

1. Legal Ad

Documents:

[5-3-17 LEGAL AD.PDF](#)

2. Agenda

Documents:

[5-3-17 AGENDA.PDF](#)

3. 109 Danforth St.

Documents:

[HP MEMO - 109 DANFORTH ST..PDF](#)

4. Discussion Of Replacement Window Options

Documents:

[DISCUSSION OF REPLACEMENT WINDOW OPTIONS.PDF](#)

5. 276 Brackett St.

Documents:

[HP MEMO - 276 BRACKETT ST..PDF](#)

6. 215 Commercial Street

Documents:

[HP MEMO - 215 COMMERCIAL ST..PDF](#)

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

On **Wednesday, May 3, 2017** 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 Replacement of Infill Carriage House Doors; VICTORIA MANSION, 109 DANFORTH STREET; Victoria Mansion, Applicant.

2. WORKSHOP

- i. Preliminary Review of Proposed New Construction; 50 MIDDLE STREET; Gene Ardito & cPort Credit Union, Applicants.

Break for Dinner; Meeting Resumes at 7:00

WORKSHOP, continued

- ii. Preliminary Review of Proposed Garage Addition; 276 BRACKETT STREET; Michael Wilson, Applicant.
- iii. Preliminary Review of Proposed Rooftop Addition; 215 COMMERCIAL STREET; Granite Face LLC, Applicant.

3. CONSENT AGENDA

CITY OF PORTLAND, MAINE
HISTORIC PRESERVATION BOARD

Scott Benson, Chair
Bruce Wood, Vice Chair
Glenn Harmon
Robert O'Brien
Penny Pollard
Julia Sheridan
John Turk

HISTORIC PRESERVATION BOARD AGENDA

May 3rd, 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 April 26, 2017:**

- i. Certificate of Appropriateness for Carport Addition; 128 HIGH STREET; WCSH, Applicant.
The Board voted 5-0 (Benson, Sheridan absent) to approve the carport on a temporary basis only, subject to the condition that it be replaced no later than two years from the date of the decision and that any replacement structure be reviewed and approved prior to construction.

4. PUBLIC HEARING

- i. Certificate of Appropriateness for Replacement of Infill Carriage House Doors; VICTORIA MANSION, 109 DANFORTH STREET; Victoria Mansion, Applicant.

5. WORKSHOP

- i. Preliminary Discussion of Replacement Window Options

Break for Dinner; Meeting Resumes at 7:00

WORKSHOP, continued

- i. Preliminary Review of Proposed Garage Addition; 276 BRACKETT STREET; Michael Wilson, Applicant.
- ii. Preliminary Review of Proposed Rooftop Addition; 215 COMMERCIAL STREET; Granite Face LLC, Applicant.

6. CONSENT AGENDA

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

**PUBLIC HEARING
VICTORIA MANSION, 109 DANFORTH STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: April 28, 2017

RE: May 3, 2017 **Public Hearing** *(note: this item was originally scheduled for the April 19, 2017 meeting)*

Application for: Certificate of Appropriateness for Carriage House Infill Door Replacement

Address: Victoria Mansion

Applicant: Victoria Mansion
 represented by Tom Johnson, Executive Director

Introduction

Victoria Mansion is requesting approval to replace existing infill doors on the Mansion's carriage house and reconstruct the original carriage house doors based on available documentation. As Board members are aware, the carriage house was rehabilitated for adaptive reuse in the 1980's and currently houses the museum's ticketing and interpretation area, museum shop and a meeting facility. As part of the 1980's rehabilitation, the original carriage house doors were replicated and fixed in an open position and new wood frame glass doors were installed in the original openings. The replicated carriage house doors were removed some time ago due to deterioration. The infill wood-frame glass doors are now also requiring replacement. The Victoria Society proposes to replicate and reinstall the original carriage house doors once more and install within the openings new commercial grade aluminum frame doors with a bronze finish bronze hardware.

Executive Director Tom Johnson has provided a detailed written description of the project. In his written narrative, Mr. Johnson also explains the intent of the proposed solution—to more clearly distinguish the new doors from the remaining historic fabric, to make them as visually recessive as possible and to provide visual cues as to which set of doors are operable and to be accessed by the public. Also enclosed are several photographs of the carriage house, including a 1973 view showing the original barn doors, a photo of the carriage house following

rehabilitation in the 1980's and photographs of current conditions. Finally, specifications for two alternative replacement options are enclosed for the Board's consideration.

Existing Infill Doors

The current infill doors are wood frame and feature large glass openings and transoms to provide light into the interior commercial space. As you will note from the enclosed photographs, the frames are rather wide and the upper "transoms" are arched. It appears that the design of the doors was inspired by the windows directly above on the second floor which have arched openings and wide frames. From an architectural perspective, the replacement doors were compatible with existing features on the building without attempting to appear historic. The fact that they were infill units was also made clear when the replicated original doors were fixed in an open position.

As noted above, the 1980's rehabilitation of the carriage house also included the replication of the original barn doors. Unfortunately, they were not appropriately constructed and deteriorated rather quickly. They were removed some time ago, but drawings were made of the doors and hardware from the original doors was salvaged for reuse.

Proposed Installation

Mr. Johnson has provided a detailed description of the proposed units and the alternatives presented for consideration. Specifications for the two options are also provided. As such, there is no need to repeat the information here.

Staff Comments

Mr. Johnson states in his cover letter that the 1985 doors do not conform to the Secretary of the Interior's Standards for Rehabilitation on alterations to historic buildings for contemporary use. While some might argue with that position (the Standards allow for a range of architectural solutions, provided the new work is differentiated from the old), the organization would prefer an infill solution that is more clearly distinguished from the historic structure, as visually recessive as possible, of more durable materials and one that would emphasize the replicated original barn doors (which will be fixed in an open position during business hours and closed at other times).

Two options for the replacement units are provided for the Board's consideration. Both options call for bronze finished aluminum commercial grade door systems. Under Option 1, which is preferred by the applicant, the infill doors on the right will feature pull handles and transoms. On the left, there will be a fixed panel that is divided the same way as the doors on the right. Not only will there be no hardware, the framing around the fixed panel will be thinner than that around the doors and transom on the right.

Staff noted that given the symmetry of the façade, the applicant might present for the Board's consideration an option where the two openings were closer in appearance, especially with respect to the thickness of the framing. In response, the applicant has provided a second

option. (See shop drawings for Option 2.) Under this proposal, the two openings are infilled with two sets of identical double doors. (Even the hardware is repeated on the inoperable door.)

Setting aside the question of the infill solution, the return of the barn doors is an important, and welcome, aspect of the proposal. Without them, the building is missing a key architectural feature.

MHPC Easement

Board members should be aware that the Maine Historic Preservation Commission holds an easement on the Victoria Mansion property. The organization has shared its original proposal (Option 1) with MHPC staff and they have indicated that they could support the installation.

Applicable Review Standards

(2) *The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*

(3) *All sites, structures and objects shall be recognized as products of their own time, place and use. Alterations that have no historical basis or create a false sense of historical development such as adding conjectural features or elements from other properties shall be discouraged.*

(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. Project description
2. Plan view of property
3. Photographs
4. Specs for Option1
5. Specs for Option 2



Date: 12 April 2017

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:

109 Danforth Street

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 project entails the replacement of non-historic glass insert entries from the early 1980s on the historic façade of Victoria Mansion's Carriage House (1860). The deteriorated 1985 wooden doors and transoms are of non-historic design and do not conform to the Secretary of the Interior's Standards for Rehabilitation on alterations to historic buildings for contemporary use. Currently, the Carriage House serves as the museum ticketing and interpretation area, the Museum Shop, and a meeting facility.

We propose to replace the deteriorated units with dark bronze finished aluminum commercial grade entries of a simple design (see attached proposal from O&P Glass). It is our intent to have these features visually receded from the general appearance of the building, and to enforce that we will also be replicating the original barn-type doors. We have photographic evidence of the original appearance of the 1860s doors, which were replaced with faithful replicas during the remodeling of the building for commercial uses in 1985. These later replicas were not constructed correctly, allowing water to infiltrate their structures and pool in joint areas, thus necessitating their removal in 2009. When they were removed restoration carpenter Caleb Hemphill made record drawings of their design and construction and salvaged 1/4 of one of the doors, which has been maintained in the Mansion's architectural fragments collection as a record of what was there. At the time of their removal the original strap hinges were salvaged and retained, and the original pintles remain in the masonry work surrounding the openings. The replacement doors will be operable and will remain open while the Mansion is open to the public and closed at other times.

Based on usage of the Carriage House, we propose that the right hand opening will have out-swinging operable double glass doors with bronzed handles of contemporary simple design and crash bars on the interior. The left hand opening will have sham, non-operable glass panels mimicking the design of the right hand entry. These will not be used for entry of exit.

We wish to minimize the design aspects of the glass and aluminum insert panels to the greatest extent possible, thus the use of a dark bronze finish on the aluminum which is darker than the surrounding painted woodwork and masonry. This should allow them to visually recede from the other design elements of the building and emphasis would thus be on the reproduction barn-type doors. However, as the building serves as our point for admissions and museum shop sales, we are acutely aware of visual cues to the public and wayfinding issues. With this in mind, we are proposing that the right infill consist of doors with pull handles and with transoms above, and the left infill will consist of non-operable glass panels (see proposal drawings). On nearing the building, visitors would receive the visual cue of the door handles and thicker aluminum frames of the doors that this is the obvious entrance to the facility; the left infill would have proportionately thinner framing that serves as a location for signage. At the request of the Historic Preservation Program

Manager, we have also attached an alternate design showing thicker framing in the left infill that mimics the doors on the right. While this would provide visual balance, relative to the above stated wayfinding issues this design would be less advantageous to us in providing an immediate visual cue as to the correct entrance to take. While we understand the potential desire for symmetry on this building's façade, it should be noted that asymmetry is a defining feature of the entire site, and that the modernity of the materials and effort to have these inserts visually recede from the first impressions of the building would potentially negate the need for this balance.

CONTACT INFORMATION:

APPLICANT

Name: Thomas B. Johnson, Director

Address: Victoria Mansion
109 Danforth Street

Zip Code: 04101

Work #: 207.772.4841 ext.100

Cell #: n/a

Fax #: _____

Home: 207.489.9084

E-mail: tjohnson@victoriamansion.org

PROPERTY OWNER

Name: Victoria Mansion

Address: see information to left

Zip Code: _____

Work #: _____

Cell #: _____

Fax #: _____

Home: _____

E-mail: _____

BILLING ADDRESS

Name: same as above

Address: _____

Zip: _____

Work #: _____

Cell #: _____

Fax #: _____

Home: _____

E-mail: _____

ARCHITECT

Name: n/a

Address: _____

Zip: _____

Work #: _____

Cell #: _____

Fax #: _____

Home: _____

E-mail: _____

CONTRACTOR

Name: O & P Glass

Address: 140 Capitol Street
Augusta, ME

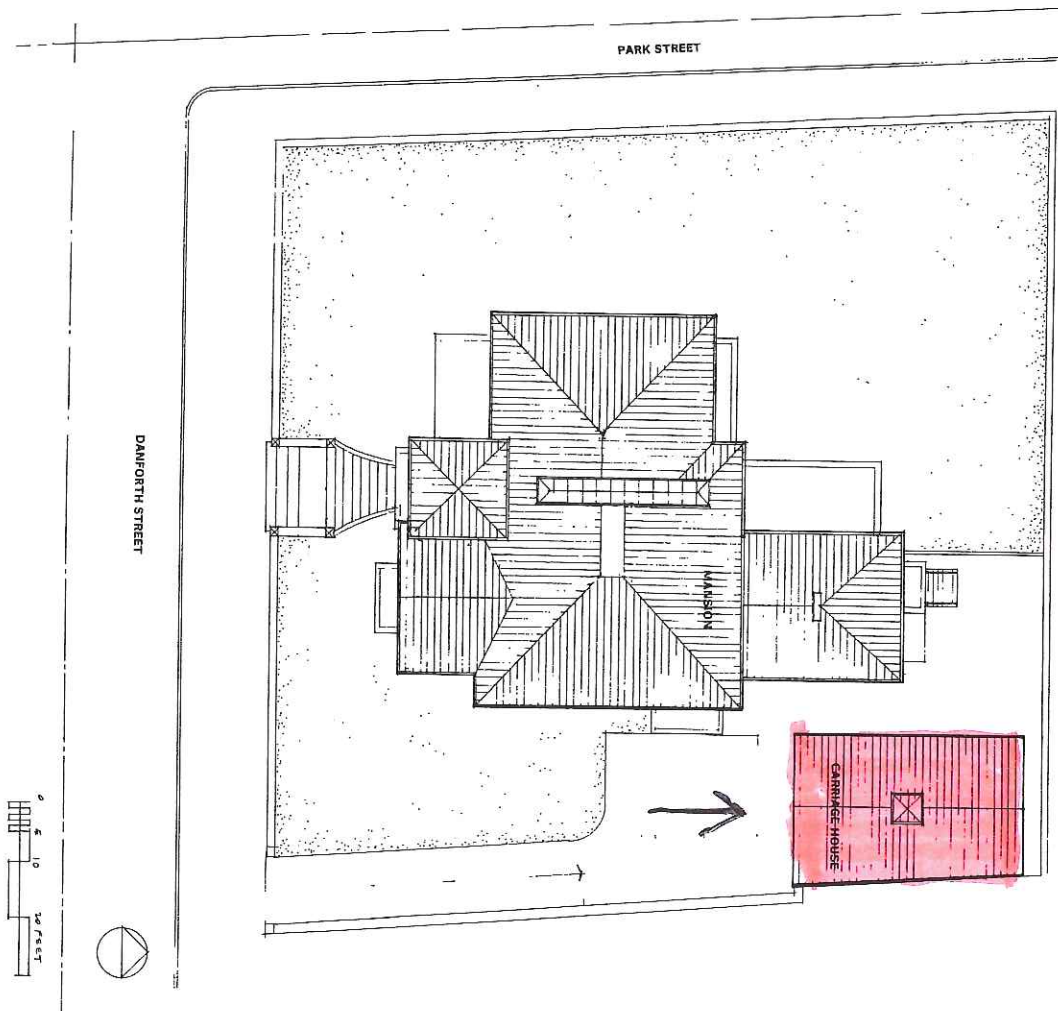
Zip Code: 04330

Work #: 207.622.3652

Cell #: _____

Fax #: 207.622.3268

Home: _____

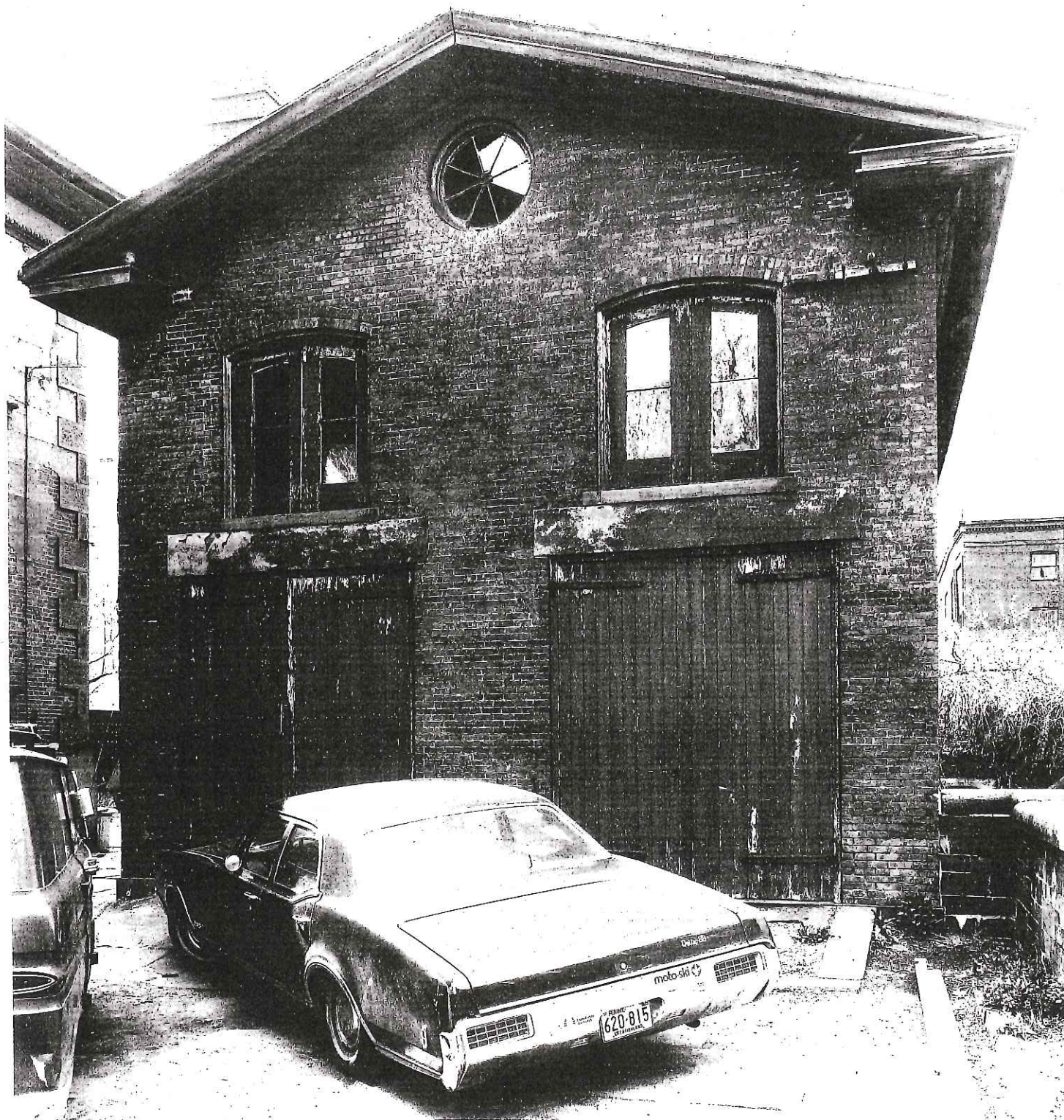


SITE PLAN



MORSE-LIBBY HOUSE
109 DANFORTH STREET
PORTLAND, MAINE

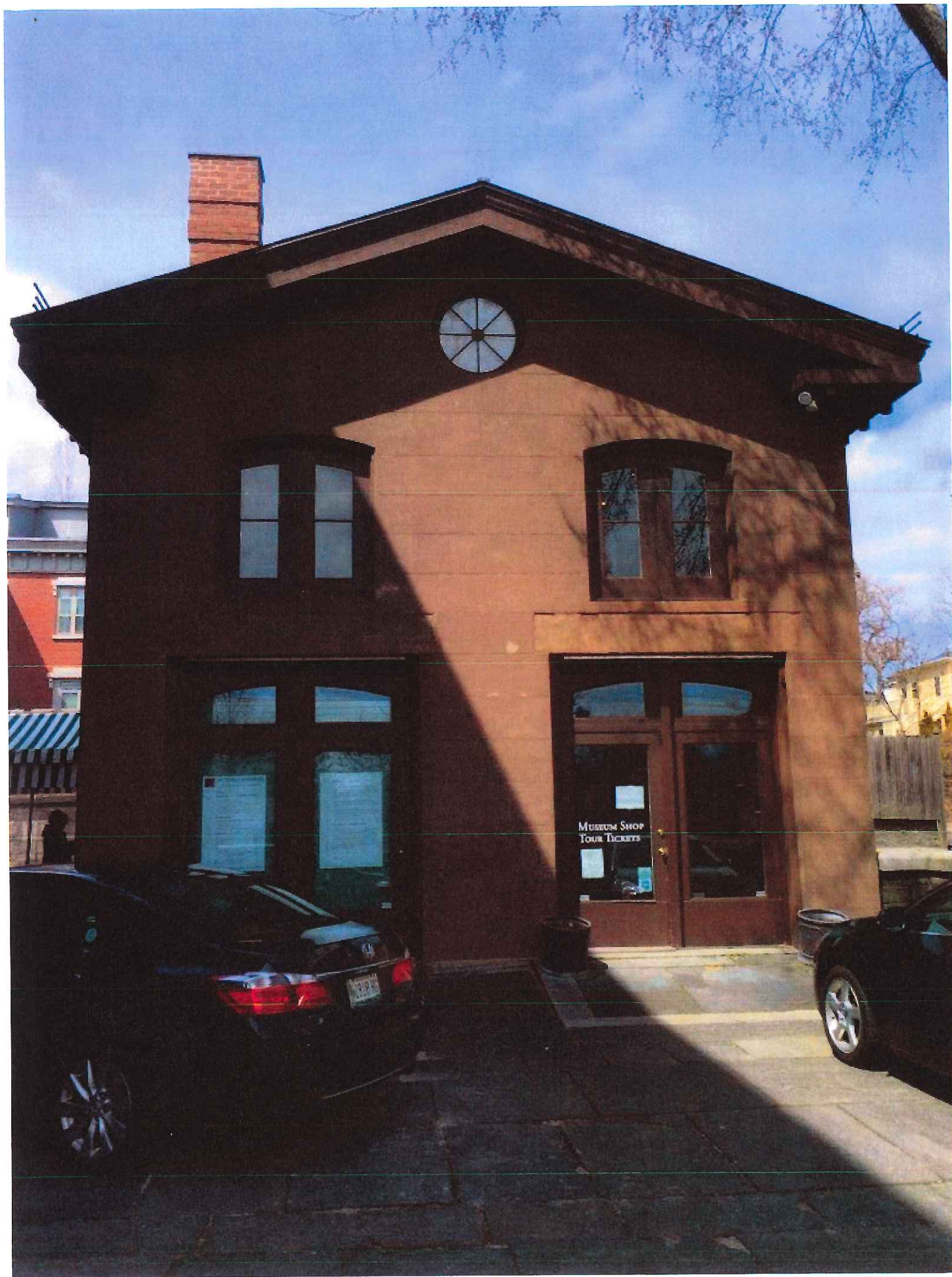
Ann Beha Associates
Architects, Planning & Historic Preservation
12 Prentiss St., Boston, MA 02108 617/336-3808



1973 Showing original
doors



Carriage House, 7000 Eastern Avenue of "Wood" House





MUSEUM SHOP
TOUR TICKETS



Project Name: Victoria Mansion

Frame Set Name: Frame Set 1

Metal Group: M451T CG/SS/OG STOPS UP

Required: 1

Back Member Color: #40 DARK BRONZE : PERMANODIC

Frame Name: Frame 2

D/S: 1

Frame Type: Standard

Frame Width: 86

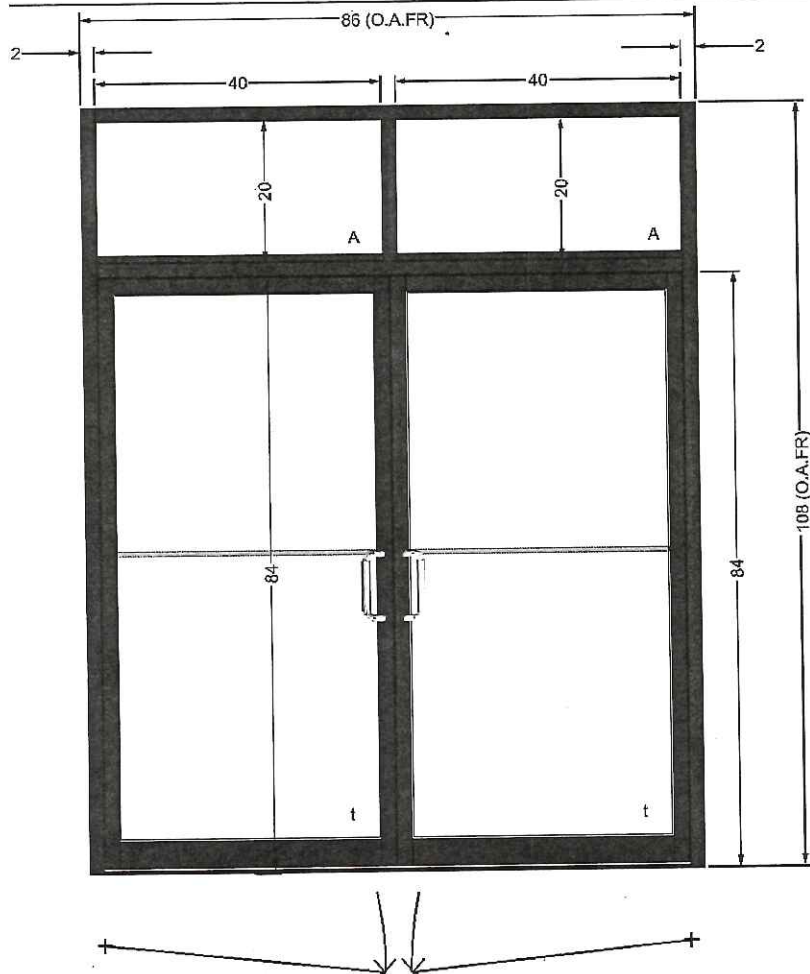
Frame Height: 108

Panels: 1

Rows: 2

Face Member Color: #40 DARK BRONZE : PERMANODIC

3/2/2017 9:36 AM



*option 1
right*



Project Name: Victoria Mansion

3/2/2017 9:36 AM

Frame Set Name: Frame Set 1

Frame Name: Frame 1

Panels: 2

Rows: 2

Metal Group: M451T CG/SS/OG STOPS UP

D/S: 1 Frame Type: Standard

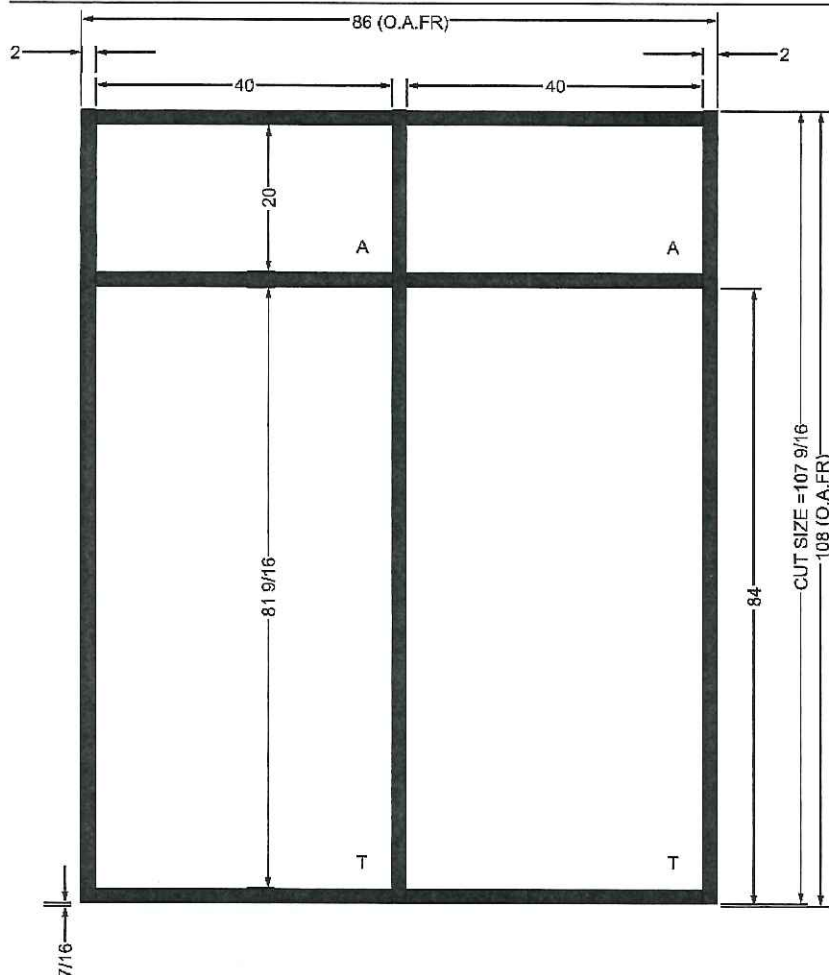
Frame Width: 86

Frame Height: 108

Required: 1

Back Member Color: #40 DARK BRONZE : PERMANODIC

Face Member Color: #40 DARK BRONZE : PERMANODIC



*option 1
left*



Project Name: Victoria Mansion

4/4/2017 11:29 AM

Frame Set Name: Frame Set 1

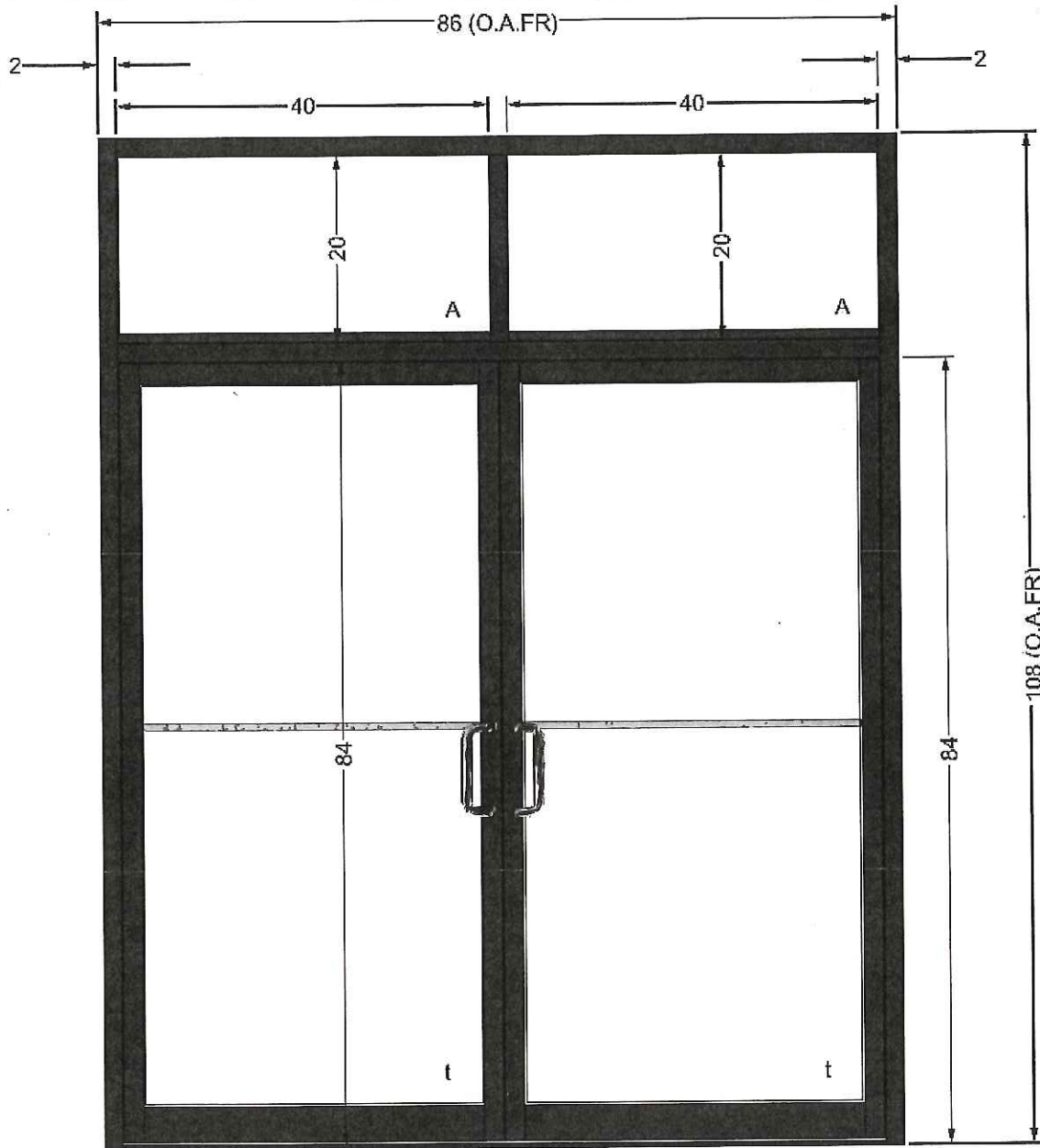
Frame Name: Frame 2

Metal Group: M451T CG/SS/OG STOPS UP

D/S: 1 Frame Type: Standard

Required: 1 Panels: 1 Rows: 2
Back Member Color: #40 DARK BRONZE : PERMANODIC

Frame Width: 86 Frame Height: 108
Face Member Color: #40 DARK BRONZE : PERMANODIC





