

1. Agenda

Documents: [5-4-16 AGENDA.PDF](#)

2. 136 Commercial Street

Documents: [HP MEMO - 136 COMMERCIAL STREET.PDF](#)

3. 121 Center Street

Documents: [HP MEMO - 121 CENTER STREET.PDF](#)

4. 100 Vaughan Street

Documents: [HP MEMO - 100 VAUGHAN STREET.PDF](#)

5. Fort Gorges

Documents: [HP MEMO - FORT GORGES.PDF](#)

6. 157 Pine Street

Documents: [HP MEMO - 157 PINE STREET.PDF](#)

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

May 4, 2016, 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 APRIL 20, 2016:**

- i. Certificate of Appropriateness for Exterior and Site Alterations; 98 Carroll Street; Patric Santerre, Applicant. *The Board voted 7-0 to approve the application, subject to conditions.*

4. WORKSHOP

- i. Preliminary Review of Proposed Alterations to Rear Addition; 136 Commercial Street; Scott Lindsay, Applicant.

5. PUBLIC HEARING

- i. Certificate of Appropriateness for Comprehensive Exterior Renovation/Building Addition; 121 Center Street; Valerie Levy, Applicant.

Break for Dinner; Meeting Resumes at 6:30 p.m.

6. PUBLIC HEARING continued

- ii. Certificate of Appropriateness for Exterior and Site Alterations; 100 Vaughan Street; Sam and Alexandra May, Applicant.

7. CONSENT AGENDA

- i. Confirmation of Final Plans and Specifications for Fall Hazard Mitigation Improvements; Fort Gorges; Army Corps of Engineers, Applicant.
- ii. Confirmation of Staff Approval for Proposed Site Alterations; 157 Pine Street; Roger and Margot Milliken, Applicant.

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

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

**WORKSHOP
136 COMMERCIAL STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Historic Preservation Compliance Coordinator

DATE: April 28, 2016

RE: May 4, 2016 **Workshop** – Review of alterations to rooftop addition, revised proposal

Address: 136 Commercial Street – Carroll Block

Applicant / Contractor: Scott Lindsay, Carroll Block LLC

Architect: Glenn Harmon, Oak Point Associates

Introduction

Architect Glenn Harmon, representing Scott Lindsay of Carroll Block LLC, has requested a fourth workshop to present revised plans for a second phase of rooftop alterations to 136 Commercial Street. At the April 20, 2016 workshop, the Board provided feedback to several alternative proposals for the 1980's rooftop addition (in addition to proposed storefront alterations.) Members were unanimous in their lack of support for the addition of a sixth floor or loft level, but they expressed a willingness to consider the option that only minimally increased the mass of the existing structure – by extending the middle section of the fifth floor's back wall. During the discussion the Board considered the possibility of introducing a curve to the back wall of this central bay, as a means of softening the visual impact of the addition. On May 4 Mr. Harmon will present just one option that proposes the central bay addition to the fifth floor, with an arc in the rear wall, facing the harbor. The added space would be divided between two residential units that are to be proposed for the fifth floor, once the proposed zoning change to allow the use can be finalized.

With the Board having approved the shed dormer for the front roof of the Carroll Block (February 3, 2016,) and after authorizing staff to complete the review of the positively received storefront improvement proposals (at the last meeting on April 20,) members are being asked for what may be the final workshop session on the last phase of the Carroll Block improvements - the proposal to expand the existing, thirty-year-old rooftop structure at the property. Mr. Harmon has provided floor and roof plans, and elevations and renderings to

illustrate the revised proposal. Details on the new curtain wall and deck railing treatments will be expected when this application comes back to the Board for a public hearing.

Subject Structure

The Carroll Block was built in 1863, a few years after the Thomas Block. Although the property now stands alone with Dimillo's parking lot to the west, the 1924 tax photo shows a connected, smaller building where the parking lot now exists. Ground floor storefronts at the building are framed by a double band of granite at the top and massive pilasters, and filled in with modern windows and doors. On the second, third, and fourth floors of the front facade, six bays of six-over-six double-hung windows have corbeled granite sills and lintels. Unique among Commercial Street roof types, this building has a saltbox roof; the rear slope has stepped rooftop additions constructed in 1982. A mechanicals tower, just visible at a sufficient distance, surmounts these rear roof additions. Also in 1982, the rear wall of the building was completely replaced with a new brick wall and larger, modern windows. The front roof is still roofed with slate, while the rear roof slopes are asphalt. The rear of the property is most visible from the wharves to the south, but the open Long Wharf parking lot belonging to Dimillo's offers good visibility of the western rear roof from Commercial Street, looking from west to east.

Feedback from the April 20th Board Meeting

As noted above, on April 20 the Board was unanimously opposed to Option One, which would add a sixth floor loft area. The simple forms of the existing 80's rooftop structure make several members skeptical of any change to the massing, but all expressed willingness to seriously consider a small expansion at the rear of the fifth floor. During discussion of the latter, some of the Board's comments were (paraphrased):

- The layering, or stepped profile of the rear roof forms is beneficial to its successful design, and that pattern should be maintained.
- In the April 20 drawings, the proposed rear bay on the fifth floor was helped to fit the existing building forms by being slightly lower than the existing fifth floor roof, and by not extending all the way to the rear wall of the fourth floor – a gesture toward layering, following the existing pattern.
- A curved rear wall on the proposed fifth floor center bay might help reduce the apparent mass and soften the visual impact. (Some Board members were not convinced that the curve would make much of a difference to the design, when seen from the ground.)

Though at least one Board member thinks the present form of the rooftop addition is quite successful, and would be best if left as is, the discussion tended to focus on design changes that could make a small fifth floor addition acceptable.

Proposed Scope of Work

The revised proposal for the fifth floor rear bay addition is distinguished from the design shown at the April 20 workshop by its slightly pulled in and curved rear wall. The rear cable

railing is proposed to run continuously behind the wall. As can be seen in the side elevations (Long Wharf and Portland Pier,) the height of the bay is proposed as slightly lower than the roof of the rest of the fifth floor. These two small steps – in footprint and in height – establish the secondary nature of the bay to be added, and alter the apparent mass considerably, compared to earlier iterations that maximized the space.

Note that the existing pipe railings on all decks are proposed to be replaced with cable rails, despite outdated notes on the drawings that speak of enclosing the decks and removing the railings. Details on the railings, as well as on the curtain wall and window specifications will be provided for a future public hearing. The two residential units to be proposed for the fifth floor will also have new windows in the front wall of the Commercial Street dormer that was approved by the Board on February 3, 2016.

Staff Comments

Though distance and height may mean that adding a curve to the back wall of the proposed rear bay makes a subtle difference in the appearance of the roof addition, staff believe it is worth serious consideration. Given that the Board has expressed a reluctance to approve any significant increases to the mass and visual impact of the existing roof top addition, the curved wall and small steps down in size give this current proposal the potential to add a small amount of useful, attractive living space with minimized visual impact.

In anticipation of the roof top alterations coming back to the Board for a public hearing, the members may wish to take the opportunity provided by this workshop to comment on the proposed curtain wall and railing treatments. Feedback on what might be the most compatible finished look could be helpful to make the final submission a successful, non-distracting design for the Carroll Block.

Applicable Review Standards

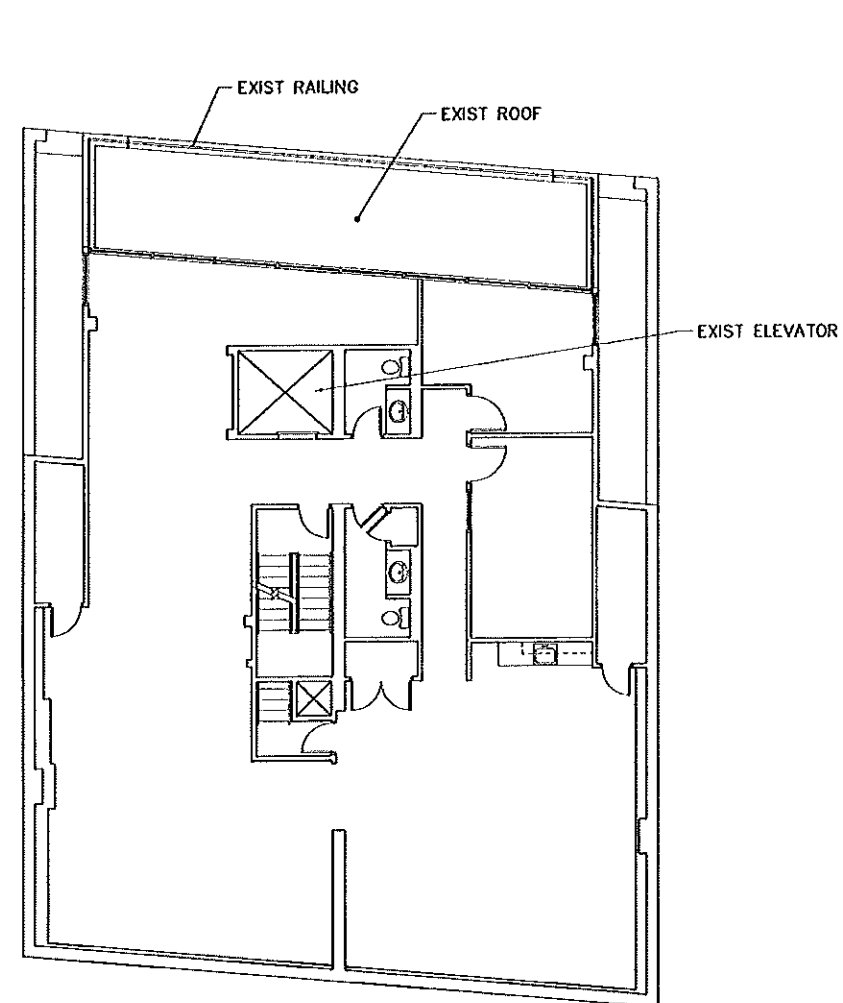
- (1) Every reasonable effort shall be made to provide a compatible use for the property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.
- (2) The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.
- (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.

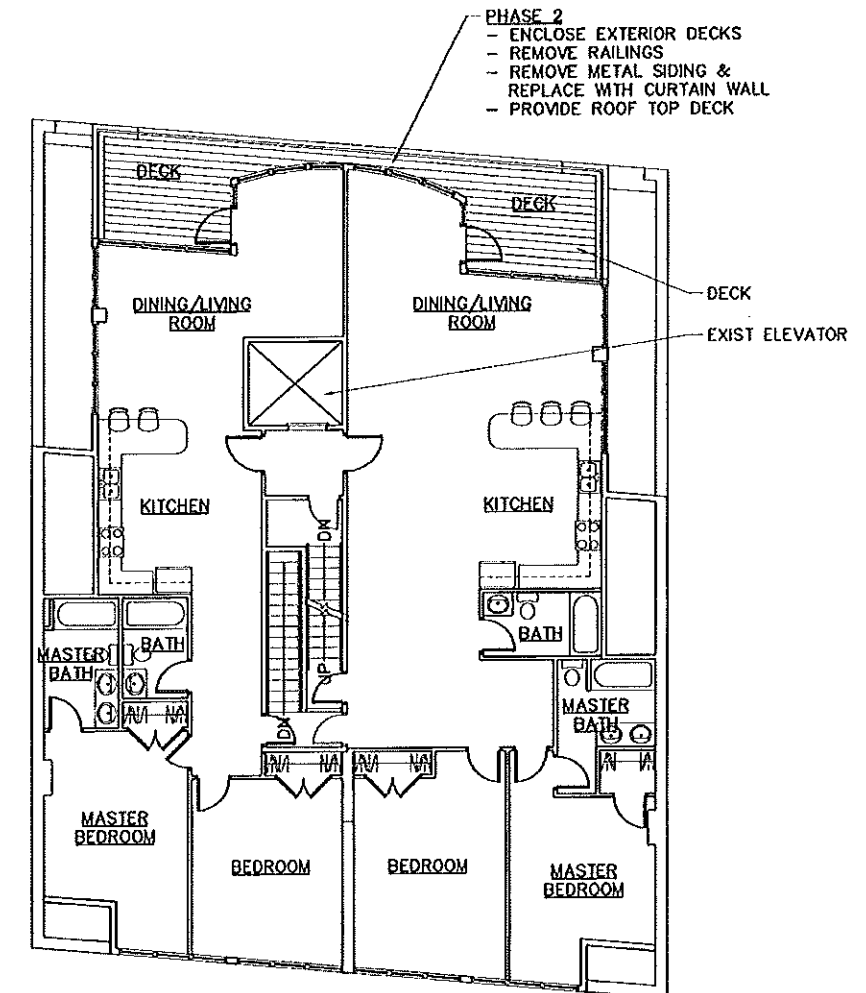
- (10) Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.

Attachments:

1. Architect's revised plans, elevations and renderings for the rooftop addition



EXISTING 5TH FLOOR PLAN



PROPOSED 5TH FLOOR PLAN

Carroll Block - Portland, Maine

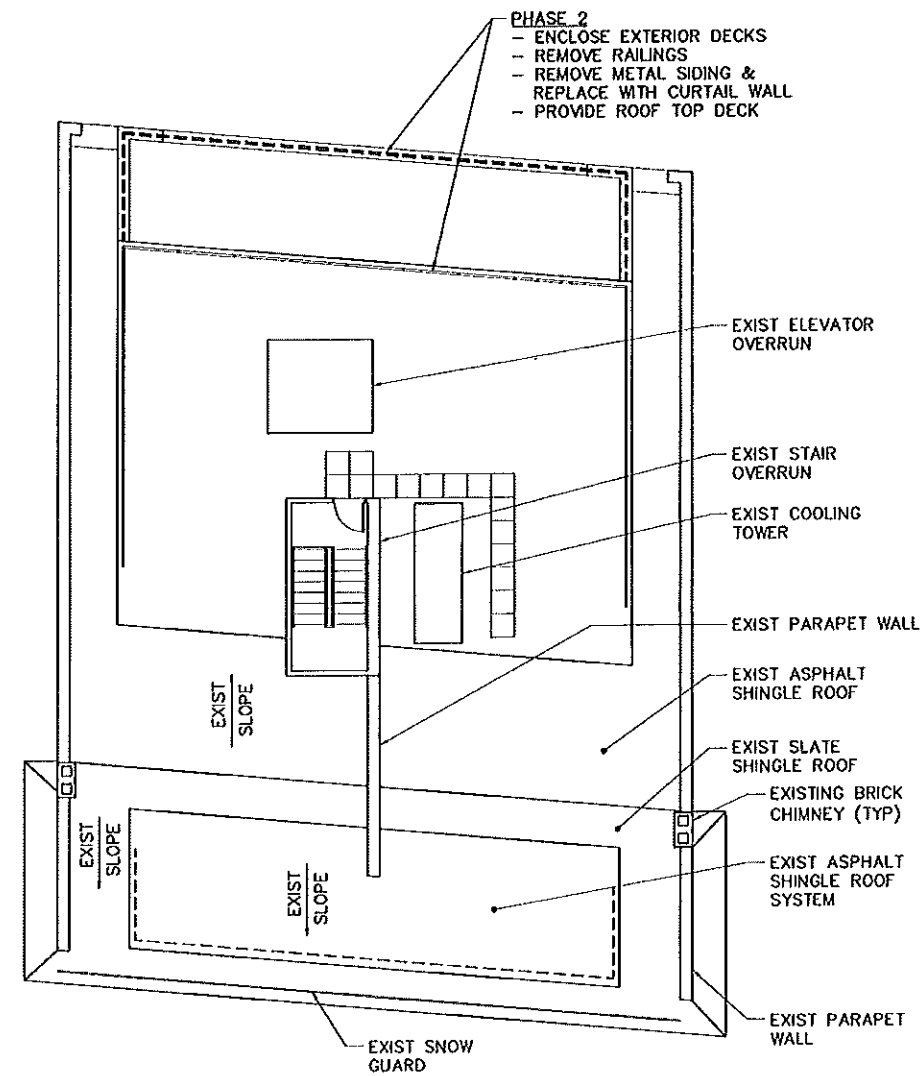
5th Floor Plans - Phase Two

April 27, 2016

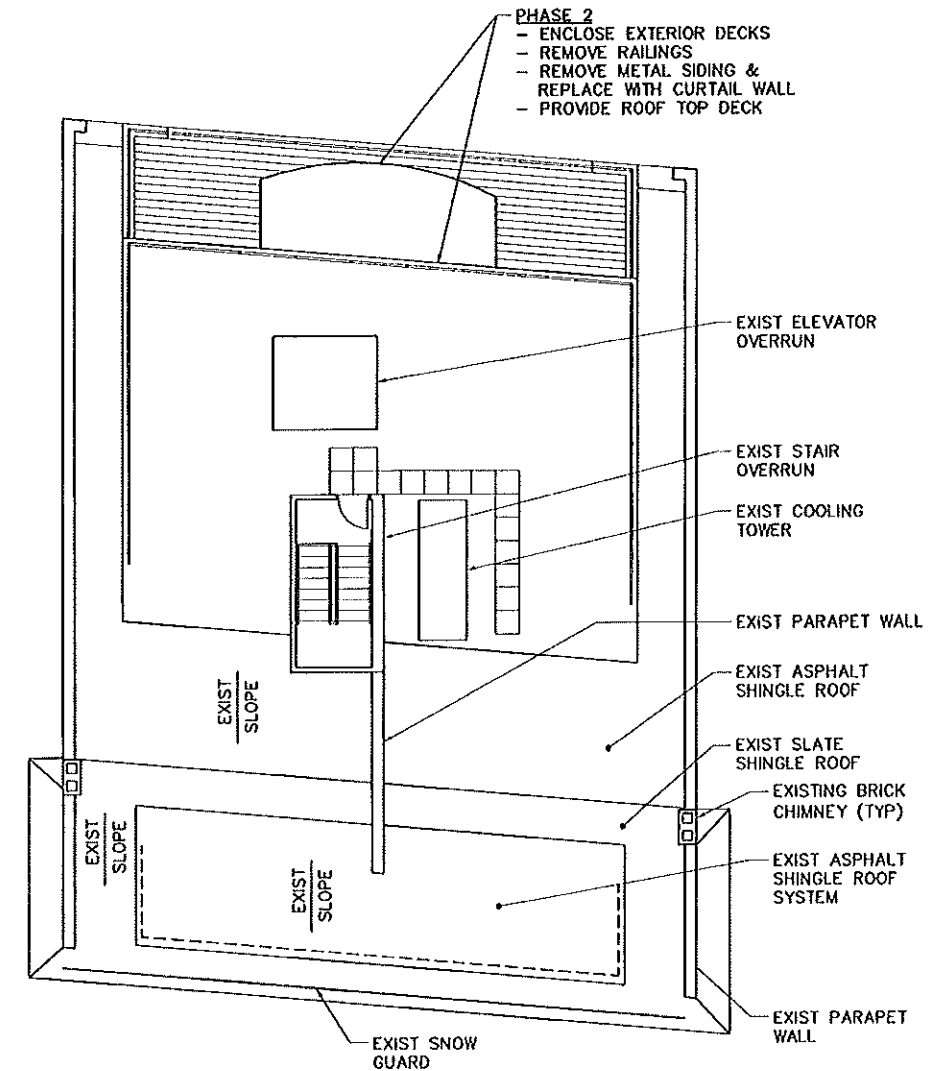
OAK POINT
ASSOCIATES



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EXISTING ROOF PLAN



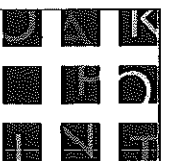
PROPOSED ROOF PLAN

Carroll Block - Portland, Maine

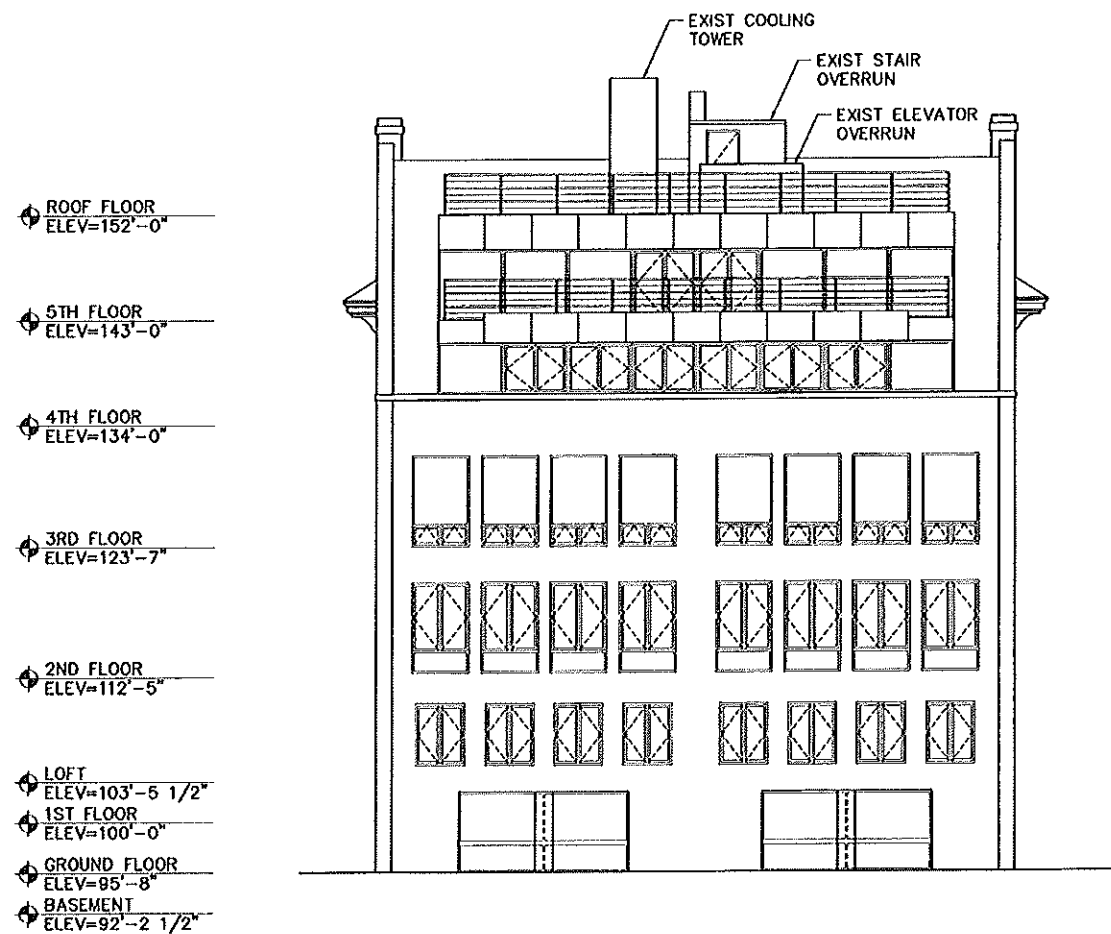
Roof Plans - Phase Two

April 27, 2016

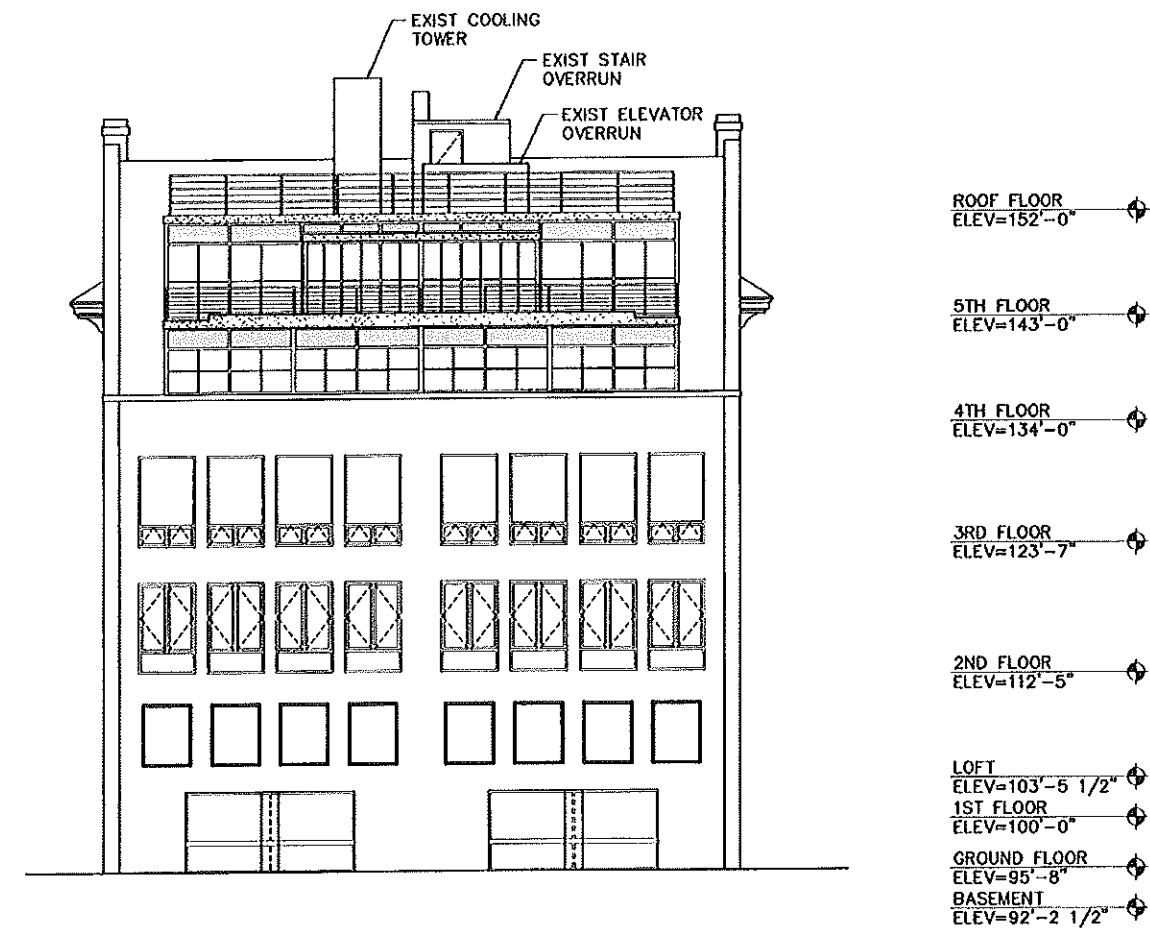
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EXISTING HARBOR VIEW ELEVATION

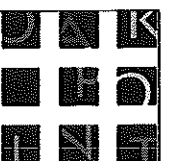


PROPOSED HARBOR VIEW ELEVATION

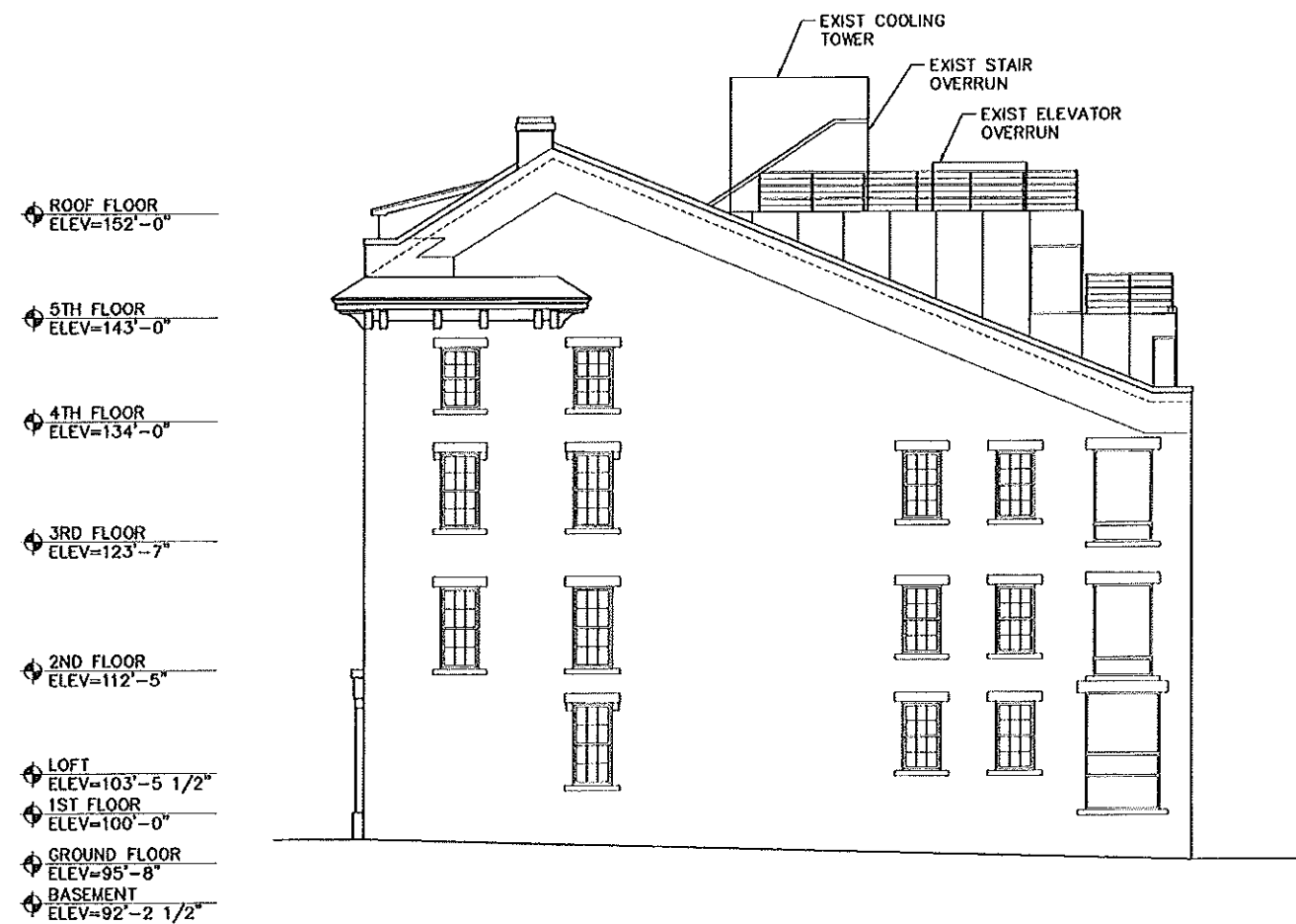
Carroll Block - Portland, Maine **Harbor View Elevations - Phase Two**

