

1. Legal Ad

Documents: [7-6-16 LEGAL AD.DOCX](#)

2. Agenda

Documents: [7-6-16 AGENDA.PDF](#)

3. 341 Fore Street, Unit 9

Documents: [HP MEMO- 341 FORE STREET, UNIT 9.PDF](#)

4. 749 Congress Street

Documents: [HP MEMO- 749 CONGRESS STREET.PDF](#)

5. 380 Danforth Street

Documents: [HP MEMO- 380 DANFORTH STREET.PDF](#)

6. 104 West Street

Documents: [HP MEMO-104 WEST STREET.PDF](#)

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

On **Wednesday, July 6, 2016** at **5:00** p.m., the Portland Historic Preservation Board will meet in Room 209 of City Hall to review the following items. (Public comments are taken at all meetings):

1. PUBLIC HEARING

- i. Certificate of Appropriateness for Rooftop Deck Extension; 341 FORE STREET; Brian Haapala, Applicant.
- ii. Certificate of Appropriateness for Rooftop Installation of Telecommunications Equipment; 794 CONGRESS STREET; T-Mobil, Applicant.

2. WORKSHOP

- i. Preliminary Review of Proposed Exterior Rehabilitation and New Construction; 749 CONGRESS STREET; 747 Congress LLC, Applicant.

Break for Dinner; Meeting Resumes at 7:15

WORKSHOP, continued

- ii. Preliminary Review of Proposed New Construction; 380 DANFORTH STREET; William McFarlane and Constance Bloomfield, Applicant.
- iii. Preliminary Review of Proposed Exterior Alterations; 104 WEST STREET; Julie and Matthew Forsyth, Applicant.

3. CONSENT AGENDA

CITY OF PORTLAND, MAINE
HISTORIC PRESERVATION BOARD

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

HISTORIC PRESERVATION BOARD AGENDA

July 6, 2016, 5:00 p.m.

Room 209, City Hall, 389 Congress Street

Public comment is taken at all meetings

- 1. ROLL CALL AND DECLARATION OF QUORUM**
- 2. COMMUNICATIONS AND REPORTS**
- 3. REPORT OF DECISIONS OF JUNE 15, 2016:**

- i. Certificate of Appropriateness for Elevator Addition; REICHE SCHOOL, 166 BRACKETT STREET; City of Portland, Applicant. *The Board voted 5-0 (Harmon recused and Pollard absent) to approve the application subject to conditions)*
- ii. Request to Amend Previously- Approved Plan; 11 ORCHARD STREET; Elise Ansel, Applicant. *The Board voted 6-0 (Pollard absent) to approve the amendment subject to conditions.*

4. PUBLIC HEARING

- i. Certificate of Appropriateness for Rooftop Deck Extension; 341 FORE STREET; Brian Haapala, Applicant.

5. WORKSHOP

- i. Preliminary Review of Proposed Exterior Rehabilitation and New Construction; 749 CONGRESS STREET; 747 Congress LLC, Applicant.

Break for Dinner; Meeting Resumes at 7:15 p.m.

WORKSHOP, continued

- ii. Preliminary Review of Proposed New Construction; 380 DANFORTH STREET; William McFarlane and Constance Bloomfield, Applicant.
- iii. Preliminary Review of Proposed Exterior Alterations; 104 WEST STREET; Julie and Matthew Forsyth, Applicant.

6. CONSENT AGENDA

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

**PUBLIC HEARING
341 FORE STREET, UNIT 9**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: June 29, 2016

RE: July 6, 2016 **Public Hearing**

Application for: Certificate of Appropriateness for Expansion of a Rooftop Deck

Address: 341 Fore Street, Unit 9

Applicant: Krista and Brian Haapala

Introduction

The owners of Unit 9 at 341 Fore Street, Krista and Brian Haapala, have requested a certificate of appropriateness for alterations to an existing rooftop deck at their condominium there. The Haapalas propose to replace the existing, deteriorated, 136 square foot deck and expand it by 76 s.f. They also propose to change the existing railing to a cable rail system. At the May 18, 2016 meeting, this item was briefly presented to the Board by staff as a consent item, with Board members concluding that they were comfortable with the proposed cable rail, but not with the expansion of the deck. Mr. and Mrs. Haapala requested a public hearing to discuss the expansion proposal with the Board.

The applicants' condominium is in a rooftop addition that was reviewed by the Historic Preservation Board in 2002 and completed in 2003. The contributing, freestanding building faces Boothby Square and is highly visible because the corner lot on the broad intersection is abutted by parking lots on two sides. The deck itself is set back from the edge of the roof, so only the railing and a small flagpole are visible from the street. It appears that the existing deck is smaller than the one shown on the 2002 approved plans, and the current proposal is for a deck with the same footprint as originally intended when the addition was reviewed.

Mr. Haapala has submitted a narrative outlining and supporting the proposal, along with a roof plan, photos of the building, and photos of a similar railing system in place at the nearby Portland Regency Hotel located in the former armory. Staff has added a 2007 photo of the property and the plan approved in 2002.

Subject Structure

Constructed in 1904, 341 Fore Street was built as a factory and warehouse. The building's original function is still evident through the presence of large openings on the west façade which originally featured elevator doors. (These have since been converted to a display window on the ground floor and sliding glass doors on the upper floors.) The blocky, utilitarian appearance of the building is relieved at the corner facing Boothby Square by a three-story oriel window which also draws attention to the corner doorway beneath it. In the 1970's the upper floors were converted to housing, at which time the warehouse doors were replaced, as well as upper floor windows.

At the workshop and public hearing in 2002 (7/10/02 and 8/7/02) Board members emphasized their preference for minimizing visibility of the addition through recessive finishes and a simple footprint. Dark bronze metal siding and window surrounds, and dark deck railings present a quiet appearance, but apparently the architect in 2002 was unable to reduce the height for structural reasons. It may be that the apparent height of the addition as viewed from the street is greater than anticipated in the 2002 sketches. The plans were approved as presented, but the present deck is smaller than what was approved. It is not clear whether the reduction in size was a response to Board feedback or some other factor.

Proposed Alterations

As noted, the proposed replacement deck would be 76 s.f. larger than the existing deck. While the as-built deck stops several feet east of the south chimney that projects above the original roof line, the added deck area would cross behind the chimney. The angled edge of the added deck is three feet away from the roof edge, and appears roughly parallel to the angled edge of the roof, which follows Fore Street. Only the railing (stainless steel cable similar to the Regency decks) will be visible from the street below.

Staff Comments

Board members are being asked to judge whether the proposed additional deck area would further compromise the architectural integrity of the original building at 341 Fore Street. In researching the history of the building, staff members were surprised to find that in 2002 the approved deck footprint was basically identical to the one in the current proposal. In light of the fact that the additional railing comprises the primary visual impact of this proposal, staff is fairly comfortable with it.

Nonetheless, given the Board feedback from both 2002 and 2016, which emphasized recessive qualities and minimized visibility, the details deserve scrutiny even if the Board is comfortable with adding to the deck. One detail that would minimize the visibility of the railing would be to use a dark color similar to the metal siding, thereby reducing contrast that would cause the railing to stand out. Board members are urged to note the 2007 photo provided by staff, which shows how a light colored rail stands out against the dark background of the rooftop siding. Another possibility would be to require that the posts supporting the cable rail be as light and thin in appearance as possible.

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.*
- (9) *Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.*
- (10) *Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.*

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the July 6, 2016 public hearing and information included in the accompanying staff report, the Board finds that the proposed alterations to 341 Fore Street **meet (fail to meet)** the historic preservation ordinance Standards for Review of Alterations, specifically **Standards.... (subject to the following conditions.....)**.

Attachments:

- 1. Applicants' description and narrative
- 2. Applicants' proposed roof plan
- 3. Applicants' photos of existing conditions and comparable railing (Regency)
- 4. Applicants' sketch of proposed railing
- 5. Staff photo of property from 2007
- 6. Approved plan of rooftop addition, including deck (2002)



Date: May 2, 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:

341 Fore Street #9, Portland, ME 04101

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

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

The application is for the replacement of an existing 136 sf approved deck on the roof of 341 Fore
Street (Unit 9) and the expansion of the deck totaling 76 sf. The existing railing will be replaced
with a stainless steel cable rail similar in design and function to that used in the top floor suites
of the adjacent Regency Hotel. The railing system is the only component of the project visible to
the street. The replacement deck structure will be constructed with treated lumber covered with
composite decking material. The existing deck and its structure has deteriorated (see attached
photos) and is in need of replacement.

TO: Members of the Historic Preservation Board

FROM: Brian R. Haapala and Krista A.H. Haapala
Owners, 341 Fore Street, Unit 9

DATE: June 5, 2016

SUBJECT: Consideration of deck project for 341 Fore Street #9

We are writing to request reconsideration of the Board's decision that conditionally approved the proposed project for changing the railing system on our deck but denied expanding the deck footprint. We understand from Deb Andrews that the application was discussed during the Board's May 18th meeting and that the Board expressed concern over the larger footprint relative to preserving the historic nature of the Old Port.

We appreciate the Board often has a difficult job assessing projects, and we fully support taking a conservative approach to preservation of the Old Port. The historic nature of the area is one of the main reasons we purchased property there; however, *we don't consider the proposed expansion of the existing deck to threaten the historic nature of the area in any way*. We base that conclusion on the Preservation Board's prior approval of the Regency Hotel project and the acceptable impact from its deck and railing system. In comparison to this, our proposed project has significantly lower impact.

Because this is a relatively minor project that expands an existing deck by only 76 square feet, we prepared the application ourselves and understand that we may not have communicated the nature and impact of the project in a clear way. We envisioned the project would mirror the existing and approved decks off the Regency Hotel, immediately across Silver Street from our property. The Regency project decks, it is important to note, are one story lower than our deck and significantly more visible from the streetscape. We have attached the following exhibits to demonstrate this:

Exhibit 1: Picture from across Silver Street to the approved Regency project

Exhibit 2: Picture from the opposite site of Silver Street to 341 Fore Street

As one can plainly see from these immediate street-level pictures, the Regency decks and railing are very prevalent, while the proposed project on our property would be obscured by the roof line.

When standing on Boothby Square, Exhibits 3 and 4 again show the comparison between the Regency property and our property. In this, one can see the how close the Regency decks are to the edge and how prominent they are from Fore Street. One can also see our existing deck structure which is much less prominent. The expansion proposed (diagram in Exhibit 5) would go behind the chimney and attach at the of the structure; a design which maintains much less of an impact on the viewscape than the Regency.

We appreciate the Board's reconsideration of the deck expansion component of the proposed project. As we have documented, the project is significantly less of an impact than the existing Regency property when viewed from both Silver and Fore Street as a result of the greater setback and the additional floor of height to our property. We apologize that our initial application did not provide visual references to support the conclusion that the proposed expansion of the deck is less of an impact than the approved Regency project and sincerely ask that you issue full approval of the deck expansion.

Thank you.

Att. 2

REFERENCE IS MADE TO THE DECLARATION OF CONDOMINIUM,
BOOTHBY SQUARE CONDOMINIUM, DATED JAN. 10, 1984, AND
RECORDED IN THE CAMBERLAND COUNTY REGISTRY OF DEEDS
IN BOOK 5373 PAGE 24 AS AMENDED AND RESTATED.
I CERTIFY THAT TO THE BEST OF MY KNOWLEDGE, THESE FLOOR
PLANS ARE ACCURATE COPIES OF PORTIONS OF THE PLANS OF
THE BUILDING AS FILED WITH AND APPROVED BY THE CITY OF
PORTLAND, MAINE IN THE EVENT NECESSARY.

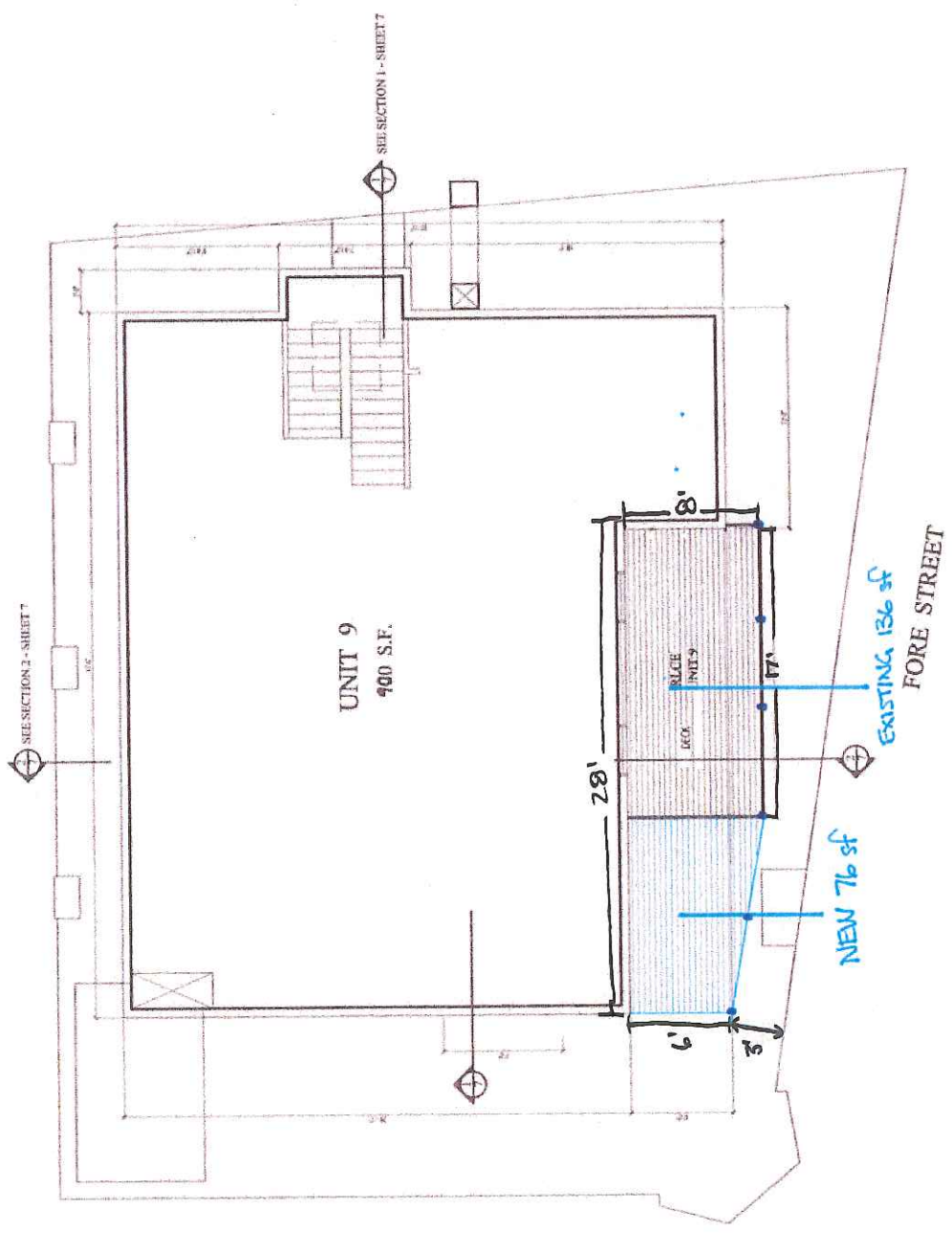
[Signature]
SUBSCRIBED AND SWORN TO BEFORE ME.
[Signature]
NOTARY PUBLIC

KATHLEEN M. MARKS
MAINE COMMISSIONER OF REVENUE
EXPIRATION DATE: 12/31/2007

FIFTH FLOOR PLAN			
OF BOOTHBY SQUARE CONDOMINIUM PORTLAND, MAINE			
FOR BOOTHBY SQUARE PROPERTIES LLC 12A PORTLAND FISH PIER, PORTLAND, MAINE			
OWEN HASKELL, INC. 18 CANOE ST., PORTLAND, ME 04101 (207)774-9424 PROFESSIONAL LAND SURVEYOR			
Drawn By	Chk	Date	Job No.
Tracey By	JLM	12-02-06	83130P
Check By	SSS	Scale	Dwg. No.
Book No.		1/4" = 1'-0"	6



MAR 23 2007



FIFTH FLOOR PLAN

State of Maine, Cumberland Co.
Registry of Deeds
Filed for Record
March 28, 2007
Book 5373, Page 24
Plan Book 5373, Page 24
Ment: [Signature] Registrar

Exhibit 1: View from across Silver Street to Regency indicating existing conditions of comparison project

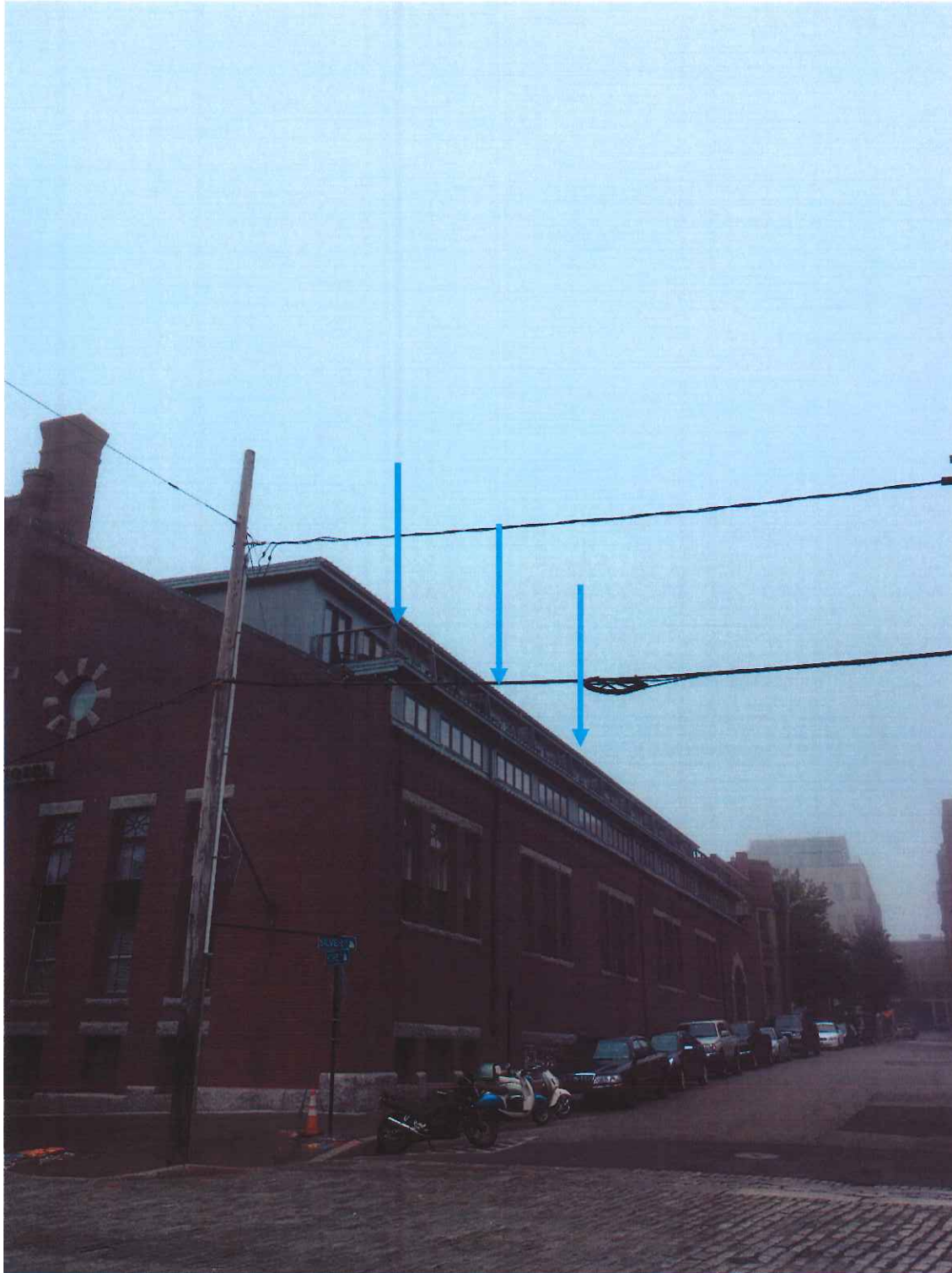


Exhibit 2: View from across Silver Street to 341 Fore Street



Note: Proposed deck expansion would not be visible as view from streetscape includes only a couple of feet down from the 5th floor roofline.

Exhibit 3: View from Boothby Square to Regency



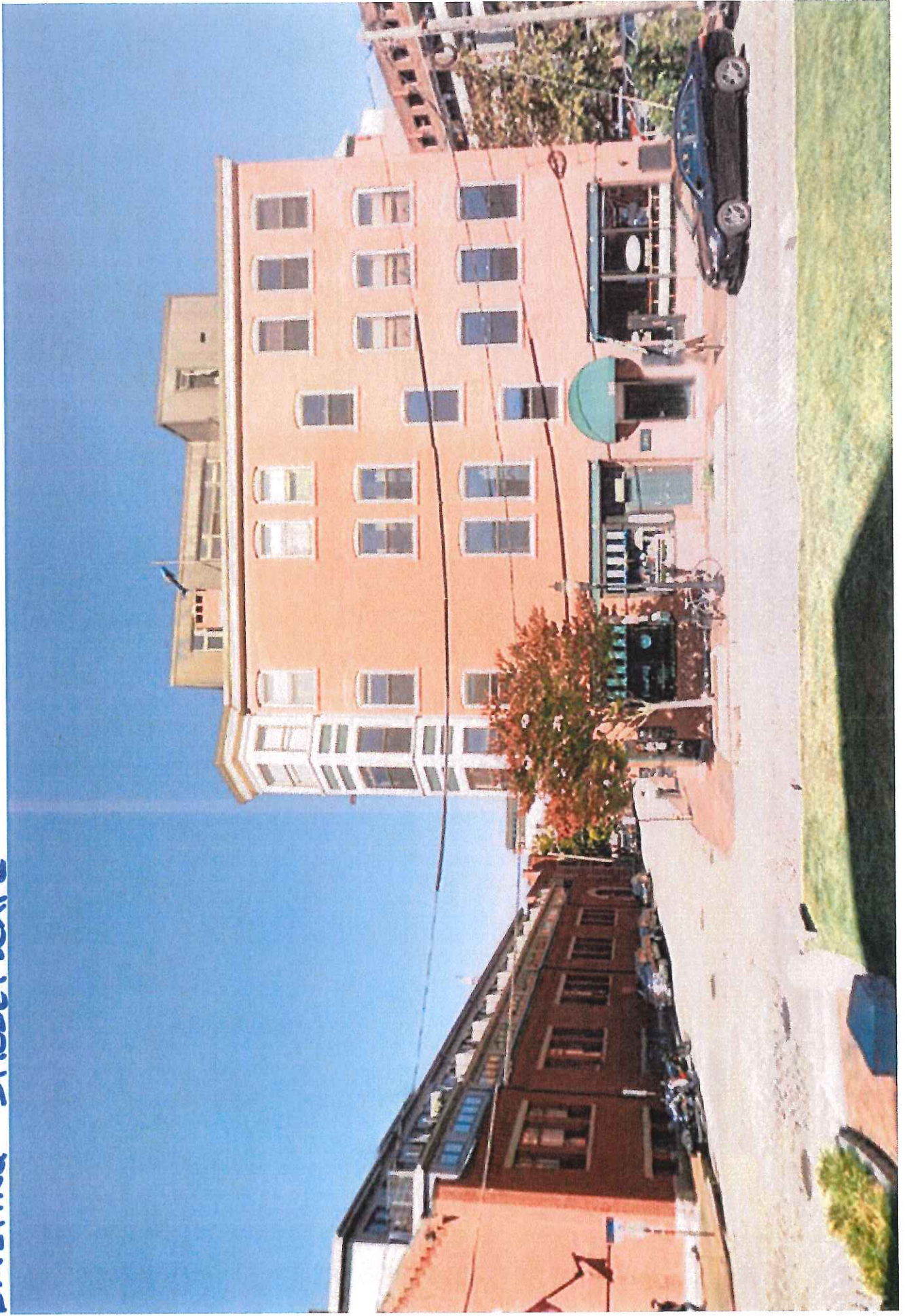
Note: Railing is plainly visible all along Silver Street as a result of the lower roofline in comparison to the 341 Fore Street building.

Exhibit 4: View from Boothby Square (same spot at Exhibit 3) to 341 Fore Street



Note: Existing deck is significantly less visible than Regency and the proposed expansion would be minimally visible. The railing goes behind the chimney shown and would be attached to the edge of the 5th floor structure out of sight from the streetscape. For reference, as with the Silver Street view (Exhibit 2), the 5th floor is only visible a couple of feet below the roofline.