Project Name: Victoria Mansion

4/4/2017 11:29 AM

Frame Set Name: Frame Set 1

Frame Name: Frame 1

Metal Group: M451T CG/SS/OG STOPS UP

D/S: 1 Frame Type: Standard

Required: 1

Panels: 1

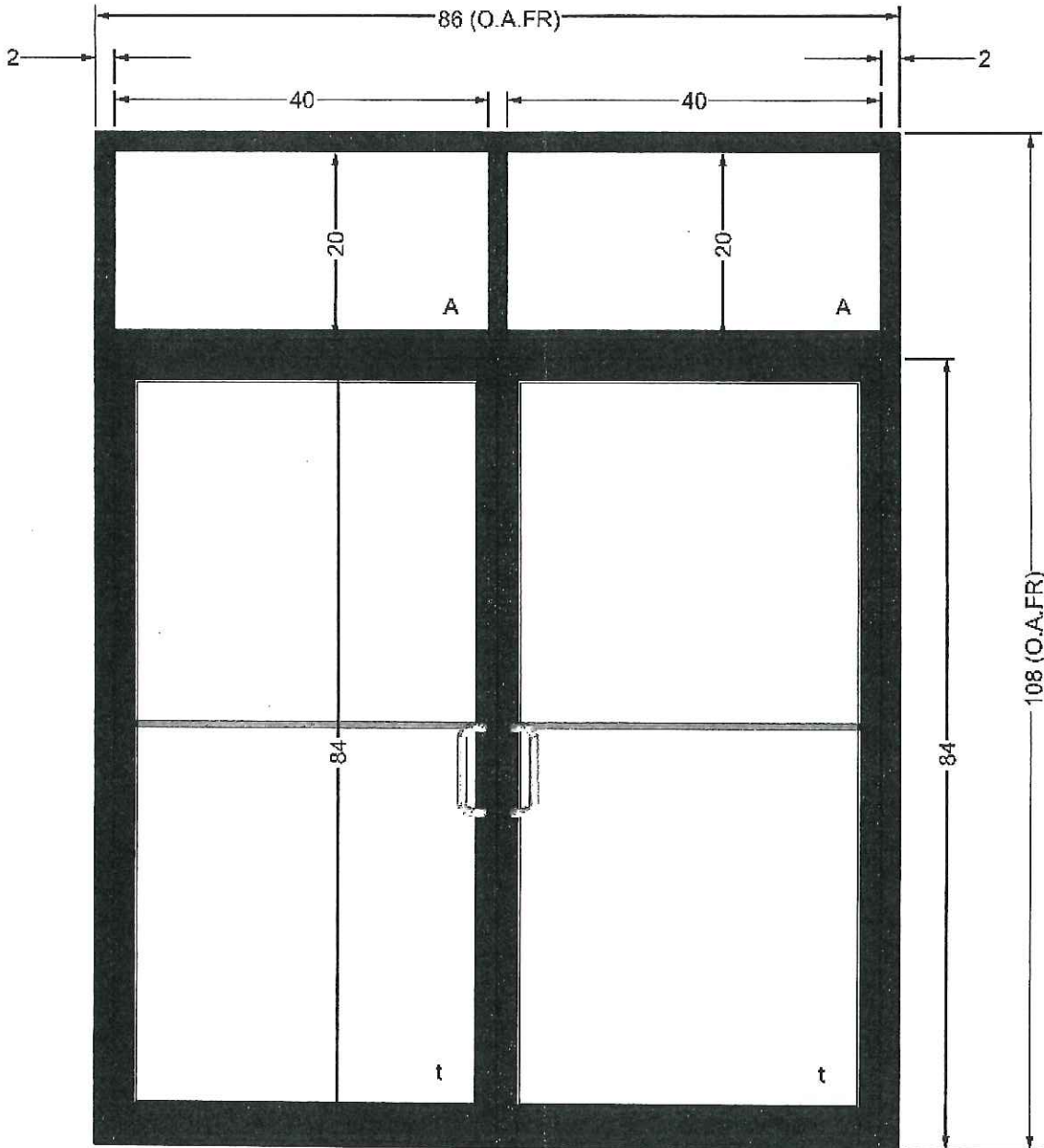
Rows: 2

Frame Width: 86

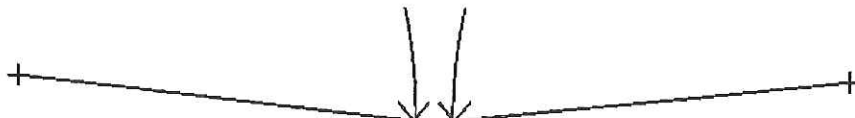
Frame Height: 108

Back Member Color: #40 DARK BRONZE : PERMANODIC

Face Member Color: #40 DARK BRONZE : PERMANODIC



*option 2
left*



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

**WORKSHOP
DISCUSSION OF REPLACEMENT WINDOW OPTIONS**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: April 28, 2017

RE: May 3, 2017 **WORKSHOP** - Preliminary Discussion regarding
the attributes of Various Replacement Window Options and their
Suitability for Designated Historic Structures

Staff will make a brief presentation on the issue of window replacement in historic districts and review some of the options being offered in the marketplace. The presentation will be followed by Board discussion. No decisions regarding future policy changes as regards window replacement will be made at this preliminary workshop.

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

**WORKSHOP
276 BRACKETT STREET**

TO: Chair Benson and Members of the Historic Preservation Board
FROM: Rob Wiener, Preservation Compliance Coordinator
DATE: April 27, 2017
RE: May 3, 2017 Workshop – Preliminary Review of Proposed
Garage Addition

Address: 276 Brackett Street
Applicant: Michael Wilson
Architect: Joe Delaney, Whipple Callender Architects

Introduction

Applicant Michael Wilson has requested a preliminary review for a proposed one-story garage addition to the rear of 276 Brackett Street. The William Morris house is a contributing, four-unit building in the West End Historic District. It is a three-story Second Empire structure situated on the southwest corner of Brackett and Neal Streets. A wide curb cut off Neal Street accesses at least four bituminous-surfaced parking spaces at the back of the sidewalk. The stockade fence behind the parking spaces encloses a large back yard.

Mr. Wilson plans to purchase the house, but would like to know that it is possible to build an attached garage. Following some conversations with HP staff, he engaged architect Joe Delaney to begin the design process with concept sketches of a low, flat-roofed garage that would be connected to a small, two-story, flat-roofed addition on the back of the property. Several design options are presented in sketches by Mr. Delaney and schematic site plans by the applicant. Mr. Wilson has also provided photos of the building, photos of some similar one-story garages in the West End, a chart of required setbacks (from City documents,) and a location map.

In addition to building permits, the garage addition will require site plan review by the Planning Department.

Subject Property

Built in 1866 for William Morris, 276 Brackett Street is a high-style Second Empire house that retains many original details such as ornate trim on the bays, windows, front portico, corner boards, and the cornice under the slate mansard. The small, two-story rear addition to which the garage would be attached, is more restrained in style and is possibly somewhat later than the main house. The first floor of this bump out contains a secondary entrance with a small entrance porch and canvas awning, as well as a laundry room and part of the kitchen for the applicant's unit. On the side of the bump out, behind the fence, a sheltered door leads to basement access stairs. According to Mr. Wilson's site plan, the large, fenced, L-shaped yard extends along Neal Street for approximately 36' from the side of the existing rear addition, and wraps around the south side of the main house to include a side yard facing Brackett Street.

The curb cut on Neal Street is unusually wide, providing easy access to parking. It exceeds current City standards for new curb cuts, and may be a feature that will be discussed as part of the Planning Department's site plan review.

Proposed Garage

In concept the proposed garage would be a low structure that complements the existing house without competing or imitating. Several scenarios are presented in the application package, varying in size and the connection to the existing addition. Mr. Wilson's goals include maintaining access to the basement from within the proposed garage, as well as access up into the entryway from the garage; the location of the door to the entry is constrained by the interior uses. In all of the scenarios the garage or connector would probably obscure or at least alter the two first floor windows in the existing rear entry addition.

The largest and most fully developed concept proposes a 24' x 24' garage, the face of which would be several feet closer to Neal Street than the face of the secondary entrance. A 3' wide connector would join the existing addition flush with the corner, separating the garage visually, creating interior space for the existing basement access, and making a less abrupt transition where the face of the garage projects further than the face of the entry. The height of the proposed connector would be lower than the roof and front face of the garage itself.

Other scenarios presented in the sketches include a garage only 22' wide, with and without a connector. An additional plan view offered by Mr. Wilson (page 27) is included to explore whether the connection to the entry could be set back from the corner slightly, to emphasize the secondary nature of the new garage.

Details on wall treatments, finishes, garage doors, windows, etc. are conceptual at this stage of

review, and can be fleshed out before a future public hearing. In a general sense, staff has discussed with the applicant a quiet, compatible approach to the details that would certainly have more in common with the existing small rear block (to which it will connect) than the main Second Empire structure.

Staff Questions and Comments

Staff's attitude toward Mr. Wilson's proposal for a garage addition has been that assuming an appropriate design approach, a successful and compatible addition is possible for the property. The applicant and his architect have provided examples found in other West End locations, offering both possibilities and perhaps features that would not be successful in this design.

For this preliminary review it is appropriate to focus on the scale, massing, and relationship of the garage addition to the existing structure. Given that details and materials choices will ultimately influence the compatibility of the proposed addition with the well preserved original house, direction provided by this workshop will help the applicant and architect produce a successful finished design that is respectful. The constraints posed by existing conditions and the desires of the applicant will no doubt interact with the Board's interpretation and application of the design standards to determine the final design.

Among the important issues that the architect and the Board must address are the design features that will communicate the secondary and utilitarian nature of the proposed addition while assuring compatibility and honoring its high visibility from Neal Street:

- Location of the garage footprint – does the connector help the garage stand apart and let the house remain distinct?
- Location of the intersection of the garage or connector with the existing house – is it important to set it back slightly?
- Projection of the face of the garage closer to Neal Street than the face of the rear entrance – the applicant has stated that setting the garage further back would be problematic
- Staff notes that the Neal Street face is the secondary face of the structure, and the proposed garage is still well back from the Neal Street façade of the main house
- Overall size, height, and form of the garage
- Level of trim detail on the addition

Applicable Review Standards

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

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

originally intended purpose.

- (3) *All sites, structures and objects shall be recognized as products of their own time, place and use. Alterations that have no historical basis or create a false sense of historical development such as adding conjectural features or elements from other properties shall be discouraged.*
- (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. Cover letter from applicant
- 2. Attachments compiled by applicant, including:
 - Photos of subject property
 - Architect's sketches of proposed garage, including elevations, perspectives, and plans
 - Satellite view of proposed garage
 - Applicant's photos of West End garage examples
 - Applicant's site plans
 - City of Portland zoning setback table



Date: 4/19/2017

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: 276 Brackett St.
Portland, ME 04102

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

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

This proposed project will add a two car attached garage to the rear (south side) of the house.

The garage will be visible from the Neal St. side of the house only.

The garage will not impact any existing visible architectural features (including the side entrance door and it's moulding).

See attached info for details of work.

CONTACT INFORMATION:**APPLICANT**

Name: Michael Wilson
 Address: 276 Brackett St. #4
 Portland
 Zip Code: 04102
 Work #: _____
 Cell #: (207) 808-2010
 Fax #: _____
 Home: _____
 E-mail: wilsmick@gmail.com

BILLING ADDRESS

Name: Michael Wilson
 Address: 276 Brackett St. #4
 Portland
 Zip: 04102
 Work #: _____
 Cell #: (207) 808-2010
 Fax #: _____
 Home: _____
 E-mail: wilsmick@gmail.com

CONTRACTOR

Name: TBD
 Address: _____

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

DocuSigned by:

Michael Wilson

5947F5C72635484...

Applicant's Signature

PROPERTY OWNER

Name: Ralph Nodine & Catherine Nodine
 Address: 276 Brackett St.
 Portland
 Zip Code: 04102
 Work #: _____
 Cell #: (207) 233-8707
 Fax #: _____
 Home: _____
 E-mail: nodineralph@gmail.com

ARCHITECT

Name: Joe Delaney, Whipple/Callender
 Address: 136 Pleasant Ave
 Portland
 Zip: 04103
 Work #: (207) 775-2696
 Cell #: _____
 Fax #: _____
 Home: _____
 E-mail: joe@whipplecallender.com

DocuSigned by:

Ralph Nodine

91B437AD658B4F6...

DocuSigned by:

Catherine Nodine

A7AAED2EAEFF484...

Owner's Signature (if different)

Attachments to:

Application for Certificate of Appropriateness

276 Brackett St, Portland Maine 04102

Attached Garage

Application Date: 4/19/17

Workshop Date: 5/3/17

Document Rev: 03

Existing Front View - from Brackett St.



276 Brackett St, Portland Maine 04102 - Garage

Page 2

Existing Street Intersection View - Brackett & Neal



276 Brackett St, Portland Maine 04102 - Garage

Existing Side View - from Neal St.



276 Brackett St, Portland Maine 04102 - Garage

Page 4

Existing Rear/Side View - from Neal St.



