

1. Agenda

Documents: [05-07-14 AGENDA.PDF](#)

2. HP Memo - 638 Congress St.

Documents: [HP MEMO - 638 CONGRESS ST..PDF](#)

3. HP Memo - Evergreen Cemetery

Documents: [HP MEMO - EVERGREEN CEMETERY.PDF](#)

4. HP Memo - Congress St. Bus Shelters

Documents: [HP MEMO - CONGRESS STREET BUS SHELTERS.PDF](#)

5. HP Memo - 1331 Westbrook St.

Documents: [HP MEMO - 1331 WESTBROOK ST.PDF](#)

# **CITY OF PORTLAND, MAINE**

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## **HISTORIC PRESERVATION BOARD**

Rick Romano, Chair  
Scott Benson, Vice Chair  
Ted Oldham  
Penny Pollard  
John Turk  
Bruce Wood

### **HISTORIC PRESERVATION BOARD AGENDA** **May 7, 2014 – 5:00**

**Public comments will be taken at all meetings**

- 1. ROLL CALL AND DECLARATION OF QUORUM**
- 2. COMMUNICATIONS AND REPORTS**
- 3. REPORT OF DECISIONS OF April 16, 2014:**

- i. Certificate of Appropriateness for Lighting and Canopy Installation; 638 CONGRESS STREET; 638 Congress Street Partners LLC., Applicant.

*This item was tabled pending an on-site inspection of revised canopy installation.*

*All other applications were reviewed as workshop items.*

- 4. ON-SITE WORKSHOP**

- i. Review of Canopy Mock-Up; 638 CONGRESS STREET; 638 Congress Street Partners LLC., Applicant.

**Meeting Resumes in Room 209, Portland City Hall**

- 5. PUBLIC HEARING**

- i. Certificate of Appropriateness for Lighting and Canopy Installation; 638 Congress Street; 638 Congress Street Partners LLC., Applicant.

- 6. WORKSHOP**

- i. Preliminary Review of Proposed Burial Lot Expansion (*continuation of 4/16 workshop*); Evergreen Cemetery; City of Portland, Applicant.

**Break for Dinner; Meeting Resumes in Room 209 at 7:15**

- 7. WORKSHOP (continued)**

- i. Preliminary Review of Proposed Bus Shelter Installations; VARIOUS LOCATIONS ON CONGRESS STREET (between Myrtle and Park); City of Portland, Applicant.
- ii. Preliminary Review of Proposed New Construction; 1331 Westbrook Street; Peter and Irene Fulton, Applicant.

**Contact the Department of Planning and Urban Development, Planning Division, 874-8726 for further information. To access agenda materials on-line, please visit the following web address on or after the Friday preceding the meeting date: <http://www.portlandmaine.gov/historic.htm>**

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

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**SITE VISIT AND PUBLIC HEARING  
638 CONGRESS STREET**

**TO:** Chair Romano and Members of the Historic Preservation Board

**FROM:** Rob Wiener, Preservation Compliance Coordinator

**DATE:** May 1, 2014

**RE:** May 7, 2014 Public Hearing

**Application For:** Certificate of Appropriateness to install exterior lighting, canopies, and a new signage program on storefronts

**Address:** 638 Congress Street, Lafayette Square

**Applicant:** Tom Watson, Port Properties

**Architect:** Mark Mueller Architects

**Introduction**

On April 16, 2014, Matt Provencal of Mark Mueller Architects and property owner Tom Watson attended the public hearing concerning ground-level storefront improvements to the Lafayette Building at 638 Congress Street. Following extensive discussion of the proposed lighting program, the signage program, and the canopy proposals, the Board voted 5-0 (Romano absent) to table deliberations pending an onsite review of a canopy mock-up. With some clear direction having been offered to the architect and applicant on several of the proposed improvements, the Board chose to conduct a site visit on May 7 to view a canopy mock-up, before continuing the hearing immediately afterward. In particular, Board members were interested in examining the height and the depth (projection over the sidewalk) before making a decision.

**Summary of Board Comments from April 16, 2014 Meeting**

**Lighting:**

After extensive discussion the Board recommended eliminating all of the exterior wall sconces, instead urging the applicants to focus on the canopy lighting at the entrances. Lack of a consistent pattern in the ground floor façade elements makes fixture placement difficult. Large windows in the public lobby of the apartment complex should allow some intentional light spillage onto sidewalks, and frequent storefront canopy lighting on Congress Street can spread sufficient light to create desired effects, while drawing attention to the entrances.

### Canopies (Congress Street):

Board members discussed the proposed storefront canopies at length, weighing the potential visual impact of the new elements, and how that might change with modifications of the program. The Board clearly desired a canopy over each store entrance, instead of the originally proposed pattern of one for every other bay. The awkward pattern of the gaps in the original proposal is magnified by the differing widths of the stores and their accompanying canopies. Although there was some ambivalence expressed about the new canopies, consistent addition of one over each store, and the suggestion that the new canopies should relate more closely to the existing apartment entrance canopy at the corner seemed to engender a generally positive disposition toward the

The height of the proposed canopies on the face of the building, and depth of the canopies' projection outward were perhaps the two most significant unresolved issues of the design, and the reasons for the May 7 site walk. There was agreement that the continuous frieze combined with the bands between the pilasters makes for a very wide horizontal space above the Congress street storefronts; several Board members suggested trying a higher position for the canopies, instead of the more traditional proposed position close to the tops of the storefront windows. There is hope the canopy mock-up will demonstrate whether raising the canopies can de-emphasize the width of the frieze and horizontal bands, or proves to create more awkward relationships between the façade elements. The architect noted that raising the canopies might place them uncomfortably far above the sidewalk and create too much space between the tops of storefront windows and the canopy soffits.

The Board also discussed whether the 4 foot depth of the canopies could be reduced to 3 feet to good effect. Mr. Provencal's proposal was based on an intuitive sense of the context; a mock-up should help the Board and the architect judge the most appropriate depth. At least one Board member expressed the hope that reducing the overhang to 3 feet could allow the elimination of cable supports tied to the building. A slight pitch outward will be necessary to drain the canopy roofs; no gutters or downspouts are proposed.

Finally, the proposed signage program was clarified. Uniform sign brackets are proposed for the same position over each store entrance, with small, dark colored spot lights for illumination. The property owner confirmed that only blade signs will be allowed the commercial tenants – he does not intend to approve wall signs.

### **Proposed Changes to the Original Proposal**

Mr. Provencal has submitted a revised drawing that shows changes inspired by the Board's comments.

1. No exterior wall sconces are now proposed.
2. A canopy is proposed for each of the Congress Street storefronts.
3. The canopy depth has been reduced to 3 feet, with no supporting cables.
4. The color of the canopies is proposed to match the color of the canopy at the main corner entrance for the apartments.

### **Staff Comments**

Mr. Provencal and Mr. Watson both showed openness to making changes based on the Board's

feedback, and the architect's revised April 29 drawing incorporates significant modifications to the proposal. Staff believes the Board is likely to be more comfortable with the consistency offered by adding a canopy to each storefront, while the depth of only 3 feet may or may not feel scant on a building with the Lafayette's scale. As with the depth, the appropriate height for the canopies will, it is hoped, be more easily decided after viewing the mock-up. The Board may wish to examine whether any changes besides the paint color might be incorporated to create a stronger connection between the existing entrance canopy at Park and Congress Streets and the proposed canopies.

Given the difficulty of positioning exterior wall sconces proposed at the last meeting, and the lights being added to canopies on Congress Street, it is likely the sconces will not be missed. The Park Street façade will be darker, given the absence of storefront canopies; the owner and architect will perhaps experiment with interior lighting in the ground floor public spaces of the Lafayette Apartments that can achieve the desired effects outside.

### **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.*
- (4) *Changes which may have taken place in the course of time are evidence of the history and development of a structure, object or site and its environment. Changes that have acquired significance in their own right, shall not be destroyed.*
- (5) *Distinctive features, finishes, and construction techniques or examples of skilled craftsmanship which characterize a structure, object or site shall be treated with sensitivity.*
- (9) *Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.*
- (10) *Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.*

### **Motion for Consideration**

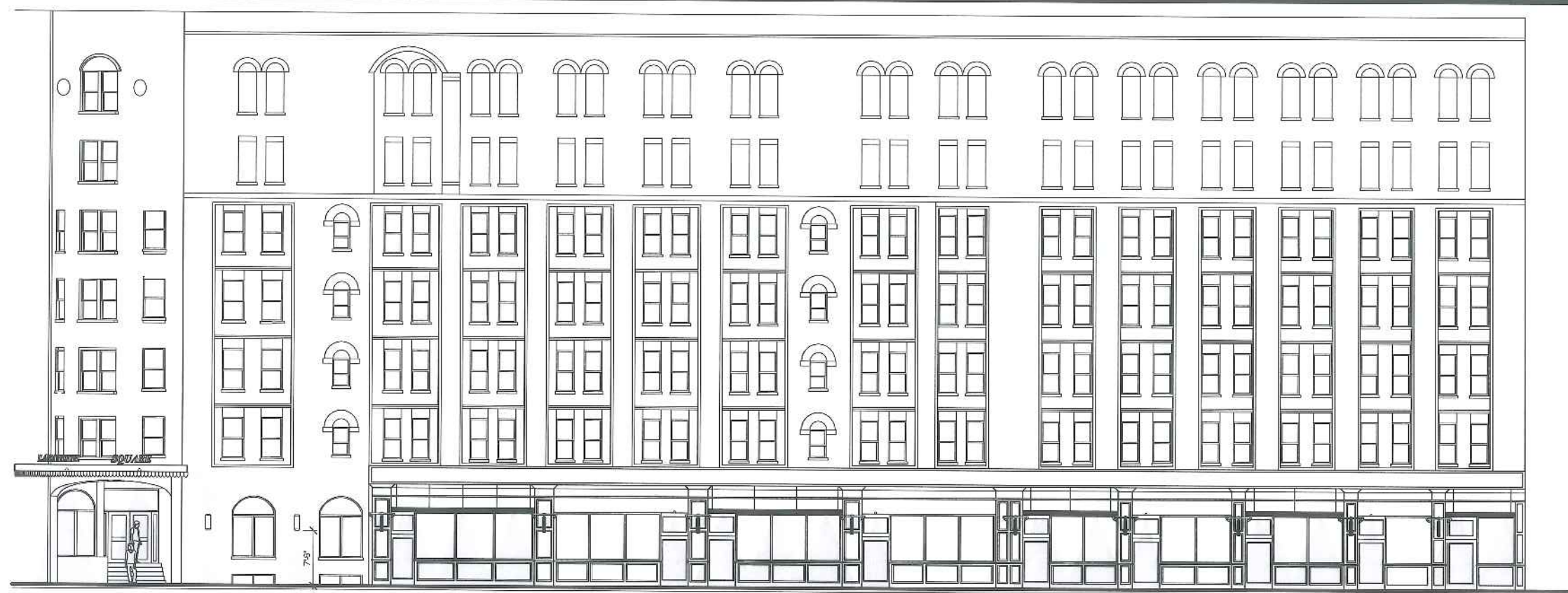
On the basis of plans and specifications submitted by the applicant for the May 7, 2014 Public Hearing and information included in the accompanying staff report, the Board finds that the proposed canopies, lighting, and signage program **meet (fail to meet)** the Standards for Review of Alterations within the historic preservation ordinance, specifically Standards #..... **(Board approval is subject to the following conditions...)**

### **Attachments**

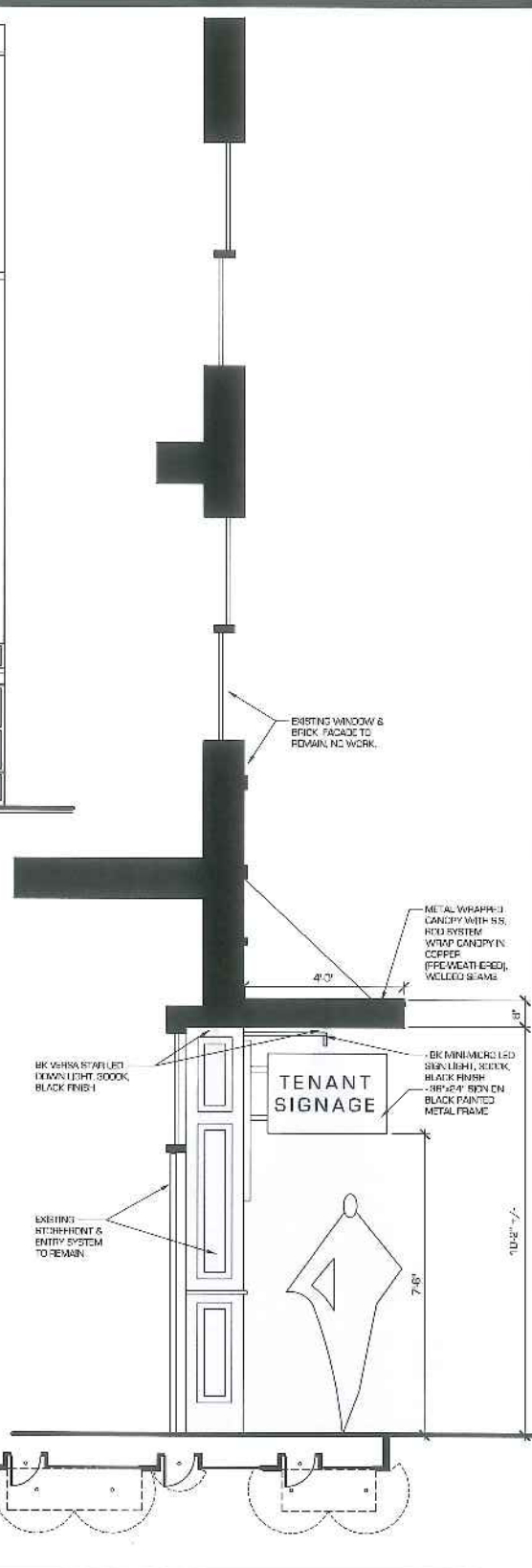
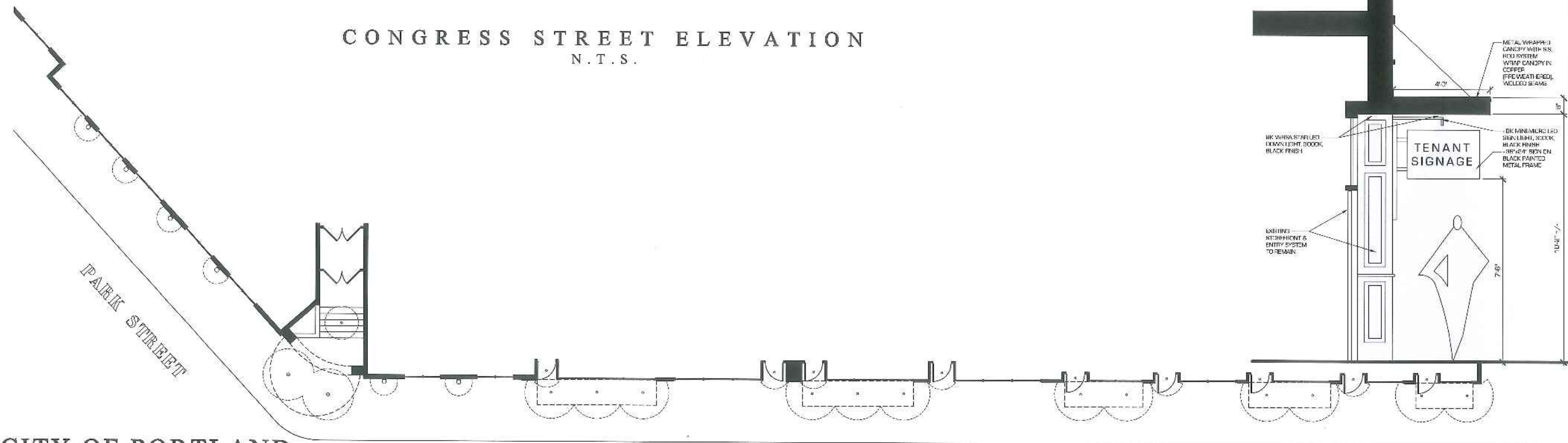
1. Architects' proposal for the April 16, 2014 Public Hearing, with project description, elevations, photos, and lighting cut sheets
2. Revised elevation and section page, labeled "Schematic Lighting Design," dated April 29, 2014

# SCHEMATIC LIGHTING DESIGN

Port Property  
MANAGEMENT



CONGRESS STREET ELEVATION  
N.T.S.