EXISTING STREETSCAPE

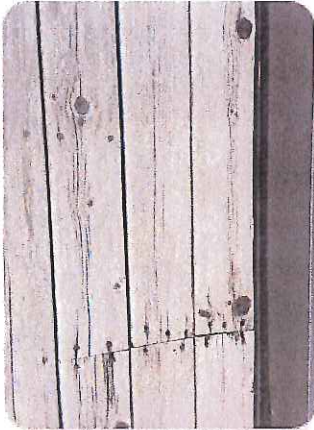


COMPARABLE RAILING - STAINLESS CABLE - ACROSS STREET - REGENCY



CONDITION OF
EXISTING DECK

341 FORE ST.



EXISTING STREETSCAPE

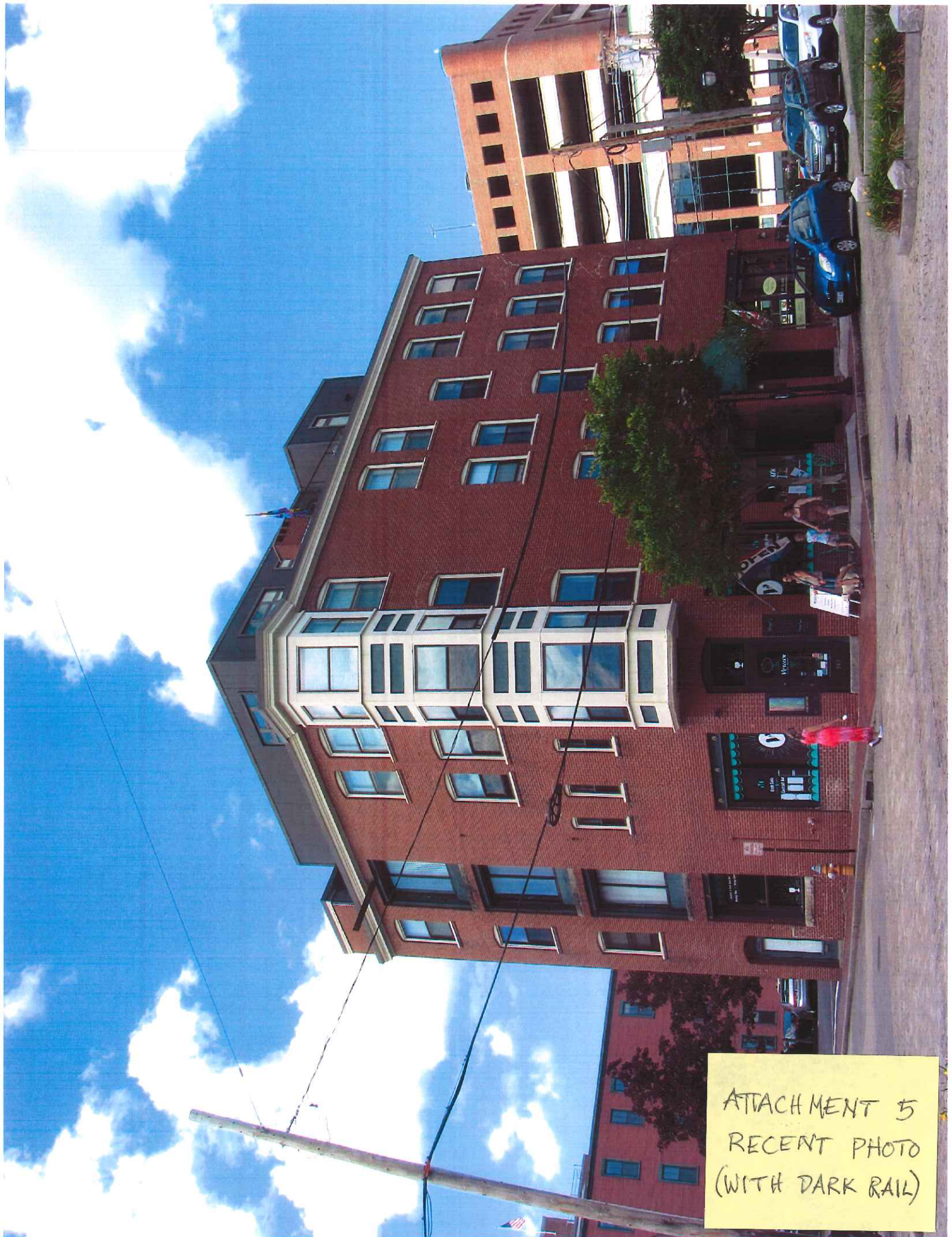


SKETCH OF PROPOSED PROJECT - 341 FOLEY ST

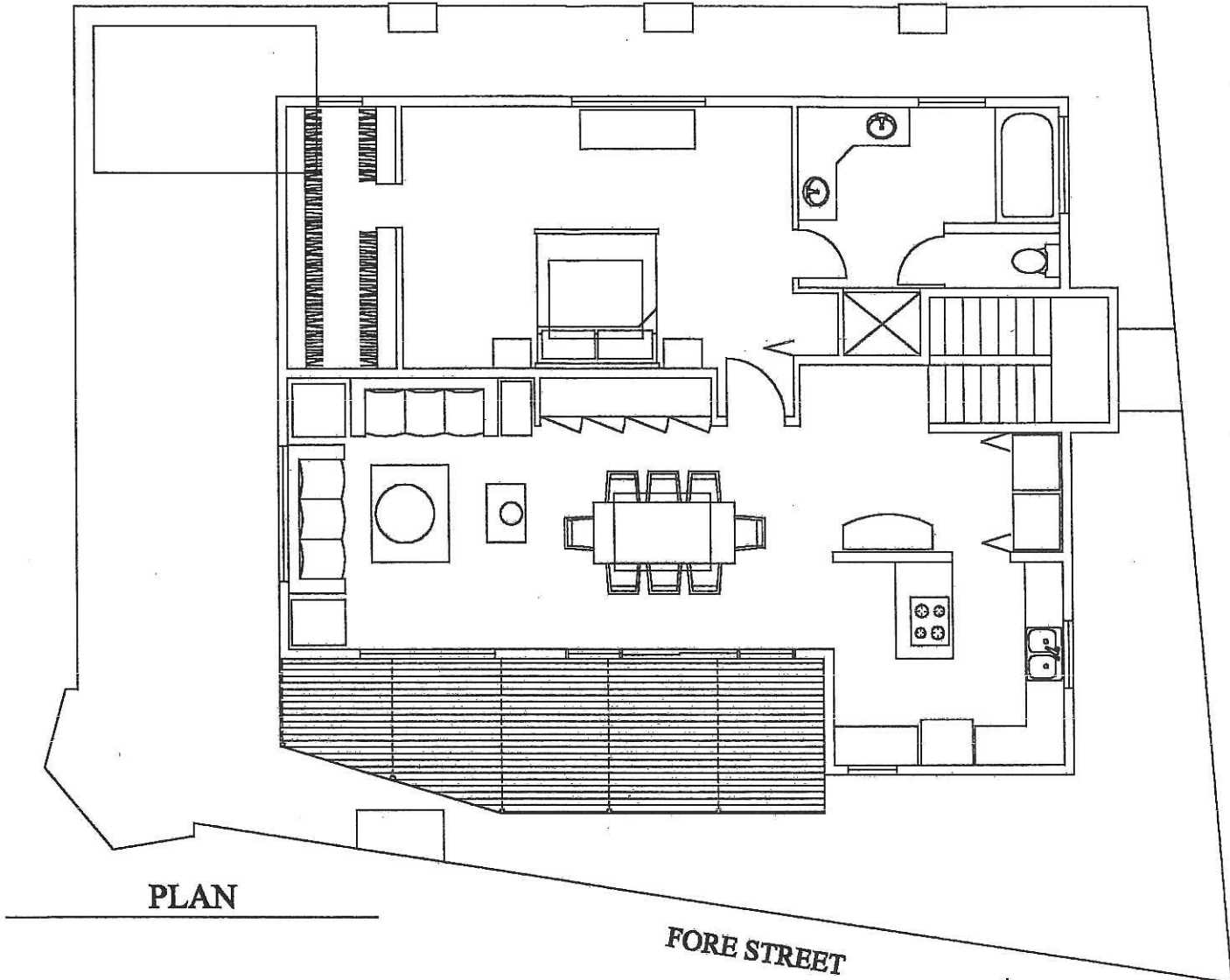
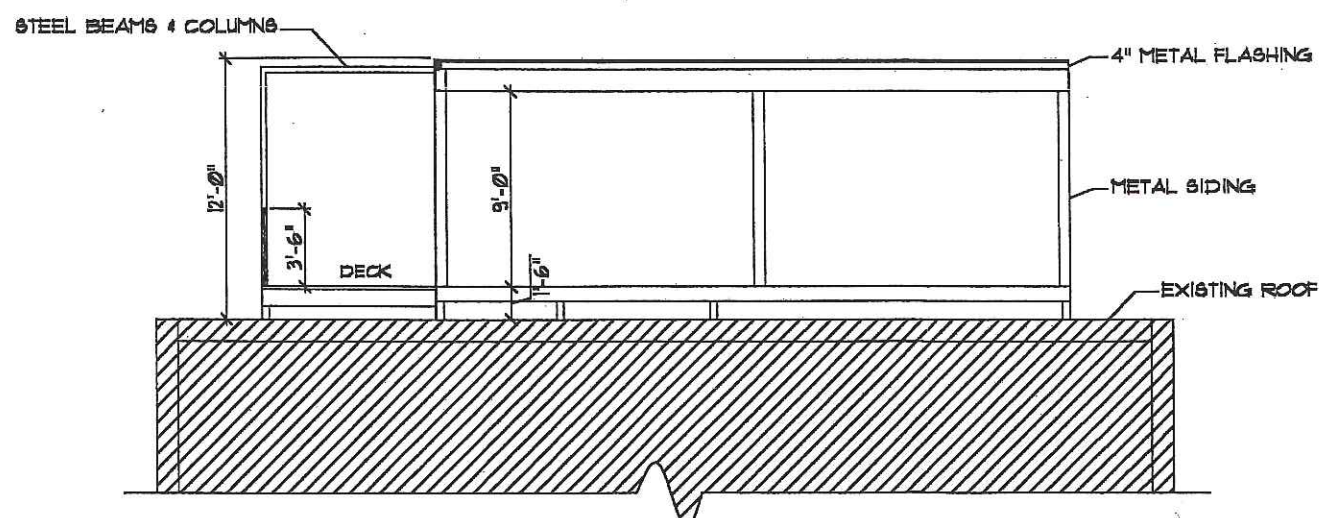
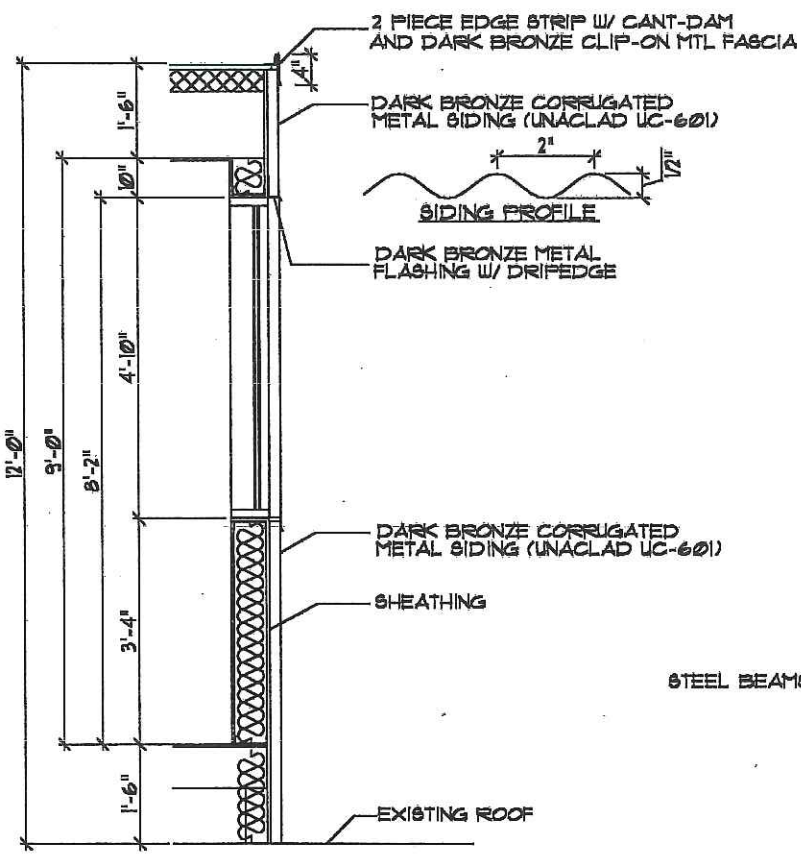
Att. 4







ATTACHMENT 5
RECENT PHOTO
(WITH DARK RAIL)



Owner:		341 FORE STREET PORTLAND, MAINE	
Project:		ARCHETYPE, P.A. ARCHITECTS	
Date:		July 24, 2002	
Scale:		NTS	
Drawn By:		Checked By:	
Revisions:			
PLAN & SECTION		48 Union Wharf Portland, Maine 04101 (207) 772-6022 Fax (207) 772-4056	

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

**WORKSHOP (2nd)
749 CONGRESS STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: June 30, 2016

RE: July 6, 2016 **2nd Workshop** – Preliminary Review of Proposed
Rehabilitation of Existing Structure and Proposed New Construction

Address: 749 Congress Street
Front portion of property occupied by former Hay & Peabody Funeral Home

Applicant: Denovo, LLC

Architect: David Lloyd, Archetype Architects

Site Plan: Pinkham & Greer Civil Engineers

INTRODUCTION

Following a preliminary workshop on May 18th, architect David Lloyd, representing applicant Denovo LLC., is returning to the Board with revised plans for the rehabilitation of the former Hay & Peabody funeral home at 749 Congress Street and the addition of seven new townhouses on the rear portion of the property.

The proposal calls for converting the historic structure facing Congress Street into a 15-room hotel and a full-service restaurant. Historic tax credits will be sought for the rehabilitation project. Seven residential townhouses are proposed behind the historic structure along the eastern property line. Parking for the townhouses is proposed to be provided underneath each unit. Parking for the hotel is shown along the western property line. Valet service is also proposed and the porte cochere from the former funeral home is proposed to be retained for hotel pick up and drop off.

Mr. Lloyd has provided a written summary of the design revisions made since the first workshop, which were made in response to various concerns and observations expressed by the Board. As with the first submission, the revised submission includes numerous computer-generated perspective views and axonometric views, as well as plans and elevations.

For reference purposes, staff has enclosed excerpts from the May 18 workshop submission—see ATTACHMENT 3. Also, the following report includes the background information and description of the proposed scope of work provided in the 5/18 staff report.

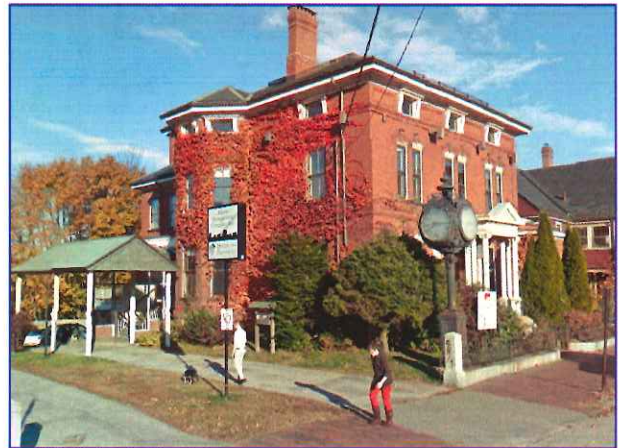
SUBJECT PROPERTY

The subject property of 30,928 square feet extends deep into the interior of the block and includes a former carriage house at the rear of the site. (The carriage was previously converted into two residential units.) The property also includes a narrow wooded section that extends to Mellen Street. The balance of the property is used for surface parking. Note that the surface parking area extends to the abutting property at 757 Congress. The property is located within the Congress Street Historic District and immediately abuts the Deering Street Historic District at the rear.



EXISTING STRUCTURE

The existing former residential structure at 749 Congress, known historically as the Mellen E. Bolster House, was built in 1881 and designed by Francis Fassett and John Calvin Stevens. Designed in the Italianate style (which was a more conservative style choice for the 1880's), the building has the symmetrical composition and architectural detailing common to other homes built in this popular style during the 1860's and 1870's in the newly developing neighborhoods of the western section of the city. The building today is one of a series of substantial, architecturally notable brick residential structures that line the north side of Congress Street west of Longfellow Square.



The two and a half story brick building remains relatively unaltered and has been well maintained. Building alterations include a one-story brick addition on the east side of the house facing Congress Street and a series of wall-mounted light fixtures beneath the attic stringcourse. Although the current porte cochere located off the west side of the building is of relatively recent construction, the 1924 tax photo confirms that there was a porte cochere in this location at that time. (The tax record also indicates that the building was already occupied by Hay & Peabody Funeral Home in 1924.)

The property also retains original site features, including its granite retaining wall and posts and its ornamental iron fence. The massive cast iron clock is not original to the property, but has been a fixture in this location for many years, becoming a landmark site feature within the Congress Street Historic District.

In 2007, the Historic Preservation Board approved a program of alterations to the building, mostly at the rear and rear roofline to provide improved egress as part of the building's proposed conversion to office use by a new owner. The project never moved forward.

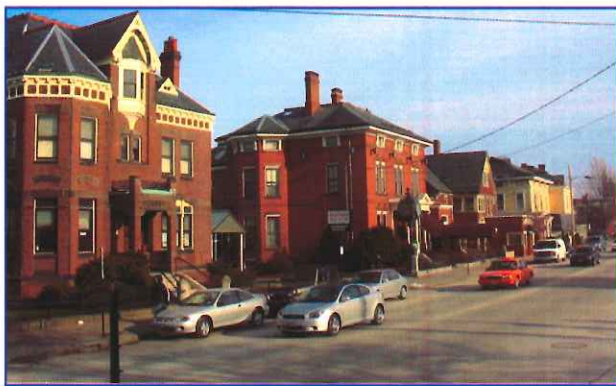
At the rear of the property are two carriage houses, one of which is now owned by the applicant. According to historical information, it appears that both were originally part of the westerly abuttor's property at 757 Congress. The carriage house owned by the applicant was built c. 1920 and is Colonial Revival in style. The two handsome carriage houses remain to record a time when the homes on Congress Street were occupied by successful Portland merchants and professionals who were financially able to maintain their own horses and owned carriages.



Applicant's carriage house on right.

SURROUNDING CONTEXT

As noted above, the subject property straddles the Congress Street and Deering Street Historic Districts. Indeed, this section of Congress Street, characterized by large late 19th century single family residences, is generally consistent with the character of the Deering Street Historic District, having been developed at the same time and functioning as an integral part of that neighborhood. Many of these buildings were designed by Portland's leading architects of the late 19th century for prominent citizens of the day.



Immediately west of 749 Congress are three brick formerly single family mansions of the same scale and material palette. Although designed in the Queen Anne style, rather than Italianate, the buildings share many characteristics and constitute an architecturally significant grouping of late Victorian residential structures that distinguish the western flank of Congress Street.

To the east of 749 Congress are other large-scale former residences, some wood-frame and others brick. Although some of the buildings have been altered to accommodate commercial uses, most retain their architectural integrity. Turning the corner onto Mellen Street, this pattern of development continues with more large-scale, late 19th century Italianate and Queen Anne brick residences.

Although the buildings within the proposed development's context vary somewhat in architectural style, they share many basic qualities and characteristics, including their general scale, orientation to the street, high-style architecture, rich and well-executed ornamentation, a high quality material palette (mostly brick), tall vertical windows, etc. Hipped and gabled roof forms predominate, often with projecting gabled dormers.

PROPOSED SCOPE OF WORK, 5/18 BOARD COMMENTS, APPLICANT RESPONSE

Exterior Alterations to Existing Structure

In conjunction with the planned conversion of the existing historic structure to an inn and restaurant use, the applicant proposes the following exterior alterations. Where applicable, Board comments from the 5/18 workshop are noted, as well as recent design revisions.

- construct a second-floor clapboard addition above an existing connected rear garage

Revised Proposal *In the revised proposal, the fenestration on the addition has changed.*

- install new stairs and railings leading from the side entrance of the main building to the rooftop of the new addition

Board Comment Although Board members recognized that the stairs and extensive railing system would be only partially visible as viewed from Congress Street, the addition was seen as complex and ungainly and would detract from the architecture of the principal structure.

Revised Proposal *The stairs have been removed in the latest proposal. This was made possible by removing the guestroom in the addition.*

- replace existing railings at rear deck
- remove the existing handicap lift under the porte cochere
- add an elevator penthouse on the roof of a rear ell. (Ell's roof is lower than main roof.)

Board Comment Although positioned in an inside rear corner, some Board members cautioned that the penthouse would be quite visible from Congress Street. The applicant was asked to provide perspective views which showed the penthouse.

Applicant Response *The latest submission includes a computer-generated perspective view showing the penthouse as viewed from Congress. The penthouse remains as originally proposed.*

- add new window openings to the rear elevation of existing building addition at the northeast rear corner and on east side elevation of existing one-story addition facing Congress
- add a new exhaust hood duct at inside rear corner of main building and ell
- introduce new door opening on rear elevation of ell and infill existing window opening on east elevation of ell

Revised Proposal Both of these alterations have been eliminated in the new plans. Window opening on east elevation of ell to remain, but be blocked from inside.

- remove wall-mounted light fixtures below stringcourse on principal structure (see photos of existing conditions)

Proposed New Construction

Following is a description of the basic elements of the new construction proposal that remain unchanged since the original submission. Where applicable, Board comments from the 5/18 workshop are noted, as well as recent design revisions. The design revisions are also itemized in David Lloyd's cover letter—see ATTACHMENT 1.

The proposal calls for the construction of seven connected townhouses near the eastern property line of the parcel. Although positioned behind the historic Bolster House, given the angled nature of the lot and the fairly large open space between 749 Congress and its westerly abuttor, the townhouses will be within clear view of Congress Street. The rear of the townhouses will be visible from Mellen Street.

The proposed townhouses are four stories with a flat roof. Given the sloping grade, the roof steps down from one unit to another. The top floor of each unit is set back from the front façade to reduce the apparent height, and provide space for a deck at the top floor level. This also creates a “mansard roof-like” element. Tall sliding glass doors provide access to the deck and tall vertical panels separate each of the contiguous decks. The ground floor of each unit accommodates a parking garage and the main building entrance. The second floor elevation features a large sliding glass door with access to a projecting balcony. The third floor features more traditional punched window openings.

The townhouse unit closest to Congress Street is set back from the front plane of the other townhouses, so as not to visually crowd the historic Bolster House as viewed from Congress.

Under the original design proposal, all the other townhouses shared a continuous façade; the individual units were differentiated by alternating brick and clapboard siding and alternating window/trim treatments at the second and third floor levels. The exterior treatment was (and is) consistent at the ground floor and top floor levels.

The rear elevation of the townhouses, visible from Mellen Street, features a clapboard exterior. Above the third floor level, metal tile is shown. In the original proposal, clapboard extended

to the ground floor level. Juliet balconies were shown at the second and third floor levels with large single-lite sliding glass doors.

Board Comment Board members raised a number of questions about the architectural expression of the townhouses. Noting the prominence and architectural significance of the buildings along this section of Congress Street, the fact that there is no apparent precedent for buildings constructed within the interior of a block, and the clear visibility of the townhouses from Congress and Mellen Streets, Board members expressed the view that the new construction not visually compete with or distract from the existing historic buildings at the street. To that end, they argued that the architectural solution for the new townhouses should be fairly quiet, consistent and recessive.

Some Board members expressed the view that the unit closest to Congress Street was too close to the back of the historic structure and looked shoe-horned in. Questions were raised as to whether the entire row could be pushed back into the lot to provide more breathing room and distance between the existing structure and the new construction.

Regarding the treatment of the units themselves, Board members questioned the proposed alternation of brick and clapboard facades to define individual units, particularly where the overall façade was continuous. The architectural composition of the townhouse façades was questioned as well, especially in terms of how the first and second floor levels related to each other. The lack of alignment in the floor to floor fenestration was noted. Board members encouraged Mr. Lloyd to align the second floor balcony and sliding glass doors over the garage opening and reduce its size. Board members also questioned the alternating trim treatment over these 2nd floor openings and the alternating window patterns at the third floor levels. Board members also suggested that the entries be recessed to provide them with more prominence.

Regarding the rear elevation, Board members recommended that the Juliet balconies and large sliding glass doors at the 2nd and 3rd floor levels be replaced with smaller, individual punched openings. They also recommended that the brick base of the building, as featured on the front façade, be carried around to the rear elevation as well.

Revised Proposal *Under the revised proposal, the front facade of each townhouse steps forward slightly as one moves into the interior of the property. All units now feature a consistent exterior material palette: brick base with granite trim around the main entrance, clapboards at the 2nd and 3rd floor levels and metal tile at the 4th floor level. The entries are recessed. Granite trim surrounds the entry openings.*

The fenestration has changed considerably. The divided-light sliding glass doors have been reduced in width and shifted to a position directly over the garage doors below. An individual double-hung window has been added above the ground floor building entry. Individual punched windows at the third floor level also align with the garage door and sliding glass doors below. A round window at this level is introduced in every other unit. Note that the number of glass divisions in the sliding glass doors have been reduced.

In the revised proposal, the brick base has been continued on the rear elevation. The sliding glass doors and balconies on the rear have been replaced with standard double hung windows. The stepped positioning of each unit is reflected on the rear elevation as well. No fencing is shown separating the rear yards of each unit.

Site Treatment

The site plan presented on May 18th showed no physical delineation between the applicant's property and the westerly abuttor other than provisions for a line of parallel parked cars at the western boundary. Entries into each unit were directly from the paved area. At ground level short retaining walls served to separate each unit. The site plan included no separate pedestrian access from the townhouses to the street, only vehicular access.

Along the Mellen Street frontage of the property, plans called for the placement of a concrete pad with electrical transformer located immediately behind an existing stone retaining wall. The transformer was shown surrounded by a metal fence. In addition to electrical service, sewer and gas lines were proposed to run through this wooded area as well. Given that the individual lines will need to be spaced at least 5 feet apart, the installation of utility lines in this location would require a significant amount of clearance. Clearance would not only eliminate much of the existing landscaped buffer between the houses on Mellen Street, but also the buffer to the new development behind.

Board Comment A general and threshold concern expressed by several Board members was the lack of relationship and physical connection of the townhouses to the street. Board members observed that the siting of the townhouses appeared very suburban in that the units could only be entered off of a parking lot with no sidewalk or public amenities. They noted that pedestrian access from the public way is one of the defining characteristics of urban development and recommended that some way be found to provide a direct pedestrian link to and from the street.

Board members also noted that the introduction of a row of parallel parking spaces in the middle of what is a one large open paved parking area appeared very arbitrary and forced. Although the parking spaces ran along the applicant's western property line, this property delineation is not evident to the casual observer. Board members recommended that some physical boundary or definition be considered.

The Board questioned plans for all the utility lines to run from Mellen Street through the wooded area that extends to the interior of the block. The proposal would require significant clearance within the wooded area (which was strongly opposed by neighbors) and siting of a large electrical transformer close to the Mellen Street sidewalk. During public comment, neighbors offered to provide an easement across their property to site some of the lines, which would avoid clearance of the wooded buffer. Questions were also raised as to why at least one or more of the utilities couldn't run from Congress.

Finally, questions were raised about the rear of the individual townhouses. Would individual fences separating the individual units be introduced?

Revised Site Plan *The latest site plan includes a 4' wide continuous brick walkway in front of the townhouses. Note that the walkway is stepped, with the steps corresponding to the frontage of each unit. From the townhouse closest to the Bolster House, the walkway continues toward Congress Street, passing under the porte cochere that serves the inn and immediately abutting the west side of the historic structure.*

At the western edge of the paved parking area, the site plan now shows bollards spaced 10' apart to delineate the applicant's property from the abutters and provide some definition for the parking area.

In the revised plan, the electrical transformer has been removed from its previous position adjacent to the Mellen Street sidewalk. Also, all utility lines have been removed from this area, allowing the wooded buffer to remain unchanged. Easements offered by abutters at 24 and 30 Mellen Street have allowed the lines to run across portions of their properties which are already cleared.

STAFF COMMENTS

The changes to the original scope of work proposed for the historic Hay & Peabody building are very positive, especially the elimination of the distracting stairway/fire escape proposed for the west elevation. While this element might not have been visually prominent as viewed from Congress, it clearly compromised the west elevation of this important structure.

In staff's view, the townhouse elevations have also improved significantly since the first submission and are responsive to the concerns expressed by Board members at the May workshop. The composition of the front elevations is now much more orderly and the proportions of the openings more traditional in character. The recessed entries are also an improvement. Staff does question the introduction of granite trim around the entry openings, however. Granite trim seems unnecessary and incongruous in this circumstance. Staff also notes that the townhouses are shown, at least in the colored perspective views, in a light color scheme. Would a darker color scheme be more recessive? The question warrants some consideration.

Regarding the proposed changes to the site plan, that changes in utility locations is a significant improvement, allowing the vegetated buffer along Mellen to remain. However, staff does question the effectiveness of the proposed walkway solution in terms of meeting the Board's stated objectives. As proposed, the walkway runs directly in front of the townhouse units, stepping at each unit, then continues under the inn's porte cochere and directly in front of the west elevation of the inn. From there, it runs along the east edge of the driveway toward Congress Street. Staff questions the provision of a walkway where owners and guests of privately-owned townhouses must pass through an area that clearly reads as part of another use and property. Is it not possible to design a shared road/walkway solution that could further separate the walkway from the inn? Perhaps the walkway could cross the pavement and run through the landscaped median west of the porte cochere toward the street. This treatment would be akin to a shared "woonerf" treatment where the roadway and walkway are shared and at the same grade. Used extensively in Europe, woonerfs are used increasingly in this country as well.

APPLICABLE REVIEW STANDARDS

Exterior Alterations to Existing Historic Structure:

- (1) *Every reasonable effort shall be made to provide a compatible use for the property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.*

- (9) *Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.*
- (10) *Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.*

New Construction:

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

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

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

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

Scale and Form

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

Composition of Principal Facades

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

Relationship to the street

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

ATTACHMENTS:

1. Letter summarizing revisions since last submission
2. Plans, elevations, perspective views and axonometric views
3. Excerpts from 5/18/16 submission

A R C H I T E C T Y P E

June 6, 2016

Deb Andrews
Historic Preservations Program Manager
Portland City Hall
389 Congress Street
Portland, Maine 04101

RE: 749 Congress Street

Dear Deb,

We are submitting our revised drawings and request our final public meeting with the Historic Preservation Board. We have modified the designs per HP comment. Changes incorporated as follows:

1. French Balconies eliminated on east elevations.
2. Townhouse units now step back as you proceed down the row.
3. Brick side walk incorporated to address pedestrian circulation to Congress Street.
4. Brick base incorporated on west north and south elevations.
5. Second and third floor elevations now all clapboard Brick has been eliminated.
6. Front decks now centered over garage door, door entry is now recessed and opening trimmed in granite, interior of recess to be white oak.
7. The exterior stair that was on the west side of the inn and questioned by the board has been removed. We had to eliminate a guest room to accomplish this.
8. Utilities going through the wooded lot off Mellon Street have been relocated to preserve the existing vegetation.

Please call with any concerns, we look forward to meeting with the board.

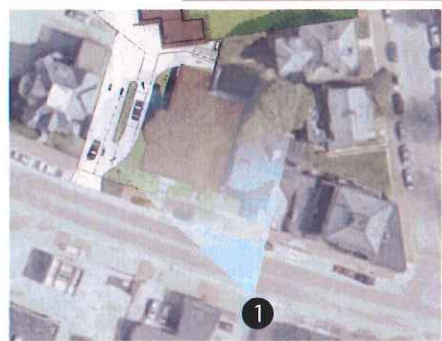
Respectfully Submitted,



David Lloyd
Maine Licensed Architect #936



VIEW 1 - CONGRESS STREET



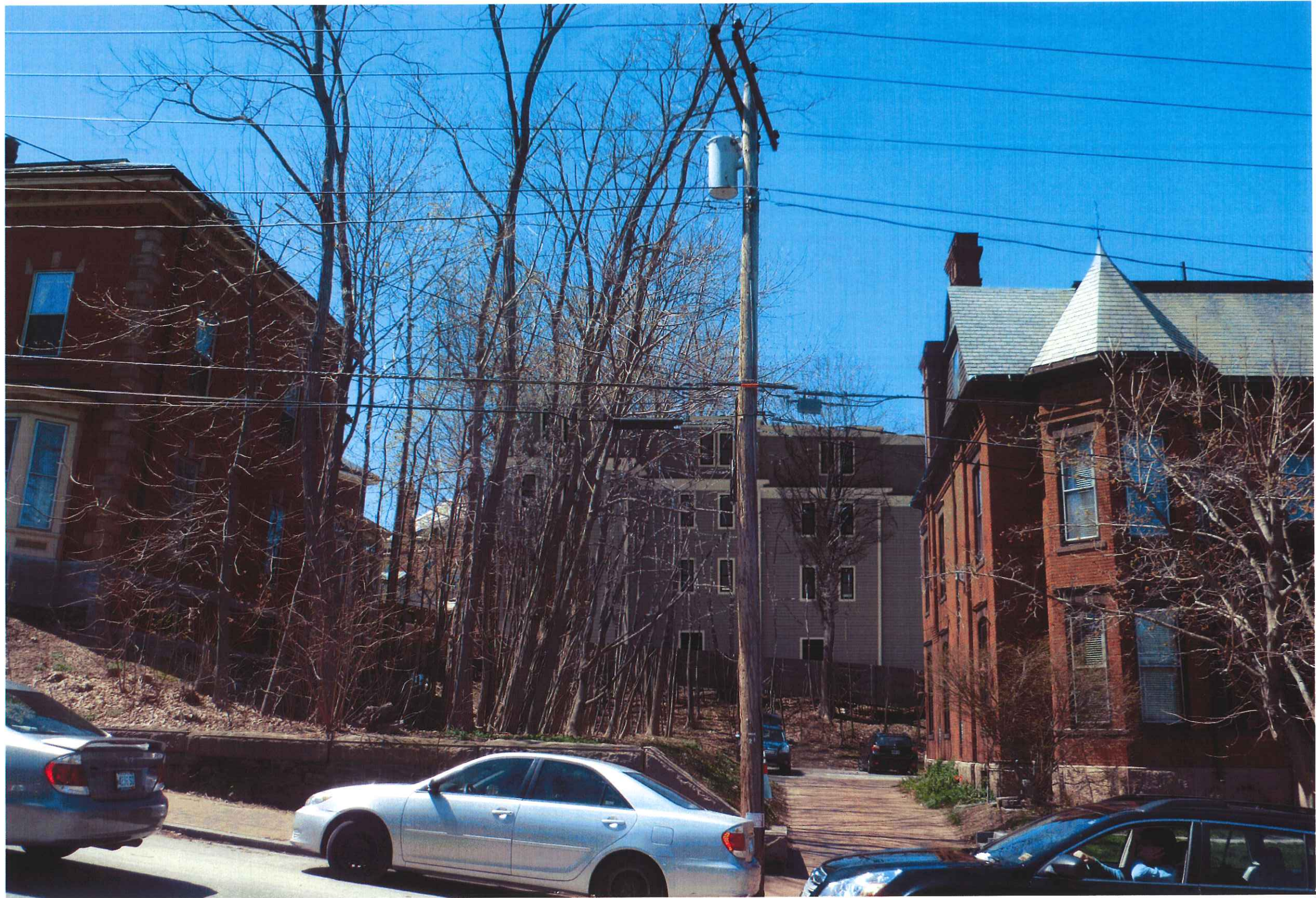
VIEW FROM CONGRESS STREET





A RCHETYPE
architects

Townhouse Entry View



VIEW 2 - MELLEN STREET



VIEW 3 - MELLEN STREET



VIEW 4 - CUMBERLAND AVE

CITY OF PORTLAND
SITE PLAN AND SUBDIVISION NOTES

- LANDSCAPING SHALL MEET THE "ARBORICULTURAL SPECIFICATIONS AND STANDARDS OF PRACTICE AND LANDSCAPE GUIDELINES" OF THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
- THE ENTIRE SITE SHALL BE DEVELOPED AND/OR MAINTAINED AS DEPICTED ON THE SITE PLAN. APPROVAL OF THE PLANNING AUTHORITY OR PLANNING BOARD SHALL BE REQUIRED FOR ANY ALTERATION TO OR DEVIATION FROM THE APPROVED SITE PLAN, INCLUDING, WITHOUT LIMITATION, TOPOGRAPHY, DRAINAGE, LANDSCAPING, RETENTION OF WOODED OR LAWN AREAS, ACCESS, SIZE, LOCATION, AND SURFACING OF PARKING AREAS AND LOCATION AND SIZE OF BUILDINGS.
- ALL POWERLINE UTILITIES SHALL BE UNDERGROUND.
- SIDEWALKS AND CURBING SHALL BE DESIGNED AND BUILT WITH TYPED RAMPES AT ALL STREET CORNERS, CROSSWALKS AND DRIVEWAYS IN CONFORMANCE WITH THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
- ALL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL BMPs PUBLISHED BY THE BUREAU OF LAND AND QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003.
- ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR REGRADING.
- ALL DISTURBED AREAS ON THE SITE NOT COVERED BY BUILDINGS OR PAVED AREAS SHALL BE STABILIZED WITH LOAM AND SEED OR OTHER METHODS AS REQUIRED BY BEST MANAGEMENT PRACTICES (SEE ABOVE).
- PRIOR TO CONSTRUCTION, A PRECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, DEVELOPMENT REVIEW COORDINATOR, PUBLIC WORKS REPRESENTATIVE AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE SITE-BUILDING CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE ATTENDING CITY REPRESENTATIVE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR THE PRECONSTRUCTION MEETING.
- EXISTING VEGETATION SHALL BE CONSERVED IN AREAS SHOWN ON THIS SITE. FENCING OR OTHER PROTECTIVE BARRIERS SHALL BE ERRECTED OUTSIDE THE DRIP-LINE OF INDIVIDUAL GROUPINGS OF TREES DESIGNATED FOR PRESERVATION PRIOR TO THE ONSET OF CONSTRUCTION. REGRADING SHALL NOT TAKE PLACE WITHIN THE DRIP-LINE OF TREES DESIGNATED FOR PRESERVATION. NO STORAGE OR CONSTRUCTION MATERIALS SHALL BE PERMITTED WITHIN THE DRIP-LINE OF TREES TO BE PRESERVED.
- SUBDIVISION AT THE TIME OF APPROVAL IS DEFINED AS "SUBDIVISION SHALL MEAN THE DIVISION OF A LOT, TRACT OR PARCEL OF LAND INTO THREE (3) OR MORE LOTS, INCLUDING LOTS OF FORTY (40) ACRES OR MORE, WITHIN ANY FIVE-YEAR PERIOD WHETHER ACCOMPLISHED BY SALE, LEASE, DEVELOPMENT, BUILDINGS OR OTHERWISE AND AS FURTHER DEFINED IN 30-A M.R.S.A. SECTION 4401. THE TERM SUBDIVISION SHALL ALSO INCLUDE THE DIVISION OF A NEW STRUCTURE OR STRUCTURES ON A TRACT OR PARCEL OF LAND INTO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-YEAR PERIOD AND THE DIVISION OF AN EXISTING STRUCTURE OR STRUCTURES PREVIOUSLY USED FOR COMMERCIAL OR INDUSTRIAL USE INTO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-YEAR PERIOD. THE AREA INCLUDED IN THE EXPANSION OF AN EXISTING STRUCTURE IS DEEMED TO BE A NEW STRUCTURE FOR THE PURPOSE OF THIS PARAGRAPH. A DWELLING UNIT SHALL INCLUDE ANY PART OF A STRUCTURE WHICH, THROUGH SALE OR LEASE, IS INTENDED FOR HUMAN HABITATION, INCLUDING SINGLE-FAMILY AND MULTIFAMILY HOUSING CONDOMINIUMS, TIME-SHARE UNITS AND APARTMENTS."