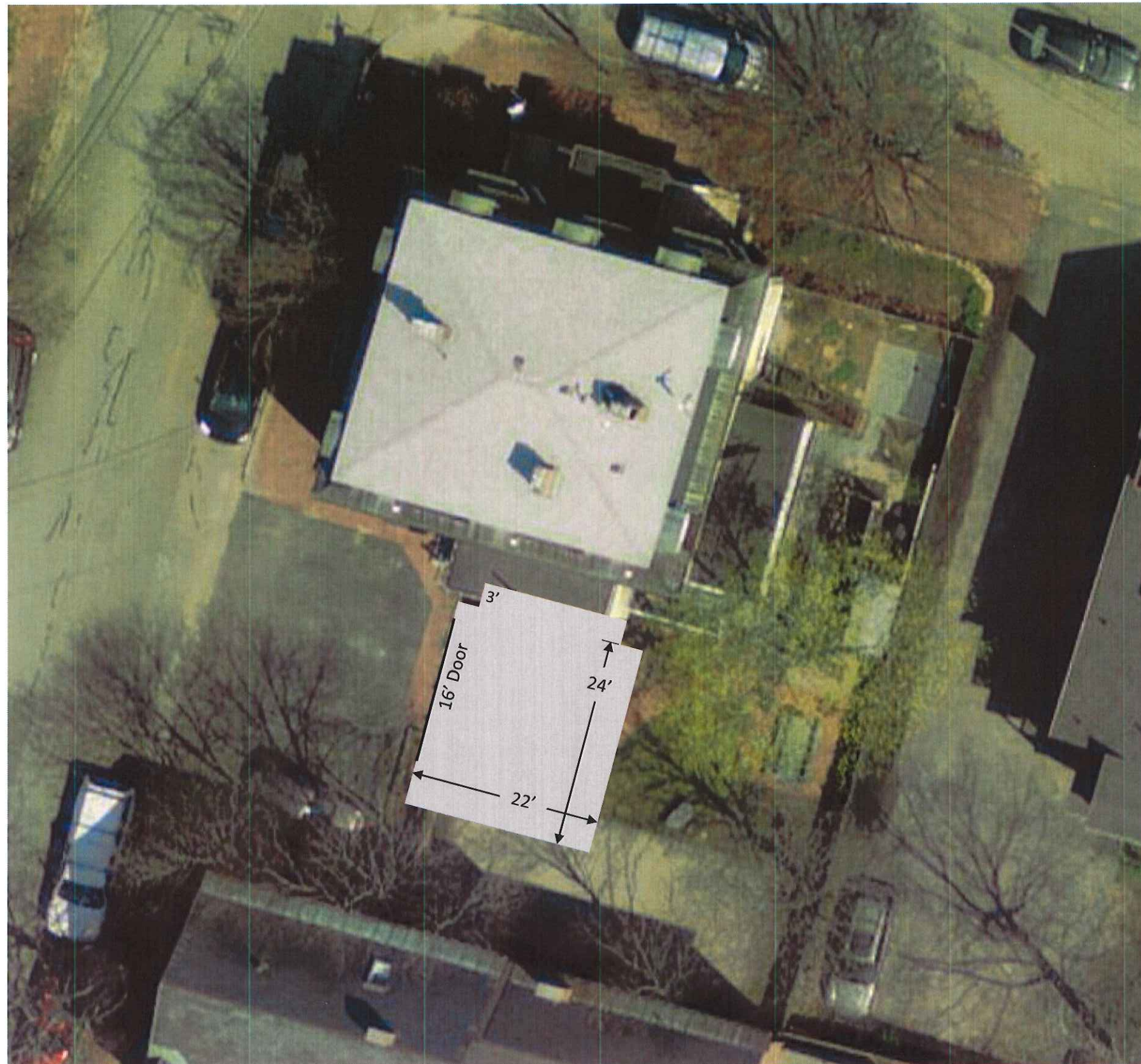
Existing Driveway Detail (from Neal St.)



Existing Side Entrance Detail (from Neal St.)



Satellite Plan View with Proposed Garage



Scale:.0744in / 1 ft

276 Brackett St, Portland Maine 04102 - Garage

Page 8

Architectural Concept

By: Whipple/Callender

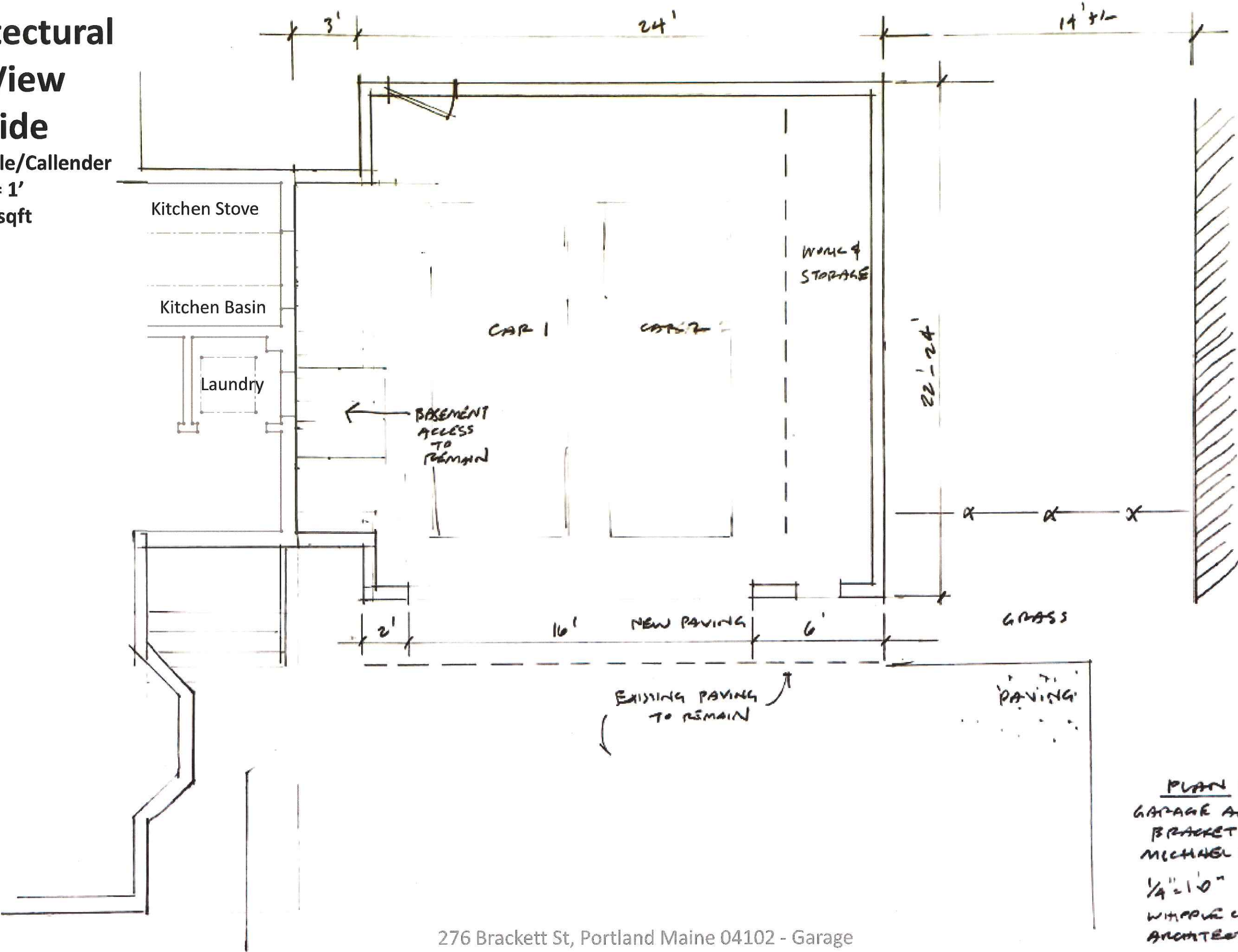
Features:

- Situated on secondary side/rear of house
- Not easily visible from corner view of house
- Clearly subordinate structure
- Basement access from within garage
- Wide enough to fit :
 - ✓ One car with workspace
 - ✓ Two cars during snow bans and Tuesdays
- Deep enough to work comfortably around typical vehicles



Architectural
Plan View
27' Wide

By: Whipple/Callender
Scale: 1/4" = 1'
Area: 627 sqft



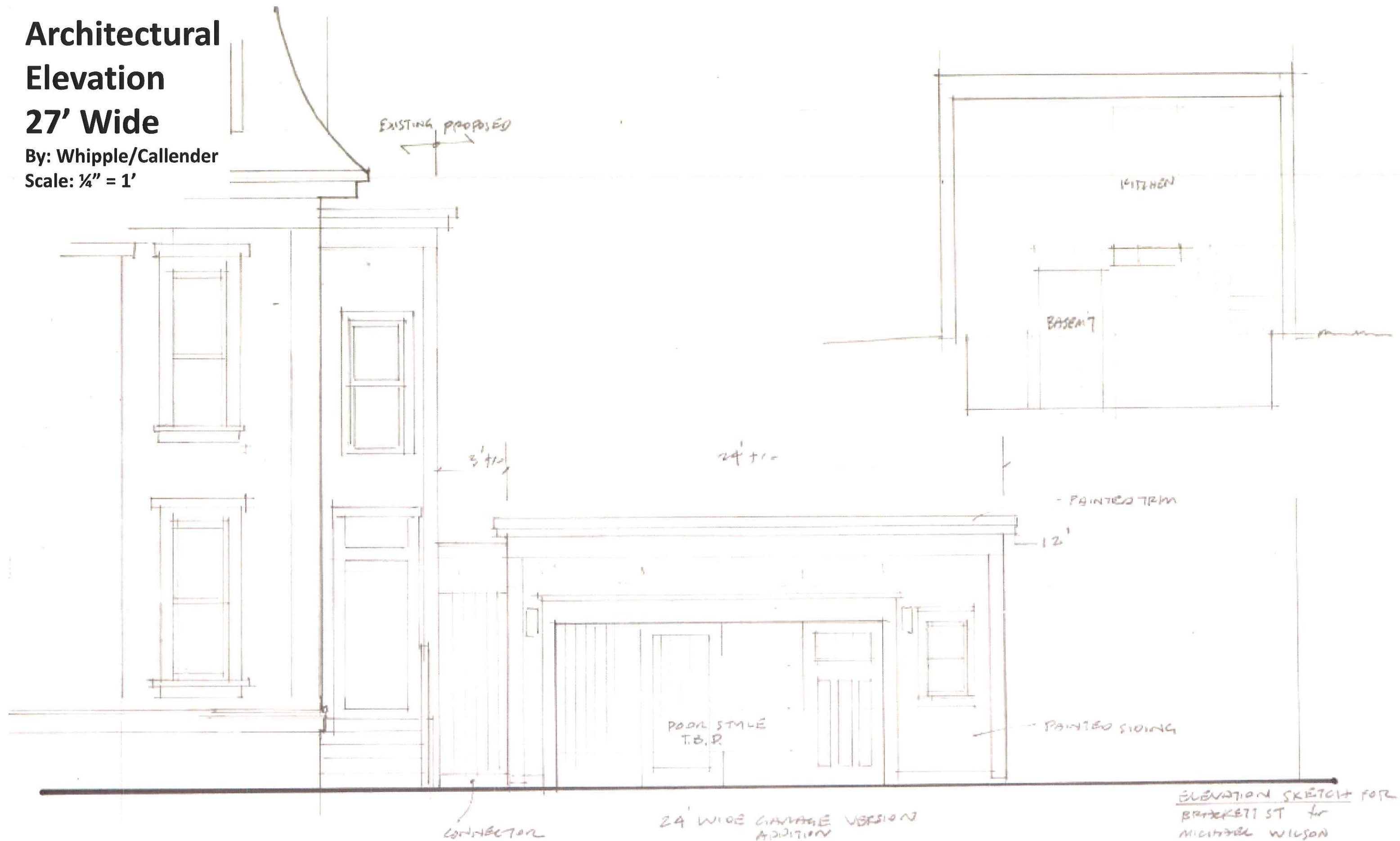
PLAN FOR
GARAGE ADDITION TO
BRACKET ST. for
MICHAEL WILSON
1/4"=1'-0" 4.17.17
WHIPPLE CALLENDER
ARCHITECTS

Architectural Elevation

27' Wide

By: Whipple/Callender

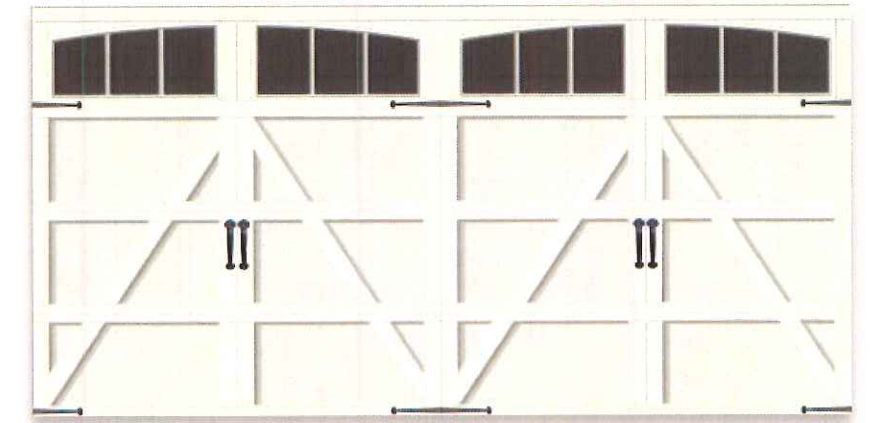
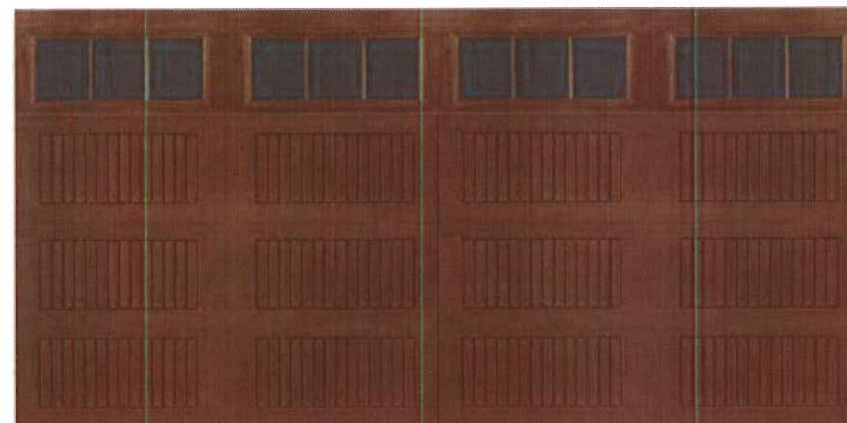
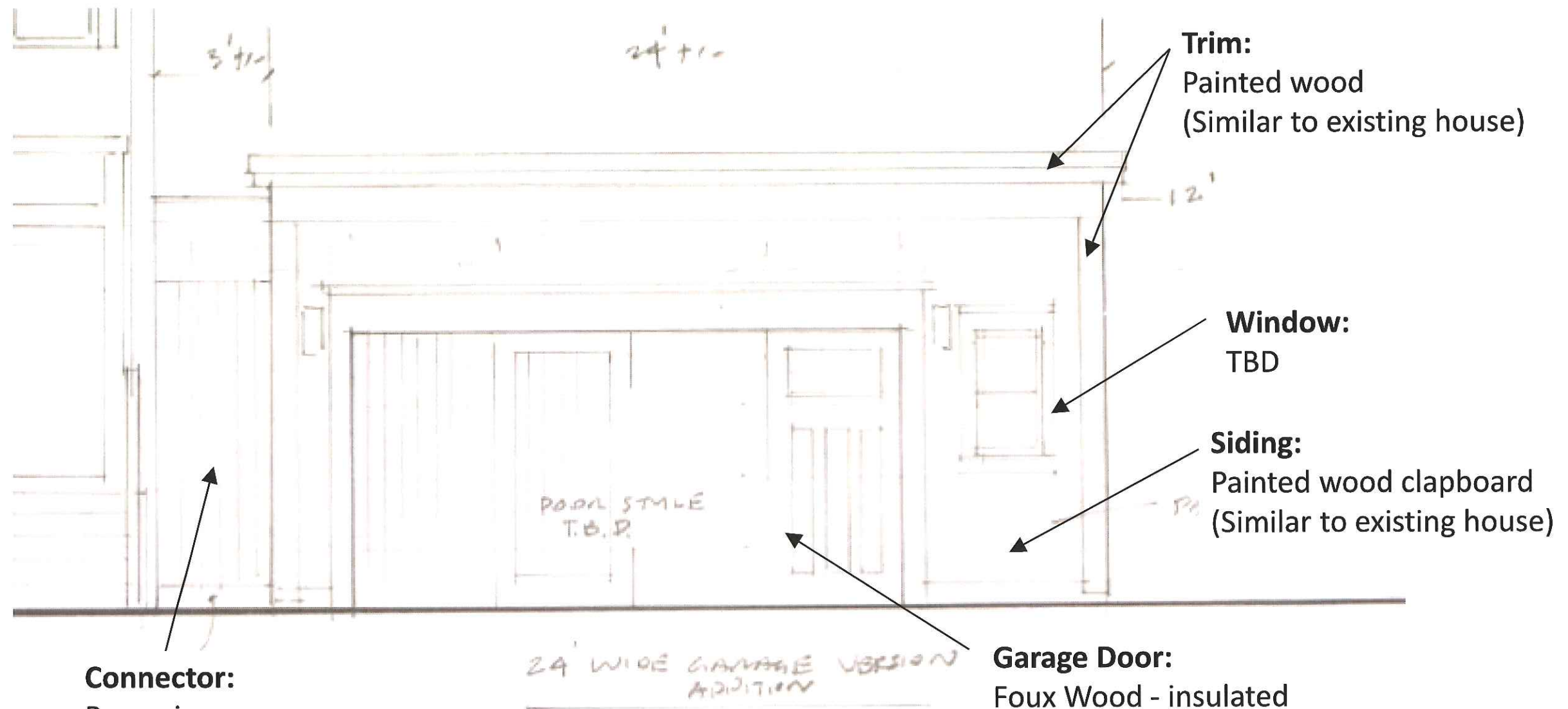
Scale: 1/4" = 1'



