

1. Legal Ad

Documents:

[9-6-17 LEGAL AD.PDF](#)

2. Agenda

Documents:

[9-6-17 AGENDA.PDF](#)

3. 127 Spring St., 9 Spring St. Pl., 123 Park St.

Documents:

[127 SPRING ST, 9 SPRING ST PL, 123 PARK ST.PDF](#)

4. 425 Congress Street

Documents:

[425 CONGRESS STREET.PDF](#)

5. 107 Pine Street

Documents:

[107 PINE STREET.PDF](#)

6. 394 Danforth Street

Documents:

[394 DANFORTH STREET.PDF](#)

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

On **Wednesday, September 6, 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. WORKSHOP

- i. Preliminary Review of Proposed Site Alterations; VICINITY OF ONE SPRING STREET PLACE; Cumberland Club, Applicant.

2. PUBLIC HEARING/WORKSHOP

- i. Certificate of Appropriateness for Installation of Temporary Handicap Ramp, Preliminary Review of Proposed Permanent Accessibility Improvements; 425 CONGRESS STREET; First Parish Church, Applicant.

Break for Dinner; Meeting Resumes at 7:15

3. WORKSHOP

- i. Preliminary Review of Proposed Garage Replacement and Exterior Alterations; 107 PINE STREET; John and Nancy Butman, Applicant.
- ii. Preliminary Review of Proposed Garage Replacement; 394 DANFORTH STREET; Sean Murphy and Colleen Katana, Applicant.

4. 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

September 6th, 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 AUGUST 2, 2017:**

- i. Certificate of Appropriateness for Paving Replacement; CITY HALL PLAZA, 389 CONGRESS STREET; City of Portland, Applicant. *The Board voted 6-0 (Harmon absent) to approve the revised application as submitted.*
- ii. Certificate of Appropriateness for New Construction; ONE JOY PLACE; One Joy Place, LLC., Applicant. *The Board voted 6-0 (Harmon absent) to approve the application subject to conditions.*

4. WORKSHOP

- i. Preliminary Review of Proposed Site Alterations; VICINITY OF ONE SPRING STREET PLACE; Cumberland Club, Applicant.

5. PUBLIC HEARING/WORKSHOP

- i. Certificate of Appropriateness for Installation of Temporary Handicap Ramp and Door Replacement, Preliminary Review of Proposed Permanent Accessibility Improvements; 425 CONGRESS STREET; First Parish Church, Applicant.

Break for Dinner; Meeting Resumes at 7:15

6. WORKSHOP

- i. Preliminary Review of Proposed Garage Replacement and Exterior Alterations; 107 PINE STREET; John and Nancy Butman, Applicant.
- ii. Preliminary Review of Proposed Garage Replacement; 394 DANFORTH STREET; Sean Murphy and Colleen Katana, Applicant.

7. CONSENT AGENDA

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

WORKSHOP

127 SPRING STREET, 123 PARK STREET and 9 SPRING STREET PLACE

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: August 29, 2017

RE: September 6, 2017 **WORKSHOP - Preliminary Review of Proposed Improvements to Existing Parking Lots, Potential Demolition Request**

Address: 127 Spring Street, 9 Spring Street Place & 123 Park Street
(Existing parking lots and properties owned by Cumberland Club)

Applicant: Cumberland Club

Consultant: Caitlin Aceto, Aceto Landscape Architects

Introduction

Representatives of the Cumberland Club have requested a workshop to present preliminary plans for improvements to the Club's existing parking lots at 127 Spring Street and 123 Park Street. The proposal also affects the property at 9 Spring Place, which is also owned by the Cumberland Club and is currently occupied by a wood frame former carriage house with an attached brick structure at the rear. In addition to seeking input on the proposed parking lot improvements, Club representatives would like to discuss the status of the carriage house and whether the Board might, subject to an acceptable redevelopment plan, amend the building's "contributing" classification and allow its demolition.