GENERAL NOTES

- OWNER: MARTIN B. DASSA & ALYSSA J. DASSA TRUSTEES, 3 COTTONWOOD LANE, FALMOUTH, MAINE 04105. DEEDS RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS BK. 28501, PG. 208, DATE 11/15/06.
- DEVELOPER: DENOVO, LLC, 41 WAITES LANDING ROAD, FALMOUTH, MAINE 04105.
- ENGINEER: PINKHAM & GREER CIVIL ENGINEERS, 28 VANNAH AVENUE, PORTLAND, MAINE, 04103.
- ARCHITECT: ARCHETYPE ARCHITECTS, 48 UNION WHARF, PORTLAND, MAINE 04101.
- TOPOGRAPHIC AND BOUNDARY: TITCOMB ASSOCIATES, 133 GRAY ROAD, FALMOUTH, MAINE, 04105.
- UNDERLYING SOILS MAPPING TAKEN FROM SOIL CONSERVATION STUDY OF CUMBERLAND COUNTY AND CLASSIFIED HINCKLEY (HIB). THE SURFACE OF THE SITE IS CURRENT URBAN LAND.
- TAX MAP REFERENCE: MAP 41 / BLOCK A / LOT 20, 28, 30, 32.
- TOTAL PARCEL = 0.71 acres
- UNITS TO BE SERVICED BY PUBLIC WATER FROM CONGRESS STREET AND PUBLIC SEWER, AND GAS FROM MELLEN STREET. THESE SERVICES, INCLUDING HYDRANTS, ARE AS SHOWN ON SHEET C14, GRADING AND UTILITIES PLAN.
- POWER, TELEPHONE AND CABLE SERVICES ARE TO BE UNDERGROUND FROM A NEW POLE ON THE SUBJECT PARCEL ADJACENT TO MELLEN STREET. THESE SERVICES ARE SHOWN ON SHEET C14, GRADING AND UTILITIES PLAN.
- CALL DIG-SAFE PRIOR TO COMMENCING WORK, 1-800-DIG-SAFE.
- ALL WORK WITHIN THE PUBLIC RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
- PROPOSED PARKING SPACES: 12-OUTDOOR, 1-INDOOR.
- THE SUBJECT PARCEL SHOWN AS 149 CONGRESS STREET IS SUBJECT TO A CITY OF PORTLAND LEVEL III SITE PLAN AND SUBDIVISION PERMIT.
- FLOODPLAIN: THIS PROPERTY IS IN ZONE C OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL 230051 0014 B, EFFECTIVE DATE JULY 17, 1986. IT IS NOT IN A SPECIAL FLOOD HAZARD ZONE.
- NEW PROPERTY PINS TO BE SET AT THE EXPENSE OF THE DEVELOPER AT THE END OF CONSTRUCTION.
- ALL CONSTRUCTION AND SITE ALTERATIONS SHALL BE DONE IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL BMPs" PUBLISHED BY THE BUREAU OF LAND AND WATER QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, LATEST EDITION, MARCH 2003.

ZONE INFORMATION

B2b - COMMUNITY BUSINESS ZONE
R6 - RESIDENTIAL ZONE

PERMITTED USES: MULTI-FAMILY DWELLING,
RESTAURANTS, HOTELS & MOTELS LESS
THAN 150 ROOMS

PROJECT DRAWINGS

- C11 COVER SHEET
- C12 SUBDIVISION RECORDING PLAT
- C13 SITE PLAN
- C14 EXISTING CONDITIONS AND DEMOLITION PLAN
- C15 GRADING AND UTILITIES PLAN
- C16 EROSION CONTROL PLAN, NOTES AND DETAILS
- C17 LANDSCAPE PLAN, NOTES AND DETAILS
- C18 SITE DETAILS
- C19 SITE DETAILS
- C20 SITE DETAILS

PLAN OF EXISTING CONDITIONS SURVEY



ADDRESS SIGN
DETAIL

PARKING INFORMATION

16 HOTEL ROOMS	4 SPACES
35 SEAT RESTAURANT	5 SPACES
9 RESIDENTIAL UNITS	9 SPACES
TOTAL REQUIRED	18 SPACES
PROVIDED	19 SPACES

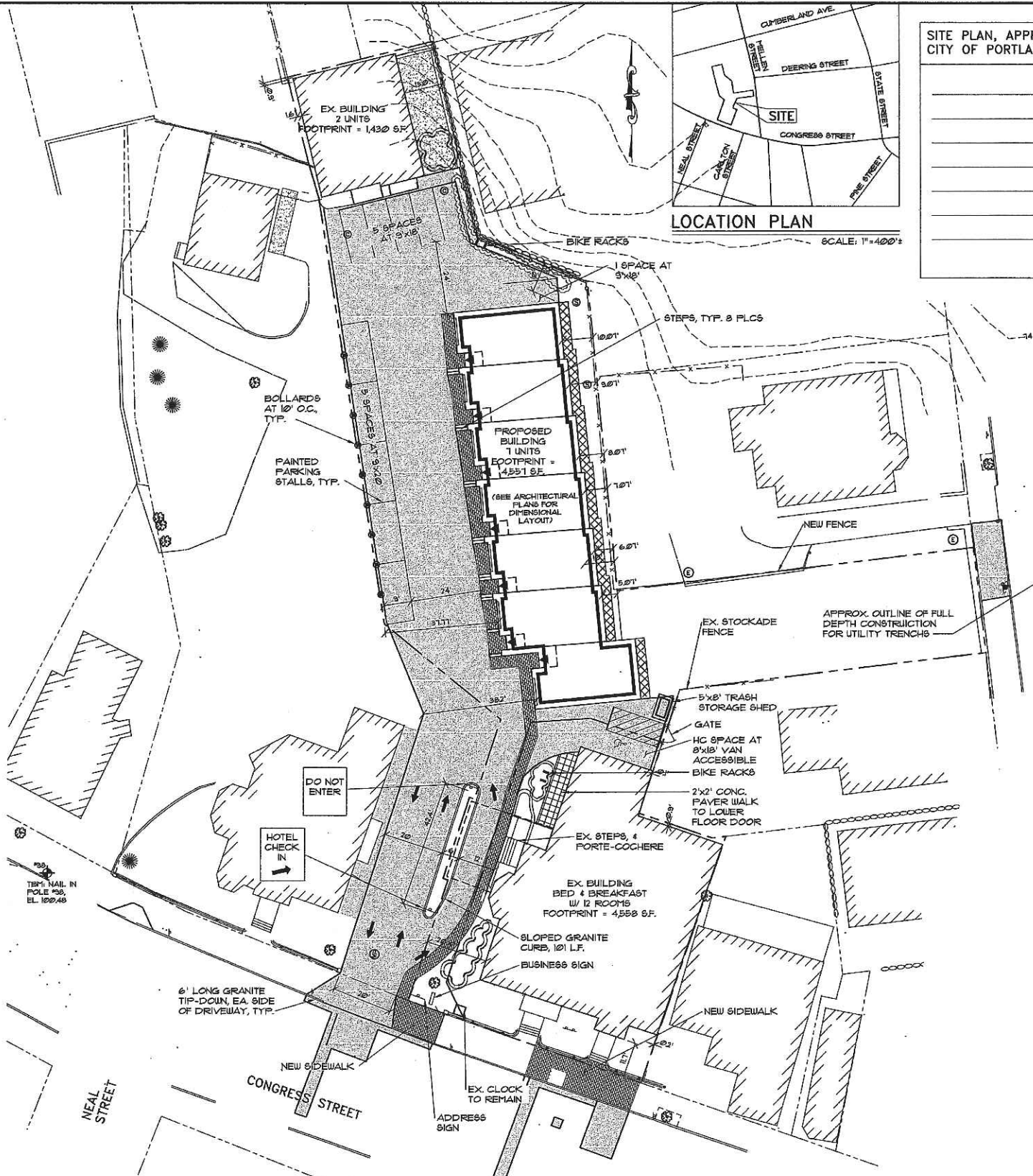
LEGEND

EXISTING

- PROPERTY LINE
- ADJUTERS PROPERTY EASEMENT
- EDGE OF PAVEMENT
- BUILDING CURB
- CATCH BASIN
- SEWER MANHOLE
- HYDRANT
- WATER VALVE
- GAS VALVE
- POLE MOUNTED TRANSFORMER
- UTILITY POLE W/ GUY WIRE
- LIGHT POLE
- AREA LIGHT ON POLE
- SIGN
- FENCE
- BENCHMARK

PROPOSED

- EDGE OF PAVEMENT
- VERTICAL GRANITE CURB
- BUILDING
- BUILDING ENTRY/EGRESS
- BUILDING OVERHEAD DOOR
- CATCH BASIN
- UTILITY POLE
- STOCKADE FENCE
- BOLLARD
- FULL DEPTH BITUMINOUS PAVT
- BRICK PAVERS
- CONCRETE PAVERS
- SIGN
- GREASE TRAP
- PAINTED TRAFFIC DIRECTION ARROW
- SNOW STORAGE AREA



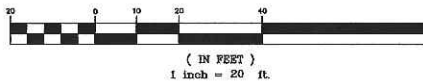
LOCATION PLAN

SCALE: 1"=400'

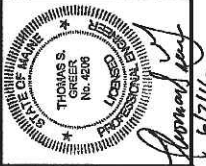
SITE PLAN, APPROVED BY THE
CITY OF PORTLAND PLANNING BOARD

DATE

GRAPHIC SCALE



PINKHAM & GREER
CIVIL ENGINEERS
28 VANNAH AVE. PORTLAND, ME 04103
TEL: 207.781.4246 FAX: 207.781.4245



REV.	DATE	DESCRIPTION
1	4/8/16	PER STAFF COMMENTS
2	4/22/16	PER STAFF COMMENTS
3	6/17/16	REVISED UTILITIES

APPLICANT: DENOVO, LLC
47 WAITES LANDING ROAD
FALMOUTH, MAINE

SCALE: AS SHOWN
DATE: FEBRUARY 22, 2016
PROJECT: 15156

749 CONGRESS STREET
749 CONGRESS STREET
PORTLAND, MAINE

SITE PLAN

C1.2

MAPLOT 471A120, 30, 28, 32

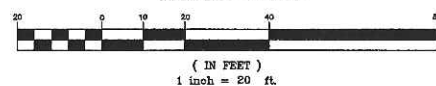
GENERAL:

- MAINTENANCE:

-
- Diagram illustrating a staggered row planting method for bulbs. The diagram shows a cross-section of the soil profile with the following components and labels:
- PLANT IN STAGGERED ROWS 2' ON CENTER.**: Indicated by a horizontal line with arrows at both ends, showing the spacing between rows.
 - 3" FINELY SHREDDED DARK BARK MULCH (UNLESS NOTED OTHERWISE)**: A layer of mulch applied over the soil.
 - 6" TEMPORARY TOPSOIL SAUCER**: A layer of topsoil directly beneath the mulch, forming a saucer shape around the bulbs.
 - PLACE BOT. OF BULBS 3"-4" DEEP BELOW BARKMULCH**: A label pointing to the depth at which the bulbs are planted.
 - UNDISTURBED SOIL**: The native soil layer below the temporary topsoil saucer.
 - SOIL MIX: 6-PARTS NATIVE SOIL, 1-PART TOPSOIL, 1-PART COMPOST, 1-PART MANURE**: A label pointing to the composition of the temporary topsoil saucer.

2 NOT TO SCALE

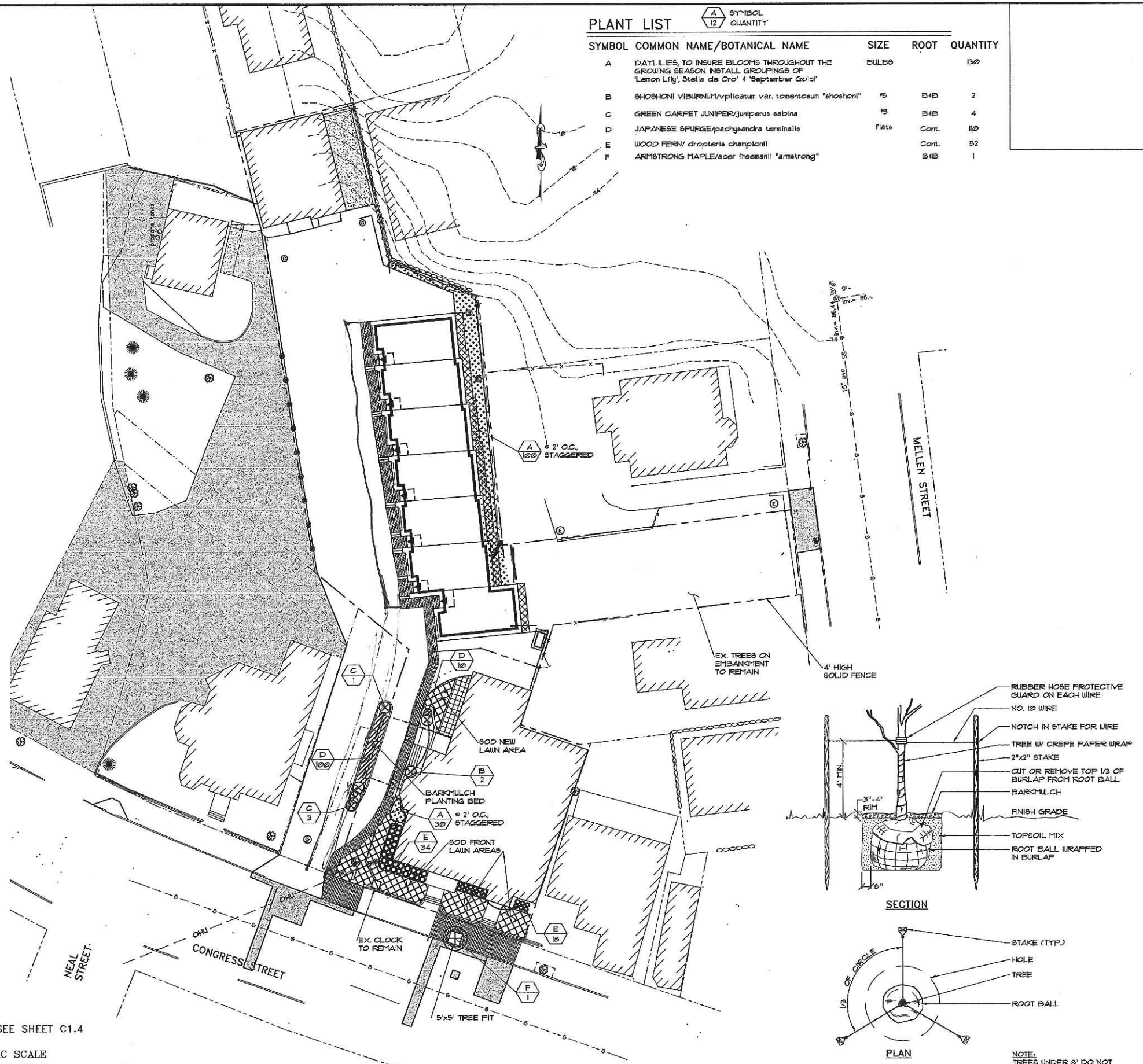
GRAPHIC SCALE



SYMBOL	QUANTITY
A	12

1 TREE PLANTING DETAIL

NOT TO SCALE



APPLICANT: DENOVO, LLC
47 WAITES LANDING ROAD
FALMOUTH, MAINE

749 CONGRESS STREET
749 CONGRESS STREET
PORTLAND, MAINE

LANDSCAPE PLAN
NOTES AND DETAILS

C1.6

MAP/LOT 47 / A / 20, 30, 28, 32

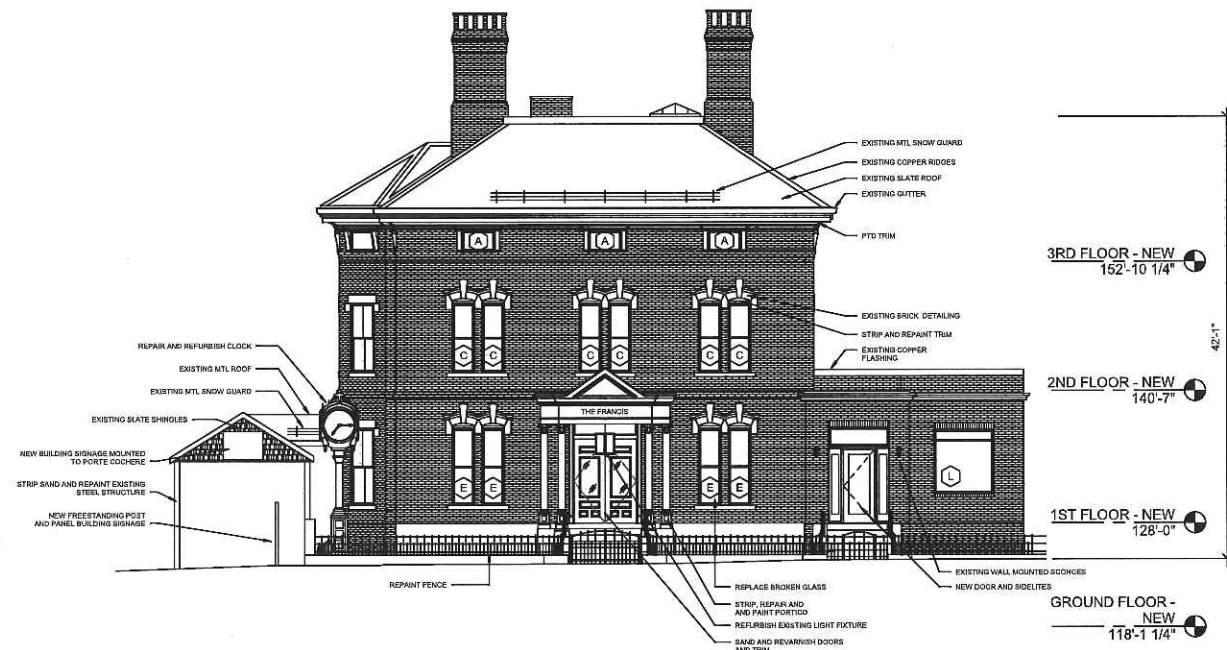


PINKHAM & GREER
CIVIL ENGINEERS
28 WINNHAM AVE. PORTLAND, ME. 04103
TEL: 207.781.5242 FAX: 207.781.4245

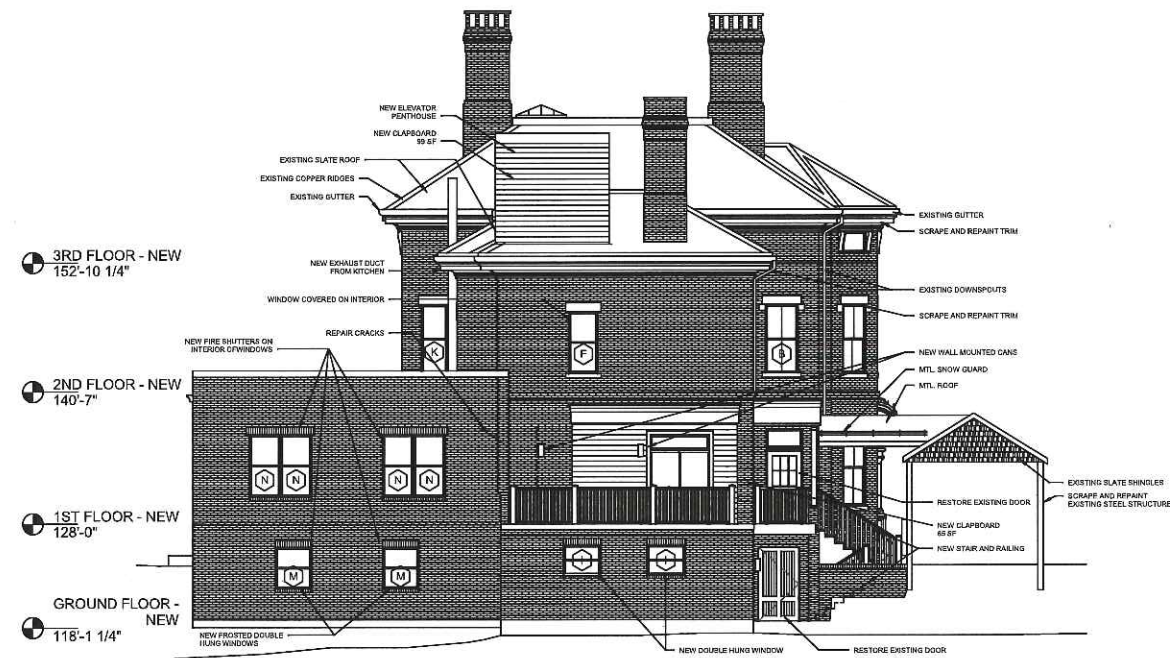
A circular professional engineer seal for the State of Maine. The outer ring contains the text "STATE OF MAINE" on the left and "PROFESSIONAL ENGINEER" on the right, separated by two stars. The inner circle contains the text "THOMAS S. GREER" and "No. 4206". The seal is stamped in black ink on a white background.

REV.	DATE	DESCRIPTION	PER STAFF COMMENTS
1	4/28/16		PER STAFF COMMENTS
2	4/22/16		PER STAFF COMMENTS

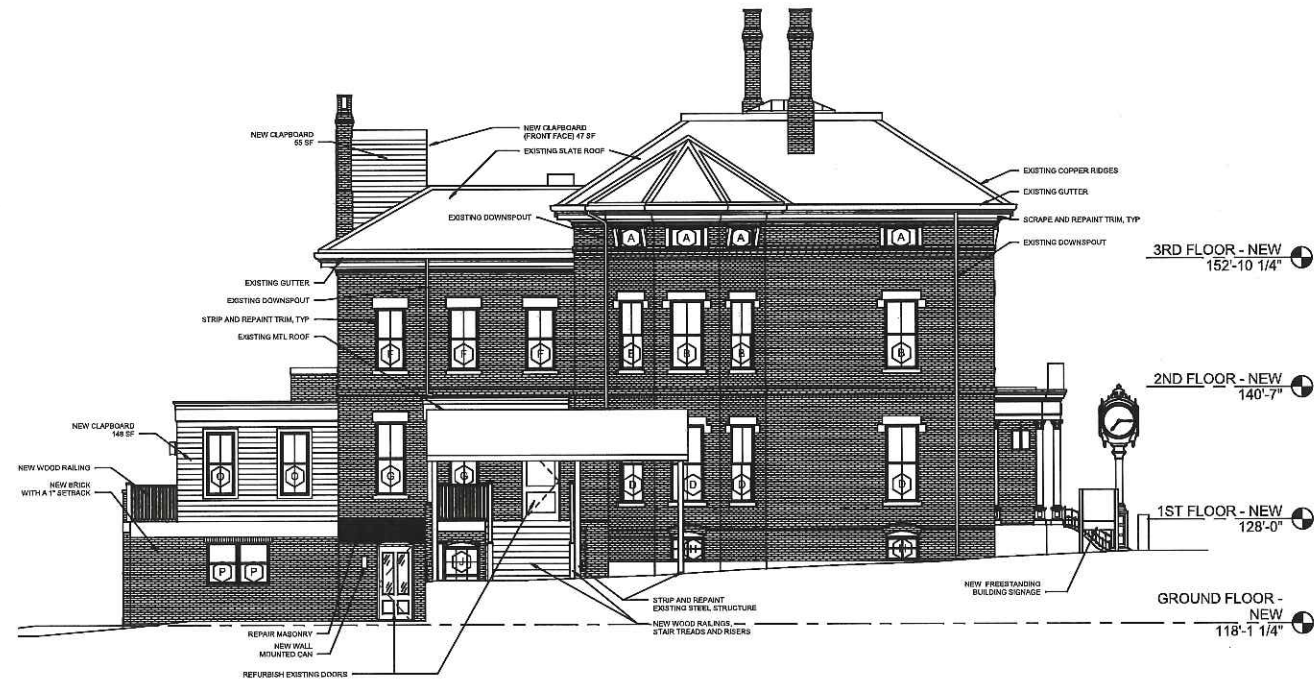
SCALE: AS SHOWN DRN BY: JDC
DATE: FEBRUARY 22, 2018 DESG BY: TSG
PROJECT: 15156 CHK BY: *TSB*



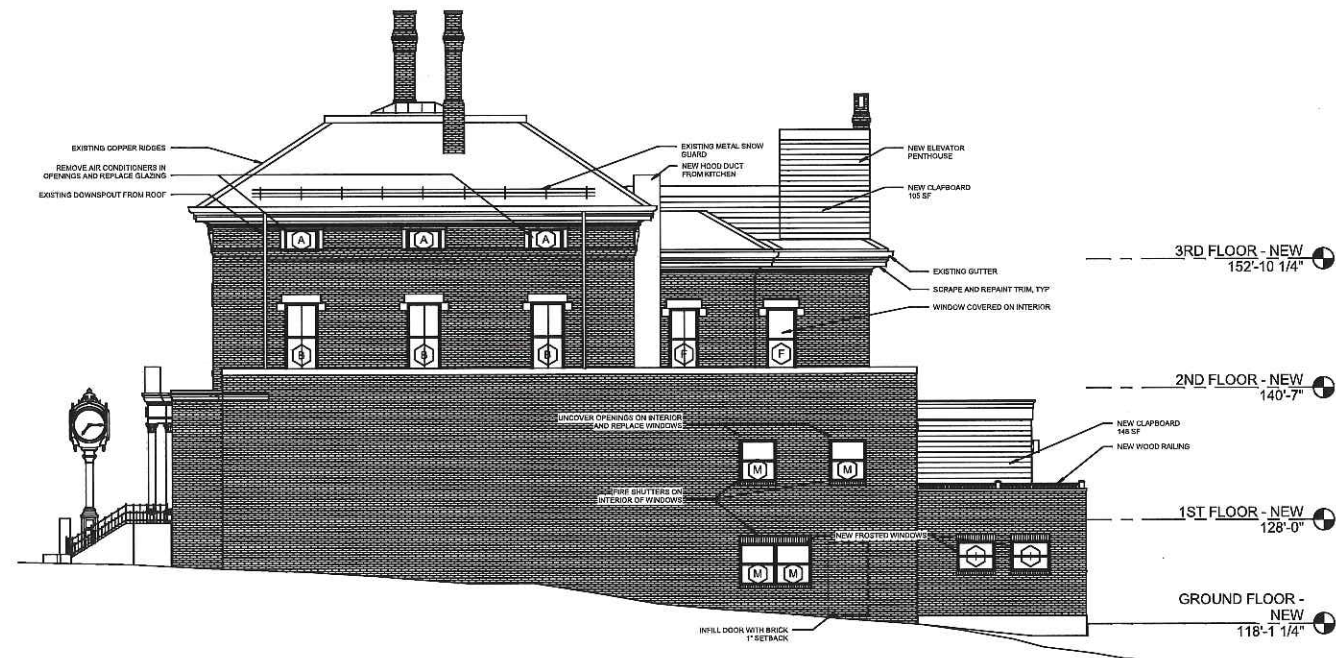
1 | NEW SOUTH ELEVATION
1/8" = 1'-0"



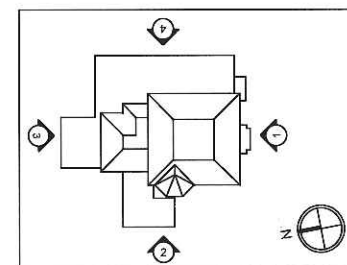
3 | NEW NORTH ELEVATION
1/8" = 1'-0"



2 | NEW WEST ELEVATION
1/8" = 1'-0"



4 | NEW EAST ELEVATION
1/8" = 1'-0"



Prepared For:
747 CONGRESS
LLC

Consultant:

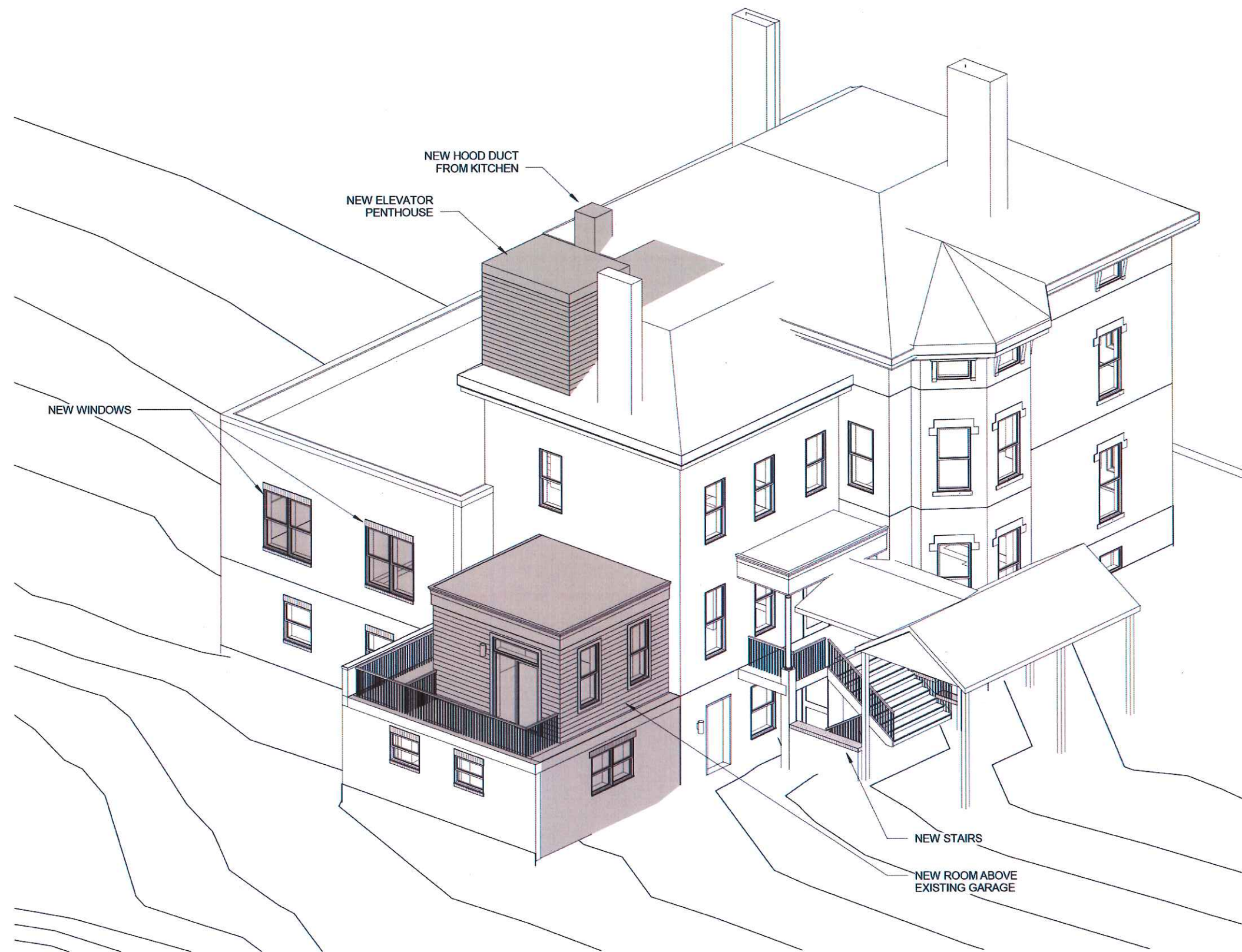
Architect:
ARCHETYPE
architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Project:
THE FRANCIS

