

1. Legal Ad

Documents: [11-4-15 LEGAL AD.PDF](#)

2. Agenda

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3. 360 Spring Street

Documents: [HP MEMO - WAYNFLETE SCHOOL.PDF](#)

4. 133 Spring Street

Documents: [HP MEMO - 133 SPRING STREET.PDF](#)

5. 547 Congress Street

Documents: [HP MEMO - 547 CONGRESS STREET.PDF](#)

6. 13 West Street

Documents: [HP MEMO - 13 WEST STREET.PDF](#)

**LEGAL ADVERTISEMENT
HISTORIC PRESERVATION BOARD
CITY OF PORTLAND
Public comments are taken at all meetings.**

On **Wednesday, November 4, 2015** at 5:00 p.m., Room 209, 2nd Floor, City Hall, the Portland Historic Preservation Board will meet in Room 209, City Hall, to review the following items. (Public comments will be taken at this meeting):

1. WORKSHOP

- i. Preliminary Review of Proposed Demolition and Replacement of Existing Gym and Lower Annex; WAYNFLETE SCHOOL, VICINITY OF 360 SPRING STREET; Waynflete School, Applicant.

Break for Dinner; Meeting Resumes at 7:00

2. PUBLIC HEARING

- ii. Certificate of Appropriateness for Installation of Seasonal Enclosure; 133 SPRING STREET; Cecile Stadler, Applicant.
- iii. Certificate of Appropriateness for Exterior Alterations; 547 CONGRESS STREET; Thomas Moulton, Applicant.
- iv. Certificate of Appropriateness for New Curb Cut and Driveway; 13 WEST STREET; Christopher Ross, Applicant.

3. CONSENT AGENDA

CITY OF PORTLAND, MAINE
HISTORIC PRESERVATION BOARD

Scott Benson, Chair
Bruce Wood, Vice Chair
Glenn Harmon
Ted Oldham
Penny Pollard
Julia Sheridan
John Turk

HISTORIC PRESERVATION BOARD AGENDA
November 4, 2015, 5:00 p.m.
Room 209, 2nd Floor, City Hall
Public comment is taken at all meetings

- 1. ROLL CALL AND DECLARATION OF QUORUM**
- 2. COMMUNICATIONS AND REPORTS**
- 3. REPORT OF DECISIONS OF OCTOBER 21, 2015:**

- i. Advisory Review and Comment on Supplemental Information provided by CPB2 regarding Building #1 within Portland Company Complex; PORTLAND COMPANY, 58 FORE STREET; Review at the Request of the Planning Board. *The Board voted 4-0 to uphold its previous finding that Building #1 meets the historic preservation ordinance's integrity standard as regards building condition.*

4. WORKSHOP

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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/historic.htm>

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

**WORKSHOP
WAYNFLETE SCHOOL – GYM AND LOWER SCHOOL**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: October 29, 2015

RE: November 4, 2015 WORKSHOP – Preliminary Review of Proposed Demolition
and Replacement of Existing Gym and Lower School Buildings

Address: Waynflete School, 360 Spring Street
 (gym faces Fletcher Street; lower school wing faces Danforth)

Applicant: Waynflete School
 Represented by Anne Hagstrom

Project Architect: Scott Simons and Austin Smith
 Scott Simons Architects

Introduction

Architects Scott Simons and Austin Smith, representing Waynflete School, have requested a preliminary workshop to present plans for the replacement of the school's existing gym and the construction of a new Lower School complex, which involves the removal of a portion of the existing Lower School building complex. Waynflete's gym is located at the western edge of the campus and faces Fletcher Street. The lower school is currently housed in Founders Hall and the Hewes Wing. Founders Hall is located within the interior of the Waynflete campus, only portions of which are visible from the street. The Hewes Wing faces Danforth Street and is located on a rise above the school's ballfield bordering Danforth. The Hewes Wing, as well as a connector that currently links Founders Hall to the Hewes Wing, are proposed to be removed.

In addition to submitted plans and elevations, the project architects have provided a detailed written narrative describing the physical constraints and institutional needs that prompted the two replacement projects as well as their design goal and objectives for the new structures. Building descriptions are provided as well. The submission also includes photos of current conditions and computer-generated images of the proposed buildings in their respective contexts.

Existing Structures Proposed for Removal and Replacement

Waynflete's existing gym, which faces Fletcher Street, was built in the mid 1970's and is classified as a noncontributing structure within the West End Historic District. As viewed from Fletcher Street, the building is an incongruous presence along the otherwise residential street not only (or not necessarily) because of its uncharacteristic long frontage. Contributing to its incompatibility is the fact that its massing is unarticulated and its translucent Kalwall "roof" form is taller than the building wall itself, creating non-traditional building proportions.

The existing structures affected by the proposed construction of a new Lower School complex are the Hewes Wing and the building connector that links Founders Hall and the Hewes Wing. Founders Hall itself will remain; only its interior will be affected by the project. Hewes Wing was constructed in 1960. Its long side faces Danforth Street; although set well back from Danforth, it is clearly visible from the street, especially during the winter months. Its Danforth Street façade is symmetrical with a slightly projecting center bay and symmetrical window pattern. The incorporation of quoins at building corners and a bracketed cornice were attempts to integrate the new wing with Founders Hall. The connector to Founders Hall that is proposed to be demolished also was designed to incorporate architectural details of historic Founders Hall; its construction date is unknown but was likely built later than the Founders Hall itself.

Context of Proposed Replacement Structures

As noted above, the gym is located within close proximity of abutting residential streets—Fletcher Street as well as Orchard Street, which terminates directly in front of the gym. As such, the issue of design compatibility is particularly relevant for this project. As the required length of a gym necessitates a building considerably longer than what is typical for this neighborhood, obviously the new building will be hard-pressed to achieve compatibility in terms of general form and footprint. However, there is an opportunity to ensure that the replacement building achieves greater compatibility through other design and material characteristics.

The site of the new Lower School complex is located a considerable distance from Danforth Street. While the residential historic structures on Danforth, Storer and Fletcher Street make up the project's larger surrounding context, its immediate context is mostly comprised of other Waynflete structures. In fact, the Waynflete buildings immediately abutting the proposed structure are all of recent construction. (The only historic residential structure within close proximity of the new Lower School complex is the gable-roofed residence facing Fletcher Street that immediately abuts the ballfield.)

The presence of a retaining wall and vegetated screen along Danforth Street filters the view of the current Hewes Wing, but given its elevated position on a knoll above the ballfield it is nevertheless visible from various points along Danforth, especially in the winter. The replacement structure will be visible as well, especially the upper portion of the structure.

Description of Proposed Replacement Buildings

Included in the submission prepared by the project architect are written buildings descriptions, including proposed material palette. Also included in the narrative is a description of the

programmatic, sustainability and design objectives that informed the proposed design solutions. Given that this information is provided in the applicant's submission, there is no need to repeat the information here.

Staff Comments, Questions for Consideration

In reading the project architects' written narratives for each of the two proposed projects, it is clear that compatibility with the immediate abutting historic residential context was given significant consideration in the case of the replacement gym. One of the aims of the new design is to achieve greater compatibility through building articulation, proportions, material choices, etc.

In the case of the new Lower School complex, the narrative clearly describes the effort to address through the building design solution several clearly identified goals of the school: accommodating programmatic and spatial needs; achieving improved accessibility throughout the complex; creating an environment that is comfortable and conducive to learning for young children; achieving optimal energy efficiency; reflecting the school's commitment to environmental sustainability, etc. What is less clear is the extent to which the larger neighborhood context was considered in the design process.

In reviewing the compatibility factors the Board is charged with considering in the review of new construction proposals (see below), it is clear that the proposed building solution departs from a number of key building characteristics that are shared by many of the historic residential structures that define Waynflete School's surrounding context. These include orientation to the street; fairly simple, traditional and often single, all-encompassing roof forms; formal massing; regularity of fenestration; finely detailed facades; traditional building materials, etc. The proposed design is striking for its departure from many of these characteristics in its massing and roof forms, its irregular fenestration, material palette and overall informal, playful architectural expression.

In reviewing this proposal, the Board should consider a threshold question: what is the appropriate context against which the proposed building should be measured in terms of achieving compatibility? Given the fact that the Lower School complex is located a considerable distance from an abutting residential street within the West End Historic District, how responsive must the design be to some of the more identifiable architectural characteristics found in the district? Is the immediate context established by Waynflete's newer buildings at the corner of Storer and Danforth the more relevant context for consideration? If so, is the proposed design solution reasonably compatible with its campus context?

The Board will also need to determine how visible and/or prominent the proposed development will be from various vantage points and at various times of year. Depending on how much of the new building will be visible from Danforth, the Board might wish to focus on this area of the building for greater scrutiny. If the Board finds that the proposed design solution is not sufficiently contextual with respect to its larger surrounding neighborhood context, are there design modifications that would help in integrating the building with its context?

Applicable Review Standards

The historic preservation ordinance's **Standards for New Construction** shall apply in the review of the two new construction proposals. The intent and application of the new construction standards are described in detail in the Portland's Historic Resources Design Manual.

The introduction to the Design Manual's chapter on new construction is excerpted below:

The challenge is to design a building which is both distinct from and compatible with the buildings that surround it. The purpose of the following standards is to provide guidance in identifying the visual qualities of a given site's context, and to assess whether or not a proposed design is likely to compliment that context.

The central idea behind good design in an historic context is a simple one. The scale, mass, orientation and articulation of an infill building should be compatible with that of the buildings that surround it. Compatibility refers to the recognition of patterns and characteristics which exist in a given setting, and responsiveness in a new design which respects these established patterns and characteristics. Although similarity of design is one way of achieving compatibility in an historic context, a creative and distinctly contemporary design response is both permitted and encouraged within the parameters of the new building's context.

There are a number of building characteristics which can be used to gauge visual compatibility of new construction in an existing context. A new building need not follow the pattern set by its neighbors in each and every category. But it should relate to a number of the easily discernable traits. These characteristics are:

Scale and Form:

Height – The height of the proposed building shall be visually compatible with surrounding structures when viewed from any street or open space.

Width – The width of a building shall be visually compatible with structures and open spaces to which the building is visually related.

Proportion of principal facades – The relationship of the width to the height of the front elevation shall be visually compatible with structures to which the building is visually related.

Roof shapes – The roof shape of a structure, including rooftop additions, shall be visually compatible with the structures to which it is visually related.

Scale of the structure

Composition of Principal Facades

Proportion of openings – The relationship of the width to height of windows and doors and the location of windows and doors within the façade shall be visually compatible with structures, public ways and places to which the building is visually related.

Rhythm of solids to voids in facades

Rhythm of entrance porch and other projections – The rhythm of entrances and other façade projections or recesses shall be visually compatible with the structures, public ways, and places to which it is visually related.

Relationship of materials, texture and color – The relationship of the color and texture of materials (other than paint color) of the façade shall be visually compatible with the predominant materials used in the structures to which they are visually related.

Signs, canopies and awnings

Relationship to the street

Walls of continuity – Facades and site structures such as masonry walls, fences, and landscape masses shall when it is a characteristic of the area, form cohesive walls of enclosure along a street, to ensure visual compatibility with the structures, public ways and places to which such elements are visually related.

Rhythm of spacing and structures on streets – The Relationship of a structure or object to the open space between it and adjoining structures or objects shall be visually compatible with the structures, objects, public ways and places to which it is visually related.

Directional expression of principal elevations – A building shall be visually compatible with the structures, public ways, and places to which it is visually related in its directional character, whether this be vertical, horizontal, or nondirectional character.

Attachments

1. Applicant submission



michael boucher landscape architecture

Waynflete

07 October 2015

Historic Preservation Program









WAYNFLETE LOWER SCHOOL

The Waynflete Lower School currently occupies space on the lower and upper levels of Founders Hall and Hewes Wing. Founders Hall, originally a stable on the Horace Dudley estate, was purchased by the school and converted to classrooms in 1912. Hewes Wing was built in 1960. Since being converted to classroom space Founders and Hewes Wing have undergone many upgrades and renovations to respond to the changing needs of the school. Due to the design and age of the buildings, the Lower School classroom spaces are tight and cluttered creating a less than ideal environment for teaching and learning. Classrooms are not located in the best way for cross age connections and there's no one point of handicapped access or gathering space for families. While the existing Lower School has served its purpose housing one of Maine's premiere institutions of learning over the past 100 years, it is apparent that designing and building a new Lower School facility tailored to the school's specific needs will best serve Waynflete's current and future program needs.

Although Scott Simons Architects has been working alongside Waynflete for nearly a decade on ideas and design concepts for a new Lower School, SSA has been working closely with the Lower School Design Committee and the Lower School faculty developing the most recent design concepts since February of 2015. The process began by synthesizing information provided by Waynflete with relation to floor space requirements and enrollment numbers. SSA subsequently used this information to identify Waynflete's ideal Lower School classroom sizes for E/C, K/1, 2/3, and 4/5 and utilized this to form the foundation for early design strategies. As the schematic design process continued SSA further tailored the design to not only optimize classroom space requirements but also integrate daylighting and environmental certification strategies to maximize comfort within the learning environment and prioritize sustainability. The proposed design represents a forward-looking approach to design for education and is consistent with Waynflete's "Mission" and "Core Beliefs".

SITE

The Lower School is bordered by the Waynflete Campus on the north, south and east and by a private residence to the west facing Fletcher Street. To the north, the existing Lower School playground borders the new Lower School. The new building design acts to preserve as much open space as possible while emphasizing the connection between the new lower school and playground by providing unobstructed views both in to and out of the building's lobby. In many ways, this visual connection echoes Waynflete's mission to provide an emphasis on play alongside of the rigorous expectations of their academic programs. To the west the new Lower School borders an existing private residence. Between the residence and the new Lower School there currently exists a small "natural" playground and a hill that is used for sledding in the winter months and connects the lower ball field to the playground to the north of the new Lower School. SSA was tasked with carefully considering the impact of the new building on these areas and the new design works to preserve these functions while maintaining ample sightlines for faculty to oversee activities in the playground, "natural" playground and lower field simultaneously. The southern border of the new building borders the existing play field. Waynflete once again emphasized the importance of its on campus spaces by directing SSA to minimize the impact the new Lower School would have on the open green space. SSA carefully conducted several on site studies that allowed members of the faculty

and design committee to see first hand what the impact on these spaces would be. Ultimately the current design was chosen for its minimal impact and for the strong connection it makes between the interior and exterior of the building. To the east the new Lower School abuts the existing Sills Hall. The siting of the new school recognizes the inherent complexities of construction directly against an existing adjacent structure and has provided space to accommodate this based on input from the project's structural consultant.

Overall the site strategy aims to take full advantage of the southern exposure for daylighting by careful arrangement of the building form. In addition the project takes full advantage of the existing grade change to mitigate environmental impacts.

BUILDING DESCRIPTION

The overall form of the new Lower School is intended to have a residential scale providing a sense of comfort for the Lower School students. The familiar gabled roof forms act to define the various programmatic spaces and provide dramatic vaulted interiors in several of the classrooms. The window openings on all exposed facades provide a sense of playfulness and help to break down the scale of some of the larger walls. When entering occupants are greeted by a lobby space that has a direct connection to the outdoor environment and is open to the lower level. The connection to the lower level is made via an open amphitheater space that looks out across a shared classroom space and down through expansive openings that allow for direct views of the lower field. The amphitheater is designed to host Lower School gatherings and provide a common space for casual socializing and additional break out space throughout the school day. At the field level the building houses the arts space to the west and the after school space to the east. Each of these spaces has a continuous connecting deck that affords occupants the ability to open directly to the play field when weather conditions allow.

On the main level are the EC and K/1 spaces. These classroom spaces connect directly with the main entrance lobby providing direct access to the classroom spaces for the youngest students. Each classroom features varied views to the exterior and windows that respond to the scale of the students. Some windows are located directly at floor level and allow for unobstructed views to the natural environment outside, others provide seating areas for quiet study and reflection and others provide views to the treetops and sky beyond. In the EC classroom space the design addresses the need to have some direct access to exterior space by providing a small deck that opens directly into the classroom space. The EC and K/1 classrooms are connected by a shared classroom space for collaborative learning. This space bridges over the amphitheater below and provides direct views to the play field on the exterior and lobby/amphitheater on the interior. In addition to the lobby space, the main level houses the administrative desk that has direct access and sightlines to the main entrance providing a secure point of entry. The main level also houses the Director of the Lower School's office and connects to the existing Founder's Hall, which will be renovated as another project phase and provide further support programs. The elevator connecting all levels is centrally located in the lobby for ease of accessibility.

After moving up the sky lit lobby to the top level occupants encounter shared classroom spaces and a central solarium space that opens directly onto a roof deck that provides areas for outdoor learning and planting. On the west end of the building above the K/1 classroom space is the 2/3 classroom which is equipped with its own egress stair opening directly to the outside at the lower level for safety. The east end of the upper level opens directly to the existing upper level of Founder's Hall housing the 4/5 classroom spaces.

MATERIALS

The exterior of the new building is clad in white cementitious paneling on the main level and second levels. The material is intended to provide minimal clean lines further emphasizing the familiar gable forms that shape the classroom spaces. The white color was chosen to help connect the new Lower School to the other adjacent white buildings. On the lower level the exterior cladding material is heat-treated wood to provide natural warmth and contrast the white gabled forms above. The natural material allows the building to successfully transition to the ground plane and play field on the south and west elevations. At the play field the building above is supported by a series of load bearing tilted columns that actively engage students through their playful form in better understanding how the forces of the building are transferred to the ground plane from above. The lower level deck and ceiling are wood clad to provide warmth and another opportunity to ground the building to the field by using natural materials. The central amphitheater space, shared classroom space on the main level and solarium on the upper level serve as a connector between the gabled forms and are characterized primarily by their openness. The windows are all aluminum clad for durability.

Though the layout of each classroom space will be designed to specifically address the needs of the grade levels that it serves, all spaces will be characterized by their clean geometries and use of natural finish materials. These materials will be specifically chosen to provide comfort, environmental sustainability and optimized air quality all in line with the environmental certification goals the project will achieve. The ceilings in the classroom spaces will be clad in wood slats with specific acoustical qualities. All millwork will have natural finishes and interior partitions will be painted drywall. Classroom spaces will be carpet tile while the lobby area will be resilient porcelain flooring. The amphitheater will be clad in wood for warmth of material and the lower level will be polished concrete slab.

SUSTAINABILITY

The Lower School is designed to achieve Passive House (PHIUS) certification. The building envelope is designed to have maximum insulative qualities minimizing the need for heating and cooling. All mechanical equipment is high efficiency/high performance, as outlined in the mechanical narrative. Lighting is energy efficient LED type. Plumbing fixtures are selected for durability, performance, and water efficiency.

SUMMARY

With the construction of the new Lower School Waynflete will have a building that better serves the needs of the school today and into the future. The new Lower School will be a high-performance, sustainable building that provides spaces custom designed for Waynflete's unique teaching needs and goals aligning with their commitment "to help students adopt healthy values and acquire new skills in an ever-changing world".

WAYNFLETE GYMNASIUM

Waynflete's existing Gymnasium, originally designed and constructed in the middle of the 1970s, serves as the school's primary indoor athletic space. Over the past four decades the athletic program has grown increasing the need for expanded on campus practice space for various athletic programs, expanded varsity playing space and expanded seating capacity for varsity athletic contests. Due to the increasing demands put on the existing building many of the buildings major mechanical system along with the gym floor and existing Katwall are in need of replacement. The amount associated with these repairs has been identified in the range of approximately \$580,000. Concisely stated the existing facility does not meet Waynflete's current needs.

Scott Simons Architects has been working with Waynflete and the Gymnasium Design Committee since May of 2015 on the current design concept for the expanded Gymnasium. Beginning with a thorough analysis of the site and adjacent spaces and programs that would potentially be impacted by expanding the footprint of the new Gymnasium, Scott Simons Architects developed a concept for the new space. The reimagined Gymnasium increases the building's capacity allowing it to more comfortably host varsity athletic contests. The expanded court space creates two junior varsity practice courts which can be simultaneously used. Additionally the design incorporates office space for athletic and physical education staff specifically tailored to their program's needs. Working closely with the Gymnasium Design Committee and various design consultants, SSA has continued to develop the site plan and design for the building that will expand the gym from its current 9,340 SF to 13,614 SF to better accommodate Waynflete's program. The proposed design will accommodate these needs within the very tight urban campus addressing the concerns of neighboring residents and with a design that is mindful of the importance of environmental sustainability.

SITE

The Gymnasium site is bordered by private residences on the south and north, Fletcher Street on the West and the existing Lower School playground on the east. Because of limiting setback requirements the footprint of the new building is limited with regard to increases in size on north, south and west sides. The current design is mindful of these front yard and side yard setbacks while optimizing the amount of usable space inside of the building. The design accomplishes this by utilizing exterior stairs for egress in two locations and locating several programmatic elements below grade with no footprint extending above. The exterior stair on the southwest side of the Gym allows for direct delivery access from Fletcher Street through a large double door opening making hosting large events in the new Gymnasium as convenient and efficient as possible. Although not a setback imposed by zoning, SSA worked closely with Waynflete's Lower School staff to minimize the impact on the existing adjacent playground to the east by holding the footprint as close to the existing Gym's footprint as possible without making spatial compromises to the new Gym's program. The entrance from Fletcher Street is currently heavily used during Lower School drop off and dismissal times. The design for the new Gymnasium takes this into consideration by maintaining the same line of direct access from Fletcher Street. In addition, the new design also provides generous covered waiting space on the south side to shelter students and parents from inclement weather during drop off and dismissal times. The new building has two entrances, both on the east (campus) side. The entrance

on the northeast is intended to serve the athletic functions of the space in a location very similar to the existing Gym entrance. Its adjacency to the parking loop makes this an ideal location for pick up and drop off and serves the needs of larger functions by allowing for the most direct access to the Gym's entrance from on street parking on adjacent Spring Street. The entrance on the southeast is intended to provide more direct access to the adjacent Lower School minimizing outdoor travel for younger students in the cold winter months.

BUILDING DESCRIPTION

The new Gymnasium is designed to play host to athletic contests and provide a space that can accomodate larger campus wide events and functions as well. The new Gym's floor level is further sunken into the ground (approximately 6') allowing occupants to enter directly on the mezzanine level a full floor level above the gym floor below. During basketball games and other athletic and non athletic functions bleachers will extended from below the mezzanine to allow for direct access from the mezzanine to the gym floor level. Along the mezzanine at the upper level are two stairs that allow for access to the lower level at times when the bleachers are retracted. At the same upper level are the Athletic and Assistant Athletic Director's offices. Located near the main entrance to the building, these offices have direct sight lines helping to create a secure point of entry. The mezzanine level also contains four individual unisex toilet rooms with shared sinks and a centrally located elevator to provide handicap accessible access to the lower level.

In addition to the gym floor, the lower level houses both the home and visiting locker rooms that each contain two bathroom stalls, shared sinks and a shower. These are located below the mezzanine level and have direct individual access to the gym floor on the north and south sides of the court. Two physical education offices are located on the south side of the gym to provide direct physical and visual access to the gym floor. The lower level also contains several spaces dedicated to storage of athletic equipment and several spaces for mechanical and electrical equipment TBD.

On the exterior the building is designed to respond to the scale of the residential neighborhood in which it is sited. To accomplish this the building elevation was designed to address the scale on the Fletcher Street (west) side by stepping down to a scale that bears relation to other residences on the street. The west facade also incorporates a number of openings to further scale down its scale adjacent to the street and prevent it from having a wall-like feel similar to the existing Gymnasium's west facade. On the east elevation facing the playground the building is once again scaled down to a single story to allow for maximum light and air to enter the outdoor space and respect the current feeling of openness. On the large south facing facade the design incorporates an awning that both scales down the elevation and provides cover for students and parents at drop off and dismissal. Planting material will be utilized to create buffers between adjacent neighboring properties and at the Fletcher Street facade to once more help scale down the building and allow it to blend successfully within the context of the West End neighborhood. The interior of the building is designed with multipurpose functions in mind. The design strategy is to minimize the amount of exposed steel and employ the most cost effective structural system and utilize these cost savings on wood cladding and materials generally not associated with the typical gymnasium. The ceiling HVAC and structural are almost entirely concealed by a series of hanging wood panels that create a shell below the ceiling that serve to better tailor the scale of the space while dressing up the Gym and make it a more appealing space for functions that lie outside athletics (i.e. baccalaureate, all school events, etc.). The wood ceiling panels would not simply act as an aesthetic element but also as an acoustic element making the space more comfortable for all occupants and events.

MATERIALS

The exteriors of the new building are clad with brick to better help the building blend in with both the historic context of the neighborhood and other buildings on campus. The windows are all aluminum clad for durability. Roof overhangs are designed to shade and shelter the entrances and walkway from Fletcher Street and provide covered outdoor spaces. The undersides of the new roofs will be clad with wood, providing warmth and texture to these surfaces. The interior walls will be painted drywall with some use of natural wood paneling to provide a warm feel and needed durability for athletic practices and events. Flooring on the mezzanine will be porcelain. The remainder of the space is covered by the gym floor and additional porcelain flooring for durability. Ceilings will be a combination of wood paneling, acoustic ceiling tile, or painted drywall.