The Club's proposed parking lot improvements and its request to revisit the status of the carriage house are essentially separate and independent matters. As the enclosed site plan indicates and members of the Club acknowledge, removing the carriage house from the 9 Spring Street property adds only three spaces to the club's overall parking count and is not necessary from a vehicular circulation standpoint. Accordingly, the building's removal is not required to achieve meaningful improvements to the Club's existing parking. Rather, the Club's request to consider demolition of the carriage house is driven by the Club's struggles in recent years to find an appropriate use for the building. On Wednesday, club members will describe their efforts to find a reuse and the factors that have led to this request to consider its removal. Mindful of the potential visual impact of removing the existing carriage house and of the unsightly condition of its two existing parking lots, the Cumberland Club commissioned

Aceto Landscape Architects to develop a plan that would both substantially improve existing conditions at the two lots and introduce landscaping in strategic locations to help screen views of the interior of the block.

Enclosed for the Board's review are staff photos of existing conditions (ATTACHMENT 1), a written description of the proposed improvements (ATTACHMENT 2); a marked up aerial view showing the subject parcels and existing parking configurations (ATTACHMENT 3); two site plans showing the proposed reconfiguration and other site improvements (ATTACHMENTS 4a and 4b); and images comparing existing and proposed views from Spring Street (ATTACHMENT 5).

Current Status of 9 Spring Street Place

The wood frame, mansard roof structure at 9 Spring Street Place was built in the 1860's or 70's as a carriage house for the residence at 123 Park Street --see Historic Resources Inventory form (ATTACHMENT 6.) Historically, Spring Street Place functioned as an alleyway between Park Street and High Street and was lined with carriage houses that served the houses on both streets. The Park Street residence was demolished many years ago and the property has been a parking lot for the Cumberland Club for some time. Most of the other carriage houses along Spring Street Place have been demolished as well. Only one other carriage house at the north end of alley remains today.

The carriage house at 9 Spring Street Place is classified as a contributing structure in the West End Historic District. As the Historic Resources Inventory form indicates, the building's significance is derived primarily from what it communicates about the history of this alleyway. Architecturally, the modest building has been compromised over time by exterior renovations that include replacement of original windows, door and siding, reduction of the original carriage house door opening and installation of a standard garage door. The massing of the building has been altered as well with the addition of an enclosed side entrance and stairway. The building does retain its original slate mansard roof and is reported to be in good structural condition. Visually, the building plays an important role today, as it screens from view the large expanse of open parking lots that occupy the interior of the block.

According to tax records, the Cumberland Club purchased the property in 2000. The building has an apartment on the second floor, accessed by a side entry. The apartment has been unoccupied for some time. The ground floor has functioned as a garage and storage area.

Abutting the rear wall of the carriage house is a two-story brick structure. Although little is known about the brick structure, it appears to have been built separately, likely before the carriage house, but is now physically connected to it. Much of the front masonry wall still exists behind the carriage house, but openings have been created on the first and second floor to connect the structures. The building features rusticated granite window headers, 6/6 wood sash and early, if not original, doors with divided-light transoms. At some point in the building's history, it functioned as a potato chip factory, according to members of the club.

Note that the Cumberland Club's proposal calls for removing the front carriage house, but retaining the brick structure attached at the rear. It would likely be used in an expansion of the Club's kitchen.

Process for Amending or Rescinding Designation

As noted above, members of the Cumberland Club are seeking input as to whether the Board could support the removal of the carriage house at 9 Spring Place. (The brick rear ell would be retained under the club's proposal.) Because the entire building is identified as a contributing structure in the Historic Resources Inventory, its contributing status would need to be amended in order for the front portion to be demolished. In considering a request to amend the designation of a contributing structure, the Board must follow the process set forth for designation and reconsider whether the building meets the required designation criteria. As Board members will recall, contributing structures must meet the minimum criteria for designation in Sec. 14-610 that relate to architectural, historical and/or cultural significance *and* meet Sec. 14-611's integrity standard. Under the integrity standard, the structure must exhibit "sufficient integrity of location, design, condition, materials and workmanship to make it worthy of preservation or restoration." The Board is encouraged to re-read these designation criteria and the definitions of "contributing" and "noncontributing" structures as it takes up the Club's request—see ATTACHMENT 7 for ordinance excerpts.

