

1. Legal Ad

Documents: [6-1-16 LEGAL AD.PDF](#)

2. Agenda

Documents: [6-1-16 AGENDA.PDF](#)

3. 58 Fore Street

Documents: [HP MEMO - 58 FORE STREET.PDF](#)

4. Waynflete School

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

5. 638 Congress Street

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

6. 714 Stevens Avenue

Documents: [HP MEMO - 714 STEVENS AVENUE.PDF](#)

7. Consent Item

Documents: [CONSENT ITEM.PDF](#)

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

On **Wednesday, June 1, 2016** at **5:00** p.m., the Portland Historic Preservation Board will meet to review the following items. (Public comments are taken at all meetings):

1. SITE VISIT AND WORKSHOP

Meet at 58 Fore Street

- i. Site Walk and Preliminary Workshop Regarding Potential Scope of Work within Historic District Boundaries; 58 FORE STREET; CPB2, Applicant

Break for Dinner; Meeting Resumes at 7:15

2. PUBLIC HEARING

- i. Certificate of Appropriateness for Removal of Existing Structures and Replacement New Construction; WAYNFLETE CAMPUS, Vicinity of 360 SPRING STREET; Waynflete School, Applicant.
- ii. Certificate of Appropriateness for Exterior Alteration; 638-652 CONGRESS STREET (Park Street frontage); Port Properties, Inc., Applicant.
- iii. Certificate of Appropriateness for Site Alterations; UNE Campus Green, VICINITY OF 716 STEVENS AVENUE, UNE, Applicant.

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

June 1, 2016, 5:00 p.m.

5:00 Portion of Meeting held ON SITE at 58 FORE STREET

7:15 Portion of Meeting held in 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 MAY 18, 2016:

- i. Certificate of Appropriateness for New Construction; 62 India Street (Corner of India and Newbury); India/Newbury Residences LLC., Applicant. *The Board voted 6-0 (Turk absent) to approve the application subject to conditions.*
- ii. Certificate of Appropriateness for Comprehensive Program of Window Replacement; Cumberland County Courthouse (142 Federal/205 Newbury Streets); County of Cumberland, Applicant. *The Board voted 6-0 (Turk absent) to approve the application subject to conditions.*

4. SITE VISIT AND WORKSHOP - Meet at 58 Fore Street

- i. Site Walk and Preliminary Workshop Regarding Potential Scope of Work within Historic District Boundaries; 58 FORE STREET; CPB2, Applicant

Break for Dinner; Meeting Resumes in Room 209, City Hall, at 7:15 p.m.

5. PUBLIC HEARING

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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**

**SITE WALK AND PRELIMINARY WORKSHOP
PORTLAND COMPANY HISTORIC DISTRICT, 58 FORE STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: May 26, 2016

RE: June 1, 2016 **Site Walk and Preliminary Workshop
(Meet at 58 Fore Street)**

Address: 58 Fore Street, Portland Company Historic District

Applicant: CPB2

Project Architect: Scott Simons, Scott Simons Architects

Introduction

A site walk and workshop have been scheduled to begin preliminary discussion of how any potential redevelopment of the 58 Fore Street property will support the recently adopted Portland Company Historic District. The workshop will include discussion of potential building alterations and design concepts being considered by the owners of 58 Fore Street for the area within and abutting the historic core. Representatives of CPB2 and architect Scott Simons, who has been hired to provide design services for the historic core portion of the property, are hoping to enter into a dialogue with the Board in advance of any specific plans being developed to determine what changes might be found acceptable within the standards of the historic preservation ordinance. CPB2 will soon be convening a larger group of consultants in Portland to begin a more detailed analysis of the site and develop potential concepts for its redevelopment. Early input from the Historic Preservation Board will be helpful as this process gets underway.

Mr. Simons has provided a letter describing the purpose of the workshop and some of the concepts being considered, as well as screen shots of a presentation he will be making following the site walk to facilitate discussion. (See ATTACHMENTS 1 and 2.) As there is no specific application before the Board and the illustrated concepts are quite general, this memo does not include a detailed analysis of the specific ideas presented. However, Board members are encouraged to review the background material provided with this memo in advance of the meeting. A map of the final Council-adopted Portland Company Historic District boundaries

is enclosed, as well as photos and descriptions of buildings within the district and a copy of the designation report which includes a description of the visual character of the Portland Company complex.

Background

In recent weeks, Planning, Historic Preservation, Waterfront, Public Works and other City staff have met with representatives of CPB2 to discuss next steps toward the future redevelopment of the 9.93-acre parcel at 58 Fore Street. Now that the property has been rezoned and the scope of the historic district defined, discussions have largely turned to other related issues, including the extension of Thames Street to access the property, the creation of a spur adjacent to 58 Fore Street's western property line to connect Thames Street Extension to Fore Street, etc. The development team and staff have also begun discussion of the regulatory path forward in terms of review of a master plan for the entire parcel, phasing of the overall rehab and build-out, etc.

In early May, Planning and Historic Preservation staff toured the property with the developers and architect Scott Simons, who has been hired by CPB2 to provide design assistance for the historic core of the property (referred to by the developer as "Parcel 2"). During the tour, Mr. Simons introduced some of the potential building alterations and added design elements he has discussed with the developers since being brought into the project. At the conclusion of the tour, all agreed that an early meeting with the Historic Preservation Board would be the most productive path forward to ensure that the concepts pursued were generally feasible within the parameters of the historic preservation ordinance. Staff suggested that a tour of the site to revisit specific conditions would likely be very helpful. Wednesday's workshop is the result of that discussion. Staff has made clear that any input from the Board during this workshop—given the preliminary nature of the concepts--must be considered strictly preliminary as well.

Reference Material

See map of final historic district boundaries, information and photos of individual contributing buildings within the district and a copy of the designation report that describes the visual character of the district. Note that the designation report has not yet been revised to reflect the Council's decision regarding the scope and boundaries of the district.

Ordinance Standards for Review of Alterations

In considering some of the building alterations and additions being contemplated at this early stage of design development, the Board is encouraged to review the historic preservation ordinance's Standards for Review of Alterations, as they should inform the Board's evaluation of the proposed alterations' likely acceptability within the framework of applicable historic preservation regulations. Following are the ten ordinance review standards that apply to alterations and additions to historic properties:

- (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.*
- (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.*
- (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.*
- (7) *The surface cleaning of structures and objects, if appropriate, shall be undertaken with the gentlest means possible. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be undertaken.*
- (8) *Every reasonable effort shall be made to protect and preserve significant archeological resources affected by or adjacent to any project. If resources must be disturbed, mitigation measures shall be undertaken.*
- (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 archaeological*

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. Letter from Scott Simons
2. Screen shots from workshop presentation
3. Final boundaries of Portland Company Historic District, with bldg. classifications
4. Portland Company Historic District Designation Report
5. Photos of structures within historic district boundary
6. Description of subject structures

AH.1

58 Fore Street: Historic Core Presentation

Summary Statement for Historic Preservation Workshop 06.01.16

The purpose of this first Historic Preservation Workshop, prior to an actual project application, is to introduce design considerations for the existing buildings located at the former Portland Company site. The purpose is also to explain the basic planning and design concepts that CPB2, and the design team, are considering for this part of the 58 Fore Street redevelopment, as well as their relationship to the rest of the development that will be a part of the Master Development Plan (MDP) and subsequent planning and HP/PB workshops.

PURPOSE

With seven Contributing Structures identified within the newly formed Portland Company Historic District, this is the first opportunity for the single ownership of all structures within the district to solicit feedback and guidance from the Historic Preservation Board on design direction, and other considerations, prior to diving too deep into design solutions, and associated details, which will follow.

The following Summary Statement supports the images and planning/design concepts shown in the CPB2 design team's presentation.

OVERALL

CPB2 and the design team propose to create a dynamic, world-class mixed-use development on the Eastern Waterfront in Portland, at the site of the former Portland Company. We envision a diverse mix of uses including retail, restaurants, commercial offices, residential, and expanded marina. We believe the unique character, history, and qualities of the site make it an especially good location for a development of this type, fully consistent with the vision set forth in the Plan for Redevelopment of the Eastern Waterfront. We also believe that the blending of well-designed new, modern architecture buildings, in juxtaposition with renovated historic buildings, will create an even more compelling story about the history of the site and how historic buildings like these can be adapted and repurposed for modern day uses.

BUILDING 1

In addition to achieving the critically important goals of Historic Preservation on the former Portland Company site, the design team wishes to strike a balance with the principles of the Eastern Waterfront Master Plan that focus more broadly on public benefit, including physical and visual public access to the waterfront, enhancement of trail access and increased public use of the waterfront through public access and green space development.

CPB2 believes that the restoration of the original John Poore, Building 2 façade, (c. 1847) the oldest and most architecturally significant building of the former Portland Company, creates a truly iconic focal point for the Historic Core of the site.

The vision of the public plaza creating pedestrian access across the site to the waterfront, could be realized with the removal of Building 1. A hardscaped plaza, immediately in front of the western façade of Building 2, would result in the aligned exposures of Building 24, the narrow back alley, Building 2's facade, the larger waterside alley, and then Building 6. This plaza, with its Fore Street termination located strategically at a bend or funneling point on Fore St, will channel the public into the heart of the complex and will showcase the linear alignment of the Portland Company buildings and alleys.

CPB2's designers and professional planners believe that this is the most appropriate way to provide the narrative, telling the story of the former Portland Company, through visual connection with the facades of three historic buildings and the two alleys viewed from a beautifully designed public space.

In addition, the planners considered how to set up the larger site for urban block renewal by creating a block network of streets, existing alleyways for all modes of transportation including vehicular, pedestrian and bike. This grid network allows human interaction and connection to the broader site and provides for a parcel plan promoting both the rehabilitation of the existing historic structures, but also new ground up development. A proposed concept of the site's parcelization plan showcasing 6 potential blocks is shown for reference. Note: the historic core is virtually all contained within Parcel 2. (see Parcel Plan)

BUILDING 2

CPB2 proposes to renovate the three floors of Building 2 to allow retail and/or office on the ground floor and office or residential uses on the upper two floors. The exact distribution of uses has not yet been determined, as the market demand for the space is unclear at this time. The goal is to renovate the building while preserving the essential character and qualities that make the building so attractive, such as the red brick exteriors, gabled ends and corbeled brick work, the large, multi-paned windows, the exposed wood floor joists and roof trusses, and the interior columns and brick walls. One design consideration is to remove the cantilevered portions of the existing dormers, which extend out beyond the masonry load bearing wall (as recommended by structural engineers) and reconstruct them to look similar to those shown on the Michael Lewis renderings. This would result in the creation of a shed dormer running just inside of gable-to-gable end, similar to many Commercial Street buildings. Another consideration is the dormer on the north side of the building being extended the full length of the building. In one or two sections (i.e. window bays) of the north dormer may have to have Mechanical louvers to hide mechanical equipment for HVAC.

Additional considerations are to remove portions of the brick below the first floor windows on the south and north elevations of the building down to the plaza levels to facilitate inside/outside movement for possible café or restaurant tenants, providing use and connections to between the existing alleyways and interior spaces.

BUILDING 3

CPB2 proposes to renovate the two floors of Building 3 to allow retail, office, and/or residential uses. The exact distribution of uses has not yet been determined, as the market demand for the space is unclear at this time. The goal is to renovate the building while preserving the essential character and qualities that make the building so attractive, such as the red brick exteriors, the large, multi-paned windows, the exposed wood floor joists and roof trusses including the pop up clearstory windows, and the interior columns and brick walls.

As discussed with Building 2, one consideration here is to remove portions of the brick below the first floor windows on the south and north side of building down to the plaza level to facilitate inside/outside movement for possible café or restaurant tenants.

BUILDING 6B

CPB2 proposes to renovate this one-story building for retail and/or office use. The plan would be to remove the red clad metal addition along the north side of the building, re-establishing the historic width of the alleyway and to add a second floor inside, and to add shed dormers on both the north and south sides of the roof, similar to the ones shown on Building #2 in the Michael Lewis renderings. Further consideration for a vertical core of Bldg 6, which currently juts out into the alley, will take further design for future proposed solutions.

BUILDING 12

The current location has a number of significant challenges going forward because the new "connector road" connecting Fore Street with the Thames Street extension will rise 6-8 1/2 feet above the base of Building 12, essentially putting it below grade on the first floor. In addition, this building which is well removed from the rest of the historic core would potentially be lost at a low elevation within a larger development parcel (See Parcel Plan, Parcel #1). The design team believes there may be alternatives that benefit or highlight Building 12 via any number of potential design solutions.

CPB2 wishes to consider the removal of the interior wood frame structure and floors (which are failing or have failed) and replace them with a structural steel frame and flooring system to stabilize the building so it can be lifted and relocated to another location on an adjacent site.

A number of possible locations have been considered and we are seeking input from the HP Board regarding this concept, as well as an open dialog as to the benefits of various location considerations. One potential new location is the future corner of Thames Street and the connector street, at the southwest corner of the proposed development. This has the benefit of highlighting and enhancing the visual entry to the former Portland Company site by Thames St (primary entry point), allowing two facades to be prominent corner anchors.

If the building is stabilized and relocated, the goal would be to renovate it while preserving the essential character and qualities that make it so attractive, such as the red brick exteriors, the double-hung punched window openings, and the gable end walls and roofline. Dormers may also be a consideration for the future to further enhance the use of the upper floors.

New buildings are proposed on Parcel 1 (see Parcel Map) north and east of where Building 12 will be located. Because of the existing grading on that portion of the site, CPB2 proposes building one level of parking under the portion of Parcel 1 that is north of the proposed location for Building 12. New buildings for offices, residential, or other commercial uses are planned to be built on top of this one level parking deck in accordance with the approved height limitations.

ALLEY BETWEEN BUILDINGS 2/3 AND BUILDINGS 24/14/15/16

A design consideration to enclose the portion of the alley between Building 2 and the buildings along Fore Street with a glass roof, making that section of the alley an interior courtyard we believe has merits and is a design we are seeking feedback from the Board.

The goal is to create a lively interior space protected from the weather that creates a strong connection between Buildings 2 and the others along Fore Street (Buildings 14-16). We envision this space will be accessible to the public from the west end, and that it may turn into a retail corridor for small crafts shops, coffee shops, etc. This alley sits on the North side of Building 2 and receives no direct sunlight so this strategy will likely provide for more active access in winter season as well.

BUILDINGS 24/14/15/16

CPB2 proposes to renovate the multiple floors of Buildings 24, 14, 15, and 16 to allow for retail, office, and/or residential uses. The exact distribution of uses has not yet been determined, as the market demand for the space is unclear at this time. The goal is to renovate these buildings while preserving the essential character and qualities that make them so attractive, such as the red brick exteriors, multi-paned punched window openings and arches (Building 16).

Buildings 14/15 are badly damaged and will likely have to be rebuilt in their entirety. There are a number of interesting structural details, under the Fore Street road edge in Buildings 14-16 that we hope we can restore and keep within the new design solutions. New buildings are being considered on top of the Buildings 15/16 footprint. These buildings will face Fore Street and will follow the approved height limitations. They will most likely be residential buildings, with front doors along Fore Street, but their exact use has not yet been determined. If the Board could provide any feedback as to the design considerations it thinks should be prominent on any Fore Street facing facades built above Buildings 14-16, we are interested in that discussion. The 50' wide view corridor at the end of Kellogg Street will be maintained as per the approved height limitation guidelines.

Submitted on behalf of CPB2 and the Design Team,



Scott Simons, FAIA
Scott Simons Architects, LLC





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CPB2 LLC
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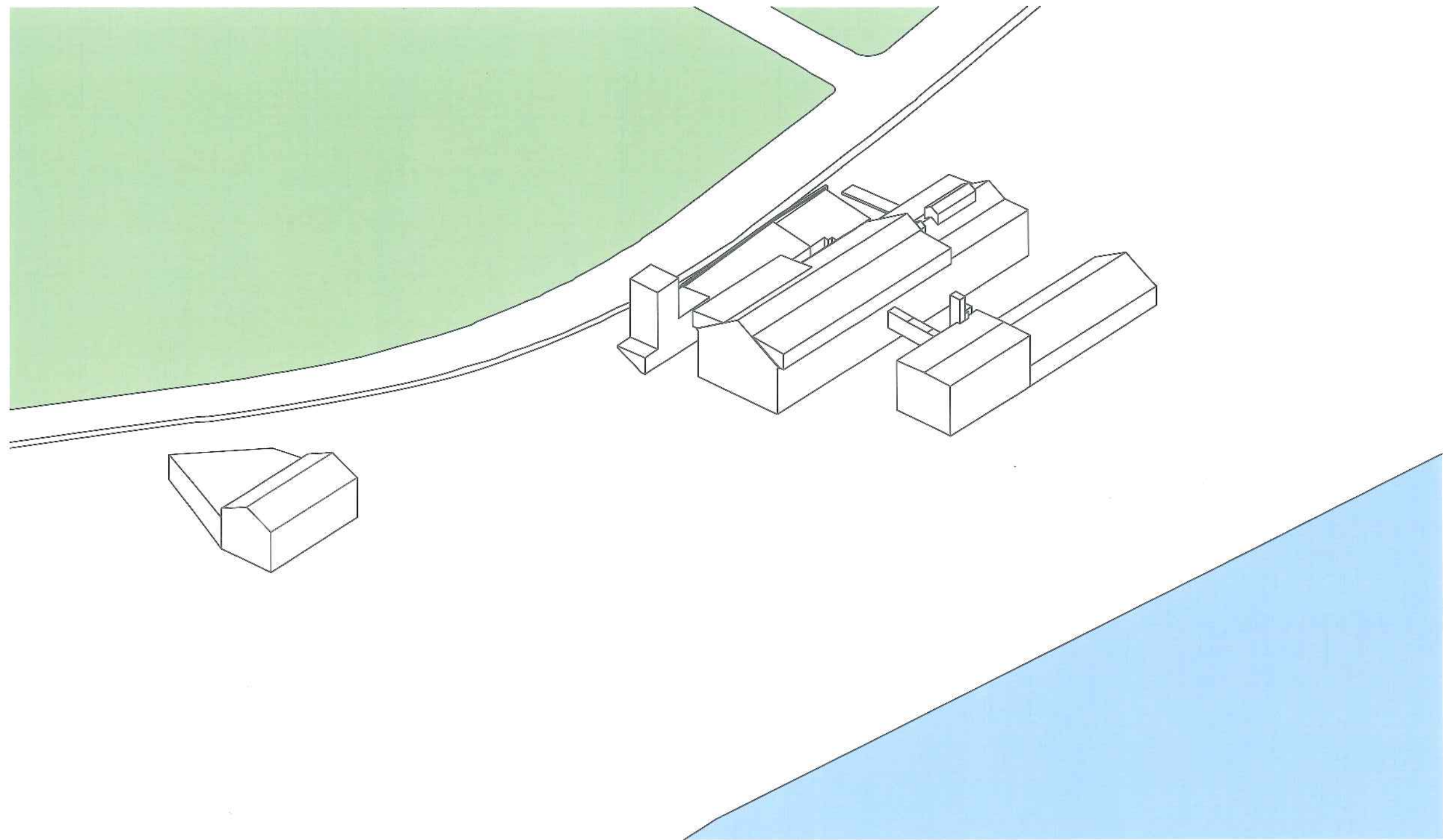
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EXISTING AERIAL VIEW



EXISTING HISTORIC CORE

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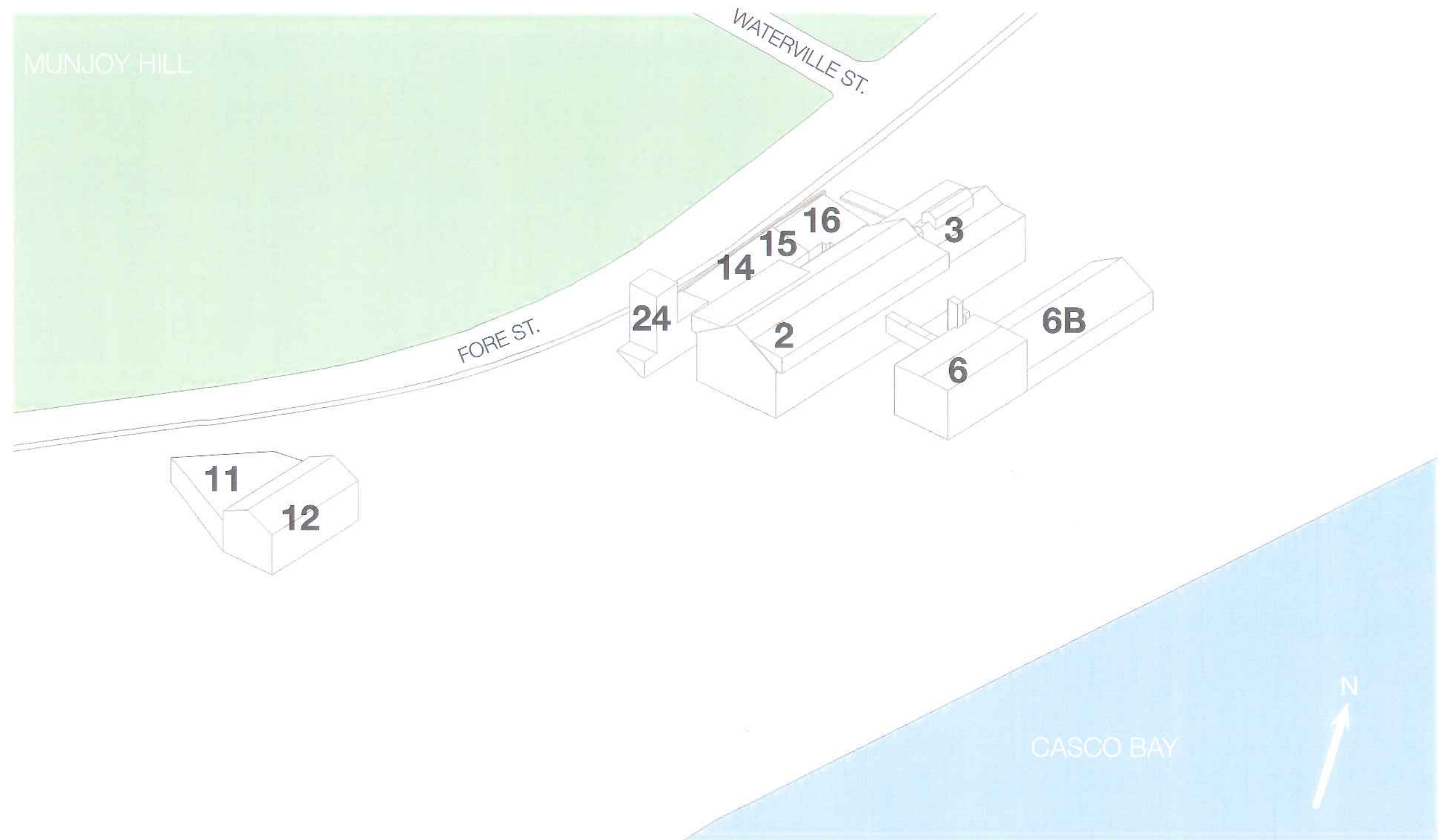
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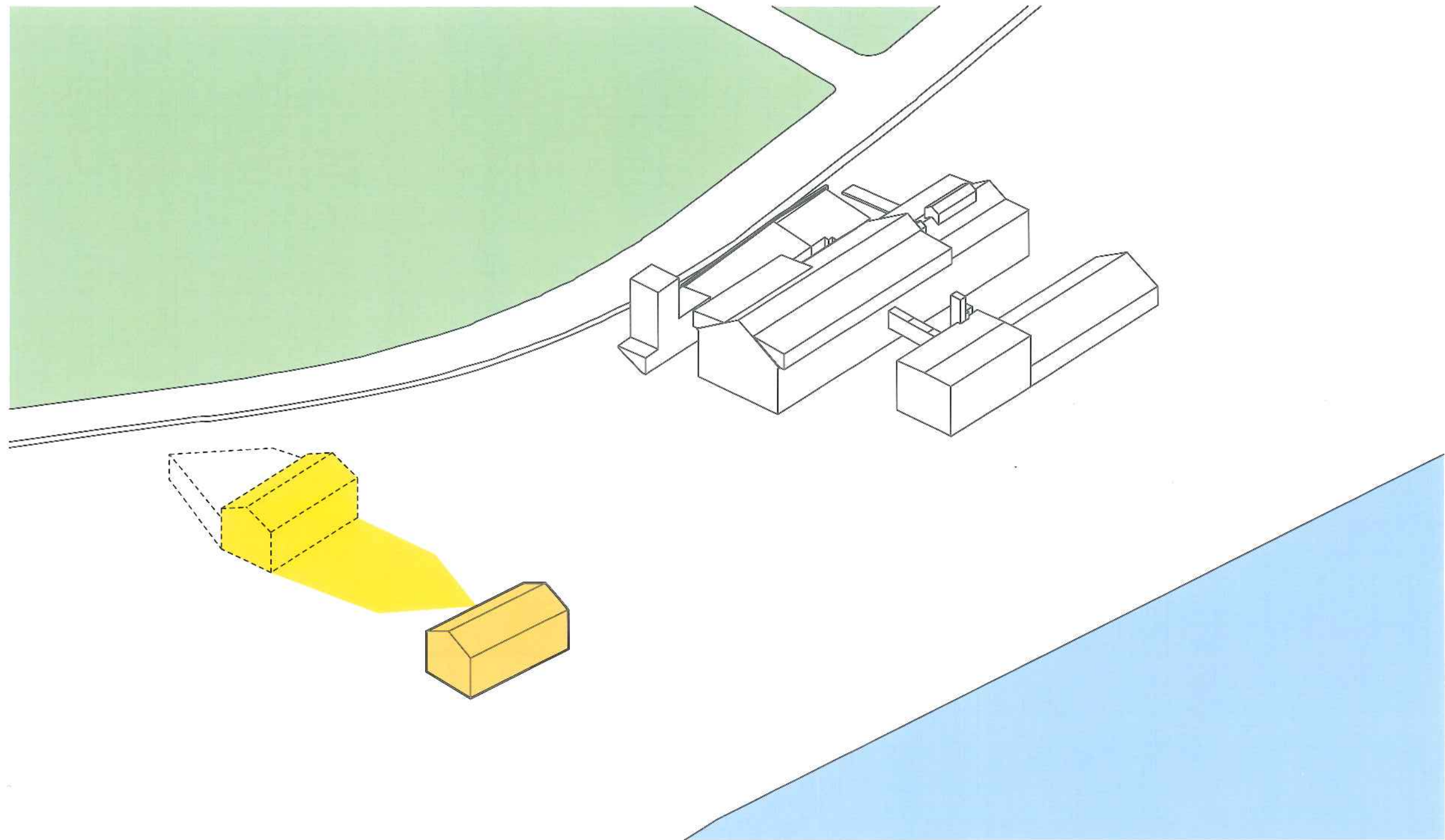
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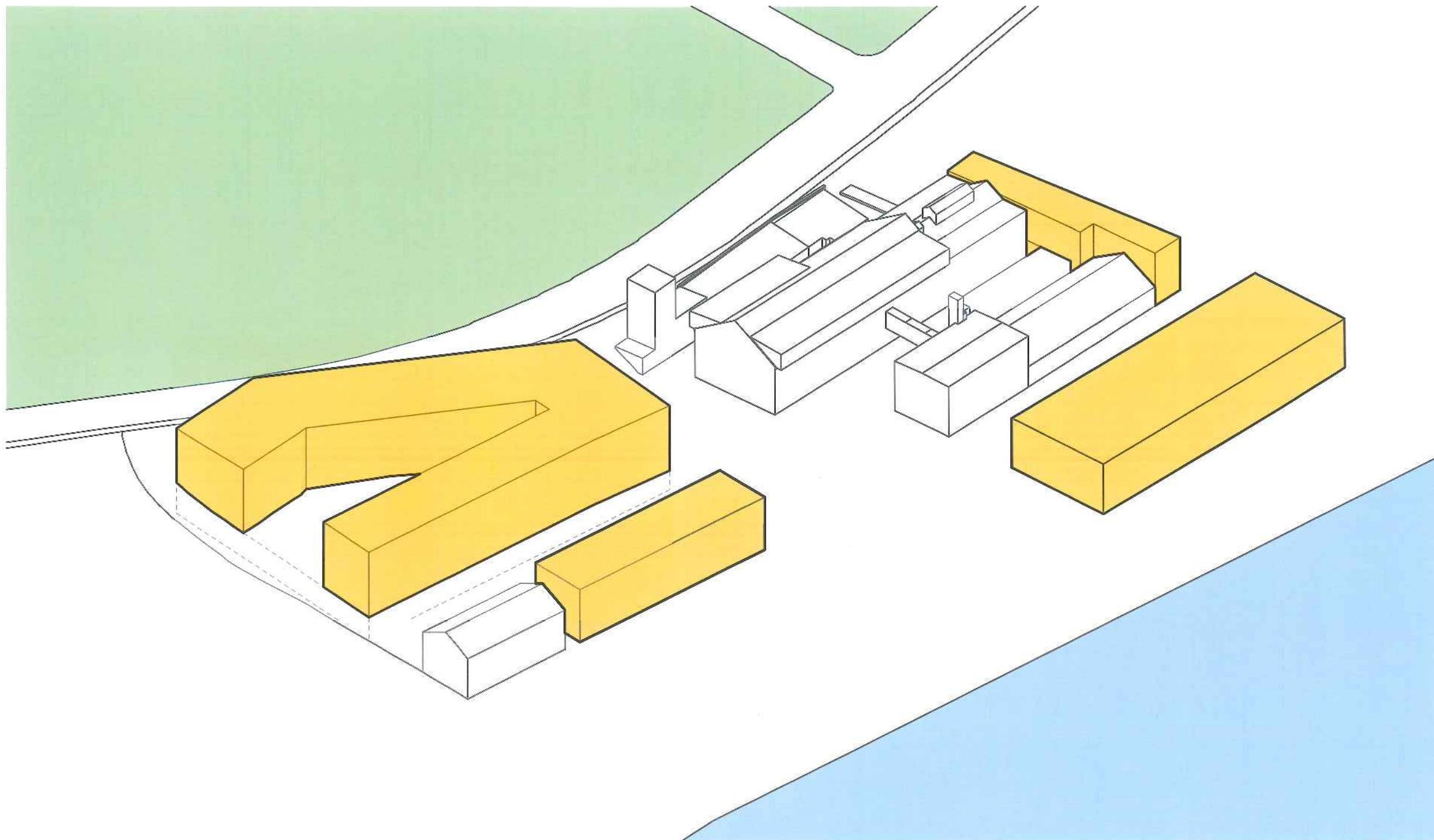
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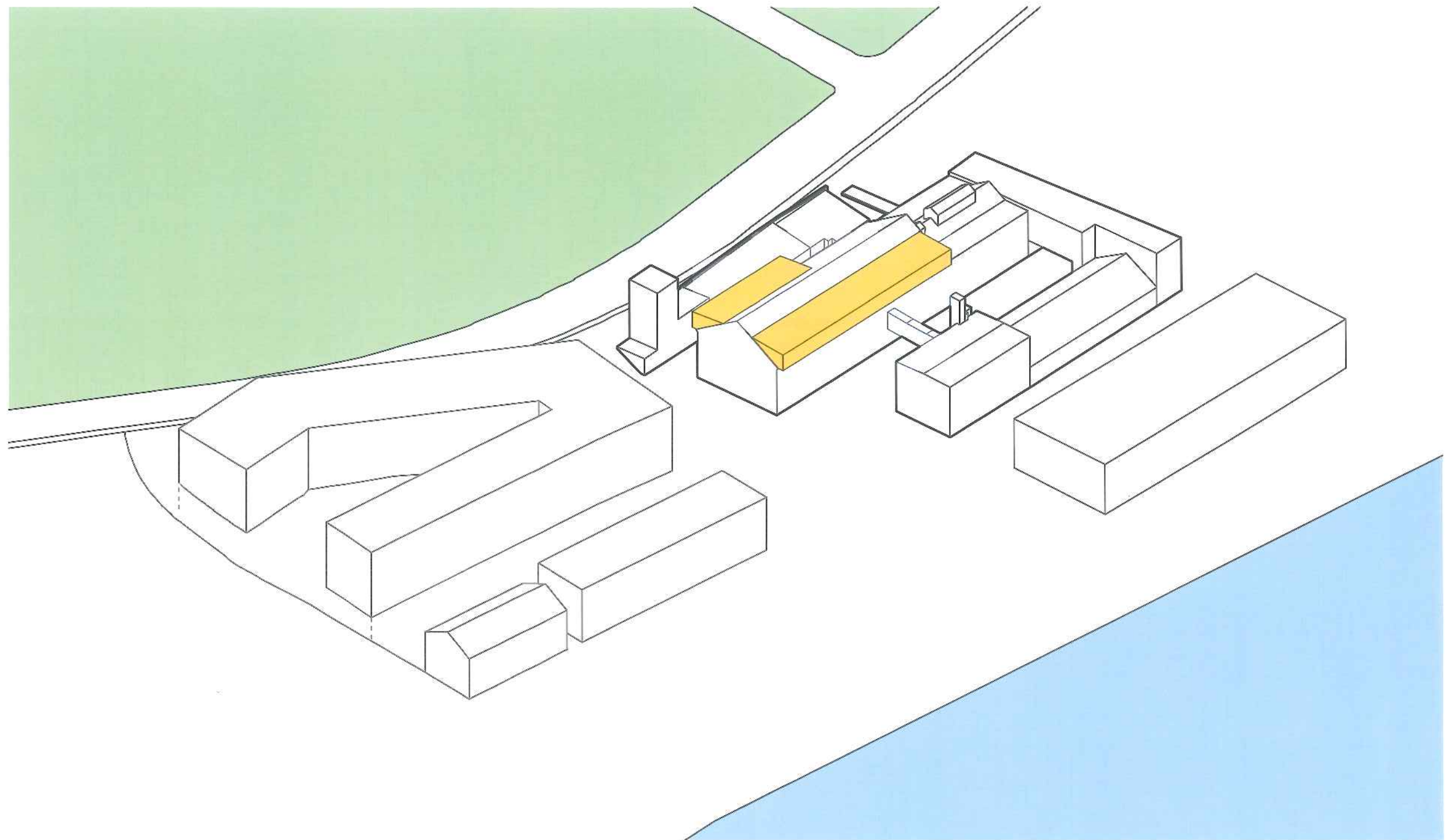




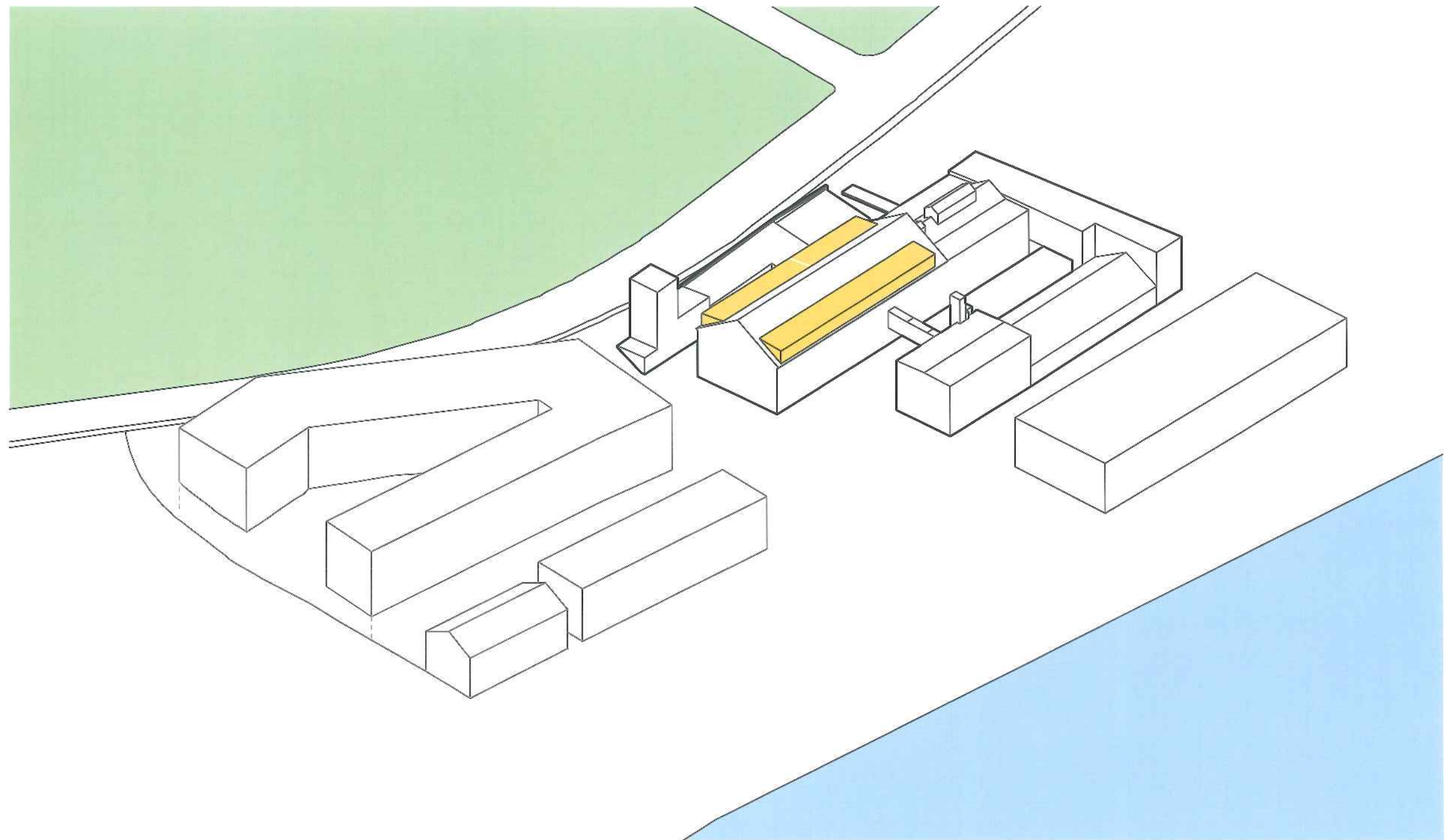
PRESERVE/MOVE
BUILDING 12



ADDITION OF NEW BUILDINGS
HISTORIC CORE



CUT BACK EXISTING DORMERS
BUILDING 2



CONSTRUCT NEW DORMERS | PRESERVE ADJACENT STRUCTURE
BUILDING 2

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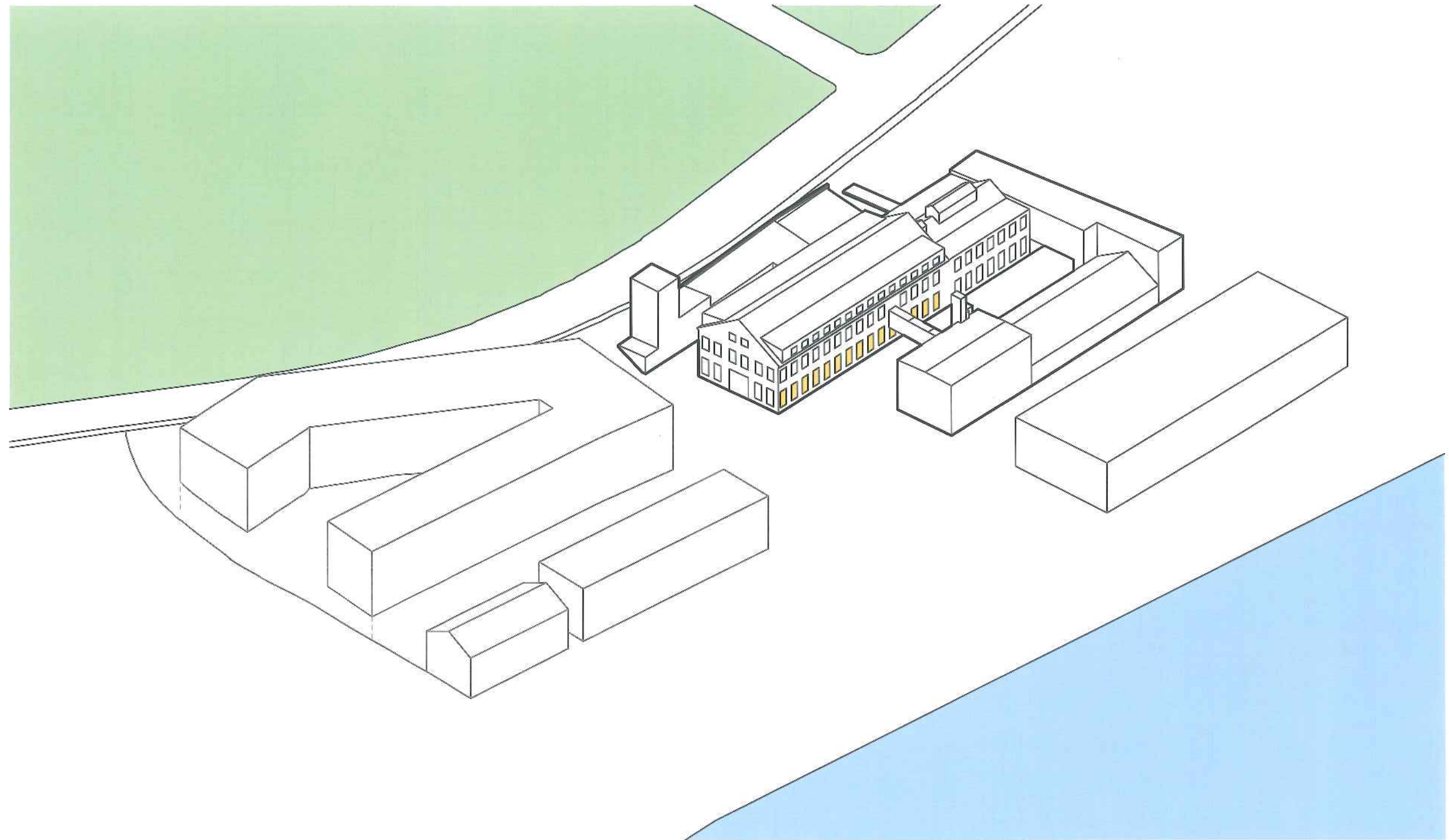
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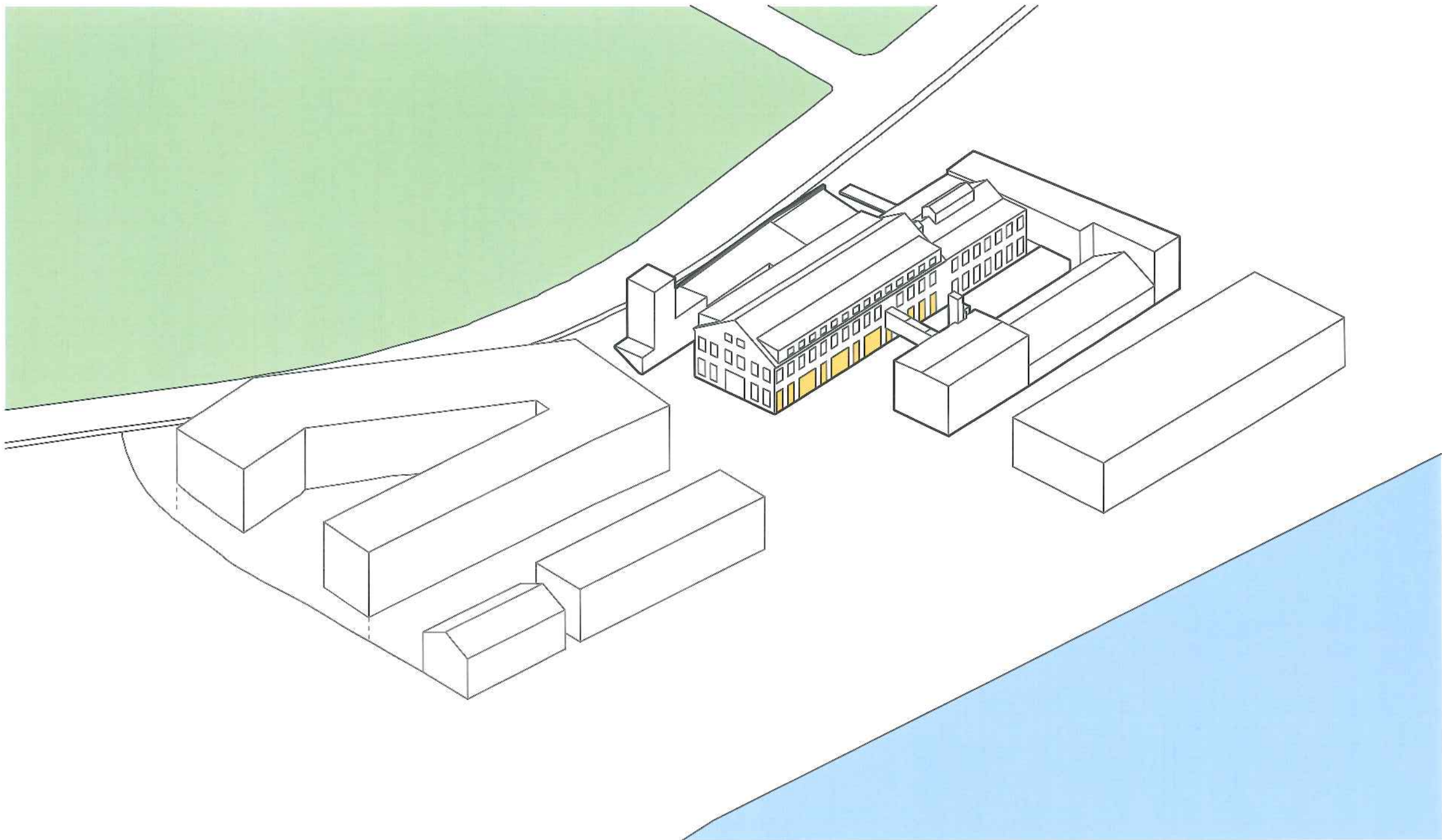
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EXISTING WINDOW OPENINGS
BUILDING 2



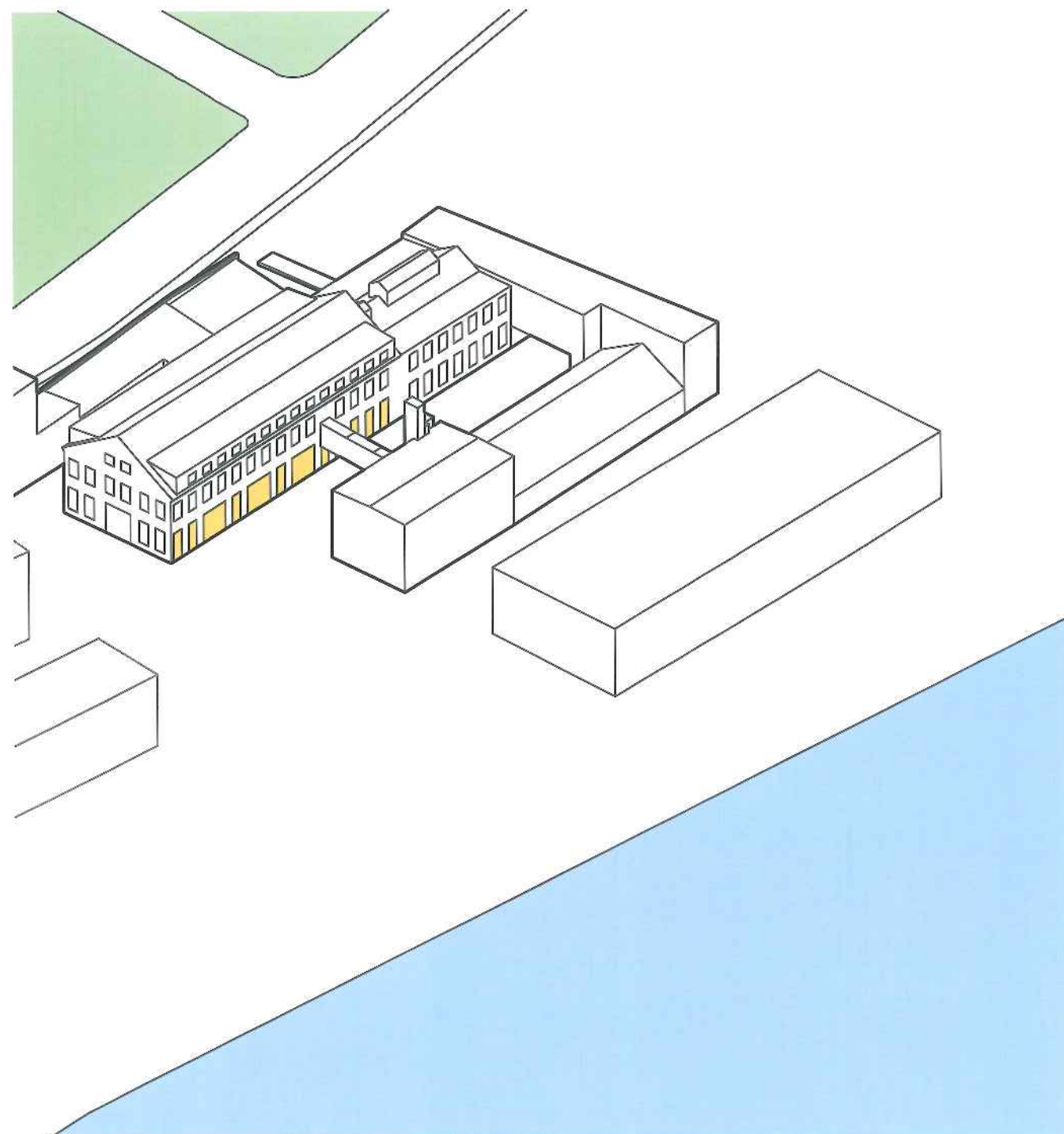
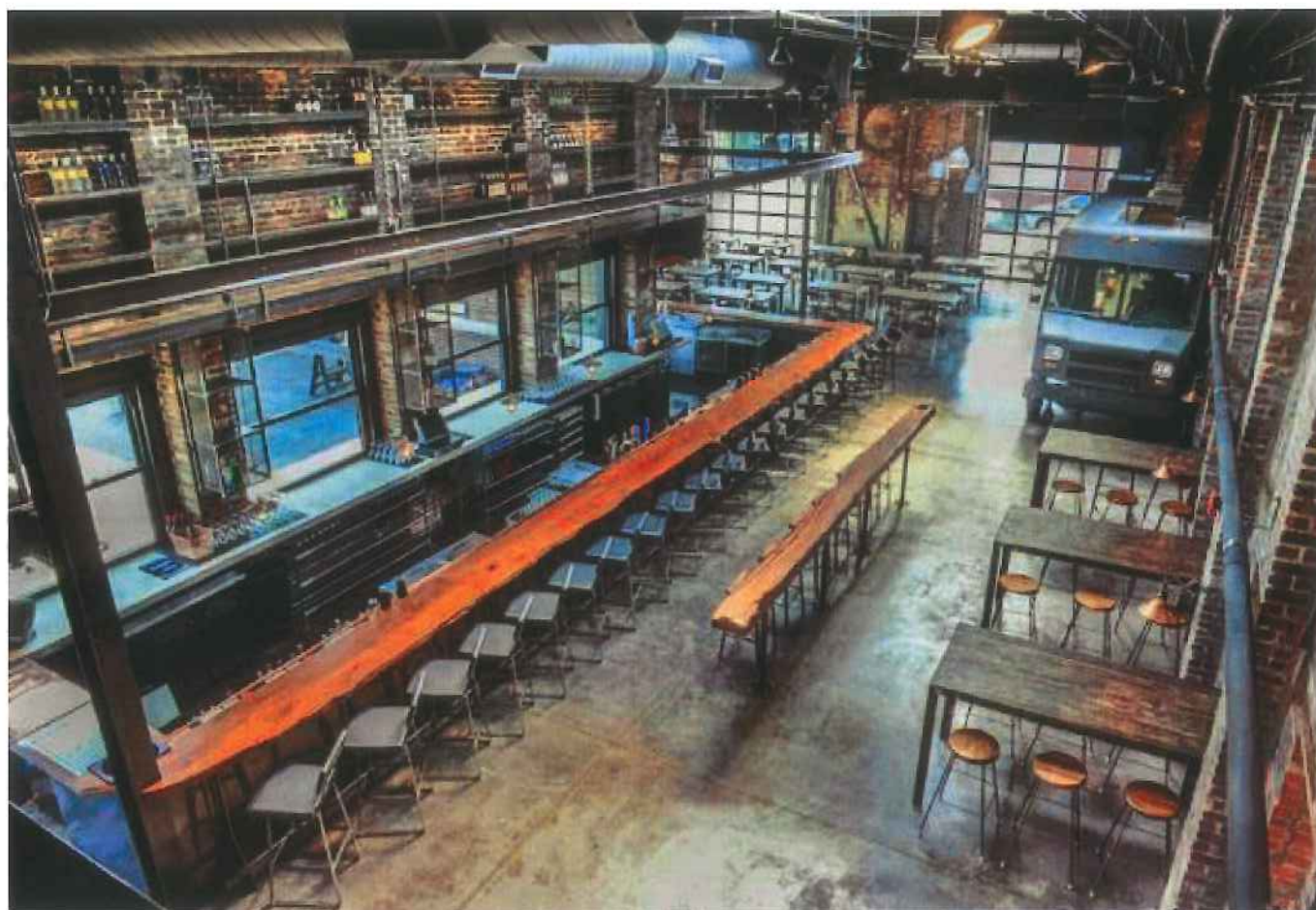
ENLARGE EXISTING WINDOW OPENINGS FOR DIRECT PLAZA ACCESS
BUILDING 2