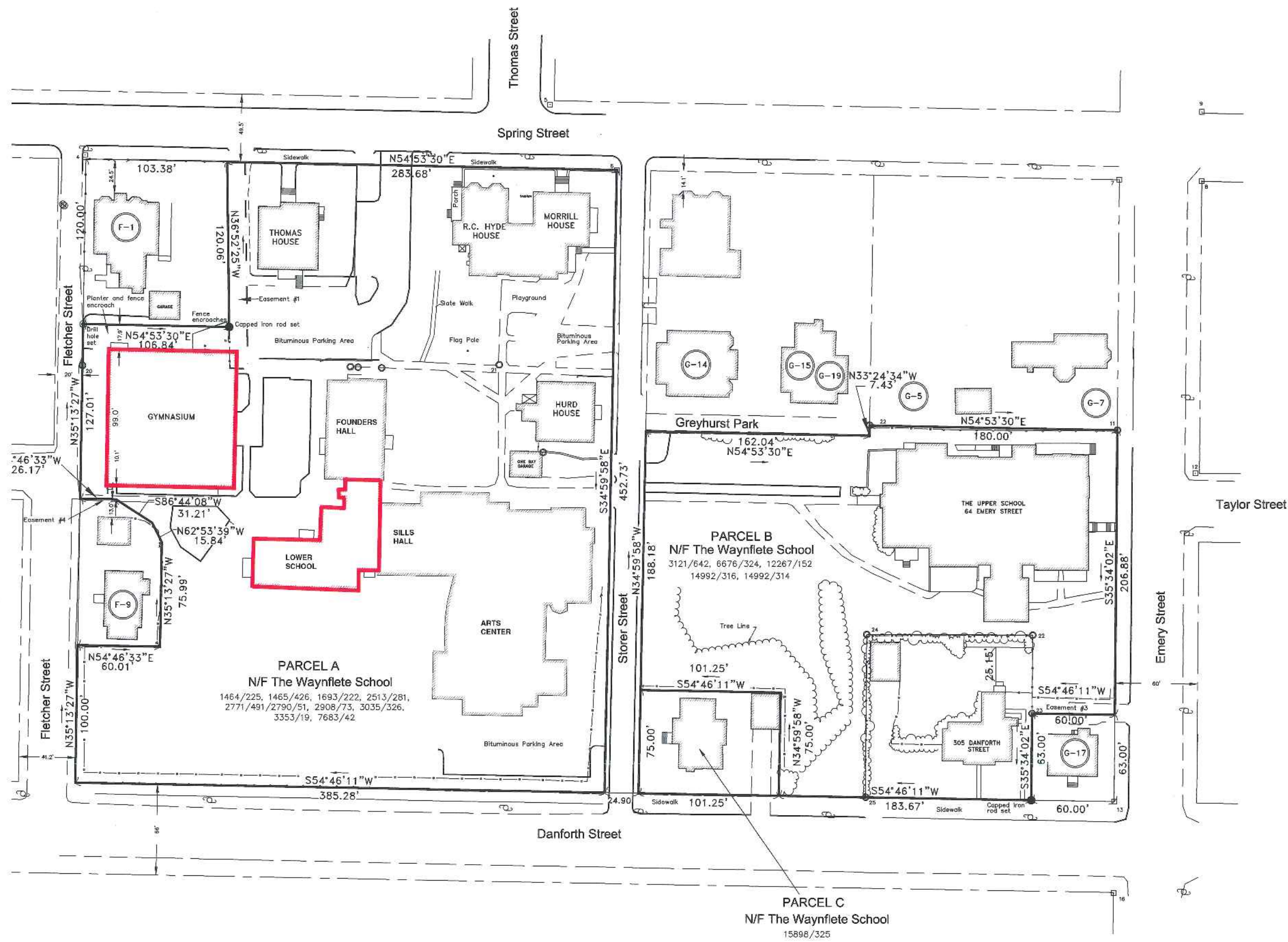
SUSTAINABILITY

The Gymnasium is designed to achieve LEED Platinum (Version 4 certification). All mechanical equipment is high efficiency/high performance, as outlined in the mechanical narrative. Lighting is energy efficient fluorescent and/or LED lamps. Plumbing fixtures are selected for durability, performance, and water efficiency. A large photovoltaic array will be installed on the roof to offset electricity costs as well.

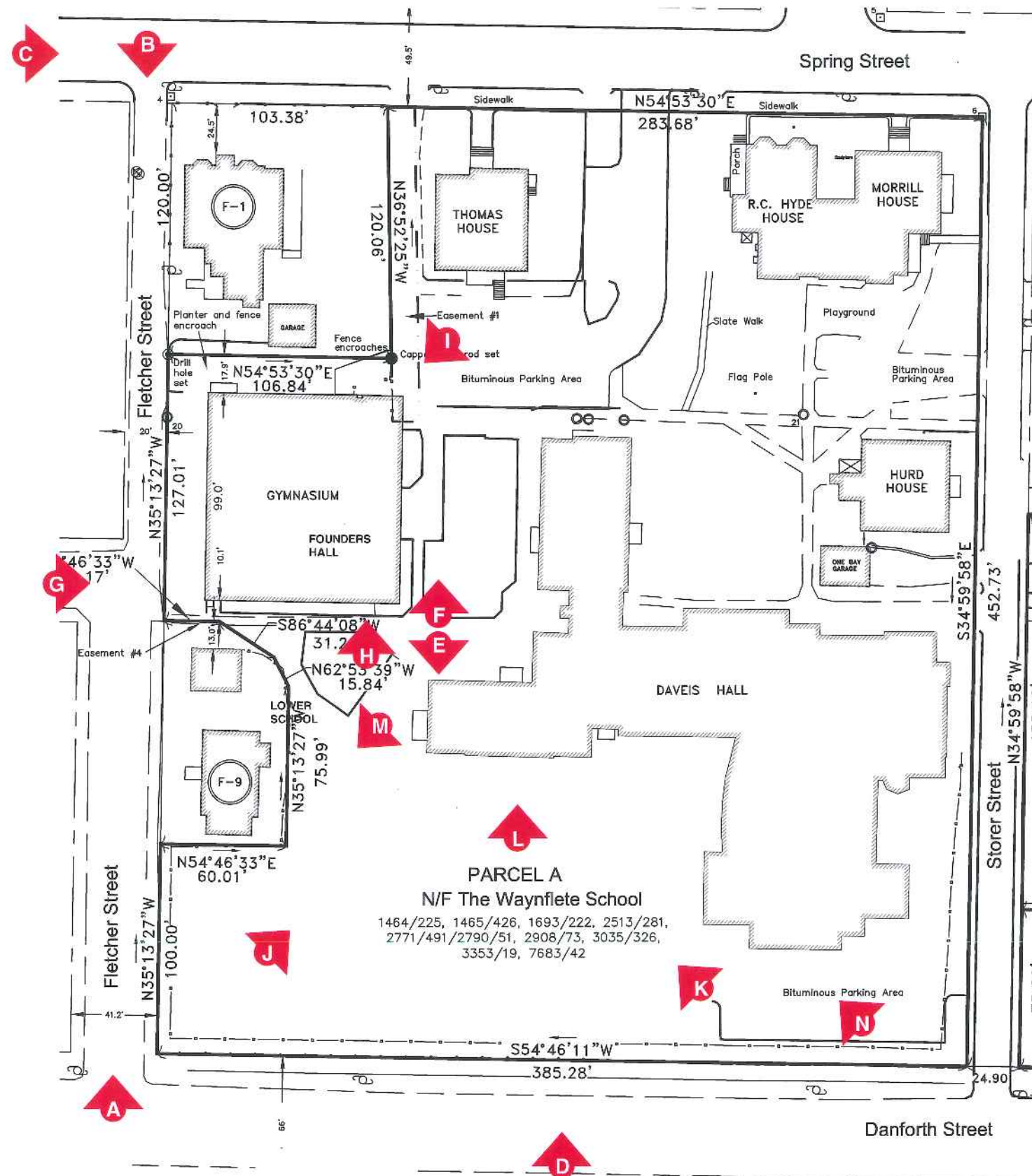
SUMMARY

With this Gym Waynflete will be able to better accommodate the existing and future needs for the athletic program now and into the future. The new, expanded building, will be a high-performance, sustainable building that serves the needs of the school and enhances the context of the neighborhood and campus. It can play host to athletic and non-athletic functions making it a valuable asset in what is a very compact urban campus with limited room for expansion. The new building provides the entire Waynflete community a space consistent with its mission "devoted to the healthy development of the whole person: mind, body and spirit."











A - Fletcher Street - Northwest



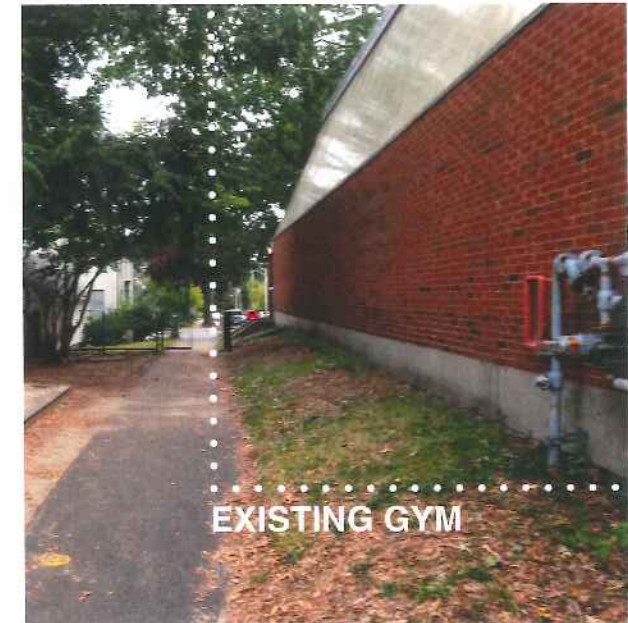
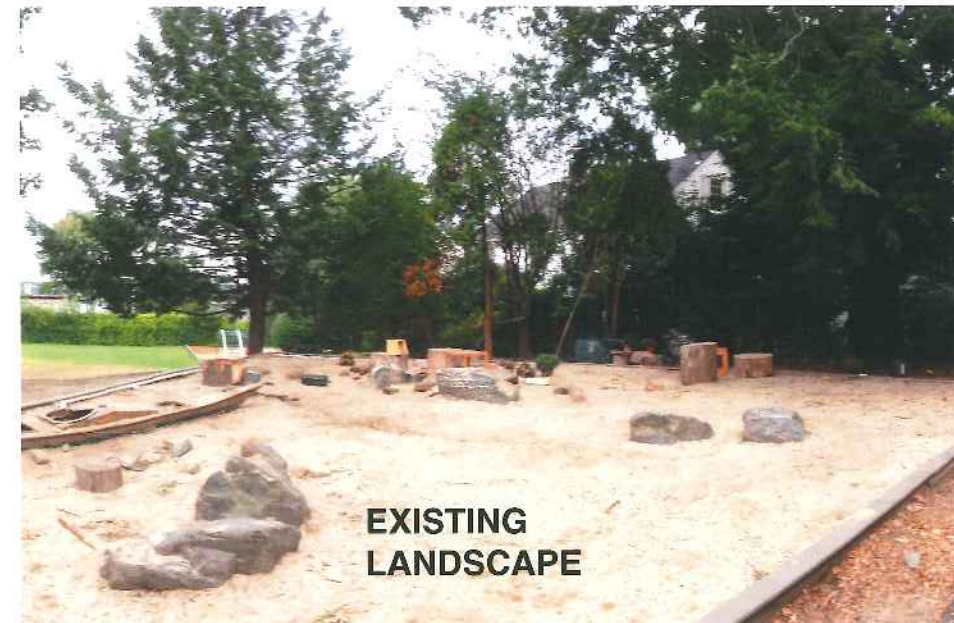
B - Fletcher Street - Southeast



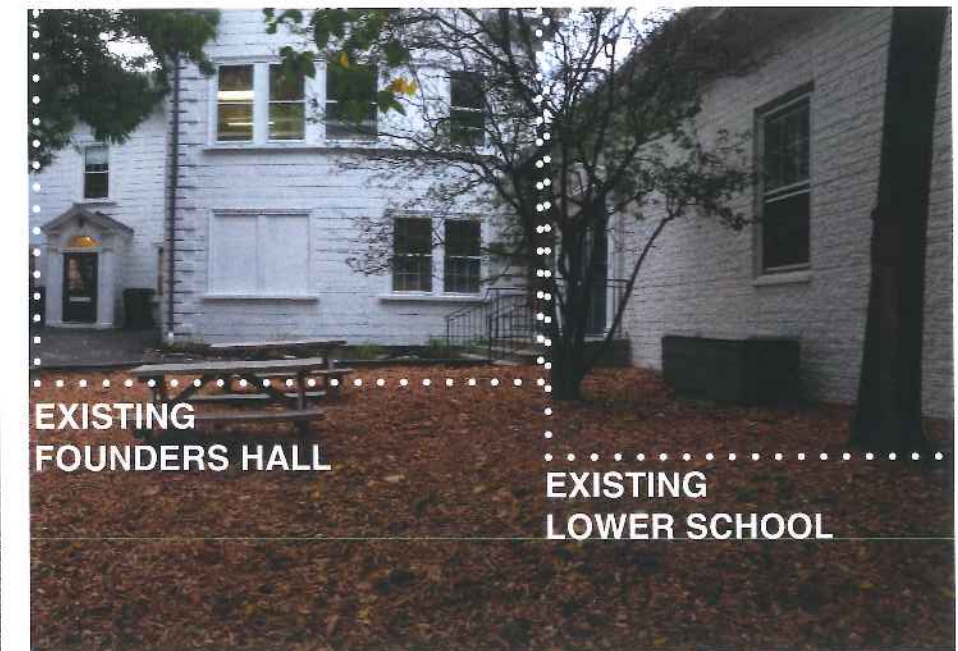
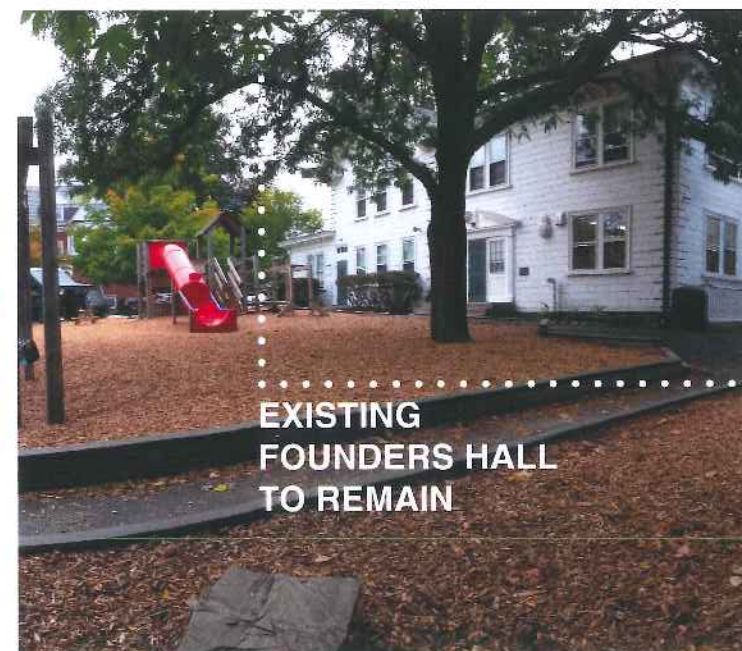
C - Spring Street - Northeast



D - Danforth Street (Panoramic) - Northwest



E - Existing Buildings & Landscape (Panoramic)- From Campus



F - Existing Buildings & Landscape (Panoramic) - From Campus



EXISTING GYM

G - Existing Gym (Panoramic) - Fletcher Street



H - Existing Gym



I - Existing Gym



J - Existing Lower School (Panoramic)



K - Existing Lower School (Panoramic)



L - Existing Lower School

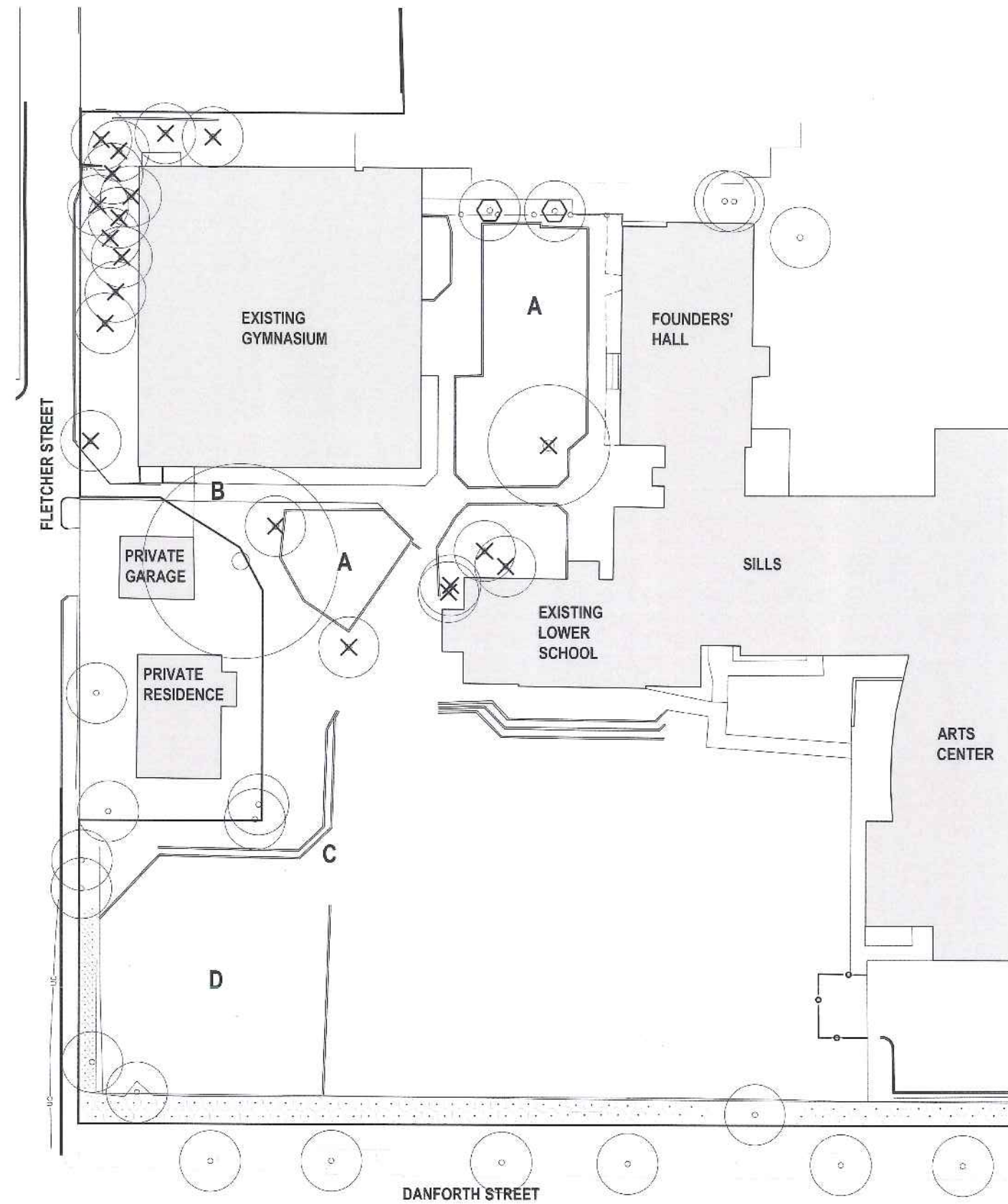


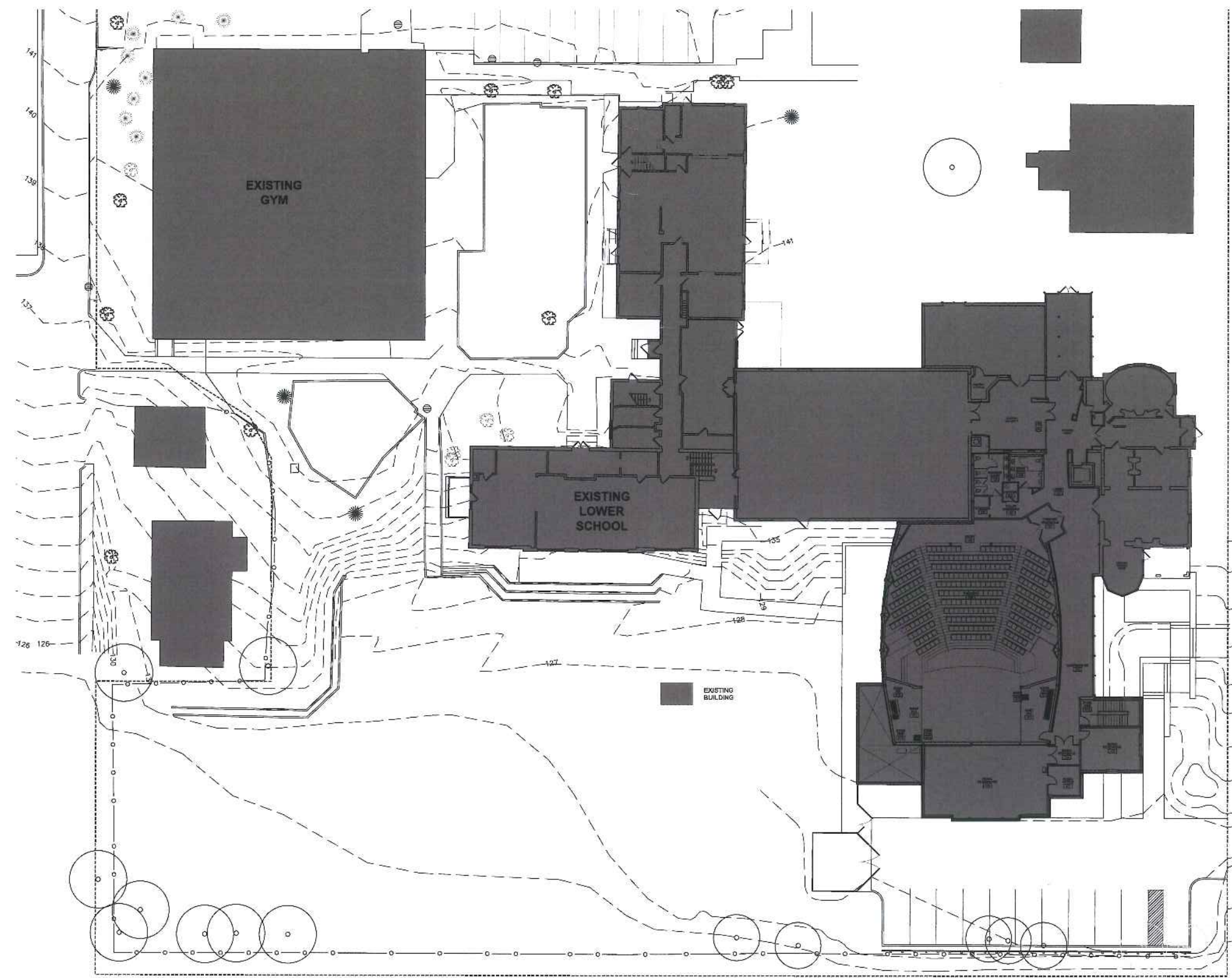
M - Existing Landscape

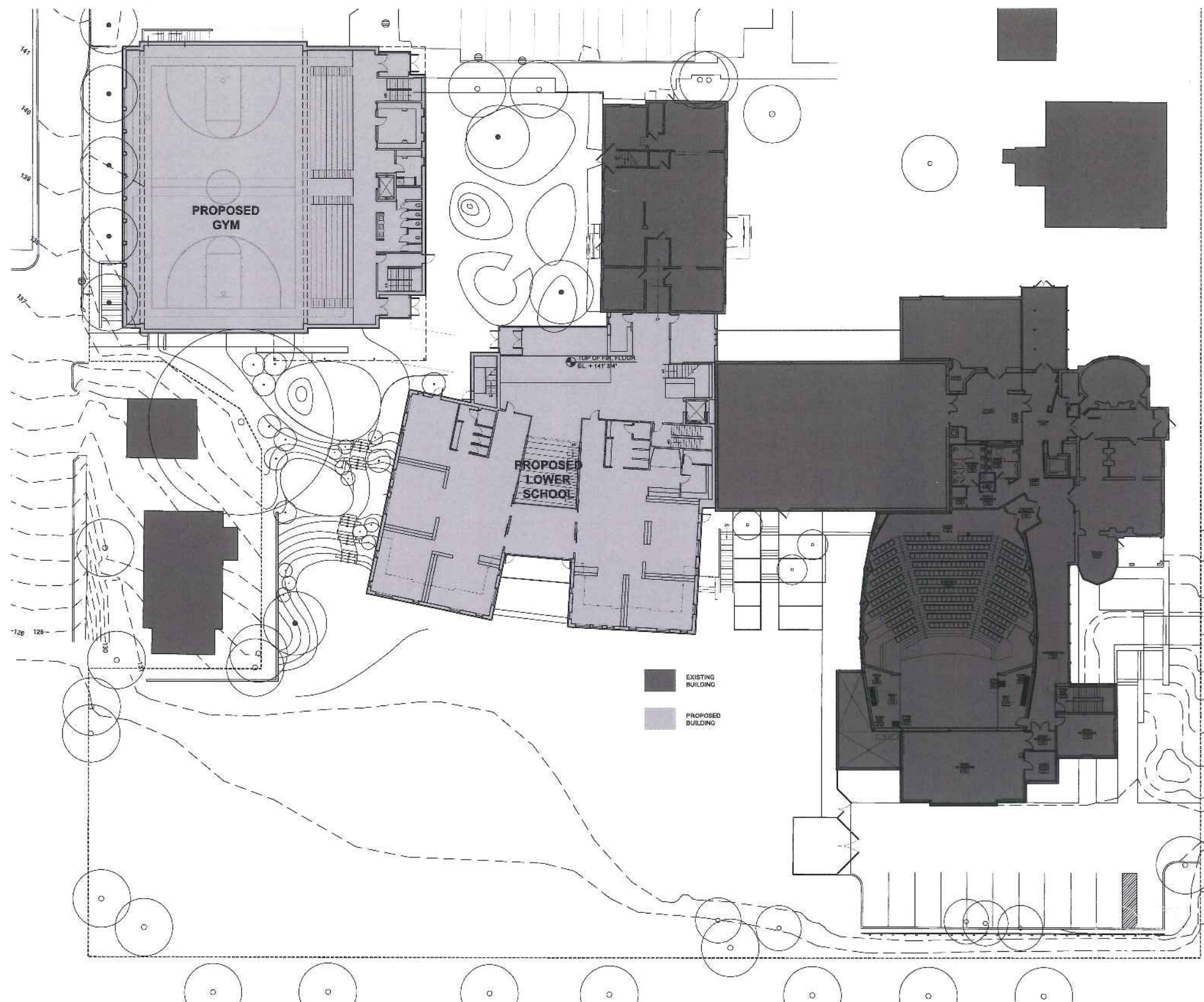


N - Existing Lower School

- EXISTING LANDSCAPE ELEMENTS**
- A EXISTING PLAYGROUND
 - B EXISTING PATH
 - C EXISTING RETAINING WALL TO BE REMOVED
 - D EXISTING PLAYGROUND TO REMAIN
 - X EXISTING TREES TO BE REMOVED
 - ◯ EXISTING TREES TO REMAIN







