyer's Florist interior into multiple tenants and entrances, the 2007 review accepted the proposed central location of double doors, recessed as in the earlier period as a pharmacy. The division of the storefront provides generous typical five foot wide panels of display glass over wooden base panels, with glass transoms above which had been back-painted in black with gold lettering. Further lettering was applied to the broad frieze panel above, capped with built-up crown molding. The total height of the storefront below the crown is 14'-4". An awning was installed in the 20's below the transom area on the Congress Street side, and shall be restored.

Also included in the renovation proposal is the restoration of glass storefront windows currently concealed beneath clapboard facing for the former bakery bay to the west of the structure. As opposed to the pharmacy treatment, the upper transom area shall be divided lights. An existing concrete stair shall be replaced with wood construction, and railings and ball-capped posts shall be restored on ~~both sides~~, as seen in the 1924 photograph.

one



City of Portland
Planning Division

taken
by
me

CONTACT INFORMATION:

APPLICANT

Name: 137 CONGRESS LLC
Address: 117 BROWN ST.
WESTBROOK, ME.
Zip Code: 04092
Work #: _____
Cell #: _____
Fax #: _____
Home: _____
E-mail: _____

PROPERTY OWNER

Name: (SAME)
Address: _____
Zip Code: _____
Work #: _____
Cell #: _____
Fax #: _____
Home: _____
E-mail: _____

BILLING ADDRESS

Name: 137 CONGRESS LLC
Address: 117 BROWN ST.
WESTBROOK, ME
Zip: 04092
Work #: _____
Cell #: 201-415-2122
Fax #: _____
Home: _____
E-mail: DAN@
HARMONS BARTONS.COM

ARCHITECT

Name: LELAND HULST
ARCHITECTURAL SERVICES
Address: 278 SPRING ST.
PORTLAND, ME.
Zip: 04102
Work #: 207-773-2843
Cell #: 207-239-6477
Fax #: _____
Home: _____
E-mail: lhulst@me.com

CONTRACTOR

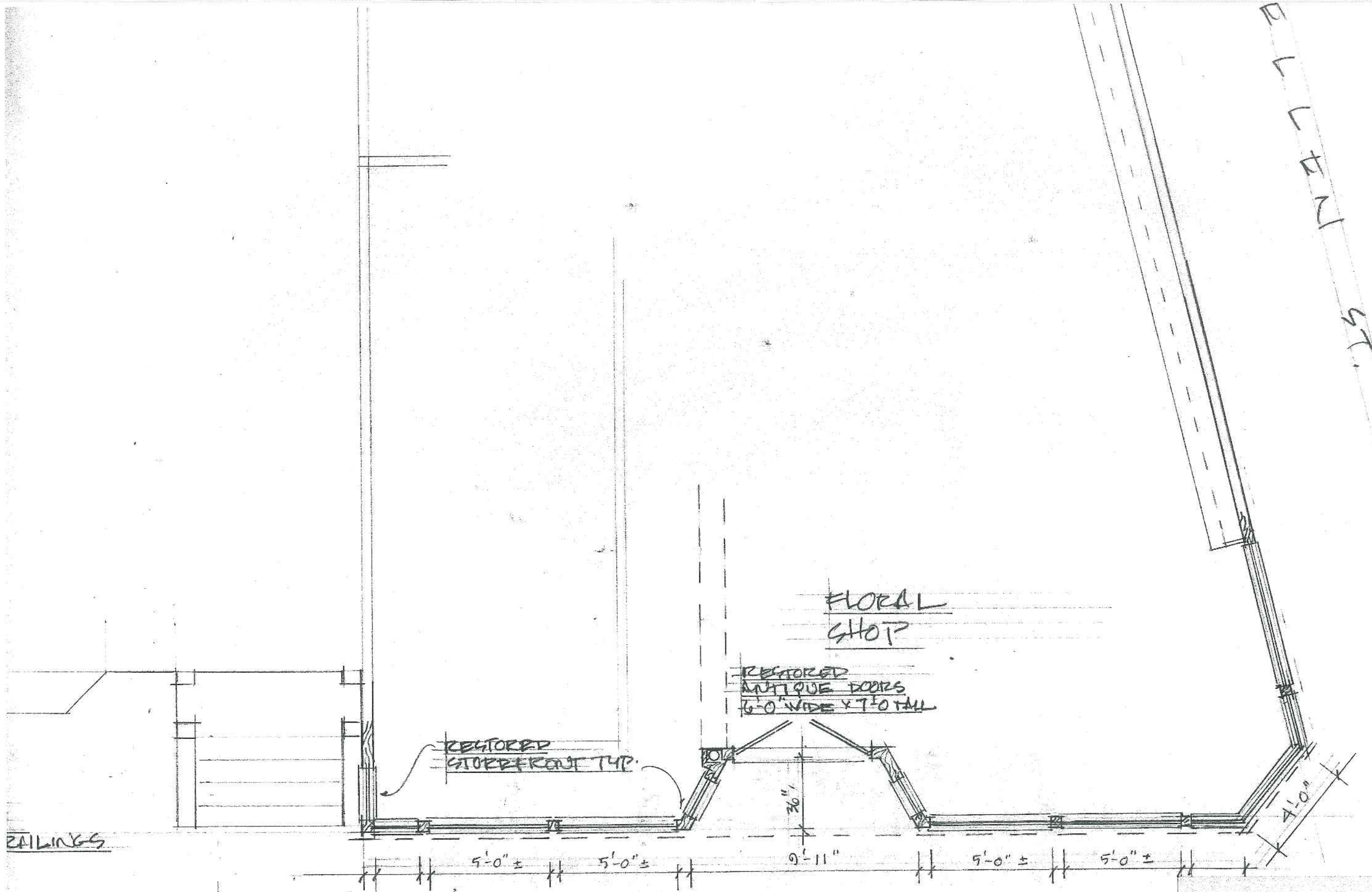
Name: _____
Address: _____
Zip Code: _____
Work #: _____
Cell #: _____
Fax #: _____
Home: _____
E-mail: _____