CITY OF PORTLAND  
HISTORIC PRESERVATION  
APPLICATION OF APPROPRIATENESS

CONGRESS STREET

CONGRESS STREET  
PORTLAND, MAINE

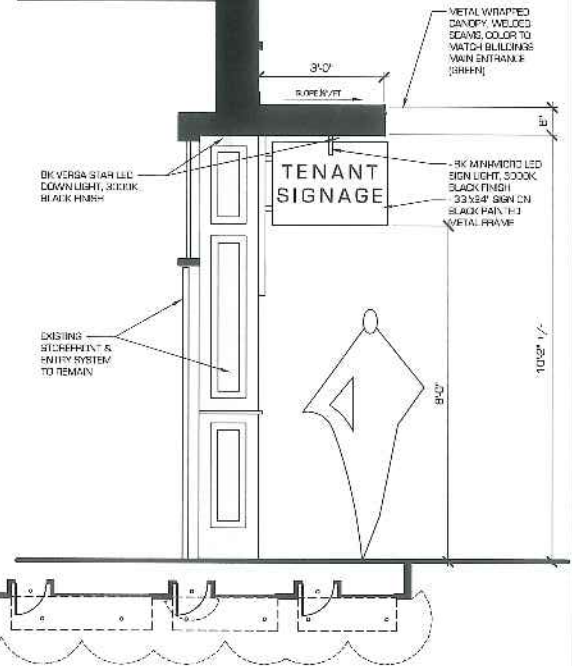
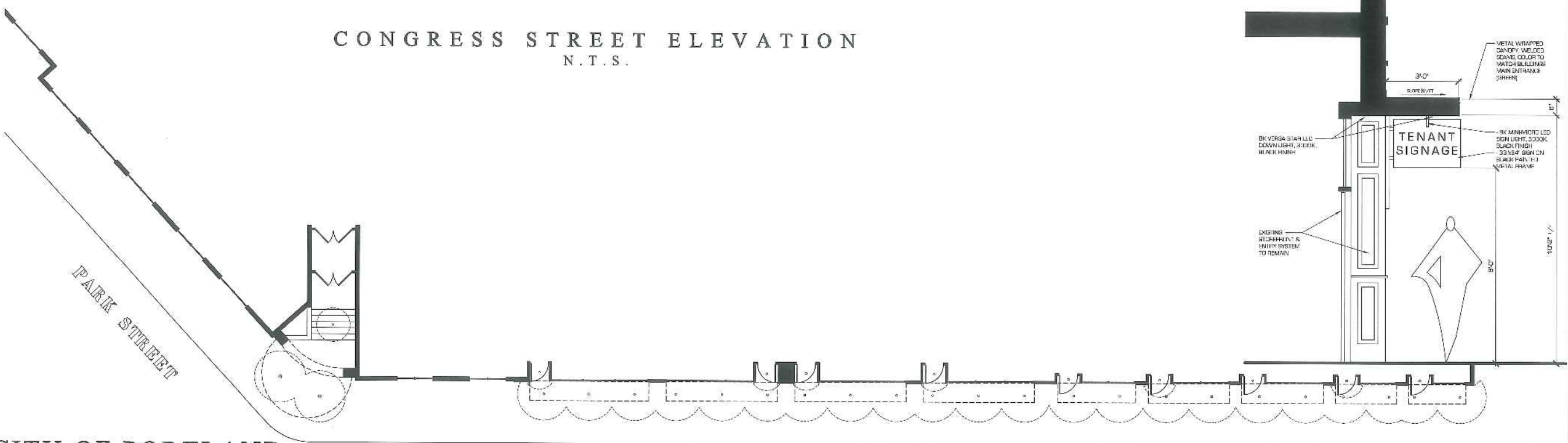
LAFAYETTE SQUARE

MARCH  
19, 2014

# SCHEMATIC LIGHTING DESIGN



CONGRESS STREET ELEVATION  
N.T.S.



CITY OF PORTLAND  
HISTORIC PRESERVATION  
APPLICATION OF APPROPRIATENESS

CONGRESS STREET

CONGRESS STREET  
PORTLAND, MAINE

LAFAYETTE SQUARE

APRIL 29,  
2014

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

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**WORKSHOP (continued from 4/16)  
EVERGREEN CEMETERY**

**TO:** Members of the Historic Preservation Board

**FROM:** Deborah Andrews, Historic Preservation Program Manager

**DATE:** May 1, 2014

**RE:** May 7, 2014 Workshop to Review Proposed Site Alterations, Including Burial Lot Expansion and Construction of Columbarium – continued from 4/16/14 on-site workshop

**Address:** Evergreen Cemetery  
(project area is located adjacent to Stevens Avenue entrance)

**Applicant:** City of Portland Department of Public Services  
Parks and Cemeteries Division

**Project Consultants:** Woodard & Curran Inc. (civil engineers)  
Lauren Swett, project manager

Carol R. Johnson Associates (landscape architects)

**Introduction**

At the request of the Historic Preservation Board, a second workshop has been scheduled to continue discussion of the City of Portland's proposed burial lot expansion plan at Evergreen Cemetery. Wednesday's workshop follows a site walk held on April 16<sup>th</sup>. Given the cold temperature and the need to return to City Hall for the balance of the meeting, discussion at the conclusion of the workshop was quite brief. Several Board members expressed concerns at the conclusion of the evening meeting that the Evergreen project warranted further discussion before proceeding to a public hearing. They also indicated that, upon further reflection, there were some additional areas of concern that should be explored.

Following the 4/16 meeting, staff contacted the consultants to schedule an additional workshop. Staff did not discuss in detail the concerns raised by Board members at the end of the last meeting, but indicated that the purpose of the second workshop was to provide an opportunity to explore some additional issues with the consultants and City staff and to hear their perspective and rationale for the some of the elements in question. A second workshop would also provide an opportunity for Board members to visit the cemetery again before the meeting to assess its overall landscape character and to

review relevant aspects of the 1994 Master Plan as it relates to this visually prominent area of Evergreen.

The consultants did ask staff to briefly characterize the concerns in order that they might be prepared for Wednesday's discussion. Staff explained that in addition to the concerns identified at the site walk (the presence and placement of apple trees at the cemetery entrance and the design of the columbarium), Board members expressed concerns about the relationship of the circular drive to the columbarium.

In preparation for Wednesday's workshop, staff encourages Board members to visit Evergreen again, especially the historic core beyond the expansion area. Board members are also encouraged to review the 1994 Evergreen Cemetery Master Plan, which can be accessed through the following link: <http://www.portlandmaine.gov/DocumentCenter/Home/View/3379>. Finally, Board members should consult again the site plan that was approved by the Historic Preservation Board in 2005 (see Attachment 3d), portions of which have already been constructed. The Board should bear in mind that some of the elements of concern to the Board were part of the approved 2005 plan.

Enclosed is a memo with attachments prepared by Woodard & Curran for the upcoming workshop—see Attachments 1 and 2. Also enclosed for the Board's reference are excerpts from the original staff report and consultant's submission for the April 16<sup>th</sup> site walk—see Attachment 3.

#### **Attachments**

1. Memo from Woodard & Curran
2. Revised site plan
3. Excerpts from 4/16 staff report and consultant submission
  - a. Staff memo
  - b. General layout of Evergreen
  - c. Key excerpts from 1994 Evergreen Cemetery Master Plan
  - d. Site plan approved by HP Board in 2005
  - e. Plans and details submitted for 4/16 site walk

May 1, 2014



Deb Andrews, Historic Preservation Program Manager  
Department of Planning and Urban Development  
Portland City Hall, 4<sup>th</sup> Floor  
389 Congress Street  
Portland, Maine 04101

Re: Evergreen Cemetery Expansion, Application for Certificate of Appropriateness, Additional Information

Dear Deb:

Thank you for coordinating the review process for the Evergreen Cemetery Expansion project. We appreciated the opportunity to review the project onsite with the Historic Preservation Board at the Workshop on April 16, 2014. This letter provides you with some additional information that will help to facilitate the discussion at the Workshop planned for May 7 and the Public Hearing on May 21.

### **Response to Workshop Comments**

While onsite at Evergreen Cemetery for the April 16 workshop, we understood from the discussion that there were concerns with two items: 1) the proposed apple orchard, and 2) the appearance of the proposed columbarium structure. We are in the process of making design changes to help address the specific issues raised.

In order to address the Board's concerns with the linear nature of the apple tree layout, the design team modified the apple tree planting arrangement to more closely match the layout proposed for the flowering crabapple trees (i.e. trees placed in random, mulched groupings). A copy of the modified landscaping plan is enclosed. As the trees grow, they will not be heavily pruned as may be seen in a typical fruit-bearing orchard. Instead, they will be allowed to maintain their natural looking appearance, similar to the existing apple trees located throughout the cemetery.

The columbarium design is also being modified to address comments provided. The half columns originally proposed for the ends of each columbarium wall will be eliminated, and the granite base will be made more substantial. We are currently reviewing the changes with a columbarium manufacturer, and updated elevations will be provided for review during the May 7 workshop.

### **Additional Comments**

We understand that the Historic Preservation Board may have additional comments regarding the location of the columbarium relative to the circular roadway layout. We will be happy to discuss these comments further at the May 7 workshop, and to facilitate that discussion, we are presenting some additional information regarding the circular road layout.

The circle driveway is an existing feature that was approved and constructed as part of the Phase 1 expansion project. This circular feature is consistent with the overall road layout of Evergreen Cemetery, which includes numerous circular road intersections. Attached, please find a cemetery aerial photograph, which shows examples of similar circle features. Historic cemetery development frequently utilized circular roadway alignments, which were effective for large family plots and mausoleum construction. These burial options are not as common today.



The center of the existing circle does not provide an ideal space for layout and future maintenance of single plots, the cemetery's current market for burial options. The existing circle was selected as a suitable location for the installation of a new columbarium. We believe that the use of this space for a columbarium is appropriate based on our review of the 1994 Evergreen Cemetery Master Plan, in particular the following passage from the Cemetery Development section of the report's Analysis and Recommendations:

*Circles.* There is undeveloped land within many of the cemetery's circles. Where space is available, development of additional burial lots in these focal areas would afford the opportunity to provide additional interment space as well as introduce monumentation in some of the circles to strengthen their presence within the site's circulation design. Increasing their visual impact can be done with structure as well as with planting.

The columbarium and associated landscaping will provide both monumentation and planting to increase the visual impact of the circle. This previously underutilized space will contain 300 niches for the interment of cremation remains.

In the current cemetery layout, the Phase 1 expansion circle is essential because it provides both parking for vehicles during a funeral service and access for maintenance vehicles during interment. The proposed roadway widths are in keeping with the existing cemetery layout which has a mixture of road widths, including both 12-foot and 18-foot wide paved roads, matching the new roads.

We understand that the Historic Preservation Board may ask if the rear portion of the circle driveway could be eliminated, so that the columbarium is positioned closer to surrounding burial space. The Evergreen Cemetery staff has reviewed this suggestion in the field, and determined that the removal of the paved circle would isolate burial areas located south and west of the columbarium, creating significant challenges for delivery of the concrete vaults and interment equipment. There may be options for changing grades and adjusting layout to reduce the prominence of the proposed structure within the circle if that remains a concern.

We look forward to further discussing the project at the May 7<sup>th</sup> meeting, and thank you for the time and feedback provided to date. If you have any additional questions prior to the May 7 meeting, please do not hesitate to contact us.

Sincerely,

WOODARD & CURRAN

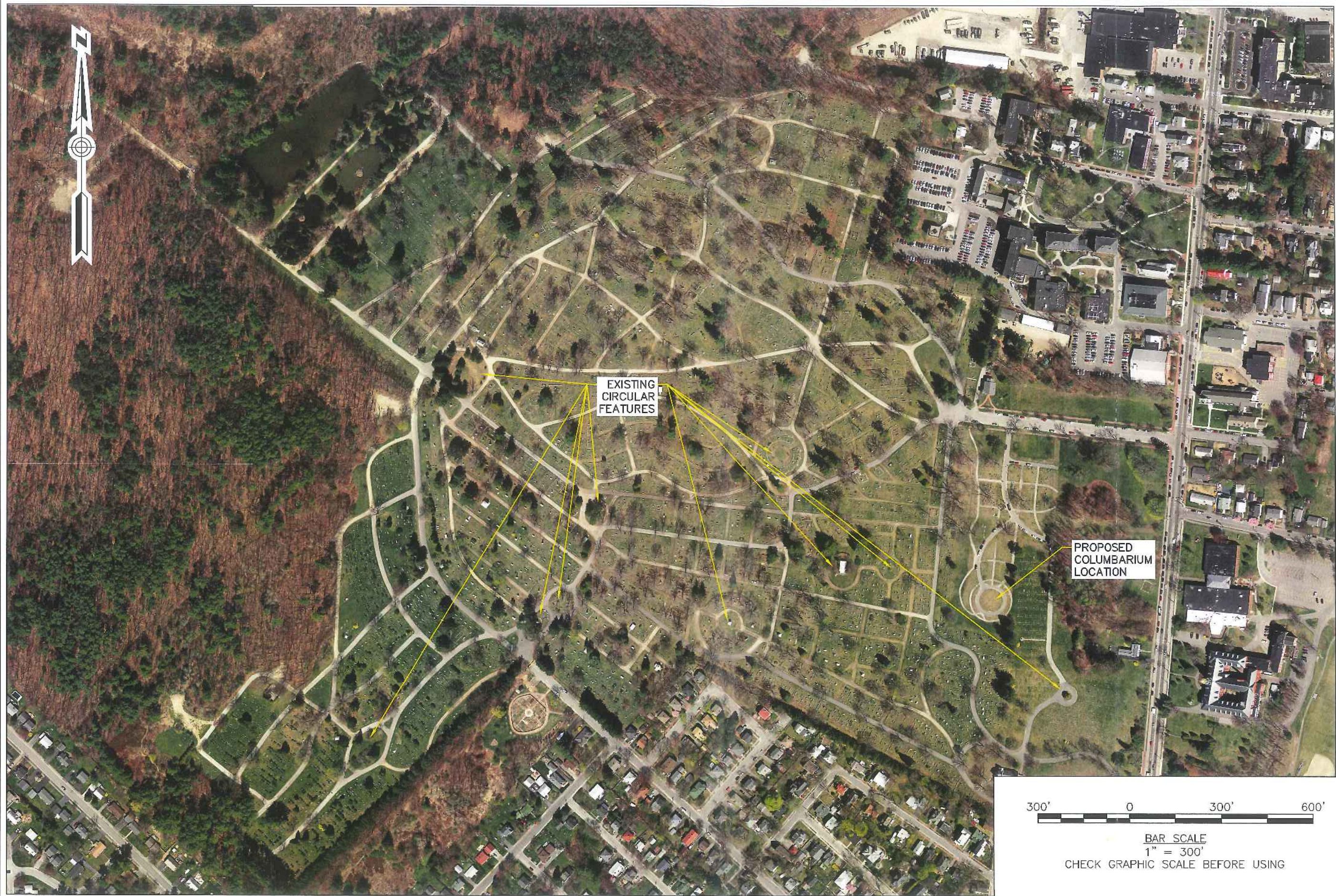
Lauren Swett, P.E.  
Project Engineer

Denise Cameron, PE  
Project Manager

Enclosures

cc: Joe Dumais, City of Portland  
Troy Moon, City of Portland

PN: 222804.55



CITY OF PORTLAND

EVERGREEN CEMETERY EXPANSION

# EVERGREEN CEMETERY CONTEXT PLAN

|              |     |             |                            |
|--------------|-----|-------------|----------------------------|
| DESIGNED BY: | LJS | CHECKED BY: | DLC                        |
| DRAWN BY:    | LJS |             | EVERGREEN CONTEXT PLAN.DWG |

41 Hutchins Drive  
Portland, Maine 04102  
800.426.4262 | www.woodardcurran.com



COMMITMENT & INTEGRITY DRIVE RESULTS

JOB NO: 222804  
DATE: MAY 2014  
SCALE: AS NOTED

FIGURE 1

3-2

HISTORIC PRESERVATION BOARD  
CITY OF PORTLAND, MAINE

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ON-SITE WORKSHOP  
EVERGREEN CEMETERY

**TO:** Members of the Historic Preservation Board

**FROM:** Deborah Andrews, Historic Preservation Program Manager

**DATE:** April 9, 2014

**RE:** April 16, 2014 On-Site Workshop to Review Proposed Site Alterations, Including Burial Lot Expansion and Construction of Columbarium

**Address:** Evergreen Cemetery  
(project area is located adjacent to Stevens Avenue entrance)

**Applicant:** City of Portland Department of Public Services  
Parks and Cemeteries Division

**Project Consultants:** Woodard & Curran Inc. (civil engineers)  
Lauren Swett, project manager

Carol R. Johnson Associates (landscape architects)

**Introduction**

Consultants for the City of Portland's Parks and Cemeteries Division have requested an ON-SITE workshop to introduce their proposal for burial lot expansion within Evergreen Cemetery. The area proposed for expansion is on the south side of the main entrance drive into the Cemetery, just back from the Stevens Avenue frontage. The proposal calls for the introduction of a new road, a defined layout for new graves, construction of a columbarium for cremation remains, re-vegetation of existing gravel pathways, and new landscaping (both within the burial expansion area and adjacent to the Stevens Avenue edge of the cemetery to provide screening).

The proposed development plan would replace a previously-approved expansion plan for this section of Evergreen Cemetery. In 2005, the Historic Preservation Board approved a proposed expansion scheme which was to be implemented in two phases. While much of Phase I was constructed following the 2005 approval, Phase II never commenced. Operational concerns and the need for additional burial options prompted Parks and Cemeteries staff to reevaluate the desirability of implementing Phase II as originally proposed. A consultant team consisting of civil engineers (Woodard & Curran) and landscape architects with expertise in historic cemeteries (Carol R. Johnson Associates) was hired to develop an alternative scheme. In revising the design for the Phase II area, the consultant team has also made recommendations for modifying elements within the Phase I area.

The consultants have provided a very thorough proposal, which includes both plans and details, as well as a written narrative that describes the nature and intent behind the new scheme. Note that the plans for the columbarium appear on Sheet 8; a written description of the columbarium is provided in Appendix E of the bound report. Also provided for reference purposes is a copy of the 2005 approved plan showing the Phase I and Phase II implementation areas—see Appendix B in the bound report.

### **Consistency with Evergreen Cemetery Master Plan, Review Considerations**

In 1994, the City commissioned the Halvorson Company, a landscape architectural firm with expertise in the treatment and management of historic landscapes, to prepare a Master Plan for Evergreen Cemetery. (The Evergreen Cemetery Master Plan was one of the first park plans to be commissioned to provide recommendations for future maintenance/management/rehabilitation/development based on the explicit goal of preserving and enhancing the original design intent of the historic landscape. Since that time, the City has prepared similar master plans for most of its designated historic parks and landscapes.)