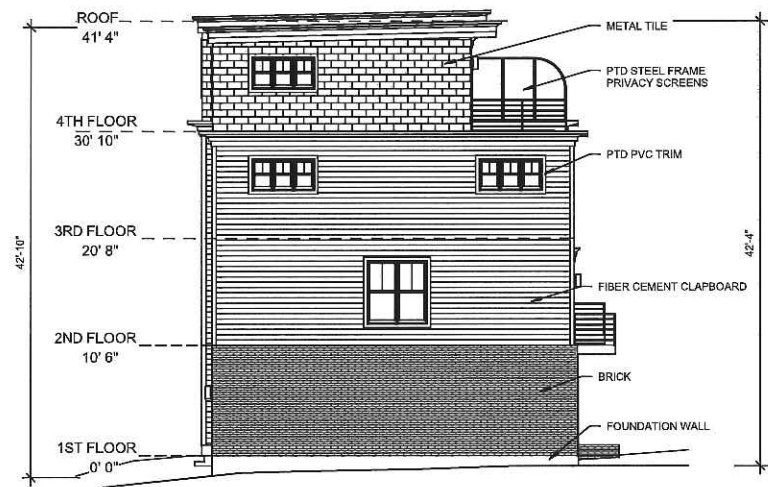
Revisions:

Date: 06 JUN 2016
Scale: As indicated
NEW BUILDING
ELEVATIONS

A2.02



Axonometric showing additions to historic building



4 | NORTH ELEVATION
1/8" = 1'-0"



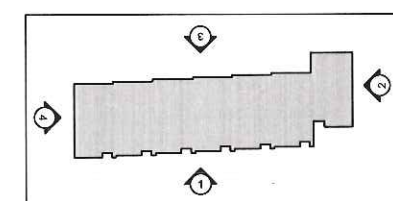
2 | SOUTH ELEVATION
1/8" = 1'-0"



3 | EAST ELEVATION
1/8" = 1'-0"



1 | WEST ELEVATION
1/8" = 1'-0"

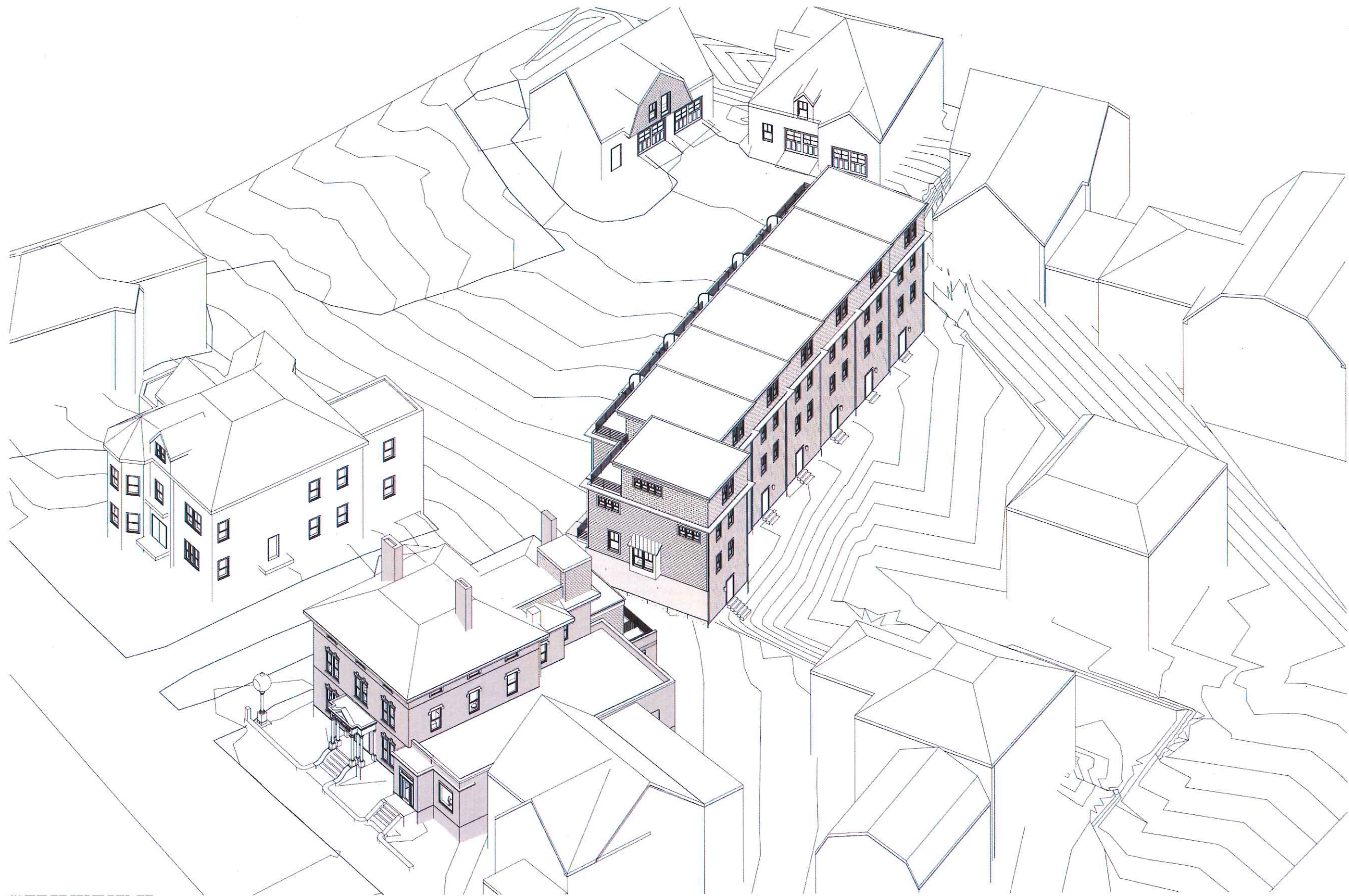


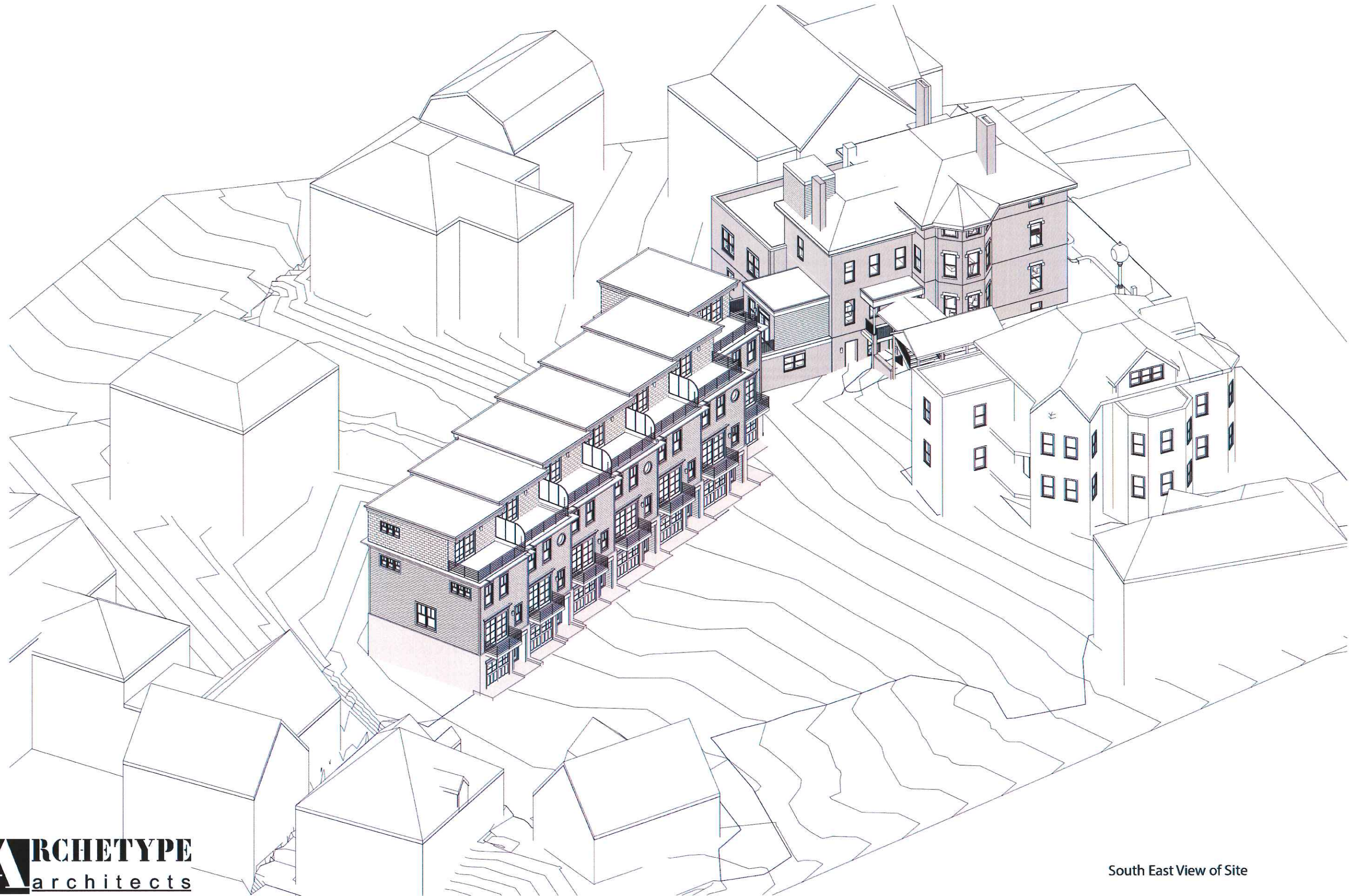
MEAN BUILDING HEIGHT - 43'-4 1/4"

Prepared For:		Owner	
Consultant:		ARCHETYPE architects 48 Union Wharf Portland, Maine 04101 (207) 775-6002 ARCHETYPE@ARCHETYPEPA.COM	
Project:		BRAMHALL ROW	
Revisions:		PORTLAND, MAINE	
Date:	Scale:	BUILDING ELEVATIONS	
6 JUN 2016	As indicated		
		A2.0	









A++ 3

CITY OF PORTLAND
SITE PLAN AND SUBDIVISION NOTES

- LANDSCAPING SHALL MEET THE "ARBORICULTURAL SPECIFICATIONS AND STANDARDS OF PRACTICE AND LANDSCAPE GUIDELINES" OF THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
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- ALL POWERLINE UTILITIES SHALL BE UNDERGROUND.
- SIDEWALKS AND CURBING SHALL BE DESIGNED AND BUILT WITH TYPED RAMP AT ALL STREET CORNERS, CROSSWALKS AND DRIVEWAYS IN CONFORMANCE WITH THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
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- ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR REGRADING.
- ALL DISTURBED AREAS ON THE SITE NOT COVERED BY BUILDINGS OR PAVED AREAS SHALL BE STABILIZED WITH LOAM AND SEED OR OTHER METHODS AS REQUIRED BY BEST MANAGEMENT PRACTICES (SEE ABOVE).
- PRIOR TO CONSTRUCTION, A PRECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, DEVELOPMENT REVIEW COORDINATOR, PUBLIC WORKS REPRESENTATIVE AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE SITE/BUILDING CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE ATTENDING CITY REPRESENTATIVE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR THE PRECONSTRUCTION MEETING.
- EXISTING VEGETATION SHALL BE CONSERVED IN AREAS SHOWN ON THIS SITE. FENCING OR OTHER PROTECTIVE BARRIERS SHALL BE ERECTED OUTSIDE THE DRIP-LINE OF INDIVIDUAL GROUPINGS OF TREES DESIGNATED FOR PRESERVATION PRIOR TO THE ONSET OF CONSTRUCTION. REGRADING SHALL NOT TAKE PLACE WITHIN THE DRIP-LINE OF TREES DESIGNATED FOR PRESERVATION. NO STORAGE OR CONSTRUCTION MATERIALS SHALL BE PERMITTED WITHIN THE DRIP-LINE OF TREES TO BE PRESERVED.
- SUBDIVISION AT THE TIME OF APPROVAL IS DEFINED AS "SUBDIVISION SHALL MEAN THE DIVISION OF A LOT, TRACT OR PARCEL OF LAND INTO THREE (3) OR MORE LOTS, INCLUDING LOTS OF FORTY (40) ACRES OR MORE, WITHIN ANY FIVE-YEAR PERIOD WHETHER ACCOMPLISHED BY SALE, LEASE, DEVELOPMENT, BUILDINGS OR OTHERWISE AND AS FURTHER DEFINED IN 30-A M.R.S.A. SECTION 4401. THE TERM SUBDIVISION SHALL ALSO INCLUDE THE DIVISION OF A NEW STRUCTURE OR STRUCTURES ON A TRACT OR PARCEL OF LAND INTO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-YEAR PERIOD AND THE DIVISION OF AN EXISTING STRUCTURE OR STRUCTURES PREVIOUSLY USED FOR COMMERCIAL OR INDUSTRIAL USE INTO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-YEAR PERIOD. THE AREA INCLUDED IN THE EXPANSION OF AN EXISTING STRUCTURE IS DEEMED TO BE A NEW STRUCTURE FOR THE PURPOSE OF THIS PARAGRAPH. A DWELLING UNIT SHALL INCLUDE ANY PART OF A STRUCTURE WHICH, THROUGH SALE OR LEASE, IS INTENDED FOR HUMAN HABITATION, INCLUDING SINGLE-FAMILY AND MULTIFAMILY HOUSING CONDOMINIUMS, TIME-SHARE UNITS AND APARTMENTS."

GENERAL NOTES

- OWNER: MARTIN B. DASSA & ALYSSA J. DASSA TRUSTEES, 3 COTTONWOOD LANE, FALMOUTH, MAINE 04103. DEEDS RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS BK. 2830T, PG. 208, DATE 11/15/06.
- DEVELOPER: DENOVO, LLC, 41 WAITES LANDING ROAD, FALMOUTH, MAINE 04103.
- ENGINEER: PINKHAM & GREER CIVIL ENGINEERS, 28 VANNAH AVENUE, PORTLAND, MAINE, 04103.
- ARCHITECT: ARCHETYPE ARCHITECTS, 48 UNION WHARF, PORTLAND, MAINE 04101.
- TOPOGRAPHIC AND BOUNDARY: TITCOMB ASSOCIATES, 133 GRAY ROAD, FALMOUTH, MAINE, 04103.
- UNDERLYING SOILS MAPPING TAKEN FROM SOIL CONSERVATION STUDY OF CUMBERLAND COUNTY AND CLASSIFIED HICKLEY (H1B). THE SURFACE OF THE SITE IS CURRENT URBAN LAND.
- TAX MAP REFERENCE: MAP 41 / BLOCK A / LOT 20, 28, 30, 32.
- TOTAL PARCEL = 0.71 acres
- UNITS TO BE SERVICED BY PUBLIC WATER FROM CONGRESS STREET AND PUBLIC SEWER, AND GAS FROM MELLEN STREET. THESE SERVICES, INCLUDING HYDRANTS, ARE AS SHOWN ON SHEET C1.4, GRADING AND UTILITIES PLAN.
- POWER, TELEPHONE AND CABLE SERVICES ARE TO BE UNDERGROUND FROM A NEW POLE ON THE SUBJECT PARCEL ADJACENT TO MELLEN STREET. THESE SERVICES ARE SHOWN ON SHEET C1.4, GRADING AND UTILITIES PLAN.
- CALL DIG-SAFE PRIOR TO COMMENCING WORK, 1-800-DIG-SAFE.
- ALL WORK WITHIN THE PUBLIC RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
- PROPOSED PARKING SPACES: 11-OUTDOOR, 1-INDOOR.
- THE SUBJECT PARCEL SHOWN AS 143 CONGRESS STREET IS SUBJECT TO A CITY OF PORTLAND LEVEL III SITE PLAN AND SUBDIVISION PERMIT.
- FLOODPLAIN: THIS PROPERTY IS IN ZONE C OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL 2302B1 0014 B, EFFECTIVE DATE JULY 17, 1986. IT IS NOT IN A SPECIAL FLOOD HAZARD ZONE.
- NEW PROPERTY PINS TO BE SET AT THE EXPENSE OF THE DEVELOPER AT THE END OF CONSTRUCTION.
- ALL CONSTRUCTION AND SITE ALTERATIONS SHALL BE DONE IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL BMPs" PUBLISHED BY THE BUREAU OF LAND AND WATER QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, LATEST EDITION, MARCH 2003.

ZONE INFORMATION

B2b - COMMUNITY BUSINESS ZONE
R6 - RESIDENTIAL ZONE

PERMITTED USES: MULTI-FAMILY DWELLING, RESTAURANTS, HOTELS & MOTELS LESS THAN 150 ROOMS

PARKING INFORMATION

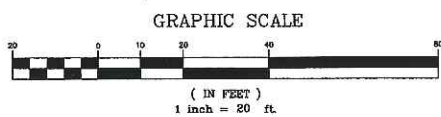
OFF STREET PARKING 11 SPACES
BIKE RACKS

EXTERIOR: 4
INTERIOR: GARAGE

PROJECT DRAWINGS

- C11 COVER SHEET
 - C12 SUBDIVISION RECORDING PLAT
 - C13 SITE PLAN
 - C14 EXISTING CONDITIONS AND DEMOLITION PLAN
 - C15 GRADING AND UTILITIES PLAN
 - C16 EROSION CONTROL PLAN, NOTES AND DETAILS
 - C17 LANDSCAPE PLAN, NOTES AND DETAILS
 - C21 SITE DETAILS
 - C22 SITE DETAILS
- PLAN OF EXISTING CONDITIONS SURVEY

143 CONGRESS STREET
UNITS
A-1
ADDRESS SIGN
DETAIL



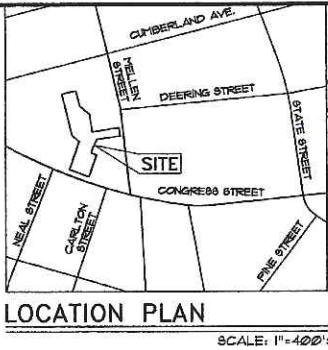
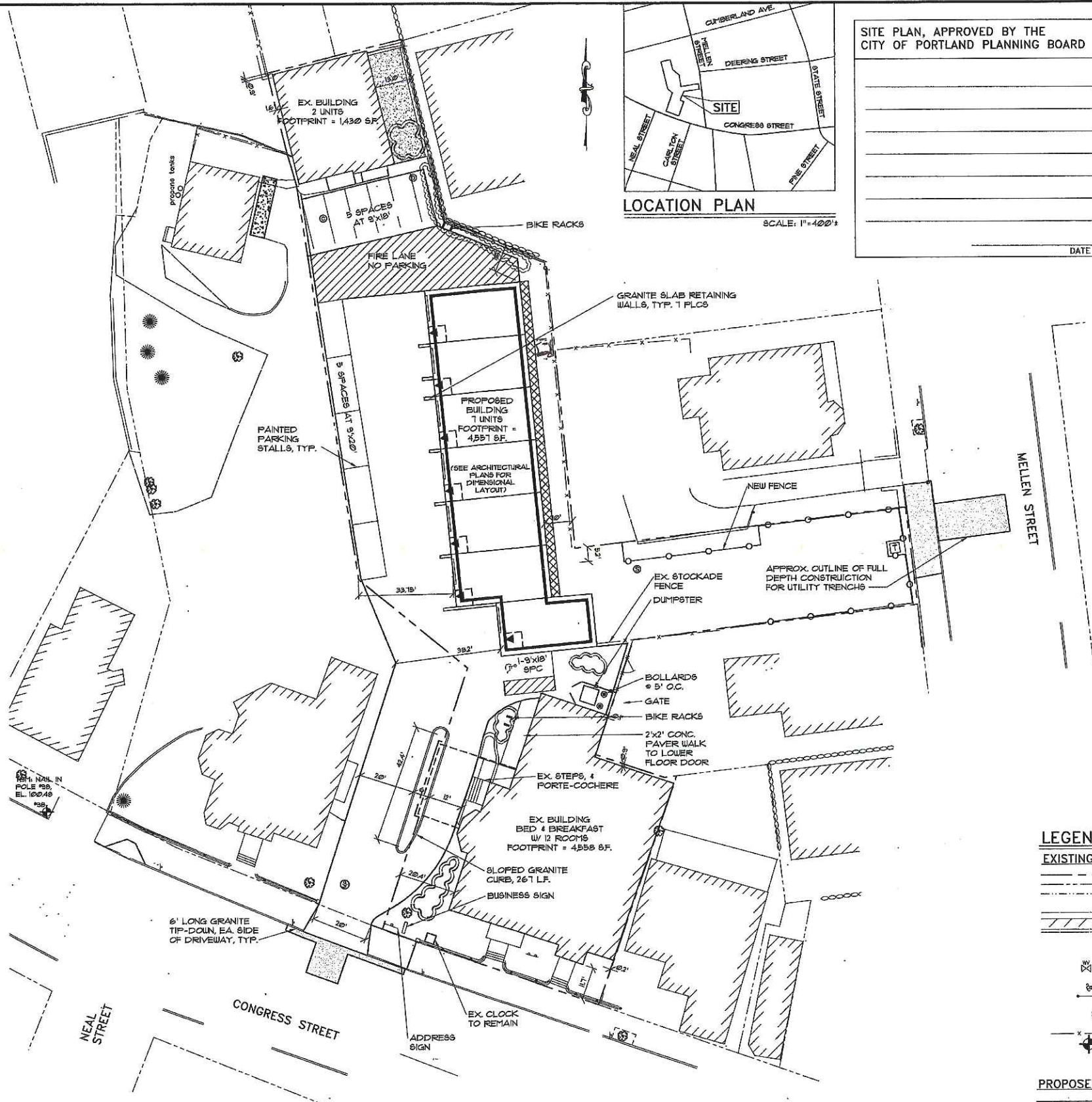
LEGEND

EXISTING

- PROPERTY LINE
- ADJUTERS PROPERTY EASEMENT
- EDGE OF PAVEMENT
- BUILDING CURB
- CATCH BASIN
- SEWER MANHOLE
- HYDRANT
- WATER VALVE
- GAS VALVE
- POLE MOUNTED TRANSFORMER
- UTILITY POLE W/ GUY WIRE
- LIGHT POLE
- AREA LIGHT ON POLE
- SIGN
- BENCHMARK

PROPOSED

- EDGE OF PAVEMENT
- VERTICAL GRANITE CURB
- BUILDING ENTRY/EGRESS
- BUILDING OVERHEAD DOOR
- CATCH BASIN
- UTILITY POLE
- STOCKADE FENCE
- BOLLARD
- FULL DEPTH BITUMINOUS PAVT
- BRICK PAVERS
- CONCRETE PAVERS
- SIGN

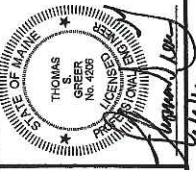


SITE PLAN, APPROVED BY THE CITY OF PORTLAND PLANNING BOARD

DATE

PINKHAM & GREER
CIVIL ENGINEERS

28 VANNAH AVE. PORTLAND, ME 04103
TEL: 207.761.5342 FAX: 207.751.4545



REV.	DATE	DESCRIPTION

APPLICANT: DENOVO, LLC
47 WAITES LANDING ROAD
FALMOUTH, MAINE

SCALE: AS SHOWN
DATE: FEBRUARY 22, 2016
PROJECT: 15165

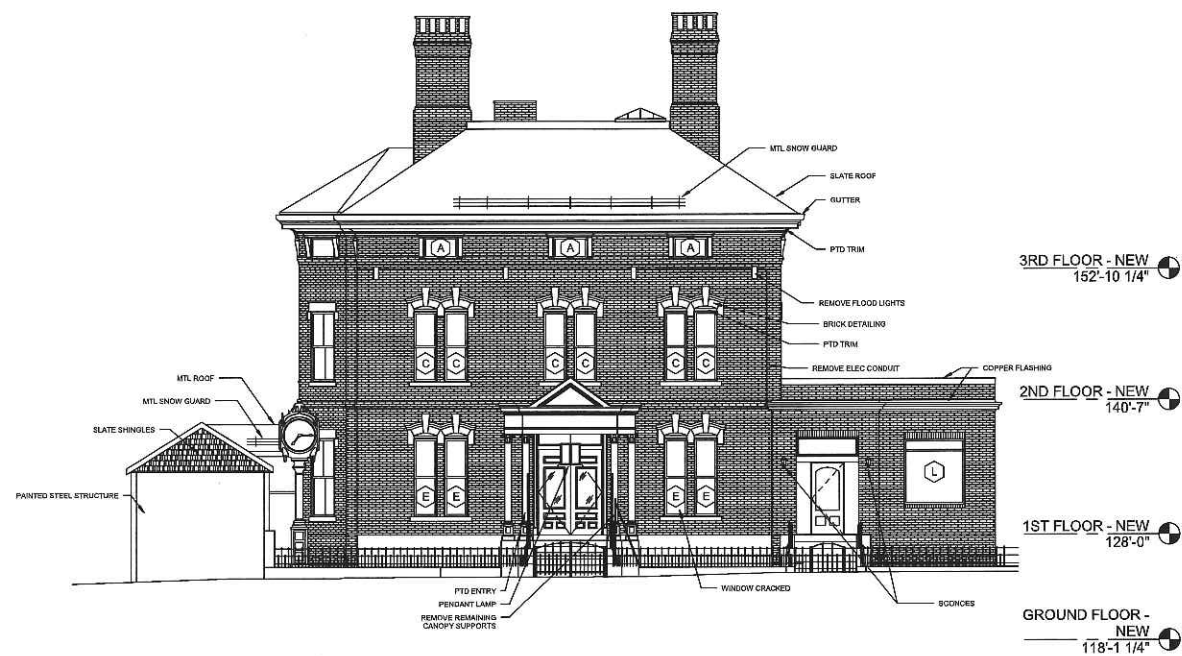
DRN BY: JDC
DESIGN BY: TSG
CHK BY: [Signature]

749 CONGRESS STREET
749 CONGRESS STREET
PORTLAND, MAINE

SITE PLAN

C1.2

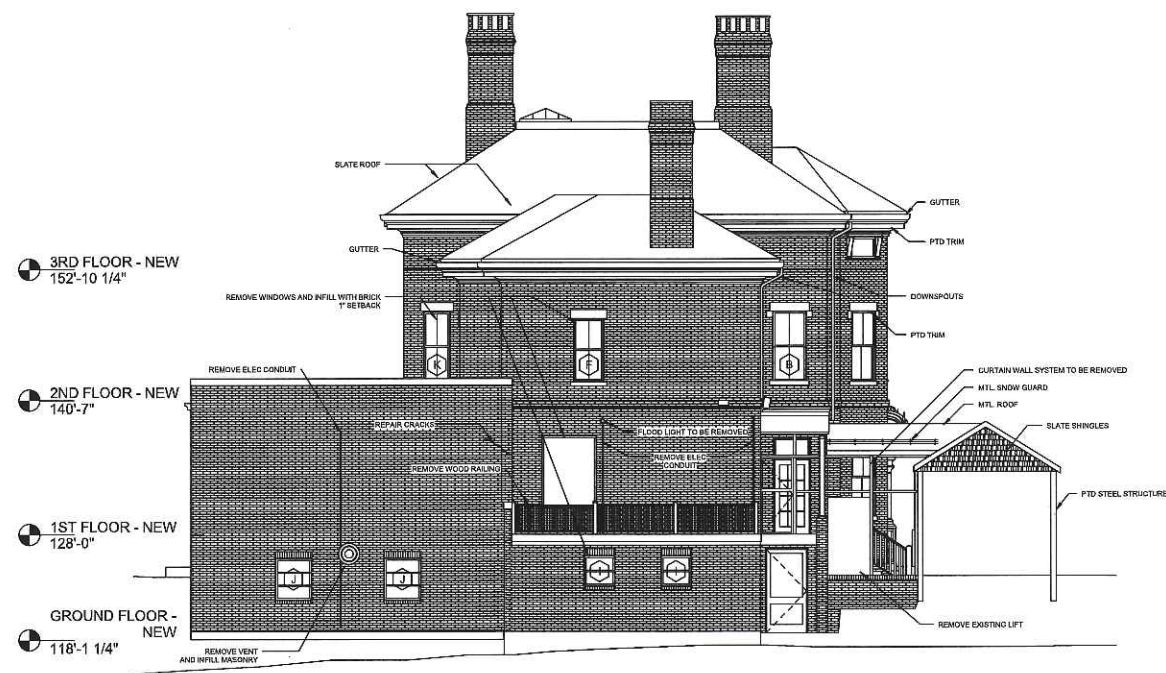
MAPLOT 471A120, 30, 28, 32



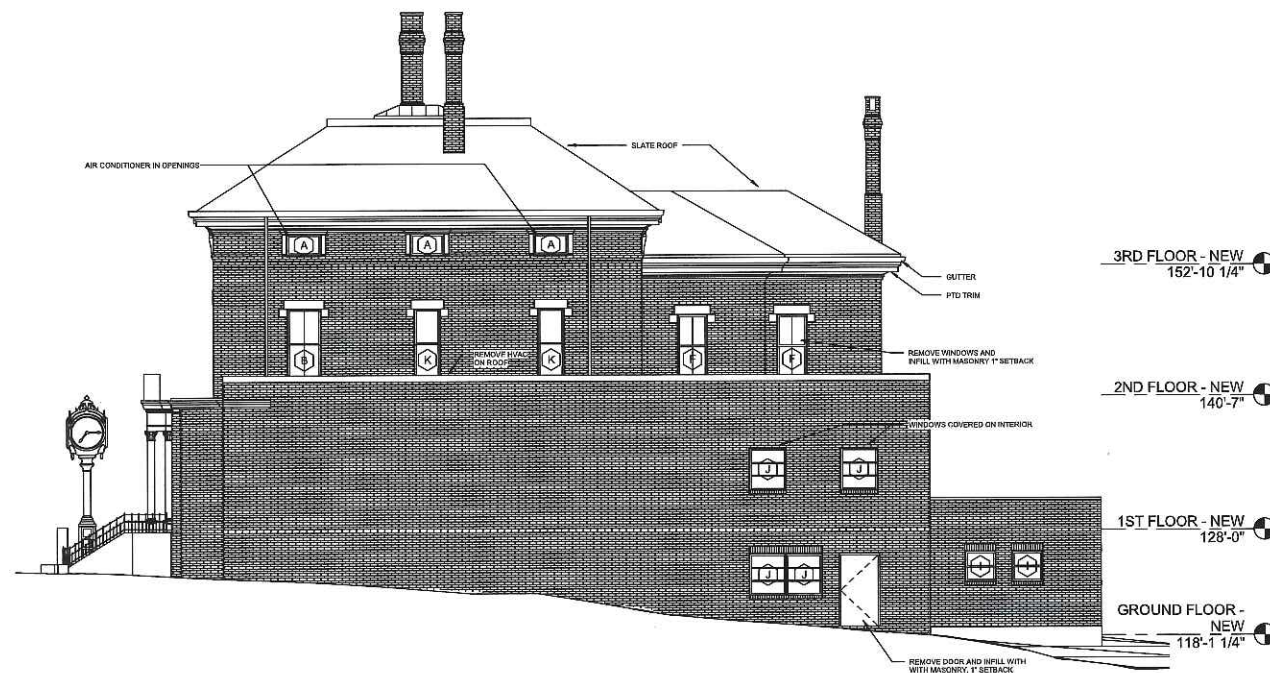
1 | EXISTING FRONT ELEVATION
1/8" = 1'-0"