While it is not common for the Board to amend or rescind the classification of a building within a district, there have been several instances since the ordinance went into effect where the Board determined that reclassification was appropriate. The ordinance anticipates this type of request and includes provisions to guide the process of reconsideration.

Existing Condition of Parking Lots

Currently, the Club's Spring Street parking lot accommodates 29 vehicles. Ten of the parking spaces, at the upper edge of the lot, are tandem. The shape of the lot is irregular; the western end is deeper and accommodates the tandem spaces, another row of spaces facing Spring Street and the travel lane. The eastern end of the lot is narrower with opposing rows of cars separated by the travel lane.

The edge of the parking lot along the Spring Street sidewalk is bordered by standard aluminum curbing. This curbing is located along the Spring Street Place edge of the lot as well. The entrance to the lot is off Spring Street Place. Along the northern edge of the parking lot, adjacent to Spring Street Place, is a solid natural weathered wood fence. Beyond this point, the wood fence ends and the northern boundary line is marked by a dry laid stone wall. There is no landscaping within the parking lot or along the perimeter.

The Park Street parking lot accommodates 21 spaces and can be accessed from both Park Street and Spring Street Place. The asphalt paving is in poor condition and there is no defined edge treatment around the lot, apart from remnants of concrete curbing along the Park Street frontage and a section of the neighbor's stockade fencing along a portion of the southern boundary. A tall tree stump is located at the edge of the Park Street entrance.

On the Club's 9 Spring Street Place property, there appears to be space for a few cars on both sides of the carriage house.

Proposed Improvements

At the Spring Street parking lot, plans call for constructing a low stone wall with iron fence immediately abutting the sidewalk on Spring Street. The wall and fence return toward the interior of the lot, creating additional visual buffer and a more defined entrance to the parking lot. Applied to or set within the wall on Spring Street is a sign identifying the lot as the Cumberland Club's.

Beyond the entrance drive, where the tandem parking spaces are now located, the plan calls for a landscaped bed that features both low plantings and trees. Behind the bed is another stone wall. Although it is difficult to tell from the plans, staff understands that this wall serves as a retaining wall, accommodating a slight change in grade at this location. As no elevations have been provided, the height of the stone walls and fencing is not known. Within the front parking lot, the asphalt is proposed to be renovated and restriped. The reconfigured Spring Street lot will accommodate 19 parking spaces, as opposed to the current 29 spaces.

Most of the spaces lost in the front parking lot are relocated within the interior of the block abutting Spring Street Place. Behind the low stone wall is a parking area for 10 tandem spaces. This parking area features an alternative paving treatment (exact material is not specified). As designed, this parking area is proposed to be dual-purpose, accommodating occasional outdoor events of the Club.

On the 9 Spring Street property, 5 spaces are shown—3 in front of the brick structure and 2 tandem spaces on the north side of the building.

At the Park Street parking lot, plans call for an iron fence along the Park Street frontage. The entrance to the lot is flanked by a stone pier on one side and a short section of dry-laid stone wall on the other that incorporates a sign for the club. The surface of the lot is to be repaved and restriped. No landscaping or other fencing is proposed for this lot. The parking count will not change.

With the proposed parking reconfiguration, there is a net increase of 5 parking spaces.

Staff Comments and Questions:

General Comments

Staff suggests that the proposed removal of the carriage house and the proposed site alterations be considered as separate matters. Although the enclosed site plan anticipates the removal of the carriage house and several parking spaces are gained with the removal of the building, a close review of the site plan suggests that the site improvements could move forward substantially as proposed whether the building is removed or retained.