276 Brackett St, Portland Maine 04102 - Garage

ELEVATION SKETCH FOR
BRACKETT ST for
MICHAEL WILSON
1/4" = 1'-0" 4.17.17
B. WHIPPLE CALLENDER
ARCHITECTS

Materials



Similar 2 Car Attached Garages in the local area

Map of Reference Garages



276 Brackett



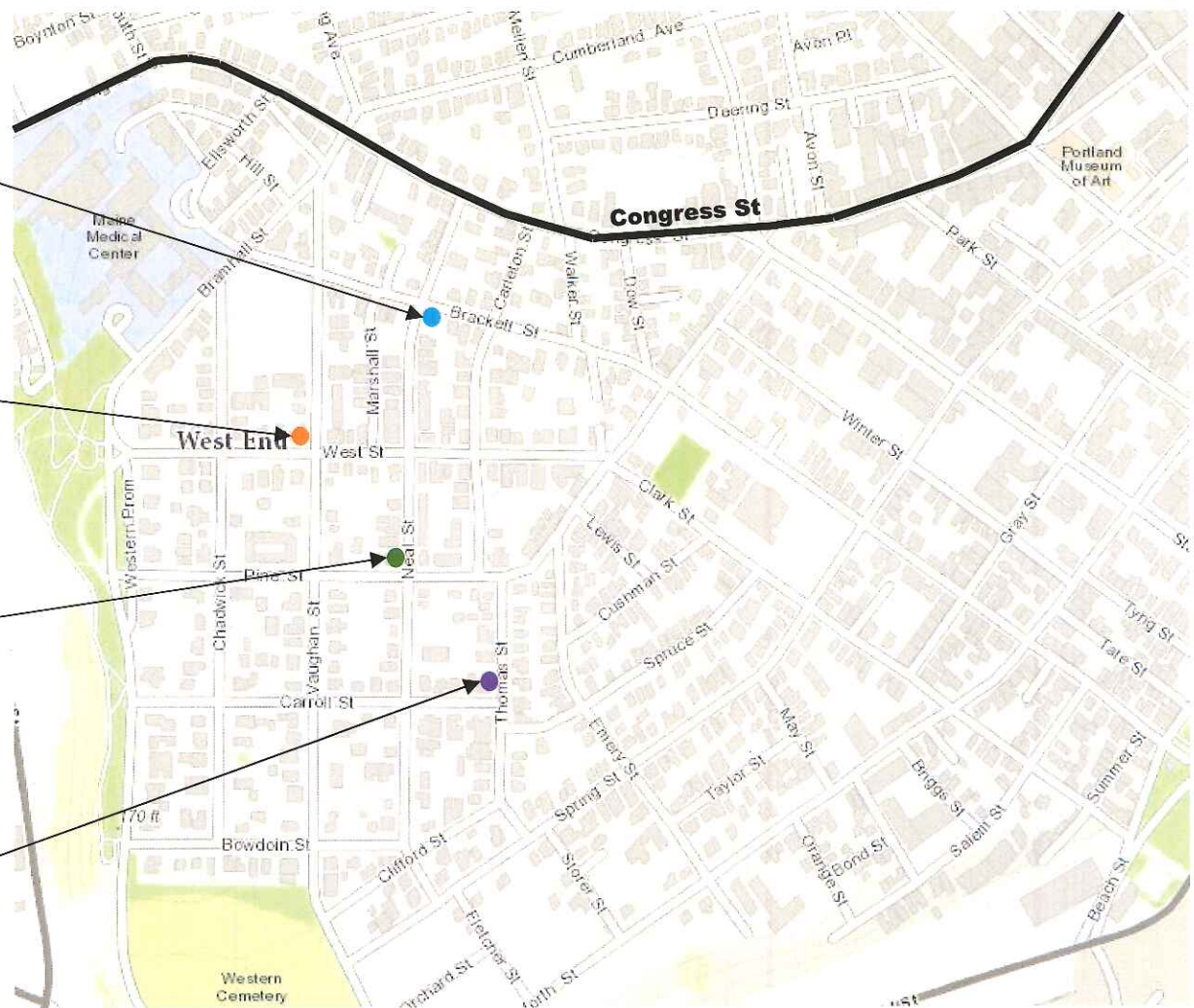
83 West



145 Pine



1 Carol



276 Brackett St, Portland Maine 04102 - Garage

**Similar 2 Car Attached Garages in the local area
83 West St. (William Marks House) – Side View**



**Similar 2 Car Attached Garages in the local area
83 West St. (William Marks House) – Side View**



Similar 2 Car Attached Garages in the local area
145 Pine St. – Side View



276 Brackett St, Portland Maine 04102 - Garage

Similar 2 Car Attached Garages in the local area
1 Carrol St. – Side View



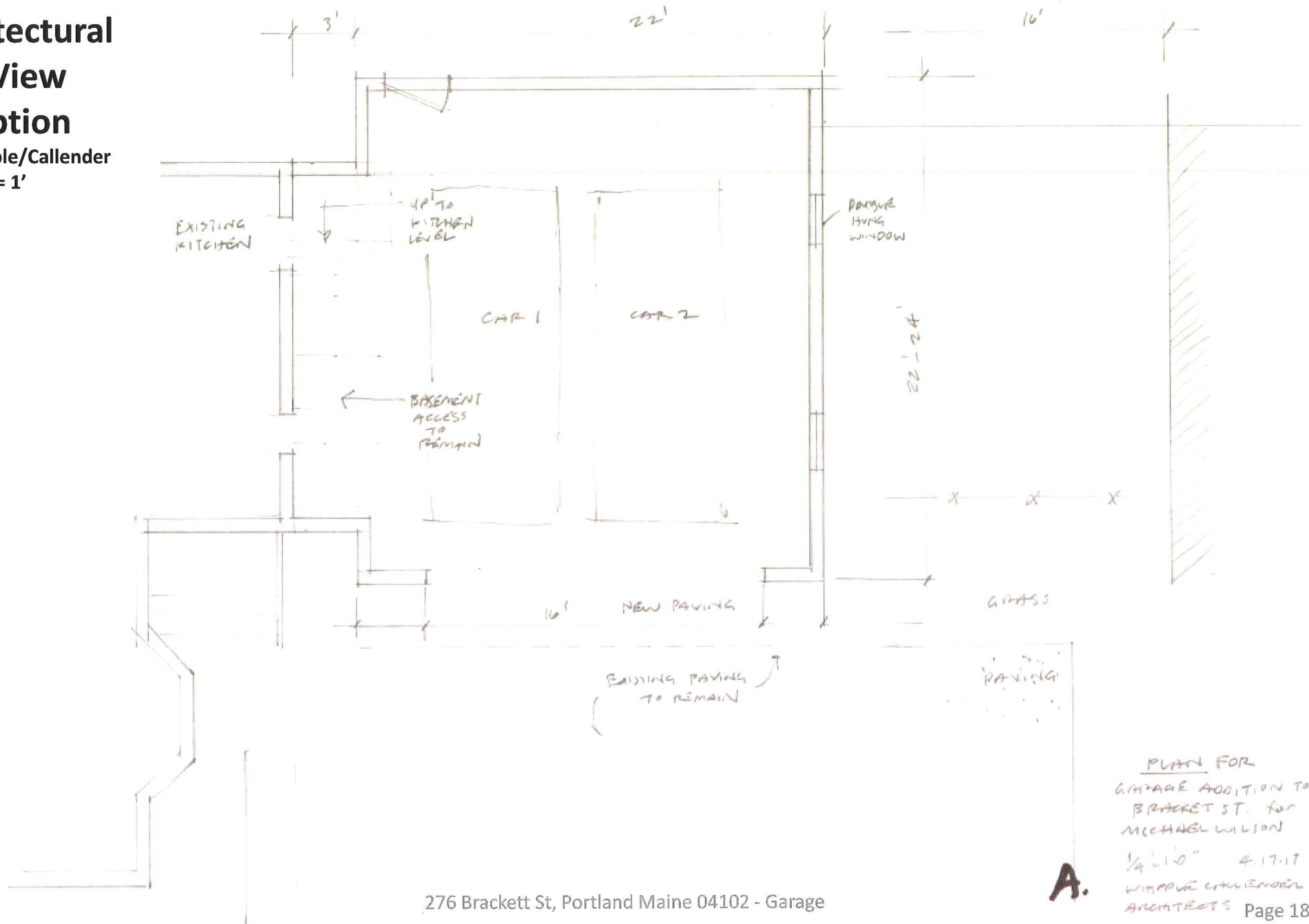
276 Brackett St, Portland Maine 04102 - Garage

Architectural Plan View 25' option

By: Whipple/Callender

Scale: 1/4" = 1'

Area:



276 Brackett St, Portland Maine 04102 - Garage

PLAN FOR
GARAGE ADDITION TO
BRACKET ST. for
MICHAEL WILSON
1/4" = 1' 0" 4.17.17
WHIPPLE CALLENDER
ARCHITECTS Page 18

Architectural Elevation 25' option

By: Whipple/Callender

Scale: 1/4" = 1'



