

1. Legal Ad

Documents: [7-9-14 LEGAL AD.PDF](#)

2. Agenda

Documents: [7-9-14 AGENDA.PDF](#)

3. Bus Shelters (Between Congress And State Streets)

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

4. 211 Danforth Street

Documents: [HP MEMO - 211 DANFORTH ST..PDF](#)

5. Public Infrastructure (Stroudwater HP District)

Documents: [HP MEMO - STROUDWATER DISTRICT.PDF](#)

**LEGAL ADVERTISEMENT
HISTORIC PRESERVATION BOARD
CITY OF PORTLAND
Public comments will be taken at all meetings**

On Wednesday, July 9, 2014 at 5:00 p.m., the Portland Historic Preservation Board will meet in Room 209 of City Hall to review the following items:

1. PUBLIC HEARING

- i. Certificate of Appropriateness for Installation of 5 Bus Shelters; CONGRESS STREET, BETWEEN MYRTLE & STATE; City of Portland and METRO, Applicant.
- ii. Certificate of Appropriateness for Exterior Alterations; 211 DANFORTH STEET; Keith Hickman, Applicant.

Break for Dinner; Meeting Resumes at 7:30 in Room 209

2. WORKSHOP

- i. Preliminary Review of Proposed Public Infrastructure Improvements; OUTER CONGRESS STREET IN THE VICINITY OF STROUDWATER HISTORIC DISTRICT; City of Portland, Applicant.
- ii. Preliminary Review of Proposed Dormer Addition and Exterior Alterations; 673 CONGRESS STREET; Andrew Doukas, 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>**

CITY OF PORTLAND, MAINE

HISTORIC PRESERVATION BOARD

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

HISTORIC PRESERVATION BOARD AGENDA **July 9, 2014 – 5:00 p.m.** **Room 209, 2nd Floor, City Hall**

Public comments will be taken at all meetings

- 1. ROLL CALL AND DECLARATION OF QUORUM**
- 2. COMMUNICATIONS AND REPORTS**
- 3. REPORT OF DECISIONS OF JUNE 18, 2014:**

All items on the 6/18/14 agenda were workshop items; no public hearing items.

4. PUBLIC HEARING

- i. Certificate of Appropriateness for Installation of 5 Bus Shelters; CONGRESS STREET, BETWEEN MYRTLE & STATE; City of Portland and METRO, Applicant.
- ii. Certificate of Appropriateness for Exterior Alterations; 211 DANFORTH STEET; Keith Hickman, Applicant.

Break for Dinner; Meeting Resumes at 7:30 in Room 209

5. WORKSHOP

- i. Preliminary Review of Proposed Public Infrastructure Improvements; OUTER CONGRESS STREET IN THE VICINITY OF STROUDWATER HISTORIC DISTRICT; City of Portland, Applicant.

6. CONSENT AGENDA

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/AgendaCenter>

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

**PUBLIC HEARING
VARIOUS LOCATIONS ON CONGRESS STREET WITHIN DOWNTOWN CORE**

TO: Chair Romano and Members of the Historic Preservation Board

FROM: Deb Andrews, Historic Preservation Program Manager

DATE: June 30, 2014

RE: July 9, 2014 PUBLIC HEARING

Application For: Certificate of Appropriateness for Installation of Bus Shelters

Address: 5 Locations on Congress Street, between Longfellow Square and Franklin Arterial (see enclosed map for specific locations)

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

Represented by: Caitlin Cameron, City of Portland Urban Designer

Introduction

Following a preliminary workshop on May 7th, Urban Designer Caitlin Cameron is returning to the Board for formal review and approval of a proposal to install 5 bus shelters at various points along Congress Street. All of the selected sites are located within the Congress Street Historic District. The proposal is the product of a collaborative effort of METRO, the Greater Portland Council of Governments and the City of Portland to improve and enhance access to public transportation in the city. While this project represents a small part of a planned region-wide initiative, the first phase of implementation is focused on Congress Street because it is considered a “bus priority corridor.”

After the May workshop, Planning and Public Services Department staff reconvened with METRO and GPCOG staff to review the concerns, questions and suggestions of the Historic Preservation Board and to discuss the feasibility/desirability of modifying aspects of the plan to address the Board’s concerns. The proposal now before the Board reflects several changes to the original proposal, but does not respond to each of the Board’s stated concerns. Ms. Cameron has provided a memo describing details of the final proposal, highlighting changes that were made in response to Board input and explaining some of the factors that limited the ability or desirability to make further modifications.

Background

A copy of the May 7 staff report is enclosed for reference purposes. This memo includes background information on the initiative, the general design attributes proposed by the project team for the Congress Street shelters and some of the issues/options originally presented for the Board's consideration.

Summary of May 7 Workshop

Board members present at the preliminary workshop will recall that the Board was not being asked to review a specific proposed shelter design, as purchasing requirements dictate that the sponsoring organizations seek competitive bids from several vendors. Instead, the Historic Preservation Board was asked to respond to the visual characteristics under consideration for the bus shelters on Congress Street. With the Board's input, the project team would be in a better position to finalize the specifications included in the Request for Proposals.

In preparation for the May 7 workshop, staff of the participating organizations identified a list of attributes and features considered generally desirable for the downtown shelters. These characteristics were based on functional and economic considerations as well as aesthetic ones. Following were the general characteristics presented to the Board on May 7:

- Contemporary design, intended to be visually recessive
- 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 on side panel facing oncoming traffic

The Board was also provided a map with the proposed locations for the shelters.

Following a presentation by Ms. Cameron, Board members raised a number of concerns about aspects of the proposed shelters and responded to some of the options being presented. Following is a summary of Board feedback:

Design: Board members were generally supportive of the shelter designs under consideration (all 3 of which were fairly similar), although there was some question as to whether any thought had been given to exploring a custom design that would coordinate with other street furniture previously installed on Congress Street.

Color: Board members did not support the proposed aluminum finish for the shelters, given the traditional character of the district and the fact that existing street furniture and utility poles on Congress exhibit a dark finish (black or custom green). Board members were reminded that the Congress Street streetlights installed several years ago had been ordered in a custom green paint and that the intent at that time had been to use the same color for all new street furnishings as funding for replacement furnishings became available. The street's trash

receptacles and some of the benches on Congress are in the custom green paint. Other elements, such as the utility and traffic signalization poles and the recently-installed pedestrian wayfinding poles are black.

All Board members favored a dark finish, with some expressing a preference for the custom green paint to build on the original intent of a “family” of coordinated furnishings.

Pad: Questions were raised about the possibility of installing the shelters over the brick sidewalk (or laying bricks over a sub-base of concrete) to maintain the continuity of the sidewalk.

Advertising Panels: Board members questioned the proposal to incorporate back-to-back, full-size advertising panels within the shelters. One Board member noted that the stated goal of providing “optimal transparency” for the shelters (see above) would be defeated by adding large ads at the end of the shelter. It was also noted that this type of advertising is inconsistent with the signage regulations that apply in the B3 zone, particularly in historic districts. (In the downtown Pedestrian Activities District and in historic districts, product names are not allowed on signs and limits are placed on the size and number of signs for each tenant, with the intent of providing a reasonable opportunity for signage, with creating sign clutter.)

Staff explained that the organizations collaborating on this initiative had been proceeding from the start of the project with the expectation of including advertising in the shelters. Advertising was seen as providing an income stream to cover the cost of maintaining the shelters.

Board members suggested that if advertising was indeed essential on the Congress Street shelters, consideration should be given to placing the ads on the back wall of the shelter.

Note: HP staff has learned since the workshop that the Maine state legislature passed an exception to the billboard law in 2011 to allow municipalities the option of including these types of signs on bus shelters. The rationale for the legislation was that the income generated by advertising would help promote mass transit in urban areas of the state. Following passage of the bill, the Portland City Council voted in 2012 to approve the incorporation of ads on bus shelters in the city. The Historic Preservation Board was not consulted at that time.

Shelter placement in front of City Hall: Board members were unanimous in their opposition to locating a shelter in front of City Hall plaza, feeling that it erodes the character of City Hall, perhaps the most significant and stately civic building in the city. Board members also noted that the setting around City Hall is a very important and intentional component of the building complex and not a sidewalk in the standard sense. Board members encouraged that consideration be given to moving the shelter to the east side of Myrtle Street, in front of the former press building of the Portland Press Herald.

Other Issues: Given the desire for high transparency, Board members indicated a preference for tempered glass. If polycarbonate material is used, it will be important that it not scratch or darken over time. Regarding lighting, the Board indicated that any lighting within the shelter should be low level. There did not appear to be opposition to the incorporation of a digital display panel informing riders of arriving buses. (These panels are usually quite small.) The

proposed size of the pad—13' in length—was supported by the Board.

Final Proposal

See Urban Designer Caitlin Cameron's memo identifying the final shelter specifications being proposed by the project team. Ms. Cameron also provides a response to each of the design issues identified by the Board at the May workshop. The Board will note that one of its major concerns—placement of a shelter in front of City Hall—has been resolved in the final proposal. The shelter has been repositioned to the east side of Myrtle Street. In this location, as in some of the other Congress Street shelter locations, the curb will be extended. The proposal for large-scale advertising panels has not been revised since the initial proposal. Ms. Cameron explains METRO's reasoning for maintaining the advertising feature as originally proposed.

Staff Comment

As has been explained, the five shelters proposed for the Congress Street corridor are part of a regional system. As such, there is a desire, and cost incentive, to make all the shelters consistent. That said, there is acknowledgement on the part of the project team that some deviation from the standard specifications might be appropriate for those shelters located within the downtown core of Portland. As with any application, the Historic Preservation Board's role is to ensure that the proposed alteration or addition is compatible with the established character of its historic context. Additionally, as with any application, the Board must consider the needs and goals that have prompted the proposed alteration or addition. The challenge lies in striking an appropriate balance within the parameters established by the ordinance.

Applicable Review Standards

The "Standards and Guidelines for Streetscape and Pedestrian Improvements" excerpted from Portland's Historic Resources Design Manual apply in the review of this project—see May 7 Workshop report, Attachment 5.

Also applicable are the following general 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.*
- (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.*

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the July 9, 2014 Public Hearing and information included in the accompanying staff report, the Board finds that the

proposed bus shelter installations on Congress Street between Franklin Arterial and Longfellow Square **meet (fail to meet)** the Standards and Guidelines for Streetscape and Pedestrian Improvements within the Historic Resources Design Manual. **(Board approval is subject to the following conditions...)**

Attachments

1. Final application, attachments and project team correspondence submitted by Urban Designer
2. May 7 workshop staff memo and attachments



Date: 7/2/14

**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

CHART/BLOCK/LOT: n/a

PROJECT DESCRIPTION:

Introduction

The City of Portland is in the process of implementing the Congress Street Bus Priority Corridor. Initial recommendations for these improvements were provided by Nelson Nygaard in 2013 and during the summer of 2014 the City tested the proposal and hired Gorrill Palmer to produce construction bid documents for the work. This plan includes the introduction of five (5) new bus shelters along Congress Street in the locations indicated on site map attached. As part of the Congress Street Historic District, the City is seeking Historic Board certification of appropriateness for the general specifications of the bus shelter design.

Some things to consider:

- These five shelters will be part of a system-wide bus shelter system and therefore require coordination amongst the surrounding transit-connected communities. This has a large impact on some of the decisions made about shelter design.
- Greater Portland Council of Governments (GPCOG) will be procuring 20 shelters for the transit system using Federal funds. This means that we cannot select a specific shelter brand/model but will need to use functional specifications to describe the shelter.
- The City will be releasing the bid documents in July which needs to include details about the pad, shelter size, and conduit
- The shelter purchase is subject to the Buy America Act which limits the choices of manufacturers. Attached are some examples of what we aim to acquire.

Description of Bus Shelters

It is the recommendation of several bus shelter manufacturers that we specify functional requirements for the shelter specs to best accommodate the Federal procurement process.

Proposed Specifications:

- Standard Shelter size of 5' width, 13' length, 9' height
- Three walls, transparent material
- Domed roof either symmetrical (with gutter) or asymmetrical
- Transparent or translucent roof material
- Two-sided advertising panel on downstream side wall
- Information/map panel and potential for digital display
- Four-seat bench with anti-vagrant bars
- Conduit for electrical needs – potential for LED downlights and/or digital display
- Aluminum frame with powder coat finish – options are standard black or Congress Street green

Outstanding Issues

The following items were unresolved after the Board workshop in May:

Shelter Location at City Hall – City staff and Gorrill Palmer were able to assess alternative locations for the City Hall shelter. The proposal is now to place the shelter across Myrtle Street in front of the former press building. This change will include a curb extension.

Advertising – The Board asked whether the ad panels could be place on back wall of shelter. Greg Jordan, METRO General Manager made inquiries with the advertising management company for METRO. They responded that there is a limited market for that location and that they do not support the back wall as a feasible location. The proposal is for two-sided ad panels on the downstream side wall for all five shelters.

Pad – Staff explored the various options for shelter pads with Gorrill Palmer including the following options: use existing brick sidewalk or replace bricks in existing sidewalk; brick veneer; concrete or tinted concrete. Gorrill Palmer and the City's Traffic Engineer Jeremiah Bartlett concluded that a combination of factors – ADA accessibility, structural integrity, and maintenance – really necessitate a concrete pad. Please reference attachment which includes the conversation on this topic. The proposal is to use a dark grey concrete pad of a shade matching the dark grey warning strips.

Lighting – We do not propose to light the advertising panels. METRO would like, however, the option to provide downlights in a shelter if the ambient light is not sufficient. This would be on a case-by-case basis and would depend on existing light conditions and availability of electricity. The shelters are all proposed to have conduit to accommodate future electrical use.

Design – The group of regional transit providers and cities/towns is not overwhelmingly concerned with the design of the shelter from an aesthetic standpoint. It is therefore City staff and HP board feedback that will guide any design aesthetic choices. The current desire is for a curved roof, either symmetrical or asymmetrical (see example attached). Otherwise, the group has a strong consensus to use a standard kit-of-parts shelter. This includes economic, maintenance, and branding considerations.

Color – The consensus among the regional transit providers and cities/towns is to use a black frame across the system for consistency. The Congress Street shelters do have the opportunity to be a different color as a special corridor. We ask the Board to weigh in on the choice between standard black or the custom Congress Street green which is used for street furniture and light poles.

Congress Street Bus Priority Corridor - Bus Shelter Locations



● *New Bus Shelter Location*

Deb Andrews - RE: state and city ad policies?

From: Ben Lake <blake@gpcog.org>
To: Caitlin Cameron <CCameron@portlandmaine.gov>
Date: 7/3/2014 12:51 PM
Subject: RE: state and city ad policies?
CC: Deb Andrews <DGA@portlandmaine.gov>
Attachments: pbmemobussignamendments05812.pdf; Bus Stop Advertising - Title23 Sec1908-A.pdf

Hi Caitlin,

I'd be happy to provide some context on the issue of bus stop advertising in Portland and Maine. I had been in touch with Molly Casto during the spring of 2012 as she was working on updates to Portland's Sign Ordinance and bus stop and shelter amendments to the City Technical Manual. She put together a summary of the process for the Planning Board's Public Hearing on May 8, 2012. Please find it attached. I've also attached Sec.1.23 MRSA §1908-A, the state-level regulation adopted on May 19, 2011 that enabled advertising at publicly-owned bus stops.