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Waynflete

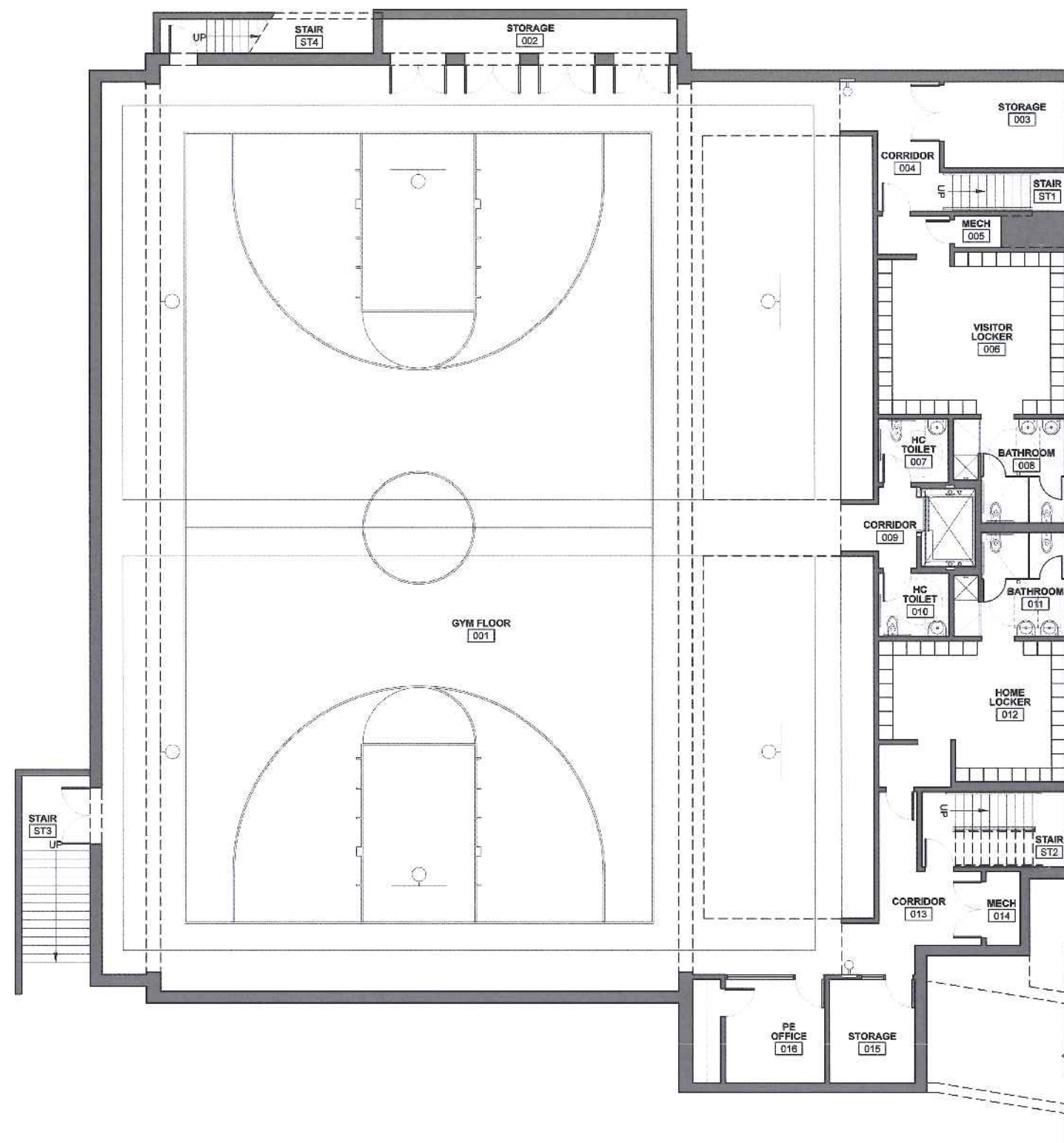
Proposed Buildings

NOT TO SCALE

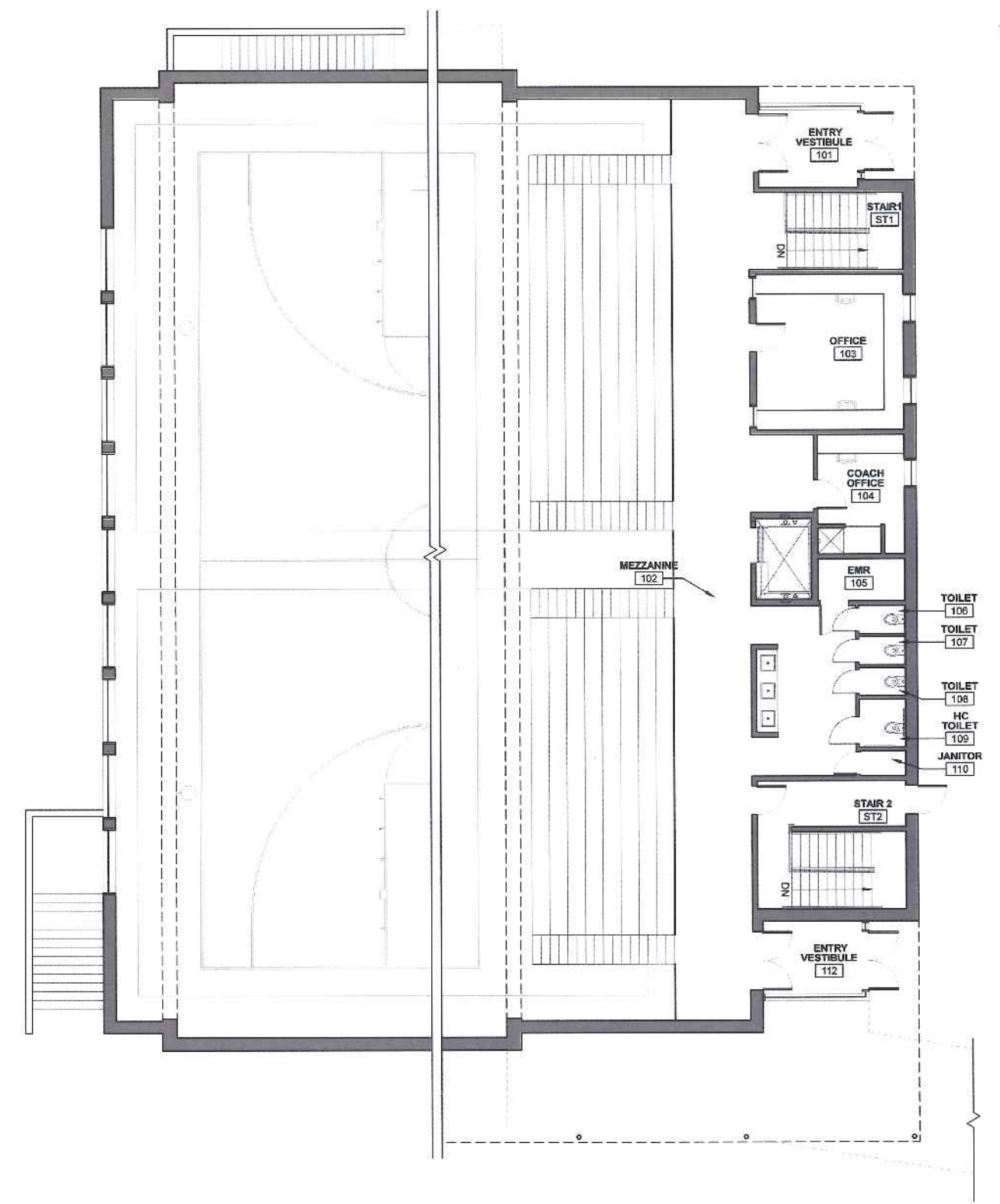
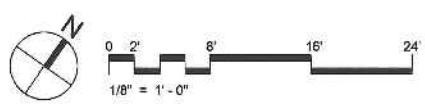
Waynflete Lower School
Portland, Maine
07 October 2015

- PROPOSED LANDSCAPE ELEMENTS**
- A BUFFER PLANTINGS TBD
 - B FENCE + GATE(S) TBD
 - C PROPOSED PLAYGROUND
 - D RELOCATED PATH (SHIFTED TOWARDS GYM)
 - E PROPOSED STEPS
 - F PROPOSED RETAINING WALL
 - G EXISTING PLAYGROUND TO REMAIN
 - H PROPOSED ORCHARD + COMMUNITY GARDEN

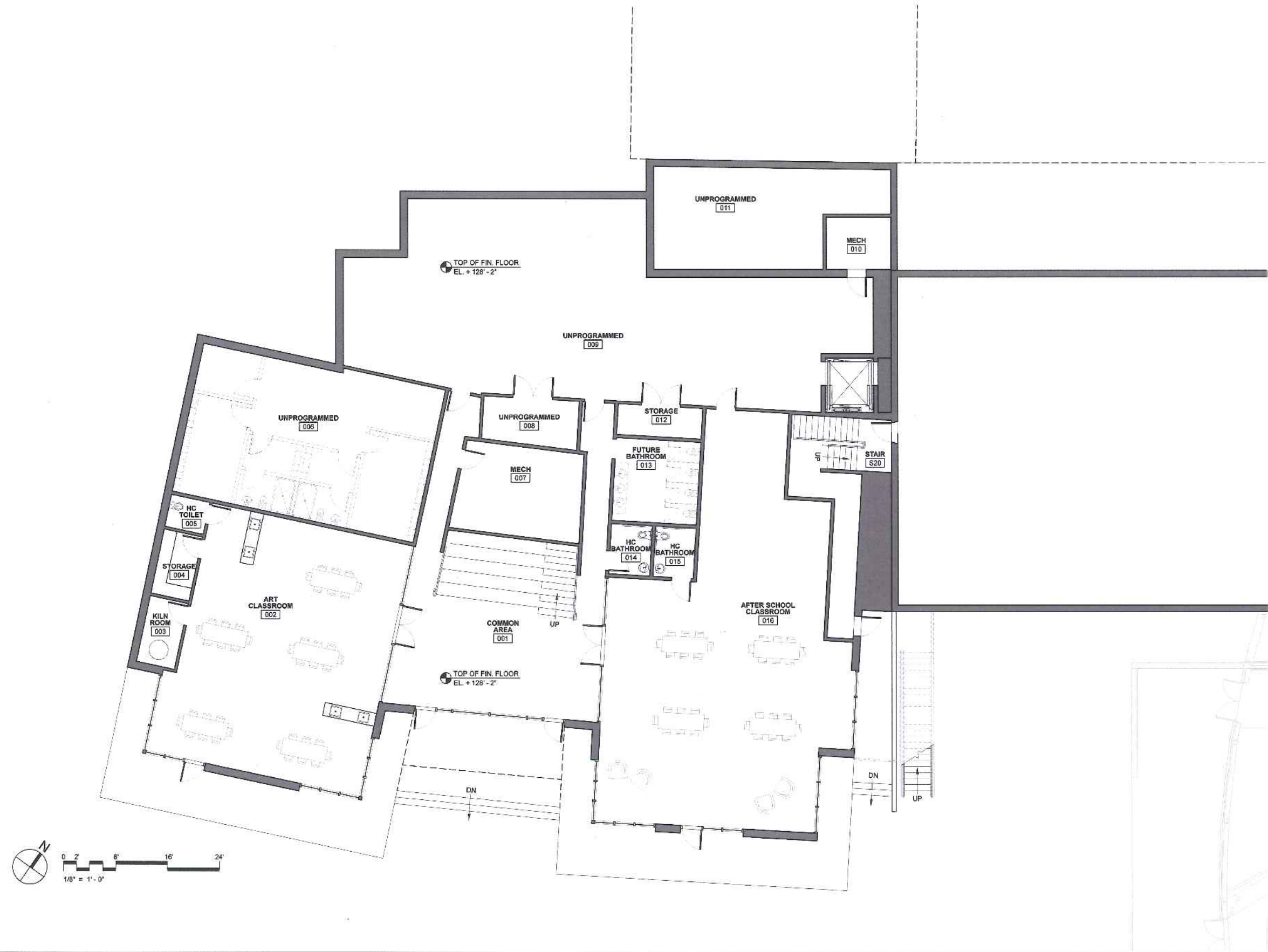


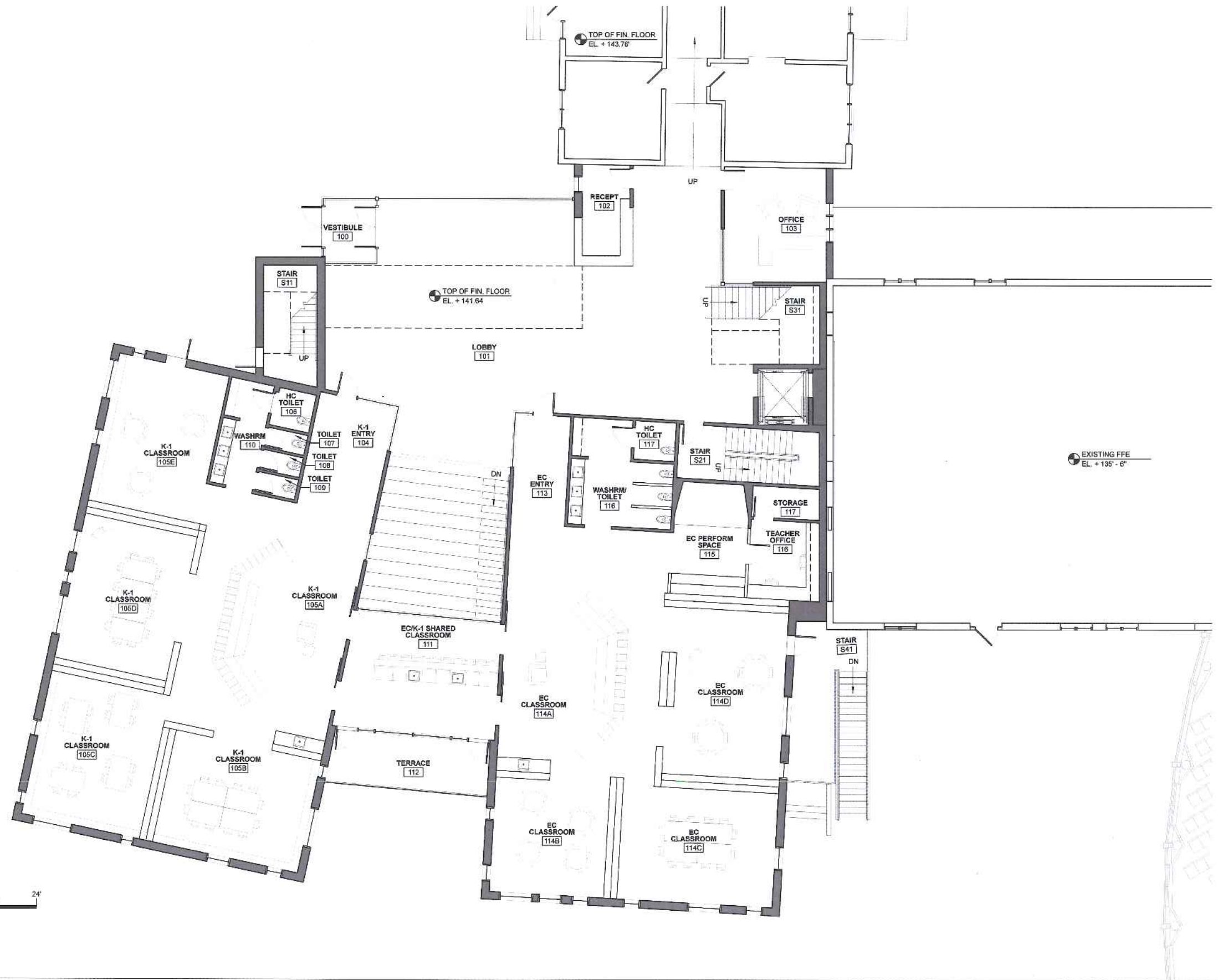


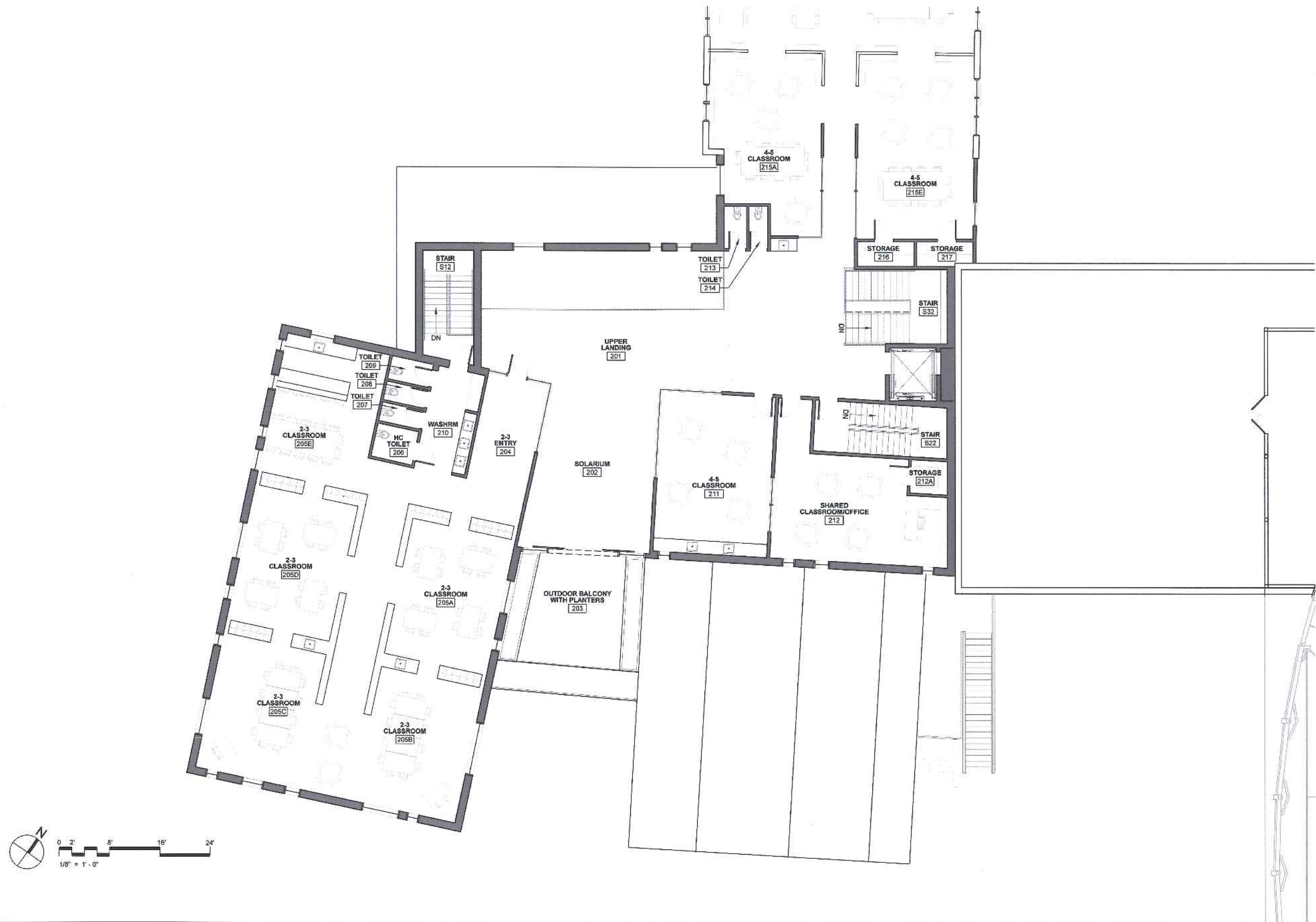
1 LOWER LEVEL FLOOR PLAN

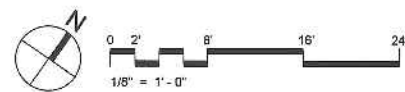
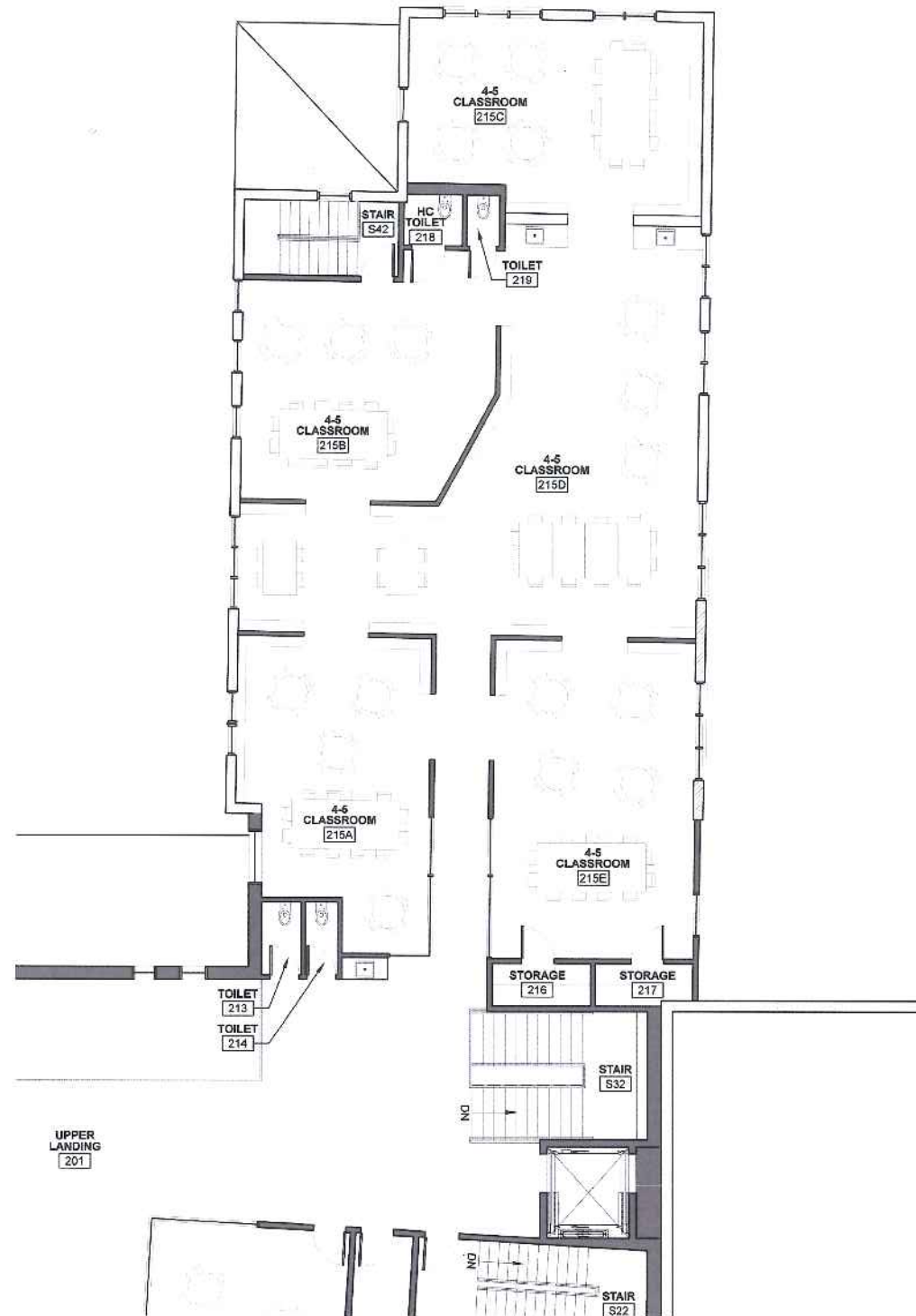