25' wide option

276 Brackett St, Portland Maine 04102 - Garage

ELEVATION SKETCH

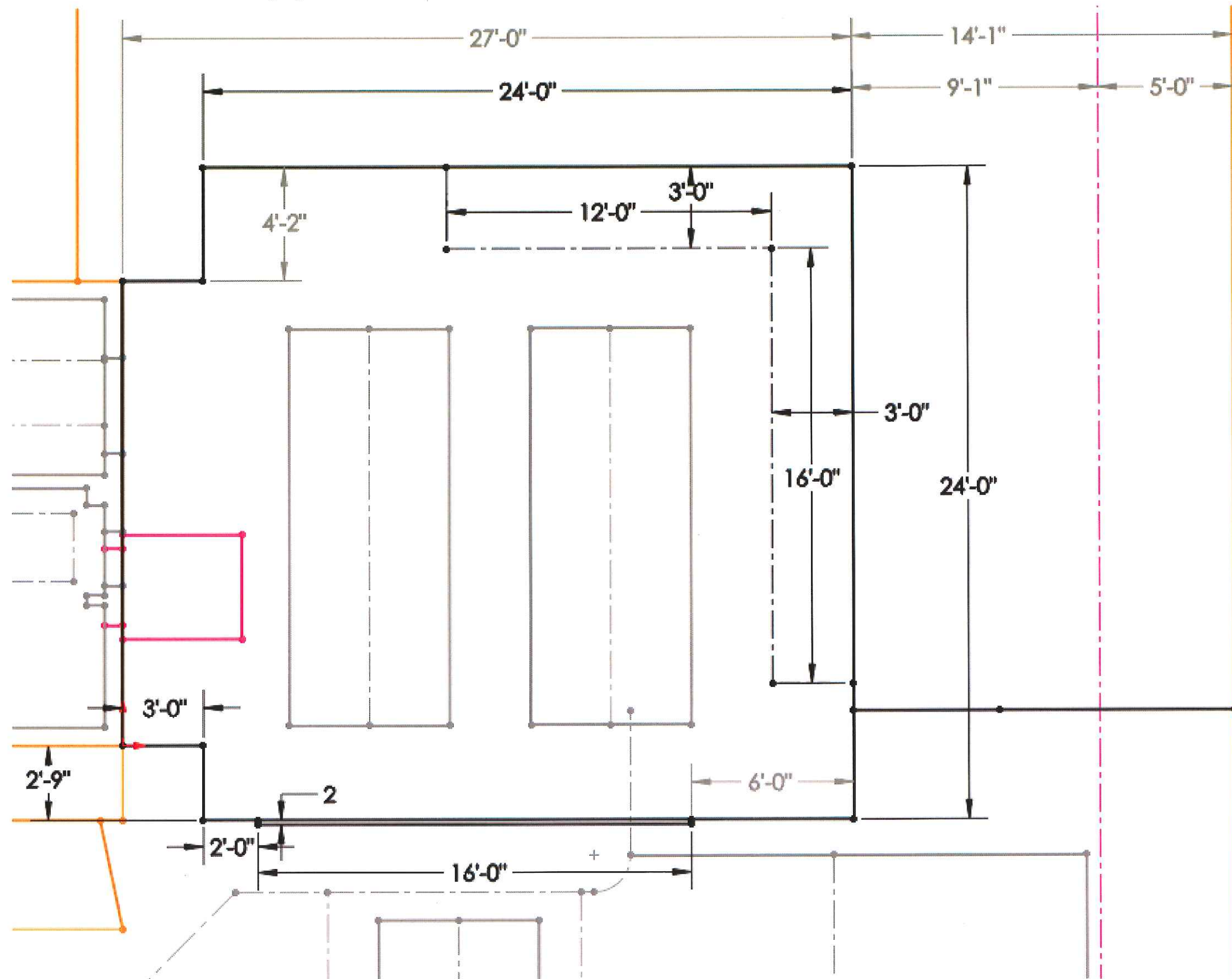
BRACKETT ST. for

MICHAEL WILSON

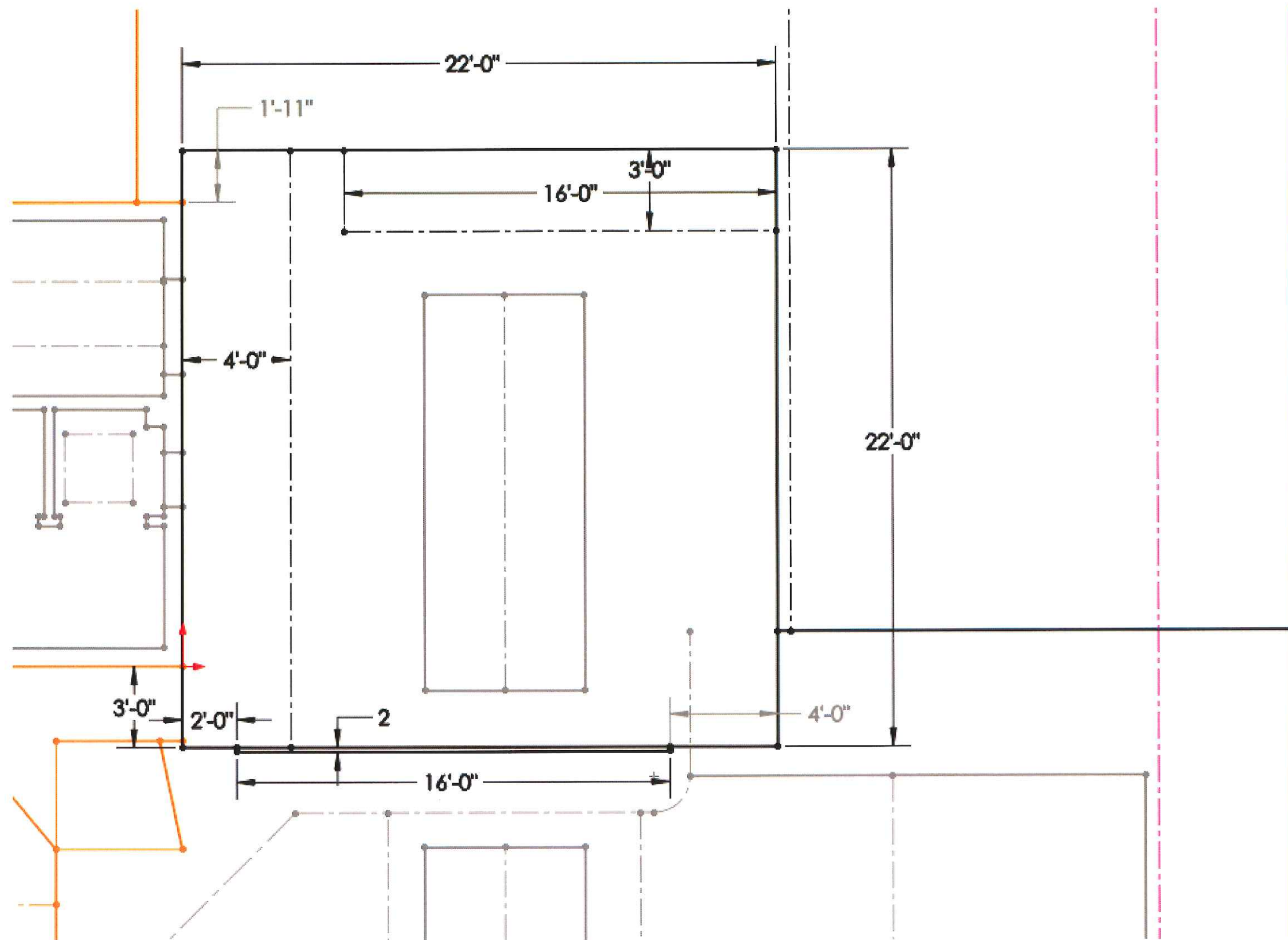
1/4" = 1' 4.21.17

WHIPPLE/CALLENDER ARCHT

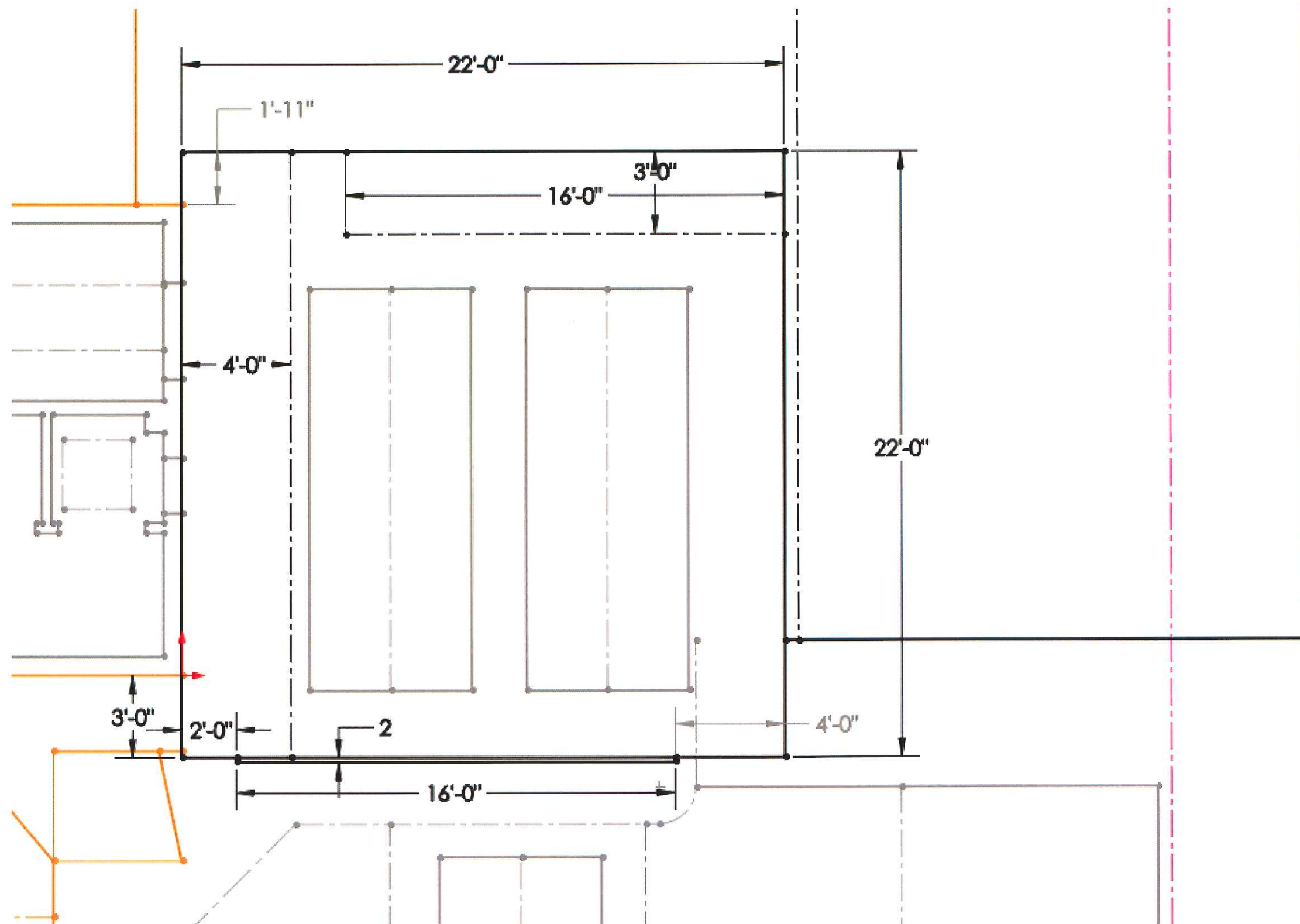
Appendix – 2 Car 27' W x 24' D



Appendix – 1 Car 22' W x 22' D



Appendix – 1 Car 22' W x 22' D (with 2 cars during parking bans)



Elevation 22' option



22' Wide Option

276 Brackett St, Portland Maine 04102 - Garage

Appendix

Portland, Maine



Yes. Life's good here.

Permitting and Inspections Department
Michael A. Russell, MS, Director

BASIC DIMENSIONAL REQUIREMENT TABLE

For residential zones

Provided for informational purposes – always verify all requirements in the Chapter 14 Zoning Ordinance

	R-1	R-2	R-3	R-4	R-5	R-6	IR-1	IR-2	IR-3
1. Setbacks									
a. Front	25'	25'	25' ^a	25' ^a	20' ^a	5' ^a	30'	25' ^a	25'
b. Rear	25'	25'	25'	25'	20'	10'	30'	25'	25'
c. Rear – for detached accessory structures with ground coverage 144 sq ft or less	5'	5'	5'	5'	5'	5'	10'	10'	10'
d. Side – 1 and 1.5 story	12'	12'	8'	10'	8'	5' ^a	20'	20'	20'
e. Side – 2 story	14'	14'	14'	14'	12'	5' ^a	20'	20'	20'
f. Side – 2.5+ story	16'	16'	16'	16'	14'	5' ^a	20'	20'	20'
g. Side – for detached accessory structures with ground coverage 144 sq ft or less	5'	5'	5'	5'	5'	5'	15'	15'	15'
h. Side street	20'	20'	20'	20' ^a	15'	0'	20'	20'	20'
2. Lot coverage	20%	20%	35%	30%	40%	60% ^b	20%	20%	20%
3. Maximum Height – principal structures and additions	35'	35'	35'	35'	35'	45' ^c	35'	35' ^d	35'
4. Maximum Height – detached accessory structures	18'	18'	18'	18'	18'	18'	18'	18'	18'
5. Minimum Lot Size – for residential uses, in square feet	15,000	10,000	6,500	6,000	6,000	2,000	40,000	20,000	42,500 ^e
6. Minimum Street Frontage	75'	50'	50'	50'	50'	20'	100'	70'	70'
7. Minimum Lot Width	100'	80'	65'	60'	60' ^f	20'	100'	80'	80'

^a May be eligible for less strict requirements. If your project does not meet the minimum requirements listed here, please see permitting staff.

^b In the R-6 zone, a minimum of 20% of the lot must be maintained as "landscaped open space" – see definitions below.

^c In the R-6 zone, portions of buildings above 35' in height must be no closer than 10' from the side property line and 15' from the rear property line, when abutting a residential zone. Does not apply to side street property lines.

^d Structure height limited to 27' on Little Diamond Island.

^e Minimum lot size may be reduced in certain cases with Planning Board approval – see Zoning Ordinance for details.

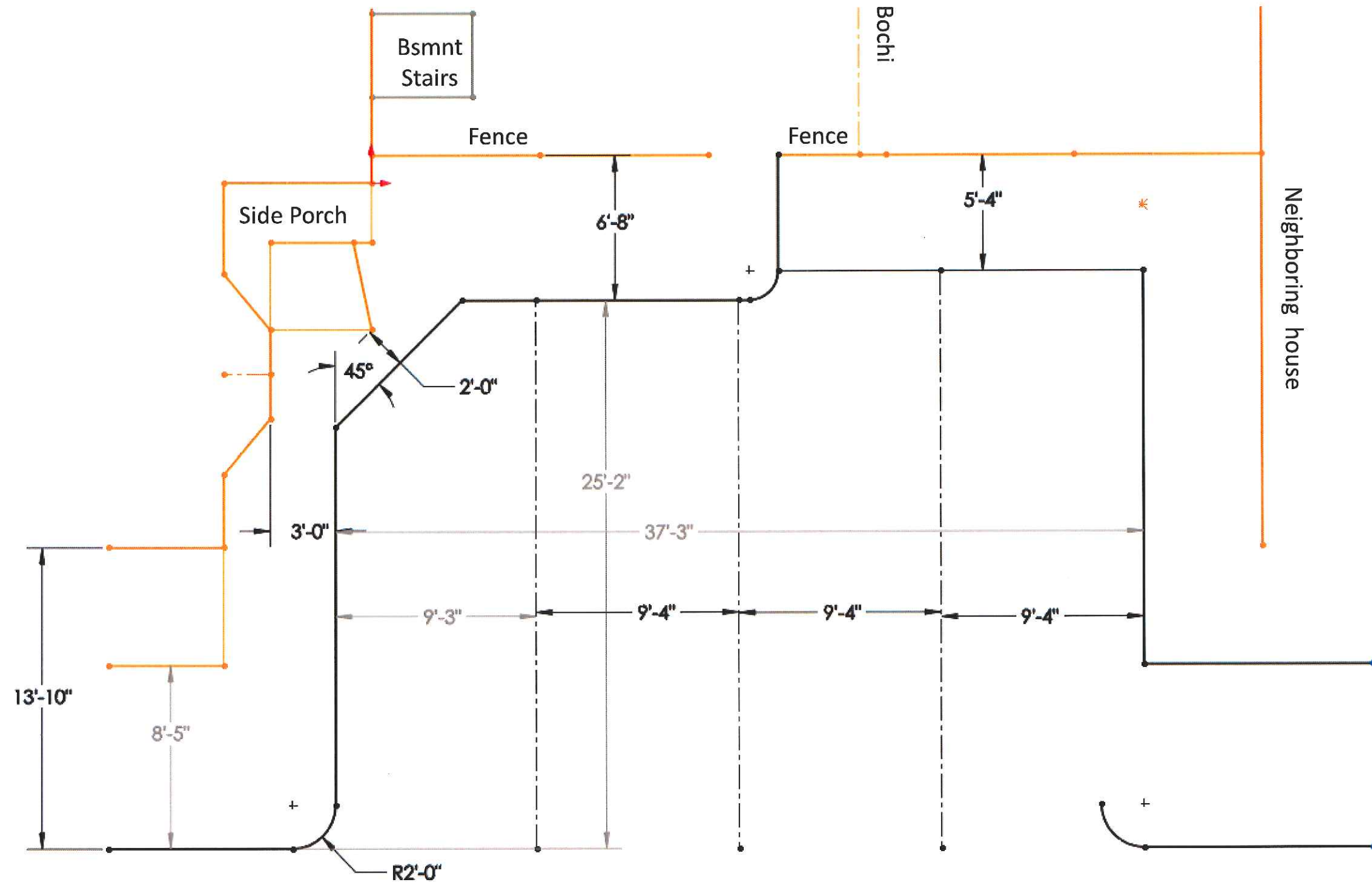
^f In the R-5 zone, minimum lot width increases to 90 feet for multiplex development (three or more attached dwelling units).