Evergreen Cemetery is a fine example of a 19<sup>th</sup> century “garden cemetery” which was developed with the purpose of providing a beautiful, dignified and significant landscape for burial, commemoration and recreation. One of the precipitating factors behind the decision to develop a master plan was the recognition that when new burial areas within the Cemetery were developed in the 20<sup>th</sup> century, they ignored the original landscape character of Evergreen that made the Cemetery so extraordinary. One of the principal goals of the 1994 Master Plan was to ensure that future development within the Cemetery built upon and reinforced this landscape character.

Enclosed for the Board’s reference are excerpts from the Evergreen Cemetery Master Plan that address the undeveloped areas within the Cemetery. Although the recommendations are very general (it was always expected that more detailed plans would be developed as areas were identified for burial expansion), they do provide guidance as to how expansion areas should be developed. Also enclosed for the Board’s reference is a simple site plan of Evergreen showing the existing roads and paths. This is instructive in terms of conveying the general layout of the historic core.

In reviewing the enclosed plans the Board should evaluate the proposed expansion in terms of its compatibility with the character-defining qualities or elements of the adjacent historic core. For example, the Master Plan recommends that “the layout of roads and paths ... build on that of the existing design.” Similarly, the pattern and layout of individual graves, the nature and locations of trees and other landscape features should be generally consistent with the qualities that distinguish Evergreen.

Another important aspect of the proposed development is the treatment of the area that runs along the Stevens Avenue edge of the cemetery and abutting the main entrance drive. It is important that an adequate vegetated buffer be provided to allow for a sense of retreat or separation from the busy street.

With respect to the proposed columbarium, the ordinance’s standards for new construction are instructive. The new structure should be a product of its own time, but should exhibit some identifiable relationship to its surrounding context. Material selection and quality of craftsmanship/detail are two factors that can help achieve compatibility.

## **Attachments**

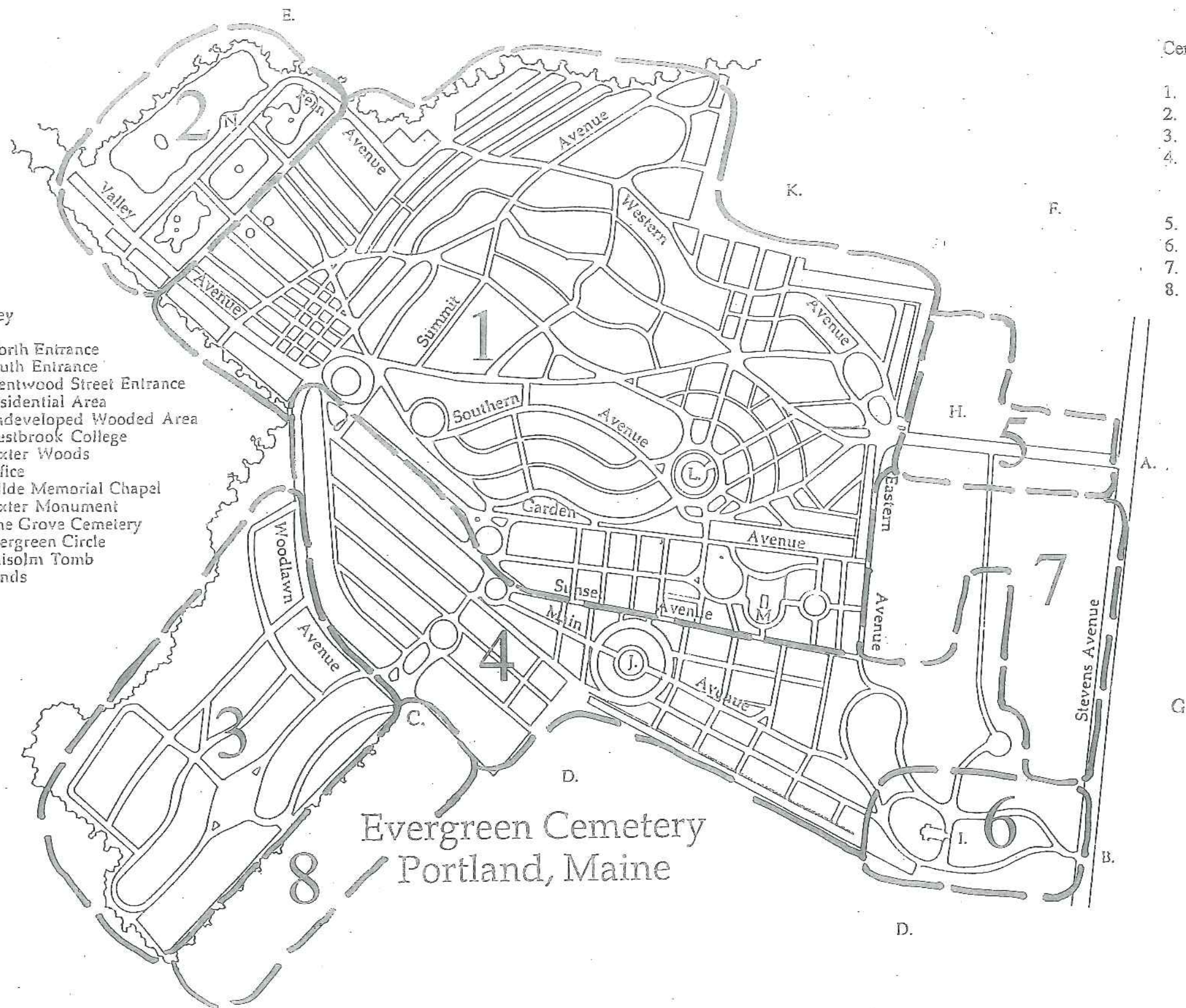
1. General layout of Evergreen Cemetery
2. Excerpts from Evergreen Cemetery Master Plan
3. Bound report from consultants
4. Plans and details

Map Key

- A. North Entrance
- B. South Entrance
- C. Brentwood Street Entrance
- D. Residential Area
- E. Undeveloped Wooded Area
- F. Westbrook College
- G. Baxter Woods
- H. Office
- I. Wilde Memorial Chapel
- J. Baxter Monument
- K. Pine Grove Cemetery
- L. Evergreen Circle
- M. Chisolm Tomb
- N. Ponds

Cemetery Zone Key

- 1. Historic Zone
- 2. Ponds
- 3. Libby Field
- 4. Remaining Developed Acreage between Libby Field and the Chapel
- 5. Main Entrance Area
- 6. Chapel Entrance Area
- 7. Stevens Avenue, Phases I and II
- 8. Brentwood Parcel



see applicable  
exempts.

Att. 2  
(3c)

# Evergreen Cemetery Portland, Maine

## Master Plan

Prepared by:  
The City of Portland, Maine  
The Friends of Evergreen Cemetery  
The Halvorson Company, Inc.,  
Landscape Architectural and Planning Consultants

November 1994

This project was supported in part by a grant from the  
National Endowment for the Arts, a Federal Agency.

## GUIDING PRINCIPLES AND GOALS & OBJECTIVES

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The guiding principles for Evergreen Cemetery build on the original design concept and purposes as clarified by historical research and by principles common to the rural cemetery movement of the nineteenth century. The guiding principles also recognize changed conditions and uses, and the contribution of maintenance and management toward the ability of Evergreen to fulfill its purpose as a beautiful and significant landscape for burial, commemoration and recreation.

The goals of the master plan identify the major needs to be met by the plan's recommendations. The objectives within each goal spell out more specifically the means to achieve it. This ordering of needs has given focus to data gathering and analysis during the master plan process, and will provide a testing ground for proposals. It will also assist the city in its ongoing process of long-range planning for Evergreen Cemetery, and should be re-evaluated as proposals are implemented and circumstances change.

Because of the funding limitations of the master plan, there are a number of goals and objectives which, while essential for Evergreen's rehabilitation, will not be addressed within the scope of the plan. Examples of these are: evaluation of the condition of built structures; evaluation of the wetlands and drainage surrounding Evergreen; outlining of current and developing public tastes in burial options. They are included here in order to have a complete checklist of needs for Evergreen and to identify issues which should be addressed in the future.

### *1. The Dual Purpose of Evergreen Cemetery*

- A. As a public cemetery with the purchase of interment rights available to all. Evergreen is at once an active public cemetery and an important historic landscape carefully designed as a dignified and beautiful setting to commemorate the dead.
- B. As a refuge for appropriate, low-impact recreational activities. In the same space residents of the city and the neighborhood find refuge in passive recreational activities. Evergreen's role as a place for recreation must be balanced with its primary purpose as a cemetery in order for these two purposes to co-exist and not conflict.

## II. GOALS & OBJECTIVES

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### 3. *Plan for Interment in the 21st Century*

Evergreen's design has served the city's burial needs in two centuries. Its expansion for the 21st century must be planned with respect for its historic and contemporary role, with respect for the historic landscape and with respect for the environmental constraints of the site, to serve the public's needs within the reasonable maintenance expectations of the city.

- A. Develop and evaluate plan alternatives for internal expansion in the developed areas of the cemetery. Unused land and former road beds should be considered, as well as abandoned lots.
- B. Consider user needs for interment. Outline potential burial options suited to specific sites and current and developing public states.
- C. Develop an expansion plan which respects the history and design of the developed cemetery and extends the active life of the cemetery.
- D. Identify areas appropriate for further burial and memorialization and areas inappropriate area for further development.

### 4. *Plan and Define Evergreen's Function as a Public Park*

Planned as a public space for burial and commemoration of the dead and inspiration for the living, Evergreen continues to serve the varied interests of Portland. Current and future needs of leisure and grave-site visitors should be identified and become the basis for decisions about recreational use. The master plan should outline the nature and extent of current recreational use.

- A. Identify areas in the active cemetery which can be managed to provide additional passive recreational activities for the public. Develop appropriate guidelines or regulations to facilitate co-existence of these uses.
- B. Propose guidelines for recreational use of the undeveloped portions of the cemetery.
- C. Develop additional interpretive information to enhance public enjoyment and understanding of the cemetery, including an improved sign system to provide better direction, orientation and interpretation.
- D. Develop guidelines to establish parameters on vehicular and pedestrian access and use. Coordinate with other city open-space plans.
- E. Develop a hierarchy of roads.

## II. CEMETERY DEVELOPMENT

### 1. *Available areas within the fabric of the existing developed cemetery*

The potential for development of additional burial space in Evergreen Cemetery can be divided into two broad categories: available areas within the fabric of the existing acreage of the cemetery; and areas available within the undeveloped acreage of the property.

Development for burial within the latter should be designed with an understanding that the undeveloped acreage is also an important recreational space, with existing trails and the potential for new ones. Trail layouts can be sensitively integrated with new burial development in this area, in order to protect and maximize the recreational values of this land while recognizing the role of this undeveloped acreage for ensuring that Evergreen remain an active cemetery into the next century.

There is a significant amount of undeveloped land within the existing developed acreage of the cemetery. The largest undeveloped site lies along the eastern edge of the property, extending from the main entrance to the flat marker area, and around the chapel, an area of approximately 13.5 acres. In addition to this area, there are many small remnant areas such as the "islands" at the junction of roads and/or paths, land within circles, areas along the edges of roads and paths, areas between existing lots, unused areas within existing lots. There are also some areas that are currently poorly suited to burial because of high water table in the Wet Hillside Zone to the east of the ponds.

\* *Ia. Undeveloped Land at Front of Cemetery.* The largest undeveloped area, at the front of the cemetery, consists of land adjacent to the main entrance and extending along the eastern edge of the property to the chapel (the Edge and Entrance Zones defined in Landscape Character Zones). The configuration of the flat marker development has created some small pockets of undeveloped land at the front of the cemetery, as well as constrained the location of future roads needed if this acreage were to be developed. Two small privately owned parcels with buildings abutting Stevens Avenue further constrain development by creating a very irregularly shaped edge along the eastern boundary of this land.

If these properties become available, it is recommended that the use of the property be compatible with cemetery uses (such as a caretaker's house and/or interpretive center), and that the zoning should reflect that compatibility. If possible, access should be from the back of the properties so the continuity of the cemetery edge can be maintained.

According to Soil Conservation Service soils mapping and experience of the cemetery interment staff, this area has deep sandy soils. The ponding experienced in the spring in the northern portion of this acreage adjacent to the main entrance seems to be caused by the lack of positive drainage of the surface. Percolation of surface water through the soil at this time of the year is most likely impeded by a layer of frost lying immediately below the surface.

Two other contextual issues are very important to consider in design of any development of burial space in this area. The land immediately adjacent to Stevens Avenue should be reserved from development in order to create a much stronger visual presence of the cemetery along the road, as well as a

buffer between the road and burial areas to maintain the contemplative character of the burial spaces. In addition, the two entrances each have important ceremonial functions which mark the transition into the cemetery from the city. Therefore a significant area at these locations should be reserved from burial and developed to better support the important ceremonial and welcoming functions of the entrances.

The remaining area at the front- approximately 7.6 acres - is available to consider for development. It is critical that there be control over the character and density of any development in this most visible and important area of the cemetery. The layout of roads and paths should build on that of the existing design.

*1b. Development in Roads and Paths.* There is residual land throughout the developed cemetery within the corridors of paths and roads. It would be appropriate, where the traveled way was clearly pedestrian, to accommodate some amount of burial and commemoration along these corridors. The critical element in any such development is the sensitive insertion of monumentation into the existing architectural fabric of development, particularly in the Historic Zone. Density should be carefully controlled in order to preserve the open space character of the landscape.

*1c. Circles.* There is undeveloped land within many of the cemetery's circles. Where space is available, development of additional burial lots in these focal areas would afford the opportunity to provide additional interment space as well as introduce monumentation in some of the circles to strengthen their presence within the site's circulation design. Increasing their visual impact can be done with structure as well as with planting.

*1d. Islands.* The several islands formed by the juncture of roads and paths presently serve as areas of "visual rest" where there is no monumentation. Some of these were apparently the sites of former ornamental plantings, and this function of enlivening the grounds and leaving undeveloped space within the cemetery is an important one which should be reinstituted. The largest of these islands - such as the site of the former receiving tomb and the ellipse in Libby Field - can be considered for development without negative visual impact on the landscape. Restrictions in terms of density and compatible style of memorialization would be critical to any successful development of these spaces.

*1e. Wet Hillside Zone.* The slope from the hillside tombs to the ponds has only been partially used for burial because of the presence of "springs". Further subsurface investigation is needed to determine the cause of this high water table and whether any subsurface drainage measures can be instituted which will relieve this saturated condition. Without better drainage, this area is not well suited to burial.

*1f. Guidelines Governing Development.* In general, all development within the Historic Zone should be implemented with great care and sensitivity toward the existing character of this historic site. New monumentation should be designed with historic motifs and shapes to integrate with the existing fabric of the architecture. The density of monumentation is another

## II. CEMETERY DEVELOPMENT

### *Recommendations and Guidelines*

---

• *Reserve from development the following areas for historical, visual and ceremonial reasons:*

- the land between the chapel and Stevens Avenue;
- the land around the main entrance;
- the land around the ponds;
- the land within the original 1855 parcel, except for potential development below Pleasant Avenue, potential development within circles, and development at the site of the former receiving tomb;
- the land immediately surrounding the landmark structures of the Baxter monument and the Chisolm Tomb;
- the land between Highland and Garden Avenues which expresses a period of cemetery development exemplified by curb lots.

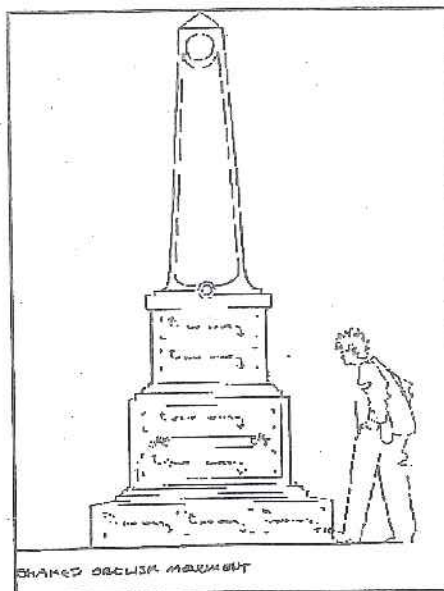
• *Make use of alternative as well as conventional forms of memorialization to extend the cemetery's active life while protecting the visual character of the landscape.*

The master plan calls for developing new burial areas as well as infill in developed areas. The limiting factor in further development is not so much land as it is the number of memorials that can be added to the landscape without seriously damaging its character. In Landscape Character, above, the landscape is discussed in terms of character zones defined in large part by the layout of graves and the type of monumentation. Large family lots are in great measure a thing of the past. However, the pattern they create on the landscape, and the visual relief they offer, can be replicated with the use of a number of design devices:

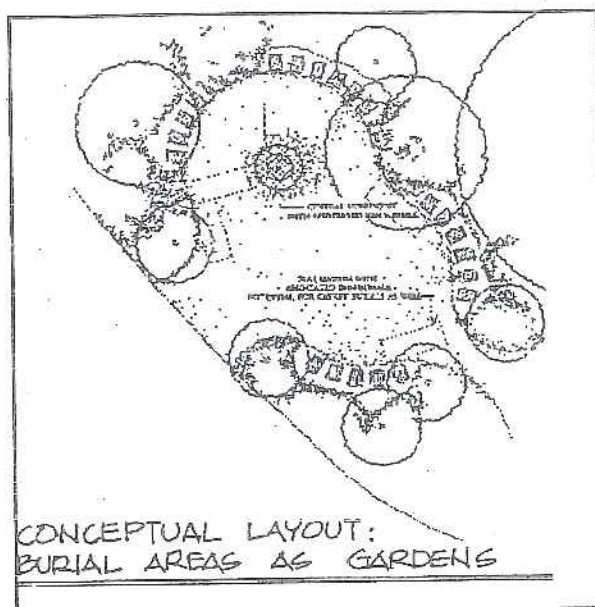
- central monuments that could accommodate large numbers of burials with the addition of only one monument that could also serve as a focal feature, as exist in many family lots in the historic zone. The layout of names on the marker should be done in such a way as to express the individuality of each person honored.
- flat markers that are laid out in clusters or "ensembles", replicating the pattern of small stones found in family lots;
- layout of burial areas as gardens, with clusters of markers, focal features, and generous planting.