When Molly left at the end of May 2012, I followed up with Alex Jaegerman regarding the results of this process. He reported to me that the Planning board adopted the proposed Technical Manual updates to the bus stop advertising and bus shelter sections at their May 8th meeting. I later checked online and saw that the Portland City Code Sign Amendment enabling Bus Stop Advertising passed 9-0 at the May 21, 2012 City Council meeting. I'll forward along that email thread from Alex.

I hope this is what you had in mind. If there's anything else I can do, please let me know.

Thanks,

Ben

From: Caitlin Cameron [mailto:CCameron@portlandmaine.gov]
Sent: Thursday, July 03, 2014 10:18 AM
To: Ben Lake
Cc: Deb Andrews
Subject: state and city ad policies?

Ben,

is it possible for you to describe with the appropriate dates the State and City Council decisions regarding ad enabling language in Maine/Portland?

I wasn't around for that process and Deb is suggesting that having that background context as part of the HP Board application would be helpful in showing why the ads are allowed.

Thanks,

23 §1908-A. OUTDOOR ADVERTISING; PUBLICLY OWNED BUS STOPS
23 §1908-A. OUTDOOR ADVERTISING; PUBLICLY OWNED BUS STOPS

A municipality may erect and maintain at a publicly owned bus stop outdoor advertising signs visible to the traveling public from a public way. For purposes of this section, "bus stop" means a place where a public transport bus stops for the purpose of allowing passengers to board or leave the bus. The municipality is responsible for the administration of outdoor advertising signs under this section. Any revenue collected under this section by a municipality must be used for transportation purposes, including, but not limited to, maintenance of a publicly owned bus stop. [2011, c. 114, §1 (NEW) .]

SECTION HISTORY

2011, c. 114, §1 (NEW) .

The State of Maine claims a copyright in its codified statutes. If you intend to republish this material, we require that you include the following disclaimer in your publication:

All copyrights and other rights to statutory text are reserved by the State of Maine. With the exception of Title 21-A, sections 121, 122, 125, 129, 130, 156, 661, 671, 673, 673-A, and 777-A, which are the subject of the People's Veto referendum on November 8, 2011, the text included in this publication reflects changes made through the First Special Session of the 125th Maine Legislature, is current through December 31, 2011, and is subject to change without notice. It is a version that has not been officially certified by the Secretary of State. Refer to the Maine Revised Statutes Annotated and supplements for certified text.

The Office of the Revisor of Statutes also requests that you send us one copy of any statutory publication you may produce. Our goal is not to restrict publishing activity, but to keep track of who is publishing what, to identify any needless duplication and to preserve the State's copyright rights.

PLEASE NOTE: The Revisor's Office cannot perform research for or provide legal advice or interpretation of Maine law to the public. If you need legal assistance, please contact a qualified attorney.

Caitlin Cameron - RE: Congress St Bus - Shelters redux

From: Jeremiah Bartlett
To: Cameron, Caitlin; Ettinger, Don
Date: 5/16/2014 2:47 PM
Subject: RE: Congress St Bus - Shelters redux

Caitlin,

I concur with Don's opinion on this. We should recommend use of a dark gray pad.

Thanks,
Jeremiah

>>> Don Ettinger <dettinger@gorrillpalmer.com> 5/16/2014 2:43 PM >>>

The shelter will need to be fastened permanently to the ground for stability. Bolting thru bricks is not a stable and secure method of fastening the shelters, in my opinion. Brick face on concrete pad is better, but I am still concerned with the structural integrity of the brick face and whether it will crack, break apart and then create a loose connection and also create a long term maintenance concern, should the brick face start peeling off.

If brick face is important to the City, I am sure something could be developed that will work for this application, but my initial reaction is a preference for a colored concrete pad. Those are just my thoughts. We are open to other ideas should that be the preference of the City. Thanks.

From: Caitlin Cameron [<mailto:CCameron@portlandmaine.gov>]
Sent: Friday, May 16, 2014 2:26 PM
To: Don Ettinger; Jeremiah Bartlett
Subject: RE: Congress St Bus - Shelters redux

Can you please elaborate on why brick options are not recommended?

Caitlin Cameron, LEED AP, Associate AIA
Urban Designer | Planning & Urban Development Department
City of Portland, Maine
389 Congress Street, 4th Floor Portland, ME 04101
(207) 874-8901 | ccameron@portlandmaine.gov

Subscribe to our quarterly newsletter, Under the Clock Tower:
<http://www.portlandmaine.gov/851/Quarterly-Newsletter>

>>> Don Ettinger <dettinger@gorrillpalmer.com> 5/16/2014 2:11 PM >>>

Thanks Caitlin. Comments below in blue.

From: Caitlin Cameron [<mailto:CCameron@portlandmaine.gov>]

Sent: Friday, May 16, 2014 1:52 PM

To: Don Ettinger; Jeremiah Bartlett

Subject: Re: Congress St Bus - Shelters redux

There are actually a couple of outstanding questions for you:

- 1) Pads - what options other than concrete are there for the pad? For example, can the pad be:
 - existing brick sidewalk – [not recommended](#).
 - concrete pad with a brick face – [expensive and still have long term maintenance concerns with this option, so we don't recommend it](#).
 - dark grey concrete – [yes](#)

- 2) The City Hall shelter location needs more vetting. Can you please determine whether placing that shelter on the other side of Myrtle Street (in front of 385 Congress Street) is possible? [We will propose a new location with our submittal today](#).

We did confirm that the 13' length shelter is preferable and that was okay with HP board. [Good, thanks](#).

Caitlin Cameron, LEED AP, Associate AIA
Urban Designer | Planning & Urban Development Department
City of Portland, Maine
389 Congress Street, 4th Floor Portland, ME 04101
(207) 874-8901 | ccameron@portlandmaine.gov

Subscribe to our quarterly newsletter, Under the Clock Tower:

<http://www.portlandmaine.gov/851/Quarterly-Newsletter>

>>> Don Ettinger <dettinger@gorrillpalmer.com> 5/15/2014 3:07 PM >>>

[Hi Caitlin/Jeremiah,](#)

[Has anything been decided regarding the bus shelter location at City hall? We are planning on showing it at the corner nearest to Franklin Street. Thanks.](#)

[Don Ettinger, Gorrill Palmer 657.6910](#)

From: Caitlin Cameron [<mailto:CCameron@portlandmaine.gov>]

Sent: Thursday, May 08, 2014 9:57 AM

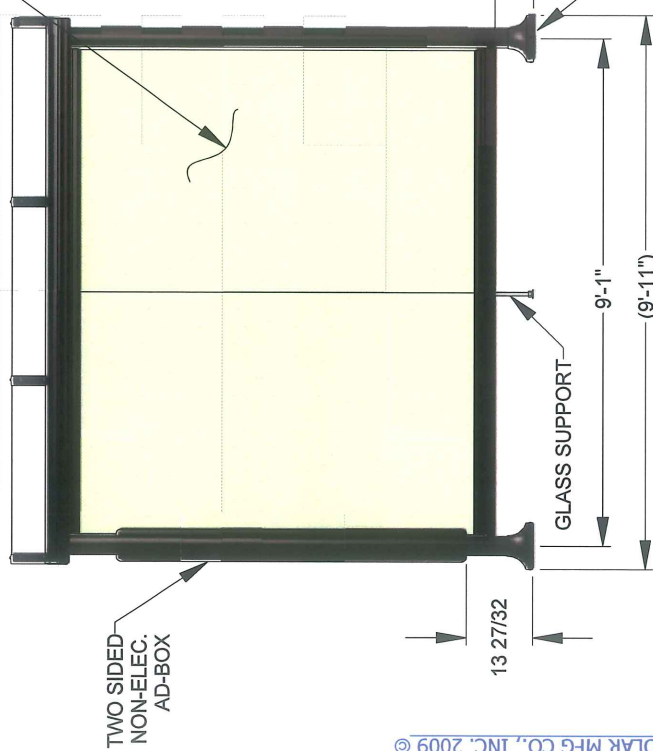
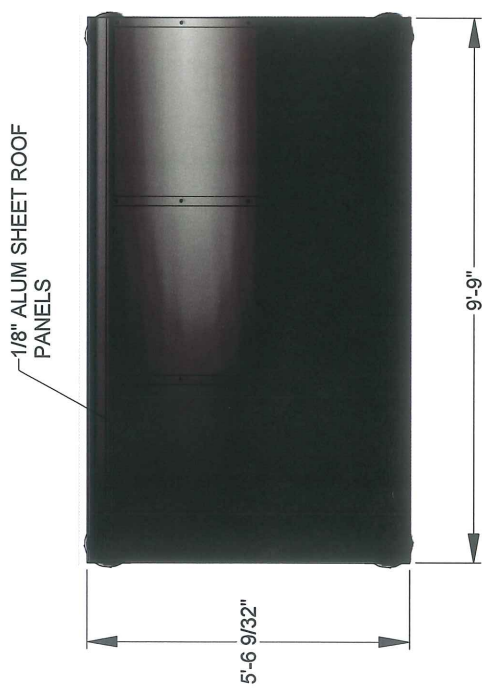
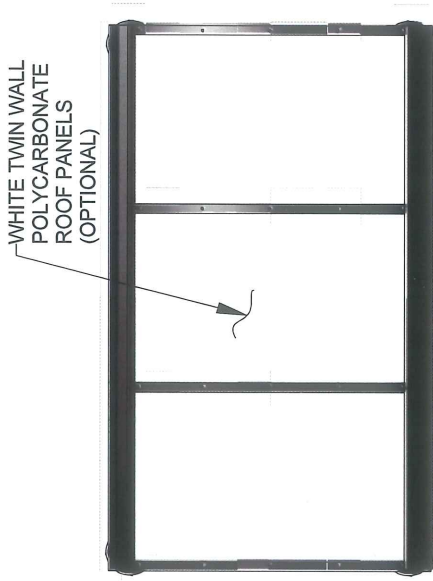
To: Don Ettinger; blake@gpcog.org; gjordan@gpmetrobus.com; Deb Andrews; Jeremiah Bartlett

Cc: Alex Jaegerman; Bruce Hyman; Jeff Levine; William Needelman

Subject: Bus Shelters redux

I had a workshop last night with the Historic Preservation Board regarding the 5 bus shelters proposed for the Congress Street Bus Priority Corridor.

After that conversation, there are some topics we need to regroup on:



Martin
Resoagli

7564 Transit
Phone (761) 588-8000 / Fax (718) 588-4003 / USA Toll Free (800) 338-4105 Ext. 240
THE DESIGN AND DRAWINGS REMAIN THE INTELLECTUAL PROPERTY OF TOLAR MFG. AND ARE PROTECTED BY LAW. THEY MAY NOT BE ALTERED, REPRODUCED OR USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN PERMISSION OF TOLAR MFG. ALL DOCUMENTS ARE RETURNED TO TOLAR MFG. AT COMPLETION OF WORK. CONTRACTOR TO SITE VERIFY ALL DETAILS AND DIMENSIONS AND REPORT ANY AND ALL DISCREPANCIES TO TOLAR MFG. BEFORE COMMENCING WITH THAT RELATED PORTION OF THE WORK.

CLIENT		CBS LOUISVILLE TRANSIT AUTHORITY OF RIVER CITY	
CITY:	LOUISVILLE	INST.:	KENTUCKY
STATE:	KENTUCKY	CONTACT:	
BY:		APPROVED:	
DATE:		TYPE:	BY DATE
REVISIONS:			
TOLAR		RICHARD CLEMENTS REGIONAL MANAGER PH: 716.688.4906	
ITEM #:	10580-00		
DESC.:	10' EURO AD SHELTER STYLE WITH REAR & END GLASS WALLS		
ACCESS.:	BENCH: MAP CASE: TRASH CAN: MISC.:		
COLOR:	BLACK (TBD)		



TOLAR MANUFACTURING COMPANY, INC.
WWW.TOLAR.MFG.COM
CORPORATE HEADQUARTERS / TOLL FREE FACILITY
255 Main St., Canton, MA 01921
Phone (951) 880-0001 / Fax (951) 880-4003 / USA Toll Free (800) 338-4105

Design Specification - Bus Shelter Dimensions

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

4

3

2

1

REVISION HISTORY

ZONE

REV

DESCRIPTION

DATE

APPROVED

49

14 1/2

52

18"

2 7/16

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" HILTI TZ ANCHORS, ZINC

6 1/2" X 3 3/4" HILTI TZ ANCHORS, STN, STL.

7 1/2" X 4 1/2" HILTI TZ ANCHORS, ZINC

8 1/2" X 4 1/2" HILTI 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

Tolar Manufacturing Company, Inc

258 Mariah Circle, Corona CA. 92879

DESCRIPTION

52" EURO BENCH WITH 1 CENTER V-BAR

CUSTOMER/VENDOR

STD

SIZE

B

MATL

ALUMINUM

DWG NO.

12770

REV. NO.

SCALE

DATE

5/24/2010

DRAWN BY:

mmma-nan

G:\Inventor\Benches\12770.idw

1

2

3

4

Design Specification - Bus Shelter Bench Dimensions

METRO

Greater Portland Transit District

gpmetrobus.com • 207-774-0351



8' sierra dome roof transit shelter with a backlit flat back-to-back advertising kiosk, lexan roof panels, and 3/8" clear tempered safety glass at the back and end walls, 40" perforated metal bench with anti-vagrant bar



9' sierra dome roof transit shelter with bronze lexan roof panels, illuminated back-to-back advertising kiosk, 3/8" clear glass in rear and end walls, integrated map case, perforated metal bench



13' EURO Advertising bus SHELTER with integrated gutter, drain and leaf catcher, wide roof option, clear acrylic ROOF PANELS, Back-to-back illuminated Advertising KIOSK, aluminum support POSTS, 3/8" glass walls, 88" extruded aluminum framed recycle slat bench with metal bench with anti-vagrant bars



Shelter design endorsed by City of Portland - Tolar Euro Model - <http://www.tolarmfg.com>



12' EURO Advertising bus SHELTER WITH clear LEXAN ROOF PANELS, Back-to-back illuminated Advertising KIOSK, FLUTED support POSTS with escutcheons, 3/8" glass walls, 40" perforated metal bench with anti-vagrant bar



13' EURO advertising bus shelter featuring bronze lexan roof panels, Back-to-back solar illuminated Advertising KIOSK, solar led roof lighting, branded frit 3/8" glass walls, integrated map case, standard aluminum support posts with escutcheons, 6' perforated metal bench with 2 anti-vagrant bars, 26 gallon expanded metal trash receptacle