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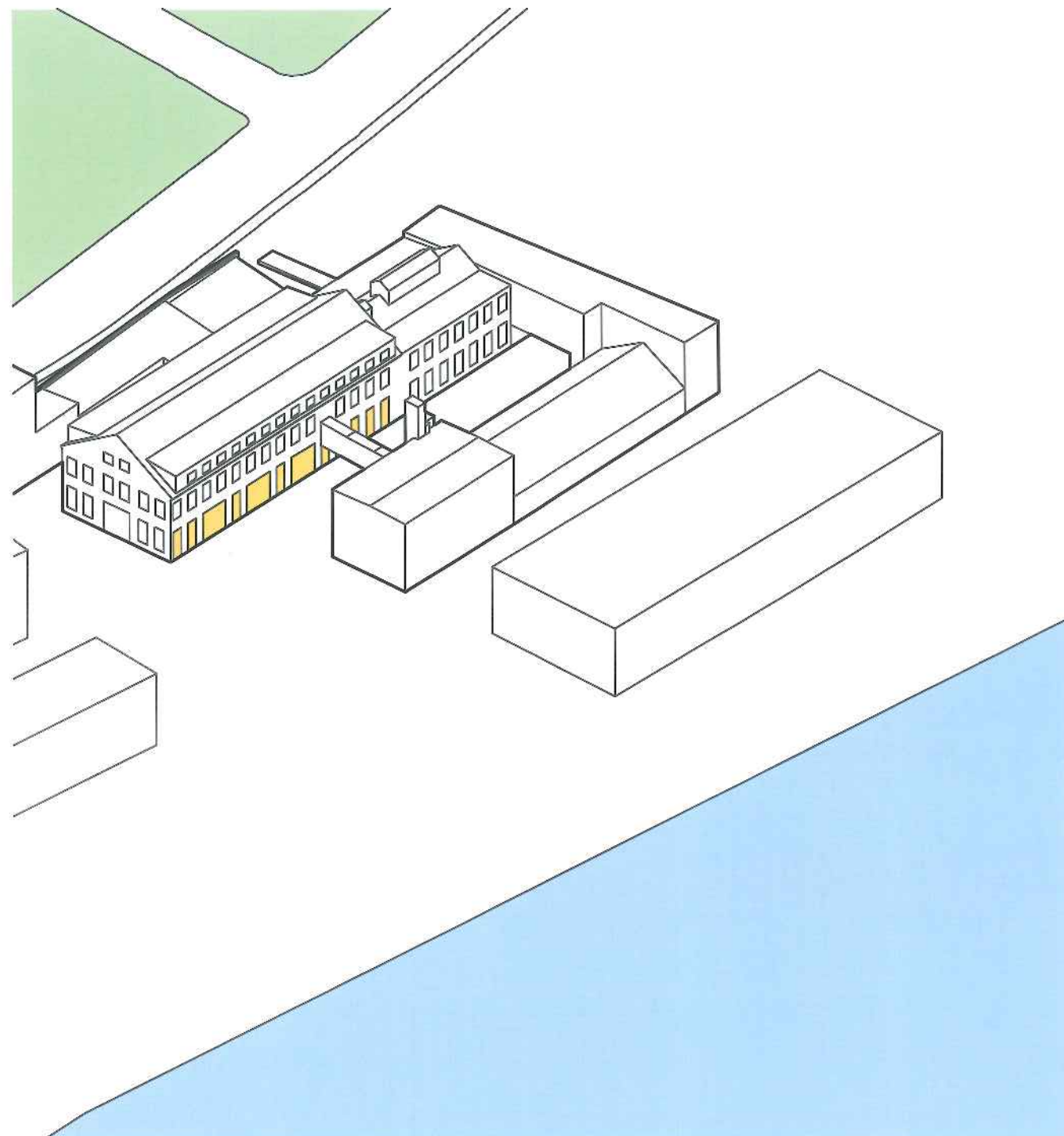
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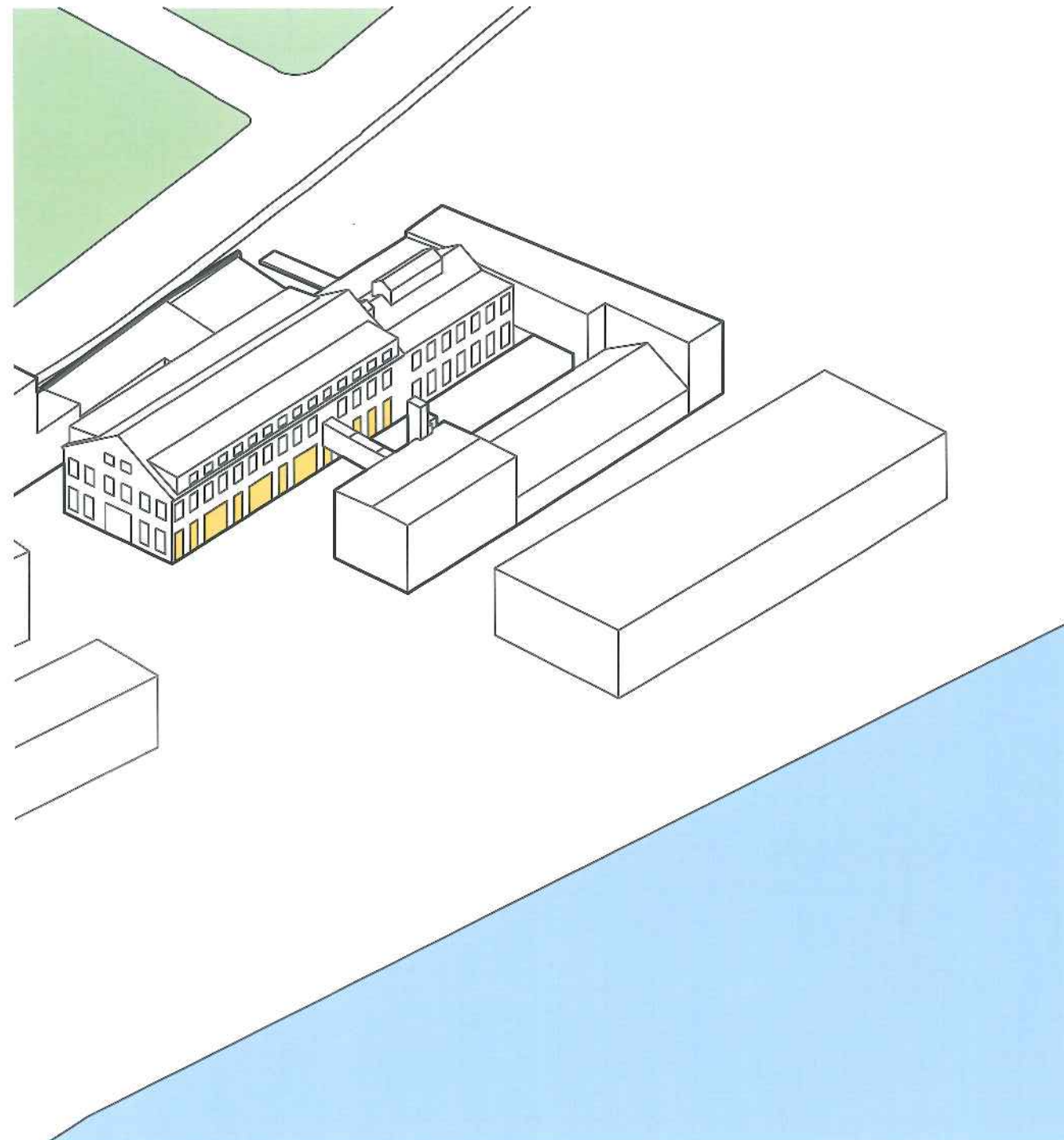
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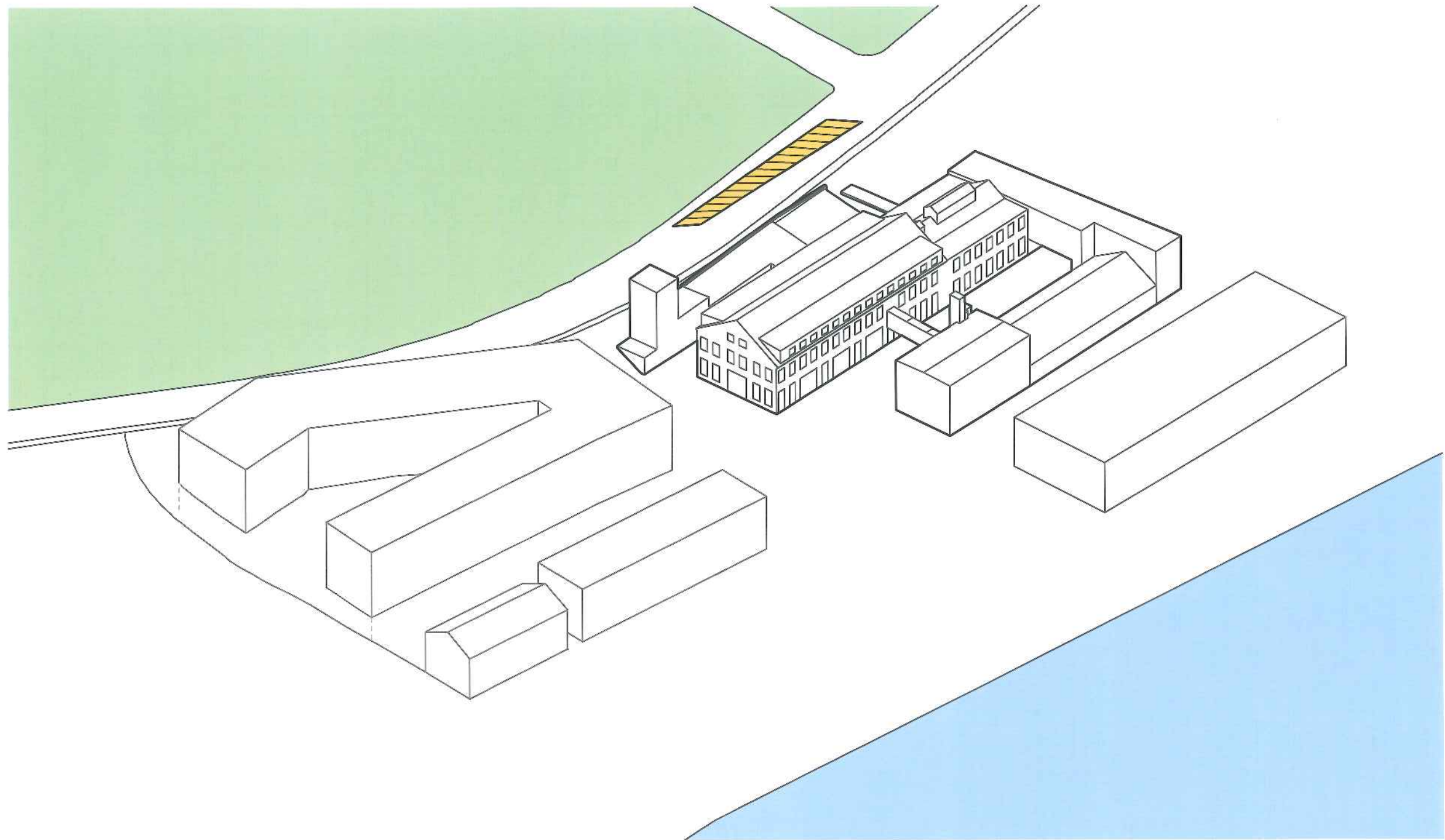
ENLARGE EXISTING WINDOW OPENINGS FOR DIRECT PLAZA ACCESS
BUILDING 2



ENLARGE EXISTING WINDOW OPENINGS FOR DIRECT PLAZA ACCESS
BUILDING 2



ENLARGE EXISTING WINDOW OPENINGS FOR DIRECT PLAZA ACCESS
BUILDING 2



PROVIDE ATRIUM SPACE
BUILDINGS 2|24|13|14|15|16

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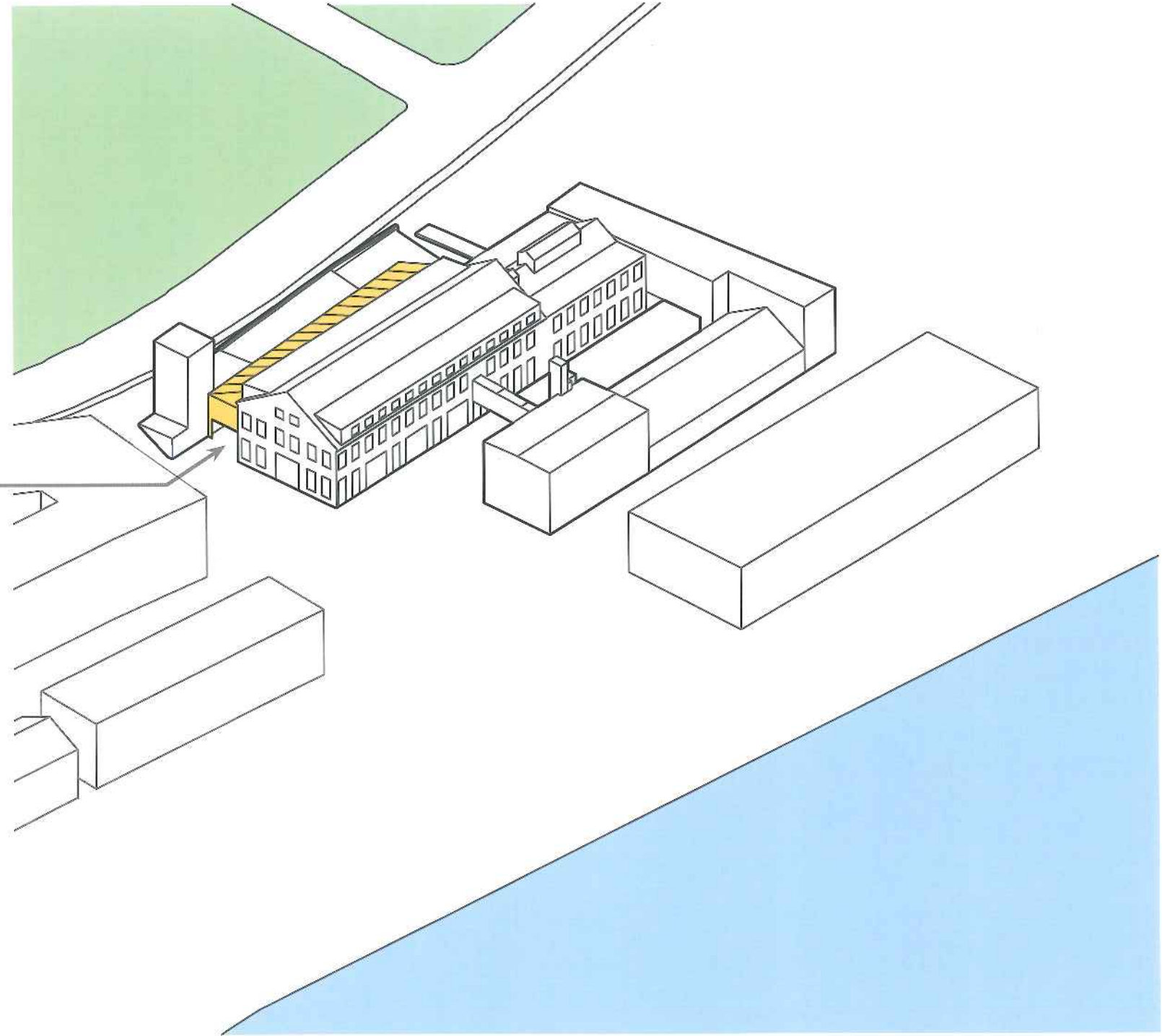
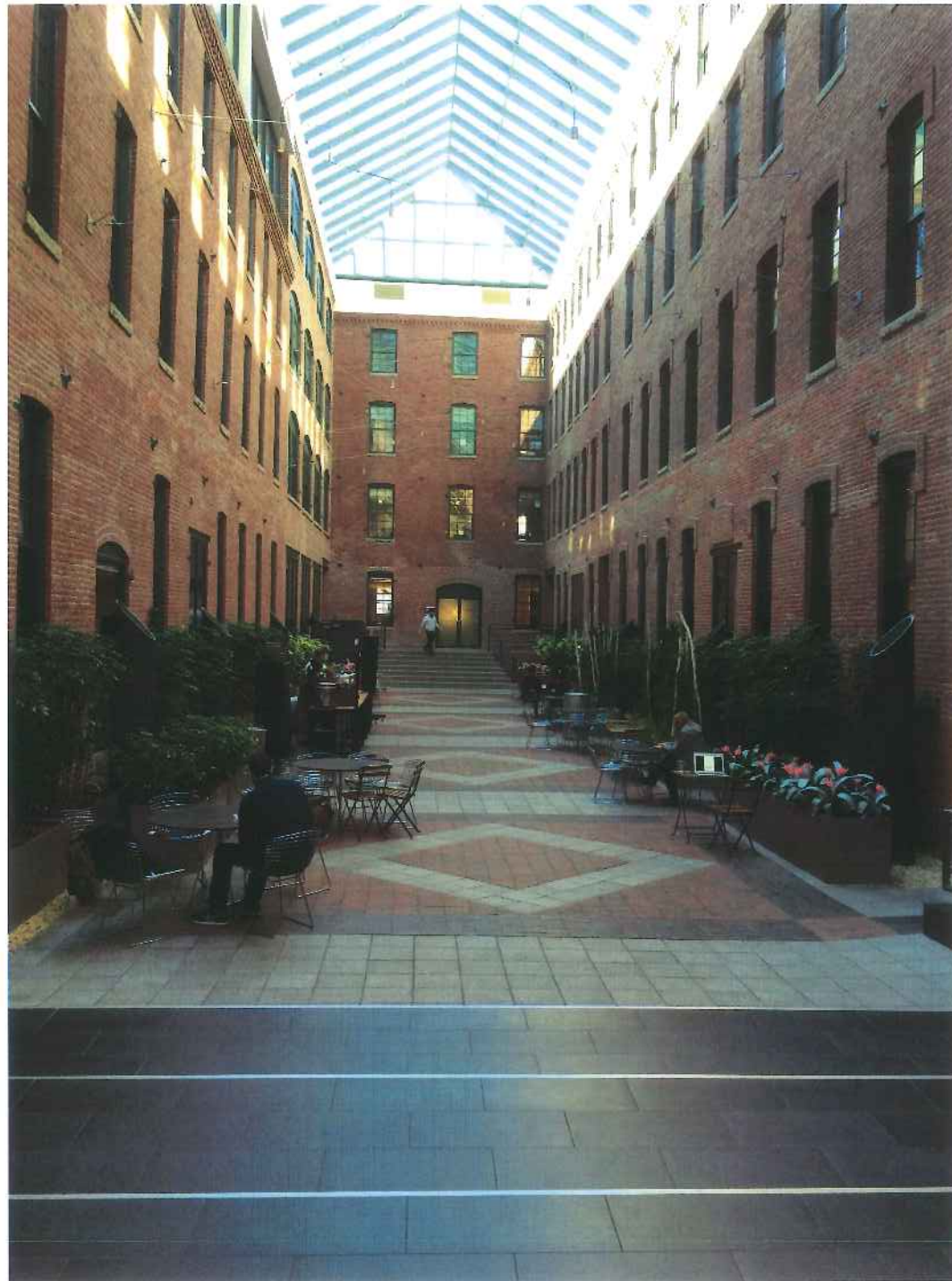
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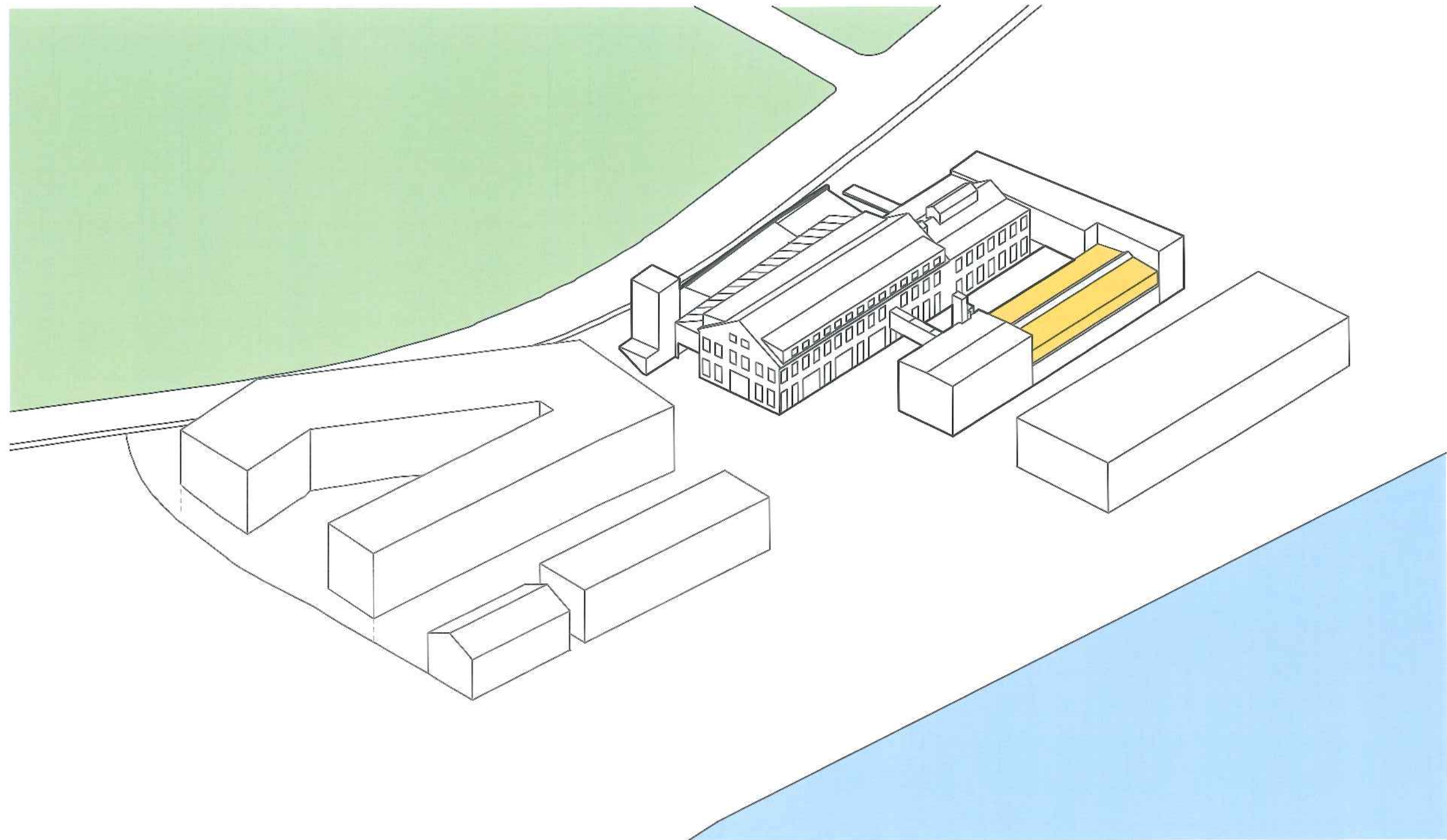
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PRESERVE URBAN 'ALLEY' | PROVIDE 4 SEASON OCCUPANCY
BUILDINGS 2|24|13|14|15|16



CONSTRUCT NEW DORMERS | PRESERVE EXISTING STRUCTURE
BUILDING 6B

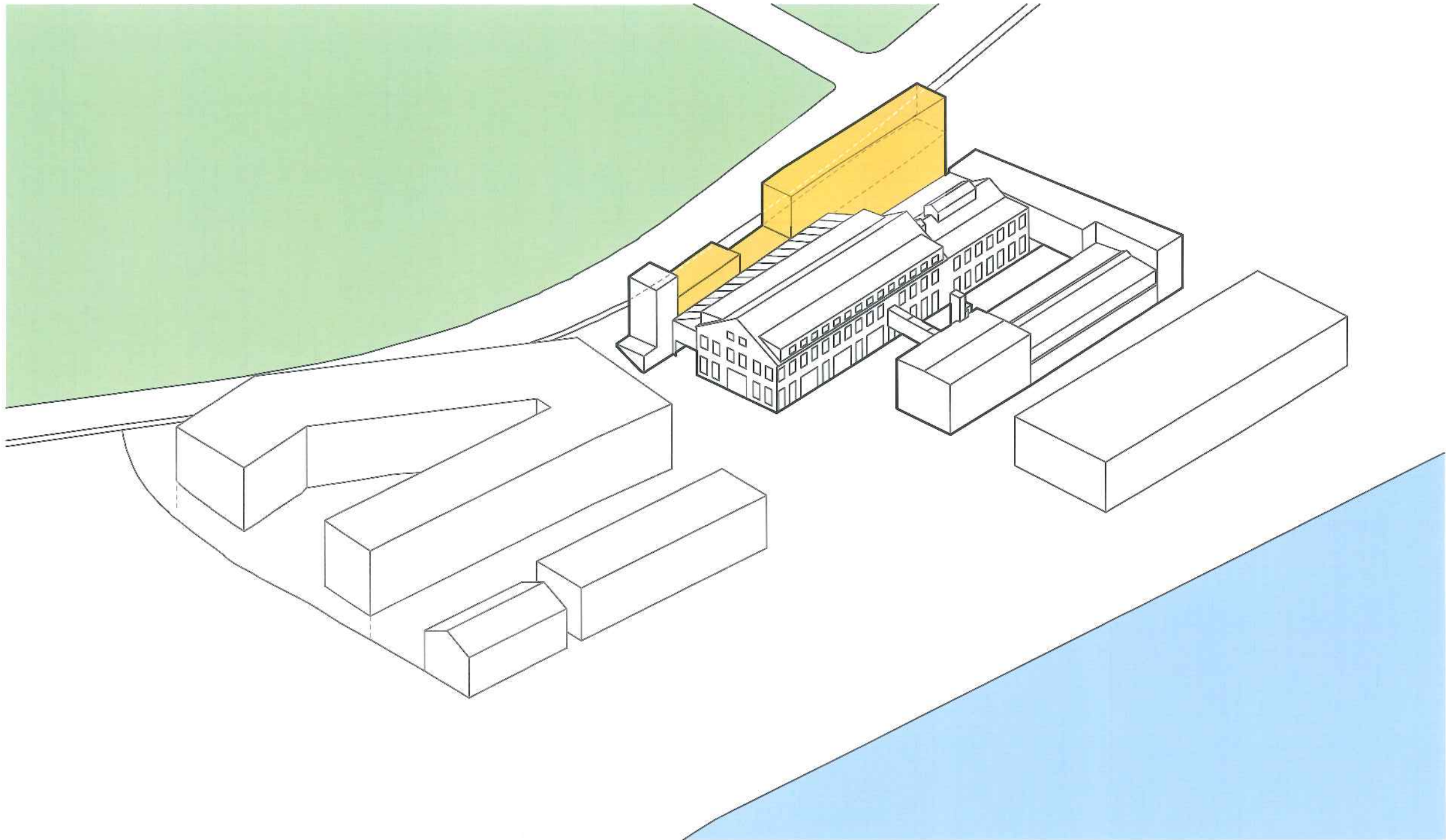
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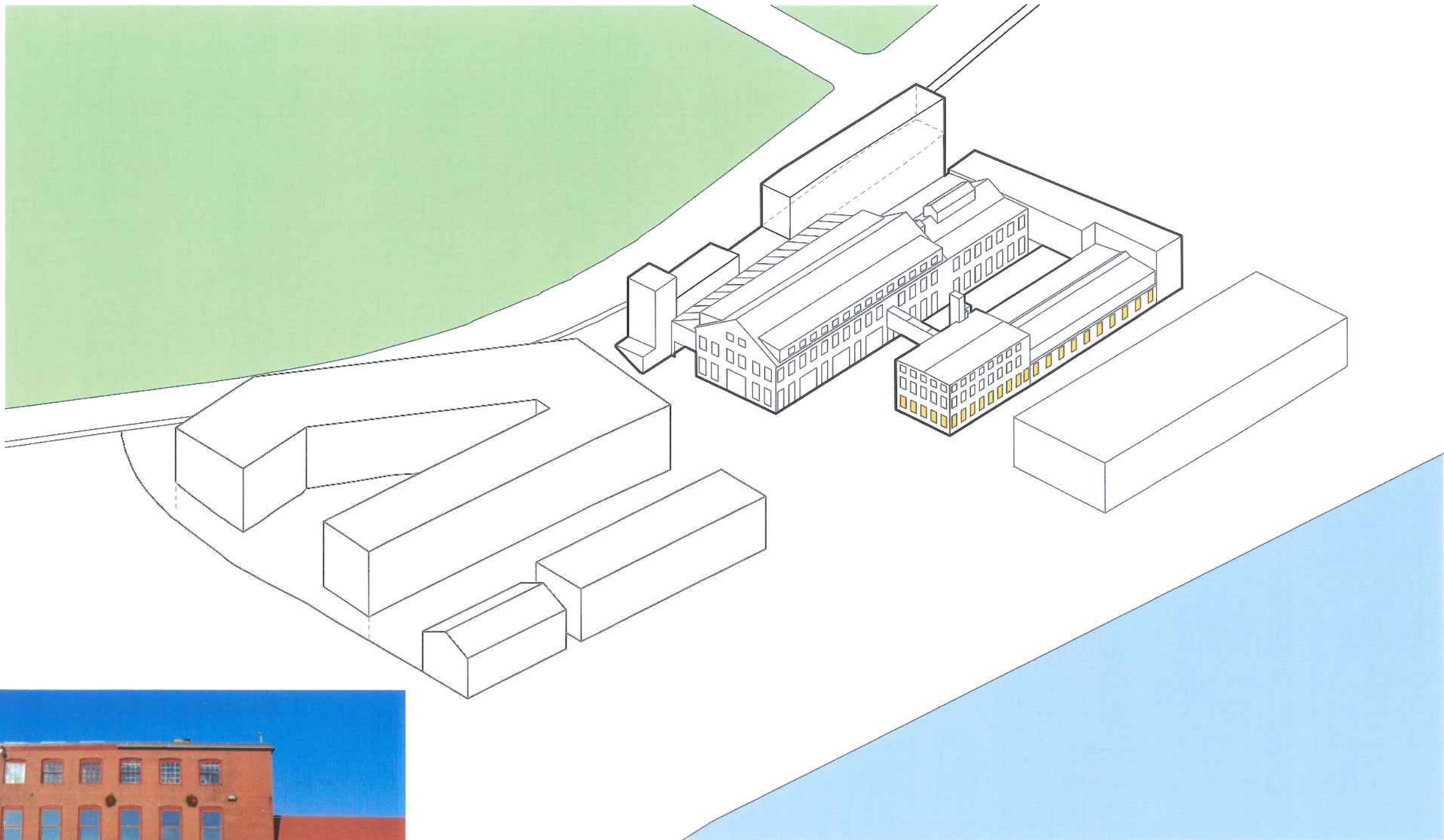
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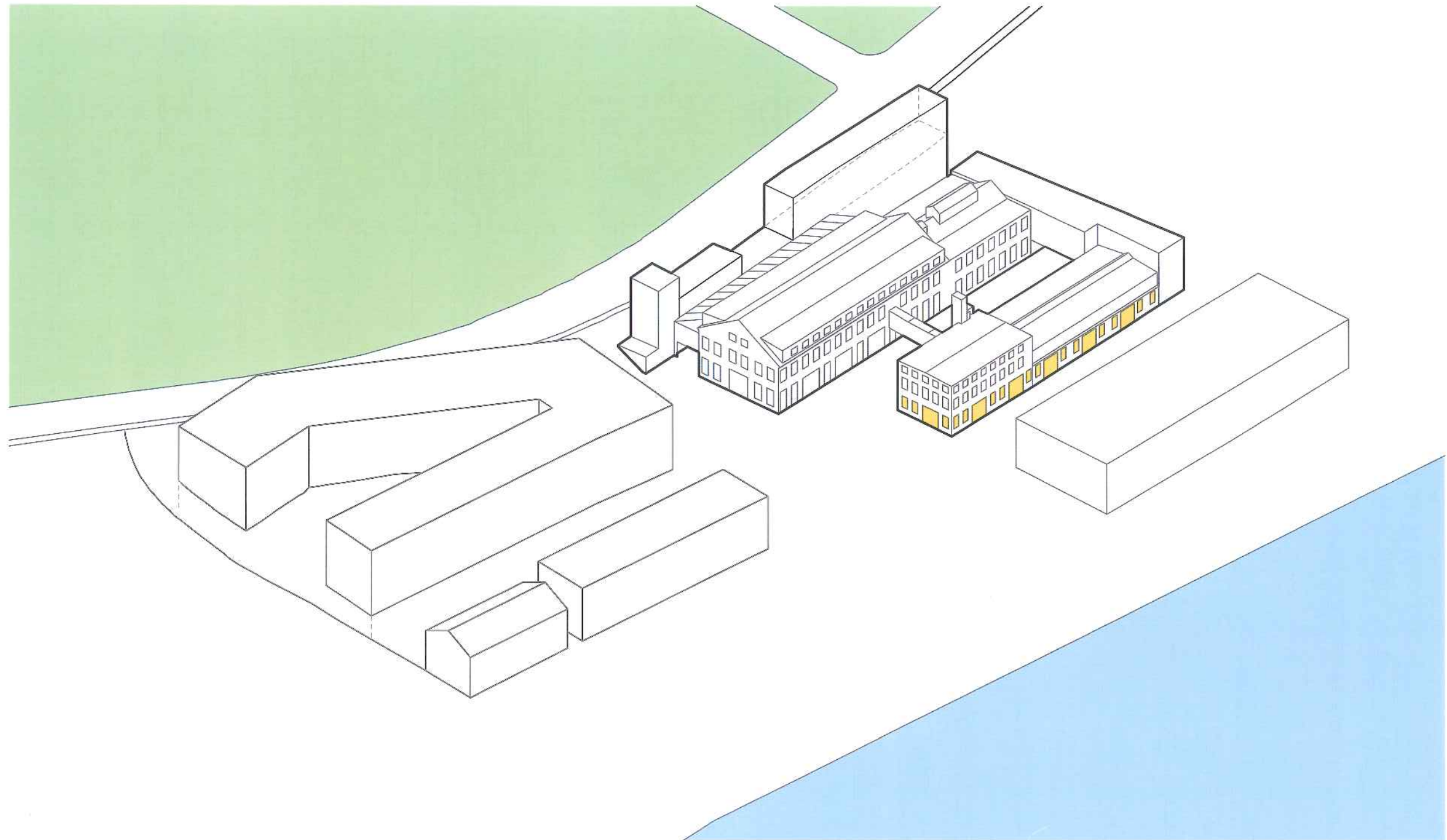
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MAX BUILDING ENVELOPE IN ACCORDANCE WITH HEIGHT OVERLAY
PRESERVE VIEW CORRIDORS
BUILDINGS 13|14|15|16



EXISTING WINDOW OPENINGS
BUILDINGS 6 | 6B



ENLARGE EXISTING OPENINGS FOR DIRECT PLAZA ACCESS
BUILDINGS 6 | 6B

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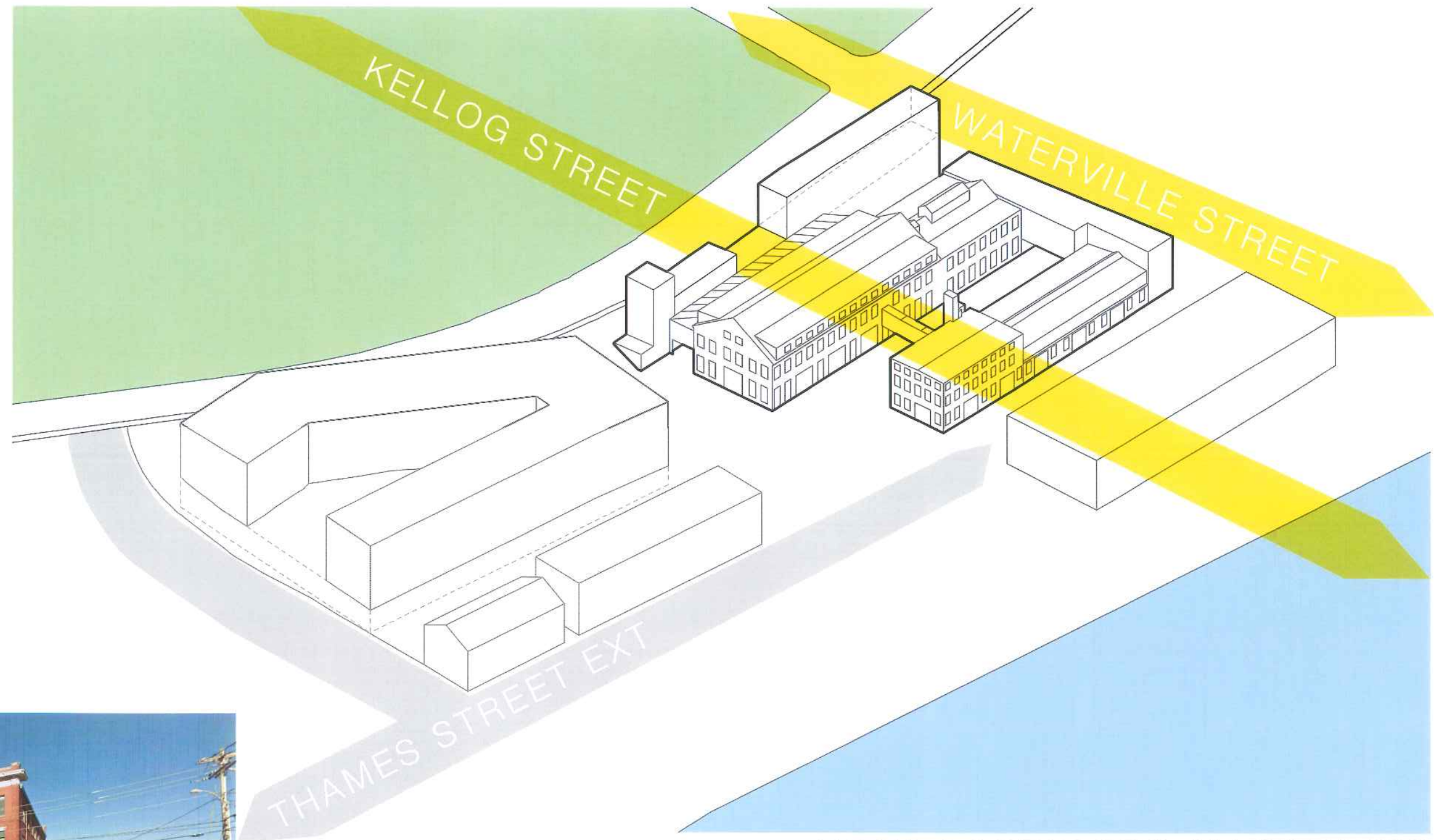
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VIEW CORRIDORS MAINTAINED
HISTORIC CORE CONCEPT



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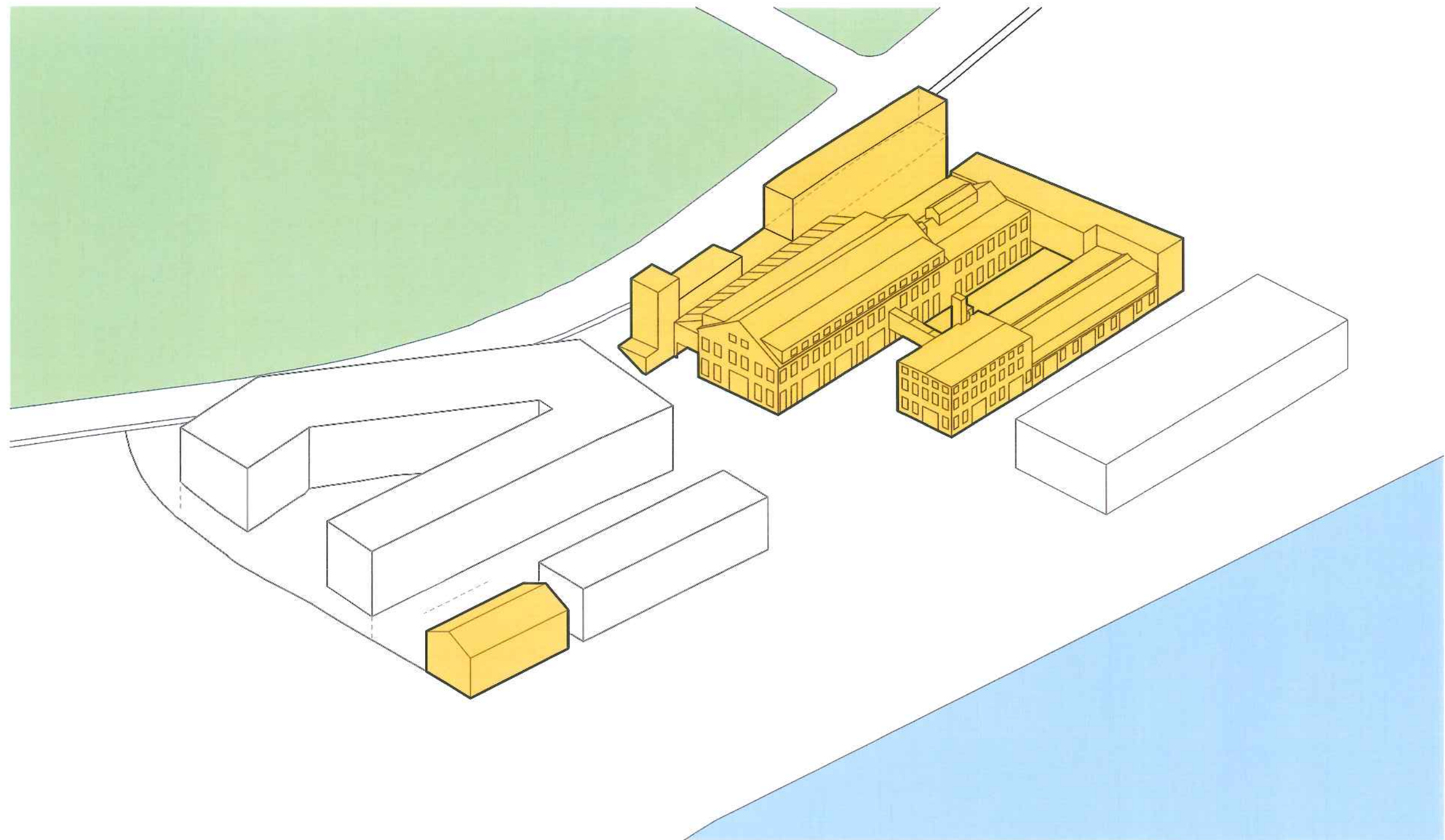
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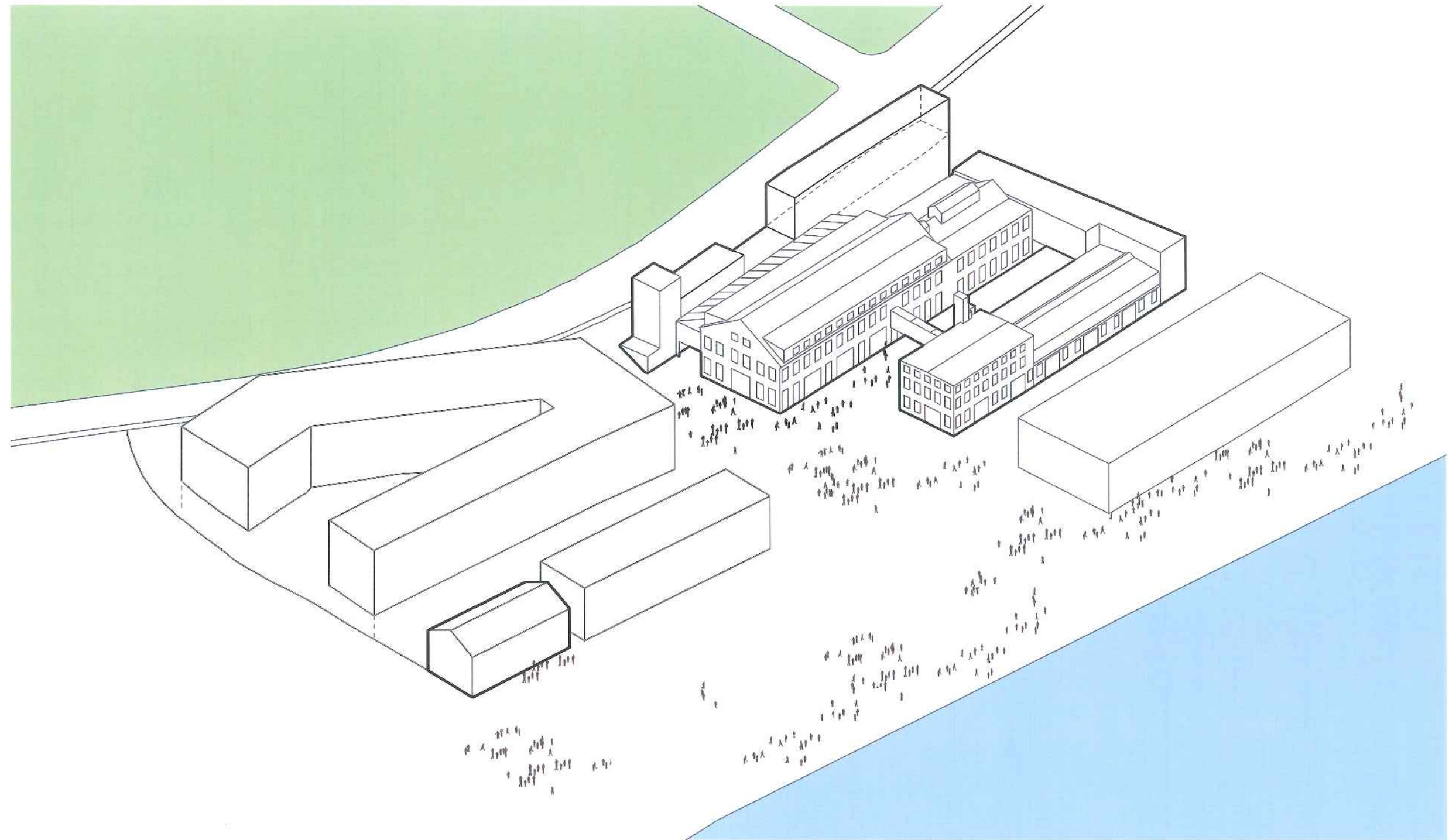
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PROPOSED INTERVENTIONS
HISTORIC CORE CONCEPT

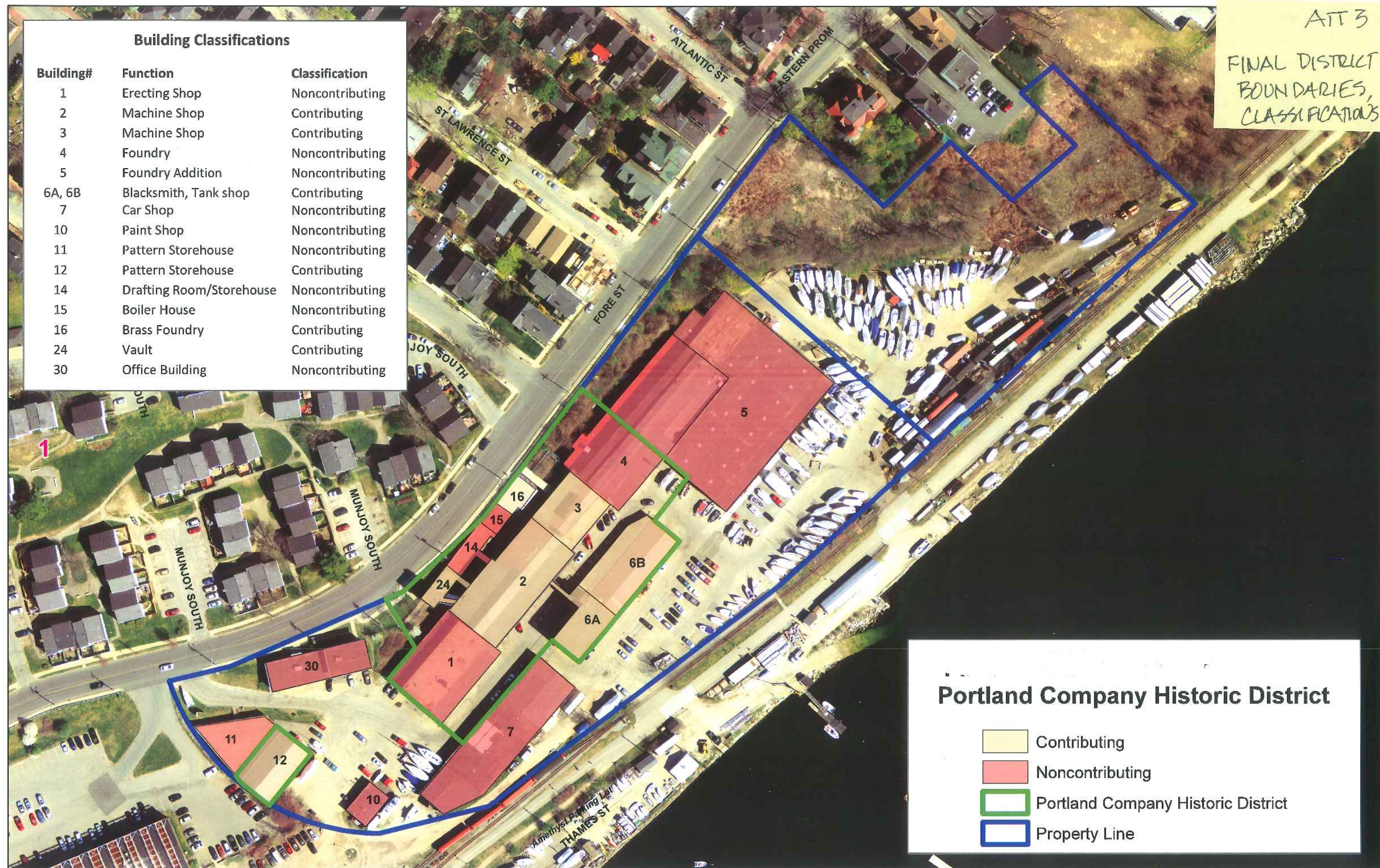


HISTORIC CORE CONCEPT

FINAL DISTRICT
BOUNDARIES,
CLASSIFICATIONS

Building Classifications

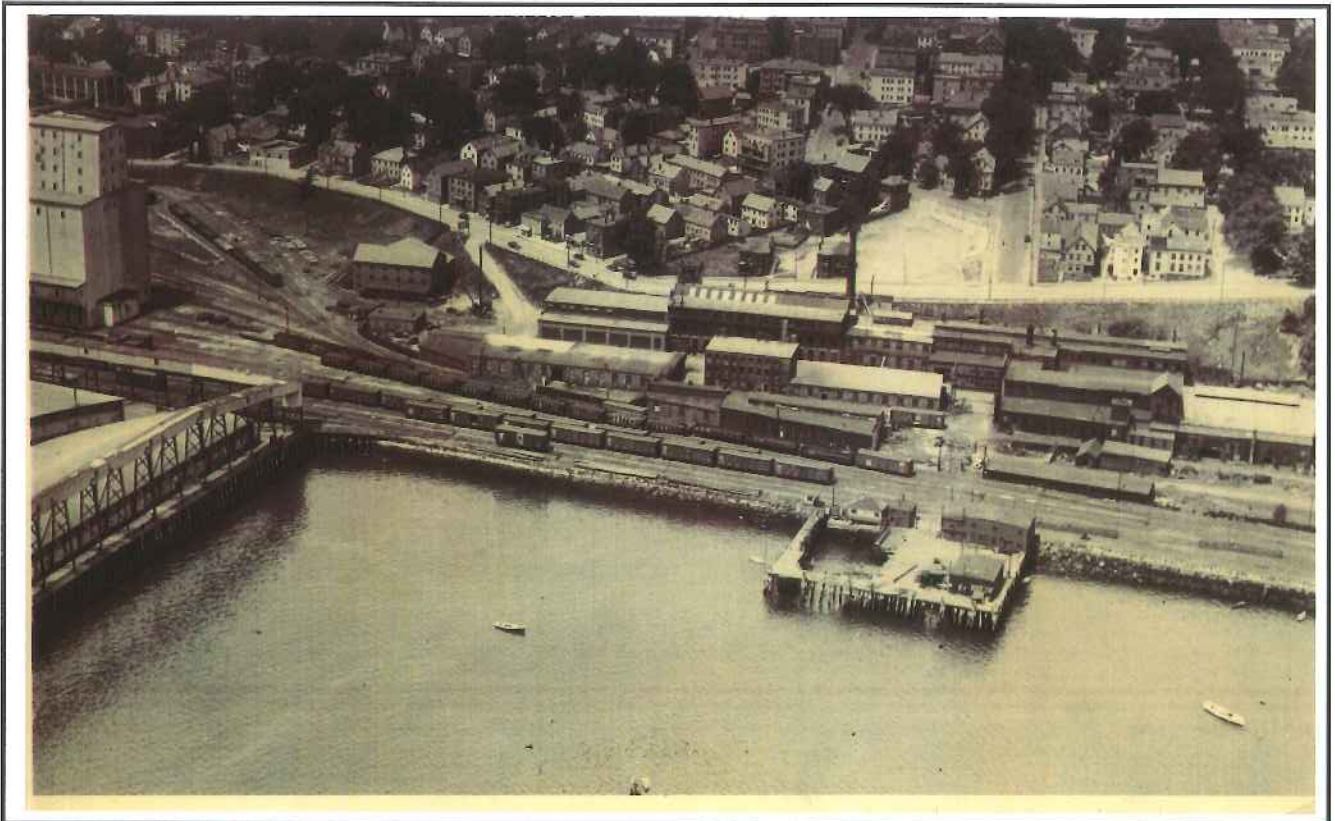
Building#	Function	Classification
1	Erecting Shop	Noncontributing
2	Machine Shop	Contributing
3	Machine Shop	Contributing
4	Foundry	Noncontributing
5	Foundry Addition	Noncontributing
6A, 6B	Blacksmith, Tank shop	Contributing
7	Car Shop	Noncontributing
10	Paint Shop	Noncontributing
11	Pattern Storehouse	Noncontributing
12	Pattern Storehouse	Contributing
14	Drafting Room/Storehouse	Noncontributing
15	Boiler House	Noncontributing
16	Brass Foundry	Contributing
24	Vault	Contributing
30	Office Building	Noncontributing



Portland Company Historic District

- Contributing
- Noncontributing
- Portland Company Historic District
- Property Line

Portland Company Historic District Designation Report



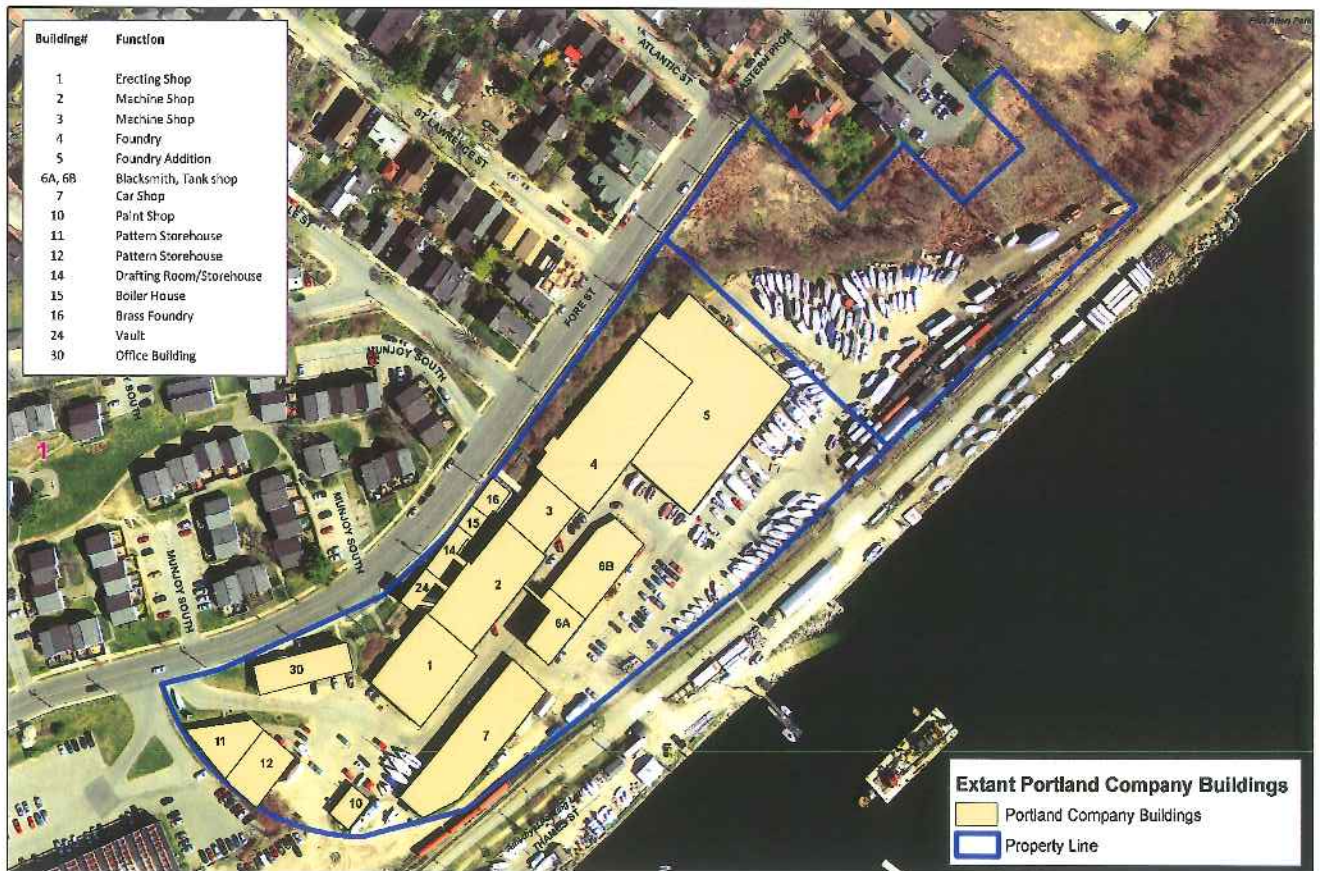
Portland Company circa 1938

Portland Company Historic District

Designation Report

General Description of Complex

The Portland Company complex today is comprised of 16 extant structures occupying approximately 4.3 acres of a 9.93 acre parcel. The complex is located below the original shoreline along Fore Street on filled land that was created to accommodate the construction of the St. Lawrence and Atlantic Railroad.