## II. CEMETERY DEVELOPMENT Recommendations and Guidelines

*A central monument could accommodate large numbers of burials and could also serve as a focal feature similar to what exists in many family lots in the Historic Zone.*



*It is recommended that the residential acreage in front of the cemetery between the two entrances be developed as a series of interconnecting rooms, having an intimate scale and inward focus.*



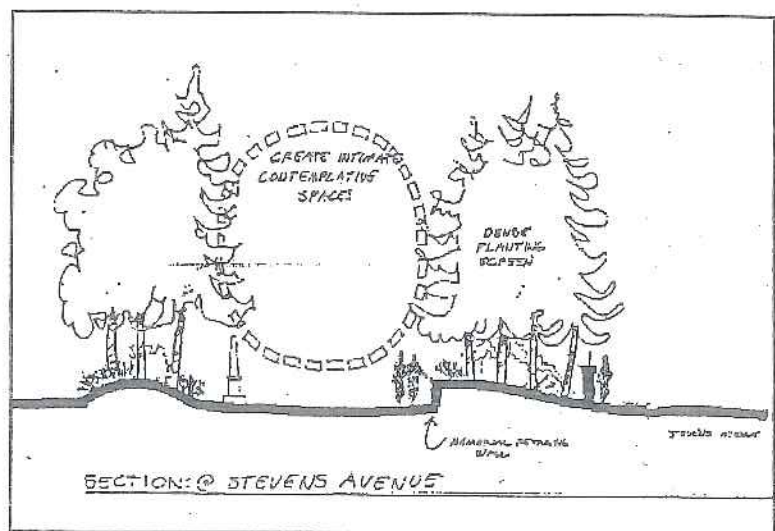
- *Propose cremation to conserve land.*
- *Develop the residual acreage in front of the cemetery between the two entrances as a series of interconnecting rooms, having an intimate scale and inward focus to foster contemplation. Design the road layouts in sympathy with the original circulation design, with curvilinear alignments and focal circles.*

## II. CEMETERY DEVELOPMENT

### *Recommendations and Guidelines*

In keeping with the diversity of architecture within the older sections of the cemetery, devise site-specific zoning for markers to encourage a mix of commemoration sizes and types.

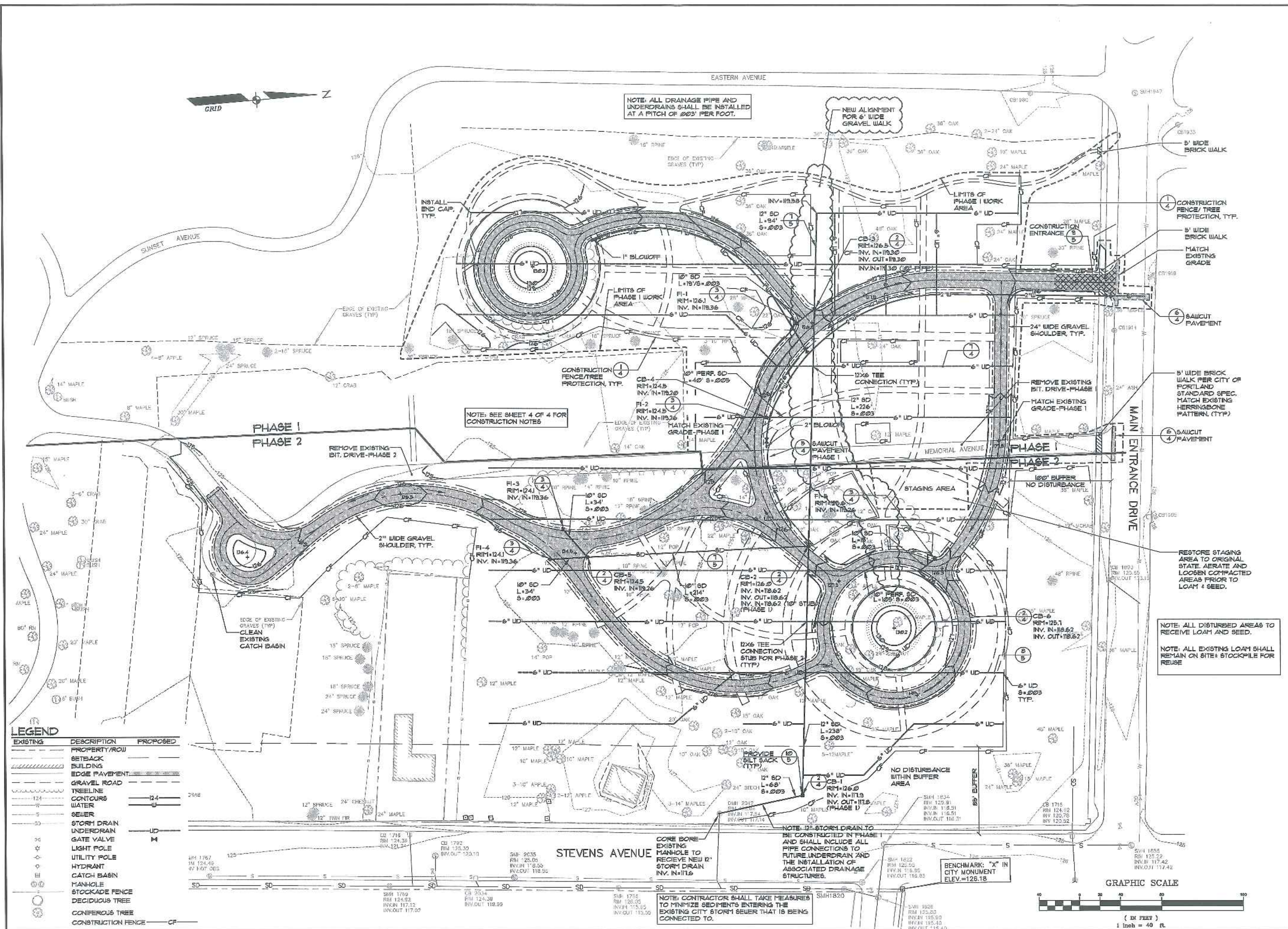
Utilize proposed bermed plantings at the main entrance to develop memorial retaining walls. Utilize the wall along Stevens Avenue to define the cemetery, prevent cars from entering the site after hours, and serve as a memorial wall.



*Planted berms are recommended along the front area at Stevens Avenue in combination with memorial retaining walls.*

---

## APPENDIX B: 2005 PHASE 1/PHASE 2 PLAN



Sebago Technics

Engineering Department You Can Build On

1000 Main Street, Suite 100  
Portland, Maine 04103  
Tel: (207) 554-0077

PROJECT NO.

03383

FIELD BOOK

ELECT

DESIGN

SAG

CHKD

JHW

DRAWN

MMP/CD

DATE

12-9-04

SCALE

1"=40'

SHEET 3 OF 5

0338300

GRADING AND UTILITIES PLAN

OF: EVERGREEN CEMETERY: PHASE 1 LOT DEVELOPMENT

STEVENS AVENUE

PORTLAND, MAINE 04103

FOR: CITY OF PORTLAND

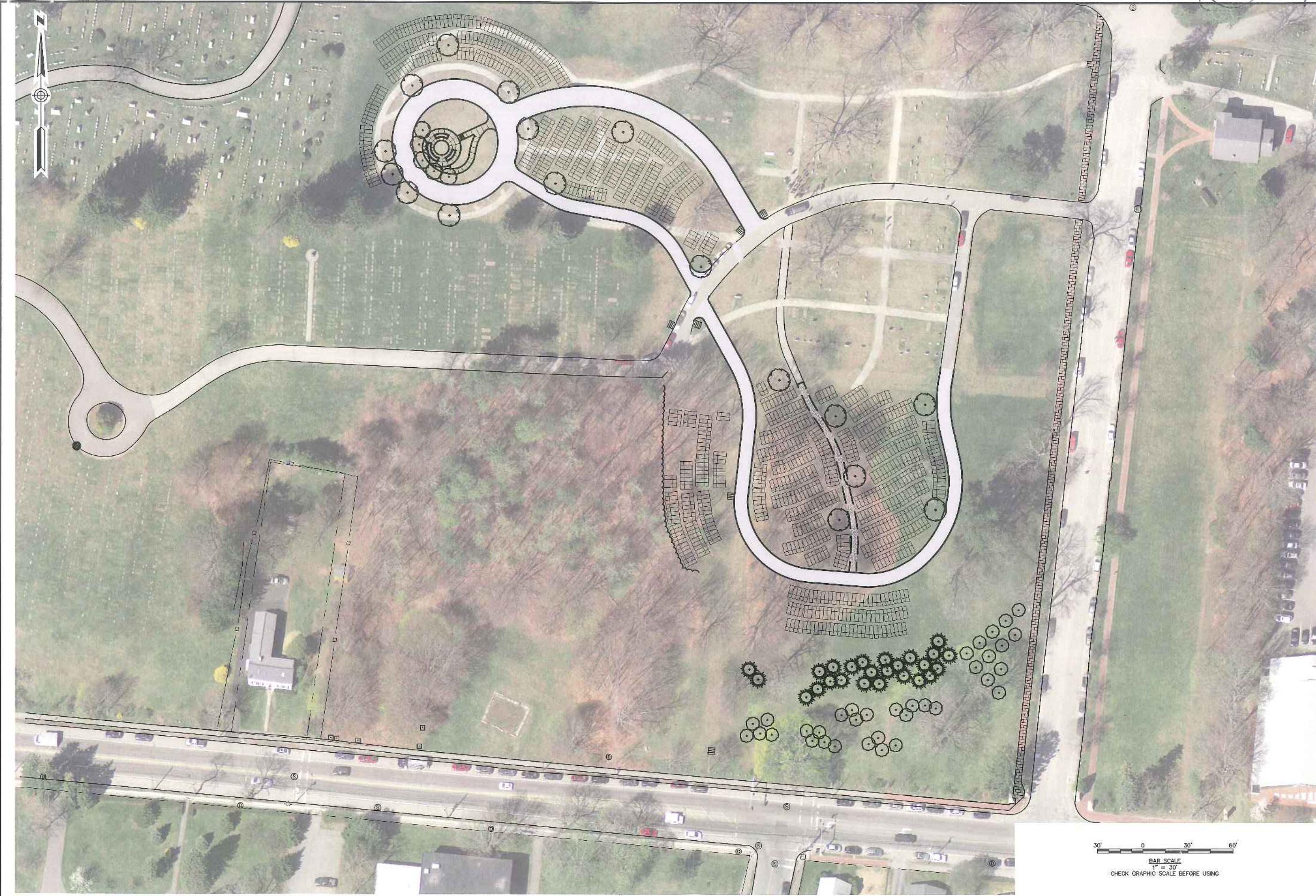
17 ARBOR STREET

PORTLAND, MAINE 04103

|     |         |                                         |    |
|-----|---------|-----------------------------------------|----|
| REV | DATE    | STATUS                                  | BY |
| 1   | 3/24/06 | REVISED LOCATION CO 6" WIDE GRAVEL WALK | CD |
| 2   | 8/22/05 | ISSUED FOR CONSTRUCTION BID             | CD |
| 3   | 8/16/05 | ISSUED FOR REVIEW                       | CD |

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

3e 4/16 SUBMISSION



30' 0 30' 60'  
BAR SCALE  
1" = 30'  
CHECK GRAPHIC SCALE BEFORE USING

CITY OF PORTLAND, MAINE  
PUBLIC SERVICES DEPARTMENT  
ENGINEERING SECTION

EVERGREEN CEMETERY  
PHASE II

## EXPANSION LAYOUT

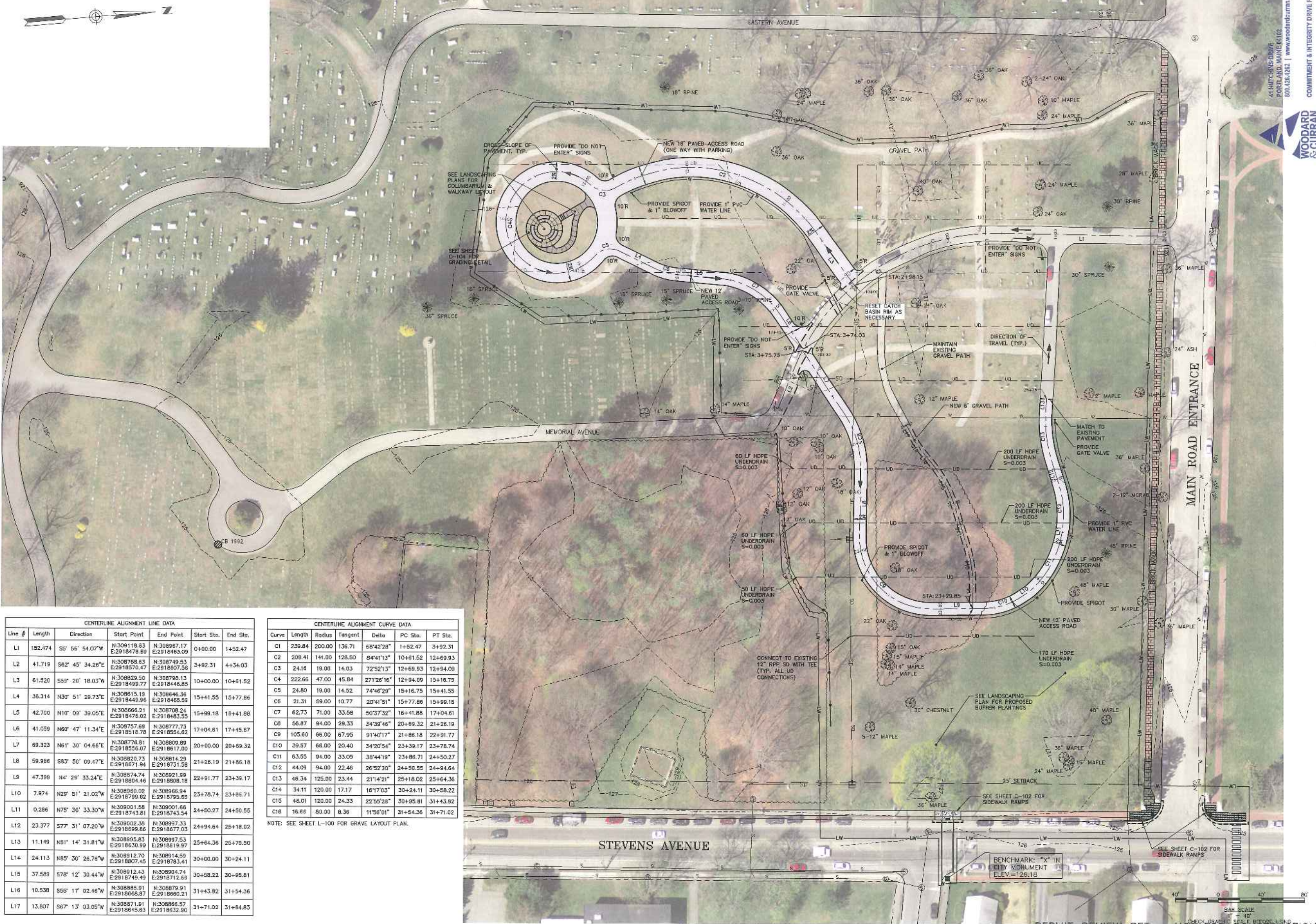
|              |     |                        |     |
|--------------|-----|------------------------|-----|
| DESIGNED BY: | LJS | CHECKED BY:            | DLC |
| DRAWN BY:    | BCM | PUBLIC MEETING FIGURE: | dwg |

  
41 Hutchins Drive  
Portland, Maine 04102  
800.428.4282 | www.woodardcurran.com  
COMMITMENT & INTEGRITY DRIVE RESULTS

JOB NO: 222804.55  
DATE: APRIL 2014  
SCALE: 1"=60'