April 27, 2016

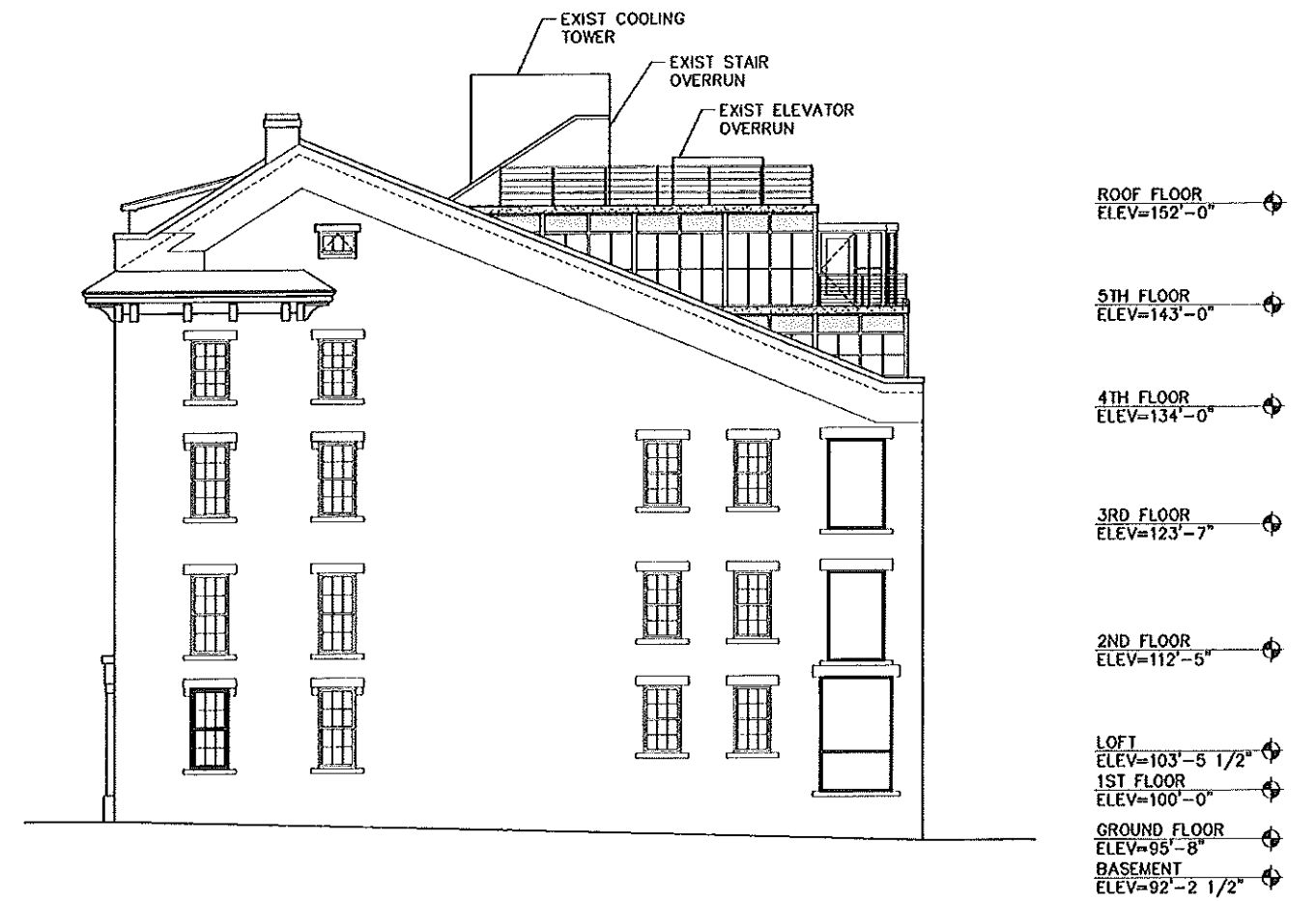
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EXISTING LONG WHARF ELEVATION



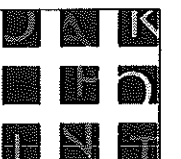
PROPOSED LONG WHARF ELEVATION

Carroll Block - Portland, Maine

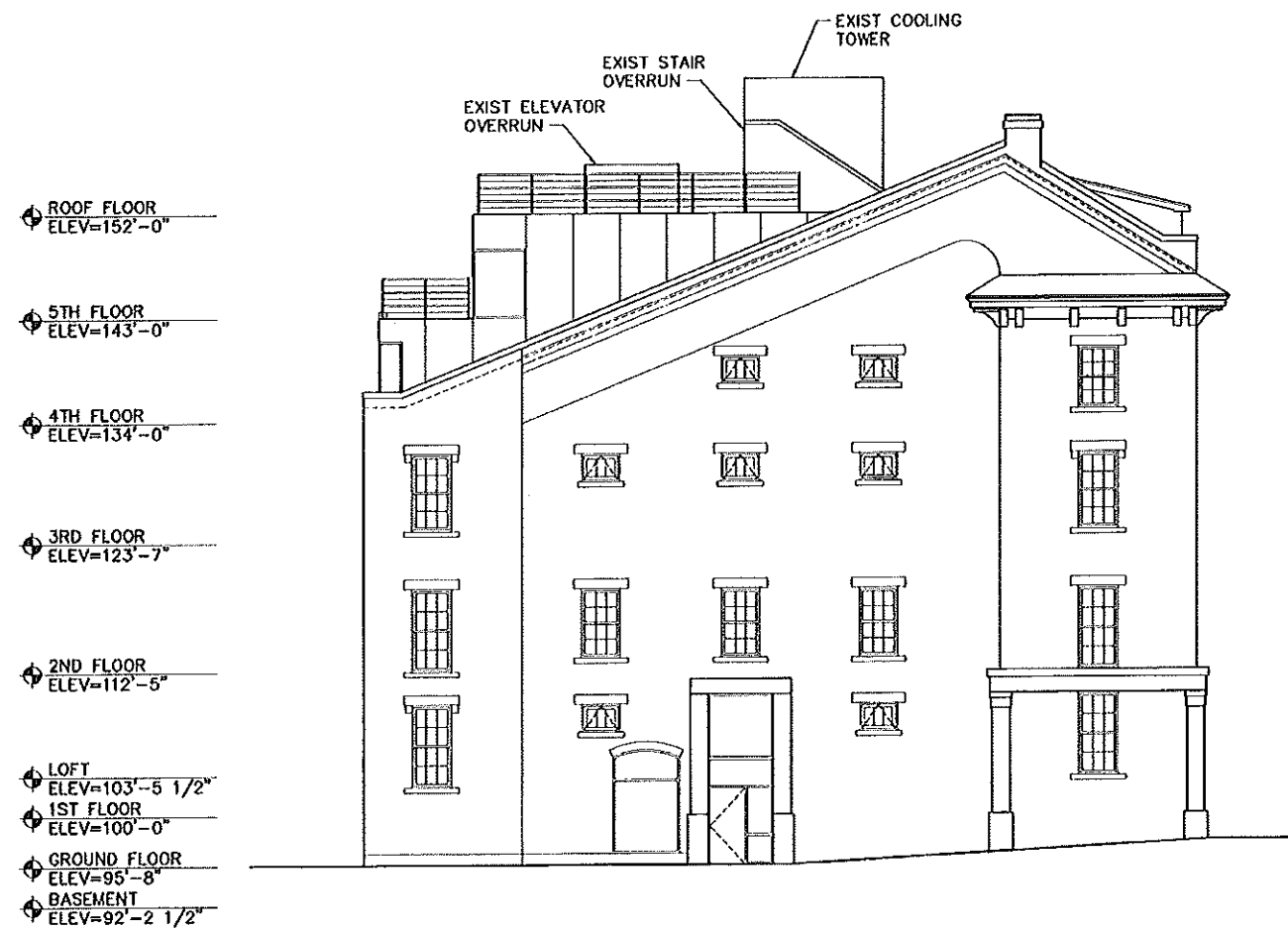
Long Wharf Elevations - Phase Two

April 27, 2016

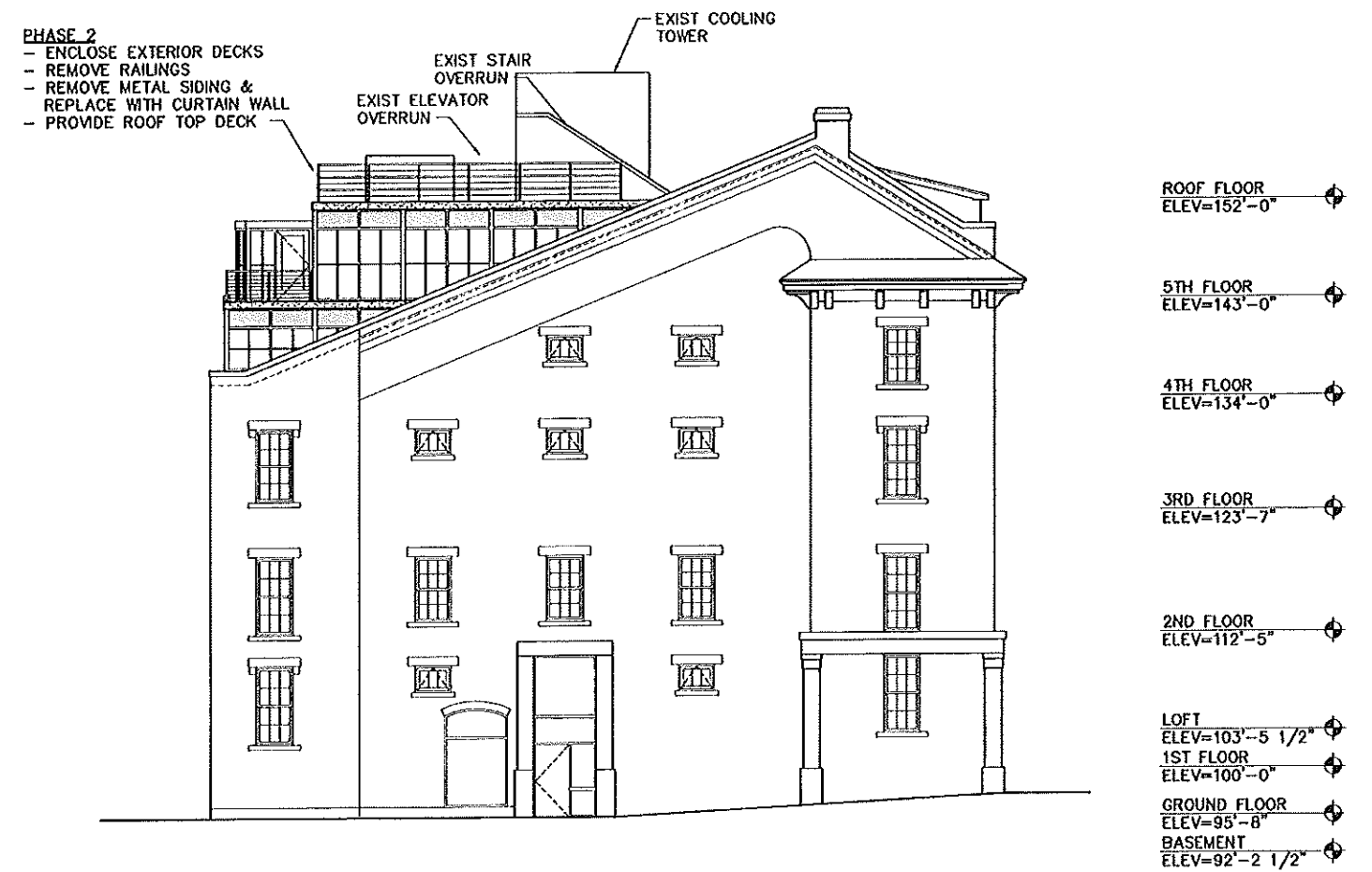
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EXISTING PORTLAND PIER ELEVATION



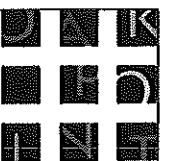
PROPOSED PORTLAND PIER ELEVATION

Carroll Block - Portland, Maine

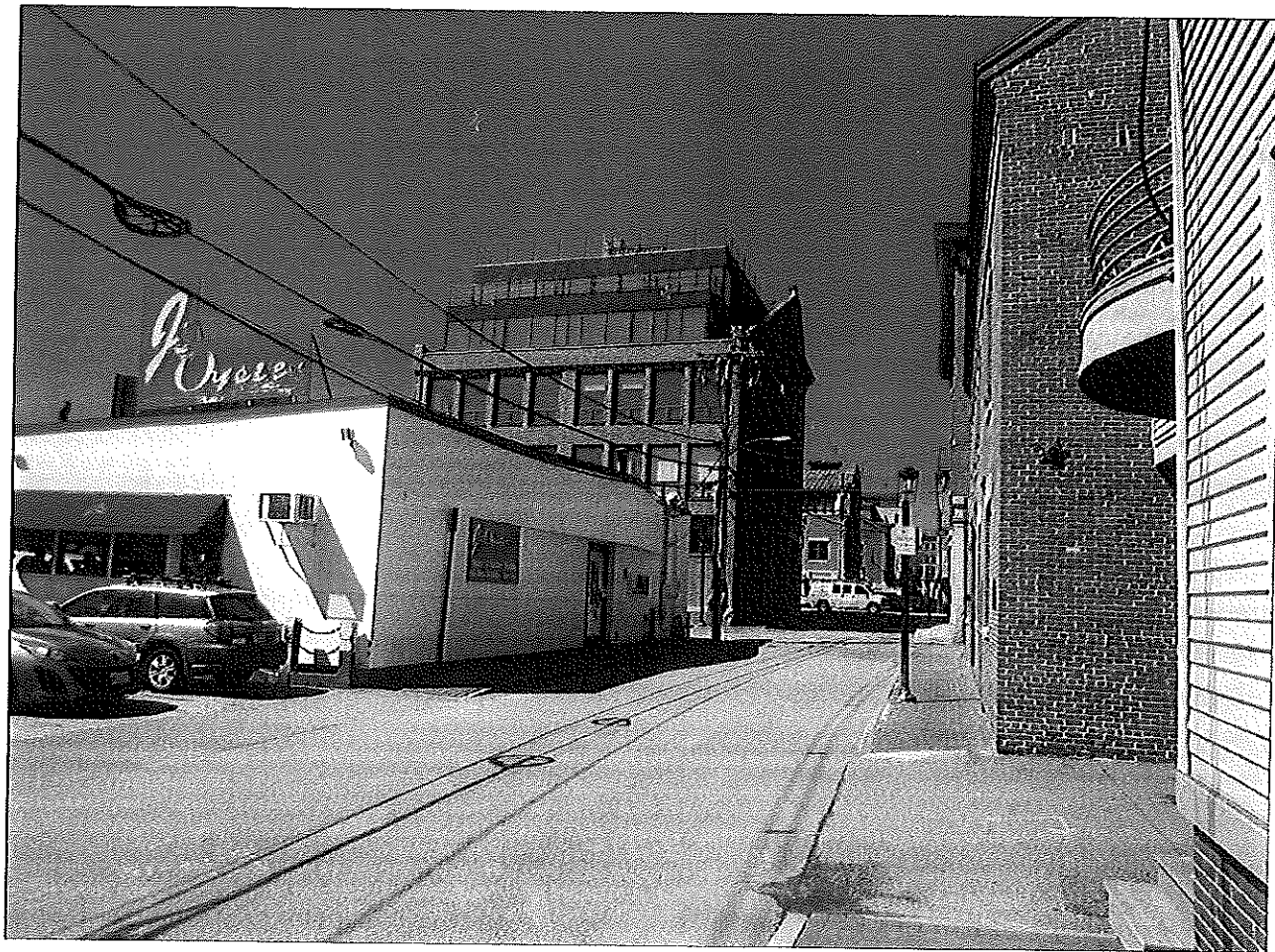
Portland Pier Elevations - Phase Two

April 27, 2016

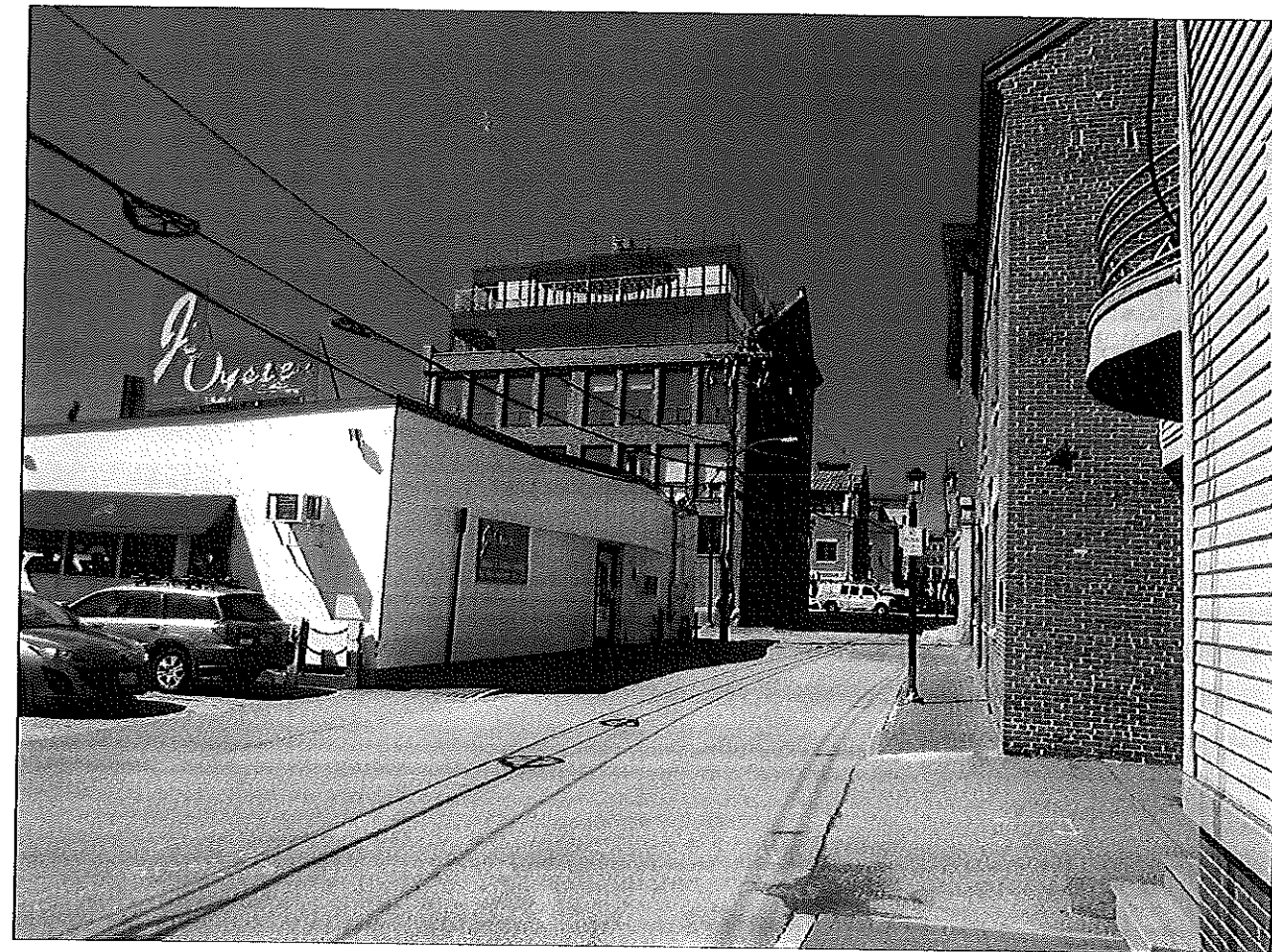
OAK POINT
ASSOCIATES



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EXISTING HARBOR VIEW PERSPECTIVE



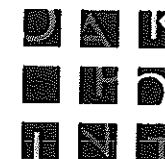
PROPOSED HARBOR VIEW PERSPECTIVE

Carroll Block - Portland, Maine

Perspectives - Phase Two

April 27, 2016

OAK POINT
ASSOCIATES



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

**PUBLIC HEARING
121 CENTER STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: April 28, 2016

RE: May 4, 2016 **Public Hearing**

Application For: Certificate of Appropriateness for Comprehensive Exterior
Renovation and Building Addition

Address: 121 Center Street

Applicant: Valerie Levy

Architect: Jocelyn Boothe, WBRC Architects

Introduction

Following two preliminary review sessions, architect Jocelyn Boothe is returning to the Board seeking final review and approval of a proposal for the comprehensive renovation and expansion of the Asylum building at 121 Center Street. (The two workshops were in addition to two previous workshops on another, smaller-scale renovation proposal. The project was subsequently revised due to desired programmatic changes.) The current proposal calls for expansion of the existing performing arts venue to accommodate ---- seats and recognification of interior spaces to provide more flexibility in terms of accommodating different types of events.

The existing structure, built c. 1960 and located at the northeast corner of Center and Free Street, is classified as a “noncontributing” structure in the Congress Street Historic District. Accordingly, the renovation is reviewed under the standards for review of noncontributing structures as well as the standards for review of new construction given the fact that the renovation represents a wholesale redesign of the building exterior.

Enclosed for the Board’s review is a comprehensive submission prepared by the project architect. Based on the Board’s response to the design proposal presented at the April 20 workshop, the enclosed submission reflects relatively minor adjustments and refinements of detail. The changes are highlighted in the applicant’s submission.

Summary of Board Comments at 4/20 Workshop

The Board expressed general support for the design as revised in response to comments at the first workshop. Board members noted that both the material palette and façade compositions had been distilled and simplified, something that this particular design approach necessitated. Although the Board was generally favorable towards the direction the design was taking, they identified several issues for further consideration:

- Glazing on Free Street façade. Board members questioned whether the glass would be tinted and what level of reflectivity it might have. Applicant to address these questions and provide a sample for the public hearing.
- Visual effect of Free Street screen at night. Board members noted that the large glazed screen on Free Street would not read as consistently during evening hours as portrayed in the drawings presented, especially given the disparate conditions immediately behind the glass. While the revised design proposal resolved this issue in terms of the addressing divisions across the *width* of the glass screen, horizontal divisions would likely still be evident. The project architect was encouraged to explore interior lighting solutions or a revised mullion pattern to address this potential disparity.
- Shift in Center Street wall plane. Due to the fact that the existing Center Street wall encroaches 4 inches beyond the applicant's property line, it is likely that the rebuilt portion of the wall will need to be pushed back 4 inches. Board members expressed a preference for keeping a continuous wall plane, given the simple geometry of the building design, but appeared to accept this change if necessary. However, Board members did not support running a vertical light strip to mark this shift in wall plane.
- Treatment of Center Street entrance canopies. Some Board members questioned why the height of the canopies at the Sports Bar entrance and main entrance were not consistent. Rather than featuring a lower canopy over the Sports Bar entrance, Board members suggested that another device be used to create a hierarchy between entrances.
- Provision for graffiti on Lancaster Lane. Ms. Boothe indicated that the applicant wanted to provide for graffiti on the Lancaster Lane elevation and was undecided as to whether it would be confined to panels within former window openings or across the entire elevation. Some board members expressed a preference for confining the graffiti to the former openings. Related to this issue, there was a question as to whether lighting on this façade should be continuous, as shown, or limited to a series of individual downlights.
- Signage. Recognizing that the signage depicted in the submitted drawings was shown for the purposes of indicating general placement, scale and character and that the applicant was still considering a final signage solution for the venue, Board members indicated that they did not support signs of the scale, placement and character suggested

in the drawings. As one Board member noted, the fact that the building itself will be strikingly distinctive for its context needs to be taken into consideration when developing a signage solution for this project. Signage which is generally in keeping with the range of sign solutions exhibited in the Congress Street Historic District will help integrate the building with its surrounding context. Board members suggested that if the applicant wants to pursue a novel signage solution for the building, it would need to be architecturally integrated.

Final Design Revisions, Staff Comment

The cover page of the final submission identifies the design revisions made since the last workshop, which are minimal. On Wednesday, Ms. Boothe will likely elaborate on the changes made in response to Board comments and discuss why some suggestions were ultimately not pursued.

Ms. Boothe indicates in her narrative that the owner has been working on a specific signage proposal which they are prepared to present at the meeting. Given the fact that the Board will be seeing the proposal for the first time and that it was not included in materials available in advance of the meeting, staff suggests that final consideration of signage be tabled to a subsequent meeting. Alternatively, the Board could provide direction to staff to finalize the sign review based on Board comments on the proposal presented.

Applicable Review Standards

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

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

Sec. 14-652.5 Standards for review of construction

The following is excerpted from the Historic Resources Design Manual's chapter on new construction:

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 with 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
Width
Proportion of principal facades
Roof shapes
Scale of the structure

Composition of Principal Facades

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

Relationship to the street

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

Sec. 14-652.5 Standards for Review of Signage.

In considering an application for a certificate of appropriateness involving the installation or modification of sign(s), including awning(s) which incorporate signage, the historic preservation board and planning board shall apply the following standard:

Signs shall be compatible with the subject building and its surrounding context as detailed in the signage design guidelines included in the Historic Resources Design Manual. If there is a conflict between this standard and the requirements of Division 22 (signs) of the Land Use Code, the stricter shall apply.

Excerpts from Signage Guidelines in Historic Resources Design Manual:

A. General Design Concerns

- i. Signage on all buildings, historic and contemporary, should be carefully considered, taking into account the scale, character and design of the subject building and its surrounding context.
- iv. In a downtown setting, the design of signage should be oriented and sized to reflect the nature of movement around the building, with an emphasis primarily on the pedestrian and slow-moving traffic.

B. Size

- i. The size of signs and individual letters should be at an appropriate scale for pedestrians and slow-moving traffic. Except in unique circumstances, projecting signs should not exceed 16 square feet, on the first floor level.

C. Placement and Location

- v. Generally, the placement of signage should occur below the sill of the second story windows. Placement elsewhere on a building may be considered under the following circumstances: a) where the design of the base portion of the building establishes some higher point as an appropriate location; b) where unusual site characteristics exist; or c) where the proposed signage exhibits exceptional design merit and is integrated into the design vocabulary of the subject building.

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the May 4, 2016 public hearing and information included in the accompanying staff report, the Board finds that the proposed exterior renovation and expansion of 121 Center Street **meets (fails to meet)** the historic preservation ordinance review standards for review of alterations to noncontributing structures and standards for review of new construction (subject to the following conditions.....).

Attachments:

1. April 27, 2016 submission

121 CENTER STREET

CERTIFICATE OF APPROPRIATENESS
APPLICATION PUBLIC HEARING
APRIL 27TH, 2016



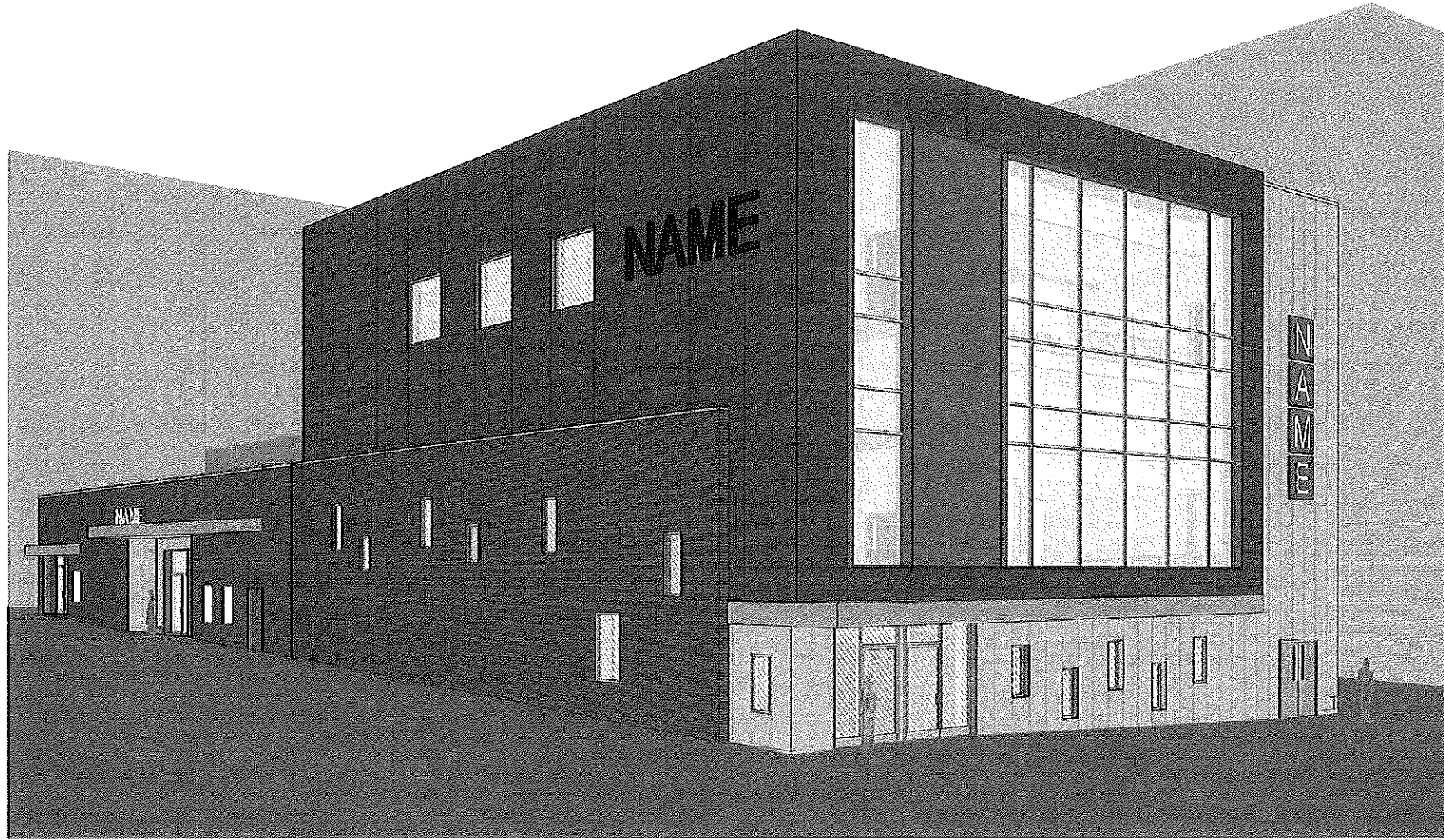
At the previous Historic Board workshop session (April 20th) the design was generally approved and it was determined that the project was ready to go to a public meeting. Changes which have been made to address the board's comments include reducing the size of the sports bar canopy, removing the vertical element from the main entry at the 4" step in the wall, and proposing a finish on the limestone with slightly more texture. Per board comments, the architect reviewed a number of mullion and glazing options on the Free Street curtainwall façade. After careful review, and re-rendering the night time views more accurately for possible lighting situations, it is the opinion of the team that the curtainwall is best designed as is, without adding extra elements. The main outstanding item which needed to be addressed is the exterior building signage. The owners and architect have worked with a branding company, and have a signage package ready to present.

As a whole, we believe that this simplified and unified design will positively add to the neighborhood. We appreciate your time and look forward to your feedback.

