

1. Legal Ad

Documents:

[7-12-17 LEGAL AD.PDF](#)

2. Agenda

Documents:

[7-12-17 AGENDA.PDF](#)

3. City Hall Plaza, 389 Congress Street

Documents:

[HP MEMO - CITY HALL PLAZA.PDF](#)

4. 50 India Street

Documents:

[HP MEMO - 50 INDIA ST \(UPDATED\).PDF](#)

5. 55 Bowdoin Street

Documents:

[HP MEMO - 55 BOWDOIN STREET.PDF](#)

6. 126-128 Danforth Street

Documents:

[HP MEMO - 126-128 DANFORTH ST.PDF](#)

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

On **Wednesday, July 12, 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 Site Alterations; CITY HALL PLAZA; City of Portland, Applicant.
- ii. Certificate of Appropriateness for New Construction; 50 INDIA STREET; cPort Credit Union, Applicant.
- iii. Certificate of Appropriateness for Solar Panel Installation; 90 NEAL STREET; Eliot and Catherine Field, Applicant.

Break for Dinner; Meeting Resumes at 7:00

PUBLIC HEARING continued

- iv. Certificate of Appropriateness for Site Alterations; 55 BOWDOIN STREET; Michael and Emily Bukowski-Thall, Applicant.

2. WORKSHOP

- i. Preliminary Review of Comprehensive Exterior Rehabilitation; 126-128 DANFORTH STREET; Geoffrey Rice, 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

July 12th, 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 21, 2017:

- i. Certificate of Appropriateness for Commemorative Marker Installation; former NATHAN CLIFFORD SCHOOL, 172 FALMOUTH ST., Eric Sacknoff, Applicant. *The Board voted unanimously to approve the application subject to conditions.*
- ii. Certificate of Appropriateness for Structural and Exterior Repairs/Replacement; 94 COMMERCIAL STREET; BMC, Inc. *The Board voted unanimously to approve the application subject to conditions.*
- iii. Certificate of Appropriateness for Rooftop Pergola/Planter Addition; 44 OAK STREET; Michael Keon, Applicant. *The Board voted unanimously to approve the application subject to conditions.*

4. PUBLIC HEARING

- i. Certificate of Appropriateness for Site Alterations; CITY HALL PLAZA; City of Portland, Applicant.
- ii. Certificate of Appropriateness for New Construction; 50 INDIA STREET; cPort Credit Union, Applicant.
- iii. Certificate of Appropriateness for Solar Panel Installation; 90 NEAL STREET; Eliot and Catherine Field, Applicant.

Break for Dinner; Meeting Resumes at 7:00

PUBLIC HEARING continued

- iv. Certificate of Appropriateness for Site Alterations; 55 BOWDOIN STREET; Michael and Emily Bukowski-Thall, Applicant.

2. WORKSHOP

- i. Preliminary Review of Comprehensive Exterior Rehabilitation; 126-128 DANFORTH STREET; Geoffrey Rice, Applicant.

3. CONSENT AGENDA

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

**PUBLIC HEARING
PORTLAND CITY HALL PLAZA**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: July 6, 2017

RE: July 12, 2017 **Public Hearing**

Application for: Certificate of Appropriateness for Paver Replacement

Address: City Hall Plaza

Applicant: City of Portland, Public Facilities Division

Introduction

The City of Portland's Public Facilities Division is requesting approval to replace the existing slate paving stones set in a semicircle within City Hall Plaza with granite pavers of the same size and color. The subject pavers are an integral component of the Plaza's original design. While the existing pavers are slate, consistent with what we believe to be the original material, many, if not most, are replacements.



Because slate is prone to breaking or delaminating, the subject paving stones have not held up as well as the larger granite pavers within the plaza and have required replacement over time. When missing or heaving, they represent a tripping hazard. Prior to a recent scheduled event

in the plaza, a Public Works crew filled in a number of missing slates with cement. The unsightly appearance of the temporary measure and the obvious need to fix it prompted a discussion about whether the Historic Preservation Board could support a proposal to replace the slate with granite, which would be more durable.

Proposed Replacement

At the request of the Public Facilities Division, Knowles Industrial Services has provided a proposal to replace all 400 existing slate pavers with new Cambrian Black granite pavers—see attached quote. The replacement pavers are intended to match both the size and color of the existing pavers. As proposed, 5 ½” x 6” x 2” pavers would be set in a sand base and the joints filled with “Gator Super Sand”, a polymeric sand that hardens.

A sample of the proposed material will be available for inspection at the meeting.

Staff Comments

In staff’s view, the proposal to replace the original intended material is a reasonable one, particularly if the visual character of the original slate can be closely matched. Factors such as regular usage of the plaza by large groups, the necessity for frequent plowing in the winter, and the demonstrated history of deterioration of the original material all suggest that consideration of an alternative material is appropriate in this instance. In staff’s view, the proposal meets the intent of the applicable ordinance review standards, particularly Standard #6.

Applicable Review Standards

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

- (2) *The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
- (5) *Distinctive features, finishes, and construction techniques or examples of skilled craftsmanship which characterize a structure, object or site shall be treated with sensitivity.*
- (6) *Deteriorated historic features shall be repaired rather than replaced wherever feasible. Where the severity of deterioration requires replacement of a distinctive feature, the new feature should match the feature being replaced in composition, design, texture and other visual qualities and, where possible, materials. Repair or replacement of missing historic features should be based on accurate duplications of features, substantiated by documentary, physical or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other structures or objects.*
- (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 12, 2017 public hearing and information included in the accompanying staff report, the Board finds that the proposed replacement of slate pavers in City Hall Plaza **meets (fails to meet)** the historic preservation ordinance standards for the review of new construction **(subject to the following conditions....)**

Attachments

1. Photos of existing conditions
2. Photo of granite sample next to existing slate
3. Proposal from Knowles Industrial Services



Att. 1





Att. 2



This was taken
at the upper
landing of City
Hall.

Att. 3



295 NEW PORTLAND ROAD
GORHAM, MAINE 04038
(207) 854-1900
(207) 854-4996 FAX
www.knowlesindustrial.com

June 30, 2017

Dianne Gagnon
City of Portland Public Buildings
212 Canco Road
Portland, ME 04103

RE: City Hall Plaza Granite Pavers, **REVISED**

Dear Ms. Gagnon:

Thank you for giving me the opportunity to provide you with a quotation for the removal of the existing slate and install of new **Cambrian Black** granite pavers to match the size and numbers of the existing. The following notes clarify what items are or are not included as part of our proposal.

Cambrian Black Lump Sum Cost: **\$23,720.00**

Scope of Work:

- Mobilize to the site
- Set up pedestrian traffic control
- Remove all (400) exiting slate pavers down to a depth of 3"
- Replace with new Cambrian Black 5 1/2" x 6" x 2" depth granite pavers set in a sand base and joints filled in with Gator Super Sand, a polymeric sand that gets hard
<http://www.alliancegator.com/products/polymeric-sand-and-dust/gator-super-sand-bond/>
- Clean up and demobilize

Notes:

1. Access for one rack truck for tools and crew personnel will be required for our work.
2. The foreman will also be the safety officer.
3. Pavers are a minimum of 4 weeks away from my receiving a purchase order and giving them a 50% down payment.

Provided by Others:

1. Notification to all employees of our work disruptions
2. Water source

We look forward to working with you on this project. Should you have any questions or comments, please do not hesitate to call.

Respectfully,

Timothy A Rich, PE
Vice President

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

**PUBLIC HEARING
50 INDIA STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: July 7, 2017

RE: July 12, 2017 **Public Hearing**

Application for: Certificate of Appropriateness for New Construction

Address: 50 India Street
 (northwest corner of India and Middle)

Applicant: cPort Credit Union

Architect: Gawron Turgeon Architects

Introduction

Designers Diedre Pio and Kevin Downing of Gawron Turgeon Architects, on behalf of cPort Credit Union, are returning for final review and approval of their proposal for the construction of a four-story, mixed-use structure at the northwest corner of India and Middle Streets. The small 2,400 square foot lot is currently an open parking lot. The new building, which will house cPort Credit Union on the first and second floors and a single residence on the top two floors, will immediately abut the McGlinchy Block which houses DuckFat and Ribollita on Middle Street and the new mixed-use structure currently under construction at 62 India.

In response to Board comments at the June 7 workshop, the project architects have made a number of revisions to their initial proposal. The revisions are summarized in a cover memo included as Attachment 1. The consultants will be bringing material samples to the meeting. Staff has asked that more detailed wall sections, specifications and final site plan be provided as well.

Enclosed for reference purposes are excerpts from the June 7 submission—see Attachment 3.

Project Context

The project site is located at the southern boundary of the India Street Historic District. Its immediate context is quite mixed in terms of scale, construction era and relative architectural significance. Immediately across India Street is a single-story, flat-roofed commercial

structure with a two-story gable roof addition that is set back behind a parking lot. Micucci's two-story building is located diagonally across the intersection of Middle and India. A large surface parking lot with landscaped buffer is located immediately across Middle Street. Immediately abutting the subject lot on Middle Street is the three-story, 1868 Italianate commercial block housing Duckfat and Ribollita on the ground floor. Abutting the lot to the north on India will be the four-story mixed use building currently under construction at 62 India. (Note the project architect has shown the 62 India Street development in the perspective views of the proposed project; this is helpful in understanding the building's future context.)

Given the decidedly mixed nature of the proposed structure's context, the visual cues for achieving compatibility with its surrounding context are perhaps less obvious than would be the case in another location. (Indeed, other recent construction proposals for the India Street corridor have presented similar challenges.) Staff would argue, however, that in this particular context the 1868 James McGlinchy Block on Middle Street should serve as the key point of reference in achieving compatibility. The McGlinchy Block and the other Italianate commercial blocks to its west form one of the most architecturally cohesive and significant streetscapes in the district. A new structure taking its place next to these important structures should defer to and echo some of their key architectural characteristics.

The McGlinchy Block is a three-story brick structure with a flat roof and pronounced building cornice. The building exhibits the same basic façade composition and many of the same architectural details found on buildings throughout the Old Port. The ground floor features several storefront bays separated by brick piers with corbelled brick capitals. A continuous granite lintel delineates the ground floor from the upper façade. The upper façade is organized into three bays, with brick quoins separating the bays. The windows are vertical in proportion. The projecting decorative lintels over the windows, the brick quoins, the projecting roof cornice and other details provide visual interest and texture to the façade.

Summary of Board Comments at June 7 Workshop

Enclosed for reference purposes are excerpts from the applicant's initial proposal reviewed on June 7th-- see Attachment 1. At the preliminary workshop Board members appeared to be comfortable with the general composition of the building's Middle Street façade and noted that it picked up on a number of key architectural characteristics of the McGlinchy Block next door. Board members also agreed that the building's relationship with its Middle Street neighbors was most important in terms of achieving compatibility with its context. That said, they noted that the new structure's visual relationship to its India Street context also warranted careful attention. Most of the Board comments and concerns were focused on the building's India Street elevation, which was found to be problematic and unresolved. Other design issues were identified as well. Following is a summary of questions and comments from the workshop:

- Board members felt that the differentiation in treatment between the rear stair tower portion of the building and the main block was too stark and had the effect of reducing the scale of the main block. On such a shallow lot, the tower portion occupied almost half of the India Street frontage. Board members also found that the stair tower

appeared too utilitarian. This was a function of the material selection and relative absence of windows.

- Project architects were asked whether the interior plan could be flipped, moving the stair/elevator tower to the interior corner. This would allow the residential space on the upper floors to face onto India Street and result in a more cohesive design expression for this elevation.
- If the stair tower could not be moved as suggested, Board members felt that, at a minimum, the architectural vocabulary of the main block should be carried across the entire ground floor level on India Street. Additional windows on the upper floors of the tower portion were also encouraged. The prominent cornice shown at the top of the tower should be eliminated.
- Questions were raised about the relatively high tonal contrast between the brick and the Alucabond panels on the main block. Board members suggested that a darker finish for the Alucabond would improve the tonal relationship of the upper floor materials.
- Board members noted that the brick and mortar specifications would be important in this context, not only in order to achieve compatibility with the surrounding context, but also in creating a unified architectural expression for the new building.
- The main portion of the building was found to be “top-heavy”. Board members suggested that the height of this floor be further reduced and/or that other architectural devices be used to adjust the proportions. Among the suggestions offered was to raise the cornice between the third and fourth floors to reduce the apparent height of the top floor.
- Board members expressed concerns about the complexity of the roofline, which featured several projecting elements. Questions were raised about the need to locate the mechanical room at the top of the stair tower and whether the elevator needed to serve the roof deck. Given the prominent corner location of the building, Board members felt it was particularly important that the roofline be unified to the extent possible.
- Noting the physical separation of the proposed building’s north elevation from its abuttor at 62 India, the project architects were encouraged to study this elevation and ensure that it not read as an undifferentiated wall. Board members also suggested that the site treatment in this area be coordinated with that of the abutting property.

Recent Design Revisions

As the project architects have provided an itemized list of the design revisions made since the last meeting, there is no need to repeat the information here. The written narrative also provides an explanation for the architects’ decision to retain some plan elements—for example, the location of the residential entrance and stair tower—as originally proposed.

Note that two options are being offered for the roofline of the India Street elevation. The first option shows the stair tower stepped back four feet at the rooftop level. The second option shows the wall with no setback.

Note that the architects have provided an additional perspective view with this submission. The view shows the new structure as approached from the north on India Street. This is very helpful in evaluating the India Street and north elevations of the proposed building, as well as the building's roofline.

Staff Comments

Although the applicant and project architects have elected to keep the stair tower in its original proposed location next to the India Street sidewalk, the design proposal has been modified in a number of ways in response to Board feedback at the workshop. While not specifically requested by the Board, the architects have carried the architectural vocabulary of the main block onto the India Street elevation of the stair tower portion as well—at all floor levels. (The Board had suggested that the design treatment of the ground floor be continued, but not necessarily that of the upper floors.) Board members will need to determine whether this is necessary or desirable from a design perspective.

With respect to the two options presented for the top floor of the stair tower, the Board will need to determine whether it is better to set back this portion of the building to reduce the apparent scale as viewed from the sidewalk or whether it is better to maintain a simpler massing for the roofline as viewed from some distance away.

Note that additional information has been provided with this submission, including axonometric views showing the roof top level, the location of rooftop mechanicals and a partition separating the mechanicals from the rooftop patio.

Applicable Review Standards

The historic preservation ordinance's Standards for Review of Construction apply in the review of the proposed project. Building characteristics used to gauge compatibility of new construction in an existing context include the following:

Scale and Form

Height

Width

Proportions 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

Presence of signs, canopies and awnings

Relationship to the Street

Walls of continuity

Rhythm of spacing and structures on streets

Directional expression of principal elevations

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the July 12, 2017 public hearing and information included in the accompanying staff report, the Board finds that the proposed new construction at 50 India Street **meets (fails to meet)** the historic preservation ordinance standards for the review of new construction **(subject to the following conditions....)**

Attachments

1. Excerpts from preliminary proposal presented on June 7
2. Summary of design revisions made since workshop
3. Final proposed plans, elevations, sections and perspective views

Project Modifications

In response to the workshop and comments we have received from the Historic Preservation Board Gawron Turgeon Architects has made the following revisions:

Architecture

- The elevator tower is now a 4 stop elevator and does not go to the roof deck level – eliminating the over-run extension. The max height of the building at the service location is now 57'-9 3/8" with the height of the fourth floor top of wall being 47'-10 1/4" . Allowable fourth floor height in the UA district is 50'-0"
- Spandrel glass and windows were added to the stair tower to create visual interest along India Street
- The brick, granite base, alucabond and storefront windows are continued along the entire India Street elevation
- The "blue" Nichiha ribbed panels have been replaced with gray block panels 18" H x 6' L
- The height of the windows on the fourth floor have been increased by 6" to reduce the height of the alucabond and a corbelled cornice was also added to cap off the top of the building
- The overhang on the stair tower has been eliminated
- Two options are being provided for review for the India Street elevation. Option A shows the stair tower stepped back 4' at the roof top level. Option B shows a flush condition of wall at the roof top level
- Actual building materials will be brought to the meeting as some of the renderings are showing a stark contrast of alucabond to brick. The intent is for the storefront and alucabond to be in a warm grey tone. We will defer to the Historic Preservation Board and/or designated city staff on the color and style of the brick
- In response to the location of the unit entrance off of India Street or the back (North side) of the building we have a response from the Fire Department (see attached) that the location of the unit entry is preferred on India Street
- An additional perspective has been added to the package showing the view coming down India Street from Congress Street
- Program elements and locations have not been modified

From: Keith Gautreau
To: [Deirdre L.Pio](#)
Cc: [David Petruccelli](#); [John Brennan](#)
Subject: Re: cPort Credit union 50 India Street
Date: Tuesday, June 27, 2017 8:52:35 AM
Attachments: [image002.png](#)
[image003.png](#)

Hi Deirdre,

We (Fire Dept.) would prefer to see the entrance on India. We worked with the architect on this a few weeks ago to work out the E911 addressing and it will be 35 Middle Street (Credit Union) and 50 India Street (Residential Unit). Emergency responders will be looking for 50 India Street for the residence when they are responding therefore we need to have the entrance on India and numbered as such.

If you have any further questions please feel free to contact us.

Regards,
Keith

On Mon, Jun 26, 2017 at 11:10 AM, Deirdre L.Pio <dpio@gawronturgeon.com> wrote:

Good morning Keith,

In regards to the cPort credit union proposed building at 50 India India Street. We currently have an entrance for the branch on Middle Street and an entrance to the tenant entry off of India Street. (see attached). We did not entertain putting the unit entrance on the back side of the building for safety reasons as it will be in an alley shared by 62 India Street.

My question for the fire department is: Would you prefer to have the tenant entrance visible from India Street versus having it off the back side of the building or does it not really matter?

Thanks, Deirdre

Deirdre L. Pio, CSI, CDT | Director of Interior Design

**GAWRON
TURGEON** | ARCHITECTURE
ARCHITECTS, P.C. | INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTER PLANNING

29 Black Point Road

Scarborough, Maine 04074

[207-883-6307](tel:207-883-6307)

dpio@gawronturgeon.com



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Keith Gautreau, Assistant Fire Chief
Fire Prevention Bureau
Community Outreach Branch
Portland Fire Department
380 Congress Street
Portland, ME 04101
(207)874-8409
kng@portlandmaine.gov

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ATT. 2
FINAL
PROPOSAL

GAWRON
TURGEON
ARCHITECTS, P.C.

cPort Credit Union
50 India Street
Portland, Maine

REVISIONS

#	DATE	DESCRIPTION
A	05.30.17	HISTORIC PRES. BOARD SUBMITTAL

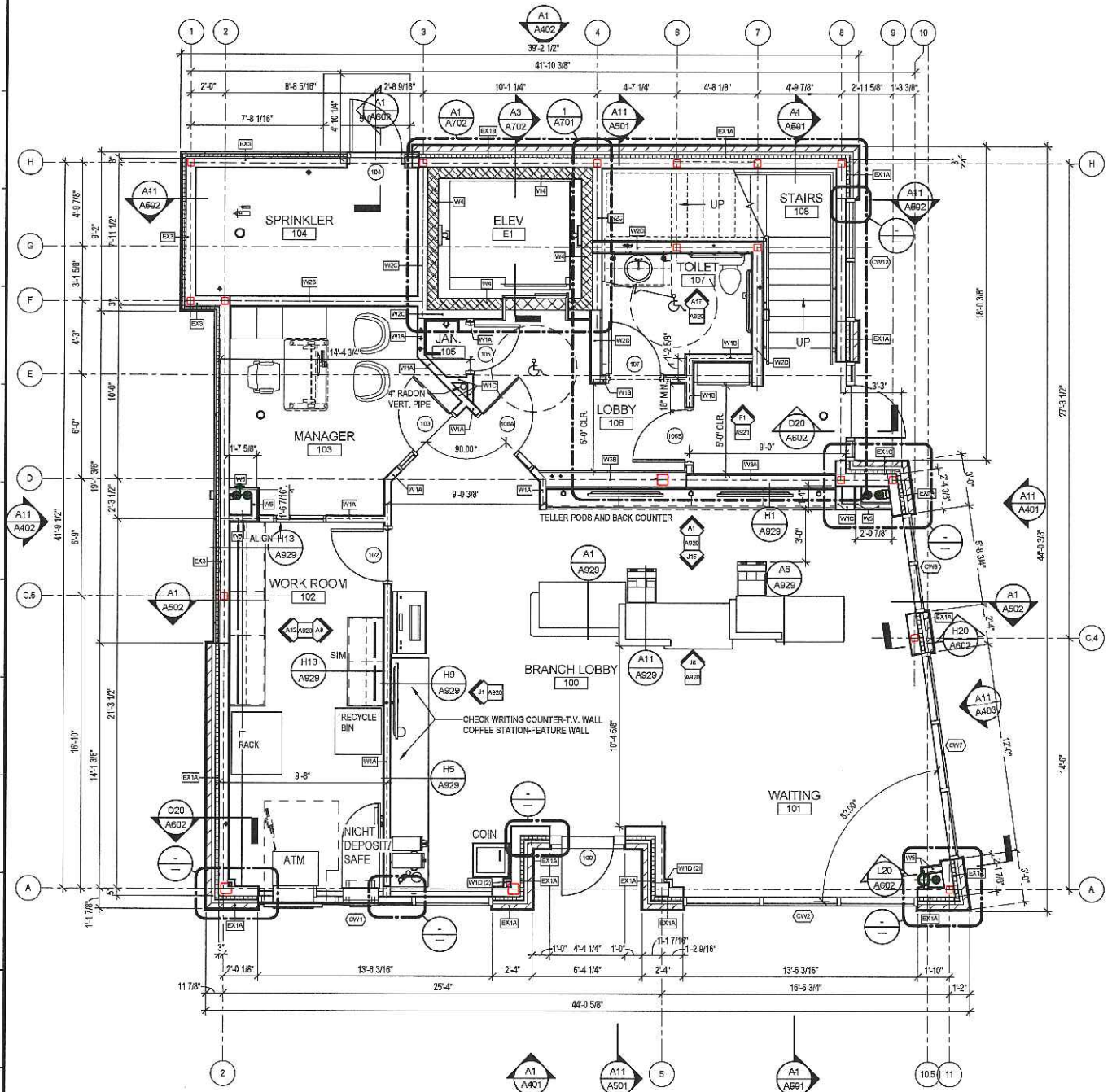
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PROJECT #	010416
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CHECKED BY:	Checker
DRAWING SCALE	1/4" = 1'-0"

SHEET TITLE

FIRST & SECOND
FLOOR PLAN

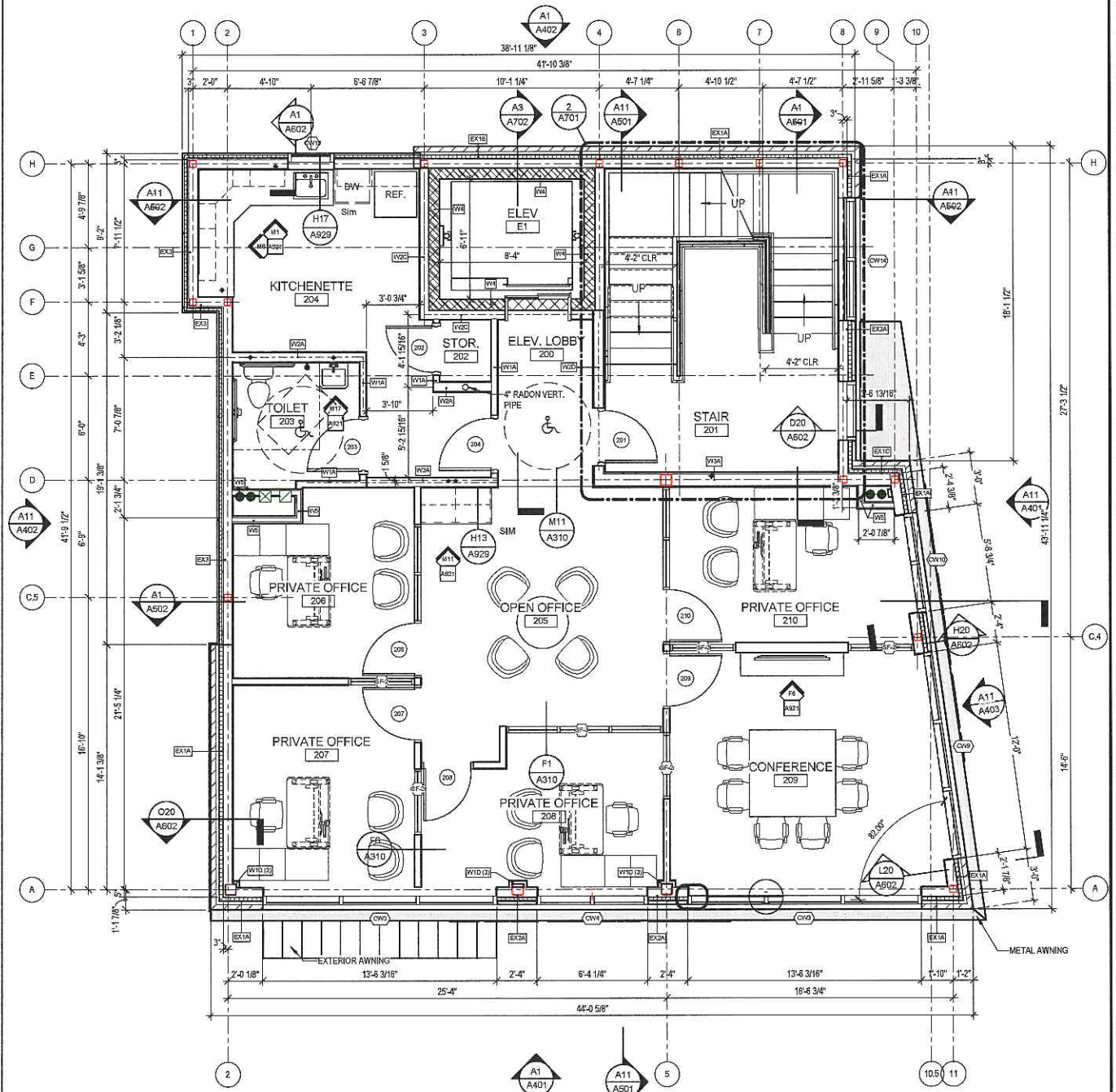
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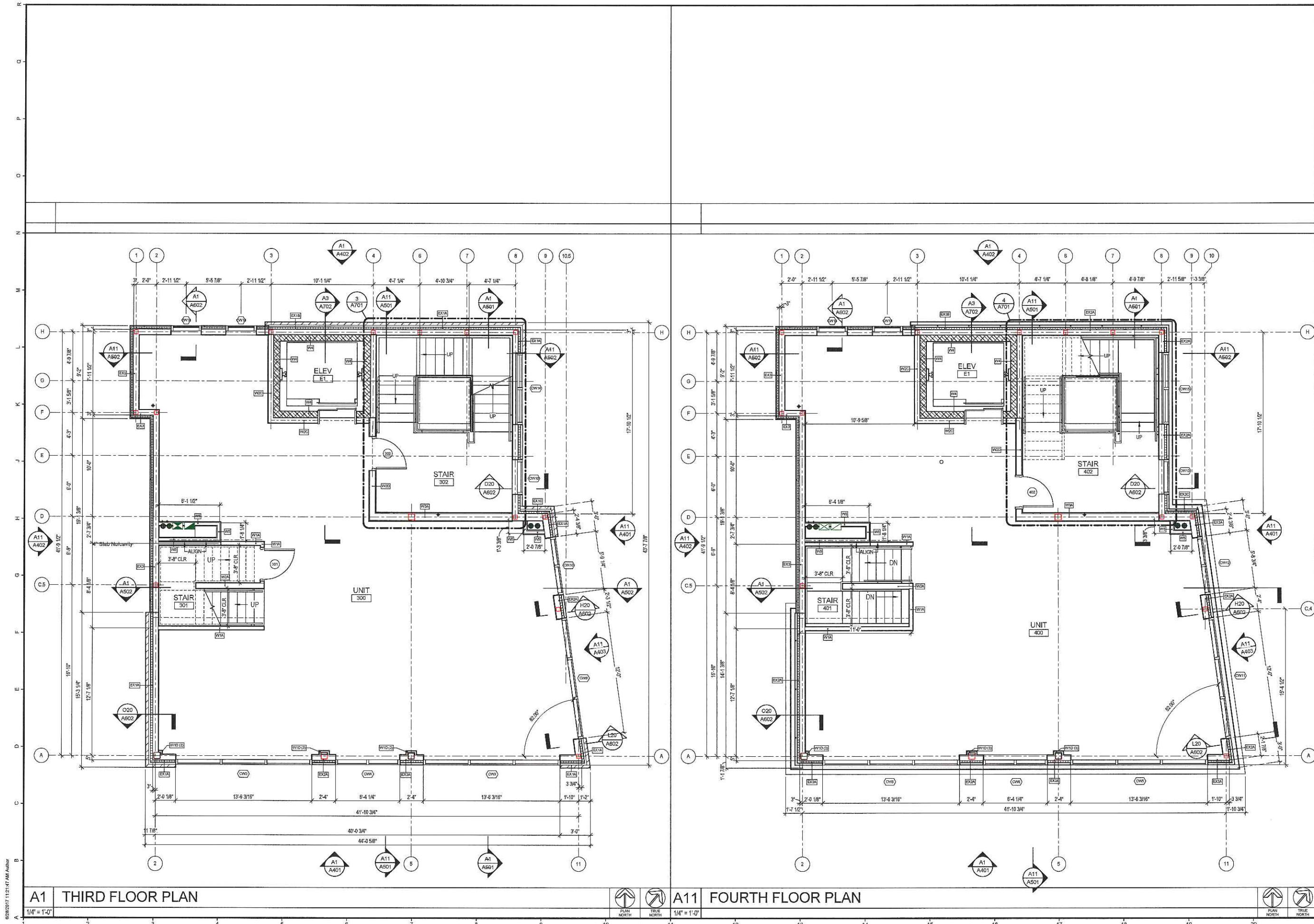
A1 FIRST FLOOR PLAN

1/4" = 1'-0" 1,535 S.F. - INSIDE PERIMETER OF BUILDING 1,035 S.F. - BANK S.F.



A11 SECOND FLOOR PLAN

1/4" = 1'-0" 1,535 S.F. - INSIDE PERIMETER OF BUILDING 1,228 S.F. - BANK S.F.