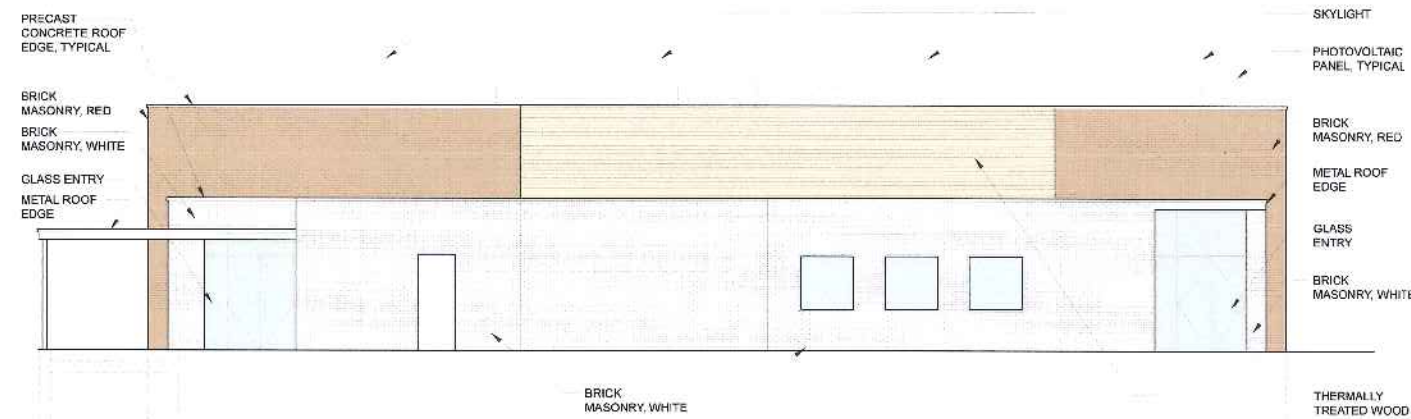
2 MEZZANINE LEVEL FLOOR PLAN



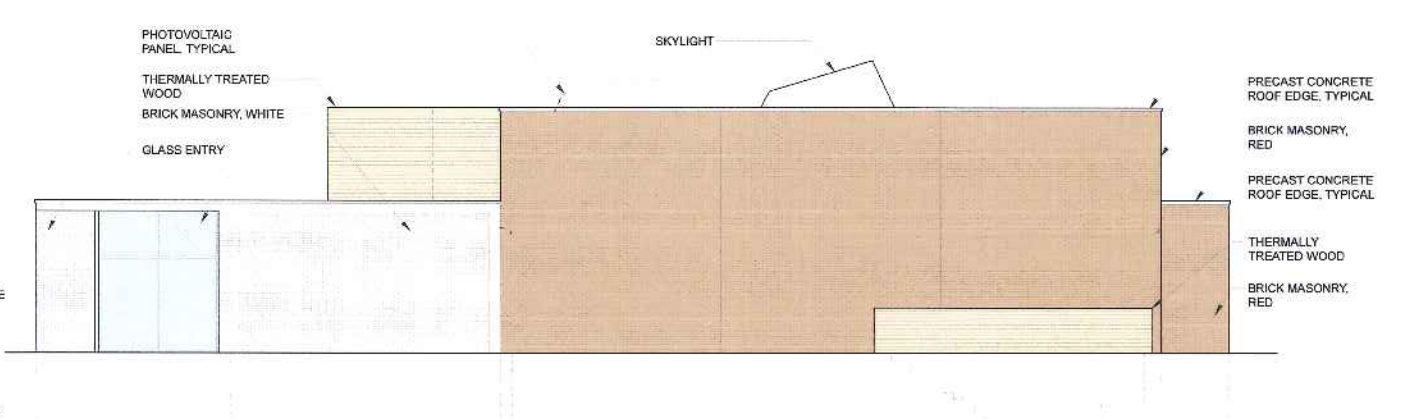




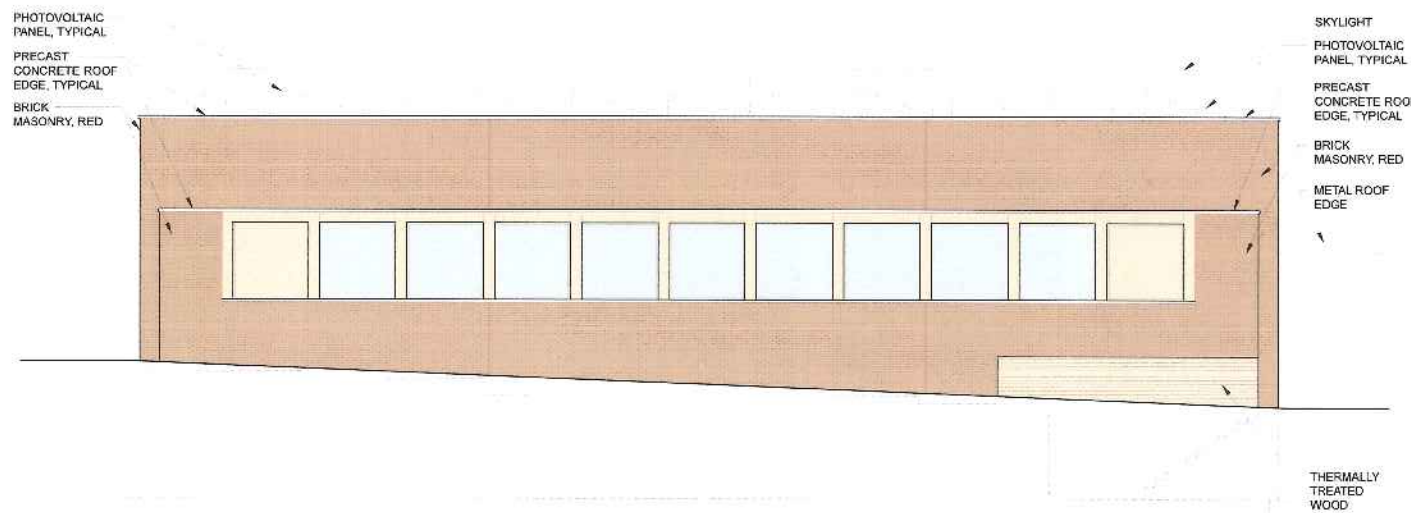




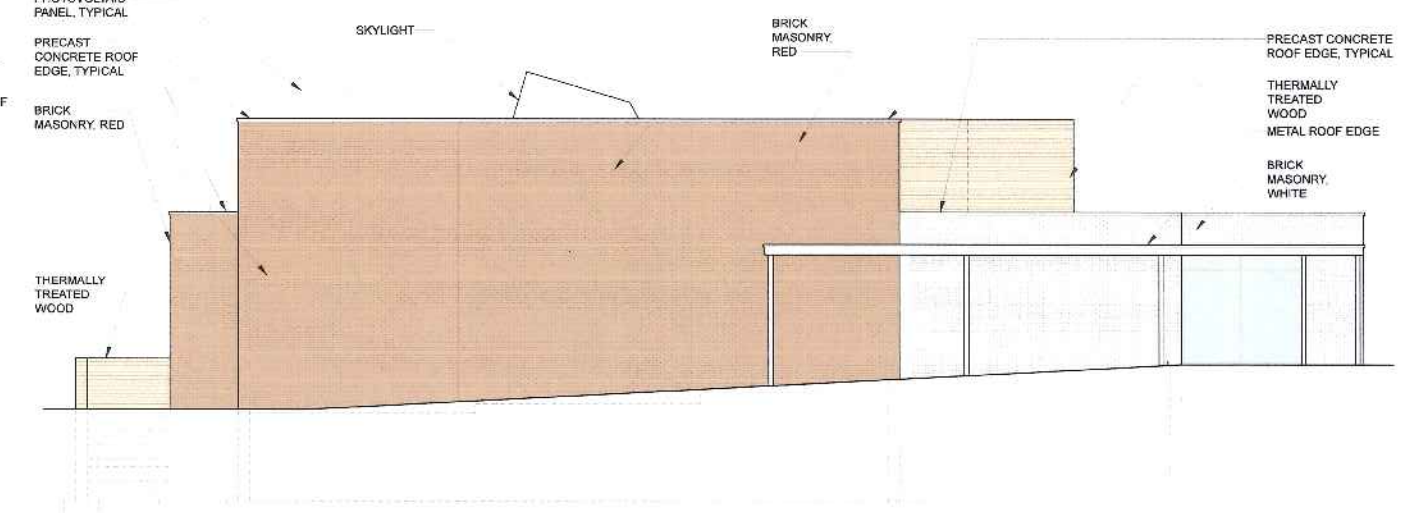
1 ELEVATION
SCALE: 1/8" = 1'-0"



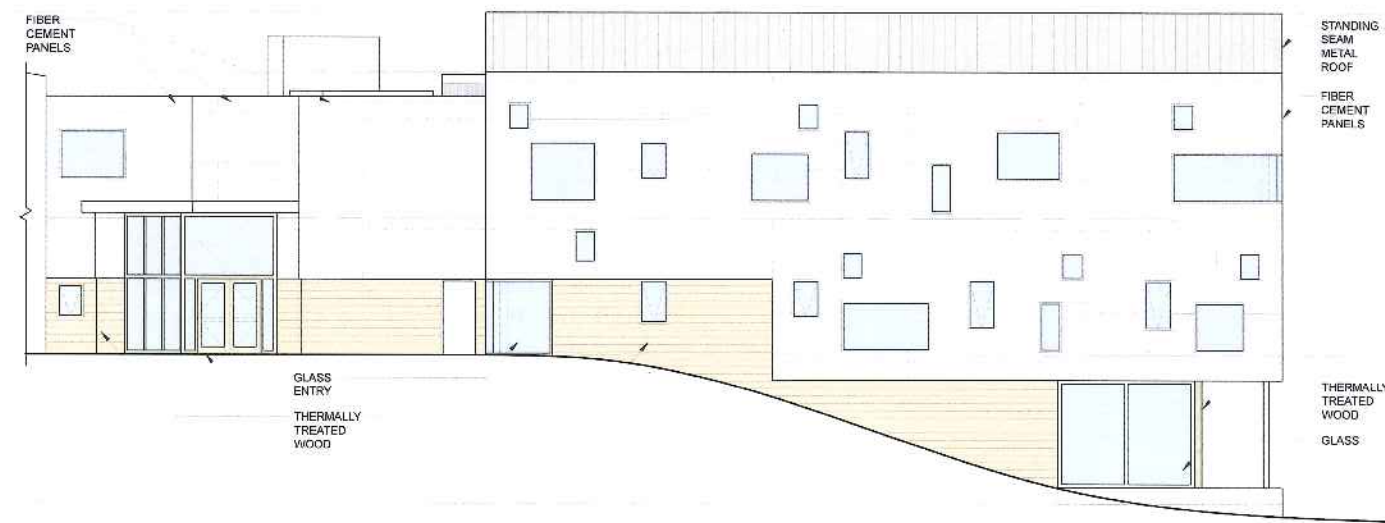
2 ELEVATION
SCALE: 1/8" = 1'-0"



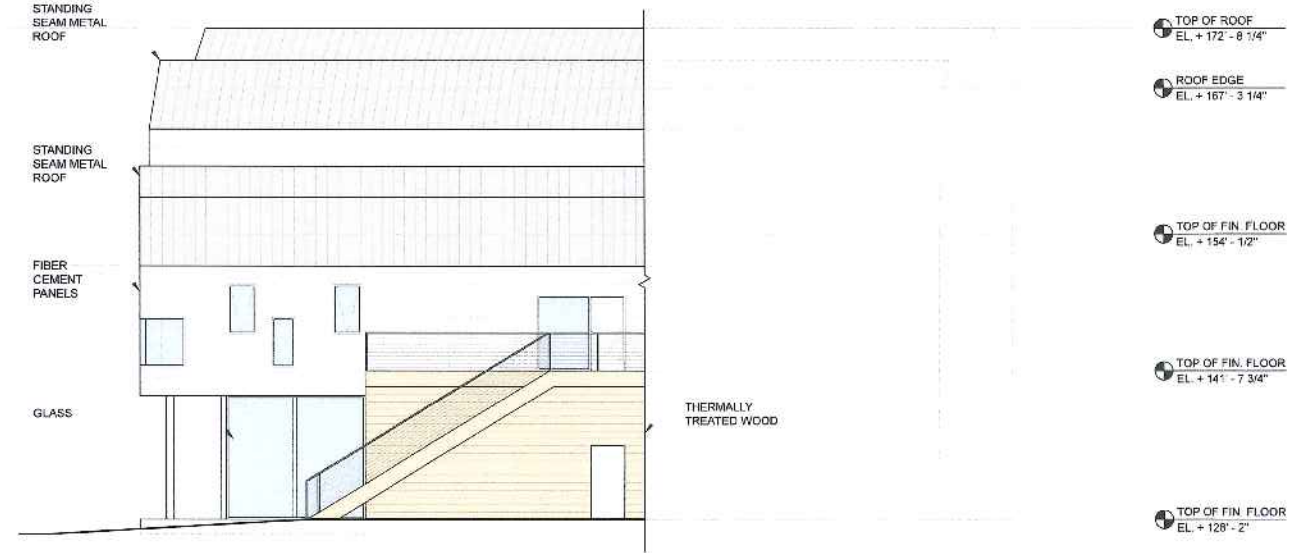
3 ELEVATION
SCALE: 1/8" = 1'-0"



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



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



2 EAST ELEVATION
SCALE: 1/8" = 1'-0"



3 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



4 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



View from Fletcher Street



View to Fletcher Street from playground



Entry view from Fletcher Street



View from lower playfield

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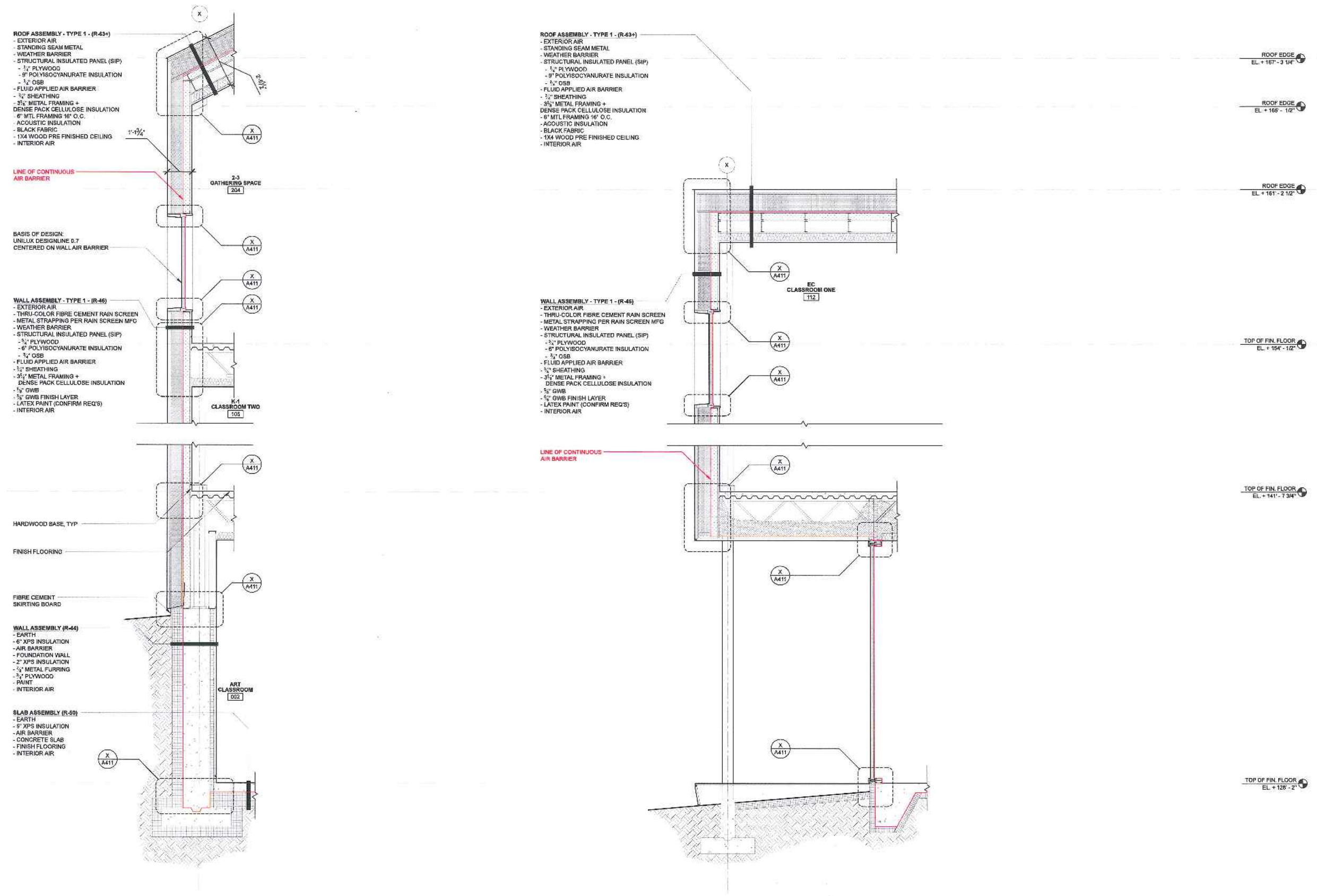
Waynflete

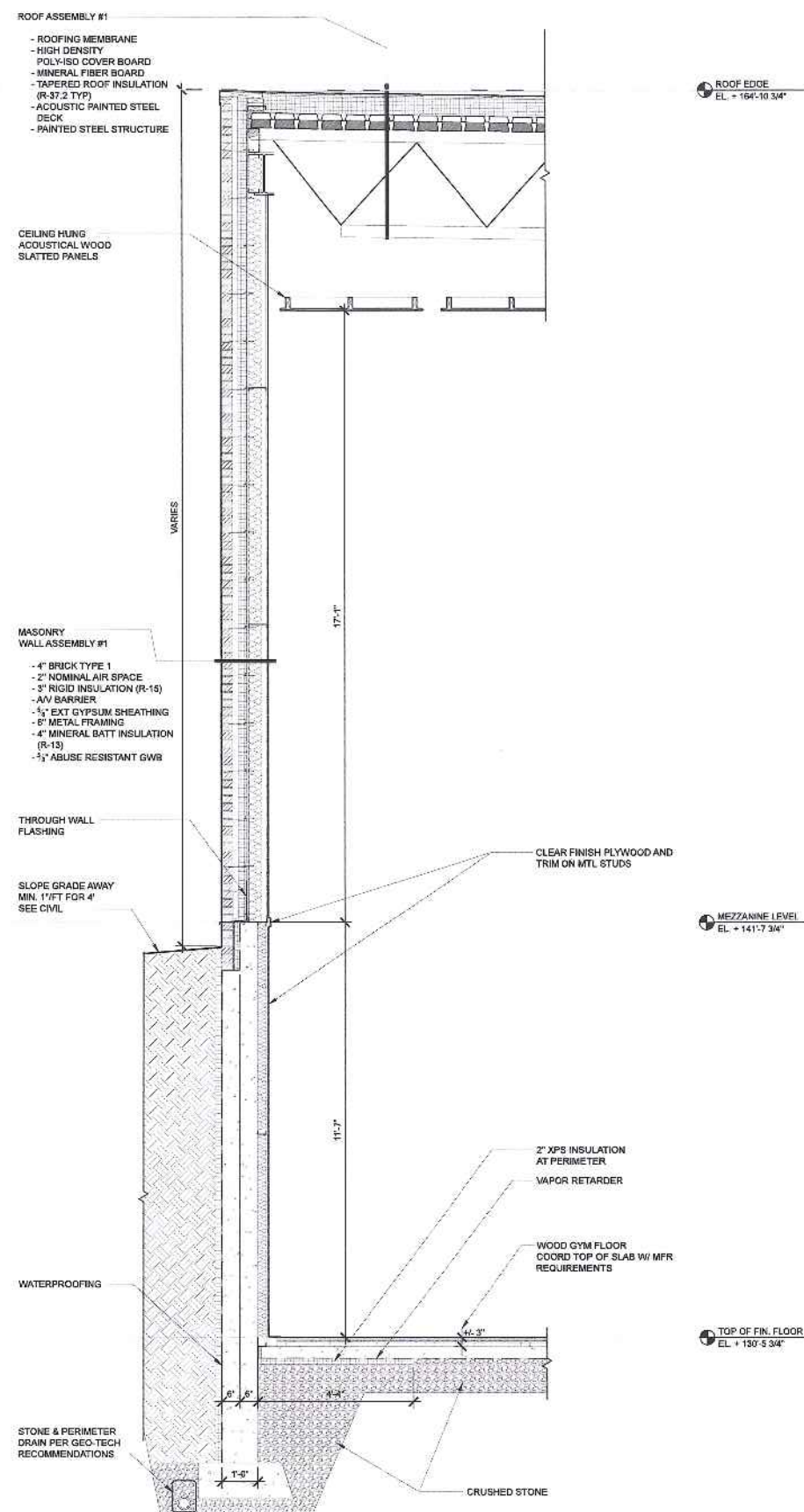
Site Design Rendering

Waynflete Lower School
Portland, Maine
07 October 2015



Internal view from playground





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Waynflete

Gym Wall Section

NOT TO SCALE

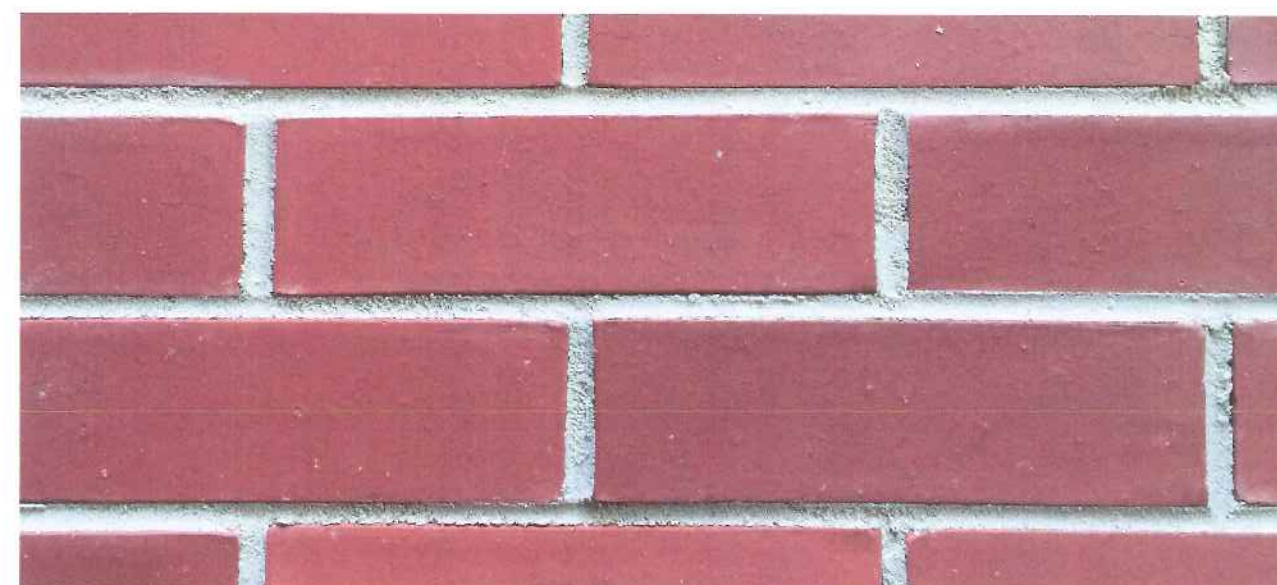
Waynflete Lower School

Portland, Maine

07 October 2015



Fiber Cement Board:
Cembrit Cembonit in 901 Pearl



Masonry:
Morin Academy Smooth Red Unpainted & Painted White



Openings:
Unilux Triple Glazed DesignLine



Thermally Treated Wood Siding:
Cambia Ash, Shiplap

Note: See attached manufacturer product information.





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

**PUBLIC HEARING
133 SPRING STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: October 29, 2015

RE: November 4, 2015 Public Hearing

Application for: Certificate of Appropriateness for a seasonal enclosure / storm door at front entry

Address: 133 Spring Street

Property Owners: Cecille Stadler

Contractor: Andrew Mandell

Introduction

Property owner Cecille Stadler has applied for a certificate of appropriateness for a clear-glazed, seasonal enclosure at the front entrance to 133 Spring Street. Ms. Stadler and her daughter operate the restaurant Bao Bao in the early 20th Century, ground floor storefront attached to 129-135 Spring Street. The four-unit rowhouse has undergone many alterations over the years since its construction in 1846, most recently when a rooftop addition was added by the Stadlers to 133 Spring in 2013 – approved by the Board on February 6 of that year. Subsequently, the ground floor storefront was renovated to become Bao Bao, and the Board reviewed proposals to locate a range hood fan and ductwork on the rear of the building (October, 2013,) as well as rooftop compressors and associated screening on the roof of the storefront in May, 2014.

The renovated storefront at 133 Spring Street has a traditional recessed entrance door, centered on the storefront, opening directly into the compact dining space of the restaurant. Ms. Stadler is very eager to buffer diners from the cold air entering the restaurant when the door is opened. Using black-framed greenhouse materials, she proposes to install clear, polycarbonate panels and a door straight across the alcove, in the same plane as the front windows of the storefront.

Though referred to as a temporary installation, staff prefers the term seasonal, as the enclosure will presumably be erected every year, with the potential to be in place for as much as five months each year, given Portland's climate.

Ms. Stadler has provided a project description, an outline of the proposed enclosure, a plan view, and cut sheets of proposed materials. Staff has provided additional photos of the subject property.

Subject Property and Context

The applicants' property at 133 Spring Street is part of a four-unit row-house at the northeast corner of Spring and Park Streets. (The subject unit is one in from the corner.) Constructed in 1846, the transitional Greek Revival / Italianate row-house has undergone extensive alterations over time which have had the cumulative effect of marring the architectural integrity of the block. Historically and architecturally, the most interesting of these alterations occurred in the late 1920's when a storefront was added to the front of 133 Spring Street (the applicant's unit.) This classic 1920's storefront provides graphic evidence of the evolution of this section of Spring Street from an exclusively residential area to a small neighborhood commercial node. While 133 Spring's storefront addition is architecturally noteworthy in its own right, other alterations significantly undermine the architectural appeal of the row. The easternmost unit's slate sheathed shed dormer obliterates the original roof form and the roof of the middle two units was cut back and a dormer inserted. Another one-story commercial addition was added to the eastern unit (129) slightly earlier, before the 1924 tax photo was taken. Various other architectural changes add to the visual confusion.