FIG. 1

\\PORTLAND\Projects\222804-55 CIOX.dwg, Apr 15, 2014 - 2:29pm



| CENTERLINE ALIGNMENT LINE DATA |         |                   |                             |                             |                     |
|--------------------------------|---------|-------------------|-----------------------------|-----------------------------|---------------------|
| Line #                         | Length  | Direction         | Start Point                 | End Point                   | Start Sta. End Sta. |
| L1                             | 152.474 | S5° 56' 54.07\"W  | N:309118.83<br>E:2918478.89 | N:308957.17<br>E:2918463.09 | 0+00.00 1+52.47     |
| L2                             | 41.719  | S62° 45' 34.26\"E | N:308768.63<br>E:2918570.47 | N:308749.53<br>E:2918607.56 | 3+42.31 4+34.03     |
| L3                             | 61.520  | S55° 20' 18.03\"W | N:308829.50<br>E:2918499.77 | N:308798.13<br>E:2918446.85 | 10+00.00 10+61.52   |
| L4                             | 38.314  | N30° 51' 28.73\"E | N:308815.19<br>E:2918448.96 | N:308646.36<br>E:2918488.55 | 15+41.55 15+77.86   |
| L5                             | 42.700  | N10° 09' 39.05\"E | N:308666.21<br>E:2918476.02 | N:308708.24<br>E:2918493.55 | 15+49.18 16+41.88   |
| L6                             | 41.059  | N60° 47' 11.34\"E | N:308757.69<br>E:2918516.78 | N:308777.73<br>E:2918554.82 | 17+40.61 17+45.67   |
| L7                             | 69.323  | N61° 30' 04.65\"E | N:308776.81<br>E:2918556.07 | N:308809.89<br>E:2918617.00 | 20+00.00 20+69.32   |
| L8                             | 59.986  | S83° 50' 09.47\"E | N:308620.73<br>E:2918671.94 | N:308814.29<br>E:2918731.58 | 21+26.19 21+86.18   |
| L9                             | 47.399  | N4° 29' 33.24\"E  | N:308874.74<br>E:2918804.46 | N:308921.59<br>E:2918808.18 | 22+91.77 23+39.17   |
| L10                            | 7.974   | N29° 51' 21.02\"W | N:308960.02<br>E:2918790.82 | N:308966.94<br>E:2918795.65 | 23+78.74 23+86.71   |
| L11                            | 0.286   | N75° 36' 33.30\"W | N:309001.58<br>E:2918743.81 | N:309001.66<br>E:2918743.54 | 24+50.27 24+50.55   |
| L12                            | 23.377  | S77° 31' 07.20\"W | N:309002.38<br>E:2918699.66 | N:308997.33<br>E:2918697.03 | 24+49.64 25+18.02   |
| L13                            | 11.149  | N51° 14' 31.81\"W | N:308995.83<br>E:2918630.99 | N:308997.53<br>E:2918619.97 | 25+44.36 25+75.90   |
| L14                            | 24.113  | N85° 30' 26.76\"W | N:308912.70<br>E:2918807.45 | N:308914.59<br>E:2918783.41 | 30+00.00 30+24.11   |
| L15                            | 37.589  | S78° 12' 30.44\"W | N:308912.43<br>E:2918749.49 | N:308904.74<br>E:2918712.69 | 30+08.22 30+95.81   |
| L16                            | 10.538  | S95° 17' 02.46\"W | N:308885.91<br>E:2918666.87 | N:308879.91<br>E:2918660.21 | 31+43.82 31+54.36   |
| L17                            | 13.807  | S67° 13' 03.05\"W | N:308871.91<br>E:2918645.83 | N:308866.57<br>E:2918632.90 | 31+71.02 31+84.83   |

| CENTERLINE ALIGNMENT CURVE DATA |        |        |         |             |          |          |
|---------------------------------|--------|--------|---------|-------------|----------|----------|
| Curve                           | Length | Radius | Tangent | Delta       | PC Sta.  | PT Sta.  |
| C1                              | 239.84 | 200.00 | 136.71  | 68°42'28\"  | 1+52.47  | 3+42.31  |
| C2                              | 208.41 | 141.00 | 128.50  | 84°41'13\"  | 10+61.52 | 12+69.93 |
| C3                              | 24.16  | 19.00  | 14.03   | 72°52'13\"  | 12+69.93 | 12+94.09 |
| C4                              | 222.66 | 47.00  | 45.84   | 271°26'16\" | 12+94.09 | 15+16.75 |
| C5                              | 24.80  | 19.00  | 14.52   | 74°46'29\"  | 15+16.75 | 15+41.55 |
| C6                              | 21.31  | 59.00  | 10.77   | 20°41'51\"  | 15+77.86 | 15+99.18 |
| C7                              | 62.73  | 71.00  | 33.58   | 50°37'32\"  | 16+41.88 | 17+04.61 |
| C8                              | 56.87  | 94.00  | 28.33   | 34°39'46\"  | 20+69.32 | 21+26.19 |
| C9                              | 105.60 | 66.00  | 67.95   | 91°40'17\"  | 21+86.18 | 22+91.77 |
| C10                             | 39.57  | 66.00  | 20.40   | 34°20'54\"  | 23+39.17 | 23+78.74 |
| C11                             | 63.55  | 94.00  | 33.05   | 38°44'19\"  | 23+86.71 | 24+50.27 |
| C12                             | 44.09  | 94.00  | 22.46   | 26°52'20\"  | 24+50.55 | 24+94.64 |
| C13                             | 46.34  | 125.00 | 23.44   | 21°14'21\"  | 25+18.02 | 25+64.36 |
| C14                             | 34.11  | 120.00 | 17.17   | 16°17'03\"  | 30+24.11 | 30+58.22 |
| C15                             | 48.01  | 120.00 | 24.33   | 22°55'28\"  | 30+95.81 | 31+43.82 |
| C16                             | 16.66  | 80.00  | 8.36    | 11°56'01\"  | 31+54.36 | 31+71.02 |

NOTE: SEE SHEET L-100 FOR GRAVE LAYOUT PLAN.

44 HITCHINS DRIVE  
PORTLAND, MAINE 04102  
800.426.4262 | www.woodardcurran.com

**WOODARD & CURRAN**

COMMITMENT & INTEGRITY DRIVE RESULTS

DD PROJECT NAME:  
N/A

DRAWING NAME:  
222804-55 CIOX.DWG

FIELD BOOK USED:  
N/A

REVISED BY:  
LJS

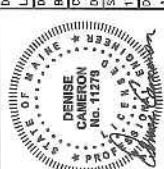
DRAWN BY:  
RCM

CHECKED BY:  
BLC

SCALE:  
1"=40'

DATE:  
APRIL 2014

REFERENCES:  
10-0867.dwg



EVERGREEN CEMETERY  
PHASE II

PROPOSED CONDITIONS PLAN

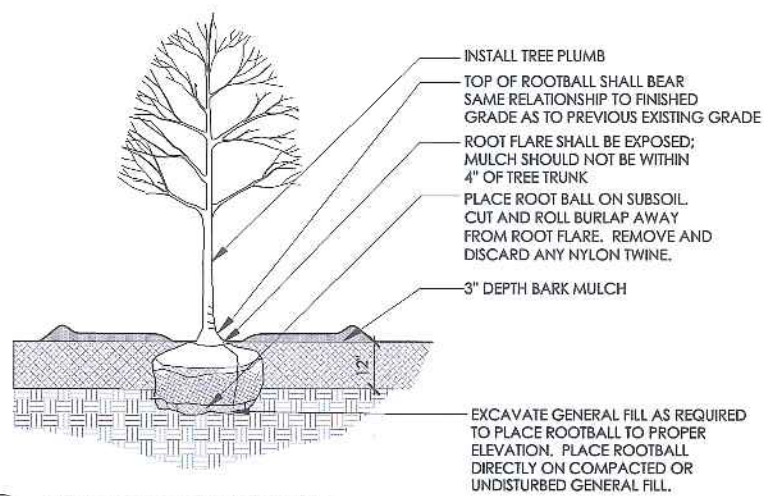
  
CITY OF PORTLAND, MAINE  
PUBLIC SERVICES DEPARTMENT  
ENGINEERING SECTION

SHEET #  
3 OF 8  
PLAN NUMBER  
C-101

PERMIT REVIEW SET - NOT FOR CONSTRUCTION

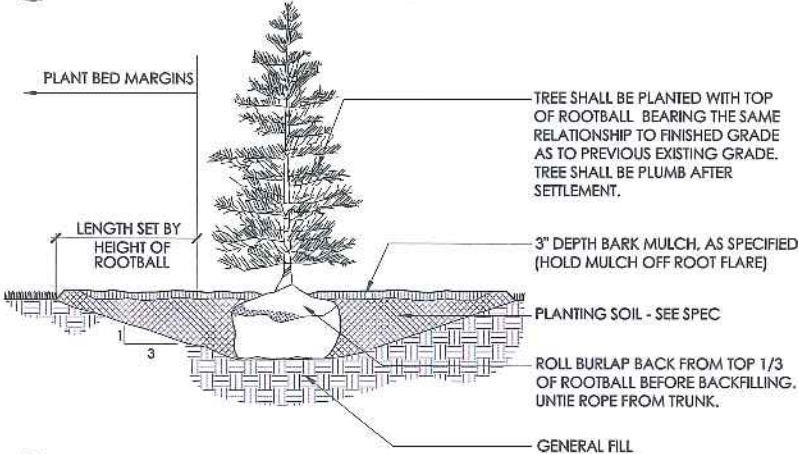
J:\2013-032\_Evergreen Cemetery\5.9 Drawings\3.3a Evergreen Cemetery\Plant\VR-414 Evergreen.dwg, Feb. 07, 2014 - 12:34pm

| PLANT LIST            |     |                              |                         |                  |                   |
|-----------------------|-----|------------------------------|-------------------------|------------------|-------------------|
| Deciduous Trees       |     |                              |                         |                  |                   |
| Qty.                  | KEY | Botanical Name               | Common Name             | Size             | Comments          |
| 5                     | AR  | Acer rubrum                  | Red Maple               | 2-3' cal. B&B    |                   |
| 1                     | AS  | Acer saccharum               | Sugar Maple             | 2-3' cal. B&B    |                   |
| 4                     | BA  | Betula alleghaniensis        | Yellow Birch            | 2' cal. B&B      | Single stem       |
| 5                     | QB  | Quercus bicolor              | Swamp White Oak         | 2-3' cal. B&B    |                   |
| 2                     | QR  | Quercus rubra                | Red Oak                 | 2-3' cal. B&B    |                   |
| 5                     | ZS  | Zelkova serota               | Japanese Zelkova        | 2-3' cal. B&B    |                   |
| Small Flowering Trees |     |                              |                         |                  |                   |
| Qty.                  | KEY | Botanical Name               | Common Name             | Size             | Comments          |
| 8                     | MDW | Malus 'Donald Wyman'         | Donald Wyman Crab-apple | 2-2.25' cal. B&B |                   |
| 5                     | MHG | Malus 'Harvest Gold'         | Harvest Gold Crab-apple | 2-2.25' cal. B&B |                   |
| 5                     | ML  | Malus 'Jockii'               | Jockii Crab-apple       | 2-2.25' cal. B&B |                   |
| 5                     | MSN | Malus 'Snowdrift'            | Snowdrift Crab-apple    | 2-2.25' cal. B&B |                   |
| Evergreen Trees       |     |                              |                         |                  |                   |
| Qty.                  | KEY | Botanical Name               | Common Name             | Size             | Comments          |
| 4                     | AC  | Abies concolor               | White fir               | 7-8 ft. tall     |                   |
| 4                     | PA  | Picea abies                  | Norway Spruce           | 7-8 ft. tall     |                   |
| 11                    | PG  | Picea glauca                 | White Spruce            | 7-8 ft. tall     |                   |
| 6                     | PO  | Picea omadika                | Sitka Spruce            | 7-8 ft. tall     |                   |
| Apple Orchard Trees   |     |                              |                         |                  |                   |
| Qty.                  | KEY | Botanical Name               | Common Name             | Size             | Comments          |
| 3                     | MDO | Malus 'Duchess of Oldenburg' | Duchess of Oldenburg    | 3/4' cal. B&B    |                   |
| 3                     | MF  | Malus 'Fireglade'            | Fireglade               | 3/4' cal. B&B    |                   |
| 3                     | MH  | Malus 'Honeycrisp'           | Honeycrisp              | 3/4' cal. B&B    |                   |
| 3                     | MS  | Malus 'Snow'                 | Snow                    | 3/4' cal. B&B    |                   |
| Groundcover           |     |                              |                         |                  |                   |
| Qty.                  | KEY | Botanical Name               | Common Name             | Size             | Comments          |
| 170                   | VM  | Viola minor                  | Periwinkle              | #4 pot           | Plant at 12" O.C. |



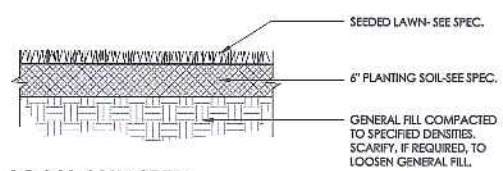
## 2 DECIDUOUS TREE PLANTING

NTS



## 3 EVERGREEN TREE PLANTING

NTS



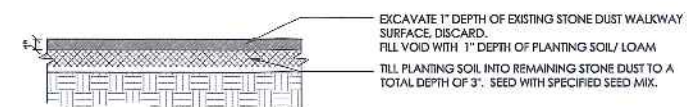
## 4 LOAM AND SEED

NTS



## 1 PLANTING PLAN

1" = 40'-0"



## 5 STONE DUST PATH RESTORATION

NTS

41 HITCHINS DRIVE  
PORTLAND, MAINE 04102  
800.626.4262 | www.woodardcurran.com

WOODARD & CURRAN

REFERENCES:  
10-1888P.dwg

DESIGNED BY: HAJ/US  
DRAWN BY: US  
CHECKED BY: HAJ/AL  
SCALE: AS NOTED  
DATE: JAN 17, 2014

CRJA  
Carol E. Johnson Associates Inc.  
Landscape Architects  
1 Walnut Street, Suite 200, Portland, ME 04101  
Tel: 407.876.2227 Fax: 407.876.2276