With the exception of an office building constructed in 1950, all of the buildings within the complex are industrial structures built to house a specific function within the Portland Company's overall manufacturing process. These include both the core production buildings where the company's diverse line of cast metal products were fabricated and assembled (i.e. the principal foundry, a brass foundry,

two machine shops, an erecting building, blacksmith shop, tank shop, and car shop) as well as various accessory structures that housed functions or materials important to the overall operations of the industrial complex. Accessory structures include two pattern storehouses, a paint shop, a drafting room/storehouse and vault. The pattern storehouses and paint shop were purposefully sited well away from the core production buildings to keep flammable materials such as pattern molds and paints away from production areas.

The construction date of the extant buildings ranges from 1847, shortly after the Portland Company was founded, to a large metal building addition constructed circa 1968. Most of the extant structures, however, and *all* of the structures specifically associated with the company's significant railroad- and marine-related work, were constructed before 1920. With the growth of the company and the need to accommodate the changing demands of the various manufacturing processes that took place in the plant, additional buildings, replacement buildings, and building additions were introduced in the 1870's, 1880's, 1890's and 1910's. As such, the Portland Company complex exhibits several industrial building types, each representative of its respective era in terms of design and structural system. Although the buildings have suffered from decades of deferred maintenance and expedient repairs since the Portland Company closed its doors in 1982, most remain in remarkably unaltered condition from the time of the company's occupation.

Most of the buildings on the site are organized in a linear alignment, running more or less parallel to the water's edge. During the Portland Company's tenure, multiple rail lines ran between the southern edge of the manufacturing complex and the water's edge; the locomotives and thousands of other items produced by the company were loaded onto these rails. Today, the number of tracks is significantly reduced. The individual buildings within the manufacturing core (on the east side of the entrance yard) are physically connected at their end walls to allow for the efficient movement of products from one stage of the manufacturing process to the other. This manufacturing core includes three "rows" of buildings separated by private "streets" or alleys. (The northwest row of buildings is actually built against the Fore Street retaining wall. The retaining wall forms the rear wall of these buildings; the side walls of the buildings form buttresses that help support the retaining wall.) Overhead pedestrian bridges span the private alleyways to provide upper floor access between building rows.

Virtually all of the extant buildings within the complex are brick. (While some of the early buildings were wood, they were typically replaced with brick, in some cases due to fire.) Another consistent feature in all of the core manufacturing structures is the presence of large multi-light windows, which were needed to maximize the amount of daylight reaching the interior of these buildings.

The industrial complex is approached from a curving entrance drive off Fore Street, near the western end of the property. The drive leads to a wide entrance yard which separates the manufacturing facilities to the east from the paint shop and pattern storage buildings to the west.

History of the Portland Company

Following is a brief history of the Portland Company. For more detailed and illustrated history of the company, see the Sutherland report or The Portland Company 1846-1982 by David H. Fletcher.

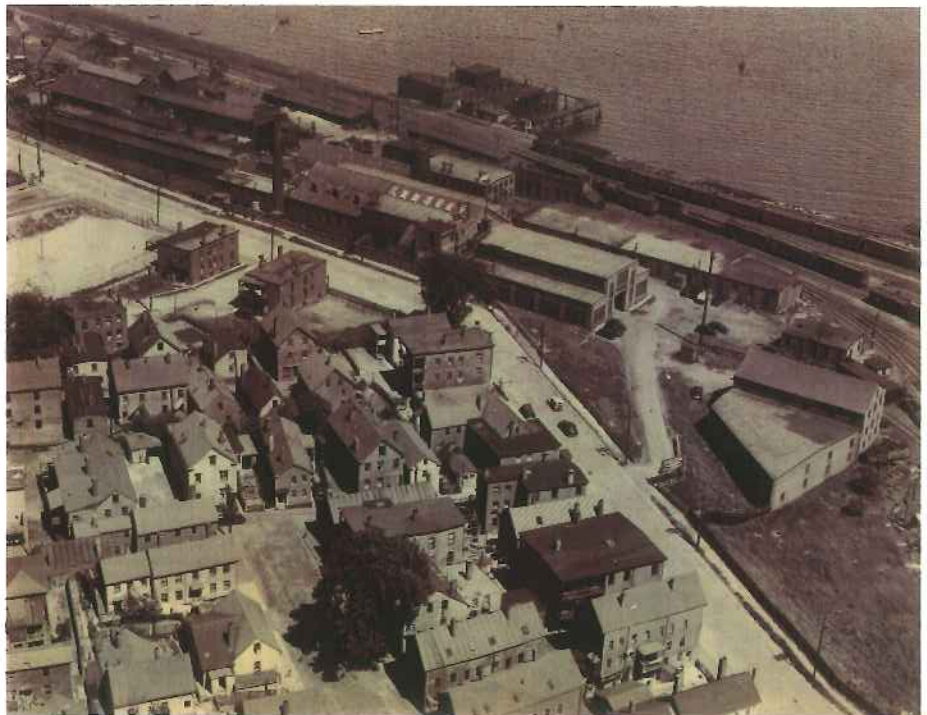
The Portland Company was founded as the Portland Iron Manufacturing Company in 1845 on filled land on Portland's eastern waterfront. The name was changed to the Portland Company in 1846 and the company remained in operation at its 58 Fore Street location for 137 years, until 1982.

The Portland Company was established in conjunction with the construction of the Atlantic & St. Lawrence Railroad which was built to connect Portland to Montreal. John A. Poor, the individual most responsible for Portland's successful bid over Boston to become Montreal's winter port via rail, was a Director of the Atlantic & St. Lawrence and became to Portland Company's first president. The company was founded primarily to build steam railroad locomotives for the newly formed railroad and was sited to be convenient to it, as the railroad's mail line ran between the shop buildings and the waterfront and down Commercial Street.

The first locomotive produced by the company, the *Augusta*, was completed in 1848. For the next 60 years, the manufacturing facility turned out a total of 630 steam locomotives in at least five different gauges. The company built locomotives for Boston &

Maine, Maine Central, Northern Pacific, Panama Railroad, Mexican Central, Sandy River, Wiscasset and Quebec, Portland & Rochester, as well as many other railroad lines.

The Portland Company was the only locomotive works in the country to be established specifically to produce locomotives, as most of the other builders had their start as general machine shops. Here, all of the necessary shops, as well as two foundries to pour both iron and bronze castings, were brought together in a single facility. The use of cast metals, particularly iron, was central to the rapid industrialization and expansion of the United States in the nineteenth century and the use of it at the



This 1938 view illustrates the scale and scope of the industrial complex. The Portland Company was the city's largest employer in the 19th century and spurred residential development on Munjoy Hill and in the India Street neighborhood.

scale undertaken during the period the Portland Company was founded was unprecedented. Cast iron has been called “the plastic of the nineteenth century” for the way it transformed production and expanded the range of products available to industry and the public. Putting all of the stages of production for large machines in one place was a radical advance over traditional practices.

In addition to the hundreds of railroad-related engines, cars and other items it produced, the Portland Company manufactured and installed marine engines and boilers, aids, and other equipment for hundreds of vessels constructed at shipyards throughout Maine. It also shipped marine equipment to other shipyards throughout the country. The Portland Company also produced numerous vessels from the keel up, including tugboats, fishing vessels, yachts, dredges, freighters, fireboats and ferries. Also significant was the Portland Company’s production of lighthouse components and navigation buoys. “Bug Light” at the entrance to Portland Harbor was entirely produced by the Portland Company.

Beyond these two core areas of focus, the Portland Company produced equipment for Maine’s paper, textile and canning industries, as well as other industries throughout the region. Its extraordinary range of manufactured products included freight and passenger cars, fire engines, heavy snowplows, cast iron storefronts, elevators, light poles, manhole covers, and even neutron reactor shells for nuclear power plants late in the company’s existence.

Areas of Significance

As documented in the report prepared for the Portland Planning Department by Sutherland Conservation & Consulting, the Portland Company complex is significant at the local, state and national level. At the local level, the complex exhibits both historic *and* architectural significance.

The Portland Company has national historic significance because it appears to have been the first complex in this country built specifically for the manufacture of railroad equipment with all of the necessary shops and a foundry on a single site. The Portland Company complex as it stands today is a rare surviving example of a pre-Civil War foundry, machine shop, and car shop complex because it retains a number of its original and early buildings, whereas most, if not all, other pre-Civil War complexes have been substantially or wholly demolished. As such, the Portland Company complex contains the oldest surviving railroad shop buildings in the nation still within their historic manufacturing complex context. Recent research indicates the Portland Company appears to be the only surviving pre-Civil War locomotive manufacturing plant in the nation, making it the only one surviving where locomotives were built for the U.S. Government as part of that war effort.

The Portland Company has statewide historic significance because the company made a significant contribution to the development of Maine’s railroads (including the state’s iconic two-foot gauge lines) and maritime shipping industry. The locomotives, railroad cars, marine engines and boilers, and maritime navigation aids produced entirely or in part at the Portland Company were important to the development of rail and maritime transportation in the State of Maine from the middle of the nineteenth

century into the twentieth century. Industrial expansion, natural resource extraction, commerce, and tourism all benefited from improved transportation made possible by products of the Portland Company.

The Portland Company was the state's largest nineteenth century foundry-machine shop, with those two shops combined in a way that was unprecedented in Maine. The company grew to be the state's most substantial engineering and machine manufacturing business, employing 150 of the 500 machinists in the state at one point. The Portland Company also played a significant role in the development of many important industries in Maine including the paper-making, textile, and canning industries. A number of industrial processes likewise benefitted from the research and development of electrical engineer and inventor William Chapman for the Portland Company and through the Chapman Electric Neutralizer Company at the Portland Company.

The Portland Company has local historic significance because it is the only intact nineteenth and early twentieth century industrial complex remaining in the city. Thirty-three manufacturing plants can be identified in the 1876 Bird's Eye View of Portland. Only the Portland Company complex remains largely intact 139 years later. Portland had 60 sizable companies engaged in industrial production of various sorts in 1924, occupying more than 85 buildings. Of these 85 buildings, fewer than a dozen survive outside the Portland Company, none as complexes.

The Portland Company also has local historic significance for its direct association with several major nineteenth century planning and development initiatives within the city of Portland. As part of John A. Poor's vision for creating a modern international port at Portland, he conceived of a wide new street along the waterfront which would contain railroad tracks to connect the Atlantic & St. Lawrence Railroad on the east end of the city to the Portland, Saco & Portsmouth Railroad on the west end while providing both railroads access to the numerous wharves between their terminals. The narrow original waterfront street, Fore Street, followed the natural landform, snaking along the shore around Clay and Broad coves. The new street would be built by filling between the existing wharves below Fore Street, far enough out into the harbor to allow the construction of large new warehouse buildings along the land side of the street. Broad Cove would be filled for construction of the Atlantic & St. Lawrence Railroad terminal and for the Portland Company works and Clay Cove would be filled for the street and new buildings. The Portland Company site alone was originally almost seven acres, the majority of it made by filling the mud flats and cove. This project was undertaken cooperatively by the two railroads, the Portland Company, and the City of Portland, with the railroads paying the cost of filling between the wharves and the City paying wharf owners for the value of their properties seized through eminent domain. The mile-long and one hundred foot wide street would be named Commercial Street. This project was the largest urban planning initiative undertaken in the city of Portland in the nineteenth century and was transformative in its effects.

The buildings of the Portland Company complex have historic architectural significance because they remain substantially unaltered from the time of their original construction or enlargement during the company's occupancy and consequently show clearly the distinguishing characteristics (design and structural system) of several distinctive types of industrial buildings constructed between 1847 and 1920. Additionally, the Portland Company buildings from the 1840s and 1850s are the only industrial buildings of that period remaining in the city of Portland today.

The buildings of the Portland Company also have historic architectural significance because each of the remaining buildings served distinctive function(s) within the overall manufacturing process. Collectively, the existing buildings encompass the complete historic manufacturing process of the Portland Company.

National Register Eligibility: In 1976 the Portland Company complex was identified by the Maine Historic Preservation Commission as being eligible for listing in the National Register of Historic Places. The fact that the historic industrial complex was recognized as being highly significant as early as the 1970's is noteworthy, as the buildings and neighborhoods identified as National Register-eligible during that time period were typically landmark structures or neighborhoods with concentrations of high-style, architecturally notable buildings. Just like vernacular buildings or early working class neighborhoods, industrial sites were slower to gain recognition for their historic or architectural significance. It was the Portland Company's significant role in transportation and marine history at the local, state and national level, as well as its extraordinary importance to the history and economic growth of the City of Portland and the State of Maine that led to its early recognition as a National Register-eligible site.

Integrity of Portland Company Complex

As documented in the Sutherland report, the extant historic structures within the Portland Company complex retain a high degree of historic integrity. Historic integrity is based on the retention of sufficient essential physical features from the historic period, including location, design, setting, materials, workmanship and/or association, to convey the significance of a property. Except for some reversible alterations (e.g. infilled or enlarged window openings), most of the buildings remain substantially unchanged from the time of their original construction or alteration during the Portland Company's period of significance. For local designation purposes, the complex's *period of significance* has been defined as extending from 1847 (when the first building was constructed) until 1920, when the last purpose-built structure for the company's marine- and transportation-related work had been constructed.

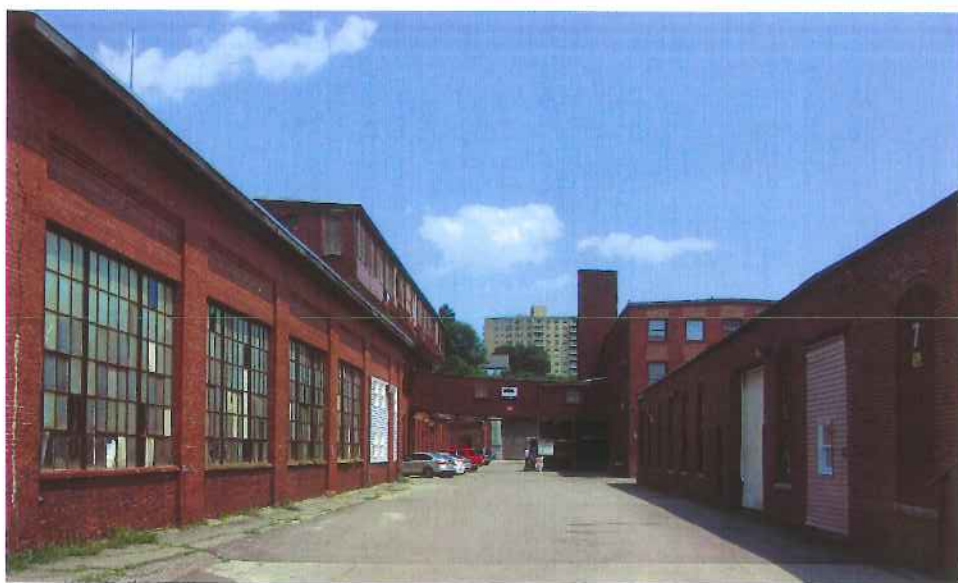
As regards integrity of condition, six of the fourteen extant historic structures within the complex have been determined to be so deteriorated as to make their rehabilitation infeasible. Accordingly, these buildings have been classified as "noncontributing" structures due to their condition. (See map

and list of buildings with classifications in ATTACHMENTS 2 and 3. The assignment of this classification was based on applicable ordinance definitions and the professional assessment of two independent structural engineering firms. This level of deterioration is due primarily to a lack of maintenance and necessary repairs in recent decades. In the case of Buildings 4 and 11, however, other complicating factors have accelerated their deterioration. In the case of Building 11, the siting of the building against the Fore Street slope has undermined its structural integrity. In the case of Building 4, its exposed-to-the-weather structural system, which was experimental at the time the building was constructed, has failed.

Notwithstanding the finding as regards these six structures, the complex as a whole retains sufficient integrity of condition to make the remaining buildings and contributing site features worthy of preservation and feasible to rehabilitate. As has been demonstrated in numerous historic rehabilitation projects since Portland's historic preservation ordinance went into effect in 1990, once-significantly deteriorated buildings such as the former Cumberland Cold Storage Building on Merrill's Wharf, the Tracy-Causser Building at 507 Fore Street and the Portland Packing Company Building at 14-26 York Street, have been successfully rehabilitated and creatively adapted to new uses. Additionally, state and federal historic tax credits are available to offset the costs of challenging historic rehabilitation projects.

Visual Character of the Portland Company Site

One's ability to understand and appreciate of the Portland Company as an historic industrial site relies in great measure on the *relationship* of the buildings to each other within the complex. Indeed, the Portland Company derives its significance *as a complex*. Unlike most of Portland's other historic districts which are comprised of individual, often unrelated, structures that were sited according to a pre-established street grid, the Portland Company buildings were sited to perform a specific function within a larger manufacturing process. The proximity and orientation of the buildings to each other permitted related manufacturing processes



The linear alignment of the buildings east of the entrance yard creates a series of private streets or alleys. The distance between building rows allows one to observe the connected nature of the buildings and appreciate the scale of the historic complex.

to take place in a way that allowed for efficient progression of stages in the overall production process. Not only does this functional organization and placement of buildings in linear proximity to each other convey the history of this particular property, it also creates a visual character for the site that is unique for Portland. Also unique to this district is the way that the spacing between individual rows of connected buildings forms private streets or alleys. The overhead pedestrian bridges spanning these private alleyways also contribute to the district's distinct visual character.



A number of architectural characteristics serve to unify the individual buildings within this district. These include a shared material palette (mostly brick with granite or concrete window lintels and sills), a simplicity of form and a linear nature generally associated with industrial architecture. The repetitive nature of the buildings' fenestration is also a unifying characteristic.

A unifying characteristic of the industrial buildings within the Portland Company complex is their simplicity of form and repetition of detail. Most buildings are brick with granite or concrete window lintels and sills.

Other important visual characteristics of the Portland Company site include the presence of a major entrance at the west end of the property that follows the grade between the original shoreline at Fore Street and the complex below. (The current driveway has been the primary entrance to the complex since 1847.)

Important site characteristics include a major entrance into the complex from Fore Street near the west end of the district and a generous open space between Building 12 and the historic manufacturing rows. It is from this open yard that the original alignment of the production buildings is observed and the alleys are accessed.



character-defining feature of the property. The yard has been, and continues to be, an open space serving the function of entranceway to the linear manufacturing paths of circulation. It is the point from which the streets or alleys of the complex are accessed. Historically, the entrance yard also served as a fire break between the manufacturing facilities to the east and the pattern and paint storage buildings to the west. The entrance yard has been in its current configuration since 1918.

While specific design guidelines have not been proposed for this district, it is important that these strong and identifiable visual characteristics be considered in the review of future infill development, new construction and site improvements within the district boundaries. New construction within the district should be a clear product of its own time but should also respect and reinforce the industrial architectural vocabulary, site organization and features that are unique to this historic property.



The pedestrian bridges connecting the manufacturing rows at the upper floor level are character-defining features of the industrial complex.



Windows within the manufacturing rows, whether on mid-19th century structures or this 1918 Erecting Building, are typically large and multi-lite.

Proposed Historic District Boundary

The land area encompassed by the proposed historic district is approximately 3.45 acres. Given that much of Building 4 and all of Building 5 are not included within the proposed boundary, the area of the proposed district is smaller than the area occupied by the current building complex (approximately 4.3 acres). The size of the entire property is 9.93 acres.

The district boundary has been drawn to encompass most of the extant historic structures on the Portland Company property, as well as site features and areas that are original to the complex and which contribute to its visual character. Although some of the historic structures within the boundary have been classified as non-contributing and may therefore be demolished as of right, any new development that might occupy the area of the demolished structures will likely affect one's appreciation and understanding of the remaining historic buildings and the complex as a whole. Accordingly, the boundary includes (almost) all of the extant historic structures. The one exception to this rule is the way the boundary is drawn in the vicinity of Building 4 (the 1895 foundry). Here, the boundary encompasses about one third of the length of the original structure. Given Building 4's classification as a noncontributing structure (due to its structural condition), its considerable length and its distance from several major view corridors within the site itself, including its entire footprint within the district boundary was determined to be unwarranted. Including a portion of the footprint, however, ensures that whatever is built adjacent to the remaining historic core of manufacturing buildings (Buildings 1-3) will be generally compatible with this historic core.

On the upland side of the district, the boundary extends to Fore Street. On the water's edge of the district, the boundary is held to the edge of the historic buildings themselves.

See ATTACHMENT 1 for district boundary map.

Structures Included Within Proposed Historic District Boundary

See ATTACHMENT 3 for a list of individual structures within the proposed district, together with their assigned classification (i.e. Contributing or Noncontributing). ATTACHMENT 2 is a color-coded map showing the buildings by classification.

Note: The findings in this designation report are based in part on documentation and professional assessments provided in two studies commissioned by the Portland Planning Department. These include *The Portland Company: Historic Significance and Integrity* prepared by Sutherland Conservation & Consulting and *Portland Company Complex General Building Condition Report* prepared by Resurgence Engineering and Preservation, Inc. Copies of the full reports are available in the Portland Planning Office.

ATTACHMENTS

1. Proposed District Boundary
2. District Boundary with Building Classifications Shown
3. List of Individual Buildings within Proposed District

List of Portland Company District Buildings, with Classifications



Building 1

Erecting Shop, 1918

CONTRIBUTING

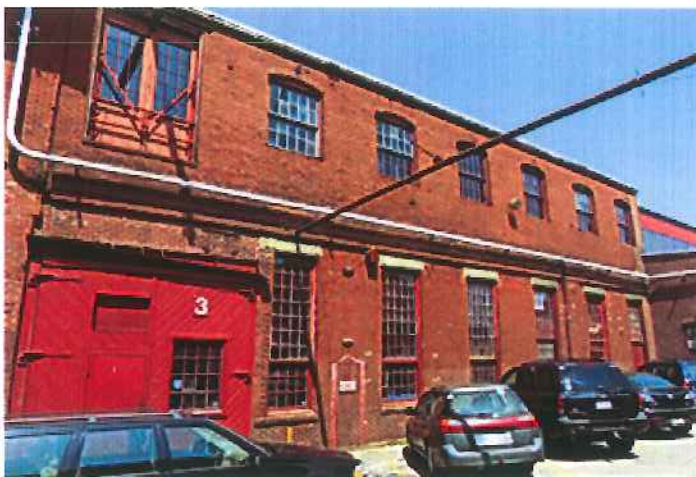


Building 2

Machine Shop, 1847

CONTRIBUTING*

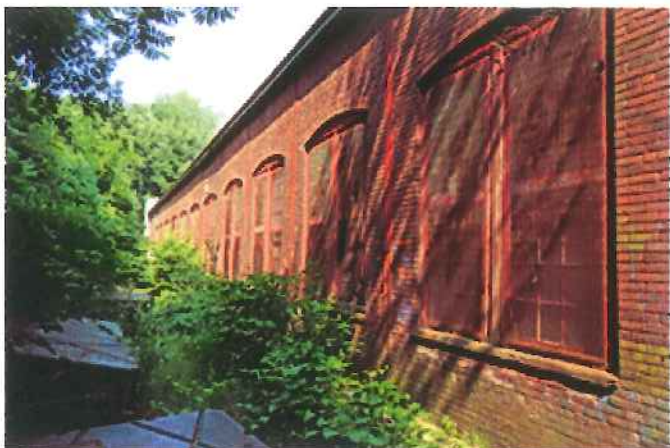
*shed dormer noncontributing based on structural condition



Building 3

Machine Shop, ca. 1847, addition ca 1895

CONTRIBUTING



Building 4

Foundry, 1895, addition 1904-1909

NONCONTRIBUTING based on structural condition



Building 5

Circa 1968 Addition to Foundry

NONCONTRIBUTING (outside the period of significance)



Buildings 6A

Chapman Electric Company building, 1896-1904

CONTRIBUTING



Building 6B

Blacksmith & Tank Shop, 1883

CONTRIBUTING



Building 7

Car Shop, c. 1873, addition 1904

NONCONTRIBUTING based on overall condition



Building 10

Paint Shop, c. 1873

NONCONTRIBUTING based on overall condition



Building 11

Pattern Storehouse, c. 1885, 1895 addition

NONCONTRIBUTING based on structural condition



Building 12

Pattern Storehouse, 1895

CONTRIBUTING



Building 14

Drafting/Storehouse, ca. 1858-64

NONCONTRIBUTING based on condition, alterations



Building 15

Boiler, 1858-1864

NONCONTRIBUTING based on condition



Building 16

Brass Foundry, 1864-1871

CONTRIBUTING



Building 24

Vault Storage, ca. 1905

CONTRIBUTING



Building 30

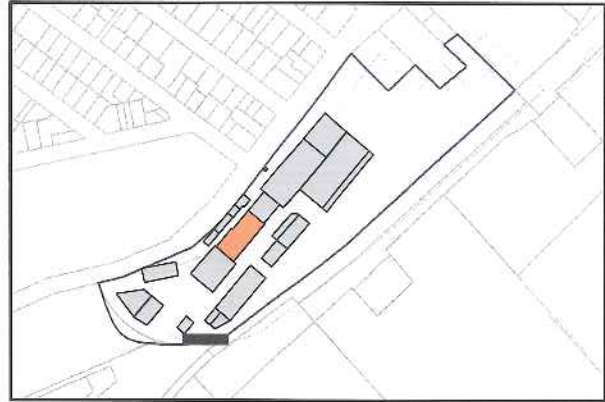
Office Building, 1950

NONCONTRIBUTING (outside period of significance)



Building 2: Machine Shop
Construction Date: c. 1847

The Machine Shop is one of the first buildings constructed on the site and was one of the key buildings in the production process of locomotives. It is where castings made in the Foundry were finished and prepared for installation. Prior to the construction of the first Erecting Shop (c. 1880) locomotive assembly took place in the Machine Shop. The boilers for the earliest locomotives were also assembled here, before the Boiler Shop was built. Post-mounted cranes and carts were used to move heavy items within the shop, with smaller items moved to the second floor for machining. A truss system allowed the second floor to hang from the roof, leaving the first floor largely open. Some wooden posts have been added in the first floor, to meet modern code requirements for the second story to function as a public assembly space. The building retains a high degree of integrity to the time of its construction with early 20th century alterations to the roof and attic. The c. 1905 Frederick A. Thompson designed offices, drafting room, and electrical laboratory at the attic level are intact, including beadboard office partitions, drafting tables, desks drawing storage drawer units, and electrical equipment in the laboratory. The apparatus used to reflect sunlight from a skylight to develop blueprints remains in place below the roof. Historic plans show tables for 17 draftsmen; desks for 21 clerks and assistant clerks; bookkeeper; purchasing agent; and office boy; with cubicles for the assistant electrical engineer, assistant elevator engineer, assistant mechanical engineer, assistant manager, sales manager, superintendent, and manager; with a private office for the general



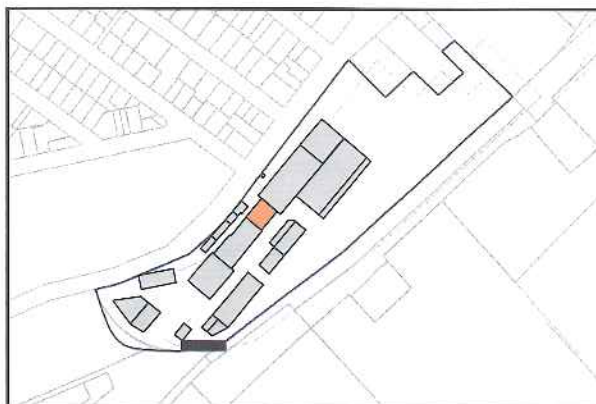
manager and three additional private offices. An upper attic level above the laboratory contains a walkway lined with storage bins for wooden casting patterns, still full of patterns. The original wood and wrought iron Queen Post Truss roof system remains in place with the second floor suspended from it. The use of iron rods for the Queen Posts in the trusses represents an advance in technology from the all-wood trusses common in New England in the 18th and early 19th centuries, as America's increased industrialization made the use of structural metals possible.

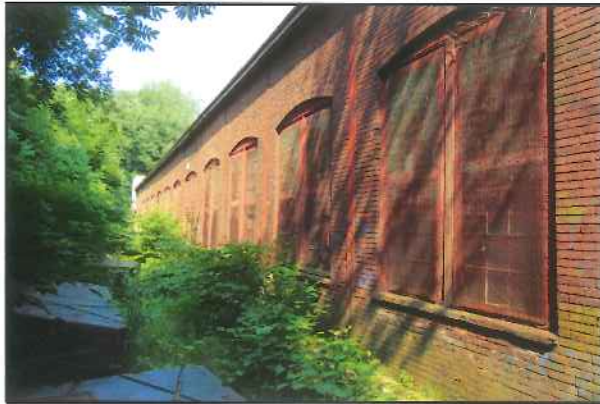


Building 3: Machine Shop

Construction Date: c. 1847

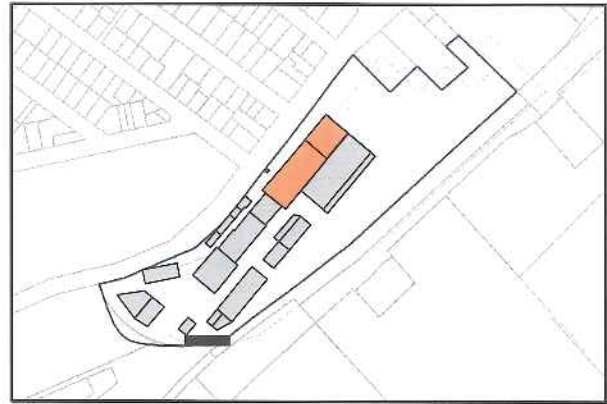
This section of the Machine Shop was built in 1847 as a one story blacksmith shop. When the second story was added, c. 1895, the original wood and wrought iron Queen Post Truss roof system was left in place and the floor hung from it with iron rods and double-strut trussed girders. The added wall height essentially creates full-length shed dormers on each side of the original roof and a double-pitched roof with the original gable peak remaining above the much shallower pitch of the shed dormers on either side. Because both ends of the building abut other buildings, this unusual roof form is not visible from the ground. A monitor, probably dating from the original construction, extends along the center portion of the ridge. The ingenious approach taken to expanding this building allowed a second story to be added while retaining the original roof truss structure and the open first floor it made possible. This section of the Machine Shop retains a very high degree of integrity to the period of its expansion into a two story building, c. 1895, while retaining nearly all of the materials from its original 1847 construction. Some wooden posts have been added in the first floor, to meet modern code requirements for the second story to function as a public assembly space. The second floor was the pattern shop, where wooden patterns were made for the iron castings made in the Foundry.





Building 4: Foundry and Acetylene House
Construction Date: 1895; 1904-09

The Foundry was the most important building in the production process, being the space where molten iron and steel were cast in sand molds to produce the parts for the various machines and engines made by the company. Using then cutting-edge technology, it was built in the late 19th century to replace the original 1847 foundry and additions on the same site. The 1896 foundry features a steel truss roof system and could be wider and taller than the earlier building, with a tall clerestory for lighting the center of the building and a modern electric overhead traveling crane to move cauldrons of molten metal and heavy castings. The building utilizes an unusual transitional construction system in its exterior walls. The riveted steel roof trusses were erected on posts formed of back-to-back U channel steel with spacers between them to allow the roof truss gusset plate to be riveted in place between the two U channels at the top. Once the roof system was erected, the spaces between the posts were filled with brick laid up in common bond and engaging with the posts by extending into the recess of the U channel. Above the tops of the posts, the brick wall encased and engaged the steel trusses to the eaves. It appears that once the brick was in place, the roof trusses were supported primarily by the brick walls, not by the steel posts. The Foundry building retains a high degree of integrity to the period of significance and stands largely as built in 1895 except for the northeast end, which was removed entirely when the building was extended in the mid-20th century. Much of the southeast elevation is now contained within the abutting modern metal building and its windows



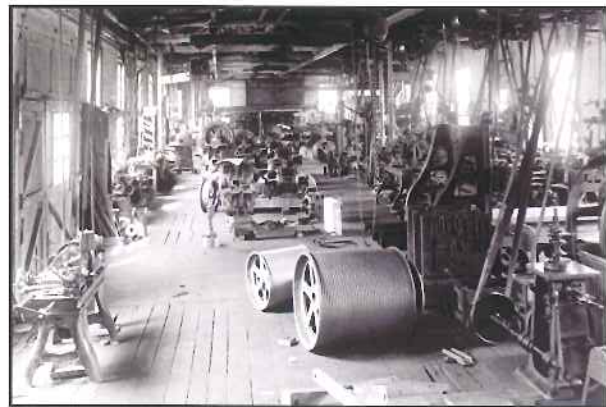
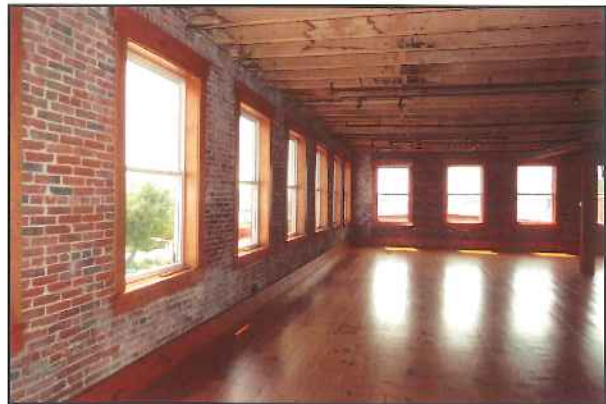
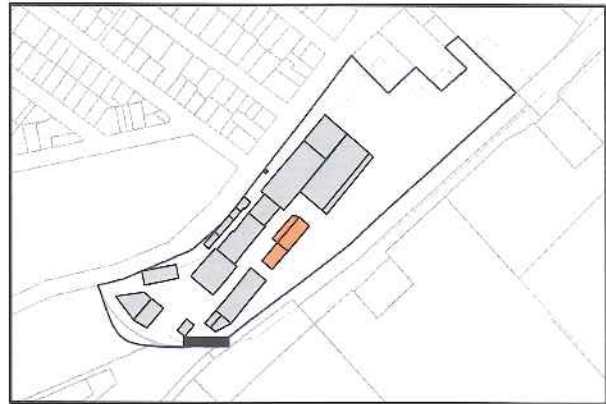
have been infilled. There is some infill construction along this side for offices and storage areas. The original exterior wall and roof system appear to be intact within the later building addition.

The Acetylene House, located on the terrace below the upper retaining wall to the west of the foundry, was a simple brick box, approximately eight feet square. Its roof has failed, and the masonry arch over the door has collapsed. Original drawings for the acetylene house show a shed roof.



Building 6: Blacksmith & Tank Shop
Construction Date: 1883; 1896-1904

As the plant expanded during the 19th century, additional blacksmith shops were constructed to serve different areas of production. Originally freestanding and serving both the machine shop and car shop, this blacksmith shop later served the attached tank shop, where the company produced tanks for various uses from industrial water tanks to municipal standpipes. This building replaced an earlier and wider blacksmith shop on the same site and was likely built reusing the brick and granite of the earlier shop. Its design and use of materials are more like the 1840s and '50s buildings on the site than the 1860s and '70s buildings that followed. It is unclear why the building was rebuilt, but its change in width increased the clearances between the blacksmith shop and the machine shop and foundry, which had additions made to their width during this period. This may have been the reason for rebuilding. The Blacksmith & Tank Shop retains a high degree of integrity to the period of significance. The former Tank Shop now contains the Maine Narrow Gauge Railroad Museum with exposed structural framing and brick walls. Original drawings for the building show it to be longer than it currently exists. A portion of it was likely demolished for the construction of the three story block between 1896 and 1904. This portion of the building contained the Chapman Electric Company, a subsidiary of the Portland Company run by the company's electrical engineer, William Chapman. The Portland Company's electric elevator production also occurred in this building, starting in the early 20th century. The three-story block retains integrity to the period of significance

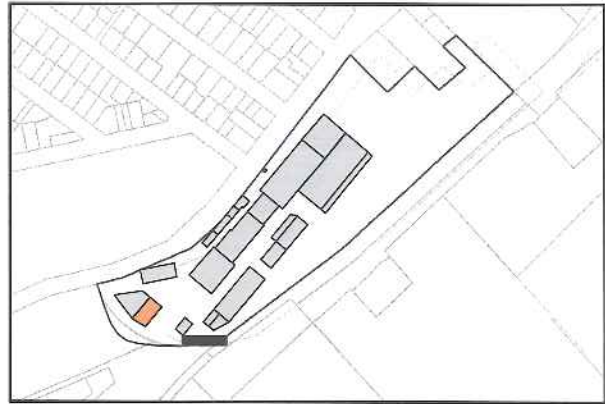


with some alterations to the interior spaces to create offices on the third floor and a meeting room on the second floor. The elevator tower, with historic machinery remains attached to the north side of the building. Many original windows in the three-story block have been replaced.



Building 12: Pattern Storehouse Addition
Construction Date: 1895

The Pattern Storehouse Addition was built immediately adjacent to the original storehouse, built a decade earlier, using the same materials and technology. From an early date, this building has had "PORTLAND CO." painted across its south elevation, making the complex immediately recognizable from Fore Street and the waterfront. The Pattern Storehouse Addition has a high level of integrity to the period of significance. The building has had no alterations to the interior and still contains many patterns used by the Portland Company.

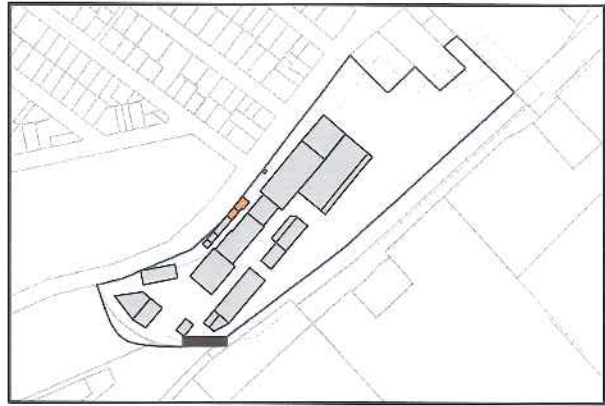




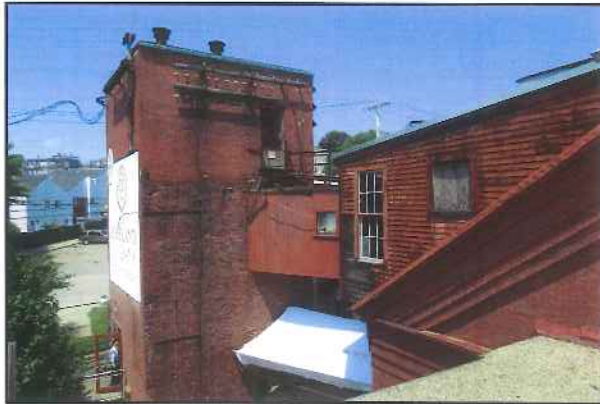
Buildings 15 & 16: Boiler House and Brass Foundry

Construction Date: 1858-64; 1864-71

Based on maps and plans of the complex, it appears the existing Boiler House was constructed between 1858 and 1864; the Brass Foundry was constructed between 1864 and 1871. The 1858 plan of the complex (in the collection of the Maine Historical Society) shows a brick building in this general location, though it is not likely either of the extant buildings. The 1886 Sanborn Map of the Portland Company does not show another Boiler House as suggesting in the Tremont Report. There is a Boiler Shop, where boilers were fabricated, in the northeast quadrant of the complex which may have led to the confusion. The side walls of these buildings, and of the small storage spaces to their west, serve as buttresses for the granite retaining wall the supports Fore Street as it climbs Munjoy Hill adjacent to the complex. The conversion of these voids between the structural buttresses into functional spaces for the complex is an example of ingenuity and determination to utilize every available space on the increasingly crowded site with Fore Street and Munjoy Hill containing one side of the property and the Grand Trunk Railroad properties containing the others. The Boiler House has suffered the loss of a majority of its façade, though remnants illustrate key architectural features that were included in the original construction. The interior, however, retains a remarkable pair of tall brick barrel vaults on stone walls that extend the space under the Fore Street esplanade and sidewalk. The Brass Foundry retains a high degree of integrity on the exterior. The interiors of both buildings appear to retain integrity. The Boiler House still contains the boilers



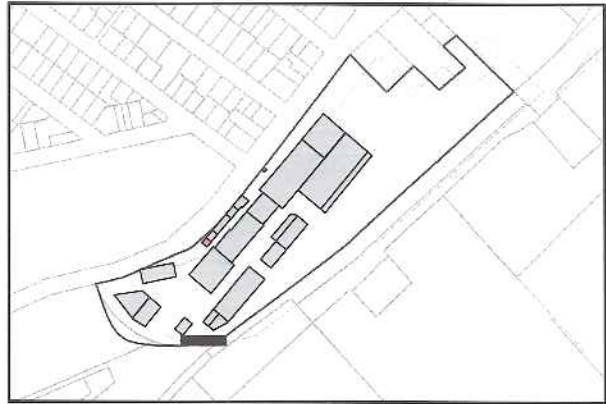
and machinery used by the Portland Company. At the north side of the Brass Foundry, exposed piping and valves remain from a small shed once attached to the Brass Foundry.



Building 24: Vault

Construction Date: c. 1905

As noted with Building 14 – Drafting Room/Storehouse, the Vault was added on top of one end of the original drafting room when the new drafting room was constructed c. 1905. It was connected to that space on the top floor of the Machine Shop by an overhead pedestrian bridge. With brick walls and vaulted iron beam and concrete floors, the space was intended to protect paper drawings in case of fire. An additional story was added at some point by 1924 to contain the electrical transformers for the plant. The Vault retains a high degree of integrity as it has undergone very few changes over time. The top floor continues to be used for electrical transformers. The c. 1905 vault containing Portland Company drawings (assumed) is not accessible due to safety concerns with the bridge that supplies access from the office and drafting room in the attic of the Machine Shop.



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

**PUBLIC HEARING
WAYNFLETE SCHOOL – GYM AND LOWER SCHOOL**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: May 25, 2016

RE: June 1, 2016 PUBLIC HEARING

Application for: Certificate of Appropriateness for Removal and Replacement of Existing
Gymnasium and Lower School, Site Alterations

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

A. Introduction

Following two workshop sessions, architects Scott Simons and Austin Smith are returning for final review and approval of their plans for the replacement of Waynflete School's existing gymnasium and construction of a new Lower School complex which involves the removal of a portion of the existing Lower School building complex. The proposed project was first introduced to the Board in early November; revised plans were reviewed in March.

At the March workshop, Historic Preservation Board members expressed general support for the project as presented, particularly with respect to the proposed Lower School complex. The Board did identify a number of concerns about details of the gymnasium proposal, however, particularly in terms of its compatibility with the residential character of the abutting Fletcher Street/Orchard Street neighborhood. The final submission reflects modifications to the gymnasium proposal, including exterior material changes, an adjustment in the height of the windows and modifications to the landscaping in front of the Fletcher Street elevation.

One issue not addressed in the preliminary workshop sessions is the matter of an outstanding condition of approval related to the Board's 2007 approval of Waynflete's new Arts Center. The applicable 2007 condition of approval pertains to the siting of parking and a dumpster in front of the Arts Center on Danforth Street. Under the terms of the condition, this issue must

be resolved at such time that Waynflete is before the Planning and Historic Preservation Board for its next major project. See **Section D** of this report for more information on this subject.

Enclosed with the project architect's final submission is a cover memo identifying the pages of the submission that have been revised since the Board's March workshop. See **ATTACHMENT 1**. For reference purposes staff has also enclosed an elevation and perspective view of the previous design proposal for the gymnasium. See **ATTACHMENT 3**.

B. March 16 Workshop - Summary of Board Comments and Questions

As of the last workshop, there appeared to be broad support from the Board for the proposed design of the Lower School addition. At the conclusion of the workshop discussion, no aspects of the Lower School plans were identified for modification.

Regarding the new gymnasium, while Board members were generally supportive of the proposal and acknowledged that it represented a significant improvement over the current structure in terms of design compatibility with the neighborhood, they identified a number of aspects of the proposed design solution and abutting site treatment that warranted reconsideration, particularly as regards the building's Fletcher Street elevation and abutting landscaping.

Among the concerns identified was the proposed use of natural wood siding for the base of the façade. Board members found that natural wood siding was not appropriate in this context of this high style, historic residential structures. Also, given the uncharacteristic size of the building and the fact that the replacement structure will be moved 7' closer to Fletcher Street, Board members argued that further modifications were needed to ameliorate its visual impact on the street. Suggestions included raising the height of the window band to make it less visually prominent; subdividing the glazing to achieve "finer grain" fenestration; installing self-darkening glazing or window treatments to reduce light emittance from the gym during evening hours; landscaping against the building and planting trees closer to the street edge. Some Board members also suggested installing a sidewalk along the applicant's stretch of Fletcher Street to further integrate this portion of the street with prevailing development pattern. In general, Board members encouraged that the Fletcher Street frontage read much like a recessive garden wall.

C. Latest Design Revisions, Additional Information

Since the March workshop, the project architects have revised the material palette of the gymnasium and modified its fenestration on the Fletcher Street façade. The site treatment in front of the Fletcher Street elevation has also been revised. **ATTACHMENT 1** is a list of all the elevation or plan views that have revised as a result of the most recent design modifications. Added drawings and perspective views are identified as well. The added illustrations pertain to the condition of approval that must be addressed at this time. (See following section of this report for more information on this subject.)

D. Resolution of Outstanding Condition of Approval

As noted in the introduction to this report, when the Historic Preservation Board approved Waynflete's Arts Center in 2007, it did so with a condition that the parking lot and dumpster enclosure

on the south side of the Arts Center be revisited within 5 years or at the time of the school's next Planning Board-level site plan review, whichever came first. The condition further stipulated that these elements be relocated to a less visible location on the opposite side of Storer Street, as depicted in a 2001 approved site plan.

In 2013, Waynflete, recognizing that the 5-year provisional approval period had lapsed, requested that the Historic Preservation Board amend its 2007 condition of approval. In its letter of request, Waynflete asked that the condition be amended to mirror the applicable condition imposed by the Planning Board as part of its 2007 site plan approval for the project. The Planning Board's condition on the matter was more general, both in terms of time frame for relocation and whether removal of the elements from their current location would ultimately be required.

Following deliberations, the Historic Preservation Board amended its 2007 condition of approval to be consistent with that of the Planning Board's 2007 condition:

At the time of the next Waynflete project subject to Planning Board review, the parking lot to the south side of the facility (Arts Center) may be required to be relocated based upon the conditions presented at that time.

The Historic Preservation Board also added the following condition:

Parking lot, dumpster and associated enclosure to be maintained in good order and not expanded beyond their current boundaries.

Under the current site plan application now before the Planning Board, Waynflete proposes to leave this parking area in its current condition, where it is screened by existing vegetation on the Danforth frontage. In order to provide emergency access to the Lower School, the dumpster location is proposed to be adjusted slightly and adjoining removable fence panels are proposed to provide the access for emergency vehicles.

Pursuant to the requirements of the condition of approval, the Historic Preservation Board is being asked to make a final decision at this time as to the acceptability of the parking area and dumpster in the vicinity of the Arts Center. Given that the site elements have been in place since completion of the Arts Center, the Board is in a good position to assess their relative visual impact on the surrounding historic context.

A copy of the 2013 approval letter is attached—see **ATTACHMENT 2**.

E. Applicable Review Standards

The historic preservation ordinance's **Standards for New Construction** shall apply in the review of the two new construction proposals. The proposed developments shall be found to be compatible with their surrounding context with respect to the following building characteristics:

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 non-directional character.

Motions for Consideration

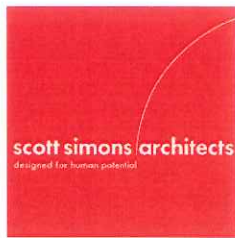
- (1) On the basis of plans and specifications submitted by the applicant for the June 1, 2016 public hearing and information included in the accompanying staff report, the Board finds that the proposed removal and replacement of the existing gymnasium as well as the partial removal and replacement of the existing Lower School complex on the Waynflete campus

meet (fail 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.....).; **and**

- (2) Pursuant to an outstanding condition of approval related to the Board's 2007 approval for the construction of the Waynflete Arts Center pertaining to the siting of a parking lot and enclosed dumpster adjacent to the structure, the condition of approval as revised in 2013, and on the basis of plans and specifications for said parking and dumpster included with the June 1, 2016 public hearing, the Board finds that the dumpster enclosure and parking area as existing and proposed **meet/fail to meet** the historic preservation ordinance review standards.

Attachments

1. List identifying modified and added elevations and plans since the March 16 2016 submission
2. 2013 Board decision letter regarding Waynflete's request to amend 2007 condition of approval.
3. Excerpts from March 16 submission showing gymnasium proposal
4. Applicant submission



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 Portland, Maine 04101
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 www.simonsarchitects.com

HISTORIC PRESERVATION SUBMISSION UPDATE NARRATIVE

date: May 20, 2016
project name: Waynflete Lower School Addition and Renovation

SLIDE REVISIONS

02. Existing Site Plan
This slide now identifies the existing dumpster enclosure.
03. Proposed Site Plan
This slide shows updated buffer plantings and fencing and identifies the proposed dumpster enclosure.
09. Lower School: Lower Floor Plan
This slide shows the plan rotated to include Founders Hall.
10. Lower School: Main Floor Plan Updates
This slide shows plan updates, with the plan rotated to include Founders Hall.
11. Lower School: Upper Floor Plan Updates
This slide shows plan updates, with the plan rotated to include Founders Hall.
12. Exterior Materials
This slide shows updated brick, fiber cement board and fencing material images.
- A201 (slide not numbered)
West Elevation 3 on this slide has been updated to reflect a higher windowsill and material changes.
23. Elevation Update (NEW SLIDE)
This slide identifies the revisions to the elevations and provides details related to the glazing and window shades.
27. Existing Plan: Northern Buffer at Gym
Title revised, no graphic change to this slide.
28. Proposed Plan: Northern Buffer at Gym
This slide updates revisions to the buffer plantings on the North side.
29. Existing Plan: Northern Buffer at Gym (NEW SLIDE)
This slide shows the existing plantings along Fletcher Street.
30. Proposed Plan: Northern Buffer at Gym (NEW SLIDE)
This slide shows the proposed plantings along Fletcher Street.
31. Proposed Elevation: Fletcher Street Plantings (NEW SLIDE)
This slide shows the proposed plantings along Fletcher Street.
34. Dumpster Relocation (NEW SLIDE)
This slide shows the proposed dumpster relocation in relation to required fire truck access.
35. Revised Dumpster Enclosure (NEW SLIDE)
This slide shows the proposed dumpster enclosure.
36. Dumpster Location - Existing (NEW SLIDE)
This slide shows existing dumpster enclosure and field access.
37. Dumpster Location - Revised (NEW SLIDE)
This slide shows the proposed dumpster enclosure and fire lane approach.
38. Dumpster Location - Revised (NEW SLIDE)
This slide shows the proposed dumpster enclosure and fire lane in operation.
45. Fletcher St. Perspective - Existing
This slide shows a different perspective of the gym.
46. Fletcher St. Perspective - Proposed
This slide shows the updated buffer plantings and material changes.

CITY OF PORTLAND, MAINE

HISTORIC PRESERVATION BOARD

Rick Romano, Chair
Rebecca Ermlich, Vice-Chair
Scott Benson
Ted Oldham
Susan Wroth

May 3, 2013

Mark Segar, Headmaster
Waynflete School
360 Spring Street
Portland, Maine 04102

Re: Request to Amend 2007 Condition of Approval

Dear Mr. Segar:

On May 1, 2013, the City of Portland's Historic Preservation Board voted 5-0 (Burke absent) to approve your request to amend a condition of its 2007 approval of Waynflete's Arts Center—specifically, the condition pertaining to the parking lot and dumpster enclosure that were constructed as part of the project. The Board's decision was based on your request dated March 6, 2013 and information included in the accompanying staff report.

As requested, the Board agreed to amend the wording of the condition to mirror that of a related Planning Board condition, which reads as follows:

At the time of the next Waynflete project subject to Planning Board review, the parking lot to the south side of the facility (Arts Center) may be required to be relocated based upon the conditions presented at that time.

Note that the Historic Preservation Board's approval to amend the condition was made subject to the following condition:

- Parking lot, dumpster and associated enclosure to be maintained in good order and not expanded beyond their current boundaries.

Should you have any questions about the Board's decision, please do not hesitate to contact me.