6/26/2017 11:21:47 AM Author

A1 THIRD FLOOR PLAN

A11 FOURTH FLOOR PLAN

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

29 BLACK POINT ROAD
SCARBOROUGH, MAINE 04074
207.883.4307
WWW.GAWRONTURGEON.COM

GAWRONTURGEON
ARCHITECTS, P.C.

cPort Credit Union
50 India Street
Portland, Maine

REVISIONS		
#	DATE	DESCRIPTION
A	06.30.17	HISTORIC PRES. BOARD SUBMITTAL

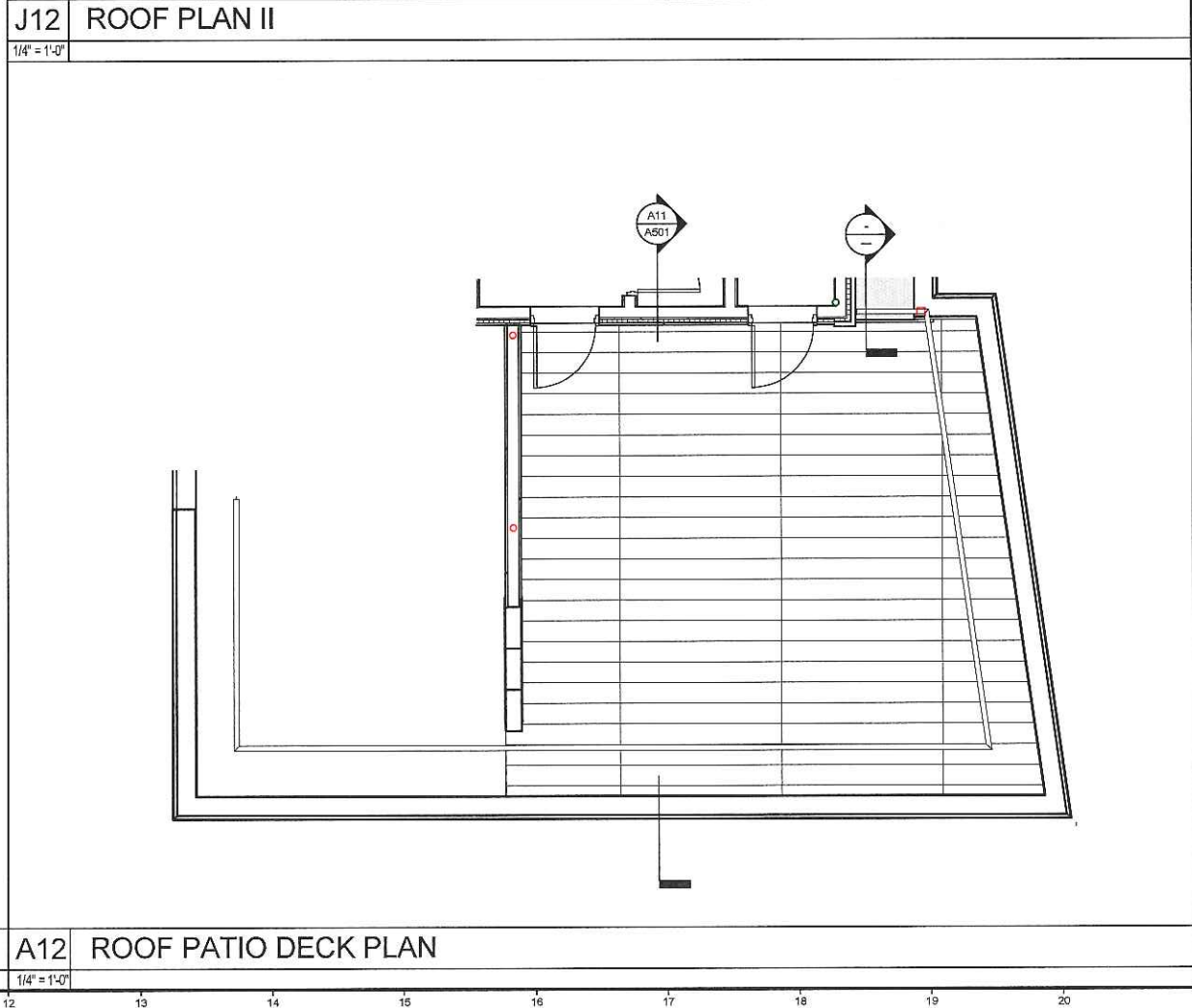
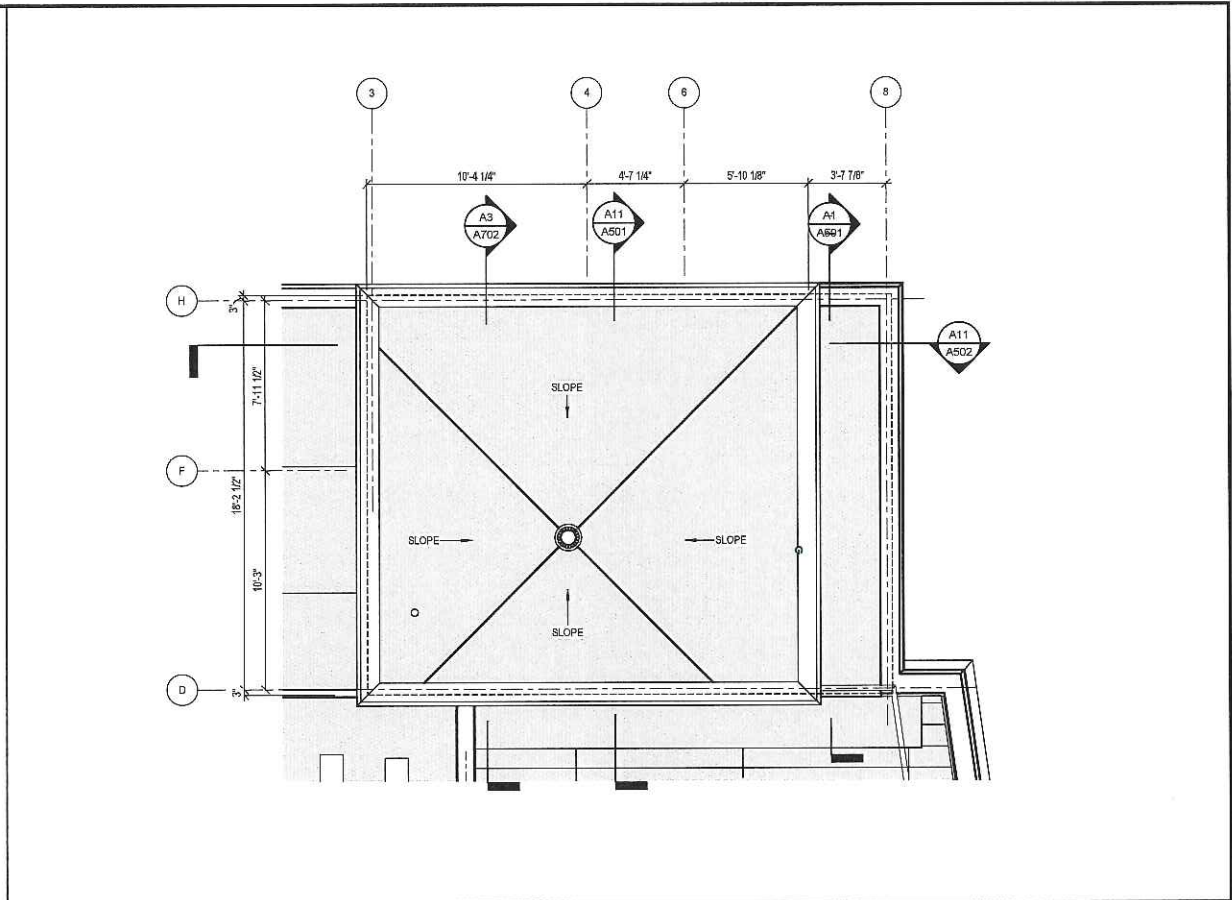
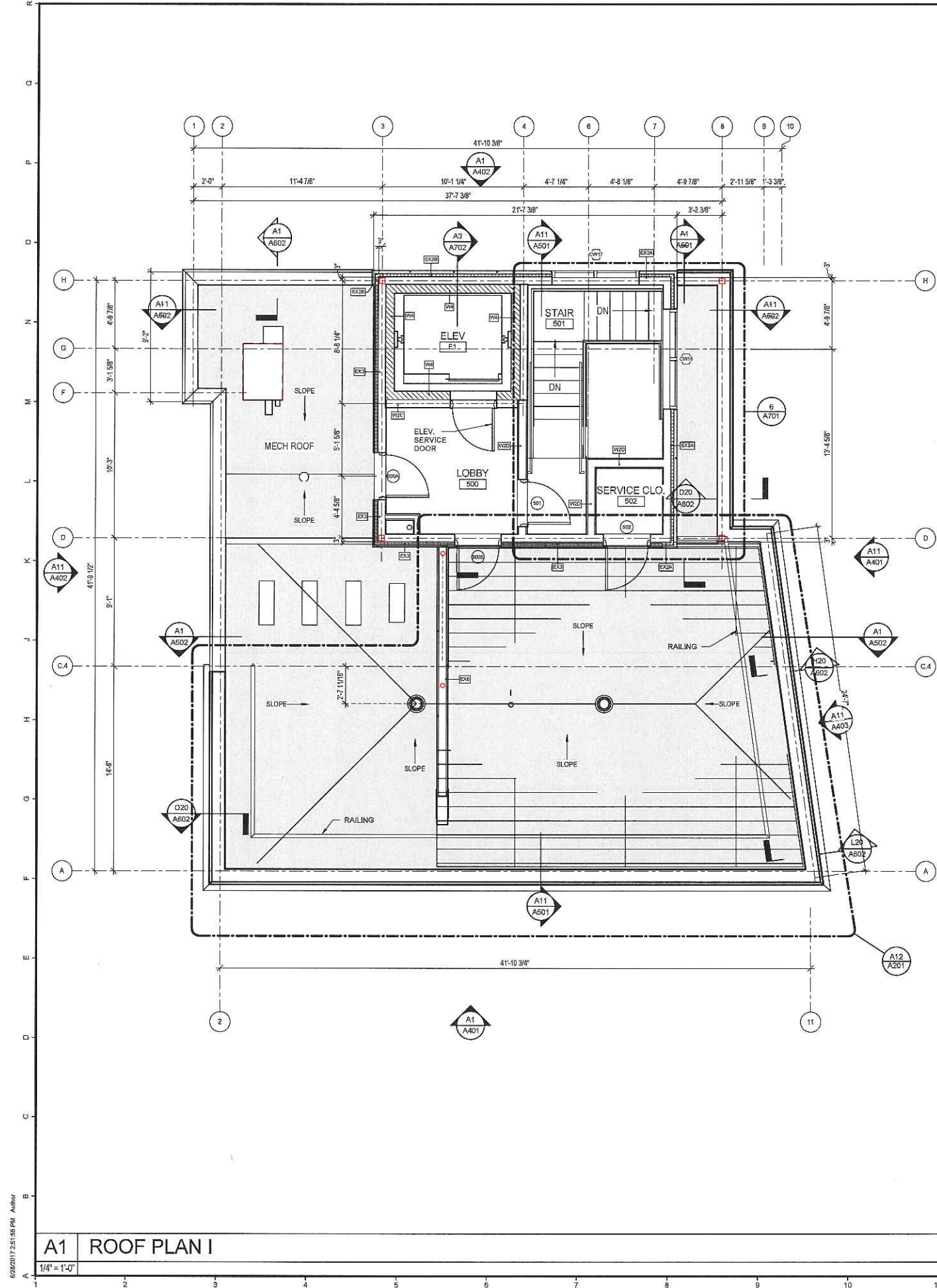
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SHEET TITLE

THIRD & FOURTH FLOOR PLAN

A102

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cPort Credit Union
50 India Street
Portland, Maine

REVISIONS		
#	DATE	DESCRIPTION
A	06.30.17	HISTORIC PRES. BOARD SUBMITTAL

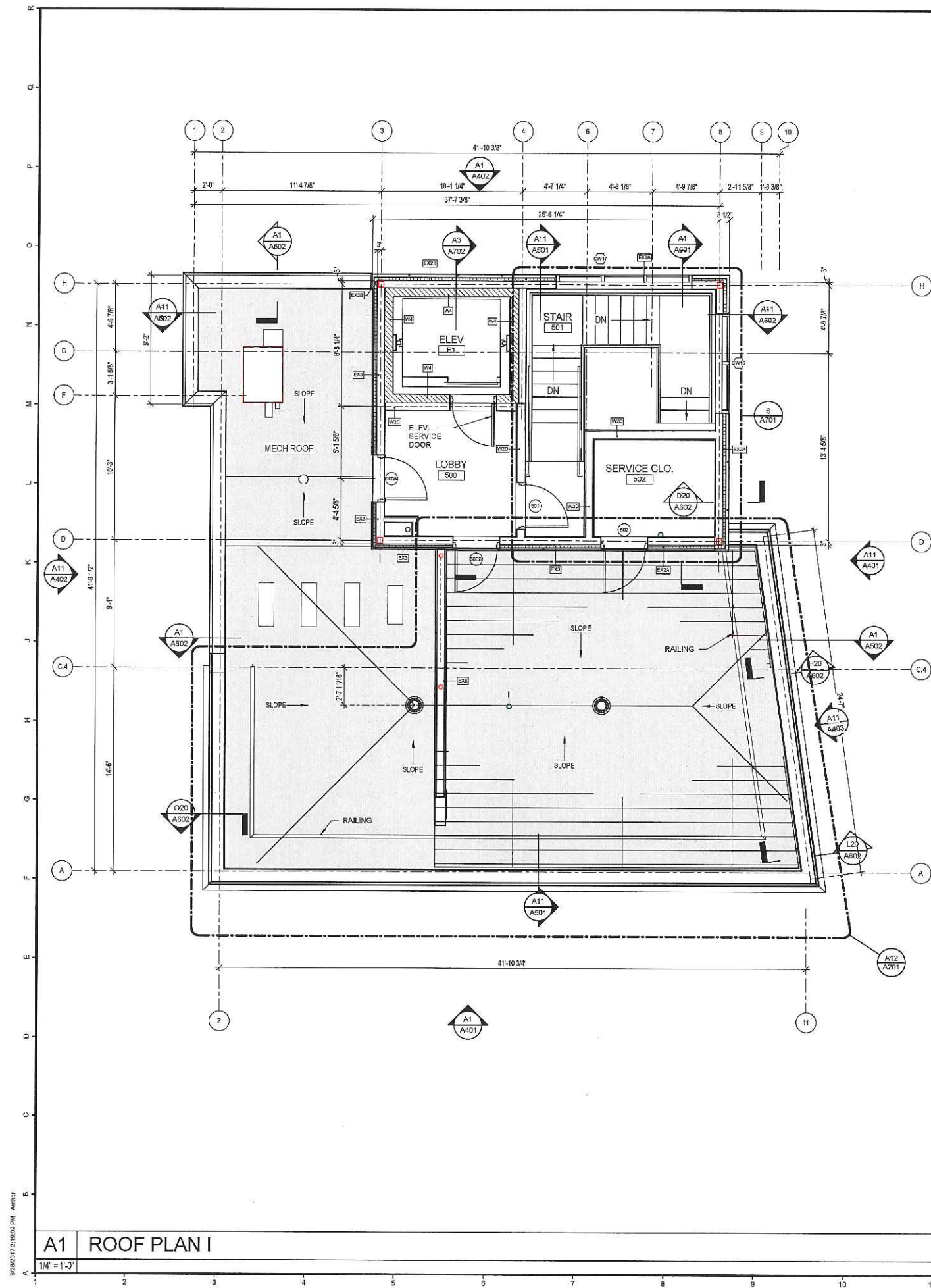
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SHEET TITLE

ROOF PLAN

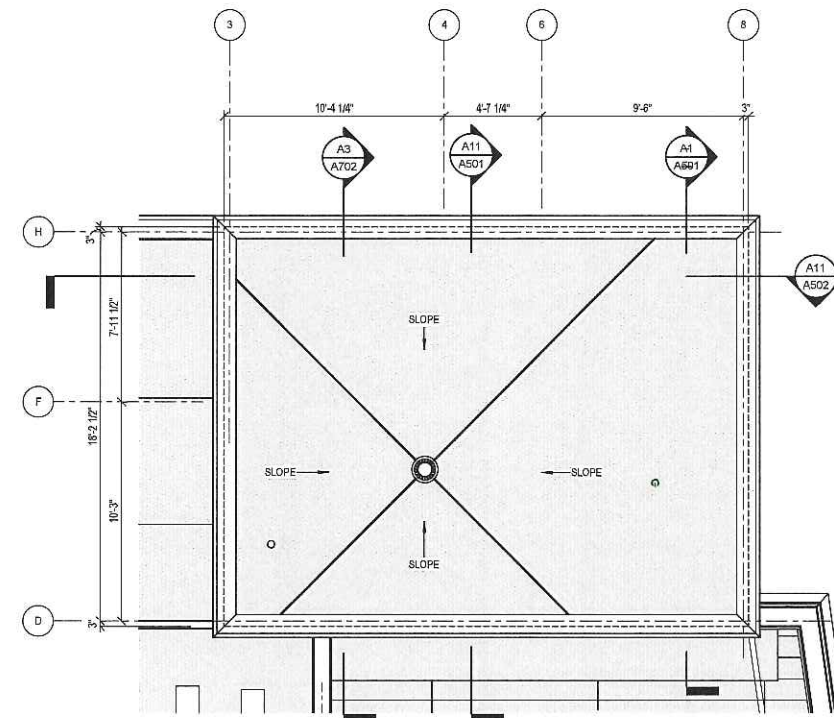
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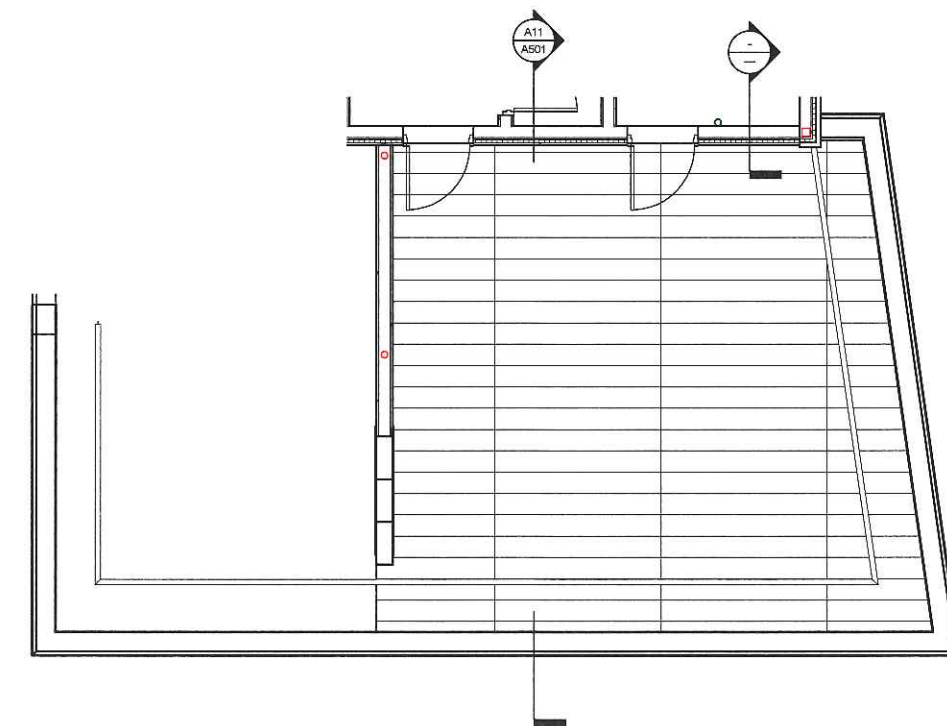
A1 ROOF PLAN I

1/4" = 1'-0"



J12 ROOF PLAN II

1/4" = 1'-0"



A12 ROOF PATIO DECK PLAN

1/4" = 1'-0"

29 BLACK POINT ROAD
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cPort Credit Union
50 India Street
Portland, Maine

REVISIONS

#	DATE	DESCRIPTION
A	06.30.17	HISTORIC PRES. BOARD SUBMITTAL

DATE: 06-30-2017

PROJECT # 010416

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

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ROOF PLAN

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LEGEND			
(A)	MORIN BRICK - ROYAL RIVER NARROWED FLASHED RANGE	(F)	METAL CANOPY: ALUCABOND ANODIC CLEAR MICA COOL
(B)	SGS SOLOMON SERIES H SERIES 37 H DEEP BROWN	(G)	AWNING
(C)	METAL PANEL - ALUCABOND ANODIC CLEAR MICA COOL	(H)	STAINLESS STEEL RAILING AND GLASS SYSTEM
(CW)	ALUMINUM CURTAINWALL		
(D)	GRANITE BASE WITH SLOPED CAP		
(E)	NICHHA - ARCHITECTURAL BLOCK SERIES COLOR: GRAY		
	17-7/8" x 11 9/16" PANELS		

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207-883-6307
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**GAWRON
TURGEON**
ARCHITECTS, P.C.

cPort Credit Union
50 India Street
Portland, Maine

REVISIONS		
#	DATE	DESCRIPTION
A	06.30.17	HISTORIC PRES. BOARD SUBMITTAL

DATE:	06-30-2017
PROJECT #	010416
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DRAWING SCALE	As Indicated

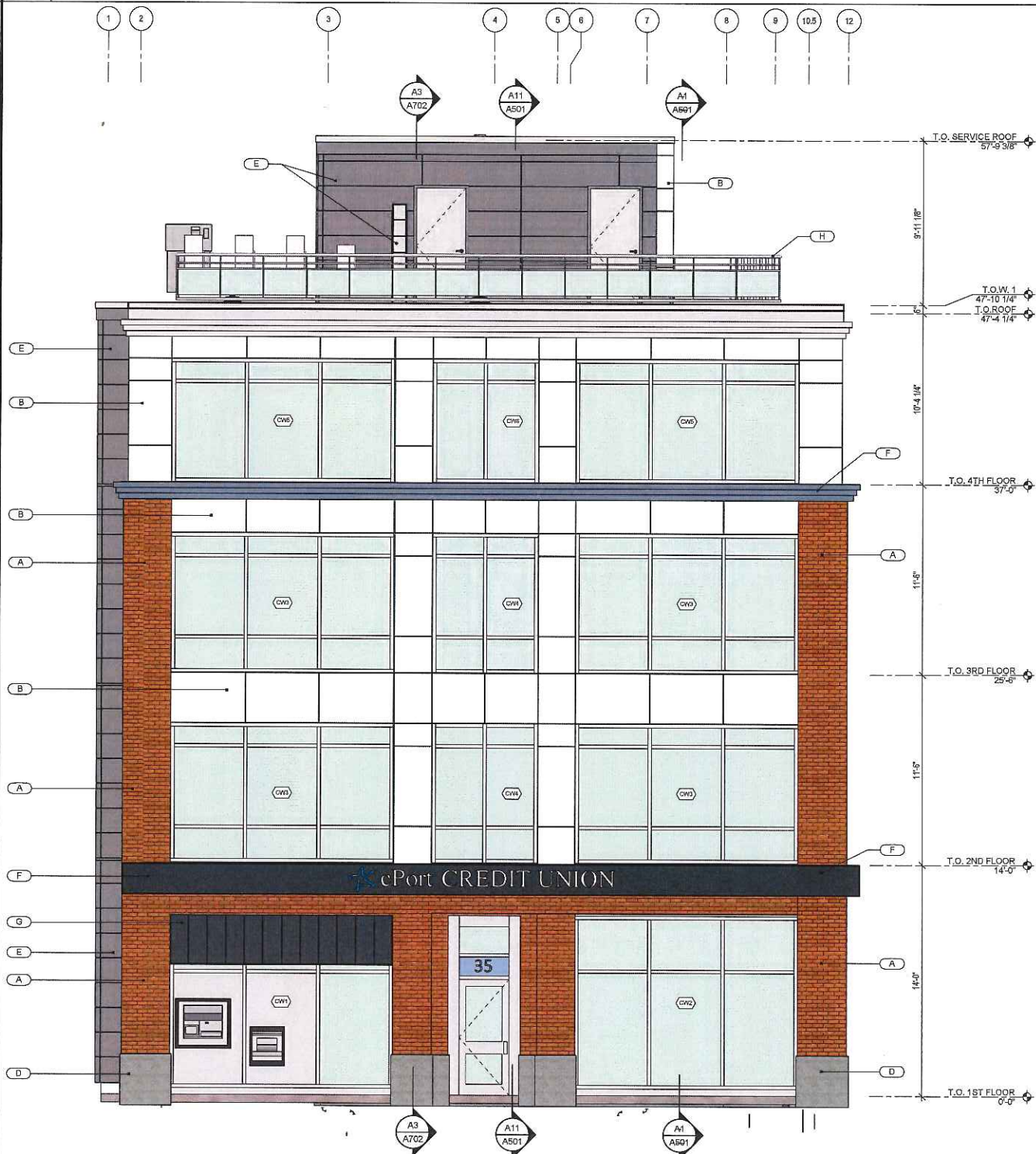
SHEET TITLE

BUILDING ELEVATIONS

A401

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A1 BUILDING ELEVATIONS

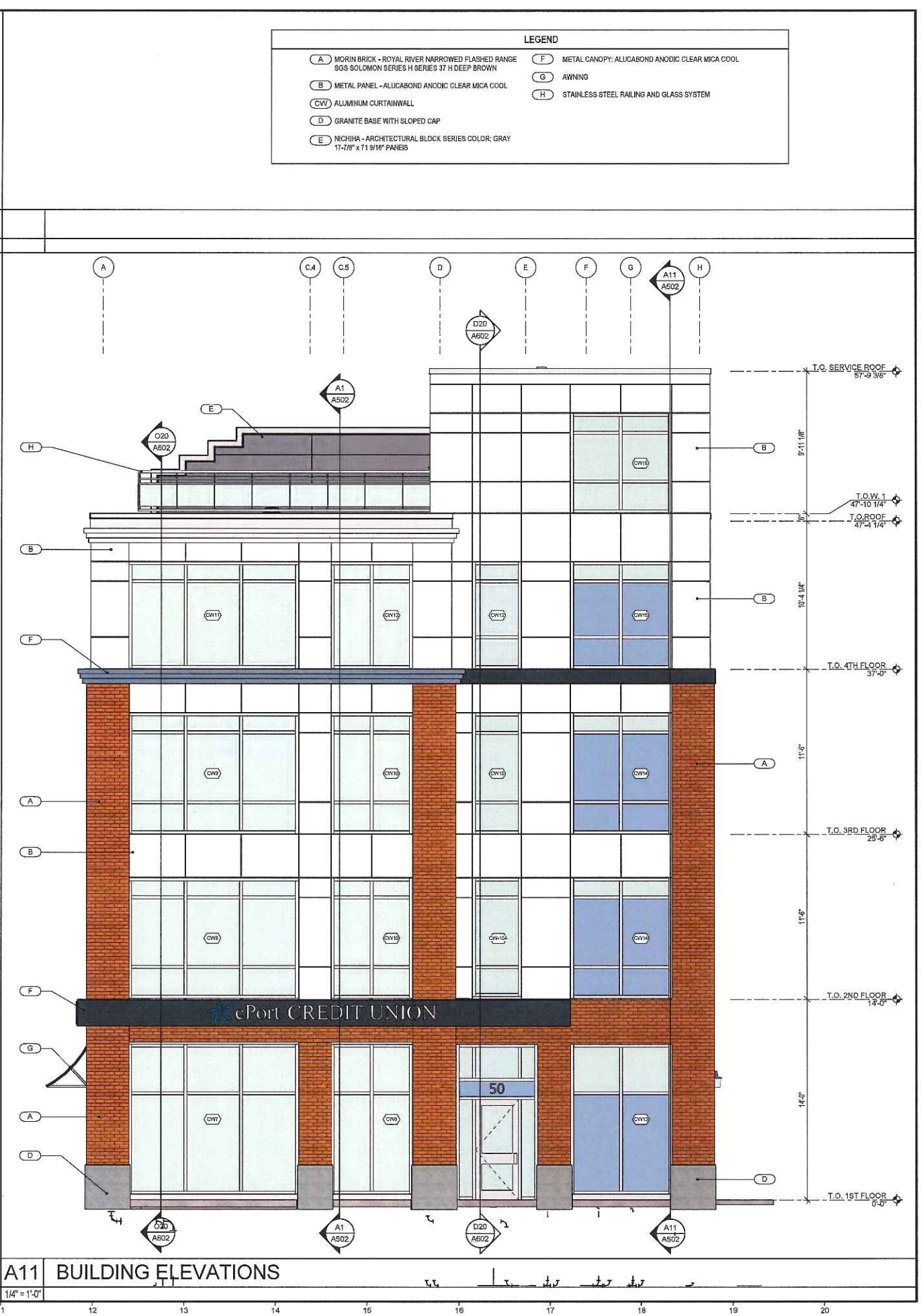
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A11 BUILDING ELEVATIONS

1/4" = 1'-0"