Applicant's Signature

Owner's Signature (if different)



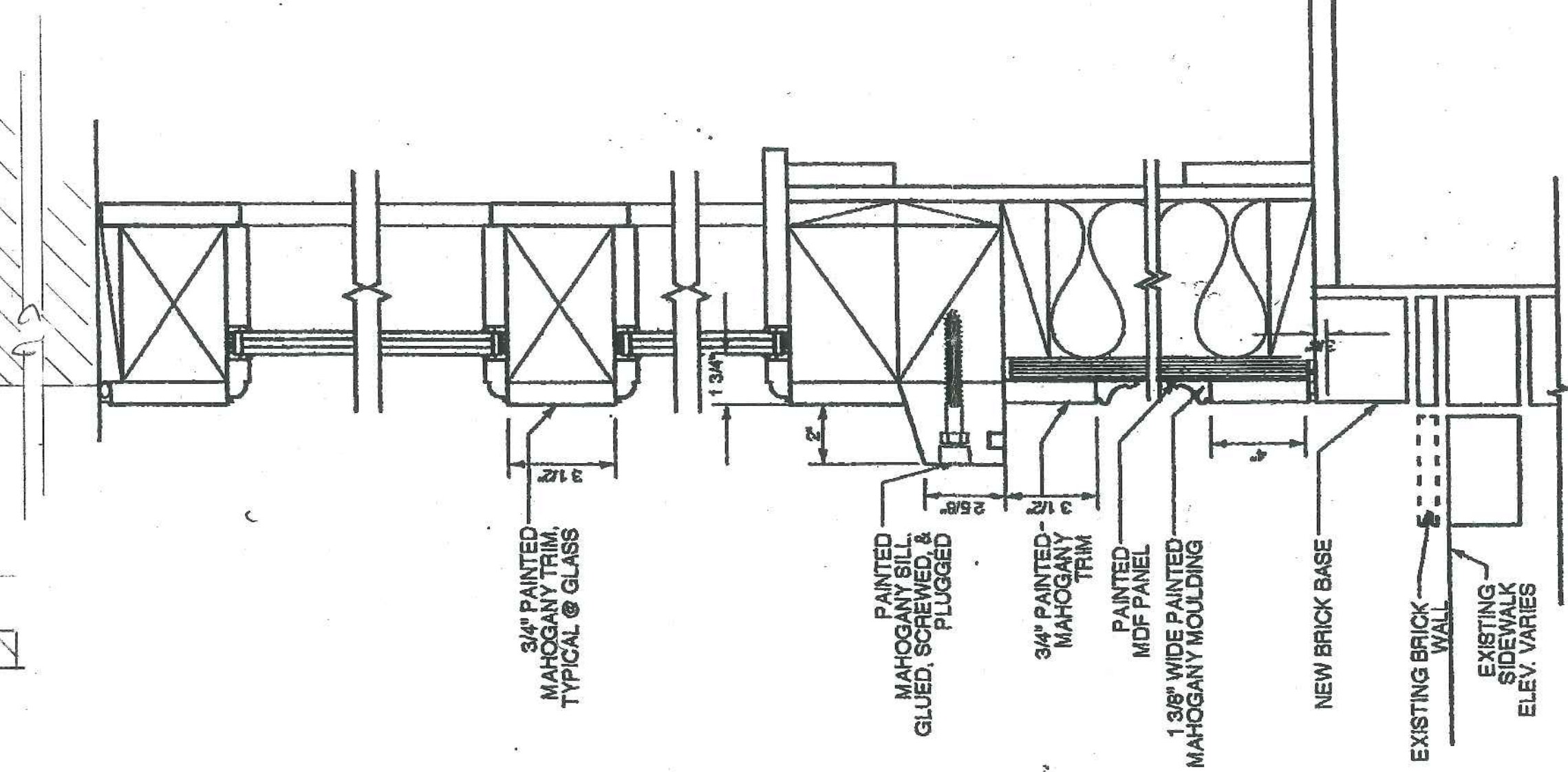
135 CONGRESS ST. PORTLAND, MAINE
ELEVATION: REVISED STOREFRONT
PROPOSED 9/4/13
1/8" = 1'-0"



135 CONGRESS ST.
FIRST FLOOR PLAN : PROPOSED RENOVATION
1/4" = 1'-0"
9/4/13

HEAD CROWN DETAIL - FREEZE W/

SOFFIT TO MATCH
FORMER BAKERY



SECTION A-A
3" = 1'-0"

137 CONGRESS ST.

TYPICAL RESTORED STOREFRONT

PROPOSAL 6/4/13

FORMER
BAKERY

RESTORED
STOREFRONT

DIVIDED
TRANSOM
ABOVE

30° x 70°

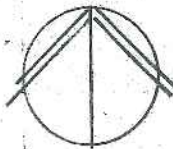
UP

3'-9"