EVERGREEN CEMETERY  
PHASE II  
LANDSCAPE PLAN AND DETAILS

CITY OF PORTLAND, MAINE  
PUBLIC SERVICES DEPARTMENT  
ENGINEERING SECTION

SEAL  
VALD RESURGAM  
CITY OF PORTLAND, MAINE

SHEET #  
7 OF 8  
PLAN NUMBER  
L-100

LDD PROJECT NAME:  
N/A  
DRAWING NAME:  
XR-SITE\_EVERGREEN.DWG  
FIELD BOOK USED:  
N/A

Japanese Zelkova



American Ash



American Linden



White Oak



Sugar Maple





White Fir



Norway Spruce



White Spruce



Serbian Spruce



Donald Wyman Crabapple



Jackii Crabapple



Harvest Gold Crabapple



Snowdrift Crabapple



Snow Apple



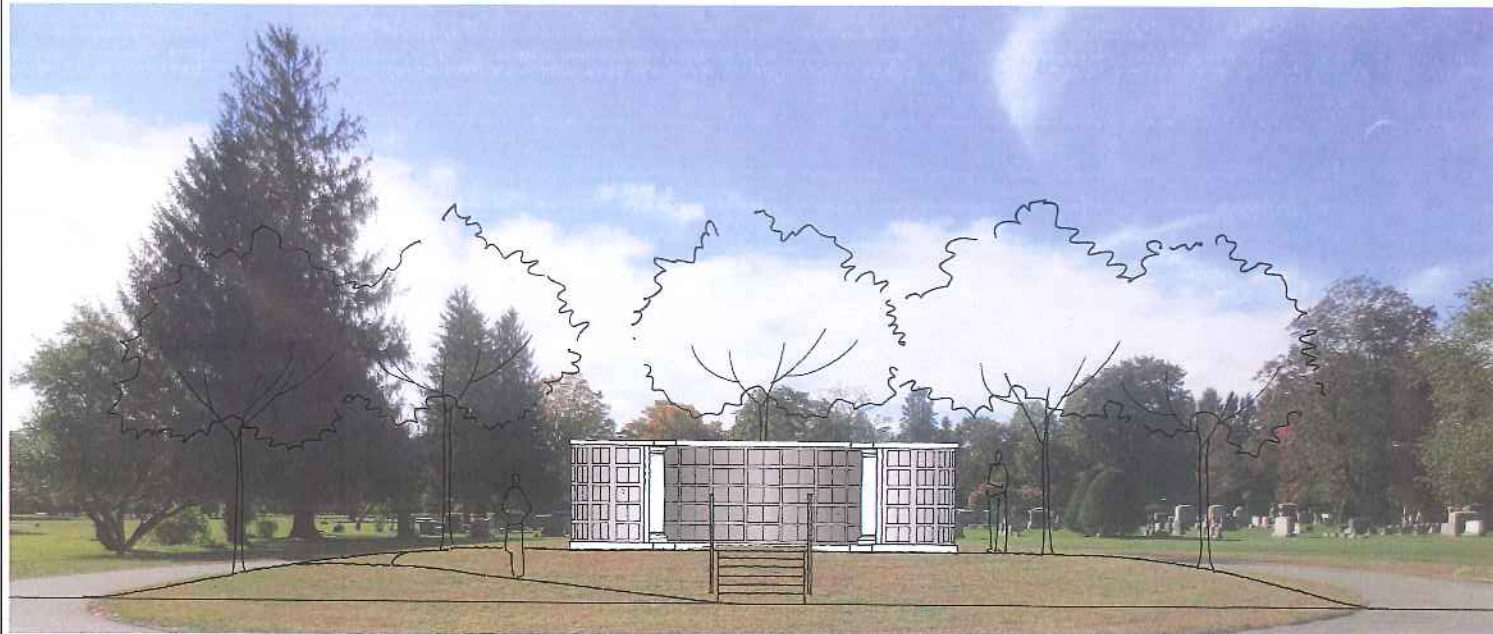
Duchess of Oldenburg Apple



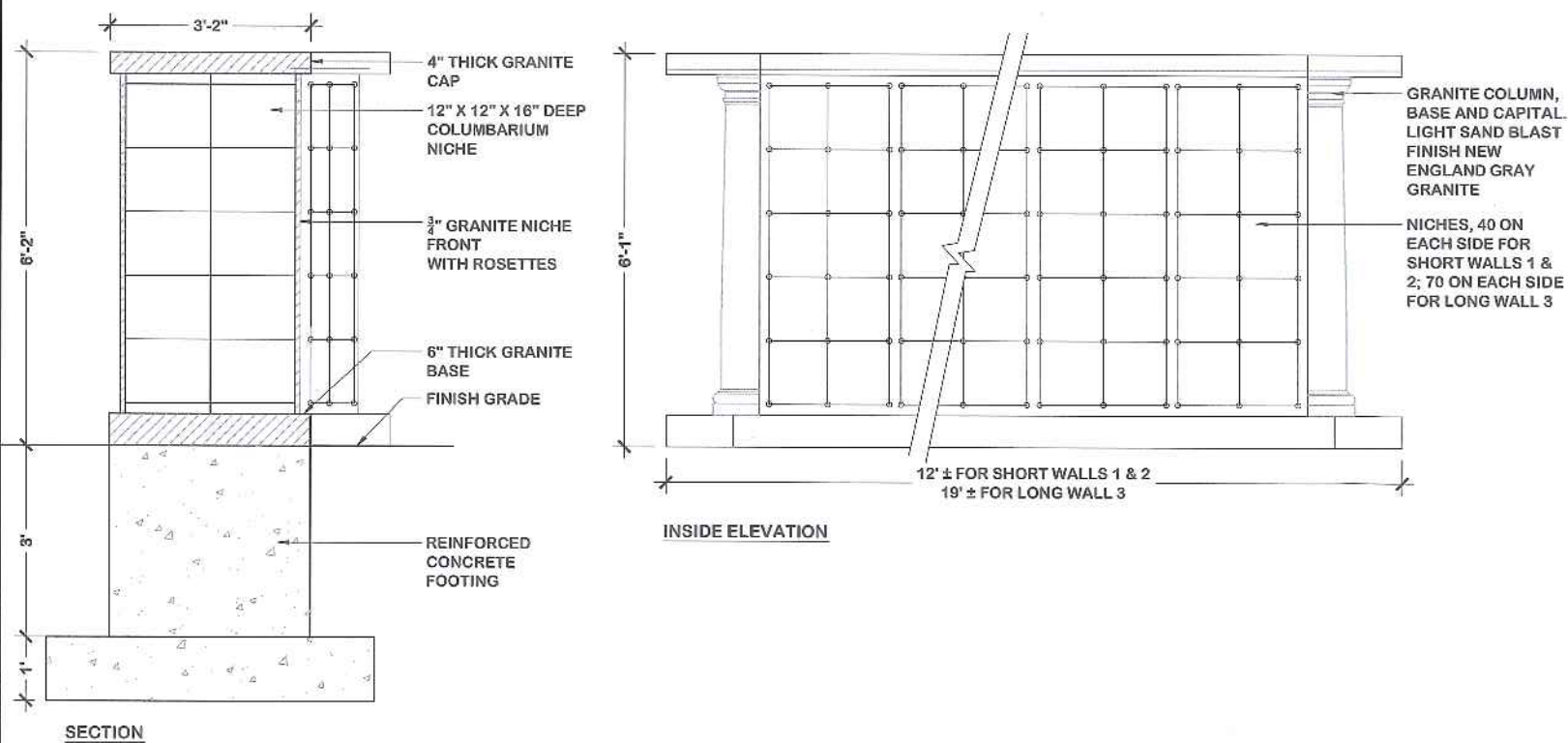
Firetide Apple



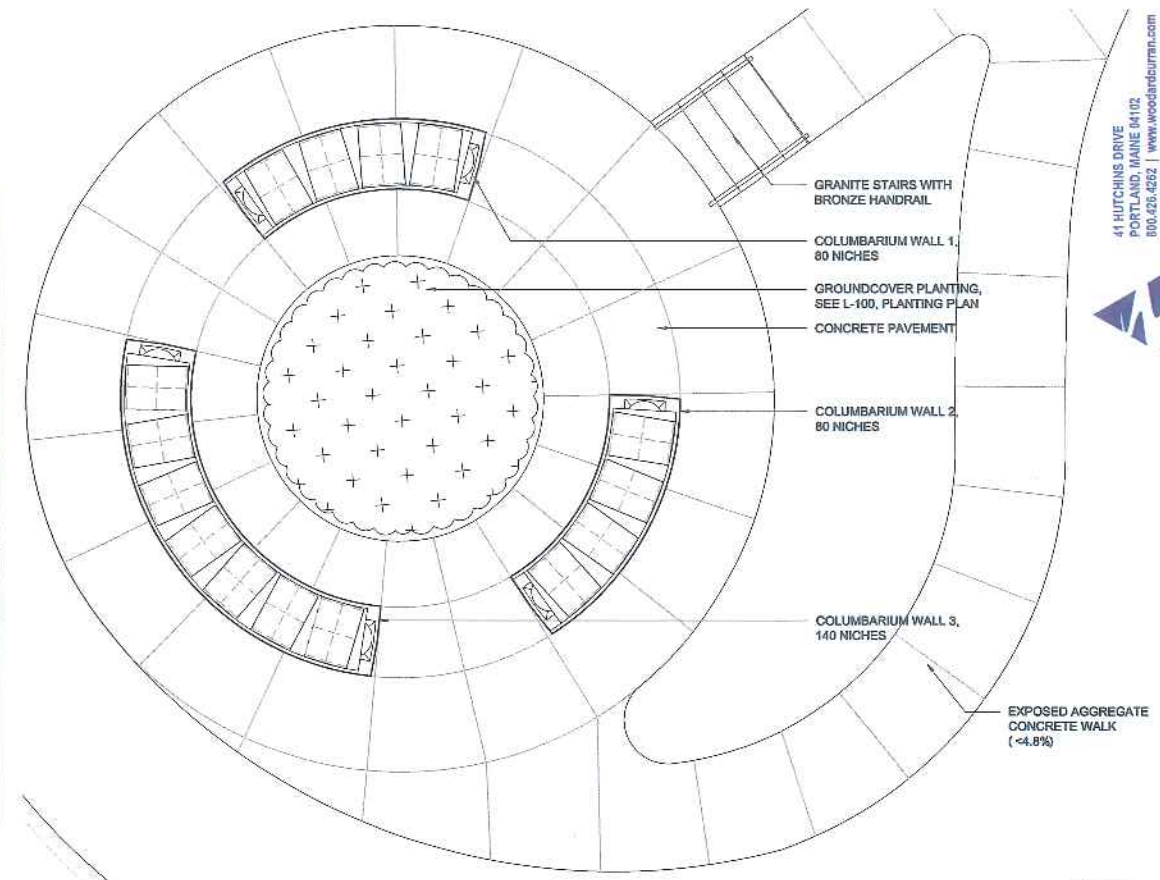
Honeycrisp Apple



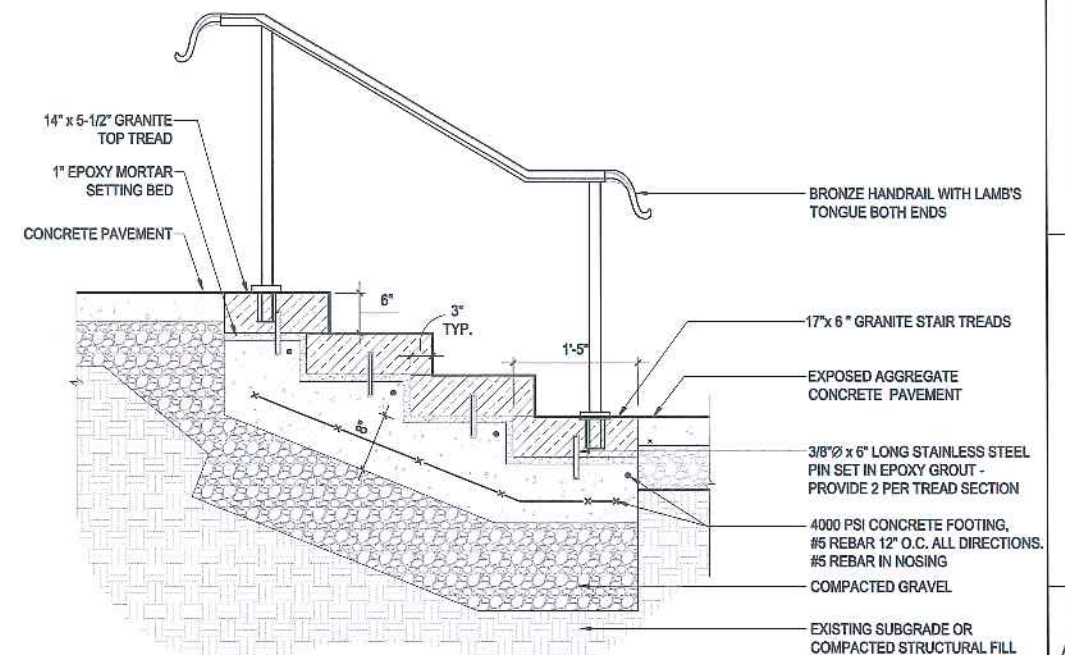
2 SKETCH ELEVATION OF COLUMBARIUM WALLS  
NTS



3 SECTION AND ELEVATION OF COLUMBARIUM WALLS  
3/4" = 1'-0"



1 COLUMBARIUM PLAN ENLARGEMENT  
1/4" = 1'-0"



4 GRANITE STAIRS  
NTS

41 HUTCHINS DRIVE  
PORTLAND, MAINE 04102  
800.426.4262 | www.woodardcurran.com



COMMITMENT & INTEGRITY DRIVE RESULTS

LDD PROJECT NAME:  
N/A  
DRAWING NAME:  
XP-SITE-EVERGREEN.DWG  
FIELD BOOK USED:  
N/A

REFERENCES:  
10-088P.dwg

DESIGNED BY:  
HA/US  
DRAWN BY:  
US  
CHECKED BY:  
HA/JL  
SCALE:  
AS NOTED  
DATE:  
JAN 17, 2014



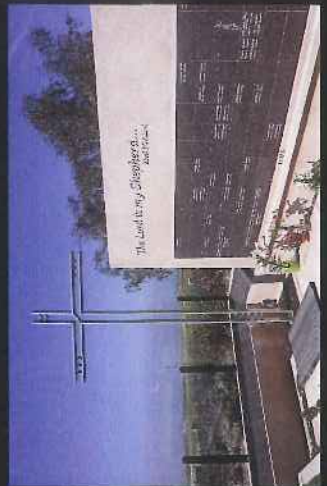
EVERGREEN CEMETERY  
PHASE II  
COLUMBARIUM PLAN AND  
DETAILS

CITY OF PORTLAND, MAINE  
PUBLIC SERVICES DEPARTMENT  
ENGINEERING SECTION



SHEET #  
8 OF 8  
PLAN NUMBER  
L-101

J:\2013-032\_Evergreen Cemetery\Drawings\Site\XP-Site\_Evergreen.dwg, Feb 07, 2014 - 2:44pm





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

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**WORKSHOP  
VARIOUS LOCATIONS ON CONGRESS STREET**

**TO:** Chair Romano and Members of the Historic Preservation Board

**FROM:** Deb Andrews, Historic Preservation Program Manager

**DATE:** May 1, 2014

**RE:** May 7, 2014 Preliminary Workshop on Proposed Bus Shelter Installations

**Address:** 5 Locations on Congress Street, between Park and Myrtle Streets

**Applicant:** METRO, Greater Portland Council of Governments and City of Portland

**Represented by:** Caitlin Cameron, City of Portland Urban Designer

**Introduction**

A preliminary workshop has been scheduled to introduce plans for locating 5 new bus shelters at various points along Congress Street within the Congress Street Historic District. (The specific locations are indicated on the enclosed map.) The shelters are being proposed as part of a regional bus shelter/signage project intended to improve and enhance access to public transportation within Greater Portland region. Transit authorities from three communities are participating in the program, which will allow for both coordination of efforts and bulk purchasing of shelters. In Portland, the first phase of implementation is focused on Congress Street, which is considered a "bus priority corridor".

While the general question of installing bus shelters along Congress Street is outside the Board's purview, the Historic Preservation Board is being asked to provide input on the visual characteristics of the installations. To the extent feasible, METRO and the City would like to install the same type of shelter throughout the City, so whatever is selected for this section of Congress Street is likely to be installed elsewhere. That said, there might be some opportunity for using an alternative design or finish for the downtown core or for a particularly sensitive specific location.

Urban designer Caitlin Cameron has prepared the enclosed application and will be available at Wednesday's workshop to discuss the various design options under consideration.

## **Proposed Shelters**

In her project description, Ms. Cameron explains that the City cannot at this point limit its consideration to a single vendor, given purchasing requirements. Accordingly, she has provided three options for the Board's review that might be considered and for which she requests the Board's input. More importantly for purposes of the workshop discussion, she outlines the specific attributes or characteristics that have been identified as desirable by the project committee. Note that these characteristics have been driven not only by aesthetic considerations, but also by functional and economic concerns. These include:

- Contemporary, recessive design
- Optimal transparency
- Domed or asymmetrical roof
- Aluminum finish and simple detailing
- Incorporation of a bench to accommodate 2-3 seats
- Incorporation of a map panel that might ultimately include a small digital screen with bus schedule
- Incorporation of a 2-sided advertising panel

At this point, the purpose of the workshop is to solicit the Board's general feedback about these proposed characteristics.

The enclosed submission does not provide detailed information about the specific position of each bench or the relevant dimensions of the installation area. Staff will ask that this information be available for Wednesday's meeting. It is staff's understanding that in some locations, the sidewalk will be widened to provide more space for the shelter. Note that the orange cones currently placed in the public right-of-way in front of Two Monument Square were installed to test the impact of this widening on traffic.

Note that most of the potential vendors provide several versions of the same design to accommodate specific conditions (a narrower section of sidewalk, for example). This will be taken into consideration in the final order.

## **Staff Comments and Questions for Consideration**

Over time, the Board has reviewed a number of proposals for new or replacement public infrastructure elements in various historic districts. Adding new infrastructure elements often presents challenges---especially if achieving or maintaining visual consistency is the goal---because project funding is rarely sufficient to allow for the comprehensive replacement of earlier installations. In any given area one can see various generations of light pole and fixtures, handicap tip-down treatments, etc.

Notwithstanding these inherent challenges, the Board has typically taken into consideration the form, character and finish of existing infrastructure elements in its review of proposed new elements with the goal of maintaining some level of consistency or compatibility between the new and existing features. This can be achieved by continuing a general design vocabulary,

exterior finish, or other attributes. During its reviews, the Board has also taken into consideration the character of the specific historic district with the goal of reinforcing the district's established character or introducing a decidedly neutral, recessive solution that does not contradict the established character.

In this instance, there are no other bus shelters on Congress Street to take into consideration. (The one exception is the "Jewel Box" shelter near the corner of Center Street that was commissioned by the Public Art Committee several years ago.) There are, however, other public infrastructure elements that contribute to the streetscape. A question for consideration is whether the bus shelters should be viewed as part of a "family" of street furnishings or whether, given the fact that they are structures, there is more freedom for them to have their own distinct visual character.

Following are additional observations and questions that the Board might wish to consider in its review:

- Note that the easternmost shelter is proposed for the sidewalk in front of City Hall, near the Myrtle Street corner of the block. In early discussions about the project, HP staff had asked whether this shelter might be located on the other side of Myrtle Street to eliminate any impact on City Hall. Given use patterns and other considerations, it was felt that a location in front of City Hall was highly desirable. The location chosen, near the corner of Myrtle does allow for significant distance from the building, as the sidewalk is quite wide in this location.
- If the shelter is found to be acceptable along the City Hall frontage, particular consideration might be given to the finish choice in this location, to minimize the shelter's visual impact on the building and plaza.
- Will the shelters be installed on separate pads or will they be installed within the existing concrete sidewalk?
- Note that an advertising panel is being proposed for each shelter. As shown, the advertising consists of one large ad on each side of the panel, which is positioned at the end of the shelter away from the oncoming traffic. Board members will recall that the question of advertising on bus shelters was raised in a previous meeting. In that particular instance, the shelters in question were located on State Street and at the edge of Deering Oaks Park. In that instance, the Board was not supportive of advertising panels in those two particular contexts. It did not, however, make an across-the-board policy decision opposing bus shelter advertising in all historic districts.

The Board should be aware that METRO is looking to advertising to become an integral element of its operating income and is therefore proposing ads on the shelters along Congress Street. In staff's view, given that Congress Street is Portland's major commercial corridor, advertising on bus shelters does not appear incongruous. That said, staff has reservations about advertising on the shelter in front of City Hall.

### **Applicable Review Standards**

Attached is a copy of the “Standards and Guidelines for Streetscape and Pedestrian Improvements” excerpted from Portland’s Historic Resources Design Manual—see Attachment 5.