6/28/2017 2:52:10 PM Author



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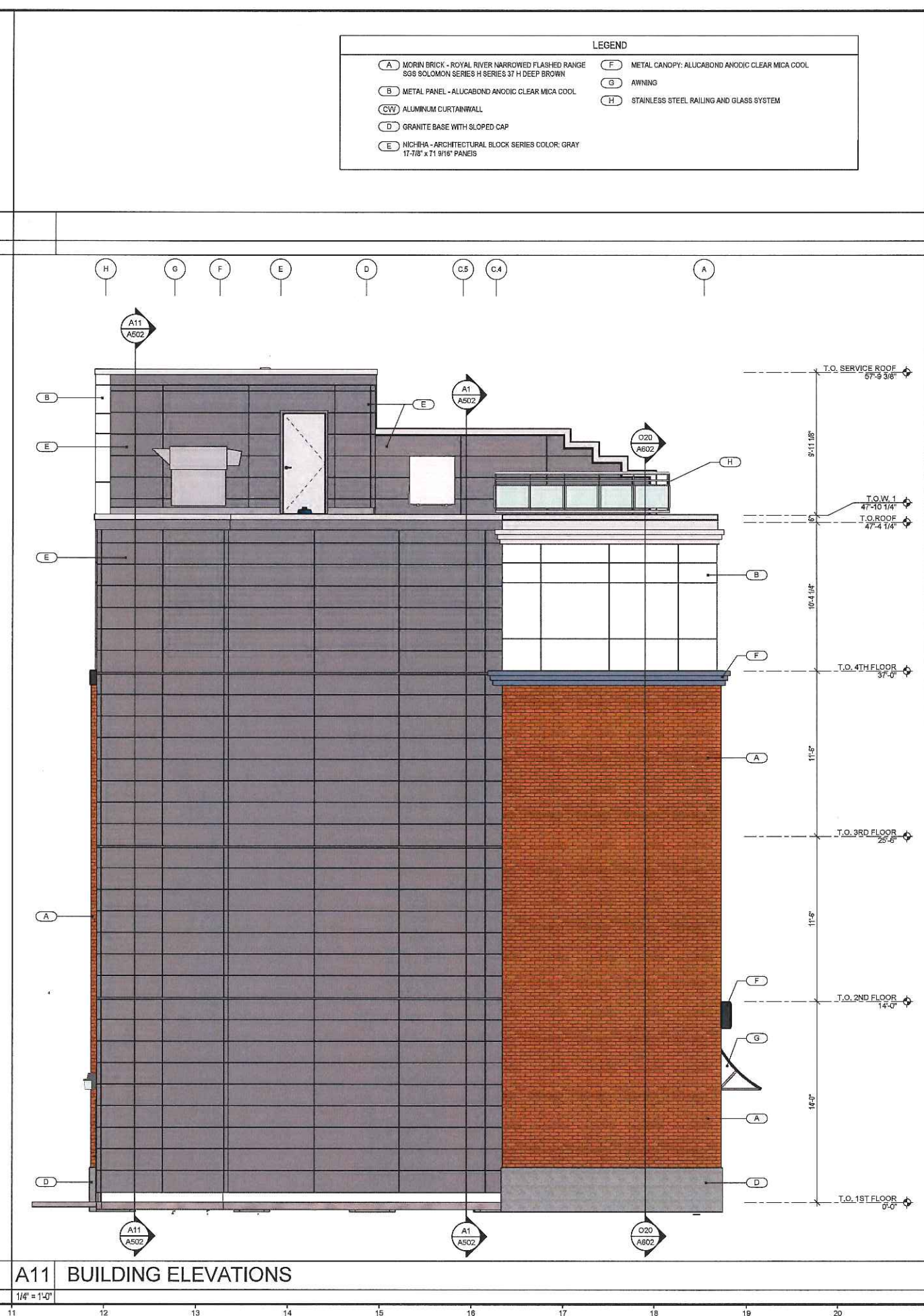
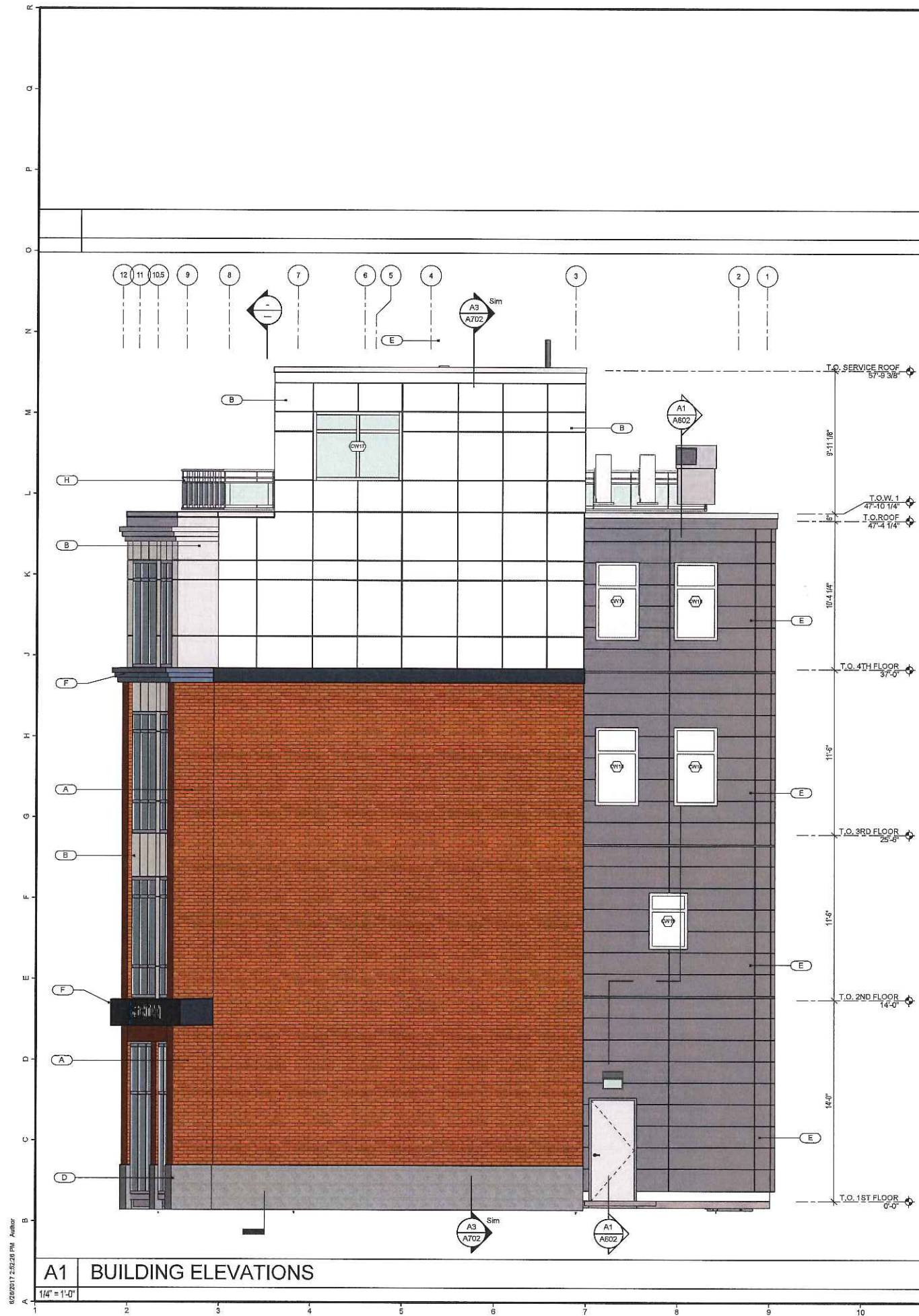
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PROJECT #	010416
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SHEET TITLE

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LEGEND

(A) MORIN BRICK - ROYAL RIVER NARROWED FLASHED RANGE SGS SOLOMON SERIES H SERIES 37 H DEEP BROWN	(F) METAL CANOPY: ALUCABOND ANODIC CLEAR MICA COOL
(B) METAL PANEL - ALUCABOND ANODIC CLEAR MICA COOL	(G) AWNING
(CV) ALUMINUM CURTAINWALL	(H) STAINLESS STEEL RAILING AND GLASS SYSTEM
(D) GRANITE BASE WITH SLOPED CAP	
(E) NICHHA - ARCHITECTURAL BLOCK SERIES COLOR: GRAY 11-7/8" x 11 9/16" PANELS	

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**BUILDING
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DRAWING SCALE	

SHEET TITLE

BUILDING 3D

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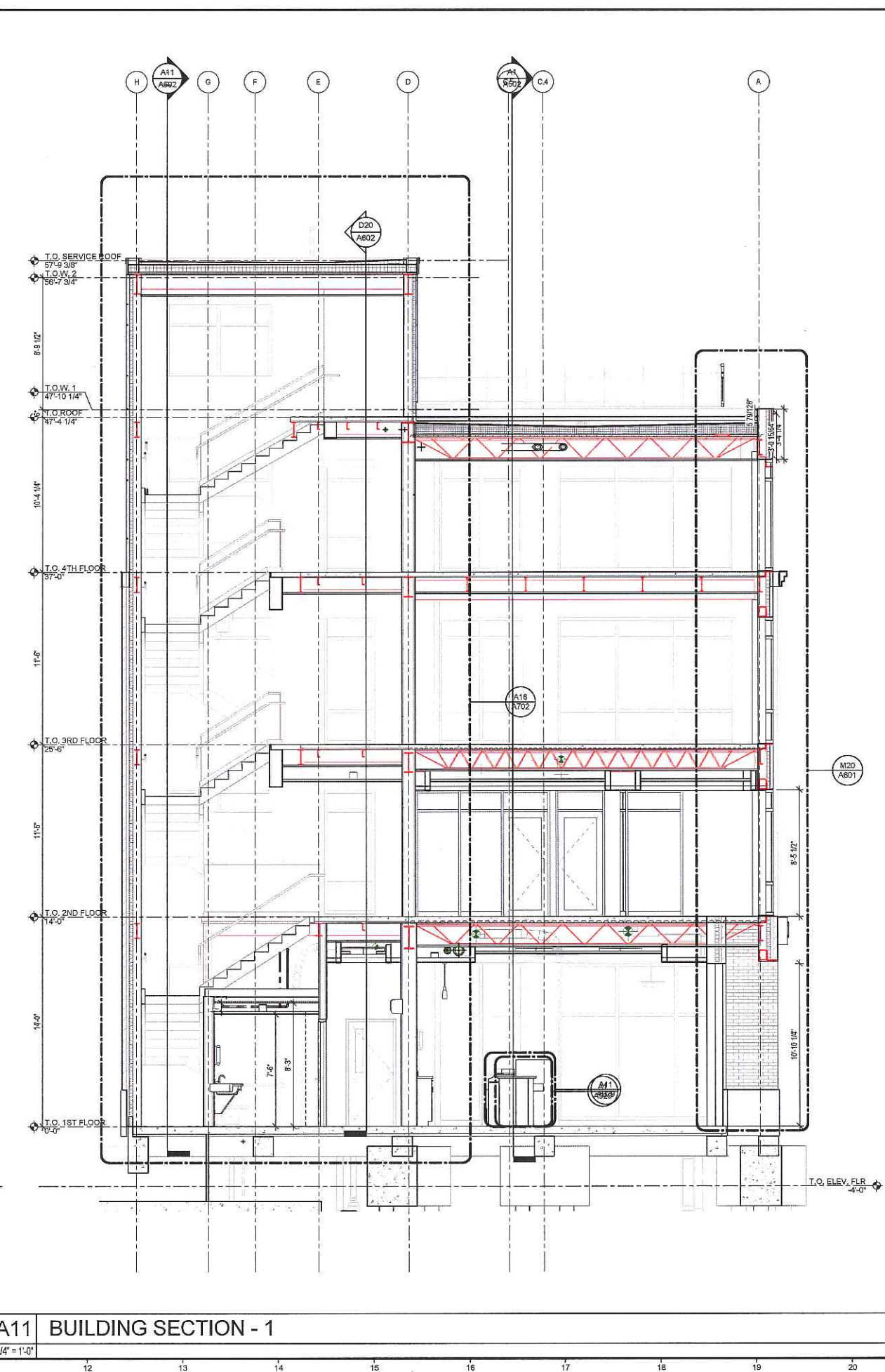
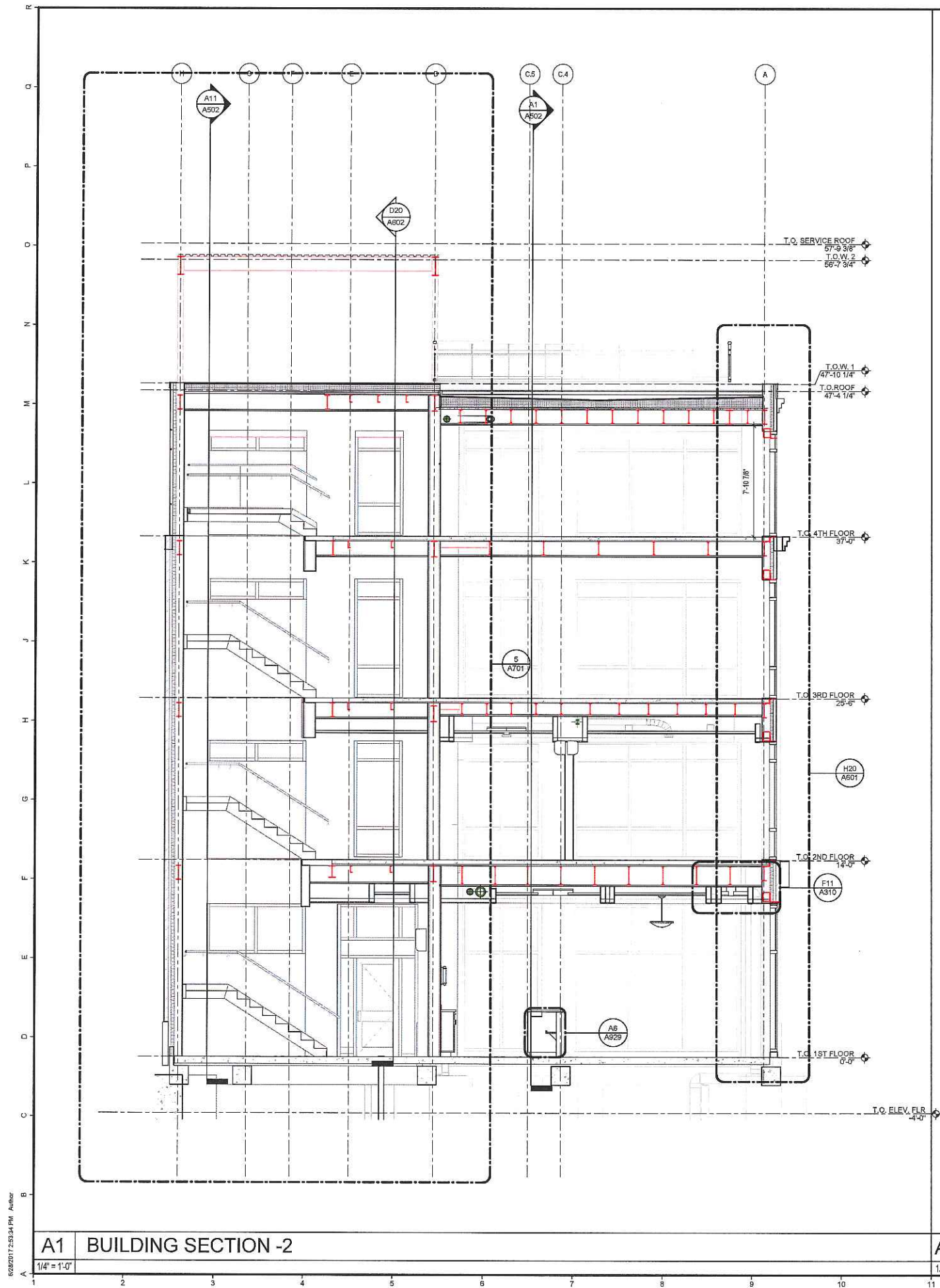
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DRAWING SCALE	

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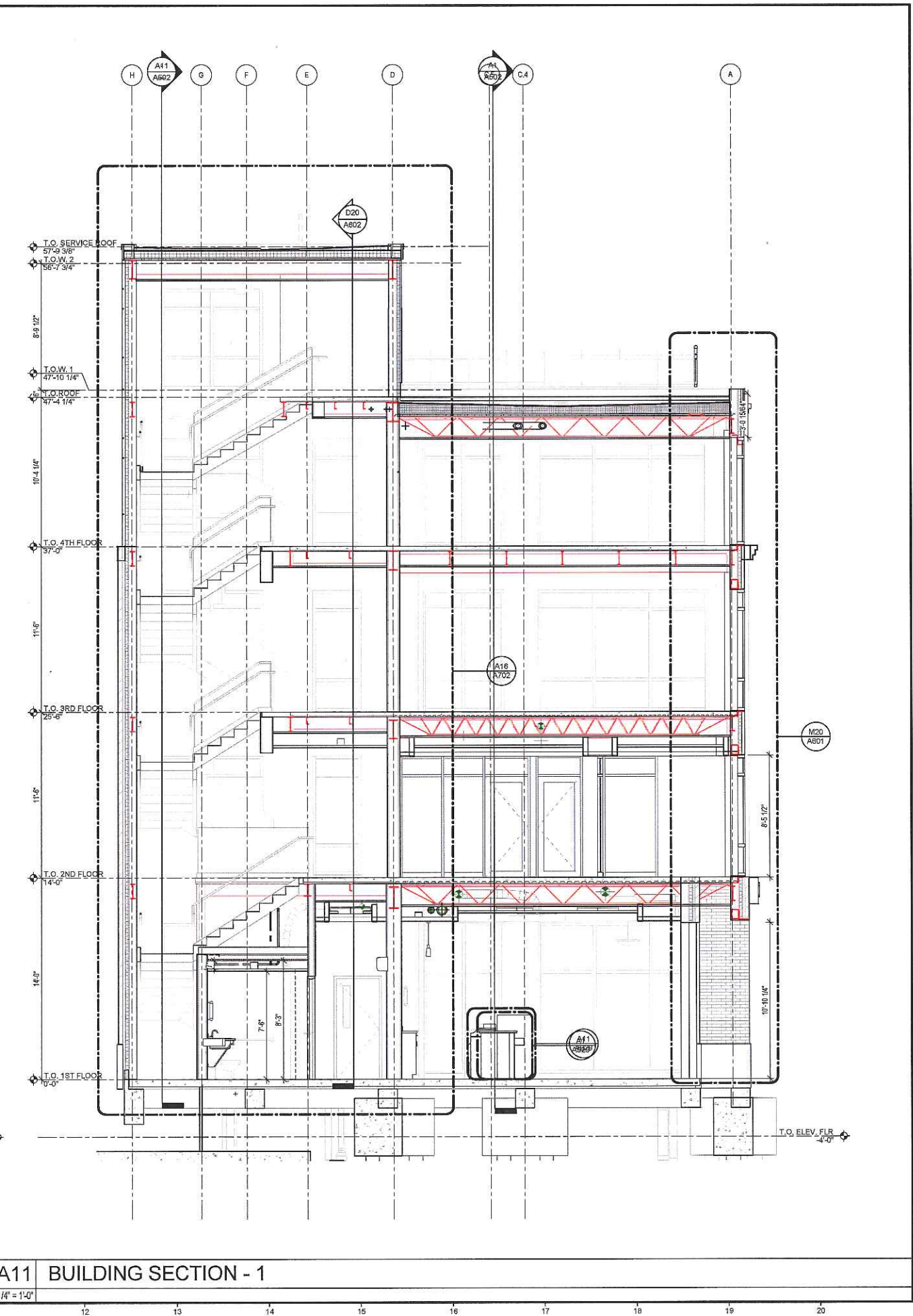
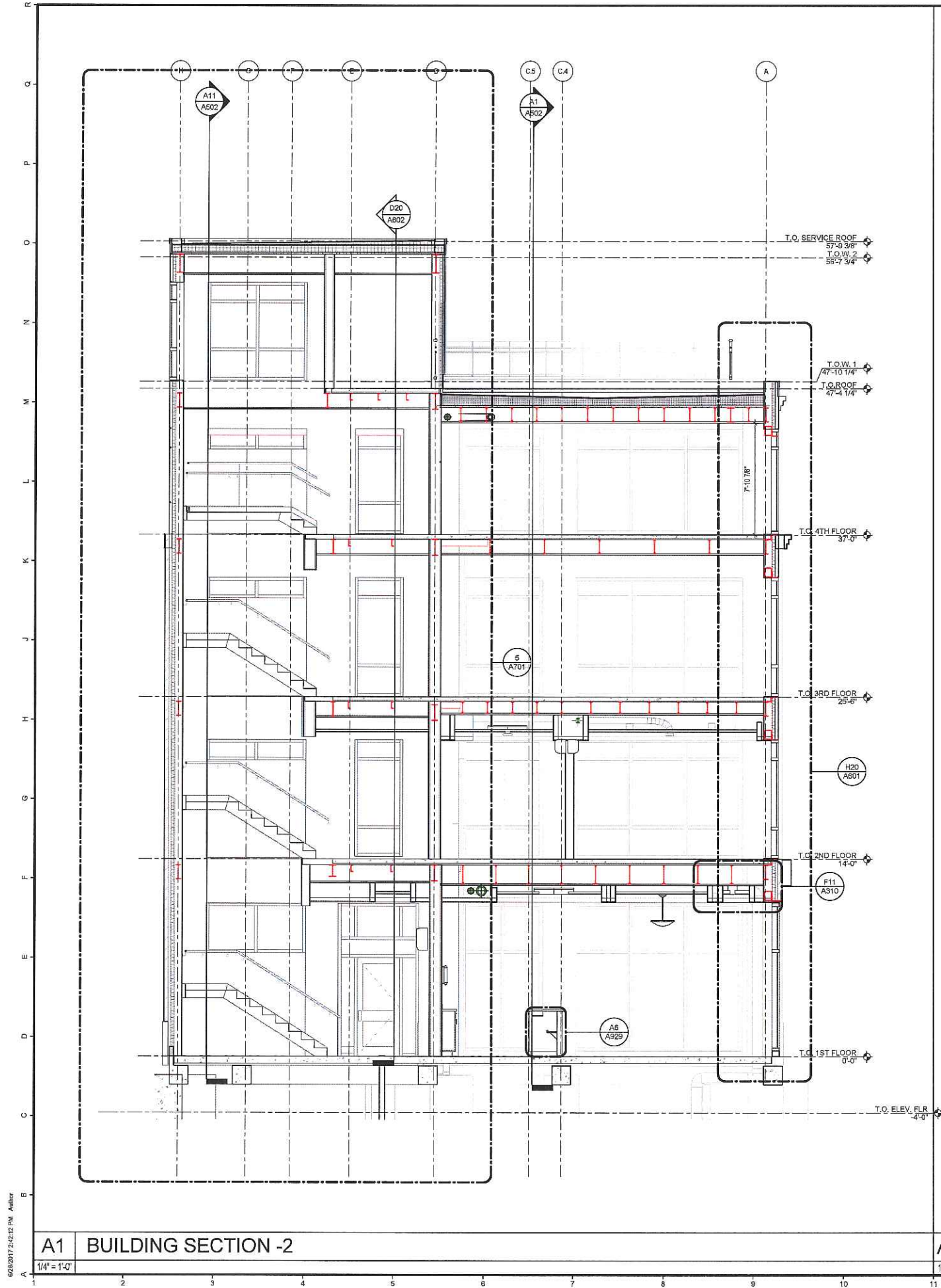
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BUILDING
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DATE:	05-30-2017
PROJECT #	010416
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DRAWING SCALE	1/4" = 1'-0"

SHEET TITLE

BUILDING SECTIONS

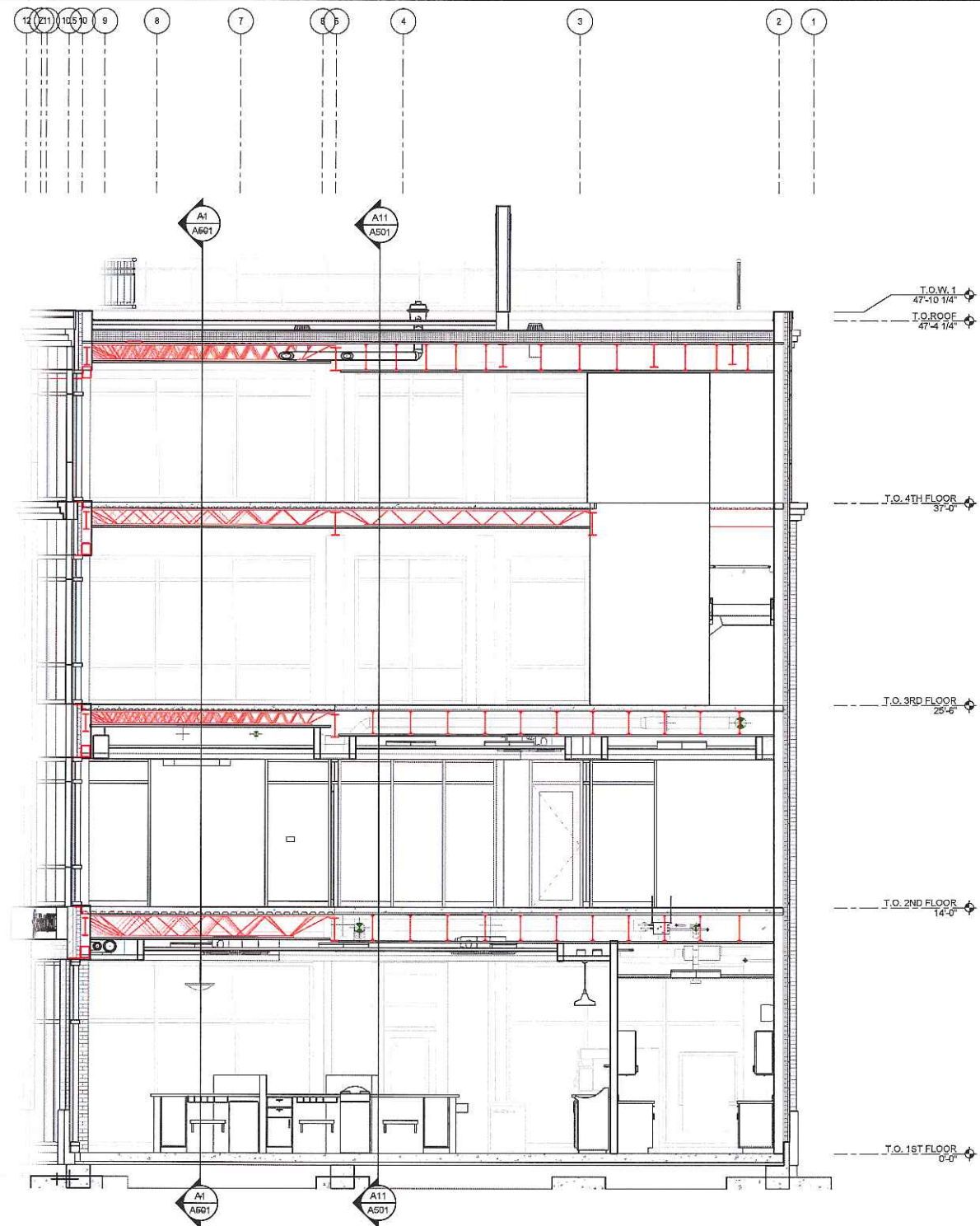
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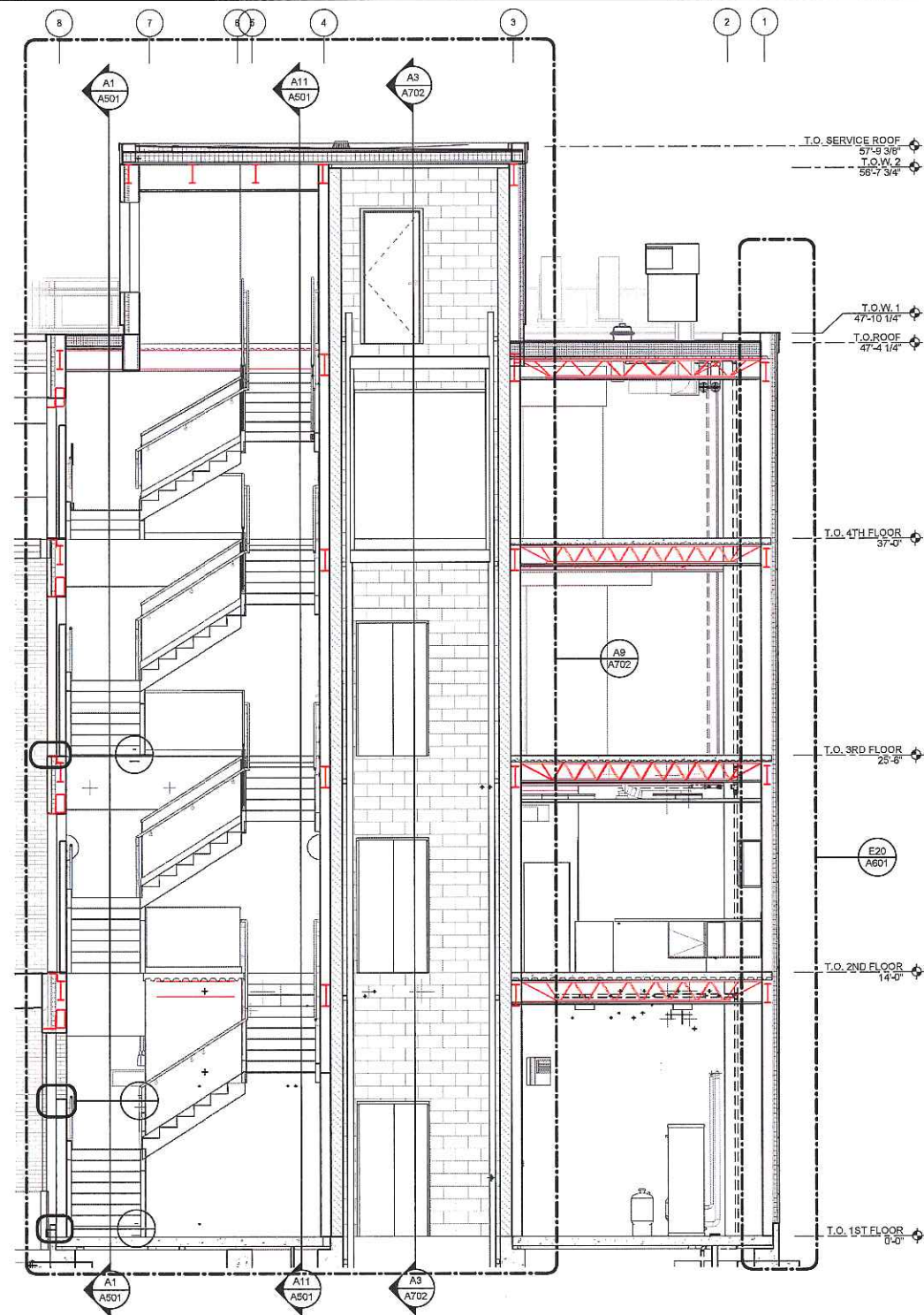
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6/28/2017 3:55:51 PM Author



A1 BUILDING SECTION

1/4" = 1'-0"



A11 BUILDING SECTION

1/4" = 1'-0"