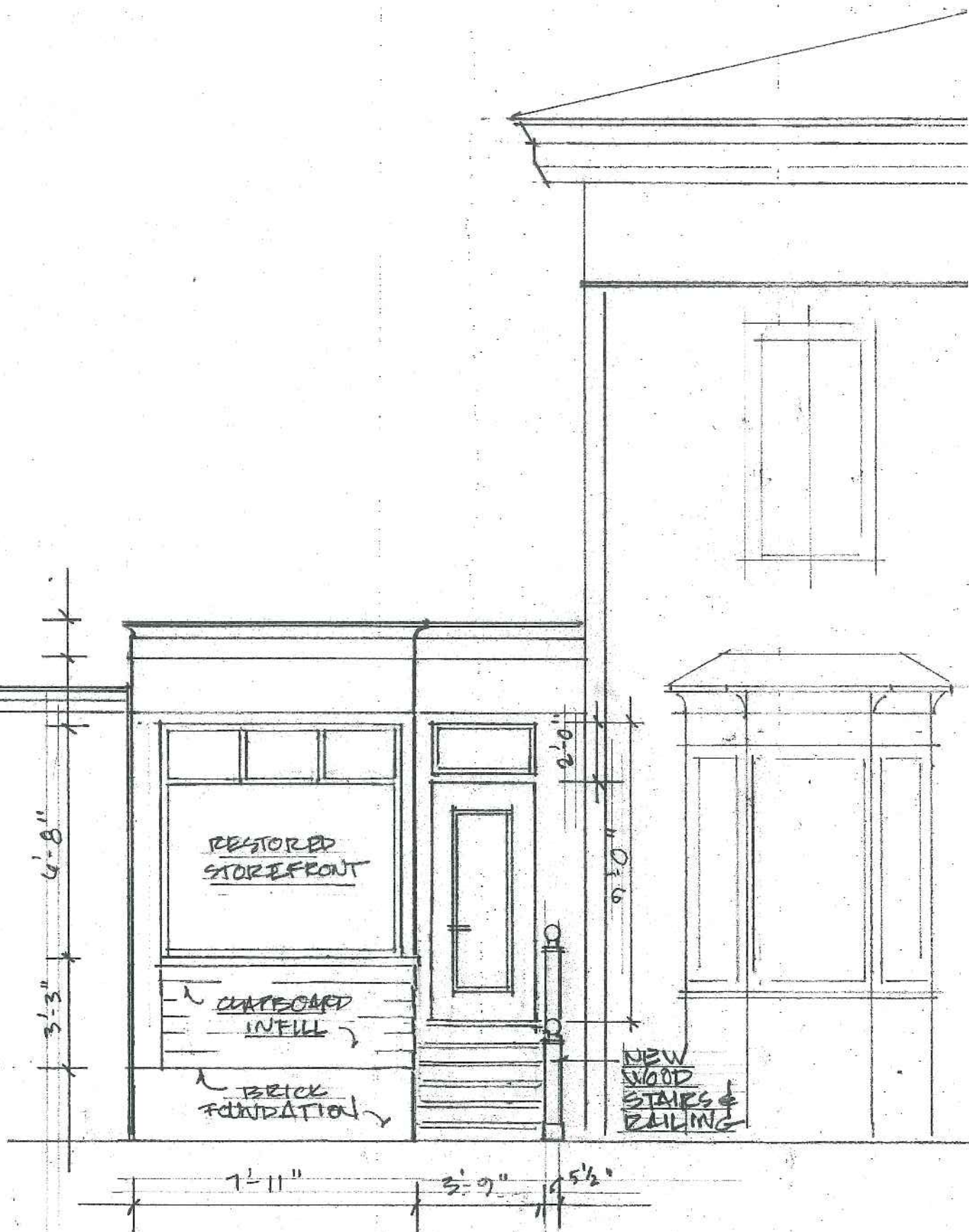
5 1/2'