Brasco International – Model: Eclipse – Rounded Roof



Brasco International – Model: Eclipse – Rounded Roof



Brasco International - Model: Sunline



Brasco International - Model: Techline





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

**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

1

**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)

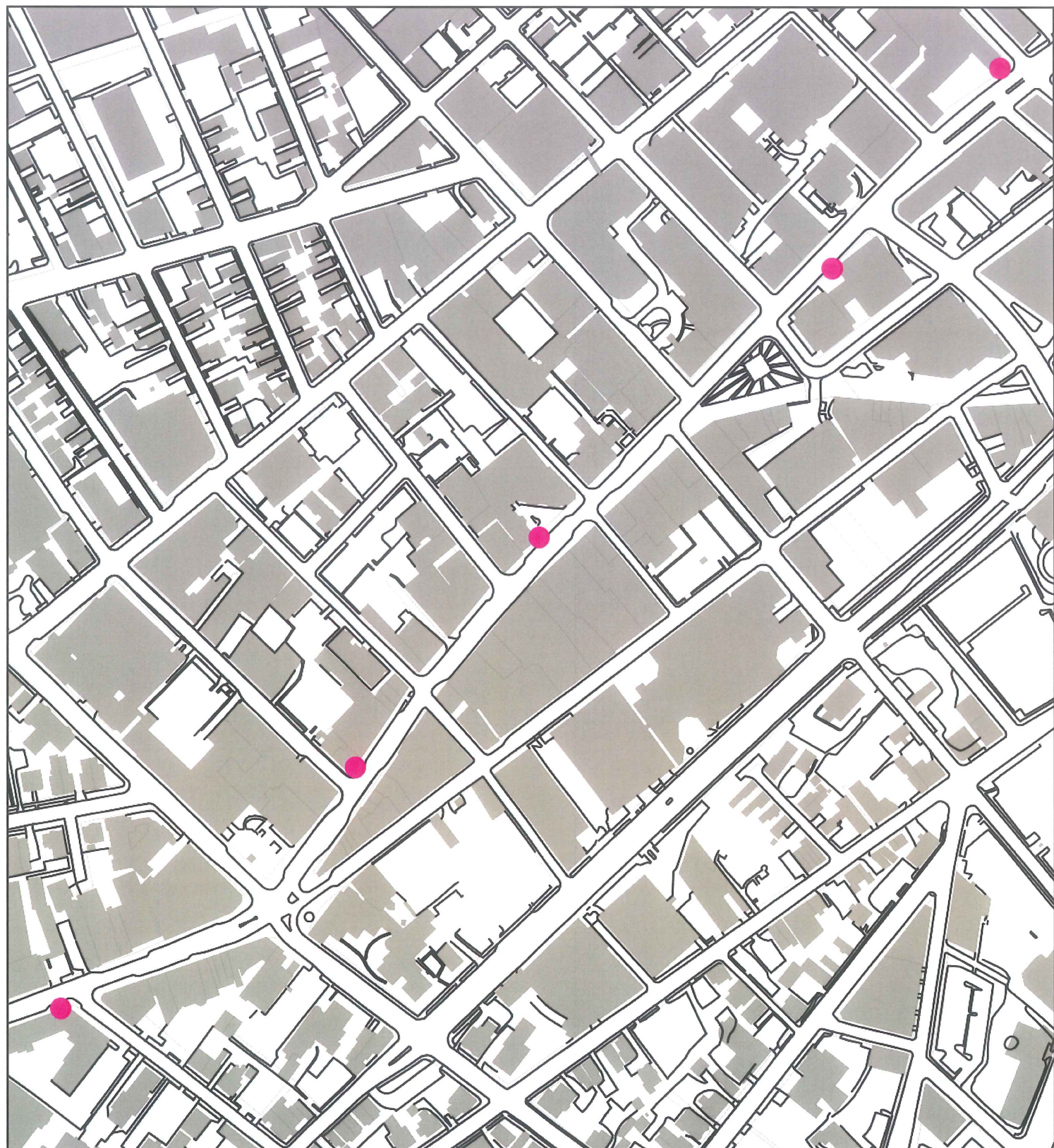
PROJECT DESCRIPTION: Describe below each major component of your project. Describe how the proposed work will impact existing architectural features and/or building materials. If more space is needed, continue on a separate page. Attach drawings, photographs and/or specifications as necessary to fully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



Figure 1 shows a dark, rectangular object, possibly a book cover or folder, with dimensions indicated by arrows. The width is labeled as 5'-6 9/32" and the height is labeled as 9'-9".

Technical drawing of a window unit. The drawing shows a side view of a window frame with a glass pane. Key dimensions and labels include:

- Dimensions:**
 - Overall width: 9'-11"
 - Distance from left edge to glass support: 9'-1"
 - Distance from glass support to right edge: 7 31/32"
 - Distance from left edge to top of frame: 13 27/32"
- Labels:**
 - GLASS SUPPORT:** Points to the support structure on the left side of the glass pane.
 - SHIELDED ELEC. BOX:** Points to the electrical box on the top right of the frame.
 - ES CC:** Points to the bottom left corner of the frame.
 - 52 (3):** Located at the bottom right corner.
 - 52 (3):** Located at the bottom right corner.

RAIN GUTTER
EURO EXTRUSION

Diagram illustrating the dimensions of a 48x72 inch billboard. The overall dimensions are 48 inches wide by 72 inches high. The billboard is shown with a sample advertisement for "BODY ARMOR" featuring a truck and a car. The text on the billboard includes "BODY ARMOR", "X-press Truck Armor for the American off-roader", and "unbeatable buy... call 800.338.6728". The billboard is mounted on a frame with a curved top and bottom.

TOLAR MFG CO., INC. 2009 ©

Digitally signed by Martin Retooghl
DN: cn=Martin Retooghl, o=Tolar
Manufacturing Co., Inc. ou,
email=microsig@tolarimg.com,
c=US
Date: 2009.03.27 08:41:15 -0700

TOLAR®

DURABILITY WITH DISTINCTION

TOLAR MANUFACTURING COMPANY, INC.
WWW.TOLARINC.COM
255 Main St., Suite 100, East Lyme, CT 06424
Phone (83) 364-0361 / Fax (83) 364-6141 / Toll Free (800) 364-6155
E-Mail info@tolar.com

EASTERN REGIONAL OFFICE
7651 Tamarack Road, Suite 100, Westborough, VT 02591-4117
Phone (810) 364-0361 / Fax (810) 364-6141 / Toll Free (800) 364-6155 E-Mail info@tolar.com

THE RESIN AND BONDING MATERIALS, THE INTRINSIC PROPERTY OF TOLAR INC., ARE DESIGNED TO BE USED TO REPAIR AND RECONSTRUCT TOOTH STRUCTURE. ALL OCCURRENCES OF ORAL INJURY, INCLUDING BUT NOT LIMITED TO, ARE NOT COVERED BY OR RELEVANT TO TOLAR INC.'S COMING FROM WORK. FOR REPLICATION WITHOUT EXPRESSED WRITTEN CONSENT FROM TOLAR INC., ANY REPRODUCTION OF THIS ADVERTISEMENT OR ANY PART THEREOF, WITHOUT THE WRITTEN PERMISSION OF TOLAR INC., BEGINS CONSIDERATION WITH THE FOLLOWING PORTION OF THE WORK.

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

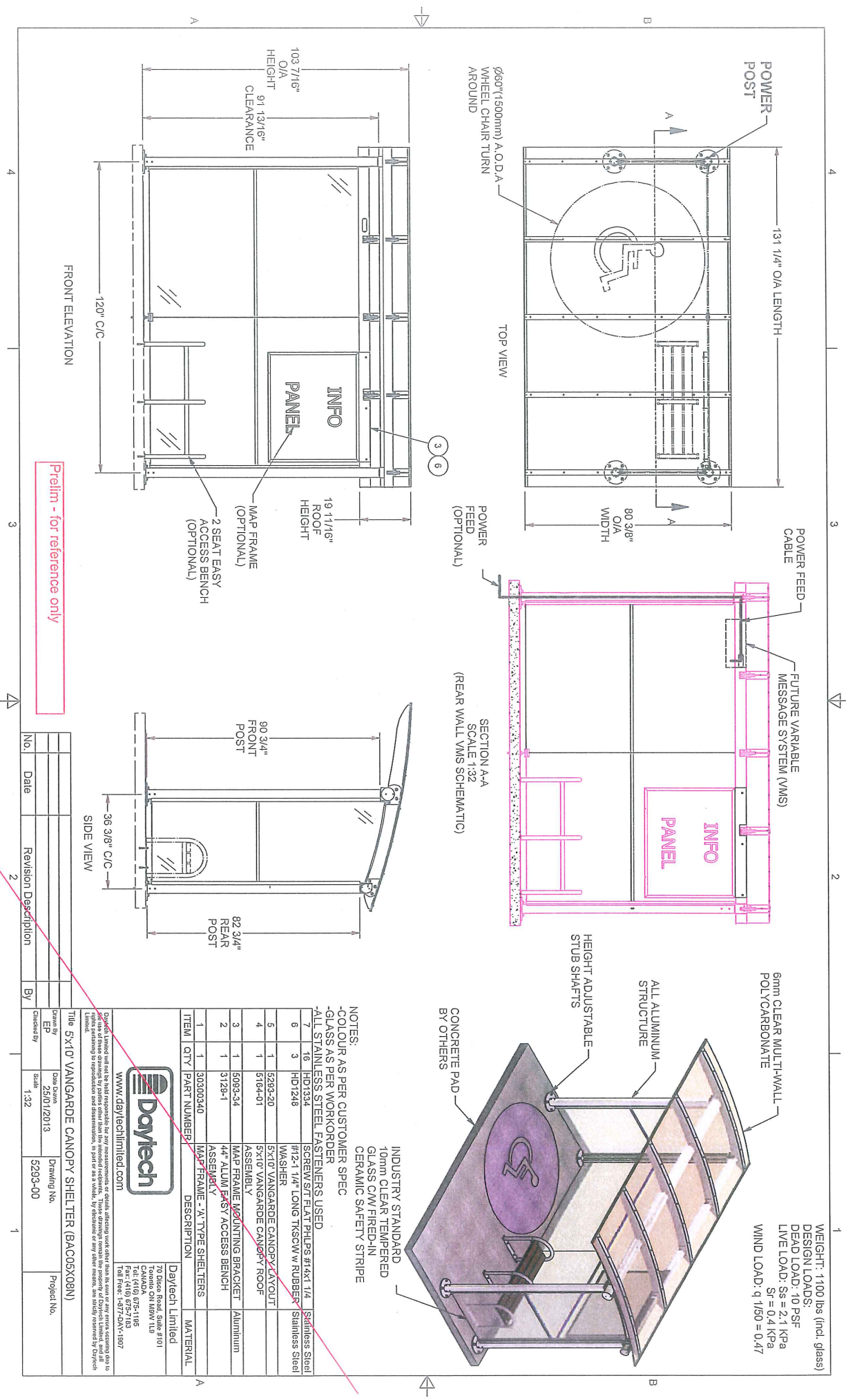
[illegible]

4-d



Daytech - Vanguard

4-e



Prelim - for reference only

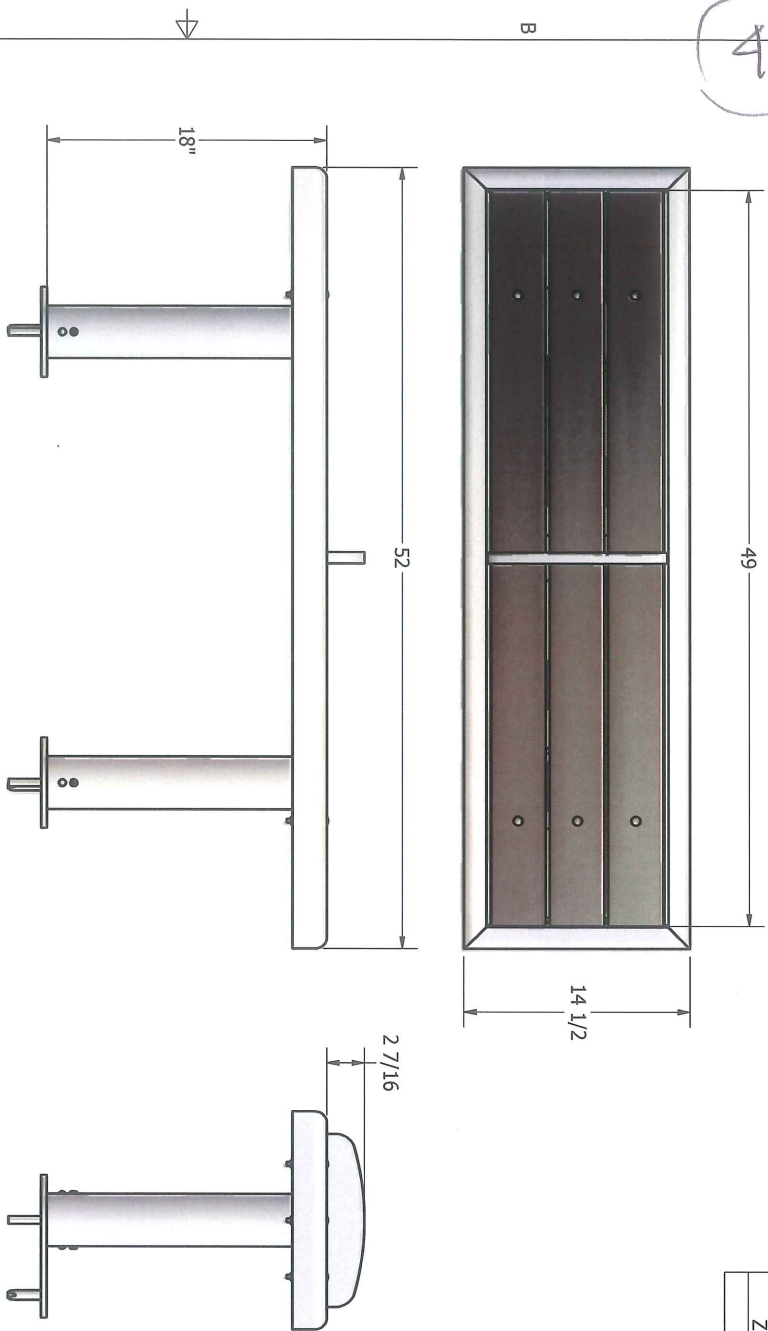
4-f

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" HILTI TZ ANCHORS, ZINC
6	1/2" X 3 3/4" HILTI TZ ANCHORS, STN, STL.
7	1/2" X 4 1/2" HILTI TZ ANCHORS, ZINC
8	1/2" X 4 1/2" HILTI 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

		Tolar Manufacturing Company, Inc	
DESCRIPTION		258 Mariah Circle, Corona CA, 92879	
CUSTOMER/REVISION		52" EURO BENCH WITH 1 CENTER V-BAR	
STD			
SIZE	MATL.	ALUMINUM	
B			
SCALE	DATE	5/24/2010	DRAWN BY: mmm/mm

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**

**PUBLIC HEARING
211 DANFORTH STREET**

TO: Chair Romano and Members of the Historic Preservation Board

FROM: Deb Andrews, Historic Preservation Program Manager

DATE: June 27, 2014

RE: July 9, 2014 PUBLIC HEARING

Application for: Certificate of Appropriateness for Exterior Renovation of Non-Contributing Structure

Address: 211 Danforth Street
(former Vespucci's Market)

Applicant: Keith Hickman

Architect: Jesse Thompson, Kaplan Thompson Architects

Introduction

Architect Jesse Thompson, on behalf of his client Keith Hickman, is requesting review and approval of a proposal for the exterior renovation of 211 Danforth Street. The subject structure, located at the northeast corner of Danforth and Clark, is a one-story commercial block that formerly housed Vespucci's market. Although built in 1917, the structure was remodeled prior to the creation of the West End Historic District, thoroughly altering its original architectural character. The structure is classified as "non-contributing" in the West End Historic District building inventory.