Notwithstanding these alterations, the row-house retains a good measure of its architectural appeal from Spring Street. Enough remains of the original form to clearly telegraph the building's early construction era, while the added storefront at 133, now close to ninety years old, has its own significance. The well-preserved and nicely renovated storefront, with a central recessed door and simple brick details, includes a large, multi-light transom window above. The roof edge hints at the shape of a parapet which doesn't exist – the roof is flat to the edge with the exception of the front corners.

Proposed Site Alterations

Ms. Stadler's project description indicates a simple black metal framed structure with four removable posts anchored to the concrete threshold at bottom and the soffit at the top. There are no proposed side anchors to the storefront window frames – only scribed infill pieces.

Staff Comments

Staff believes the proposed enclosure deserves a full review because of the amount of time it is likely to be in place, and the potential impact on a very nicely restored storefront. The installation will have to be robust enough to stand up to months of winter weather and repeated opening and closing of the door. At the same time it must blend with the black, traditional storefront windows and brick. The narrow infill panels adjoining the storefront on either side (outside the "sidelight" panels,) will most likely be of wood, to be easily scribed to the

contours at the corners of the windows. For all these reasons, it would be a good idea to review construction details as they are finalized.

Although the proposed door must open out onto the sidewalk, conversations with a plan reviewer in the Inspections Department indicate they will be comfortable with the swing. To create an airlock with enough space, the outswing door is necessary. The visibility afforded by the clear door, and the 8' deep sidewalk in front of the restaurant make it possible.

Staff understands the desire to create a weather buffer for diners at Bao Bao. The proposed structure would no doubt help somewhat, though staff wonders whether the cold air in the enclosed space will still be felt inside the restaurant. If a proposal is made in the future to add a small heat source in the alcove, it will be reviewed to ensure it does not adversely affect the appearance of the storefront.

Applicable Review Standards

In reviewing the proposed alterations, the following ordinance review standards are applicable:

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

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the 11-4-15 Public Hearing and information included in the accompanying staff report, the Board finds that the proposed alterations at 133 Spring Street **meet (fail to meet)** the historic preservation ordinance review standards, specifically Standards....., (subject to the following conditions.....)

Attachments

1. Applicants' project description, including outline of installation and plan
2. Product information submitted by applicant
3. Staff photo of existing conditions

Temporary Winter Vestibule Permit, v2 10/20/2015
BaoBao Dumpling House
133 Spring St., Portland, ME

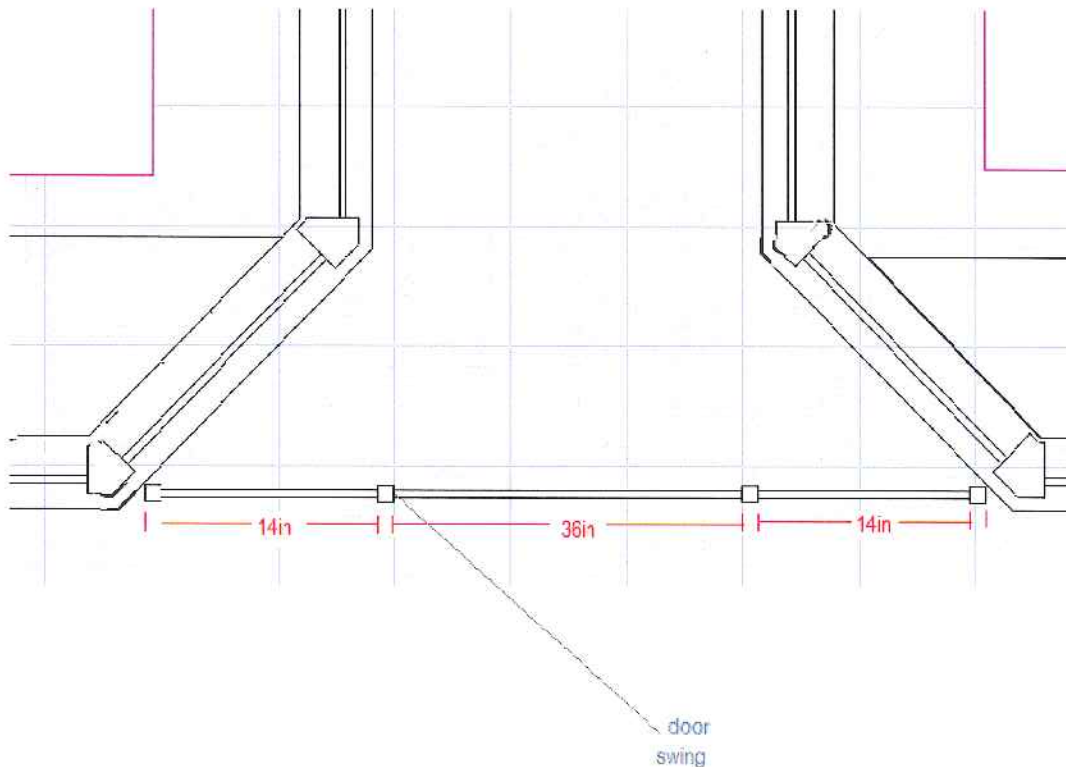
Owner/Contact:
Cecile Stadler 299-2068
cecile@tao-maine.com

We would like to create a temporary enclosure of the existing external vestibule at 133 Spring St to prevent cold air blasts from coming into the restaurant during the winter months. The enclosure would be temporary, and constructed out of polycarbonate panels per the outline in yellow below:



The dimensions of this opening are 68" wide by 96" tall.
Door is 36x80, swings outward
Side panels are 16x96
Transom panel is 36x16

Framing would be 2x2 sq black metal to match existing exterior trim. Vertical poles will be bolted into cement and to the underside of the storefront vestibule. Panels and door will be clear polycarbonate - the same material used for greenhouses and bullet proof glass. Polycarbonate is lighter, shatterproof, and has better insulating qualities than glass.



The structure would be secured via 4 2x2 black metal posts that go from the concrete to the underside of the vestibule. There are many framing kits available for polycarbonate panels, a sample spec sheet is attached. There will be no attachment to the current window frames or brick, but two custom cut wood pieces will be made to fill-in the gap between the posts and the brick sill and window edges.

The entire structure will be within the existing building footprint. The building /storefront is 8 ft from the edge of the sidewalk / street line, so an out swinging door will not prevent passage of existing foot traffic.

Please feel free to contact me with any questions or concerns. As the colder temps have already arrived, and this structure is a very simple temporary enclosure (I think of it as a glorified curtain), I hope the various inspectors and HP committee can move this along quickly.

Thank you in advance.

Cecile Stadler
cecile@tao-maine.com
207 299-2068 (cell)

Sample polycarbonate fastening system (there are many available):

https://www.growerssupply.com/farm/supplies/prod1:gs_greenhouse_polycarbonate;pg104212.html

Polycarbonate Fastening System

Simplify assembly with these aluminum and polycarbonate profiles and channels.

- Helps keep out dirt, insects and moisture.
- Allows for a finished, professional look.
- H-Channel: Use to join two polycarbonate sheets together.
- U-Channel: Use to cap off top and bottom of polycarbonate sheets.
- U-Profiles are designed for use with both 8 mm and 10 mm polycarbonate only.
- Channels and Profiles simplify assembly and offer a professional, finished appearance.
- Gable Flash (104546): Use on end bows when end walls are covered with polycarbonate.
- End Cap (104548): Use around doors, vents and fans. For use with 8 mm polycarbonate only.
- 55" Ridge Cap (CG96174): Manufactured from 24-gauge galvanized sheet metal and offers a finished, professional appearance to your greenhouse.



Item #	Description	Price	
104212	Aluminum H-Channel - 8'L	\$17.86 /EA	More Info
104213	Aluminum U-Profile - 8'L	\$10.98 /EA	More Info
104548	End Cap - 8'L	\$13.69 /EA	More Info
104546	Gable Flash - 8'L	\$16.34 /EA	More Info
111928	Polycarbonate H-Channel - 8'L	\$16.49 /EA	More Info
111929	Polycarbonate H-Channel - 12'L	\$23.59 /EA	More Info
111930	Polycarbonate U-Profile - 12'L	\$15.45 /EA	More Info
CG96174	Ridge Cap - 55"L	\$19.95 /EA	More Info

Square galvanized tubing at (also many suppliers):

https://www.growerssupply.com/farm/supplies/prod1;gs_greenhouse_benches_shelves;pg104624.html

Heavy Duty Galvanized Square Tube Fittings

Build your own heavy-duty bench frames. Create squares and rectangles. Any shape you desire is possible! Make your own end frame kits with our heavy-duty galvanized square tube fittings.

- Accommodates both 1.5" square tube (goes in) and 2" square tube (goes over).
- Fasten fittings with our #14 x 1 zinc-plated, self-drilling Tek Screws, sold in bulk packaged quantities of 100.



Item #	Description	Price	
104624	Square Tube Fittings - 1 Way with Plate	\$3.99 /EA	More Info
104625	Square Tube Fittings - 2 Way Connector	\$5.25 /EA	More Info
104626	Square Tube Fittings - 3 Way Connector	\$6.25 /EA	More Info
104627	Square Tube Fittings - 4 Way Connector	\$6.75 /EA	More Info
104628	Square Tube Fittings - Middle Coupler	\$3.85 /EA	More Info

Possible door:

https://www.farmtek.com/5a1m3e/p/104706/104706-greenhouse-equipment-ft-greenhouse-doors/pg10-1/06.html

Pre-Hung Greenhouse D

[Home](#) > [Greenhouse Equipment](#) > [Greenhouse Doors](#)

Pre-Hung Greenhouse Door

Upgrade your greenhouse with our attractive, high quality, pre-hung door!

- 36"W x 80"H hinged single door.
- Manufactured from heavy-duty, powder-coated aluminum with 6mm polycarbonate sections at both top and bottom for optimum light transmission.
- Flange, that provides tight seal against framework, stainless steel hinges and lever lock are all included.
- Create your own door frame opening using our 1.5" square galvanized tubing (102897), sold separately.

Our Price: **\$379.00/EA**

Quantity:

ADD TO CART

Item Number: **104706**

Availability: **Usually ships in 24 hours**

LIVE CHAT

Like

0







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

**PUBLIC HEARING
545-549 and 551 CONGRESS STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: October 29, 2015

RE: November 4, 2015 PUBLIC HEARING

Application For: Certificate of Appropriateness for Installation of Balconies at 545-549 Congress, Gate and Flagpole at 551 Congress

Address: 549 and 551 Congress Street

Property Owner: Thomas Moulton (owner of both properties)

Project Architect: David Lloyd, Archetype

Introduction

Architect David Lloyd, representing the owner of buildings at 545-549 and 551 Congress Street, is requesting review and approval of exterior alterations to the two abutting commercial blocks. At 545-549 Congress Street, approval is requested to add shallow balconies in front of two existing window/door openings on the building's west elevation. At 551 Congress, approval is requested to install a gate in front of the recessed main building entrance in order to discourage loitering in the vestibule area overnight. The applicant also requests approval to erect a 23 foot tall flagpole on the roof of the two-story building.

Subject Properties

The core of the 5+ story brick commercial block at 545-549 Congress Street was designed in 1865 by noted architect Charles A. Alexander for J.B. Brown. As originally designed, the building was three stories with a mansard roof. Around 1880, the building was enlarged to five floors. Chicago-style windows were later introduced at the second floor level

In 2006, prior to the designation of the Congress Street Historic District, the current owner converted the upper floors of the building to residential condominiums and added a contemporary rooftop addition for his own residence. The project also entailed the

comprehensive exterior rehabilitation of the building; the Chicago style windows at the second floor were changed to mulled double-hung windows.

The 2-story commercial building next door at 551 Congress was built in 1929 and is one of Portland's few Art Deco structures. Known historically as the Lerner Stores Block, the striking buff-colored terracotta decorative elements on the upper façade are Spanish in motif. Located at the corner of Congress and Oak Street, the building appears quite small as viewed from Congress, but its Oak Street frontage is notably long. Given its corner location, the building enjoys broad visibility. The Lerner Stores Block was rehabilitated in 2006, at the same time as its neighboring building.

Proposed Alterations, Staff Comment

545-549 Congress

Plans call for the construction of two projecting balconies in front of existing window/sliding glass door openings on the building's west-facing elevation. Note that these openings were created as part of the 2006 rehabilitation; currently metal railings are installed immediately in front of these openings. As proposed, the balconies will project 3'9" beyond the face of the building and will be surrounded by 44" tall railings comprised of painted square steel tube components. Supporting the balconies will be supported by simple curved steel brackets.

Staff comment: Board members might recall that the Board received a request in 2013 from the applicant to construct balconies to be accessed from the subject window/door openings. The original request called for much larger balconies that extended beyond the width of the openings themselves (for a total width of 15 feet) and projected 6' 6" beyond the face of the building. (See attached drawing from 2013 application.) The Board was not supportive of the balconies as presented, but indicated that it could likely support smaller, shallower balconies that were confined to the width of the window/door openings themselves. The new application is in response to the Board's previous feedback.

551 Congress

Plans call for the installation of a gate in front of the main building entrance on Congress Street, which is set back approximately six feet from the building façade. The proposed gate is 3 feet wide and 6' tall and is made up of painted tubular steel components. Staff understands that the gate has been designed to swing inward or outward. Staff also understands that it is to be kept open during the day, but will be closed at night to discourage loitering and other undesirable activities.

The application also requests approval for the installation of a 24' flagpole on top of the building. As shown, the flagpole will be centered on the Congress Street elevation and set back 8 feet from the face of the building.

Staff comment: Regarding the proposed gate, although standard retractable security gates are rarely compatible with historic structures and typically send a negative message regarding the safety (real or perceived) of an area, it is possible that a well-designed and architecturally integrated gate can be effective in discouraging unwanted behavior without sending such a negative message. The Board has approved a number of gate installations where a

commercial building's entrance is set back from the street. (The Board has also reviewed a number of requests to bring forward recessed doorways as a way to respond to the same concerns.)

Regarding the proposed flagpole, staff has concerns about the visual impact of the proposed installation in that it may lead to undue visual clutter at this prominent street corner. As is, one's eye is drawn to the fairly complicated roofline of 549 Congress as one approaches from the west. The proposed projecting balconies on that building will add yet another element to the overall scene. Introducing an attention-drawing flagpole on top of the low two-story commercial block, and in the foreground of the immediate abutting building exposed side elevation, may very well distract and detract from the historic buildings themselves.

Applicable Review Standards

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

Motion for Consideration

On the basis of plans and specifications submitted for the 11/4/15 Public Hearing and information included in the accompanying staff report, the Board finds that the proposed alterations at 545-549 and 551 Congress Street **meet (fail to meet)** the Standards for Review of Alterations within the historic preservation ordinance, **(subject to the following conditions...)**

Attachments

- 1. Application
- 2. Current view, computer-generated image with proposed alterations
- 3. Elevations and details
- 4. Excerpt from 2013 proposal

HISTORIC PRESERVATION APPLICATION FOR CERTIFICATE OF APPROPRIATENESS

PROJECT ADDRESS:

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

Adding two new balconies to the western facard on the 4th and 5th floors. Painted steel finish
Flag pole and new gate at the entry way of 551 Congress Street.



Winslow Lofts - Existing

Portland, Maine



Winslow Lofts - Proposed

Portland, Maine



Winslow Lofts - Proposed Gate

Portland, Maine



WEST ELEVATION

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

Prepared For:

Consulting Engineer:

Architect:



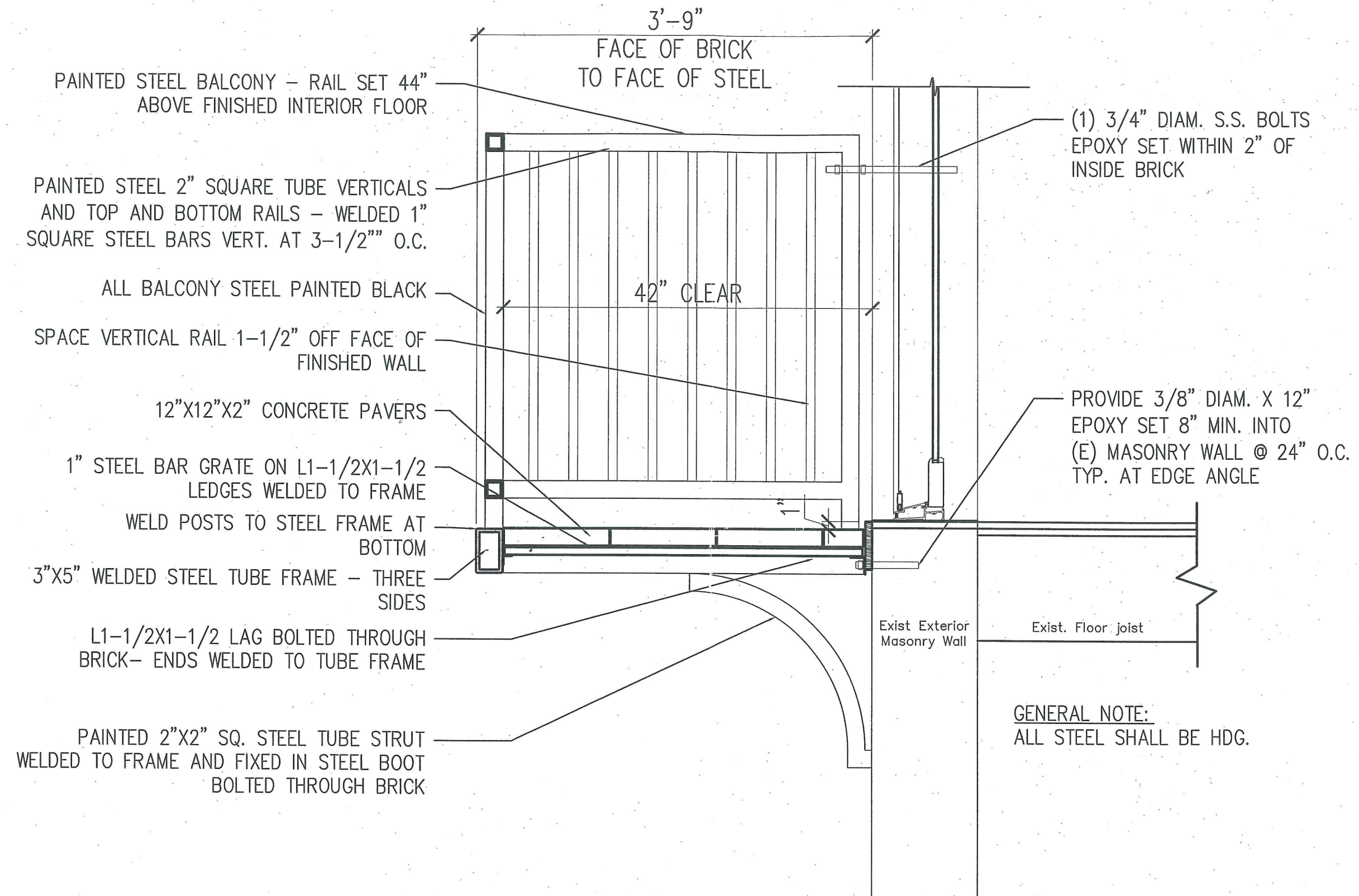
48 Union Wharf Portland, Maine 04101



SOUTH ELEVATION

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

DOOR HINGE



SECTION AT BALCONY

SCALE: 1" = 1'-0"

Project:

Revisions:

Scale:

Date:
SEPT. 2015

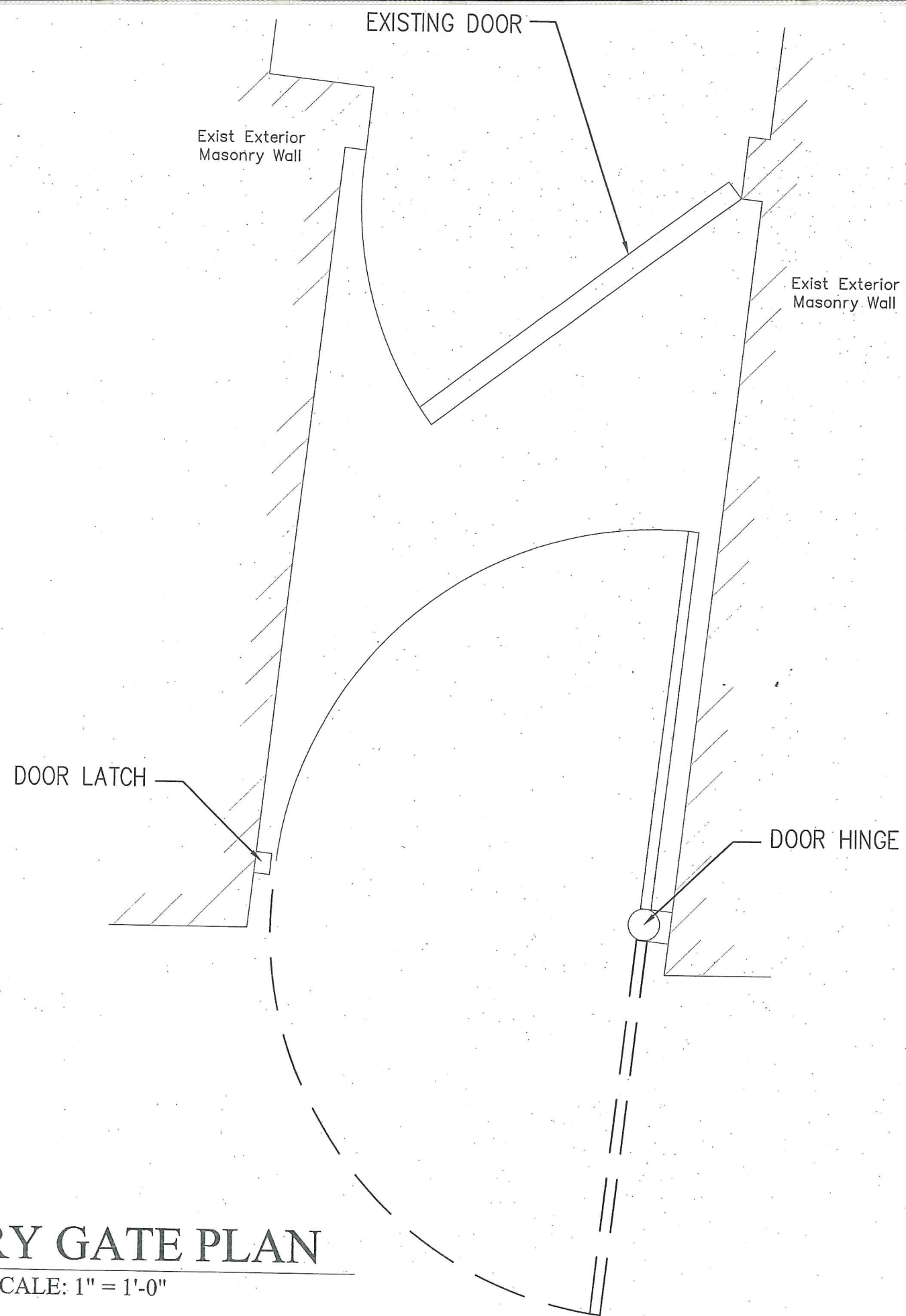
1/8" = 1'-0"