NEW
WOODEN
STAIR & RAILINGS

REV. 9/9/13



PLAN NORTH



FORMER BAKERY
 REV. 9/9/13

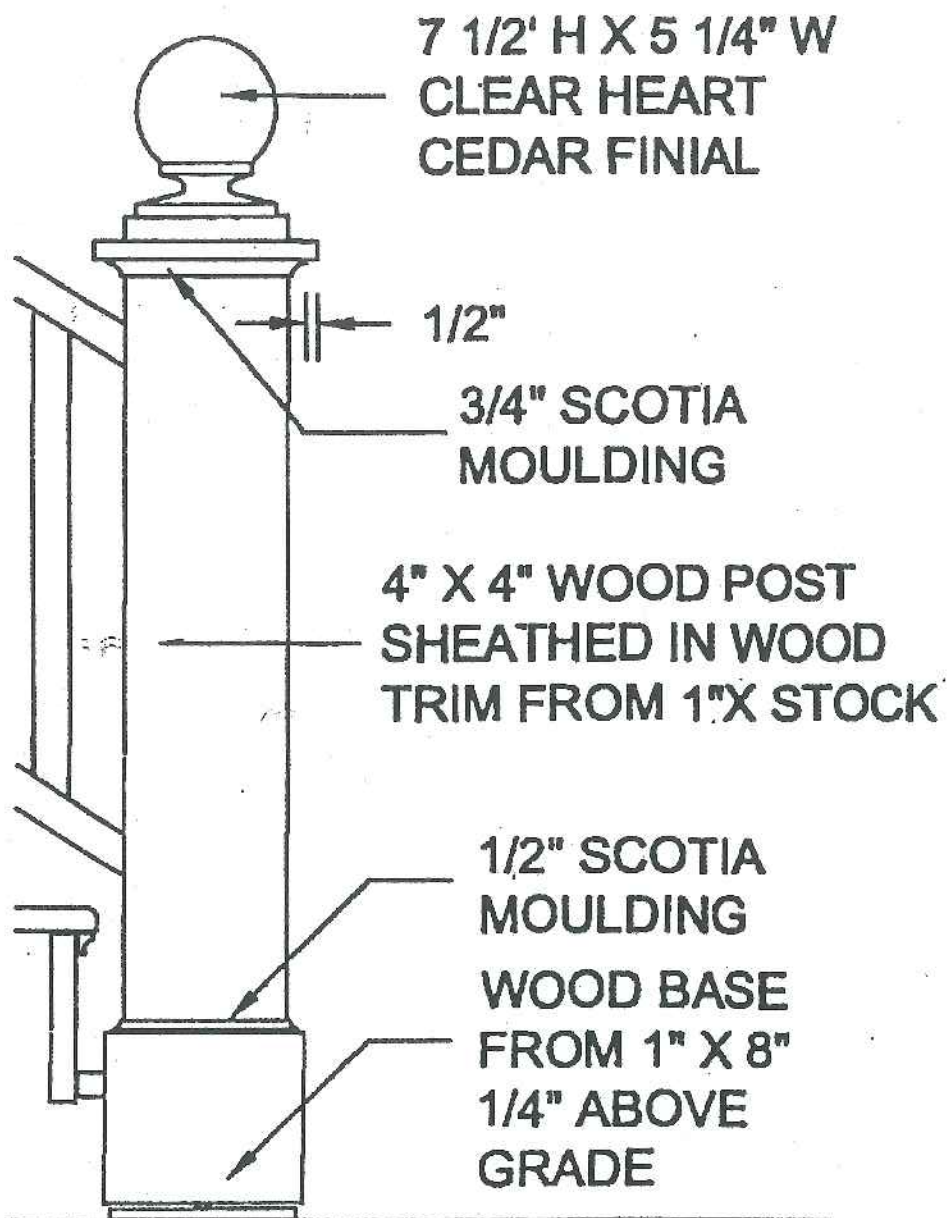
AHS



T3T CONGRESS ST. REHAB.
SIDE VIEW: FORMER BAKERY

1/4" = 1'-0"