Mr. Thompson has provided annotated elevations, a floor plan and perspective views which he hopes are sufficient for purposes of final review and approval. A wall section and material samples will be provided at Wednesday's meeting.

Subject Structure

The one-story commercial block located at the corner of Danforth and Clark Streets was built in 1917; when it was photographed by the City's tax assessor in 1924 it housed McCarthy's

Drugstore and Bennett's Bakery. The building was part of a small commercial node that served the needs of the surrounding residential neighborhood, much like the buildings near the corner of Brackett and Pine did for their immediate neighborhood.

Although thoroughly remodeled, the building still bears a general resemblance to its original form and appearance, retaining a recessed corner entry and a second, smaller commercial space facing Clark Street.

As noted above, the building is classified as a "non-contributing" structure in the West End Historic District building inventory based on its current condition and wholesale departure from its earlier appearance.

Proposed Renovation

Just as it has in the past, the building will continue to house two commercial spaces. A neighborhood pub/restaurant is proposed for the main space accessed from the corner entry and a small neighborhood market is proposed for the Clark Street frontage. The proposed renovation is relatively modest in scope, intended to make the building more architecturally cohesive on a fairly limited budget. For example, to limit costs some of the existing windows and doors will be reused in place or moved to another position on the façade.

The plan calls for introducing a slightly raised "parapet" or cornice to emphasize the corner entrance and provide some architectural interest. The entrance itself is shown as a fiberglass door unit with sidelights and transom. Flanking the entrance are large square fixed windows surrounded by a combination of wood trim and flat MDO panels. Underneath the storefront windows are MDO panels with applied 1" wide batten strips, intended to add depth and texture. This paneling will match the color of the siding.

Note that two options under consideration for the exterior siding material: 4" cedar clapboards finished in a semi-transparent stain or Hardiplank fiber cement clapboards in a gray finish.

Beyond the corner entrance on the Danforth Street elevation, a series of fiberglass casement windows are shown.

The arrangement of doors and windows on the Clark Street storefront will remain unchanged from their current appearance, but the siding will be replaced and trim details will be added to provide more architectural interest.

Although the building features three distinct "zones" and disparate fenestration, an effort has been made to unify the building by incorporating a number of strong architectural elements that continue around the entire facade, including the principal cornice, the wide wood trim board around the base of the building and the projecting horizontal band that is positioned below the cornice. A unified color scheme is also proposed.

The enclosed elevations also show the applicant's proposed direction as regards signage. At the corner entrance, the applicant is not proposing a conventional sign, but rather a back-lit cut steel plate with images of birds. Above the Clark Street store, an MDO sign panel with applied or painted letters is proposed. (A more detailed sign permit application with more detailed information will need to be submitted for final sign approval.)

It is unclear whether any changes are proposed for the raised threshold in front of the corner entrance. A wood-slat security fence is shown at the east end of the property, replacing an existing chain link fence. The fence is proposed to be set back 12" from the abutting building façade.

Staff Comments

Although the 1924 tax photo is available to guide a faithful return to the building's original appearance, the historic preservation ordinance does not require restoration in instances where the subject exterior has been previously remodeled and no longer retains the key features of its original design. In this instance, the project architect is proposing a new design treatment that retains the general organization of the original 1917 commercial building and includes a number of architectural features reminiscent of the building's original design. The design departs from the original building most significantly in its fenestration, in part because of the property owner's desire to reuse existing windows and doors and the desire to incorporate operable windows for the corner pub/restaurant.

As noted above, the project architect is showing two options for the exterior siding: cedar clapboards with a semi-transparent stain or fiber-cement siding in a pre-finished color. In staff's view, the siding in this instance—particularly the finish of the siding—will be a key factor in achieving general compatibility with the surrounding context. Whether the exterior is sided with cedar clapboards or cement fiber clapboards is probably less important in this instance than finishing the siding with a painted finish (or at least a *solid-body* stain), consistent with the traditional character of the neighborhood. With regard to the option of installing cement fiber clapboards, the Board is encouraged to review the policy it adopted last year regarding the use of fiber cement siding—see enclosed.

Another aspect of the design that might warrant further consideration is the bank of operable windows on the Danforth Street façade. While the introduction of operable windows seems reasonable in this instance, their presence could be better integrated with the overall design treatment. Perhaps the operable windows could be taller so that both the top and bottom of the windows align with those at the corner entrance.

Staff understands that the applicant and his business partner plan to undertake much of the exterior renovation themselves. As such, it will be important that the plans are sufficiently detailed and explicit to ensure that the completed work is consistent with the plans presented.

Applicable Review Standards

Sec. 14-651.5 Standards for review of alterations to or redesign of noncontributing structures.

- a) In considering an application for a certificate of appropriateness involving alteration(s) to a noncontributing structure the standards for review of alterations..... shall apply as applicable. *The intent of the review shall be to ensure no further erosion of any existing architectural character of the subject structure determined to be significant by the historic preservation board and, where practicable, to guide projects toward a more compatible relationship with the surrounding context.*

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the July 9, 2014 Public Hearing and information included in the accompanying staff report, the Board finds that the proposed exterior renovation of 211 Danforth Street **meets (fails to meet)** the Standards for Review of Alterations to Noncontributing Structures within the historic preservation ordinance. **(Board approval is subject to the following conditions...)**

Attachments

1. 1924 tax photo of subject building
2. Application and supporting materials
3. Clapboard siding material policy

Att. 1

www.mainmemory.net/item/46266
© City of Portland - Planning & Development



AH.2



Date: 06-25-2014

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:

211 Danforth St, Portland, ME

CHART/BLOCK/LOT: 057 E008

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.

Project IS a renovation to the exterior of 211 Danforth St (formerly Vespucci's Market). Scope of work
will include siding replacement, new signage & lighting, new windows, new trim and new raised
cornice at the main building entry.

CONTACT INFORMATION:

APPLICANT

Name: Keith Hickman
Address: 211 Danforth St.
Portland, ME
Zip Code: 04102
Work #: 207-774-1996
Cell #: 347-446-4625
Fax #: _____
Home: _____
E-mail: kehickman145@gmail.com

BILLING ADDRESS

Name: same as applicant
Address: _____

Zip: _____
Work #: _____
Cell #: _____
Fax #: _____
Home: _____
E-mail: _____

CONTRACTOR

Name: same as applicant
Address: _____

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

Applicant's Signature



Keith Hickman

PROPERTY OWNER

Name: same as applicant
Address: _____

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

ARCHITECT

Name: Kaplan Thompson Architect
Address: 424 Fore St. Portland, ME

Zip: 04101
Work #: 207-842-2888
Cell #: _____
Fax #: 207-842-2828
Home: _____
E-mail: jesse@kaplanthompson.com

Owner's Signature (if different)

APPLICATION FEES:**Check all reviews that apply. (Payment may be made by Cash or Check payable to the City of Portland.)**

☐ Administrative Review (for minor or standard alterations)	\$50.00
☒ HP Board Review	\$100.00
☐ HP Board Review for major projects involving new construction or building addition exceeding 1000 sq. ft. or comprehensive rehabilitation/redesign of existing structures	\$750.00
☐ After-the-fact Review (for work commenced without advance approval)	\$1000.00
☐ Sign Review for signs in historic districts	\$75.00

The City invoices separately for the following:

- Notices (\$.75 each)
- Legal Ad (% of total Ad)



KAPLAN THOMPSON
ARCHITECTS
424 FORE ST., PORTLAND, ME 04101
207-842-2888 FAX:842-2828

PROJECT:
211 RENOVATION
KEITH HICKMAN
211 DANFORTH STREET
PORTLAND, ME

DRAWING: EXISTING PHOTOS

SCALE:

DRAWN BY: JT

DATE: JUNE 25, 2014

REVISED:

HP-1



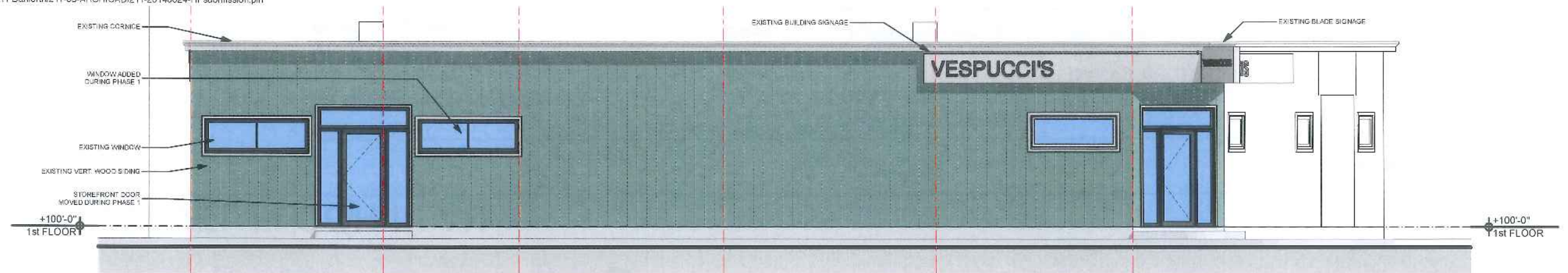
KAPLAN THOMPSON
ARCHITECTS
424 FORE ST., PORTLAND, ME 04101
207-842-2888 FAX:842-2828

PROJECT:
211 RENOVATION
KEITH HICKMAN
211 DANFORTH STREET
PORTLAND, ME

DRAWING: EXISTING PHOTOS

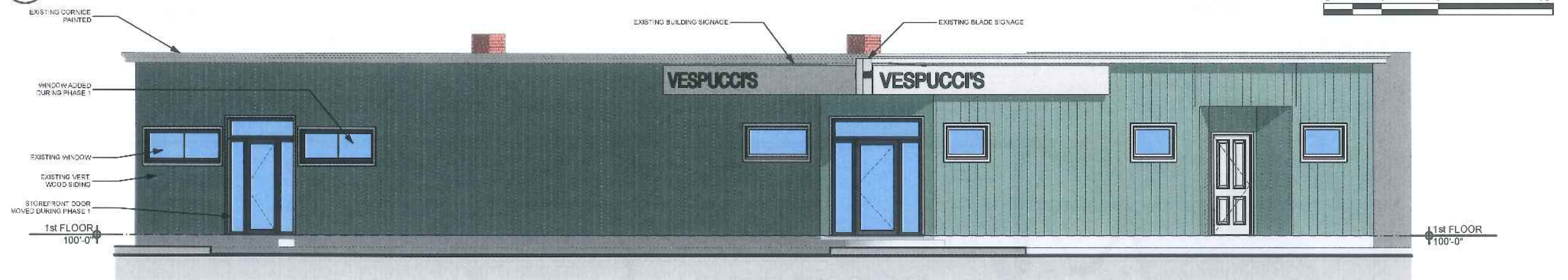
SCALE: DRAWN BY: JT

DATE: JUNE 25, 2014 REVISED:



1 SOUTHWEST ELEVATION (CLARK ST)

SCALE: 1/8" = 1'-0"



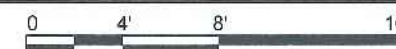
2 CORNER ELEVATION

SCALE: 1/8" = 1'-0"



3 SOUTHEAST ELEVATION (DANFORTH ST)

SCALE: 1/8" = 1'-0"



KAPLAN THOMPSON
ARCHITECTS
424 FORE ST., PORTLAND, ME 04101
207-842-2888 FAX:842-2828

PROJECT:
211 RENOVATION
KEITH HICKMAN
211 DANFORTH STREET
PORTLAND, ME

DRAWING: EXISTING ELEVATIONS

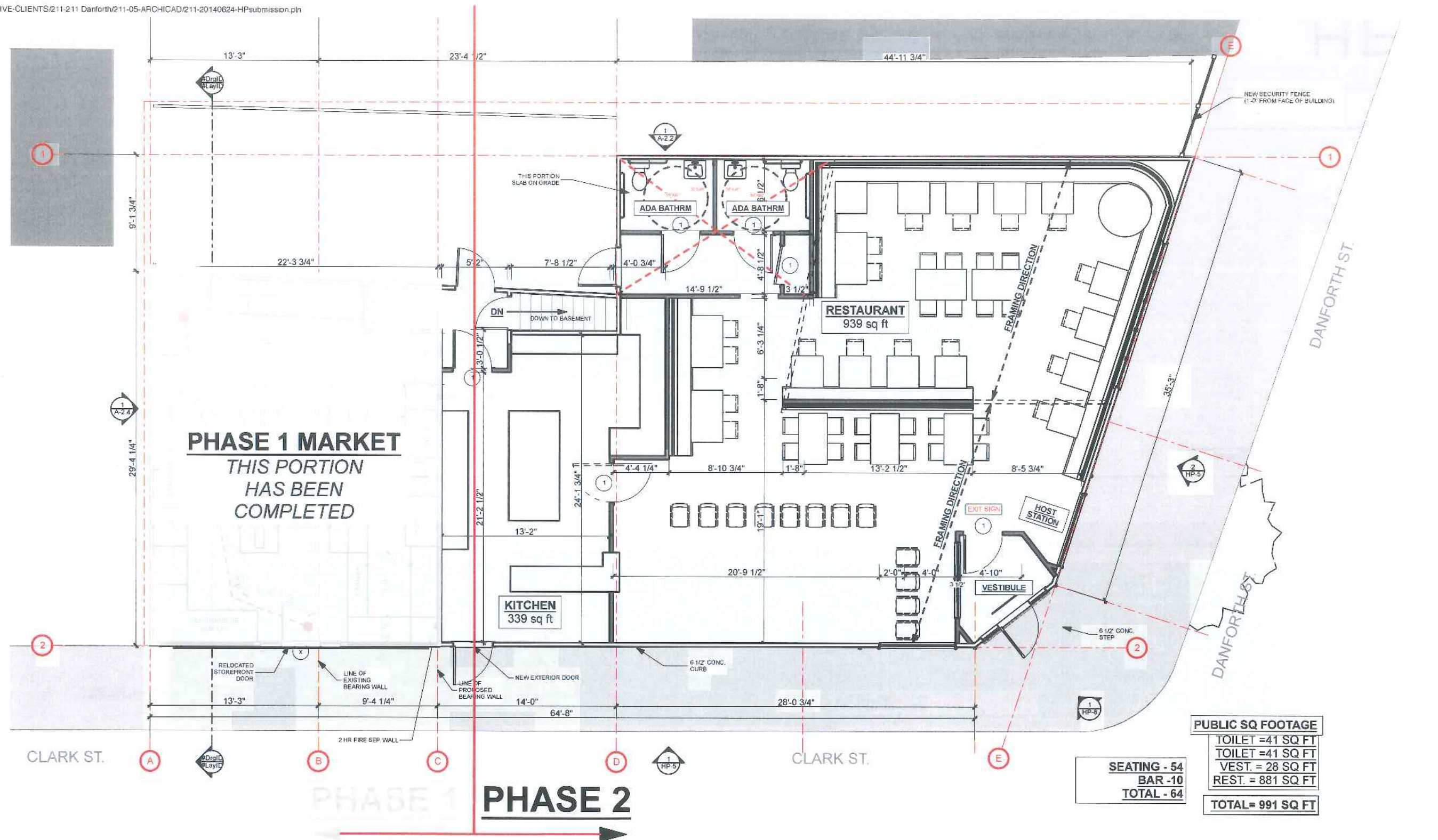
SCALE:

DRAWN BY: JT

DATE: JUNE 25, 2014

REVISED:

HP-3



1 MAIN LEVEL FLOOR PLAN

SCALE: 1/8" = 1'-0"

KAPLAN THOMPSON
ARCHITECTS
424 FORE ST., PORTLAND, ME 04101
207-842-2888 FAX: 842-2828

PROJECT:
211 RENOVATION
KEITH HICKMAN
211 DANFORTH STREET
PORTLAND, ME

DRAWING: 1ST FLOOR PLAN

SCALE:

DRAWN BY: JT

DATE: JUNE 25, 2014

REVISED:

HP-4



1 PARTIAL CLARK ST ELEVATION
SCALE: 1/4" = 1'-0"



KAPLAN THOMPSON
ARCHITECTS

424 FORE ST., PORTLAND, ME 04101
207-842-2888 FAX:842-2828

PROJECT:
211 RENOVATION
KEITH HICKMAN
211 DANFORTH STREET
PORTLAND, ME

DRAWING: CLARK ST ELEVATIONS

SCALE:

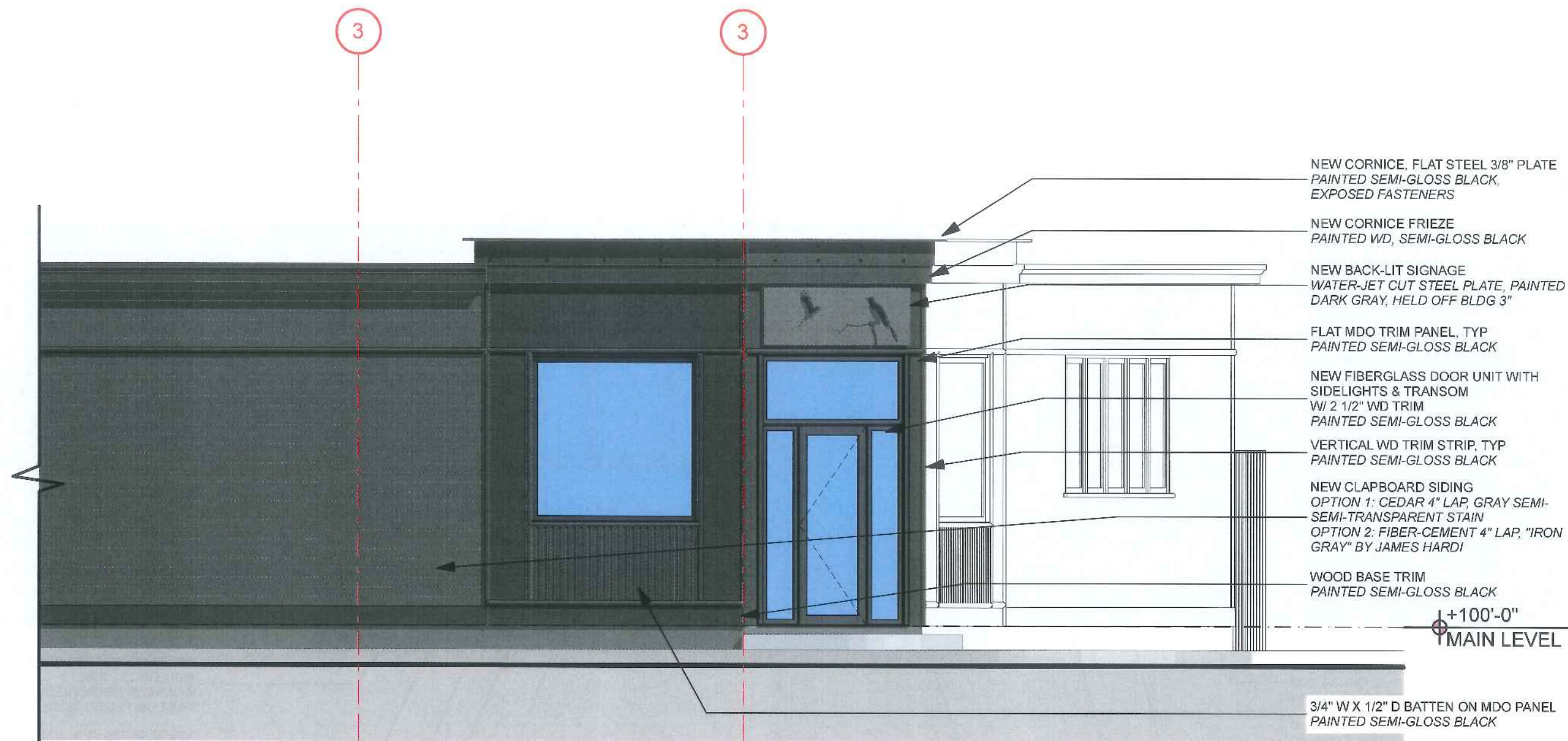
DRAWN BY: JT

DATE:

JUNE 25, 2014

REVISED:

HP-6



1 PARTIAL CLARK ST ELEVATION
SCALE: 1/4" = 1'-0"



KAPLAN THOMPSON
ARCHITECTS
424 FORE ST., PORTLAND, ME 04101
207-842-2888 FAX:842-2828

PROJECT:
211 RENOVATION
KEITH HICKMAN
211 DANFORTH STREET
PORTLAND, ME

DRAWING: CLARK ST ELEVATIONS

SCALE:

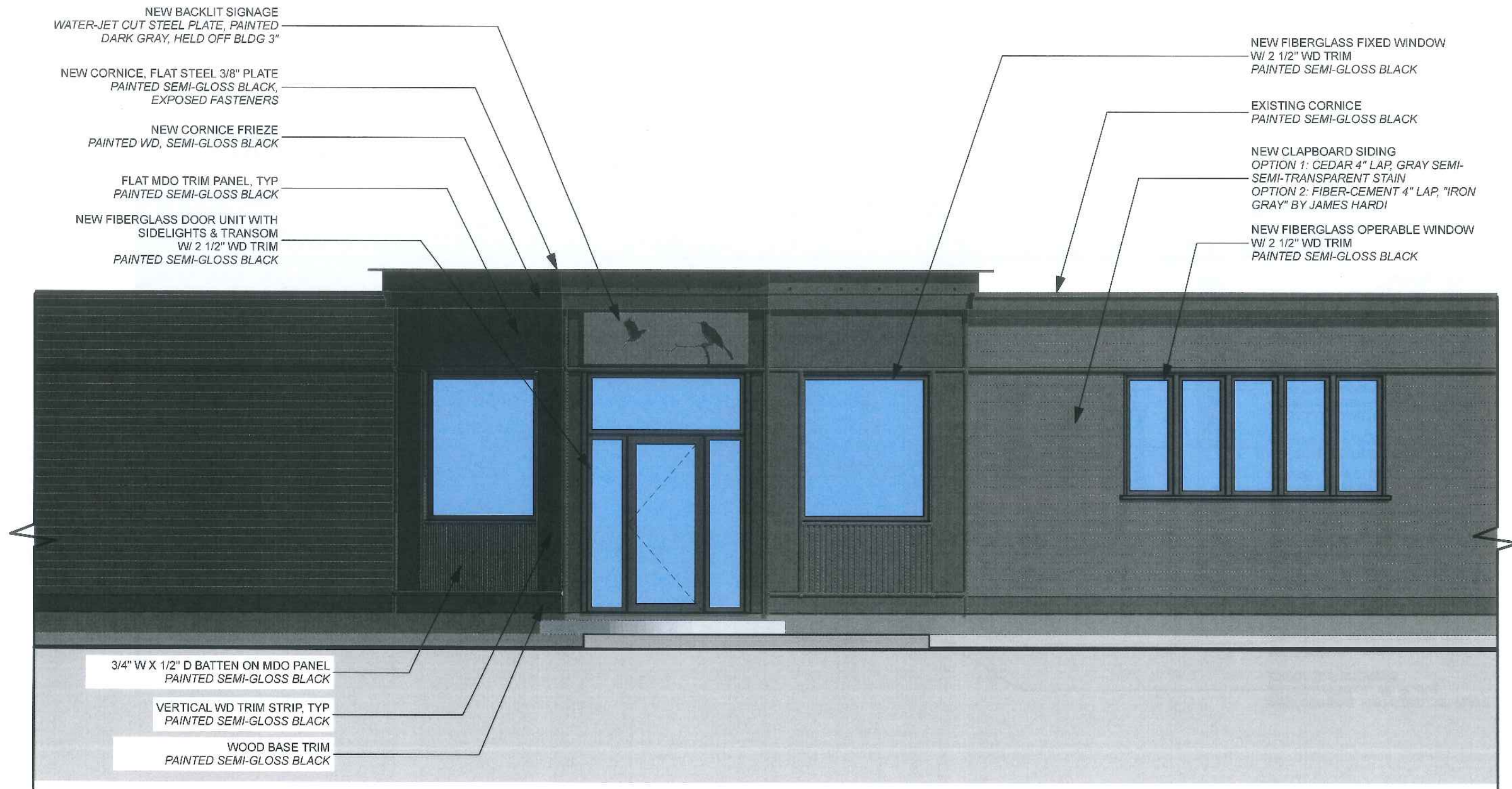
DRAWN BY: JT

DATE:

JUNE 25, 2014

REVISED:

HP-7



1 CORNER OF CLARK & DANFORTH ELEVATION
SCALE: 1/4" = 1'-0"



KAPLAN THOMPSON
ARCHITECTS
424 FORE ST., PORTLAND, ME 04101
207-842-2888 FAX:842-2828

PROJECT:
211 RENOVATION
KEITH HICKMAN
211 DANFORTH STREET
PORTLAND, ME

DRAWING: CORNER ELEVATION

SCALE:

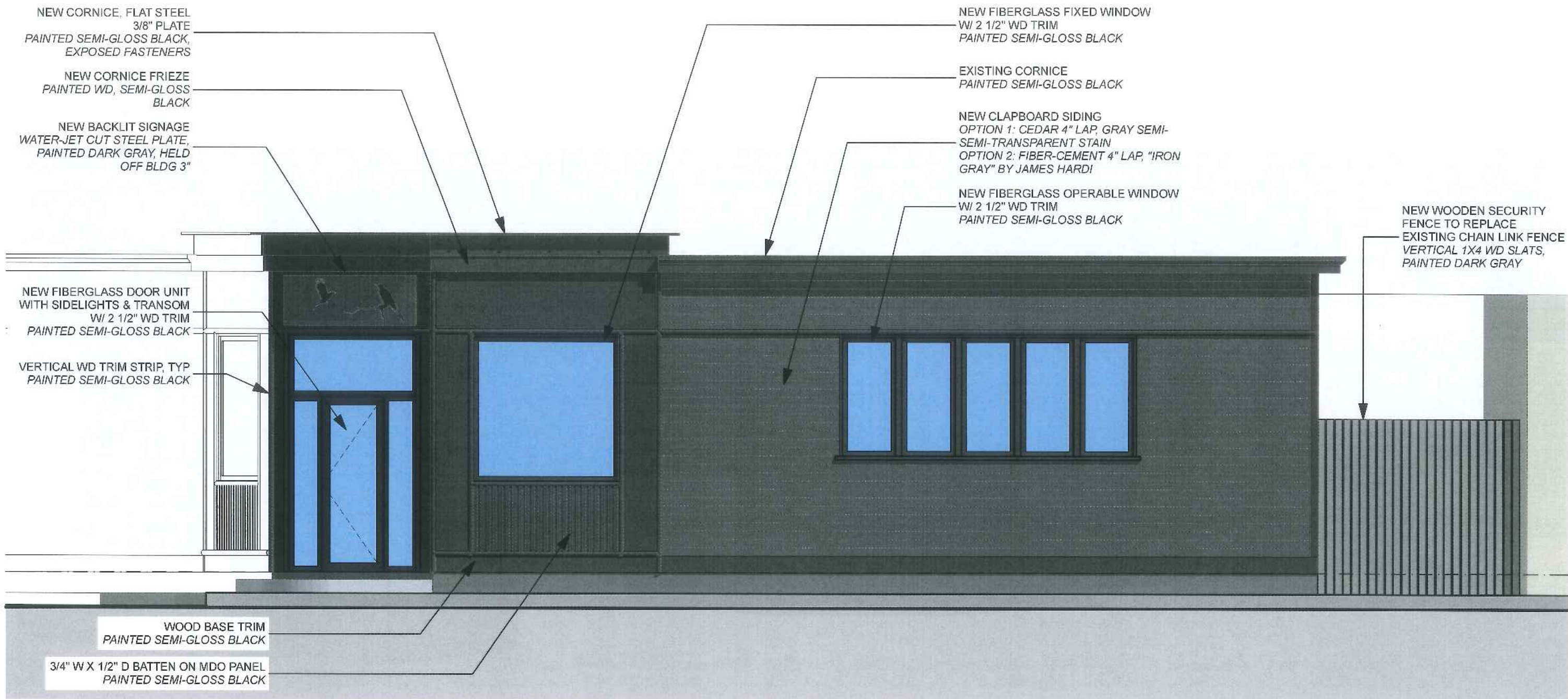
DRAWN BY: JT

DATE:

JUNE 25, 2014

REVISED:

HP-8



1 DANFORTH ST ELEVATION

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



KAPLAN THOMPSON
ARCHITECTS
424 FORE ST., PORTLAND, ME 04101
207-842-2888 FAX:842-2828

PROJECT:
211 RENOVATION
KEITH HICKMAN
211 DANFORTH STREET
PORTLAND, ME

DRAWING: DANFORTH ST ELEVATION

SCALE:

DRAWN BY: JT

DATE:

JUNE 25, 2014

REVISED:

HP-9



1 VIEW FROM RUSKI'S
NOT TO SCALE

KAPLAN THOMPSON
ARCHITECTS
424 FORE ST., PORTLAND, ME 04101
207-842-2888 FAX:842-2828

PROJECT:
211 RENOVATION
KEITH HICKMAN
211 DANFORTH STREET
PORTLAND, ME

DRAWING: PERSPECTIVE

SCALE:

DRAWN BY: JT

DATE: JUNE 25, 2014

REVISED:

HP-10

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

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

- (2) *The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
- (5) *Distinctive features, finishes, and construction techniques or examples of skilled craftsmanship which characterize a structure, object or site shall be treated with sensitivity.*
- (6) *Deteriorated historic features shall be repaired rather than replaced wherever feasible. Where the severity of deterioration requires replacement of a distinctive feature, the new feature should match the feature being replaced in composition, design, texture and other visual qualities and, where possible, materials. Repair or replacement of missing historic features should be based on accurate duplications of features, substantiated by documentary, physical or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other structures or objects.*

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

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

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

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

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

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

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

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

Policy Adopted 9/18/13

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

**WORKSHOP
CONGRESS STREET, WITHIN STROUDWATER HISTORIC DISTRICT**

TO: Chair Romano and Members of the Historic Preservation Board

FROM: Deb Andrews, Historic Preservation Program Manager

DATE: July 3, 2014

RE: July 9, 2014 Preliminary Workshop on Proposed Public Infrastructure Improvements

Address: Congress Street within Stroudwater Historic District
from Garrison Street to Waldo Street

Applicant: City of Portland Department of Public Services

Project Consultants: David Maynes, Richardson & Associates Landscape Architects
TY Lin International

Introduction

Landscape architect David Maynes, representing the Department of Public Services, is requesting a workshop to introduce plans for improvements to Congress Street within the Stroudwater Historic District. The proposed street improvements are part of a larger scope of work that extends well beyond the boundaries of Stroudwater. The purpose of the project is to calm traffic and improve pedestrian safety. The Board is being asked to provide input to the project consultants as to the compatibility of the proposed treatment with the historic character of the Stroudwater district. With feedback from the Board, the plans will be finalized for formal review and approval.