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DATE:	06-30-2017
PROJECT #:	010416
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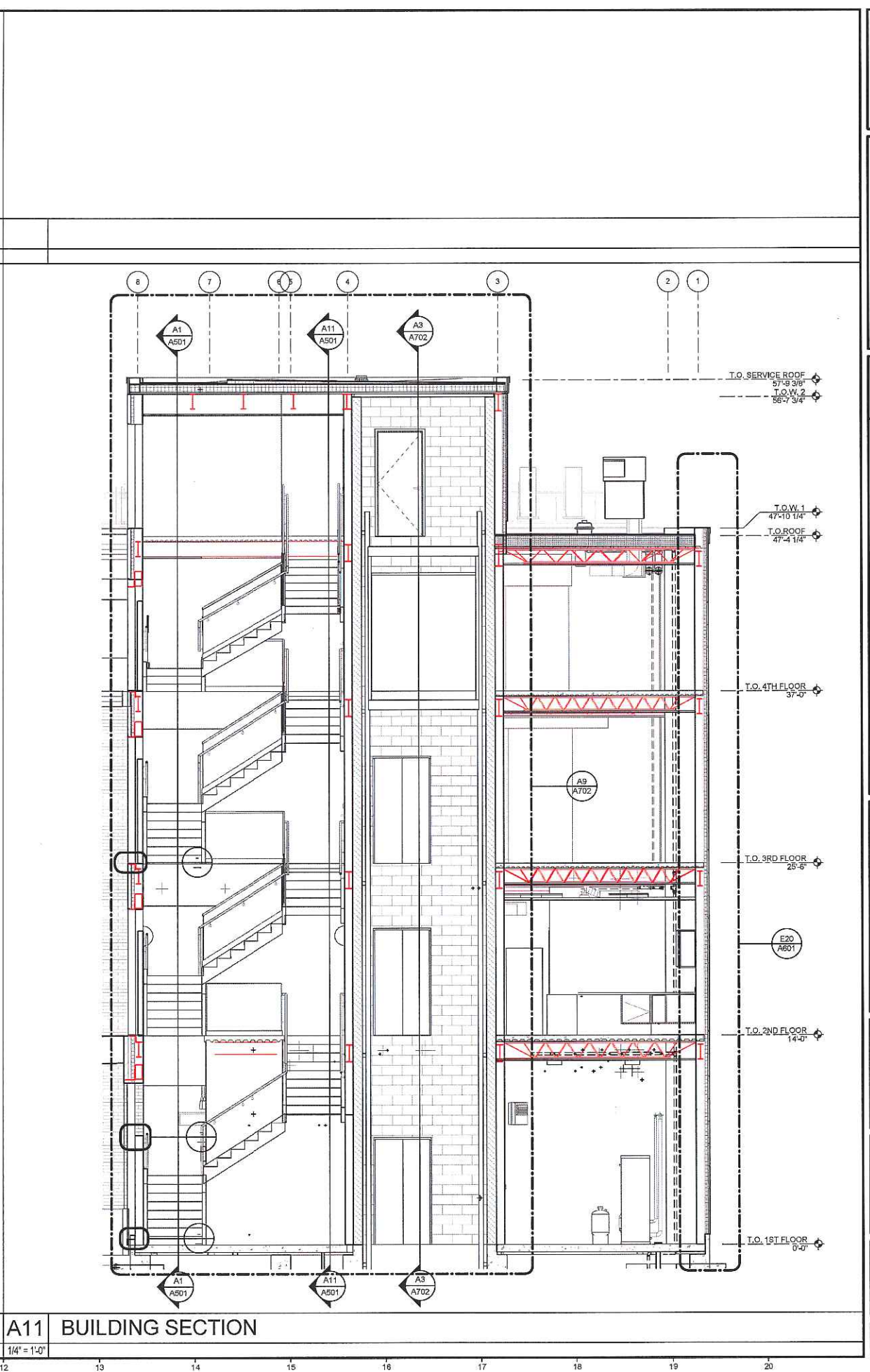
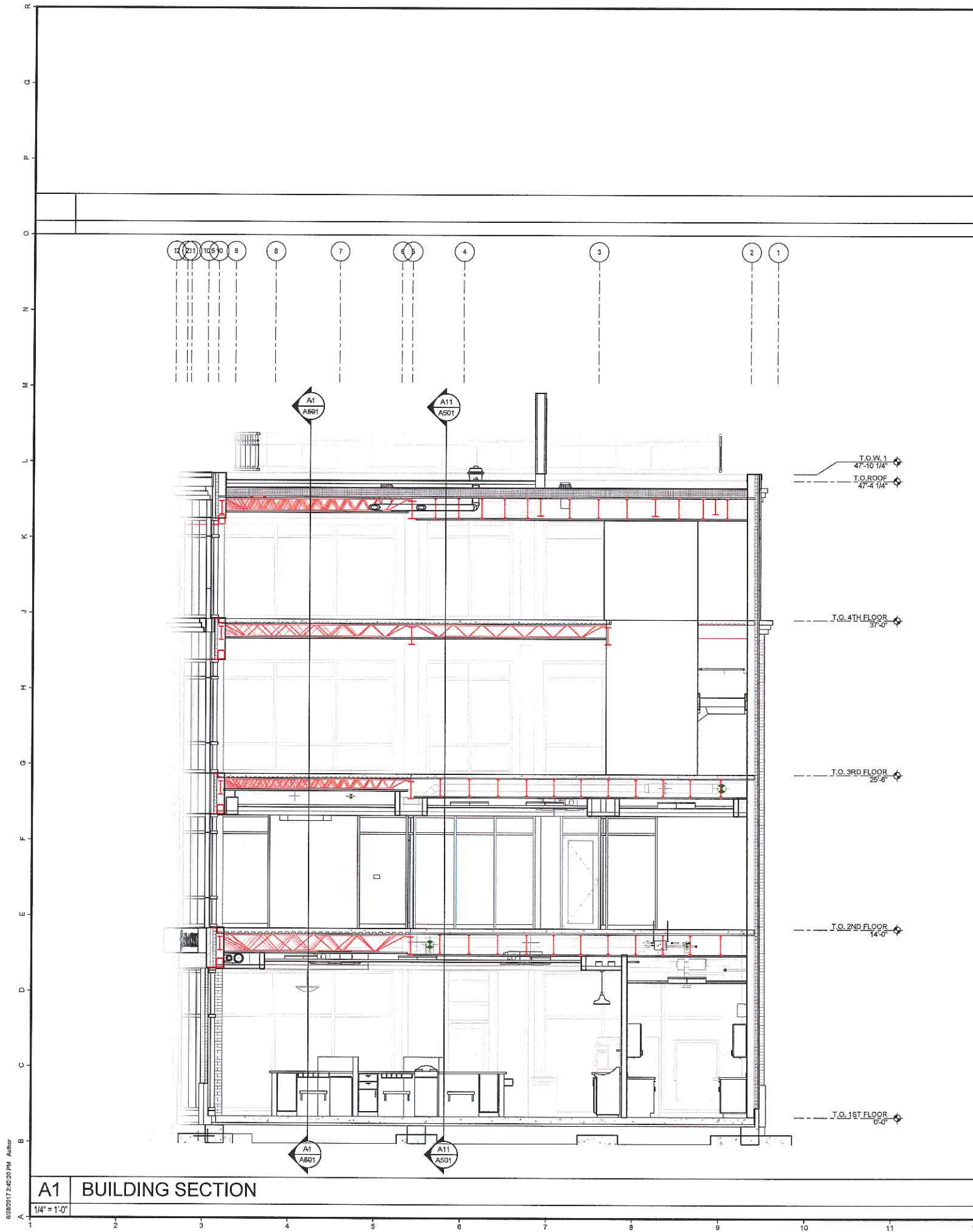
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DATE:	06-30-2017
PROJECT #	010416
DRAWN BY:	Author
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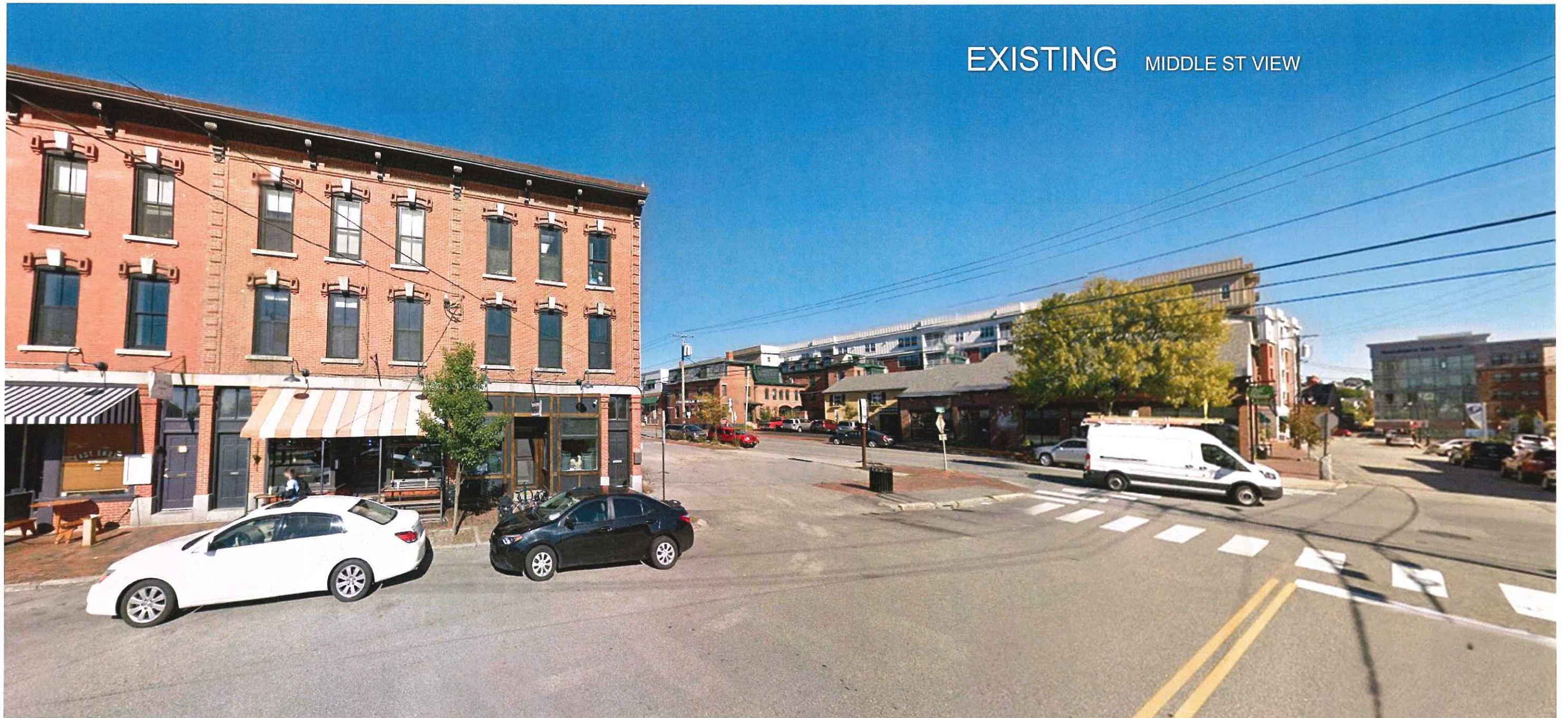
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INTERIOR DESIGN
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MASTER PLANNING

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Middle St. and India St. Portland, Maine

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PROPOSED MIDDLE ST VIEW - OPTION A

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EXISTING MIDDLE & INDIA ST VIEW

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PROPOSED MIDDLE & INDIA ST VIEW - OPTION A

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PROPOSED MIDDLE & INDIA ST VIEW - OPTION B

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EXISTING INDIA ST VIEW

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INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTER PLANNING

cPort Middle Street Property

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ATT 3
JUNE 7
PROPOSAL

LEGEND	
(A) MORIN BRICK - ROYAL RIVER NARROWED FLASHED RANGE SSS SOLOMON SERIES H SERIES 37 H DEEP BROWN	(F) METAL CANOPY; ALUCABOND ANODIC CLEAR MICA COOL
(B) METAL PANEL - ALUCABOND ANODIC CLEAR MICA COOL	(G) AWNING
(C) ALUMINUM CURTAINWALL	(H) STAINLESS STEEL RAILING AND GLASS SYSTEM
(D) GRANITE BASE WITH SLOPED CAP	(I) KOLBE EGRESS WINDOWS
(E) NICHIA - METALLIC SERIES COLOR: GUNSMOKE 17-78" x 119-516" PANELS WITH HORIZONTAL RIBBING	

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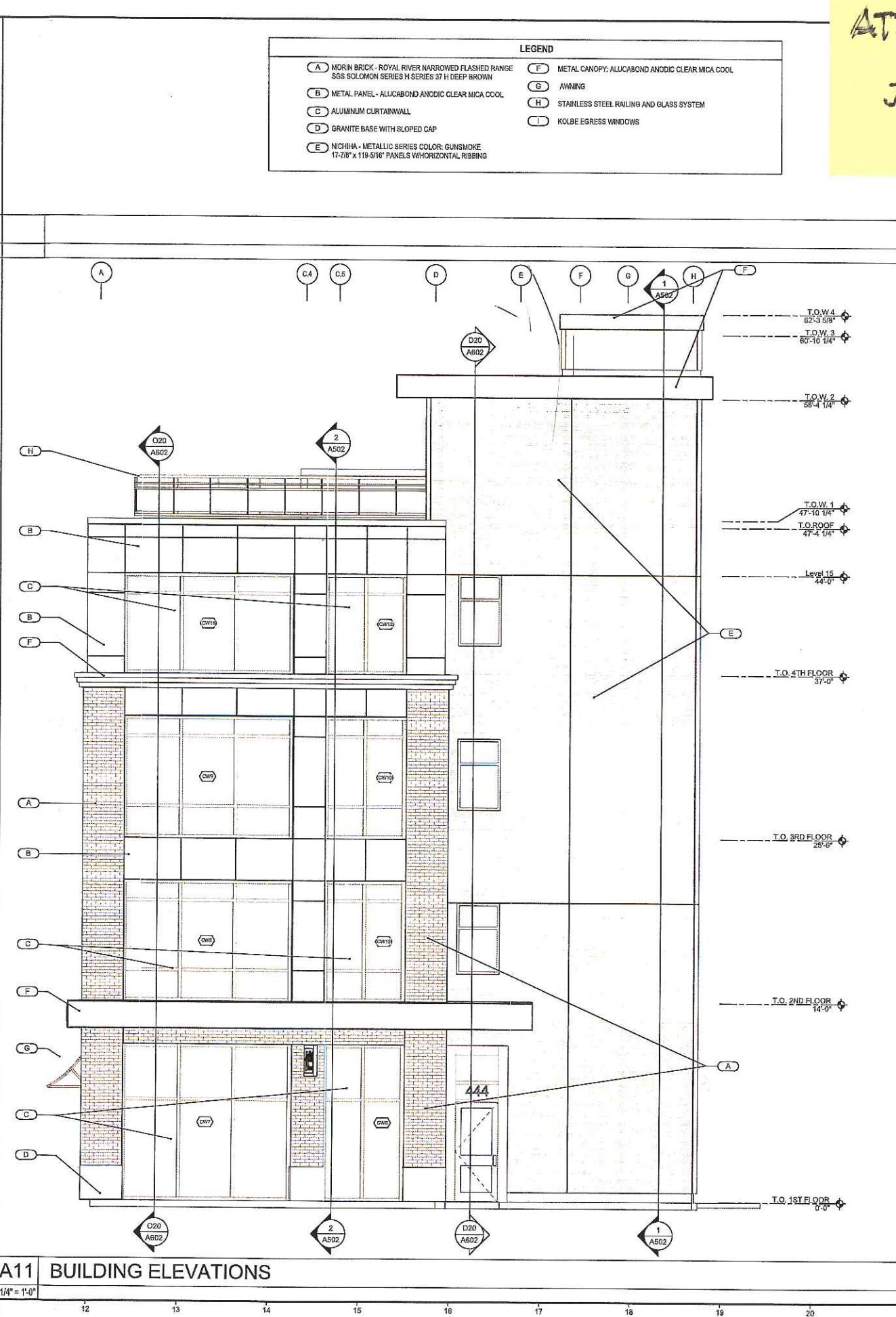
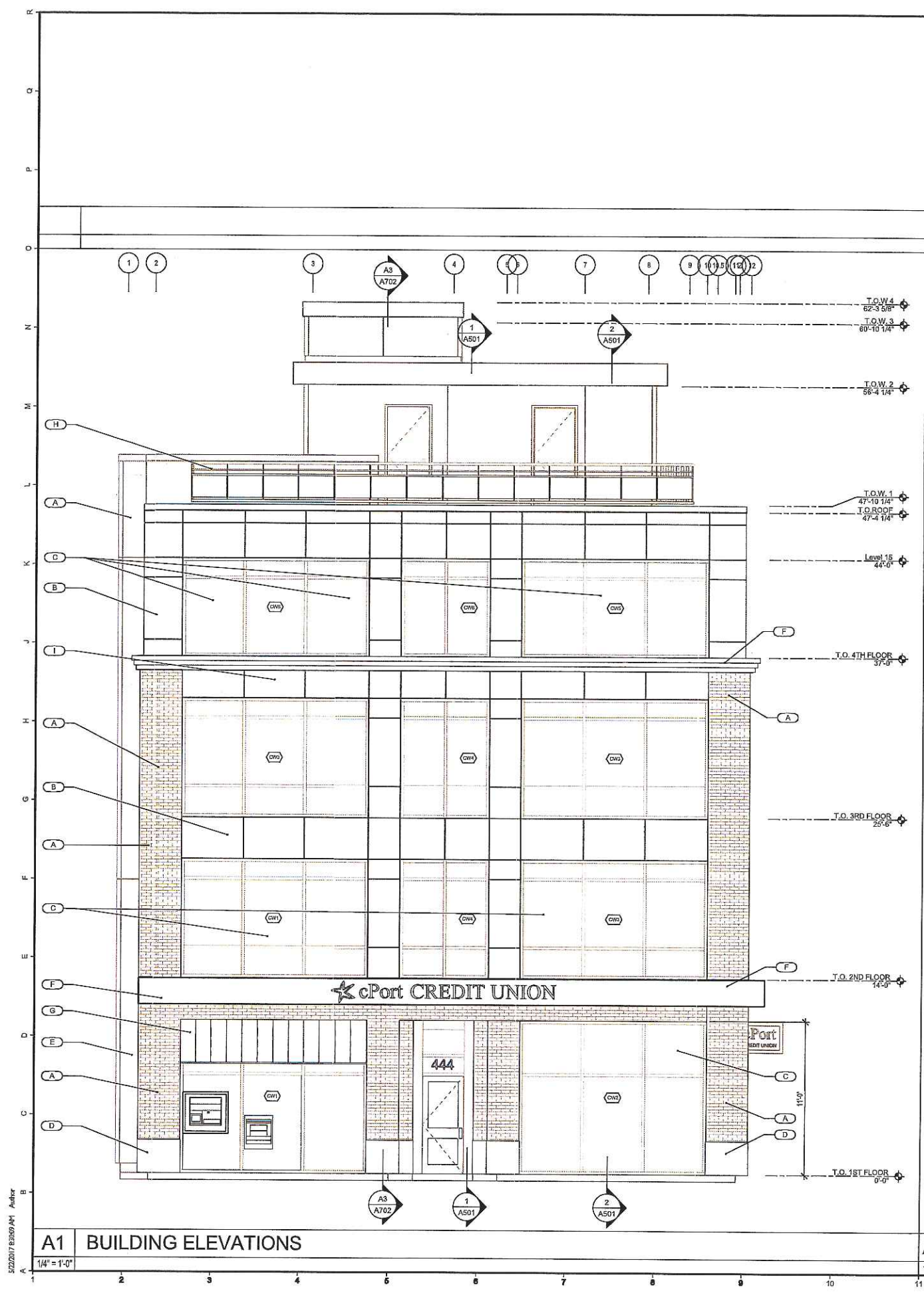
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#	DATE DESCRIPTION
A	04.15.17 HISTORIC PRES. BOARD SUBMITTAL

DATE:	04.15.17
PROJECT #:	010416
DRAWN BY:	Author
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DRAWING SCALE:	As Indicated

SHEET TITLE
BUILDING ELEVATIONS

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JUNE 7
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DATE: 04.18.17

PROJECT # 010416

DRAWN BY: Author

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

SHEET TITLE

FIRST & SECOND FLOOR PLAN

A101

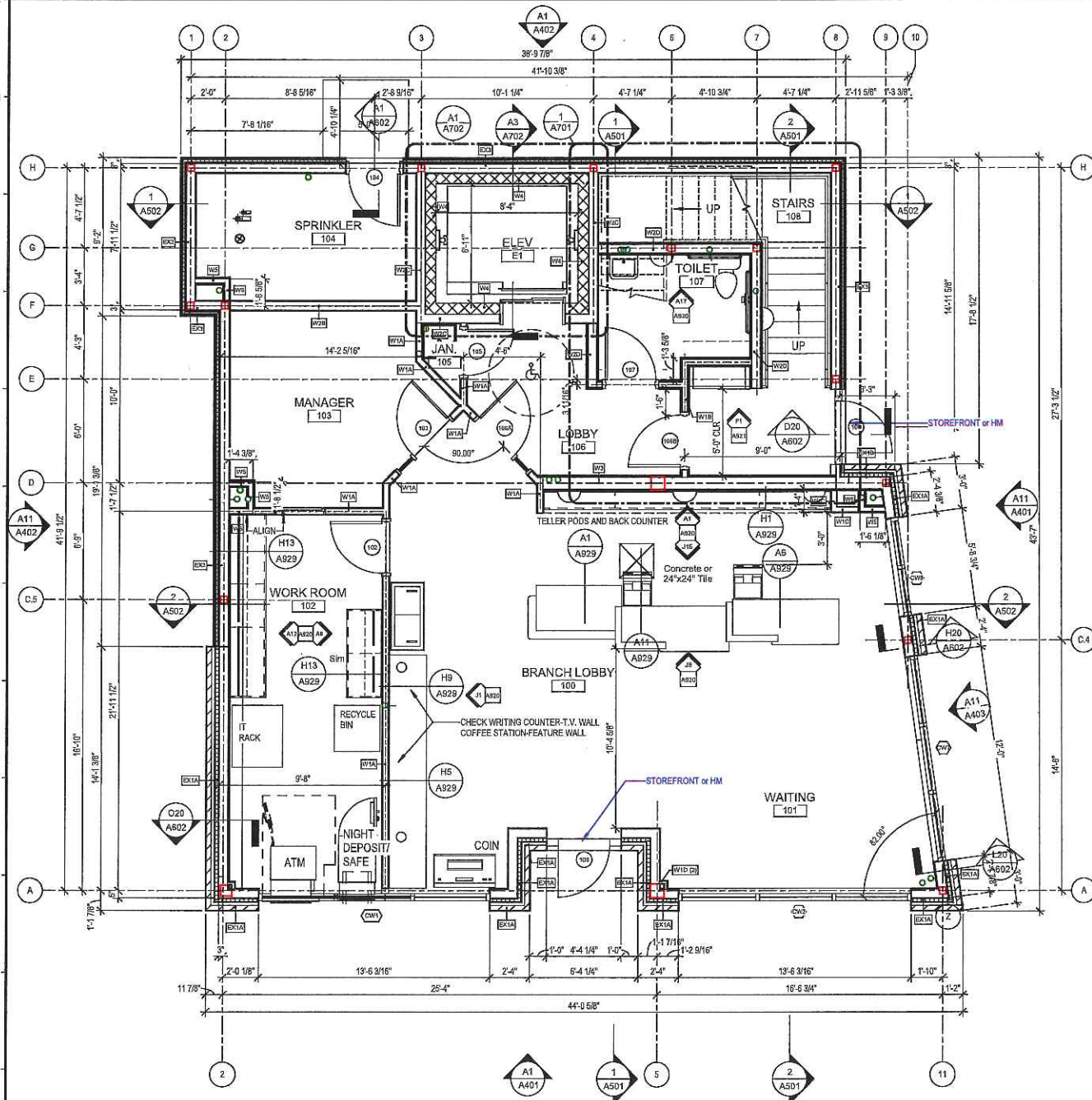
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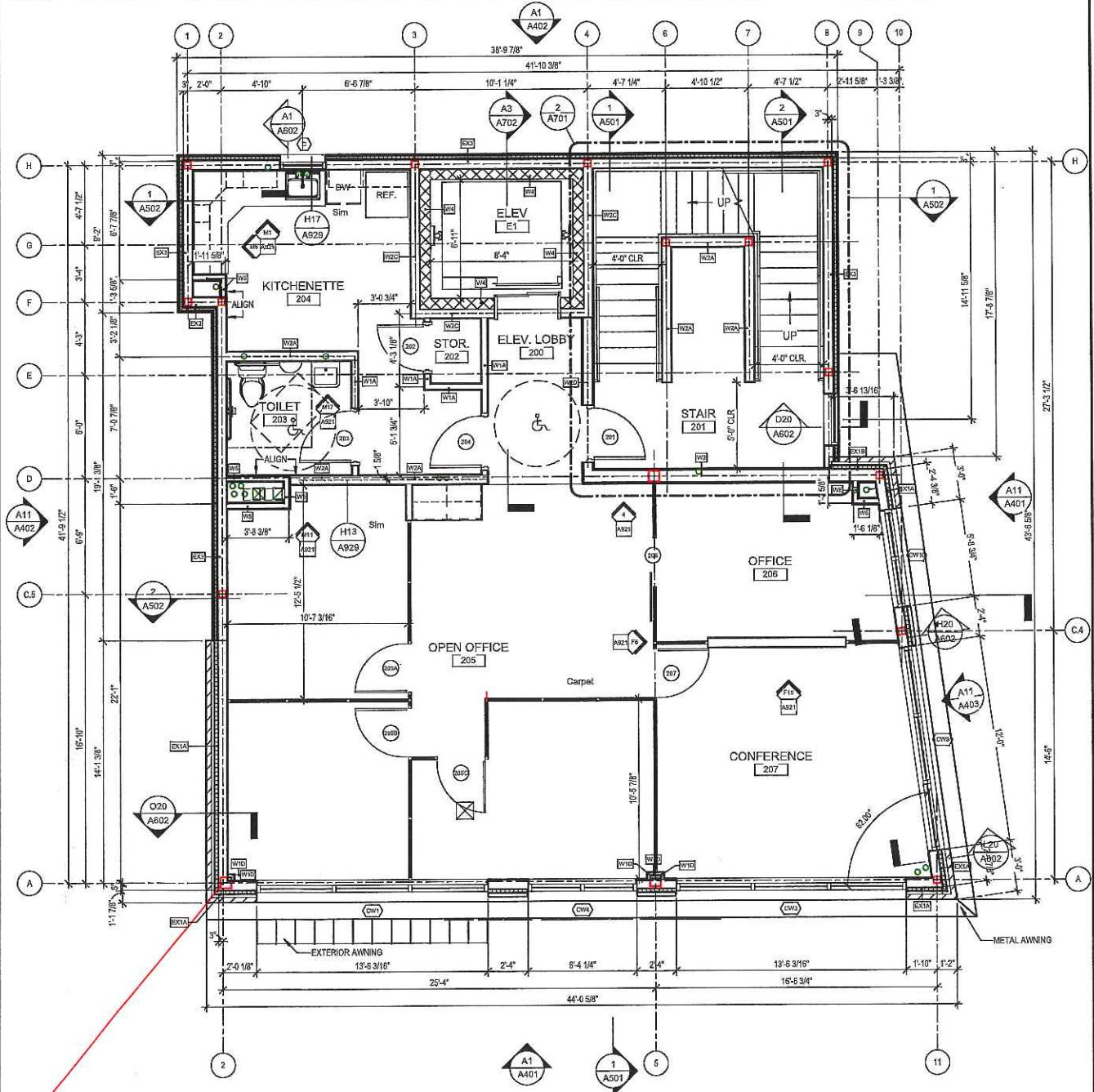
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A1 FIRST FLOOR PLAN

1/4" = 1'-0" 1,535 S.F. - INSIDE PERIMETER OF BUILDING 1,035 S.F. - BANK S.F.



A11 SECOND FLOOR PLAN

1/4" = 1'-0" 1,535 S.F. - INSIDE PERIMETER OF BUILDING 1,228 S.F. - BANK S.F.

JUNE 7
PROPOSAL,
CONT.