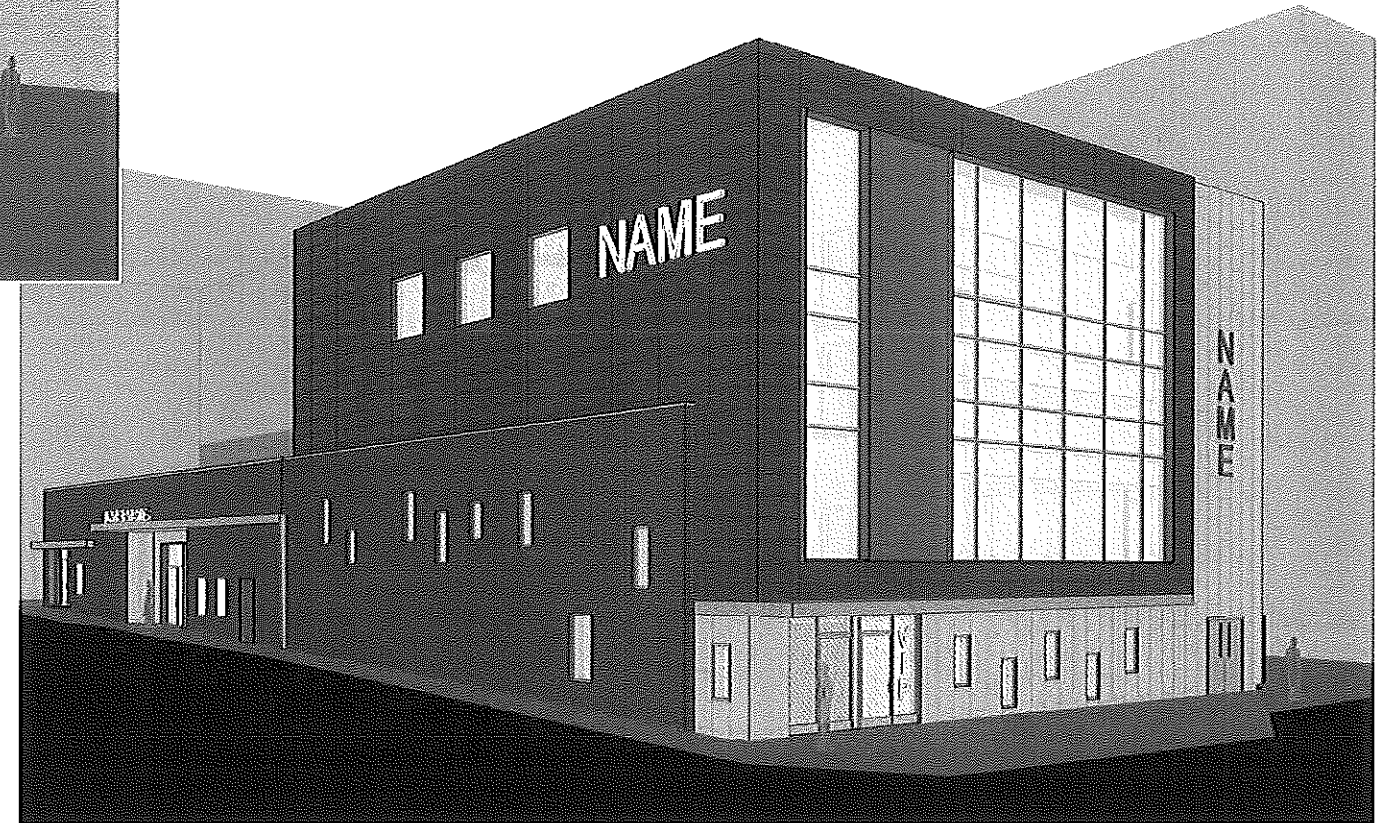
PROJECT UPDATE

121 Center Street - Event Space Renovation

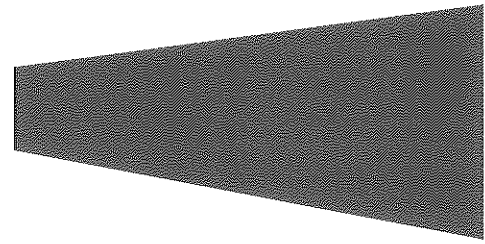
April 27th, 2016



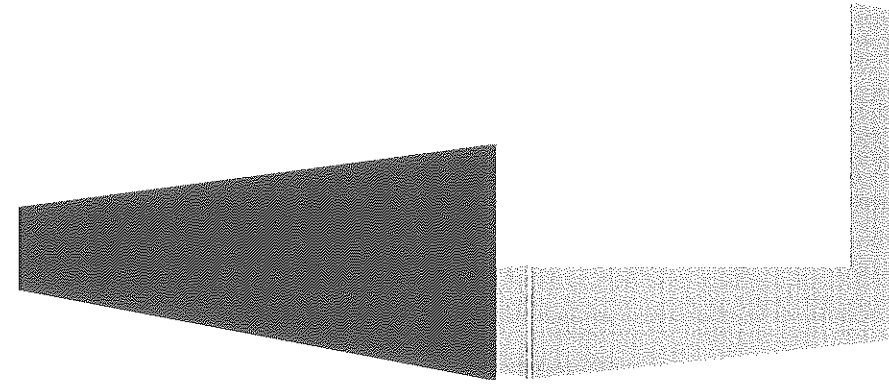
CURRENT EXTERIOR DESIGN



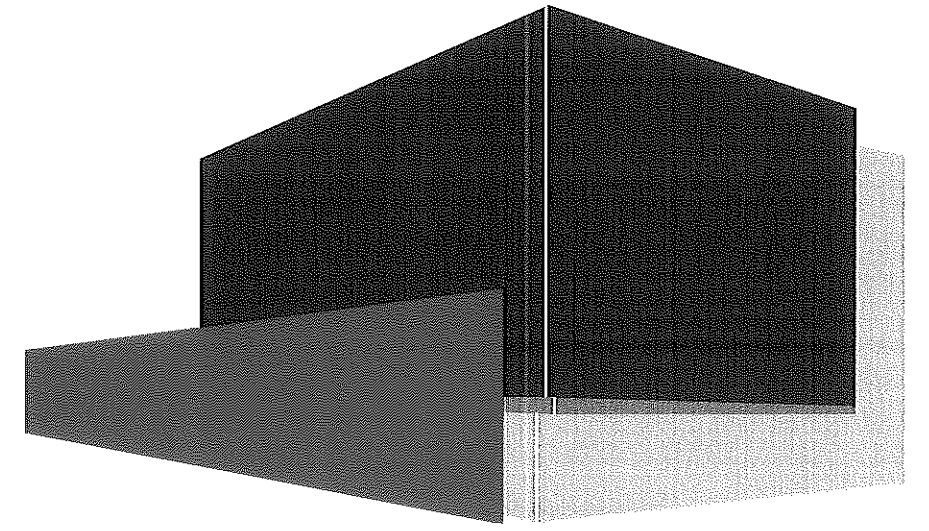
PREVIOUS EXTERIOR DESIGN



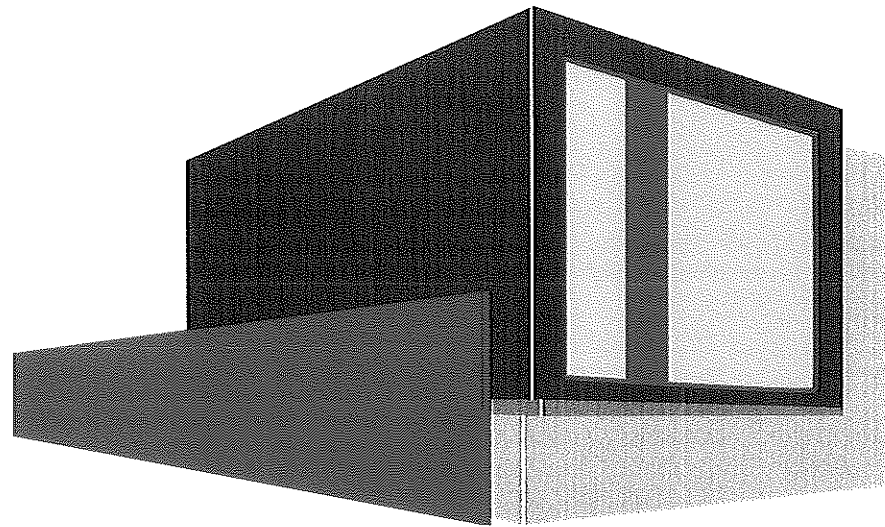
1 Strong Existing Masonry Base



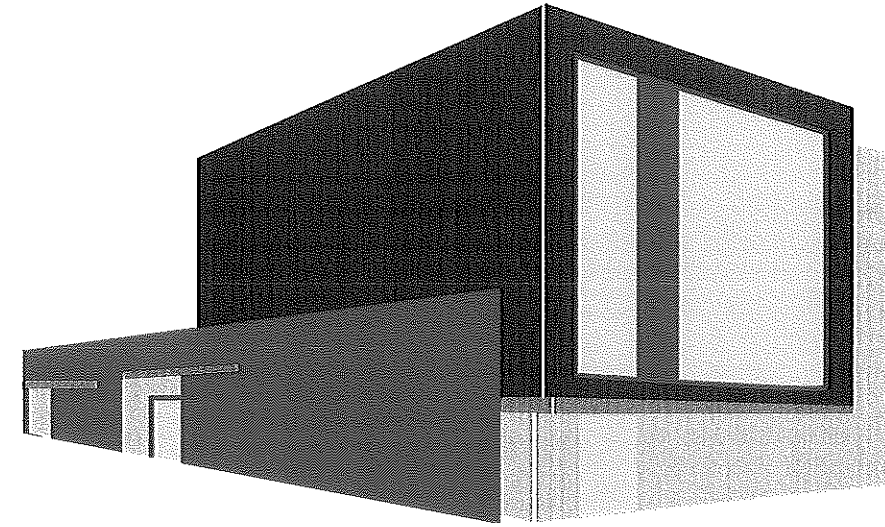
2 New Masonry Connection to Site and Adjacent Structure



3 Exterior Expression of Event Space Program



4 Lens to Event Space Program



5 Uniform Expression of Public Entries

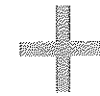
DESIGN CONCEPT

121 Center Street - Event Space Renovation

April 27th, 2016



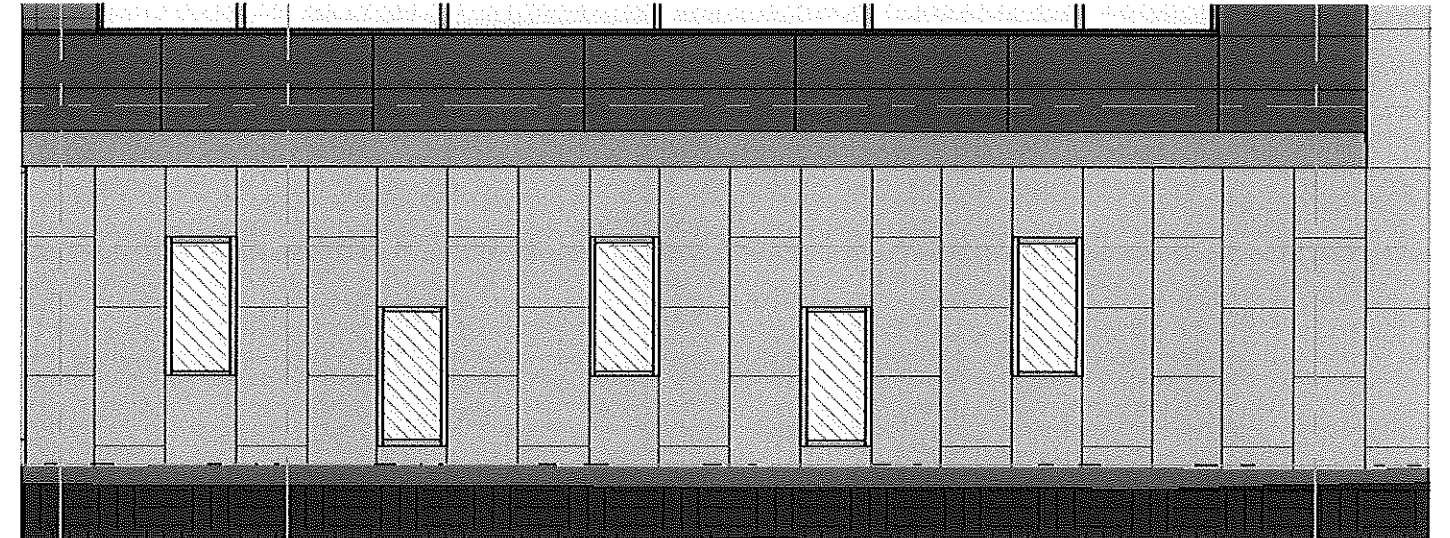
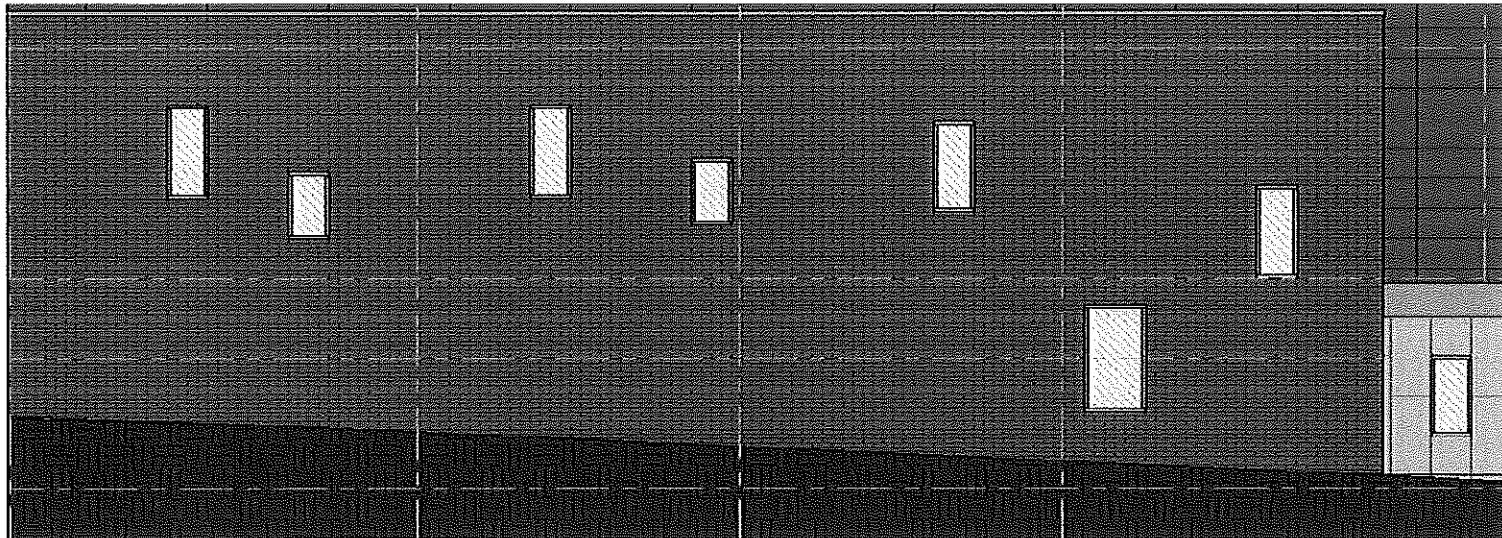
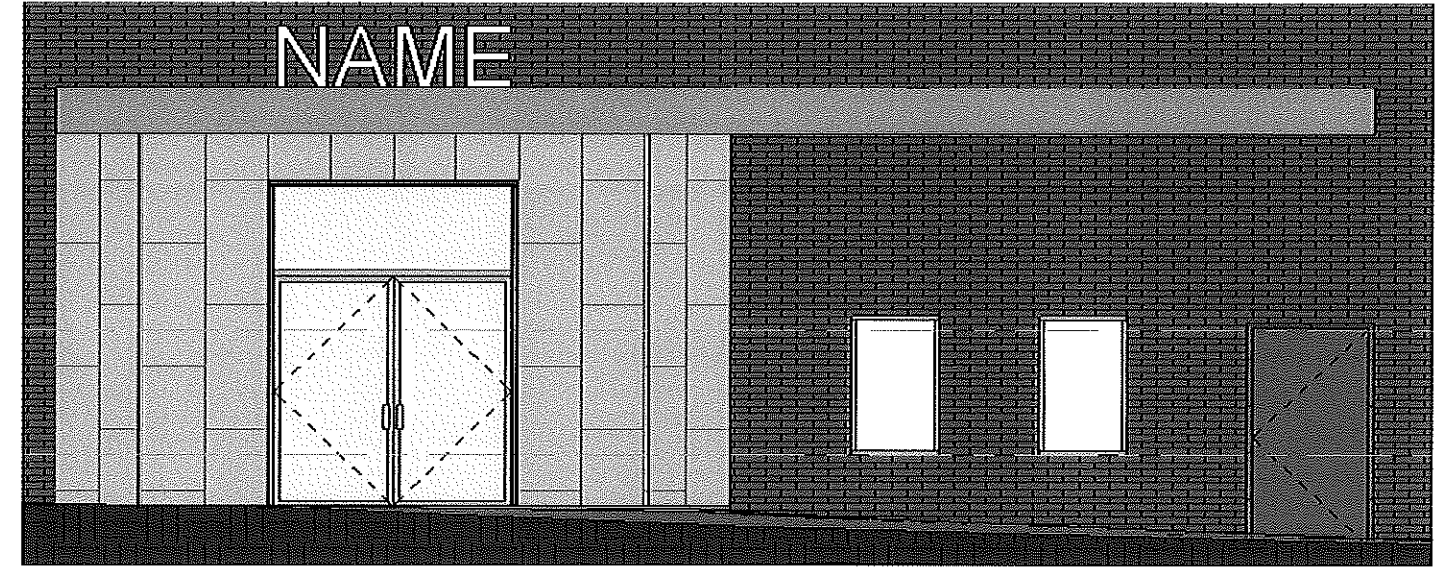
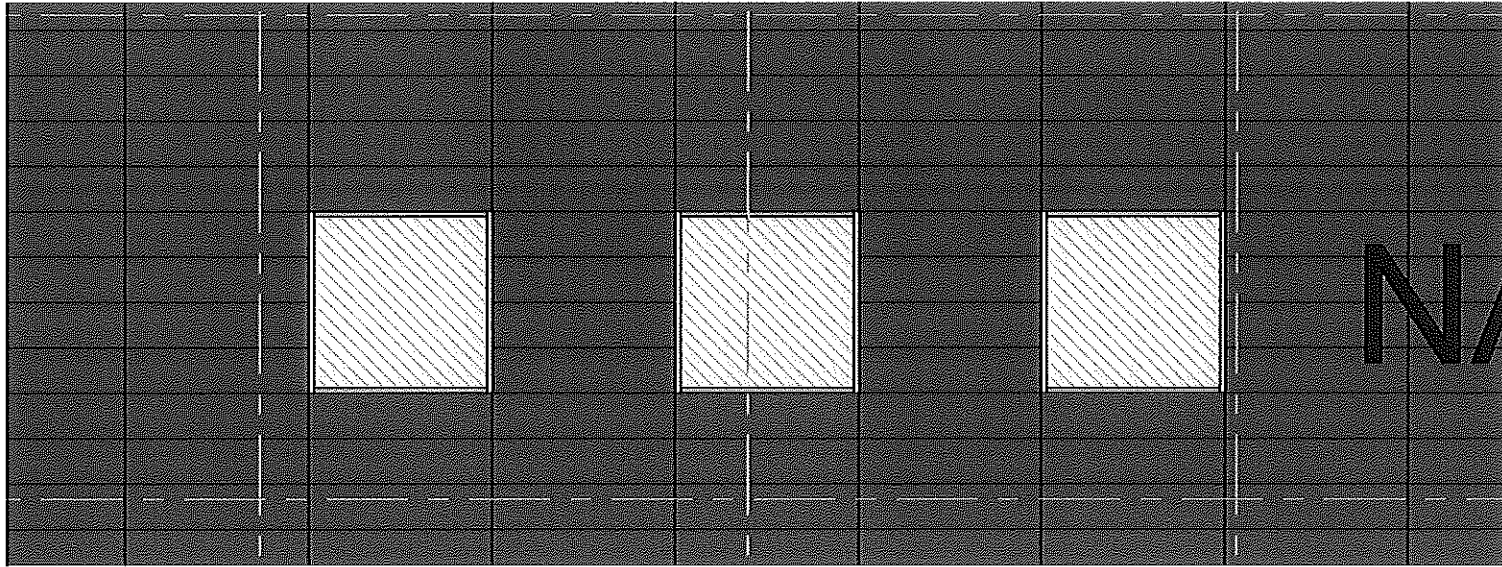
MUSICAL FREQUENCY AND MOTION



ARCHITECTURAL RHYTHM

DESIGN CONCEPTS

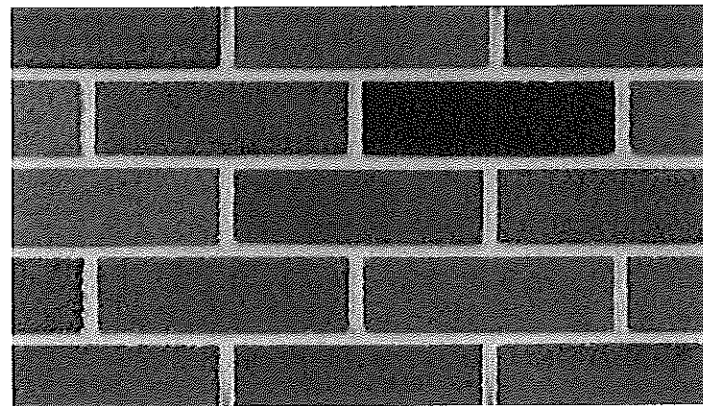
Frequency graphic by Kennet Holivia
Column Image from <http://marlenmartinez.pbworks.com/w/page/87665365/Rhythm>



DESIGN CONCEPT ELEMENTS - MOVEMENT AND PATTERNS

121 Center Street - Event Space Renovation
April 27th, 2016

TYPICAL BRICK

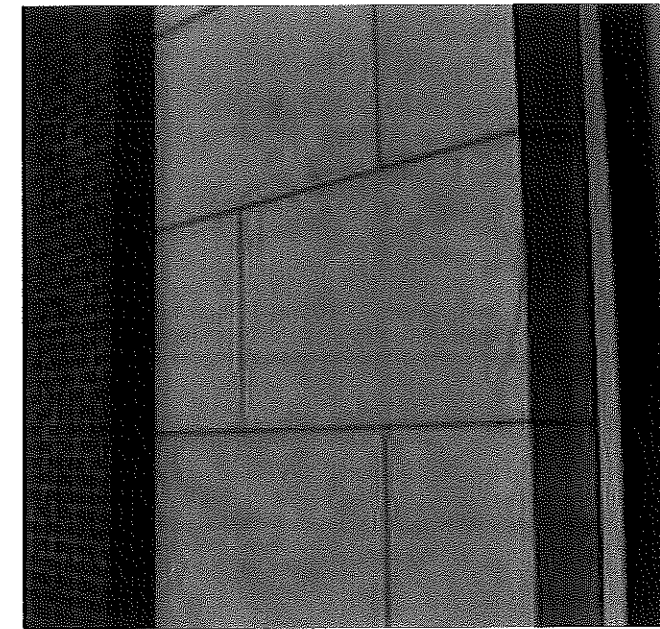


Bedford Matt 12" Norman Brick
To Match Existing

MASONRY



24" x 48" Arriscraft Adair Limestone
Medium Dressed, Fleuri
Anchored Dimensional Stone
Vertical Running Bond Installation



FENCES



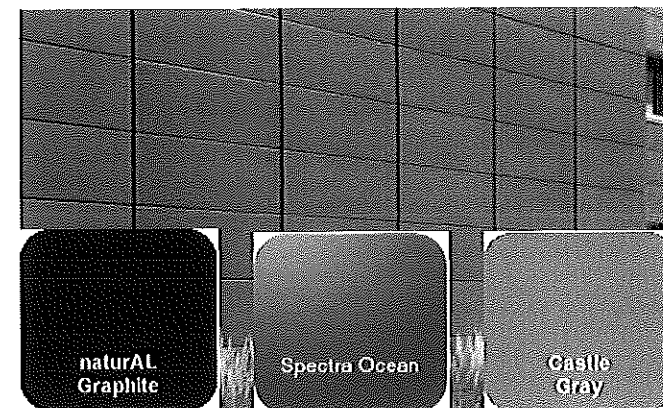
Classic Bronze Color
Emergency Egress, Locked Entry

CANOPIES



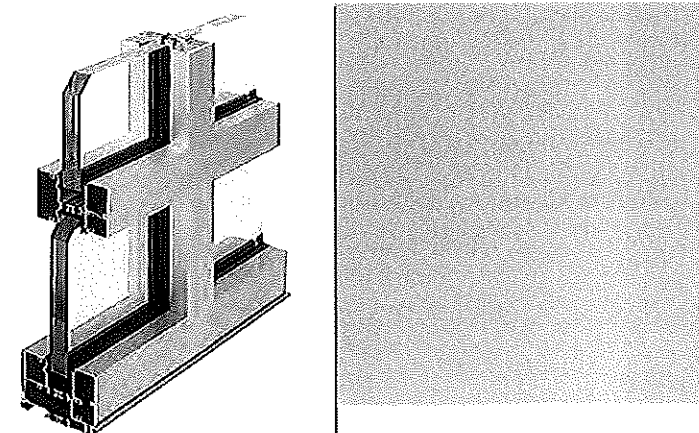
Basis of Design:
Alucobond
Aluminum Composit Material
Platinum Mica

METAL PANEL



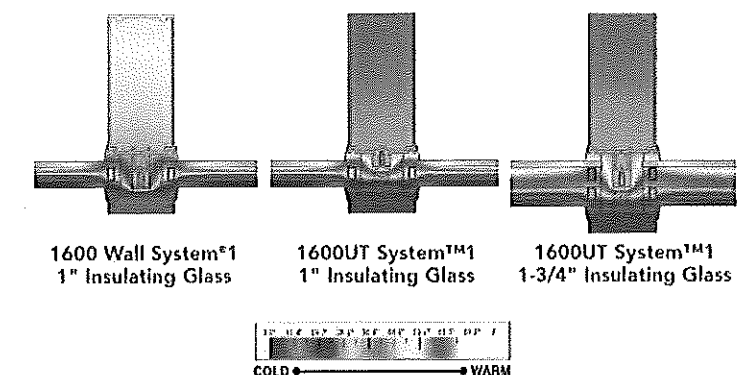
Basis of Design:
18" x 72" stacked Alucobond
Aluminum Composit Material
Spectra Ocean, Graphite, Castle Gray

STOREFRONT



Basis of Design:
Kawneer Trifab VersaGlaze
451/451T Framing System
2" sightline, 4 1/2" depth
Clear Annodized Finish

CURTAINWALL



Basis of Design:
Kawneer 1600 UT Framing System
2 1/2" sightline, 6" depth
1 3/4" Acoustic Glass
Clear Annodized Finish