PROPOSAL: 9/4/13
REV. 9/9/13



737 CONGRESS ST. REHAB.

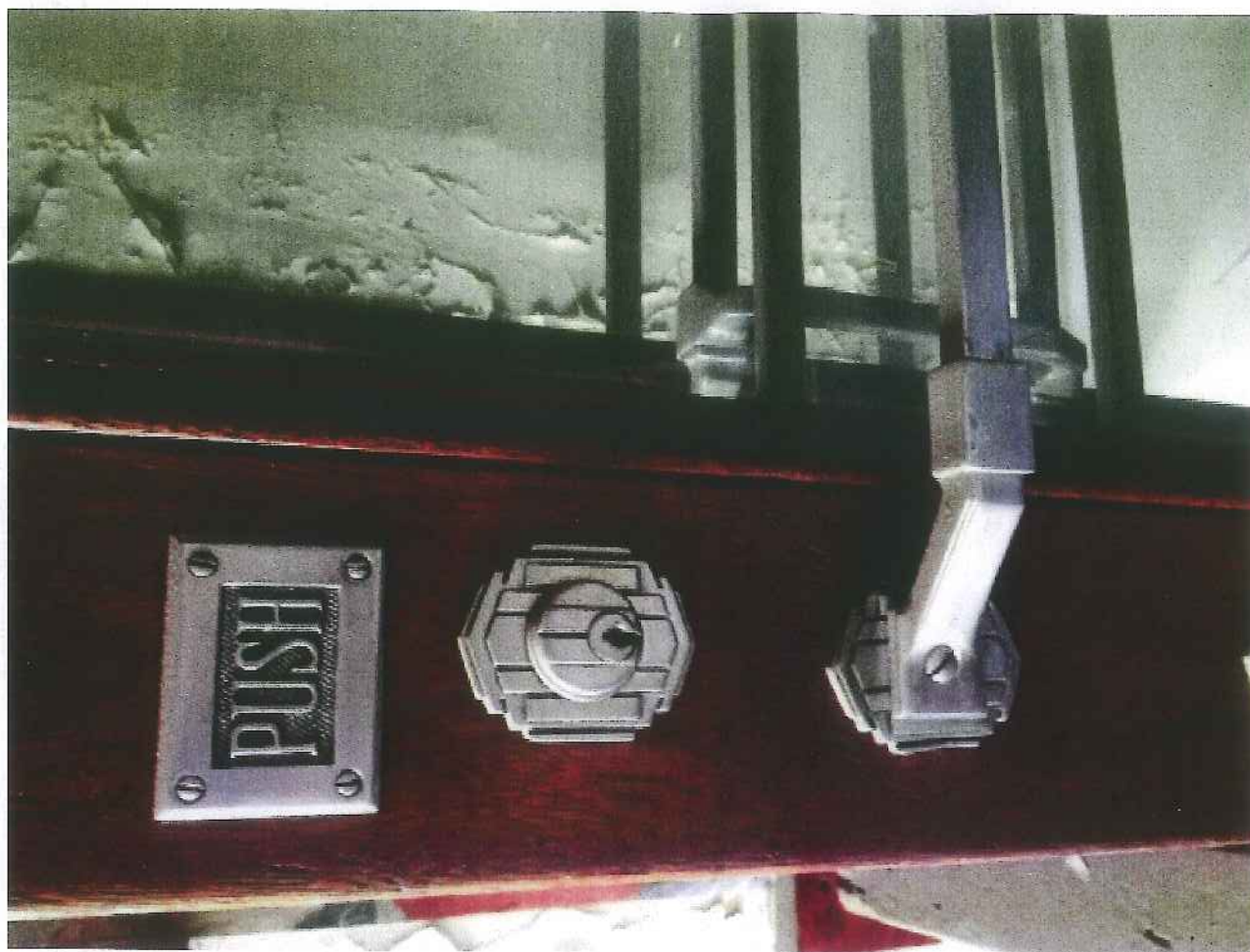
TYPICAL POST : FORMER BAKERY

PROPOSAL 9/4/13

LELAND HULST
ARCHITECTURAL SERVICES

278 Spring Street / Portland, Maine 04102 / (207) 773-2843







Att. 6

92 EXCHANGE - MODEL FOR DETAILS



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

**PUBLIC HEARING
POLICY AND GUIDELINES FOR REPLACEMENT OF WOOD SIDING**

TO: Chair Romano and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: September 11, 2013

RE: September 18, 2013 Public Hearing

Application For: Adoption of Board Policy and Guidelines for the Replacement of Wood Siding

Introduction

On September 4th, the Board reviewed a draft document outlining the Board's policy and guidelines for the replacement of wood siding on designated landmark structures and contributing structures within historic districts. At the meeting, a number of suggestions were made for edits. Based on the September 4th discussion, staff has revised the draft for final review and formal adoption by the Board. Any additional edits may be made at Wednesday's meeting.

Motion for Consideration

On the basis of the Historic Preservation Board's consideration of the relative merits and concerns associated with the replacement of wood clapboards on designated historic structures with alternative siding materials, as well as a review of current policies in other historic districts throughout the country, the Board **approves (approves as amended/disapproves)** the adoption of the draft "Policy and Guidelines for the Replacement of Wood Clapboards in Portland's Historic Districts" and authorizes its inclusion in the City of Portland's Historic Resources Design Manual.