3 | EXISTING LEFT ELEVATION
1/8" = 1'-0"



2 | EXISTING REAR ELEVATION
1/8" = 1'-0"



4 | EXISTING RIGHT ELEVATION
1/8" = 1'-0"

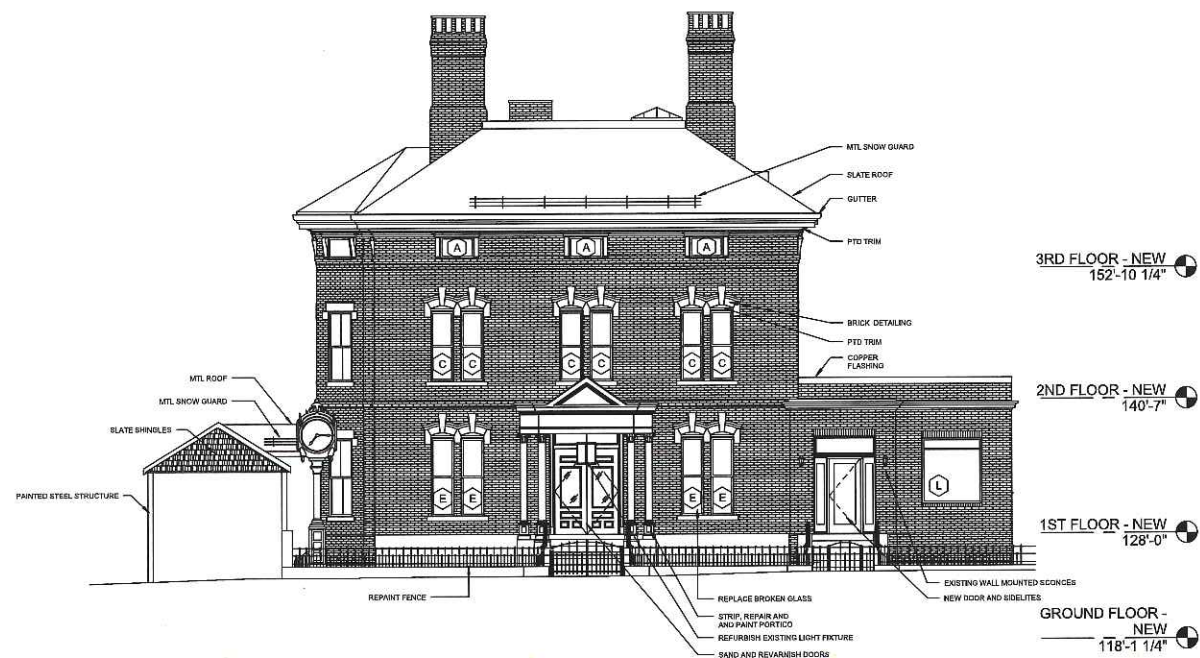
Prepared For:
**747 CONGRESS
LLC**
Address
City, State

Consultant:
**ARCHETYPE
architects**
48 Union Wharf Portland, Maine 04101
(207) 775-0022 ARCHETYPE@ARCHETYPEPA.COM

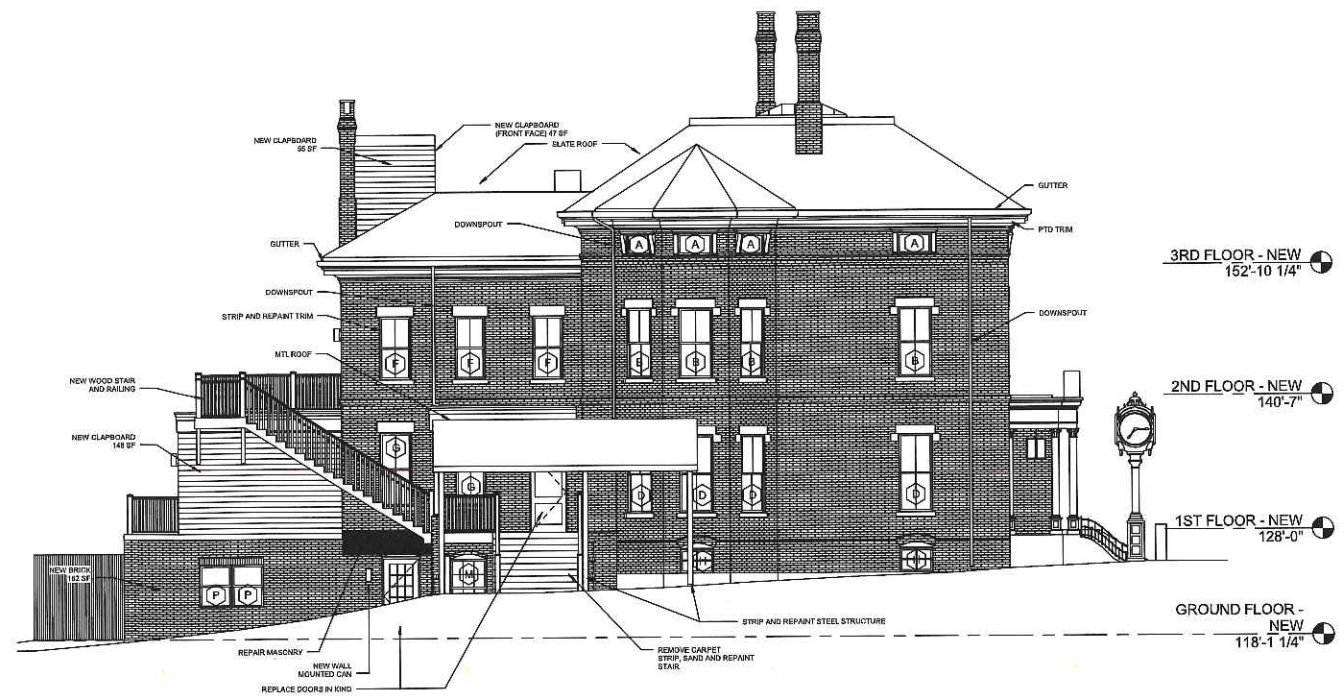
Project:
FRANCIS INN
749 CONGRESS ST
PORTLAND, ME 04102

Revisions:
Date: 13 APR 2016
Scale: 1/8" = 1'-0"
**EXISTING BUILDING
ELEVATIONS**

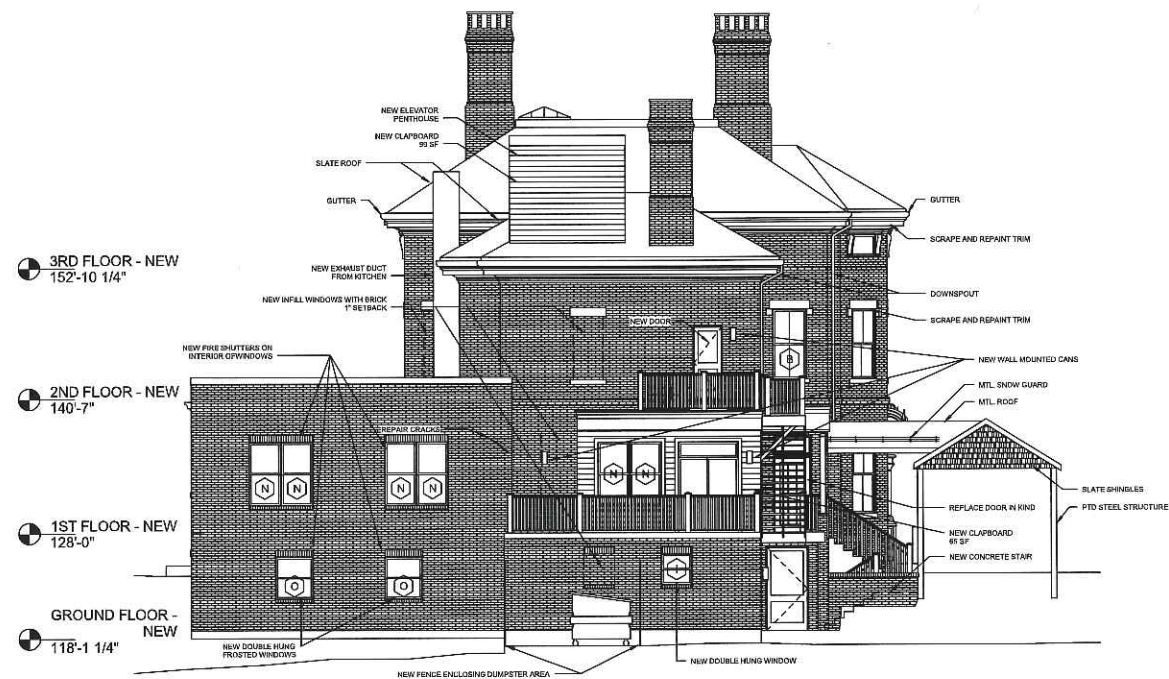
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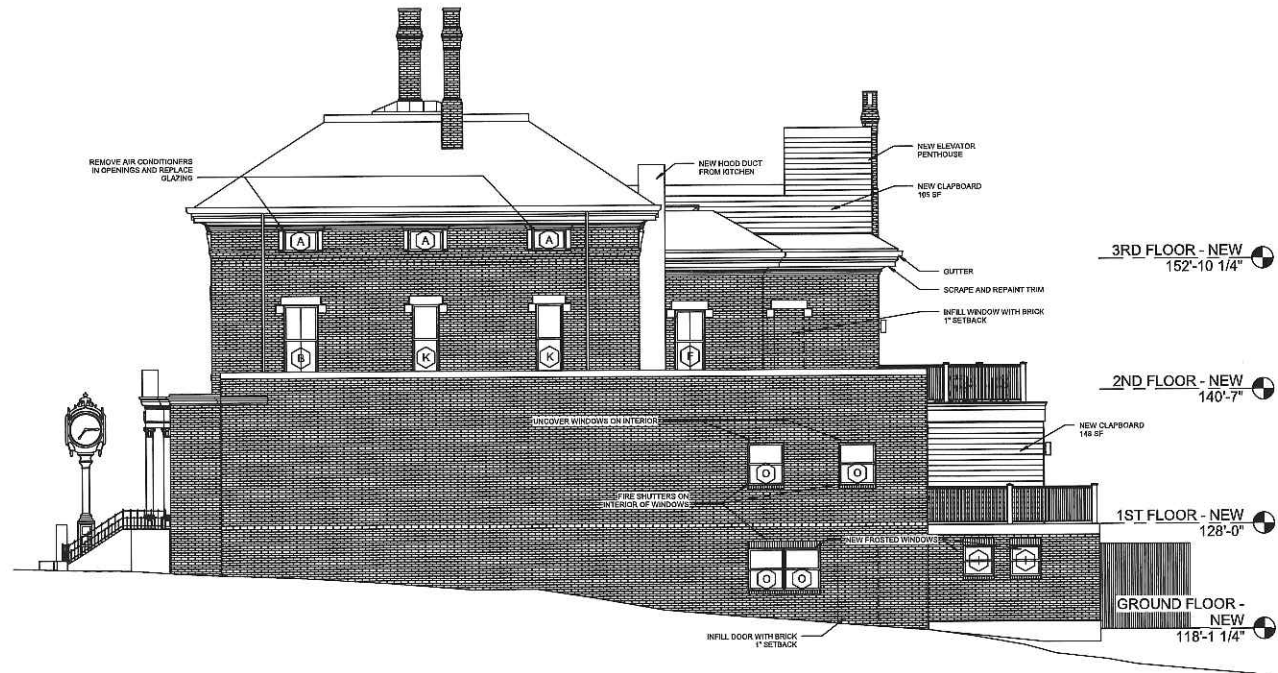
1 NEW FRONT ELEVATION
1/8" = 1'-0"



3 NEW LEFT ELEVATION
1/8" = 1'-0"



2 NEW REAR ELEVATION
1/8" = 1'-0"



4 NEW RIGHT ELEVATION
1/8" = 1'-0"

Prepared For:
**747 CONGRESS
LLC**

Consultant:

Architect:
ARCHETYPE
architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPAC.COM

Project:
FRANCIS INN

749 CONGRESS ST
PORTLAND, ME 04102

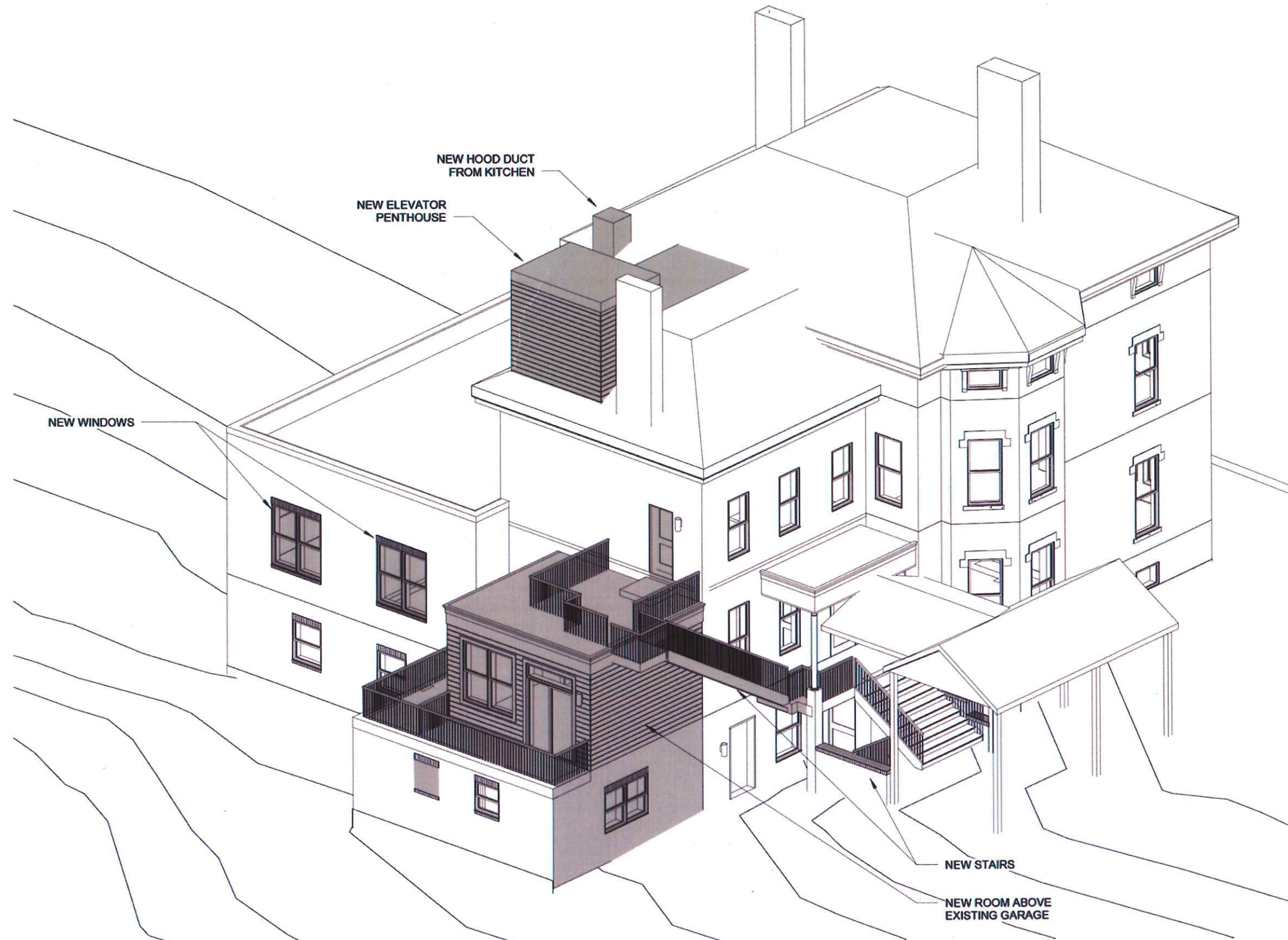
Revisions:

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

Date:
13 APR 2016

**NEW BUILDING
ELEVATIONS**

A2.02





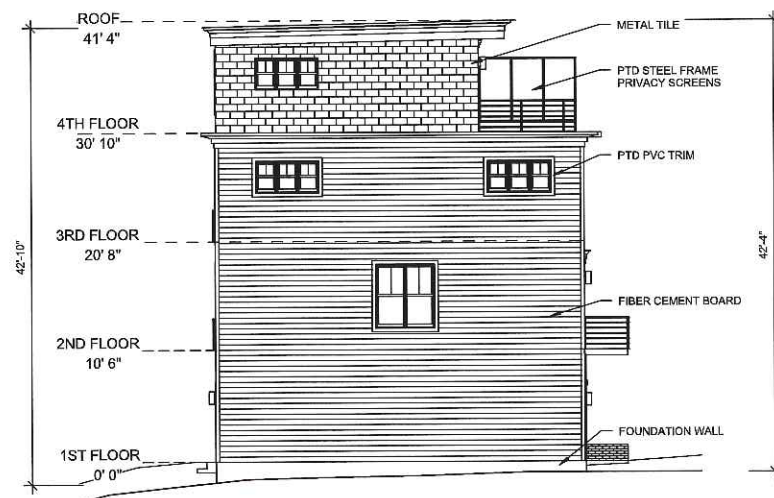
1 FRONT ELEVATION
1/8" = 1'-0"



2 RIGHT ELEVATION
1/8" = 1'-0"



3 REAR ELEVATION
1/8" = 1'-0"



4 LEFT ELEVATION
1/8" = 1'-0"

MEAN BUILDING HEIGHT - 43'-4 1/4"

Owner

Consultant:

Architect:
ARCHETYPE
architects
48 Union Wharf Portland, Maine 04101
(207) 772-4022 ARCHETYPE@ARCHETYPEPA.COM

Project:
BRAMHALL ROW

PORTLAND, MAINE

Revisions:

Date: APR 13, 2016
Scale: 1/8" = 1'-0"

ELEVATIONS

A2.0



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

**WORKSHOP
380 DANFORTH STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: June 27, 2016

RE: July 6, 2016 **Preliminary Review of Proposed Residential 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 have requested a workshop to present preliminary plans for a new 2-family residential structure at 380 Danforth Street, near the westernmost end of Danforth Street. Board members will recall that Ms. Bloomfield met with the Board on June 1st for a preliminary discussion of allowable building height for the subject parcel. Ms. Bloomfield was seeking early input from the Board as to whether they would support a request for a height exception that would allow a slightly taller building than allowed under the current zoning, one which might better relate to its abutting structures in terms of height. (The following section of this report provides a summary of the June 1 discussion and ultimate resolution of the height question.)

With the question of allowable height answered, Ms. Bloomfield and her architectural consultants at Kaplan Thompson have proceeded with design development and are now prepared for a more comprehensive workshop review. The June 1 preliminary workshop with the Board proved helpful for the design team as Board members identified shared building characteristics of the project's surrounding context that should be considered in any design proposal for infill development.

Enclosed for the Board's review are a written project description, streetscape views of the proposed structure shown in the context of neighboring buildings, site plans, floor plans, landscape plans and elevations. Samples of proposed exterior materials will be provided at Wednesday's workshop.

Also enclosed for reference purposes are copies of the preliminary drawings presented for discussion purposes on June 1st—see **ATTACHMENT 3**.

Background – Summary of June 1 Preliminary Discussion, Decision re: Height Exception

On June 1st, Ms. Bloomfield met with the Board to seek the Board's guidance regarding the question of building height for her prospective development at 380 Danforth Street. The specific question before the Historic Preservation Board was whether the Board felt it was necessary or desirable to pursue a height exception that would allow for a building that was closer in height to abutting structures than would be allowed under current zoning. Board members will recall that the subject property's steep change in grade, along with the manner in which height is measured under the zoning ordinance, combined to create the unintended consequence of unduly limiting the allowable height of any new construction on the property. Ms. Bloomfield was seeking input from the Board as she tried to whether to pursue a request for a height exception.

In considering this question, Board members acknowledged that relaxing the height requirement sufficient to bring the building height within the height range of its neighbors would likely be desirable. That said, several members questioned whether an increase in building height was *necessary* to achieve a successful, compatible design solution for the new building. Although Board members indicated that they could support such a request, they also suggested that a lower-scale structure could be successful if the building related to other strong, identifiable building characteristics shared by its neighboring structures.

Board members noted, for example, that the historic residential structures flanking the property are characterized by a complex massing, with projecting and recessed forms providing visual interest. They suggested that the massing of any new building should be manipulated to relate to this key characteristic. They also pointed to the presence of strong vertical elements on the abutting structures and suggested that this element of verticality be incorporated into any design solution. Responding to Ms. Bloomfield's proposal to set the building back to allow the architecturally notable neighboring structures to predominate, Board members expressed the view that a significant setback was unnecessary and might read more as a departure from the prevailing development pattern. They argued that another way of enhancing views of the abutting buildings would be to manipulate the massing of the proposed building, with setback elements at one or both of the corners.

Following the June 1 workshop, staff met with Zoning Administrator Ann Machado and Planning Director Tuck O'Brien to report on the HP Board's discussion regarding the height question and to explore avenues for relief from the zoning height requirements. Both Ms. Machado and Mr. O'Brien supported increased height in this circumstance and acknowledged the fact that just as infill development within a historic context might call for a lower building height than that allowed by the underlying zoning, so too might it call for greater height. Upon a close reading of the existing ordinance language, however, they could not find the necessary flexibility in the existing code to relax the height requirement. They did indicate that they would support an ordinance amendment allowing for this flexibility should Ms. Bloomfield wish to pursue that option.

Considering the time it would likely take to seek an ordinance amendment, Ms. Bloomfield elected to work within the existing height restrictions and move forward with design development.

Design Proposal

The enclosed proposal calls for a two-family residential structure that presents itself as two stories as viewed from Danforth Street. Taking advantage of a steep change in grade, the building is three stories as viewed from the rear.

The front yard setback is generally consistent with that of the buildings on either side. (This is a change from the preliminary proposal presented on June 1st.) The building stands 34' 10" tall as viewed from Danforth, meeting the applicable height limit of the R4 zone. Although the height of the flanking buildings is not indicated on the plans, the relative heights are illustrated on the enclosed street context views.

Pursuant to early direction from the Board, the massing of the building has been broken up, particularly as viewed from Danforth Street where a projecting full-height bay, suspended two-story bay and deeply recessed building entrance at the northwest corner add three-dimensional relief. The hipped roof form, which features a 6:12 pitch, is broken as well, with an added roof element over the projecting full-height bay and a cut-out section at the northwest corner. On the east elevation, the rear portion of the façade is set back from the balance of the wall plane and the hipped roof form is cut back again.

Cementitious siding in various forms and textures is proposed for the building exterior. Asphalt shingles are proposed for the roof and fiber cement and composite trim is proposed for cornerboards and other trim details. Fiberglass is specified for the front door and column at the front entrance. Tempered glass is used for balcony railings on the east and rear elevations. Concrete is proposed for the foundation; where it is exposed, a textured finish is specified. Samples of the proposed treatments will be available at the meeting, as will a proposed color palette.

A variety of window types are shown, including paired single-lite operable windows; smaller, almost square single windows; groupings of three mulled fixed lite windows with operable windows below; and trapezoidal windows that follow the roofline at the northwest and southeast corners of the building. Note that the operable windows are swing-in and tilt windows.

Because no wall sections have been provided to date, the relationship of the windows to the wall plane is difficult to discern, as are trim profiles, etc.

As discussed at the preliminary workshop and shown on the enclosed site plan, access to the garage, located at the rear of the building, will be provided by an existing driveway shared with the easterly abuttor. (The applicant owns the abutting property). Dry-laid stone retaining walls are shown along the Danforth Street frontage. Granite is proposed for the front walkway.

Preliminary Staff Comments

The Board's task is to determine whether the proposed design solution is sufficiently compatible with the surrounding historic context to meet the ordinance's new construction standards. Compatibility factors for consideration are listed in the following section of this report. For every new infill proposal, some compatibility factors will emerge as more significant than others, depending on the nature of the specific context. In this instance, were the limitations of existing zoning not a factor, building *height* would be one of the more significant compatibility factors to consider, as the height of the immediate abutting structures is very consistent. Recognizing that the question of building height might be beyond anyone's control, Board members identified *building form and massing* as another key consideration in this particular instance and noted that the abutting buildings are all fairly irregular and complex in their massing with projecting bays, overhangs, cross-gable forms, etc. The Board also noted that the immediate abutting structures share a strong sense of *verticality*. Building *setbacks* are also consistent. And, although the material palette of surrounding buildings varies, the *quality of materials* is consistently high, as is the *level and quality of architectural detail*.

In reviewing the enclosed plans and elevations, it is evident that the applicant and project architect have taken into account the key building characteristics identified by the Board at the June 1st workshop and attempted to incorporate them in the design proposal. As Board members had recommended, the massing of the building has been manipulated to incorporate projecting and recessed elements. This lends a measure of the complexity of massing exhibited by the historic structures in the immediate vicinity. The front corners of the building, particularly the west corner, have been "eroded", opening up views to the flanking historic structures and lending a degree of verticality to the center portion of the Danforth Street façade. The building has been brought closer to the street, aligning with the setbacks of abutting structures. Most of the windows, while clearly contemporary, echo the vertical proportions of fenestration in this neighborhood. All of these moves are responsive to the direction provided by the Board. The design proposal is also sensitive to context with respect to parking and circulation. The applicant has taken advantage of the sloped nature of the site to provide garage space at the rear of the building and provided a shared driveway with the easterly abuttor to further reduce any negative impacts created by vehicular circulation.

Recognizing the efforts made to respond to early feedback, the Board will need to determine whether the design solution as currently proposed achieves an appropriate level of compatibility with its context. Ms. Bloomfield has made clear that she does not think it is possible or desirable to try to emulate the abutting historic structures, both of which incorporate a high level of architectural detail appropriate to their architectural period. The goal here has been to create an architectural foil to these historic structures that is clearly contemporary, architecturally recessive and appropriately contextual. This is certainly an acceptable approach within the ordinance standards.

Regardless of how contemporary or spare in detail the new structure is intended to be, it is critical that the building exhibit the same sense of quality and attention to detail that distinguishes most of the traditional development in this area. In fact, the more spartan the architecture, the more critical the details and execution become. To achieve compatibility, the exterior material palette will need to be carefully considered and all contributing architectural

features will need to be carefully detailed and executed. Fenestration will also be a very important factor in achieving compatibility. Once the Board is satisfied with the overall massing and general articulation of the building, it should turn its attention to these finer-grain design issues. To better assess these aspects of the proposal, it will be important for the applicant to provide wall sections.

In staff's view, some of the specific design details warrant further consideration. For example, staff finds the incorporation of trapezoidal and long horizontal windows curious and visually distracting. Also, the fact that the 3 mulled windows on the ground floor of the projecting bay are significantly shorter than those on the second floor seems to run counter to the typical hierarchy of window sizing. In some respects, the fenestration pattern shown on the June 1 conceptual drawings (see ATTACHMENT 3) appeared more successful.

Applicable Standards for Review

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

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

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

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

Scale and Form

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

Composition of Principal Facades

- Proportion of openings
- Rhythm of solids to voids in facades

Rhythm of entrance porch and other projections
Relationship of materials, texture and color
Signs, canopies and awnings

Relationship to the street

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

Attachments:

1. Applicant cover letter
2. Street context view, plans and elevations
3. Excerpts from conceptual plans shown at June 1, 2016 preliminary workshop



Att. 1

Date: May 22, 2016 (Original Submission: May 18, 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:

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 is consistent with the buildings on either side.

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, a side entry and a 'hanging bay' consistent with its neighbors. 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 building has two 'cut-outs' – one at the entry corner and a larger one at the east elevation away from the public way. Both cut-outs signal significant functional changes on the interior; emphasize verticality and the 'erosion' of the building form; and mark the architecture as 'of its time'.

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.

The steep hillside, which is unique in the District to this portion of Danforth St., and the height restrictions of the current zoning, produces an 'average height above grade' that is less than the historic fabric. Considerable attention has been addressed to overcoming this deficiency by verticality wherever possible and achieving a 6:12 roof pitch.

MATERIALS:

The building will be clad with cementitious siding in several forms: clapboard, narrow board on the body of the building; wider clapboard on the cut-outs; panel on the hanging bay. The cutouts will also be lighter in tone than the body of the building.

LANDSCAPE:

The grading and landscape plans establish two rain gardens toward the rear of the property, to deal with site run-off including an erosion issue at 380 Danforth St. resulting from excessive street run-off down the existing driveway. The rain gardens are planted with native species easily adaptable to changing moisture levels. The east building elevation will have a significant mass of climbing hydrangea covering the basement level wall beneath the exterior decks above.

Retaining walls (dry laid stone) create a level surface for the front garden. This garden is a mixture of deciduous and evergreen plantings, with an intermixture of seasonal blooming plants and is similar in style to neighboring homes. That garden responds to the driveway and the building entry by establishing evergreen low growing masses at these edges. A damaged and leaning Norway Maple at the north west property corner will be removed as will the existing hedge.

CONTACT INFORMATION:

APPLICANT

Name: CONSTANCE BLOOMFIELD

Address: 380 DANFORTH ST
PORTLAND

Zip Code: 04102_____

Work #: 207-773-7769_____

Cell #: _____

Fax #: _____

Home: as above_____ **Home:** as above

E-mail: cbloomfi@maine.rr.com

PROPERTY OWNER

Name: MCFARLANE & BLOOMFIELD

Address: 380 DANFORTH ST.
PORTLAND

Zip Code: 04102

Work # : 207 – 773-7769

Cell #: _____

Fax #: _____

Home: as above

E-mail: cbloomfi@maine.rr.com

BILLING ADDRESS

Name: ___as above_____

ME_____

Zip: _____

Work #: _____

Cell #: _____

Fax #: _____

Home: _____

E-mail: _____

ARCHITECT

Name: Jesse Thompson/ KaplanThompson

Architects_____

Address: 102 Exchange St.

Portland,

Zip: _____
_04101_____

Work #: 824-2888_____

Cell #: 210-8253

Fax #: 842-2828_____

Home: _____

E-mail: _____
_____jesse@kaplanthompson.com_____

CONTRACTOR

Name: _____NOT SELECTED_____

Address: _____

ATTACHMENTS

To supplement your application, please submit the following items, *as applicable to your project*. Keep in mind that the information you provide the Historic Preservation Board and staff is the only description they will have of your project or design. Therefore, it should precisely illustrate the proposed alteration(s).