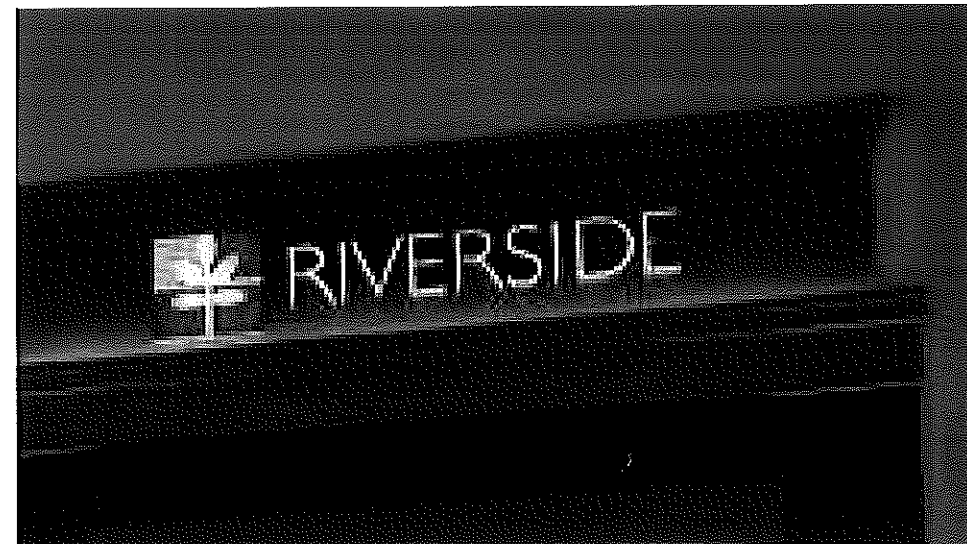
EXTERIOR MATERIALS

LIT DISPLAY BOXES



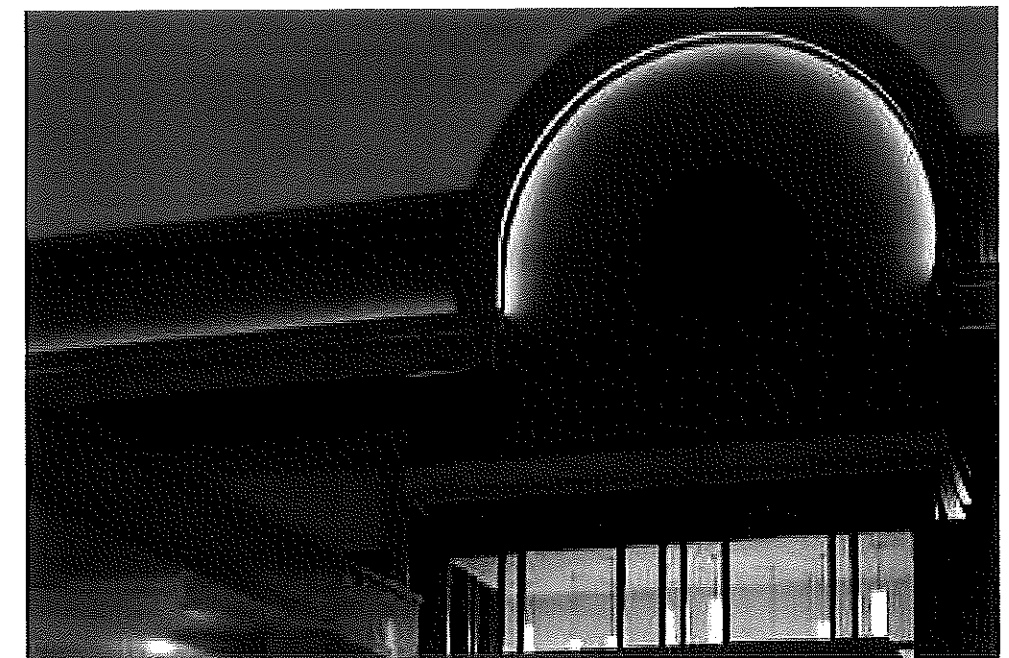
1 @ Sports Bar Entry
2 @ Main Entry

INTERNALLY LIT SIGNAGE



2 Building Signs
1 Canopy Sign

EXTERIOR COLOR CHANGING LED STRIP



EMERGENCY WALL PACKS



WALL WASHER DOWN LIGHT

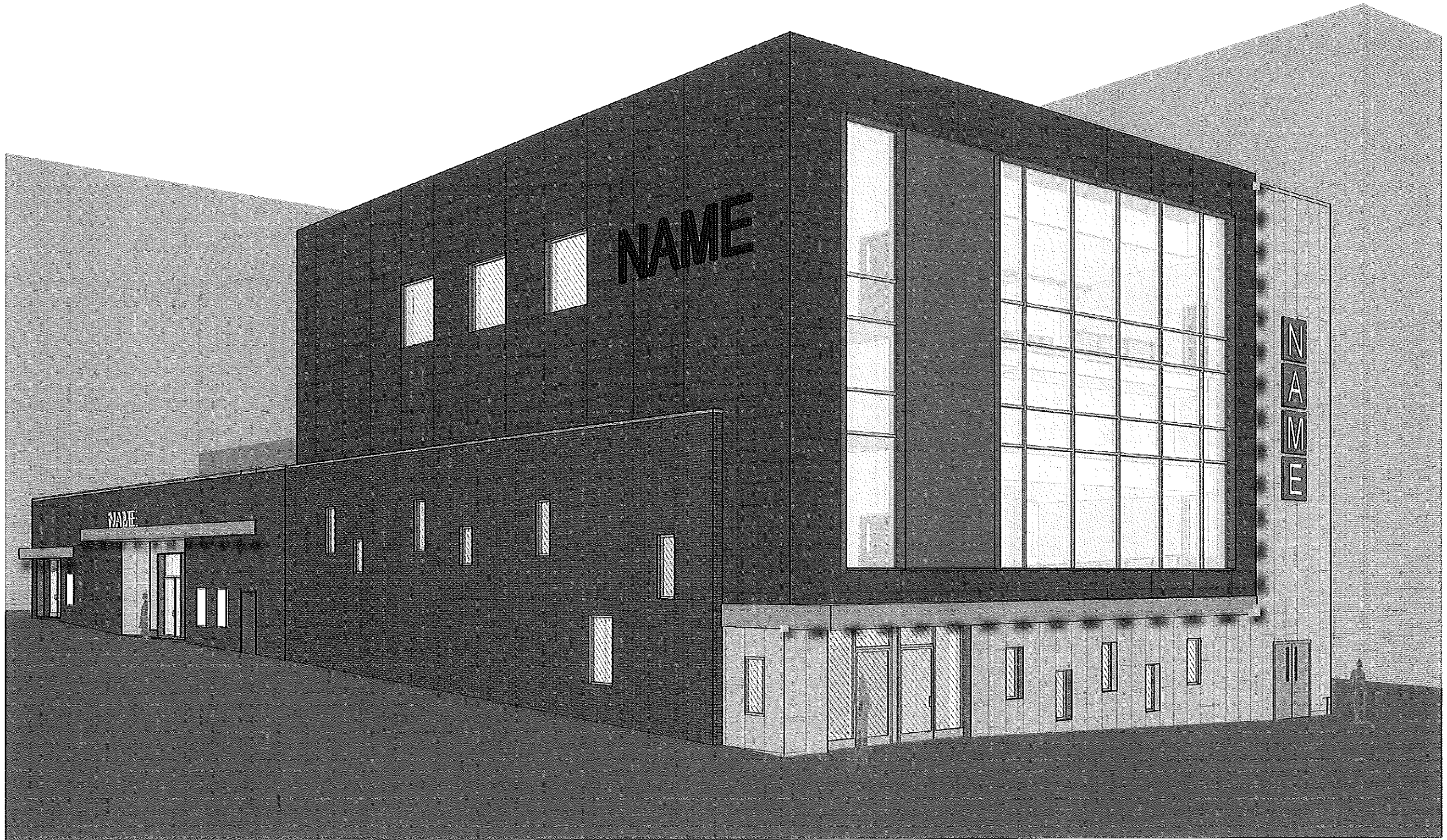


@ Lancaster Lane Art Wall

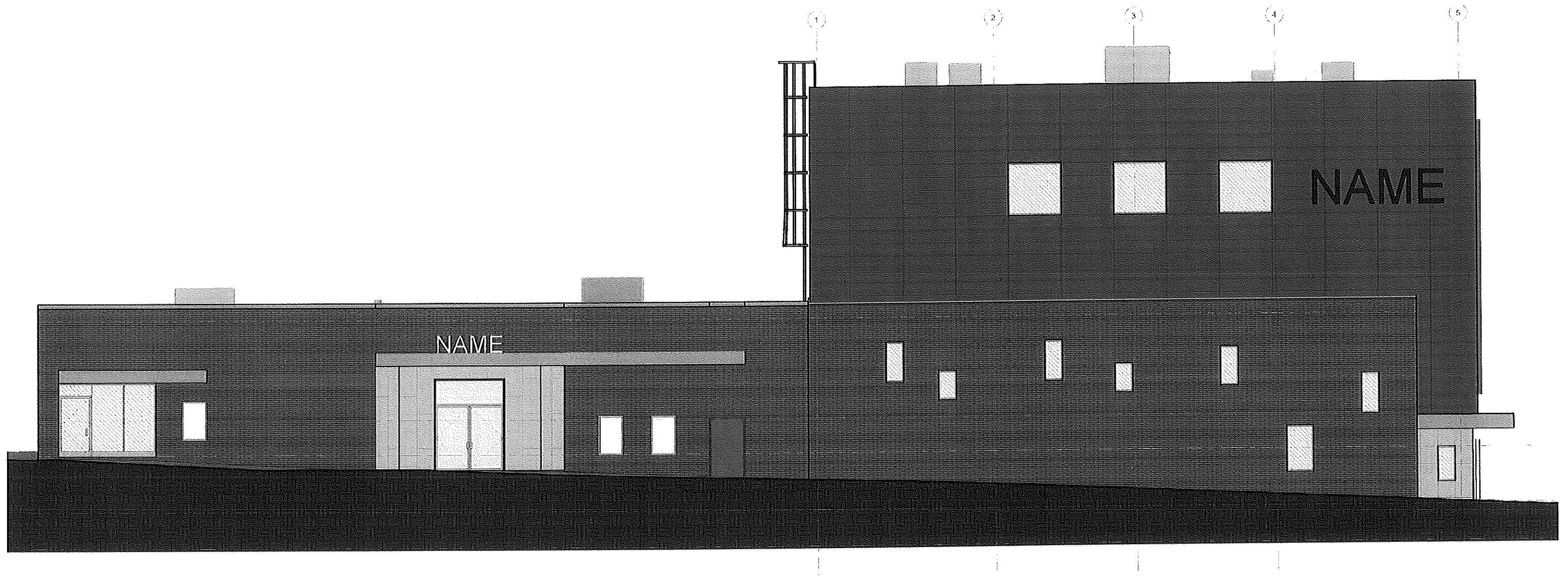


LIGHTING ELEMENTS

121 Center Street - Event Space Renovation
April 27th, 2016



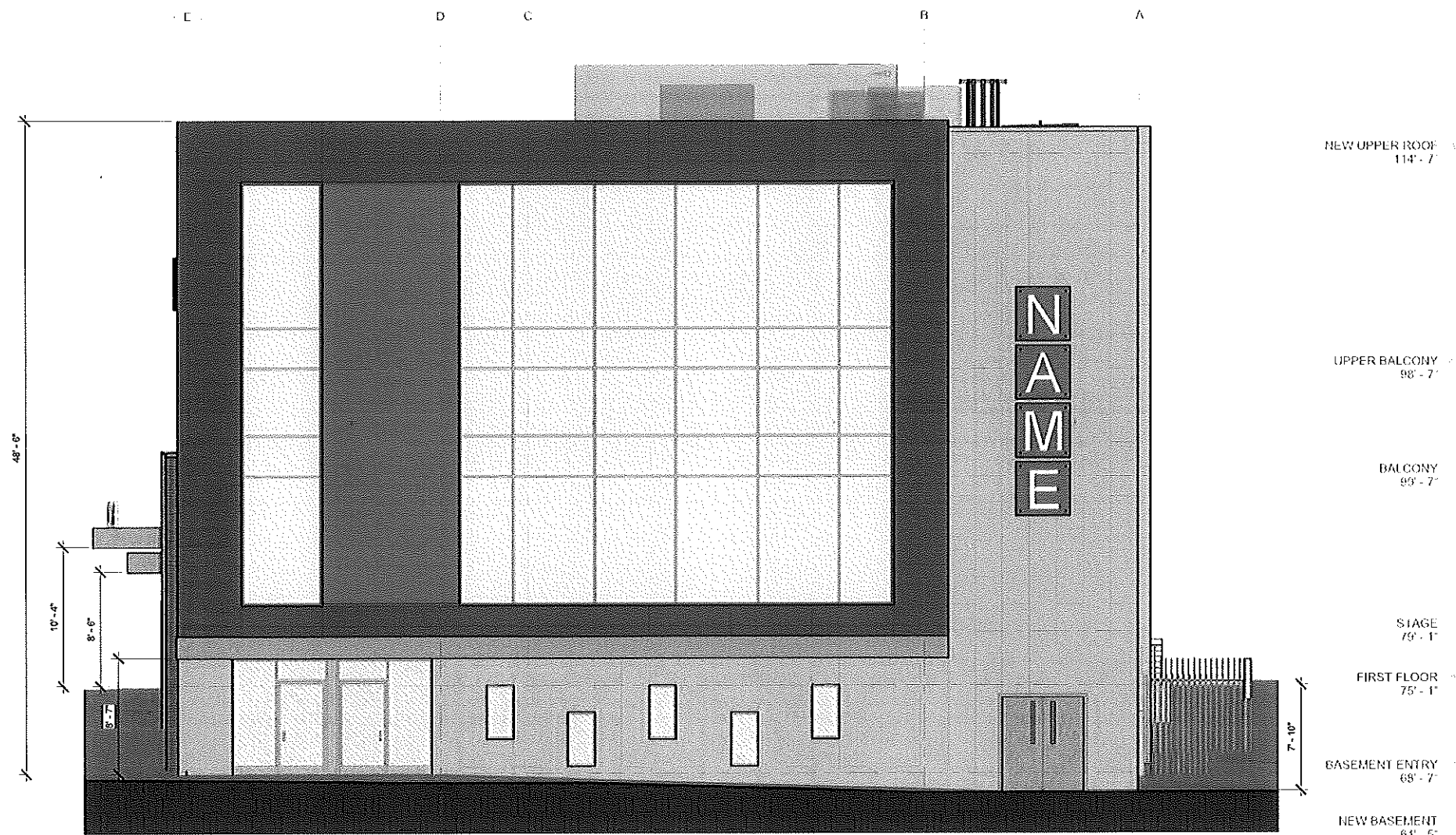
LIGHTING LOCATION



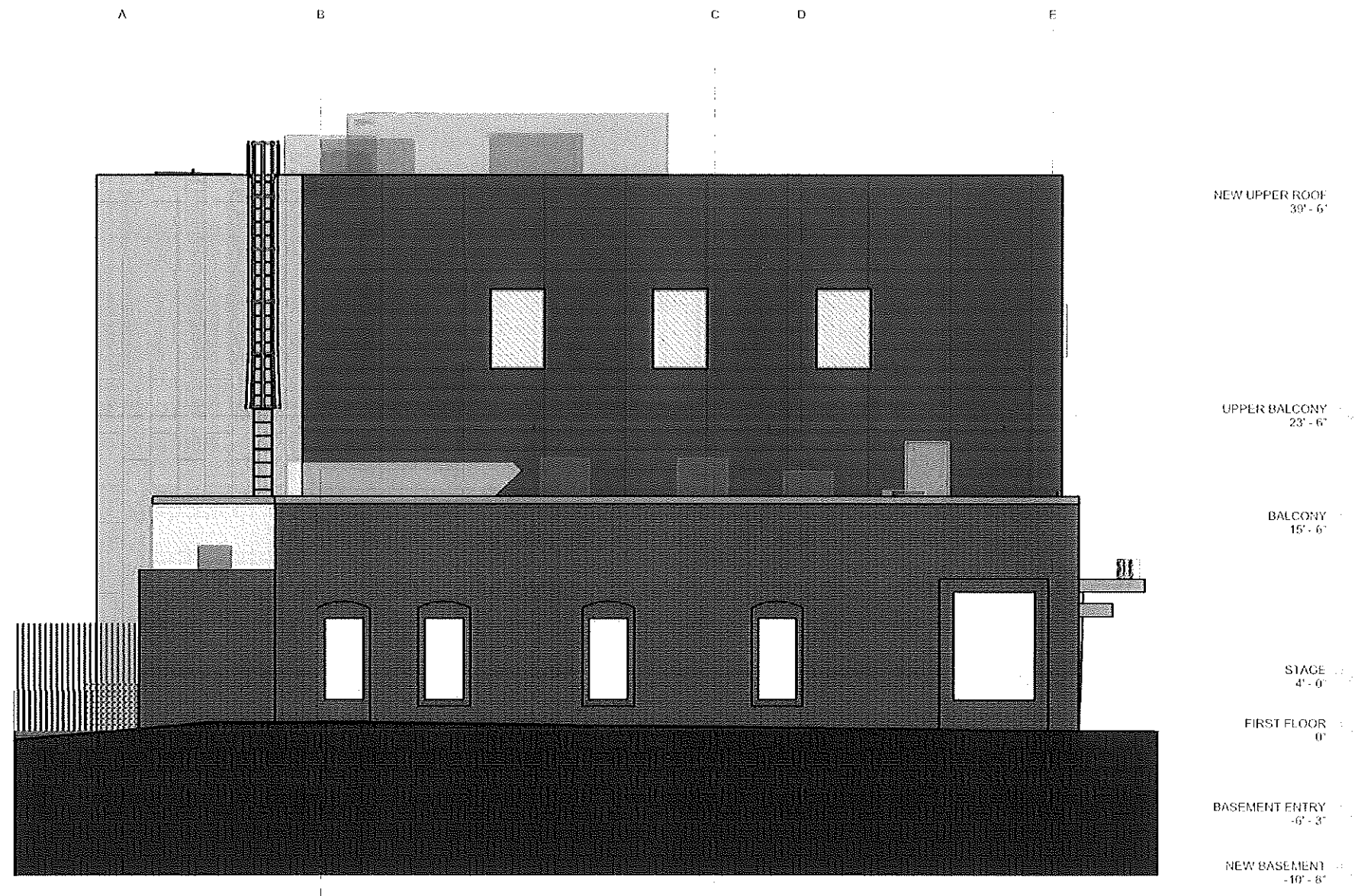
CENTER STREET ELEVATION

121 Center Street - Event Space Renovation

April 27th, 2016



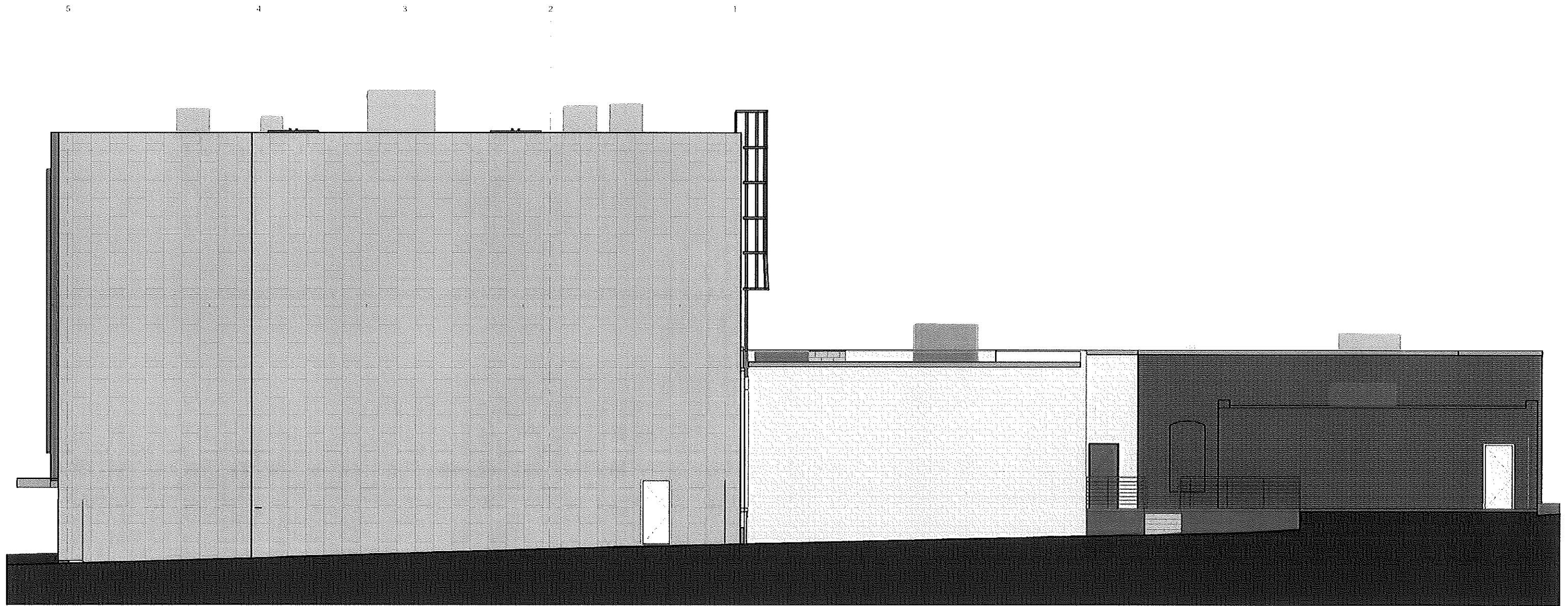
FREE STREET ELEVATION



LANCASTER LANE ELEVATION

121 Center Street - Event Space Renovation

April 27th, 2016



PARKING ALLEY ELEVATION



EXISTING VIEW FROM CENTER STREET

121 Center Street - Event Space Renovation

April 27th, 2016



PROPOSED DAY VIEW FROM CENTER STREET



PROPOSED NIGHT VIEW FROM CENTER STREET

121 Center Street - Event Space Renovation

April 27th, 2016



EXISTING VIEW FROM CIVIC CENTER



PROPOSED DAY VIEW FROM CIVIC CENTER

121 Center Street - Event Space Renovation

April 27th, 2016



PROPOSED NIGHT VIEW FROM CIVIC CENTER



EXISTING VIEW FROM FREE STREET

121 Center Street - Event Space Renovation

April 27th, 2016



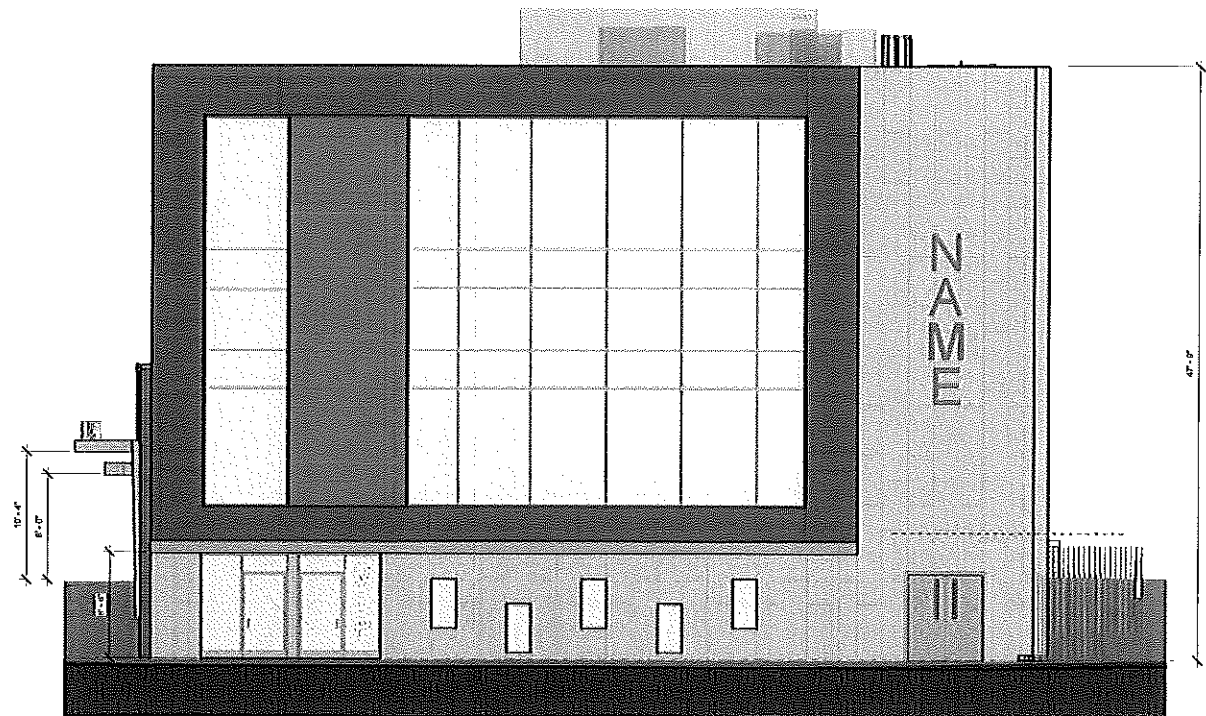
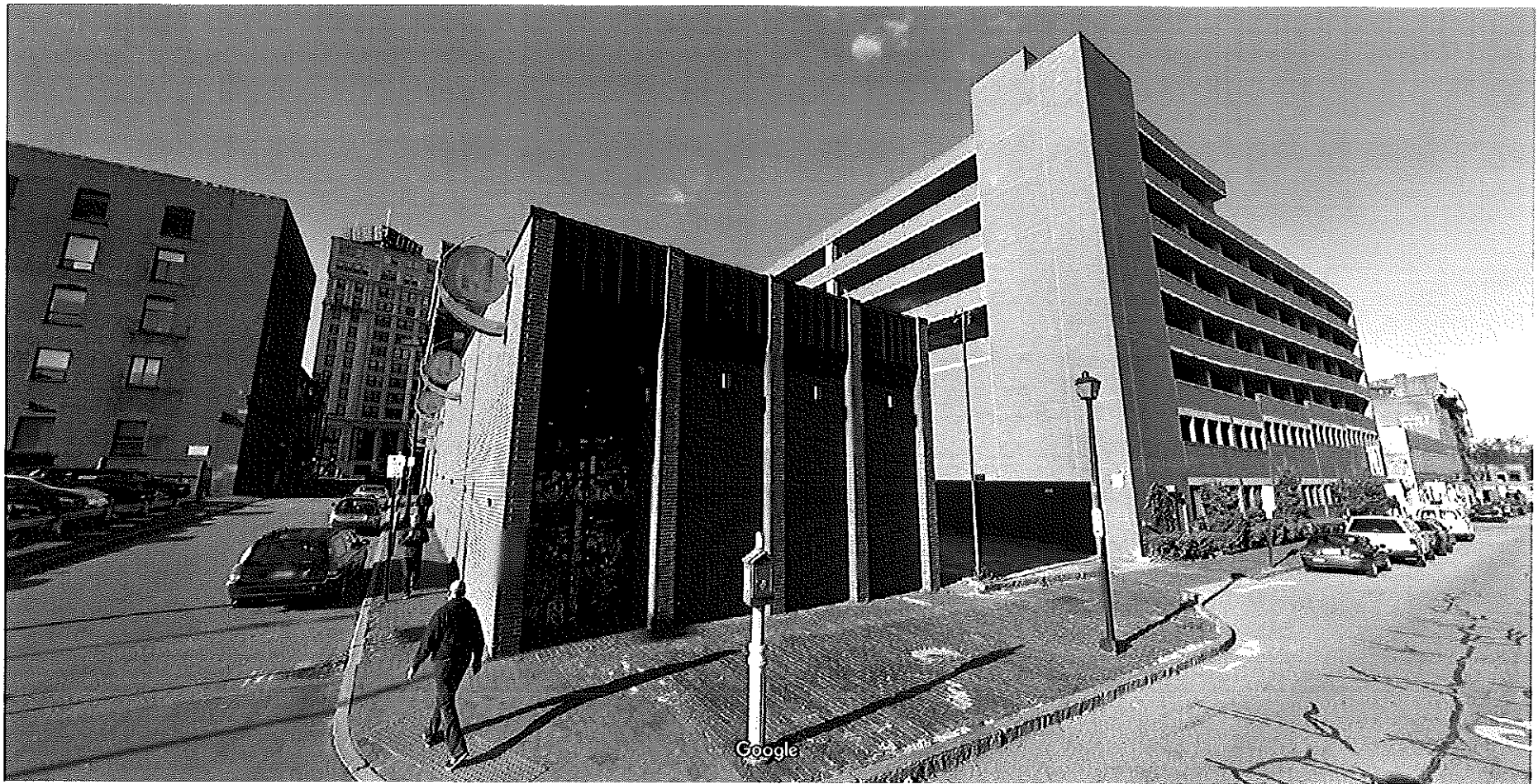
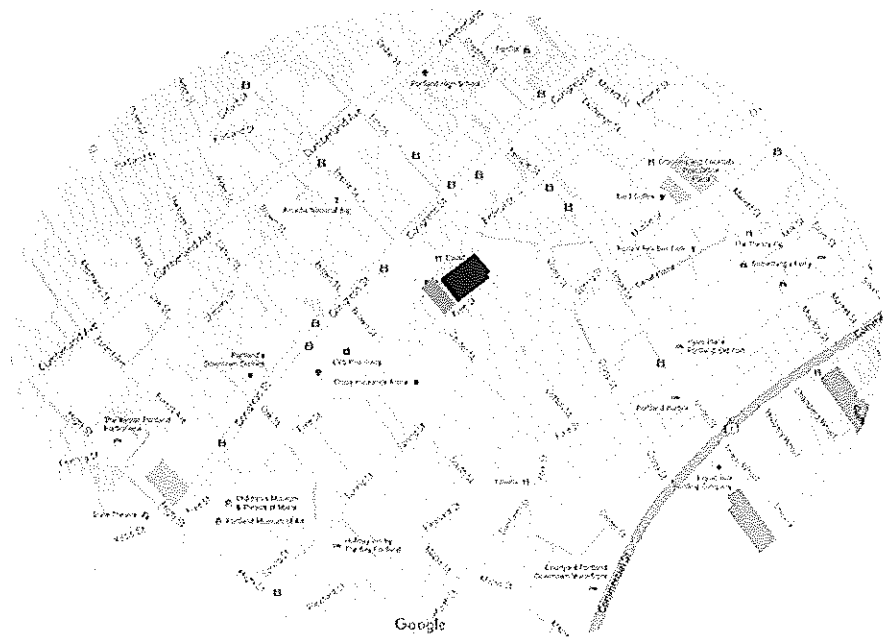
PROPOSED DAY VIEW FROM FREE STREET



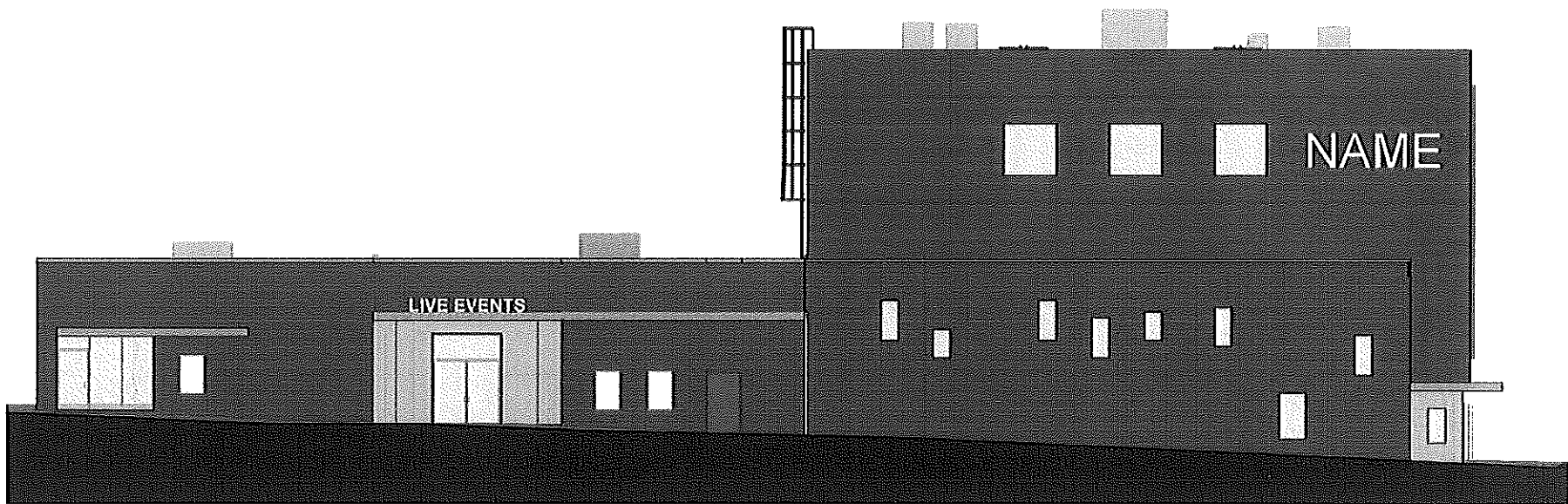
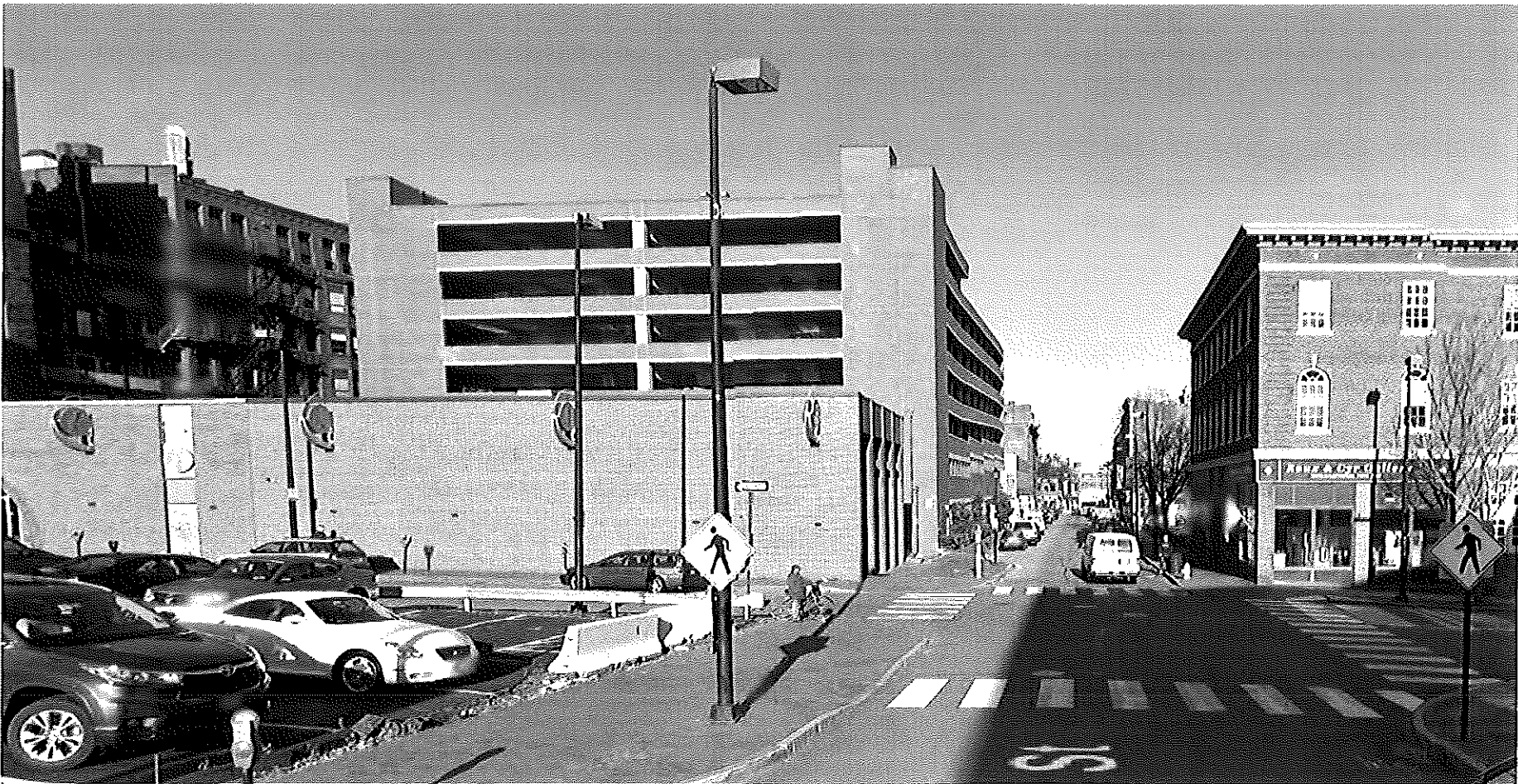
PROPOSED NIGHT VIEW FROM FREE STREET