Attachment

1. Revised policy and guidelines

Policy and Guidelines for the Replacement of Wood Clapboards in Portland's Historic Districts

(revised draft)

Portland's historic preservation ordinance includes ten review standards that guide the Historic Preservation Board and staff in assessing applications for alterations to historic buildings. The following three standards are applicable in the review of **requests to replace wood clapboards**:

- (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.*
- (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.*

As these three review standards clearly communicate, the general intent behind the historic preservation ordinance is that every effort be made to retain the original characteristics of a historic building—including its materials. Accordingly, repair is recommended over replacement. The need to replace the material—particularly when it is original—must be demonstrated. If replacement is warranted, the standards strongly encourage that it be *in kind*. The standards do not expressly preclude consideration of non-traditional materials, however, and they acknowledge that individual circumstances will vary. Accordingly, the standards allow for flexibility when it is warranted and when the visual characteristics of the new replacement material match those of the original.

Since the historic preservation ordinance went into effect in 1990, the Historic Preservation Board has reviewed several requests to replace wood clapboard siding with **vinyl or aluminum siding**. In the case of these materials, the visual distinction between traditional wood clapboard siding and vinyl or wood siding is quite obvious (the visibility of seams, the presence of j-channels at the transition between siding and trim, etc.). Accordingly, the Board has not approved vinyl or aluminum siding applications except where the siding will not be readily visible from a public way.

More recently, the Historic Preservation Board has received requests to replace wood clapboards with **fiber cement clapboards**. Recognizing that fiber cement siding represents a significant improvement over earlier non-traditional siding options, the Board spent a considerable amount of time evaluating its visual characteristics and performance and considering its appropriateness on historic buildings. Based on its review and available research, the Board identified a number of **concerns** about its use as a replacement for traditional wood clapboards. These include:

- Cement fiber clapboards are not tapered like wood clapboards and are 36% thinner at their lower edge. The thinner nature of the material produces minimal shadow lines. Particularly as viewed at longer range, the fiber cement clapboard siding reads as a flatter-textured cladding material.
- As wood is an organic material, it is easier to adjust and accommodate the wall plane inconsistencies that are common in historic buildings. For example, the rigidity of fiber cement clapboards makes it more difficult to align the butts of the boards. Particularly when the fiber cement clapboard are installed over long runs, the awkward joints become quite apparent.
- Cement fiber clapboards are difficult to repair when they chip or crack.
- Problems have been cited by other historic district commissions with regard to the long-term durability of the material, particularly when exposed to moisture. Fiber-cement clapboards have been reported to de-laminate as they absorb water.

Based on these observations, the Historic Preservation Board has adopted the following **policy and guidelines** as regards the replacement of wood clapboards with non-traditional clapboard siding:

- Where the existing wood clapboards are original or clearly historic, the applicant must demonstrate that the existing clapboards need to be replaced. Even if some areas clearly require replacement, are there sections of the existing siding that can be retained?
- If the need to replace the existing clapboards has been demonstrated, wood clapboards (preferably clear, vertical grain cedar) are required on all elevations readily visible from a public way. Fiber-cement clapboards may be installed as an alternative on elevations which have limited visibility. Non-traditional siding of any type may be installed on elevations which have no visibility from a public way. In all cases the alternative siding shall match the visual characteristics of wood clapboards as closely as possible (exposure, finish, etc.)
- Every effort shall be made to retain original or historic wood trim. Where new clapboards are proposed, existing clapboards must be removed to maintain the original planar relationship of siding to trim. Also, any unique characteristics of the original clapboards shall be maintained.

- Where the building's original clapboards had been previously replaced with vinyl or aluminum siding and a new program of re-siding is proposed, the new clapboards shall be traditional wood clapboards on all portions of the building that are readily visible from a public way.
- Fiber-cement clapboards are acceptable on new construction and on non-contributing buildings within historic districts. Depending on the particular circumstance, fiber-cement clapboards might be acceptable on new additions to historic buildings.
- In all instances where fiber-cement clapboards are approved on historic buildings (elevations that have limited visibility or new additions), the visual characteristics of the traditional clapboards shall be matched (exposure, smooth finish, etc.). Exceptions may be possible for additions calling for a contrasting siding detail.

Note: Although these guidelines apply specifically to the replacement of wood clapboards, similar considerations are applicable to the replacement of wood shingles, shiplap, novelty siding, etc.