Mr. Maynes has provided a vicinity map to show the section of Congress Street within the Stroudwater Historic District affected by the project. Additional marked-up aerial views show specific elements of the project. Mr. Maynes has also provided illustrations of proposed plant materials, hardscape elements and site features.

Project Context, Background

Enclosed for the Board's review is a copy of the 1990 designation report for the Stroudwater Historic District, which describes the historic and visual character of the district. As the

report notes, Stroudwater is unique among Portland's historic districts, not only because the settlement is much older than its peninsula counterparts, but also because of its distinctly rural character. In essence, Stroudwater is a Colonial era village within the confines of the city. The designation report even points to the absence of curbs (in the eastern section of the district) as visual reinforcement of the district's rural nature.

Over time, within increasing development beyond the boundaries of the district, Congress Street and westerly portion of Westbrook Street have had to accommodate a steadily increasing volume of traffic. A major widening of the section of Congress Street through Stroudwater was completed in the 1980's, prior to the area's designation as a local historic district. Not only did the widening itself alter the character of the neighborhood, so too did some of the details associated with the project—e.g. the concrete retaining wall that was constructed on the east side of Westbrook.

Since the ordinance went into effect, the Historic Preservation Board has been asked to consider several roadway projects in the neighborhood. In each case, the Board has attempted to respond to the demonstrated need for traffic and safety improvements in a way that minimizes to the extent possible the erosion of Stroudwater's unique character. For example, material choices have been made with the goal of reinforcing the existing material palette and traditional character of the neighborhood.

Elements of the Proposed Streetscape Improvements

The project entails the following elements:

- landscaped median strips
- added sidewalks in some areas
- construction of a stone retaining wall between Waldo & Westbrook, east side*
- added planting areas at corner of Waldo & Congress
- potential modification of existing concrete retaining wall on Westbrook
- new pavement markings, signage and pedestrian signal
- new bus stop (no shelter)

As Mr. Maynes notes in the application, the landscape architects hired to assist with the project are mindful of the significance of the Stroudwater area and attempted to select materials, plantings and site treatments that would reinforce the historic character of the district.

Applicable Review Standards

The "Standards and Guidelines for Streetscape and Pedestrian Improvements" excerpted from Portland's Historic Resources Design Manual apply in the review of this project—see Attachment 2.

Attachments

1. Applicant's submission
2. Review Standards for Streetscape and Pedestrian Improvements

Stroudwater Historic District



The Village of Stroudwater, seen from across the Fore River, retains a coherent sense of place and of scale in the two and one half story gabled buildings sited sympathetically in the landscape.

The Stroudwater Historic District is significant as an early village which still conveys a coherent sense of a place, as well as its distinctive history. The fact that Stroudwater is now part of the City of Portland, where comparable eighteenth- and early nineteenth-century settlement has been considerably obliterated by fires and later development, makes this historic district even more important to the city. Moreover, Stroudwater is a good example of the planning of a New England village, not according to rigid grid plans and stereotypical central commons, but in terms of the natural topography that both respected the landscape and exploited it for economic advantage. For instance, the streets on which the historic structures now stand follow the high ground and were originally the roads used to haul masts to the Fore River. For these reasons the historic district is of inestimable educational value, requiring special protection to preserve it from the intrusion of twentieth-century urbanism.

The village of Stroudwater, now incorporated into the City of Portland, occupies the western bank of the tidal Fore River where it is joined by the Stroudwater River.

The historic district contains about thirty residences, dating from the Colonial, Federal, and Greek Revival periods and standing on the gentle hills that slope down to the Fore River. In addition the district includes the village burying ground, sites associated with the collecting and exporting of masts, mills, tanneries, and shipyards which supported the inhabitants, and the section of the Cumberland and Oxford Canal which runs along the eastern bank of the Fore River opposite the village.

Three periods of prosperity formed the village of Stroudwater and gave it its distinctive character. The first period was the permanent settlement begun in 1727 by Colonel Thomas Westbrook, mast agent for King George II, who moved to the confluence of the Fore and Stroudwater rivers from Portsmouth, New Hampshire. Colonel Westbrook built roads on which to haul the mast timbers, a landing from which to launch them down the Fore River to Portland where they were shipped to England, a large bridge across the Fore River, a garrisoned house for protection from the Indians, and dams, saw mills, and a paper mill.

The next major period of growth occurred after the Revolution with a shipping trade based on stores, saw mills, and a tannery. The Embargo Act of 1807 caused commercial recession, with the economy recovering about 1830 with the completion of the Cumberland and Oxford Canal. The canal opened up new sources of lumber and raw materials, and stimulated exporting and importing with the interior and shipyard activities on the Fore River until the railroads made canal transportation obsolete in the second half of the nineteenth century. The fact that Stroudwater was not swallowed up by Portland's industrial expansion after the Civil War helped to preserve the topography of the eighteenth- and early nineteenth-century village and a majority of its residences.

Several of the residences included within the Stroudwater Historic District are outstanding examples of the architecture of their period. The George Tate House (1755) is a National Historic Landmark which was carefully restored by the National Society of Colonial Dames in Maine and is open to the public in the summer. The house of a mast agent for the royal navy, it is a wood-frame and clapboarded structure with a central chimney and an unusual gambrel roof pierced with windows which afford views overlooking the Fore River. The Captain James Means House (1797)), the

Francis Waldo House (c. 1765), the Samuel Ficket House (1795), the Martin Hawes House (1853), and the Dr. Jeremiah Barker House (1799) are significant examples of their respective periods. The remaining houses, even though more modest, contribute to the overall integrity of the historic district.

As important as the surviving structures are the locations of early village activities, even though most of the non-residential historic buildings do not survive. The burial ground to the north is still extant with the earliest gravestone dating to 1739. Along the Fore River are the sites of the shipyards and wharves used from 1717 to the 1850s, a bark mill and a tidal mill of the 1830s, and the Cumberland and Oxford Canal (1825-1830). On higher ground near the Tate and Means houses is the site of the mast yard (1727-1770s). And behind the houses on the west side of Westbrook Street are remains of the Stroudwater Dam of 1845, built to replace one farther upstream.



George Tate House, 1270 Westbrook Street, 1755. Built for the Royal Mast Agent George Tate, this dwelling was designated a National Historic Landmark in 1972, is one of the four earliest remaining structures and summarizes the importance of this village. The pedimented entrance door flanked with pilasters and crowns on the lower windows are typical mid-eighteenth century architectural details. The dormer cut into the gambrel roof is unusual, while the central chimney indicates the placement of the interior fireplaces.



View from Stroudwater River bank of rear of Tate and Hawes houses, showing the river south of these dwellings passing behind the Samuel Fickett House at 1190 Westbrook Street, built in 1795.



The importance of this original village setting cannot be overestimated. Stroudwater combines buildings, scenic views, natural features and unique historic sites including the canal, the dam and the cemetery. The addition of new development needs to be carefully considered to preserve these essential qualities.

STANDARDS: STREETSCAPE AND PEDESTRIAN IMPROVEMENTS



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.



Date: 6-30-14

**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:

OUTER CONGRESS STREET - ENHANCEMENTS

CHART/BLOCK/LOT: _____ (for staff use only)

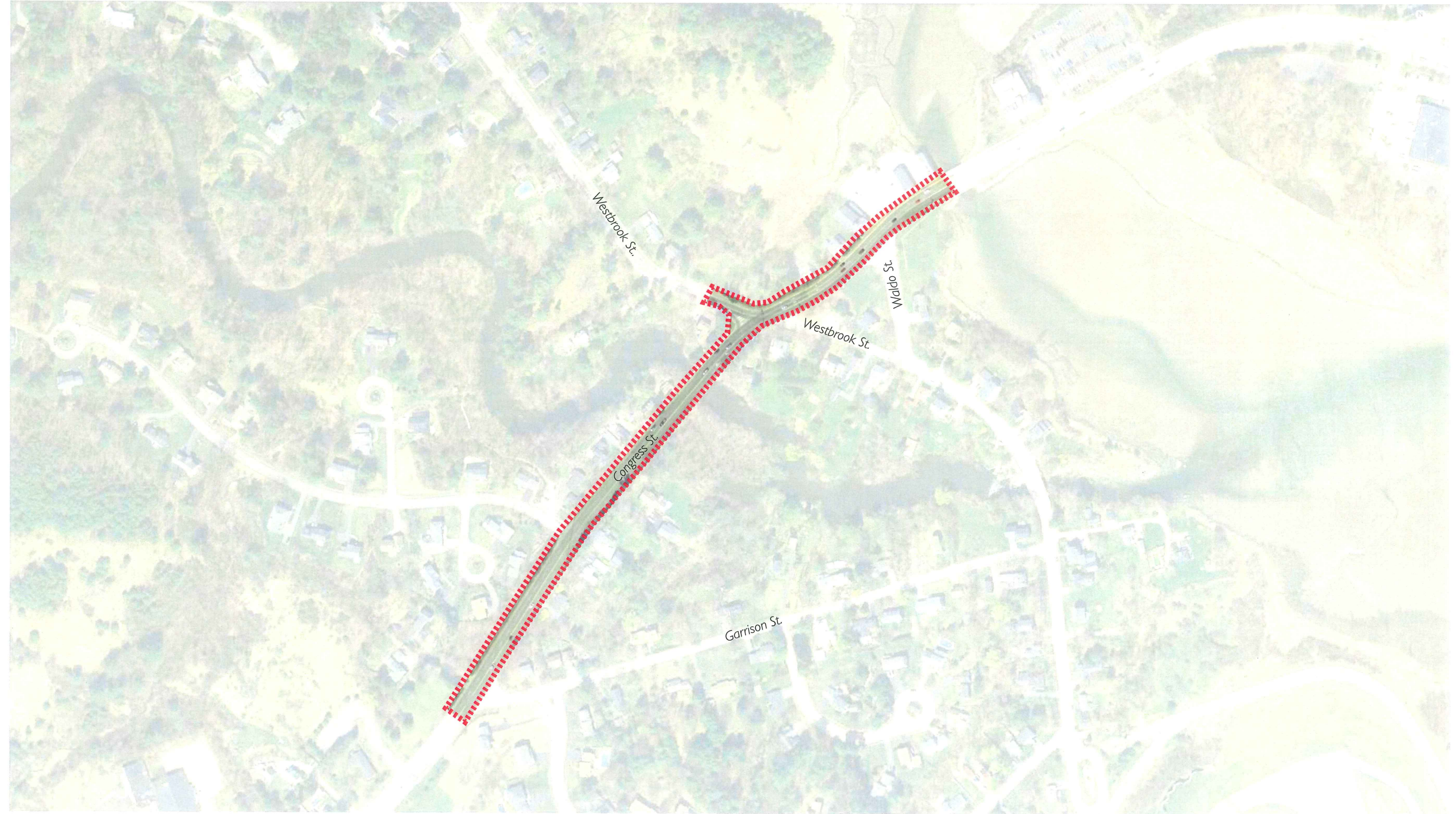
PROJECT DESCRIPTION: Describe below each major component of your project. Describe how the proposed work will impact existing architectural features and/or building materials. If more space is needed, continue on a separate page. Attach drawings, photographs and/or specifications as necessary to fully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

The City of Portland is up-grading & enhancing pedestrian safety & amenities along Congress Street within the Stroudwater Historic District. Project components/elements include the addition of median strips (planted) for traffic calming, brick sidewalks, additional crosswalks, a new bus stop, and landscaping where appropriate and/or necessary.

All landscaped areas are recognizing, and in some cases, augmenting their 'rural village' character of the District.

Please see attached materials for your review & comment.

EXTENT OF PROJECT AREA WITHIN STROUDWATER DISTRICT

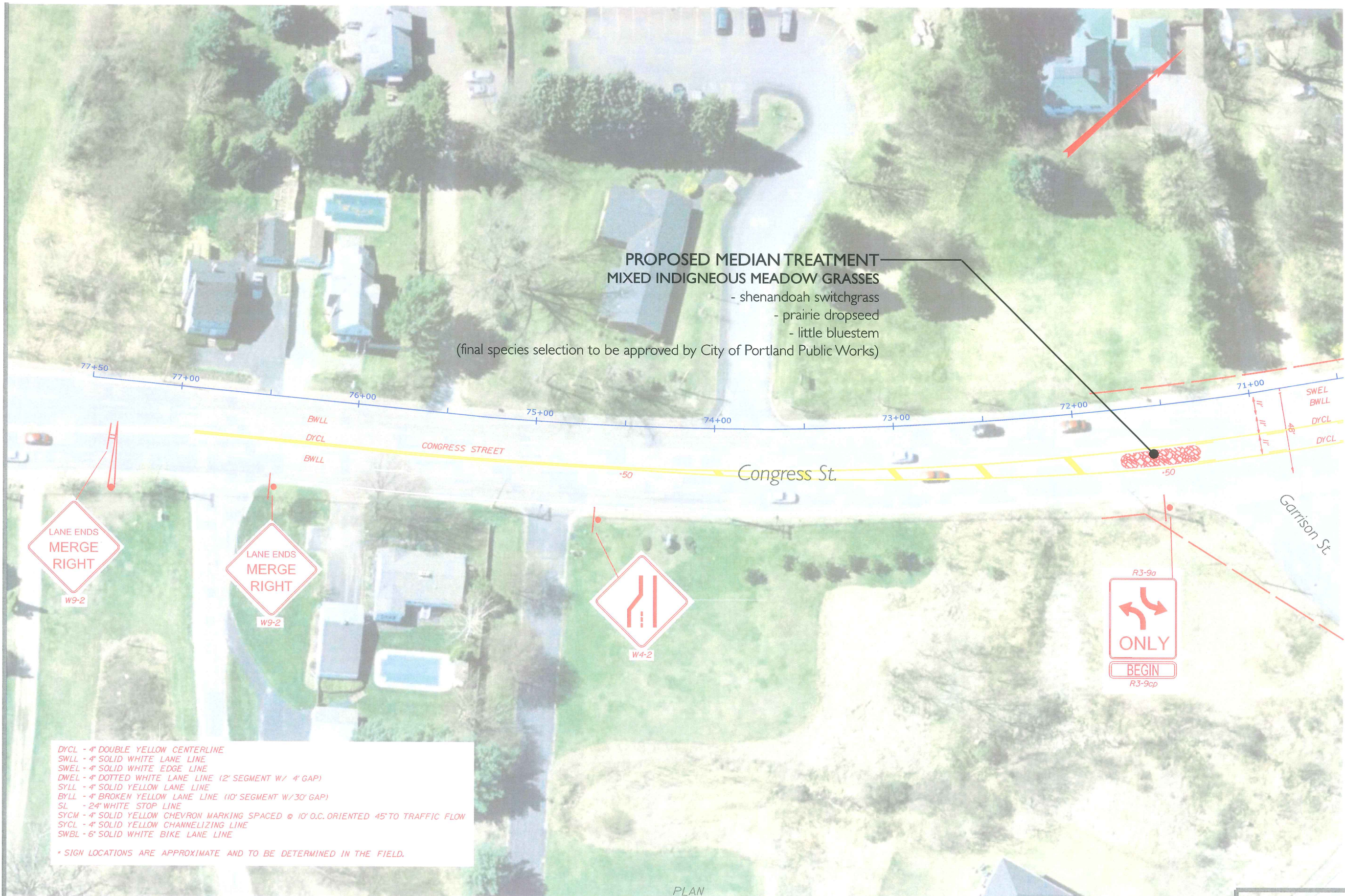


Date: 3/21/2014

Username:

Division:

Filename: ... \MSTA\002_HDP\plan_001.dgn



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		AC-SIP-1907(800)X		WIN		19078.00		HIGHWAY PLANS	
CITY OF PORTLAND		CONGRESS STREET		SHEET NUMBER		2		OF 11			
PROJECT MANAGER		DESIGNER		CHECKED		APPROVED		DATE			
K. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					
J. P. Neri		J. P. Neri		J. P. Neri		J. P. Neri		6/8/12			
DESIGNER		CHECKED		APPROVED		DATE					

Filename: ... \MSTA\003_HDPlan_002.dgn

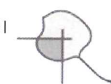
F 11

HIGHWAY PLANS

Filename: ... \MSTA\004_HDPlan_003.dgn



Richardson & Associates, Landscape Architects/ | | middle street, saco, me 04072/t. 207.286.9291



TYLIN INTERNATIONAL

CITY OF PORTLAND
CONGRESS STREET

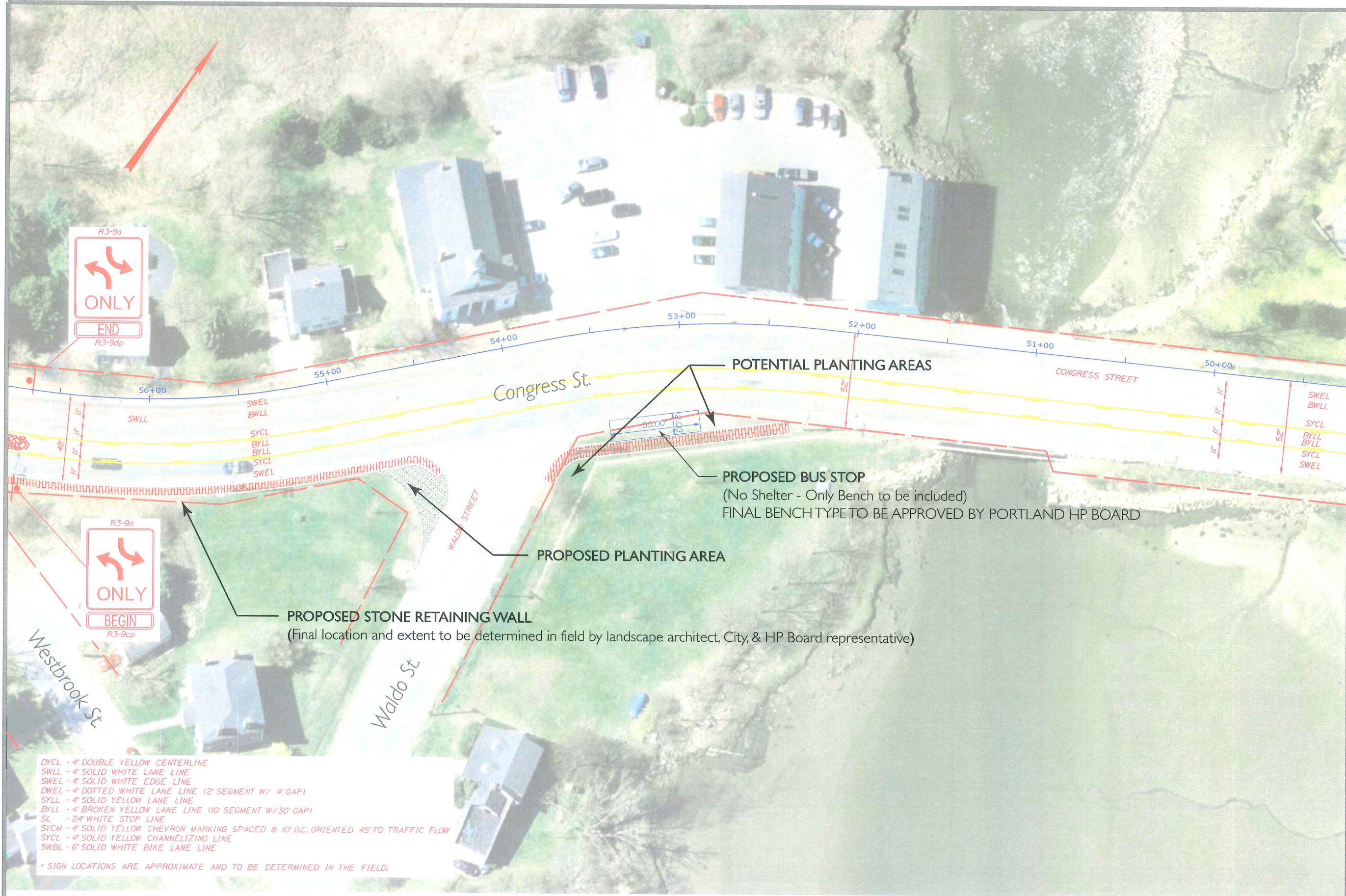
4
OF 11

Date: 3/21/2014

Username:

Division:

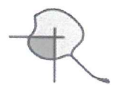
Filename: ...\\WSTA\\005_HDPlan_004.dgn



- DYCL - 4" DOUBLE YELLOW CENTERLINE
 - SWLL - 4" SOLID WHITE LANE LINE
 - SWEL - 4" SOLID WHITE EDGE LINE
 - DWEL - 4" DOTTED WHITE LANE LINE (2' SEGMENT W/ 4" GAP)
 - SYLL - 4" SOLID YELLOW LANE LINE
 - BYLL - 4" BROKEN YELLOW LANE LINE (10' SEGMENT W/ 30' GAP)
 - SL - 24" WHITE STOP LINE
 - SYCM - 4" SOLID YELLOW CHEVRON MARKING SPACED @ 10' O.C. ORIENTED 45° TO TRAFFIC FLOW
 - SYCL - 4" SOLID YELLOW CHANNELIZING LINE
 - SWBL - 6" SOLID WHITE BIKE LANE LINE
- * SIGN LOCATIONS ARE APPROXIMATE AND TO BE DETERMINED IN THE FIELD.



Richardson & Associates, Landscape Architects/11 middle street, saco, me 04072/t. 207.286.9291



TYLIN INTERNATIONAL

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		AC-STP-1907(600)X		WIN 19076.00		HIGHWAY PLANS	
CITY OF PORTLAND		CONGRESS STREET		PLANS		SHEET NUMBER		5 OF 11	
DESIGN-DETAILED	T. ERICO	DATE	6/8/12	SIGNATURE		P.E. NUMBER		DATE	
CHECKED-REVIEWED	T. ERICO	BY	P. MCCLURE						
DESIGN-DET. ALEDS									
REVISIONS	1								
REVISIONS	2								
REVISIONS	3								
REVISIONS	4								
FIELD CHANGES									

PROPOSED MEDIAN PLANTING - MIXED INDIGENEOUS MEADOW GRASSES



shenandoah switchgrass



little bluestem



prairie dropseed

(final species selection to be approved by City of Portland Public Works)



CORNER OF WESTBROOK ST & CONGRESS, NORTH - CITY OWNED PARCEL



VIEW WEST - TOWARDS WESTLAND ST

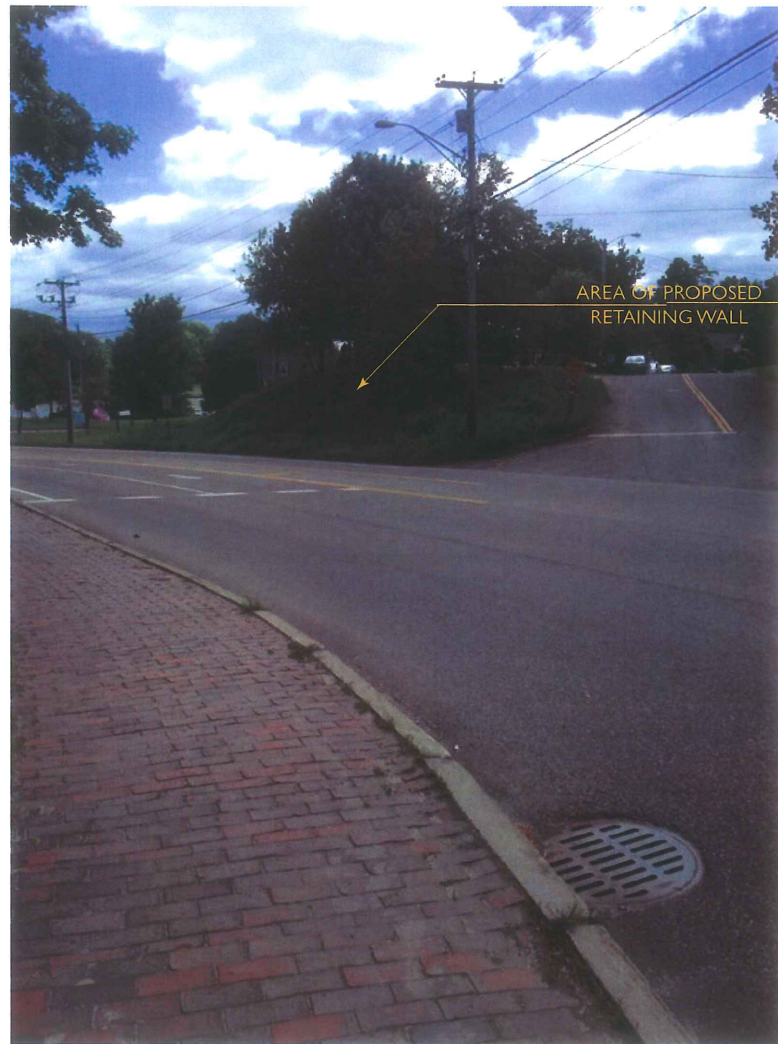


VIEW EAST - TOWARDS CONGRESS ST



CORNER OF WESTBROOK ST & CONGRESS, SOUTH - EXISTING CONCRETE RETAINING WALL

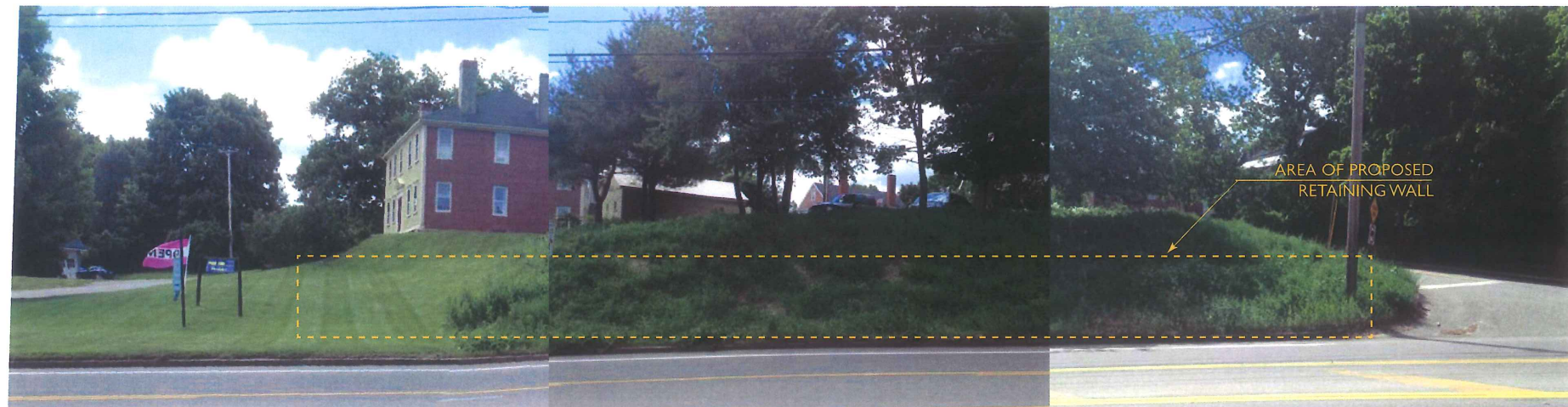
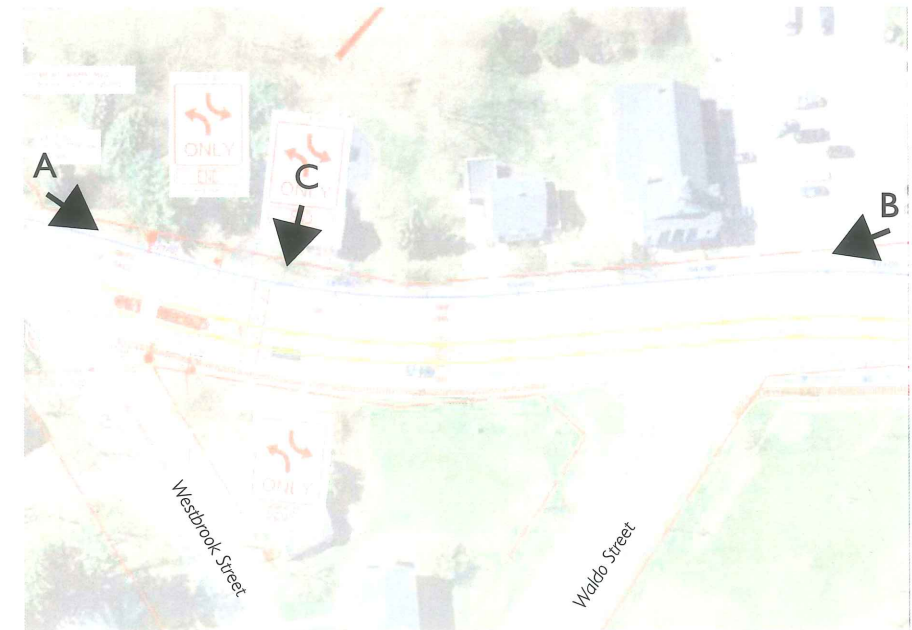