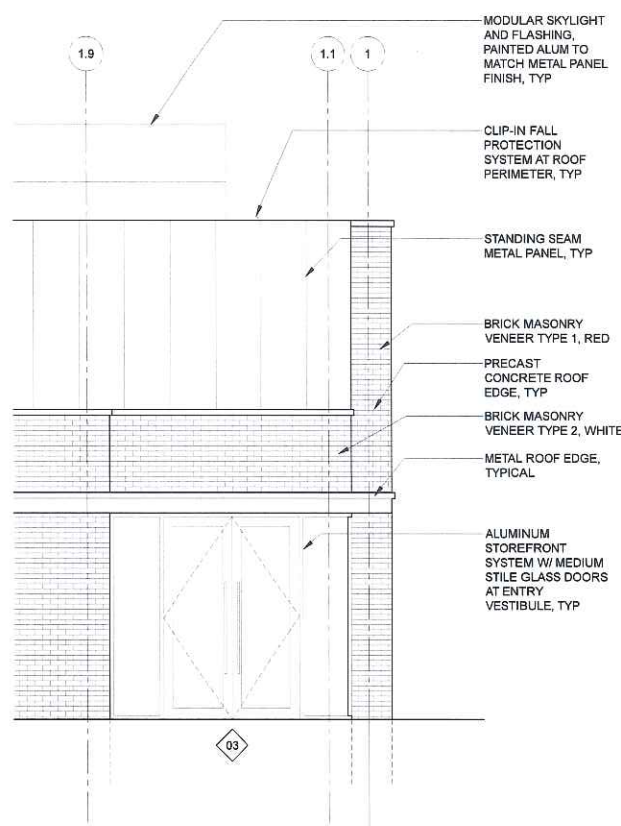
Sincerely,



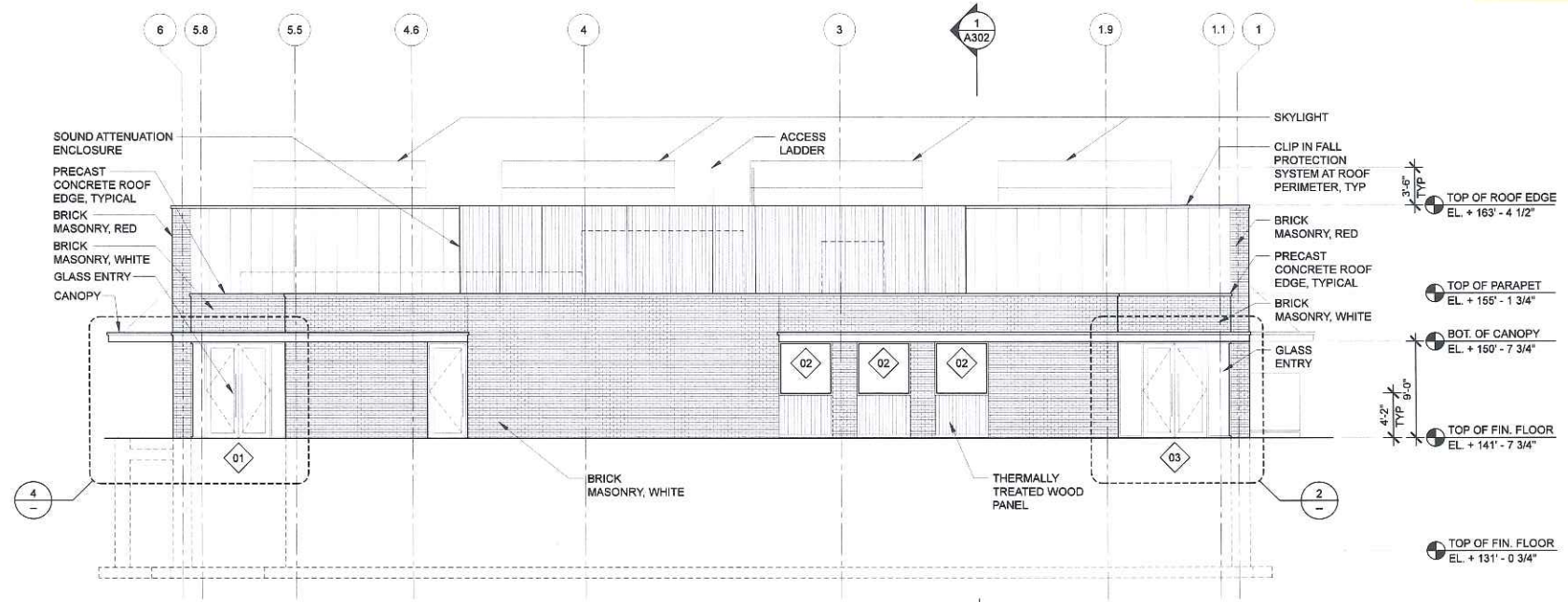
Deborah Andrews
Historic Preservation Program Manager

Cc: Mary Costigan, Bernstein Shur

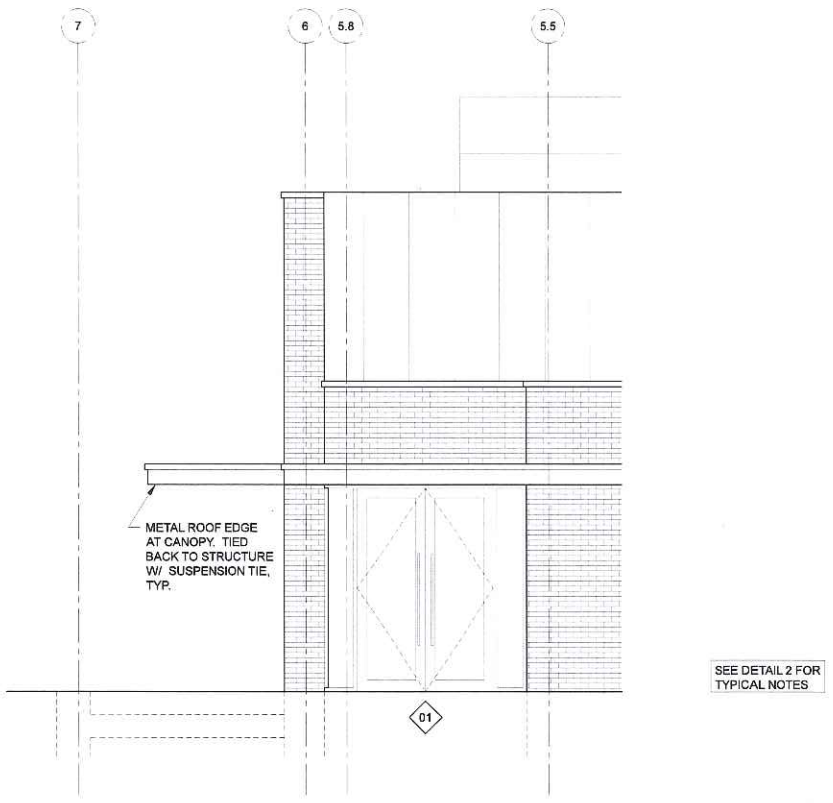
ATT. 3a
EXCERPTS
FROM MARCH 16
SUBMISSION



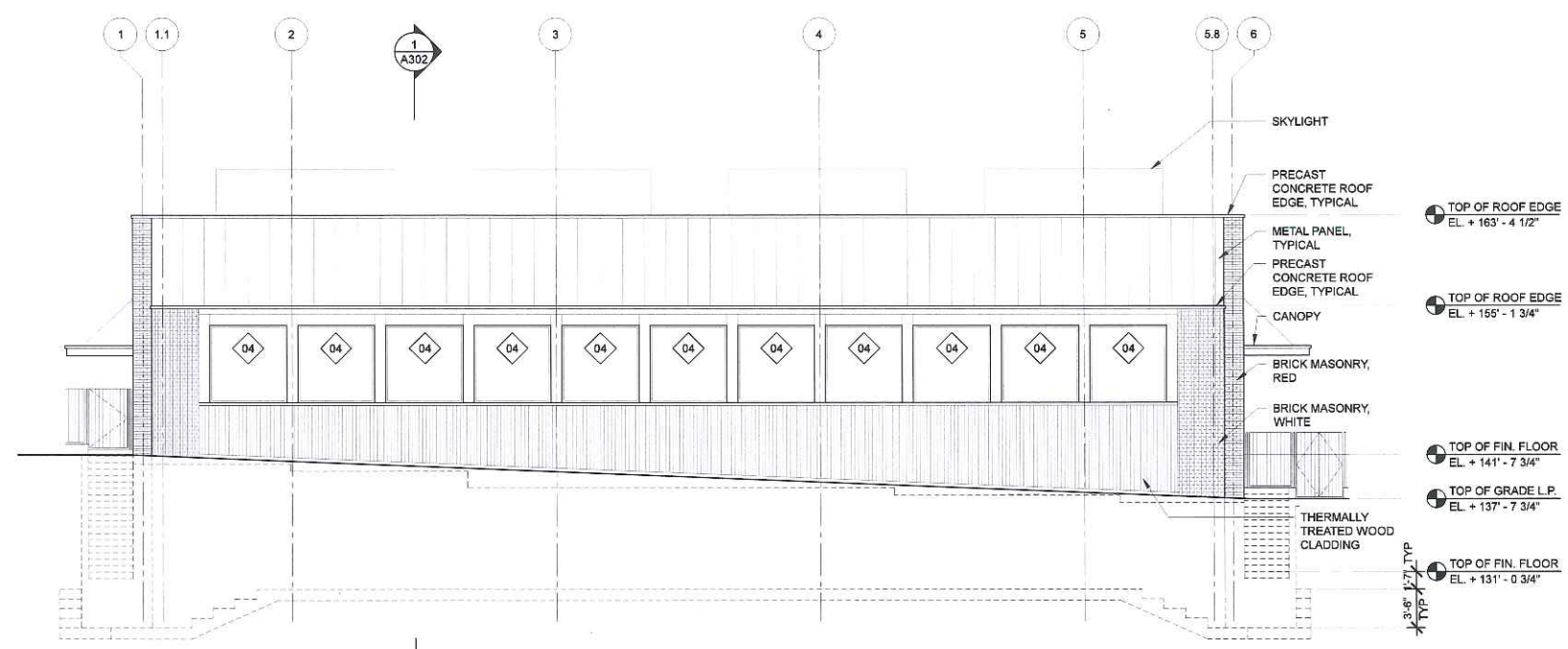
2 ENLARGED ELEVATION - NORTH EAST VESTIBULE
SCALE: 1/4" = 1'-0"



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



4 ENLARGED ELEVATION - SOUTH EAST VESTIBULE
SCALE: 1/4" = 1'-0"



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



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KEY PLAN:

PROJECT NAME:
WAYNFLETE GYM
NEW CONSTRUCTION
WAYNFLETE SCHOOL
360 SPRING STREET
PORTLAND, MAINE 04102

SEAL:

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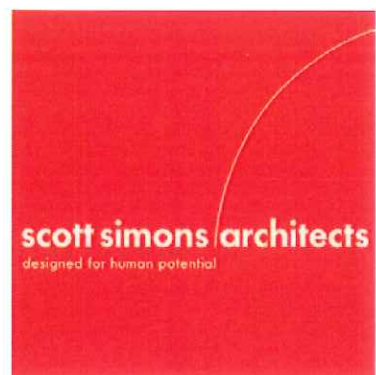
DATE OF ISSUE: 20 NOVEMBER
PROJECT NUMBER: 201
STATUS: 100% DESIGN DEVELOP

ELEVATIONS

A201







michael boucher landscape architecture

Waynflete

01 June 2016

Historic Preservation Program

EXISTING LANDSCAPE ELEMENTS

- A. EXISTING PLAYGROUND
- B. EXISTING PATH
- C. EXISTING RETAINING WALL (TO BE REMOVED)
- D. EXISTING PLAYGROUND TO REMAIN
- E. EXISTING DUMPSTER ENCLOSURE



PROPOSED LANDSCAPE ELEMENTS

- A. PROPOSED PLAYGROUND
- B. PROPOSED GARDEN
- C. PROPOSED PATH (SHIFTED TOWARDS GYM)
- D. PROPOSED RETAINING WALL
- E. PROPOSED BUFFER PLANTINGS
- F. PROPOSED FLETCHER STREET PLANTINGS
- G. PROPOSED FENCE AND GATES, TO MATCH EXISTING
- H. PROPOSED DUMPSTER ENCLOSURE + SCREENING PLANTINGS
- I. EXISTING PLAYGROUND TO REMAIN









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Waynflete

Existing Southern Aerial

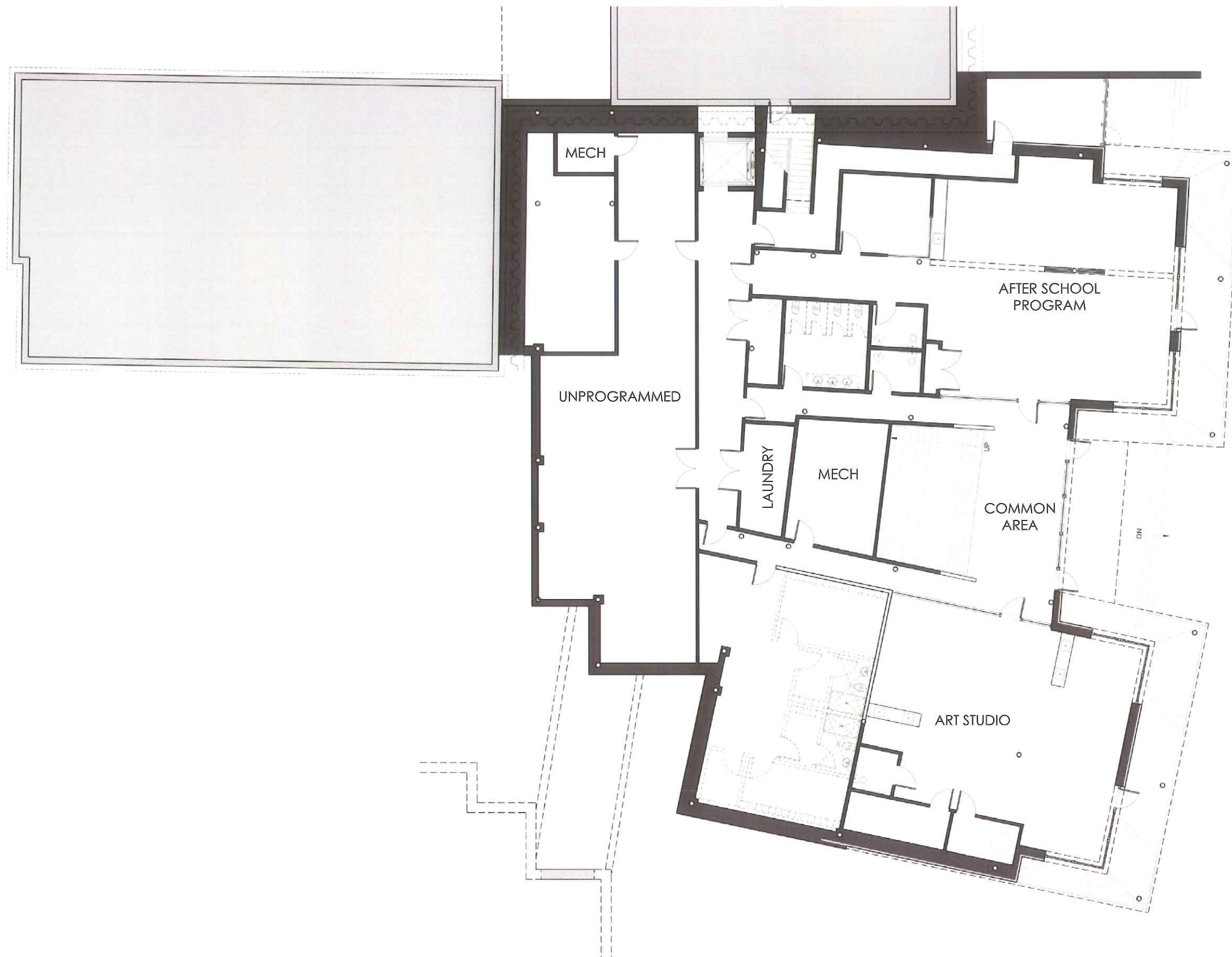
Waynflete Lower School

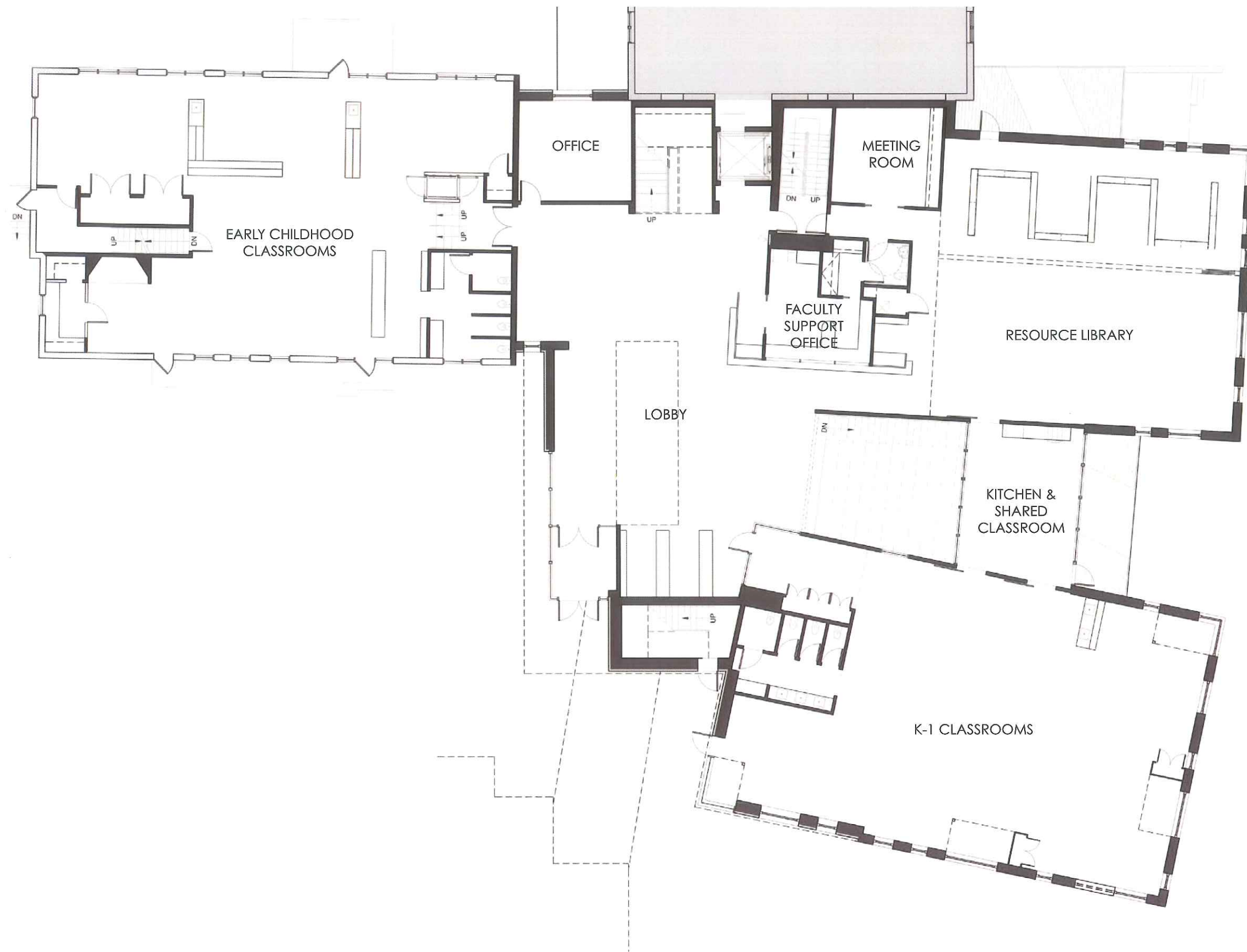
Portland, Maine

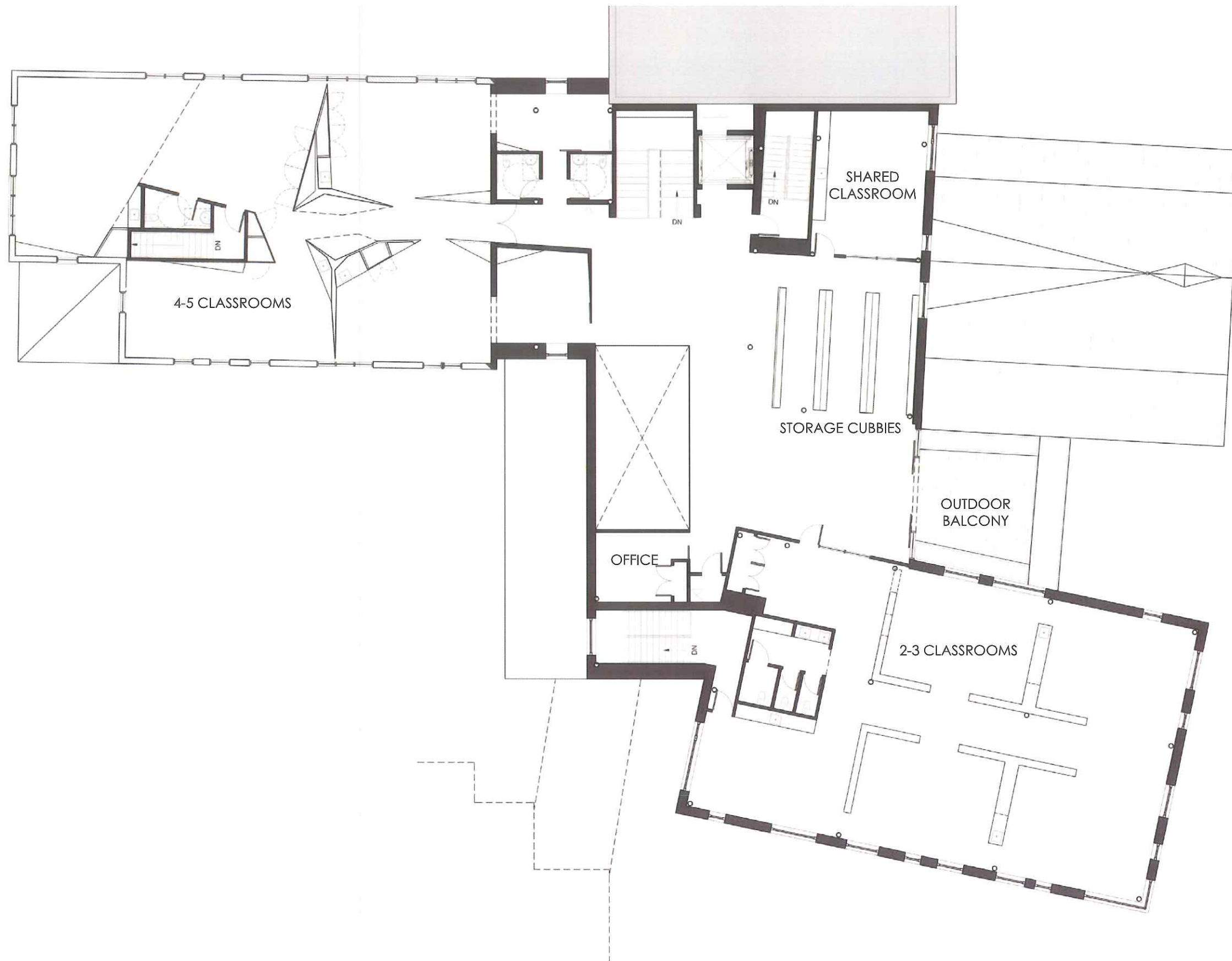
1 June 2016

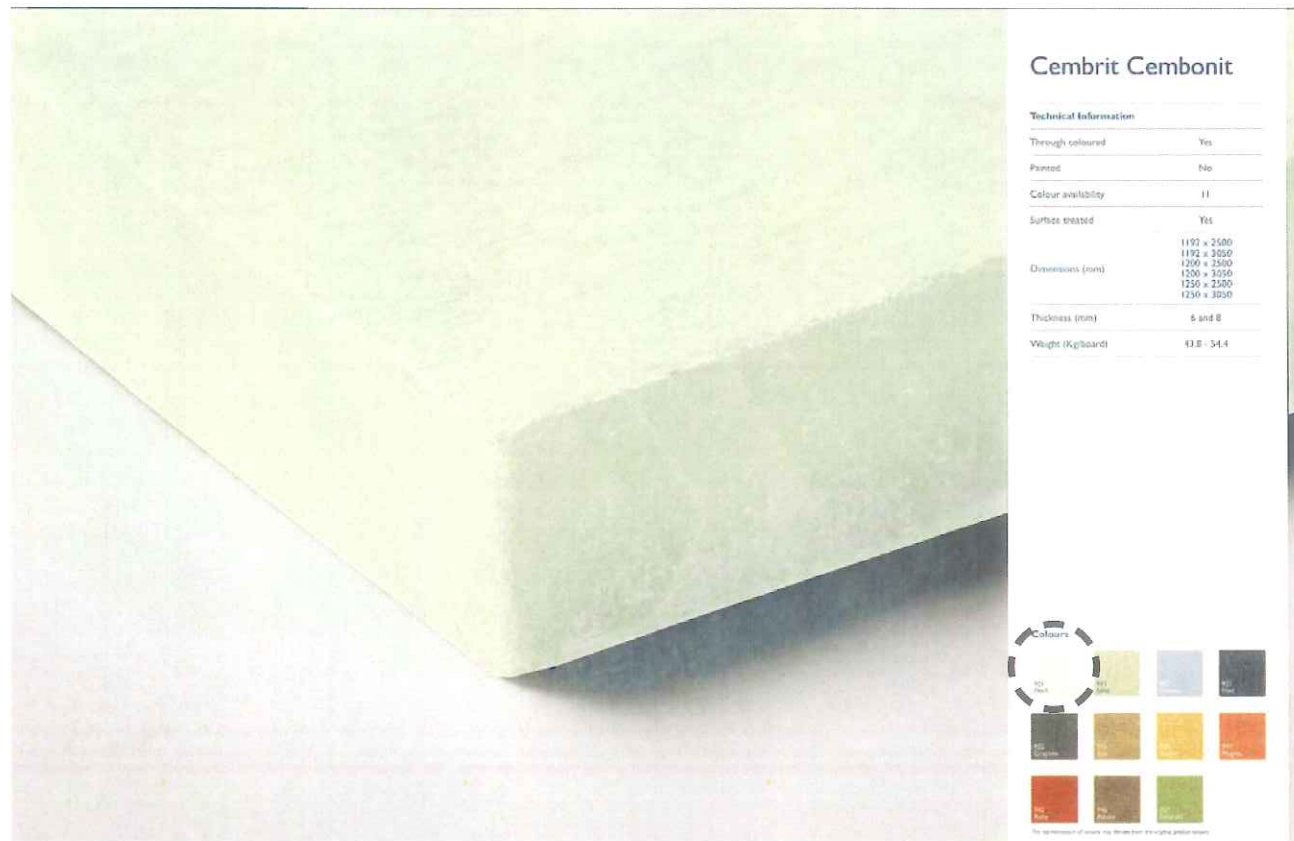




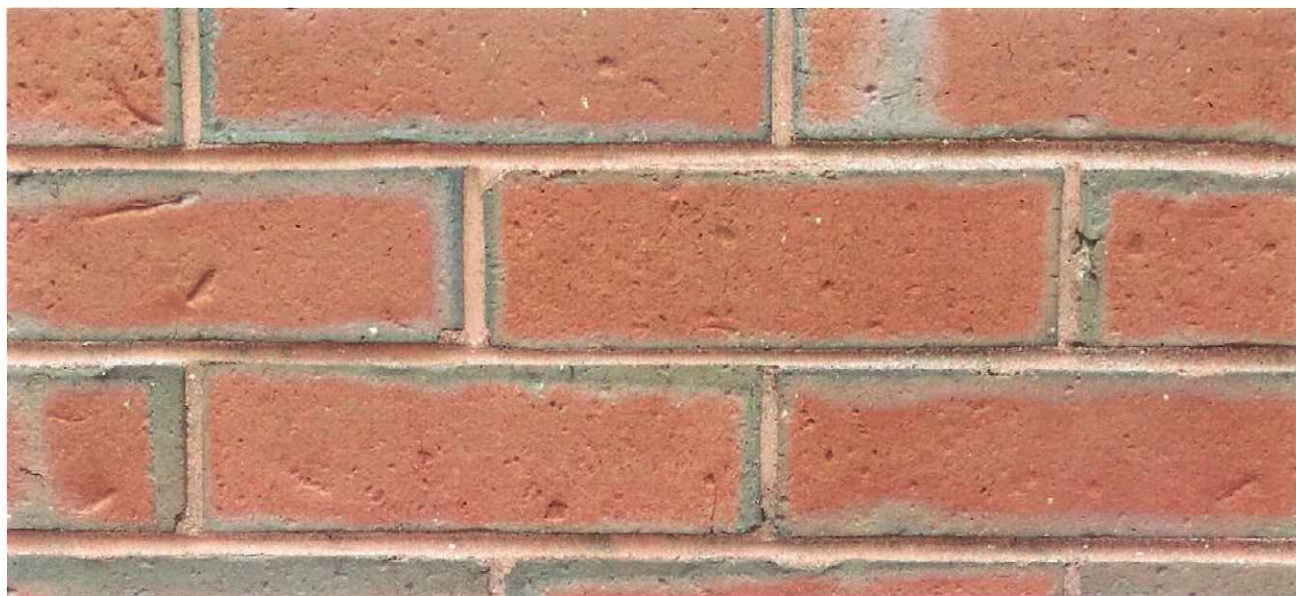








Fiber Cement Board:
Cembrit Cembonit in 901 Pearl



Masonry:
Morin Academy Smooth Red with Red Mortar



Openings:
Unilux Triple Glazed DesignLine



Powder Coated Steel Fence



Thermally Treated Wood Siding:
Cambia Ash, Shiplap

Note: See attached manufacturer product information.



75 York Street
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PROJECT NAME:
**WAYNFLETE
LOWER SCHOOL
ADDITION & RENOVATIONS**

WAYNFLETE SCHOOL
360 SPRING STREET
PORTLAND, MAINE 04102

SEAL:

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CONSTRUCTION**

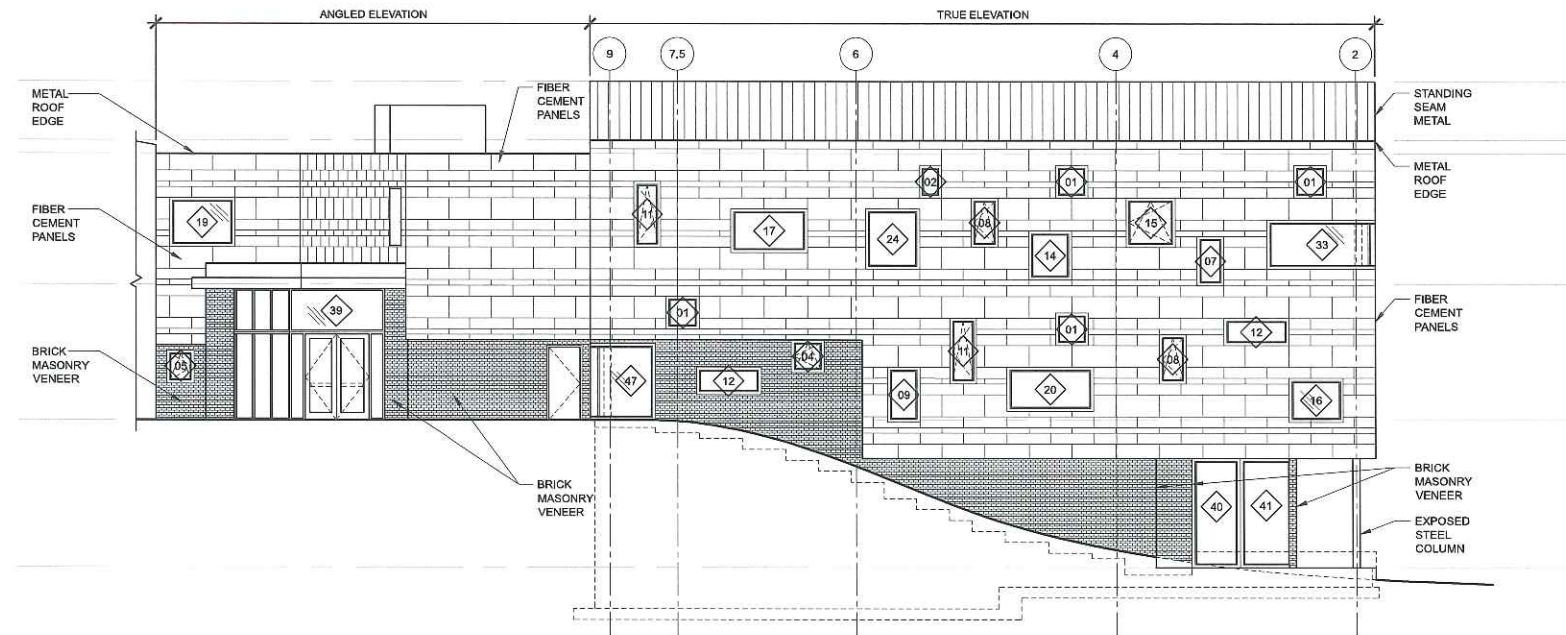
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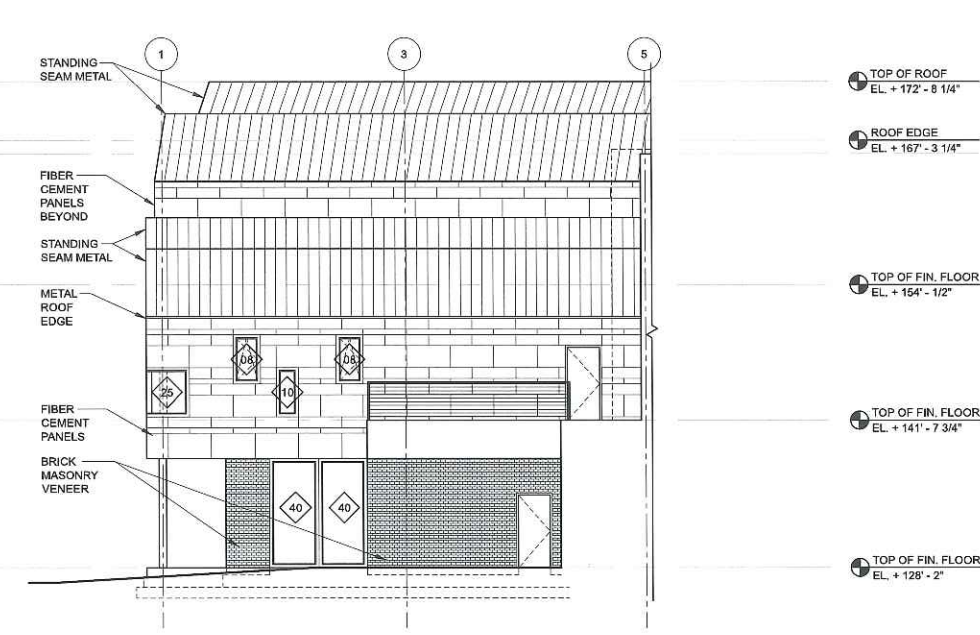
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PROJECT NUMBER: 2013-0059
STATUS: PLANNING BOARD SUBMISSION

**EXTERIOR
ELEVATIONS**

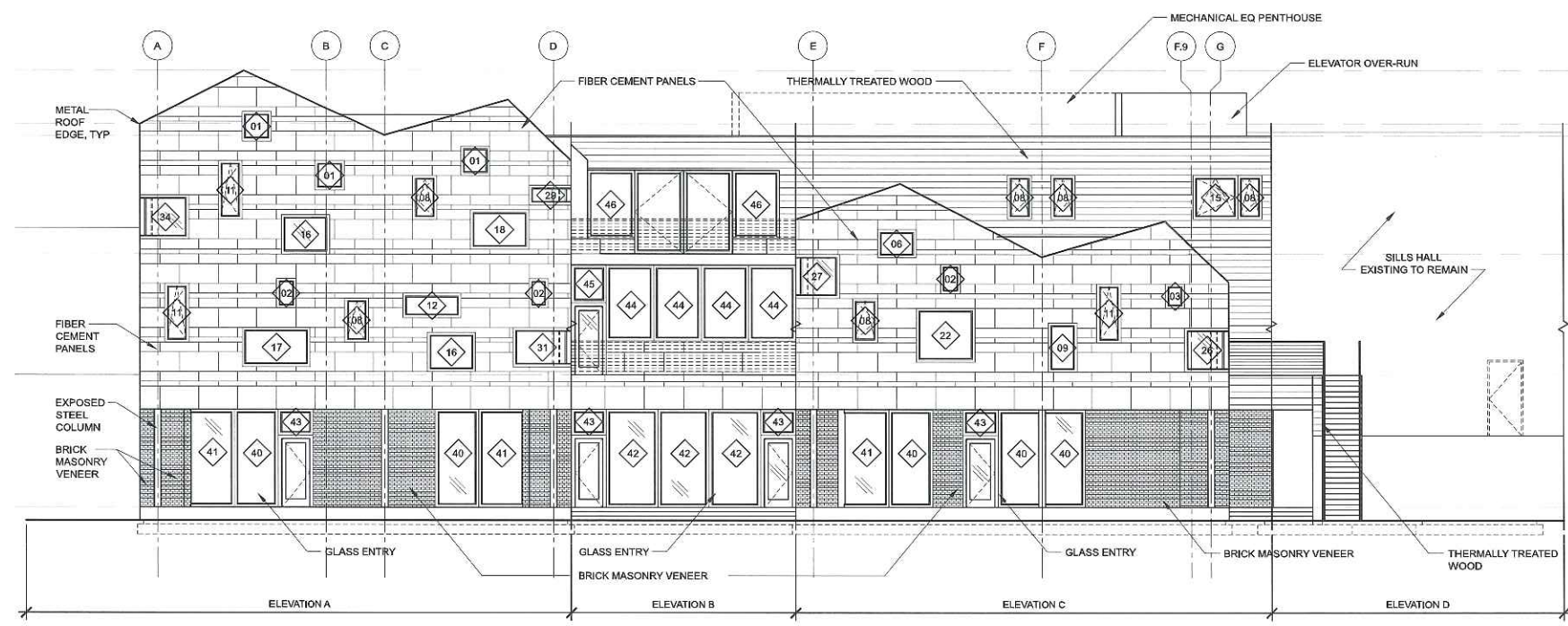
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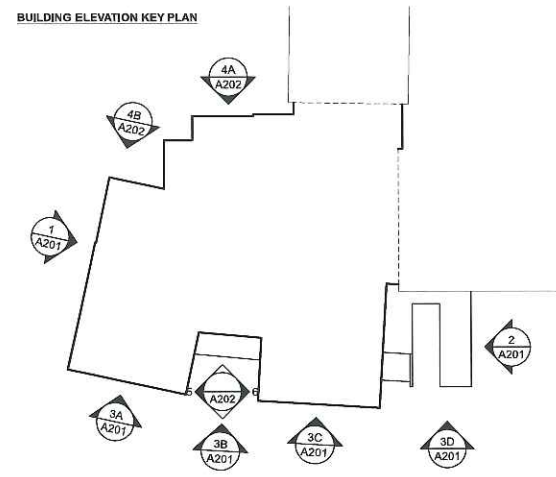
1 WEST ELEVATION
SCALE: 1/8" = 1'-0"



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



3 SOUTH ELEVATION
SCALE: 1/8" = 1'-0" NOTE: DRAWN ORTHOGONAL TO SHEET



NOT TO SCALE



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PROJECT NAME:
**WAYNFLETE
LOWER SCHOOL
ADDITION & RENOVATIONS**

WAYNFLETE SCHOOL
360 SPRING STREET
PORTLAND, MAINE 04102

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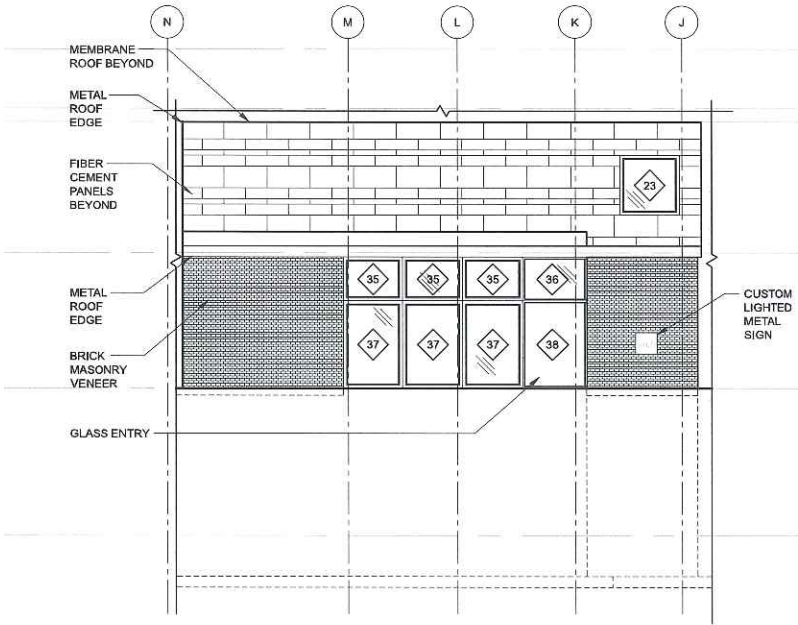
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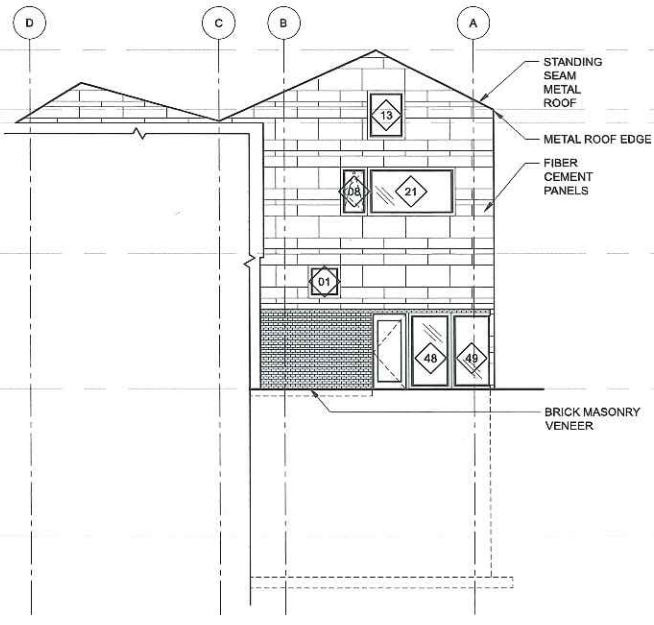
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PROJECT NUMBER: 2013-0090
STATUS: PLANNING BOARD SUBMISSION

**EXTERIOR
ELEVATIONS**

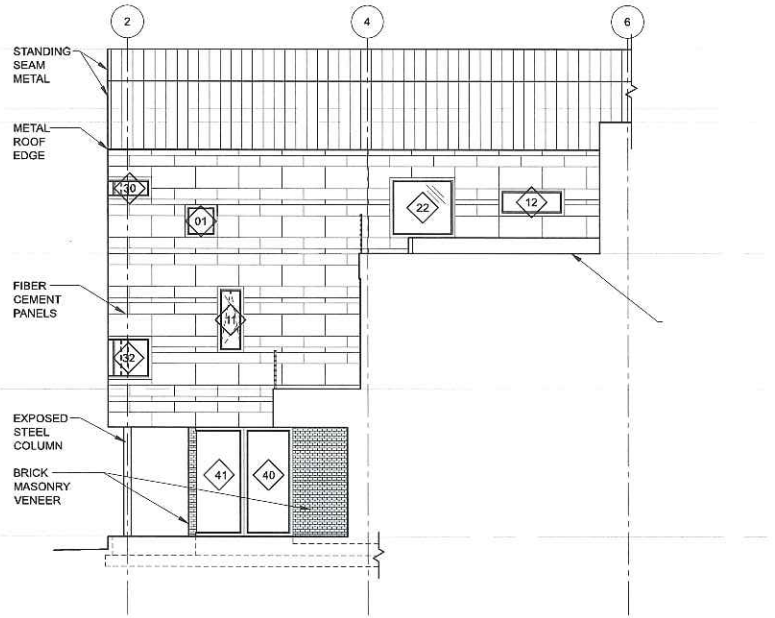
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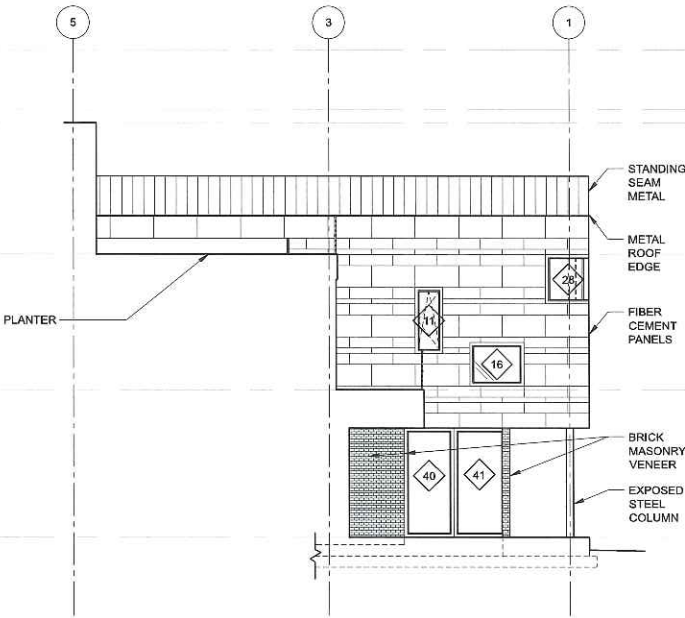
4A NORTH ELEVATION
SCALE: 1/8" = 1'-0"



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

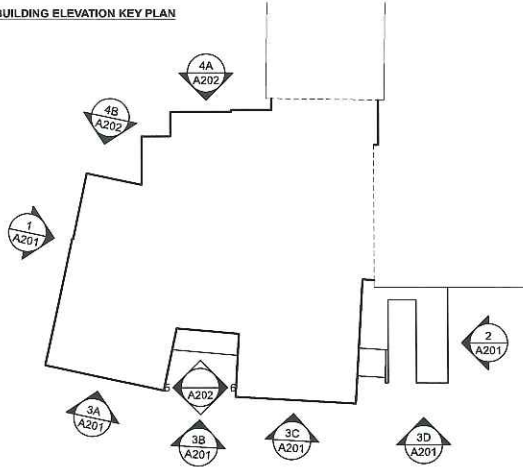


5 INSET EAST ELEVATION
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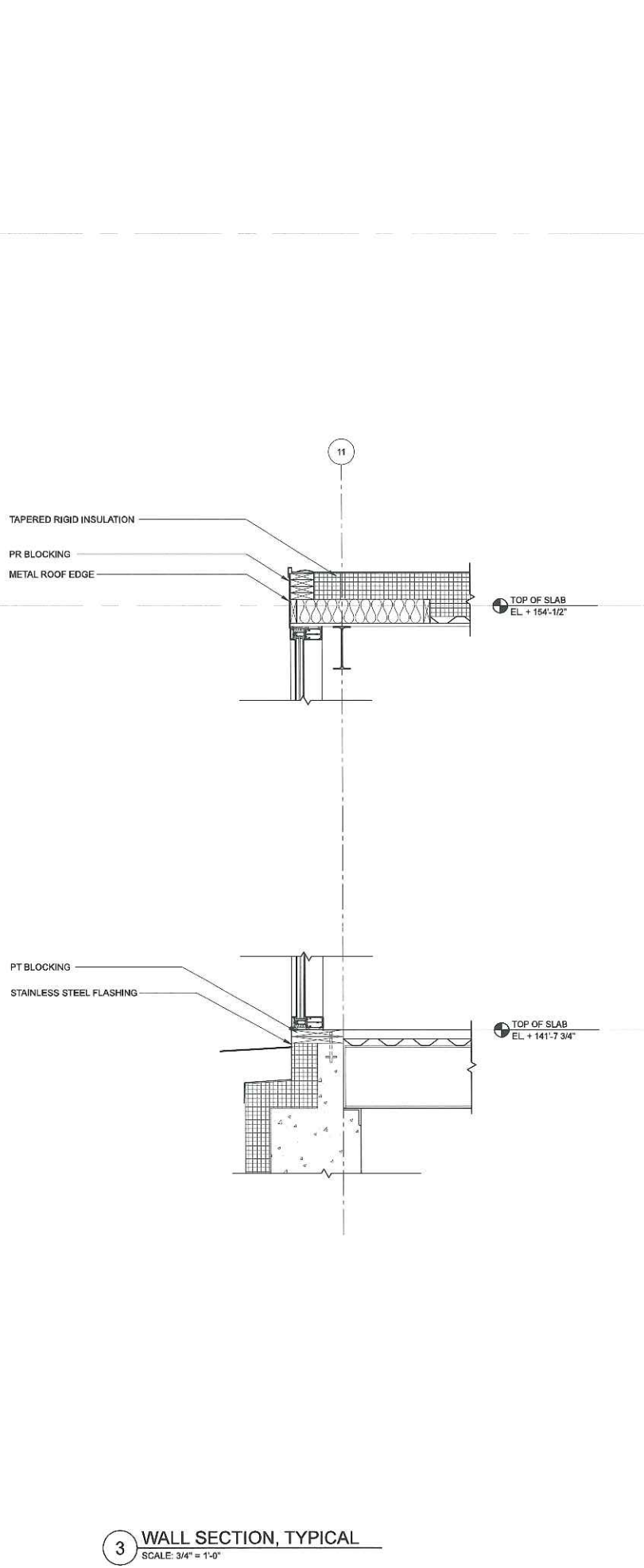
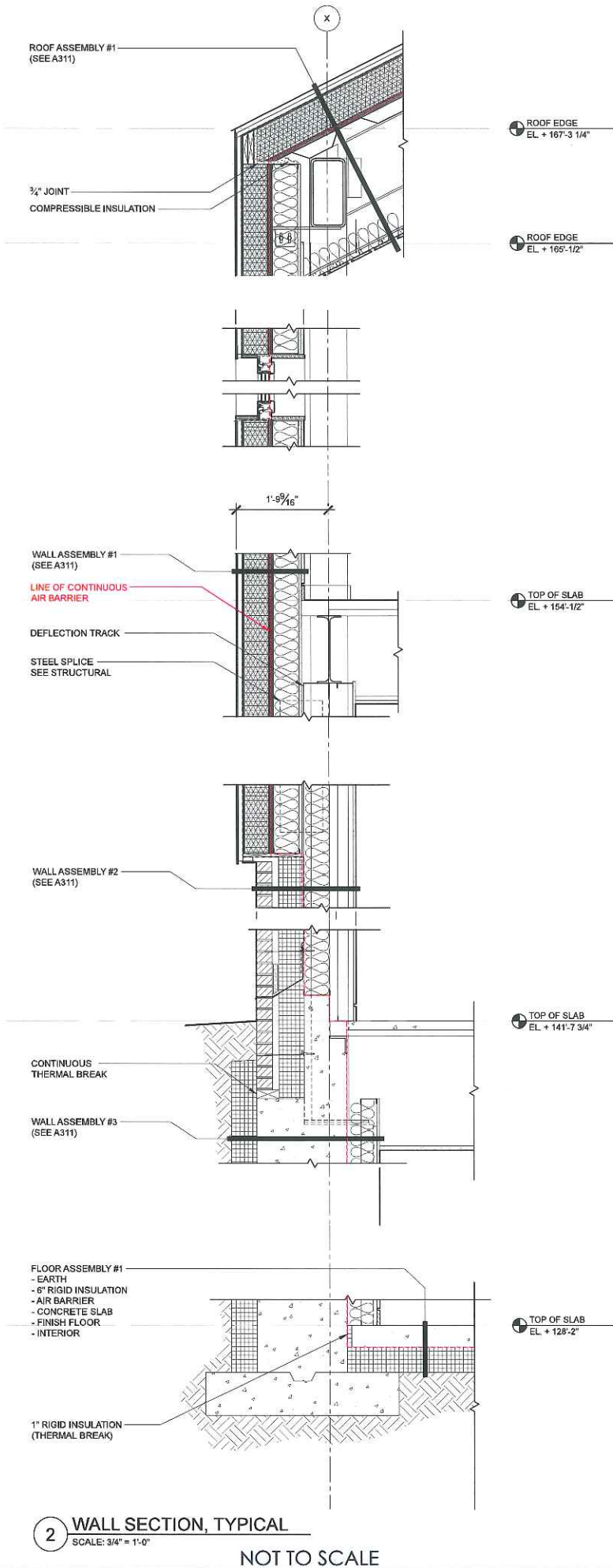
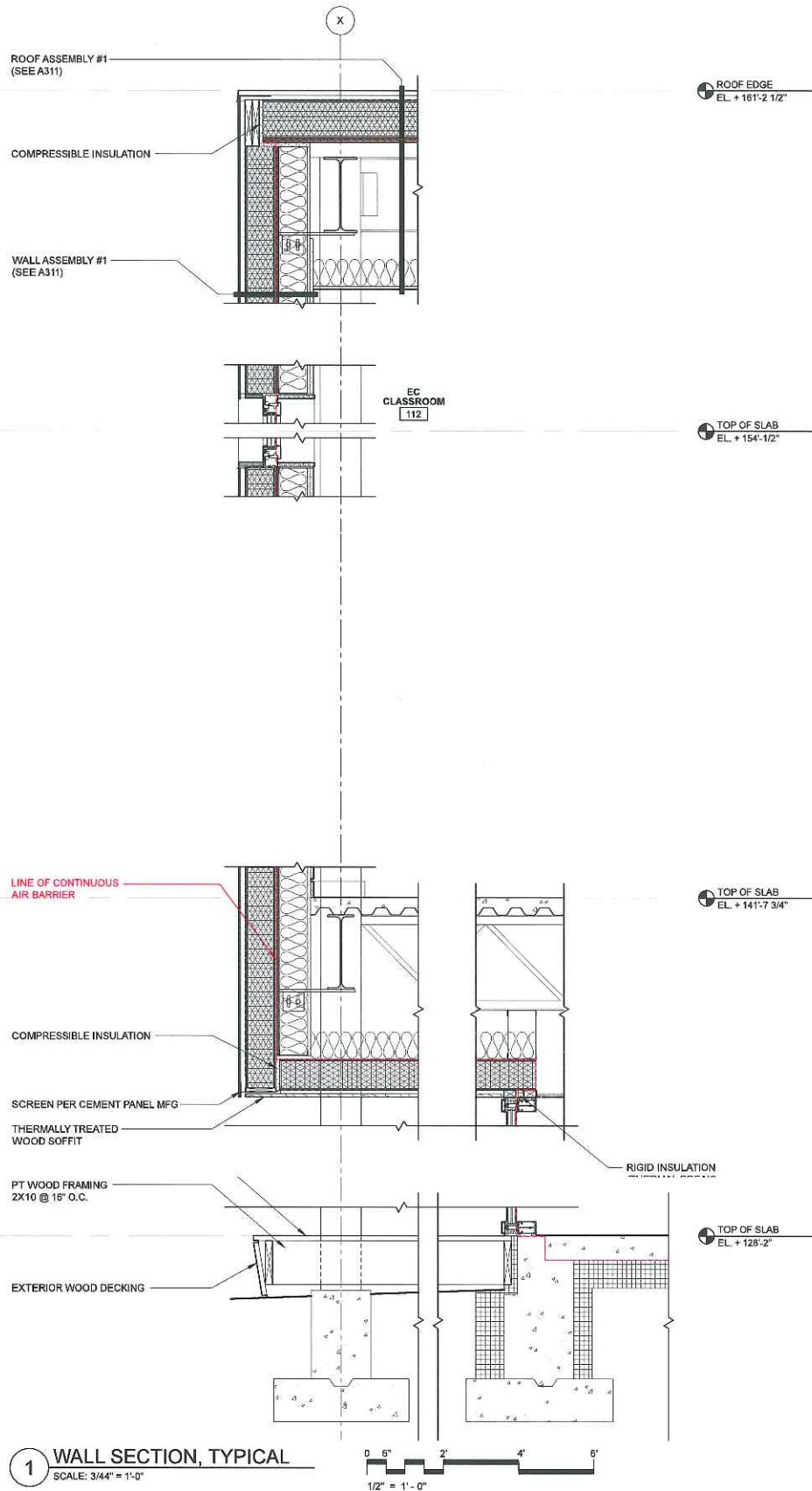


6 INSET WEST ELEVATION
SCALE: 1/8" = 1'-0"

NOT TO SCALE



WALL ASSEMBLY #1 (R - 45+)	WALL ASSEMBLY #2 (R - 45+)	WALL ASSEMBLY #3 (R - 40+)	ROOF ASSEMBLY #1 (R - 62)
- EXTERIOR - THROUGH-BODY FIBER CEMENT RAIN SCREEN - METAL STRAPPING PER RAIN SCREEN MFG - WEATHER BARRIER - 8 1/2" SIP (R-38) - FLUID APPLIED AIR BARRIER - 3/4" EXTERIOR SHEATHING - 6" METAL FRAMING (R-38) - CELLULOSE INSULATION - 5/8" INTERIOR SHEATHING - 3/4" PAINTED GWB - INTERIOR	- EXTERIOR - VENEER BRICK MASONRY - 1 1/2" NOMINAL AIRSPACE - 6" RIGID INSULATION (R-42) - FOUNDATION STEM WALL - AIR BARRIER - 3/4" METAL FRAMING - CELLULOSE INSULATION - 5/8" PAINTED GWB - INTERIOR	- EARTH - 6" RIGID INSULATION - CONCRETE FOUNDATION WALL - AIR BARRIER - 3/4" METAL FRAMING - CELLULOSE INSULATION - 5/8" PAINTED GWB - INTERIOR	- EXTERIOR - STANDING SEAM METAL PANEL - (STRAPPING?) TBD - WEATHER BARRIER - 8 1/2" SIP (R-50) - AIR BARRIER - SHEATHING - METAL DECK - MINERAL FIBER INSULATION - ACOUSTIC INSULATION - SUSPENDED PRE-FINISHED WOOD CEILING - INTERIOR