BUILDING ELEVATIONS
AND DETAILS

Winslow

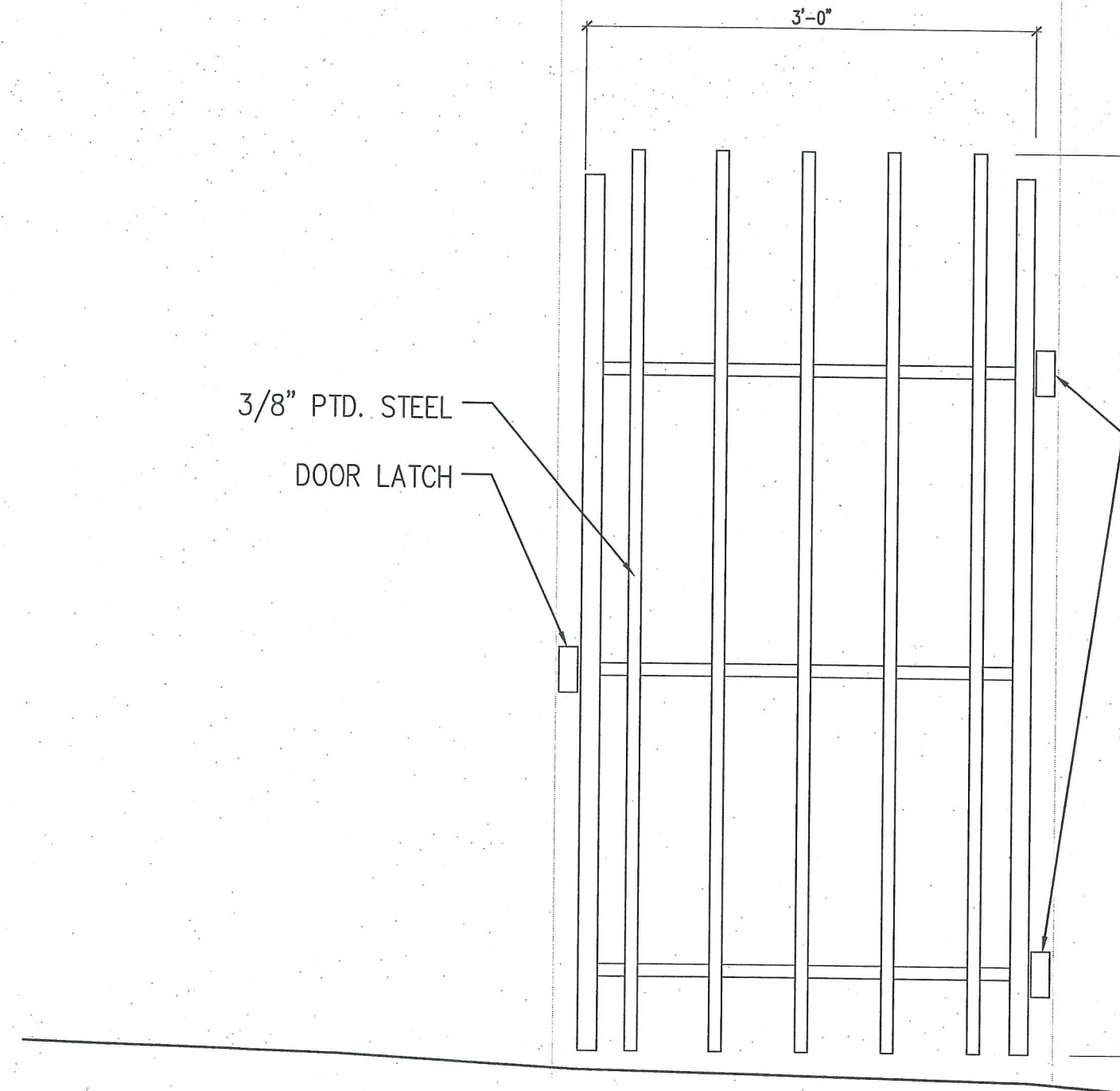
545 CONC

A2.0



ENTRY GATE PLAN

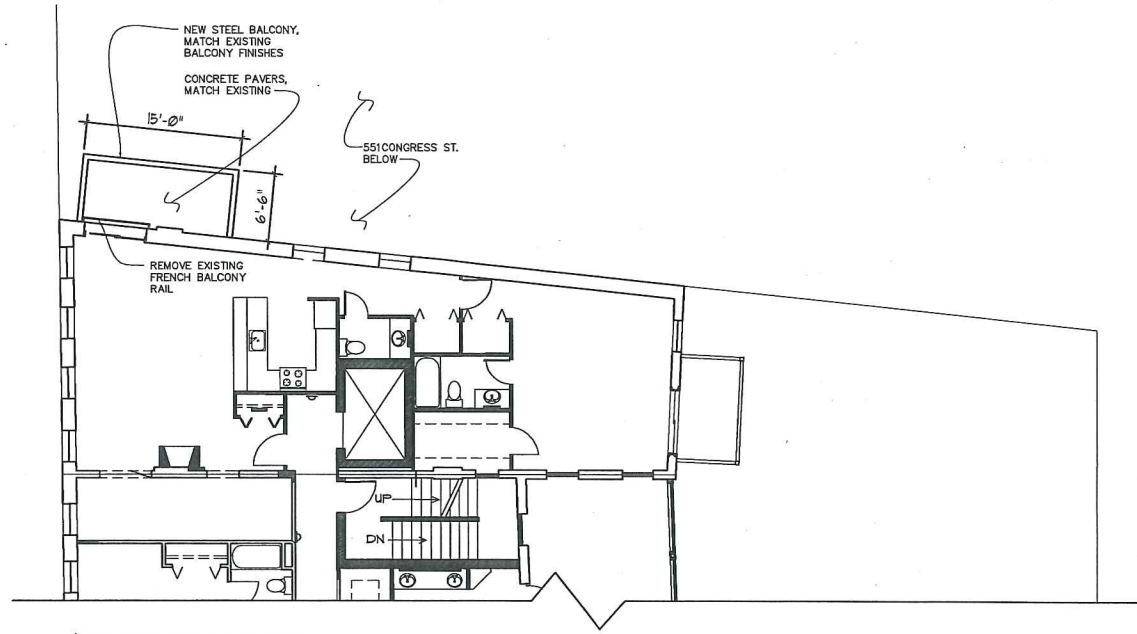
SCALE: 1" = 1'-0"



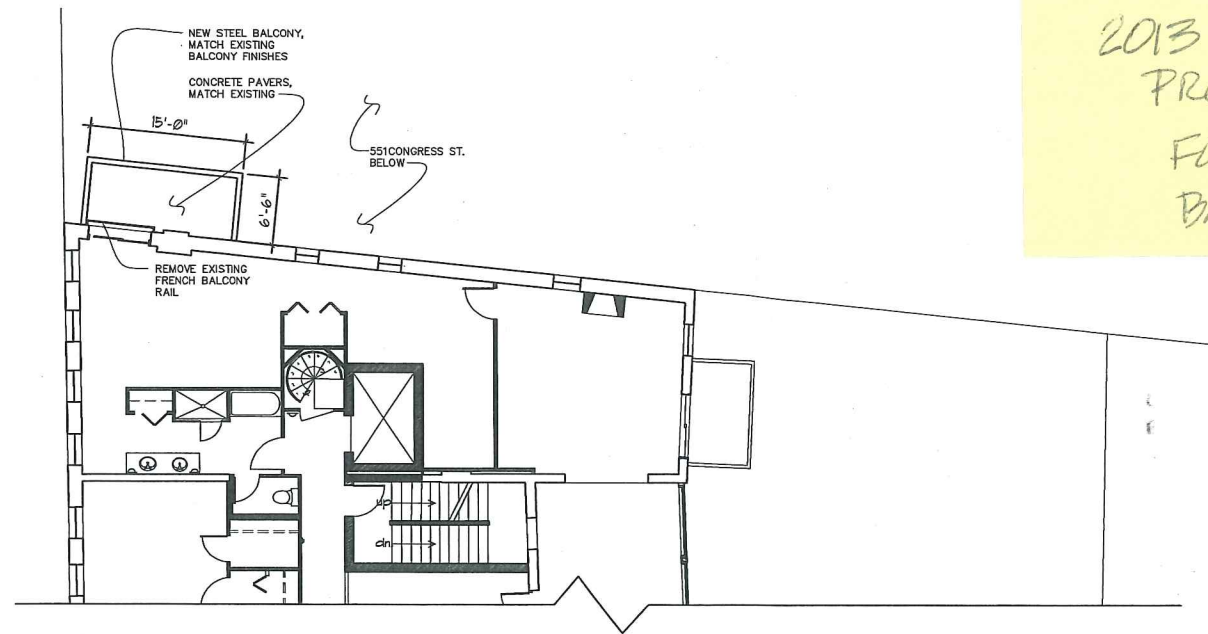
ENTRY GATE ELEVATION

SCALE: 1" = 1'-0"

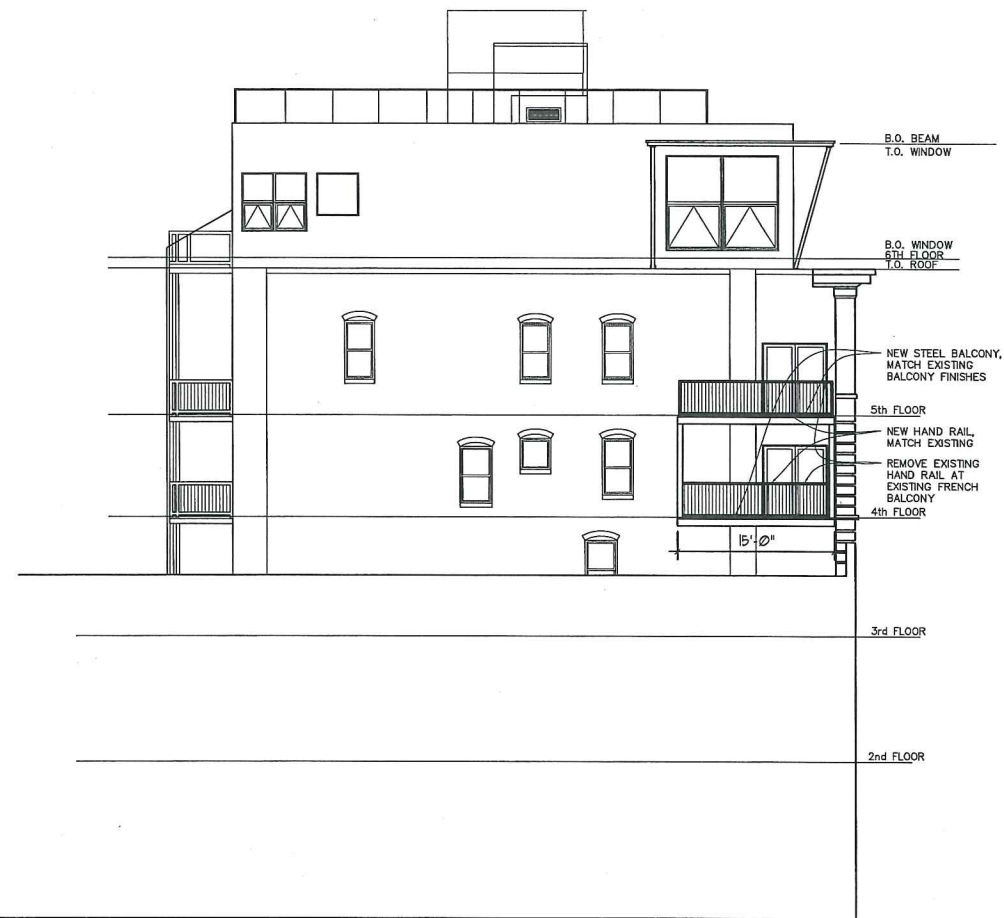
2013
PROPOSAL
FOR
BALCONIES



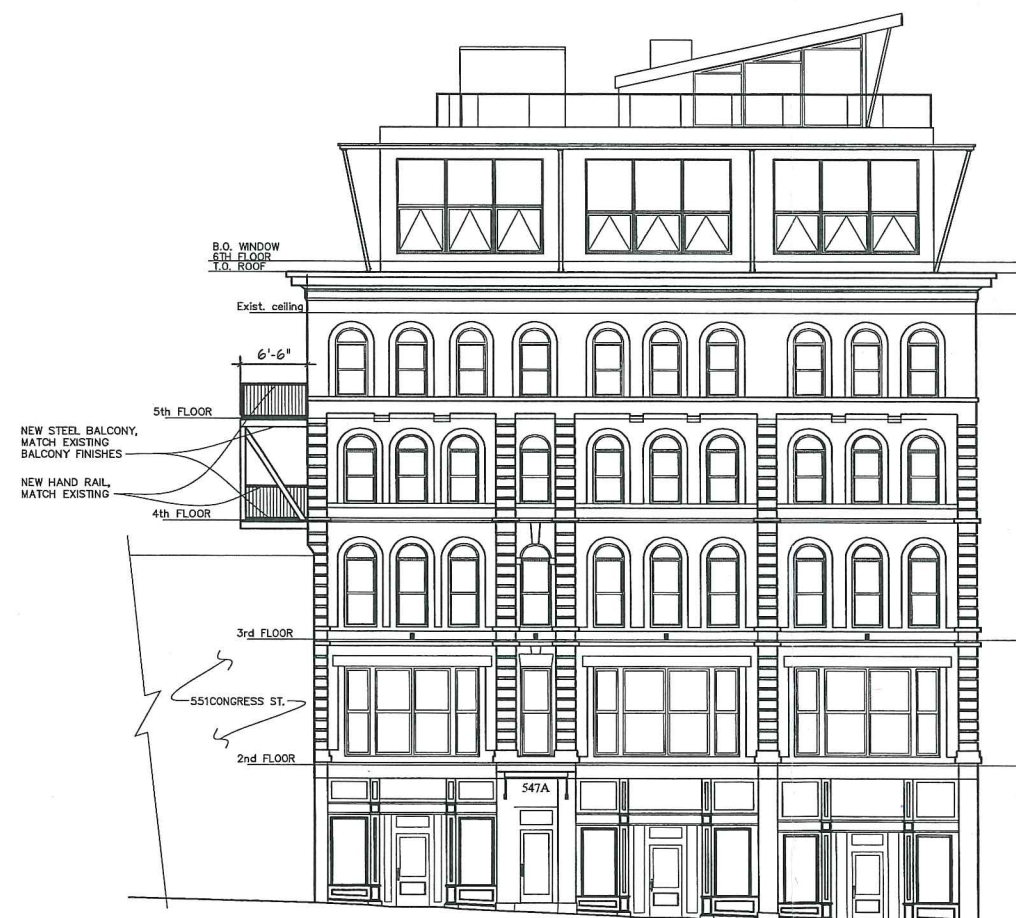
1 PARTIAL 4TH FLOOR PLAN
SCALE: 1/8"=1'-0"



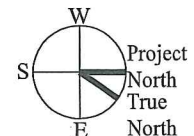
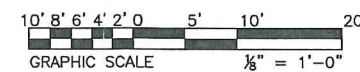
2 PARTIAL 5TH FLOOR PLAN
SCALE: 1/8"=1'-0"



3 WEST ELEVATION
SCALE: 1/8"=1'-0"



4 SOUTH ELEVATION
SCALE: 1/8"=1'-0"



Architect:	ARCHETYPE architects 48 Union Wharf Portland, Maine 04101 (207) 772-6022 Fax (207) 772-4056	
	Prepared for:	
Project:	WINSLOW BUILDING	
	545 CONGRESS STREET PORTLAND, ME 04101	
Revisions:		
Date:	29 August 2013	
Scale:	1/8" = 1'-0"	
FLOOR PLANS & ELEVATIONS		

A1

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

**PUBLIC HEARING
13 WEST STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: October 29, 2015

RE: November 4, 2015 Public Hearing

Application for: Certificate of Appropriateness for a new curb cut and parking space

Address: 13 West Street

Property Owners: Alice and Christopher Ross

Introduction

Property owners Alice and Christopher Ross have applied to install a curb cut and a single parking space next to the front corner of their townhouse at 13 West Street. The applicants live in the right end unit of a three-family apartment house designed by the firm of John Calvin Stevens. As is widely known, parking pressure in this part of the West End has increased with the impending construction at 17 Carleton Street. Like a number of neighbors, the Rosses will soon lose their rented parking when the nearby lot at the Carleton Street project closes.

Mr. Ross has obtained assurance from the assistant City Engineer at the Department of Public Services that the curb cut proposal meets City standards (see attached memo.) The property is zoned R6, allowing no parking within the front setback (5', or the average of the existing front yards on either side.) It appears that only one street parking space will be lost with the 10' curb cut, and there is just enough side yard width to pull a small car in between the house and the side property line.

Curb cut proposals to create off-street parking where it has not existed before are increasingly common, and the Board has reviewed several in recent years for dense residential neighborhoods. In 2008 the Board approved a curb cut and driveway for 27 West Street, at the far end of the neighboring, four-unit building that is the sister property to the Ross's building, with conditions. In this similar case the Department of Public Services found that the curb cut

did not meet applicable standards for distance from other driveways, and the driveway could not be constructed. Given the complicated history of curb cut proposals, and the narrow yard in which to locate a parking spot, staff was not comfortable reviewing this proposal at the administrative level.

The applicants' submission includes a thorough narrative, site plans, photos of existing conditions, and photos of similar off-street parking examples in the West End. Mr. Ross has also provided photos of possible landscape treatments such as permeable stone and grass tire strips, with the goal of seeking Board input on a soft, low-impact parking area.

Subject Property and Context

The brick, three-family rowhouse at 13 - 17 West Street has a similar but not identical four-unit block next door (21 - 27 West Street.) These flat-roofed, Colonial Revival buildings were developed by J.B. Brown and Sons in 1910. The subject property shares a projecting front porch with its neighbors. A narrow side yard on the right side (as viewed from West Street) tapers toward the rear of the building and a bay projects slightly into the space just under 20' back from the front corner of the house. Plans provided by the applicants display the width of the side yard at various points.

The side yard presently has a dense lilac hedge which appears to be just on the Ross side of the property line. An old wooden picket fence may be at or near the property line, on the other side of which is the asphalt parking area belonging to 5 West Street.

Proposed Site Alterations

Mr. Ross has prepared a thorough submission and project description. It is perhaps worth noting that the applicants intend to park a single compact car that should be able to travel far enough into the lot as to be completely to the rear of the front corner of the house. The applicants hope to keep the existing lilacs if possible, but it is unclear whether they will survive the site work and significant pruning that will be necessary. The existing gas meter on the side of the house will make a protection bollard necessary.

Staff Comments

Staff believes this proposal warrants Board review because of the narrowness of the available space, the historic character of the property, and the very strong likelihood that parking was never intended for this location. The pressure to create off-street parking where it has not existed before is nothing new, as evidenced in many of Portland's dense residential neighborhoods. Each time such a proposal has been presented to the Board, the specific circumstances of the proposal have been considered on a case-by-case basis.

Any consideration of a parking proposal such as this must focus on the visual impact parked cars will have on the historic resource. Although zoning for the address mandates a minimum front yard of 5', or the average depth of the yards on either side, staff believes the applicant's proposal rightly positions the entire parked vehicle next to the house, not protruding into the front yard space. One must note, however, that in the future it will be difficult to enforce a

prohibition on parking in the yard space to the front of the property, especially if and when a change of ownership occurs. The temptation will exist to squeeze a second car in the driveway.

When the Board approved the driveway proposal for 27 West Street on July 21, 2008, it imposed these conditions:

- The driveway shall be no wider than 8', leaving space for a narrow landscaped buffer on either side.
- The curbcut itself shall be no wider than 10', in order that it be proportional to the driveway width and width of side yard.
- The driveway shall extend to the leading edge of bay only.

The final condition refers to the side bay at 27 West; an analogous situation exists at 13 West, in which case Mr. Ross proposes the parking area to end closer to the sidewalk than the start of the side bay.

In general, Mr. Ross appears to intend to make the site alterations as green and quiet as possible. To soften the impact of the parking the Board may want to consider a condition calling for a buffered landscape (to the extent there is room,) as in the first of the 2008 conditions. Should some or all of the existing lilacs not survive the proposed site work, it would be beneficial to ensure the buffer will be replaced.

Applicable Review Standards

In reviewing the proposed alterations, the following ordinance review standards are applicable:

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

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the 11-4-15 Public Hearing and information included in the accompanying staff report, the Board finds that the proposed site alterations at 13 West Street **meet (fail to meet)** the historic preservation ordinance review standards, specifically Standards....., (subject to the following conditions.....)

Attachments

1. Applicants' submission, including site project description, site plans, photos of existing conditions, similar examples from the neighborhood, possible landscape treatments, 9/22/15 memo from City Engineer, and letters of support from neighbors.

City of Portland
Development Review Application
Planning Division Transmittal Form

Att. 1

Application Number: 2015-170

Application Date: 10/06/2015

CBL: 055 B014001

Application Type: Historic Preservation Project

Project Name: Curb Cut for Parking Space

Address: 13- WEST ST

Project Description: Create a new curb cut on West Street for installation of a compact-size parking space/driveway.

Distribution List:

Planner	Deborah Andrews	Parking	John Peverada
Zoning	Ann Machado	Design Review	Caitlin Cameron
Traffic Engineer	Tom Errico	Corporation Counsel	Jennifer Thompson
Civil Engineer	David Senus	Sanitary Sewer	John Emerson
Fire Department	Keith Gautreau	Inspections	Tammy Munson
City Arborist	Jeff Tarling	Historic Preservation	Deb Andrews
Engineering	David Margolis-Pineo	DRC Coordinator	Phil DiPierro
		Outside Agency	



Jeff Levine, AICP, Director
Planning & Urban Development Department

Electronic Signature and Fee Payment Confirmation

Notice: Your electronic signature is considered a legal signature per state law.

By digitally signing the attached document(s), you are signifying your understanding this is a legal document and your electronic signature is considered a **legal signature** per Maine state law. You are also signifying your intent on paying your fees by the opportunities below.

I, the undersigned, intend and acknowledge that no Site Plan or Historic Preservation Applications can be reviewed until payment of appropriate application fees are **paid in full** to the Inspections Office, City of Portland Maine by method noted below:



Within 24-48 hours, once my complete application and corresponding paperwork has been electronically delivered, I intend to **call the Inspections Office** at 207-874-8703 and speak to an administrative representative and provide a credit/debit card over the phone.



Within 24-48 hours, once my application and corresponding paperwork has been electronically delivered, I intend to **call the Inspections Office** at 207-874-8703 and speak to an administrative representative and provide a credit/debit card over the phone.



I intend to deliver a payment method through the U.S. Postal Service mail once my application paperwork has been electronically delivered.

Applicant Signature: 

October 1, 2015
Date:

* Disc included with physical documents
I have provided digital copies and sent them on:

October 1, 2015
Date:

NOTE: All electronic paperwork must be delivered to buildinginspections@portlandmaine.gov or by physical means i.e. a thumb drive or CD to the Inspections Office, City Hall, 3rd Floor, Room 315.

389 Congress Street * Portland Maine 04101-3509 * Phone: (207) 874-8703 * Fax: (207) 874-8716
<http://www.portlandmaine.gov/planning/buildinsp.asp> * E-Mail: buildinginspections@portlandmaine.gov



Date: October 1, 2015

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:

13 West Street, Portland, ME 04102

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.

Create a new curb cut on West Street
for installation of a compact-size parking
space / driveway.

Please see attached proposal and documentation.

Activities Requiring Approval in Historic Districts

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

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

Alterations and Repair

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

Additions and New Construction

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

Signage and Exterior Utilities

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

Site Alterations

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

Moving and Demolition

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

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

ATTACHMENTS

To supplement your application, please submit the following items, *as applicable to your project*.

Keep in mind that the information you provide the Historic Preservation Board and staff is the only description they will have of your project or design. Therefore, it should precisely illustrate the proposed alteration(s).

- ☒ Exterior photographs (required for all applications.) Include general streetscape view, view of entire building & close-ups of affected area.
- ☒ Sketches or elevation drawings at a minimum 1/4" scale. Please label relevant dimensions. All plans shall be submitted in 11" x 17" format except for major projects, where 22" x 34" plans are requested. Applicants for major projects should submit one (1) 11" x 17" copy for scanning purposes.
- ☐ Details or wall sections, where applicable.
- ☐ Floor plans, where applicable.
- ☒ Site plan showing relative location of adjoining structures.
- ☐ Catalog cuts or product information (e.g. proposed windows, doors, lighting fixtures, fencing)
- ☐ Materials - list all visible exterior materials. Samples are helpful.
- ☒ Other(explain) Additional photographs, letters

If you have any questions or need assistance in completing this form, please contact Historic Preservation staff: Deb Andrews (874-8726, dga@portlandmaine.gov) or Rob Wiener (756-8023), rwiener@portlandmaine.gov)

Please return this form, application fee (see attached fee schedule), and related materials to:

Historic Preservation Program
Department of Planning and Urban Development
Portland City Hall, 4th Floor
389 Congress Street
Portland, ME 04101

Christopher Ross

13 West Street • Portland, ME 04102 • Phone: 917.545.6278 • E-Mail: chris@aliceandchris.com Web: www.aliceandchris.com

Date: October 1, 2015

City of Portland
Historic Preservation Board
Portland City Hall, 4th floor
389 Congress Street
Portland, ME 04101

Dear Members of the Historic Preservation Board:

We are requesting approval for a site alteration at our home located at 13 West Street. Our hope is to add a single, compact parking space along the east elevation of our end unit, which would call for a 10' curb cut (the smallest option) and a drive no wider than 8' ending before the leading edge of the bay. Although the site is small, it was approved by public services on Sept. 22nd, 2015 and meets City of Portland code requirements for driveway spacing and distance from an intersection.

When I moved to West Street in February 2014 with my wife Alice and two sons Oliver and Hugo, we were able to take over the previous owner's parking space in the Carleton Lot across the street. We will soon be losing that space forever when construction begins at 17 Carleton. This is a hardship for us as we do not have off street parking, and more often than not are without a space to park on the street. With two children we are constantly loading and unloading the car in front of our home, dangerously double-parked. We also have a steady flow of babysitters and childcare providers coming from other parking zones with nowhere to put their vehicles, often resulting in repeated ticketing.

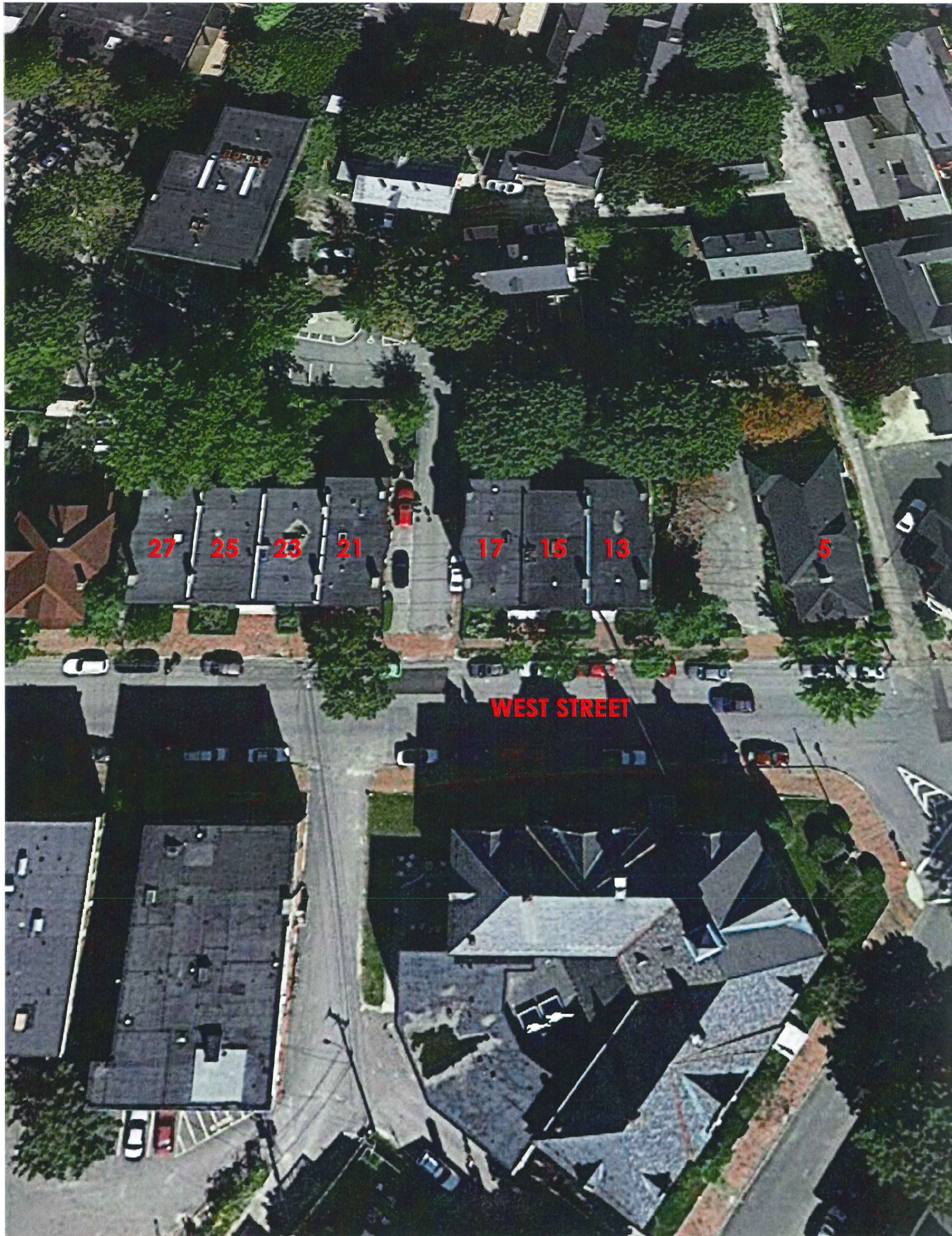
For the parking space plan we intend to hire a reputable contractor and landscape designer to turn a portion of our side walkway into a very small footprint / low impact space that will be in keeping with the history, integrity and high standards of the neighborhood. Like many of our neighbors our landscaping has been improved over the years by James McCain & Krista Butterfield - we are also considering Gnome for this project. As you can see from our plans we have a solid idea in place, but would welcome any input and suggestions, vendors, materials etc. from the board. We like the idea of two parallel cobbled tire strips, as that would allow for more green space on either side and between, but again we are completely open to suggestions in case we have overlooked something. Our intention is for the parking space to be as unnoticeable as our side path currently is, however all the more functional.