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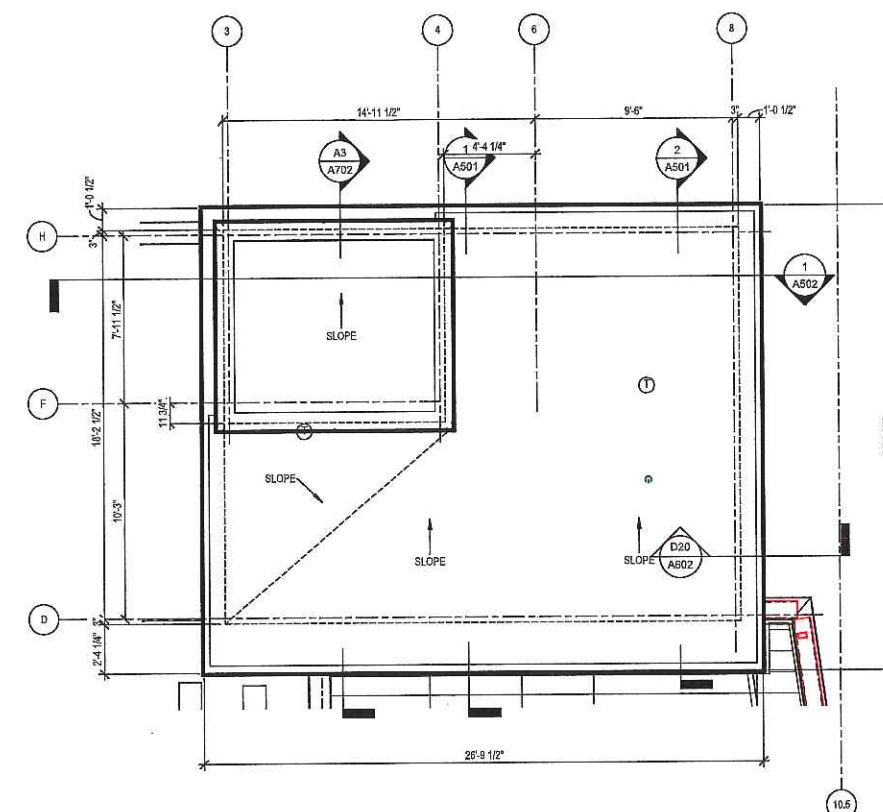
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DATE:	04.18.17
PROJECT #	010416
DRAWN BY:	Author
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DRAWING SCALE	1/4" = 1'-0"

SHEET TITLE
ROOF PLAN

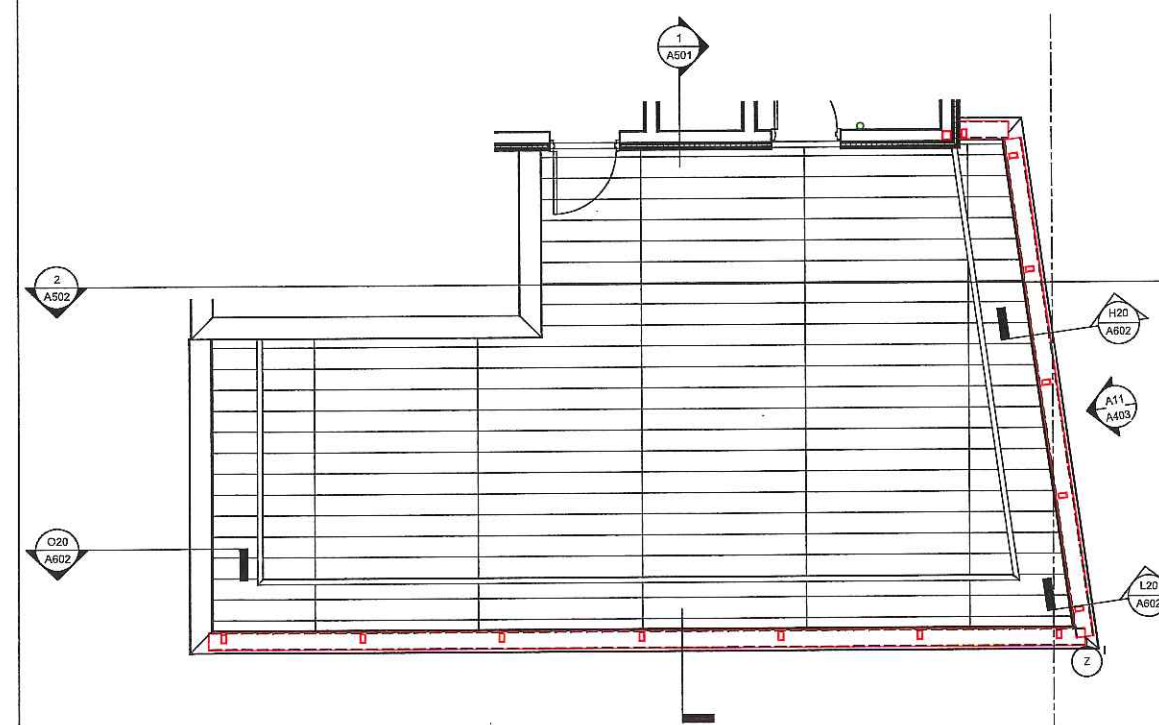
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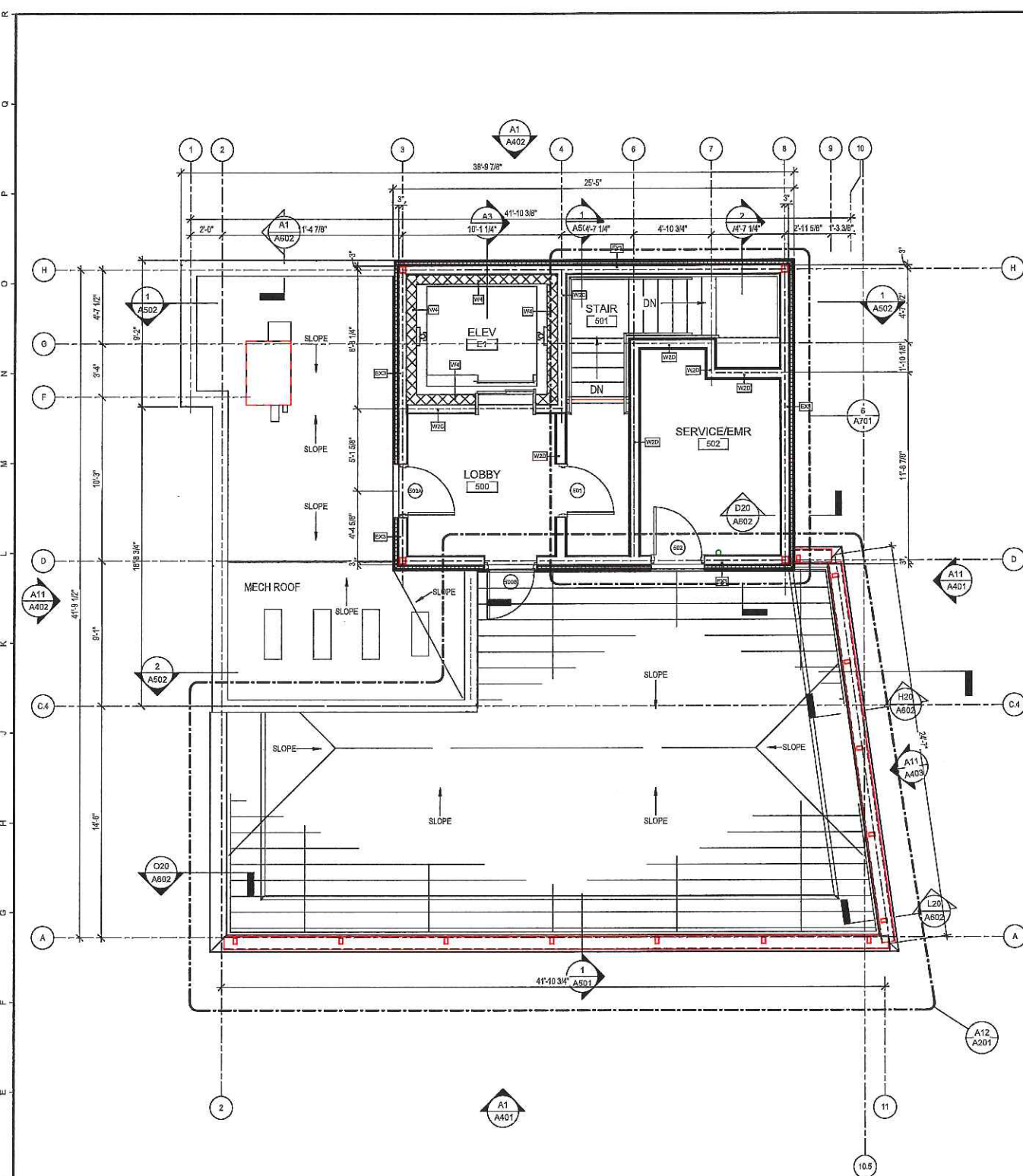
J12 ROOF PLAN II

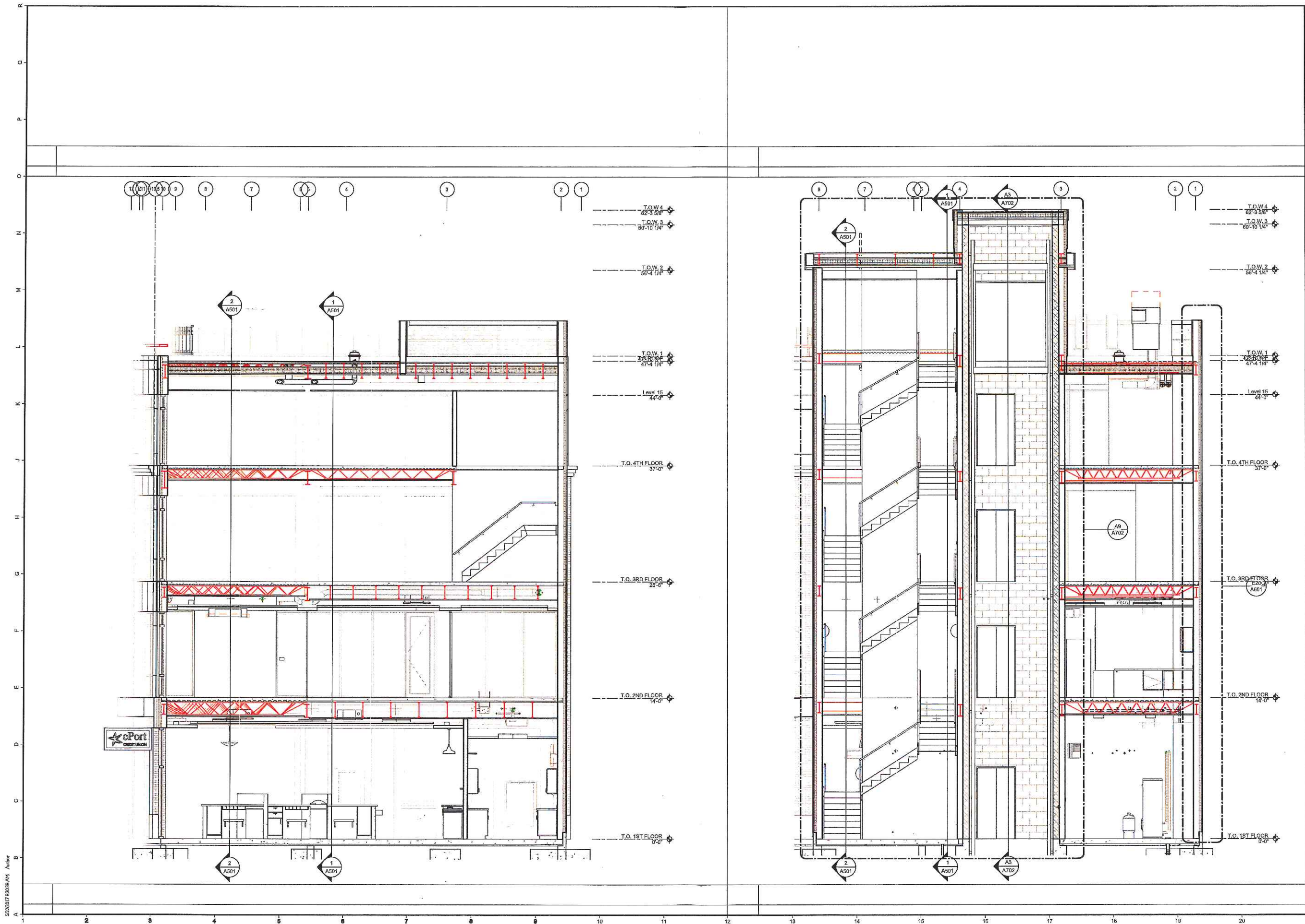
1/4" = 1'-0"



A12 ROOF PATIO DECK PLAN

1/4" = 1'-0"





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DATE:	
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SHEET TITLE

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Specifications and Space Use



For each leg perpendicular to a wall:
Minimum: 35" (center-to-center)
Recommended: 38" (64" if a table is needed between table and wall)

Distance between racks:
Minimum: 24"
Recommended: 30"

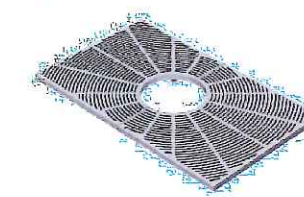
Street setbacks:
Minimum: 36"

www.dpg.com 1-800-233-40

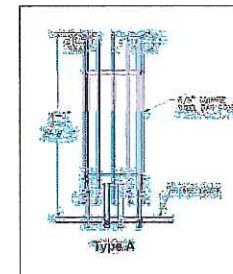
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DATE: AUGUST 2009		CITY OF PORTLAND, MAINE TECHNICAL STANDARDS MANUAL	MUNICIPAL STREET LIGHTING STANDARDS SECTION X	FIGURE:
REVISED:		EASTERN WATERFRONT DISTRICT MEDIUM SCALE LIGHTING POLE		X-5C

35" x 60"



16" diameter expandable tree opening, .25" slot openings, 232 pounds per set.
R-8810 is a Los Angeles approved grate.



N.T.S.

	N.T.S.
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INTRODUCTION

PHYSICAL CHARACTERISTICS

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232 Lexington Street, Waltham, MA 02452

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www.MetalConcreteBlock.com*

DESIGN, CONSTRUCTION & PATTERNS



	N.T.S.
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N.T.S.

	N/A
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**HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE**

**PUBLIC HEARING
55 BOWDOIN STREET**

TO: Chair Benson and Members of the Historic Preservation Board
FROM: Deborah Andrews, Historic Preservation Program Manager
DATE: July 6, 2017
RE: July 12, 2017 **Public Hearing**

Application for: Certificate of Appropriateness for Site Improvements
Address: 55 Bowdoin Street
Applicant: Michael and Emily Bukowski-Thall
Landscape Design: Land Plans, Inc.
Fencing: Ron Forest & Sons Fence Company

Introduction

Applicants Michael and Emily Bukowski-Thall are requesting approval for a program of site improvements at 55 Bowdoin Street. The property is located at the corner of Bowdoin and Chadwick Street and abuts the alleyway that runs between Chadwick and the Western Promenade. The proposed scope of work includes the installation of fencing around the property (except for the formal front yard), the reconstruction/expansion of a stone wall along the alleyway, the expansion of the existing surface parking area adjacent to the garage, the replacement and extension of brick paths and the installation of handrails on existing granite steps leading from Bowdoin Street to the front door. The applicant also proposes to remove several trees as part of the project; this aspect of the work is not subject to HP review.

Enclosed is the applicant's description of the proposed project, photographs of the property, a general site plan prepared by Land Plans Inc., and a fencing proposal prepared by Ron Forest. Also enclosed is a photo of a stone wall/metal fencing installation that was the inspiration for the applicant's proposal for same.

As always, Board members are encouraged to visit the property prior to the meeting. A site visit is especially instructive in this case to appreciate the effect of existing screen plantings, etc.

Subject Property, Previous Site Improvements

The Colonial Revival residence at 55 Bowdoin Street was designed by John Calvin Stevens and John Howard Stevens in 1911. Built for Harrison J. Holt, the building is architecturally similar to the Richard Webb House at 29 Bowdoin, which was also built by Stevens and constructed five years earlier.



Sited on a generous corner lot, the residence also gains visual prominence from the fact that it is elevated above the street. In addition to having frontage on Bowdoin Street and Chadwick Street), the property can be viewed from the alleyway that serves the houses on Chadwick and the Western Promenade. Facing the alleyway, at the northwest corner of the lot, is a 2+ car garage. While many of the garages on the alley were built contemporaneous with the residence they serve, this garage was built later.

Since passage of the historic preservation ordinance in 1990, the Historic Preservation Board has reviewed a number of alterations at 55 Bowdoin. Perhaps most significant was the

removal of a 1960's-era greenhouse off the west elevation and replacement with an architecturally more compatible sunroom. In 2011, the Board approved site improvements along the Chadwick Street frontage, including the installation of new railings and a gate. These were proposed by a previous owner.

Proposed Scope of Work

As the enclosed project description and site plan indicate, the project includes the following elements:

- Existing brick and stone paths within the rear/side yard to be reset following regrading to improve drainage and correct settling. In conjunction with this work, the applicant proposes to extend the brick walkway along the frontage of the garage. Note that the garage is set back from the alleyway with asphalt paving in front of it. The brick path extension will be directly in front of the garage with the balance of the area remaining in asphalt.
- At the northwest corner of the property, just beyond the garage and current paved area, an existing curved section of stone wall (not historic) will be removed and the paved area extended to create an additional parking space.
- Along the alleyway, closer to Bowdoin Street, an existing pull-out for vehicles is proposed to be retained and paved.
- 42"-tall black aluminum fencing is proposed to be installed around the rear of the property, as shown in the site plan. The proposed fencing features tight spacing between balusters (1 5/8"), creating a fairly dense effect. Along the Bowdoin Street frontage, the fencing extends from the corner of the house, but will be screened by existing and added shrubs. Along the Chadwick Street frontage, the fencing begins at the rear corner of the house. Again, it will be screened by existing shrubs as well. The fencing along the rear property line will likely not be visible from the street.
- Along a portion of the alleyway edge of the property, where there is an existing stone wall, the stone wall will be repaired/restored where necessary and stone pillars constructed at each end. At the norther end of the wall, the curved section near the garage will be removed and replaced with the pillar. Between the pillars, 18" high aluminum fencing to match other fencing on the property will be installed on top of the stone wall. (See drawings provided by Ron Forest—[Attachment 5](#).) The applicant has enclosed a photograph of another installation which illustrates the general design intent. (See [Attachment 4](#).)
- On the Bowdoin Street frontage, iron railings will be installed on the granite steps that were installed as part of the 2011 project. Although no detail for the railing has been provided, a very simple railing is proposed. (At staff's suggestion, it will not be patterned after the more decorative railing installed on Chadwick.)

- At least two mature trees near the alleyway frontage are to be removed as part of the project and new screen plantings are to be added. (Removal or planting of vegetation is not subject to review, but may affect visibility.)

Staff Comments

As explained in the applicant's narrative, the proposed site improvements are intended to achieve a number of specific objectives. Key among these objectives are creating more privacy for the back yard and creating a contained area for the owners' dogs. Improving conditions for the property's specimen beech tree is also a major goal.

Regarding the proposed fencing, the applicant has taken general design cues from the existing gate and stair railing installed in 2011 along the Chadwick Street frontage. The proposed fencing relates to, but is less decorative, than the 2011 installation. (Board members might recall that the highly decorative nature of the railing and gate was the subject of some debate by the Board in 2011, and that the final approved railing was considerably simpler than what had been proposed originally.)

In addition to being simpler in design, the proposed fencing differs in a number of other respects. The spacing between balusters is tighter than typical--1 5/8" spacing as opposed to 2 1/2" to 3 1/2". Staff is concerned that the close spacing could create a more opaque appearance than is typical of the traditional fencing in this neighborhood. And whereas the 2011 gate and railings were custom fabricated in iron, the current request is for aluminum fencing. (See enclosed catalogue cuts.) While staff certainly appreciates the difference in cost between a custom iron fence and stock aluminum fencing and recognizes that much of the fencing will be screened by hedges, staff does have some reservations about the installation of aluminum fencing in this formal residential setting, as aluminum fencing tends to have a more commercial appearance. That said, staff notes that Ron Forest's sketch of the fencing on top of the stone wall shows a continuous top rail, thereby eliminating the standard projecting posts and caps. Perhaps with sufficient attention to detail, the fencing will have a bit more custom and appropriately recessive appearance for this formal setting. Obviously, the Board will need to confirm that the proposed fencing can be customized as shown. The Board will also need more information about the design of the gates shown on the site plan.

Staff has also shared with the applicant some concerns about formalizing the informal parking space located closer to the property's Bowdoin Street frontage. This appears to be unnecessary given the amount of parking in and around the garage. With respect to the proposed additional parking space next to the garage, staff feels it will have minimal impact on the character of the property, especially given the proposal to introduce additional plantings alongside it at the property line.

Finally, staff notes that no drawing has been provided for the railings proposed for the granite steps near the Bowdoin Street sidewalk. While the applicant has described what they have in mind, staff suggests that the Board include as a condition of approval the requirement that the final railing detail be reviewed and approved by staff.

Applicable Review Standards

(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.

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the July 12, 2017 public hearing and information included in the accompanying staff report, the Board finds that the proposed site alterations at 55 Bowdoin Street **meet (fail to meet)** the historic preservation ordinance review standards for review of alterations **(subject to the following conditions.....)**

Attachments

1. Project description
2. Photos of current conditions
3. Proposed site plan
4. Photo of model wall/fence installation
5. Ron Forest's fence proposal
6. Fencing specification

The three main goals of our landscaping project are to make the brick and stone paths safer in the backyard, enclose the backyard for privacy and dog safety, and to promote the health of the very large Copper Beech Tree in the backyard. Each of these goals pertain to work that would take place in the backyard, which has very limited visibility from both Bowdoin Street or Chadwick Street. The only exception being adding handrails to the granite steps leading up to the front door.

The goal of making the paths safer will require some grading to keep water from puddling on the brick paths, especially near the back door, and also to prevent it from running into the bulkhead. This is the door most often used by our family of six and the whole area is a sheet of ice in the winter. During the reconstruction and grading of the brick pathways, a large irregular "patio" (which I have been told was the base of a hot tub many years ago) will be removed, and some of the bricks will be repurposed into the paths or small stoop areas adjacent to the screened porch. Any new bricks and stonework will be supplied by Mike Mercier Landscaping. The design extends the brick pathway across the existing driveway to the edge of our property where a nonfunctional space can become a small spare parking spot and area to store excess snow. There will be a narrow garden area to border the neighbor's stone wall. There will be very little if any additional black top added to the landscape since some will be removed to add the brick path. Any additional hardscaped area is balanced by the removal of the irregular brick patio mentioned previously.

The goal of enclosing the yard will entail adding additional metal fencing to the fence already present as well as incorporating the existing section of stone wall in a more seamless and visually pleasing manner. The only area where the new fence will be visible will be along the private back alley. The proposed metal fence will be placed behind hedges and mature plantings where it borders Bowdoin and Chadwick Streets. There is currently a widened area of the alley road that bulges onto our property towards the Bowdoin Street end. It is important that this area remain as a parking spot available to use for worker's trucks etc. We allow our neighbors to use it if needed for trucks as well since it allows alley traffic to be able to pass. Removing the Ash will not expose this area to view since we intend to replant the area where the Ash is removed with large privacy shrubs that will make it less visible from Bowdoin Street. Brochures and photos and drawings of the fence have been submitted. The rails will be spaced 1 5/8 inches apart in order to protect our dogs. There is a metal fence with similarly spaced rails across Chadwick Street. The metal fence will be installed by Ron Forest & Sons Fence Company. The metal handrails to be installed on either side of the granite steps leading to the front door will be designed similarly to others on Bowdoin and Chadwick Streets with simple straight rails holding it in place (not to match the fancier handrails on the Chadwick entrance).

The last major goal of the project is to protect and promote the health of the very large magnificent Copper Beech in the backyard. There are a number of trees planted too close to the Beech to allow it to stretch its limbs and grow in a healthy manner. One of these trees is dying and the other, the ash previously mentioned, was recommended to be removed by the arborist since it is poorly shaped and likely to split down the middle. The last tree is spindly and

growing directly under the canopy of the beech. We have planted two new American Princeton Elms on the property in much better locations for trees to grow.

Hopefully this will help clarify our goals and plans for the landscaping project. We look forward to the Board review. Please let me know if you would like any other information.

ATT. 2



BOWDON STREET
FRONTAGE AS
VIEWED FROM
ALLEY





CHADWICK ST.
FRONTAGE









Land Plans, Inc.
www.landplansinc.com
(207) 347 0123

SCHEMATIC SITE & LANDSCAPE PLAN
BUKOWSKI RESIDENCE
55 BOWDOIN STREET
PORTLAND, ME

REVISIONS	DATE
DESIGN REVIEW MTD	5-7-17
REVIEW COMMENTS	5-12-17
TREES TO REMAIN	5-24-17

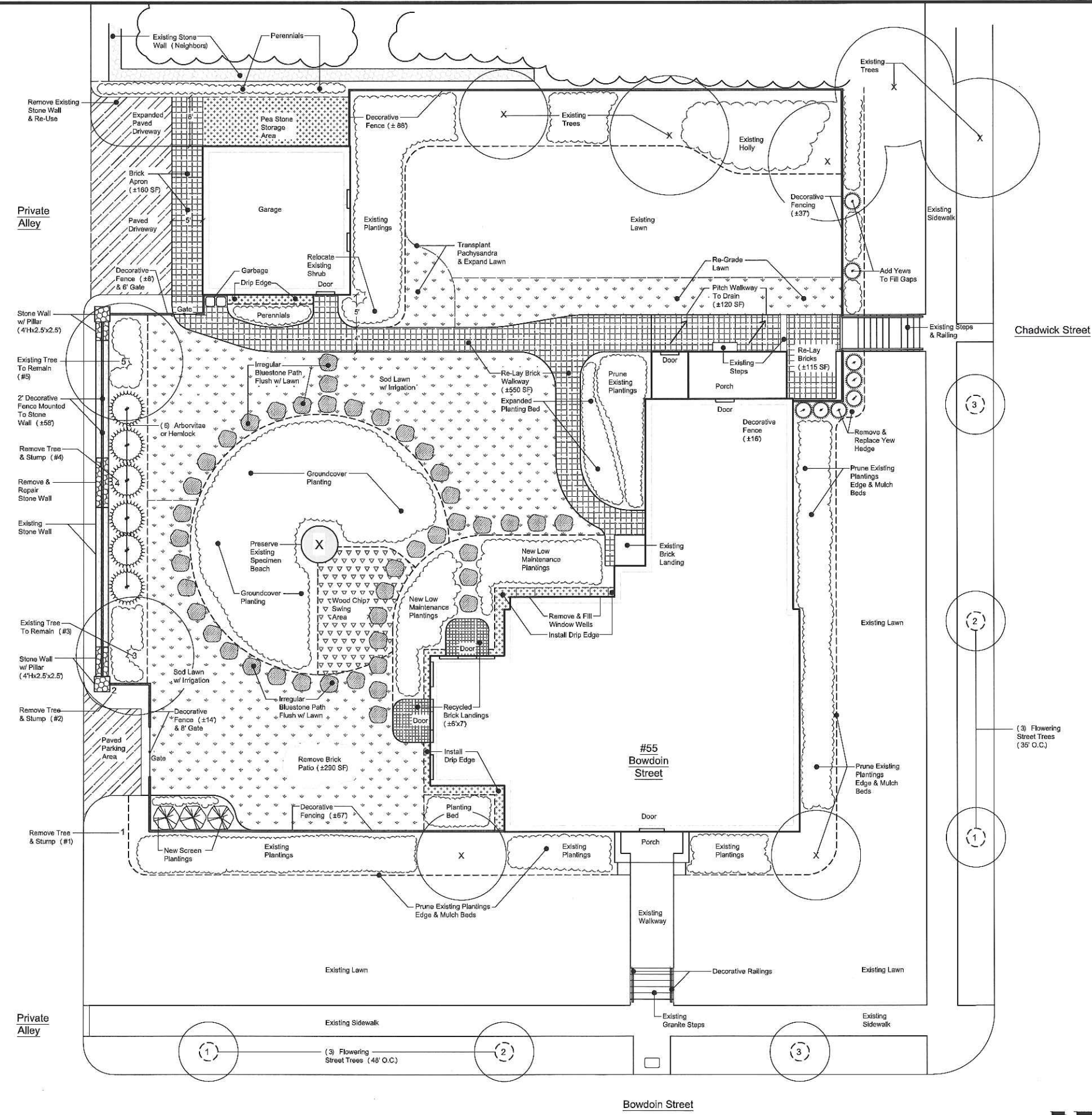
DATE
MAY 1, 2017

SCALE
1"=8'

SHEET NUMBER

Design Program

- Bowdoin & Chadwick Street Frontage
 - a. Replace & Add (6) Flowering Street Trees
- General Lawn Maintenance, Pruning & Edging
- Back Yard Walkway Improvement & Fire Pit Space
 - a. Fine Grading & Drainage
 - b. Irregular Bluestone Area
 - c. Increase Lawn Area - Play Space
- Walkway Layout
 - a. Re-Lay Bricks
 - b. Add Curves & Interest
 - c. Access & Snow Removal
- Fence Configuration
 - a. Gates - 6', 8' & 4' Existing
 - b. Decorative Fencing
- Driveway & Garage Area Improvements
 - a. Wall Removal
 - b. Added Parking Space
 - c. Brick Apron
 - d. Storage Area
- Stone Wall, Hedge & Parking Space
 - a. Tree, Shrub & Stump Removal
 - b. Wall Renovation
 - c. Hemlock Versus Arborvitae Hedge
- Brick Landings & Stepping Stone Paths
 - a. Landings At Each Door
 - b. Path To Define Beach Tree
 - c. Crushed Stone Drip Edge
- Lawn Renovation, Irrigation & Planting Areas
 - a. Soil Amendment & Sod Installation
 - b. Irrigation System
 - c. Improved Lawn Area - Play Space
 - d. Renovate Existing Planting Beds