121 Center Street - Event Space Renovation

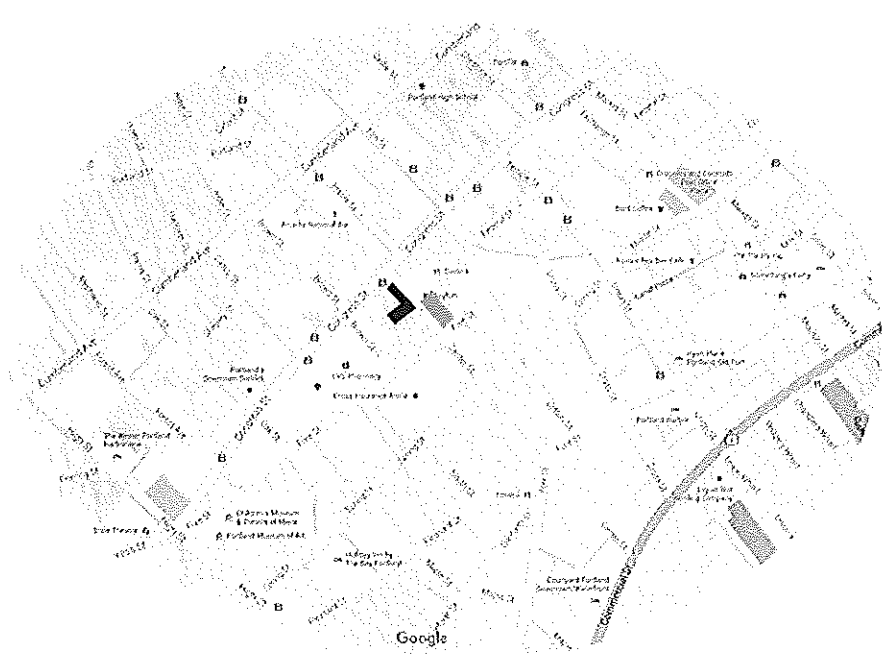
April 27th, 2016

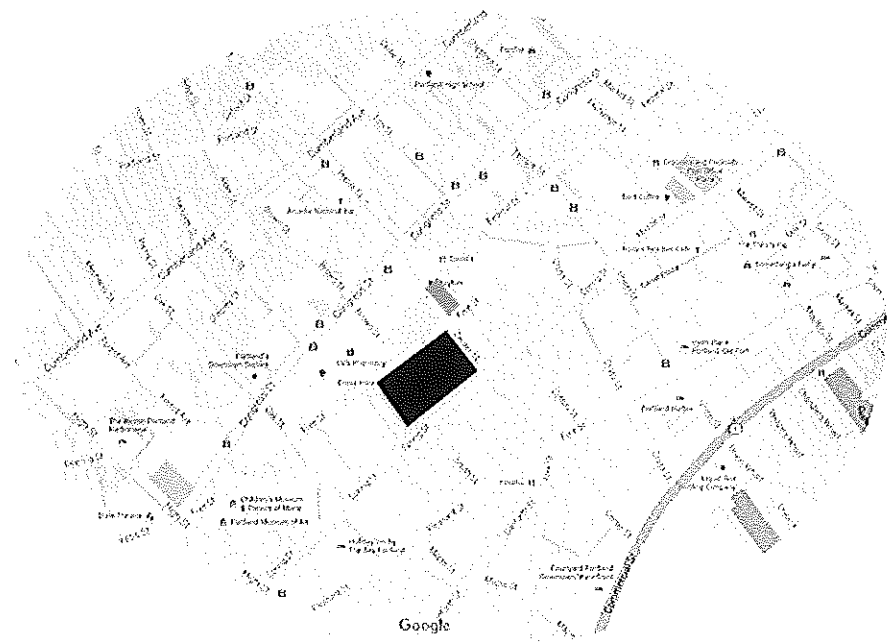


NEIGHBORHOOD CONTEXT

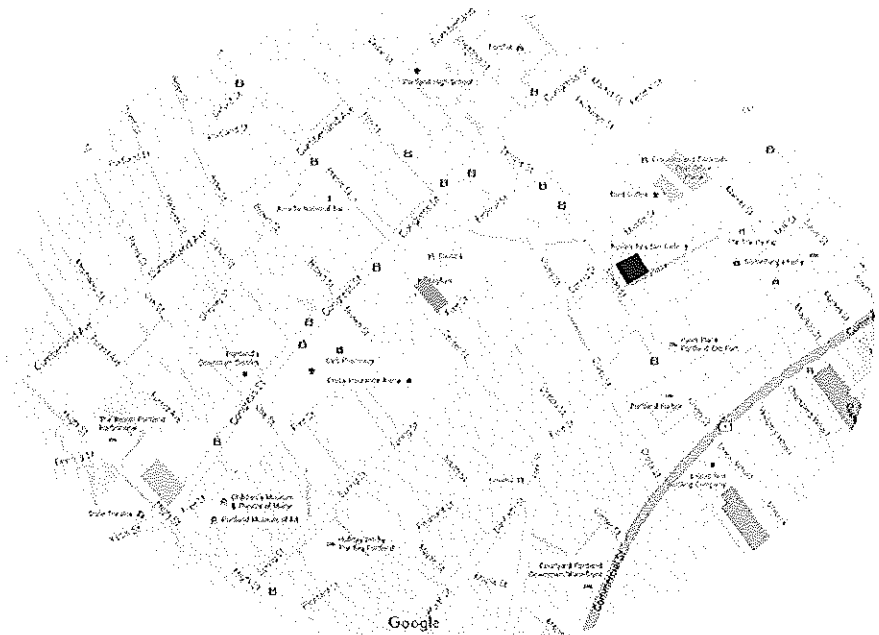
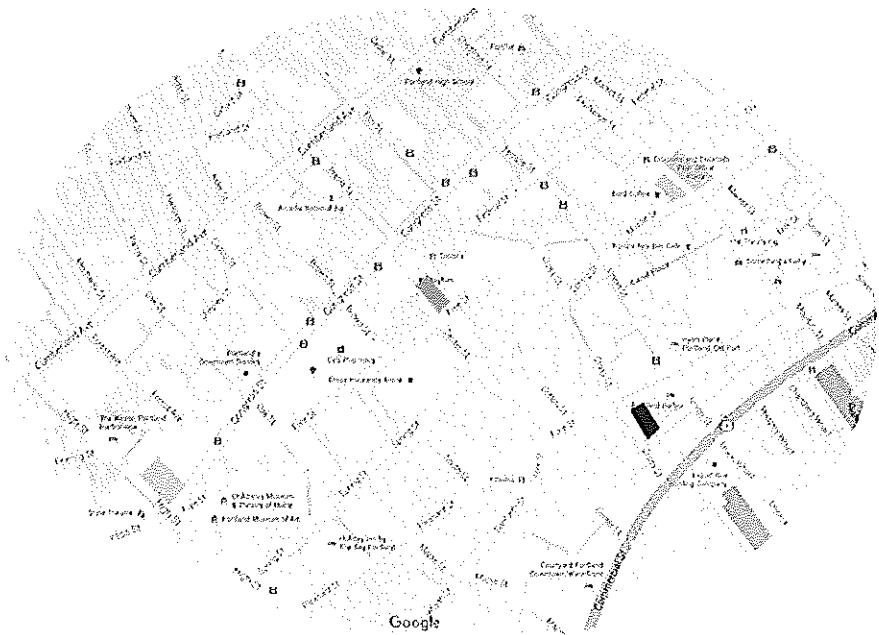


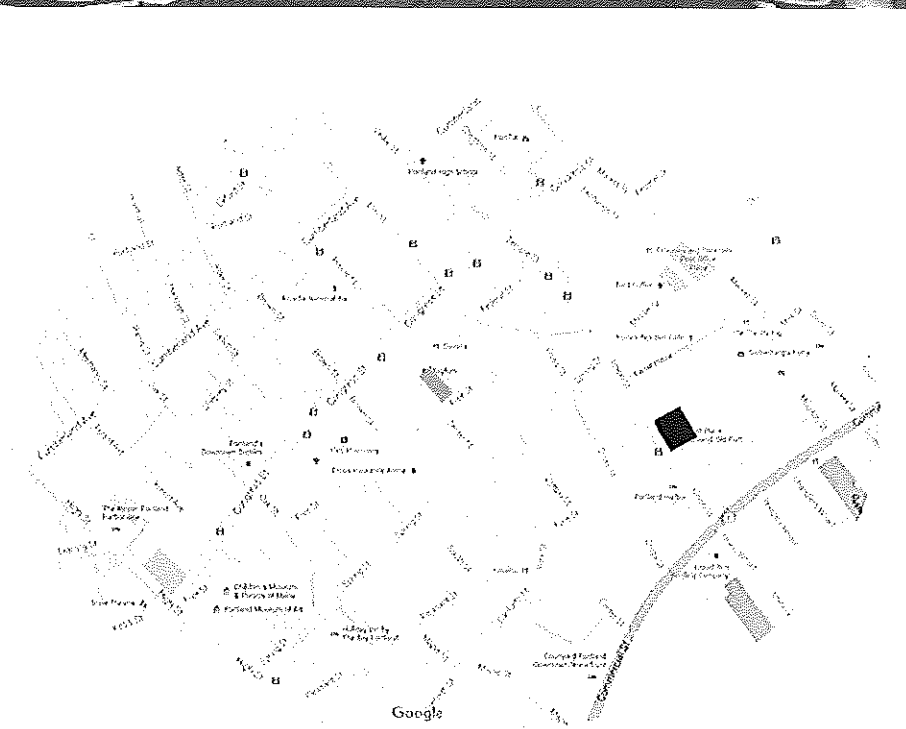
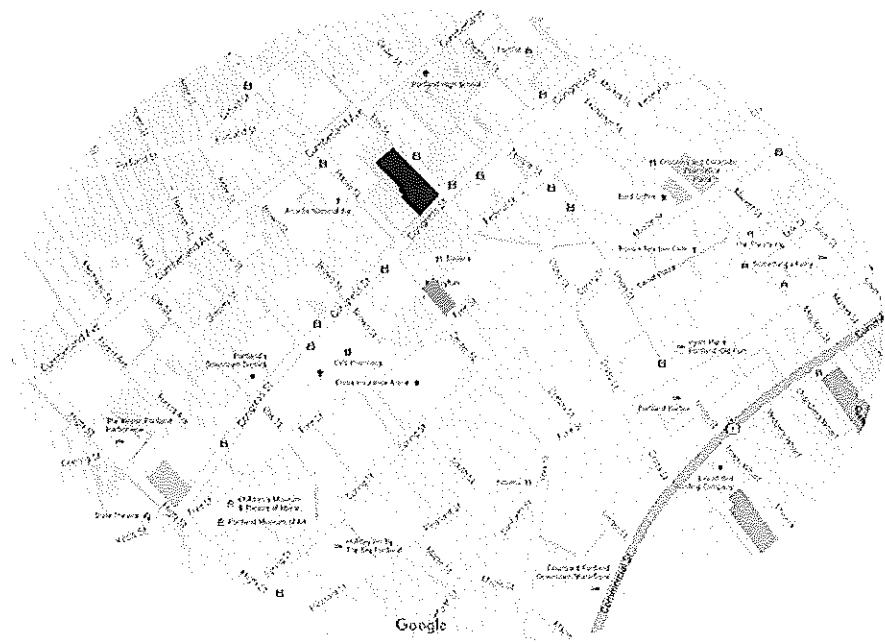
121 Center Street - Event Space Renovation
April 27th, 2016



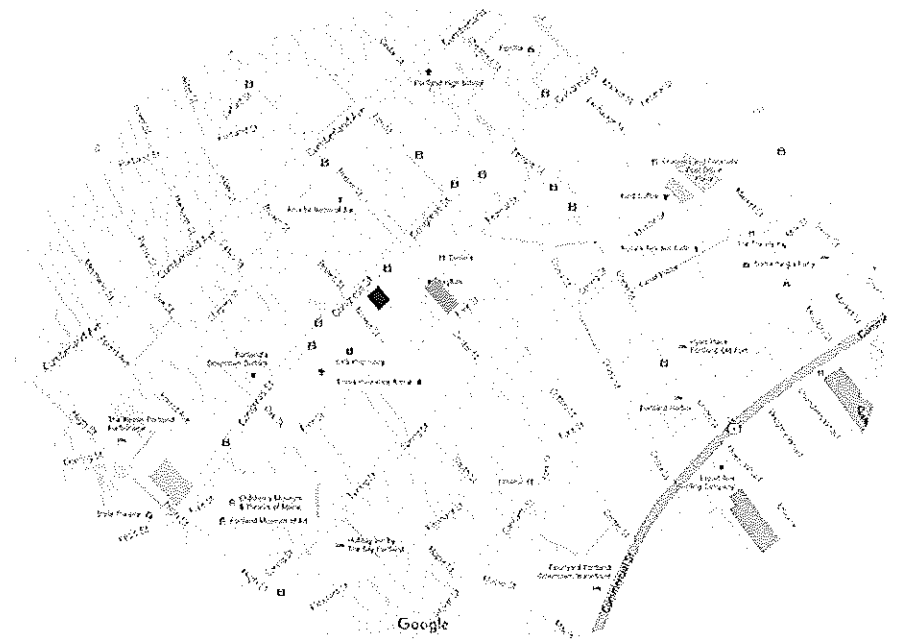
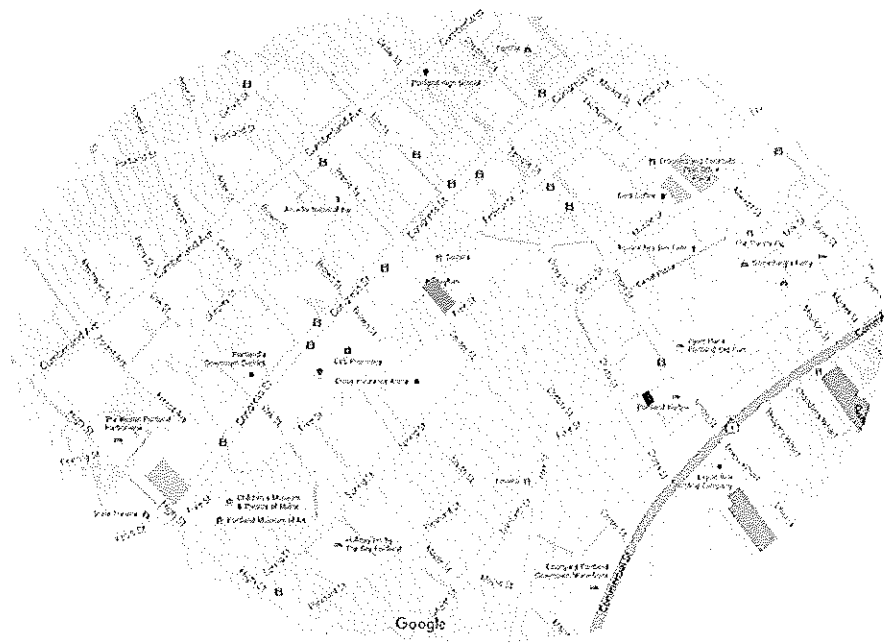


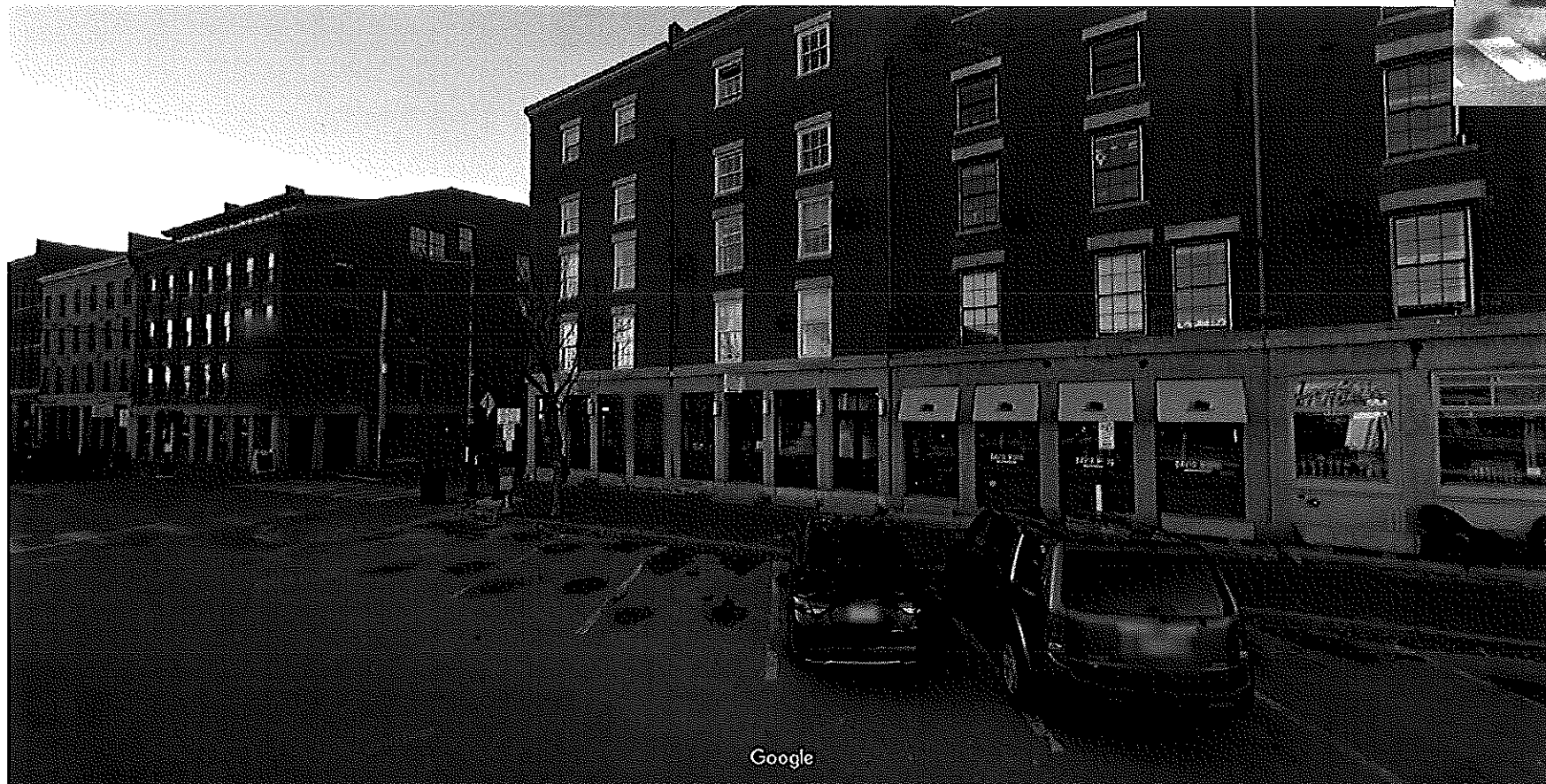
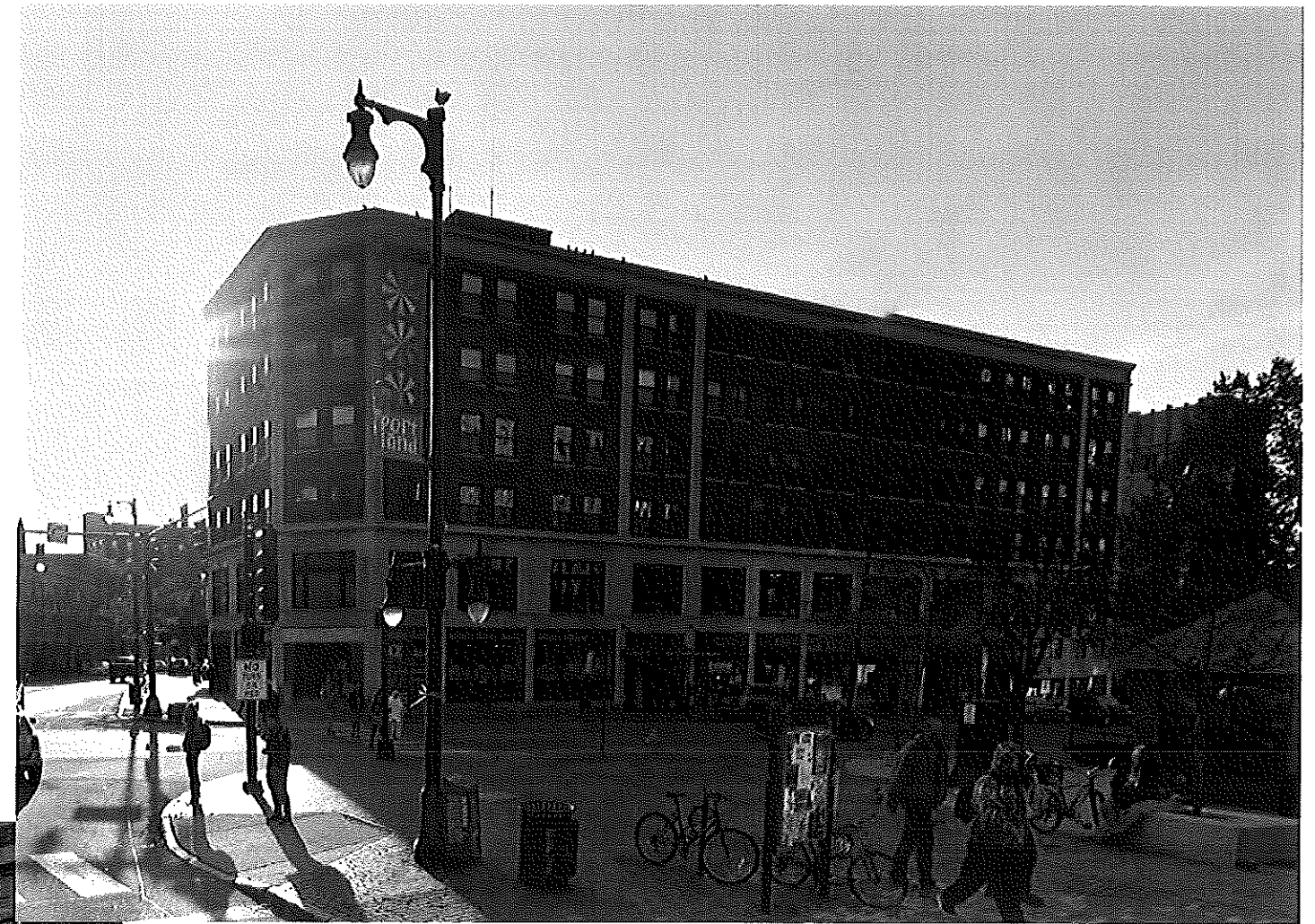
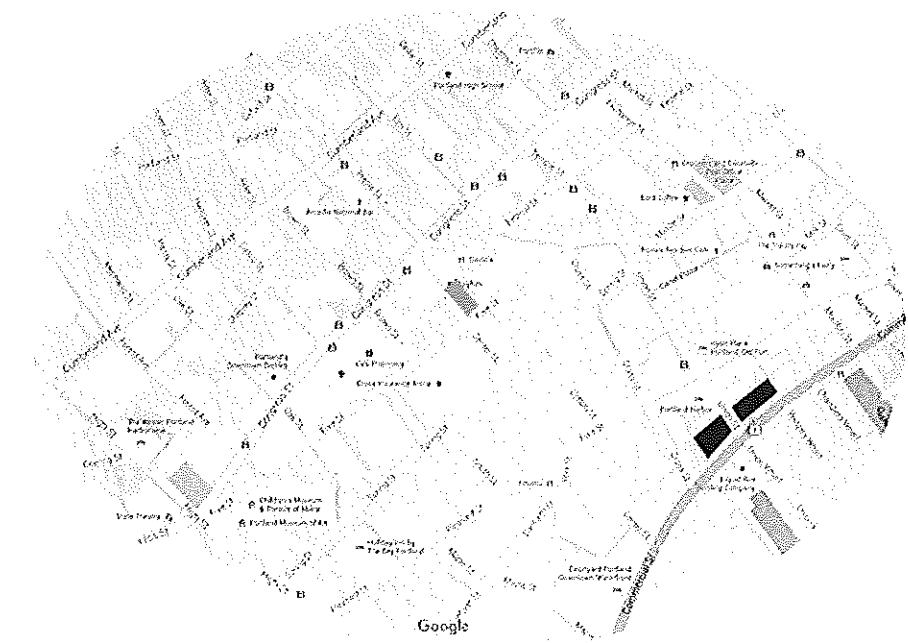
121 Center Street - Event Space Renovation
April 27th, 2016





121 Center Street - Event Space Renovation
April 27th, 2016





121 Center Street - Event Space Renovation
April 27th, 2016

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

**PUBLIC HEARING
100 VAUGHAN STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: April 28, 2016

RE: May 4, 2016 **Public Hearing**

Application For: Certificate of Appropriateness for Exterior and Site Alterations

Subject Property: 100 Vaughan Street, Philip Deering House

Applicants: Alexandra and Sam May

Architects: Paul Attardo and Steve Pondelis, Attardo Pondelis Architecture

Contractor: Monaghan Woodworks Inc.

Introduction

On behalf of property owners Alexandra and Sam May, the partners at Attardo Pondelis Architecture have applied for a Certificate of Appropriateness for exterior and site alterations at 100 Vaughan Street. The property is a brick single family residence designed in the Colonial Revival style by John Calvin Stevens and his son John Howard Stevens, and constructed in 1912. Mr. and Mrs. May are empty nesters who would like to stay in their home; in order to do so they propose to convert the house to two condominiums. The alterations proposed include site and entry changes to create a second, independent entrance, two new parking spaces off the rear alley, several window and door changes on the west and north elevations, and alterations to existing porches on the rear (west) side of the house that had been altered or added since the house was built. In order to make it possible to use the third floor rooms in each proposed unit as bedrooms, the proposal also includes replacing existing double-hung units in the third floor dormers with egress-sized casement windows.

Mr. Attardo and Mr. Pondelis have submitted a well-documented packet with a summary of the proposed scope of work, site plans (existing and proposed,) photos of existing conditions, floor plans and elevations, and details on several of the materials choices. An added feature of the submission is the reproduced original elevation drawings by Mr. Stevens.

Subject Property, Context

One hundred Vaughan Street sits in the middle of the block between Bowdoin and Carroll Streets, with a mews or alley running behind it, providing access to the detached, two-car garage. Several other brick Colonial Revival homes are nearby on Vaughan and neighboring streets, including several by Stevens. Visibility of the front façade (facing east) is open from Vaughan Street, with peripheral sight of the side elevations on the generous lot. At the rear of the property, the frontage on the mews is made private by a wood fence and a brick wall (both close to 6' high,) which flank the garage. (See photo, page 4 of submission.) Neither the fence nor the brick wall is original. The garage door has been altered to be one large overhead door, instead of the original carriage house doors (see Stevens' drawing of garage, page 6 of submission.)

There are restrained Georgian, Federal, and Greek Revival references in the Colonial Revival detailing of the house. Over time, an original balustrade was removed at an unknown date from the front portico, an uncovered deck was added on the rear (west side,) and a single back door was widened (along with its bracketed hood,) into a French door. For the most part, however, the original character of the property remains intact.

Proposed Scope of Exterior Work

The architects' summary of the proposed work need not be repeated here; please see page 1 of the submission.

Staff Comments

When one of Portland's large, stately homes is proposed to be divided into two or more dwelling units, naturally the review of the alterations requires particular attention to whether the adaptation to fit modern lifestyles and family sizes is to be achieved with appropriate respect for the enduring character and detailing of the original house. The details proposed for the renovation of 100 Vaughan Street appear to be sympathetic to the original design, making the change of use possible without calling attention to the fact that the property will no longer be a single family home - if (as expected) all permits are granted. The Board has seen projects such as this before. In 2013 and 2014, the mansion at 223 Western Promenade was completely renovated and successfully transformed into three luxury rental units. The Historic Preservation Board reviewed the exterior and site alterations, which included renovation of the carriage house.

Staff has the following observations to offer:

- The proposed treatments of the walks, lighting, and marking appear appropriately subtle.
- A new cedar privacy fence in the north side yard will be visible from Vaughan Street, but will be set back near the middle of the house. Other new sections of fence will be visible from the alley. A solid finish might be required for the raw wood.
- The removal of part of the roof of the rear porch will only be visible from the rear alley, and would be reversible. The column that is proposed to be removed should be preserved on the premises.

- Removal of most of the brick wall that adjoins the garage and the neighbors' brick wall will open up the feeling of the alley, but will make parked cars visible from it.
- The removal of the rear French Door (which was originally a single door,) to be replaced by a large double-hung window, will result in an appearance that while not identical to the original, has appropriate detailing and proportions. The hood was apparently expanded when the door was widened. The Board may wish to discuss whether the hood should be reduced in keeping with the narrower opening, or if this would be difficult to achieve without leaving signs that the widened hood existed.
- The elevations mark the proposed locations for venting wall caps. A weathered copper finish seems an appropriate choice. Staff would expect to review final details.
- The new entrance door proposed to replace an existing window on the north side appears to be a good match for the adjacent existing door.
- As noted, staff can continue to work with the architects on final details, including masonry work.
- The replacement of third floor double-hung windows with casement windows is a necessary safety compromise. Staff suggests the applicants investigate options for casement windows that have a more convincing double-hung appearance.

Applicable Review Standards

The following ordinance review standards apply in the review of this project:

- (1) *Every reasonable effort shall be made to provide a compatible use for the property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.*
- (2) *The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
- (3) *All sites, structures and objects shall be recognized as products of their own time, place and use. Alterations that have no historical basis or create a false sense of historical development such as adding conjectural features or elements from other properties shall be discouraged.*
- (6) *Deteriorated historic features shall be repaired rather than replaced wherever feasible. Where the severity of deterioration requires replacement of a distinctive feature, the new feature should match the feature being replaced in composition, design, texture and other visual qualities and, where possible, materials. Repair or replacement of missing historic features should be based on accurate duplications of features, substantiated by documentary, physical or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other structures or objects.*

- (10) *Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.*

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the May 4, 2016 public hearing and information included in the accompanying staff report, the Board finds that the proposed alterations 100 Vaughan Street **meet (fail to meet)** the historic preservation ordinance review standards, specifically Standards....., (subject to the following conditions.....)

Attachments:

1. Architects' submission (10 pages) -- including scope of work, survey, site plan, photos, floor plans, elevations, product information, and original elevations.

1924 Portland Tax Records: 106-112 Vaughan Street, Portland, Portland, ME

[illegible]

P. No. Ad. Assessment 17 1914
 Name George Peasling Phillips 4
 Street Washington St. N. 4432
 Block 43 W.C. Lot 11
 Use of Property Office 144.8 Value
 Township and Range 0144.8
 Section 1
 Date 12.07.14
 Condition of Title Good 100

Remarks about Buildings

Remarks about Land

Remarks about Personal Property

Land 1111.18 Corner Interior City
 Front Depth ft
 1111.18 511.45 7144
1111.18 1111.18
1111.18 1111.18
 Area Multiple Condition
 Year 1914 1914
 Value 1111.18 1111.18

Surveyed by W. H. Miller 4. R. Miller
 (Remarks on other side)

[illegible]

INTRODUCTION

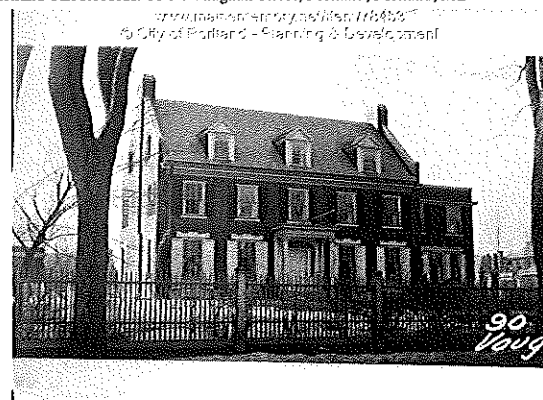
The enclosed information is a description of work we are proposing for the Philip J. Deering House located at 100 Vaughan Street, Portland, Maine. The house was designed for Mr. Philip J. Deering by John Calvin Stevens in 1912. Subsequent work done to the house includes the addition of a brick fence along the back alley as a continuation of the neighbor's fence, removal of the railings on the porch and the entry roof, the addition of an open deck on the west elevation, and the conversion of a single door to a french door on the west elevation, including the expansion of the flat roof over the door. Dates of these alterations are not known at this time, but are not believed to be original to the house. Long-time owners of the house, Sam and Alexandra May, would like to convert the large single family house into two smaller single-family condominiums.

The work we are seeking approval for includes the following:

1. Installation of a new 3'-4" brick walk from Vaughan Street to the rear unit. The bricks will be salvaged waterstruck brick from the property. There will be a granite curb at the edge of the existing sidewalk denoting "102" engraved on the face. Low level ground lights will be used to light the path.
2. 22' of the existing brick wall will be removed to accommodate two new off street parking spots. The parking area will be paved with gray pervious pavers allowing grass to grow up through.
3. New privacy fences will be installed as shown on the site plan. Details will match the existing fence.
4. A portion of the roof on the existing porch on the west side will be removed to allow for more daylight into the rear unit. The remaining porch will be restored in kind. Views from Vaughan St. will not reveal the portion of the roof to be removed.
5. The existing non-original deck will be removed and a smaller set of steps will be built to give access from the porch to the rear yard.
6. The french door on the west elevation will be removed and replaced with a single double-hung window unit. The unit will match units on the west elevation because they are in the same room. The existing overhang will remain unchanged.
7. An existing first floor double-hung unit will have a matching unit milled to it on the west elevation to provide more light to the interior space.
8. All of the windows in the dormers of the third floor will be replaced with casement units to comply with egress requirements.
9. There will be several areas that will require the installation of nondescript copper covers. These include vents for kitchen hoods, exhaust for bathroom fans, etc.

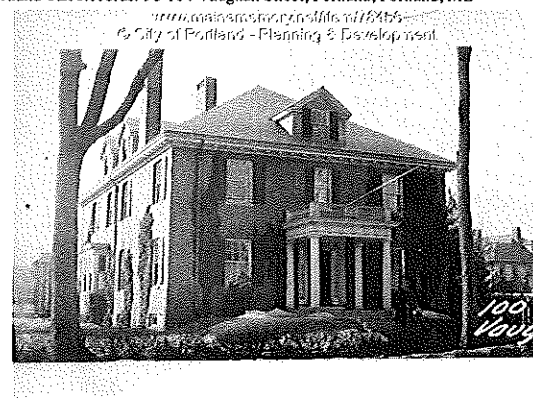
Although we are suggesting materials and details, we would like to maintain the ability to work closely with the Staff of the Planning Department to make careful selections of paint color, masonry and mortar selections, final detailing of trim, and lighting.