PROJECT NAME:
**WAYNFLETE
LOWER SCHOOL
ADDITION & RENOVATIONS**

WAYNFLETE SCHOOL
360 SPRING STREET
PORTLAND, MAINE 04102

SEAL:
**NOT FOR
CONSTRUCTION**

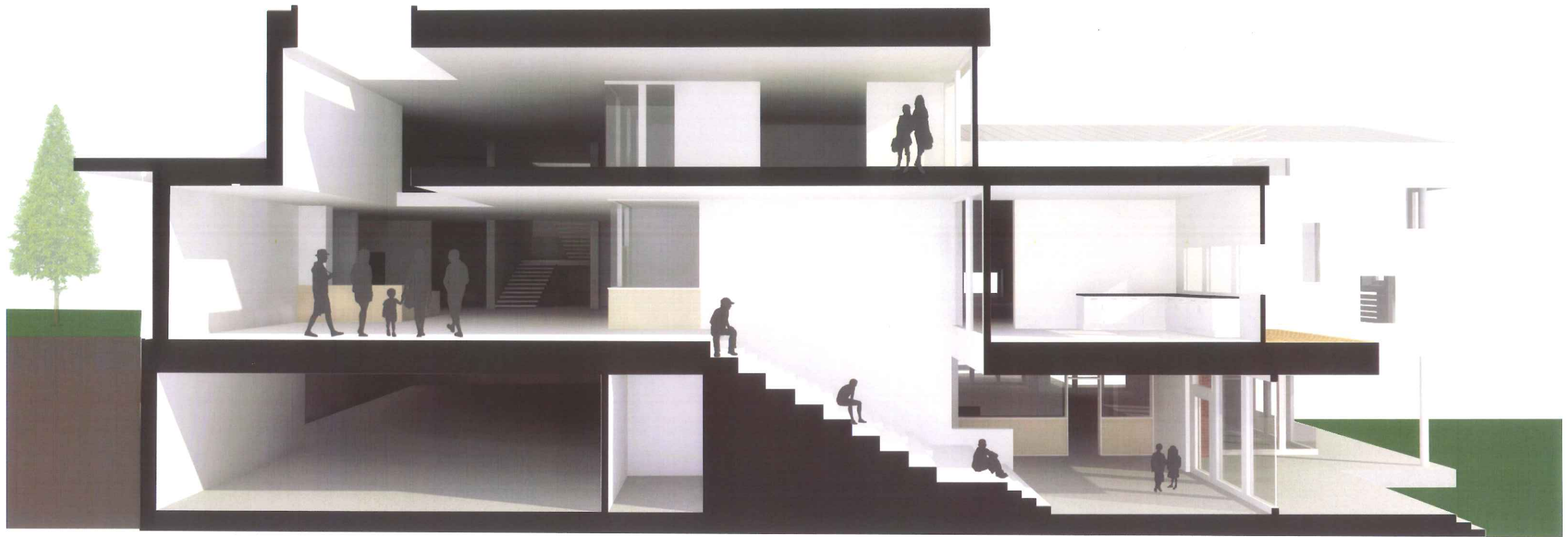
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DATE OF ISSUE: 20 NOVEMBER 2015
PROJECT NUMBER: 2013-0056
STATUS: 100% DESIGN DEVELOPMENT

WALL SECTIONS

A311

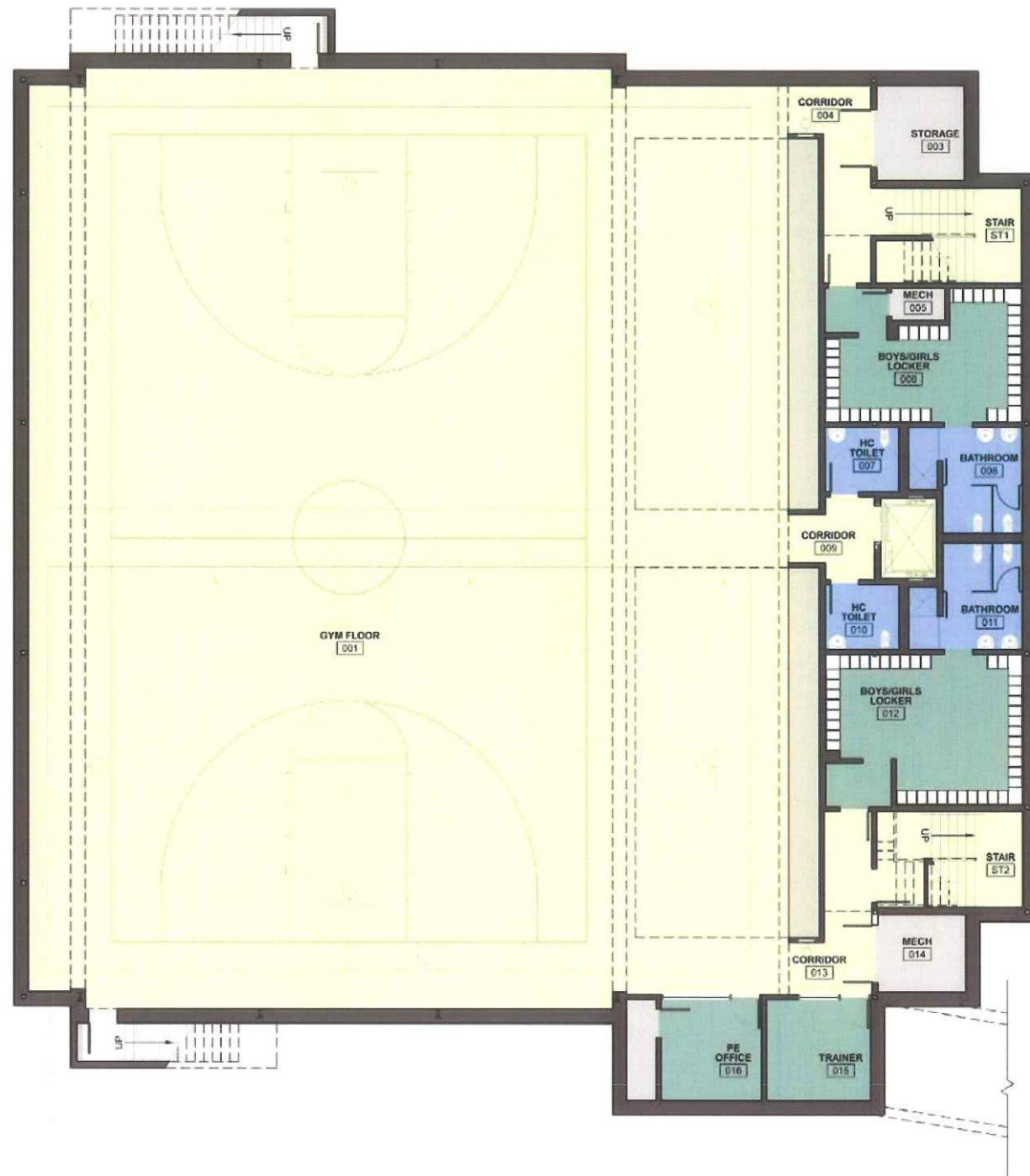




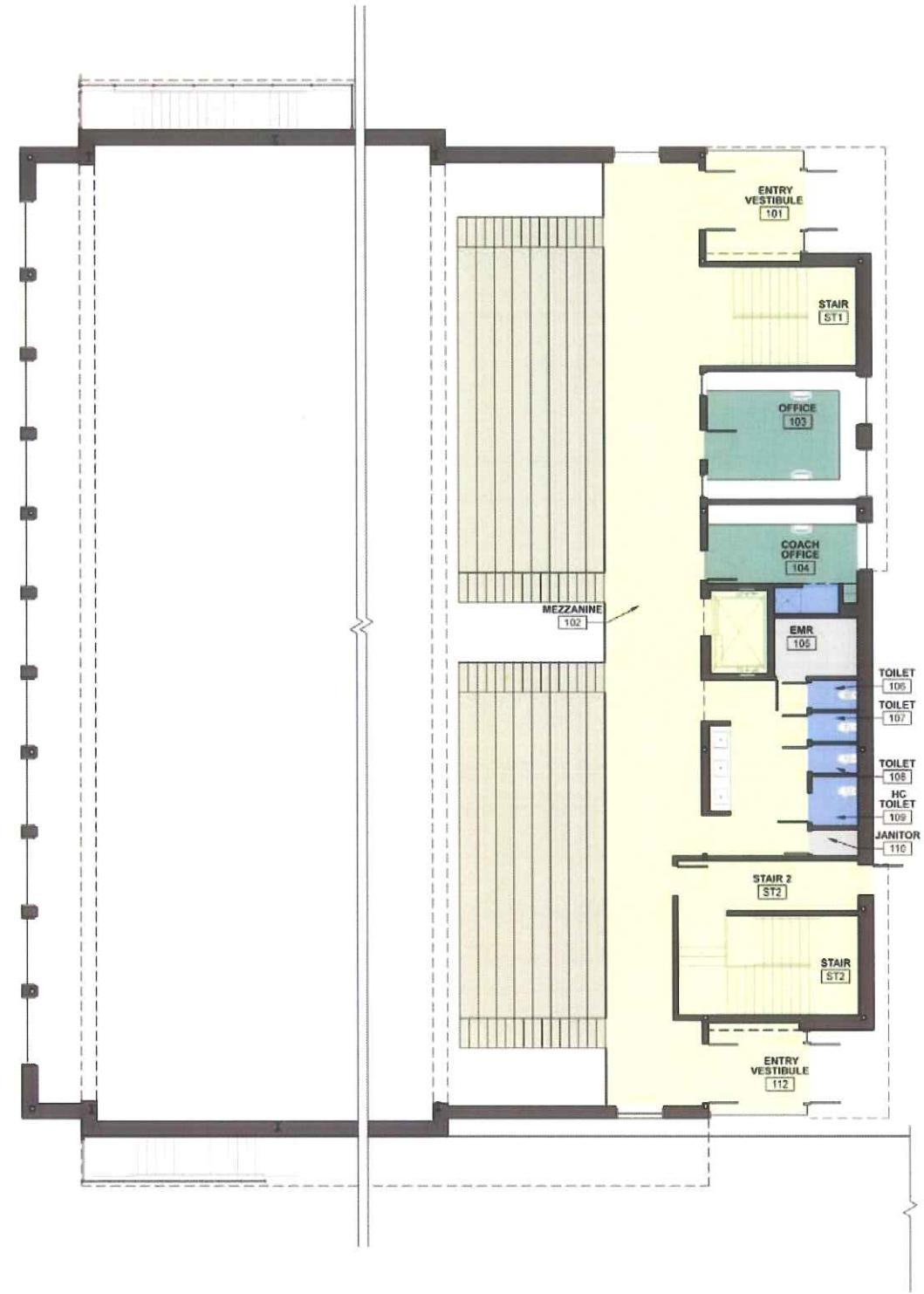




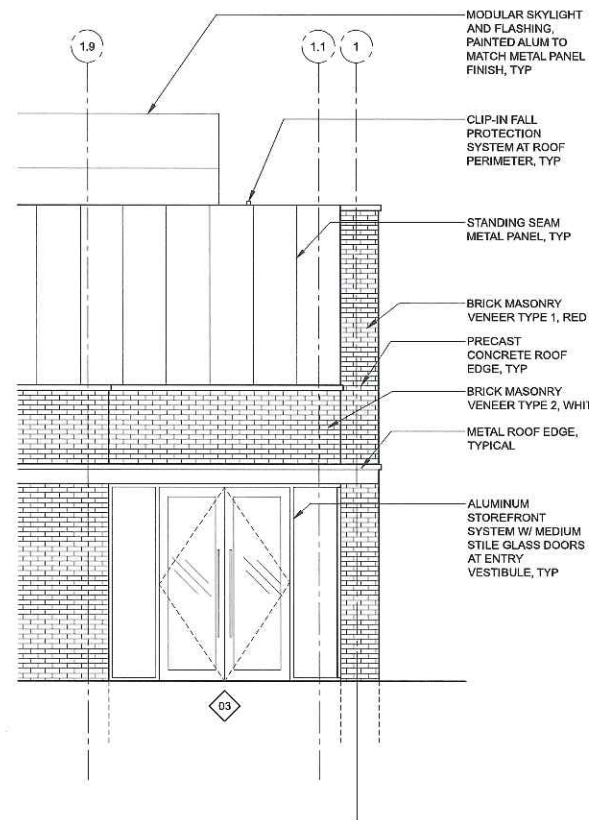




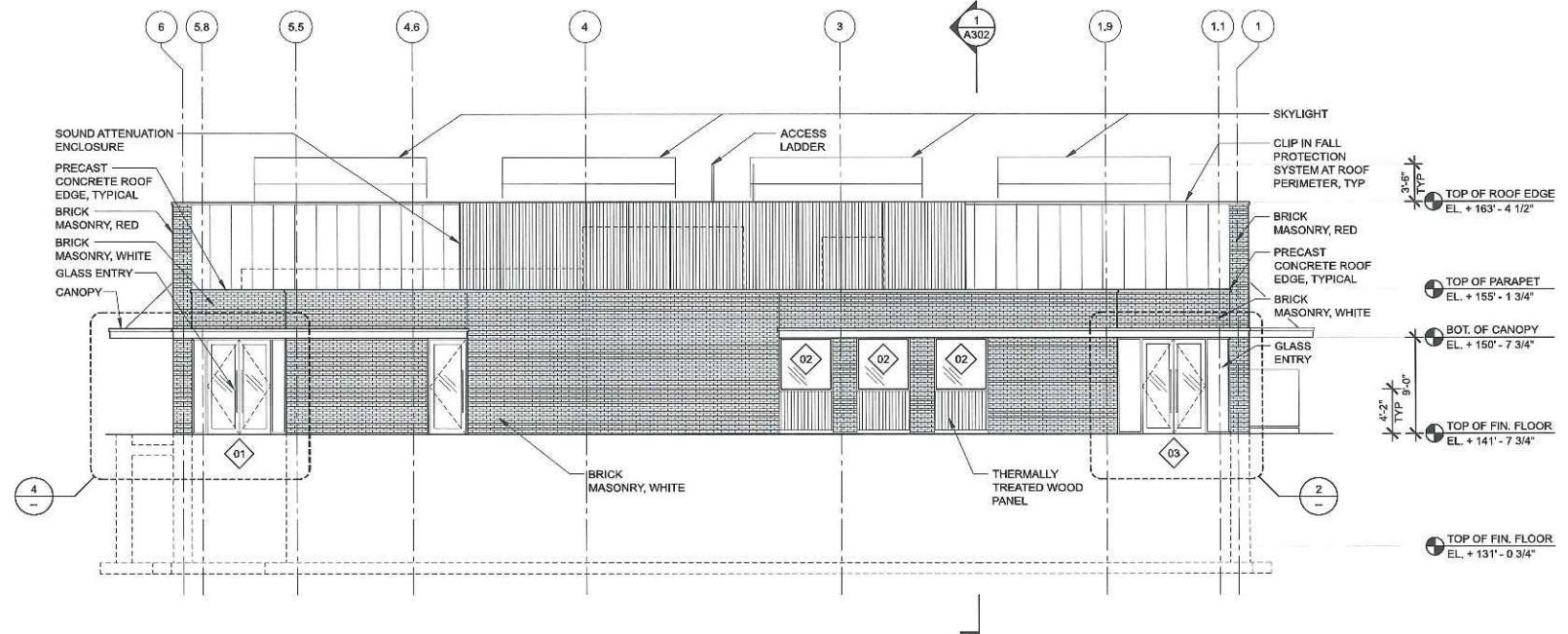
1 LOWER LEVEL FLOOR PLAN
SCALE: 1/8" = 1'-0"



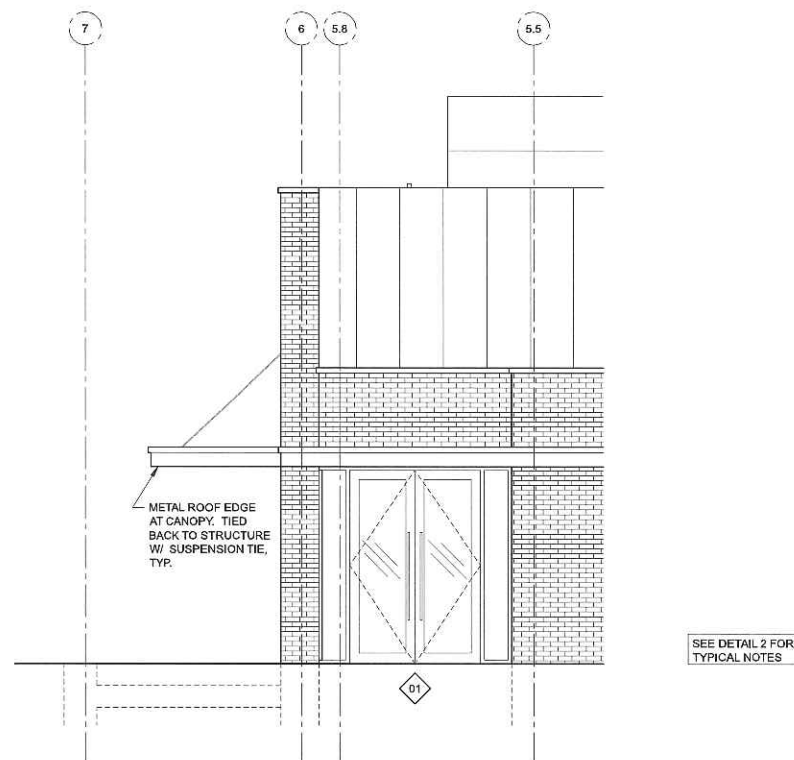
2 MEZZANINE LEVEL FLOOR PLAN
SCALE: 1/8" = 1'-0"



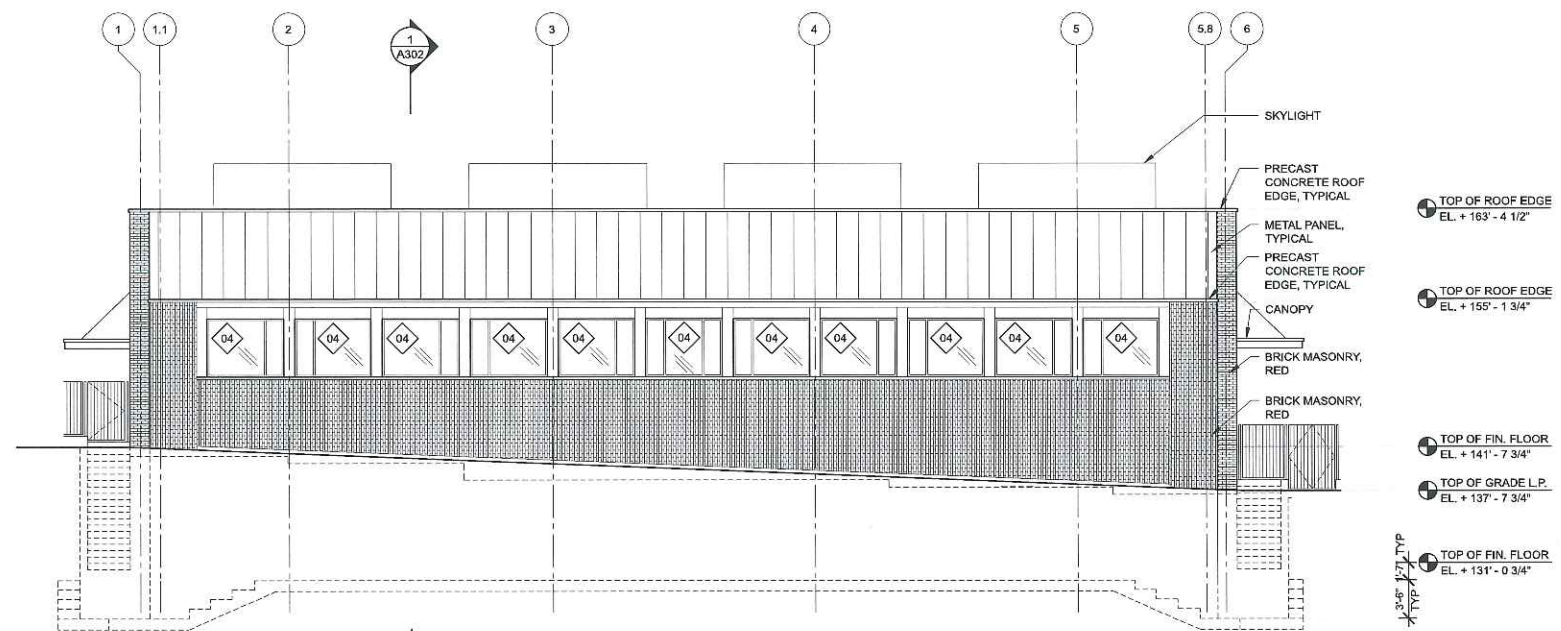
2 ENLARGED ELEVATION - NORTH EAST VESTIBULE
SCALE: 1/4" = 1'-0"



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



4 ENLARGED ELEVATION - SOUTH EAST VESTIBULE
SCALE: 1/4" = 1'-0"

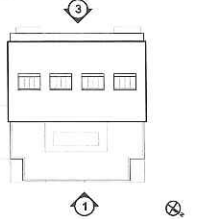


3 WEST ELEVATION
SCALE: 1/8" = 1'-0"



75 York Street
Portland, Maine 04101
simonsarchitects.com
207.772.4656

KEY PLAN:



PROJECT NAME:

WAYNFLETE GYM

NEW CONSTRUCTION

WAYNFLETE SCHOOL
380 SPRING STREET
PORTLAND, MAINE 04102

SEAL:

NOT FOR
CONSTRUCTION

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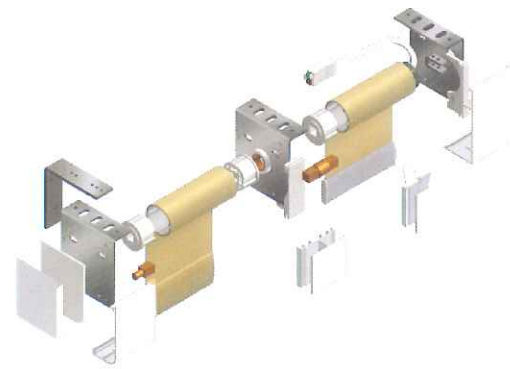
DATE OF ISSUE: 16 FEBRUARY 2016

PROJECT NUMBER: 2014-0080

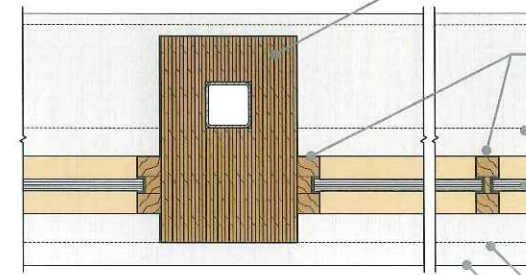
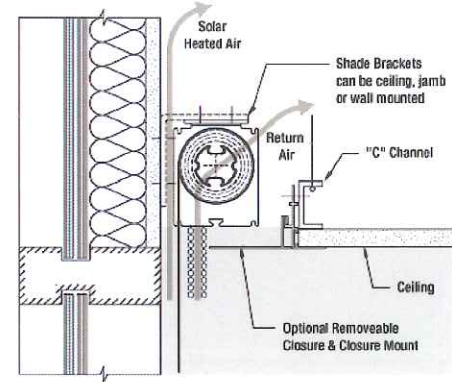
STATUS: PLANNING BOARD SUBMISSION

ELEVATIONS

A201

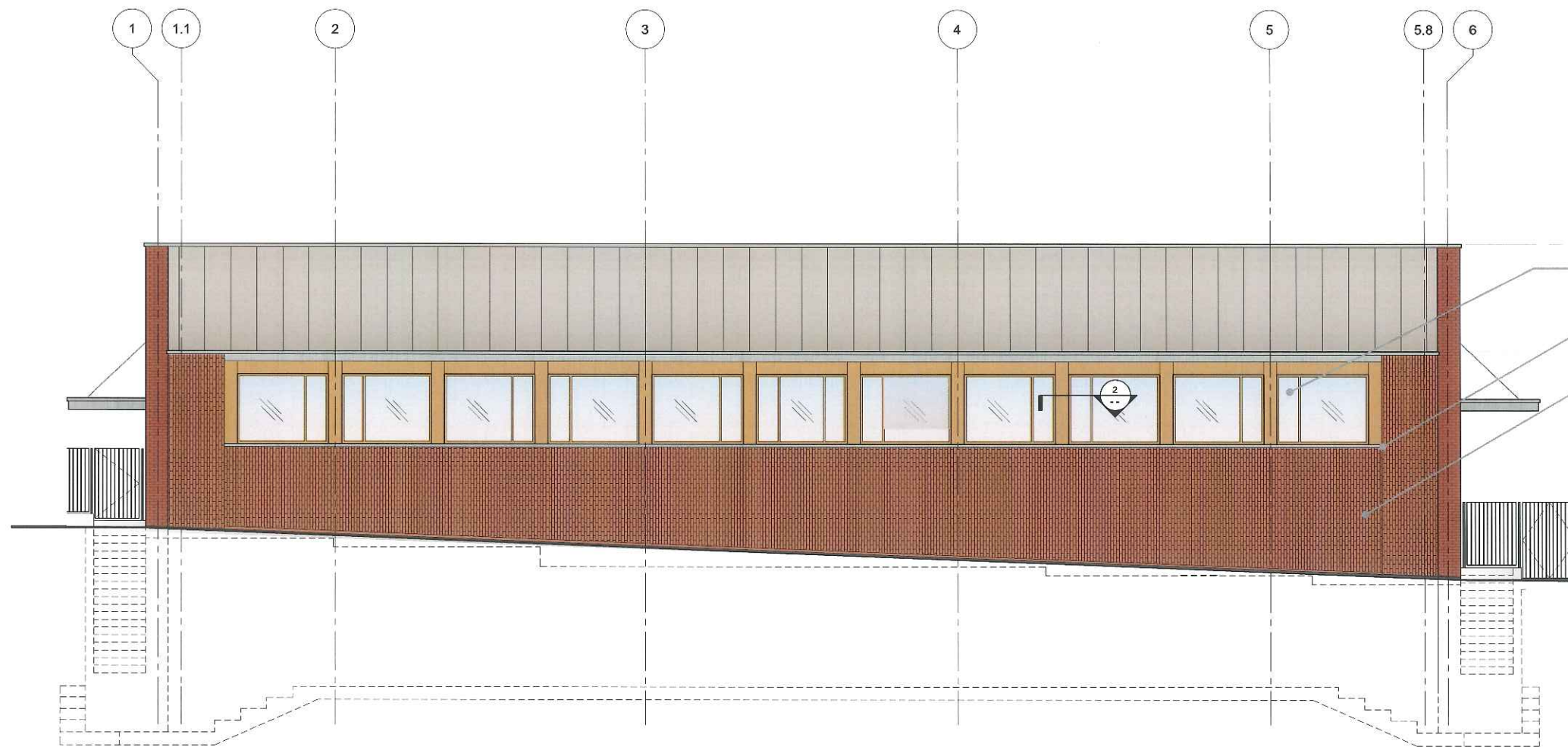


3 WINDOW SHADE DETAIL
SCALE: NTS



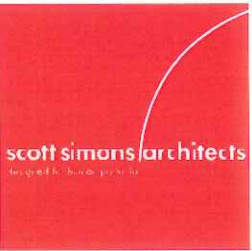
2 GLAZING DETAIL
SCALE: 1 1/2" = 1'-0"

- STEEL COLUMN ENCASED IN PSL,
SIKKENS FINISH TO MATCH MAHOGANY
- MAHOGANY GLAZING STOPS
WITH CLEAR FINISH
- WINDOW SHADE POCKET, ABOVE
- TRIPPLE GLAZED UNIT
- FACE OF WALL BELOW
- EDGE OF METAL SILL

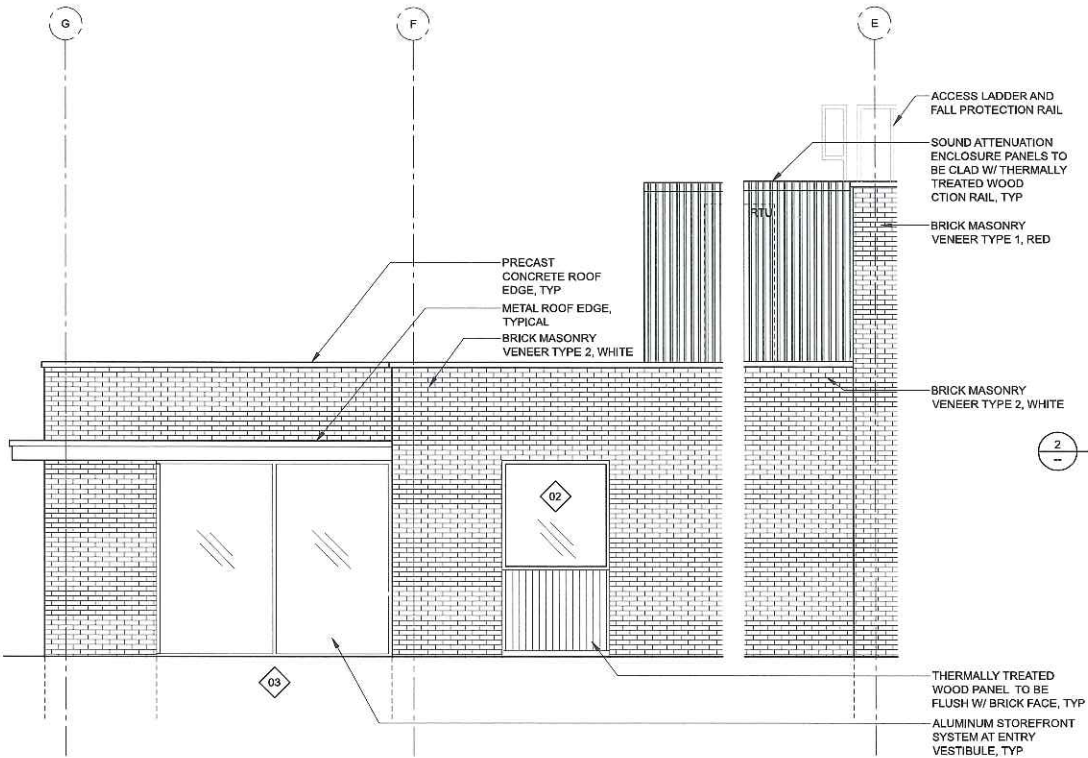
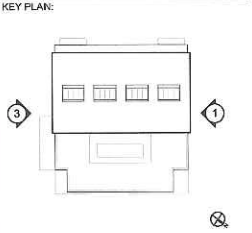


1 WEST ELEVATION
SCALE: NTS

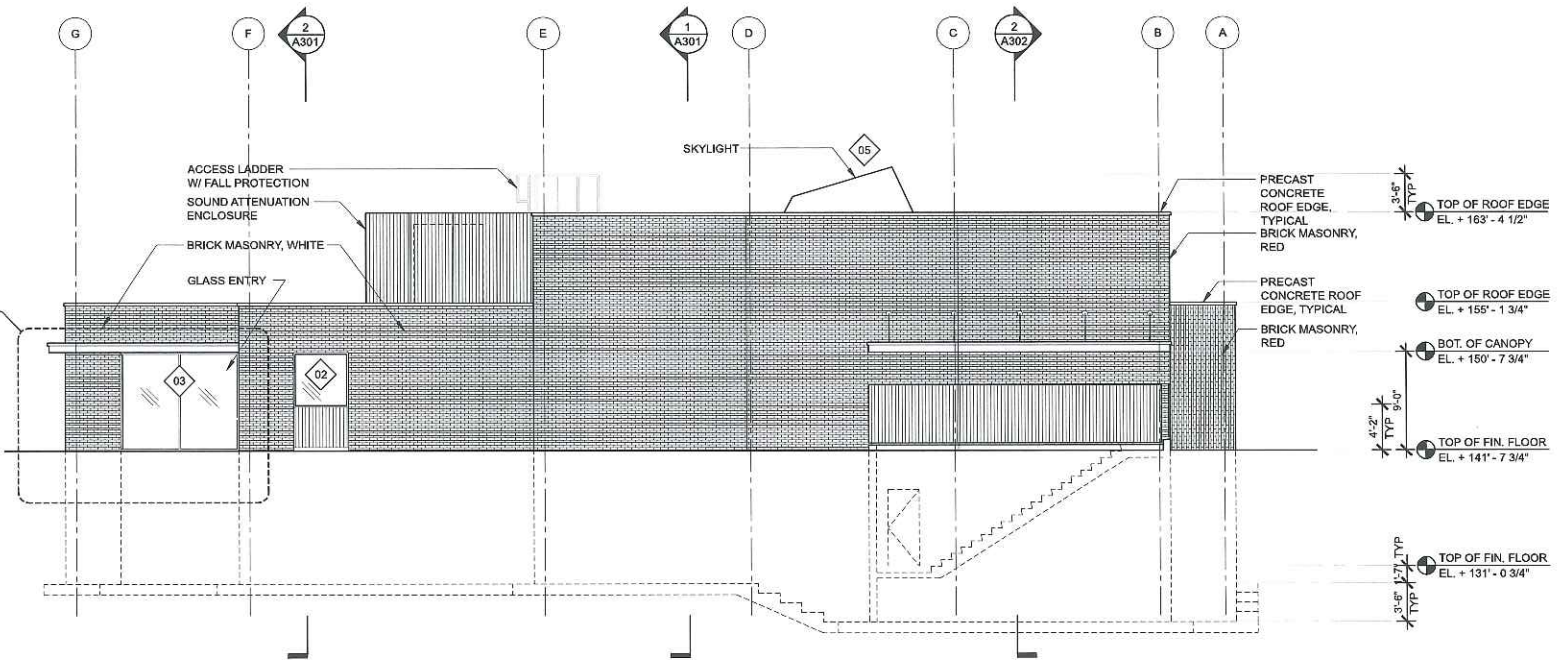
- TOP OF ROOF EDGE
EL. + 163' - 4 1/2"
- PANEL INTRODUCED AT
WINDOW TO MAINTAIN SQUARE
- SILL HEIGHT INCREASED 20"
- TOP OF ROOF EDGE
EL. + 158' - 1 3/4"
- WOOD PANEL CHANGED
TO BRICK MASONRY
- TOP OF FIN. FLOOR
EL. + 141' - 7 3/4"
- TOP OF GRADE L.P.
EL. + 137' - 7 3/4"
- TOP OF FIN. FLOOR
EL. + 131' - 0 3/4"



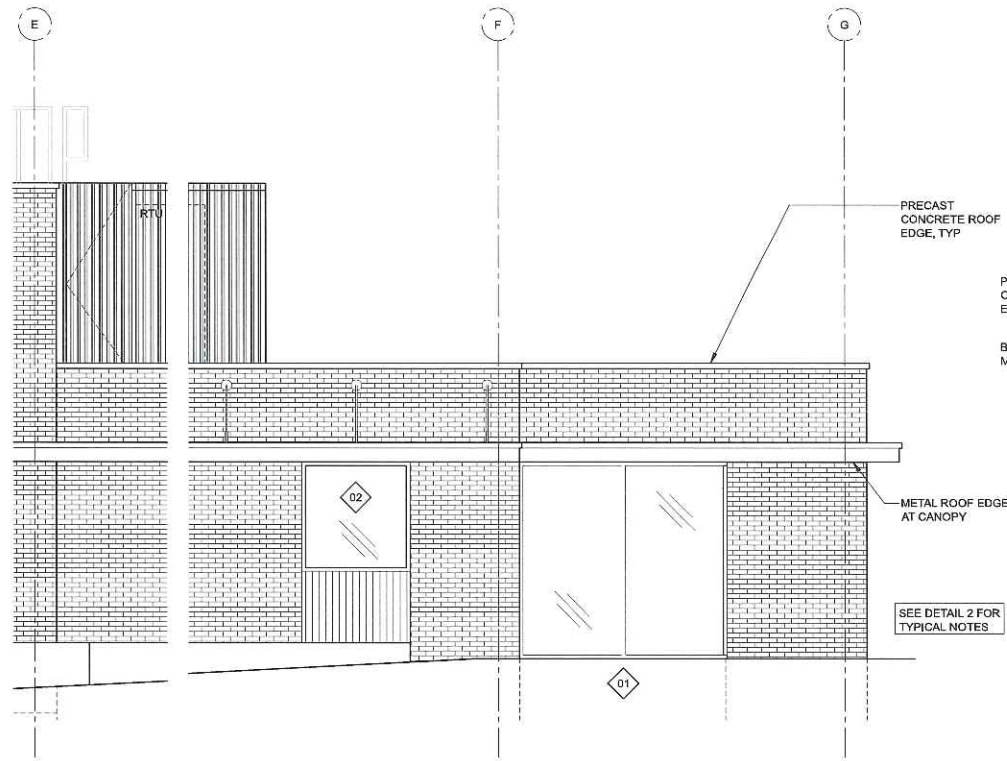
75 York Street
Portland, Maine 04101
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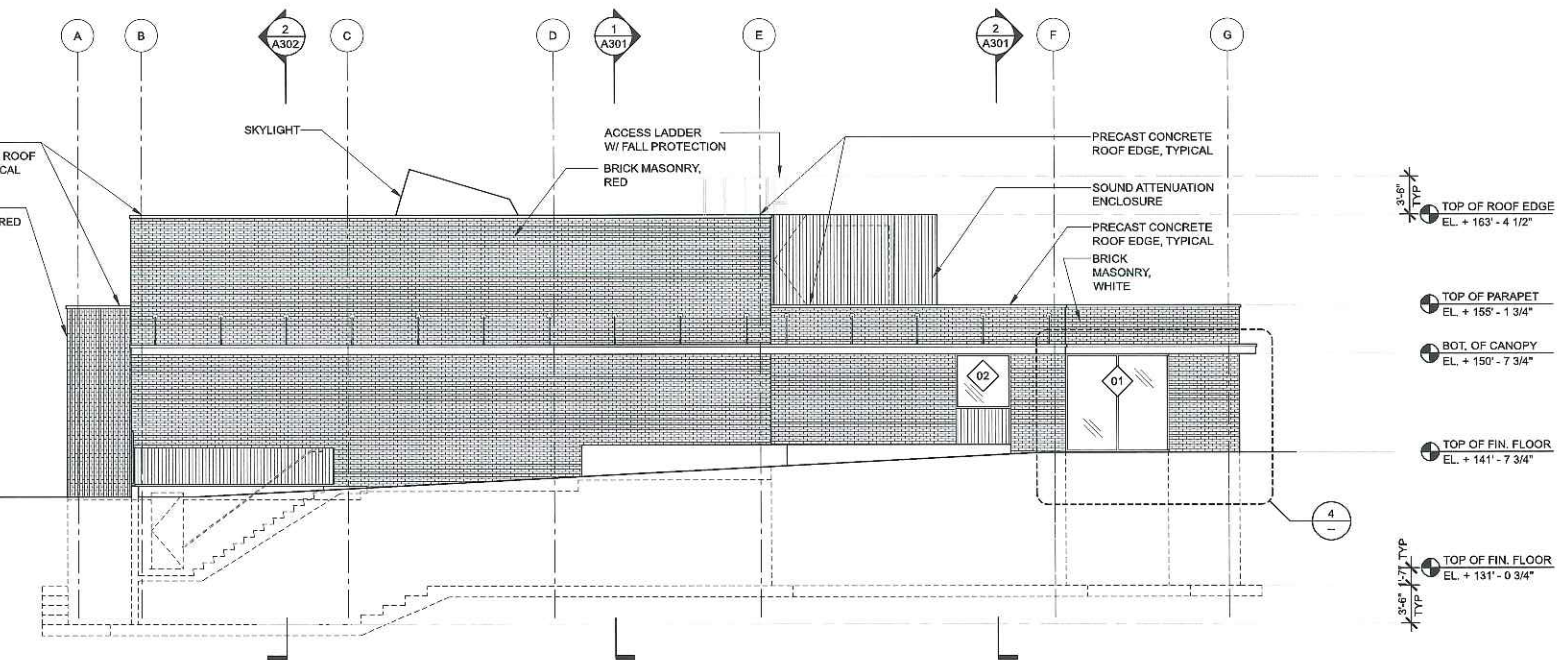
2 ENLARGED ELEVATION - NORTH VESTIBULE
SCALE: 1/4" = 1'-0"



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



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



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

NOT TO SCALE

PROJECT NAME:
WAYNFLETE GYM
NEW CONSTRUCTION
WAYNFLETE SCHOOL
360 SPRING STREET
PORTLAND, MAINE 04102

SEAL:
NOT FOR CONSTRUCTION

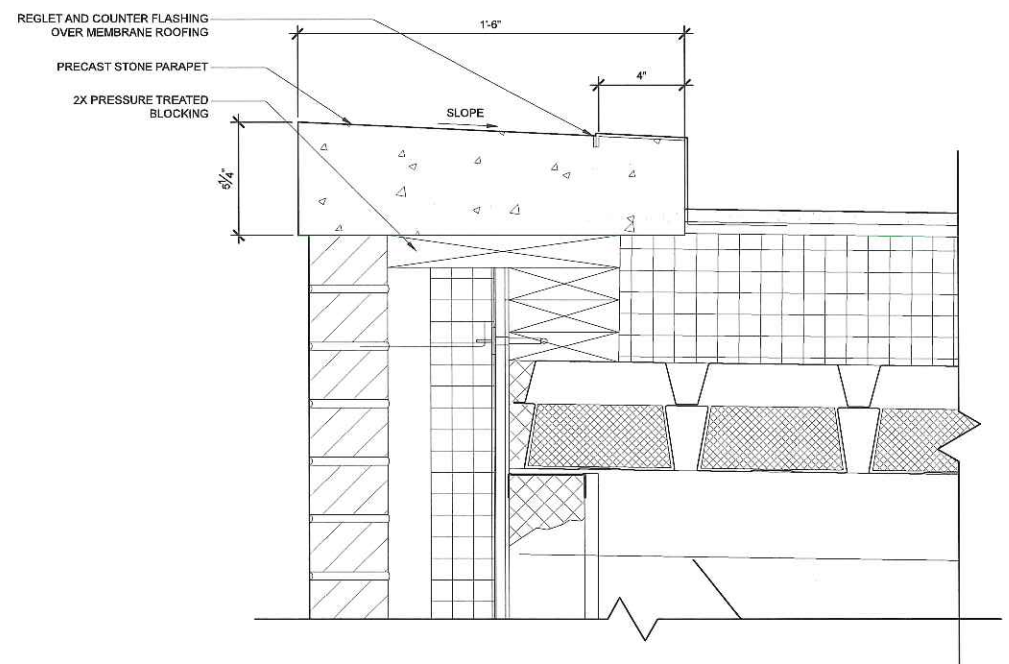
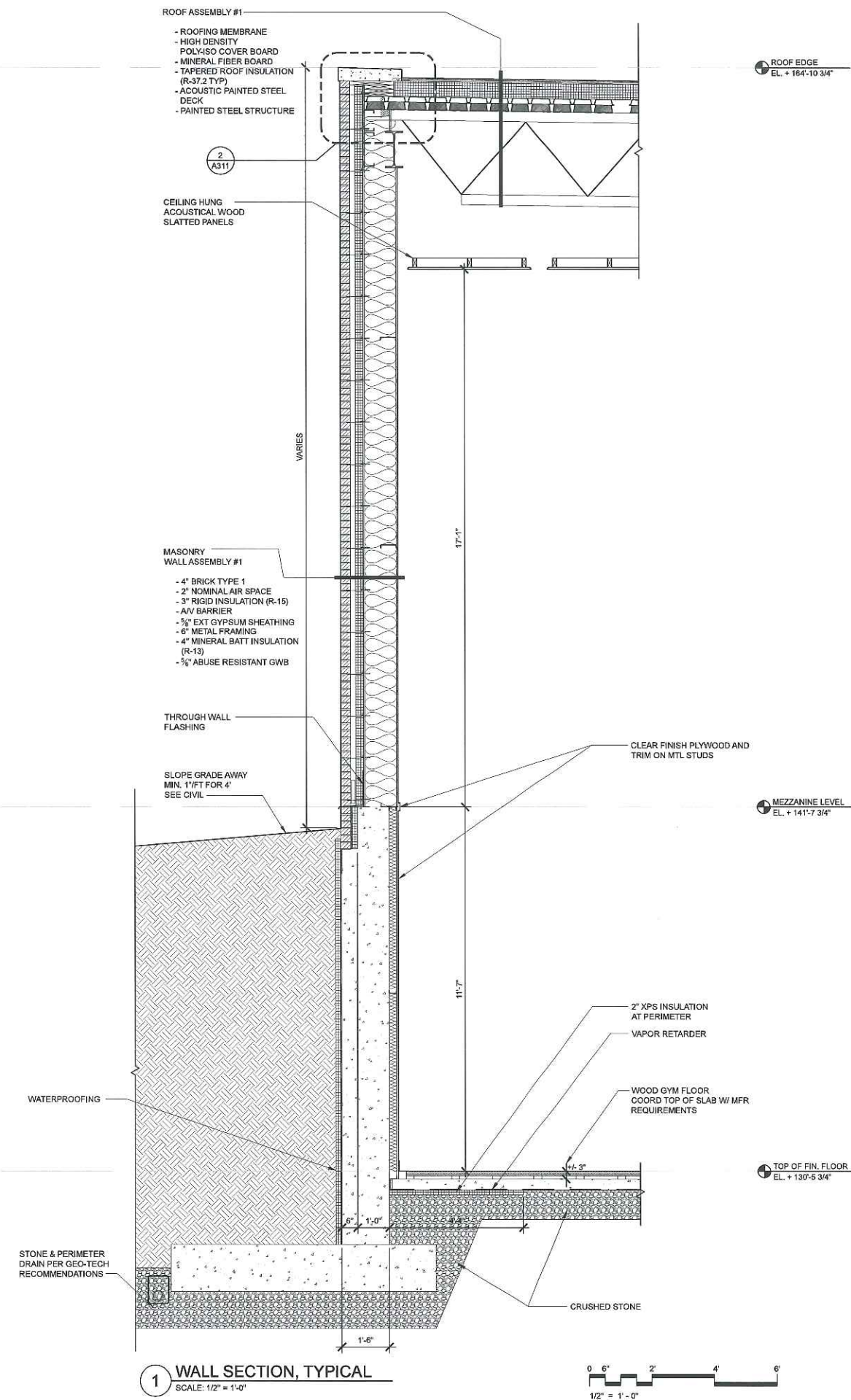
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REVISION:	DATE
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DATE OF ISSUE: 16 FEBRUARY 2016
PROJECT NUMBER: 2014-0080
STATUS: PLANNING BOARD SUBMISSION

ELEVATIONS

A202



NOT TO SCALE

PROJECT NAME:
WAYNFLETE GYM

NEW CONSTRUCTION
WAYNFLETE SCHOOL
360 SPRING STREET
PORTLAND, MAINE 04102

SEAL:

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1		DATE
2		DATE
3		DATE
4		DATE
5		DATE
6		DATE

DATE OF ISSUE: 20 NOVEMBER 2015
PROJECT NUMBER: 2014-0080
STATUS: 100% DESIGN DEVELOPMENT

WALL SECTIONS

A311

North Elevation Setbacks

A	Existing	17.9'
B	Proposed	15.73'
C	Proposed @ Stair	11.17'

West Elevation Setbacks

A	Existing	19.17'
B	Proposed	11.5'

South Elevation

A	Existing/Proposed	10.08'
B	Proposed @ Stair	5.21'

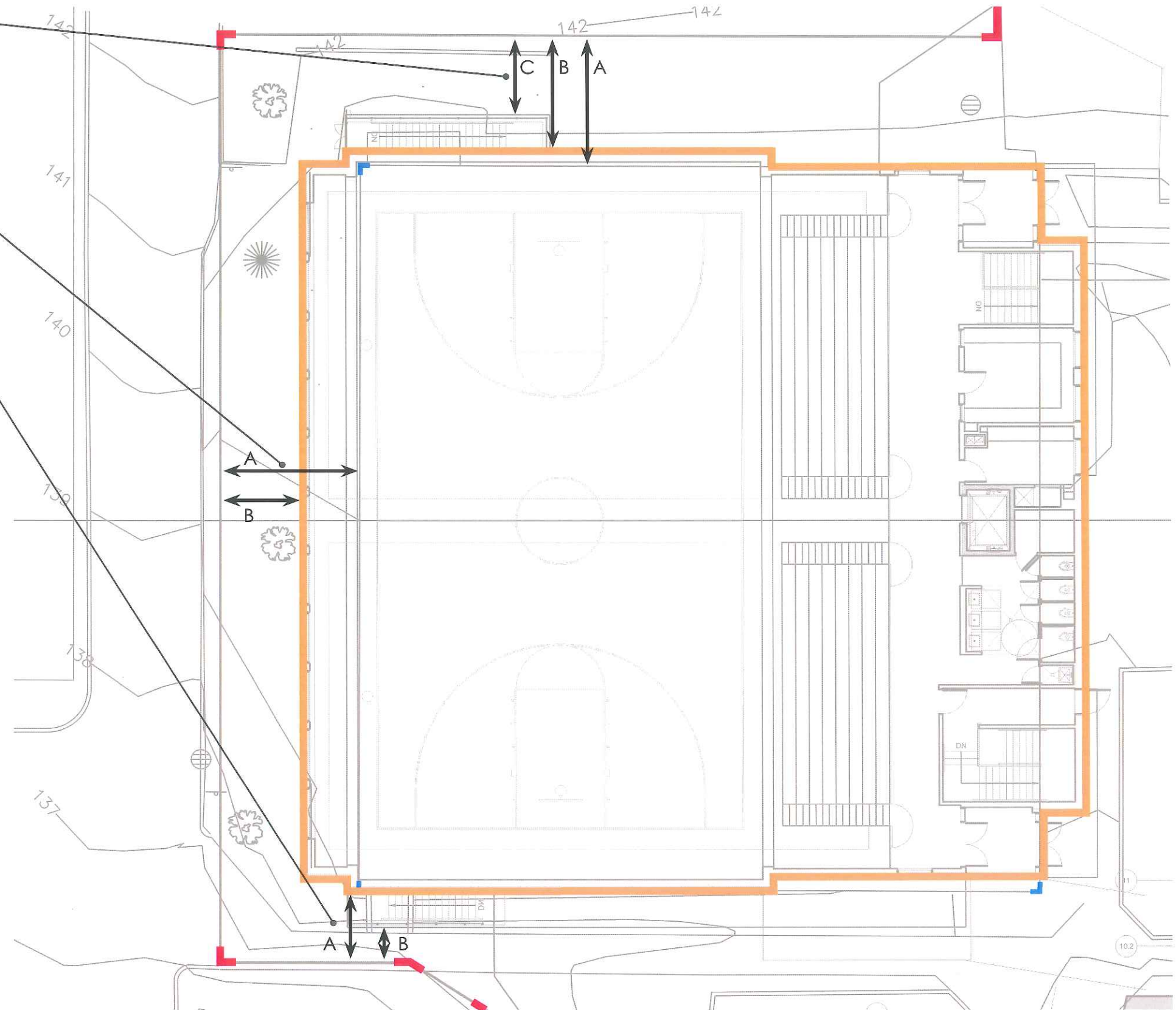
*Note: Canopy above stair extends 4" beyond