(A) VIEW OUTBOUND - CONGRESS STREET



(B) VIEW INBOUND - CONGRESS STREET



(C) AREA OF PROPOSED RETAINING WALL



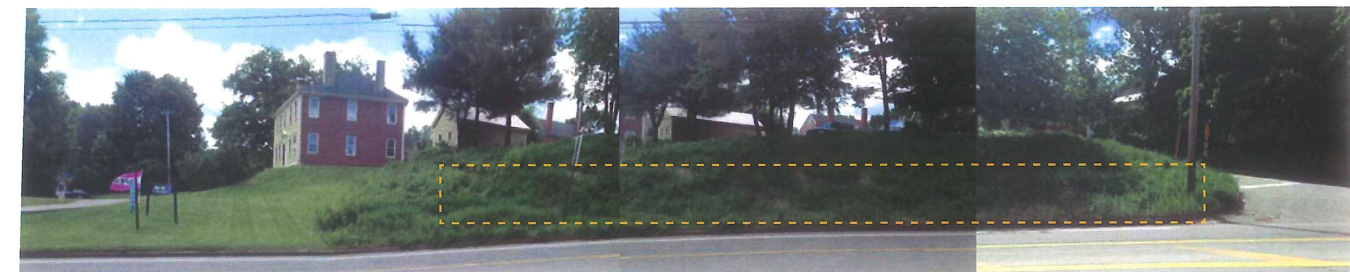
STREET VIEW OF PROPOSED STONE RETAINING WALL LOCATION



GENERAL AREA OF PROPOSED STONE RETAINING WALL - NTS



PROPOSED WALL CHARACTER TO MATCH EXISTING ADJACENT STONE WALL



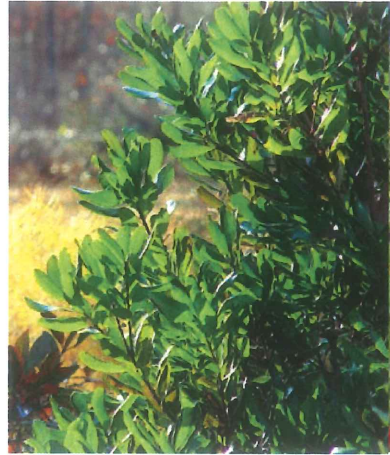
ANTICIPATED EXTENT OF PROPOSED STONE RETAINING WALL - NTS
TOTAL WALL LENGTH IS ANTICIPATED NOT TO EXCEED 130'



ELEVATION OF PROPOSED STONE RETAINING WALL
SCALE: 1" = 1/4"

TOTAL WALL LENGTH IS ANTICIPATED NOT TO EXCEED 130'
FINAL WALL HEIGHT TO BE FIELD VERIFIED AND REFINED TO ALLOW NECESSARY RETAINING CAPACITY

Northern Bayberry



New England Meadow Mix

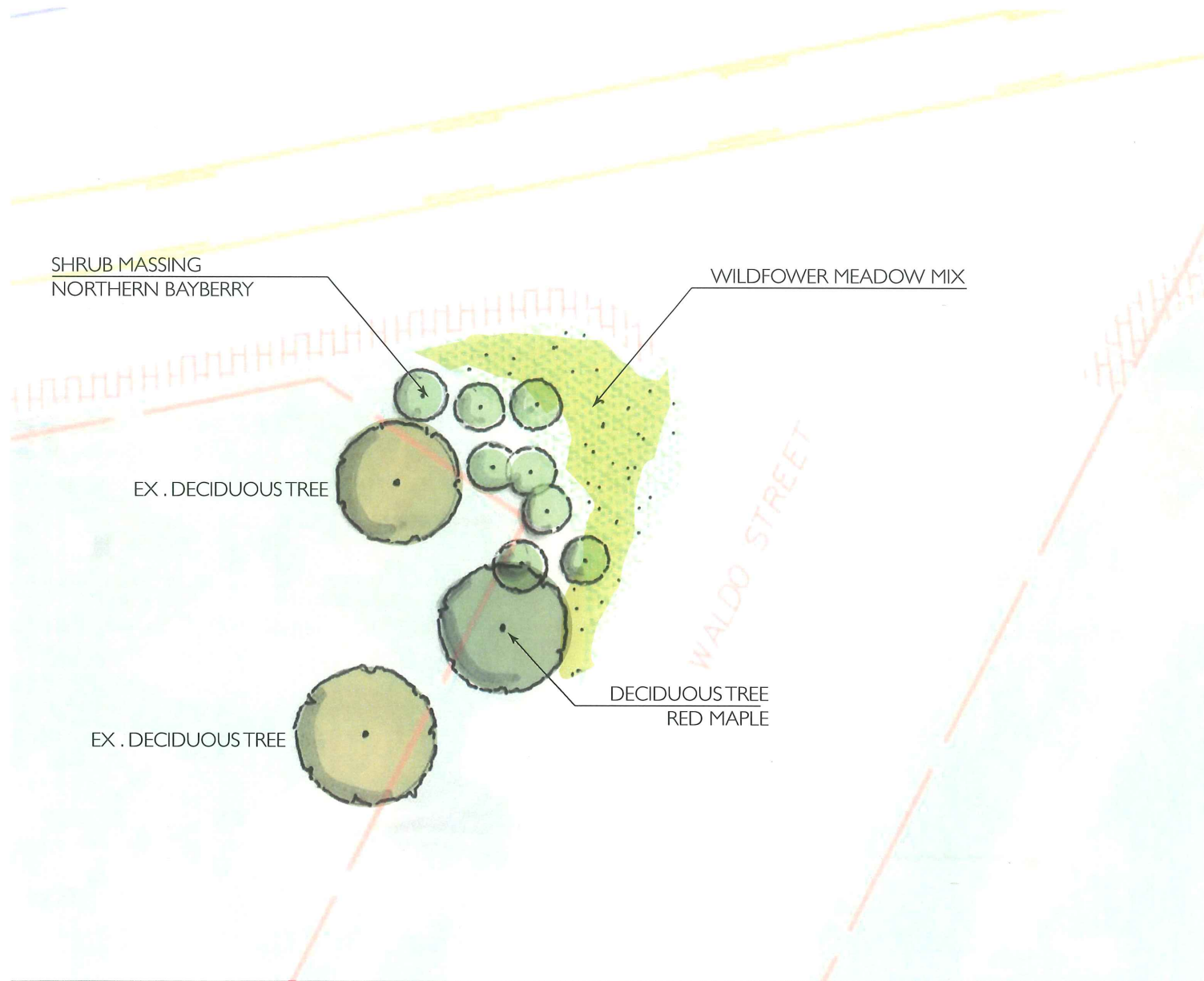


Red Maple

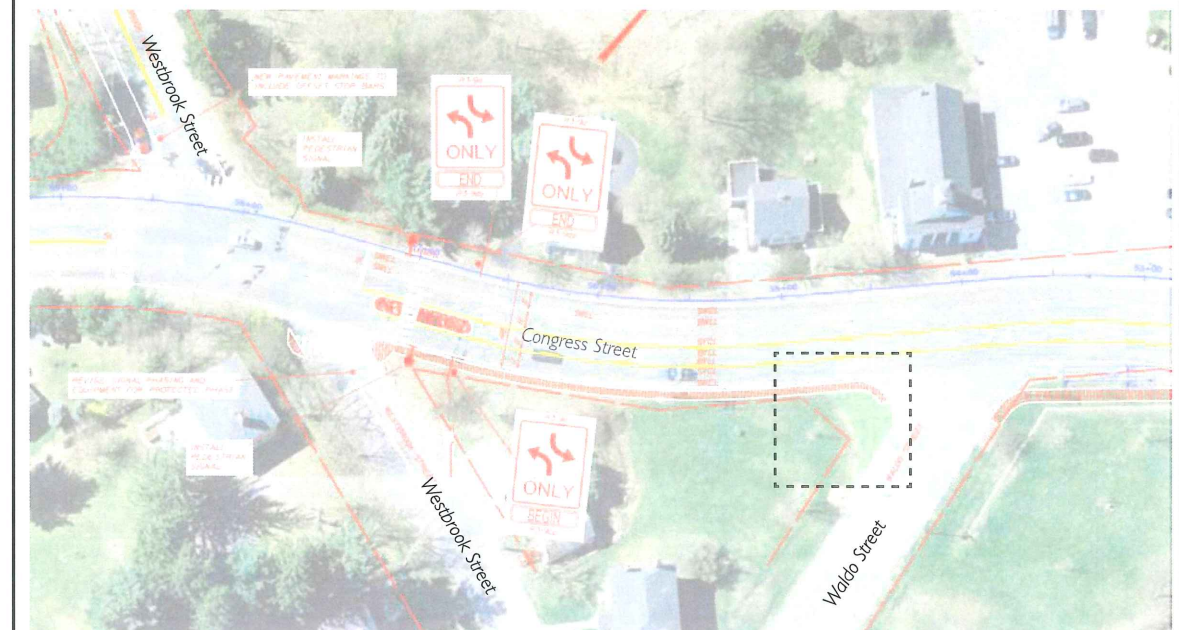


PROPOSED PLANTING

Waldo St. corner



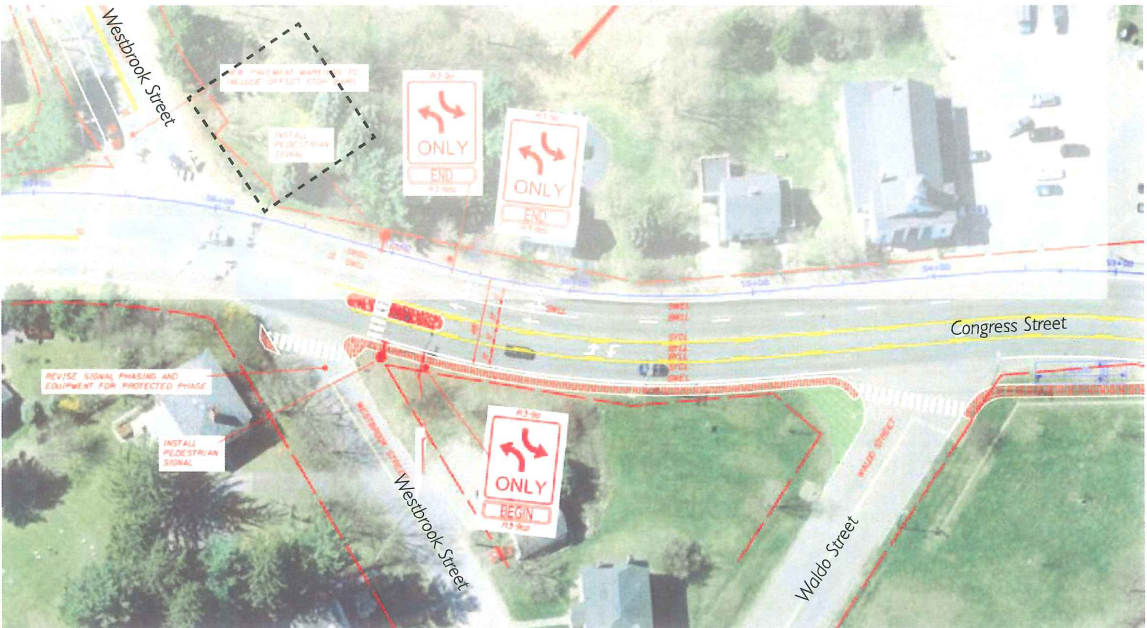
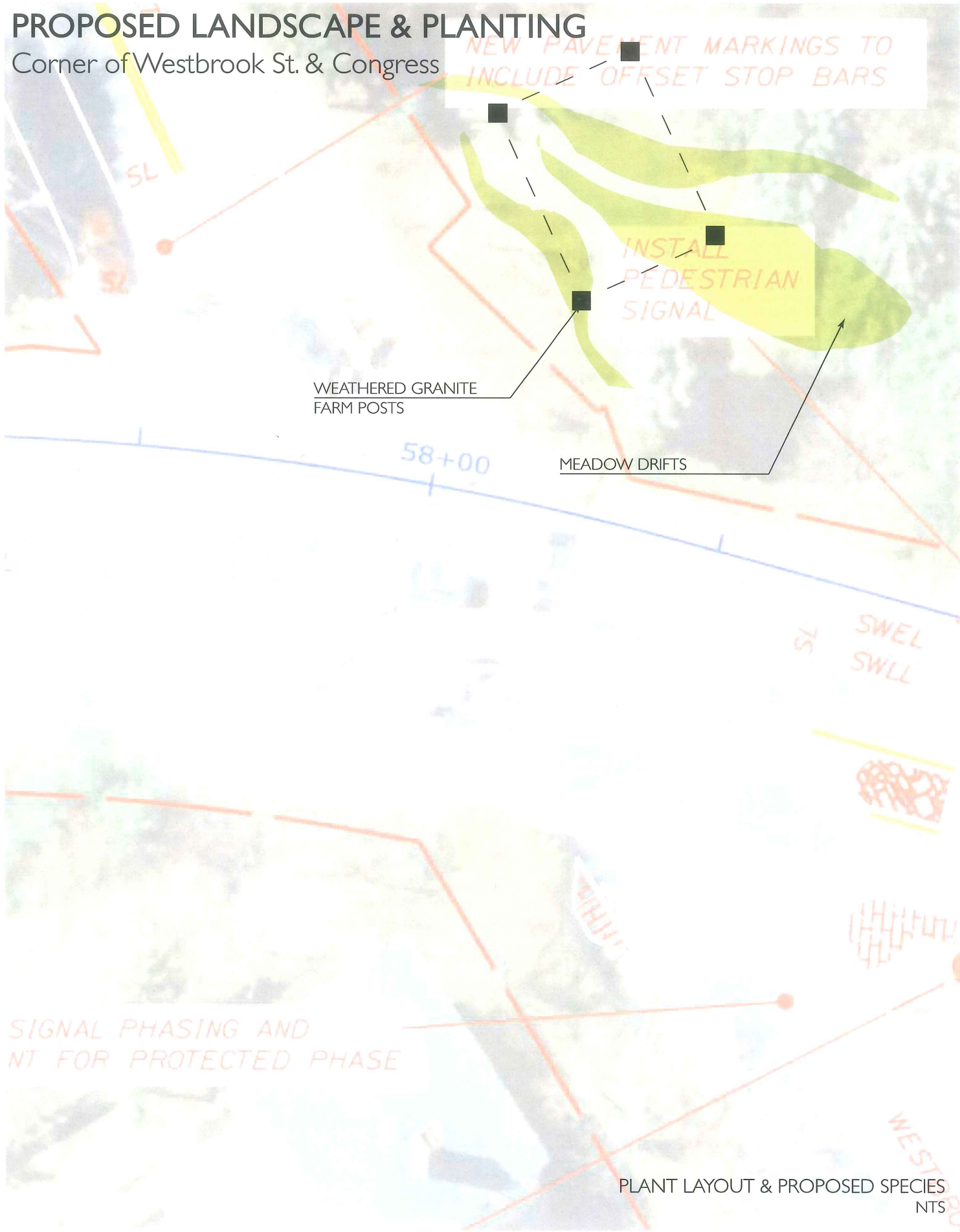
PLANT LAYOUT & PROPOSED SPECIES
NTS



GENERAL AREA OF PROPOSED PLANTING

PROPOSED LANDSCAPE & PLANTING

Corner of Westbrook St. & Congress



AREA OF PROPOSED PLANTING AND/OR CULTURAL LANDSCAPE INTERPRETATION



Impression of a Historic Landscape

The currently City-owned parcel that lies on the west corner of Westbrook Street and Congress, was once occupied by a now removed residence. The historic home was lifted and moved across the street. The reason for this is unknown. As a way of recognizing the landscape and place of the past, it is proposed to use weathered feather and wedge granite farmposts on each of the four corners of the house where it originally stood. Drifts of meadow planting will streak across the site, leaving some areas mowed, and some maintained meadows. The juxtaposition of the linear posts in space against the fluid and irregular meadow drifts, will speak of a place that once was, and still is; yet reimagined.