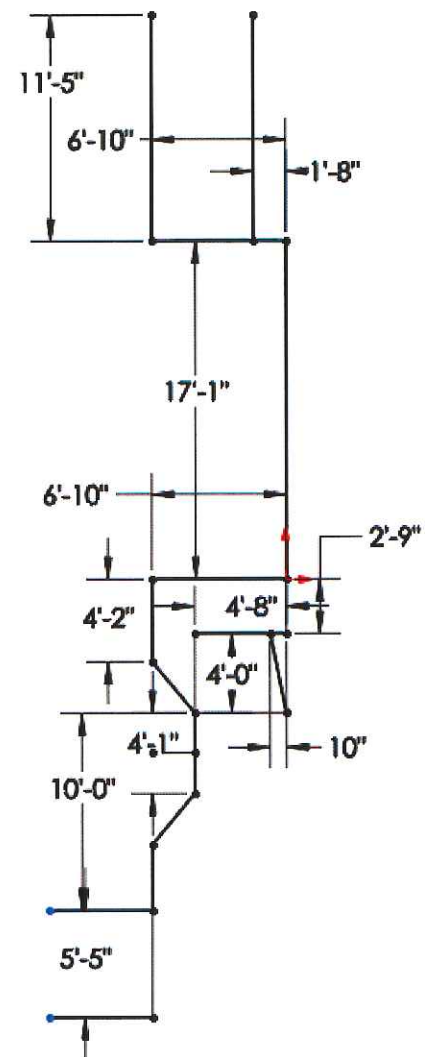
389 Congress Street / Portland, Maine 04101 / www.portlandmaine.gov / tel: 207-874-8703 / fax: 207-874-8716

276 Brackett St, Portland Maine 04102 - Garage

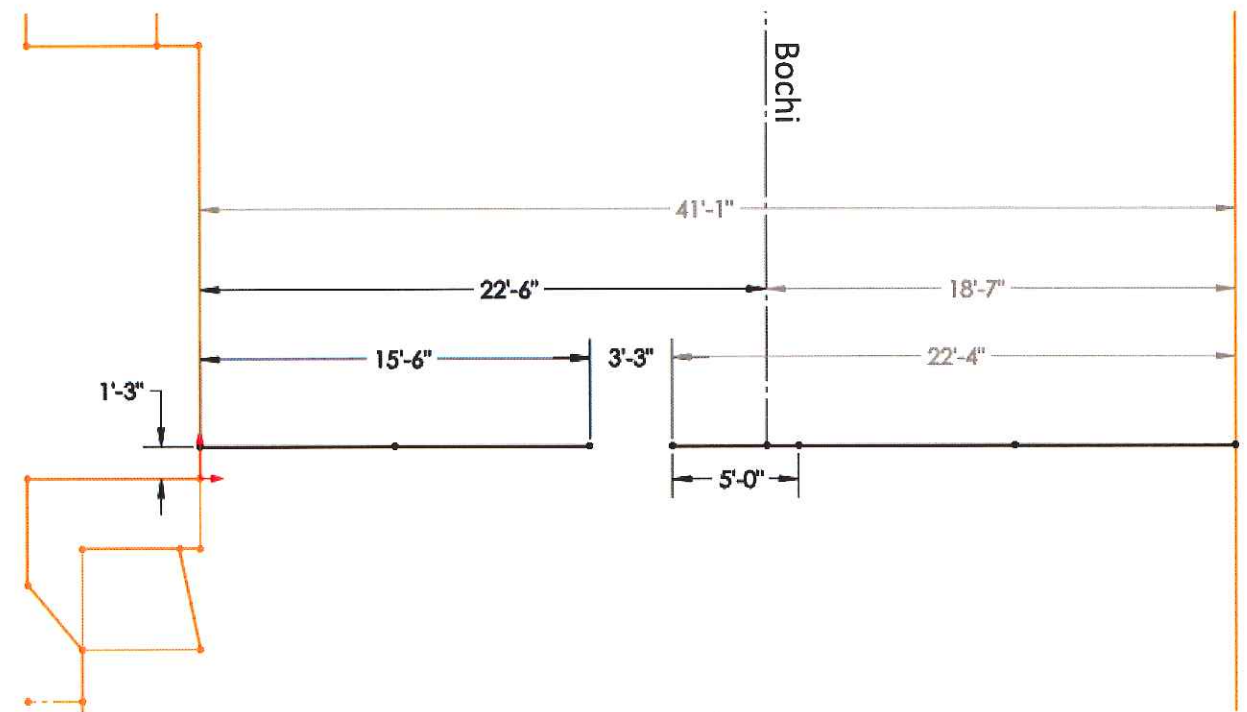
Page 24

Appendix

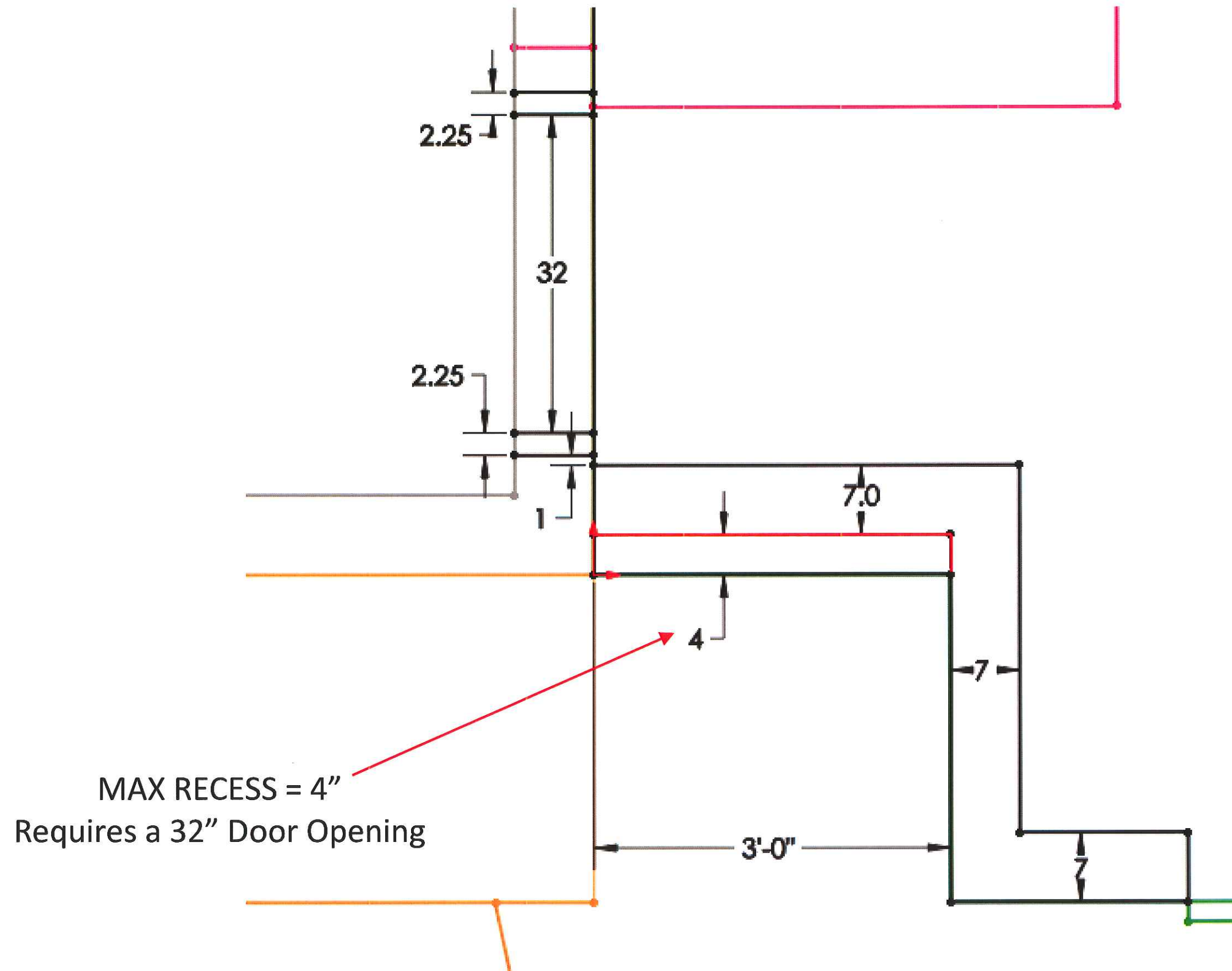




Appendix



Maximum Recess of Connector



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

**WORKSHOP
215 COMMERCIAL STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: April 26, 2017

RE: May 3, 2017 **Workshop – Preliminary Review of Proposed
Dormer Additions/Modifications**

Address: 215 Commercial Street

Applicant: Scott Lindsay

Architect: Glenn Harmon

Introduction

Architect Glenn Harmon, on behalf of applicant Scott Lindsay, has requested a preliminary workshop to present conceptual plans for the expansion of existing dormers on the front and rear roof planes of 215 Commercial Street. The project also calls for the installation of additional skylights on the Commercial Street-facing roof plane. The subject building currently features doghouse dormers on the front roof plane as well as a single row of skylights. On the rear roof plane, which faces Wharf Street, there is an existing continuous shed dormer. The purpose of the project is to create usable space above the fifth-floor level of the building, within the large gambrel roof.

Enclosed is a brief written description of the project, together with photos of existing conditions, mocked-up photos showing proposed dormer and skylight additions, and existing and proposed roof sections.

Subject Structure

The Ross and Lynch Block at 215 Commercial Street was known during the 19th century as the “Granite Block”. Erected in 1854 soon after the construction of Commercial Street, the building is one of the most distinctive structures on Commercial Street, owing in large part to its use of regular coursed rough granite as a facing material on all elements of the front façade. The only other building on Commercial to employ granite as the primary exterior material is the Workingmen’s Club on the eastern end of the street.

The building exhibits a broad gambrel roof similar to many of the historic warehouse structures that line the inland side of Commercial Street. An 1866 illustration of the building confirms that the roof featured four pedimented dormers from the time of its construction. The dormers also appear in the 1924 tax photo. Interestingly, the dormers were removed some decades later.

In 1994, Mr. Lindsay received approval from the Historic Preservation Board for the comprehensive exterior rehabilitation of the building. (The former warehouse had been boarded up for several years prior to Mr. Lindsay's purchase in the early 1990's.) Approved alterations included reconstruction of the four missing pedimented dormers on the front roof plane, installation of six skylights on the flat portion of the gambrel roof and construction of two long dustpan dormers on the rear roof plane. Mr. Lindsay also received approval for the introduction of several window openings in the once-solid eastern party wall.

Proposed Rooftop Alterations

As Mr. Harmon describes in his written narrative, plans call for infilling between the existing doghouse dormers. Although scaled drawings have not yet been prepared, the mocked-up photograph suggests that the infill will project to the face of the existing dormers and that the front elevation of the infill will consist of mullied six-over-six windows. Given the uneven spacing of the existing dormers, four mullied windows will fill the area between the two center dormers and two mullied windows will fill the area between the dormers at each end. From the photograph, it appears that the front elevation of the infill dormers will extend to a height just below the pedimented gables of the existing dormers.

Further up the roof plane, a second row of skylights will be installed underneath the existing skylights. Note that the existing skylights are on the flatter portion of the gambrel roof. As such, they are not visible from the street. It would appear that the additional row will be installed on the lower slope of the gambrel. It is unclear from the materials presented whether this row would be visible from the street.

On the rear roof plane, plans call for construction of a second level of continuous shed dormers above the existing shed dormers. The second tier will extend from the ridge line to a point set back from the face of the existing dormer.

Preliminary Staff Comments

In reviewing the proposed roof alterations, the Board is encouraged to first consider the extent to which the subject building's roof (including its form and presence of individual pedimented dormers) contributes to building's architectural and historic character. In other words, is the roof a character-defining feature of the structure? The Board should also consider whether portions of the roof warrant more careful consideration than others, based on relative visibility, etc. Once these threshold questions are answered, the question of whether the roof planes can support the proposed alterations can be better addressed.

In reviewing the proposal, staff offers the following observations and comments for consideration:

- The gambrel roof form is typical of the mid-19th century warehouses that populate Commercial Street and is characteristic of this commercial building type and era of construction.
- Given the fact that the abutting building is much lower than the Granite Block, the east end of the roof is fully exposed to view, clearly revealing its gambrel form.
- The presence of doghouse dormers on the roof reinforces the fact this is a 19th century commercial structure. Although the existing dormers are not the original dormers, reconstruction of the missing dormers in 1994 was welcomed by the HP Board, as their reconstruction would return the building to its documented historic appearance.
- Based on the above observations, staff finds the roof of the subject building, including its doghouse dormers, to be an important character-defining feature.
- Standard #1 requires that every reasonable effort be made to provide a *compatible use which requires minimal alteration to the character-defining features of the structure*. While the Board has been generally receptive to projects that will extend the utility of unoccupied roof spaces, such projects should not necessitate alterations that unduly compromise the character of the structure. Inevitably, there will be circumstances where accommodating an expansion cannot be done without eroding the character of a building. In those circumstances, the Board's responsibility is to ensure that the ordinance standards are met.
- While staff understands that the dormer solution proposed for the Commercial Street roof plane is intended to preserve the building's doghouse dormers, infilling between the existing dormers creates a hybrid solution that, in staff's view, is visually awkward and calls undue attention to the alterations.
- While replacing the doghouse dormers with a continuous shed dormer similar to that of other Commercial Street warehouses might be an appropriate solution from a strict architectural and interior space-planning standpoint, such a solution ignores the fact that the existing dormers are contributing elements of the building's historic character. Indeed this building is the only structure on Commercial Street to feature pedimented dormers and their presence telegraphs the fact that the building is a mid 19th century structure.
- In considering the proposal for an additional row of skylights above the dormers, the Board should request perspective views from various vantage points to confirm the extent to which the skylights will be visible and if visible, to evaluate their compatibility.
- Regarding the proposed additional dormers on the rear of the building, the rear roof plane has fairly limited visibility. The one location from which one can clearly see a portion of the existing dormers is from Fore Street, where the remnant of former Plum Street creates a break in the street wall. The fact that this is the rear of the building

and that visibility of the roof is limited makes this portion of the roof less sensitive to

change than the front roof plane and it's likely that added dormers, or modifications to the existing dormers can be successfully accommodated. That said, to preserve the clarity of the gambrel roof form as viewed from the east on Commercial Street, any added dormers on the rear roof should be set back from the east elevation.

Applicable Review Standards

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

- (1) *Every reasonable effort shall be made to provide a compatible use for the property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.*
- (2) *The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
- (9) *Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.*
- (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. Project description
- 2. Existing and proposed perspective views of front roof plane
- 3. Existing and proposed perspective views of rear roof plane as viewed from Fore Street
- 4. Existing and proposed roof sections

Granite Block

215 Commercial Street

Portland

Application for Workshop review

18 April 2017

Description

Proposed alterations at the Granite Block for this project are limited to the roof and include both the Commercial Street and Wharf Street sides. Visibility from public vantage points is limited owing to the gambrel roof form and the narrowness of Wharf Street, as well as the existing dormer configuration. The purpose of the project is to make habitable the large volume of unutilized space at the 5th floor ceiling and create new residential units there.