### **Attachments**

1. Application
2. Map of proposed bus shelter locations
3. List of desired visual and functional characteristics
4. Illustrations of various shelter design options
5. Review Standards for Streetscape and Pedestrian Improvements



Date: 4/23/14

**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:**

Congress Street Bus Priority Corridor - Bus Shelters

**CHART/BLOCK/LOT:** \_\_\_\_\_ (for staff use only)

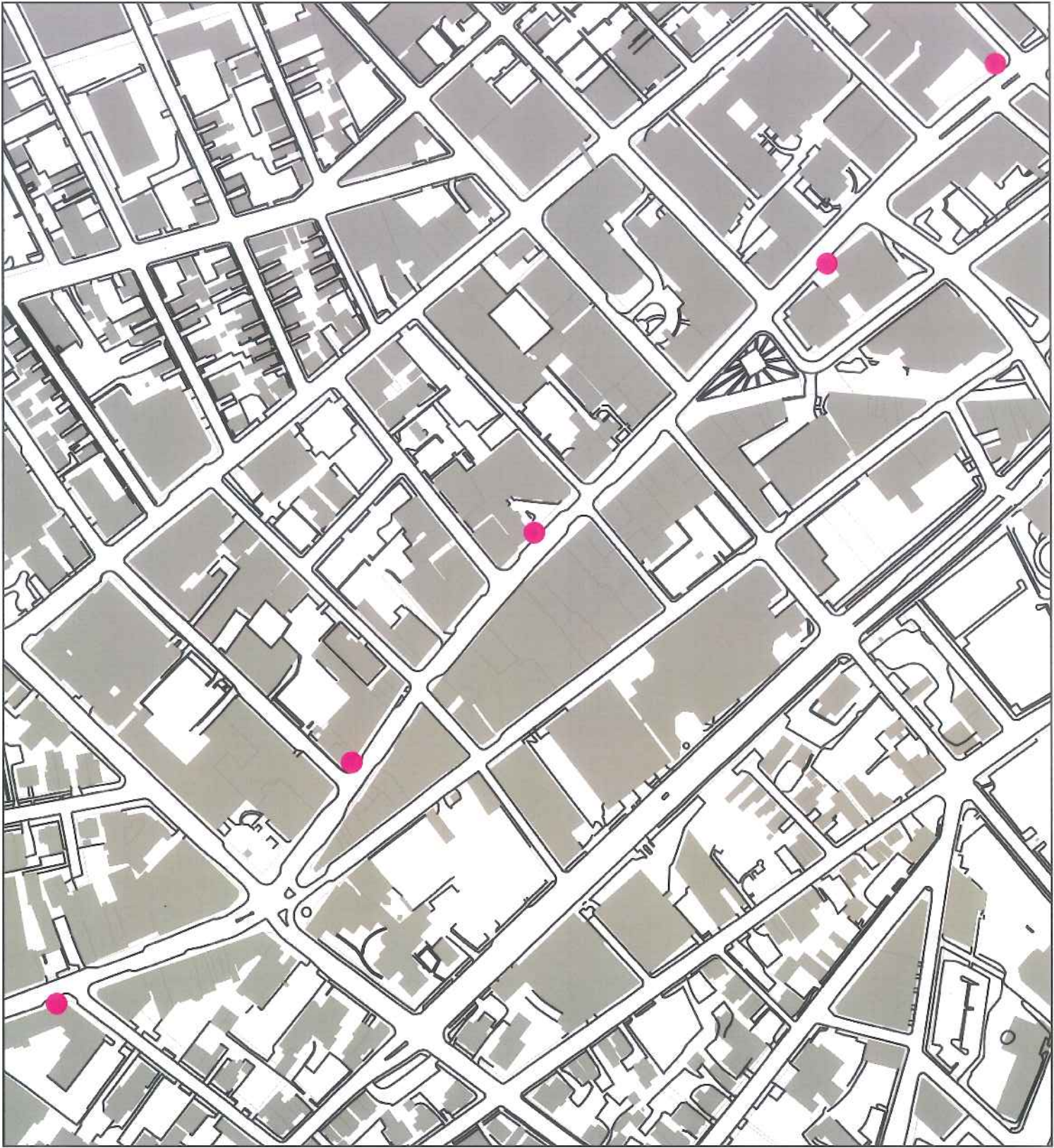
**PROJECT DESCRIPTION:** Describe below each major component of your project. Describe how the proposed work will impact existing architectural features and/or building materials. If more space is needed, continue on a separate page. Attach drawings, photographs and/or specifications as necessary to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

5 bus shelters are being proposed as part of the Congress Street Bus Priority Corridor. Each of the five shelters is within the Congress Street Historic District and those locations are indicated on the map attached. Due to the nature of the federal procurement process, we are not able to specify one shelter model but seek the HP board to provide guidance on the desired features, characteristics, and materials being proposed. The Planning staff, along with members of GPCOG and METRO have determined the following features to be desirable from an aesthetic, functionality, and economic standpoint: contemporary design that is recessive and does not compete with the historic streetscape. → this includes optimizing the transparency with glass walls and roof, a domed or asymmetrical roof line, aluminum finish, and simple details. For functionality, features would include a bench (2-3 seats), 13' length, and a map panel with the potential of adding digital, real-time display. From an economic standpoint, advertising panels are desired for all five shelters which will cover the cost of maintaining the shelters. Additional features such as solar panels and illumination are an option but not of high priority.

Page 2 of 8

We request that the HP Board weigh in on these features, especially size, materiality, and advertising.

# Congress Street Bus Priority Corridor - Bus Shelter Locations



● New Bus Shelter Location

**Historic Preservation Application for Certificate of Appropriateness**

**May 7, 2014**

**Congress Street Bus Priority Corridor – Bus Shelter selection**

Description:

The Congress Street bus shelters shall be of contemporary design. The aesthetic shall be subtle and recessive with maximum transparency so as to become recessive in the historic district streetscape. Shelters shall complement existing street furniture standards for benches, lamps, and wayfinding.

List of desired features:

Structure:

- 5' wide x 13' length
- Curved or asymmetrical roof line
- 2 side walls with supports
- Concrete pad (ADA and technical manual requirement)

Materials:

- Aluminum finish
- Glass wall (side and back)
- Transparent roof

Additional Features:

- Advertising panel, two-sided (side wall – upstream)
- Map panel (back wall)
- Bench (2-4 seats), backless with either metal or recycled material slats and anti-vagrant bars
- Potential for lighting ad panel
- Digital display (future addition)

# Standard Shelters



Atlanta, Georgia



-1/8" ALUM SHEET ROOF PANELS

5-6 9/32"

— 66 —

—3/8 CLEAR  
TEMPERED  
52 X 83 7/16  
(3) PLACES

## OPEN ENDS

WHITE TWIN WALL  
POLYCARBONATE  
ROOF PANELS  
(OPTIONAL)

TWO SIDED  
NON-ELEC.  
AD-BOX

13 27/32

GLASS SUPPORT-

(11)

7 31/32

—ESCUTCHEON SHOE  
COVERRAIN GUTTER  
EURO EXTRUSION

# АКМОЛ

—4'-9 1/4"  
—(5'-7 1/4")

Martin  
Resoagli

Copyright © 2003 by Martin  
Kraus  
Litho: Martin Kraus, 10110  
Hartweg Ave., St. Louis,  
Missouri 63123-1000  
1-800-393-6633

TOLAR MFG CO., INC. 2009 ©

## Design Specification - Bus Shelter Dimensions

**metro**  
Greater Portland Transit District  
gpmetrobus.com • 207-774-0351

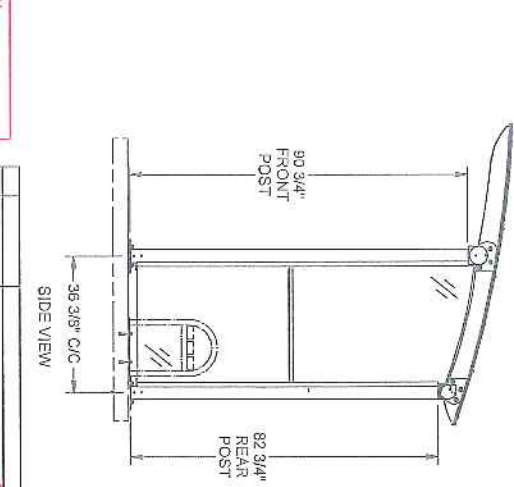
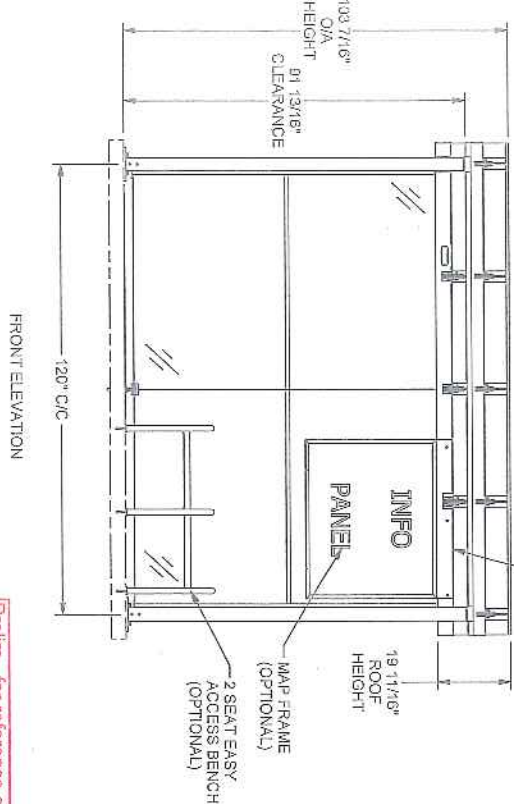
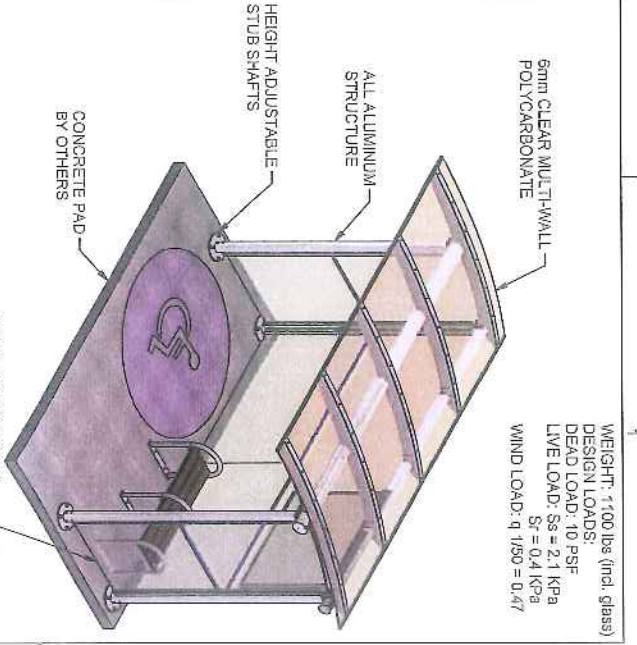
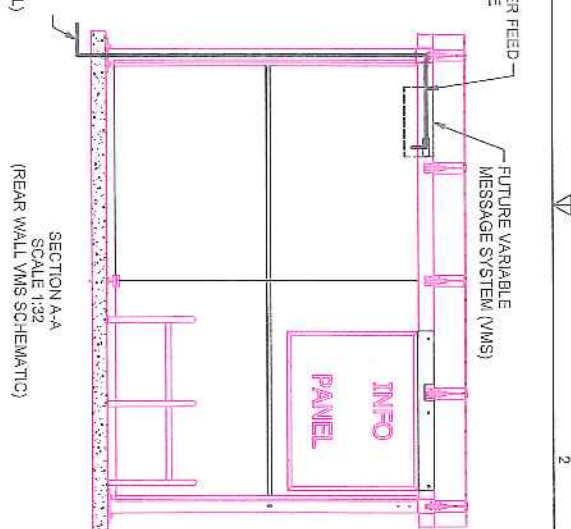
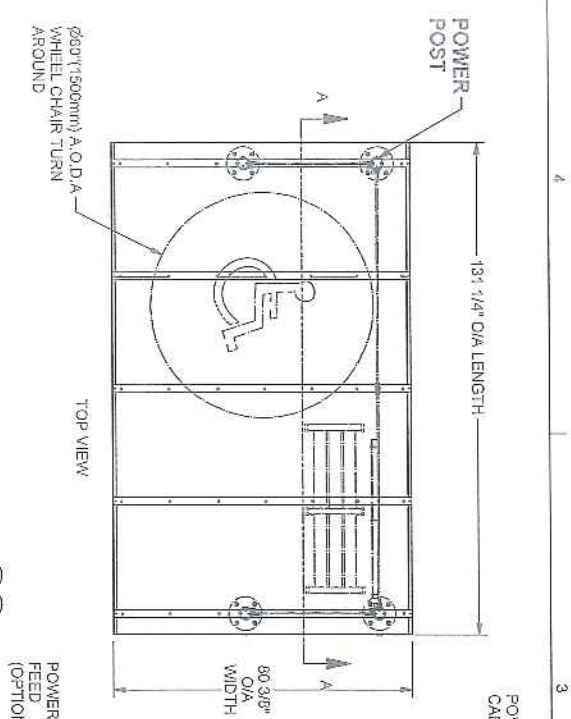
[illegible]

4-d



Daytech - Vanguard

4-e



Prelim - for reference only

| No. | Date | Revision Description | By | Checked By | Drawn By | Used From | Project No. |
|-----|------|----------------------|----|------------|----------|-----------|-------------|
| 1   |      |                      |    |            | EP       | 2501/2013 | 5283-00     |
| 2   |      |                      |    |            |          | 1:32      |             |

Title: 5'x10' VANGARDE CANOPY SHELTER (BAC05X081)  
 www.daytechlimited.com  
 Daytech Limited  
 70 Dees Road, Suite 4101  
 Canby, OR 97009 USA  
 Tel: (503) 875-1105  
 Fax: (503) 875-1102  
 Email: info@daytech.com

| ITEM | QTY | PART NUMBER | DESCRIPTION                                           | MATERIAL        |
|------|-----|-------------|-------------------------------------------------------|-----------------|
| 1    | 1   | 30200020    | MAP FRAME - V TYPE SHELTER                            | ALUMINUM        |
| 2    | 1   | 3129-1      | 44" ALUM BENCH ACCESS BENCH ASSEMBLY                  | ALUMINUM        |
| 3    | 1   | 5003-34     | MAP FRAME MOUNTING BRACKET                            | ALUMINUM        |
| 4    | 1   | 5164-01     | 5'x10' VANGARDE CANOPY ROOF ASSEMBLY                  | STAINLESS STEEL |
| 5    | 1   | 5203-20     | 5'x10' VANGARDE CANOPY LAYOUT WASHER                  | STAINLESS STEEL |
| 6    | 3   | HD1246      | SCREW SET PLAT PHIPS #14x1 1/4                        | STAINLESS STEEL |
| 7    | 10  | HD134       | #12-1 1/4" LONG TASCOW W RUBBER CERAMIC SAFETY STRIPE | GLASS           |

NOTES:  
 - COLOUR AS PER CUSTOMER SPEC  
 - GLASS AS PER WORKORDER USED  
 - ALL STAINLESS STEEL FASTENERS USED

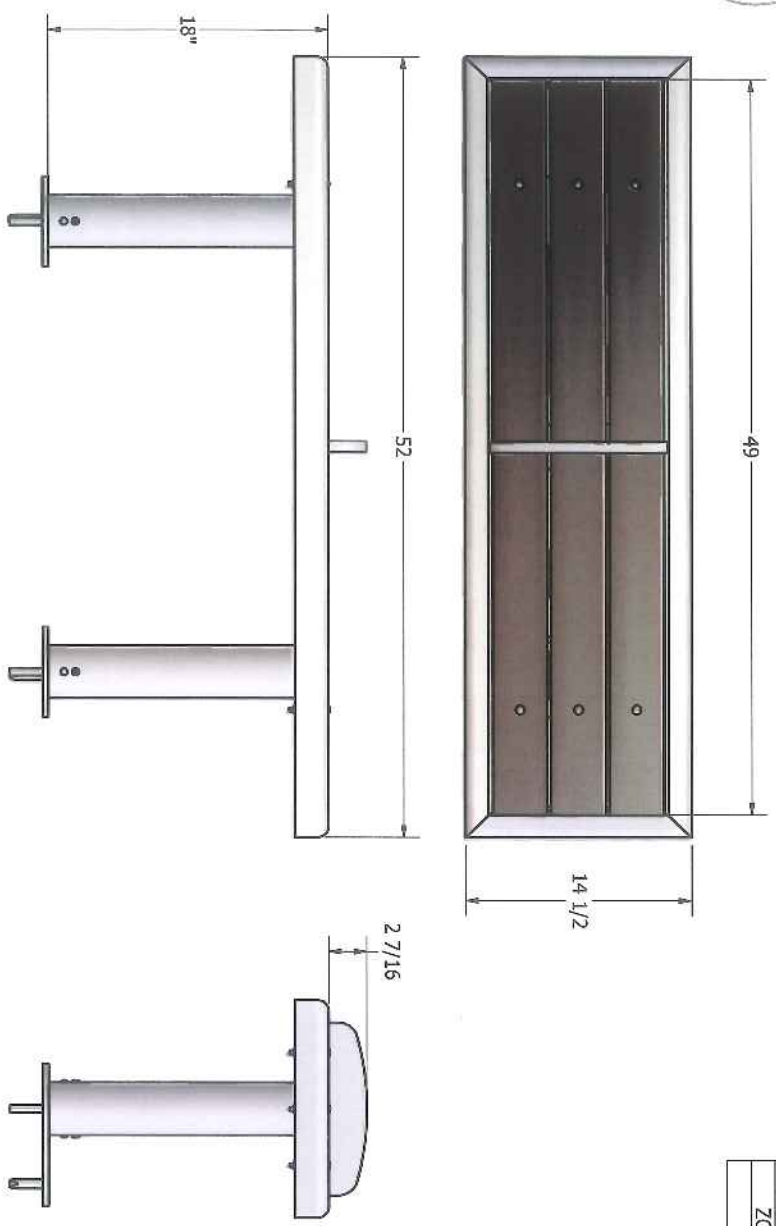
4-f

| REVISION HISTORY |     |             |      | 1        |
|------------------|-----|-------------|------|----------|
| ZONE             | REV | DESCRIPTION | DATE | APPROVED |

| CONFIGURATION A |         |
|-----------------|---------|
| 1               | PLANT 1 |
| 2               | PLANT 2 |

| CONFIGURATION B - ANCHORS |                                          |
|---------------------------|------------------------------------------|
| 0                         | NO ANCHORS                               |
| 1                         | 1/2" X 3 3/4" SUP -R ANCHORS, ZINC       |
| 2                         | 1/2" X 3 3/4" SUP -R ANCHORS, STN ,STL.  |
| 3                         | 1/2" X 4 1/4" SUP -R ANCHORS, ZINC       |
| 4                         | 1/2" X 4 1/4" SUP -R ANCHORS, STN ,STL.  |
| 5                         | 1/2" X 3 3/4" HILT TZ ANCHORS, ZINC      |
| 6                         | 1/2" X 3 3/4" HILT TZ ANCHORS, STN ,STL. |
| 7                         | 1/2" X 4 1/2" HILT TZ ANCHORS, ZINC      |
| 8                         | 1/2" X 4 1/2" HILT TZ ANCHORS, STN ,STL. |
| 9                         | SPECIAL - SPECIFIED ON SALES ORDER       |

| CONFIGURATION C - FINISH |                                     |
|--------------------------|-------------------------------------|
| 0                        | NONE                                |
| 1                        | STANDARD POWER COAT                 |
| 2                        | STANDARD POWER COAT WITH CLEAR COAT |
| 3                        | PREMIUM POWER COAT                  |
| 4                        | PREMIUM POWER COAT WITH CLEAR COAT  |
| 5                        | TBD                                 |
| 6                        | TBD                                 |
| 7                        | TBD                                 |
| 8                        | TBD                                 |
| 9                        | SPECIAL - SPECIFIED ON SALES ORDER  |



EXAMPLE: 1 2 7 7 0 - 1 3 1

DRAWING NUMBER CONFIGURATION A  
CONFIGURATION B  
CONFIGURATION C

|                                                                                                                                                                    |                   |                     |          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|---------------------|----------|
|  <b>Tolar Manufacturing Company, Inc</b><br>258 Mariah Circle, Corona CA. 92879 |                   |                     |          |
| DESCRIPTION<br>62" EURO BENCH WITH 1 CENTER V-BAR                                                                                                                  |                   |                     |          |
| CUSTOMER/ENDOR<br>STD                                                                                                                                              |                   |                     |          |
| SIZE<br>B                                                                                                                                                          | MATL<br>ALUMINUM  | ORD NO.<br>12770    | REV. NO. |
| SCALE                                                                                                                                                              | DATE<br>5/24/2010 | DRAWN BY<br>MMA/ALC |          |

G:\Inventor\Benches\12770.idw

# Design Specification - Bus Shelter Bench Dimensions

# STANDARDS: STREETSCAPE AND PEDESTRIAN IMPROVEMENTS

# 8

## 1. General

Retain the distinctive historic features of the streetscape, including walkways, alleys, lighting, signage, planters, landscaping, curbing, and paving that give the district its distinguishing character. Where streetscape or pedestrian improvements are proposed which were not historically a part of the site, such improvements shall be compatible with the existing historic character.