Often curb cuts result in the loss of two street parking spaces, but for our case it appears that only one street space would be affected. I have included photos of multiple occasions where our potential cut is unobstructed by a vehicle, allowing parking on either side of the proposed drive. Additional materials are neighborhood photos of comparable parking spaces, one in particular is the case of 27 West Street; a similar request that was approved by the board but not approved by public services. I understand everything is case by case, but I included a photo of this property's very similar side lot, which remains unchanged. Also included are driveway inspiration photos, material close-ups, existing conditions, site plans, approval memo from Dan Margolis-Pineo of Public Services, and letters from neighbors.

Thank you very much for your consideration on our proposal.

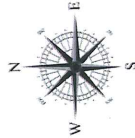
Sincerely,

Christopher Ross & family



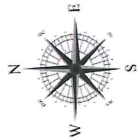
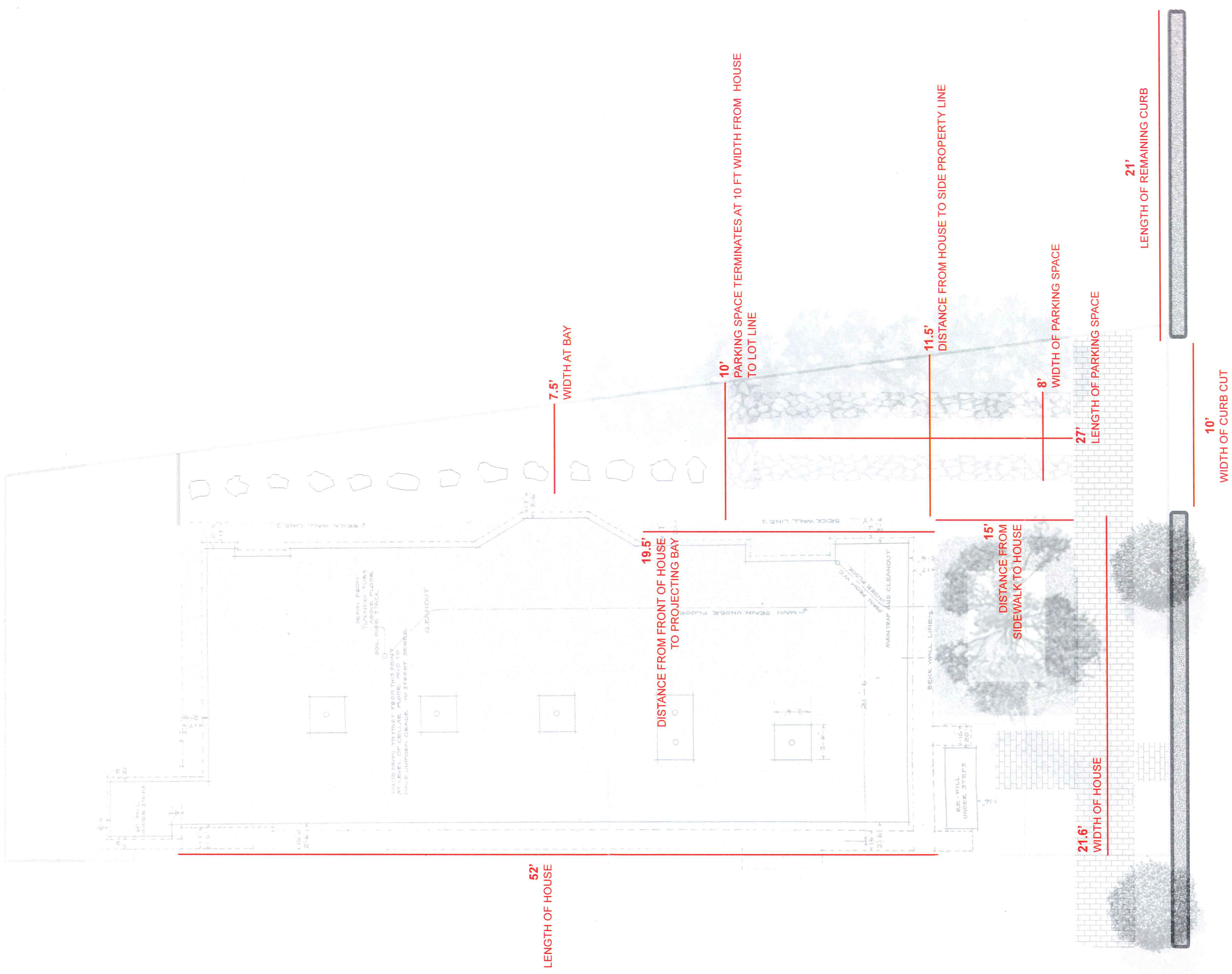
13 WEST STREET - COMPACT CAR PARKING PROPOSAL

OVERVIEW AS SEEN FROM ABOVE - 02



WEST STREET

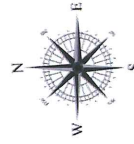
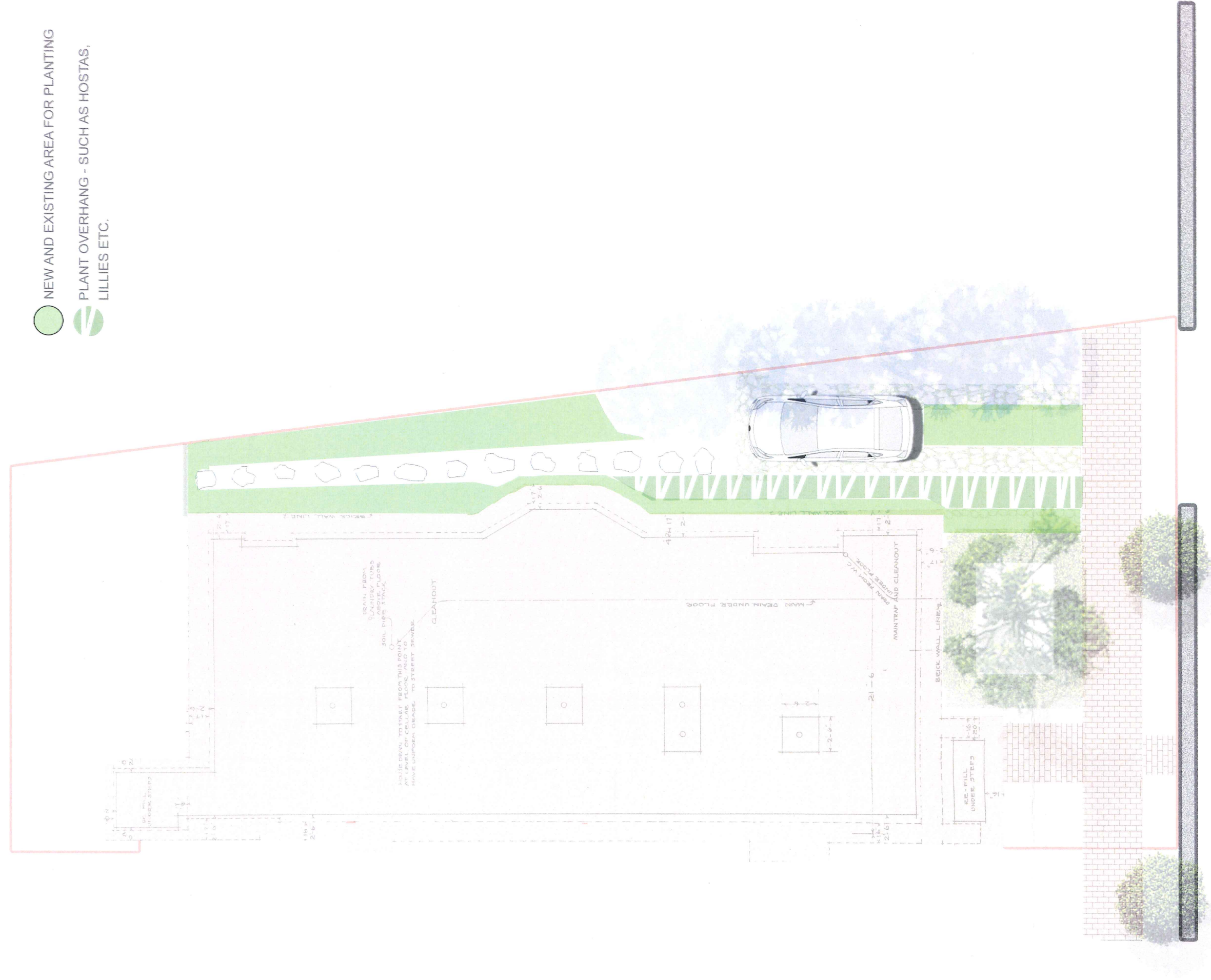
13 WEST STREET - COMPACT CAR PARKING PROPOSAL
OVERVIEW AS SEEN FROM ABOVE - MEASUREMENTS



WEST STREET

13 WEST STREET - COMPACT CAR PARKING PROPOSAL

OVERVIEW AS SEEN FROM ABOVE - FLORA



WEST STREET

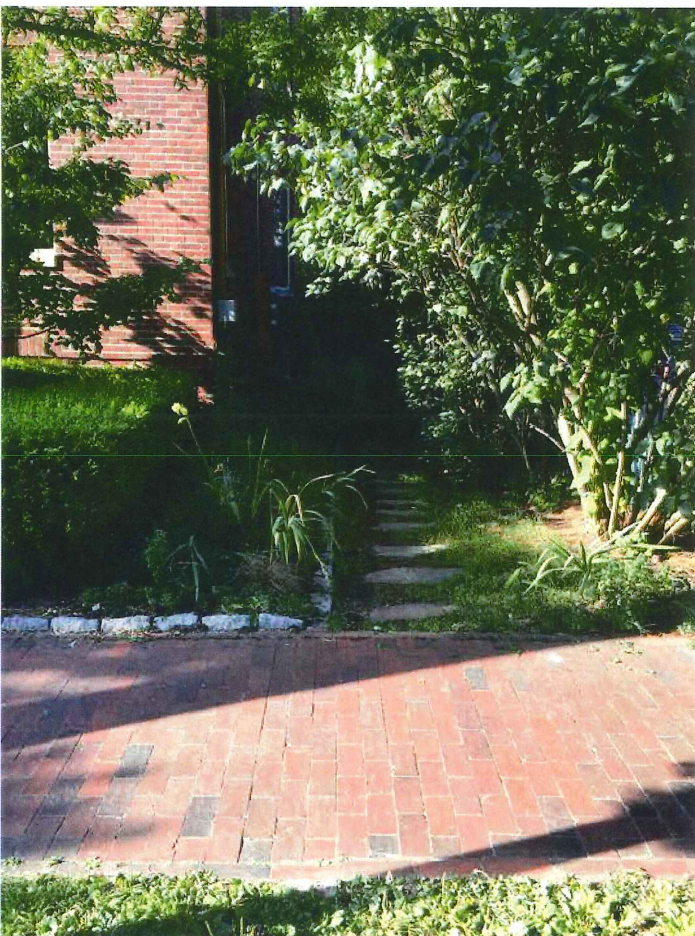
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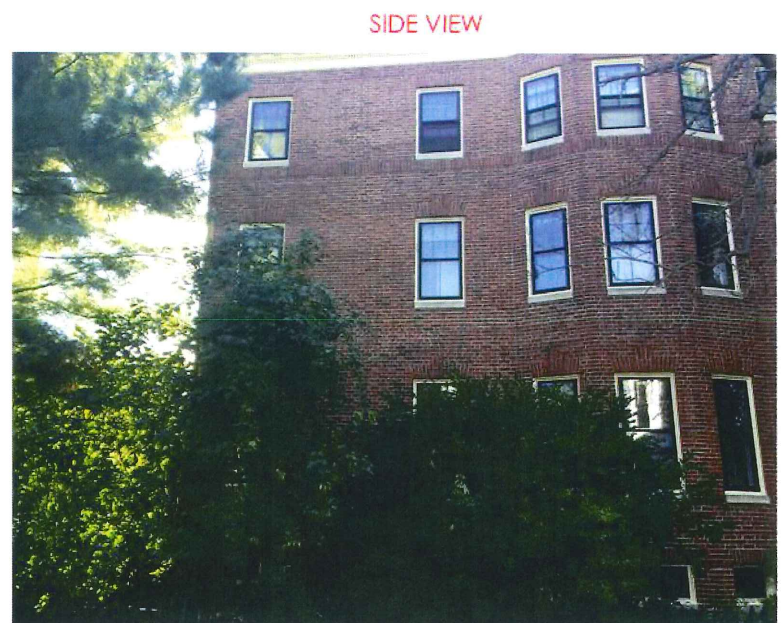
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IMG_3460.JPG



IMG_3461.JPG



IMG_3748.JPG

SIDE VIEW



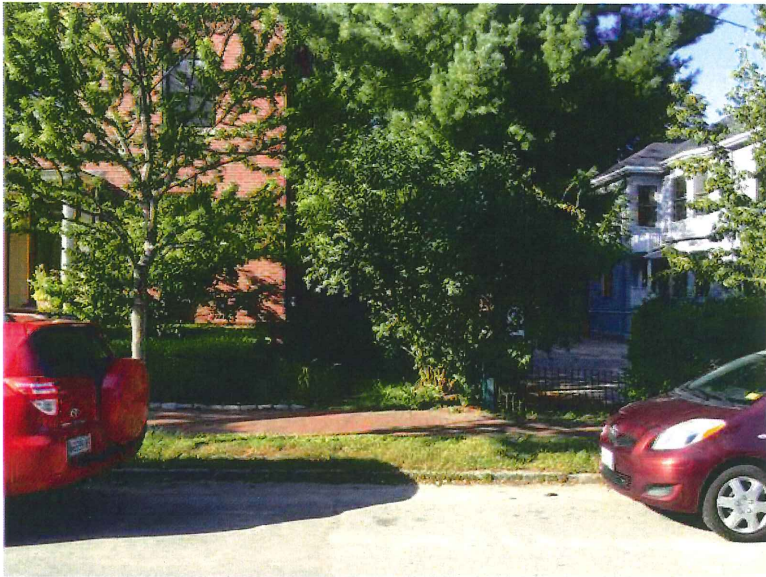
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PHOTOS SHOWING ONLY ONE PARKING SPACE WOULD BE AFFECTED:



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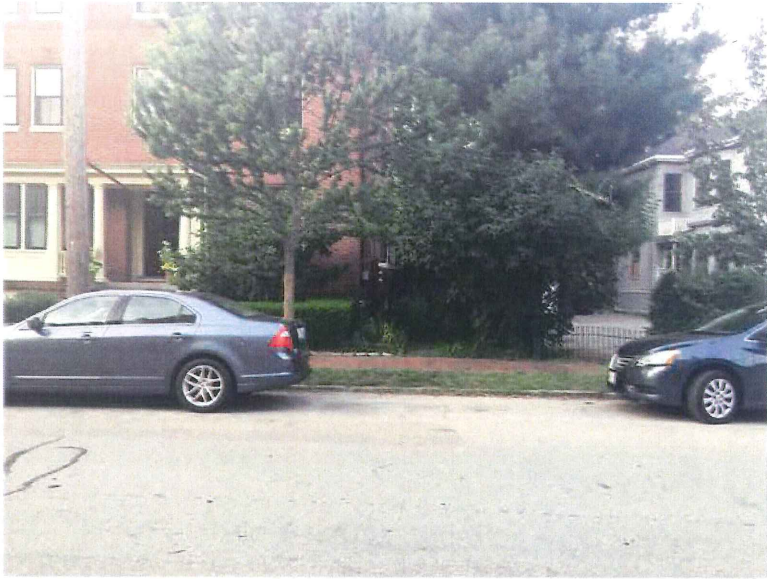
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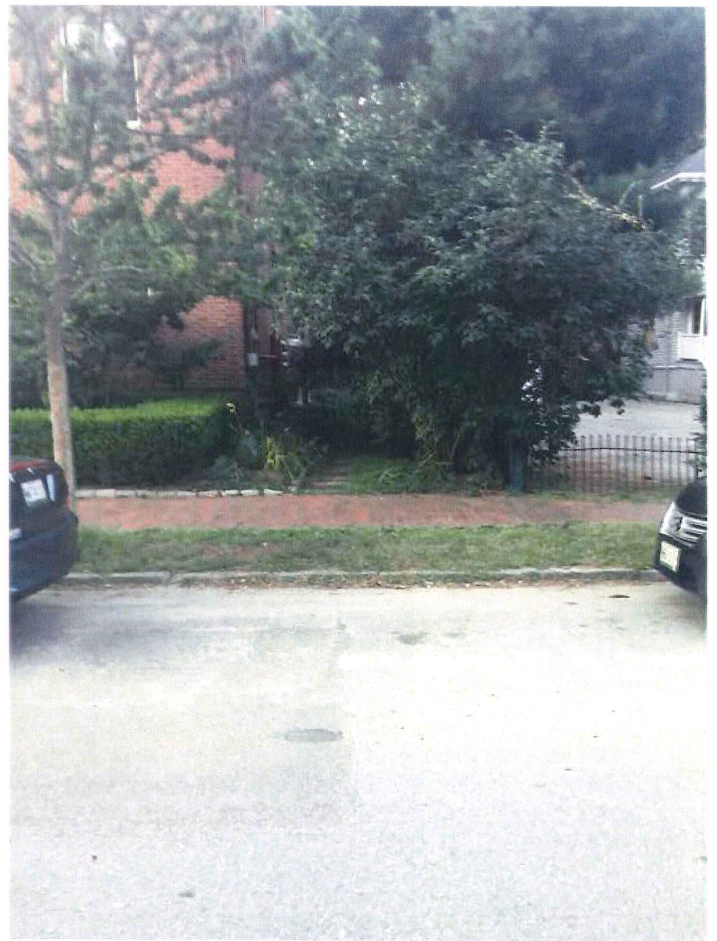
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IMG_3788.JPG

PHOTOS SHOWING SIMILAR NEIGHBORHOOD PARKING SPACES:



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IMG_2594.JPG



IMG_3385.JPG

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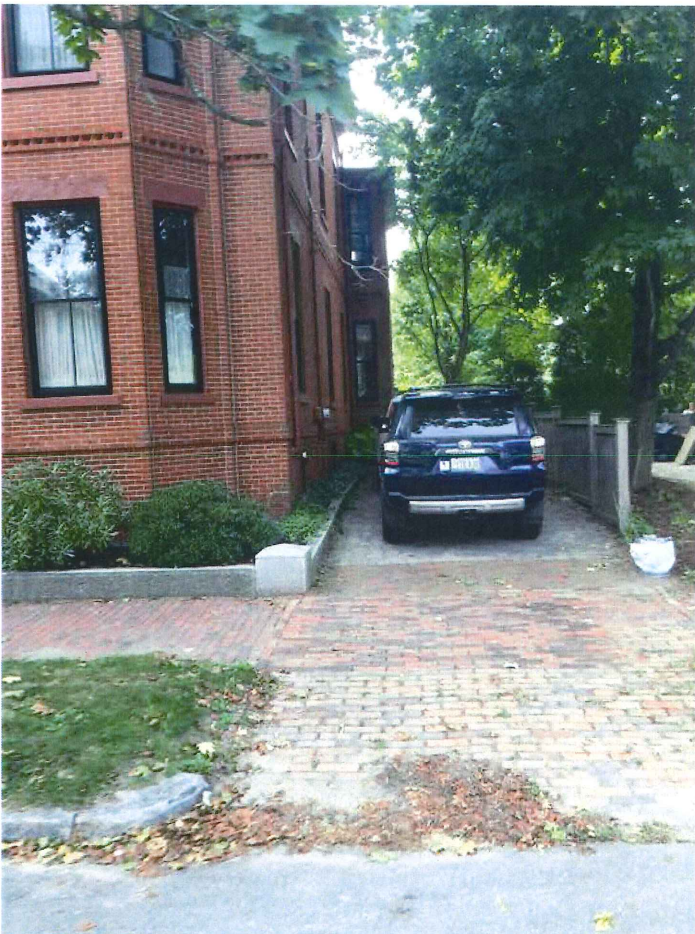


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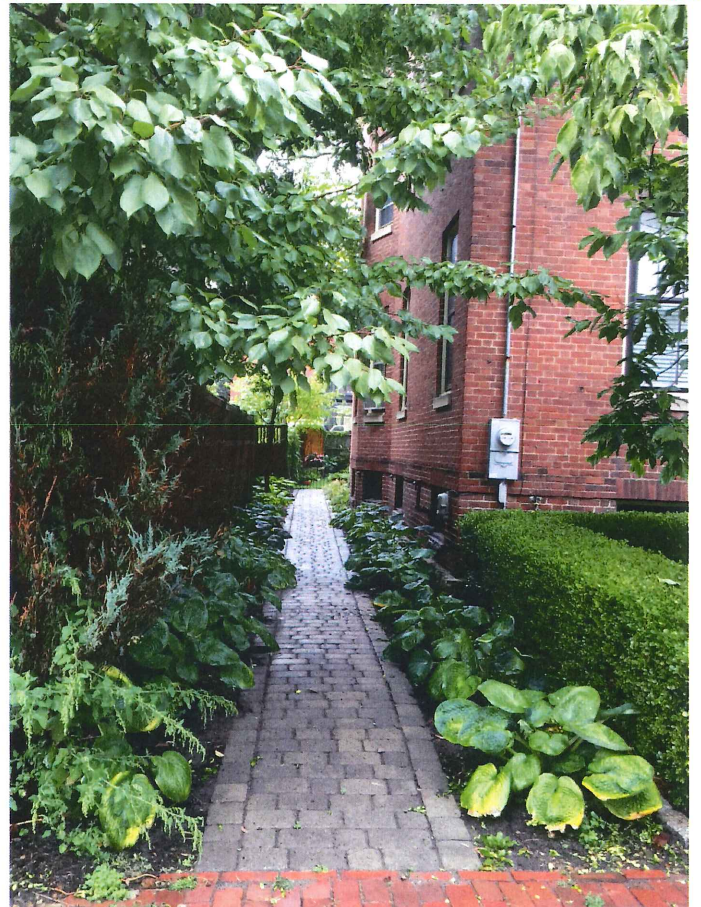


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27 WEST STREET BELOW - BOARD APPROVED FOR CURB CUT AND DRIVE



IMG_3746.JPG



PARKING SPACE INSPIRATION AND IDEAS:



003_2.JPG



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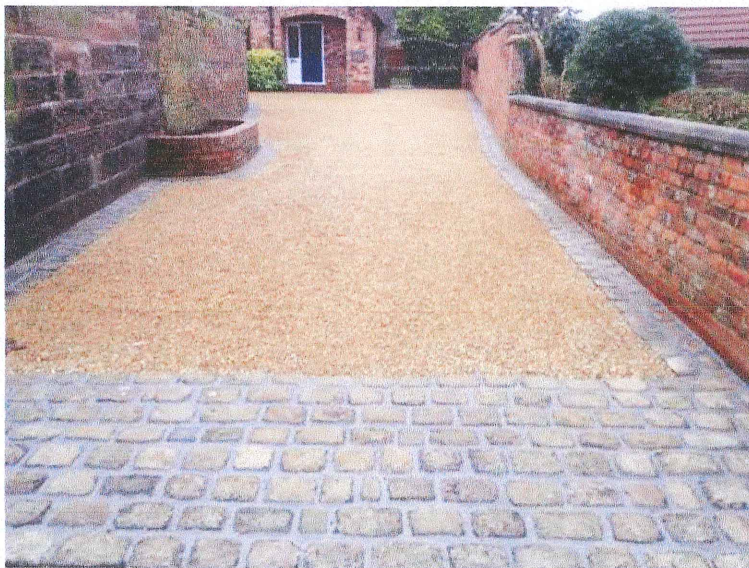
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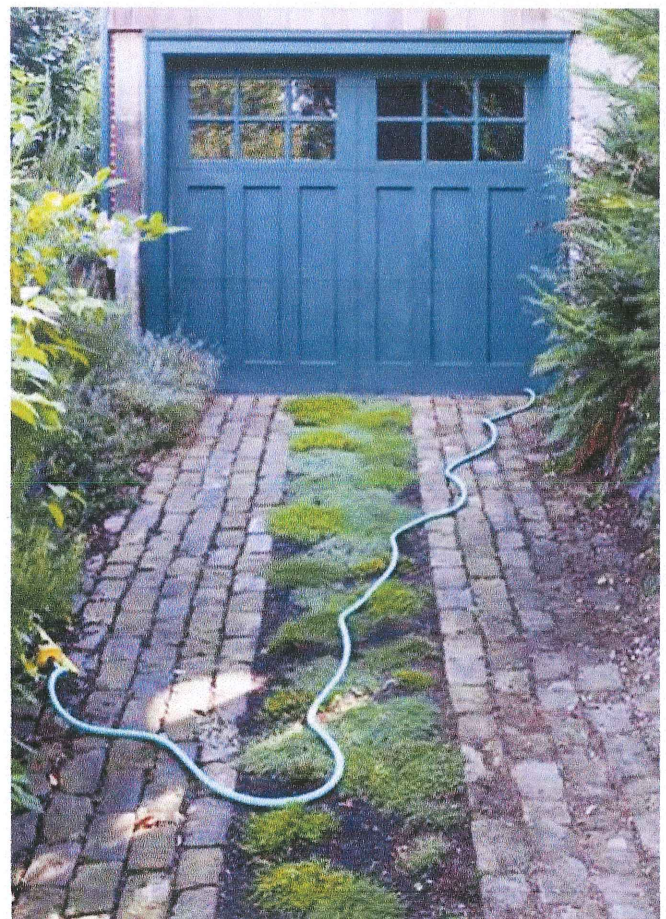
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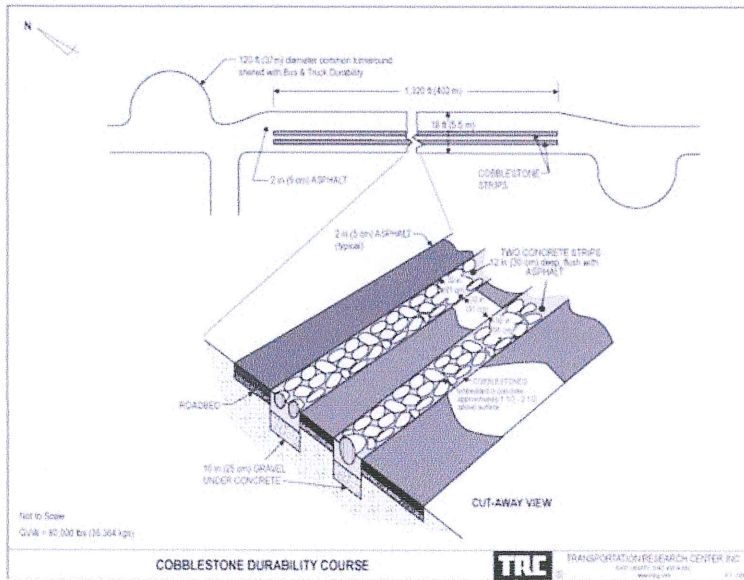
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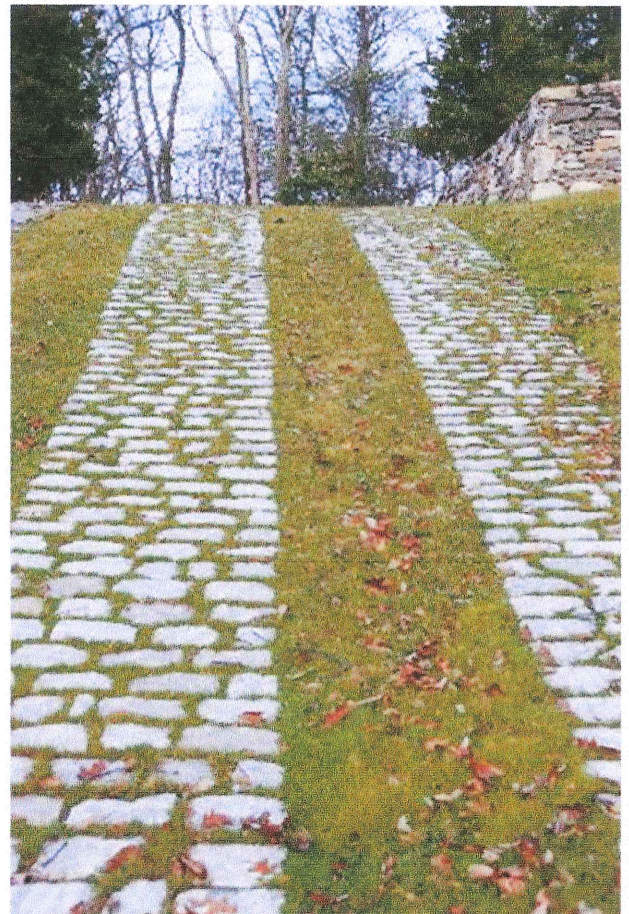


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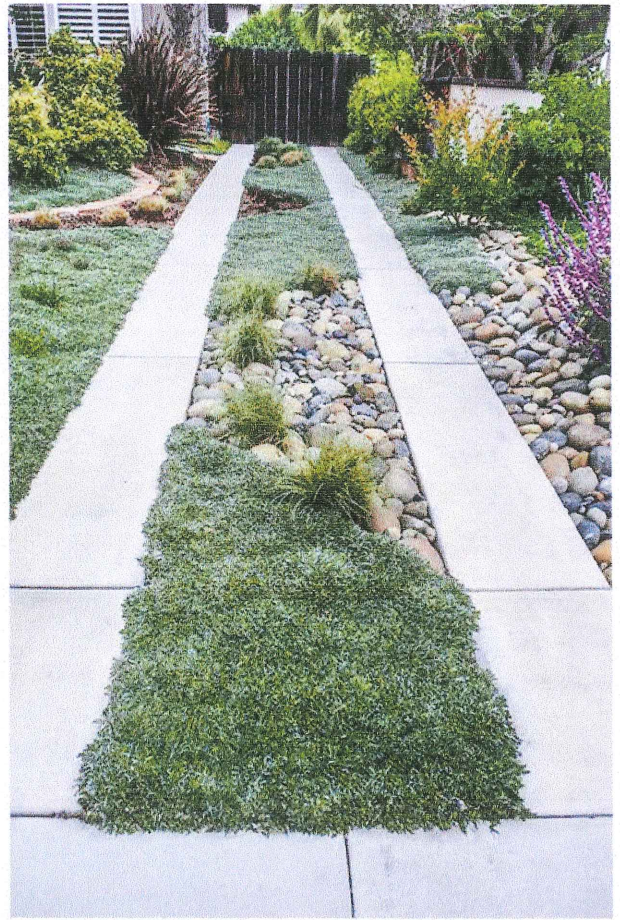
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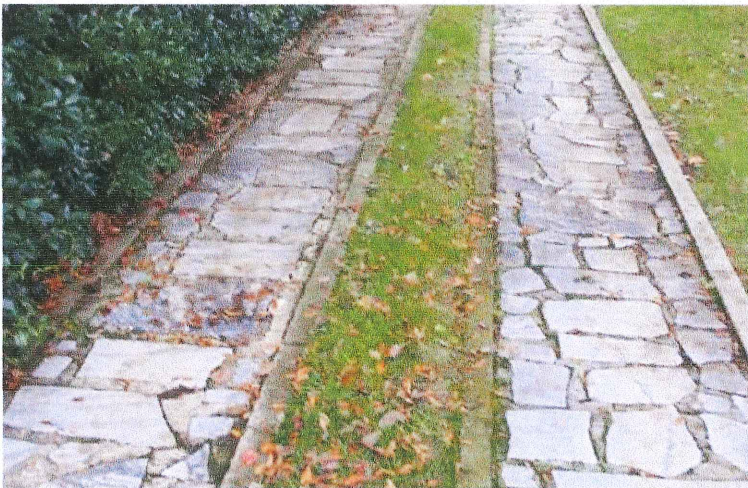
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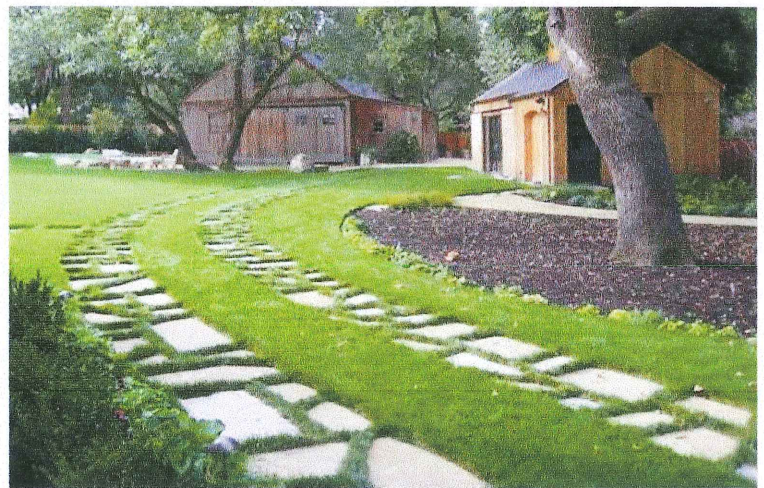
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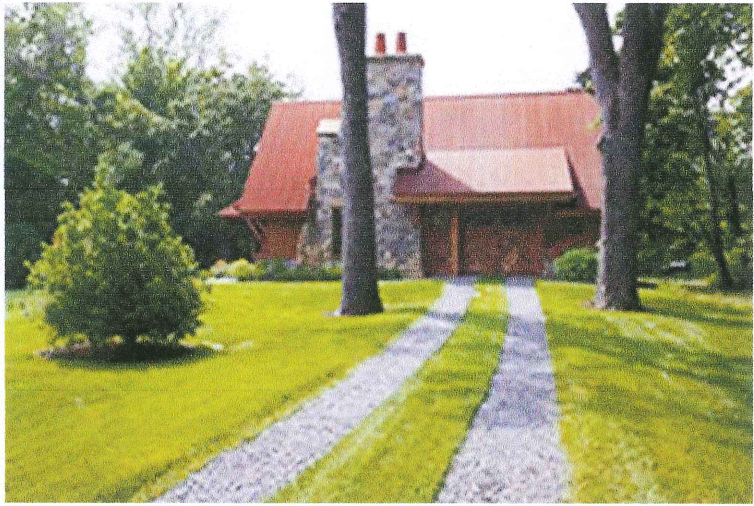
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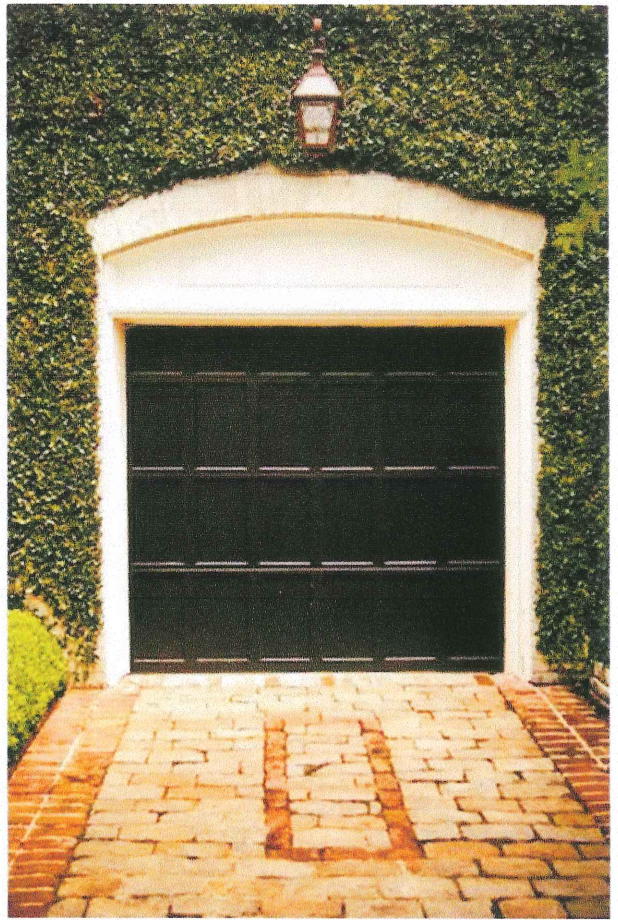
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Ribbon-Driveway-Pavers-grass-Gardenista.jpg



rustic-exterior.jpg



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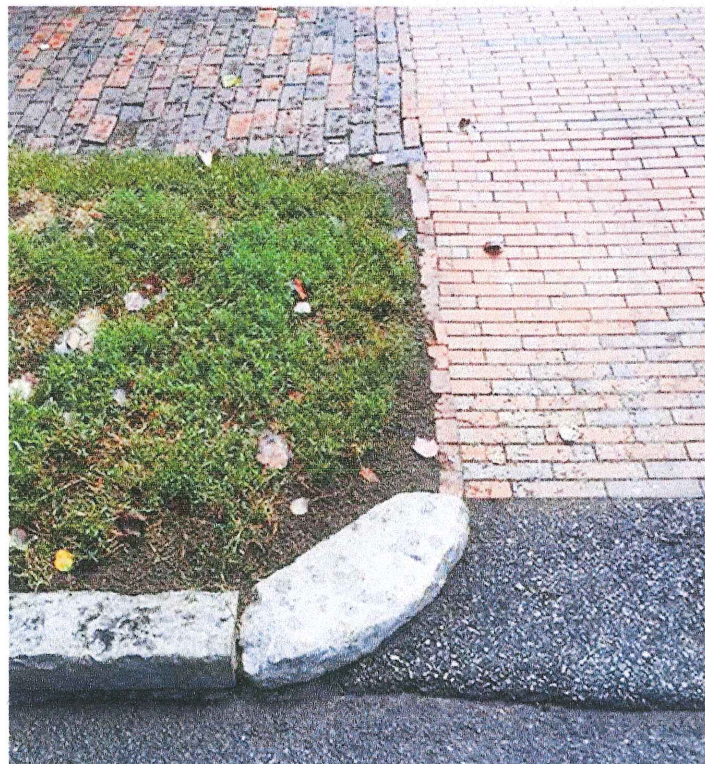


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stone and grass drive.jpg

STYLE OF CURB CUT MORE IN KEEPING WITH THE WEST STREET ROW HOUSES:



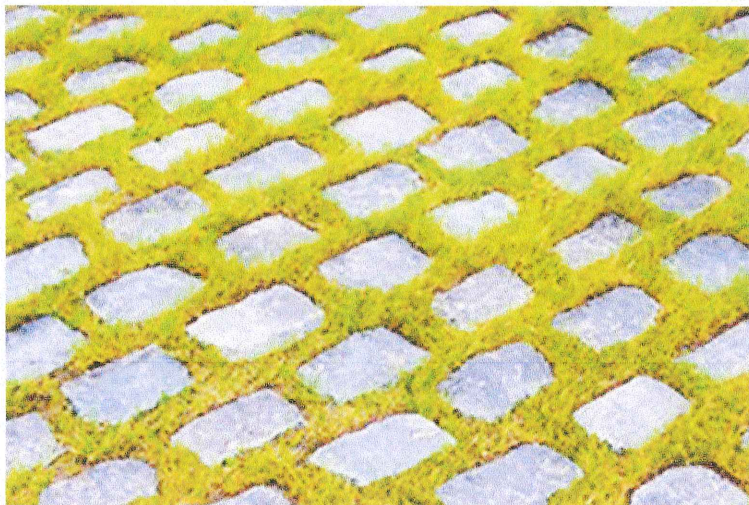
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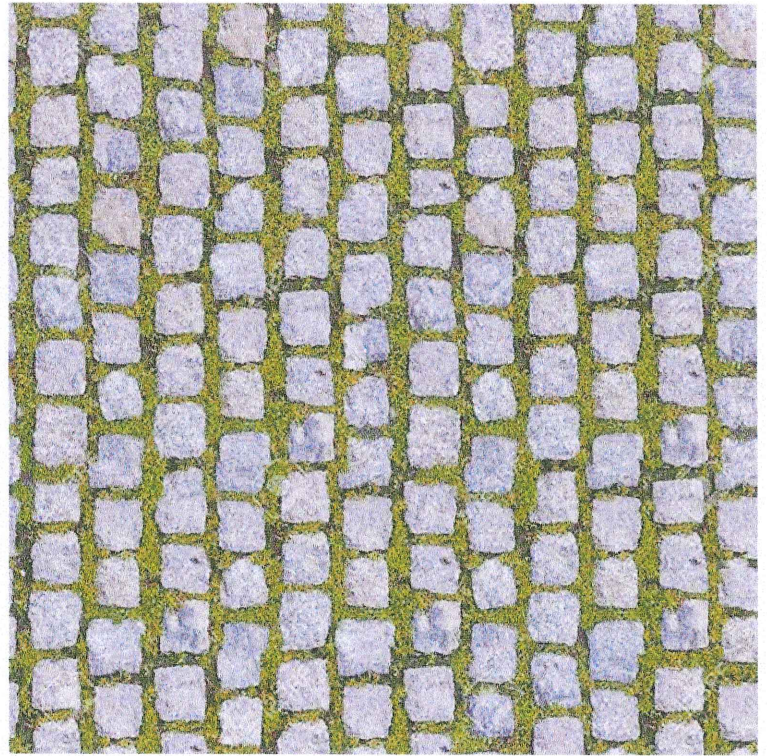
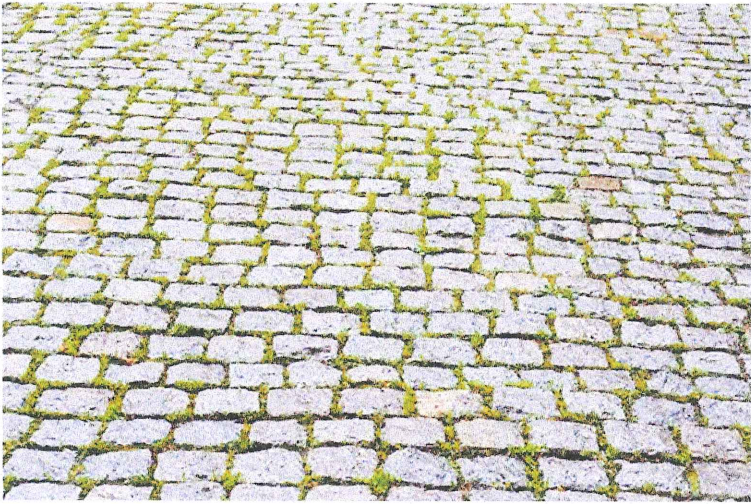
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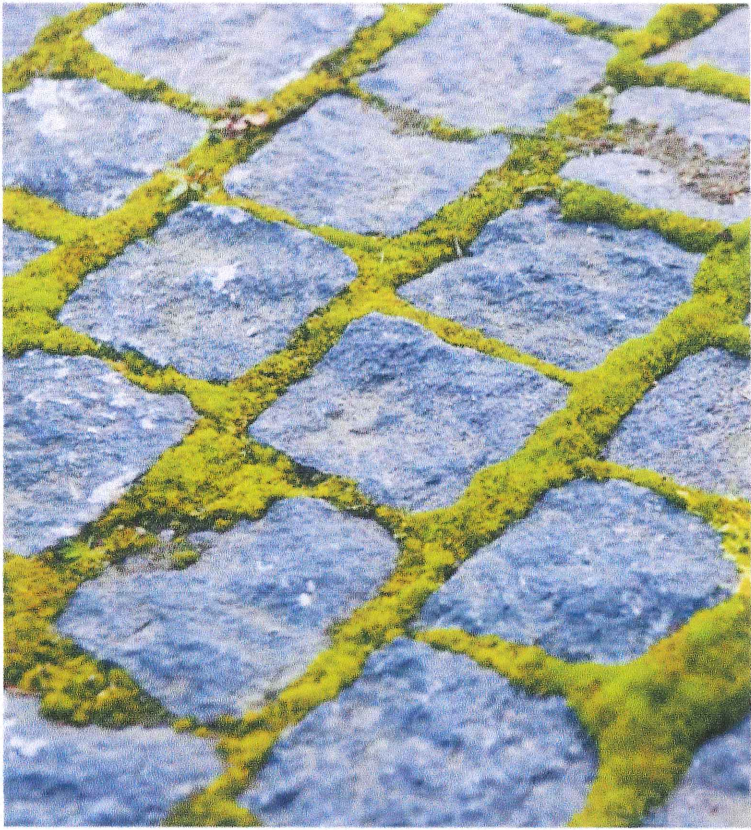


River_Stone1.jpg



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Screen Shot 2015-09-22 at 9.24.25 PM.png

SUPPORTING LETTERS AND DOCUMENTS:

Print Cancel

From: "David Margolis-Pineo" <DMP@portlandmaine.gov>
To: "Chris Ross" <chris@aliceandchris.com>
Cc: "Barbara Barhydt" <BAB@portlandmaine.gov>, "Bob Leeman" <Bob@portlandmaine.gov>, "Carol Merritt" <CAP@portlandmaine.gov>, "Deb Andrews" <DGA@portlandmaine.gov>, "John Low" <JOHN@portlandmaine.gov>
Received-On: 09/22/15 3:56 PM
Subject: Re: 13 West Street - Drive Cut Request
More...

September 22, 2015

Memo To: Christopher Ross
From: David Margolis-Pineo, Deputy City Engineer
Re: Driveway Curb Cut Request for 13 West St

At your request, this memo reaffirms a previous approval from the Department of Public Service for driveway curb cut at 13 West St. The proposed location for this curb cut meets City of Portland code requirements for driveway spacing and distance from an intersection.

You are reminded that the minimum front yard setback is 5' or the average of the existing front yards on either side.

Since this location is within the Historic Preservation District, their approval is required. It is my understanding that approval was denied and you wish to appeal their decision. If your appeal is successful, please contact John Low (653-8064) of this department for assistance in permitting construction.

ROBERT J. O'BRIEN

September 29, 2015

City of Portland
Historic Preservation Board
Portland City Hall, 4th floor
389 Congress Street
Portland, ME 04101

Dear Members of the Historic Preservation Board:

I am writing in support of the proposed curb cut and parking space at 13 West Street. We are neighbors living several blocks up from the property. We ourselves rely on on-street parking for our family's two vehicles, so we understand the parking dynamics in the neighborhood.

With the loss of 58 off-street parking spaces resulting from the development on Carleton Street, there will be new demand for on-street parking on lower West Street and surrounding blocks, especially during designated one-side-only parking nights. Snow ban parking lots are already strained. And I have many times circled the blocks around West and Pine streets searching for a place to park to patronize one of the several businesses there. Even when there are popular events held at Reiche School/Community Center, parking demand gets pushed up to West Street.

I also sympathize with the Ross family's need for close-proximity parking with little children. In our 20's, my wife and I lived on York Street with only street parking and it was manageable then. But now on West Street, we too have little children, and unloading groceries and children in the rain, or moving your vehicles for a snow ban after the children are asleep, are two of multiple challenging scenarios that street-only parking poses to young families. We hope to grow old in this neighborhood, and street-only parking may make that impossible when we're elderly.

These historic houses were intended to be adapted for modern living. On my block, virtually all of the surrounding houses had small garages constructed in the early 20th century to accommodate the arrival of the automobile. The Rosses have shared their draft designs with me for the proposed driveway. To me they seem within an appropriate scale and do not diminish from the street-scape or the historic integrity of the lot. And above all, the proposed work is *reversible* should car storage become superfluous in the future.

To both alleviate the anticipated spike in on-street parking demand on West Street, and to provide for an amenity which makes these buildings viable for young families and the elderly, I encourage you to endorse the Ross' petition to create a parking spot on the side of their house.

Sincerely yours,



Robert J. O'Brien

Dear Deb,

I wanted to take this opportunity to write you in support of the project our neighbors, Chris and Alice Ross, are proposing for their property at 13 West Street. I have reviewed Chris and Alice's proposal to implement a parking space on their side lot. Their plan is very thoughtful and sensitive to the neighborhood. Since they moved to West Street in February 2014 they have singlehandedly brought their home back to life - I know this very well because we share a wall. Alice and Chris are young preservationists who moved back to Maine (where Chris is originally from) after many years in New York City. Before coming to Portland they restored a brownstone co-op in Park Slope to its original glory. They are the most considerate neighbors we have ever had the pleasure of living next to.

Thank you for your review of this letter and for all that you do to keep our neighborhood a lovely place to live. I

Sincerely,

George Silverman
15 West Street
(207) 774-5900

Dear Members of the Historic Preservation Board:

We have been residents at 64 West Street in the West End of Portland since 2008. We have known Chris and Alice Ross since they moved to 13 West Street in February 2014, and consider them to be good friends as well as a valuable addition to the neighborhood. They are warm and friendly people whose commitment to the West End community is evident to all who know them. We ask that you please accept this letter as wholehearted approval of Chris and Alice's plan to add a parking space next to their unit.

Chris and Alice are visual people, being both incredibly talented photographers, with an inherent aesthetic sense. This is apparent in the care they take of their lovely home, and the way they embraced the historical aspects of their townhouse while decorating it. They understand and appreciate the history of the neighborhood, too, and would only propose a modification that is in keeping with the historical integrity of the West End. It is clear from their plan that the project would have minimal impact on the street and result in a very small footprint, both valuable considerations given the amount of change planned for Carleton Street in the near future.

We would be more than happy to offer further insight or support of this plan at any time. Please don't hesitate to contact us.

With our best regards,
Lisa Scali and Chad Vinkemulder
64 West Street