1924 Portland Tax Records: 106-112 Vaughan Street, Portland, Portland, ME



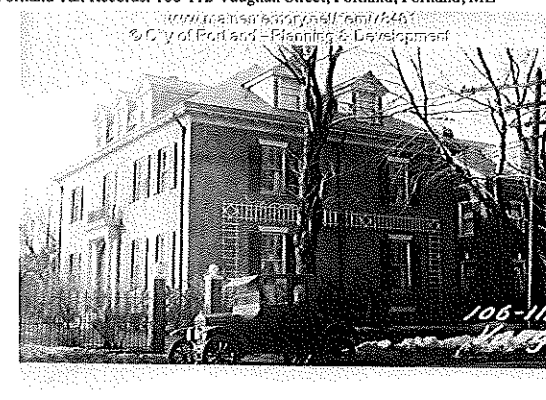
Owner: Mary D'Este Davis
Address: 88-94 Vaughan Street, West End, Portland, Maine
Use: Dwelling - Single family

90 Vaughan Street - For Reference



Owner: Philip J. Deering
Address: 96-104 Vaughan Street, West End, Portland, Maine
Use: Dwelling - Single family
Architect: John Calvin Stevens

100 Vaughan Street - Subject Property

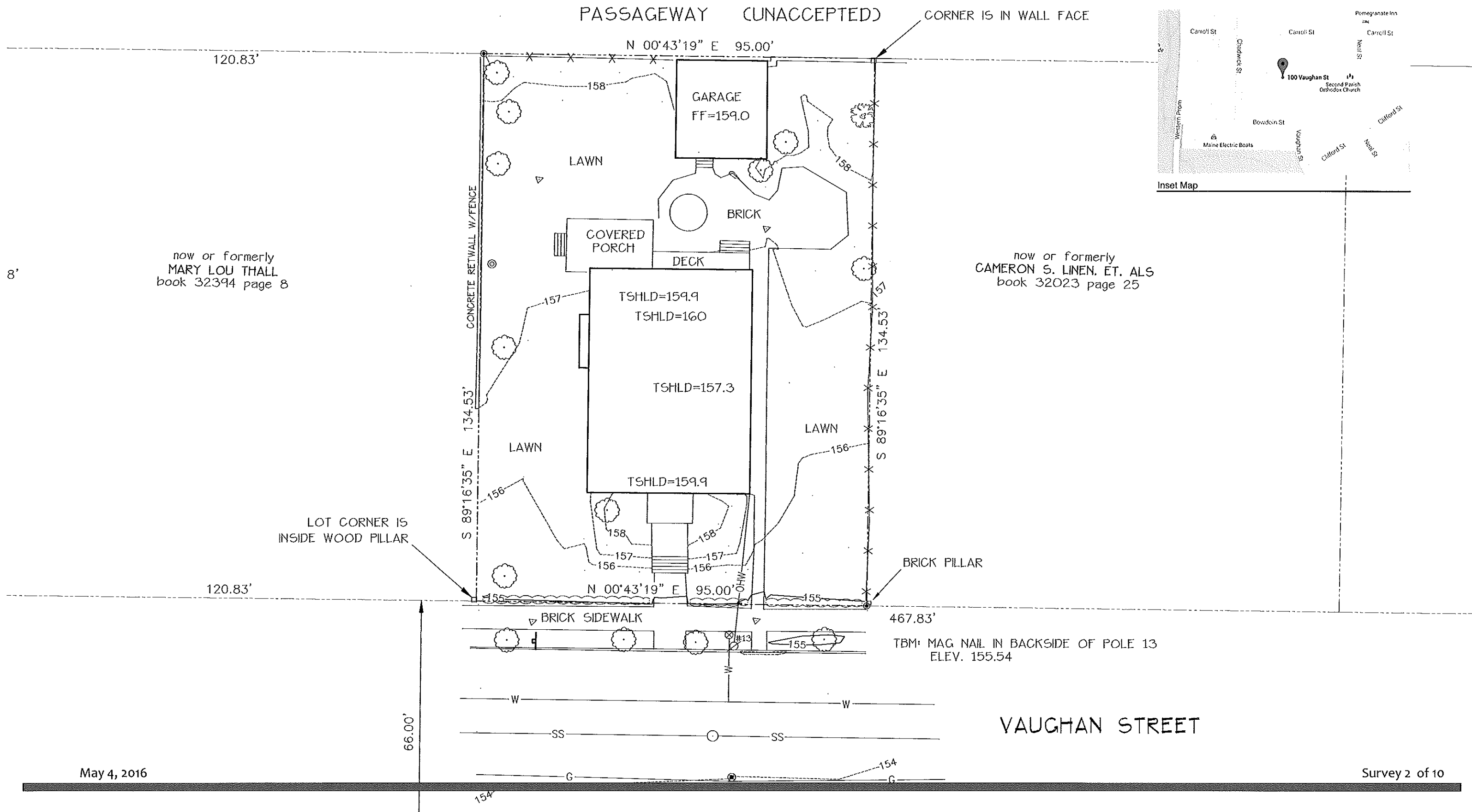


Owner: Robert T. Whitehouse
Address: 106-112 Vaughan Street, West End, Portland, Maine
Use: Dwelling - Single family
Architect: John Calvin Stevens

106 Vaughan Street - For Reference

Architect
Attardo Pondelis Architecture
81 Bridge Street
Yarmouth, Maine
207-846-2042
www.attardopondelis.com

Renovations to the Philip J. Deering House Portland, Maine

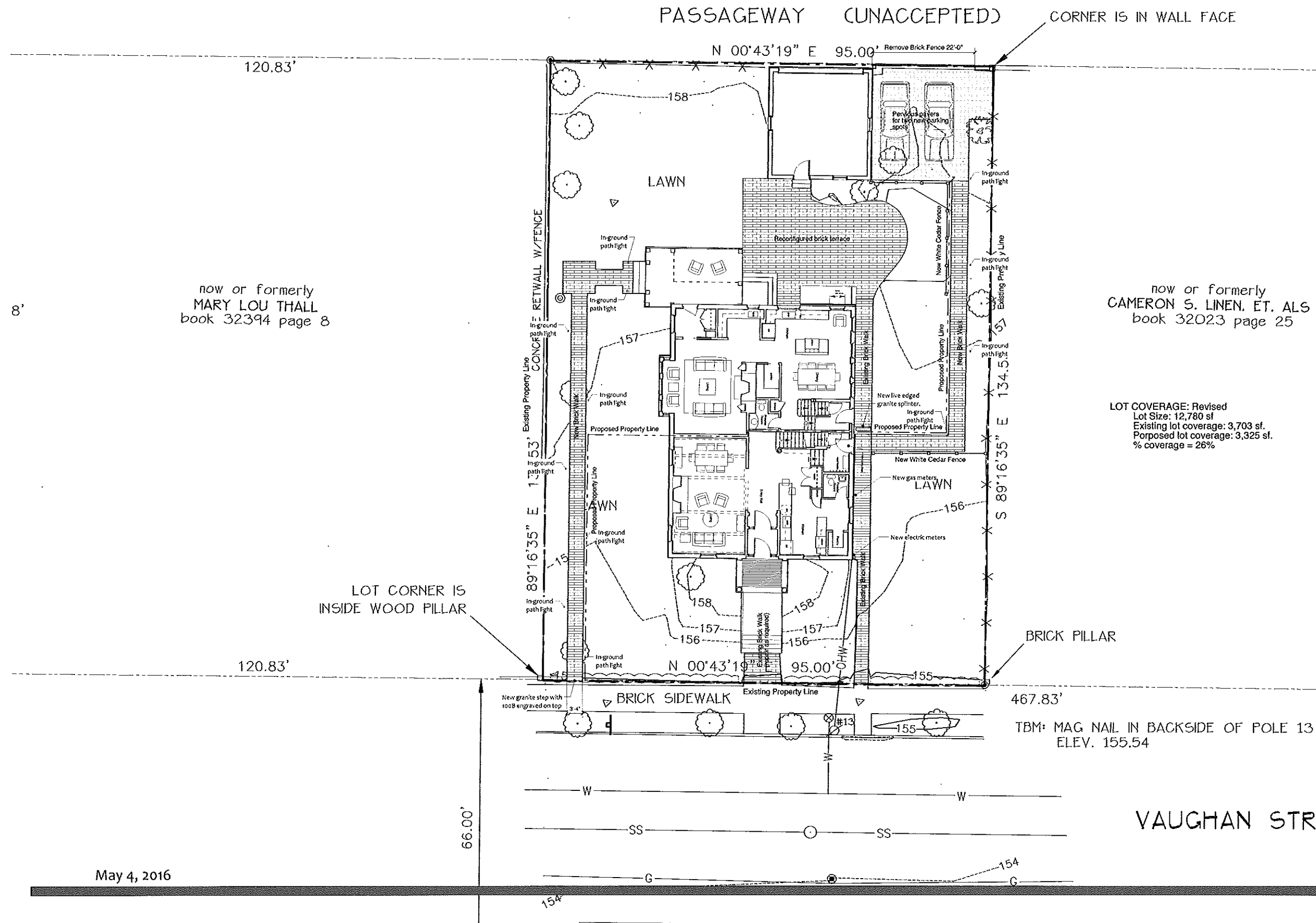


Contractor
Monaghan Woodworks Inc.
100 Commercial Street, Suite 212
Portland, Maine
207-775-2683
www.mwoodworks.com

Architect
Attardo Pondelis Architecture
81 Bridge Street
Yarmouth, Maine
207-846-2042
www.attardopondelis.com

100 VAUGHAN STREET

Renovations to the Philip J. Deering House
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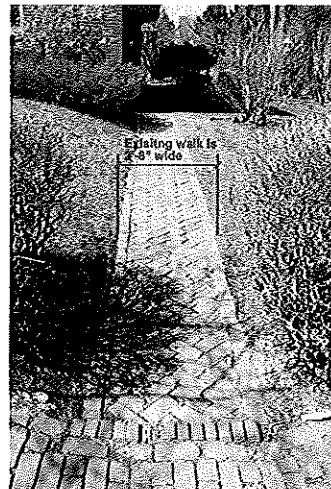
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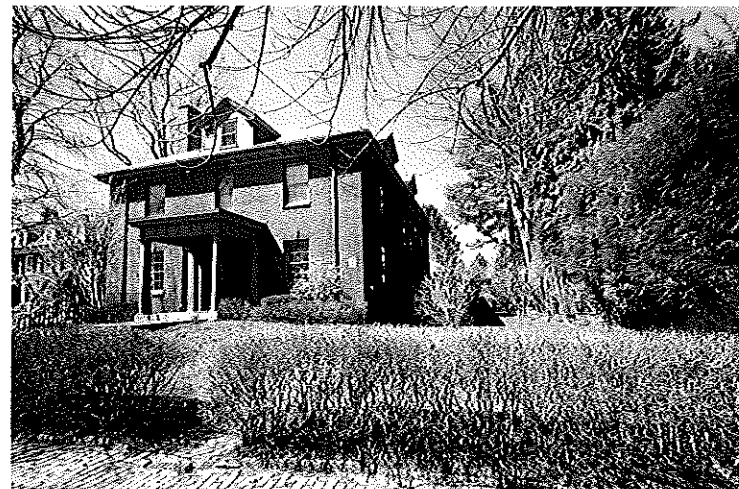
Renovations to the Philip J. Deering House
Portland, Maine



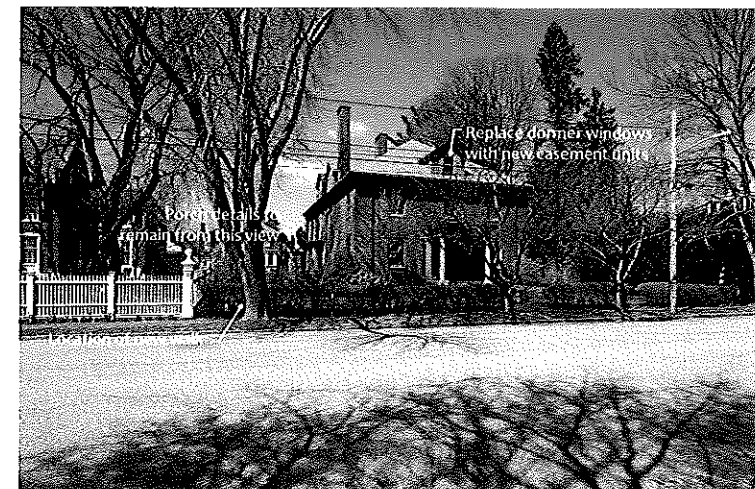
View of North Elevation



View of Exg. Walk



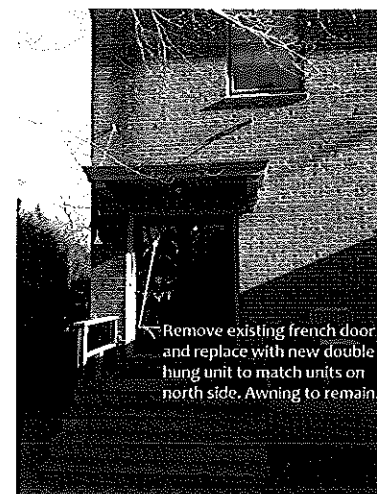
View from Vaughan St. (east elevation)



View from Vaughan St. (east elevation)



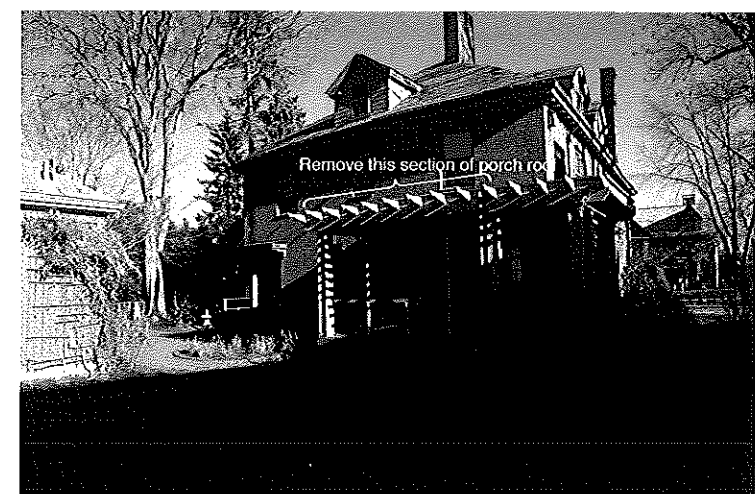
View from Alley



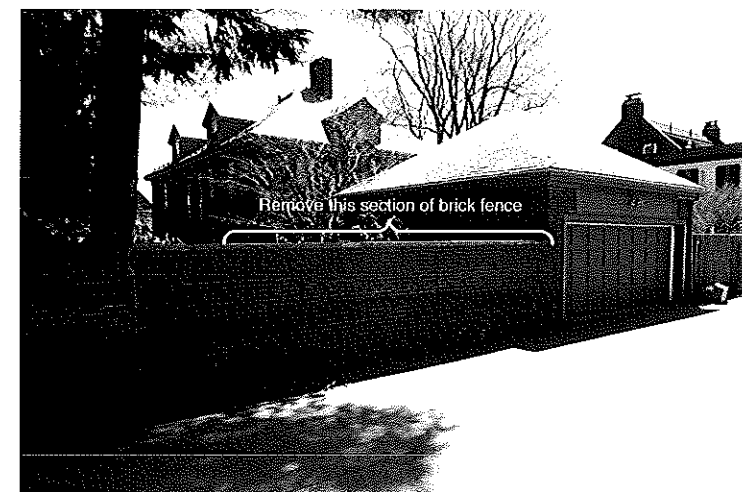
View of West Elevation



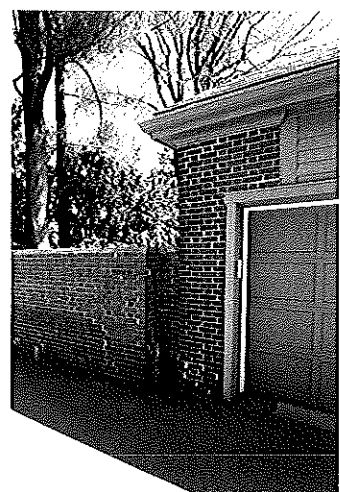
View of West Elevation



View of West Elevation



View from Alley (west elevation)



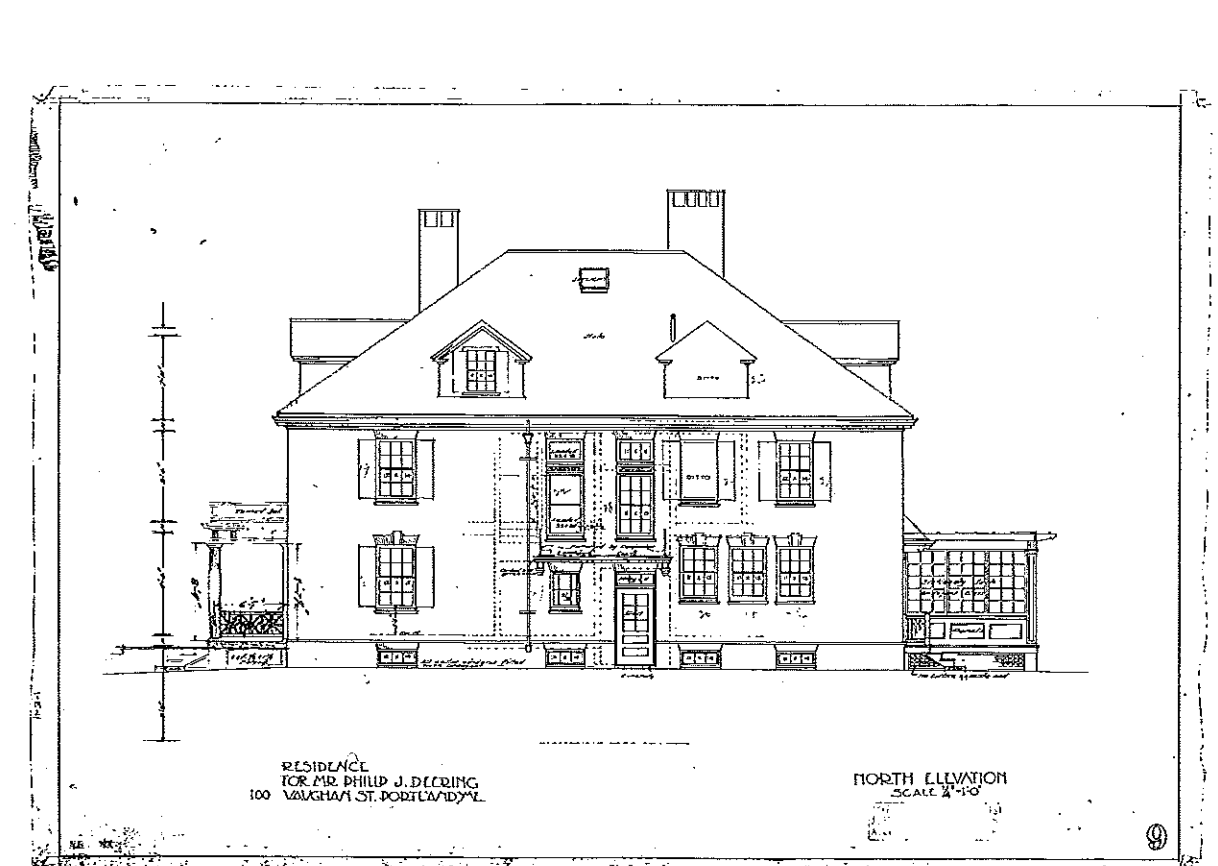
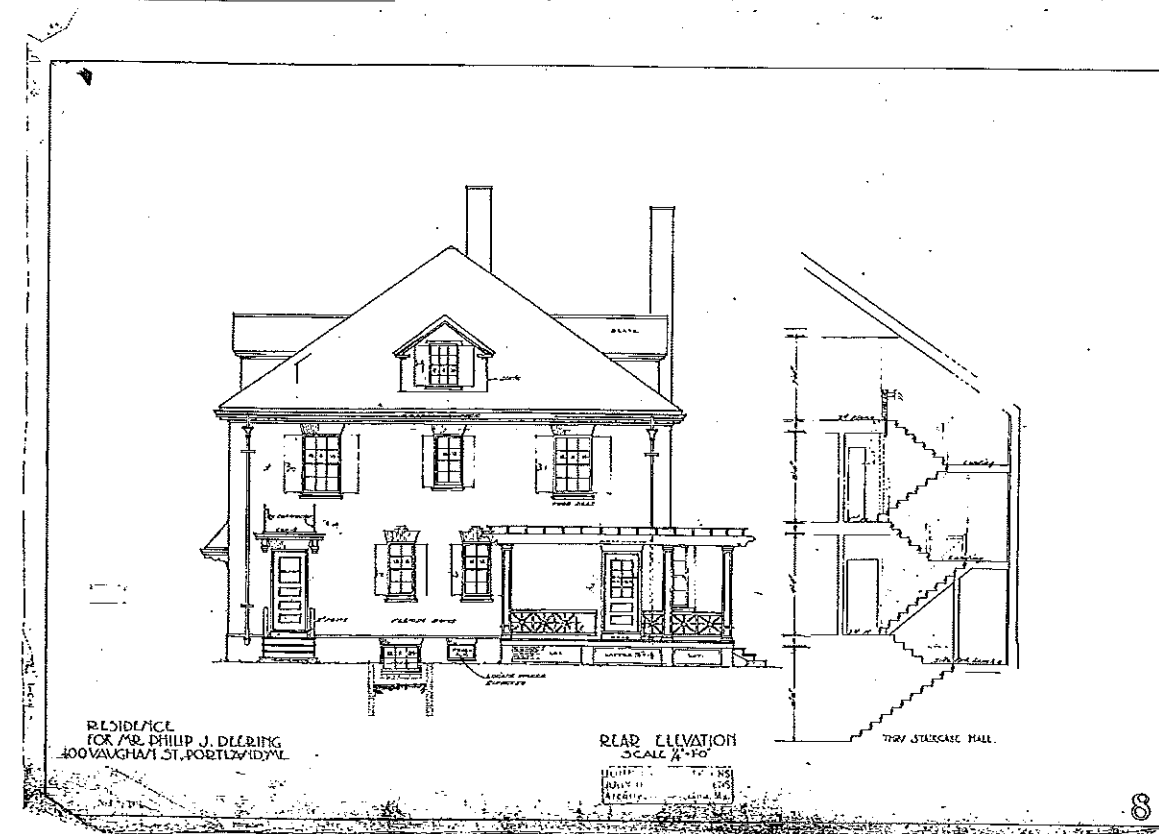
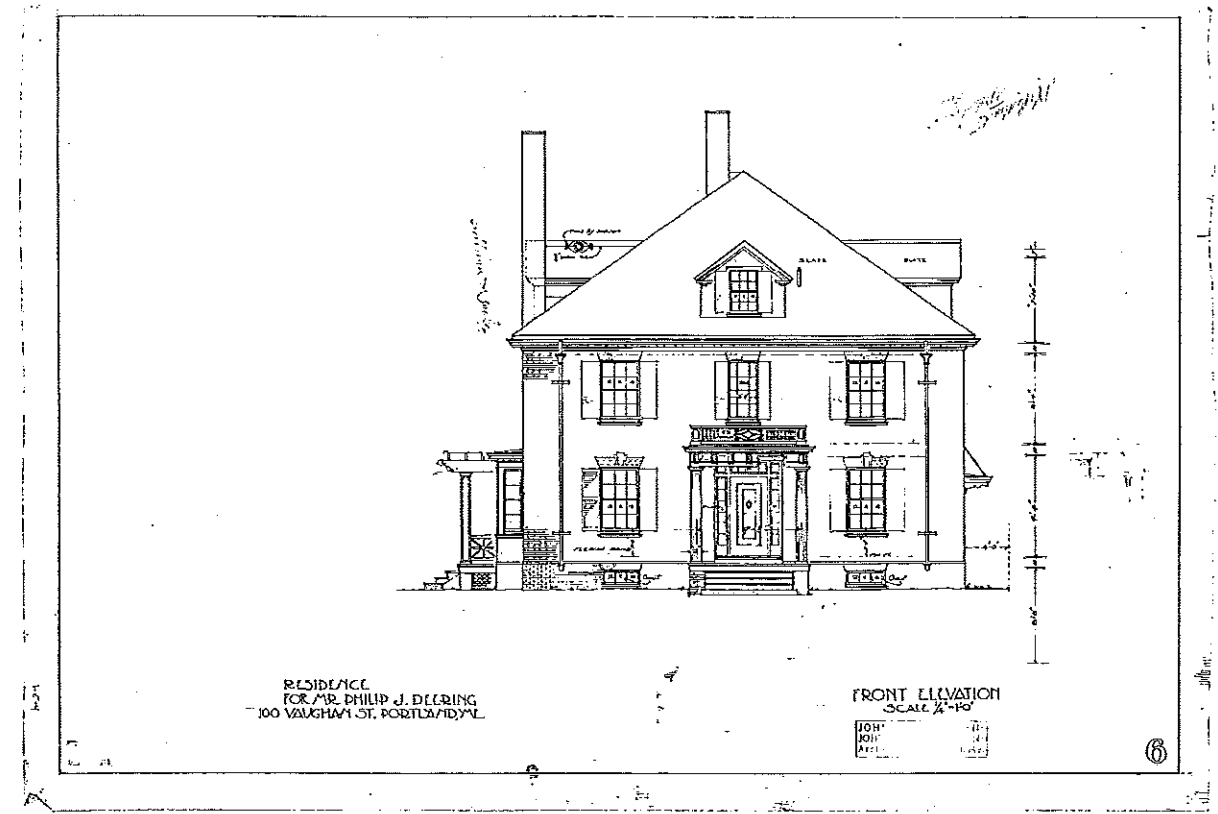
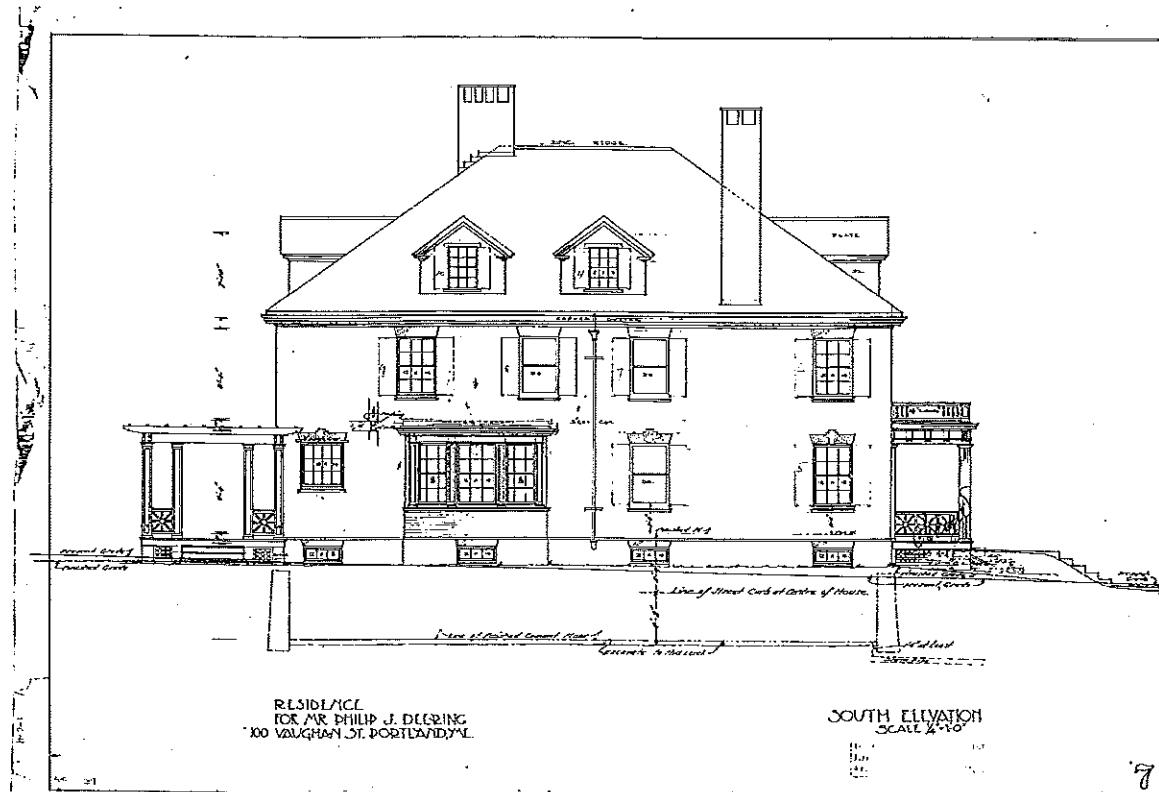
View of Brick Fence

Contractor
Monaghan Woodworks Inc.
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Portland, Maine
207-775-2683
www.mwoodworks.com

Architect
Attardo Pondellis Architecture
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100 VAUGHAN STREET