Legend

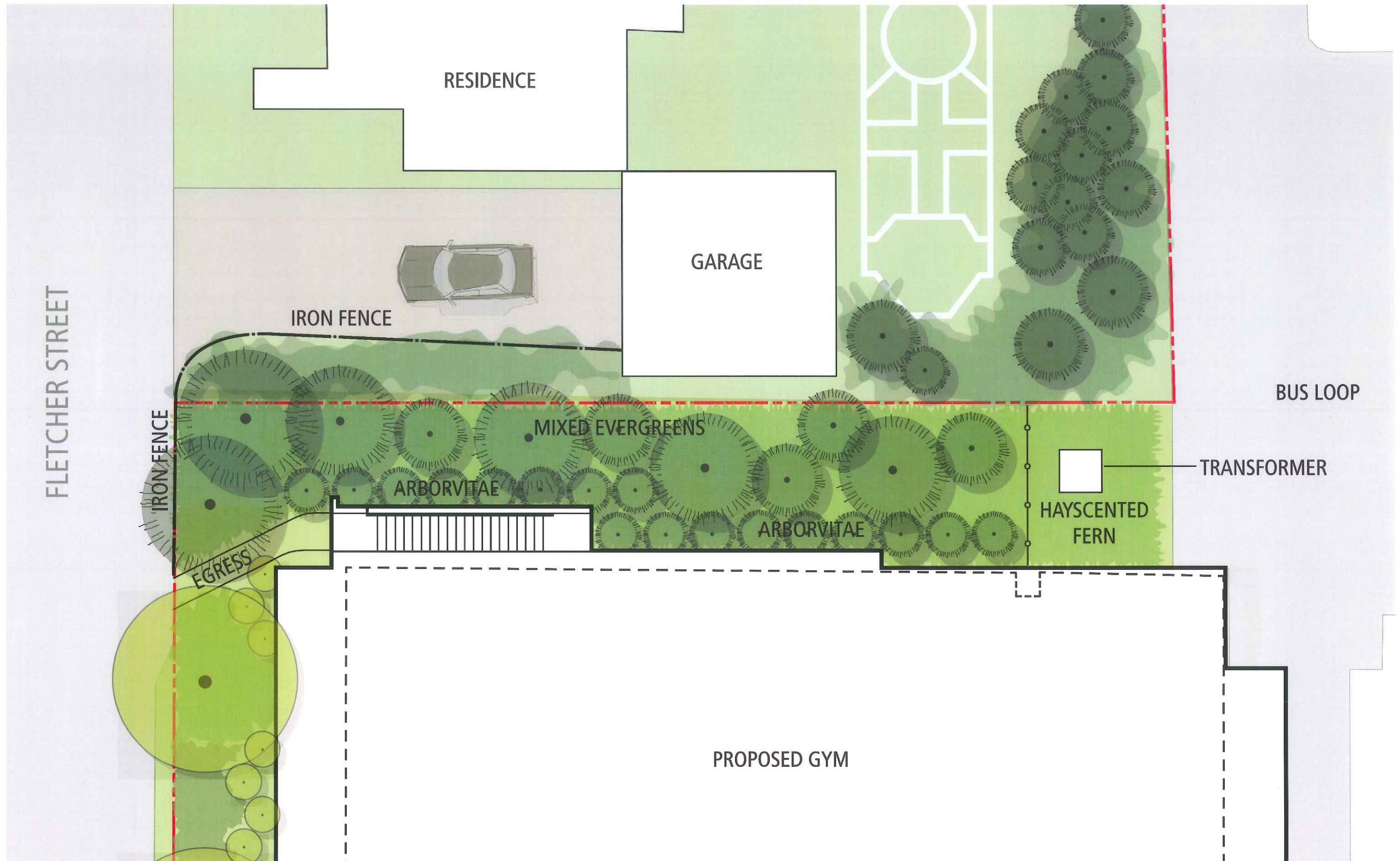
Property Line

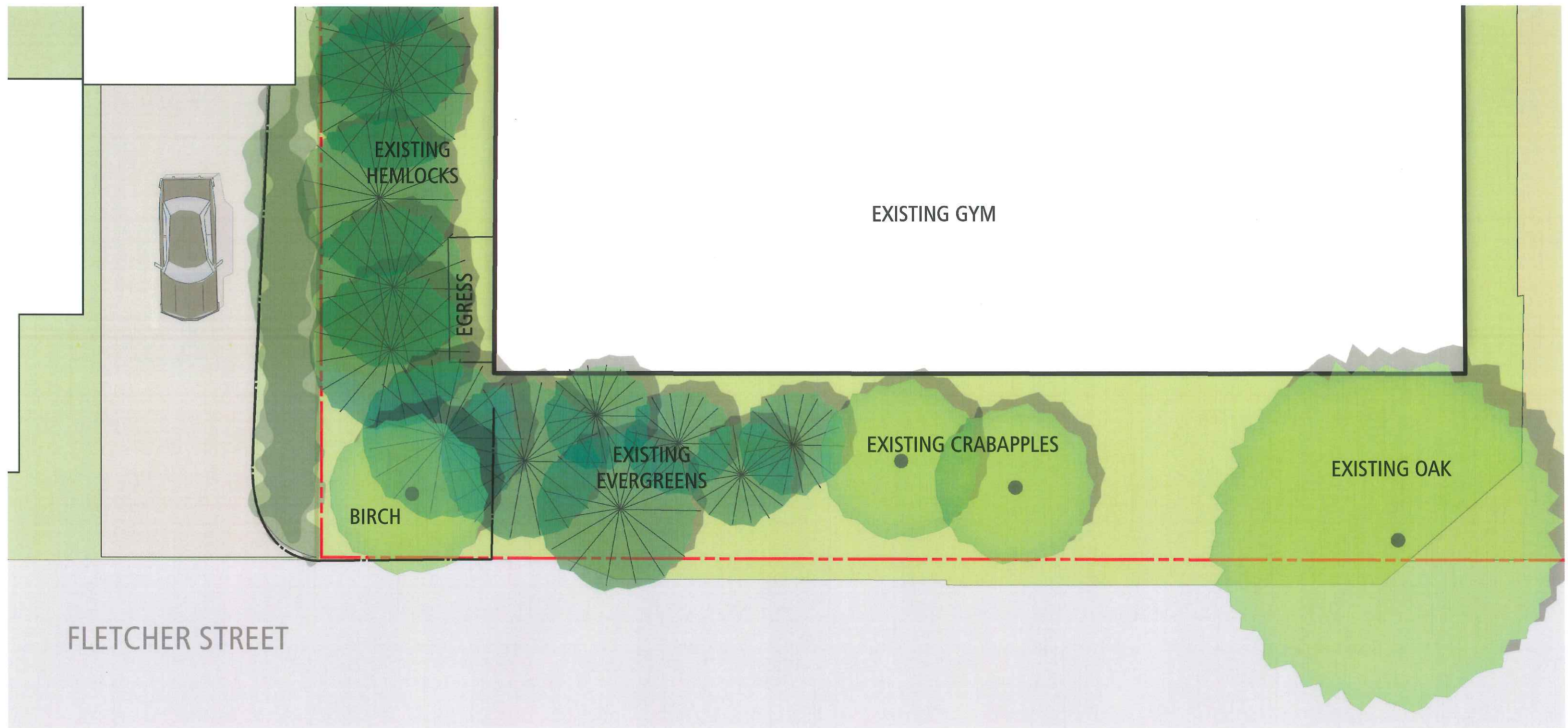
Existing Gymnasium Footprint

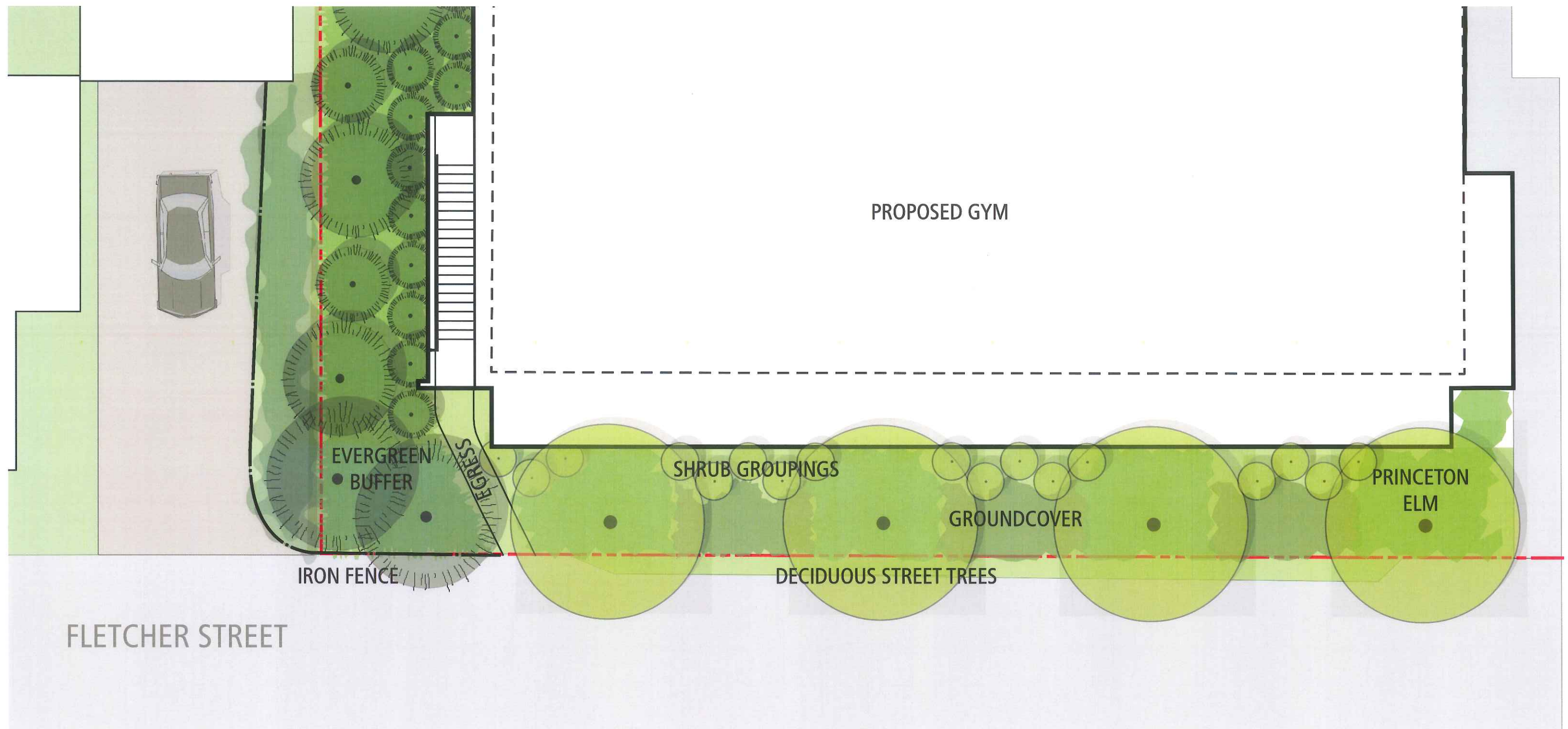
Proposed Gymnasium Footprint













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michael boucher landscape architecture

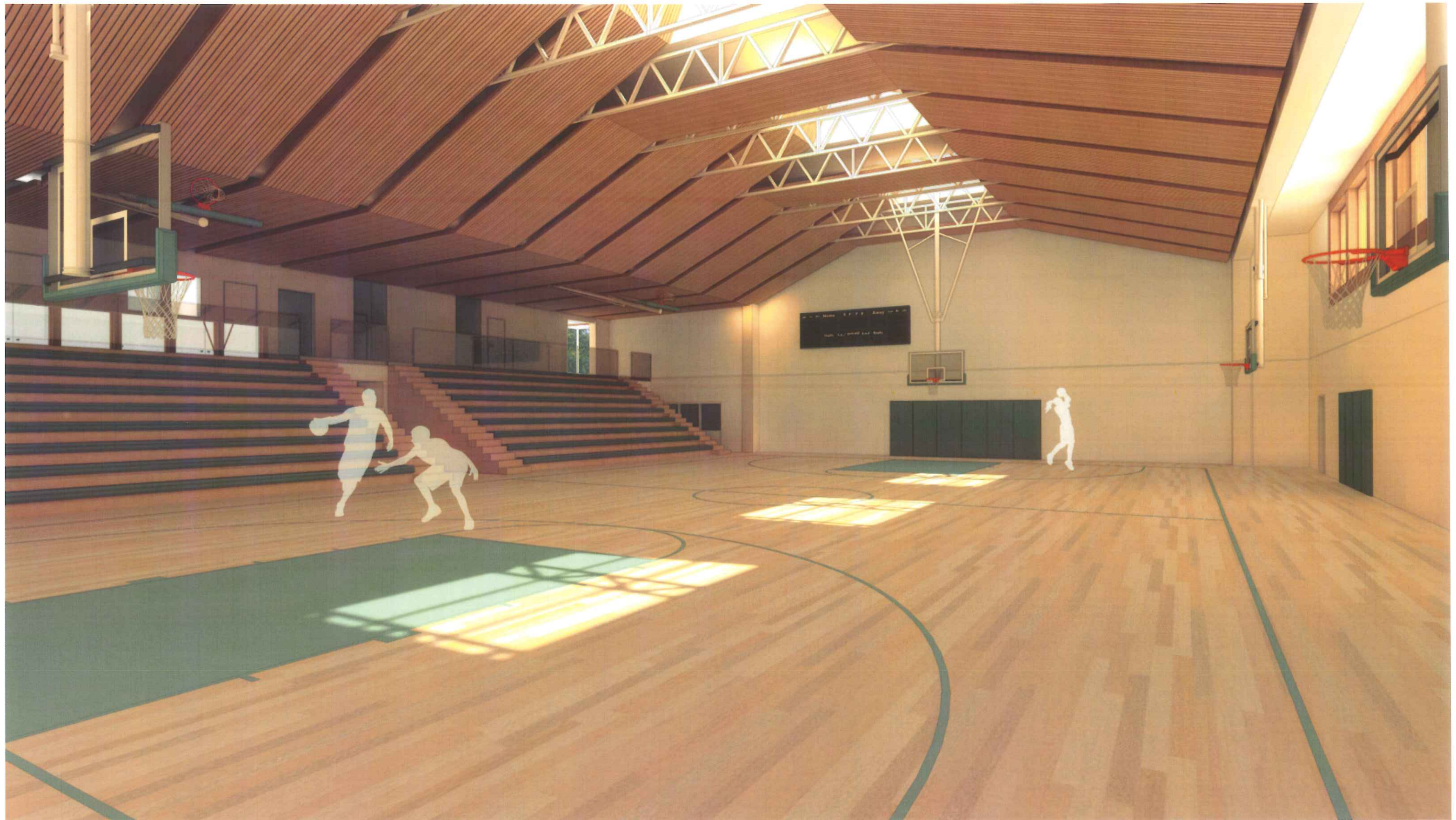
Waynflete

Proposed Elevation: Fletcher Street Plantings

Waynflete Lower School

Portland, Maine

1 June 2016



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Waynflete

Gym Interior Rendering

Waynflete Lower School
 Portland, Maine
 1 June 2016



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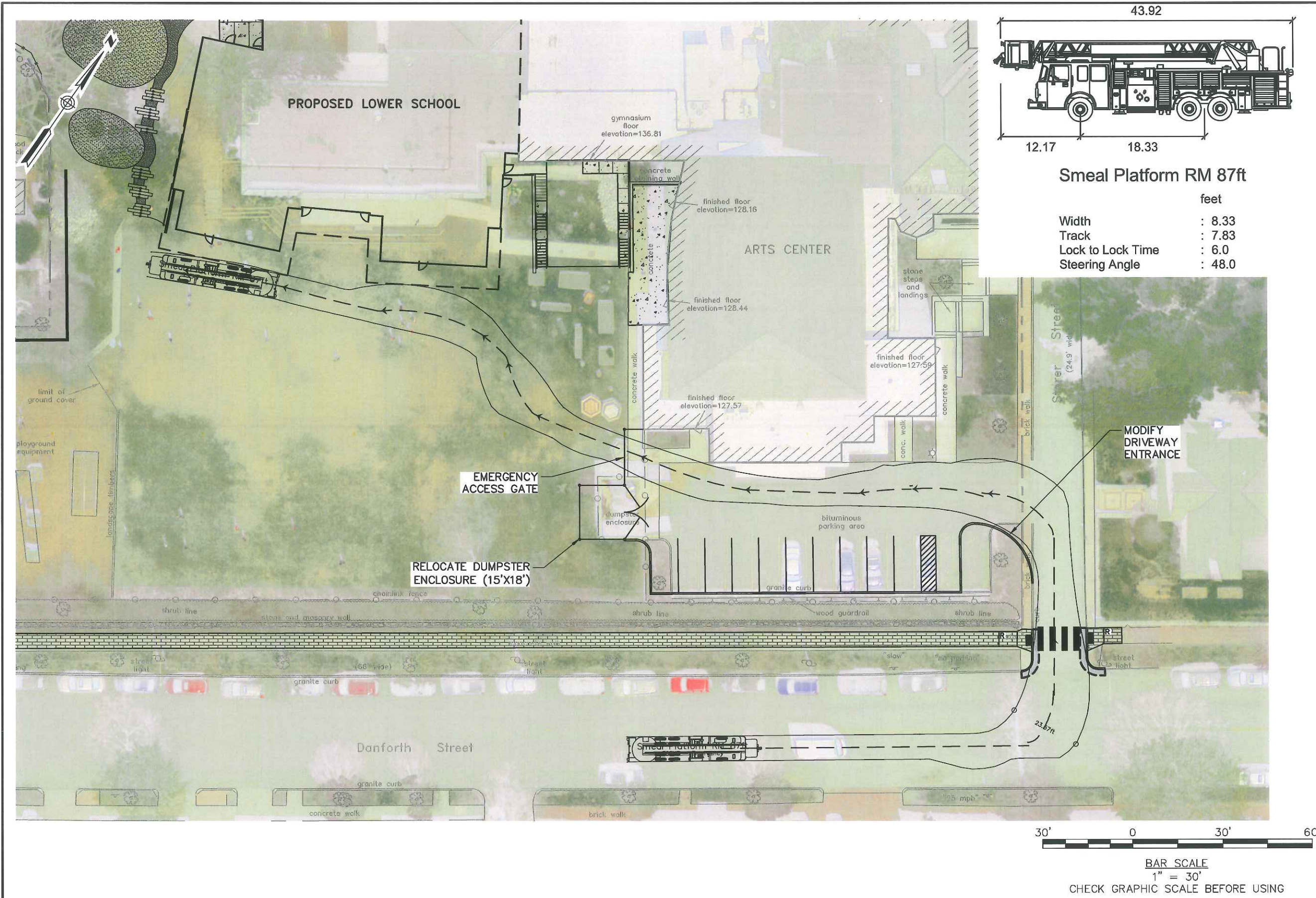
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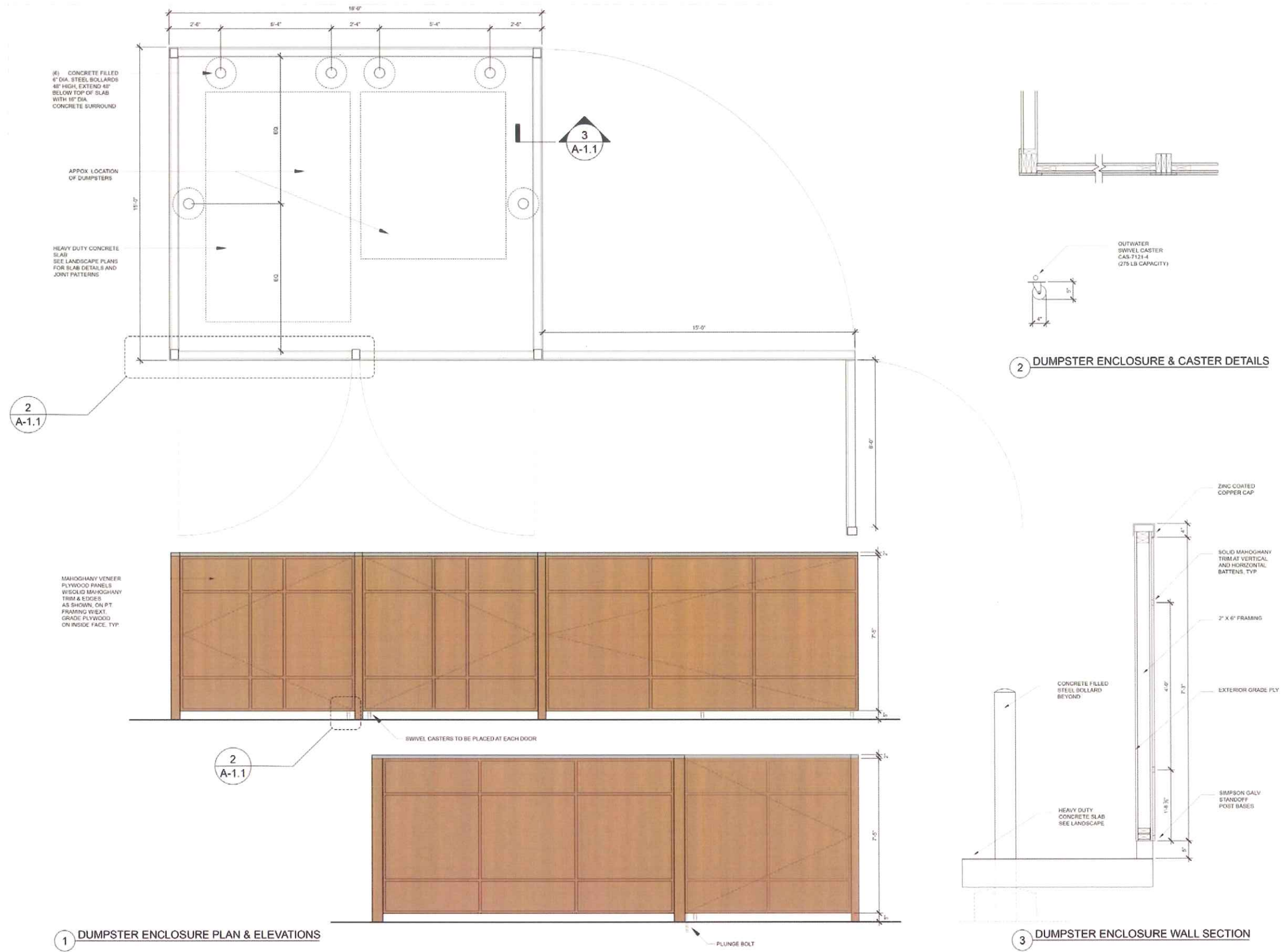
Waynflete Lower School

Portland, Maine

1 June 2016



WOODARD & CURRAN 41 Hutchins Drive Portland, Maine 04102 800.426.4262 www.woodardcurran.com COMMITMENT & INTEGRITY DRIVE RESULTS	
FIRE TRUCK ACCESS SKETCH	
DESIGNED BY: BCM	CHECKED BY: LJS
DRAWN BY: BCM	229423 C10X.dwg
WAYNFLETE SCHOOL 360 SPRING ST. PORTLAND, ME	
WAYNFLETE GYM & LOWER SCHOOL	
JOB NO: 229423 DATE: MAY 2016 SCALE: 1"=30'	
FIG.1	















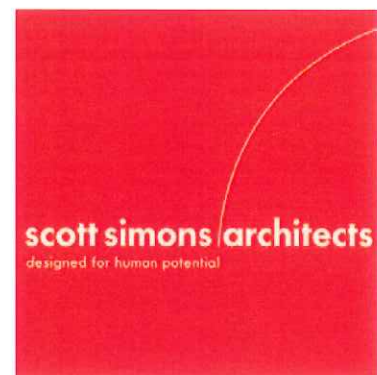












michael boucher landscape architecture

Waynflete

01 June 2016

Historic Preservation Program

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

**PUBLIC HEARING
638-652 CONGRESS STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: May 26, 2016

RE: June 1, 2016 **Public Hearing**

Application for: Certificate of Appropriateness for Modification of Existing Window to Accommodate New Building Entrance

Address: 638-652 Congress Street (former Lafayette Hotel)
Project affects Park Street frontage

Applicant: Port Property Management
Represented by Tom Watson, owner

Architect: Ryan Senatore Architecture

Introduction

Ryan Senatore, representing Port Property Management, is requesting review and approval of an application for exterior alterations at the former Lafayette Hotel located at the corner of Congress and Park Streets. The proposal calls for modifying an existing ground floor opening on the Park Street elevation of the building to accommodate a new entrance leading to the elevated first floor level. The alteration is proposed in conjunction with the applicant's plans to convert a portion of the building's large first floor lobby to retail or restaurant use. The existing building entrance, located at the corner of Congress and Park, would be retained and used for access to the upper floor residential units. The new entrance would serve the new commercial space only.

Given that the scope of work is limited and the applicant has provided a complete submission with the required level of detail for formal consideration, staff elected to put this on the public hearing agenda, with no preliminary workshop. Enclosed for the Board's review are photographs of the affected area, elevations, perspective views, section drawings and details. Note that although the drawings show a general concept for future commercial signage, any future tenant would need to submit a formal sign permit application for review and approval.

Subject Structure

The James Cunningham Block, later Lafayette Hotel, was built in 1903 and designed in the Romanesque Revival style by Francis Fassett. A major building addition was added in 1921-22. The building is a seven-story brick structure located at the corner of Congress and Park Streets. The Congress Street façade is fifteen bays long, with the westernmost eight bays being added seventeen years after the original construction. Beyond the corner on the Park Street elevation, the building drops to five stories.

Early photos reveal that the Park Street frontage of the building originally featured a large elevated porch addition. The porch was removed many years ago. Today, Park Street's first floor windows are elevated considerably above the abutting sidewalk. There is no direct access into the building from Park Street, other than the main entrance at the corner of Park and Congress.

Proposed Alterations

The application calls for converting one of the first floor window openings on the Park Street frontage to a building entrance. The opening proposed for modification is located a considerable distance from the building corner, just beyond the point where the wall plane steps back about two feet from adjoining wall plane.

The width of the arched-top opening as well as the arched brick lintel itself would remain unchanged, but the opening would be extended to sidewalk level, removing a basement-level window below the first floor window. Although pedestrians will be able to enter at grade, a set of stairs will provide access to the elevated commercial space. An existing lift, located inside the building next to the new entrance provides handicap access from the interior landing. Drawings show a subdivided transom above the proposed entry door. The transom has been subdivided with a horizontal mullion to echo the proportions of the transoms on abutting windows.

The full-light entrance door is flanked by full-light sidelights. All elements are made up of standard aluminum storefront system components. Plans also call for a projecting canopy suspended by cables. The canopy is elliptical in plan, echoing the form of the arched top opening. Two recessed lights are shown within the canopy ceiling.

Although the applicant is not requesting sign approval at this time, the drawings show the applicant's general approach to signage for the new commercial space.

Applicable Review Standards

The following ordinance Standards for Review of Alterations apply in the review of this application:

- (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.*

Motion for Consideration

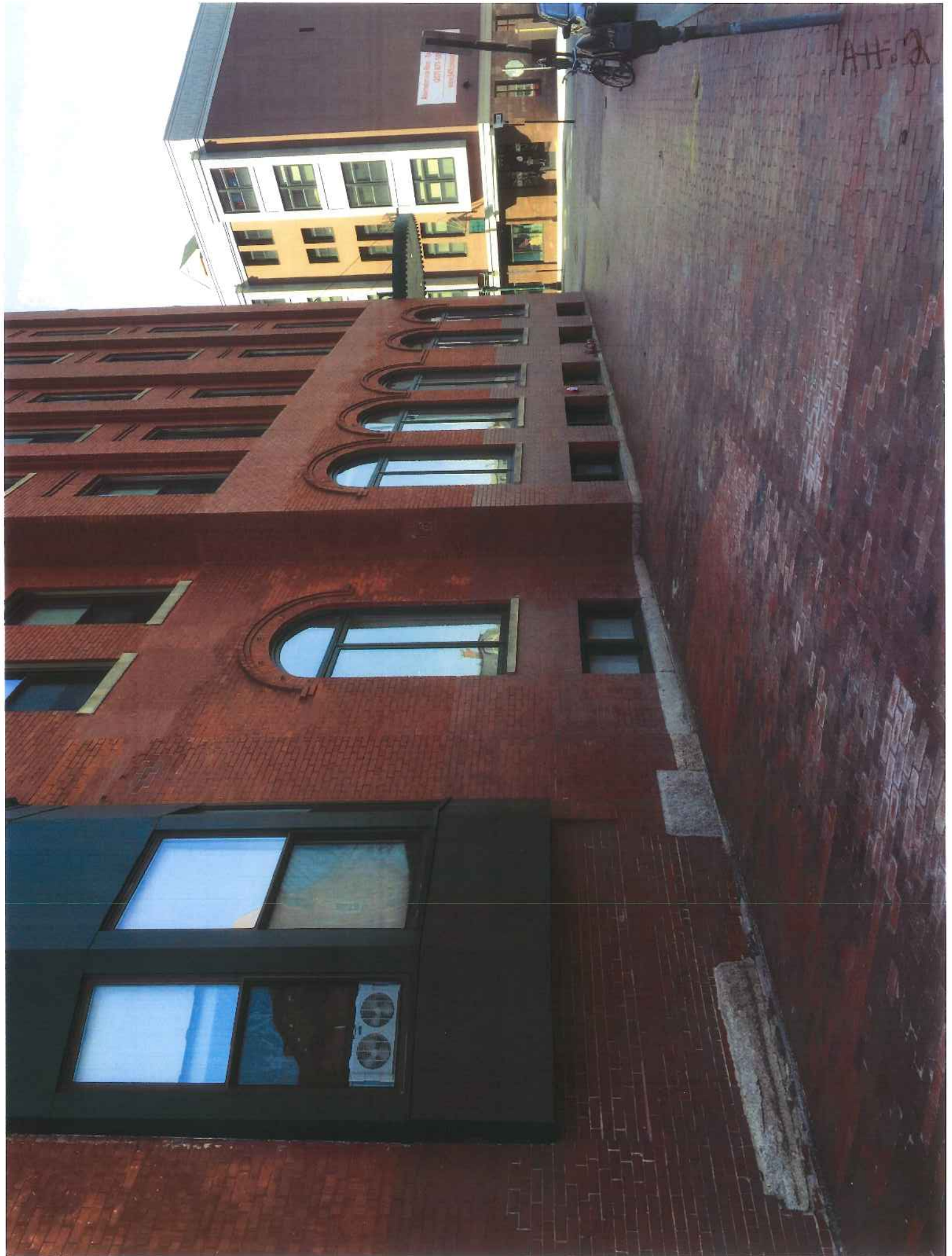
On the basis of plans and specifications submitted by the applicant for the June 1 2016 public hearing and information included in the accompanying staff report, the Board finds that the proposed alteration of an existing window opening on the Park Street frontage of 635-651 Congress Street **meets (fails to meet)** the historic preservation ordinance Standards for Review of Alterations, specifically **Standards.... (subject to the following conditions.....).**

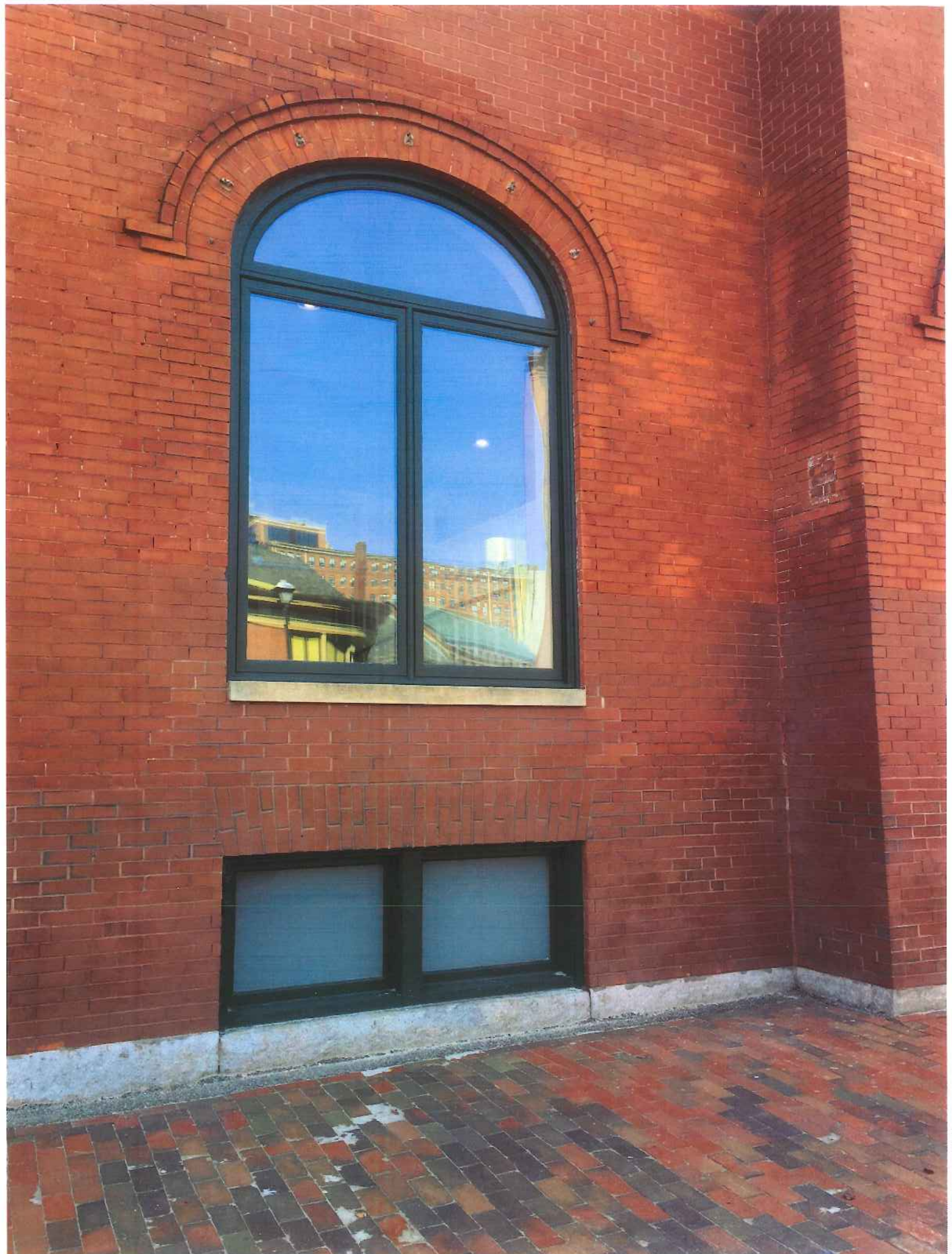
Attachments:

- 1. Current photo of subject structure
- 2. Photos of area proposed for alteration
- 3. Perspective views, elevations and details

Att. 1

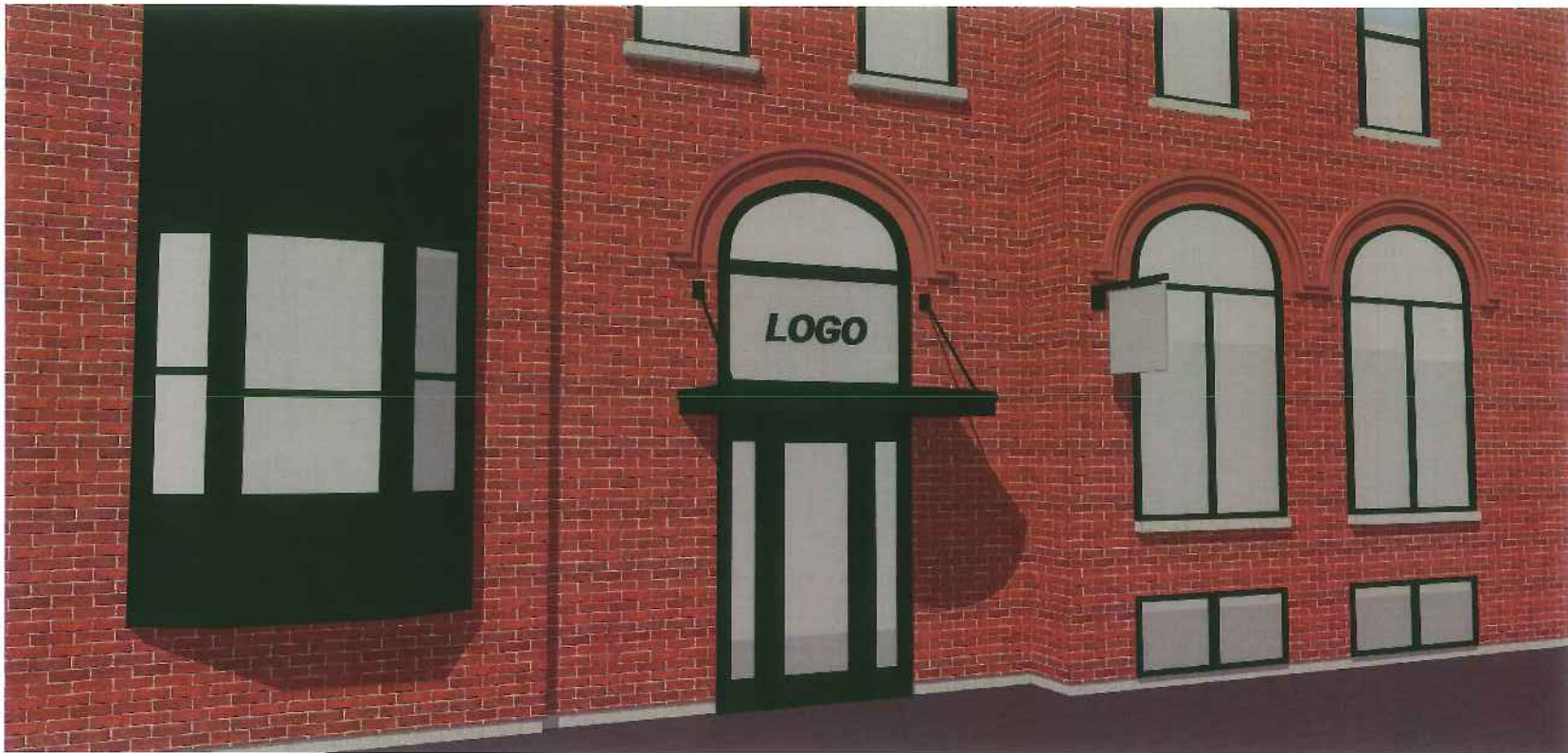








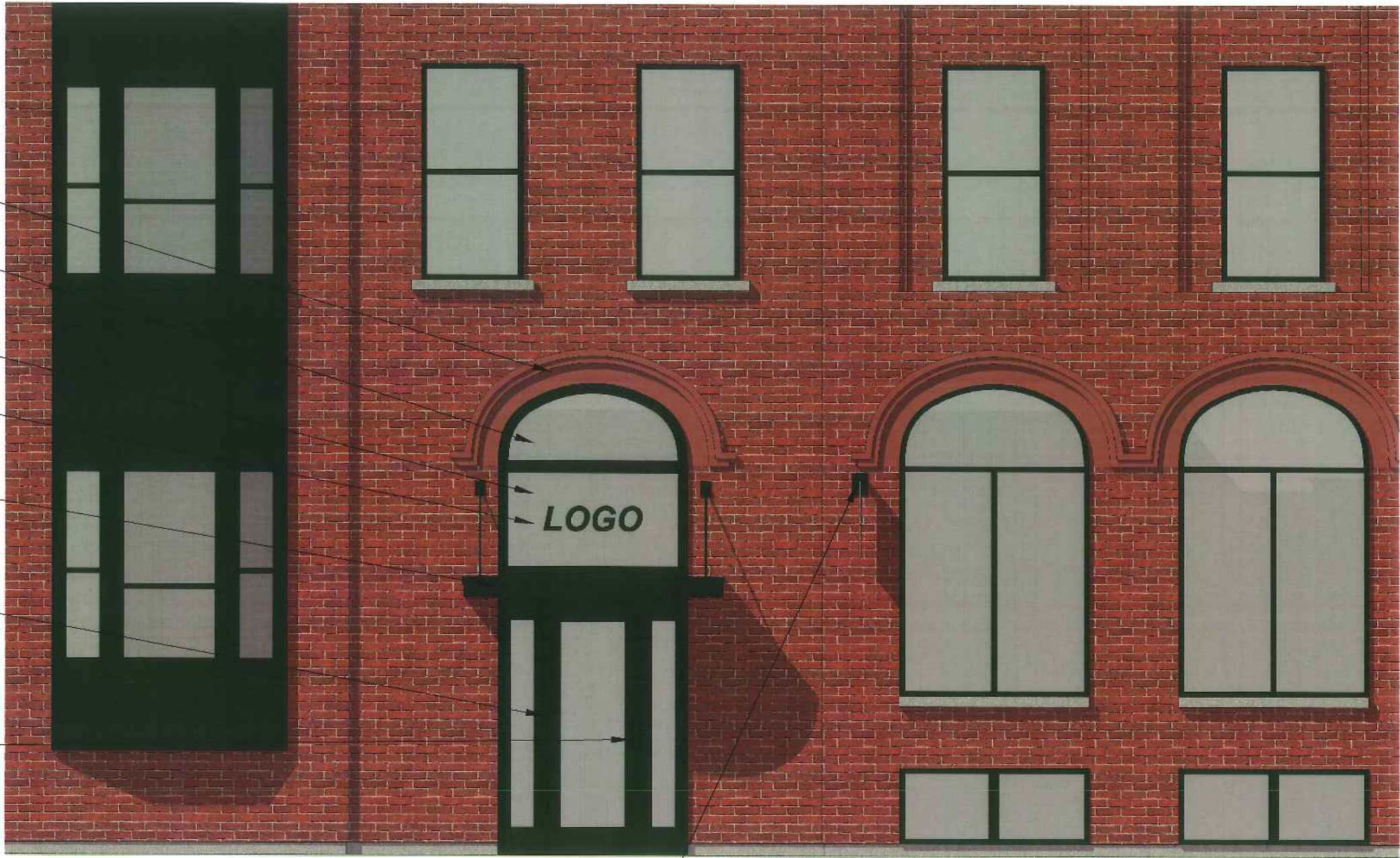
PERSPECTIVE ON PARK STREET



PERSPECTIVE ON PARK STREET

PROGRESS PRINT ONLY
Not for Construction

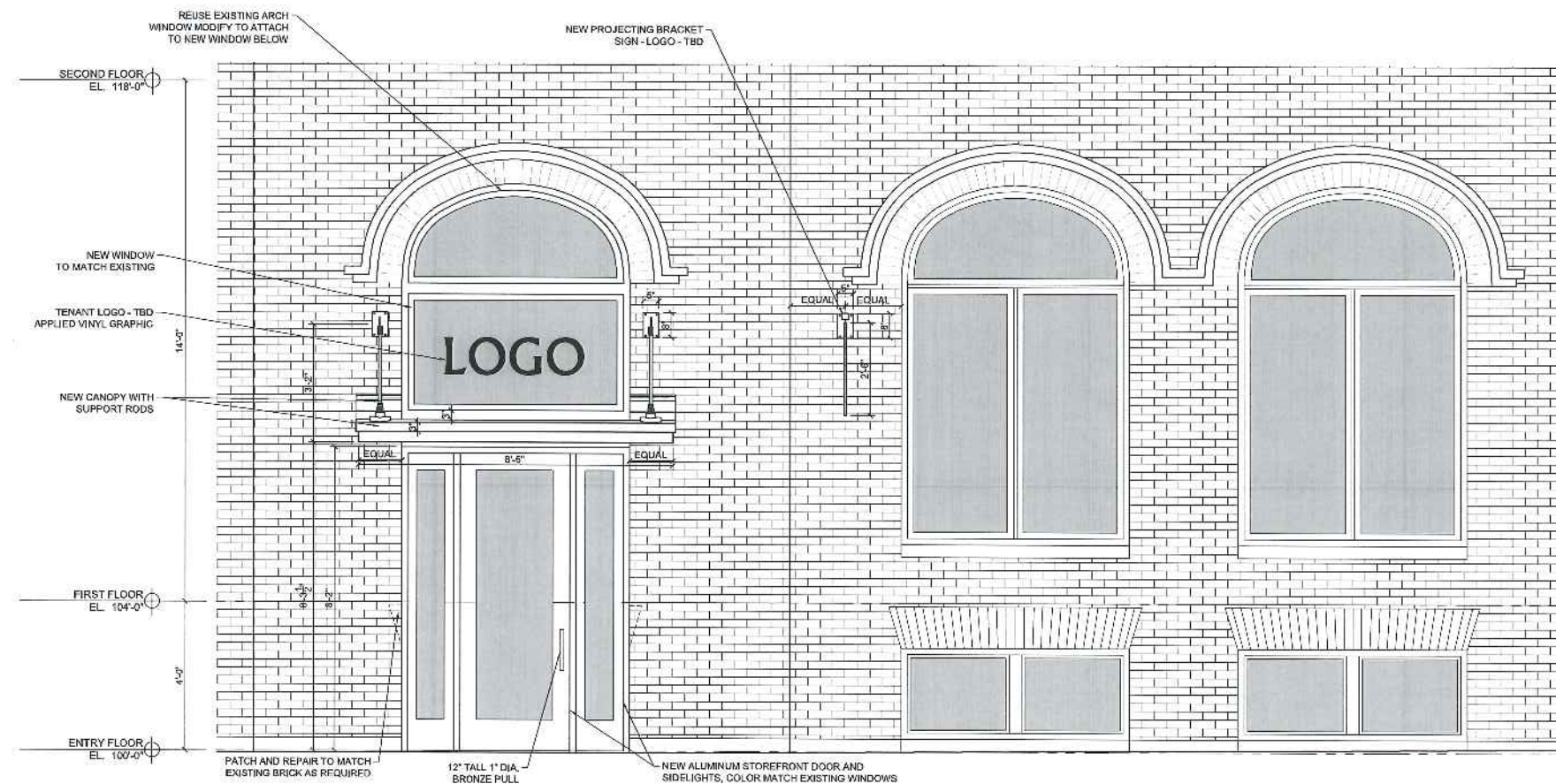
- EXISTING BRICK ARCHES TO REMAIN
- REUSE EXISTING ARCH WINDOW MODIFY TO ATTACH TO NEW WINDOW BELOW
- NEW WINDOW TO MATCH EXISTING
- TENANT LOGO - TBD APPLIED VINYL GRAPHIC
- NEW CANOPY WITH SUPPORT RODS
- NEW ALUMINUM STOREFRONT DOOR AND SIDELIGHTS, COLORMATCH EXISTING WINDOWS
- 12" TALL 1" DIAMETER BRONZE PULL



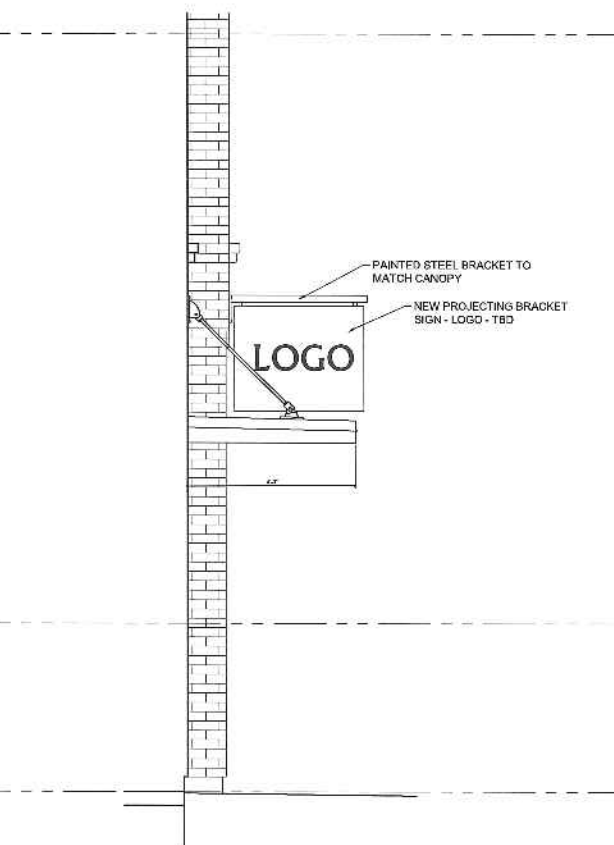
NEW PROJECTING BRACKET SIGN - LOGO - TBD

PROPOSED ELEVATION VIEW
1/4" = 1'-0"

PROGRESS PRINT ONLY
Not for Construction



1 EXTERIOR ELEVATION
1/2" = 1'-0"



2 EXTERIOR SIDE ELEVATION
1/2" = 1'-0"

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ARCHITECTURE

LAYFAYETTE BUILDING RENOVATION
PARK STREET
PORTLAND, MAINE

RSA
RYAN SENATORE
ARCHITECTURE
965 CONGRESS STREET
PORTLAND, MAINE 04101
207-746-5159
rsasens@me.com

CONSULTANT
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MAY 9, 2016

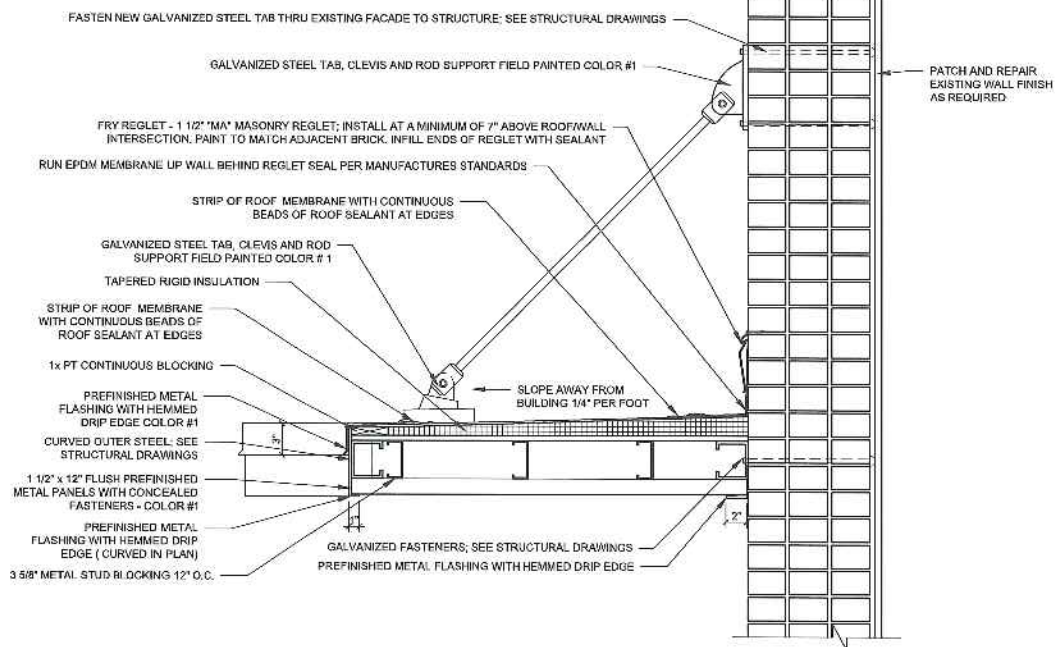
REVISIONS:

DATE:
PROJECT No. 1621
DRAWN BY: RJS, JPF
CHECKED BY: RJS
SCALE: AS NOTED

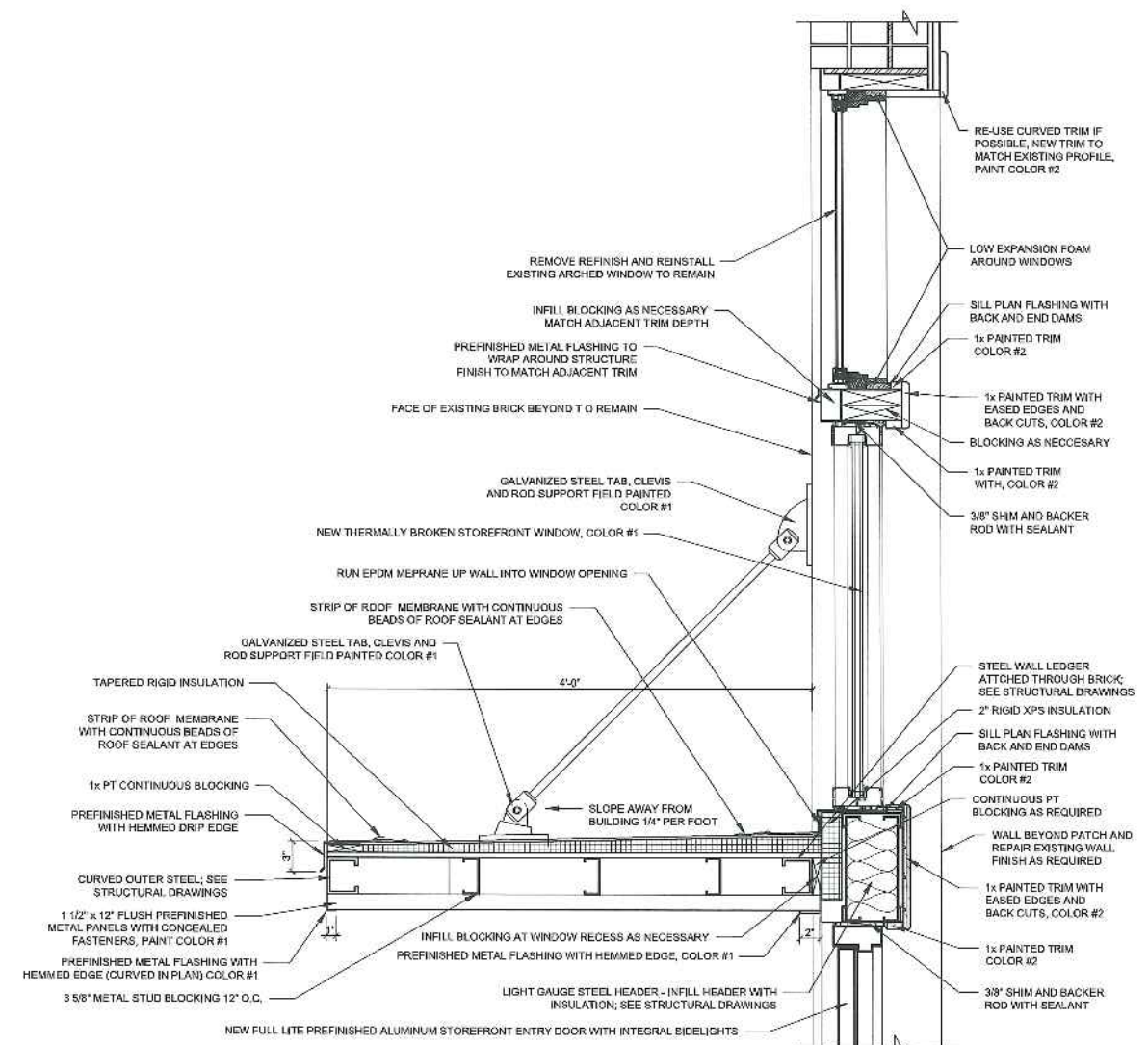
SHEET TITLE:
EXTERIOR
ELEVATIONS

A2-0

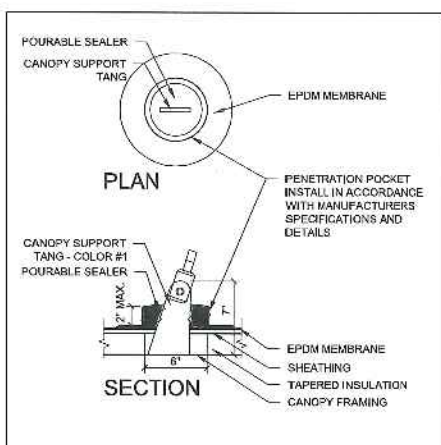
FINISH LEGEND:	
COLOR #1:	MATCH 'DARK GREEN' COLOR OF EXISTING CANOPY AT BUILDING CORNER
COLOR #2:	MATCH EXISTING INTERIOR TRIM COLOR



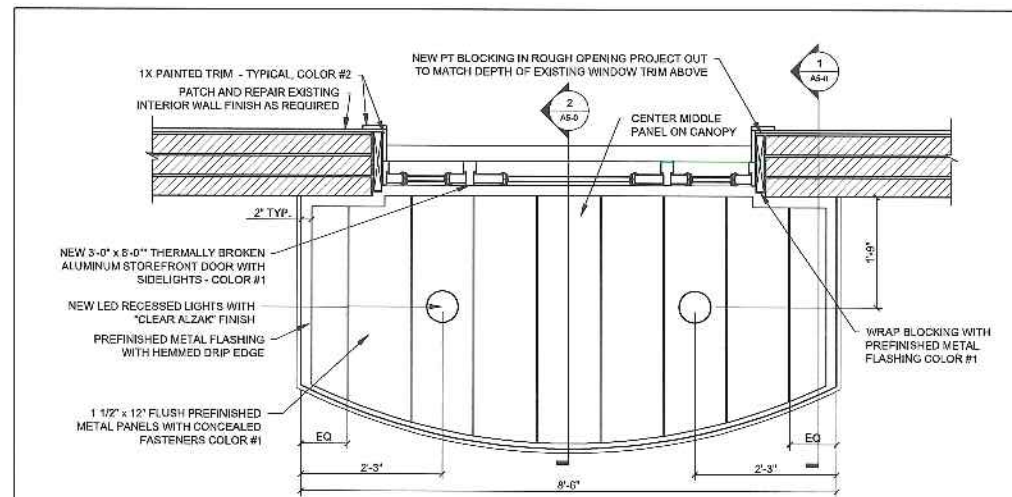
5 CANOPY SECTION DETAIL AT SOLID WALL LOCATION
1/12" = 1'-0"



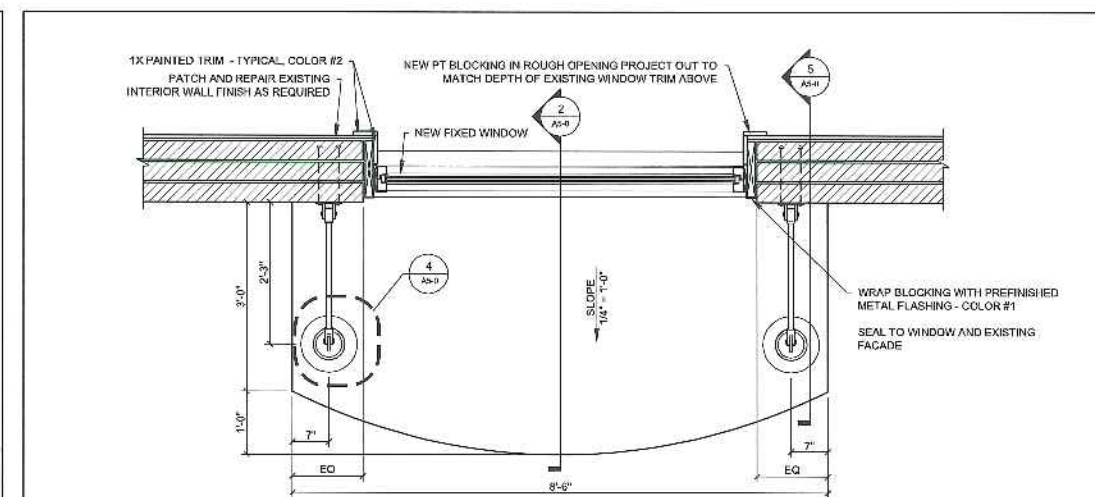
2 CANOPY SECTION DETAIL AT WINDOW / DOOR LOCATION
1/12" = 1'-0"



4 PENETRATION POCKET DETAIL AT CANOPY SUPPORT
1/12" = 1'-0"



3 CANOPY REFLECTED CEILING PLAN DETAIL
3/4" = 1'-0"



1 CANOPY PLAN DETAIL
3/4" = 1'-0"

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LAYFAYETTE BUILDING RENOVATION
PARK STREET
PORTLAND, MAINE

RSA
RYAN SENATORE
ARCHITECTURE
555 CONGRESS STREET
PORTLAND, MAINE 04101
207-744-6552
www.rsarchitect.com

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MAY 9, 2016

REVISIONS:	
DATE:	1621
PROJECT No:	1621
DRAWN BY:	RJS, JPF
CHECKED BY:	RJS
SCALE:	AS NOTED
SHEET TITLE:	NEW CANOPY DETAILS

A5-0

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

**PUBLIC HEARING
714 STEVENS AVENUE, UNIVERSITY OF NEW ENGLAND**

TO: Chair Benson and Members of the Historic Preservation Board
FROM: Rob Wiener, Preservation Compliance Coordinator
DATE: May 26, 2016
RE: June 1, 2016 **Public Hearing**

Application For: Certificate of Appropriateness for Site Alterations to the Green
Subject Property: 714 Stevens Avenue, University of New England
Applicants: Greg Hogan and Alan Thibeault, UNE
Landscape Architects: Peter Biegel, Land Design Solutions

Introduction

On behalf of the University of New England, Associate Director of Planning Greg Hogan has requested a public hearing on proposed alterations to the core of the Campus Green. In addition to a new path design using pavers previously approved for other locations at UNE, the proposed work includes new pole lights to match lights installed outside Goddard Hall, and the removal of several "over mature" trees. Board members will recall reviewing the two redesigned entrance areas to the green adjacent to Stevens Avenue, in September and October of 2015. That phase of the Campus Green redesign included new brick piers and fencing.