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

LETTER OF ZONING DETERMINATION

INDEX OF DRAWINGS:

STREET CONTEXT
C1 GRADING, DRAINAGE & UTILITIES PLAN
SITE PLAN
PLANTING PLAN
A-0.0 SITE PLAN (ARCHITECTURAL)
A-1.0 BASEMENT
A-1.1 FIRST FLOOR PLAN
A-1.2 SECOND FLOOR PLAN
A-1.4 ROOF PLAN
A-2.1 SOUTH & NORTH ELEVATIONS
A-2.2 EAST ELEVATION
A-2.3 WEST ELEVATION
A-3.1 BUILDING SECTION

NOTE: 11X17 DRAWINGS ARE SHOWN AT 50% SCALE

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

Att. 2

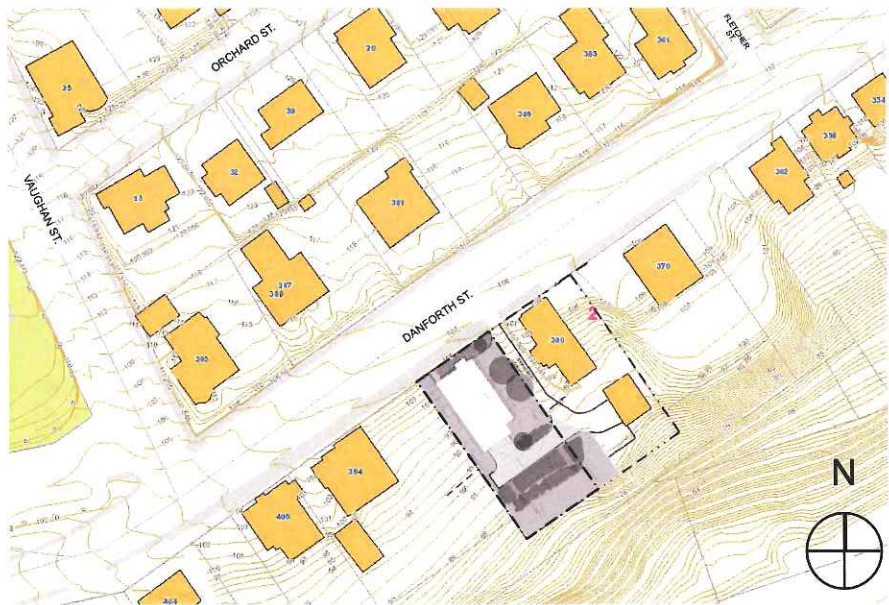
KAPLAN
THOMPSON
ARCHITECTS

102 EXCHANGE STREET
PORTLAND, ME 04101
207-842-2888
KAPLANTHOMPSON.COM

PROJECT:

**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101



CONTEXT MAP



SCHEME A - DANFORTH ST. LOOKING SOUTH-EAST



DANFORTH ST. LOOKING NORTH-WEST

NOT FOR CONSTRUCTION
PROJECT NO: BMF2
DATE: 6/22/16
DRAWN BY: JT/CA
PHASE: SCHEMATIC DESIGN

STREET CONTEXT

PROJECT:

**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101

NOT FOR CONSTRUCTION

PROJECT NO: BMF2

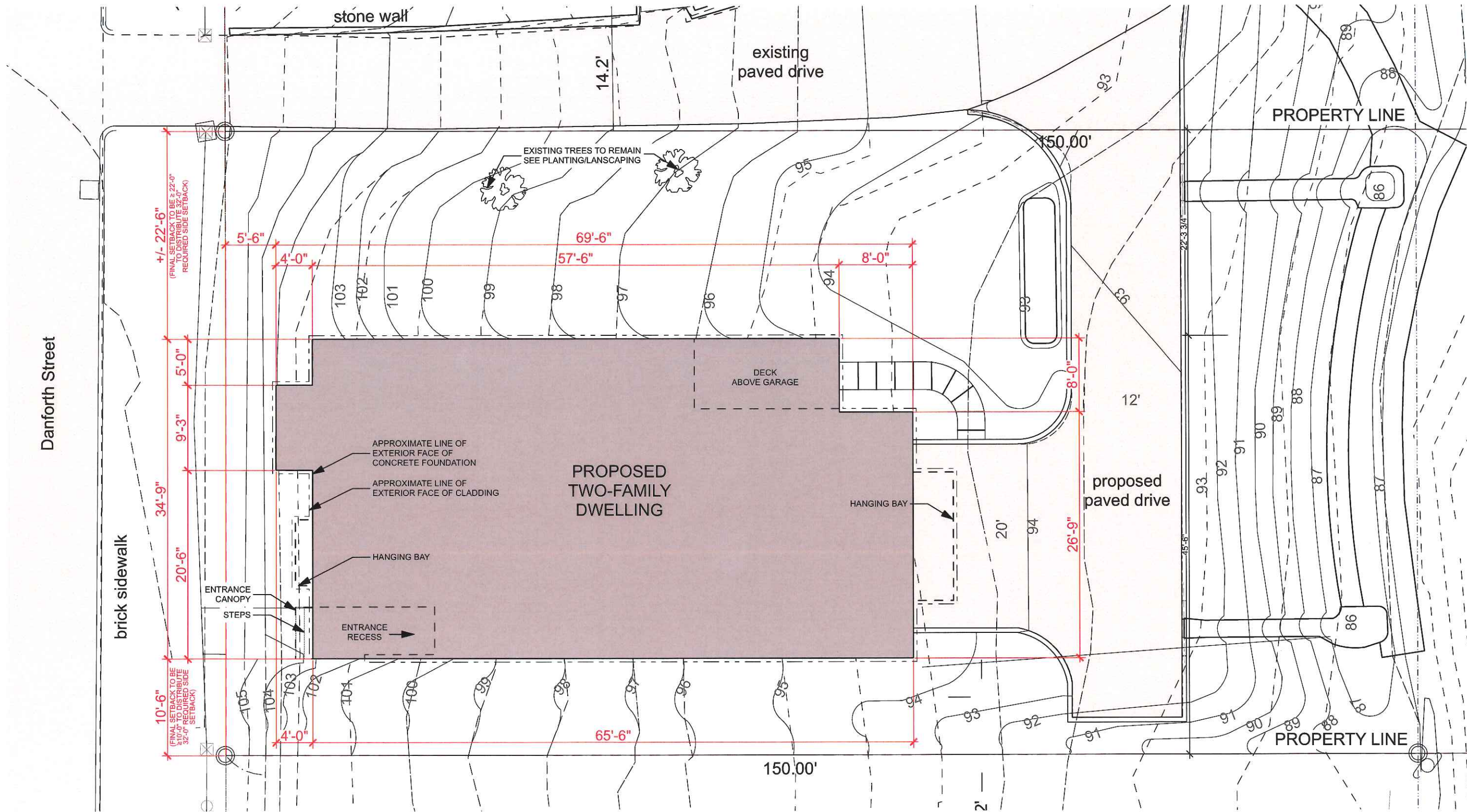
DATE: 6/22/16

DRAWN BY: JT/CA

PHASE: SCHEMATIC DESIGN

SITE PLAN

A-0.0

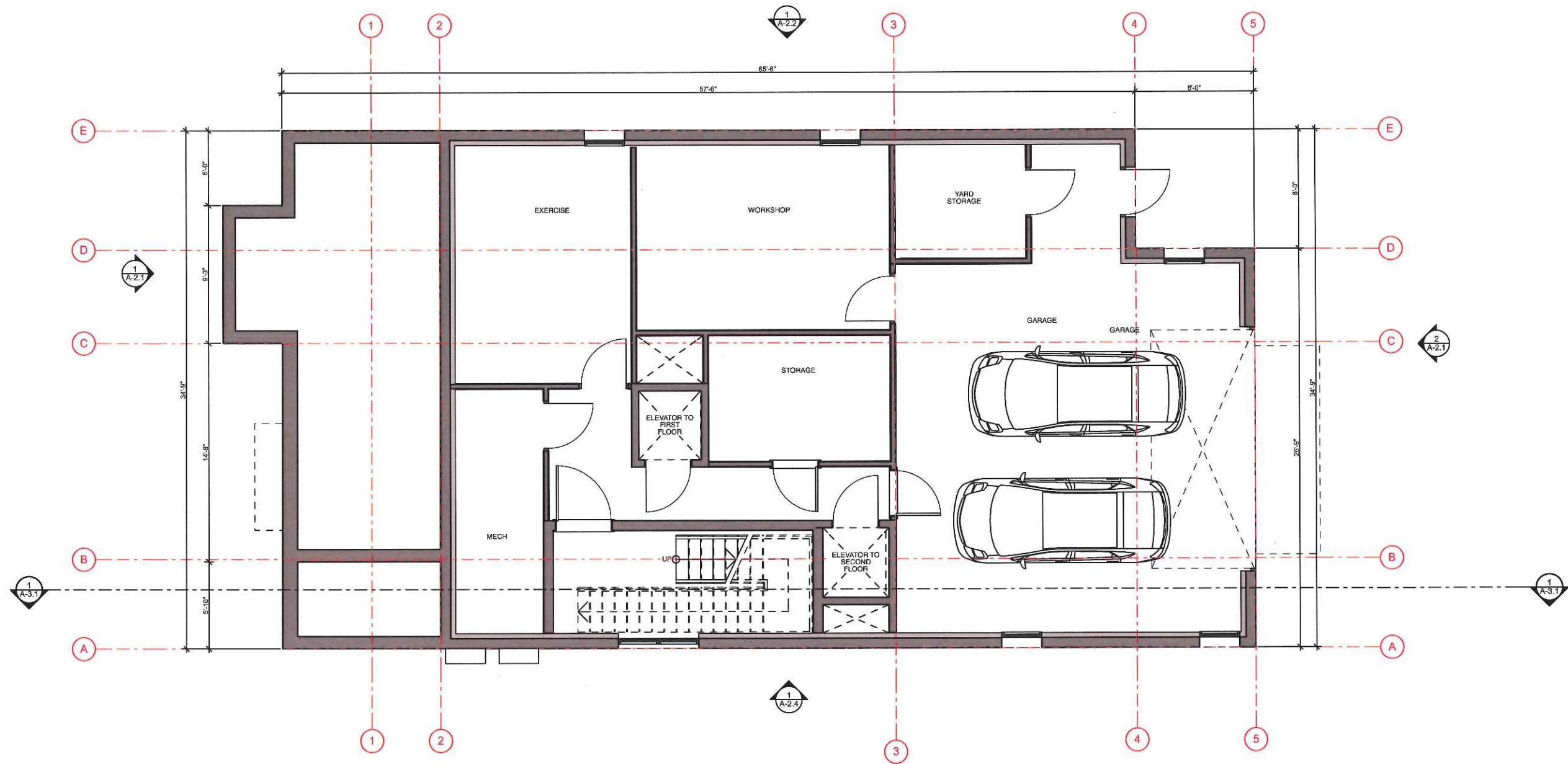


1 SITE PLAN
SCALE: 3/16" = 1'-0"

PROJECT:

**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101



1 BASEMENT

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

NOT FOR CONSTRUCTION
PROJECT NO: BMF2
DATE: 6/22/16
DRAWN BY: JT/CA
PHASE: SCHEMATIC DESIGN

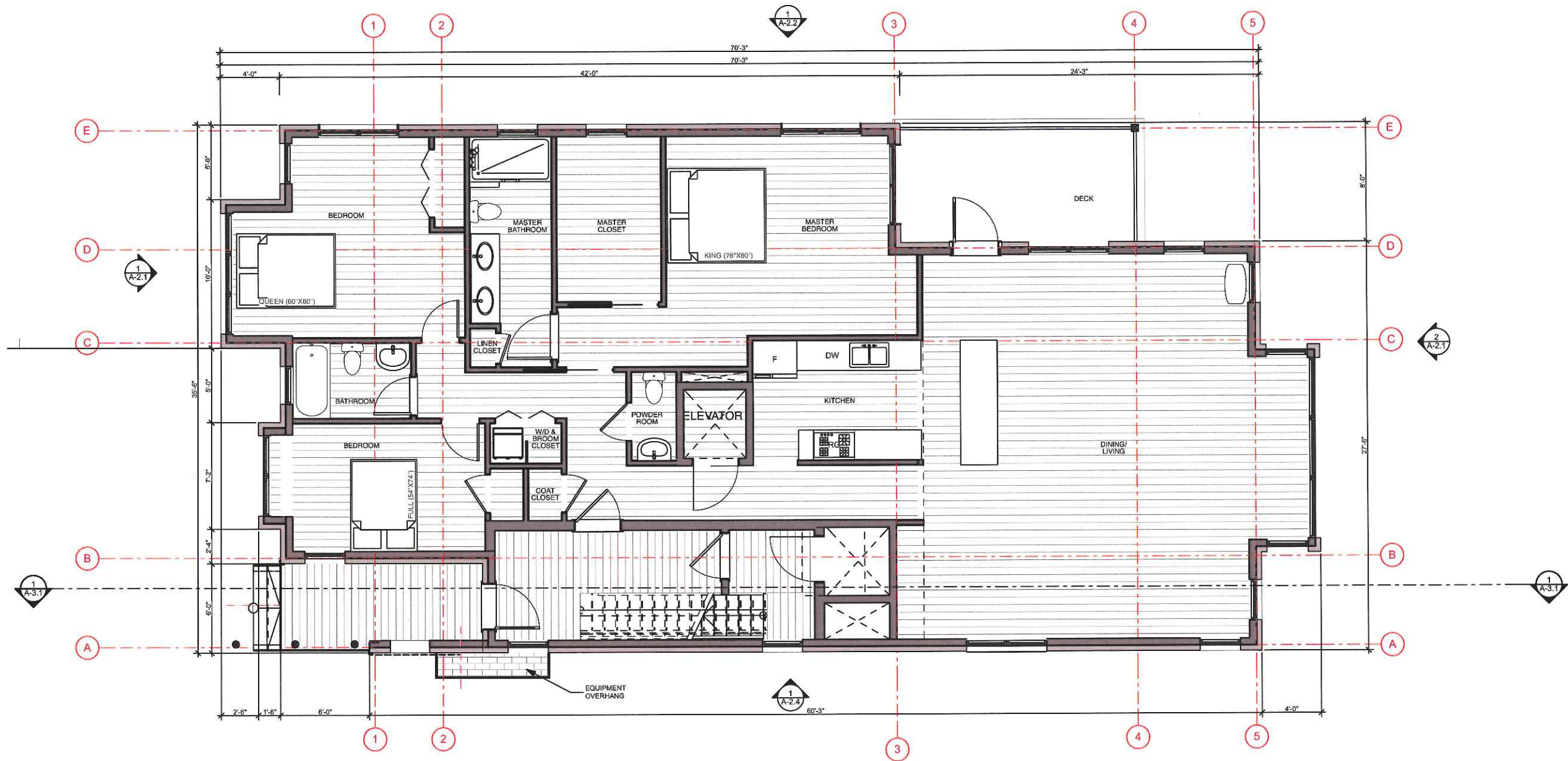
BASEMENT

A-1.0

PROJECT:

**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101

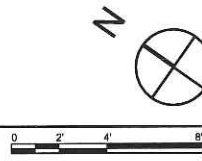


NOT FOR CONSTRUCTION
PROJECT NO: BMF2
DATE: 6/22/16
DRAWN BY: JT/CA
PHASE: SCHEMATIC DESIGN

FIRST FLOOR
PLAN

A-1.1

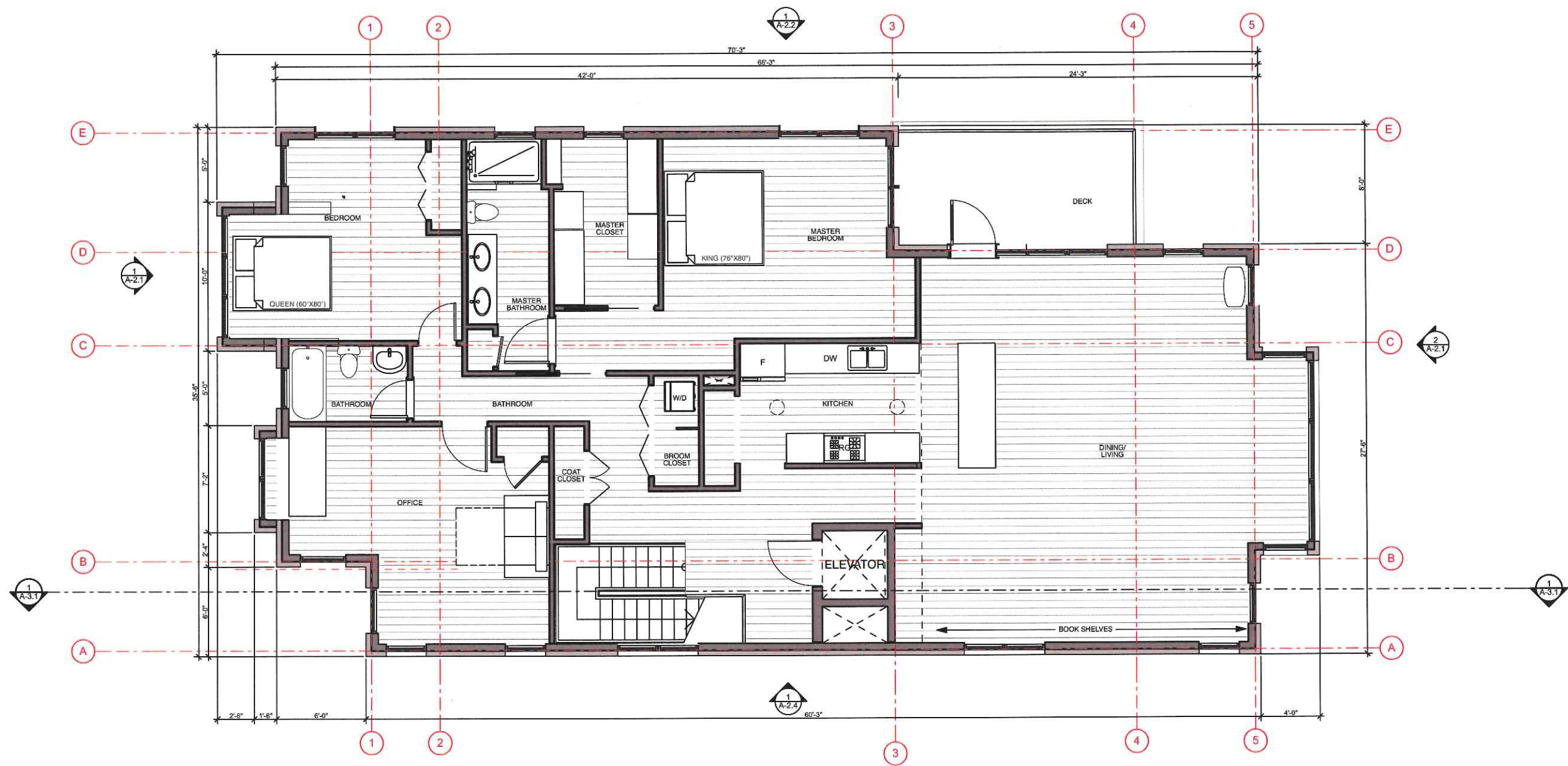
1 FIRST FLOOR
SCALE: 1/4" = 1'-0"



PROJECT:

**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101



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

NOT FOR CONSTRUCTION
PROJECT NO: BMF2
DATE: 6/22/16
DRAWN BY: JT/CA
PHASE: SCHEMATIC DESIGN

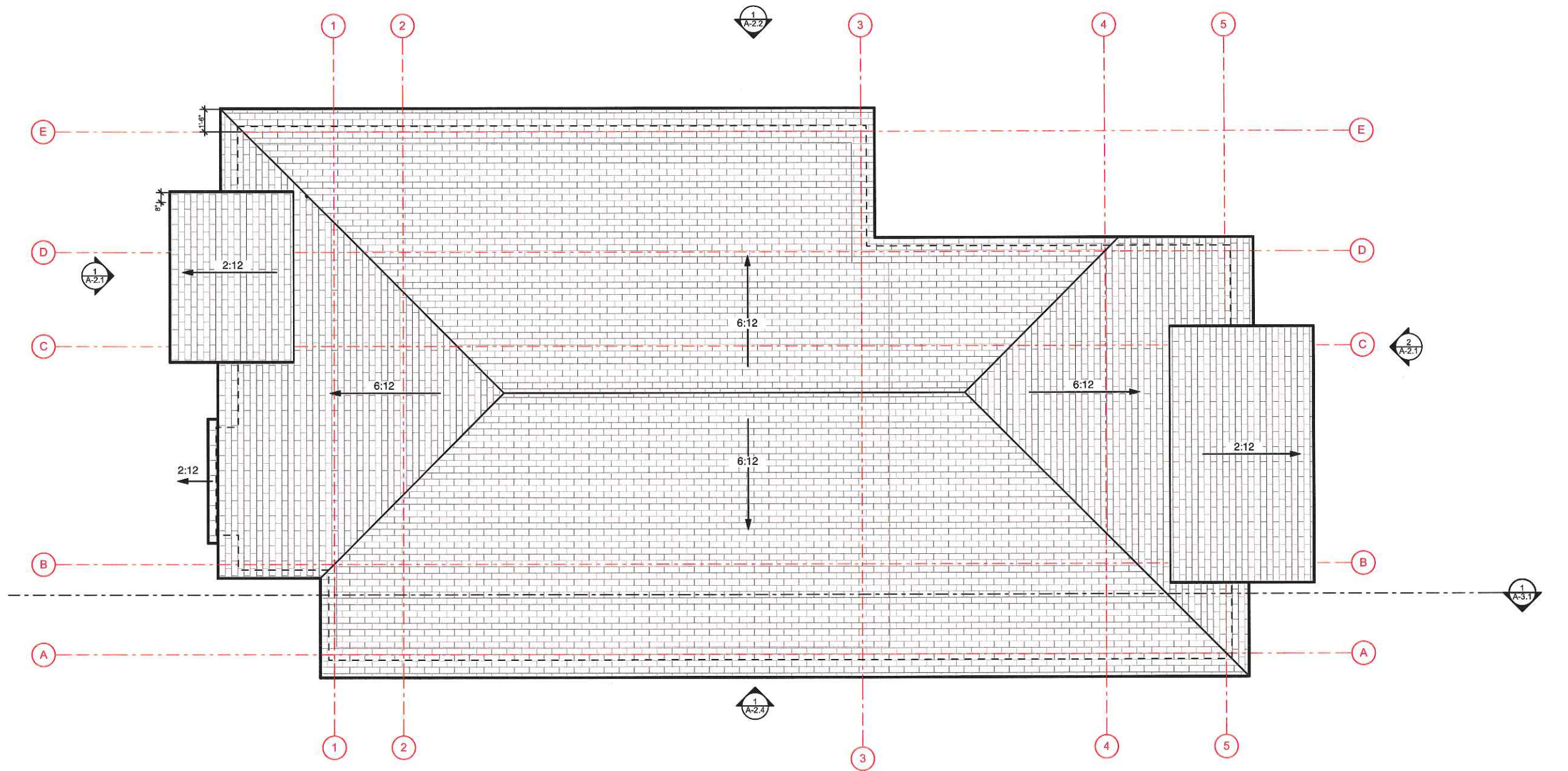
SECOND FLOOR
PLAN

A-1.2

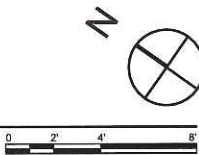
PROJECT:

**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101



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



NOT FOR CONSTRUCTION
PROJECT NO: BMF2
DATE: 6/22/16
DRAWN BY: JT/CA
PHASE: SCHEMATIC DESIGN

ROOF PLAN

A-1.4

PROJECT:

NEW TWO-FAMILY
DWELLING

380 DANFORTH
PORTLAND ME 04101



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



1 NORTH ELEVATION: DANFORTH ST.
SCALE: 1/4" = 1'-0"

NOT FOR CONSTRUCTION
PROJECT NO: BMF2
DATE: 6/22/16
DRAWN BY: JT/CA
PHASE: SCHEMATIC DESIGN

SOUTH & NORTH
ELEVATION

A-2.1

PROJECT:

**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101



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

NOT FOR CONSTRUCTION

PROJECT NO: BMF2

DATE: 6/22/16

DRAWN BY: JT/CA

PHASE: SCHEMATIC DESIGN

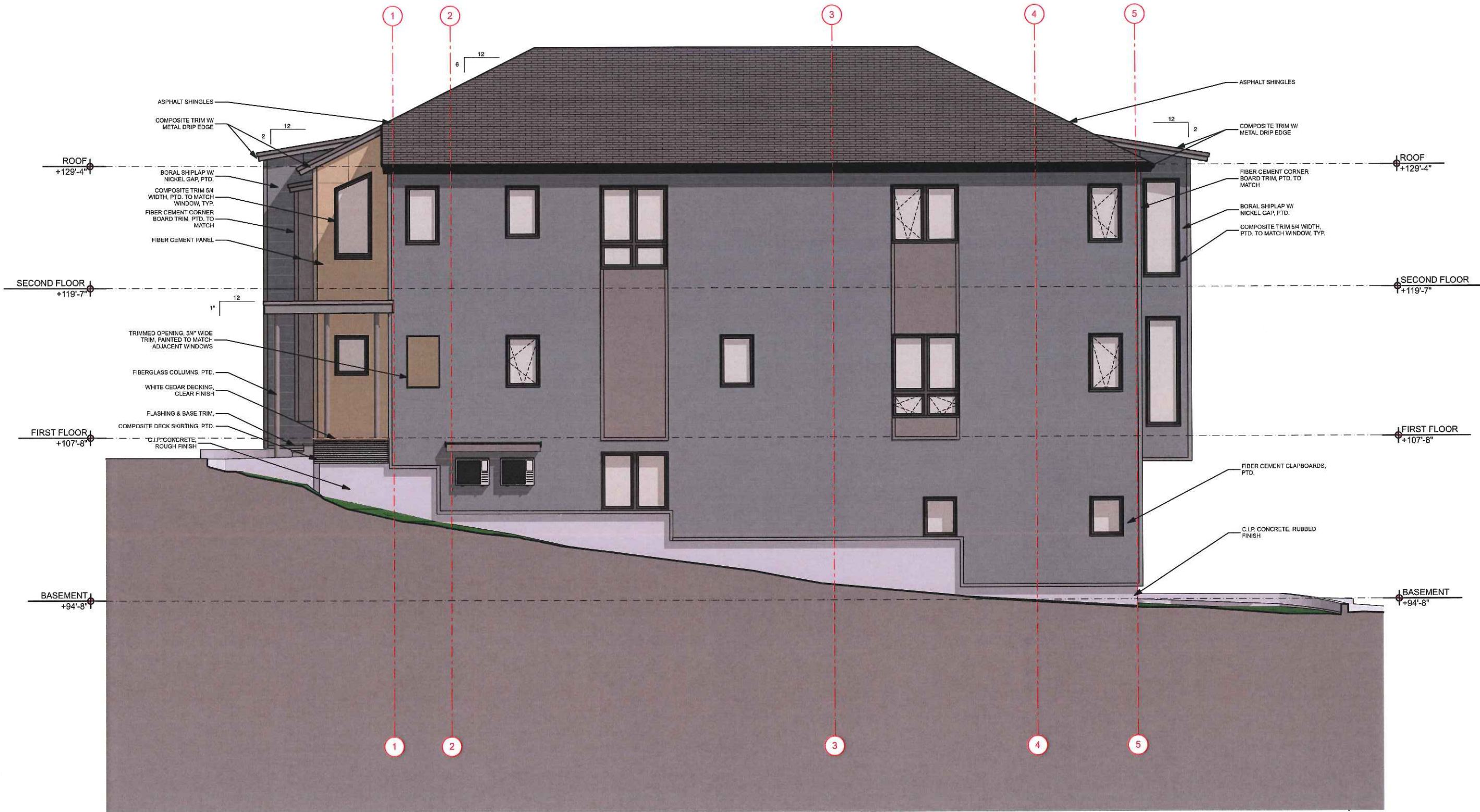
EAST ELEVATION

A-2.2

PROJECT:

**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101



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

NOT FOR CONSTRUCTION
PROJECT NO: BMF2
DATE: 6/22/16
DRAWN BY: JT/CA
PHASE: SCHEMATIC DESIGN

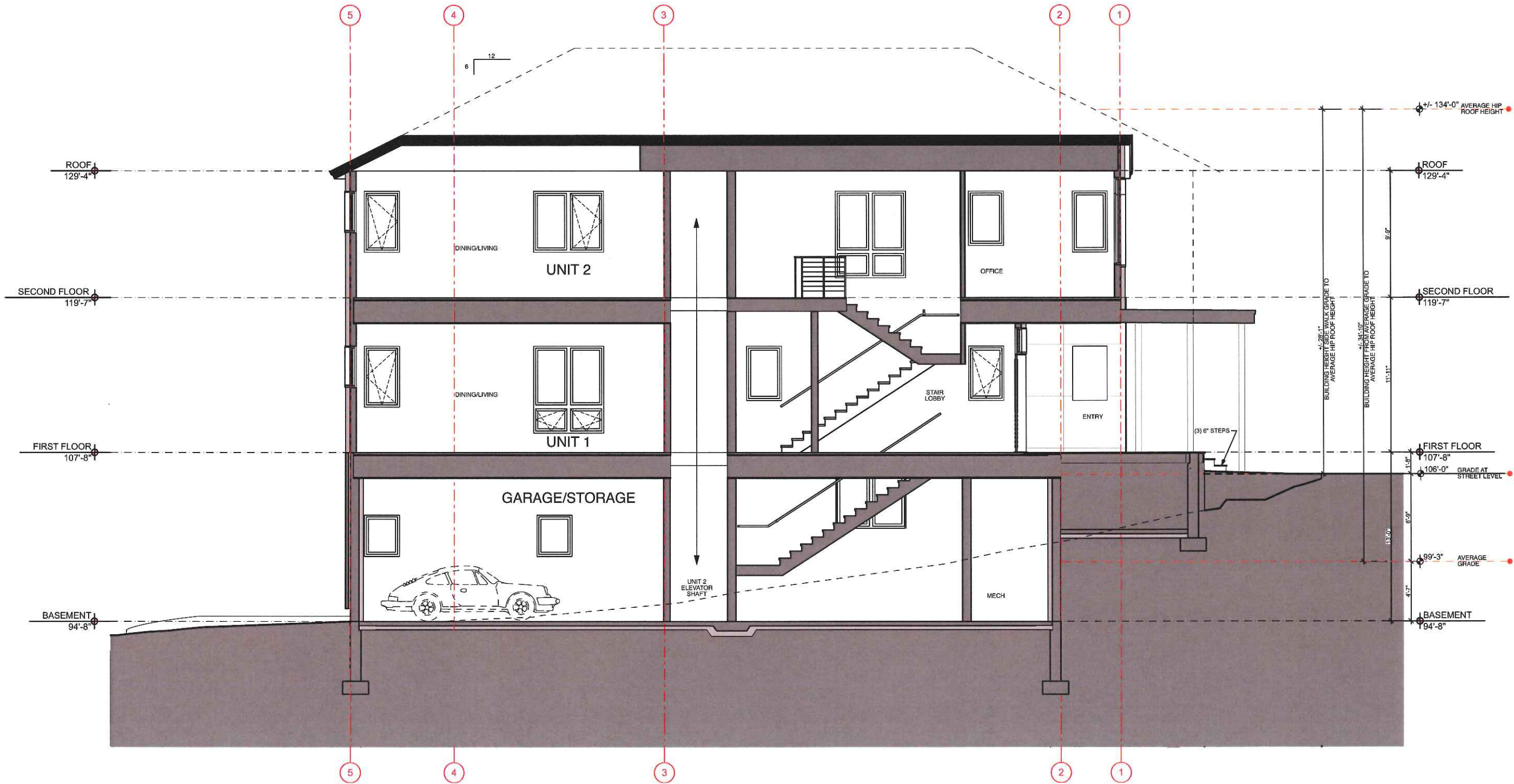
WEST ELEVATION

A-2.3

PROJECT:

**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101



1 SECTION: N-S
SCALE: 1/4" = 1'-0"

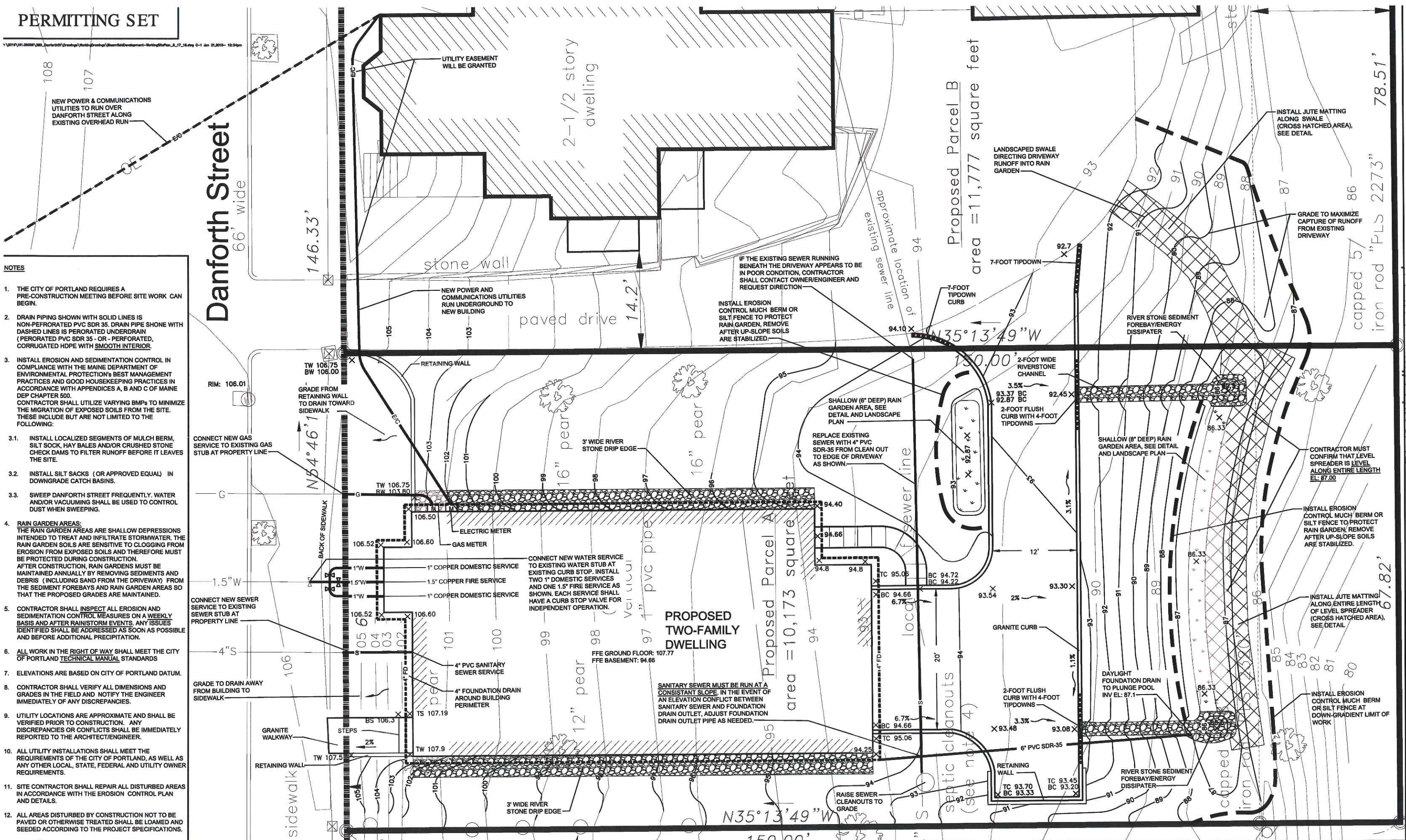
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DATE: 6/22/16
DRAWN BY: JT/CA
PHASE: SCHEMATIC DESIGN

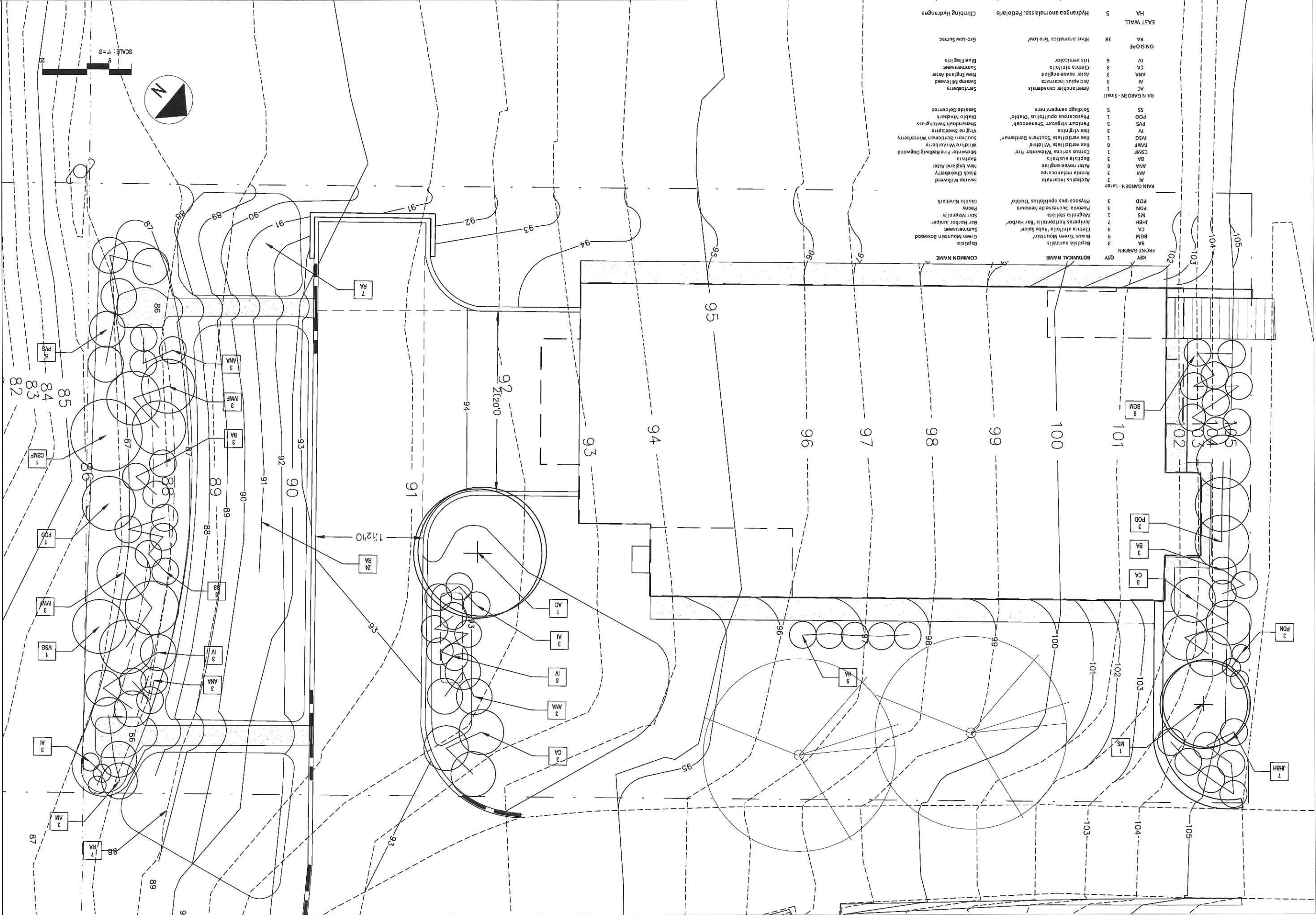
BUILDING
SECTIONS

A-3.1

\\2016\161.08058\380_Danforth\Drawings\Working Drawings\BloomfieldDevelopment-WorkingSitePlan_8_17_16.dwg C-1 Jun 21, 2018- 12:24pm

1. THE CITY OF PORTLAND REQUIRES A PRE-CONSTRUCTION MEETING BEFORE SITE WORK CAN BEGIN.
2. DRAIN PIPING SHOWN WITH SOLID LINES IS NON-PERFORATED PVC SDR 35. DRAIN PIPE SHOWN WITH DASHED LINES IS PERFORATED UNDERDRAIN (PERFORATED PVC SDR 35 - OR - PERFORATED, CORRUGATED HDPE WITH SMOOTH INTERIOR).
3. INSTALL EROSION AND SEDIMENTATION CONTROL IN COMPLIANCE WITH THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION'S BEST MANAGEMENT PRACTICES AND GOOD HOUSEKEEPING PRACTICES IN ACCORDANCE WITH APPENDICES A, B AND C OF MAINE DEP CHAPTER 500.
CONTRACTOR SHALL UTILIZE VARYING BMPs TO MINIMIZE THE MIGRATION OF EXPOSED SOILS FROM THE SITE. THESE INCLUDE BUT ARE NOT LIMITED TO THE FOLLOWING:
 - 3.1. INSTALL LOCALIZED SEGMENTS OF MULCH BERM, SILT SOCK, HAY BALES AND/OR CRUSHED STONE CHECK DAMS TO FILTER RUNOFF BEFORE IT LEAVES THE SITE.
 - 3.2. INSTALL SILT SACKS (OR APPROVED EQUAL) IN DOWNGRADE CATCH BASINS.
 - 3.3. SWEEP DANFORTH STREET FREQUENTLY. WATER AND/OR VACUUMING SHALL BE USED TO CONTROL DUST WHEN SWEEPING.
4. RAIN GARDEN AREAS:
THE RAIN GARDEN AREAS ARE SHALLOW DEPRESSIONS INTENDED TO TREAT AND INFILTRATE STORMWATER. THE RAIN GARDEN SOILS ARE SENSITIVE TO CLOGGING FROM EROSION FROM EXPOSED SOILS AND THEREFORE MUST BE PROTECTED DURING CONSTRUCTION.
AFTER CONSTRUCTION, RAIN GARDENS MUST BE MAINTAINED ANNUALLY BY REMOVING SEDIMENTS AND DEBRIS (INCLUDING SAND FROM THE DRIVEWAY) FROM THE SEDIMENT FOREBAYS AND RAIN GARDEN AREAS SO THAT THE PROPOSED GRADES ARE MAINTAINED.
5. CONTRACTOR SHALL INSPECT ALL EROSION AND SEDIMENTATION CONTROL MEASURES ON A WEEKLY BASIS AND AFTER RAIN/STORM EVENTS, ANY ISSUES IDENTIFIED SHALL BE ADDRESSED AS SOON AS POSSIBLE AND BEFORE ADDITIONAL PRECIPITATION.
6. ALL WORK IN THE RIGHT OF WAY SHALL MEET THE CITY OF PORTLAND TECHNICAL MANUAL STANDARDS
7. ELEVATIONS ARE BASED ON CITY OF PORTLAND DATUM.
8. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND GRADES IN THE FIELD AND NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
9. UTILITY LOCATIONS ARE APPROXIMATE AND SHALL BE VERIFIED PRIOR TO CONSTRUCTION. ANY DISCREPANCIES OR CONFLICTS SHALL BE IMMEDIATELY REPORTED TO THE ARCHITECT/ENGINEER.
10. ALL UTILITY INSTALLATIONS SHALL MEET THE REQUIREMENTS OF THE CITY OF PORTLAND, AS WELL AS ANY OTHER LOCAL, STATE, FEDERAL AND UTILITY OWNER REQUIREMENTS.
11. SITE CONTRACTOR SHALL REPAIR ALL DISTURBED AREAS IN ACCORDANCE WITH THE EROSION CONTROL PLAN AND DETAILS.
12. ALL AREAS DISTURBED BY CONSTRUCTION NOT TO BE PAVED OR OTHERWISE TREATED SHALL BE LOAMED AND SEEDDED ACCORDING TO THE PROJECT SPECIFICATIONS.





PLANTING PLAN

SCALE: 1:5
DATE: 06.22.2016

New Two-Family Dwelling
380 Danforth Street
Portland Maine

CALLAHAN + LeBLEU
landscape architects
8 Lovell Street
South Portland, ME 04106
www.callahanlebleu.com

PROGRESS PRINT
NOT FOR
CONSTRUCTION

New Two-Family Dwelling

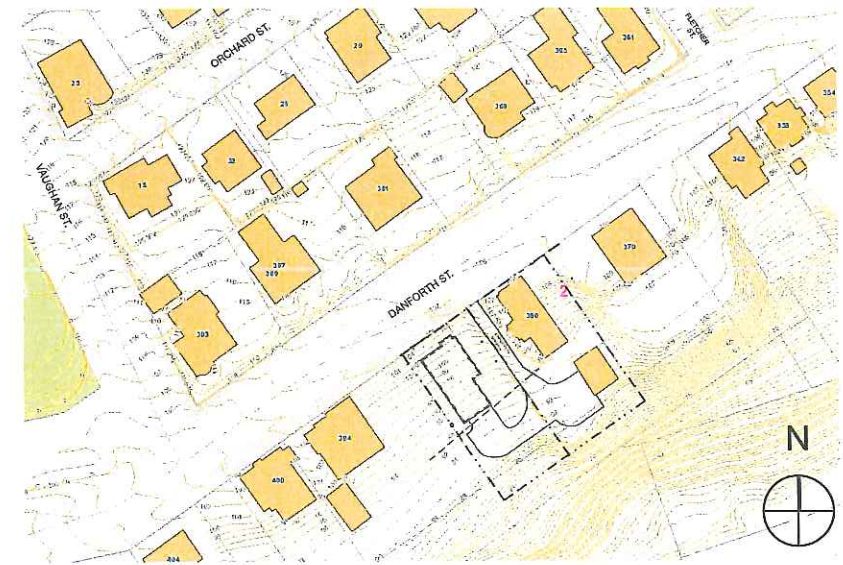
380 Danforth Street
Portland Maine

SCALE: 1:5
DATE: 06.22.2016

SITE PLAN



A++ 3



CONTEXT MAP

**KAPLAN
THOMPSON
ARCHITECTS**

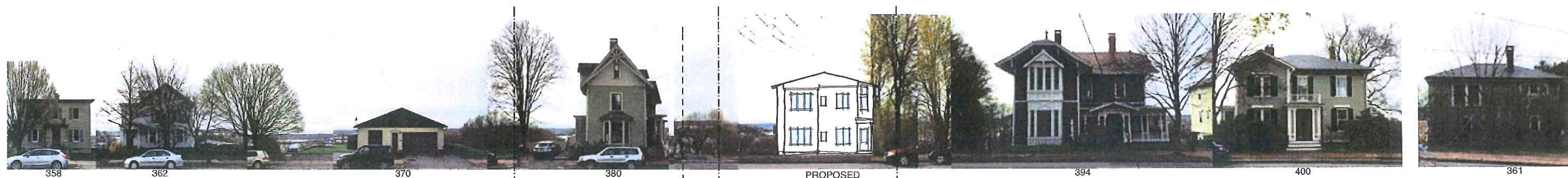
100 EXCHANGE STREET
PORTLAND, ME 04101
503.233.4444
KAPLAN@KAPLANTHOMPSON.COM

PROJECT:
**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101



DANFORTH ST. LOOKING NORTH-WEST



SCHEME A - DANFORTH ST. LOOKING SOUTH-EAST



SCHEME B - DANFORTH ST. LOOKING SOUTH-EAST

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

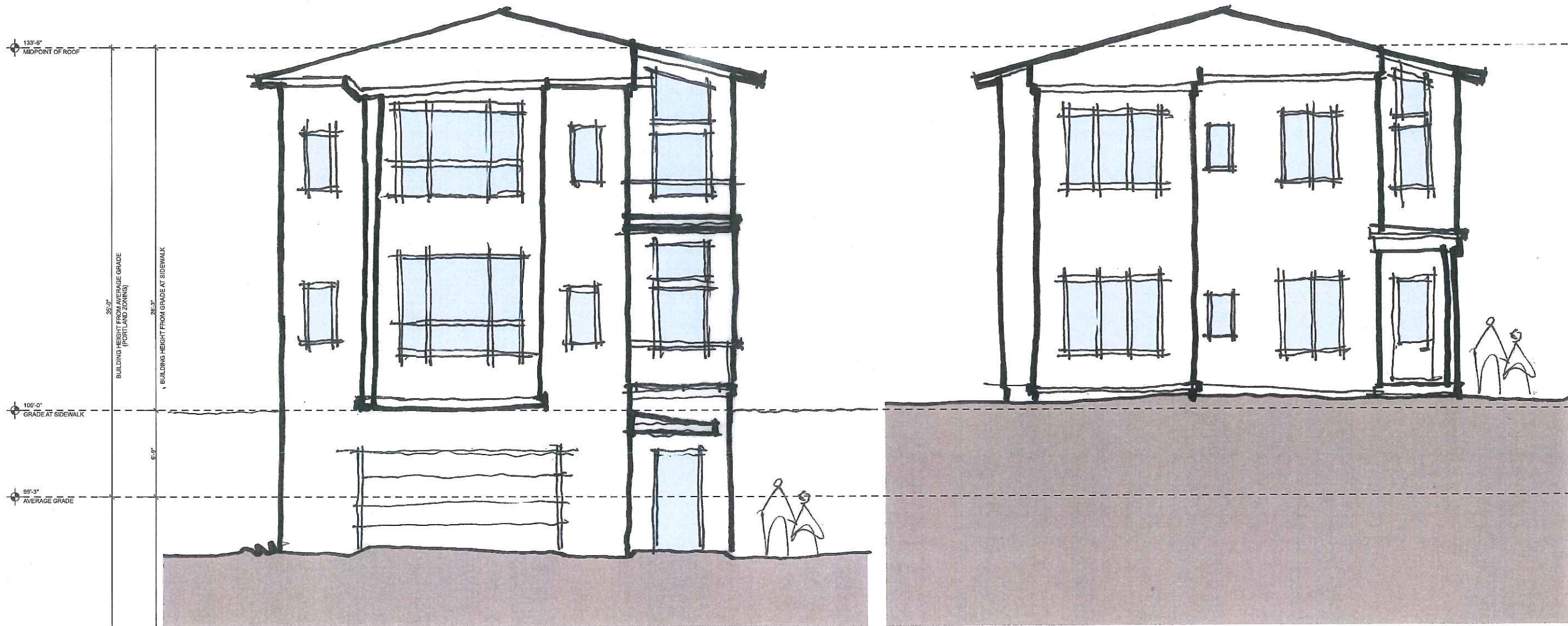
STREET CONTEXT

A-1.2

PROJECT:

**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101



② SOUTH ELEVATION - SCHEME A

① NORTH ELEVATION - SCHEME A

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

ELEVATIONS -
SCHEME A

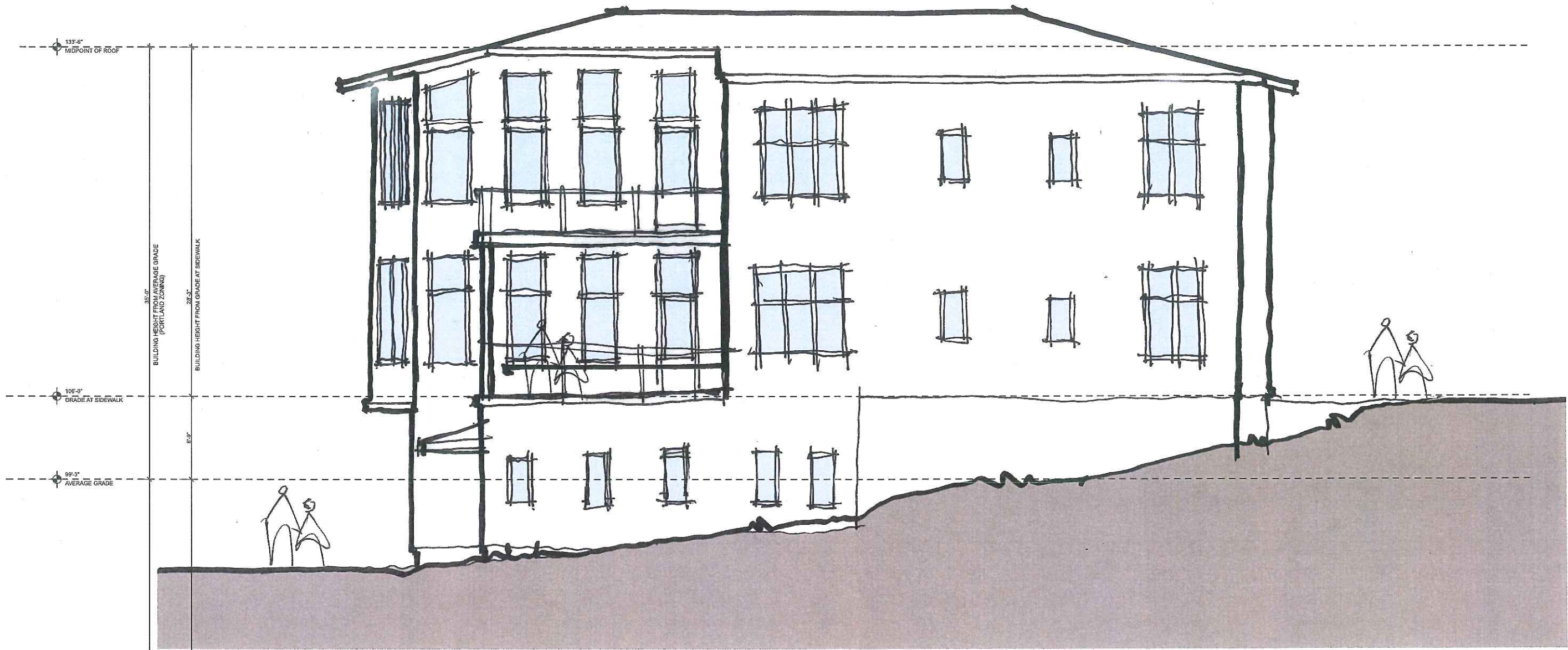
A-2.1

**KAPLAN
THOMPSON
ARCHITECTS**

100 EXCHANGE STREET
PORTLAND, ME 04101
(207) 852-2700
KAPLAN@KAPLANTHOMPSON.COM

PROJECT:
**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101



1 EAST ELEVATION - SCHEME A

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

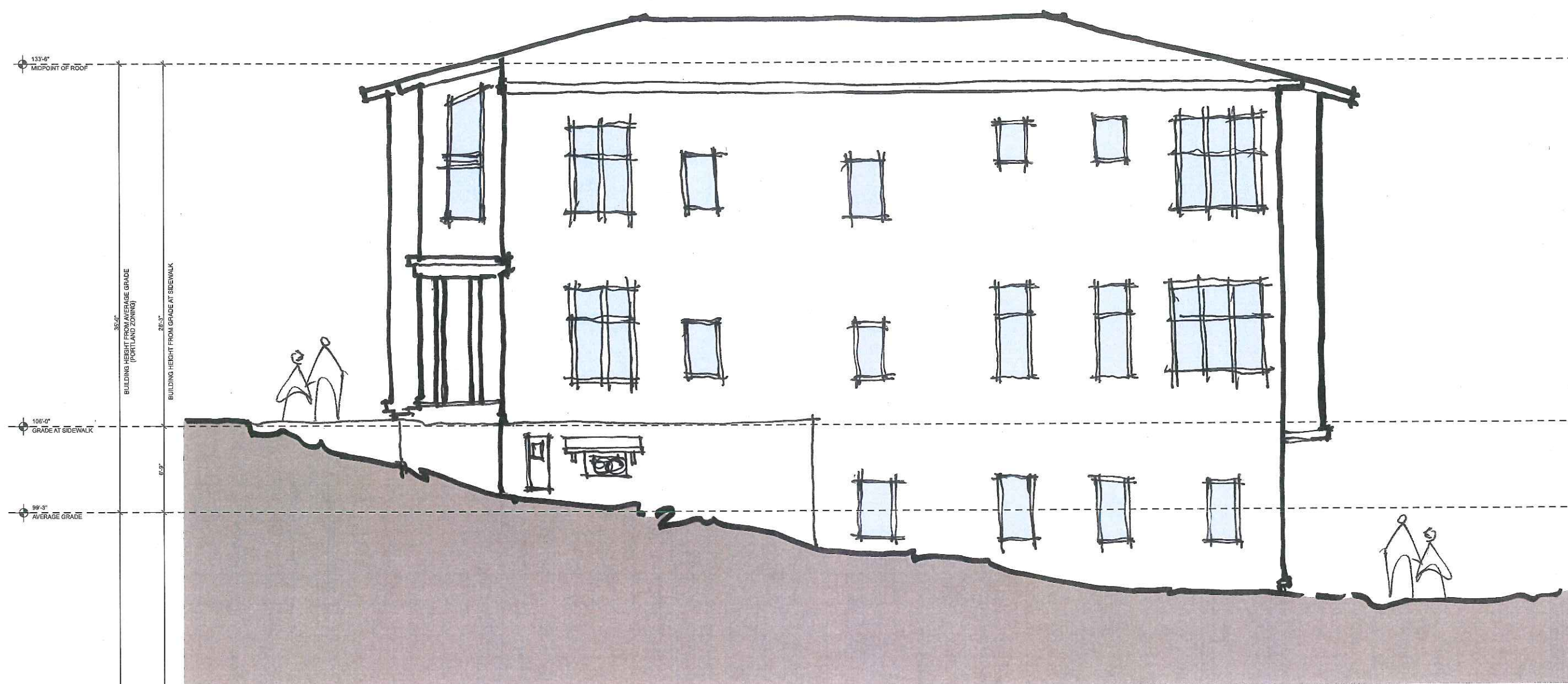
ELEVATIONS -
SCHEME A

A-2.2

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

PROJECT:
**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101



1 WEST ELEVATION - SCHEME A

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

ELEVATIONS -
SCHEME A

A-2.3

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

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

**WORKSHOP
104 WEST STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Historic Preservation Compliance Coordinator

DATE: June 30, 2016

RE: July 6, 2016 **Workshop** – Preliminary Review of Rear Entry Alterations

Address: 104 West Street

Applicants: Julie and Matthew Forsyth

Architect: Pamela Hawkes, Scattergood Design

Introduction

On behalf of building owners Julie and Matthew Forsyth, Pamela Hawkes of Scattergood Design has requested a preliminary workshop to present plans for alterations to the rear entry and garage at 104 West Street. The architect and owners have the goal of creating an easier, more welcoming rear entrance from both the exterior and the garage. At the southeast corner of the house (facing Chadwick Street) the proposed renovation would raise the garage roof and create a new angled corner on the brick, one-story addition that was added sometime in the 20th Century.

The addition and the garage dating from the 20th Century are just two of the changes made to this brick Colonial Revival house since it was built in 1898. Apparently the southeast corner originally had a wooden entry porch. For part of the last decade the property was used as a two-family residence, but the Forsyths have returned it to a single family home. Though the proposed work is on a secondary face of the structure, it is located on a prominent corner of the West End, a block from the Western Prom.

Ms. Hawkes has provided a complete project description and a package of drawings, renderings, photos of existing conditions, and historical photos of the property

Subject Structure

The subject property is a contributing structure which despite modifications that undermine its

O:\PLAN4 HISTORIC PRESERVATION\HP Board Memos\2016 Memos\7-6-16 West 104 rear entrance alterations.doc

integrity, retains much of its presence and character. As recently as the early 1990's the property was used as a multi-family residence and was in poor condition. The wrap-around porch at the northwest corner has been interrupted by enclosing a large section with brick walls and casement and picture windows. The roof has lost its balustrade, but still retains classical details and Corinthian columns. Facing Chadwick Street, first floor windows on two sides of the southeast addition and in the one-story east bay (containing the laundry area) lend a discordant, 20th Century note because of their type and proportions. This corner of the house originally had a wood entrance porch.

The garage, which one previous owner believed to date from the 1950's, has three concrete block walls, with a brick face onto Chadwick Street. Several succeeding owners have made improvements to the home and garage, including new garage doors and roof detailing in 2005. The garage and the brick southwest addition have simpler, less robust eave details than the house, but are not out of character.

Proposed Scope of Work

Ms. Hawkes' project description provides a complete summary that won't be repeated here.

Staff Comments

The existing rear entrance at 104 West Street provides a transitional step between the low, simple garage and imposing, traditional mass of the house. Ms. Hawkes' plans propose to give the connecting section a distinctly contemporary character, with an easier, more open and welcoming entrance. The high roof and angled glass and lattice wall would create a sheltered alcove while communicating the location of the entrance.

Board members will no doubt want to discuss the overall contemporary tone of the proposed entrance as well as some of the design details that, as the architect points out, refer to elements of the original house while presenting a highly contrasting appearance. Among the elements the Board might discuss - as either refreshingly differentiated and functional, or distracting and not sufficiently referential - are:

- The angled cutout of the entrance, with the existing rectangular roof and cornice retained high above grade
- The introduction of a new material – clear finished wood panels and lattice
- The height of the wood and glass wall, creating new architectural elements: a high ceilinged foyer inside, tall alcove on the exterior, and a lot of grids on the facade
- Plain, round white columns which might increase the feeling of height with their slenderness
- Staff questions whether carrying the lattice treatment to the square bay on the east (Chadwick Street) side of the main house crosses a boundary. The windows in that bay, like the windows on front porch infill, are one of the less successful previous alterations to the house, and staff suggests altering the opening and the windows to better fit in with the house and the original windows, rather than installing more grid.
- One of the benefits of the proposed alteration is the elimination of the front and side windows in the entrance addition that have the same pattern - of picture window with flanking casements – as the window in the bay and those on the front porch infill.

- Adding 14" to the height of the garage will not make a significant difference to its appearance. Staff is unclear if it will appear at all higher than the existing front façade, which has a parapet higher than the roof.
- It appears the birch trees in front of the Chadwick Street façade at the addition will be removed. Site plan details will no doubt be determined as the design and review processes progress.

Applicable Review Standards

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

Attachments:

1. Architect's description of the project
2. Floor plans, elevations, site plan, and photos supplied by architect

APPLICATION FOR CERTIFICATE OF APPROPRIATENESS
104 West Street, Portland, ME 04101
21 June 2016

1

PROJECT DESCRIPTION

104 West Street was constructed by contractor John W. Burrowes for his family in 1898. The property has been modified several times, including extension of the original northwest (front) bay at the first floor level to penetrate the original wrap-around porch; construction of a two-car garage in the southeast corner of the site (date unknown); and a one-story brick addition to the laundry room in the southeast corner (date unknown). This took the place of what appears to have been the original one-story wood rear porch. In 2005, the building was modified to a two-family structure; it has now been returned to use as a single-family home.

The rear entrance is awkward and cramped, as a result of the construction of the garage and the brick laundry room extension. The only direct, enclosed access from the garage into the house is through winding stairs to the basement, where headroom does not meet code. The exterior access to the first floor is up a steep flight of stairs through an exterior door that is less than 30" wide.

The goal of the proposed work is to create an at-grade exterior entrance and access from the garage that meets current dimensional and historic preservation standards. Work will include:

- Increasing the height of the garage from 9'-4" to 10'-6" by removing and rebuilding the brick façade, extending the existing painted CMU side and rear walls and adding a pyramidal skylight in the center of the space. Façade brick to match existing building, with soldier course at lintel. Installing a new single overhead garage door with five vertical panels. Removal of granite sill at garage-to-house entrance door to create at-grade access into new entrance.
- Potential replacement of existing asphalt driveway with brick pavers in a herringbone pattern. If budget constraints preclude this, replacement with new asphalt is anticipated at the completion of work.
- Removing the upper walls of the 20th c. brick extension at the southeast corner, as well as the east wall of the pantry. Maintaining the existing cornice and supporting the roof structure on two 8" columns, which rest on the remains of the east wall, at about the level of the existing water table. Facing the exposed inside of that lower wall with brick salvaged from the demolished sections and adding a precast stone cap on top of wall.
- Infill of existing window in the south wall of the pantry with brick to match, and creation of a new door opening in the west (garden side) wall.
- Constructing a one-and-one-half story window wall at a 45-degree angle to the south building wall to create a new rear entrance. The angle creates an easy and welcoming approach from the drive or the street, with space for bicycle parking. The angle also repeats the geometry of bay windows found around the main building. The resulting open porch area recalls the one-story wood porch leading to the original rear entrance door, which is indicated on Sanborn maps from 1914.
- The window wall will be a custom wood-and-glass construction, with internal divisions matching the vertical and horizontal proportions of the existing double-hung windows in the main building. All wood will be exterior grade, clear finish vertical grain fir, with two lower sections of the wall adjacent to closet space finished with horizontal shiplap panels.

APPLICATION FOR CERTIFICATE OF APPROPRIATENESS

2

104 West Street, Portland, ME 04101

21 June 2016

- Over the window wall will be a wood lattice, also exterior grade, clear finish vertical grain fir. Members will be $\frac{3}{4}$ " x 3-1/2" deep, 5" on center. Panels will be hinged at the top for maintenance. The lattice responds to traditional treatments of porches and rear entrances throughout the Western Promenade neighborhood, including panels which remain on the basement windows at 104 West Street. The slightly larger-than-typical spacing of this design confirms its contemporary character, as well as providing greater light to the interior. The exterior soffit under the porch roof will be painted, clear finish MDO plywood.
- Inside the new window wall, a one-and-a-half story rear entry leads into the existing kitchen space via a new stair. A new opening at the north pantry wall will mirror the existing opening in the laundry room. The feasibility of preserving a section of the south wall that contains the original rear door opening will be confirmed as demolition proceeds.
- The remaining northern laundry room window opening does not relate to the proportions or configuration of the historic windows in the building. A lattice panel will be placed over this opening to better related to the historic proportions.
- New EPDM roofs will be installed on the flat roofs of the garage and pantry addition.
- No other work on the main house is anticipated.