Renovations to the Philip J. Deering House
Portland, Maine

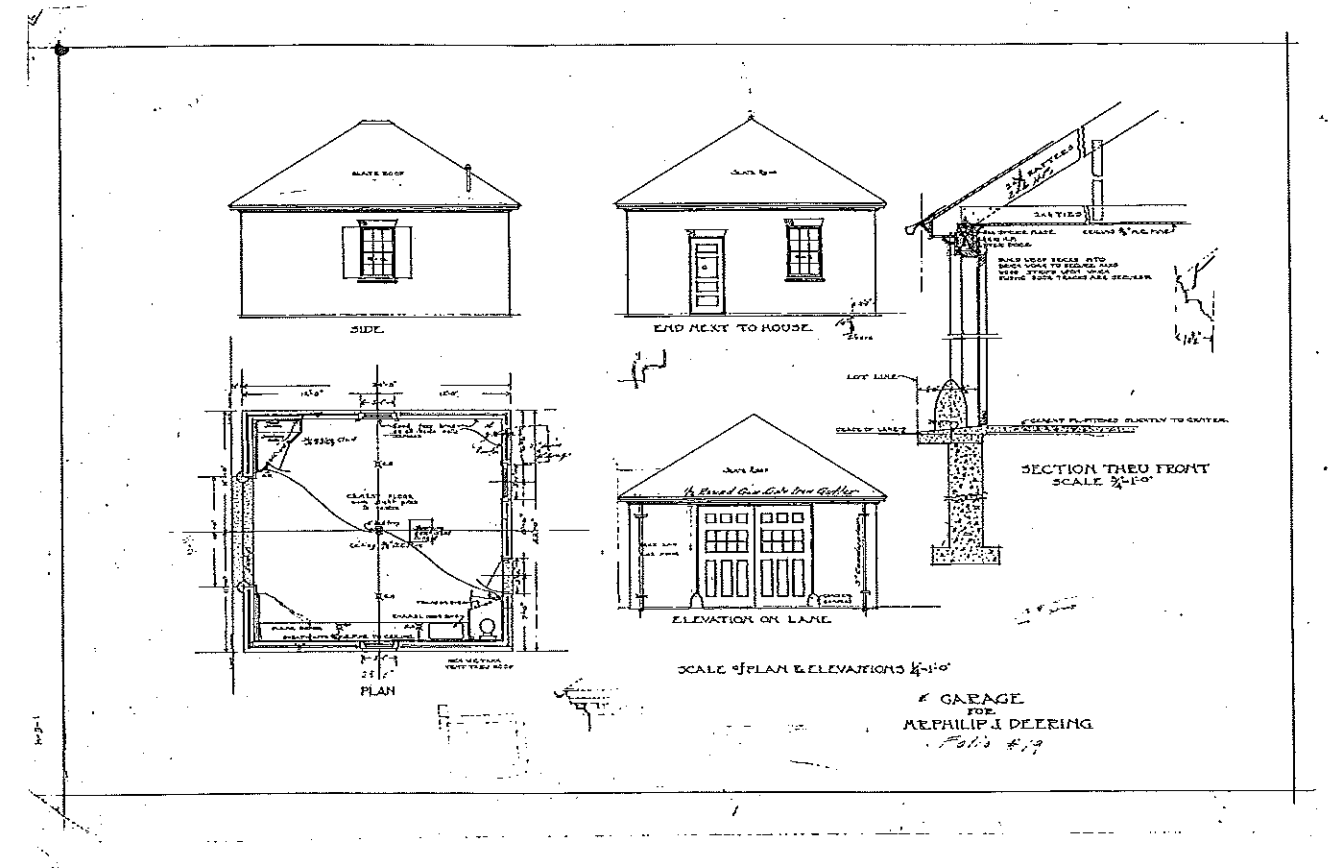


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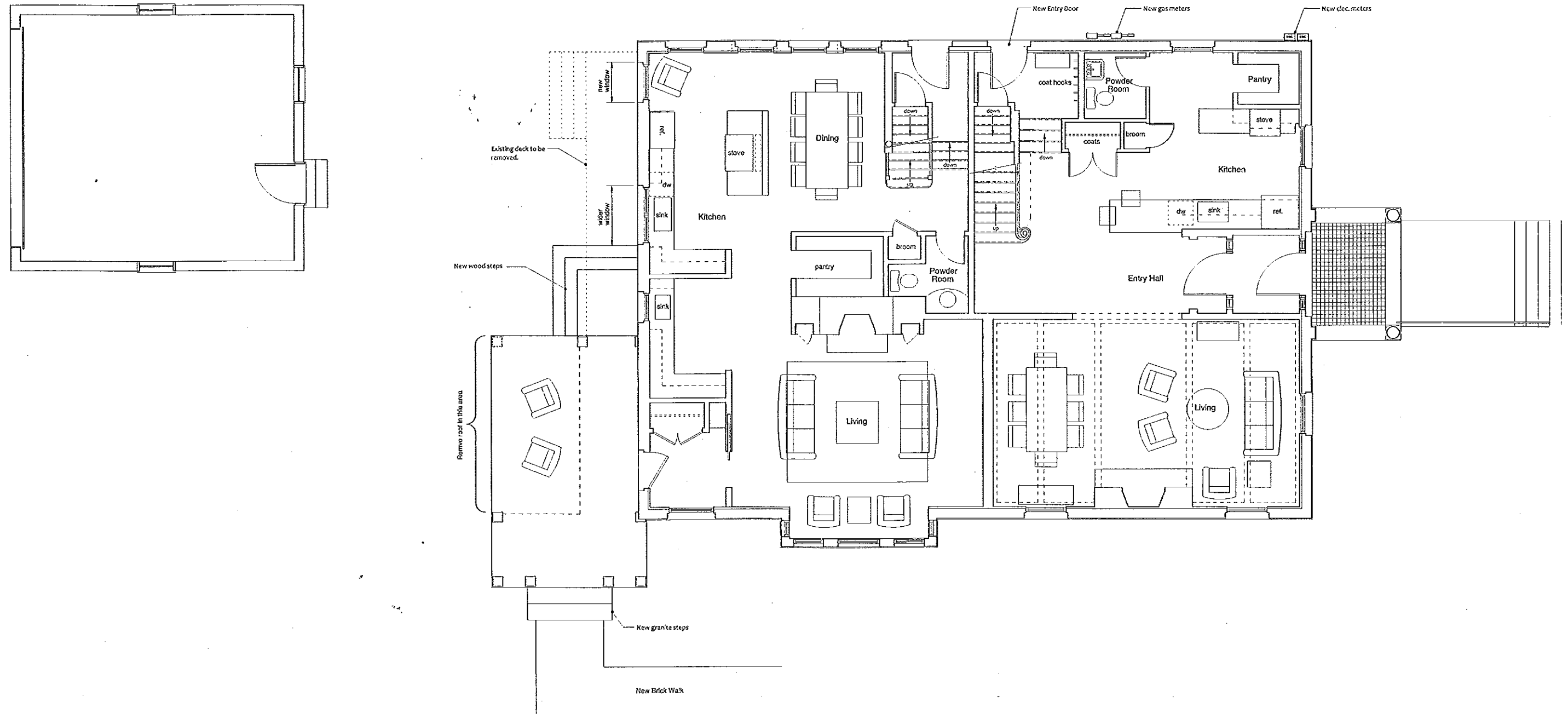


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100 VAUGHAN STREET

Renovations to the Philip J. Deering House
Portland, Maine



First Floor Plan - 1/4"=1'-0"

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100 VAUGHAN STREET

Renovations to the Philip J. Deering House
Portland, Maine



South Elevation - 1/4"=1'-0"



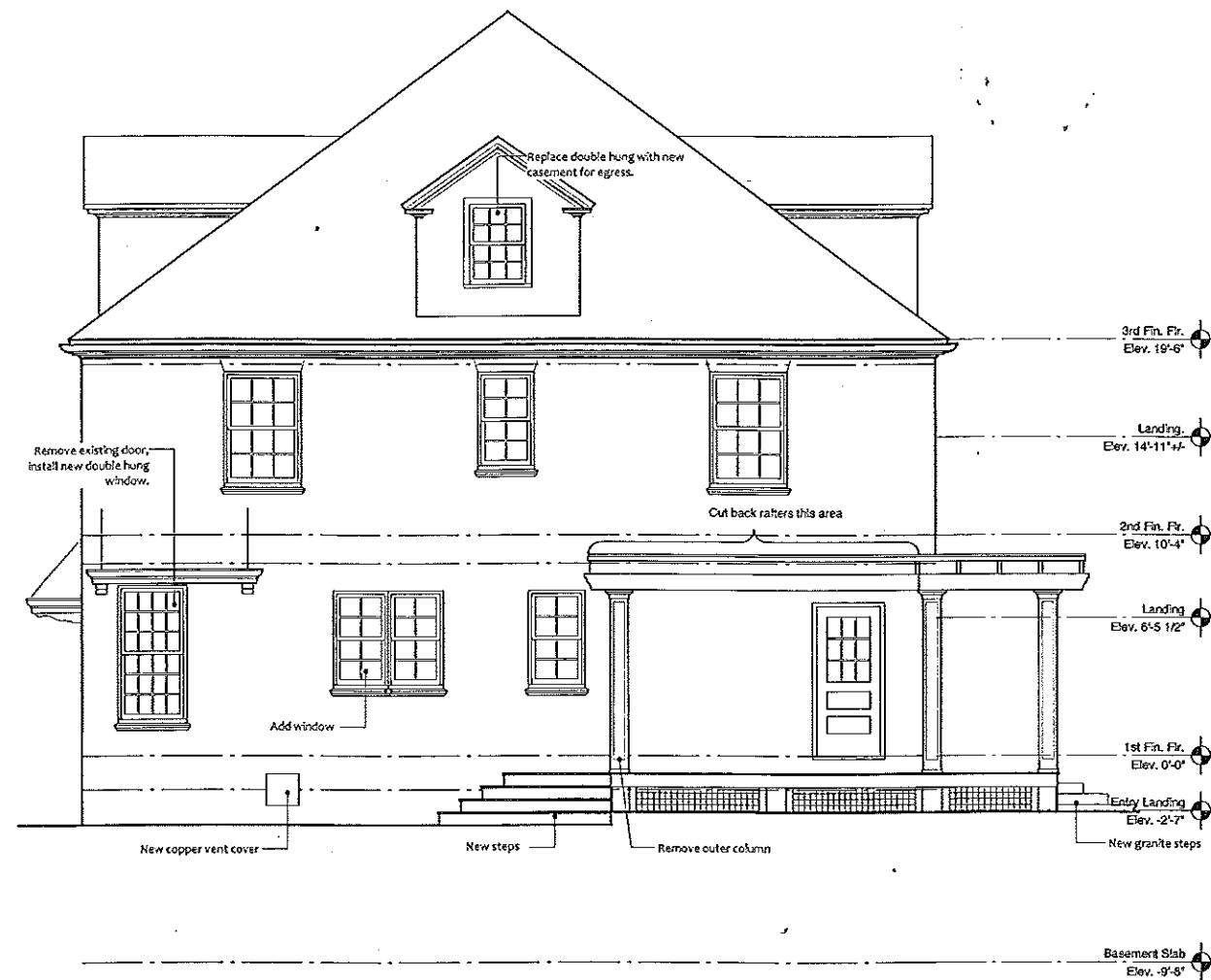
East Elevation - 1/4"=1'-0"

Contractor
Monaghan Woodworks Inc.
100 Commercial Street, Suite 212
Portland, Maine
207-775-2683
www.mwoodworks.com

Architect
Attardo Pondelis Architecture
81 Bridge Street
Yarmouth, Maine
207-846-2042
www.attardopondelis.com

100 VAUGHAN STREET

Renovations to the Philip J. Deering House
Portland, Maine



West Elevation - 1/4"=1'-0"



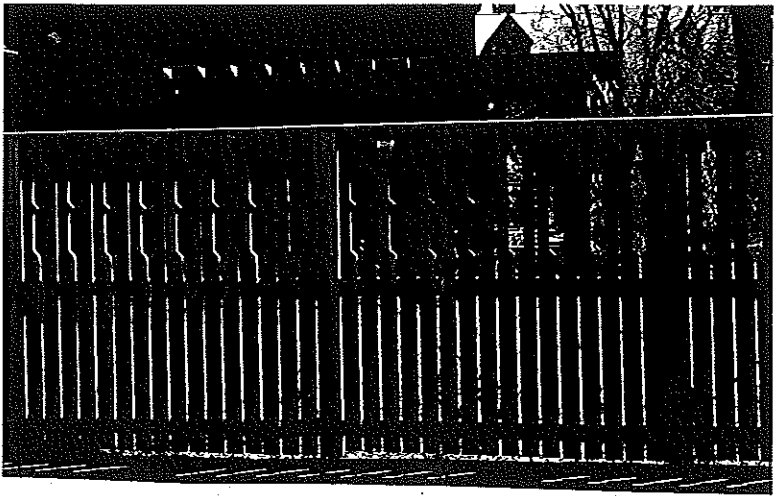
North Elevation - 1/4"=1'-0"

Contractor
Monaghan Woodworks Inc.
100 Commercial Street, Suite 212
Portland, Maine
207-775-2683
www.mvwoodworks.com

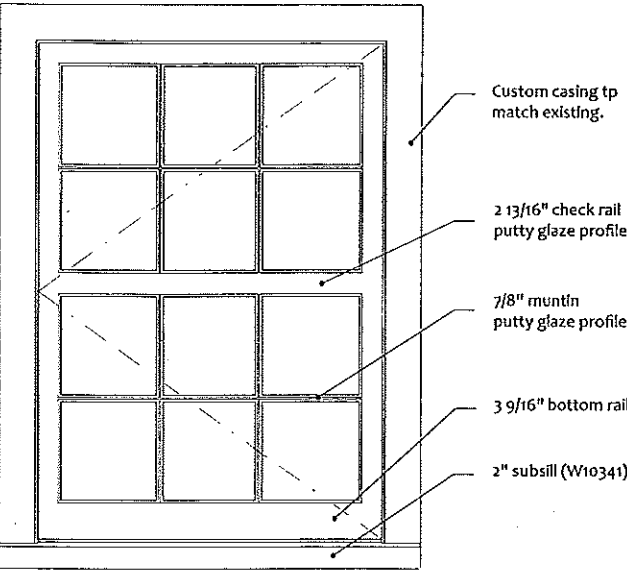
Architect
Attardo Pondelis Architecture
81 Bridge Street
Yarmouth, Maine
207-846-2042
www.attardopondelis.com

100 VAUGHAN STREET

Renovations to the Philip J. Deering House
Portland, Maine



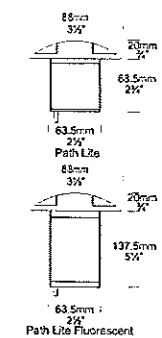
Fence (new to match existing)



Marvin wood casement window with insulated glass, 7/8" simulated muntin with spacer bar, 2 13/16" intermediate check rail, 3 9/16" bottom rail, 2" subsill and custom casing to match existing profile.

Casement Window - 1'-1'-0"

Path Lite
Cat. No. PL



The Path Lite is ideal for lighting flat areas, decks, paved courtyards, and edge lighting paths. The new version now comes with a G4 Halogen capsule which is mounted higher allowing for greater projection of horizontal light. This new capsule coupled with a frosted Borosilica dome glass lens significantly reduces glare through 1, 2, 3 or 4 facets. The frosted Borosilica dome glass lens has been developed to prevent dirt, mud, grass clippings or water from entering the optics area, keeping with its IP68 rating. In addition, the glass lens now retains the seating gasket. The Path Lite 2 facet may be used as a Step Lite in a wall or fence, etc. to shine light up and down.

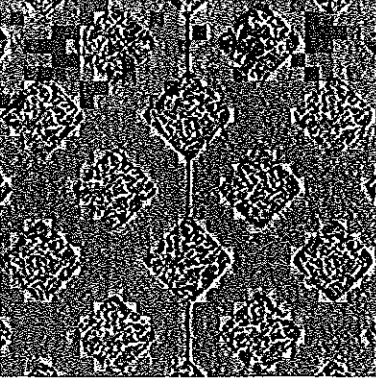
The Path Lite flanges are very durable and can withstand static weight loads of between 1700kg and 3500kg.

A 110/240 volt fluorescent option is available, which offers excellent light output, low energy usage and very low heat generation. This option changes the luminaire to an IP66 rating. A GU10 version of this luminaire is also available for the voltage lamps.

Ordering Information

Luminaire Type	Material	Accessories
PL(1-4) - Path Lite	COP - Copper SS - 316 Stainless Steel	CK150 - Cable Joint Kit Cans - 316 Stainless Canister Deck - Deck Canister Floor - Floor Canister FL - Fluorescent Option GU10 - GU10 option
Flange		
1-90 - Single Facet 1-90° Beam Spread		
1 - Two Facet 180° Beam Spread		
2 - Two Facet 2-90° Beam Spread		
3 - Three Facet 270° Beam Spread		
4 - Four Facet 360° Beam Spread		
Ordering Example	PL 3 COP - Path Lite 3 facet in Copper PL 2 SS - Path Lite 2 facet in 316 Stainless Steel PL 2GU COP - Path Lite 2 facet GU10 in Copper (Accessories ordered separately)	

HUNZA Path
Luminaires
HUNZA FACTORY
139 Pictou Marine Ave
Clon Kinn
Auckland 1072
New Zealand
Ph: 64 9 325 5371
Fax: 64 9 325 5351
hunza@hunza.co.nz
www.hunza.co.nz
INTERNATIONAL CONTACTS:
www.hunza.co.nz/contact.php
Specifying any change without notice
Manufactured in New Zealand
© 2011 Hunza Luminaires Ltd. TM U.S.A.



Pervious Pavers

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

**CONSENT ITEM
FORT GORGES**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: April 27, 2016

RE: May 4, 2016 **Consent Review**

Application for: Certificate of Appropriateness for Fall Hazard Mitigation Improvements

Address: Fort Gorges, Portland Harbor

Applicant: Army Corps of Engineers

Introduction

The Historic Preservation Board is being asked to formally sign off on plans and specifications prepared by the Army Corps of Engineers for fall hazard mitigation improvements at Fort Gorges. This item has been placed on the Board's consent agenda as the final plans and specifications are consistent with information previously presented to the Board.

Background

In February, the Historic Preservation Board conducted a site visit to Fort Gorges followed by a workshop session to review preliminary plans for a program of fall hazard mitigation improvements at the fort. The project was initiated by the Army Corps of Engineers and is being funded by a federal program set aside specifically for this purpose.

At the February workshop, David Larsen of the Army Corps presented the preliminary plans, which at that point were 65% complete. The purpose of the workshop was to solicit input from the Board before proceeding with final design development. Board members raised a variety of concerns and questions at the workshop, most of which had to do with verifying the position or placement of proposed gates and barriers and minimizing the visual impact of several installations. At the conclusion of the workshop it was agreed that a representative of the Board would make a return visit to the fort with Army Corps architects to verify specific dimensions and gate positions. Following the second site visit, Board member Ted Oldham reported back to the Board and described the Corps' intended response to various Board suggestions.

At this time, plans and specifications for the work are essentially complete. The Corps is hoping to go out to bid for the work in the coming weeks. As noted above, staff scheduled

review of the final plans as a consent item, as the plans reflect the changes previously reported on by Mr. Oldham.

Note: Although staff is forwarding a copy of the final plans, staff elected not to forward the final specifications. The specifications document is 60+ pages long, much of which is not relevant to the Board's review.

Applicable Review Standards

- (2) *The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
- (5) *Distinctive features, finishes, and construction techniques or examples of skilled craftsmanship which characterize a structure, object or site shall be treated with sensitivity.*
- (9) *Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.*
- (10) *Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.*

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the May 4, 2016 public hearing and information included in the accompanying staff report, the Board finds that the proposed fall hazard mitigation improvements at Fort Gorges **meet (fail to meet)** the historic preservation ordinance review standards, specifically Standards....., (subject to the following conditions.....)

Attachments

1. Final plan set



FALL HAZARD MITIGATION FORT GORGES PORTLAND, MAINE

SOLICITATION NO.:
CONTRACT NO.:
ISSUE DATE:

INDEX TO DRAWINGS			
SHEET NO.		DESIGN FILE	SHEET TITLE
1	G-001	FT_GORGES_01_G-001.DGN	COVER SHEET AND INDEX
2	G-101	FT_GORGES_01_G-101.DGN	GENERAL PLAN
3	C-101	FT_GORGES_01_C-101.DGN	SITE PLAN PARADE LEVEL
4	C-102	FT_GORGES_01_C-102.DGN	SITE PLAN 2ND TIER
5	C-103	FT_GORGES_01_C-103.DGN	SITE PLAN BARBETTE TIER
6	C-201	FT_GORGES_01_C-201.DGN	TYPICAL CROSS COUNTRY RAIL ELEVATION
7	C-501	FT_GORGES_01_C-501.DGN	STANDARD BARRICADE RAIL DETAILS
8	C-502	FT_GORGES_01_C-502.DGN	STANDARD BARRICADE RAIL DETAILS
9	C-503	FT_GORGES_01_C-503.DGN	STANDARD BARRICADE RAIL DETAILS
10	C-504	FT_GORGES_01_C-504.DGN	STANDARD BARRICADE RAIL DETAILS
11	C-505	FT_GORGES_01_C-505.DGN	STANDARD BARRICADE RAIL DETAILS
12	S-501	FT_GORGES_01_S-501.DGN	MAIN GATE STRUCTURAL DETAILS
13	S-502	FT_GORGES_01_S-502.DGN	MAIN GATE STRUCTURAL DETAILS

[illegible]

U.S. ARMY CORPS OF ENGINEERS NEW VIRGINIA DISTRICT 895 VIRGINIA ROAD CONCORD, VA 01745-2751	DESIGNED BY:	ISSUE DATE:
	DRAWN BY:	SOLICITATION NO.:
	CHECKED BY:	CONTRACT NO.:
	SUBMITTED BY:	DRAWING CODE:
	SIZE: 1/8" x 1/4" F.	ST. GANGES 011

FALL HAZARD MITIGATION
FORT GORGES
PORTLAND, MAINE

SHEET ID
G-001

SIGNATURES AFFIXED BELOW INDICATE OFFICIAL RECOMMENDATION AND APPROVAL OF ALL DRAWINGS IN THIS SET AS INDEXED ON THIS SHEET	
APPROVED FOR TECHNICAL ADEQUACY BY:	
TECHNICAL LEAD ENGINEER	DATE
REVIEWED BY:	
CHIEF, GEOTECHNICAL/WATER RESOURCES BRANCH	DATE
REVIEWED BY:	
CHIEF, GEO-ENV BR/DEPUTY CHIEF, ENGINEERING/PLANNING DIV	DATE
APPROVAL RECOMMENDED BY:	
CHIEF, DESIGN BRANCH	DATE
APPROVED BY:	
CHIEF, ENGINEERING / PLANNING DIVISION	DATE
This project was designed by the U.S. Army Corps of Engineers. The initials or signature and registration designations of individuals appear on these project documents, within the scope of their employment as required by ER 1110-1-8152.	



PHOTO 1



PHOTO 2



PHOTO 3



PHOTO 4



PHOTO 6



PHOTO 7



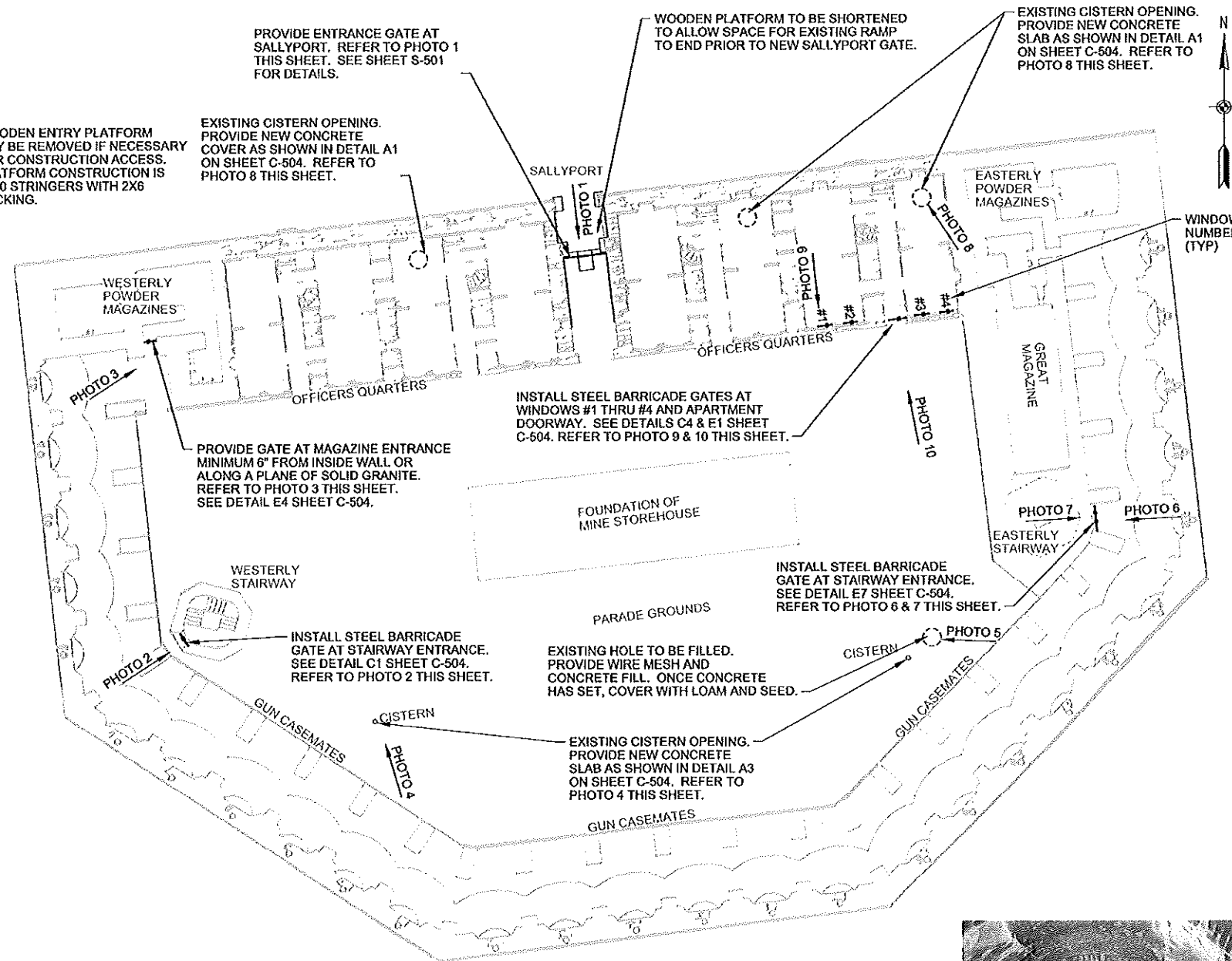
PHOTO 10



PHOTO 9



PHOTO 8



SITE PLAN PARADE LEVEL

SCALE: 1" = 20'



WINDOW
NUMBER
(TYP)

EXISTING CISTERN OPENING.
PROVIDE NEW CONCRETE
SLAB AS SHOWN IN DETAIL A
ON SHEET C-504. REFER TO
PHOTO 8 THIS SHEET.

WOODEN PLATFORM TO BE SHORTENED
TO ALLOW SPACE FOR EXISTING RAMP
TO END PRIOR TO NEW SALLYPORT GATE.

PROVIDE ENTRANCE GATE AT
SALLYPORT. REFER TO PHOTO 1
THIS SHEET. SEE SHEET S-501
FOR DETAILS.

WOODEN ENTRY PLATFORM
MAY BE REMOVED IF NECESSARY
FOR CONSTRUCTION ACCESS.
PLATFORM CONSTRUCTION IS
2X10 STRINGERS WITH 2X6
DECKING.

EXISTING CISTERN OPENING.
PROVIDE NEW CONCRETE
COVER AS SHOWN IN DETAIL A1
ON SHEET C-504. REFER TO
PHOTO 8 THIS SHEET.

INSTALL STEEL BARRICADE GATES AT
WINDOWS #1 THRU #4 AND APARTMENT
DOORWAY. SEE DETAILS C4 & E1 SHEET
C-504. REFER TO PHOTO 9 & 10 THIS SHEET.

- PROVIDE GATE AT MAGAZINE ENTRANCE
MINIMUM 6" FROM INSIDE WALL OR
ALONG A PLANE OF SOLID GRANITE.
REFER TO PHOTO 3 THIS SHEET.
SEE DETAIL E4 SHEET C-504.

— INSTALL STEEL BARRICADE GATE AT STAIRWAY ENTRANCE. SEE DETAIL C1 SHEET C-504. REFER TO PHOTO 2 THIS SHEET.

INSTALL STEEL BARRICADE
GATE AT STAIRWAY ENTRANCE.
SEE DETAIL E7 SHEET C-504.
REFER TO PHOTO 6 & 7 THIS SHEET.

EXISTING HOLE TO BE FILLED.
PROVIDE WIRE MESH AND
CONCRETE FILL. ONCE CONCRETE
HAS SET, COVER WITH LOAM AND SEED

EXISTING CISTERN OPENING. PROVIDE NEW CONCRETE SLAB AS SHOWN IN DETAIL A3 ON SHEET C-504. REFER TO PHOTO 4 THIS SHEET.

LOCATION OF
ENTRY GATE

LOCATION OF ENTRY GATE

LOCATION OF



**US Army Corps
of Engineers®**

[illegible]

U.S. ARMY CORPS OF ENGINEERS NEW ENGLAND DISTRICT WASHINGTON FIELD CONCORD, MA 01742-2751	DESIGNED BY: THORDEAU DRAWN BY: J.T.	ISSUE DATE: SOLICITATION NO.: CONTRACT NO.:
	CHECKED BY: W. TESSIER SUBMITTED BY:	DRAWING CODE: PT. GEORES. DT. SIZE: 1 SCALE: SHEET 3 OF 13

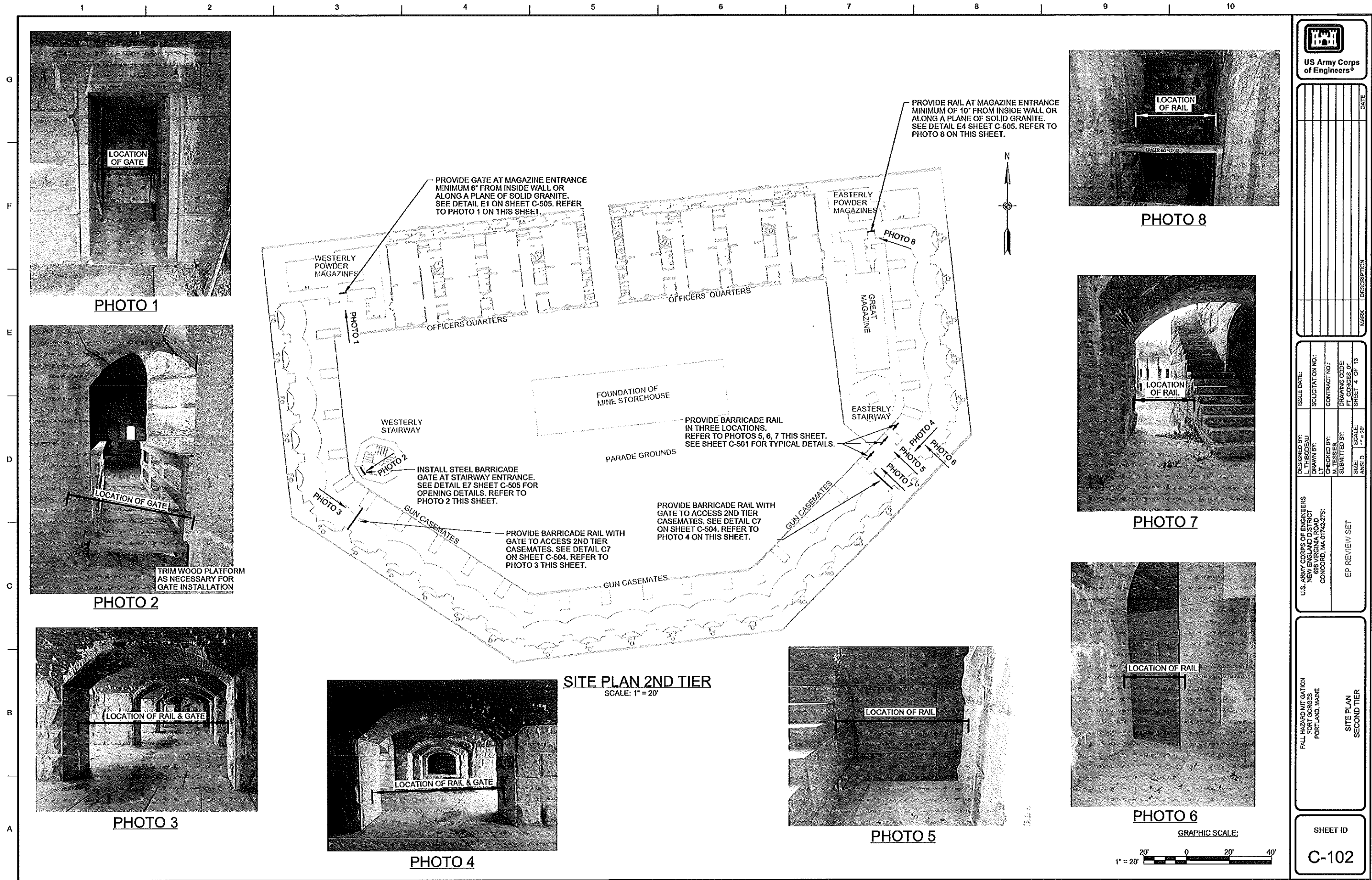
**FALL HAZARD MITIGATION
FORT GORGES
PORTLAND, MAINE**

SITE PLAN
PARADE LEVEL

SHEET ID

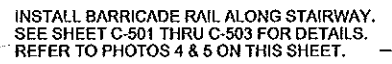
C-101

%PRODUCTION DATA 1%	%PRODUCTION DATA 2%	%PRODUCTION DATA 3%	%PRODUCTION DATA 4%
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III

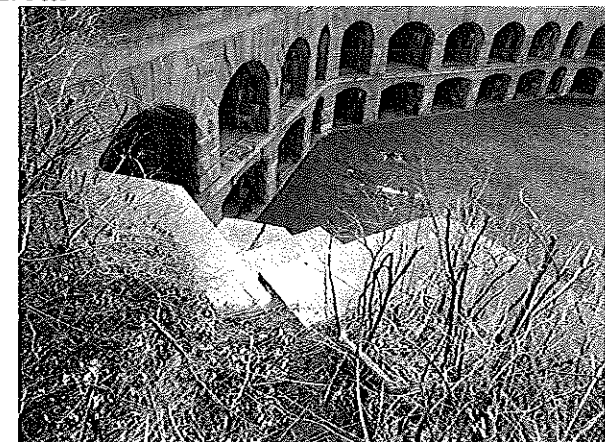


LOCATION OF GRANITE STAIRWAY
SHOWN IS IN AN APPROXIMATE
MANNER ONLY. REFER TO NOTE 5
ON SHEET G-101.

— INSTALL 48" BARRICADE RAIL AND GATE AT PORTIONS OF TOP OF STAIRWAY. SEE DETAILS A1 AND B5 ON SHEET C-505. REFER TO PHOTO 1, 2, & 3 ON THIS SHEET.

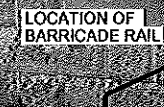
— REMOVE VEGETATION
AND CUT
STUMPS FLUSH.