Designed by Peter Biegel of Land Design Solutions in 2013-2014 - the Campus Green Landscape Improvements plan is the first comprehensive updating since Richardson and Associates created a campus plan when Westbrook College merged with UNE in 1997. In fact, many of the goals of the 1997 plan are included in and furthered by the 2014 plans. Improvements to the Green have proceeded incrementally over the last several years, with some older concrete walks having already been replaced with the same concrete paver. In the interests of making the campus more pedestrian-friendly, the current phase focuses largely on the path design inside the loop drive that begins and ends at College Street, some distance from Stevens Avenue.

Mr. Hogan has supplied a brief description of the current phase, drawings from the 2013-2014 plan by Mr. Biegel, photos of existing conditions, and a page of product information on the pavers. Staff has added the City's designation report description of the Westbrook College Historic District, to provide background information.

Subject Property, Context

The Campus Green can be thought of in two sections. Pedestrians entering from Stevens Avenue pass through one of the two entrance plazas worked on last year, traversing the eastern green before reaching the loop at the center of campus. The northern boundary of the green is College Street - also the boundary of the historic district, but not the boundary of the campus. Inside the loop, only one off-center asphalt walk crosses the landscaped interior, slicing diagonally, with a paved circle and planting bed slightly closer to College Street than to the south side.

Proposed Scope of Exterior Work

The most prominent feature of the proposed site alterations is the strong geometric pattern to the paths inside the loop. A more centrally located circle of pavers surrounding a circular garden is proposed to replace the existing concrete circle. The existing loop road creates a somewhat irregular polygon shape, so a strictly symmetrical design is not an option. Nonetheless, the proposed paths align with other campus paths and building entrances, and the irregular star-like paths have a central focus point in the circle. The use of consistent paving material throughout much of the campus and the traditional light posts fulfill some of the original goals of the design to unify and define the identity of the campus.

Staff Comments

The proposed geometry of the paths is a more formal and regular approach to walking the campus than currently exists; one that supports the goals of celebrating the green and inviting pedestrians into it as a central focus. If the formality imposed by the walks actually connects places pedestrians need to go, the scheme will balance a wish to influence walking patterns with an organic approach that responds to established desire lines that are usually evident in parks and greens. Staff hopes Board members will have a chance to visit the campus before June 1 to experience the site and context.

Another goal of the 1997 Analysis and Campus Improvements Plan was to simplify the visual complexity of the diverse campus. The Board is encouraged to evaluate the materials choices and the decision to use them in all of the recent improvements.

Applicable Review Standards

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

- (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.*
- (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.*
- (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 June 1, 2016 public hearing and information included in the accompanying staff report, the Board finds that the proposed site alterations 714 Stevens Avenue (University of New England) **meet (fail to meet)** the historic preservation ordinance review standards, specifically Standards....., (subject to the following conditions.....)

Attachments:

1. Applicants' summary of scope of work
2. Applicants' photos of existing conditions and existing materials
3. Landscape Architects Plans – 2013-2014 Campus Green Landscape Improvements
4. Westbrook College Historic District – Designation Report



Date: MAY 4, 2016

**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:

716 STEVENS AVE PORTLAND, ME.

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

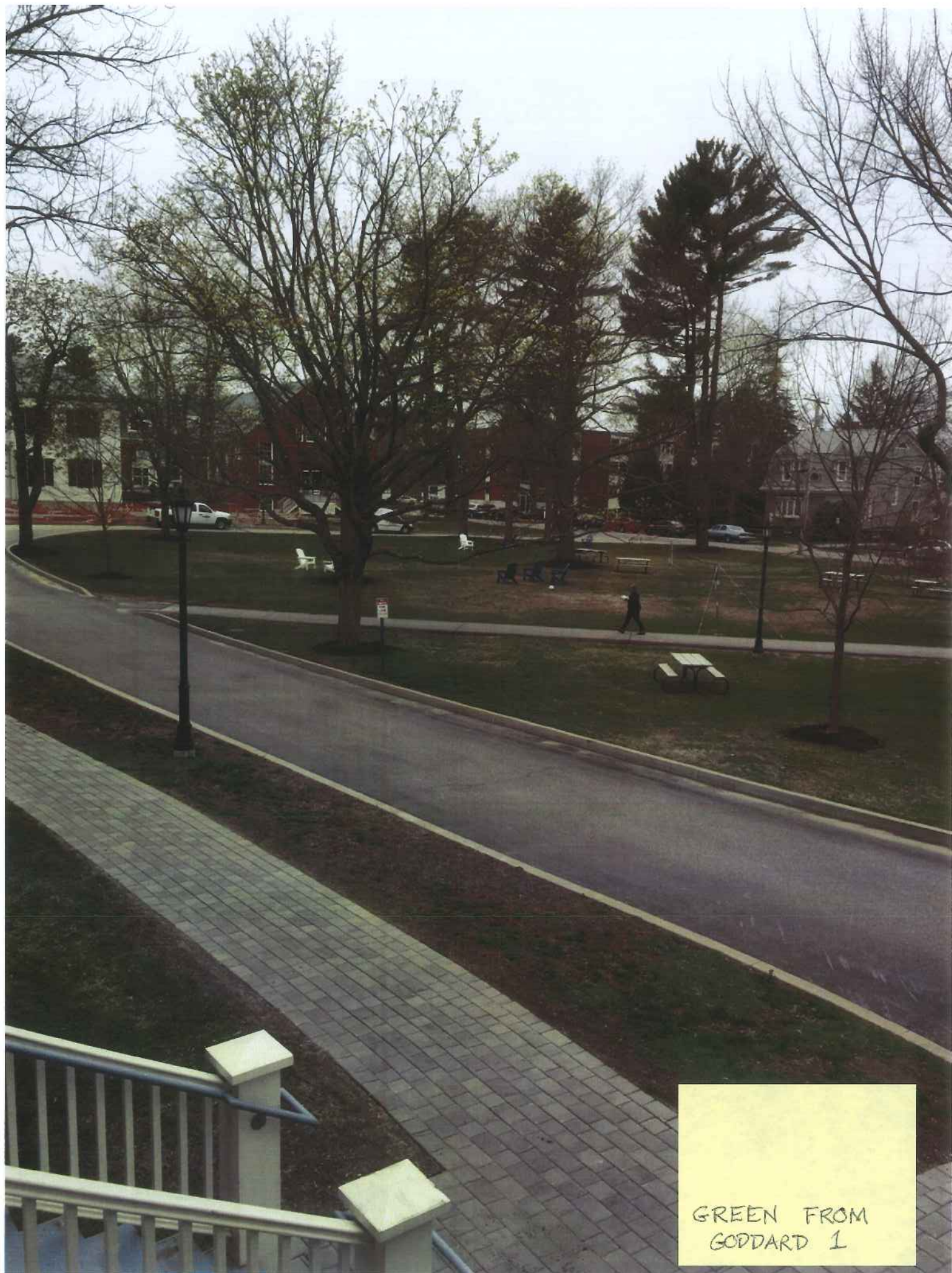
PROJECT DESCRIPTION: Describe below each major component of your project. Describe how the proposed work will impact existing architectural features and/or building materials. If more space is needed, continue on a separate page. Attach drawings, photographs and/or specifications as necessary to fully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

- RE-ALIGN CENTER GREEN WALKWAYS
- PAVERS to MATCH PREVIOUSLY APPROVED
- ADD SITE LITES FOR SAFETY. LIGHTS TO MATCH PREVIOUSLY APPROVED SITE LIGHTS AT GODDARD HALL
- PER DETAILS PLANS "Campus Green LANDSCAPE IMPROVEMENTS" DATED MAY 23, 2014
- SEVERAL TREE'S TO BE REMOVED DUE TO OVER MATURITY

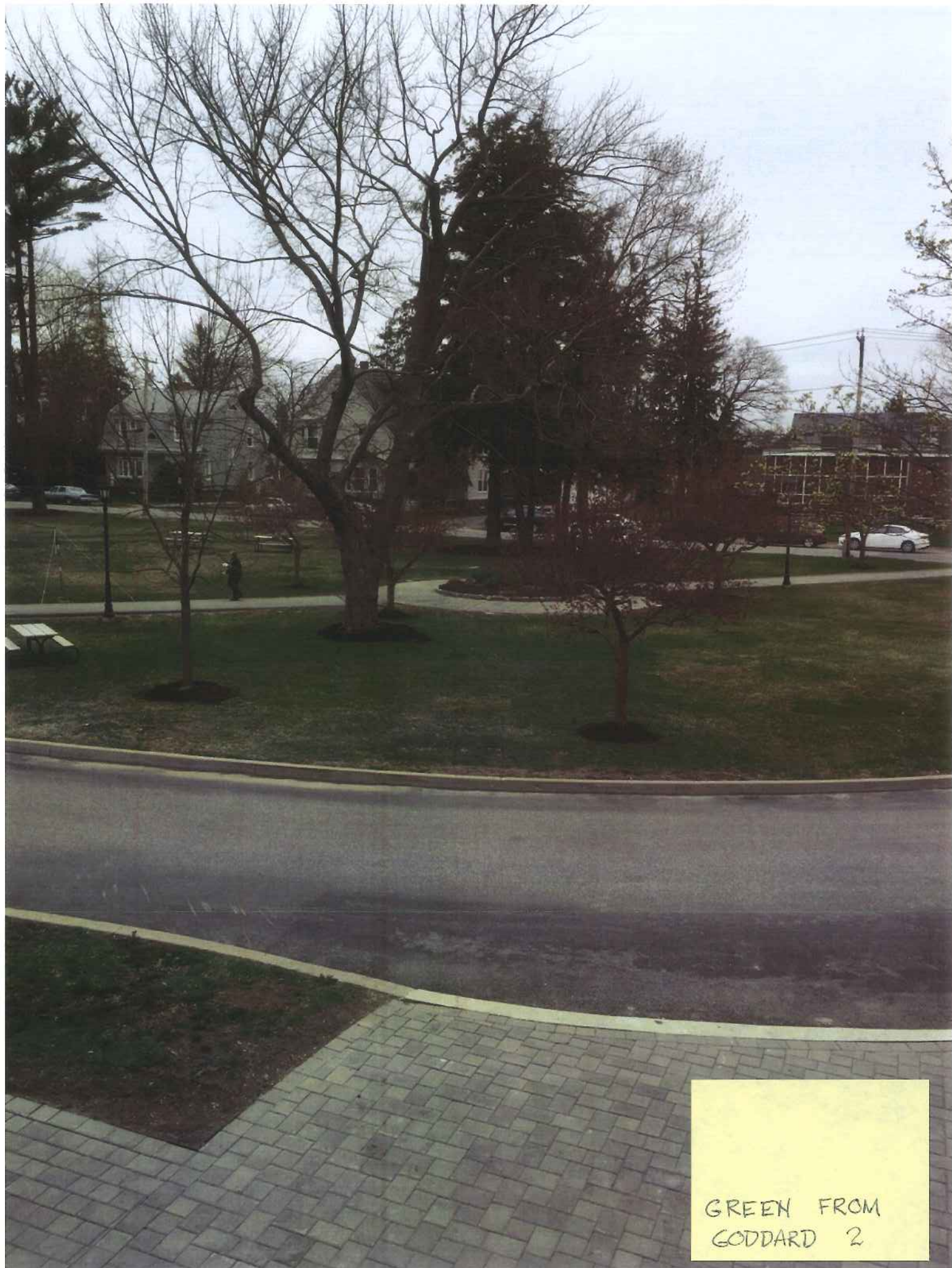


Att. 2

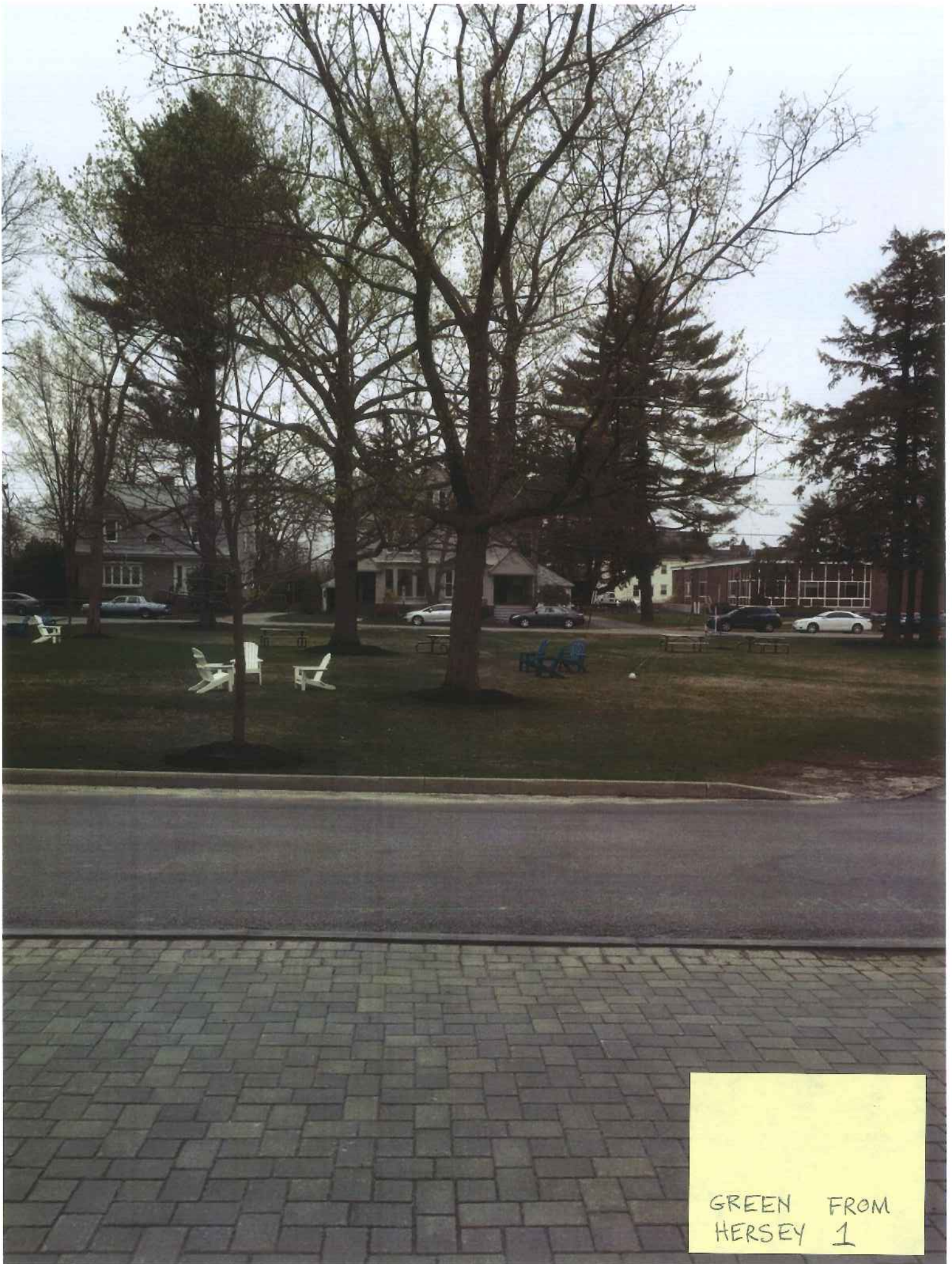
GREEN FROM
PROCTOR



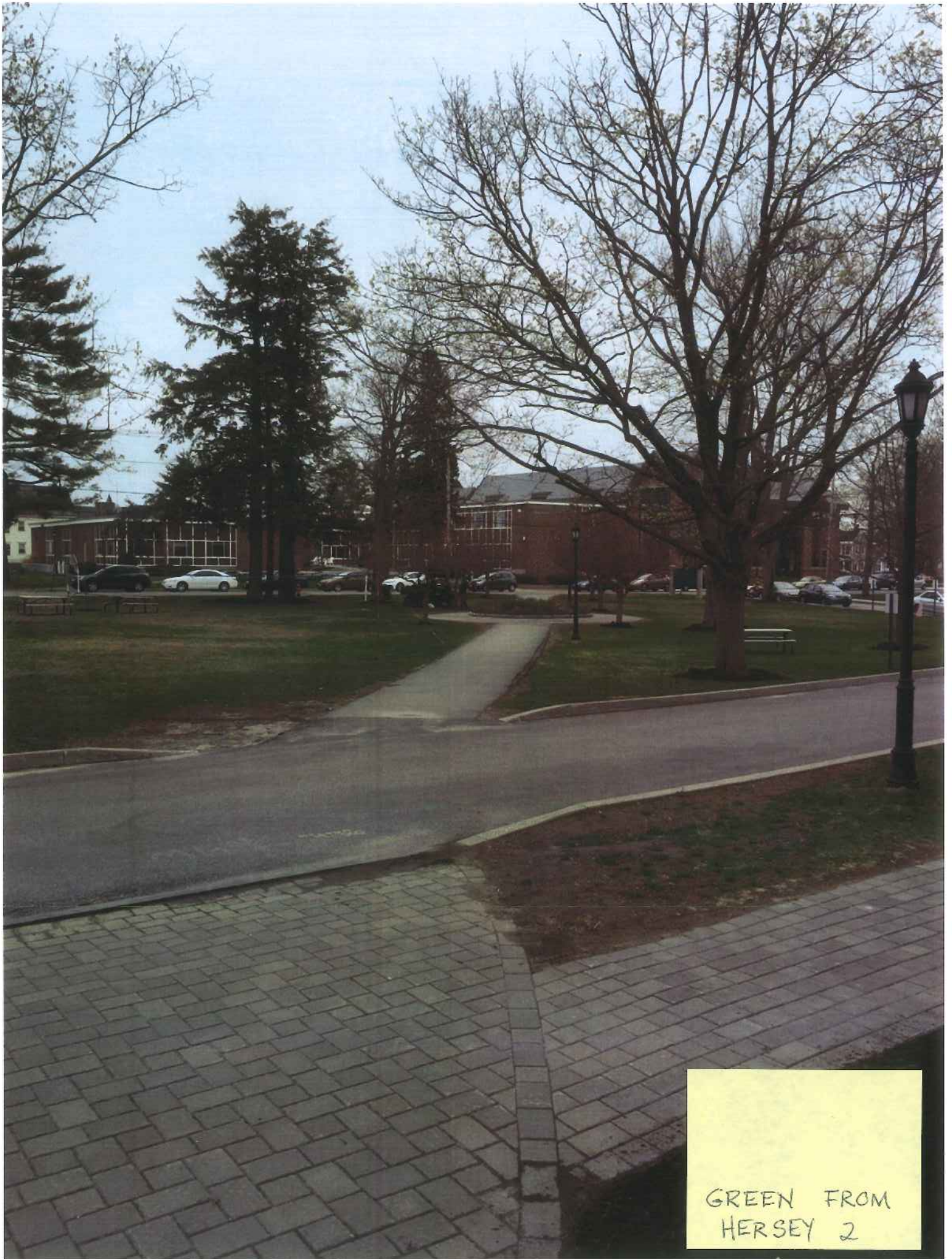
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GODDARD 1



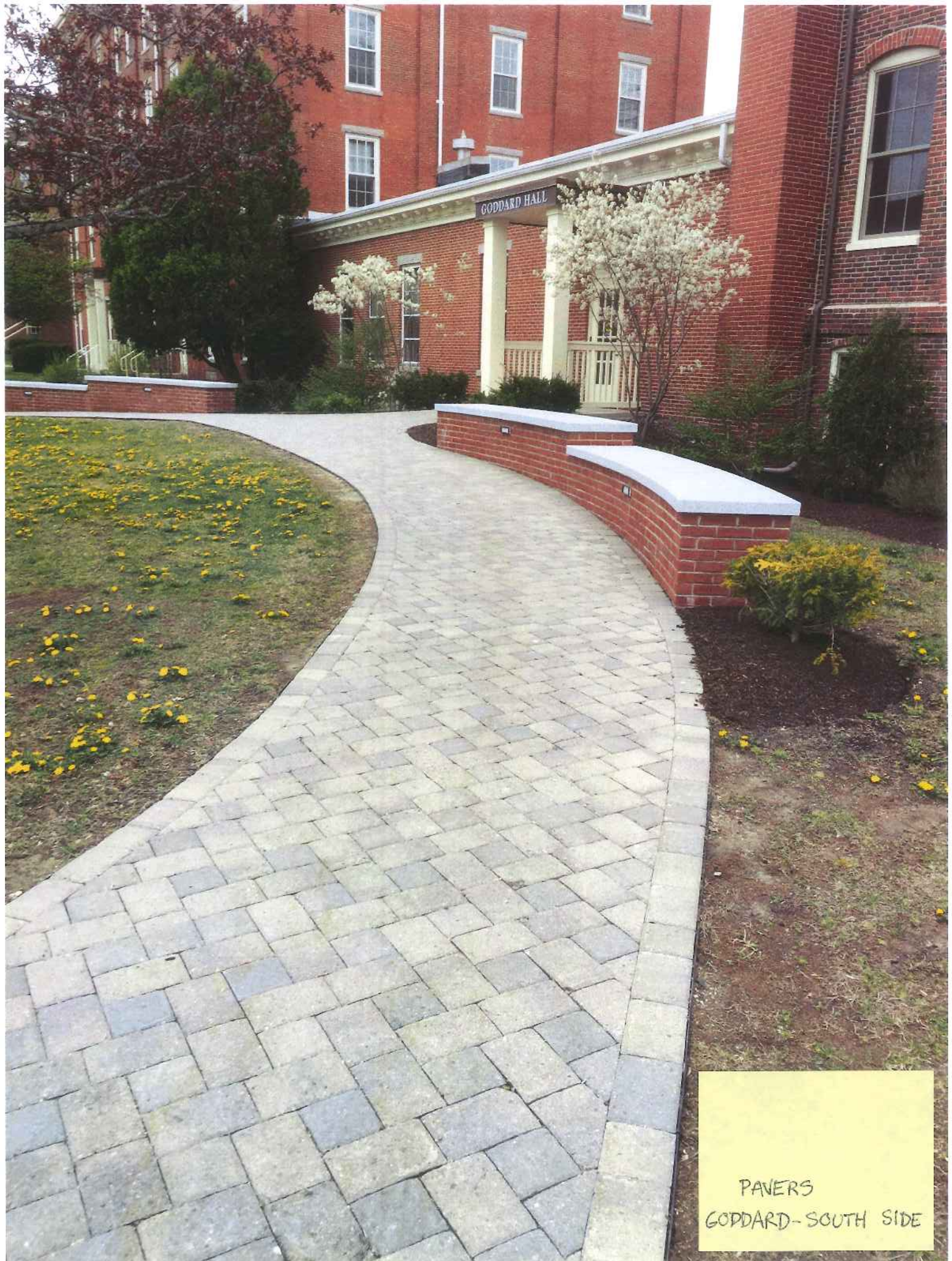
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GODDARD 2



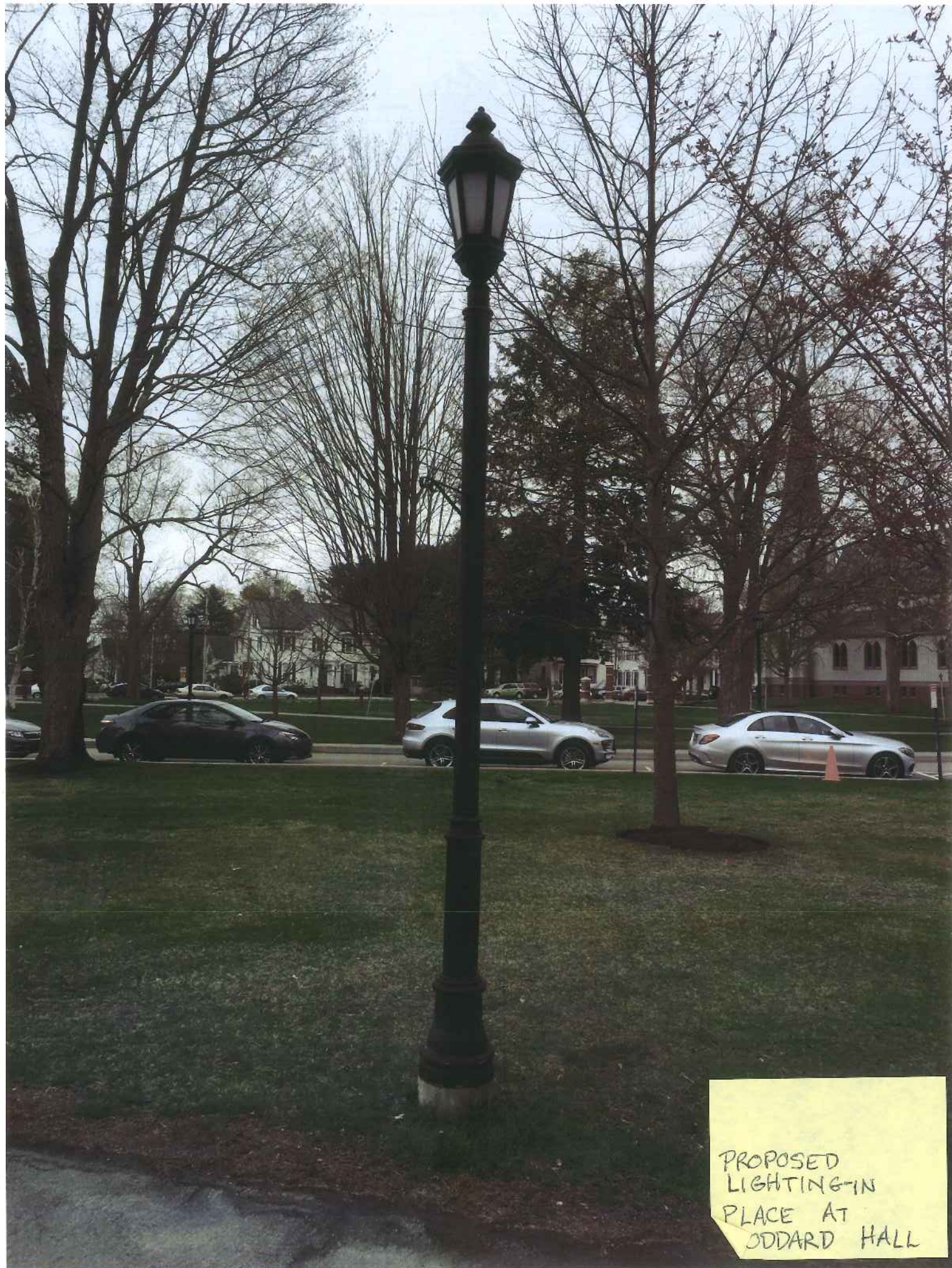
GREEN FROM
HERSEY 1



GREEN FROM
HERSEY 2



PAVERS
GODDARD-SOUTH SIDE



PROPOSED
LIGHTING- IN
PLACE AT
JODDARD HALL

Campus Green Landscape Improvements

PLAN LIST:

- L-1.1 TREE INVENTORY PLAN
- L-1.2 EXISTING CONDITIONS AND ANALYSIS PLAN
- L-1.3 SITE IMPROVEMENTS PLAN
- L-1.4 LANDSCAPE PLAN
- L-1.5 CIRCLE AND WALKWAY LANDING AREA PAVER PATTERN ENLARGEMENT PLAN
- L-1.6 NORTH AND SOUTH WALK ENTRANCE ENLARGEMENT PLAN
- L-2.1 LANDSCAPE DETAILS
- L-2.2 LANDSCAPE DETAILS

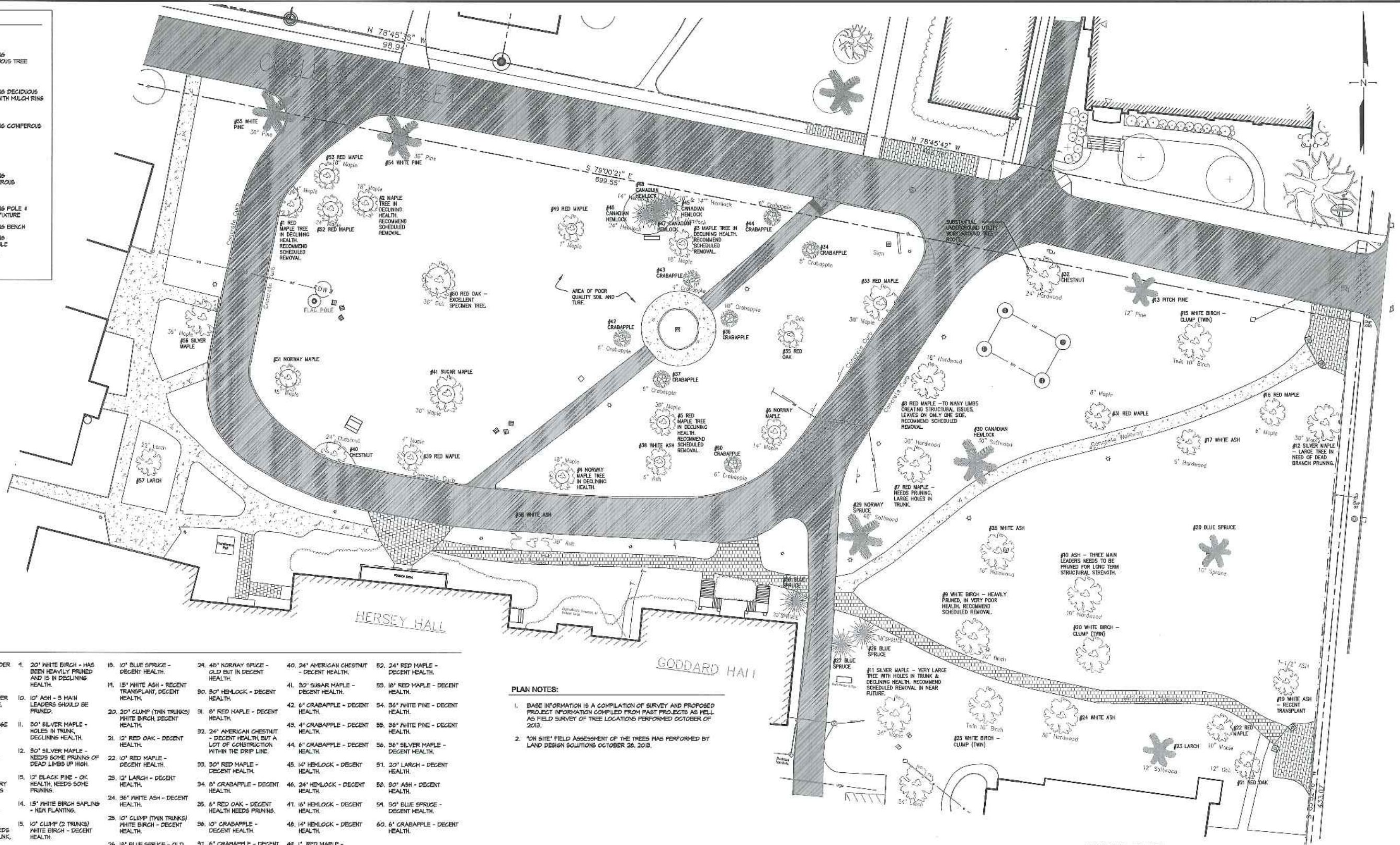
LANDSCAPE ARCHITECT:
LAND DESIGN SOLUTIONS
P.O. Box 316
160 Longwoods Road
Cumberland, Maine 04021
(207) 939-1717

Issued For Client Review & Pricing May 23, 2014

																														LAND DESIGN SOLUTIONS										DESIGN: PBB		CAMPUS GREEN LANDSCAPE													
																														LAND PLANNING, SITE PLANNING & LANDSCAPE ARCHITECTURE										DRAWN: DEPT.		STEVENS AVENUE, PORTLAND, MAINE													
																														P.O. Box 316, 160 Longwoods Road, Cumberland, ME 04021 Tel: (207) 939-1717										CHKD: PBB		COVER SHEET													
																														CLIENT & OWNER:																									
																														UNIVERSITY OF NEW ENGLAND										DATE: SEPT. 2013		PROJ. NO.												REV.	
																														11 HILLS BEACH ROAD, BIDDEFORD, ME 04005										SCALE: AS NOTED		DWG. NO.		—										A	
A 5/23/14										ISSUED FOR CLIENT REVIEW										DEPT.		PBB		PBB																															
REV. DATE										STATUS										BY		CHKD.		APPD.		REV.										DATE		STATUS										BY		CHKD.		APPD.			

LEGEND:

- EXISTING DECIDUOUS TREE
- EXISTING DECIDUOUS TREE WITH MULCH RING
- EXISTING CONIFEROUS TREE
- EXISTING CONIFEROUS TREE
- EXISTING POLE & LIGHT FIXTURE
- EXISTING BENCH
- EXISTING MOVABLE CHAIR

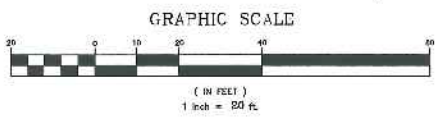


TREE INVENTORY:

- | | | | | | |
|--|--|--|--|---|---------------------------------------|
| 1. 24' RED MAPLE - OLDER TREE CLOSE TO THE ROAD, DECLINING HEALTH. | 4. 20' WHITE BIRCH - HAS BEEN HEAVILY PRUNED AND IS IN DECLINING HEALTH. | 18. 10' BLUE SPRUCE - DECENT HEALTH. | 29. 45' NORWAY SPRUCE - OLD BUT IN DECENT HEALTH. | 40. 24' AMERICAN CHESTNUT - DECENT HEALTH. | 52. 24' RED MAPLE - DECENT HEALTH. |
| 2. 18' RED MAPLE - OLDER TREE WHOSE IN BASE, DECLINING HEALTH. | 10. 10' ASH - 9 MAIN LEADERS SHOULD BE PRUNED. | 19. 15' WHITE ASH - RECENT TRANSPLANT, DECENT HEALTH. | 30. 30' HEMLOCK - DECENT HEALTH. | 41. 30' SUGAR MAPLE - DECENT HEALTH. | 53. 18' RED MAPLE - DECENT HEALTH. |
| 3. 16' RED MAPLE - LARGE MOUND WHERE LARGE BRANCH BROKE, DECLINING HEALTH. | 11. 30' SILVER MAPLE - HOLES IN TRUNK, DECLINING HEALTH. | 20. 20' CLUMP (TWIN TRUNKS) WHITE BIRCH, DECENT HEALTH. | 31. 8' RED MAPLE - DECENT HEALTH. | 42. 6' CRABAPPLE - DECENT HEALTH. | 54. 36' WHITE PINE - DECENT HEALTH. |
| 4. 18' NORWAY MAPLE - SOME ROT IN 4 LIMB CROTCH. | 12. 30' SILVER MAPLE - NEEDS SOME PRUNING OF DEAD LIMBS UP HIGH. | 21. 12' RED OAK - DECENT HEALTH. | 32. 24' AMERICAN CHESTNUT - DECENT HEALTH, BUT A LOT OF CONSTRUCTION WITHIN THE DRIP LINE. | 43. 4' CRABAPPLE - DECENT HEALTH. | 55. 36' WHITE PINE - DECENT HEALTH. |
| 5. 30' RED MAPLE - VERY OLD AND IN DECLINING HEALTH. | 13. 12' BLACK PINE - OK HEALTH, NEEDS SOME PRUNING. | 22. 10' RED MAPLE - DECENT HEALTH. | 33. 30' RED MAPLE - DECENT HEALTH. | 44. 6' CRABAPPLE - DECENT HEALTH. | 56. 36' SILVER MAPLE - DECENT HEALTH. |
| 6. 14' NORWAY MAPLE - HEALTH IS DECENT. | 14. 15' WHITE BIRCH SAPLING - NEW PLANTING. | 23. 12' LARCH - DECENT HEALTH. | 34. 8' CRABAPPLE - DECENT HEALTH. | 45. 14' HEMLOCK - DECENT HEALTH. | 57. 20' LARCH - DECENT HEALTH. |
| 7. 30' RED MAPLE - NEEDS PRUNING, HOLES IN TRUNK, DECLINING HEALTH. | 15. 10' CLUMP (2 TRUNKS) WHITE BIRCH - DECENT HEALTH. | 24. 36' WHITE ASH - DECENT HEALTH. | 35. 6' RED OAK - DECENT HEALTH NEEDS PRUNING. | 46. 24' HEMLOCK - DECENT HEALTH. | 58. 30' ASH - DECENT HEALTH. |
| 8. 18' RED MAPLE - TO MANY LIMBS FOR STRUCTURAL STRENGTH, ONLY HAS LEAVES ON ONE SIDE. | 16. 6' RED MAPLE - DECENT HEALTH. | 25. 10' CLUMP (TWIN TRUNKS) WHITE BIRCH - DECENT HEALTH. | 36. 10' CRABAPPLE - DECENT HEALTH. | 47. 16' HEMLOCK - DECENT HEALTH. | 59. 30' BLUE SPRUCE - DECENT HEALTH. |
| | 17. 6' ASH TREE - RECENT TRANSPLANT, DECENT HEALTH. | 26. 18' BLUE SPRUCE - OLD BUT DECENT HEALTH. | 37. 6' CRABAPPLE - DECENT HEALTH. | 48. 14' HEMLOCK - DECENT HEALTH. | 60. 6' CRABAPPLE - DECENT HEALTH. |
| | | 27. 18' BLUE SPRUCE - OLD BUT DECENT HEALTH. | 38. 6' WHITE ASH - RECENT TRANSPLANT, DECENT HEALTH. | 49. 1' RED MAPLE - DECENT HEALTH. | |
| | | 28. 36' WHITE ASH - DECENT HEALTH. | 39. 4' RED MAPLE - DECENT HEALTH. | 50. 30' RED OAK - SPECIMEN TREE, DECENT HEALTH. | |
| | | | | 51. 18' NORWAY MAPLE - DECENT HEALTH. | |

PLAN NOTES:

- BASE INFORMATION IS A COMPILED OF SURVEY AND PROPOSED PROJECT INFORMATION COMPILED FROM PAST PROJECTS AS WELL AS FIELD SURVEY OF TREE LOCATIONS PERFORMED OCTOBER OF 2018.
- 'ON SITE' FIELD ASSESSMENT OF THE TREES WAS PERFORMED BY LAND DESIGN SOLUTIONS OCTOBER 28, 2018.



REV.	DATE	STATUS	BY	CHKD.	APPD.	REV.	DATE	STATUS	BY	CHKD.	APPD.
A	5/23/14	ISSUED TO OWNER FOR REVIEW									



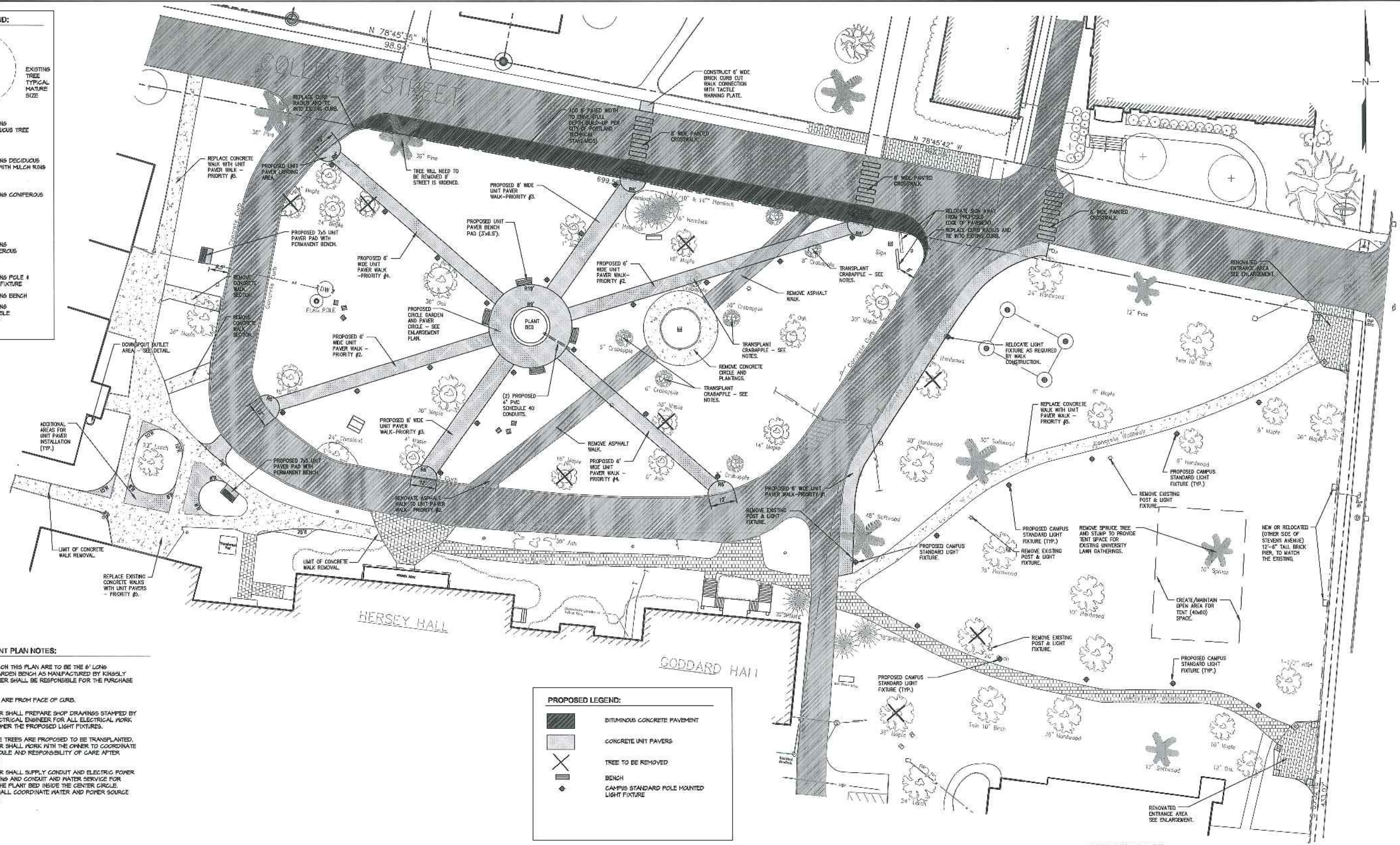
LAND DESIGN SOLUTIONS
LAND PLANNING, SITE PLANNING & LANDSCAPE ARCHITECTURE
P.O. Box 316, 160 Longhorns Road, Cumberland, ME 04001 tel: (207) 498-1111
CLIENT & OWNER:
UNIVERSITY OF NEW ENGLAND
11 HILLS BEACH ROAD, BIDDEFORD, ME 04005

DESIGN: PBB
DRAWN: DEPT.
CHKD: PBB
DATE: SEPT. 2013
SCALE: 1"=20'

CAMPUS GREEN LANDSCAPE UNE CAMPUS, PORTLAND, MAINE	
TREE INVENTORY PLAN	
PROJ. NO.	REV.
DWG. NO.	L1.1

EXISTING LEGEND:

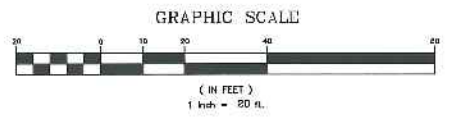
- EXISTING TREE TYPICAL MATURE SIZE
- EXISTING DECIDUOUS TREE
- EXISTING DECIDUOUS TREE WITH MULCH RING
- EXISTING CONIFEROUS TREE
- EXISTING CONIFEROUS TREE
- EXISTING POLE & LIGHT FIXTURE
- EXISTING BENCH
- EXISTING MOVABLE CHAIR



- SITE IMPROVEMENT PLAN NOTES:**
- BENCHES SHOWN ON THIS PLAN ARE TO BE THE 6' LONG "DUMARTON" GARDEN BENCH AS MANUFACTURED BY KINGSLEY BATES. THE OWNER SHALL BE RESPONSIBLE FOR THE PURCHASE ALL BENCHES.
 - ALL DIMENSIONS ARE FROM FACE OF CURB.
 - THE CONTRACTOR SHALL PREPARE SHOP DRAWINGS STAMPED BY A LICENSED ELECTRICAL ENGINEER FOR ALL ELECTRICAL WORK REQUIRED TO POWER THE PROPOSED LIGHT FIXTURES.
 - FIVE CRABAPPLE TREES ARE PROPOSED TO BE TRANSPLANTED. THE CONTRACTOR SHALL WORK WITH THE OWNER TO COORDINATE LOGISTICS, SCHEDULE AND RESPONSIBILITY OF CARE AFTER TRANSPLANTING.
 - THE CONTRACTOR SHALL SUPPLY CONDUIT AND ELECTRIC POWER FOR TREE LIGHTING AND CONDUIT AND WATER SERVICE FOR IRRIGATION TO THE PLANT BED INSIDE THE CENTER CIRCLE. CONTRACTOR SHALL COORDINATE WATER AND POWER SOURCE WITH THE OWNER.

PROPOSED LEGEND:

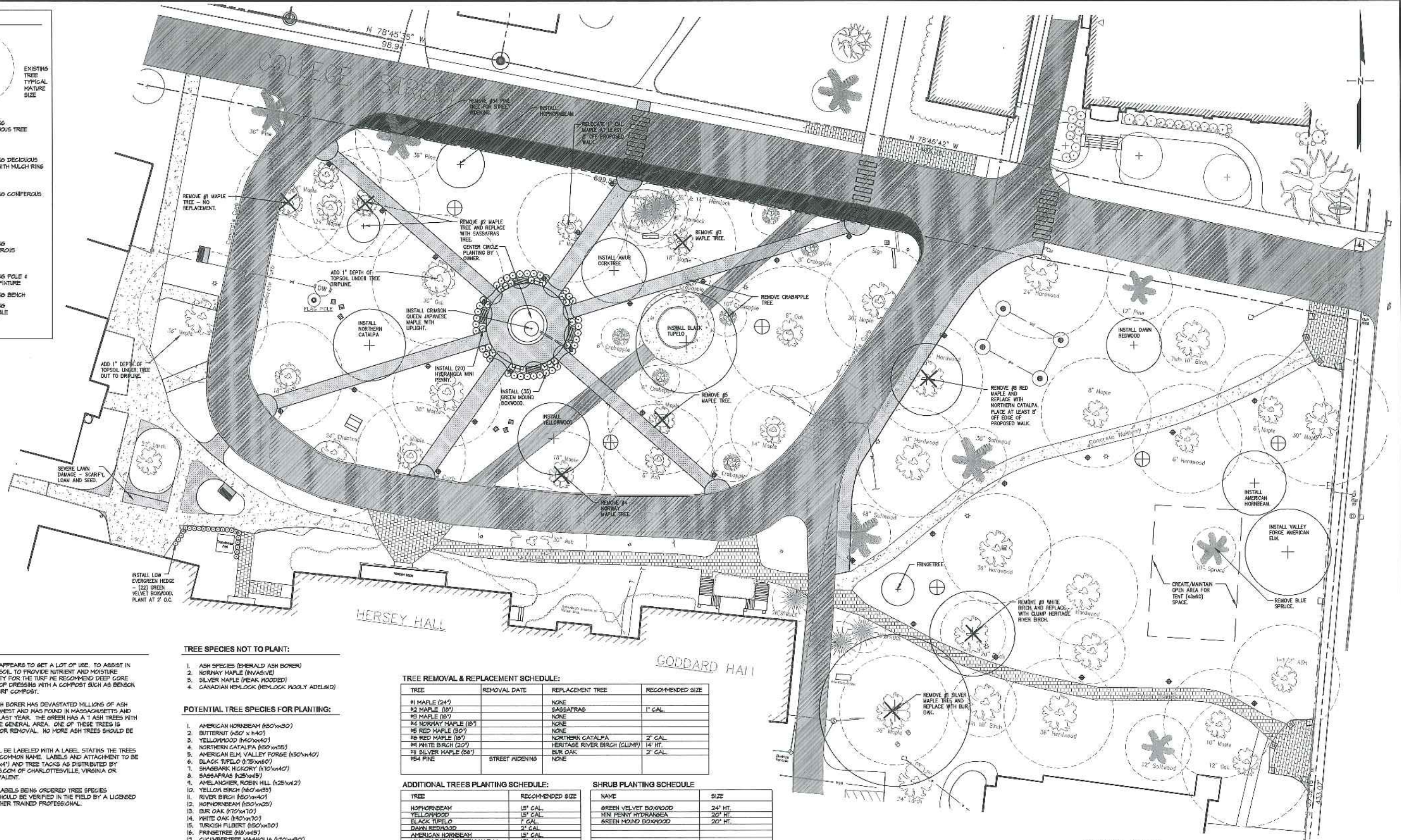
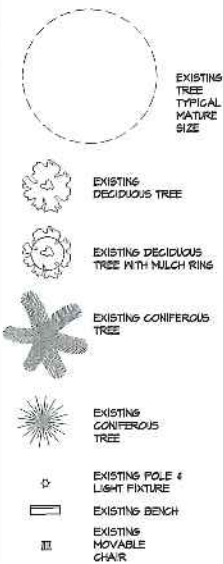
- BITUMINOUS CONCRETE PAVEMENT
- CONCRETE UNIT PAVERS
- TREE TO BE REMOVED
- BENCH
- CAMPUS STANDARD POLE MOUNTED LIGHT FIXTURE



Source: Hersey, C:\Users\pbb\OneDrive\Land Design Solutions\Hersey Hall\Hersey Hall.dwg / Date: 05/19/14 / 8:03 PM

							LAND DESIGN SOLUTIONS LAND PLANNING, SITE PLANNING & LANDSCAPE ARCHITECTURE P.O. Box 316, 160 Longwood Road, Cumberland, ME 04081 tel: (207) 484-1111 CLIENT & OWNER: UNIVERSITY OF NEW ENGLAND 11 HILLS BEACH ROAD, BIDDEFORD, ME 04005		DESIGN: PBB DRAWN: DEPT. CHKD: PBB DATE: SEPT. 2013 SCALE: 1"=20'	CAMPUS GREEN LANDSCAPE UNE CAMPUS, PORTLAND, MAINE SITE IMPROVEMENTS PLAN		REV. A
REV.	DATE	STATUS	BY	CHKD./APPD.	REV.	DATE	STATUS	BY	CHKD./APPD.	PROJ. NO.	DWG. NO.	L-1.3
A	5/19/14	ISSUED TO OWNER FOR REVIEW	DEPT.	PBB	PBB							

LEGEND:



PLAN NOTES:

- THE LAWN AREA APPEARS TO GET A LOT OF USE. TO ASSIST IN BUILDING UP THE SOIL TO PROVIDE NUTRIENT AND MOISTURE HOLDING CAPACITY FOR THE TURF WE RECOMMEND DEEP CORE AERATION AND TOP DRESSING WITH A COMPOST SUCH AS BENSON FARMS BURT & TURF COMPOST.
- THE EMERALD ASH BORER HAS DEVASTATED MILLIONS OF ASH TREES IN THE MIDWEST AND HAS FOUND IN MASSACHUSETTS AND NEW HAMPSHIRE LAST YEAR. THE GREEN HAS A T ASH TREES WITH 3 OF THE T IN ONE GENERAL AREA. ONE OF THESE TREES IS RECOMMENDED FOR REMOVAL. NO MORE ASH TREES SHOULD BE PLANTED.
- ALL TREES SHALL BE LABELED WITH A LABEL STATING THE TREE'S BOTANICAL AND COMMON NAME. LABELS AND ATTACHMENT TO BE TREE LABELS (3"x4") AND TREE TACKS AS DISTRIBUTED BY GARDENMARKERS.COM OF CHARLOTTESVILLE, VIRGINIA OR APPROVED EQUIVALENT.
- PRIOR TO TREE LABELS BEING ORDERED TREE SPECIES IDENTIFICATION SHOULD BE VERIFIED IN THE FIELD BY A LICENSED ARBORIST OR OTHER TRAINED PROFESSIONAL.

SCULPTURE

THERE ARE MANY LAWN AREAS WHICH WOULD BE CONDUCTIVE TO THE PLACEMENT OF A SCULPTURE TO PROVIDE INTEREST TO THOSE PASSING THROUGH THE GREEN.

TREE SPECIES NOT TO PLANT:

- ASH SPECIES (EMERALD ASH BORER)
- NORWAY MAPLE (INVASIVE)
- SILVER MAPLE (WEAK WOODS)
- CANADIAN HEMLOCK (RELOCK WOOLY ADELGID)

POTENTIAL TREE SPECIES FOR PLANTING:

- AMERICAN HORNBEE (60'x30')
- BUTTERNUT (50'x40')
- YELLOWWOOD (40'x40')
- NORTHERN CATALPA (60'x35')
- AMERICAN ELM, VALLEY FORGE (50'x40')
- BLACK TUPELO (10'x60')
- SHAGBARK HICKORY (10'x40')
- SASSAPARILLA (25'x15')
- AMELANCHIER, ROBIN HILL (125'x12')
- YELLOW BIRCH (60'x35')
- RIVER BIRCH (60'x40')
- HOPHORNBEAM (60'x25')
- BUR OAK (10'x10')
- WHITE OAK (40'x10')
- AMERICAN HORNBEE (60'x30')
- FRINGETREE (10'x15')
- CUCUMBERTREE MASHNOLIA (10'x15')
- DAWN REDWOOD (60'x25')
- AMUR CORKTREE, MACHO (60'x30')
- GINKGO BILOBA, SARATOGA (60'x40')

TREE REMOVAL & REPLACEMENT SCHEDULE:

TREE	REMOVAL DATE	REPLACEMENT TREE	RECOMMENDED SIZE
#1 MAPLE (24')		NONE	
#2 MAPLE (18')		SASSAPARILLA	1" CAL.
#3 MAPLE (18')		NONE	
#4 NORWAY MAPLE (8')		NONE	
#5 RED MAPLE (20')		NORTHERN CATALPA	2" CAL.
#6 WHITE BIRCH (20')		HERITAGE RIVER BIRCH (CLUMP)	14' HT.
#7 SILVER MAPLE (26')		BUR OAK	2" CAL.
#84 PINE	STREET ADJACENT	NONE	

ADDITIONAL TREES PLANTING SCHEDULE:

TREE	RECOMMENDED SIZE
HOPHORNBEAM	15' CAL.
YELLOWWOOD	15' CAL.
BLACK TUPELO	1" CAL.
DAWN REDWOOD	2" CAL.
AMERICAN HORNBEE	15' CAL.
VALLEY FORGE AMERICAN ELM	15' CAL.
FRINGETREE	1" CAL.
MACHO AMUR CORKTREE	15' CAL.
CRIMSON QUEEN JAPANESE MAPLE	20' CAL.

SHRUB PLANTING SCHEDULE

NAME	SIZE
GREEN VELVET BOXWOOD	24' HT.
MIN PENNY HYDRANGEA	20' HT.
GREEN MOUND BOXWOOD	20' HT.