## 2. Pedestrian Amenities

- a. While pedestrian amenities must be compatible with the City's historic character, variations shall be permitted in order to respect the vitality and the variety of the City's different thoroughfares and neighborhoods.
- b. Different types of public spaces should respond to the following general performance criteria:
  - Historic commercial streets shall be treated simply with maximum open sidewalk space, limited obstructions on the ground, and pedestrian preference for street crossing.
  - Historic, non-commercial pedestrian streets and walks shall have a similar scale, more intimate design using textures and smaller elements that stimulate interest along the path.
  - Waterfronts were not typically pedestrian spaces in historic Portland but should be opened up to the public wherever possible due to their historic interest and value as a public amenity.

- Parking areas must be carefully designed and landscaped due to their large size and visual impact upon visitors and residents.
- Parks should play a special role in historic interpretation and provide day-time cultural activity for the District as well as relief from paved areas.

## 3. Streetscape

### a. Paving and Planting

- a. The existing streetscape should be enriched, especially around historic buildings and heavily used pedestrian areas. Historically appropriate improvements should create some consistency while avoiding complete uniformity.
- b. Historic paving features should be retained wherever possible and incorporated into the streetscape improvements. For example, where brick sidewalks existed historically, brick shall continue as the material of choice.
- c. Subtle variations in paving patterns and materials shall be used to enrich sidewalks and plazas, such as highlighting patterns in street lights, trees, furniture, street crossings, and entryways.
- d. Planting shade trees and shrubs shall be encouraged where they would enhance the historic character and create more inviting spaces. Removal of healthy trees over 3" caliper shall be discouraged, except where they threaten existing structures or personal safety.

b. Street Furniture

- a. Placement of street furniture which is appropriate to the context, attractive, and durable shall be encouraged. Placement of furniture should be based upon careful study of how people tend to use a street.

c. Lights, Signs, and Traffic Signals

- a. Public signs shall utilize compatible graphics, colors, proportions, dimensions, and fabrication methods in order to create greater consistency and improve their compatibility with their historic setting.
- b. Street lights shall be designed to harmonize with their surroundings, and traffic signal poles and mounts shall be as unobtrusive as possible, both physically and visually.

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

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**WORKSHOP  
1331 WESTBROOK STREET**

**TO:** Chair Romano and Members of the Historic Preservation Board

**FROM:** Rob Wiener, Preservation Compliance Coordinator  
Deb Andrews, Historic Preservation Program Manager

**DATE:** May 1, 2014

**RE:** May 14, 2014 Workshop

Application For: Certificate of Appropriateness to construct a new single-family house

Address: 1331 Westbrook Street

Applicants: Irene and Peter Fulton

Architect: Darren Commerford, NestMaine

**Introduction**

Architect Darren Commerford of NestMaine is presenting preliminary plans for a new single-family house on a lot in the Stroudwater Historic District. The infill parcel was subdivided from the northerly adjacent property in 2007. It is just over 90 feet wide, and 1.14 acres in area.

Members of the Board have the rare opportunity to review a new single-family design in a decidedly less urban context than is the case for many of the projects presented to them. The last time the Board reviewed a new house in Stroudwater was in 2002, when a modified Greek Revival style dwelling was built at 1190 Westbrook Street, near the southern end of the road. All infill designs are evaluated against their unique contexts; in the previous case, the context was a bit more consistent in terms of architectural period and style than is the case here.

The architect and owners are seeking early feedback from the Historic Preservation Board before proceeding with further design development. Enclosed for the Board's reference is the architect's packet consisting of a project description, renderings, photos of existing conditions, and conceptual elevations in context.

**Subject Property and Context**

The subject property is on the east side of Westbrook Street, a short distance north of Congress Street. The houses on either side of the lot are of decidedly different construction periods and

differ in form and architectural expression as well. Several of the houses, considered non-contributing in the Historic Resources Inventory, are late 20<sup>th</sup> century caps. The older (c. 1924) hip-roofed Colonial Revival house immediately to the north (#1339) is handsome and significant, but was also built much later than Stroudwater's primary period of development. Across the street is the historic Stroudwater Burying Ground, north of which, at 1346 Westbrook Street, is the significant and well-preserved Jesse Partridge House, constructed in 1786. Behind the house lot to the east, open ground slopes scenically toward a marsh and the Fore River.

Although the immediate context cannot be considered homogenous and a number of the structures in close proximity are non-contributing, the larger surrounding historic district must be considered a powerful determinant in making design choices for new construction. It is important that new additions to the district be generally compatible with and respectful of the district's overall character.

### **Proposed Construction**

Mr. Commerford's presentation letter and renderings present quite a thorough picture of the design program and considerations driving his choices, so this section will not repeat the information. The design takes a particular approach: using a barn-like structure to refer to historically compatible architectural forms, without having to choose a specific historic residential style.

### **Staff Comments**

The proposed design is obviously well differentiated from its immediate neighbors, and certainly more contemporary in the ways the architect has chosen to incorporate historic patterns and relate to the neighborhood. In his narrative Mr. Commerford refers to Section 5: Standards and Guidelines for New Construction of Portland's Historic Resources Design Manual for his analysis, and staff calls the Board's attention to the first page of that section, which is reprinted for this packet. The Design Manual states that "...a creative and distinctly contemporary design response is both permitted and encouraged, and goes on to say that the new building "...need not follow the pattern set by its neighbors in each and every category of compatibility. It should, however, relate to a number of them."

Because the context is not homogenous there is bit more freedom for the designer than there might otherwise be. The barn form is appropriate in the semi-rural setting, and it makes it easier to freely embrace simplicity of forms and finish levels that can simultaneously feel both respectful of history and contemporary. The final appearance and character depend greatly on the patterns of windows, doors, and other features. With its narrow gable facing the street, the design is quite vertical, a not unwelcome contrast to the 20<sup>th</sup> Century capes to the south. It may be worth noting that two houses to the north, 1347 Westbrook Street (c. 1890) presents its narrow, vertical, Italianate gable to the road.

Some aspects of the proposed design that the Board may want to discuss:

- The architect's choice to position the new house further from the street than its neighbors, and the spatial relationships on either side.

- The choice to locate the garage / barn doors facing the front. Does this give undue prominence to the garage or is it consistent with the choice to pursue a barn-type structure?
- The organization and details of the proposed fenestration, doors and trim. Is the proposed departure from traditional fenestration patterns acceptable in this instance? Is the architectural treatment of the front façade generally consistent with the side elevations or is there some inconsistency? Has an appropriate balance been struck in introducing a traditional building form with contemporary detailing and fenestration?
- The presence of the pergola off the front façade, in front of the main entrance.

### **Applicable Review Standards**

The ordinance's Standards for Review of Construction apply in this instance. See enclosed preamble from this chapter of Portland's Historic Resources Design Manual.

### **Attachments**

1. Standards for Review of New Construction – Preamble
2. Architect's packet of narrative, renderings, plot plan, and context photos

# STANDARDS: REVIEW OF CONSTRUCTION

# 5

## New Construction Standards

### Preamble

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

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

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

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

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

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

### Scale and Form

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

### Composition of Principal Facades

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

### Relationship to the street

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

April 20, 2014

Historic Preservation Program  
Department of Planning & Urban Development  
Portland City Hall, 4<sup>th</sup> Floor  
389 Congress Street  
Portland, Maine 04101

Dear Members of the Historic Preservation Board:

Our clients, Peter and Irene Fulton, propose to build a new single-family residence on a previously undeveloped parcel at 1331 Westbrook Street in the Stroudwater Historic District of Portland. This lot was legally divided from the adjacent property at 1339 Westbrook Street in 2007 by James D. Nadeau, LLC Professional Land Surveyors and reviewed by Marge Schmuckal, Zoning Administrator.

The proposed scope of work is construction of a two and one half storied gable roofed dwelling, 32' wide by 52' deep including a two-car garage within this volume, cantilevered decks, and a wooden pergola. Proposed site work includes underground electric, gas, water, sewer lines, a 20 foot wide paved driveway, and stone paver walkways.

The proposed design takes cues from building characteristics and patterns along this particular section of Westbrook Street as identified in the Historic Resources Design Manual:

#### Scale and Form

In consideration of both the historic and more contemporary gable, hip, and gambrel roofs along Westbrook Street, the traditional gable roof form was deemed the most harmonious. The building form and proportions take cues from historic barn and boathouse structures of the area. The barn prototype is further emphasized by its spatial relationship to the house to the north, and the gable end facing the street with large barn-like doors and fenestration.

#### Composition of the Principal Facades

The windows of the homes of the pre-Revolutionary era tended to be primarily vertically oriented and spaced along the wall in a horizontal rhythm of either solid to void or asymmetrical "punched" window openings in a mostly solid facade. As technology progressed, glazed sunroom additions and larger window groupings became more common to take advantage of views and sunlight. The windows of the proposed design reflect these historical vertically oriented openings on the street facade most closely related to the historic street, including a grouping of windows in the location where one might expect to see the doors of a hayloft on an old barn. Portions of the long north and south facades closer to the street are populated with the rhythm of vertical punched windows, in a scale that is reminiscent of older homes in the area. As the windows travel further back along the house away from the street, they begin to break with the traditional pattern by incorporating larger glazed areas facing south and east to the river.

#### Relationship to the Street

Although many historic homes were positioned closer to the street, the barn-like massing begs it to be placed much farther back, comfortably recessed, and respectful to the scale of the older structures. The deeper front yard allows the adjacent houses to retain more privacy, sunlight, and views, maintaining the semi-rural feel and scale of the historic settlement. Placing the structure closer to the northern lot line creates a spatial relationship to the adjacent house, while creating a larger sun-filled courtyard and landscape buffer to the two-car garage of the adjacent property.

The principal gabled facade is aligned parallel to the street with the back facade facing down the gentle slope to the Fore River just like the historic homes of the district. Finally, a wooden pergola frames the path to the front entry porch, breaking the barn-like structure down to the more human scale entry.

#### Materials, Texture, and Color

The design picks up materials and textures from the historical precedents interpreted with current technologies and chosen especially for their extreme durability and low maintenance. Siding is stained horizontal cedar boards spaced with a 4" reveal resembling the scale and proportions of traditional clapboards. Trim will be very minimal at openings and corners, in keeping with pre-revolutionary austerity. The roofing material is standing seam zinc galvanized aluminum painted a lead tone to harmonize with typical asphalt shingles and weathered cedar shingles of homes in the area. Windows will be fiberglass clad with a gray finish. Pergolas, sunshades, and decks will be a natural wood finish.

Respectfully submitted,

Darren R Commerford, AIA LEED AP BD+C  
Maine Licensed Architect #ARC3194  
Principal, nest architecture + design  
36 Day Street, So. Portland, ME 04106



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Lee Urban- Director of Planning and Development  
Marge Schmuckal, Zoning Administrator

December 3, 2007

James D. Nadeau, LLC  
Professional Land Surveyors  
918 Brighton Avenue  
Portland, Maine 04102

RE: 1339 Westbrook Street – 218-C-2 & 4 and 219-A-8 (the "Property")– R-2 Zone  
with Shoreland, Floodplain and Historic Overlay Zones

Dear Jim,

I am in receipt of your request to review a single division of land concerning the Property. My review is based upon a stamped signed survey by James D. Nadeau P.L.S. with a plan date of 11/14/2007 and titled "Plan depicting the results of a boundary survey and proposed land division made for Terrence R. Hackett & Susan C. Hackett – Northeasterly sideline of Westbrook Street, Portland, Maine".

I have reviewed the proposed division of land concerning the Property. Both parcels "A" and "B" meet the underlying zone and overlay zones as depicted on the survey.

Please note that this letter shall not be construed as an approval to begin construction on the newly created parcel "B". Separate permits with review and approvals are required prior to any clearing or construction.

Very truly yours,

Marge Schmuckal  
Zoning Administrator

Cc: File

From: **Peter Fulton** kb1hga@gmail.com   
Subject: **Permission Letter**  
Date: **April 21, 2014 at 7:56 AM**  
To: **Darren Commerford** drcommerford@gmail.com

**PMB #303  
190 US Route 1  
Falmouth, ME 04105  
(207) 749-4272**

**Peter & Irene Fulton**

**1331 Westbrook Street, Portland Maine**  
**Building Project**

To whom it may concern;

This letter serves to authorize Darren Commerford **d/b/a nest architecture + design**, to act as our agent in the permitting process for constructing a single family dwelling on the property located at 1331 Westbrook Street, Portland, Maine.

Sincerely,



**Peter Fulton**

CONTACT INFORMATION:

APPLICANT

Name: DARREN COMMERFORD  
Address: 36 DAY STREET  
SO. PORTLAND, ME 04106  
Zip Code: \_\_\_\_\_  
Work #: 207.423.0023  
Cell #: \_\_\_\_\_  
Fax #: \_\_\_\_\_  
Home: \_\_\_\_\_  
E-mail: darren@nestmaine.com

PROPERTY OWNER

Name: PETER + IRENE FULTON  
Address: PMB #303  
190 US ROUTE 1  
Zip Code: FALMOUTH 04105  
Work #: \_\_\_\_\_  
Cell #: 207.749.4272  
Fax #: \_\_\_\_\_  
Home: \_\_\_\_\_  
E-mail: kb1hga@gmail.com

BILLING ADDRESS

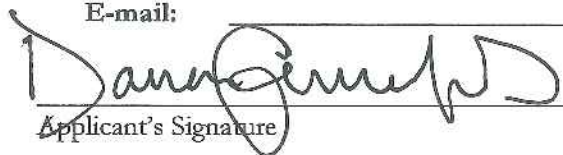
Name: PETER FULTON  
Address: PMB #303  
190 US ROUTE 1  
Zip: FALMOUTH 04105  
Work #: \_\_\_\_\_  
Cell #: 207.749.4272  
Fax #: \_\_\_\_\_  
Home: \_\_\_\_\_  
E-mail: \_\_\_\_\_

ARCHITECT

Name: SAME AS APPLICANT  
Address: \_\_\_\_\_  
Zip: \_\_\_\_\_  
Work #: \_\_\_\_\_  
Cell #: \_\_\_\_\_  
Fax #: \_\_\_\_\_  
Home: \_\_\_\_\_  
E-mail: \_\_\_\_\_

CONTRACTOR

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

  
Applicant's Signature

\_\_\_\_\_  
Owner's Signature (if different)

## Activities Requiring Approval in Historic Districts

If your property is located within a historic district or is an individually designated historic structure, it is necessary to receive approval before proceeding with any exterior alteration, construction activity or site improvement that will be visible from a public way. Following is a list of activities requiring review.

**Please check all those activities that apply to your proposed project.**

### Alterations and Repair

- ☐ Window and door replacement, including storms/screens
- ☐ Removal and/or replacement of architectural detailing (for example porch spindles and columns, railings, window moldings, and cornices)
- ☐ Porch replacement or construction of new porches
- ☐ Installation or replacement of siding
- ☐ Masonry work, including repointing, sandblasting, chemical cleaning, painting where the masonry has never been painted, or conversely, removal of paint where the masonry historically has been painted
- ☐ Installation or replacement of either roofing or gutters when they are a significant and integral feature of the structure
- ☐ Alteration of accessory structures such as garages

### Additions and New Construction

- ☒ New Construction
- ☐ Building additions, including rooftop additions, dormers or decks
- ☐ Construction of accessory structures
- ☐ Installation of exterior access stairs or fire escapes
- ☐ Installation of antennas and satellite receiving dishes
- ☐ Installation of solar collectors
- ☐ Rooftop mechanicals

### Signage and Exterior Utilities

- ☐ Installation or alteration of any exterior sign, awning, or related lighting
- ☐ Exterior lighting where proposed in conjunction with commercial and institutional signage or awnings
- ☐ Exterior utilities, including mechanical, plumbing, and electrical, where placed on or near clearly visible facades

### Site Alterations

- ☐ Installation or modification of site features other than vegetation, including fencing, retaining walls, driveways, paving, and re-grading

### Moving and Demolition

- ☐ Moving of structures or objects on the same site or to another site
- ☐ Any demolition or relocation of a landmark contributing and/or contributing structure within a district

***Note: Your project may also require a building permit. Please call Building Inspections (874-8703) to make this determination.***



ADJACENT PROPERTY TO NORTH - #1339



ADJACENT PROPERTY TO SOUTH - #1327