ATT 4.
SIMILAR WALL/
FENCE INSTALLATION

Emily Bukowski Project
 #55 Bowdoin Street
 Portland Maine 04102

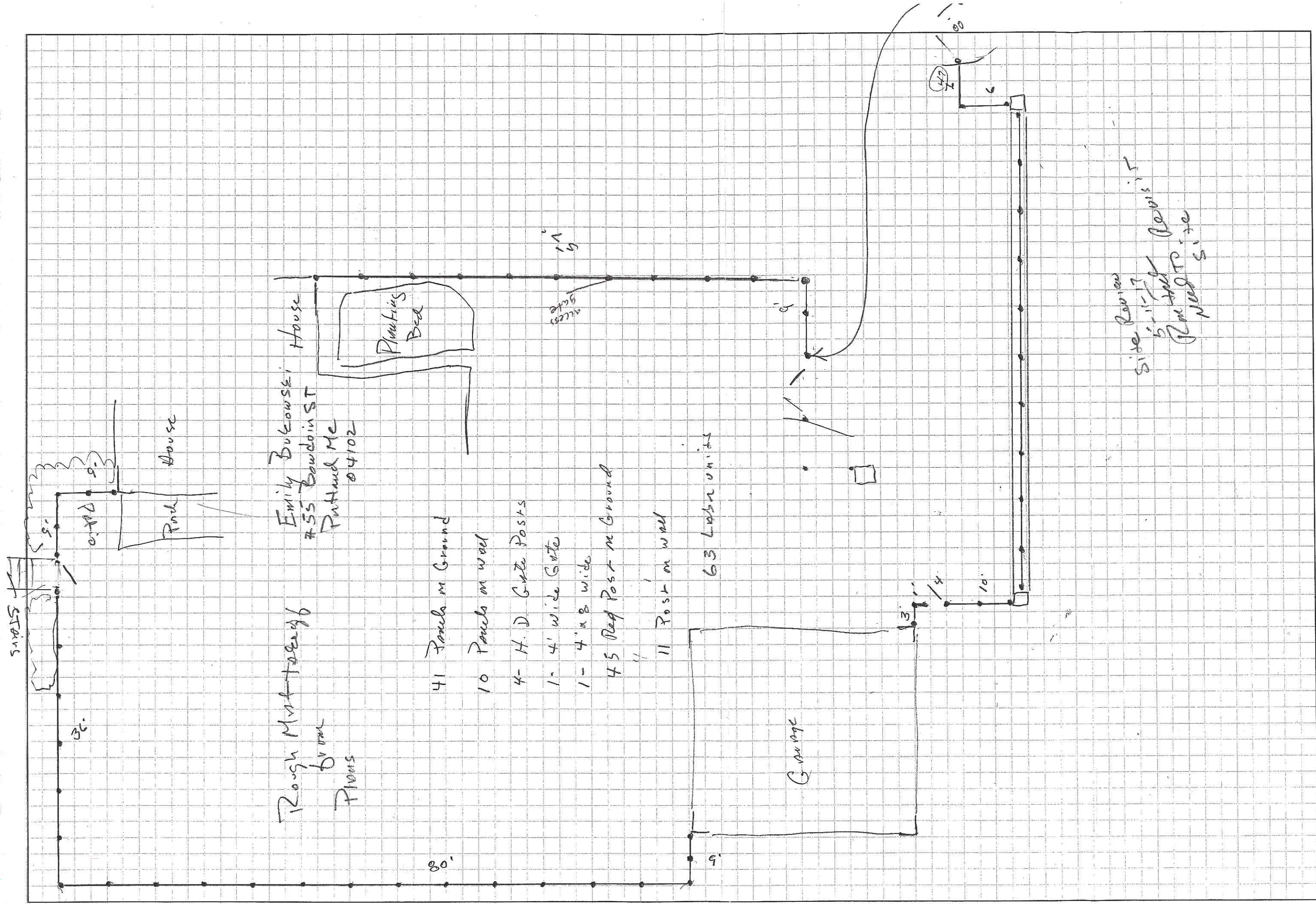
Design
 Ron Forest
 6-6-17

18" High Fabricated
 Iron or Aluminum
 fence over 2' 6" Stone

Post Part of
 Splice + Post Rock
 Pillar to wall post

to Fit inside Pillars
 after wall is Built

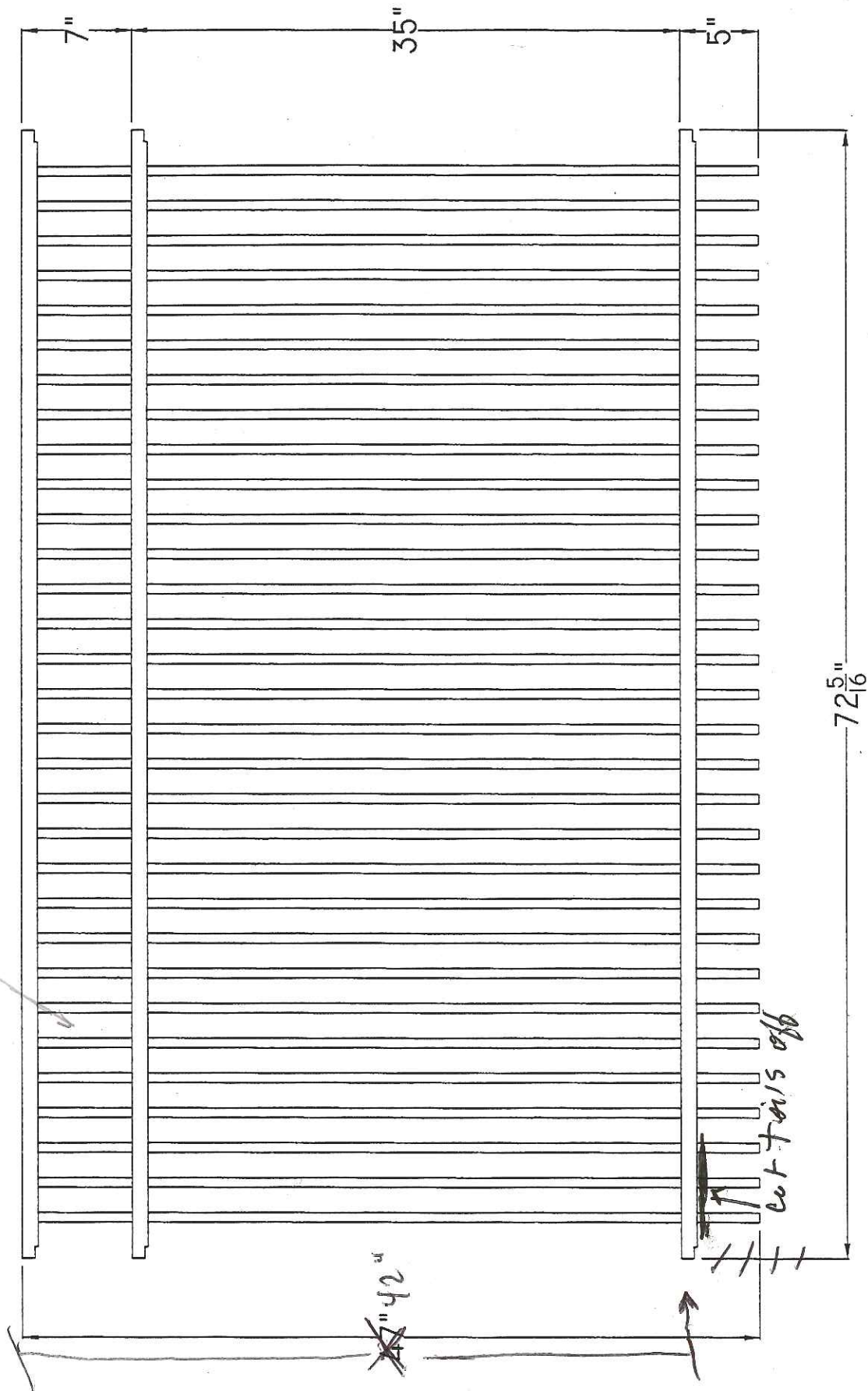
← wall approx 30' Total →



Effective
width
of
spandrel

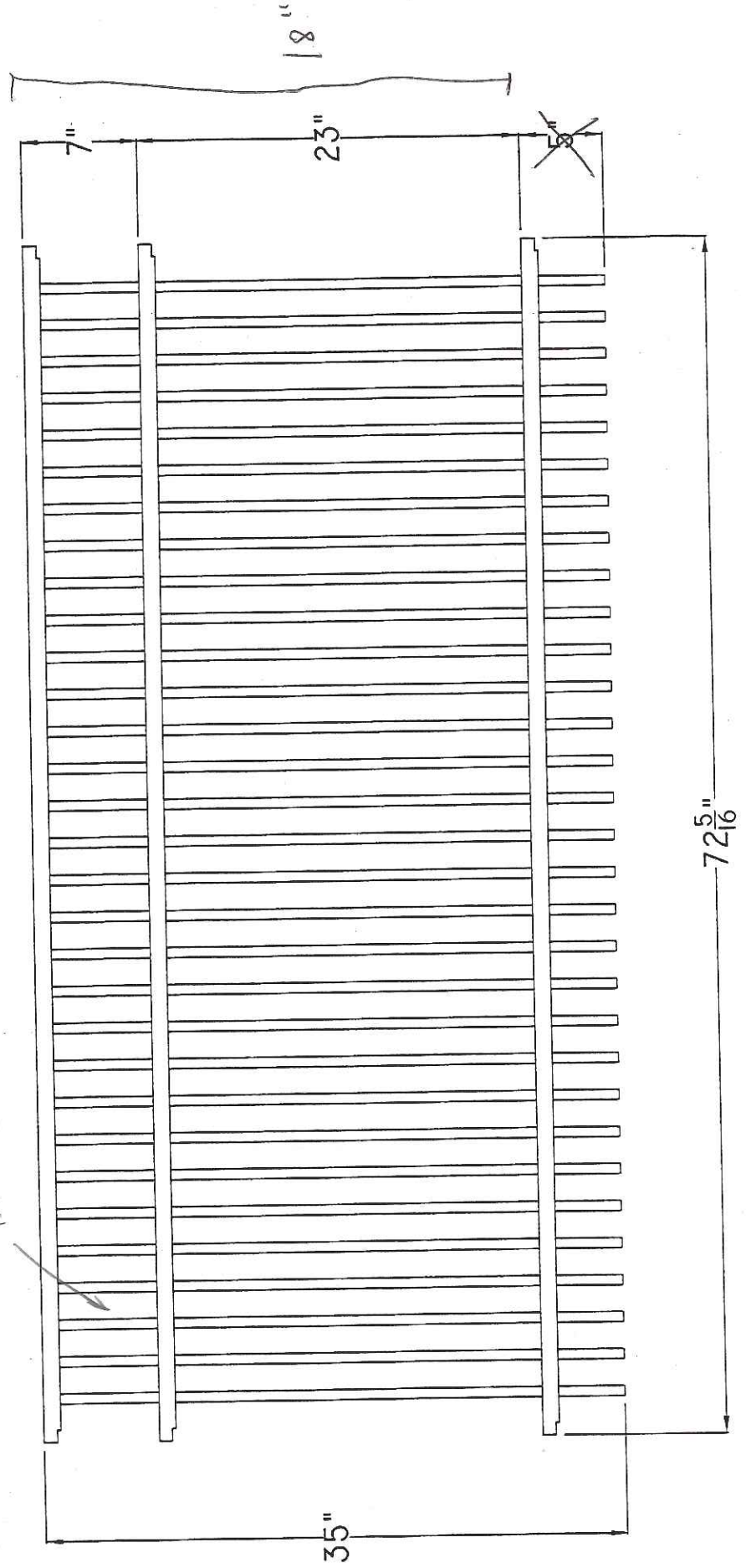
Open 1 1/2" Spacing

fine and yard



fence over stone wall

1 3/16" Spacing
App. 5'



ATT. 6

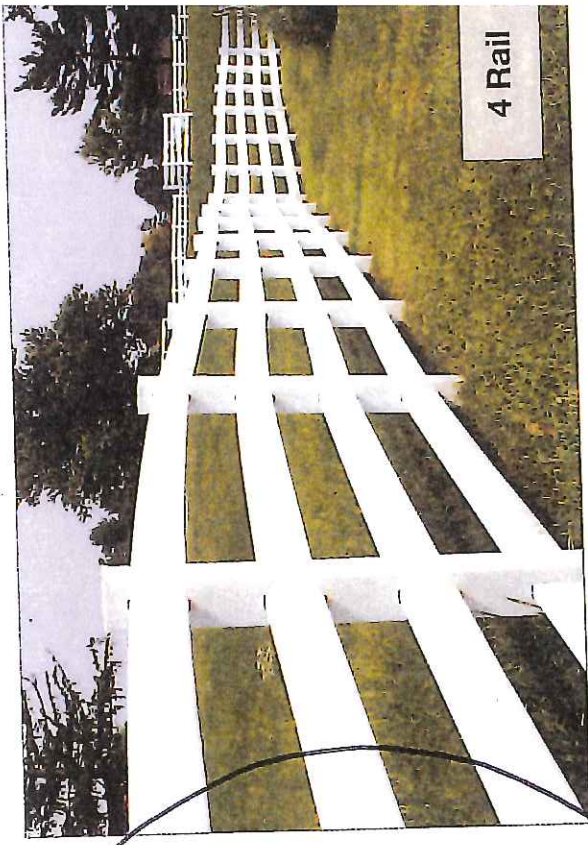
Yards®



Fencing solutions for life®



ActiveYards®
Fencing solutions for life®



4 Rail



Slate
Shown with Optional Finials



Travertine



Basalt

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

**PUBLIC HEARING
126-128 DANFORTH STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: July 7, 2017

RE: July 12, 2017 **Public Hearing – Reconstruction of Front Entry**

Address: 126-128 Danforth Street

Applicant: Geoffrey Rice

Architect: John Leasure

Introduction

On behalf of building owner Geoffrey Rice architect John Leasure has requested a review of the comprehensive reconstruction of the entry doors, hood, stoop, and stairs at 126-128 Danforth Street. This brick double house was constructed in 1847-1849 in the Greek Revival Style, and was added to the Western Promenade Historic District in 1997. Early Italianate features of the bracketed hood may indicate that it was added several years after initial construction. The building has long been divided into multiple apartments, and has been in poor condition for years due to deferred maintenance. Brick masonry around the front entrance is pulling away from the building, creating unsafe conditions necessitating major reconstruction in the area of the entrance. Only the two first floor units at 126 Danforth are occupied; the rest of the units in both buildings (128 Danforth) are presently vacant. Portland's Assessing Department lists 126 as a four-unit and 128 as a two-unit, but staff doesn't know if those numbers reflect the present uses.

A number of factors prompted staff to present the application as a minor Board review, even while the review of the building permit application has progressed. Although the building retains many original features, some alterations have occurred over the years. Many aspects of the 1924 tax photo are indistinct, and for several areas Mr. Leasure has had to look to other buildings having close to the same construction date for guidance on materials and details.

Mr. Leasure provided a summary of the scope of renovations, and a complete set of detailed architectural and structural plans, including photos of existing conditions and proposed materials. Staff has added some photos of similar properties on State and Danforth Streets.

Subject Property

The subject property has three bays on the north side facing Danforth Street, each containing paired, 1/1 double-hung windows except for the central double entrance under the canopy or hood. The two side bays are recessed, creating the impression that the center is thrust forward though it is in the same plane as the corner pilasters and frieze across the top. The front foundation is all granite, as are sills and lintels at the windows, as well as a belt across the top of the center bay and at the front corners. Stone panels also separate the first and second floor windows in each of the side bays. In sum it is a rather unique façade among Portland's late Greek Revival houses.

At the east end an ell with the same stone detailing is attached to the rear corner, but a modern enclosed entry and porch obscure the original entrance. A wood and metal fire escape provides egress for the second floor of the northeast gable end. At the edge of the sidewalk is a handsome granite and iron fence that curves to meet the bottom step and cheek walls of granite.

As noted above, the entry is in dangerously poor condition, with the outer brick surface pulling away from the building, and evidence of long term water infiltration. The three carved brackets supporting the hood are in remarkably good condition, and enough remains of the paneled ceiling and arched panels above the doors to reproduce them, but the doors themselves are mismatched modern entry doors, with one sidelight to the left of each. The 1924 photo demonstrates that for some time there were double doors with glass in the upper panels, and the width of the masonry opening would be consistent with that type of entrance.

The existing landing and stairs are of wood (except for the first granite step,) between granite cheek walls and a central divider. A secondary divider of brick was added at some point, between the two wood landings. From the visual record in the tax photo, it is impossible to be certain what the stair and landing material was in 1924.

Proposed Alterations

Mr. Leasure's summary and plans are quite detailed and won't be listed thoroughly here. Much of the critical work involves the addition of hidden structural support that will be covered by new trim to match the existing. A number of proposed changes involve some conjecture and uncertainty about long ago alterations that may not be original but may have acquired significance. For example:

- Entrance doors are proposed to be 3' wide, with narrow sidelights on both sides of each door. The doors themselves are proposed to be custom one-piece doors designed to look like two narrow doors.
- The proposed use of granite for stairs and landing, and replacement of some existing granite; the existing wood stairs and landing are presumably from the 20th Century, as is the brick divider at the landing though their age is undetermined.

- Three simple, black pipe rails are proposed to replace the two plain, wood railings made of dimensional lumber.
- Most of the trim around the entrance and hood will be reconstructed from clues found in what remains.

Staff Comments

Staff is relieved to see this property getting long overdue maintenance, and is hopeful this rehabilitation of the entrance promises ongoing care and restoration of lost and compromised historic features. It appears the architect is trying to carefully document and reproduce historic features; for some features it may be necessary to generate more detailed information and/or shop drawings. If attention to detail and good craftsmanship are part of the execution the project will represent a great improvement to a unique building.

Some aspects of the project may inspire more discussion by Board members:

Doors:

- A 3' wide door divided into two leaves (or built to mimic that arrangement) is unusual and not indicated by the available evidence – more of a hybrid gesture. An appropriate Greek revival solution would be a painted, solid paneled door with narrow sidelights (3 or 4 lights above a lower panel) on each side. But if the masonry openings are not wide enough the sidelights might be awkwardly narrow.
- While understanding the need for adequate egress, staff believes the most architecturally appropriate solution would be to follow the 1924 photo and install double doors to fill the entire opening. This would be a more Italianate solution, supported by the photographic record and compatible with the existing entry hood. Staff has provided two photos of similar Portland buildings in which Italianate entrances have double doors, in several variations.
- Staff believes that for historic buildings building code officials can approve double doors, provided both leaves can easily be opened when a wider opening is needed, but confirmation of the details will be necessary.
- See Attachment 5 for analogous buildings and entrances.

Steps and Landing:

- Given the existing granite cheek walls, fence base, and bottom step, new granite for the stairs, cheek walls, and landing seems a reasonable and durable choice. The original stair material is uncertain; whether granite or some other masonry material preceded the wood and was removed for some reason is unknown. An existing conditions plan and email from the architect indicate that the current porch is on wood framing supported by a brick wall in the center and vertical granite slabs of varying dimensions on the sides.
- Wood stairs between granite walls are not common as an original entrance design. It is hard to imagine why original granite stairs might have been removed and replaced by wood. Perhaps the original stairs were wood and at some later date granite cheek walls were added to the sides. In any event, staff does not disagree with the choice of granite.
- The new granite would be coexisting with the original foundation and curbing at the fence base, so a review of the material sample is important. Mr. Leasure will have a

sample at the meeting.

- Simple black pipe rails are a common and accepted railing solution at many locations, for buildings from a range of periods.

Other Considerations and Details:

- In reconstruction of the hood Mr. Leasure proposes to widen (or deepen) the hood slightly to restore symmetry to the paneled canopy ceiling. Examining the existing condition of the hood, it seems plausible that repairs of rotten fascia, gutter and cornice on the front of it resulted in a loss of material and dimension.
- A light fixture is shown on page A5 of the plans. If the section of the canopy does not hide the fixture from the front, staff wonders if the fixture would be adequately shielded to avoid glare.

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.*
- (2) *The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
- (3) *All sites, structures and objects shall be recognized as products of their own time, place and use. Alterations that have no historical basis or create a false sense of historical development such as adding conjectural features or elements from other properties shall be discouraged.*
- (4) *Changes which may have taken place in the course of time are evidence of the history and development of a structure, object or site and its environment. Changes that have acquired significance in their own right, shall not be destroyed.*
- (5) *Distinctive features, finishes, and construction techniques or examples of skilled craftsmanship which characterize a structure, object or site shall be treated with sensitivity.*
- (6) *Deteriorated historic features shall be repaired rather than replaced wherever feasible. Where the severity of deterioration requires replacement of a distinctive feature, the new feature should match the feature being replaced in composition, design, texture and other visual qualities and, where possible, materials. Repair or replacement of missing historic features should be based on accurate duplications of features,*

substantiated by documentary, physical or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other structures or objects.

- (7) *The surface cleaning of structures and objects, if appropriate, shall be undertaken with the gentlest means possible. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be undertaken.*

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the July 12, 2017 public hearing and information included in the accompanying staff report, the Board finds that the proposed rehabilitation and alterations of the front entry at 126-128 Danforth Street **meet (fail to meet)** the historic preservation ordinance review standards for review of new construction (subject to the following conditions.....)

Attachments:

1. Architect's project description and drawing package
2. Architect's front entry plan (existing conditions)
3. 1924 tax photo of property
4. Staff photos of existing conditions
5. Staff photos of two similar buildings on Danforth and State Streets

Subject: 126 and 128 Danforth Street **Front Entry**
Portland, ME

April 19, 2017

Historical Review:

In previously submitted information provided by Earle Shettleworth, he indicates that 126-128 Danforth was built as a duplex by Charles Q. Clapp and Nathaniel Gordon, about 1847-49. The entry canopy or overhang is late Greek Revival-early Italianate in style. If not original, the canopy was probably added in the 1850's, not long after the house was completed. As such, it was part of the design of the house for most of its history.

A 1924 photograph (Figure 8 / Dwg A6) shows the two sets of masonry stairs and an entry canopy. It is difficult to see the details of the handrails and entry doors in this photo and we could not find any other information or photos that may shed light on these design elements.

Project Description:

This proposed project consists of renovations, repairs and rehabilitation of historic features at Front Entry Porch, Canopy, Stairs and Entry Door systems on the North (Danforth St.) façade of building.

1. Attached plans illustrate removal and replacement of Porch, Stairs, Two End cheek walls and center divider wall with granite. All new walls shall be supported on reinforced concrete foundations (Refer to Structural Design Plans enclosed). Three black iron handrails without balusters are planned to be center mounted atop end cheek walls and divider wall granite caps. The iron handrails will extend to the wood trim column surrounds at entry.
2. Project design also includes repair/reinforcement of existing exterior brick wall, currently compromised and separating from face of building. (Fig A & A1) and inspection of existing wood lintels at entry doors. GC, mason and structural engineer shall expose, discuss and provide engineering solutions as necessary to maintain safety and structural integrity of brick wall, floor framing, bearing walls and existing/replaced door entry lintels.
3. Existing entries for both 126 & 128 Danforth will also be replaced with a single solid panel door with custom vertical joints giving the appearance of a double door which is more in keeping with the historical period. (See Fig. 9) Both entry systems will be set back from exterior brick wall face, incorporate glass sidelites on each side of doors and a glass transom above. The wood trim patterns and arched wood panel with raised moldings above both door entries will be rebuilt to match. (Fig G)
New ceiling light fixture on each side is proposed (Dwg A5)

4. The three wood trim surrounds (Dwg A5) and the large wood carved support brackets (Fig B), which conceal the new steel canopy support columns, will be rebuilt to match existing with respect to patterns, dimensions and raised wood molding shapes. The carved wood brackets will be carefully removed and rehabilitated, one bracket (Fig. A) requiring rebuilding of a portion of the carving to render it complete .

The canopy ceiling will be rebuilt to match existing except for a minor dimensional revision to maintain symmetry for the raised wood molding patterns. (See RCP-Dwg A5)

5. The new wood frame low slope hip roof design features a black single ply roof membrane, copper step and edge flashing and a wood gutter to match existing high roof wood gutters. A copper gutter downspout is included with a gray precast concrete or granite splash block at grade.

Other miscellaneous items to rehabilitate will be the existing high roof gutter/copper downspouts and cornices on north facade , northeast & northwest corners. (Fig F) Also included is the removal of paint from existing building granite base at grade. (Fig. C & D).

Temporary Life Safety Egress Plans for occupied apartments, egress routes and travel distances during construction are included for City departments review and approval. (Dwg A4). The existing *Temporary Egress Stair* at rear of building in alcove will remain for the construction period.

1. All work shall be in accordance with IBC 2009 by ICC, 2009 NFPA 101 Life Safety Code, 2010 ADA Standards for Accessible Design, Maine Uniform Building Code, NFPA-70 National Electric Code, NFPA 54 National Fuel & Gas Code, NFPA 98, and any other NFPA codes applicable to Mechanical, Electrical or HVAC Installation, Maine State Plumbing Code, ASHRAE, ASTM, UL (Undertwriters Laboratories) and all local, State and Federal requirements.

3. All required City and State permits must be obtained before any construction begins.

5. All fire ratings indicated shall be continuous to underside of roof deck/floor as indicated. Seal all openings & mechanical penetrations with approved fire safing material and/or rated fire dampers as applicable.

7. Dimensions shown are approximate and are measured to the face of stud walls (u.n.o.). Contractor shall verify actual dimensions and locations of existing structural elements, exterior windows and floor elevations in the field prior to placement of walls and slabs.

9. Handrails and guardrails shall be adequate in strength and attachments to resist a load of 50 pounds per linear foot applied in any direction at the top and to transfer this load through the supports to the structure. They shall also be able to resist a single concentrated load of 200 pounds, applied in any direction at any point along the top, and to transfer this load through the supports to the structure. Intermediate rails (all those except the handrail) balusters and panel fillers shall be designed to withstand a horizontal applied normal load of 50 pounds on an area equal to 1 square foot, including openings and space between rails.

10. Door width in the required means of egress shall provide a clear width of 32 inches. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees. Opaque doors (less than 50% glass area) shall be provided with a u-value of 0.50 or less.

11. Protect work area with temporary barriers, directional signage, emergency lighting and/or other safety life safety devices sufficient to provide safety to all tenants utilizing the temporary egress door and pathway from #126 Danforth occupied side (If occupied) and the public passing on City sidewalk adjacent to construction area. Temporary Exit (If occupied) shall be illuminated and provided with emergency lighting and must be maintained by GC to provide minimum 38" wide unobstructed access for residential occupants on second and third floors at all times building is occupied until permanent egress paths are restored. GC provide #2" high guardrail on high side of temporary egress path.

a) Occupied #126 Danforth exterior egress door and pathway across front porch can be temporarily closed until this side of building becomes occupied.

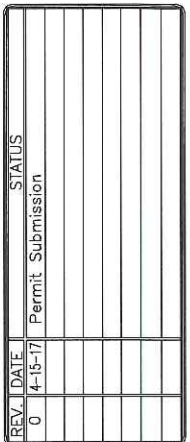
b) Unoccupied #128 Danforth exterior egress door and pathway across front porch can be temporarily closed until this side of building becomes occupied.

c) Comply with all applicable OSHA regulations and consult with City officials for any questions regarding egress and temporary safety barriers or other concerns.

Mortar Joints shall have a slightly raked joint ($\frac{1}{8}"$) to maintain the historic value and still remain structural. Flush, concave jointing can make the appearance of a larger, more unattractive thickness and should be avoided. Matching existing mortar color will be more difficult. We recommend a simple field test of the mortar. Burn away the blenders and look at the sand. If you can't match the color, use a little light buff mortar color in the mix. The weather temperatures and drying times will cause lighter or darker colors. Warm weather tooling, mortar shall be misted constantly. All new visible bricks, granite types/colors and mortar joint type & color shall be submitted/discussed with City Historical Preservation Department for approvals prior to any demolition, ordering or installation.

Install two new exterior doors/frames, sidelights and arched glass transoms, exterior wood panel ceilings, wood trim columns & wood mouldings to match existing details. Reuse existing wood trim if possible or follow architectural drawings to replicate wood trim details to match existing. See Elevations for extent of work.

Install new exterior ceiling mounted lights and emergency lighting remote heads at each ceiling entry. (Dwg A5)
(Electrical Engineer select emergency lighting type, wattage and specify location in compliance with code)
Remote head recommended.



ATTACHMENT I

REHABILITATION OF FRONT ENTRY
126 & 128 DANFORTH STREET
PORTLAND, MAINE

A1

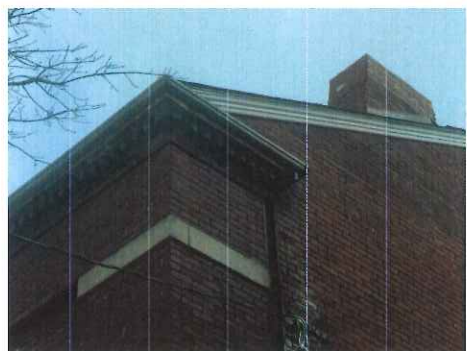
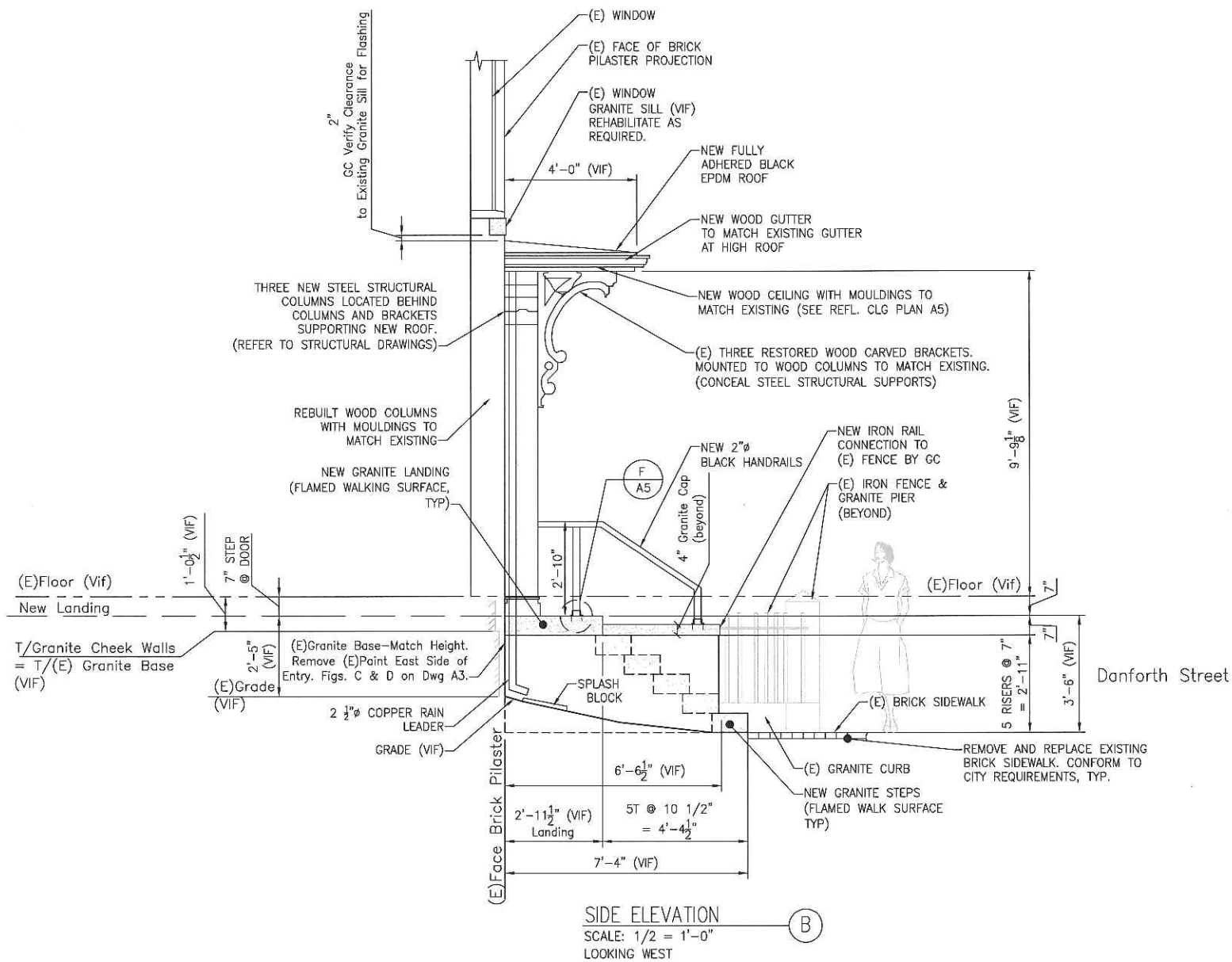