** THIS TREE IS TO BE A SPECIMEN AND MUST BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO PURCHASING.

Drawn: [Signature] Date: 5/23/14

REV.	DATE	STATUS	BY	CHKD.	APPD.	REV.	DATE	STATUS	BY	CHKD.	APPD.
A	5/23/14	ISSUED TO OWNER FOR REVIEW									

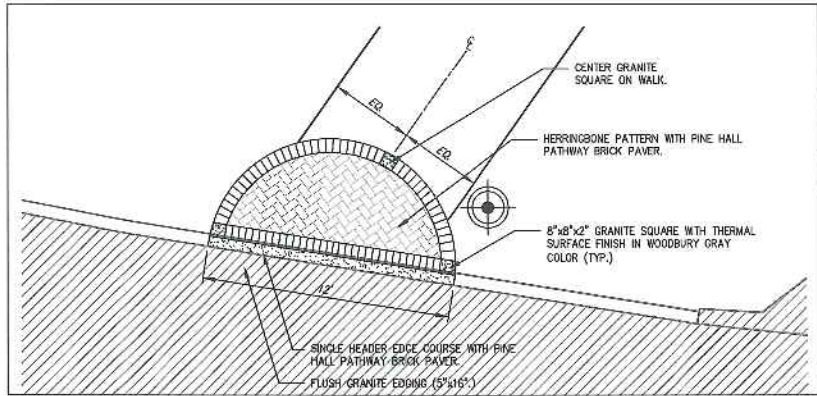


LAND DESIGN SOLUTIONS
LAND PLANNING, SITE PLANNING & LANDSCAPE ARCHITECTURE

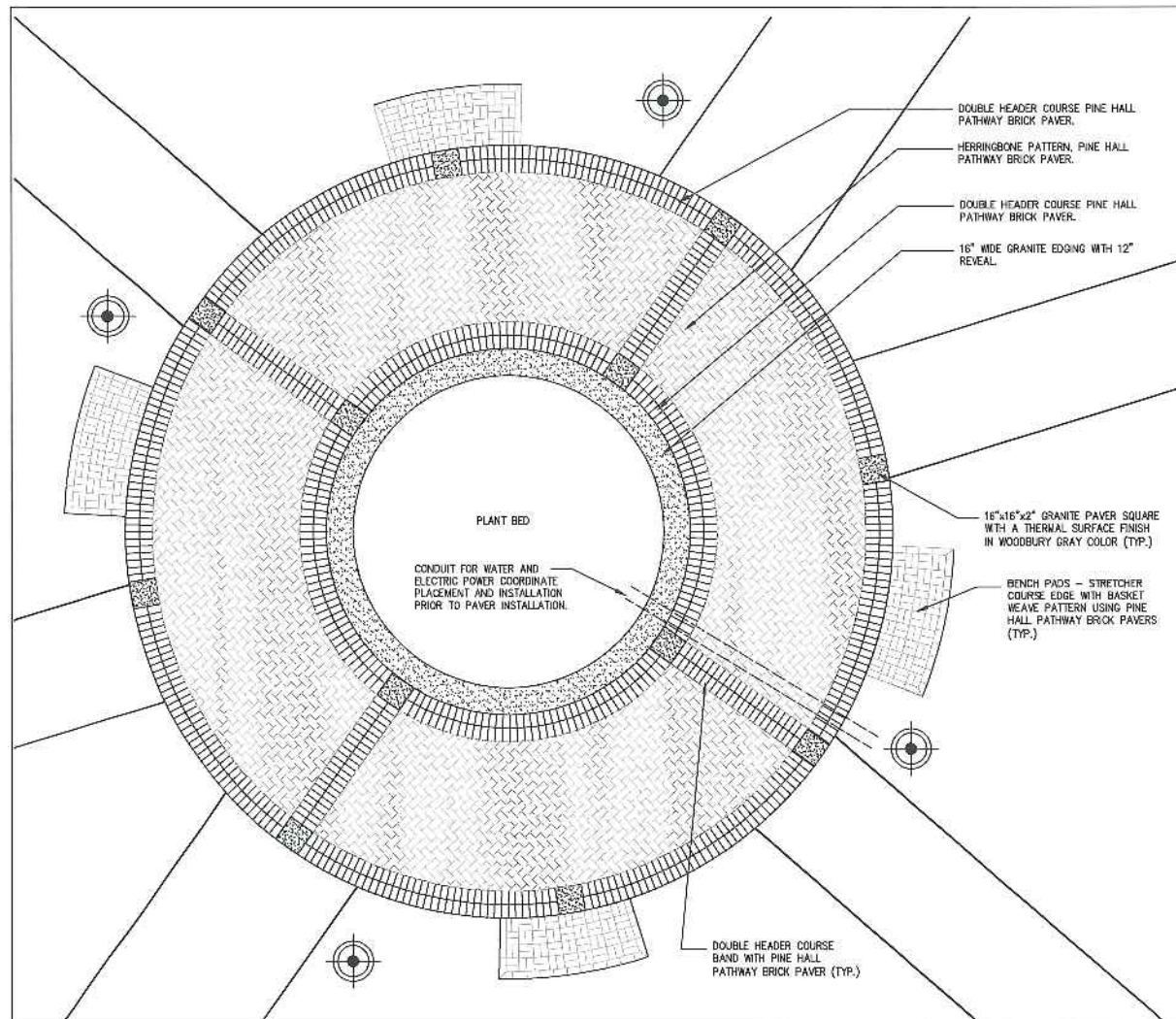
P.O. Box 916, 160 Longroads Road, Cumberland, ME 04081 Tel: (207) 494-1111

CLIENT & OWNER:
UNIVERSITY OF NEW ENGLAND
11 HILLS BEACH ROAD, BIDDEFORD, ME 04005

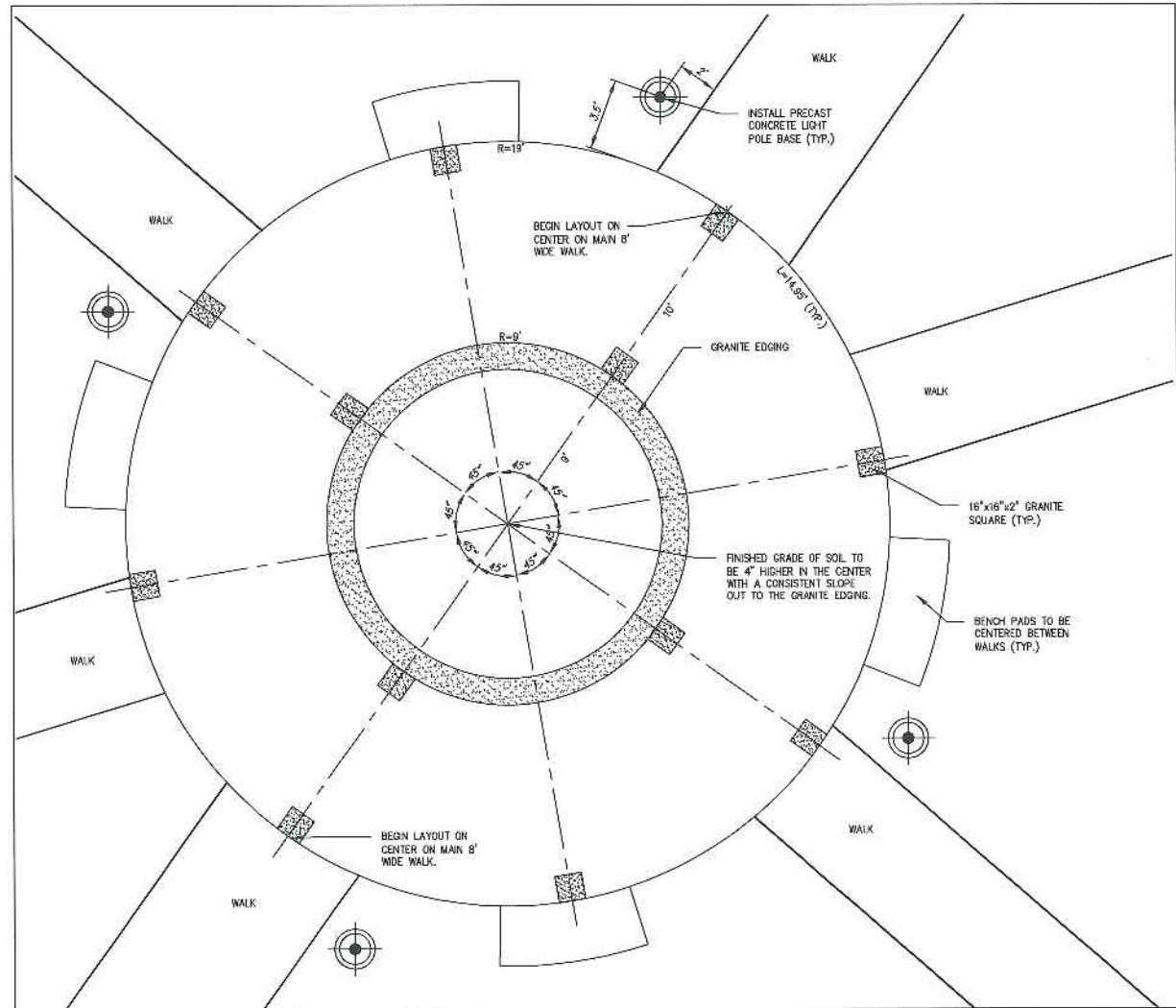
DESIGN: PBB	CAMPUS GREEN LANDSCAPE ONE CAMPUS, PORTLAND, MAINE	PLANTING PLAN	REV. A
DRAWN: DEPT.			
CHKD: PBB			
DATE: SEPT. 2013	PROJ. NO.	DWG. NO.	
SCALE: 1"=20'			L-1.4



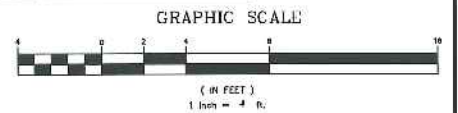
TYPICAL WALKWAY LANDING AREA PAVING PATTERN



CIRCLE PAVING PATTERN ENLARGEMENT



CIRCLE LAYOUT ENLARGEMENT



Drawing Name: C:\Users\pbb\OneDrive\Land Design Solutions\Projects\Maine\Stevens Avenue\Stevens Avenue Circle and Walkway Landing Area Enlargements.dwg Plot Date: 5/23/14 11:47 AM

REV.	DATE	STATUS	BY	CHKD.	APPD.	REV.	DATE	STATUS	BY	CHKD.	APPD.
A	5/23/14	ISSUED TO OWNER FOR REVIEW									



LAND DESIGN SOLUTIONS
 LAND PLANNING, SITE PLANNING & LANDSCAPE ARCHITECTURE
 P.O. Box 316, 160 Longhorns Road, Cumberland, ME 04001 Tel: (207) 459-1717
 CLIENT & OWNER:
UNIVERSITY OF NEW ENGLAND
 11 HILLS BEACH ROAD, BIDDEFORD, ME 04005

DESIGN: PBB
 DRAWN: DEPT.
 CHKD: PBB
 DATE: SEPT. 2013
 SCALE: 1/4"=1'

CAMPUS GREEN LANDSCAPE
 ONE CAMPUS, STEVENS AVENUE, PORTLAND, MAINE
CIRCLE AND WALKWAY LANDING AREA ENLARGEMENTS PLAN
 PROJ. NO.:
 DWG. NO.:
 REV. A



-
- PLANT BED/LAWN
- EXTEND BASE 6" PAST PAVERS
- FLEXIBLE EDGE RESTRAINT WHERE PAVES ABUT PLANT BEDS OR LAWN. ATTACH AS PER MANUFACTURER'S RECOMMENDATION OR AS APPROVED BY THE OWNER'S REPRESENTATIVE.
- PATHWAY RED BRICK PAVER
- HAND TIGHT BUTT JOINT ALL SIDES OF UNIT PAVER. SWEET JOINTS WITH POLYMERIC SAND FILLER. REPEATEDLY UNTIL FLUSH WITH SURFACE.
- 1" SAND SETTING BED. ONLY CONCRETE SAND CONFORMING TO ASTM C28 SHALL BE USED.
- 6" COMPACTED CRUSHED AGGREGATE BASE GRAVEL SHALL CONFORM TO M.I.D.O.T. 100.06 TYPE
- 8" COMPACTED AGGREGATE BASE GRAVEL SHALL CONFORM TO M.I.D.O.T. 100.06 TYPE D.
- EXISTING SUBGRADE MATERIAL (CLT) OR COMPACTED GRANULAR (FILL).
- TYPICAL PAVER SECTION

A cross-sectional diagram of a curb and gutter installation. The diagram shows a central curb structure with a brick-patterned base. To the left of the curb is a sloped area labeled 'PAVER WALK'. To the right is a flat area labeled 'BITUMINOUS CONCRETE PAVEMENT'. The curb itself is labeled 'FLUSH GRANITE CURB, 8" WIDE, 4 FT. LENGTH MINIMUM.' Below the curb, a vertical dimension line indicates a '12"' height for a layer of 'COMPACTED GRAVEL'. Below the gravel is a layer of '6" CRUSHED AGGREGATE BASE COURSE SEE PAVING BUILD-UP THIS DWG.' The bottom-most layer is labeled 'COMPACTED SUBGRADE'.

② LAWN INSTALLATION (SEED OR SOD)
SCALE: NTS

-
- 1 PLANT BED/LAWN
- 2 EXTEND BASE 6" FAST PAVERS
- 3 FLEXIBLE EDGE RESTRAINT WHERE PAVES ADJUT PLANT BEDS OR LAWN. ATTACH AS PER MANUFACTURERS RECOMMENDATION OR AS APPROVED BY THE OWNERS REPRESENTATIVE.
- 4 CONCRETE UNIT PAVES
- 5 HAND TIGHT BUTT JOINT ALL SIDES OF UNIT PAVES, SKEED JOINTS WITH POLYURETHIC SAND FILLER REPEATEDLY UNTIL FLUSH WITH SURFACE.
- 6 1" SAND SETTING BED. ONLY CONCRETE SAND CONFORMING TO ASTM C268 SHALL BE USED.
- 7 6" COMPACTED CRUSHED AGGREGATE BASE. GRAVEL SHALL CONFORM TO M.I.D.C.T. 103.06 TYPE A.
- 8 6" COMPACTED AGGREGATE BASE. GRAVEL SHALL CONFORM TO M.I.D.C.T. 103.06 TYPE D.
- EXISTING SUBGRADE MATERIAL (CUT) OR COMPACTED GRANULAR (FILL).
- TYPICAL PAVES SECTION

COLLEGE STREET (HISTORIC LAWN)

FLUSH GRANITE EDGE SECTION

LANDSCAPE

LANDSCAPE

CONCRETE UNIT PAVEMENT WALK

BRICK WALKWAY LANDING AREA - SEE ENLARGEMENT.

24" WIDE x 1" (SEE PLAN) DETECTABLE WARNING PANEL ON CAST IN PLACE CONCRETE PANEL. COLOR TO BE DARK GRAY (93618).

4" WIDE PINE HALL PATHWAY PAVEMENT PERIMETER.

3 SHRUB PLANTING DETAIL
SCALE: N.T.S.

-
- 1'-2" DEPTH OF DARK BARK MULCH
- 1" REVEAL
- 16"
- GRANITE BLOCK TO BE 16"x22"x4L (MIN) IN MOODYBURY GRAY COLOR WITH A THERMAL FINISH TOP SURFACE AND ROCK FACE FINISH ON THE SIDES.
- 12"
- 24" DEPTH PLANT BED SOIL
- 8"
- GRANITE BLOCK
- 10"
- PAVERS
- BRICK PAVES BUILD-UP
- COMPACTED 3/4" CRUSHED STONE
- WRAP CRUSHED STONE IN GEOTEXTILE FABRIC SUCH AS MIMMI MON OR EQUIVALENT

The diagram illustrates the steps for transplanting a tree. It shows a tree with its root ball being moved into a prepared pit. The root ball is wrapped in burlap and secured with wire. The pit is excavated to be 2 times the width of the root ball. The process involves placing the root ball in the pit, adding soil, and ensuring the trunk is properly supported and the root ball is covered with a layer of mulch and a temporary earth saucer to hold water.

1. STAKE ONLY TREES WITH SANDY OR CLAYEY ROOTBALLS. WHEN REQUIRED STAKING SHALL CONFORM TO THE LATEST GUIDELINES FROM THE INTERNATIONAL SOCIETY OF ARBORICULTURE.
2. TREE SHALL BE SET FLANK. DO NOT CUT MAIN LEADER.

CUT AND PRUNE ALL DEAD AND BROKEN BRANCHES.

PLACE ROOT BALL SO TOP OF ROOTBALL IS 1" ABOVE FINISHED GRADE! DO NOT COVER TRUNK FLANK WITH SOIL.

3" SHREDDED BARK MULCH. KEEP MULCH 8" AWAY FROM TRUNK.

TEMPORARY EARTH SAUCER TO HOLD WATER.

CUT 4 REMOVE BURLAP AND WIRE FROM TOP 2/3 OF ROOTBALL. FOLD REMAINING BURLAP & WIRE DOWN INTO PLANT PIT. IF BURLAP IS SYNTHETIC REMOVE COMPLETELY.

PLANTING SOIL MIX (20 PARTS TOPSOIL, 4 PARTS FINE MOSS AND 1 PART WELL ROTTED MANURE OR OTHER COMPOSTED ORGANIC MATERIAL OF LOW PH). BACKFILL IN LOOSE LIFTS OF 6"-8" DEPTH. SETTLE WITH THOROUGH WATERING.

PLACE ROOTBALL ON DEXCAVATED OR TAMPED SOIL.

EXCAVATE TREE PIT
2 X ROOTBALL

NOTES:

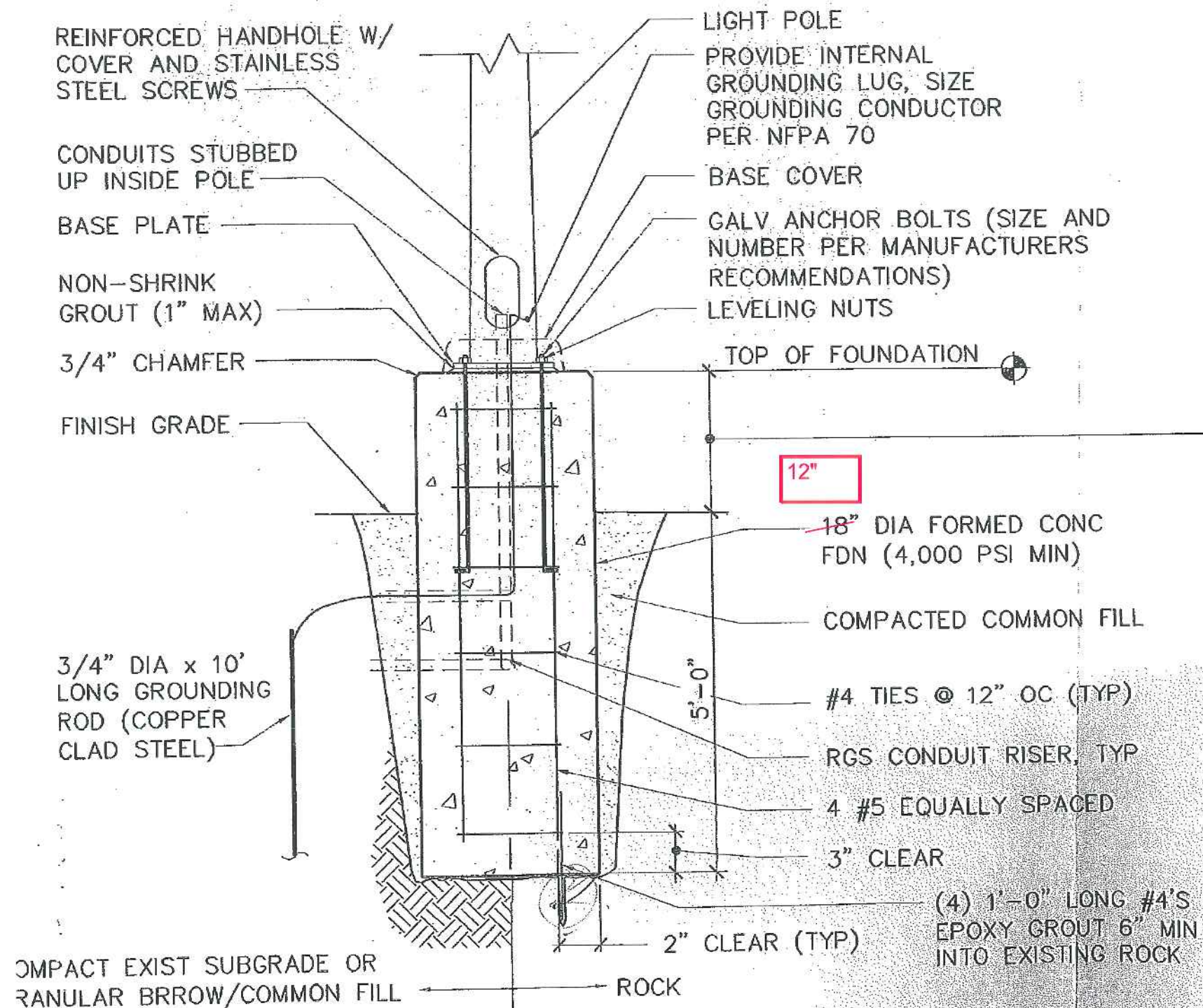
1. GROSSWALKS SHALL CONFORM TO THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT AND ALL LOCAL CODES AND MUTCD STANDARDS.
2. ALL PAINT SHALL BE LEAD FREE, FAST DRYING, 100% ACRYLIC WATERBORNE TRAFFIC PAINT WITH SILICA SAND FOR SKID RESISTANCE, MEETING THE REQUIREMENTS OF TT-P-352E TYPE I. ALL PAINT SHALL BE APPLIED AS SPECIFIED BY THE MANUFACTURER.
3. OWNER TO APPROVE THE LAYOUT OF GROSSWALKS PRIOR TO PAINTING.

24" WIDE WHITE LINE
PARALLEL TO
TRAFFIC FLOW (TYP.)

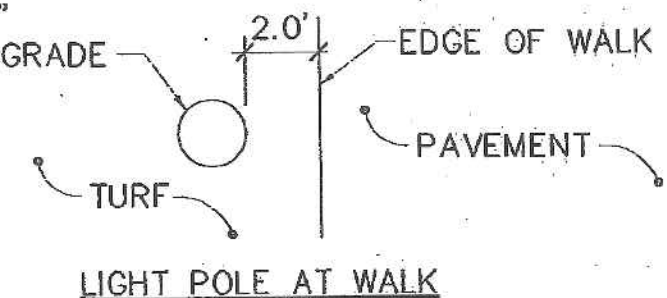
SPACING BETWEEN WHITE
LINES TO BE 24" (TYP.)

CROSSWALK
WIDTH = 8'

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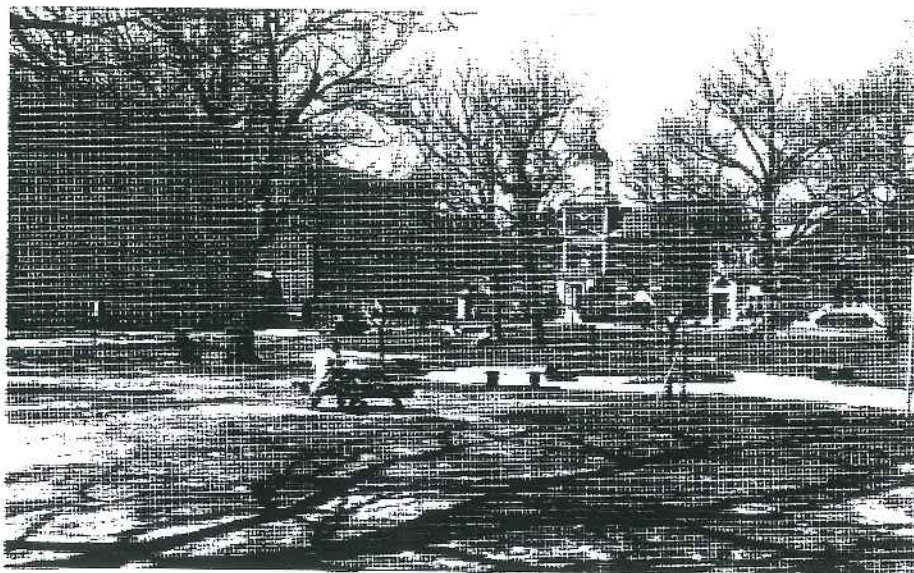
LIGHT POLE
FOUNDATION; TOP OF
FOUNDATION 6"
ABOVE FINISH GRADE



LIGHT POLE FOUNDATION LOCATION
AND HEIGHT ABOVE FINISH GRADE
NOT TO SCALE

TOTAL 19

Westbrook College Historic District

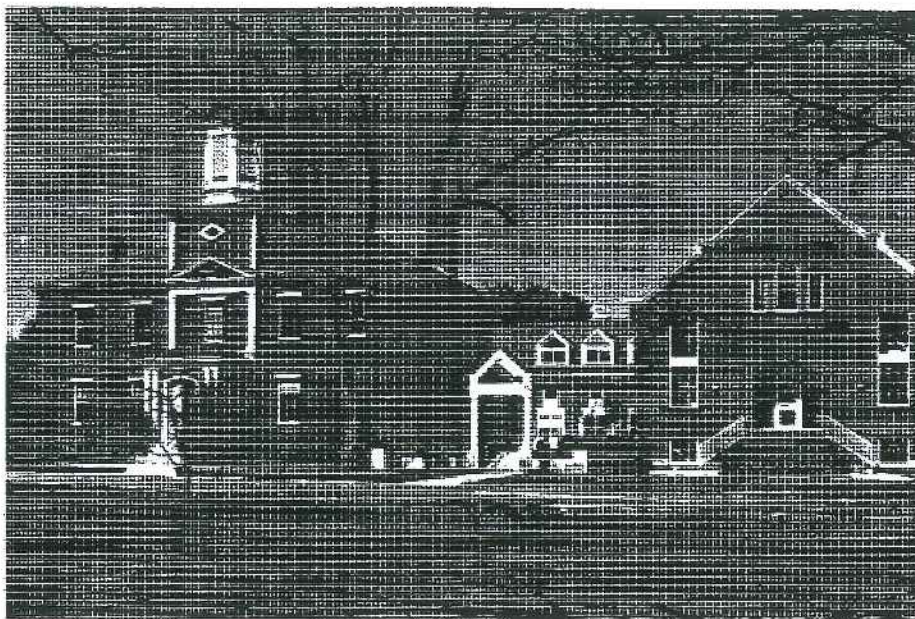


View of Westbrook College campus showing, from left, Goddard Hall, 1857; Hersey Hall, 1869; Alumni Hall (Westbrook Seminary Building), 1833; and Abplanalp Library, 1987, which incorporates the McArthur Gymnasium of 1900. Unlike other historic districts in the city where the buildings are oriented toward a public street, Westbrook College's buildings are sited around an internal common. While there was no formal plan to guide the development of the campus, each new building followed general patterns set by earlier development.

The Westbrook College Historic District is composed of a cohesive, homogeneous group of nineteenth and twentieth century buildings that initially formed a rural campus before the incorporation of the area into the City of Portland. The district possesses considerable architectural integrity because of its common collegiate function, and also represents many of the significant styles of Portland's architecture. The earliest building is Federal (Westbrook Seminary Building, now Alumni Hall), followed by Gothic Revival (Universalist Church, which served as the college library before its recent restoration as a college auditorium), Italianate (Goddard Hall and Hersey Hall), and Colonial Revival (McArthur Gymnasium, now part of the present library, and Proctor Hall). Exemplary new construction of the Abplanalp Library has added compatible modern architecture to the group of historic buildings. And the restoration of the Universalist Church as a college auditorium has returned that building to a function very similar to its initial purpose.

The charter for Westbrook Seminary (the college's original name) was signed in 1831, and the first term of classes began in June, 1934. Westbrook Seminary was in its early years coeducational, but in 1925 became Westbrook Seminary and Junior College for women only, and in 1933 Westbrook Junior College. Since 1974 it has operated under the name of Westbrook College as a four-year liberal arts college with a curriculum emphasizing nursing and business courses.

The evolution of the institution was not accompanied by any overall long-range design, which guided the planning of the campus and siting of buildings. Yet when each new structure was erected, it was sensitively related to the preceding buildings, resulting in the visual cohesion that the campus reveals today. This development transformed a small one-building seminary into a college with a typical landscaped quadrangle around which the educational functions are organized.



The Westbrook Seminary Building (Alumni Hall) of 1833 and the McArthur Gymnasium (Abplanalp Library) of 1900 make the point that similarity of material, color, openings and shapes harmonize structures of different eras. The architect of the 1987 Abplanalp Library project (Amsler, Hagenah, MacLean) drew upon this context to design connecting areas and a gateway.

The first building, erected in 1833, was Alumni Hall, built originally with a tower taken from the Market House in Portland, which stood in the Monument Square. The saving of the tower is an early instance of a preservationist attitude in Portland, and its survival at its present site provides a partial glimpse back to an important Portland civic building during the period of Maine's early statehood.

The college buildings that followed are grouped loosely around what has become a campus green, with the north boundary established by other college buildings which are not part of the present historic district. The Universalist Church (now a college auditorium and part of the district) stands somewhat apart from the campus group, evoking its original function as a church fronting on Stevens Avenue. The campus is pleasantly landscaped with lawns and trees, adding further coherence to the group of buildings. The buildings are well-designed and built of brick with wood and stone trim, with the exception of the auditorium which is wood-frame construction with a board and batten exterior. All of the structures now serve educational functions and are in excellent condition, well maintained, and without inharmonious intrusions.

Individual Buildings which comprise the district:

- Westbrook Seminary Building (now Alumni Hall) was erected in 1833 as a well-proportioned two-story brick building, rising above vernacular architecture by the Federal-style pilasters and pediment in the center that lead upward to the octagonal tower taken from the Portland Market House of 1825.
- Goddard Hall and Hersey Hall were the next buildings erected, in 1857 and 1869 respectively, and their placement beside each other but at a right angle to Alumni Hall began the idea of a campus quadrangle. Both buildings are four stories in height and built of brick with stone trim. Their Italianate style emerges from details such as window rhythms set in recessed panels and bracketed cornices.
- The Universalist Church (now the college auditorium) was designed by Francis H. Fassett in 1867 to front on Stevens Avenue, with its axis paralleling that of Goddard and Hersey halls. The church is Gothic Revival in style, with a wood-frame structure, a board and batten exterior, lancet windows, and a corner tower.
- McArthur Gymnasium (now part of Abplanalp Library) was built in 1900 with Francis H. Fassett and Edward F. Fassett the architects. Its location beside Alumni Hall reinforces the campus plan of an L-shaped grouping of buildings facing a quadrangle. The building is a simple brick structure except for its entrance

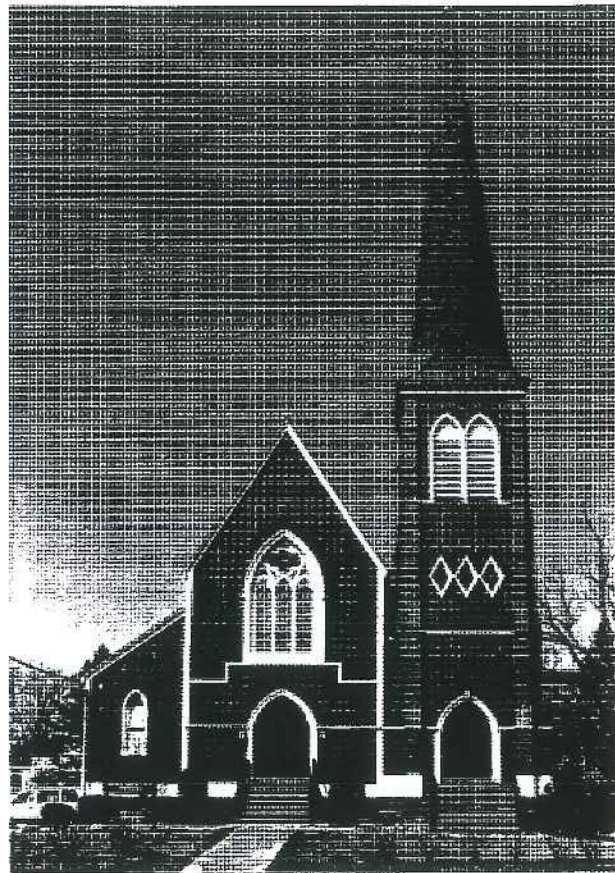
frontispiece, an arched and recessed entrance with a Venetian window above, motifs that show the influence of Colonial Revival.

- Proctor Hall was erected in 1952 in the opening between Hersey Hall and Alumni Hall, effectively closing the L-shaped campus group with a four-story brick building that conforms to the massing and window rhythms of Goddard and Hersey halls.

- Abplanalp Library of 1987 by Amsler, Hagenah, MacLean Architects, combines the conversion of McArthur Gymnasium into a two-story reading room with new construction of study rooms and offices that connect the old gymnasium to Alumni Hall. The new construction features brick facing with white trim and

results in a neo-Georgian courtyard between the old and new construction.

Without a comprehensive plan, the Westbrook College campus has evolved into a cohesive grouping of buildings because each new structure was sensitively sited to relate to earlier buildings and designed to present a harmonious appearance even though the buildings show a succession of nineteenth-century styles. The historic district as a whole evokes the idea of a typical New England college quadrangle resulting from the Colonial Revival impulse to create groupings of buildings around greens or commons.



Universalist Church (Westbrook College Auditorium) of 1867, designed by Francis H. Fassett is a Gothic Revival structure with characteristic board and batten exterior, pointed arched openings and steep roof. Fassett designed many masonry structures in Portland as well as a quantity of wooden buildings. This structure stands apart from the other campus buildings and faces directly on Stevens Avenue thus emphasizing its direct relation to the community historically and in the present.

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

**CONSENT ITEM/PRELIMINARY REVIEW
380 DANFORTH STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: May 27, 2016

RE: June 1, 2016 **Preliminary Review, Consent Agenda – Discussion
Regarding General Scale (specifically Building Height), Massing**

Application for: New Infill Construction

Address: 380 Danforth Street

Applicant: Constance Bloomfield and William McFarlane

Architect: Jessie Thompson, Kaplan Thompson Architects

Introduction

Applicants Constance Bloomfield and William McFarlane, who have submitted a preliminary proposal for infill residential construction at 380 Danforth Street, requested some time ago to be scheduled for a preliminary workshop on June 1. Due to an oversight on staff's part, the item was not included on the Board's regular agenda or advertised. Given the applicant's desire to resolve threshold questions related to their proposal at this time so that they can proceed with design development, staff offered to forward the application to the Board as a consent item. (Consent items do not require formal advertisement, nor are final decisions regarding consent items made at the meeting.)

Given time constraints and the fairly limited nature of the questions before the Board at this time (a more detailed workshop on the project has been scheduled for June 15), staff has not prepared a detailed report. Wednesday's review is intended to provide the applicant with some preliminary direction, particularly with respect to the question of building height, to aid in design development.

Attachments:

1. Applicant cover letter
2. Preliminary application

William McFarlane & Constance Bloomfield

To the Members of the Historic Preservation Board
Deb Andrews, Manager Historic Preservation Program

This application for workshop review is concerned with the form of the proposed new 2-family house on Danforth St. and more particularly with a request to the Board to recommend to the Zoning Administrator a 4-foot height adjustment to the maximum 35-foot above average grade for this particular parcel. The site is a steep hill, unique in the West End Historic District to the south side of Danforth St., and more particularly to this vacant lot. Because of the hill, averaging the grade limits the height of the structure in relation to the existing buildings on the street and affects its compatibility with the historic neighborhood.

The building height in Scheme B, which is more appropriately scaled to the streetscape, is 32'-3" above sidewalk grade and would be well below the height limitation of any other site in the district.

Thank you for your consideration.

Constance Bloomfield and William McFarlane



Date: May 25, 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:
380 DANFORTH STREET

CHART/BLOCK/LOT: 061 - I - 003-001 (see Note) _____ (for staff use only)

Note: This is an application for a Certificate of Appropriateness for the construction of a new 2-unit residential building on the vacant land associated with the above address.

A Letter of Determination is attached which indicates that the vacant land is of the correct dimensions to permit the construction of this building. The Owner is currently engaged in the formal separation of the vacant land from the existing parcel identified above.

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

The proposed work is the construction of a two-unit residential condominium building on the vacant lot adjoining 380 Danforth Street in the West End Historic District.

SITING:

The combined side-yard setback of 32 feet has been distributed to provide green space on either side of the building that is consistent with the landscape pattern in the immediate vicinity.

The parking requirement is addressed by garage space beneath the units. The garage is accessed through an easement permitting the use of the existing driveway at 380 Danforth St. There will be no new curb cut or addition of impervious surface other than that leading from the existing driveway to the garage entry.

The front yard setback has been increased from the 5-foot setback of the 2 neighboring buildings to 10 feet. This is in deference to those unusual buildings and exposes more of their distinctive side elevations to passersby.

SCALE AND FORM:

There is considerable variety in the form, scale and materials of the buildings on this portion of Danforth Street. They range from cedar shingled and gambrel roofed, concrete block flat roof, clapboard and shingled Queen Anne, colonial gables, hints of empire, to stick style. Some are symmetrically organized and some are not. The front of proposed structure has a bay and a side entry, consistent with 380 Danforth. The hip roof is not immediately imitative of any other form on the street but is in character with the variety of roof forms nearby.

The street (north) elevation and a portion of the east elevation are most visible from the public way. On these facades, the proportion of window to façade as well as the window proportions themselves are consistent with the district pattern. The recessed portion of the east façade (less visible) and the entire south façade (invisible) are contemporary in form and fenestration. There are fewer windows on the west elevation as this

is the circulation spine of the building and is more exposed to adverse weather.

Considerable attention has been addressed to making this building compatible with its surrounding structures in the relationship of height to width. The steep hillside, which is unique in the District to this portion of Danforth St., produces an 'average height above grade' that is considerably less than the historic fabric. There are two streetscape views in this package: one meeting the maximum 35' above average grade and an alternative at 39 feet. If the Board determines that the alternative elevation is more compatible with the prevailing pattern of the District, a request to the Zoning Administrator may be made for a height adjustment in this instance.

MATERIALS:

The principle materials are not proposed for consideration in this workshop. However, the objective is to use low-maintenance materials, details and colors that are recessive, not imitative, and do not draw attention from the bold and idiosyncratic buildings on either side.

LANDSCAPE:

A landscape plan is not being presented for consideration in this workshop. One goal will be to terrace the slope somewhat so that the grounds are more easily maintained. Other properties on the south side of Danforth St. have been handled in this way recently.

Portland, Maine



Yes. Life's good here.

Planning & Urban Development Department

Jeff Levine, AICP, Director

Marge Schmuckal, Zoning Administrator

April 14, 2014

Constance Bloomfield
380 Danforth Street
Portland, ME 04102

RE: 380 Danforth Street – 061-I-003 – R-4 Zone – Proposed Lot Division

Dear Ms. Bloomfield,

I am in receipt of your request for a determination letter concerning the division of your property located at 380 Danforth Street. My determination is based upon a signed, stamped survey of Rex Croteau, P.L.S. for Titcomb Associates. The entire parcel is located within the R-4 residential zone.

Based upon the submitted survey, I have determined that parcel "B" with the existing three-unit structure meets all the R-4 zone dimensional requirements. No violation of the Land Use Zoning Ordinance is created. I have also determined that parcel "A", the newly created vacant lot meets or can meet the dimensional requirements of the R-4 zone.

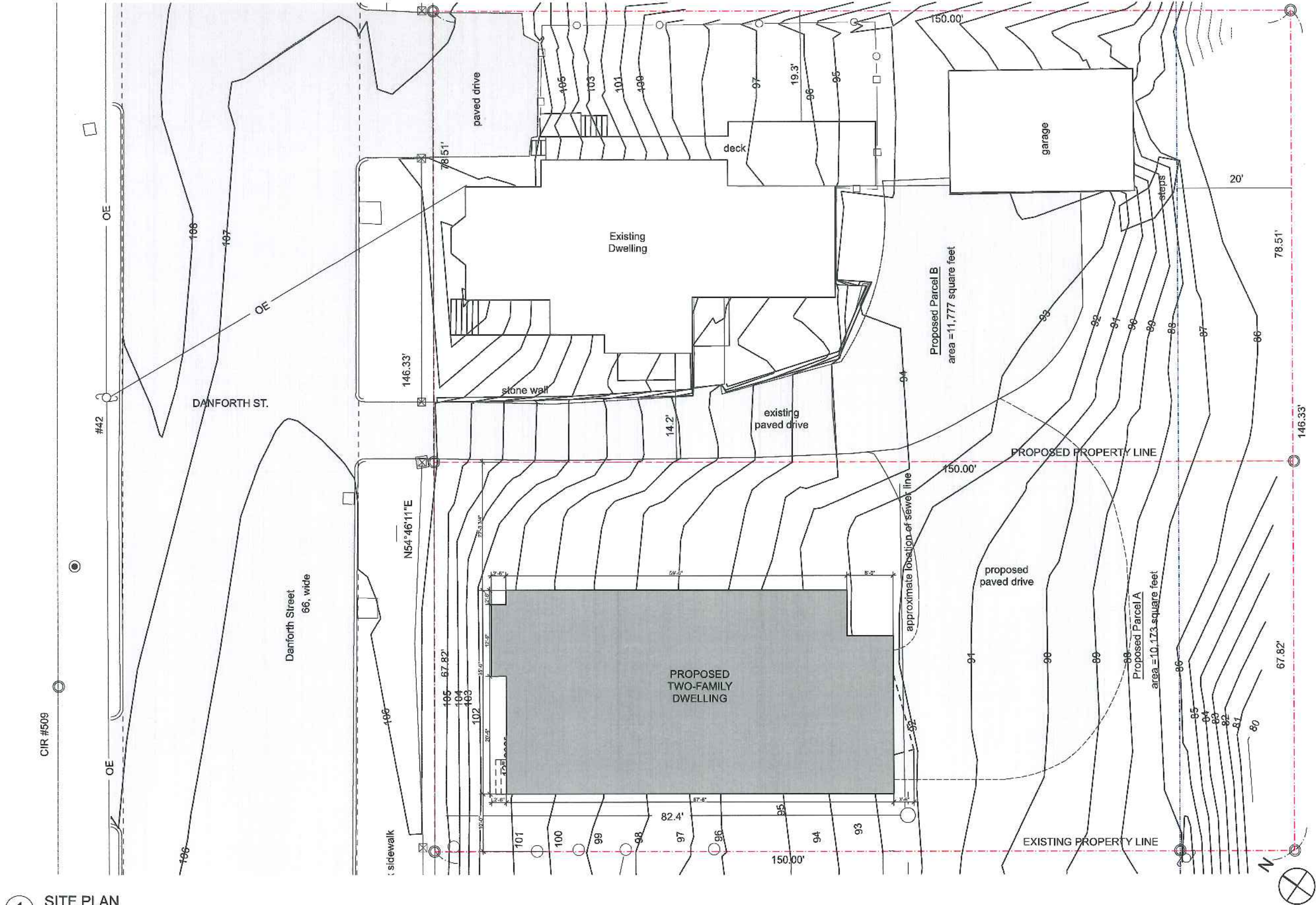
Prior to developing parcel "A", separate applications, reviews and approvals will need to be submitted. Depending upon what you intend to construct, you may need a conditional use appeal and a subdivision review as part of the review process.

If you have any questions regarding this matter, please do not hesitate to contact me at (207) 874-8695.

Very truly yours,

A handwritten signature in blue ink, reading "Marge Schmuckal", is written over a horizontal line.

Marge Schmuckal
Zoning Administrator
City of Portland, Maine



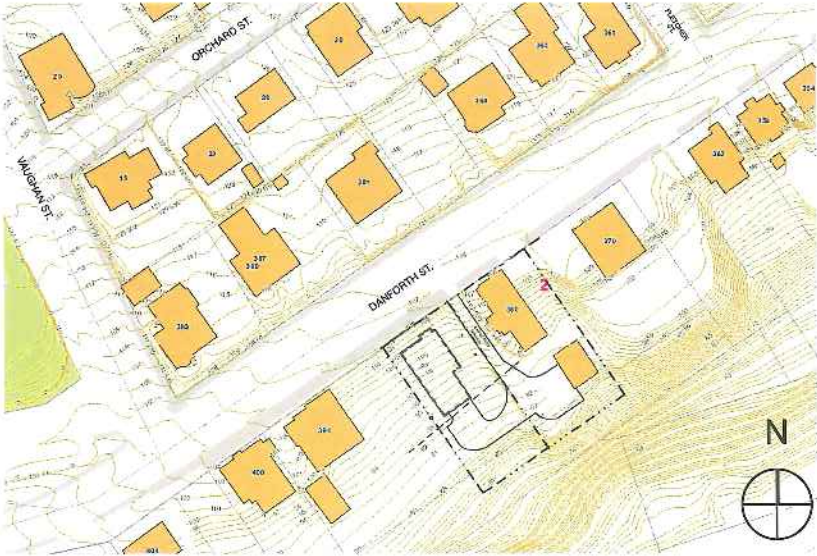
1 SITE PLAN
SCALE: 1/8" = 1'-0"

**KAPLAN
THOMPSON
ARCHITECTS**
102 EXCHANGE STREET
PORTLAND, ME 04101
(207) 774-2286
KAPLAN@KTHOMPSON.COM

PROJECT:
**NEW TWO-FAMILY
DWELLING**
380 DANFORTH
PORTLAND ME 04101

NOT FOR CONSTRUCTION
PROJECT NO: BMF2
DATE: 5/25/16
DRAWN BY: JT/CA
PHASE: SCHEMATIC DESIGN

SITE PLAN
A-1.1



CONTEXT MAP



DANFORTH ST. LOOKING NORTH-WEST



SCHEME A - DANFORTH ST. LOOKING SOUTH-EAST



SCHEME B - DANFORTH ST. LOOKING SOUTH-EAST

**KAPLAN
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195 EXCHANGE STREET
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503.763.8800
KAPLANTHOMPSON.COM

PROJECT:
**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND, ME 04101

NOT FOR CONSTRUCTION

PROJECT NO: BMF2

DATE: 5/25/16

DRAWN BY: JT/CA

PHASE: SCHEMATIC DESIGN

STREET CONTEXT

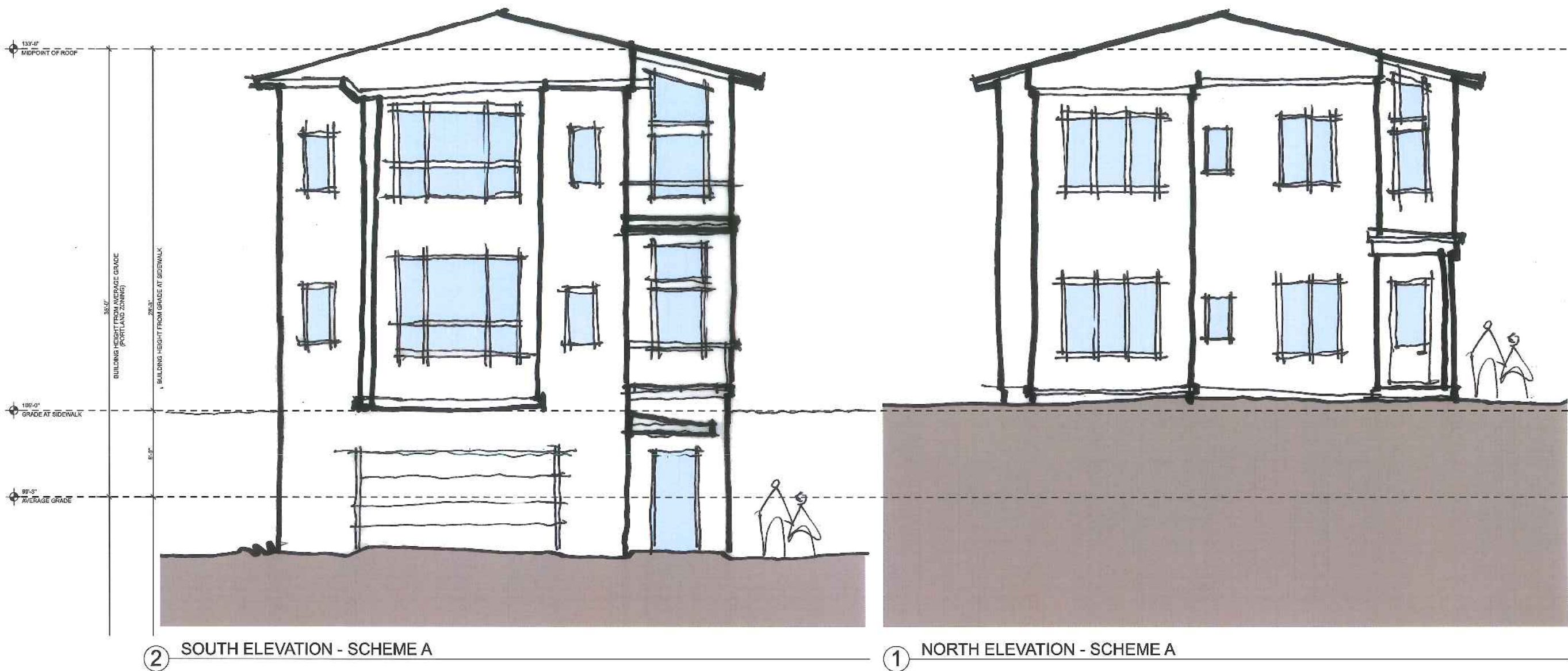
A-1.2

KAPLAN
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100 EXCHANGE STREET
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TEL: 207.255.2222
KAPLAN@KAPLANTHOMPSON.COM

PROJECT:
**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND, ME 04101



NOT FOR CONSTRUCTION
PROJECT NO: BMF2
DATE: 5/25/16
DRAWN BY: JT/CA
PHASE: SCHEMATIC DESIGN

ELEVATIONS -
SCHEME A

A-2.1

KAPLAN
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KAPLAN@KAPLANTHOMPSON.COM

PROJECT:

**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101



1 EAST ELEVATION - SCHEME A

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



NOT FOR CONSTRUCTION

PROJECT NO: BMF2

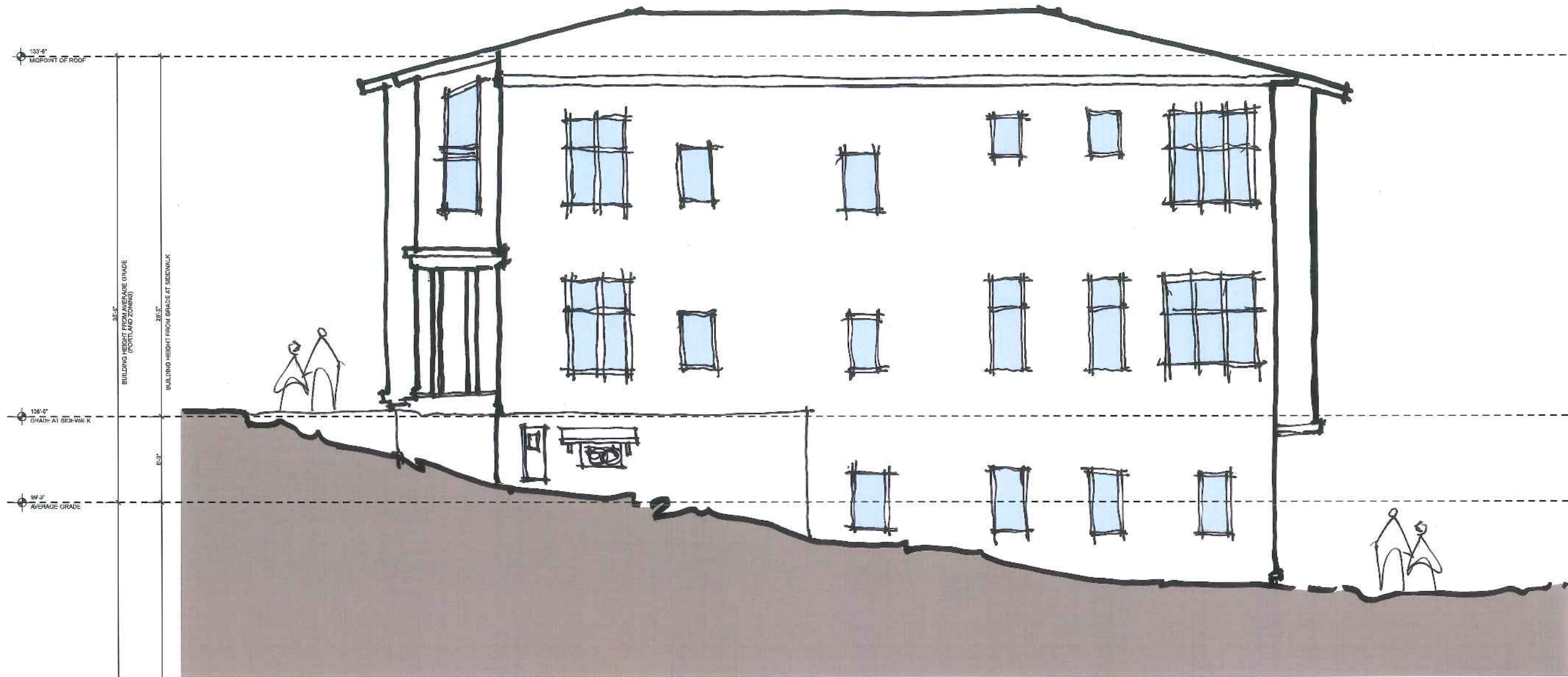
DATE: 5/25/16

DRAWN BY: JT/CA

PHASE: SCHEMATIC DESIGN

ELEVATIONS -
SCHEME A

A-2.2



① WEST ELEVATION - SCHEME A

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

NOT FOR CONSTRUCTION
PROJECT NO: BMF2
DATE: 5/25/16
DRAWN BY: JT/CA
PHASE: SCHEMATIC DESIGN

ELEVATIONS -
SCHEME A

A-2.3

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112 EXCHANGE STREET
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KAPLAN@KAPLANTHOMPSON.COM

PROJECT:

**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101



② SOUTH ELEVATION - SCHEME B

① NORTH ELEVATION - SCHEME B

NOT FOR CONSTRUCTION

PROJECT NO: BMF2

DATE: 5/25/16

DRAWN BY: JT/CA

PHASE: SCHEMATIC DESIGN

ELEVATIONS -
SCHEME B

A-2.4

KAPLAN
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ARCHITECTS

110 EXCHANGE STREET
PORTLAND, ME 04101
207.536.4282
KAPLAN@KAPLANTHOMPSON.COM

PROJECT:

**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101



1 EAST ELEVATION - SCHEME B

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

NOT FOR CONSTRUCTION

PROJECT NO: BMF2

DATE: 5/25/16

DRAWN BY: JT/CA

PHASE: SCHEMATIC DESIGN

ELEVATIONS -
SCHEME B

A-2.5

KAPLAN
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100 E. MAJOR STREET
PORTLAND, ME 04101
(207) 441-1200
KAPLANTHOMPSON.COM

PROJECT:

**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101



1 WEST ELEVATION - SCHEME B

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

NOT FOR CONSTRUCTION

PROJECT NO: BMF2

DATE: 5/25/16

DRAWN BY: JT/CA

PHASE: SCHEMATIC DESIGN

ELEVATIONS -
SCHEME B

A-2.6

KAPLAN
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100 EXCHANGE STREET
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KAP@KAPTHOMPSON.COM

PROJECT:
**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101



① EAST ELEVATION - SCHEME B

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

NOT FOR CONSTRUCTION
PROJECT NO: BMF2
DATE: 5/25/16
DRAWN BY: JT/GA
PHASE: SCHEMATIC DESIGN

ELEVATIONS -
SCHEME B

A-2.5