— 10' x 25' AREA
REFER TO DETAIL C8
SHEET C-505



12

REMOVE AND DISPOSE OF
EXISTING WOOD RAIL. —
WOODEN BRIDGE TO REMAIN



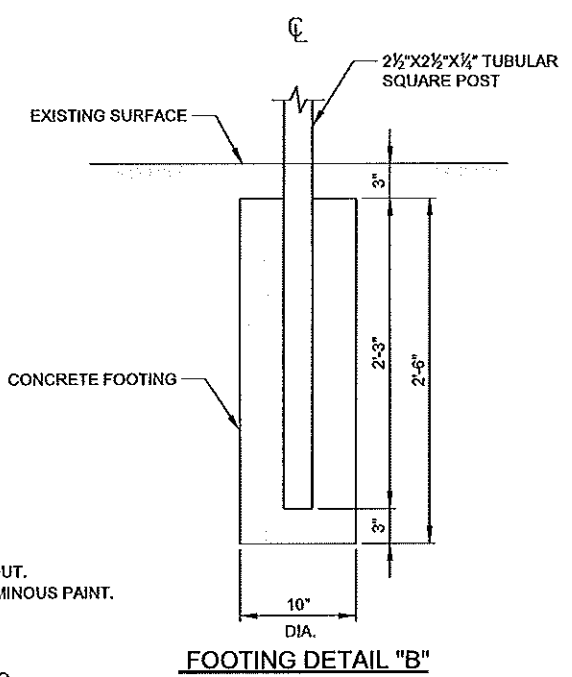
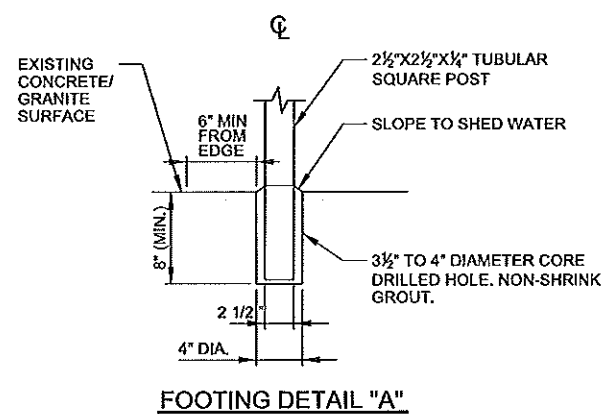
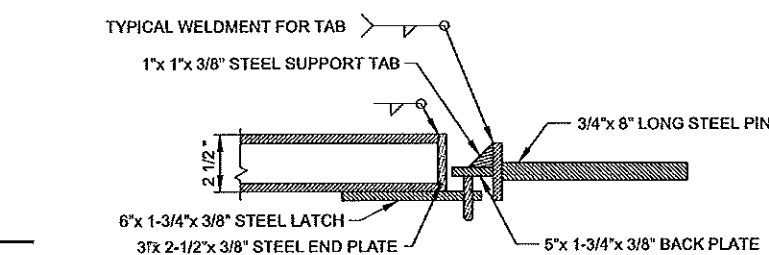
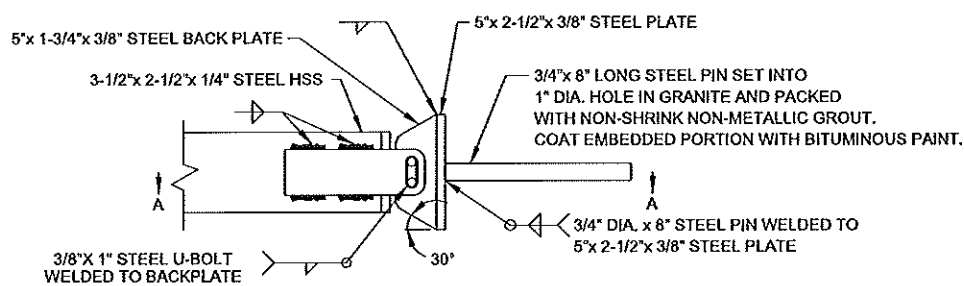
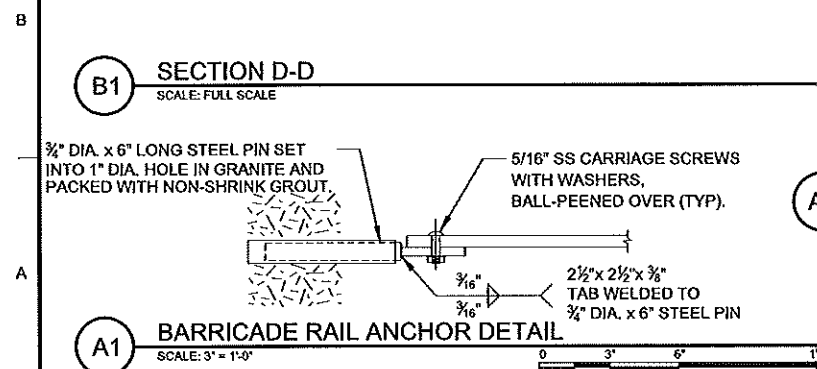
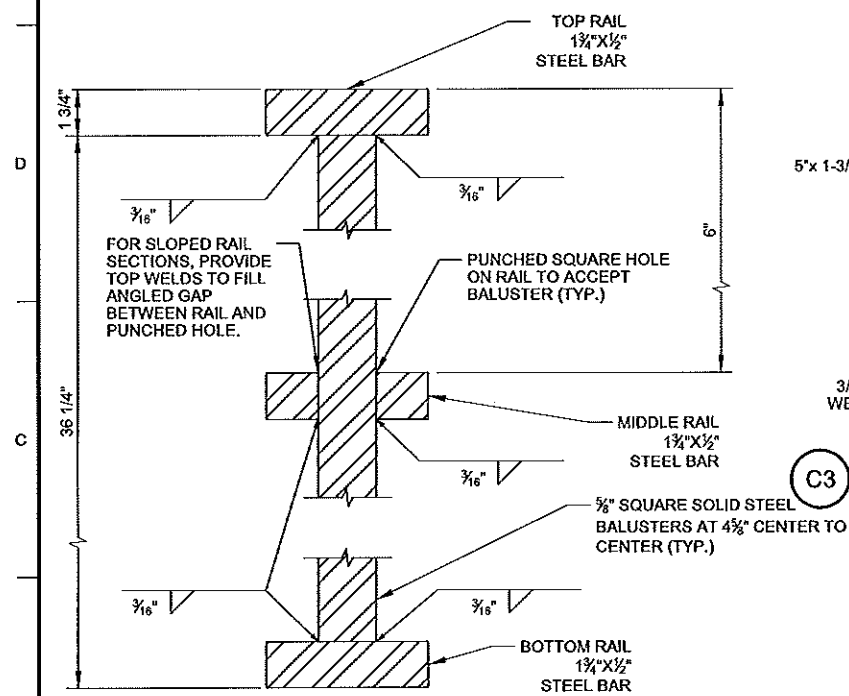
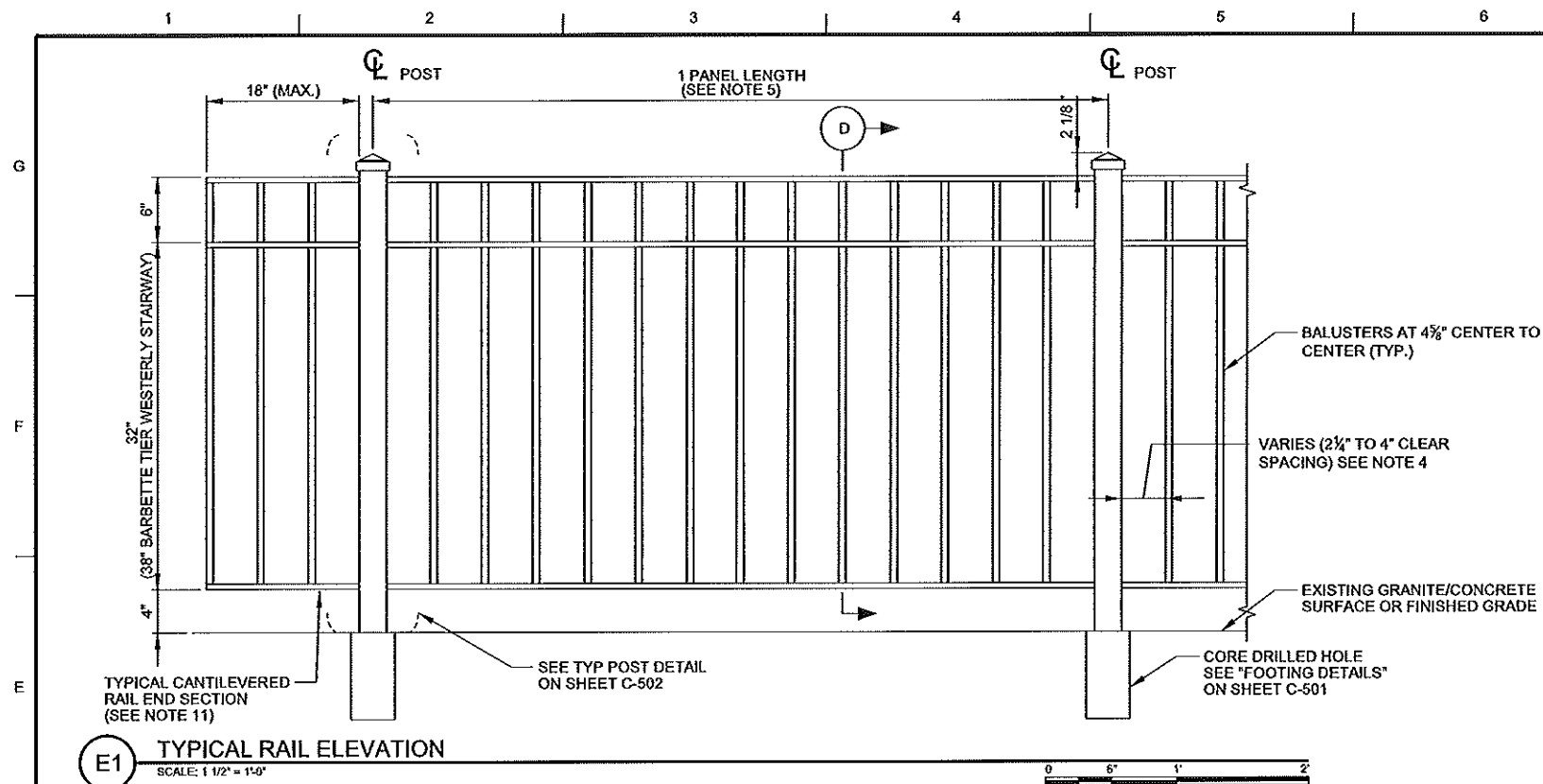
SCALE: 1" = 20'



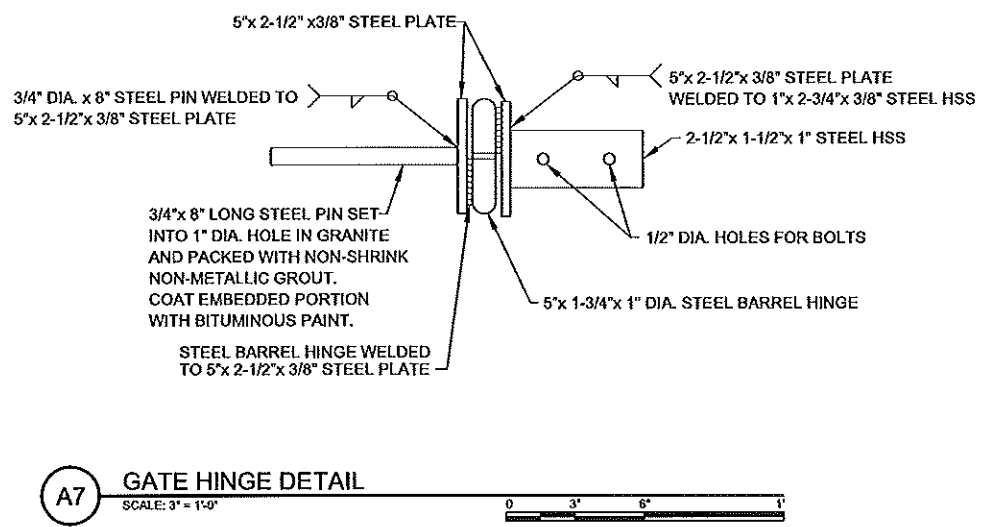
100

1" = 20'

20' 0 20' 40'



C7 FOOTING DETAILS
SCALE: 1 1/2" = 1'-0"



- NOTES:**
1. THE CONTRACTOR SHALL FIELD VERIFY ALL MEASUREMENTS SHOWN ON PLANS PRIOR TO FABRICATION OF RAIL. FIELD CUTTING OR WELDING WILL NOT BE ALLOWED.
 2. RAIL FINISH TO BE HOT DIPPED GALVANIZED AFTER FABRICATION. SEE SPECIFICATIONS.
 3. RAIL COMPONENTS SHALL BE DELIVERED TO SITE WITH EACH FINISHED PART SEPARATED AND PROTECTED.
 4. THE SPACING BETWEEN THE POST AND THE ADJACENT BALUSTER SHALL BE THE SAME AT EACH END OF A PANEL.
 5. IN LAYING OUT THE PROPOSED RAILING, THE CONTRACTOR SHALL USE AS MANY SIMILAR LENGTH PANELS AS POSSIBLE. PANELS, FROM CENTER LINE OF POST TO CENTER LINE OF POST, SHALL NOT BE GREATER THAN 7 FEET OR LESS THAN 3 FEET IN LENGTH, UNLESS OTHERWISE SHOWN.
 6. WHERE RAILINGS TERMINATE ADJACENT TO A STRUCTURE OR ALONG THE TOP EDGE OF A WALL, THE RAILING SHALL TERMINATE WITHIN 4 INCHES OF THE ADJACENT STRUCTURE OR EDGE.
 7. ALL DRILLED POST HOLES SHALL BE INSPECTED BY THE CONTRACTING OFFICER'S REPRESENTATIVE PRIOR TO INSTALLING POSTS.
 8. REFERENCED CAULKING TO MATCH FINISH COLOR.
 9. ALL RAIL POSTS AND BALUSTERS SHALL BE PLUMB (VERTICAL) WHEN INSTALLED.
 10. REQUIRED INSTALLATION SEQUENCE (BY DISCRETE SECTION)
 - A. CORE DRILL HOLES
 - B. PLACE POSTS IN HOLES, CONNECTING PANELS WITH S. S. CARRIAGE SCREWS (BOTTOM AND MIDDLE RAIL)
 - C. ALIGN PANEL/POST SECTIONS BOTH VERTICALLY AND HORIZONTALLY, SUPPORTING AS NECESSARY
 - D. FIX POSTS WITH NON-SHRINKING GROUT
 - E. INSTALL TAPERED DRIVE PINS, FILL WITH EXPANSIVE FOAM, FASTEN POST CAPS
 - F. CAULK CAP SET SCREWS, CAULK TOP RAIL INSERTION POINTS
 11. DUE TO THE DIFFICULTY (PROBABLE IMPOSSIBILITY) OF TRYING TO INSERT PANELS INTO POSTS IF POSTS ARE SET BEFORE PANELS ARE PLACED, ABOVE SEQUENCE IS REQUIRED.
 12. CANTILEVERED END SECTIONS ARE REQUIRED WHEREVER END POST CANNOT BE SET AT END OF PROTECTION TO PREVENT CLIMBING AROUND END OF RAILING. CANTILEVERED RAIL SECTIONS SHALL USE 3 SHOP WELDED TABS AS SHOWN ON SECTION "B" ON SHEET C-502. TABS SHALL BE SHOP WELDED AT ANGLES NECESSARY TO TURN CANTILEVERED RAIL SECTION. SHOP DRAWINGS SHALL BE SUBMITTED DETAILING ALL CANTILEVERED LOCATIONS.

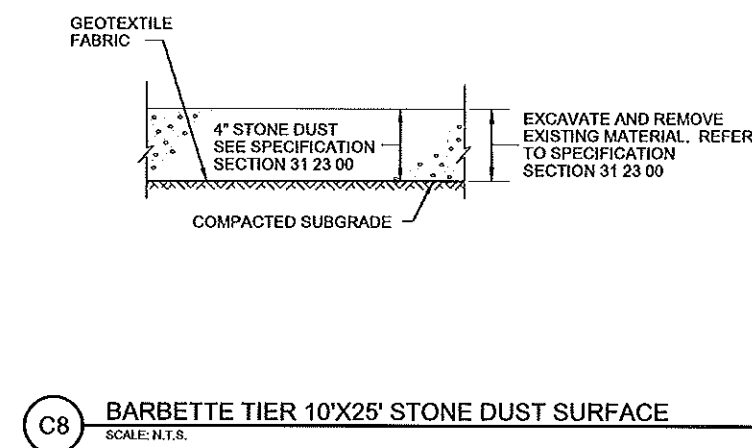
US Army Corps of Engineers

ISSUE DATE		SOLICITATION NO.		CONTRACT NO.		DRAWING CODE		FL. GORGES DIST.		SHEET 7 OF 13	
DESIGNED BY:	L. THIBODEAU	DRAWN BY:	L.T.	CHECKED BY:	M. TESSIER	SUBMITTED BY:		SCALE:	AS SHOWN	DATE:	
U.S. ARMY CORPS OF ENGINEERS NEW ENGLAND DISTRICT 850 VERNON ROAD CONCORD, MA 01742-2751											
EP REVIEW SET											

STANDARD BARRICADE RAIL DETAILS

SHEET ID

C-501



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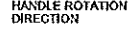
696 VIRGINIA ROAD CONCORD, MA 01742-2751		CONTRACT NO.: DRAWN BY: CHECKED BY: SUBMITTED BY:	DRAWING CODE: FT. CORSES 01 SHEET 13 OF 13
EP REVIEW SET		SCALE: ANS I D 1:1	

PORTLAND, MAINE

MAIN GATE
STRUCTURAL DETAILS

SHEET ID
S-502

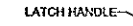
E1 LEFT LATCH (ISO VIEW)



E3 RIGHT LATCH (ISO VIEW)
SCALE: 3"=1'-0" 0 3' 6' 9'



E6 LATCH MECHANISM
SCALE: 3"=1'-0" 0 3' 6'



E8 LATCH MECHANISM SECTION
SCALE: 3"=1'-0" 0 3" 6"



A1 PARADE LEVEL MAIN GATE LATCH DETAILS
SCALE: 3" = 1'-0" 0 3' 6'



A6 LEFT LATCH OPEN POSITION



A8 RIGHT LATCH OPEN POSITION
SCALE: 3"=1'-0" 0 3' 6'

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

**CONSENT ITEM
157 PINE STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: April 28, 2016

RE: May 4, 2016 **Consent Review**

Application for: Certificate of Appropriateness for Site Alterations

Address: 157 Pine Street

Applicant: Roger and Margot Milliken

Landscape Designer: Lynn Shaffer

Introduction

Staff is forwarding to the Board for consent review an application for site alterations at 157 Pine Street. The structure on site is a former carriage house that was once part of the Elizabeth McDonald Estate at the corner of Pine and Vaughan streets. The building underwent a comprehensive rehabilitation in 2004, when it was converted from medical office use to two residential condominiums. (The owner, Lisa Foley, also rehabilitated the Italianate residence Street next door at 151 Pine Street shortly thereafter, transforming this block of Pine Street.)

Last year, applicants Roger and Margot Milliken purchased both condominium units in the former carriage house and converted the building into a single family home. With the interior renovation now complete, they are turning their attention to the site. Some exterior modifications were made to the rear elevation to provide more direct access to the rear garden, but as these alterations are not visible from the street, no review was required.

Proposed site alterations include:

- removal of some of the paved parking area behind the carriage house to expand the rear garden (not visible from the street)
- installation of fence sections on the east side of the building to obscure ground-mounted condenser units (installed as part of the previous renovation). This is being

done primarily for the benefit of the neighbors whose parking lot abuts the side yard. *(See Attachment 5 for fence detail.)*

- removal of existing foundation plantings and introduction of new landscaping
- modification of the central walkway that leads from entrance gate at the sidewalk to the former carriage house doors. Note that Ms. Foley's 2004 project included substantial site modifications which were reviewed and approved by the HP Board. Site alterations included removal of a portion of a granite retaining wall and fence at the sidewalk edge that linked this property to the McDonald Mansion at 159 Pine. Removal allowed for the introduction of a new driveway along the western property line. The project also included re-establishment of the original pathway leading from the street to the carriage house doors, which had been discontinued at some point in the past. Although the original function of the pathway was obsolete, it was important to the Board that the memory of the original function be preserved and reinterpreted. The reinterpretation consisted of a fairly wide brick sidewalk flanked by low plantings. *(See Attachment 1 for photos of site following 2004 project.)*

The applicants do not anticipate a need for a functioning central walkway to the front door, as there is a walkway from the driveway, but they do appreciate the desire to maintain the memory of the original passageway. As such, they propose to remove the brick sidewalk and install two parallel rows of granite paving blocks separated at a distance to reflect the width of the carriage door opening. As proposed, the width of the granite blocks—which will be quite large--will be random, but the outside edges of the blocks will align to form a straight line. As shown, there will be some separation between stones. Grass is proposed to be planted between the blocks. *(See Attachments 3 and 4 for proposed layout.)* Note that the walkway does not align exactly with the front door opening. This is due to the fact that the iron gates do not align exactly with the opening and front entrance landing. This is the case today. The offset is not very noticeable to the casual observer, however.

Applicable Review Standards

- (2) *The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
- (5) *Distinctive features, finishes, and construction techniques or examples of skilled craftsmanship which characterize a structure, object or site shall be treated with sensitivity.*
- (9) *Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the*

property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.

- (10) *Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.*

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the May 4, 2016 public hearing and information included in the accompanying staff report, the Board finds that the proposed site alterations at 157 Pine Street **meet (fail to meet)** the historic preservation ordinance review standards, specifically Standards....., (subject to the following conditions.....)

Attachments

1. Photos of previous site condition (front yard has been disturbed during recent renovation)
2. Applicant letter
3. Sketch site plan
4. Perspective view
5. Fence detail

Att 1





RENTED
APRIL 2015
201-522-8064
www.aprilrentals.com

27 April 2016

Dear Deb:

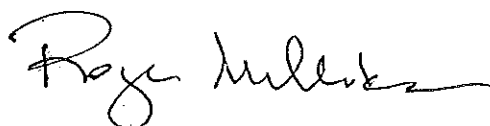
Thank you for meeting with us and Lynn Shaffer twice over the past several weeks. As you know, Margot and I are delighted to be the new residents of the carriage house at 157 Pine St. We understand that it was designed by Francis Fassett and John Calvin Stevens in 1882 as part of the of the McDonald mansion property on the corner of Pine and Vaughan streets.

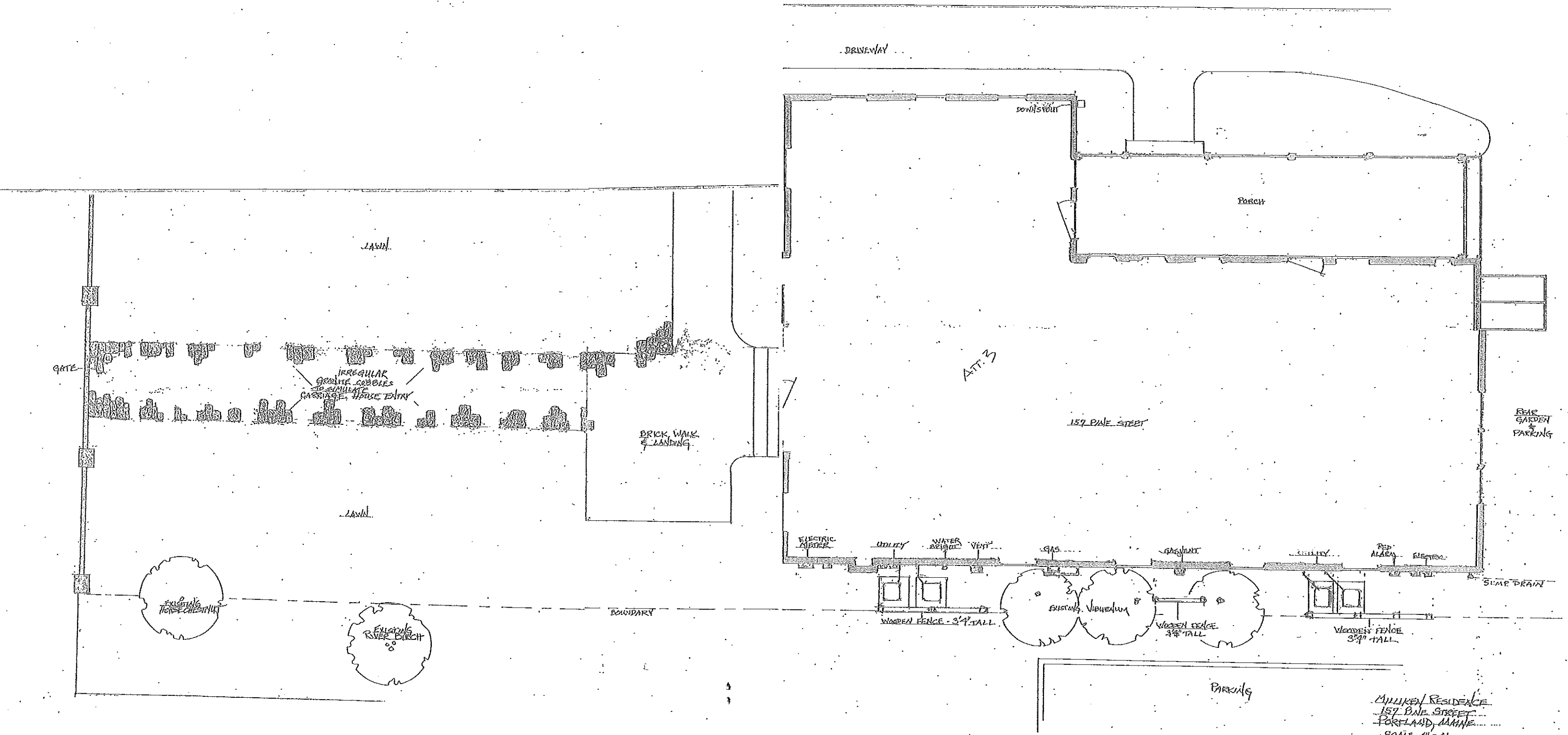
Our first decision was to remove the overgrown planting that were obscuring the granite sills and clean proportions of the house. We moved in a month ago. With the advent of spring, we are turning our attention to the open space in front of the house, which served as a parking lot during our renovation.

As you know, the house is set well back from Pine Street behind a historic granite and iron fence with a large double gate. The existing wide brick walkway dates from the building's use as a Doctor's office and is now obsolete, since we use parking spots at the end of the driveway and enter the house through the side porch. To our eyes, the space out front appears barren, and more commercial than residential. Our goal is to make changes to the hardscaping that maintain the historic connection between the gate and the wide front door, while unifying the natural area with landscaping.

Although it is likely that the gates will never again open, we would like to honor the building's history by replacing the bricks with two parallel lines of granite paving stones set apart at a distance that would accommodate the wheels of a carriage. We would lay them so that their outside edges form a straight line between the gate and the granite steps, and an irregular pattern on the inside. Since this is not intended as a full restoration of the driveway to the carriage house, gaps between the paving stones will create a more natural appearance suitable to the building's current use while strongly evoking its history. Grass growing between the pavers along with perimeter shrub planting (kept suitably away from the fence) will enhance the residential feel of the neighborhood. We would also move the brick seating area to the right (as viewed from the street) in order to strengthen the sight lines between the gate and front door.

As shown in the plan and elevation sketch, we intend that the laws of perspective, the alignment of the outside edges of the paving stones, and strong beginning (gate) and end (door) points will induce passersby to imagine the days when horses and carriages regularly turned off of Pine Street and entered the carriage house.

A handwritten signature in dark ink, appearing to read "Roy Miller", with a long, sweeping horizontal line extending to the right.



MILLIKEN RESIDENCE
157 PINE STREET
PORTLAND, MAINE
SCALE: 1"=1'
DRAWN BY LYNN E. SHAEER
APRIL 2016

From: <johnshaferlandscape@gmail.com>
To: <shafer@shafer@securespeed.net>
Sent: Wednesday, April 20, 2016 6:28 PM
Attachment: WG_0532.JPG
Subject: Wagon from:



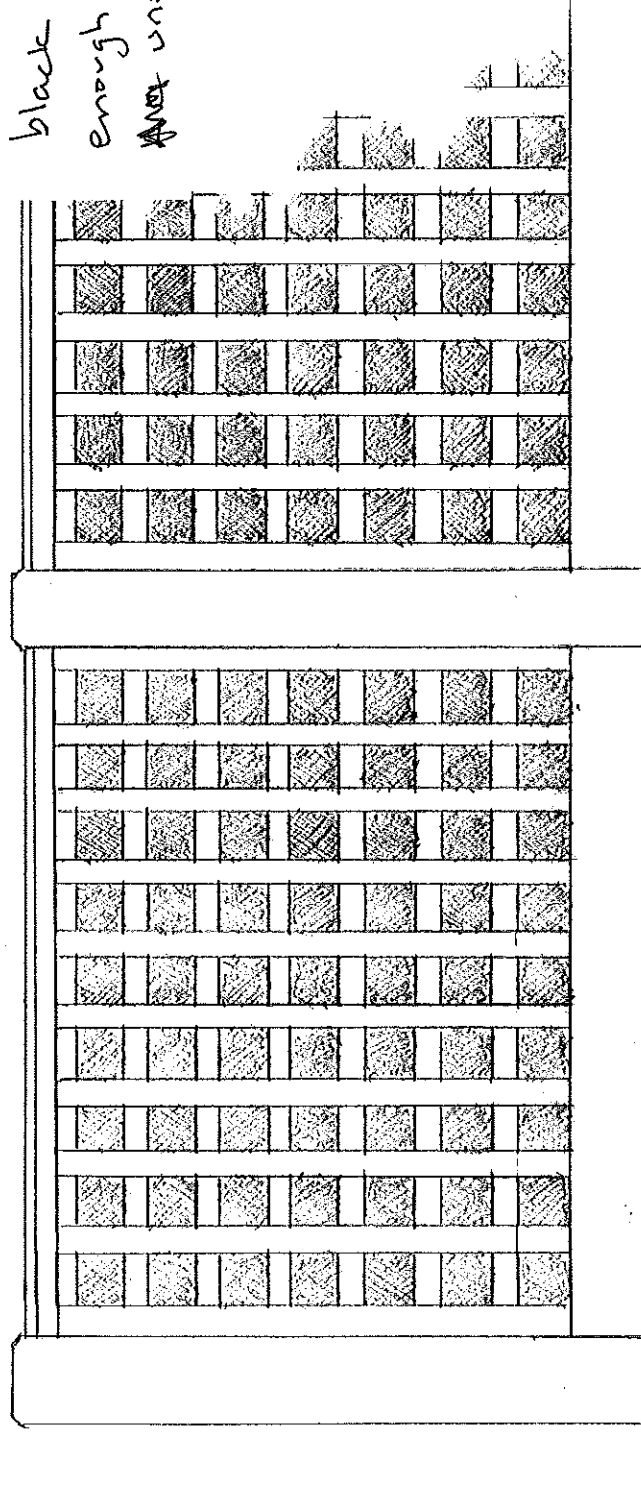
HOUSE WITH COBBLE TRACK
157 PINE STREET

See front of phone

Deb: FYI

We are looking at
a design like this
to screen the utilities.

3 feet high, painted
black & only wide
enough to cover the
~~unit~~ units themselves.



MILLIKEN - UTILITY SCREEN

WOOD - PAINTED BLACK

3" SQ. OPENING

1 3/4" SQ. LATTICE, VERTICAL & HORIZONTAL MEMBERS

POSTS SET IN GROUND

CHAMFERED TOP RAIL

HEIGHT OF SCREEN - 3'4"

ATT. 5

DRAWN BY L. SHAFER
APRIL 2016