MATERIALS LIST

See above.

DRAWING INDEX:

GENERAL:

G1.0 TITLE SHEET, LOCATION, PROJECT TEAM

ARCHITECTURAL:

L1.0 SITE PLAN
A1.0 GROUND FLOOR PLAN
A1.1 FIRST FLOOR PLAN
A2.0 CHADWICK ST (EAST) ELEVATION EXISTING
A2.1 EAST ELEVATION DETAIL
A2.2 SOUTH ELEVATION
A2.2 REAR (WEST) ELEVATION
A2.3 DETAIL ELEVATION AT ENTRANCE

A3.0 EAST-WEST BUILDING SECTION A-AA

STRUCTURAL: NOT INCLUDED

MECHANICAL: (DESIGN BUILD)

ELECTRICAL: (DESIGN BUILD)

PROJECT TEAM

OWNER:

MATTHEW & JULIE FORSYTH
108 WEST STREET, PORTLAND, ME 01605

ARCHITECT:

SCATTERGOOD DESIGN PA
80 MIDDLE STREET, PORTLAND, ME 04101
T (207) 775-6141

STRUCTURAL ENGINEER:

CASCO BAY ENGINEERING
424 FORE STREET
PORTLAND, ME 04101

GENERAL CONTRACTOR:

TOZIER GROUP BUILDERS
185 MOUNTAIN ROAD, FALMOUTH, ME 04106
T (207) 707-6222

CODE SUMMARY

BUILDING DESIGN CODES:

2009 IBC - INTERNATIONAL BUILDING CODE
2009 IEBC - INTERNATIONAL EXISTING BUILDING CODE
2009 IECC - INTERNATIONAL ENERGY CONSERVATION CODE
2011 - NATIONAL ELECTRICAL CODE (NFPA 70)
NFPA 101 LIFE SAFETY CODE / 2009

OCCUPANCY CLASSIFICATION:

RESIDENTIAL R-2

CONSTRUCTION TYPE:

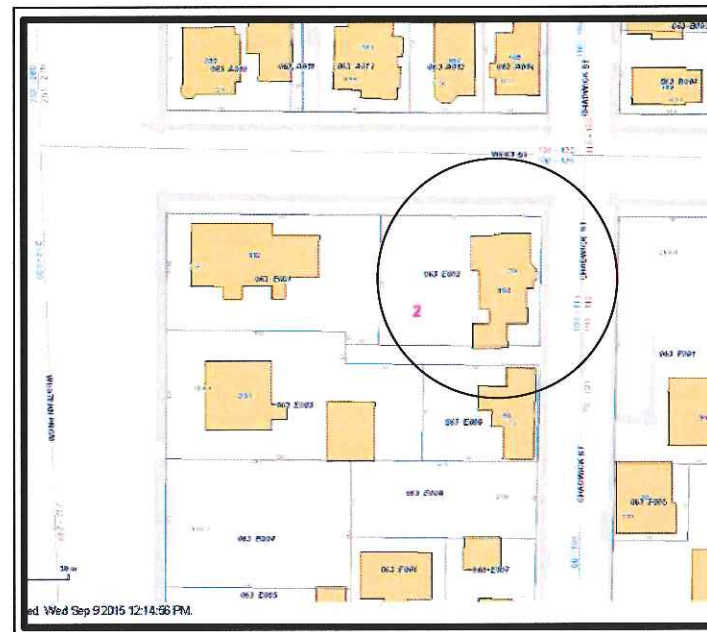
NUMBER OF STORIES: 3 PLUS BASEMENT

104 WEST STREET

PORTLAND, MAINE



HISTORIC PRESERVATION REVIEW SET
22 JUNE 2016



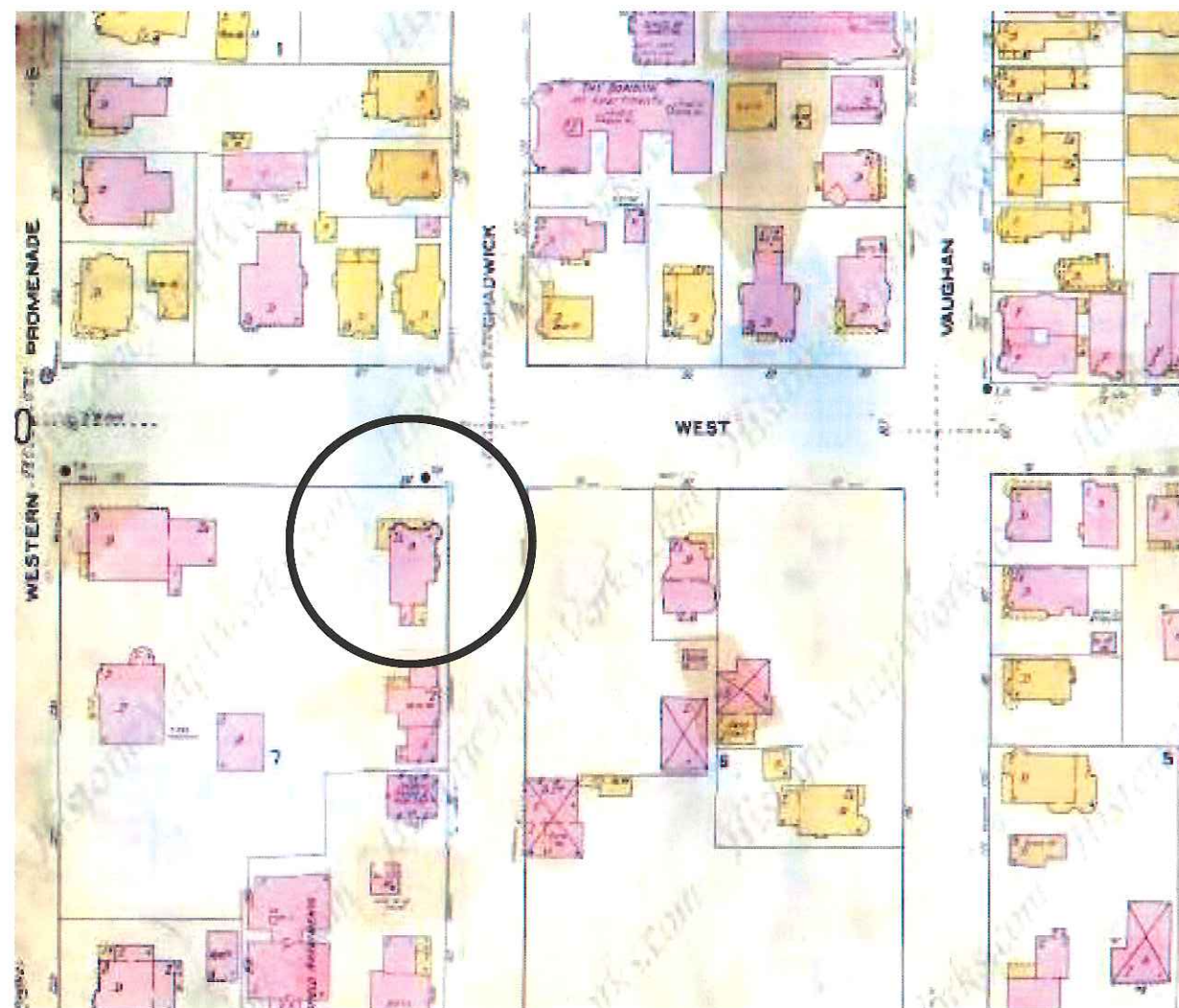
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104 West Street. View from northwest corner on West Street. 1924 Tax Assessors Photo (Maine Memory Network)



104 West Street. View from corner of West & Chadwick Streets showing current context.



104 West Street. 1909 Sanborn Insurance Map. Note one-story frame porch at rear.



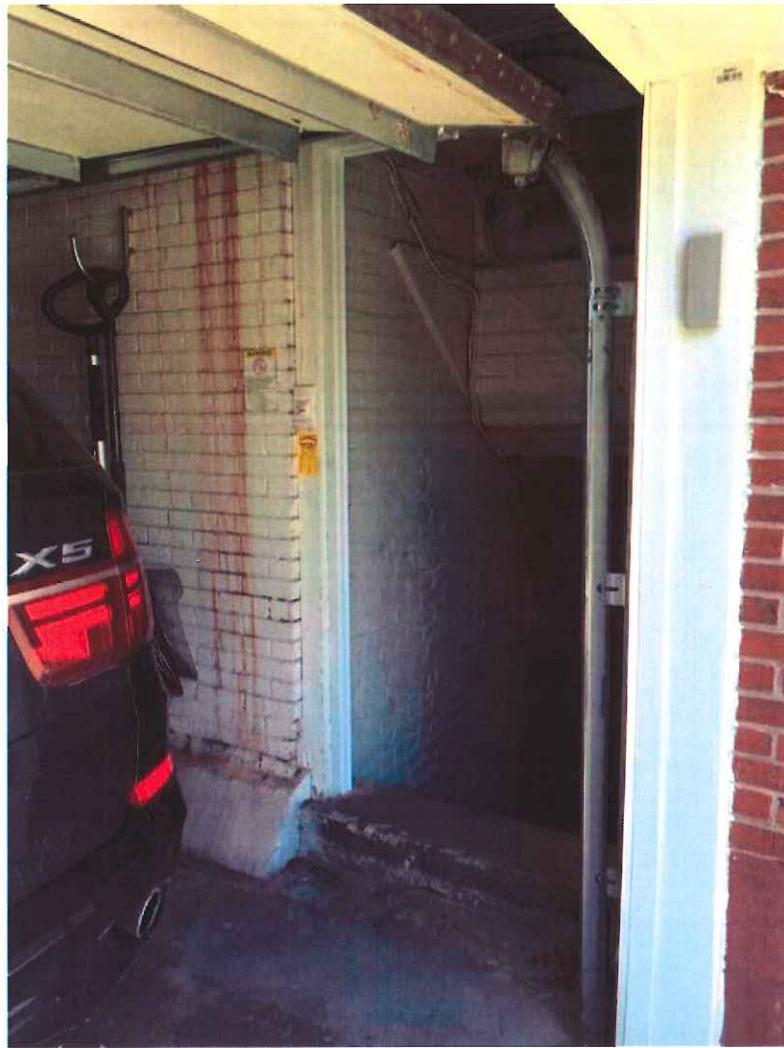
104 West Street. View of southeast corner at right side of 1924 Tax Assessors Photo of 98 Chadwick Street (Maine Memory Network).



104 West Street. Current view from Chadwick Street.



104 West Street. Chadwick Street facade.



104 West Street. Existing access from garage to house.



104 West Street. Detail of rear entrance.



104 West Street. View from southwest corner showing west (garden) facade.



104 West Street. Detail of existing rear porch cornice.



104 West Street. Lattice screen under front porch.



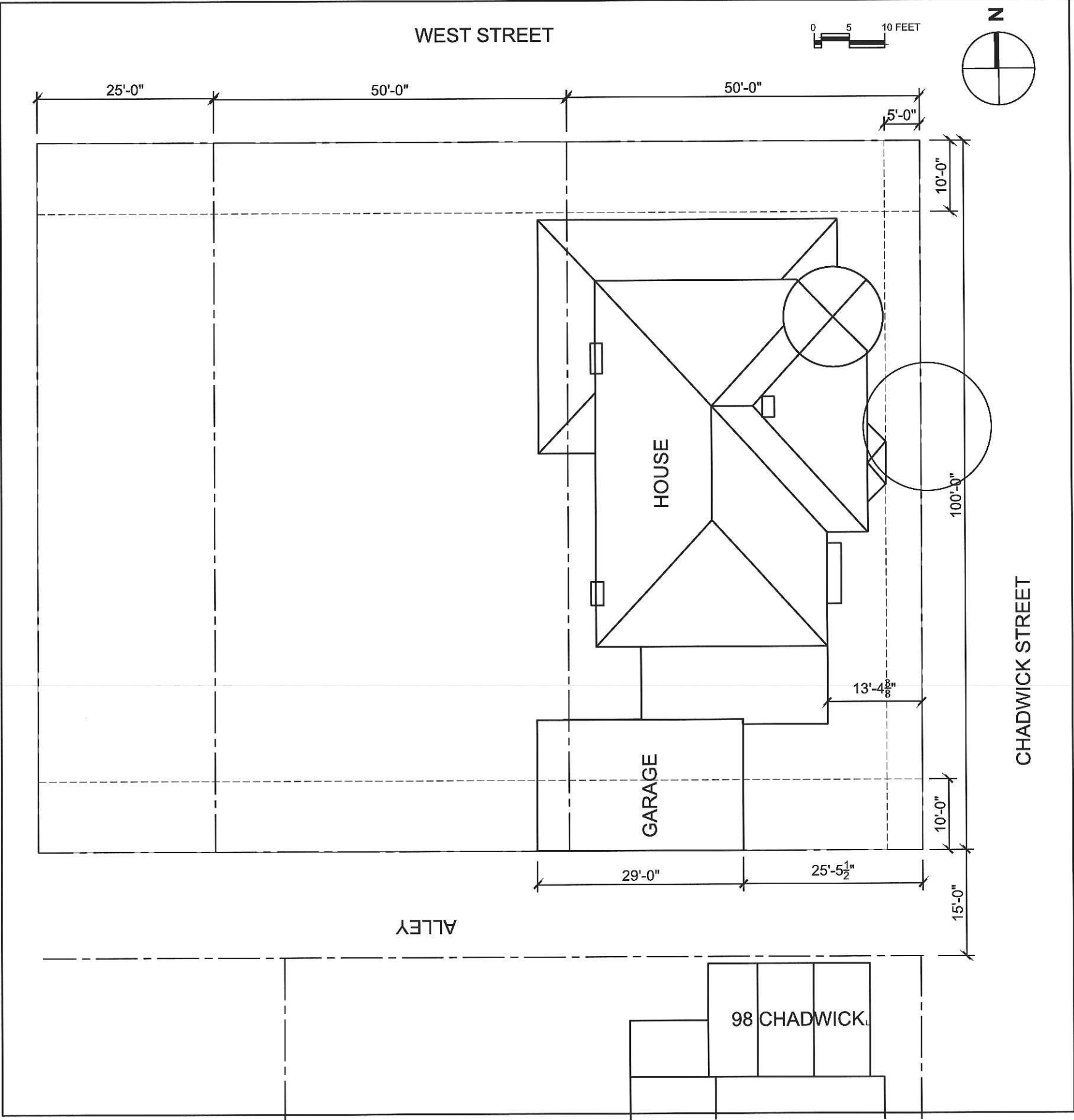
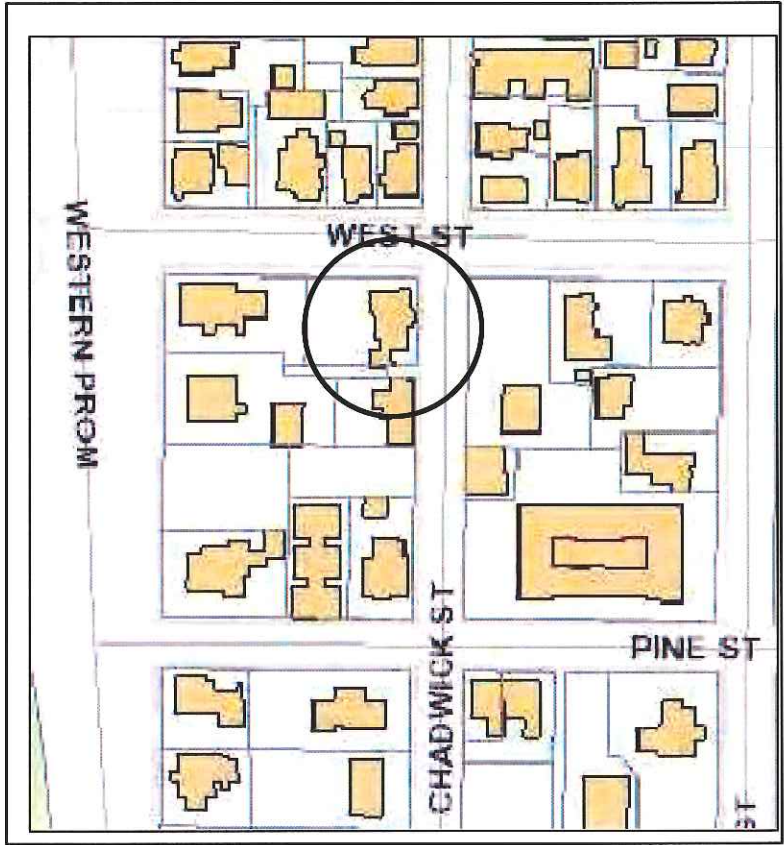
104 West Street. Original rear entrance doorway.



104 West Street. Proposed view from West and Chadwick Street.



104 West Street. Proposed view of new porch from Chadwick Street.



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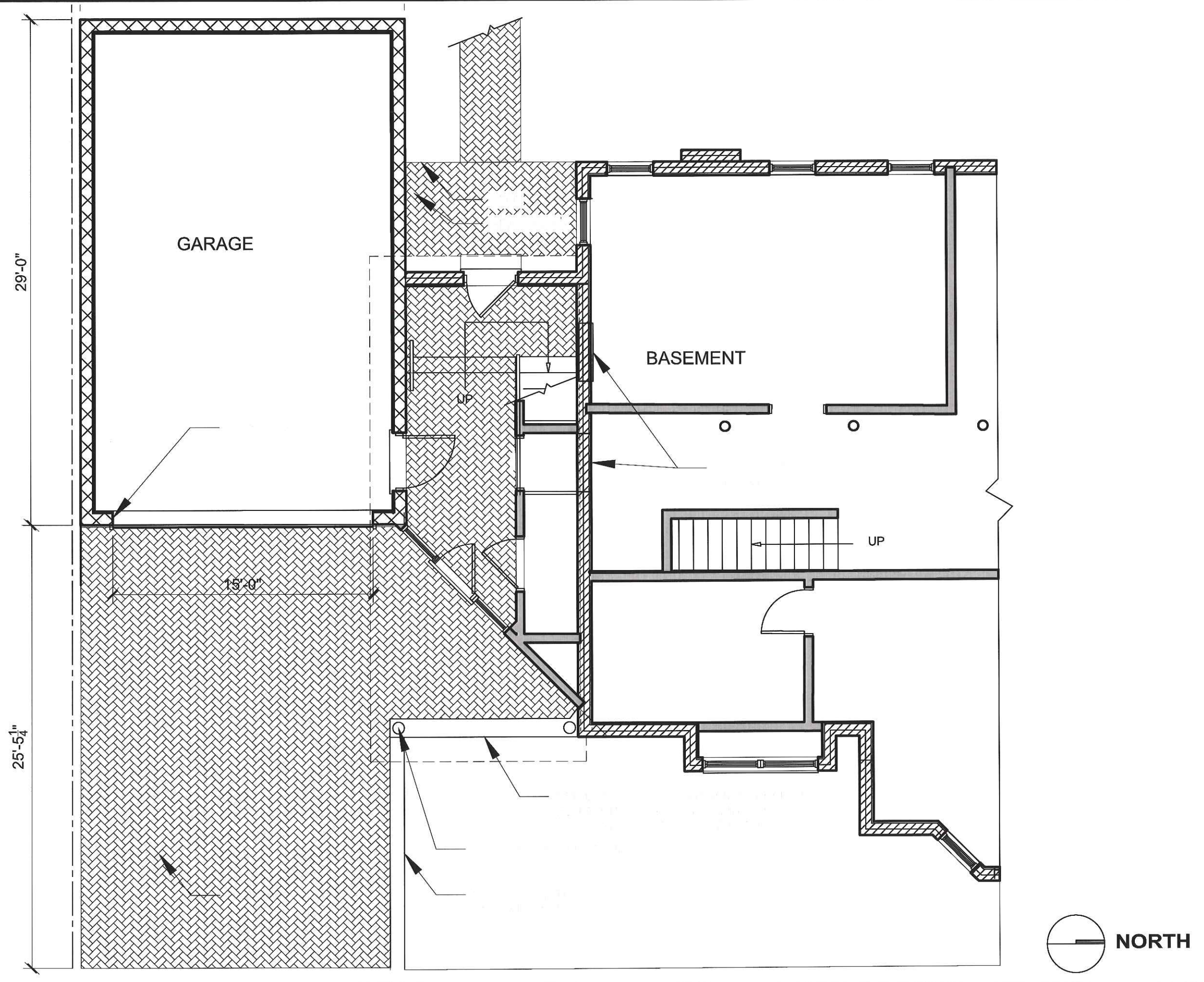
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portland, maine 04101
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104 WEST STREET FORSYTH RESIDENCE

SITE PLAN

scale	1/8" = 1'-0"
date	21 JUNE 2016
project #	1507
drawn by	PWH
checked by	-

L 1.0



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104 WEST STREET FORSYTH RESIDENCE

GROUND FLOOR PLAN

scale	3/16" = 1'-0"
date	21 JUNE 2016
project #	1507
drawn by	PWH
checked by	-

A 1.0

29'-0"

25'-5 $\frac{1}{4}$ "

18'-8"

9'-10 $\frac{3}{4}$ "

NEW
FOYER
BELOW

10'-9 $\frac{1}{2}$ "

14'-1 $\frac{3}{4}$ "

6'-6"

3'-6"

5'-3"

DN

UP

DN

FAMILY
ROOM

PANTRY

LAUNDRY

KITCHEN

DINING

LII



104 WEST STREET FORSYTH RESIDENCE

FIRST FLOOR PLAN

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scale	3/16" = 1'-0"
date	21 JUNE 2016
project #	1507
drawn by	-
checked by	-



1 EXISTING EAST (CHADWICK ST) ELEVATION
1/8" = 1'-0"

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104 WEST STREET FORSYTH RESIDENCE

CHADWICK ST ELEVATION

scale	1/8" = 1'-0"
date	21 JUNE 2016
project #	1507
drawn by	-
checked by	-

A 2.0



EAST (CHADWICK ST) ELEVATION

104 WEST STREET FORSYTH RESIDENCE

PROPOSED EAST ELEVATION DETAIL

scale	1/4" = 1'-0"
date	21 JUNE 2016
project #	1507
drawn by	-
checked by	-

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1

SOUTH ELEVATION

1/8" = 1'-0"

104 WEST STREET FORSYTH RESIDENCE

SOUTH ELEVATION

scale	1/4" = 1'-0"
date	21 JUNE 2016
project #	1507
drawn by	PWH
checked by	-

A 2.1

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NEW DOOR W/ INSULATED
GLAZING

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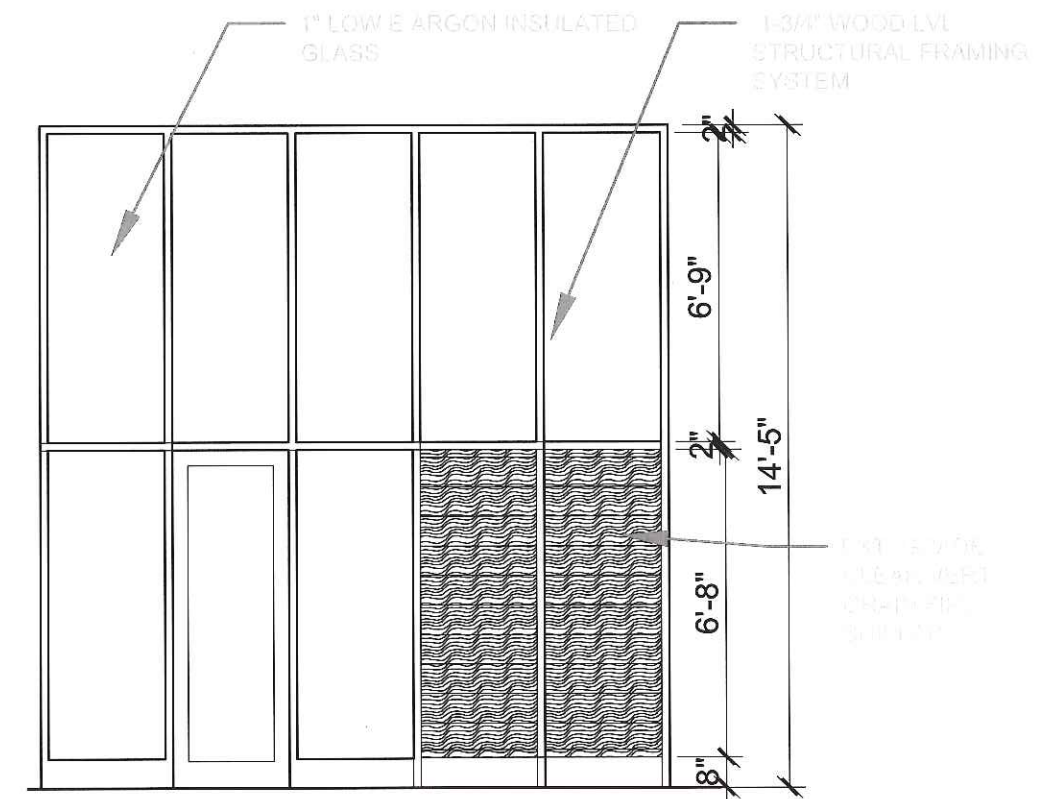
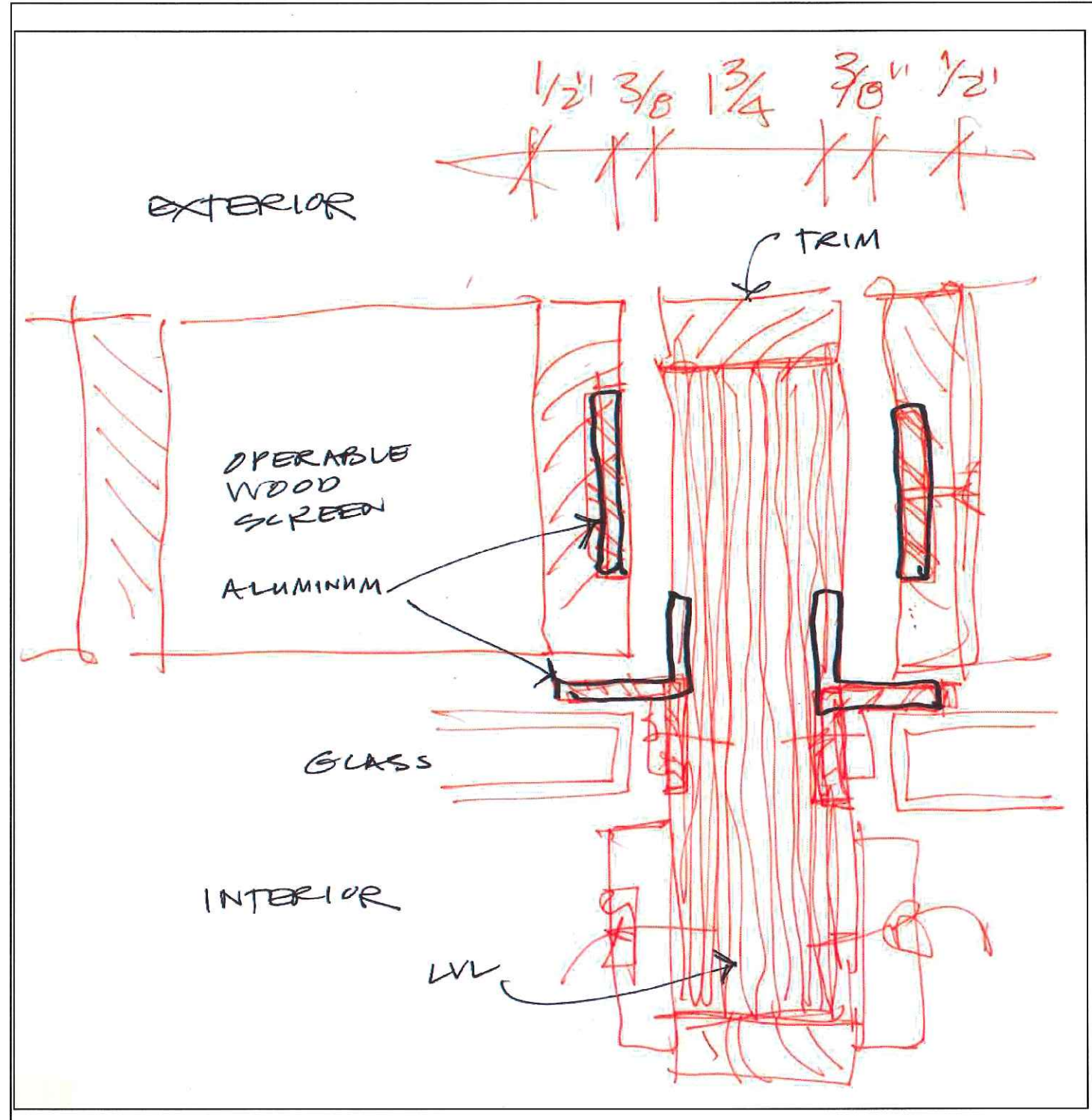
REAR (WEST) ELEVATION

scale	1/4" = 1'-0"
date	21 JUNE 2016
project #	1507
drawn by	-
checked by	-

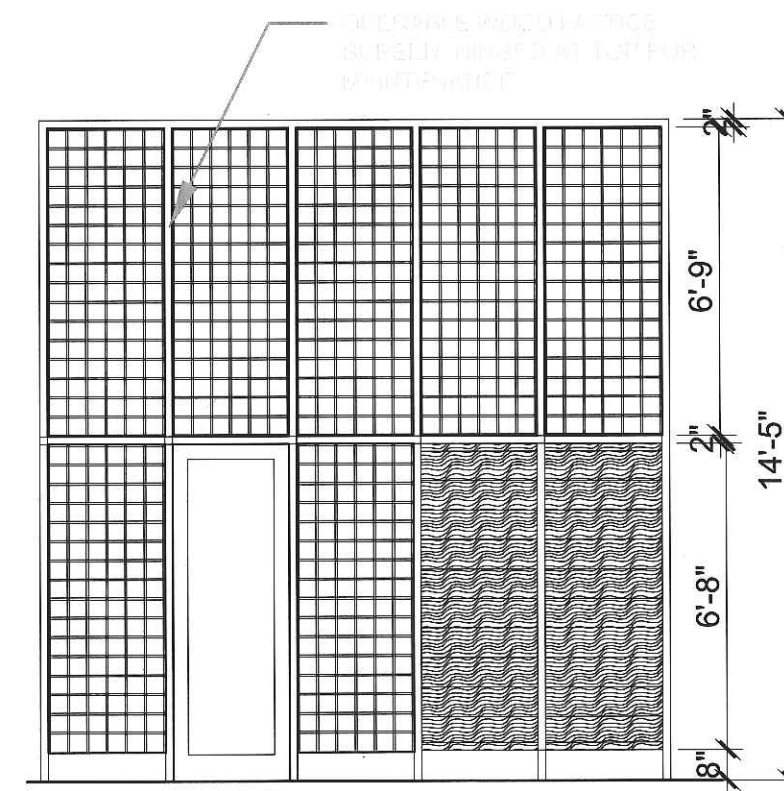
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A 2.3



1 ANGLED WALL @ ENTRANCE - WINDOWS
1/8" = 1'-0"



2 ANGLED WALL @ ENTRANCE W/ LATTICE
1/8" = 1'-0"

104 WEST STREET FORSYTH RESIDENCE

ENTRANCE ELEVATION DETAILS

scale	1/4" = 1'-0"
date	21 JUNE 2016
project #	1507
drawn by	PWH
checked by	-

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A 2.3