FIGURE F
126-128 Danforth Street
Northwest High Roof Corner



FIGURE G
126-128 Danforth Street
Existing Wood Trim/Arch above glass transom



FIGURE C
Danforth Street Front Elevation



FIGURE D
Danforth Street Looking West

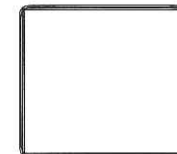


FIGURE E
Danforth Street Looking East

FOR PERMIT & PRICING

REHABILITATION OF FRONT ENTRY
126 & 128 DANFORTH STREET
PORTLAND, MAINE

SIDE ELEVATION

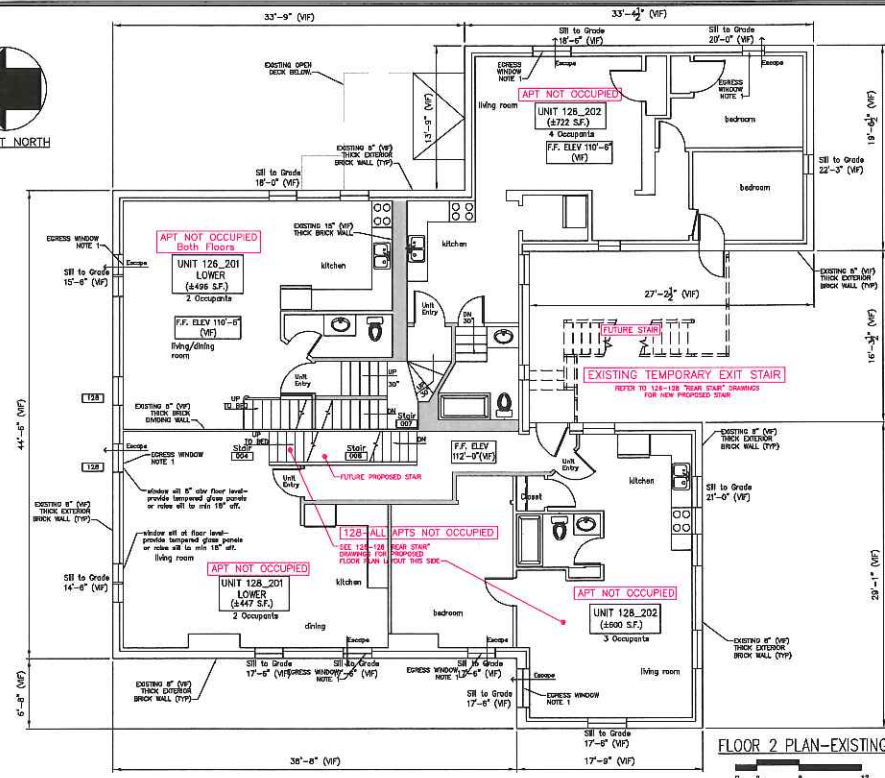


REV.	DATE	STATUS
0	4-15-17	Permit Submission

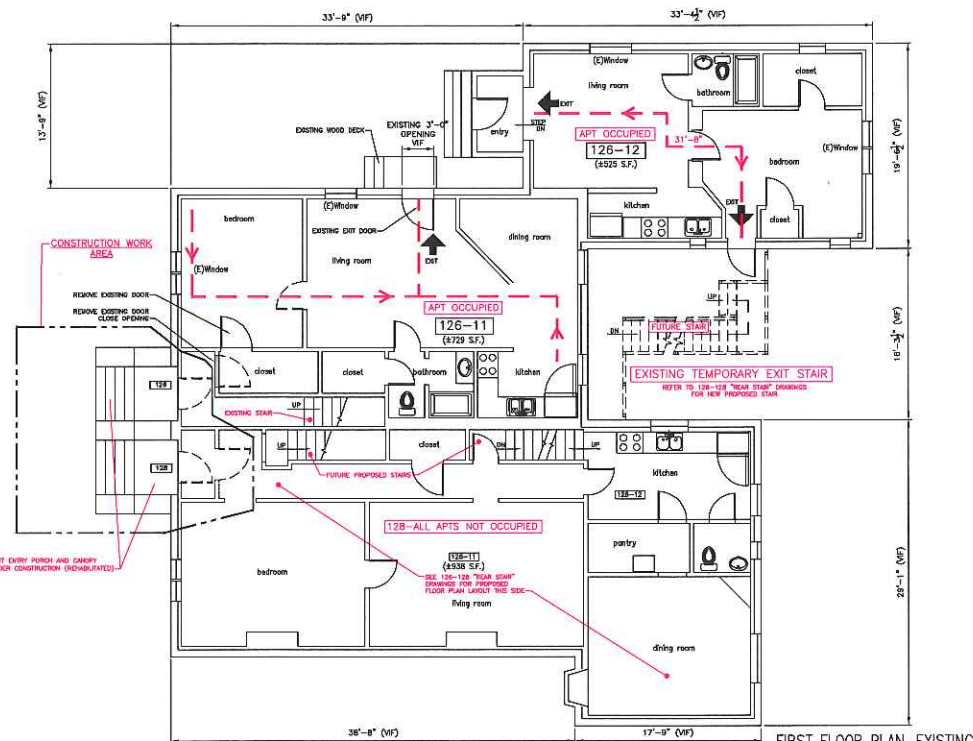
JOHN H. LEASURE ARCHITECT, INC.
6 Q STREET
SOUTH PORTLAND, MAINE 04106



A3



FLOOR 2 PLAN-EXISTING



FIRST FLOOR PLAN-EXISTING

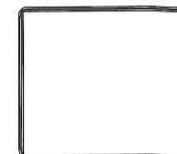
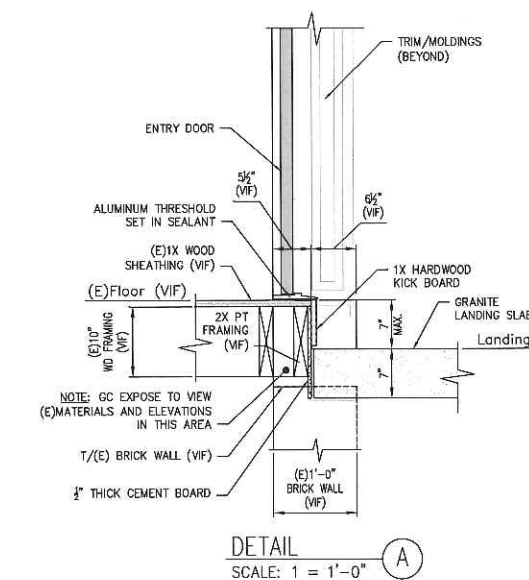
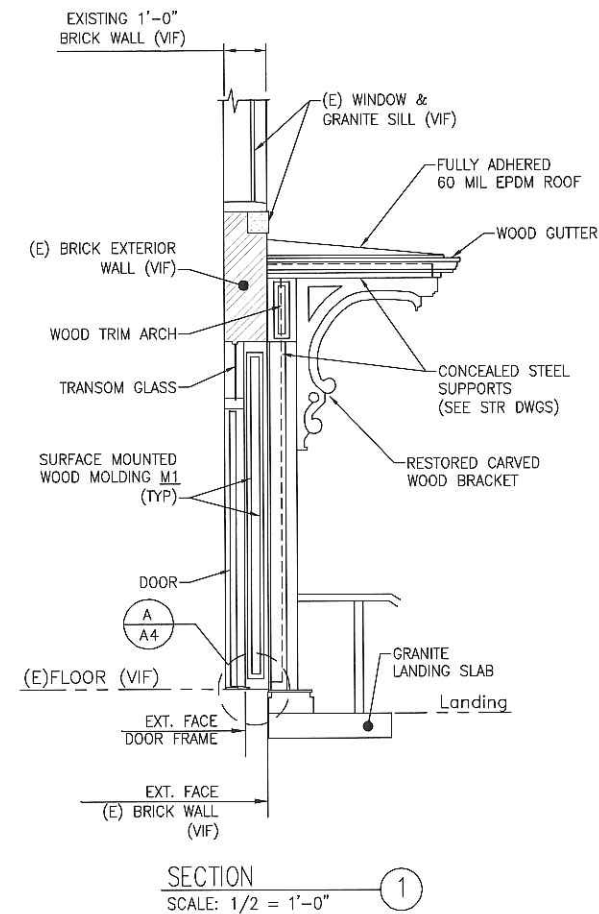
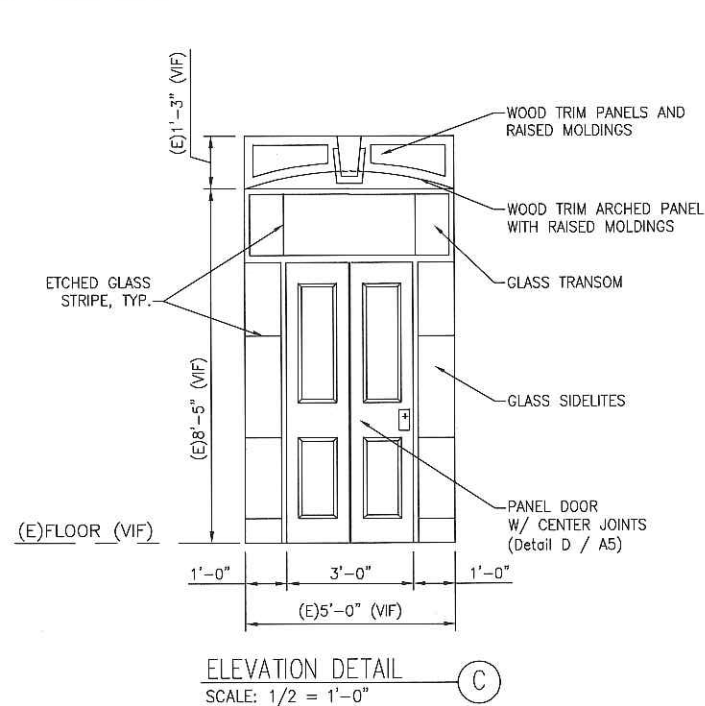
SUMMARY -

126 Danforth :

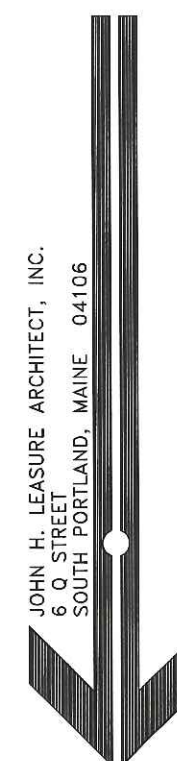
1. 3rd Floor - Owner shall vacate All Third Floor Apartments.
2. 2nd Floor - Owner shall vacate All Second Floor Apartments.
3. 1st Floor - Two existing apartments will remain occupied with primary front door exit and existing windows. (Owner/GC verify existing windows for min. egress area of 5.7 SF Clear in Bedroom and Living room)

128 Danforth :

4. All existing & proposed apartments shall remain unoccupied.



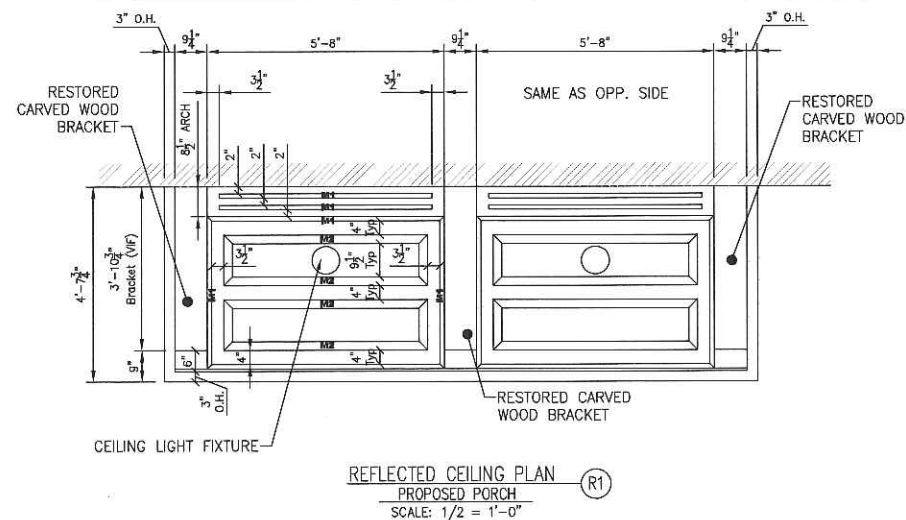
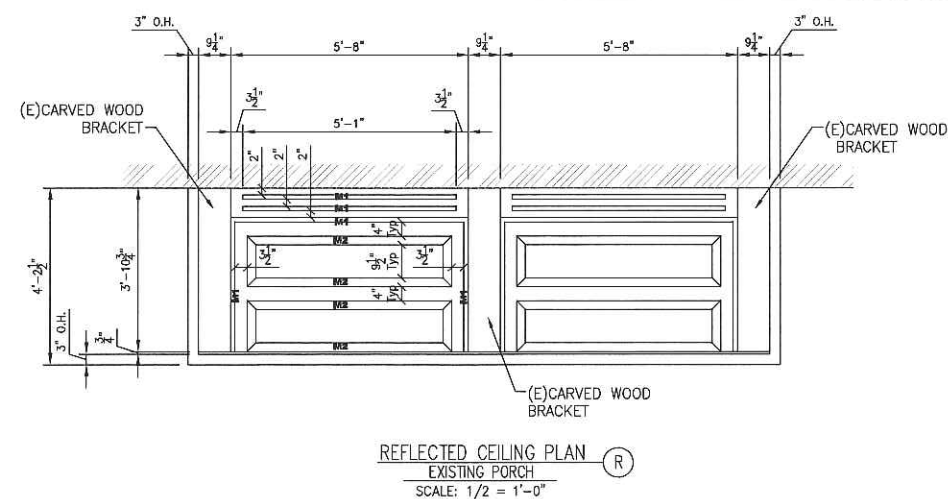
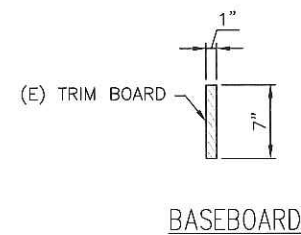
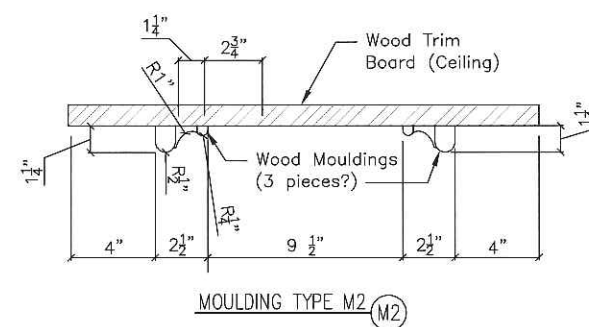
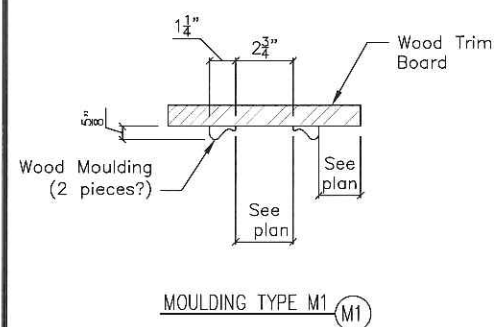
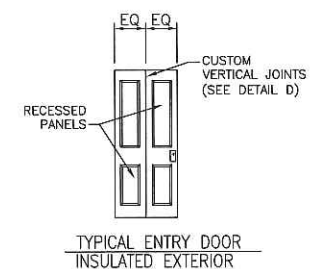
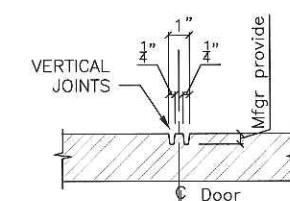
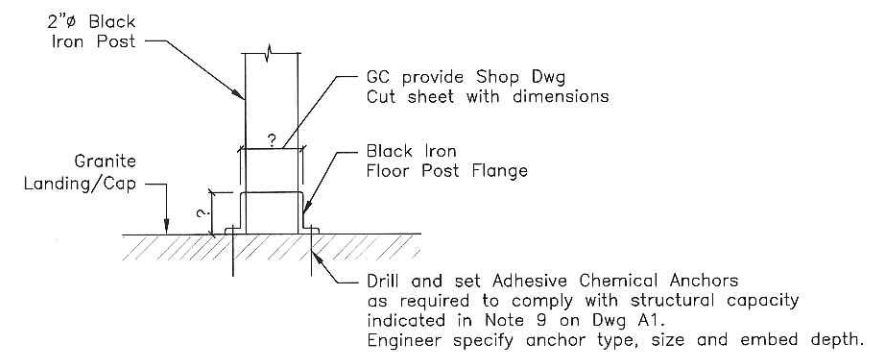
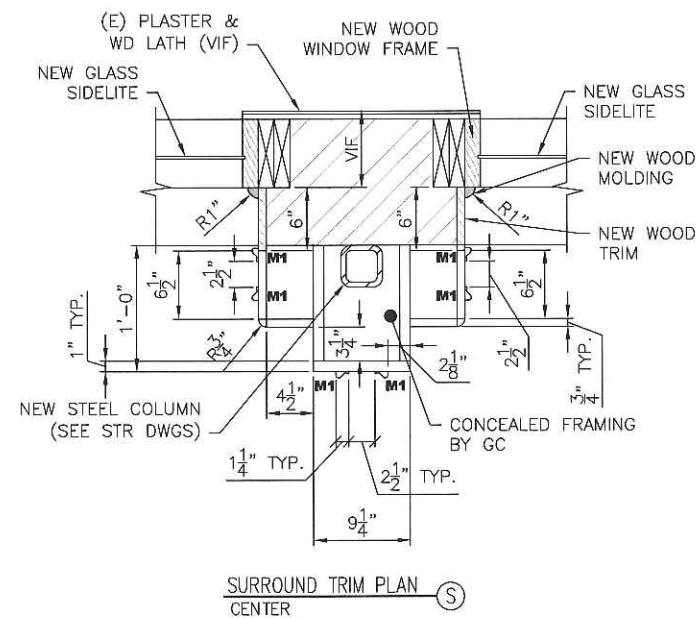
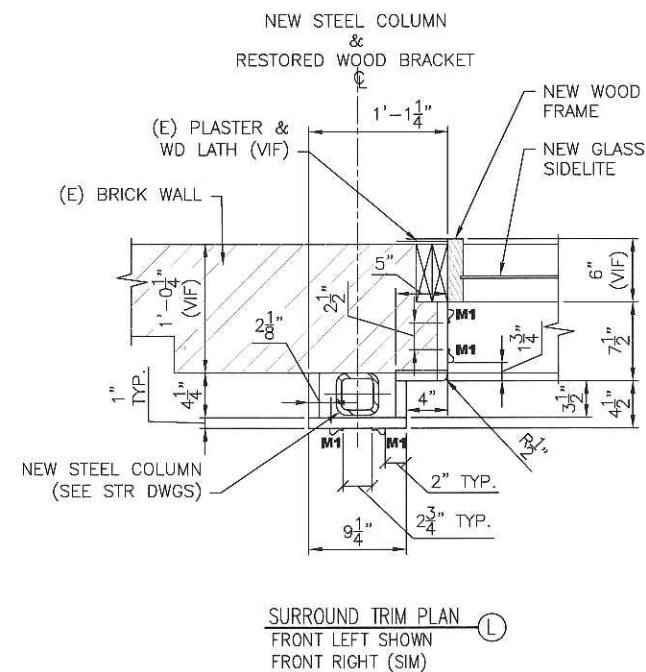
REV.	DATE	STATUS
0	4-15-17	Permit Submission



REHABILITATION OF FRONT ENTRY
126 & 128 DANFORTH STREET
PORTLAND, MAINE

EGRESS PLAN AND SECTION AT DOOR

FOR PERMIT & PRICING



FOR PERMIT & PRICING

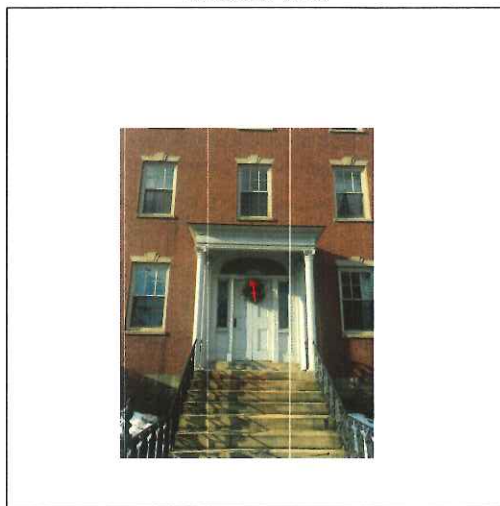
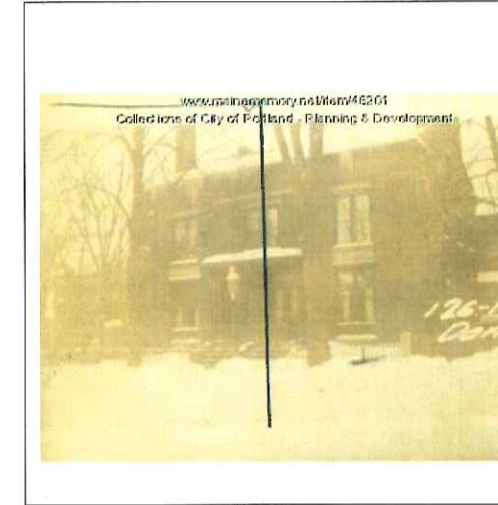
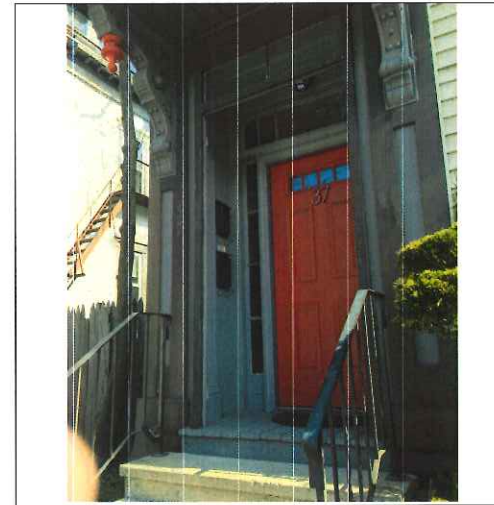
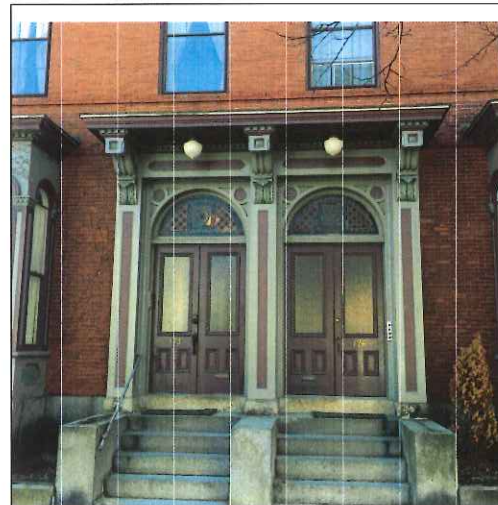
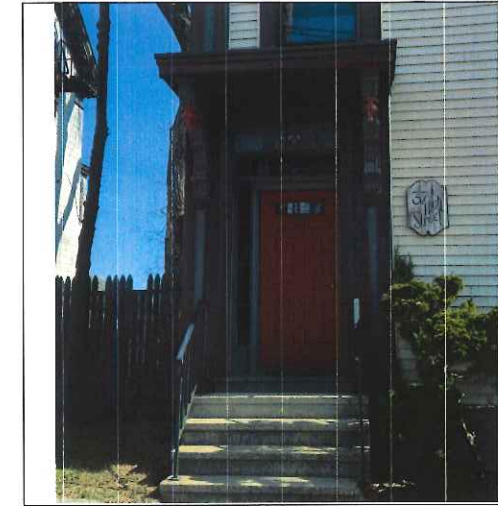
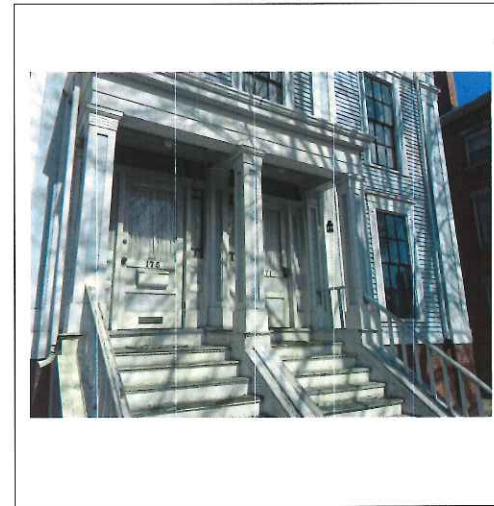
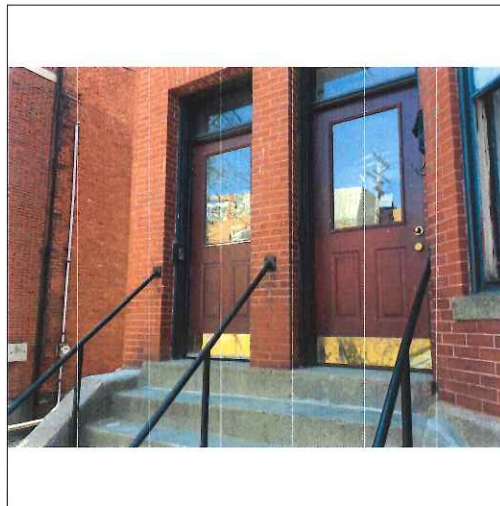
REHABILITATION OF FRONT ENTRY
126 & 128 DANFORTH STREET
PORTLAND, MAINE

DETAILS

[illegible]

JOHN H. LEASURE ARCHITECT, INC.
6 Q STREET
SOUTH PORTLAND, MAINE 04106

A5

[illegible]

JOHN H. LEASURE ARCHITECT, INC.
6 Q STREET
SOUTH PORTLAND, MAINE 04106

FOR PERMIT & PRICING

REHABILITATION OF FRONT ENTRY
126 & 128 DANFORTH STREET
PORTLAND, MAINE

1924 HISTORICAL PHOTO & LOCAL AREA PHOTOGRAPHS

A6

1. The notes on the drawings are not intended to replace specifications, in addition to general notes. See specifications for requirements
2. Structural drawings shall be used in conjunction with job specifications and architectural, mechanical, electrical, plumbing, and site drawings. Consult, openings, chases, inserts, reglets, sleeves, depressions, and other details not shown on structural drawings.
3. All dimensions and conditions must be verified in the field. Any discrepancies shall be brought to the attention of the engineer before proceeding with the affected part of the work.
4. Do not scale plans.
5. Sections and details shown on any structural drawings shall be considered typical for similar conditions.
6. All proprietary products shall be installed in accordance with the manufacturers written instructions.
7. The structure is designed to be self supporting and stable after the erection is complete. It is the contractor's sole responsibility to follow the erection procedures and specifications to ensure the safety of the building and its components during erection. This includes the addition of necessary shoring, sheeting temporary bracing, gusys or ties, etc. Such shoring shall remain the property of the contractor after completion of the project.
8. All applicable federal, state, and municipal regulations shall be followed, including the federal department of labor occupational safety and health act.

1. Building code: IBC (2009) International Building Code.
2. Design Live Loads: (Ground Snow load = 50 psf)
Roof 40 psf + drift as applicable
3. Design wind loads are based on exposure C using 100 mph basic wind speed.
4. Seismic Design per IBC 2009;

1. Foundations have been designed with a presumptive soil bearing capacity of 2000 psf to be verified by the general contractor in the field. If the allowable soil bearing capacity is less than 2000 psf, the excessive soil bearing pressure could result with foundation settlement and movement of the building structure. I&L Structural Engineering shall not be responsible and held harmless for damages resulting from foundation settlement and movement of the structure resulting from inadequate soil bearing capacity.
2. Interior spread footings and exterior strip footings shall be founded on undisturbed native soil or compacted structural fill.
3. Exterior strip and spread footings shall be founded a minimum of 4'-0" below finished site grade.
4. Structural fill shall be used at all locations below footings and adjacent to the foundation walls. Prior to placement of structural fill, remove all topsoil and other unsuitable material. Compacted structural fill shall consist of clean granular material free of organic soils, loam, trash, snow, ice, frozen soil or any other obnoxious material. It shall be well graded within the following limits:

SCREEN OR SIEVE SIZE	PERCENT FINER
6 INCH	100
3 INCH	70-100
NO. 4	35-70
NO. 40	5-35
NO. 200	0-5
5. Structural fill (or $\frac{3}{4}$ " crushed stone) beneath footings shall be placed in layers not exceeding 6 inches in loose measure and compacted by self-propelled compaction equipment at approximate optimum moisture content to a dry density of at least 95% of the maximum in place dry density as determined by the modified proctor test (ASTM D-1557). For structural fill or 100% of the rodded unit weight as determined by ASTM C-29 for $\frac{3}{4}$ " crushed stone.
6. Underdrains shall be installed to positively drain to a suitable discharge point away from the structure.
7. Backfill both sides of foundation walls simultaneously.

1. All concrete work shall conform to ACI 318—Latest Edition.
2. Concrete strength at 28 days shall be 3000 psi for footings, frost walls & piers.
3. All concrete shall be air entrained 4% to 6% per the specifications.
4. Concrete shall not be placed in water or on frozen ground.
5. Concrete materials:
 - A. Portland Cement: ASTM C 150, Type I or Type II unless otherwise acceptable to Architect. Use one brand of cement throughout project unless otherwise acceptable to Architect.
 - B. Normal Weight Aggregates: ASTM C 33. Provide from a single source for entire project. Do not use aggregates containing soluble salts or other substances such as iron sulfides, pyrite, marcosite, or ochre which can cause stains or exposed concrete surfaces.
 - C. Light Weight Aggregates: ASTM C 330.
 - D. Water: Potable.
 - E. Air—Entraining Admixture: ASTM C 260.
 - F. High—Range Water—Reducing Admixture (Super Plasticizer): ASTM C 494, Type F or Type G containing not more than 1% chloride ions.
 1. Fiber reinforcement shall be added and distributed prior to incorporation of Super Plasticizer.
 - G. Normal range water reducing admixture: ASTM C 494 Type A containing no calcium chloride.
 - H. Accelerating Admixture: ASTM C 494 Type C or E.
 - I. Calcium Chloride not permitted.
6. Provide PVC sleeves where pipes pass through concrete walls or slabs.
7. Reinforcing bars shall conform to ASTM A615 Grade 60 deformed bars, and shall be detailed, fabricated and erected in accordance with ACI 315—Latest edition.
8. Welded wire fabric shall be provided in flat sheets.
9. Fiber reinforced concrete shall conform to ASTM C—1116.
10. Splices of reinforcing bars shall be in accordance with ACI 318. Splices of WWF shall be 6" minimum.
11. Concrete finishes:
 - * Walls: Grout cleaned
12. Anchor bolts shall conform to ASTM A36 hot dipped galvanized unless noted otherwise on plan.
13. The general contractor shall be responsible for coordination of shelf bondout locations, depressions & other required bondouts. Coordinate location of bondouts with Architectural, Mechanical & Plumbing, Electrical and equipment vendors as necessary to properly install each specific item.

1. All Timber framing shall be in accordance with the AITC timber construction manual or the national design specification (NDS) – latest edition
2. Individual timber framing members shall be visually graded, minimum grade #2 Spruce-Pine-Fir (SPF), kiln dried to 19% maximum moisture content.
3. Timber shall be southern yellow pine treated with ACQ water borne preservative in accordance with AFWA treatment C1 with 0.40 PCF retentions for items in contact with roofing, masonry or concrete with 0.60 PCF retentions for items in contact with earth.
4. Metal connectors shall be used at all timber to timber connections or as noted on the design drawings.
5. Provide Simpson H2.5 hurricane anchors where timber framing and/or trusses bear on walls or plates.
6. Nailing not specified shall conform with IBC 2009.
7. Provide $\frac{1}{2}$ " thick APA rated exterior wall sheathing fastened w/ 10d nails @ 4" o.c. at panel edges and 6" o.c. intermediate.
8. Provide $\frac{3}{4}$ " thick APA rated roof sheathing fastened w/ 10d nails @ 6" o.c. at panel edges and intermediate.

1. Structural steel fabrication, erection, and connection design shall conform to AISC "Specification for the design, fabrication, and erection of structural steel"—Ninth edition.
2. Structural steel:
 - a) Structural steel shall conform to ASTM A-36 or ASTM A992 (grade 50).
 - b) Structural tubing shall conform to ASTM A-500 GR-B
 - c) Structural pipe shall conform to ASTM A-53, TYPE E OR S
3. The fabricator shall design connections for the reactions shown on the drawings or the maximum and reaction that can be produced by a laterally supported uniformly loaded beam for each given beam size and span.
4. Field connections shall be bolted using 3/4" diameter ASTM A325 high strength bolts except where field welding is indicated on the drawings.
5. All welding shall conform to AWS D1.1—Latest edition. Welding electrodes shall be E7018.
6. Structural Steel Primer Paint. TENEMEC 10-99 Alkyd rust inhibitive primer, 2.0 to 3.5 mils dry thickness, or approved alternate.
7. Structural Steel Top Coat for steel permanently exposed to view. TENEMEC series 2 TENEMEC-GLOSS Enamel, 3.0 to 5.0 mils dry thickness, or approved alternate.