At the Commercial Street side, we are proposing to infill between the existing doghouse dormers with 6/6 windows to match existing. A low slope shed roof will extend up the gambrel to the point of intersection of the doghouse dormer ridge, thereby allowing the existing individual gables to read clearly against the sky. Above that point, we propose skylights similar to the ones at the Blanchard Block, set flush with the existing roof slope (these won't be visible from the street). At the Wharf Street side, we propose an extension of the existing shed roof dormer, set back enough to allow the existing shed roof to read through, but not so far as to raise the sill above a reasonable level from the interior. The roof plane intersection will remain as exists (the slope will be shallower to accomplish). This dormer is only visible for a slight distance at Fore Street at Plum Alley and Wharf Street.

Materials considered at this conceptual stage are wood windows to match the existing at Commercial Street and aluminium windows to match the existing at Wharf Street. Roofing is asphalt shingles to match existing.

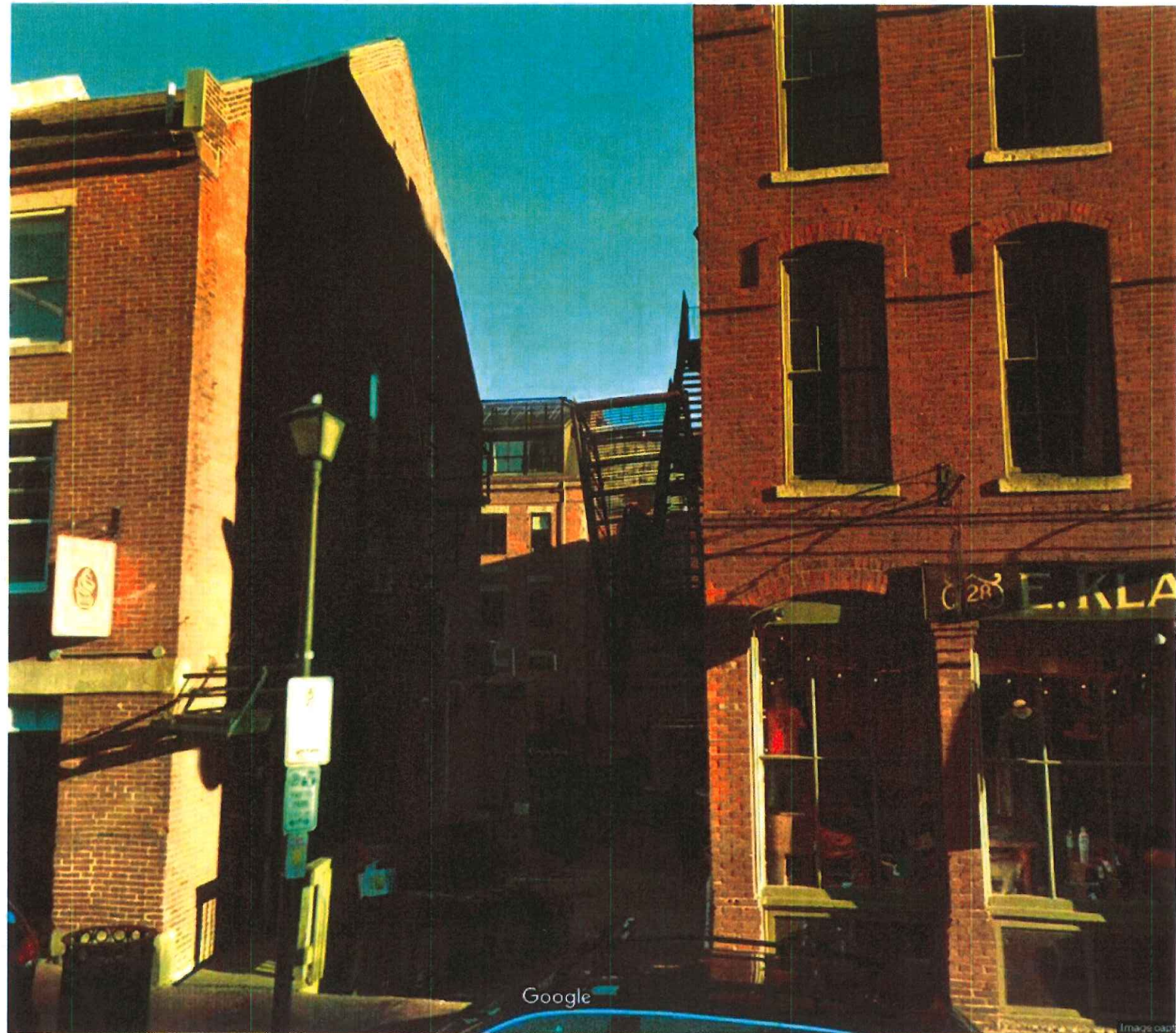


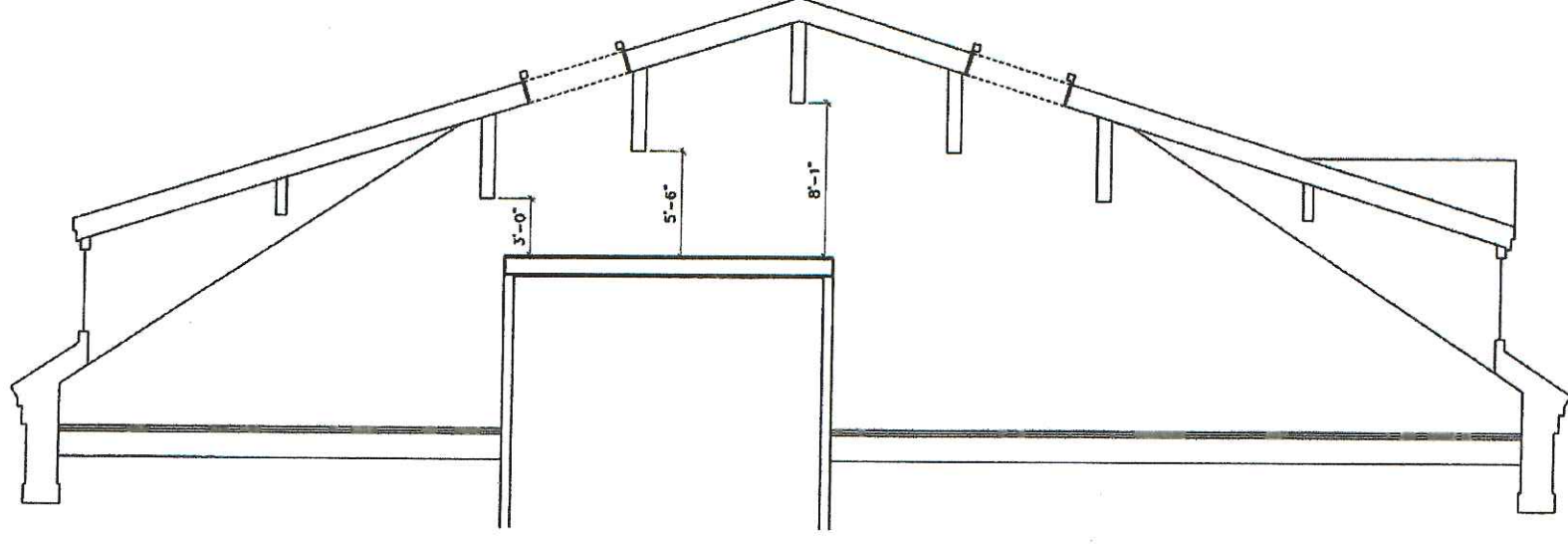
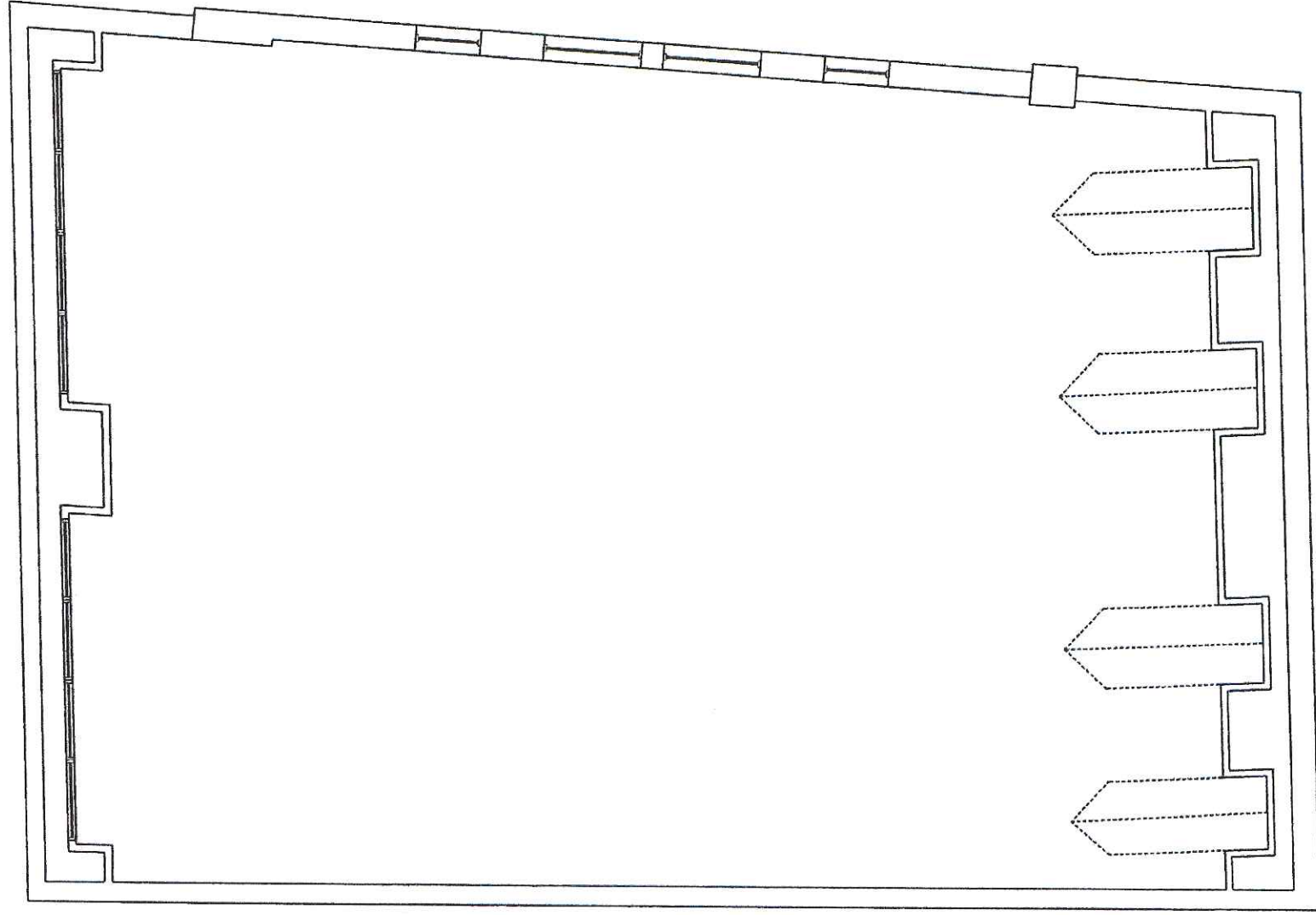




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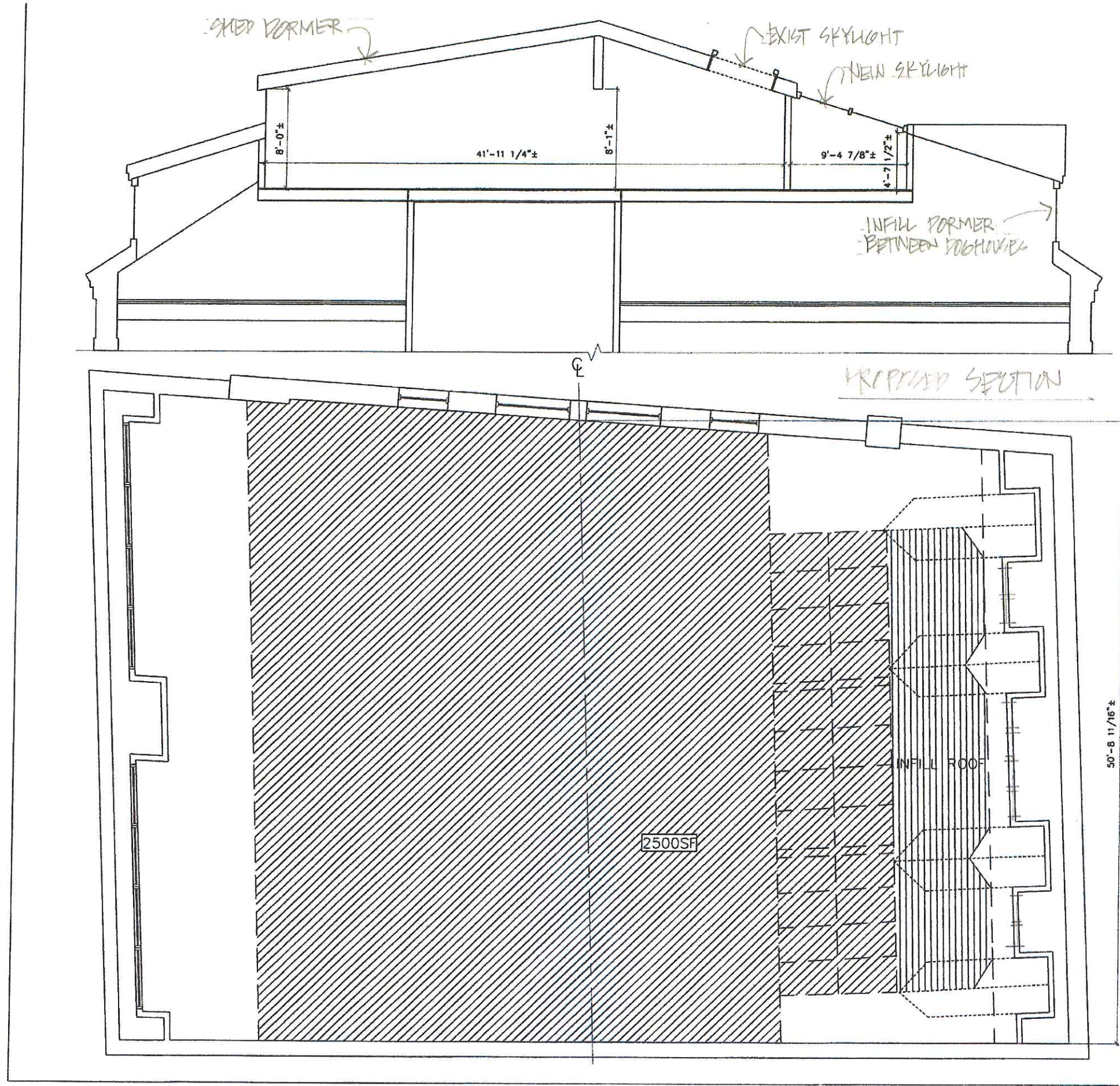
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EXISTING SECTION

GRANITE BLOCK - 215 COMMERCIAL STREET. PORTLAND, 18 APRIL 2017
 GRADE 1/8" = 1'-0" ~~PLAN~~ - PROPOSED DORMER INFILL AND ROOFTOP ALTERATIONS



GRANITE BLOCK · 215 COMMERCIAL STREET · PORTLAND · 18 APRIL 2017

GRADE 11'-0" ± PROPOSED DORMER INFILL AND ROOFTOP ALTERATIONS