L & L STRUCTURAL
ENGINEERING SERVICES, INC.
SIX Q STREET
SOUTH PORTLAND, MAINE 04106

PHONE: (207) 767-4830
FAX: (207) 799-5432



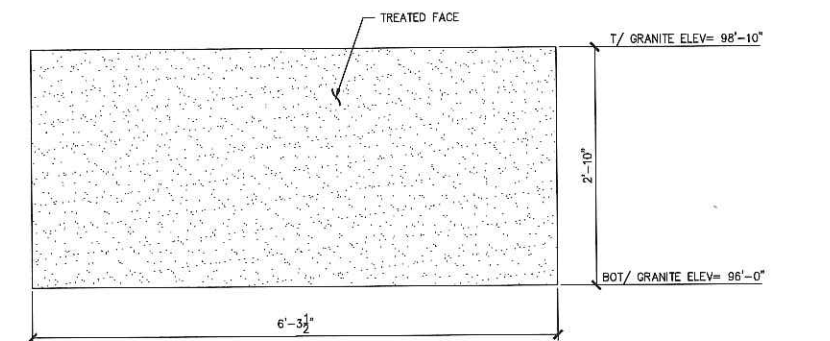
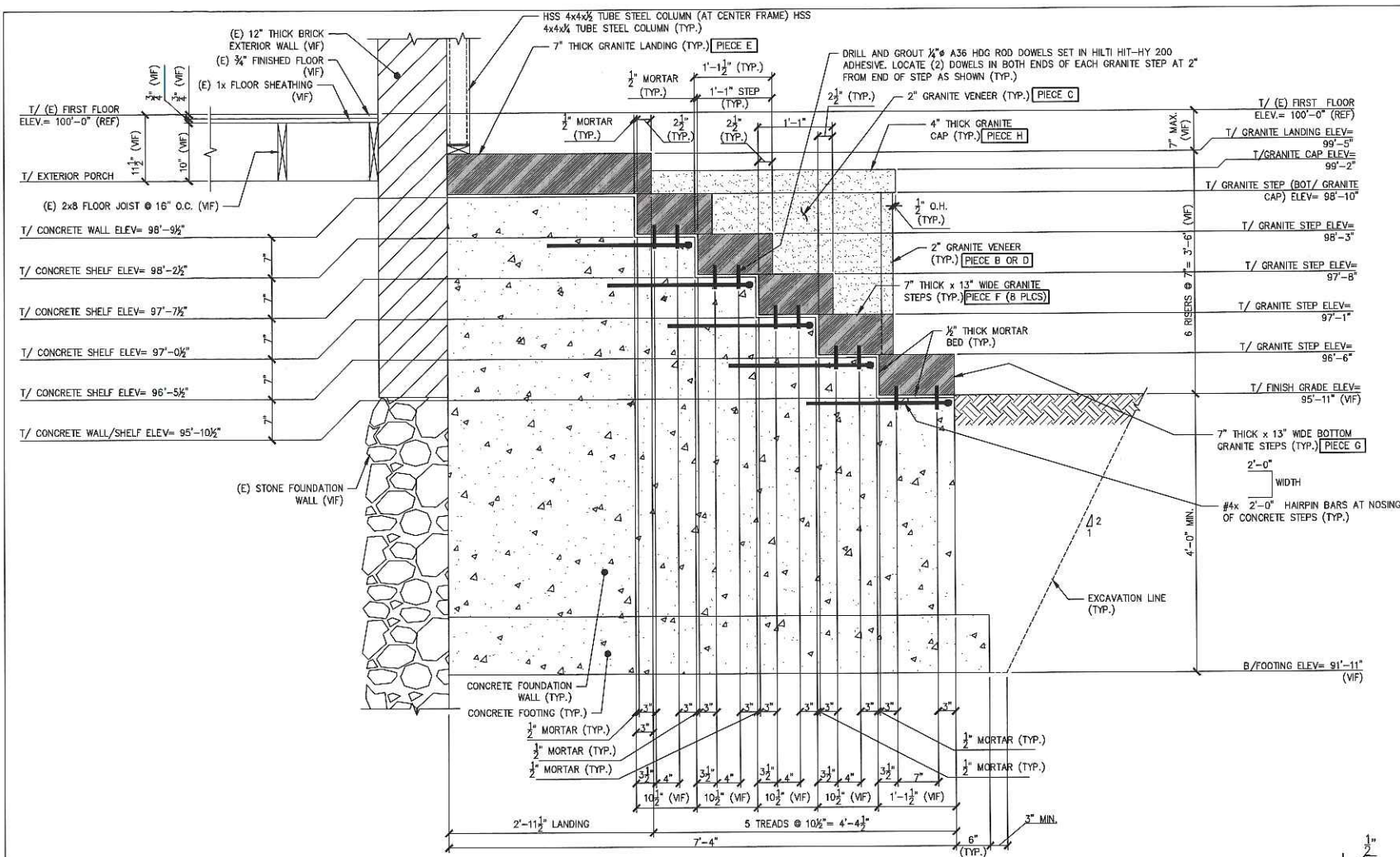
appr'd	description	date	rev.	designed by JHL
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				checked by JHL
				scale: AS NOTED
				date: 11/30/2018
				plot date 02/28/2017
				project # 271100

BUILDING LOCATED AT
126/128 DANFORTH STREET
PORTLAND, MAINE
FRONT ENTRY REPAIR
GENERAL NOTES

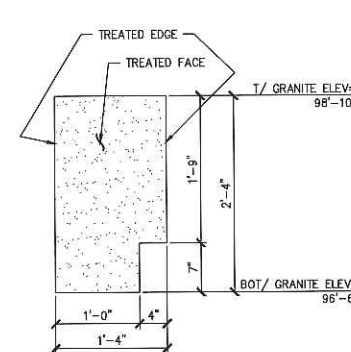
S1

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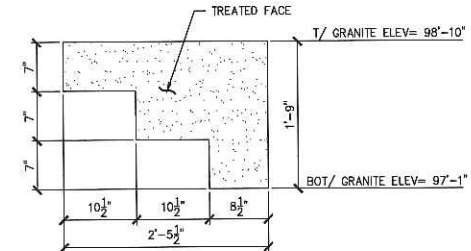




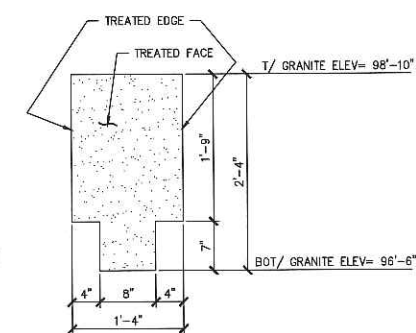
PIECE A (2 REQUIRED)
1" = 1'-0"



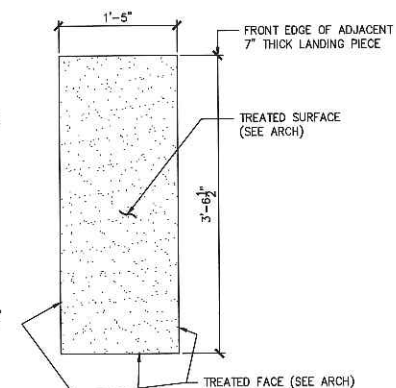
PIECE C (4 REQUIRED—2 RIGHT AS SHOWN & 2 LEFT OPP. HAND)
1" = 1'-0"



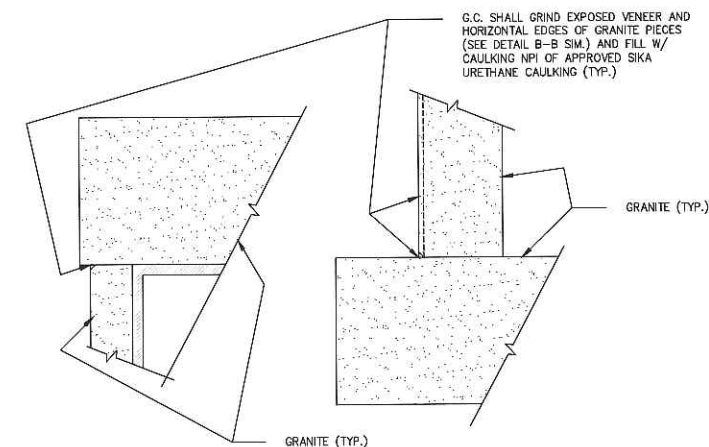
PIECE B (2 REQUIRED 1 LEFT SHOWN & 1 RIGHT OPP. HAND)
 $1^{\circ} = 1^{\circ} - 0^{\circ}$



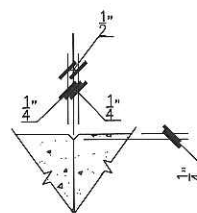
PIECE D (1 REQUIRED)
1" = 1'-0"



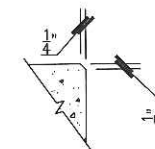
PIECE H (GRANITE CAPS)
1" = 1'-0" (3 REQUIRED)



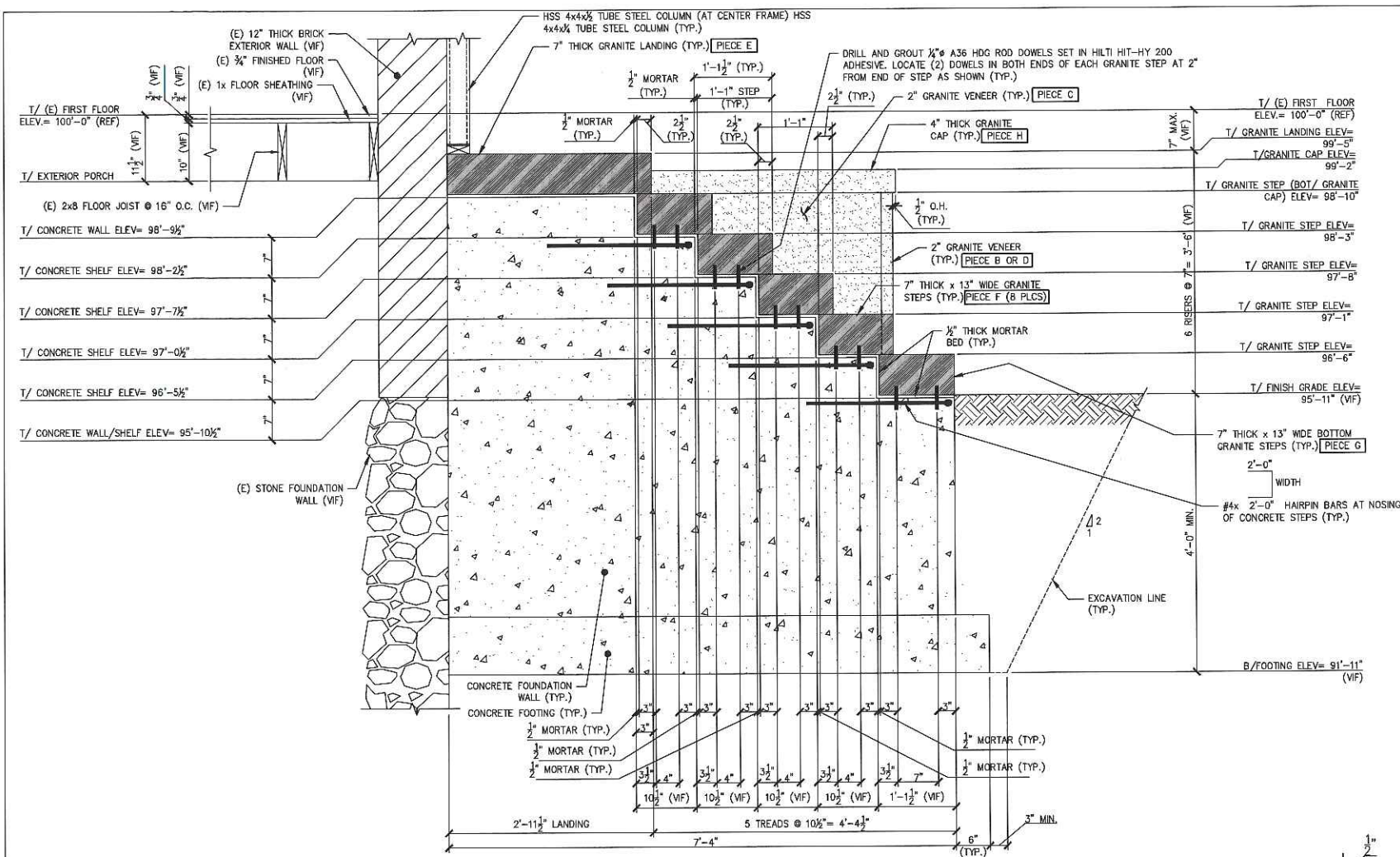
SECTION E-E
3" = 1'-0" (TYP. GRANITE EDGE RELIEF AND CAULKING DETAIL)



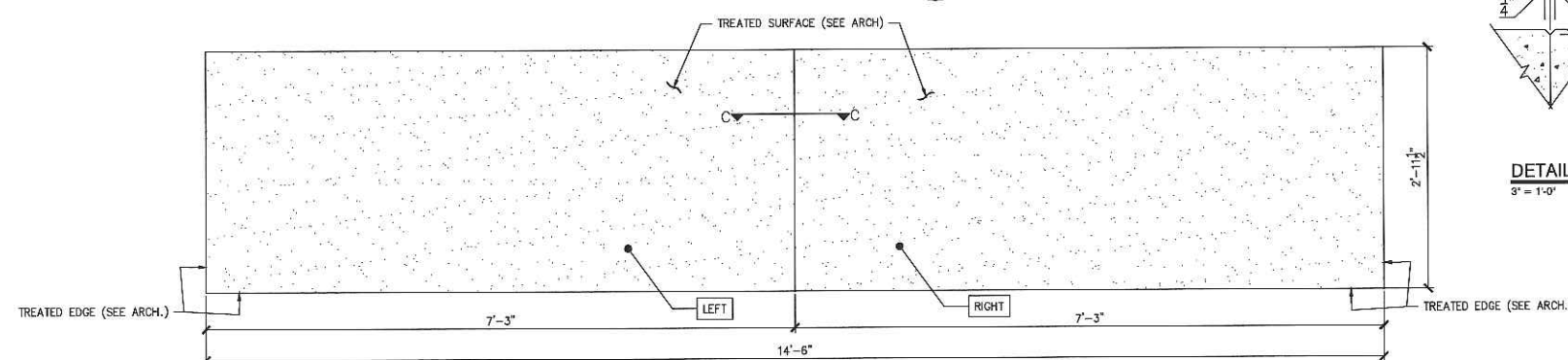
DETAIL C-C
3' = 1'-0"



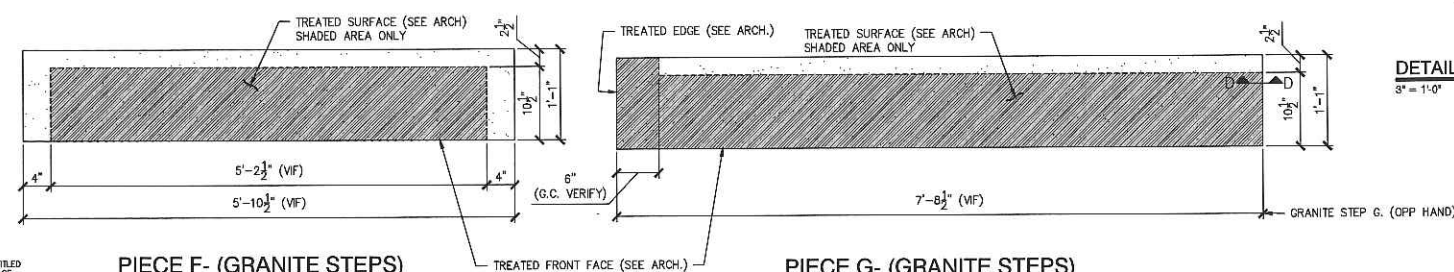
DETAIL D—



SECTION 4
1" = 1'-0"



PIECE E- (GRANITE LANDING)
1" = 1'-0" (2 PIECES- 1 LEFT & 1 RIGHT BOTH SHOWN)



PIECE F- (GRANITE STEPS)
1" = 1'-0" (8 REQUIRED)

PIECE G- (GRANITE STEPS)

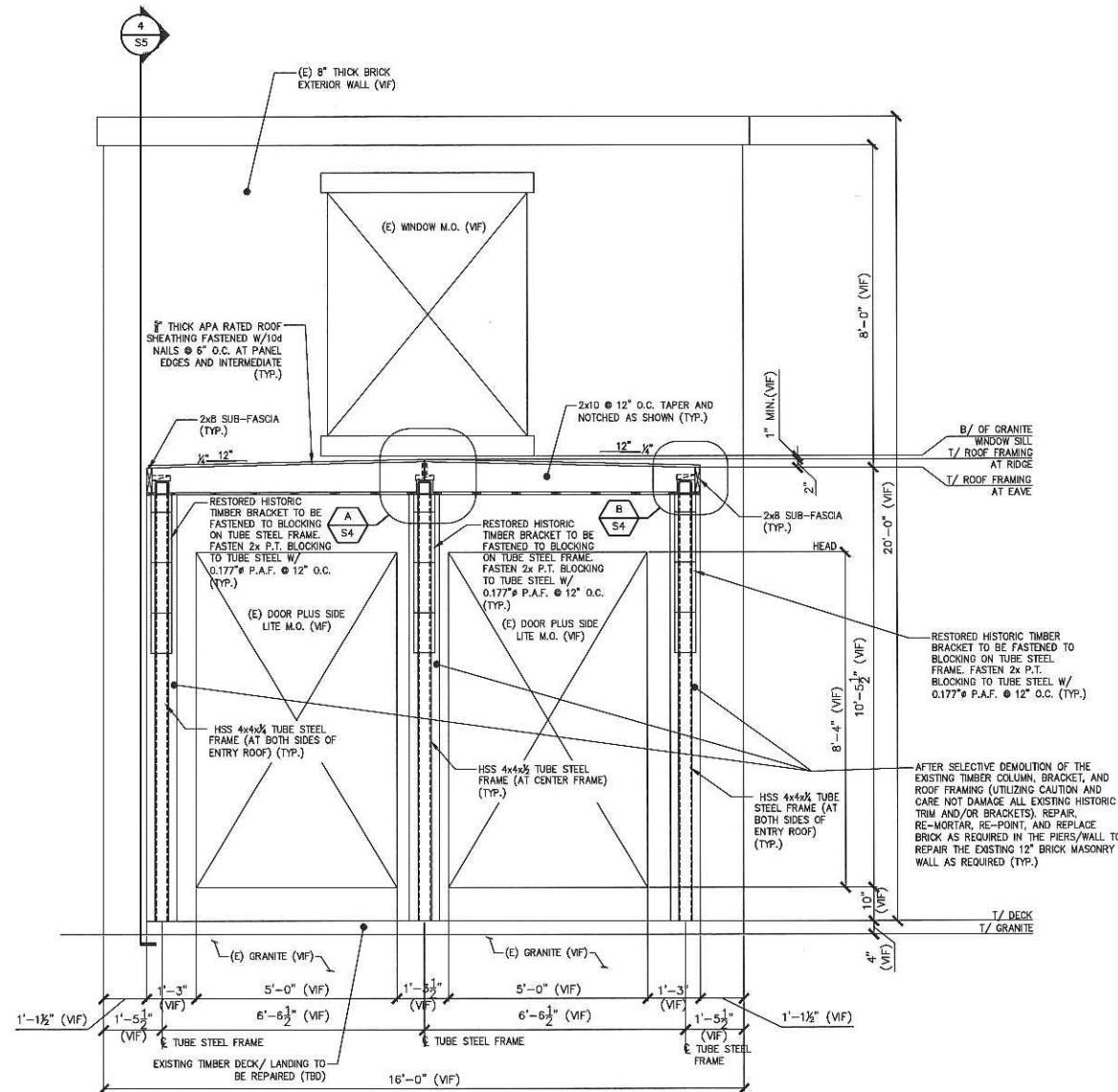
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FAX: (207) 799-5432



BUILDING LOCATED AT
126/128 DANFORTH STREET
PORTLAND, MAINE
FRONT ENTRY REPAIR
SECTIONS AND DETAILS

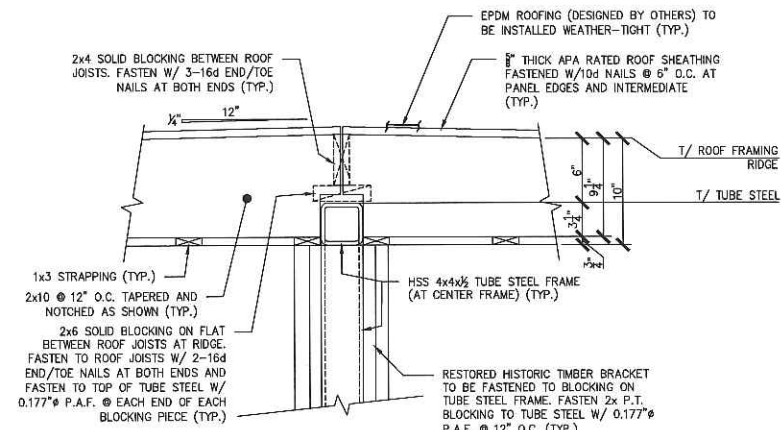
S3



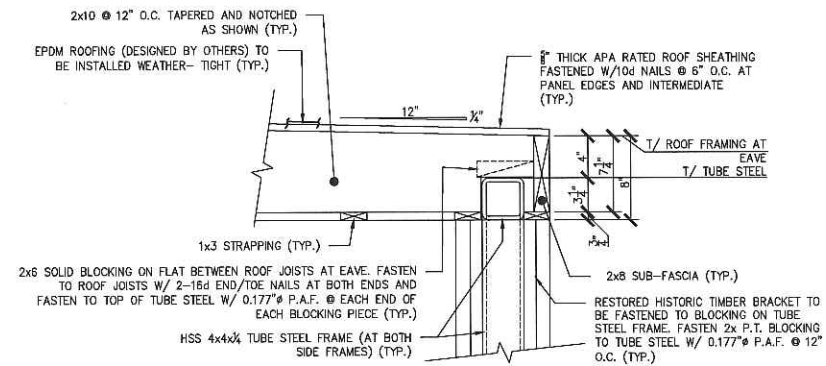
FRONT ENTRY ROOF DECK - ELEVATION

$$1/2^n = 1 - 0^n$$

- NOTES:
1. SEE GENERAL NOTES ON DWG S1.
 2. "E" INDICATES: EXISTING CONDITIONS, OR MEMBERS.
 3. "TYP." INDICATES: TYPICAL (ALSO SEE GENERAL NOTE #5).
 4. "V.I.F." INDICATES: G.C. SHALL "VERIFY IN FIELD" EXISTING DIMENSIONS, ELEVATIONS, OR CONDITIONS INDICATED AND REPORT ANY DISCREPANCIES TO THE ENGINEER.
 5. "U.O.N." INDICATES: UNLESS OTHERWISE NOTED.
 6. "M.O." INDICATES: MASONRY OPENING



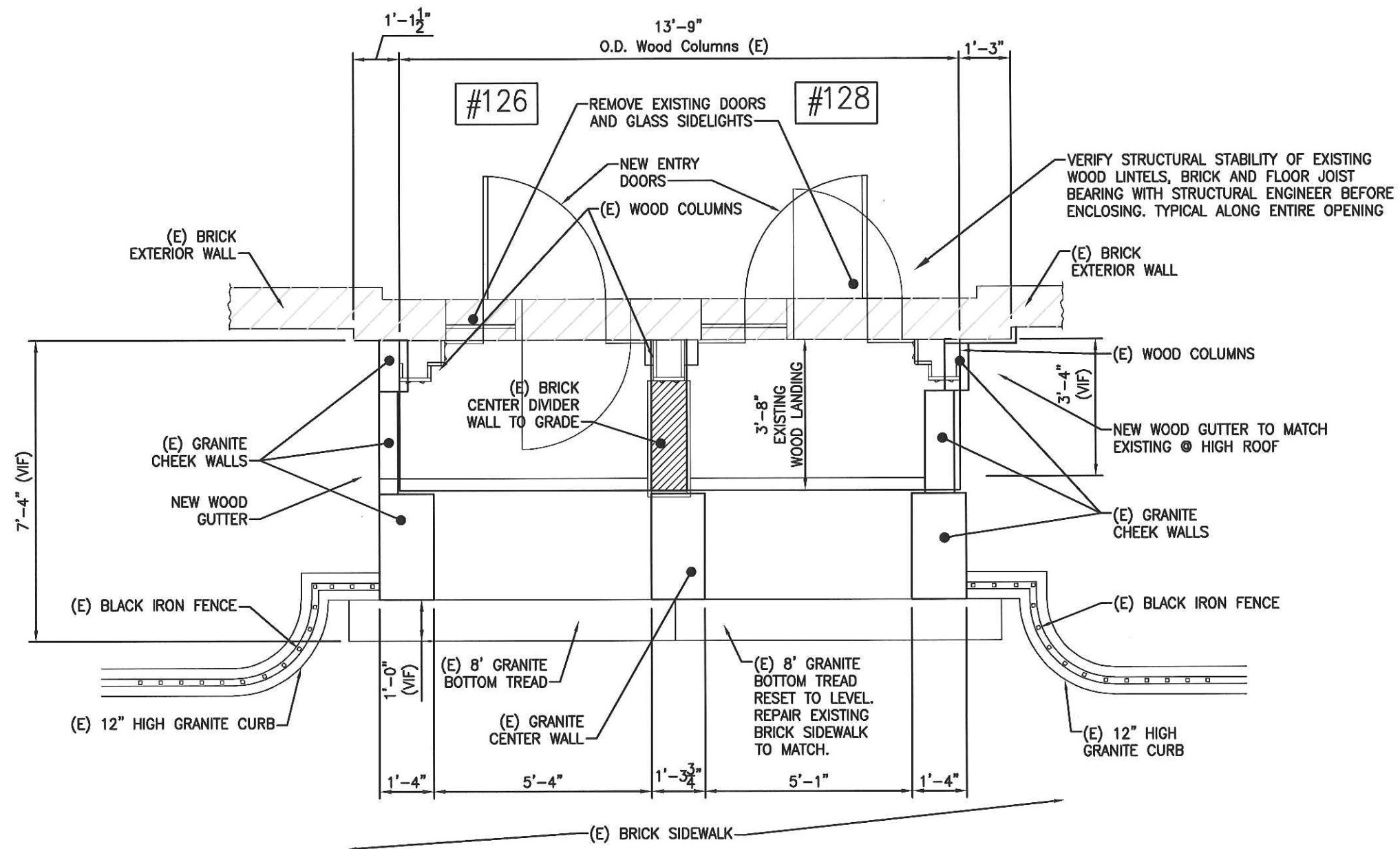
DETAIL  A
1 1/2" = 1'-0" S4

$$1\frac{1}{2}^{\circ} = 1^{\circ}-0'$$


DETAIL  1 1/2" = 1'-0"

$$1\frac{1}{2}^{\circ} = 1^{\circ}-0'$$

designed by: shl	rev.	date	description	app'd
drawn by: jhl				
checked by: jhl				
made AS NOTED				
date: 1/29/2016				
plot date: 02/22/2017				
project #: 27113B				



FRONT ENTRY PLAN
 SCALE: 1/2" = 1'-0"
 (EXISTING CONDITIONS)

126-12
Don

ATTACHMENT 3

ATTACHMENT 4
STAFF PHOTOS

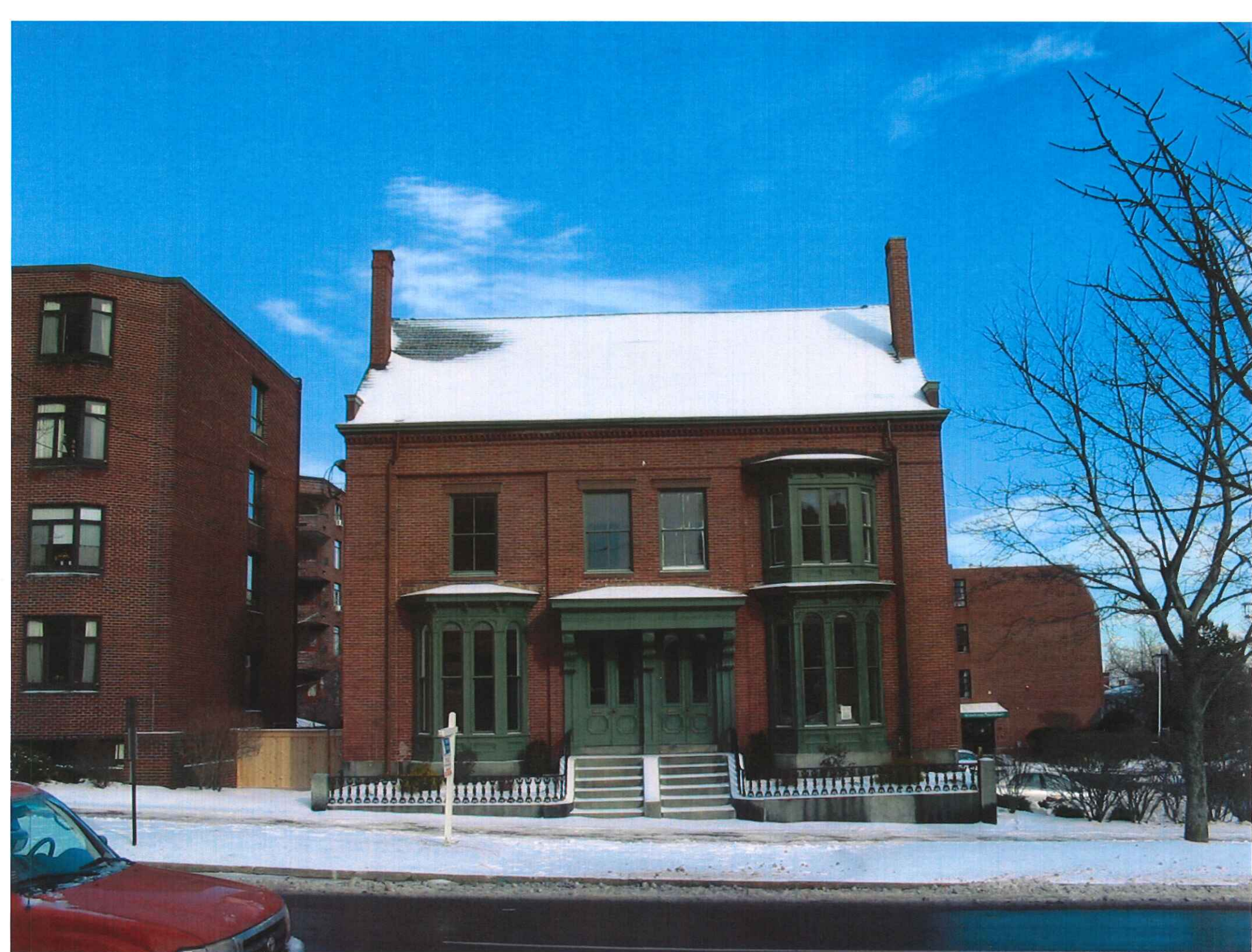








ATTACHMENT 5



STATE STREET