The Board may wish to inquire whether the Club intends to pursue the proposed parking lot improvements regardless of the carriage house decision. In staff's view, given the prominence of the Club's parking lots and their current unsightly condition, some level of improvement, especially along the edges abutting public sidewalks, is highly recommended.

Proposed Removal of Carriage House

- The fact that the carriage house is one of only two remaining on Spring Street Place and is surrounded by open parking lots creates something of a dilemma. On the one hand, it can be argued that preservation of the building is especially important because so few carriage houses remain to convey the history of this area and because it provides an effective screen for the numerous surface parking lots that now dominate the interior of the block and erode its visual character. On the other hand, both the building and its surrounding context have been significantly compromised, raising the question of whether the historic resource in fact meets the ordinance's "integrity" requirement. The Board is encouraged to read carefully the criteria Sec. 14-610 (b) and Sec. 14-611.
- To what extent would the preservation of the brick ell at 9 Spring Street Place mitigate the loss of the carriage house?

Proposed Site Improvements

- If the carriage house were allowed to be removed, would the trees in the proposed planting bed provide an effective screen to blunt the view of the surface parking lots beyond? Would additional screening be recommended at the northern property line of 9 Spring Street Place?
- Is a stacked stone wall an appropriate edge treatment in this context? In staff's view, a stone wall is not characteristic of this neighborhood. Perhaps a low brick retaining wall or tall granite curbing with fencing above would be a more contextually appropriate solution.
- Recognizing that the enclosed plans are preliminary and sufficient for workshop purposes, they do not include a number of relevant measurements (e.g. wall/fence height) or material specifications (e.g. paving material for the "forecourt" area). This information will be important should the project move forward for final review and approval.

ATTACHMENTS

1. Staff photos of existing conditions
2. Written description of project
3. Aerial view showing subject parcels and existing parking configurations
- 4a,b Proposed site plans
5. "Before and After" images of Spring Street lot
6. Historic Resources Inventory form for 9 Spring Street Place
7. Excerpts from historic preservation ordinance regarding amendment or rescission of designation

SPRING ST.
PARKING LOT,
9 SPRING ST.
PLACE BEHIND



ATT. 1

PARK STREET
LOT,
9 SPRING ST.
PLACE BEHIND











Date: September 6, 2017

ATT. 2

HISTORIC PRESERVATION **APPLICATION FOR CERTIFICATE OF APPROPRIATENESS**

Pursuant to review under the City of Portland's Historic Preservation Ordinance (Chapter 14, Article IX of the Portland City Code), application is hereby made for a Certificate of Appropriateness for the following work on the specified historic property:

PROJECT ADDRESS:

1 Spring Street Place _____

CHART/BLOCK/LOT: _____ (if known)

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

The Cumberland Club is seeking an advisory opinion from the Board on the design of proposed improvements to their parking lots located to the rear of the historic Club house on High Street. The lots are accessed from Spring Street and Park Street. As a part of this project, partial demolition of the "carriage house" fronting on the back alley is being considered. This structure is listed as a contributing building in the historic district.

The "carriage house" consists of two structures built at separate times – a three story, shingled, mansard roof building attached to an earlier two story, flat roofed brick building which shares a party wall with the Club house. It has been vacant since the Club acquired the property several years ago. Uses prior to Club acquisition were a garage on the first floor, with a two story residence above and a potato chip factory in the brick structure to the rear.

The parking lot improvements are described as follows and illustrated with the attached documents.

The proposed design envisions the reconfiguration of parking stalls and drive lanes along with aesthetic improvements and screening elements such as new planting areas, low stone walls, wrought iron fencing, planters, new enhanced brick/granite paving, asphalt re-surfacing, striping, and signage opportunities.

Tandem parking spaces along Spring Street Place are re-oriented to run generally east-west, with new parking spaces added within the footprint of the existing "carriage house" proposed for removal. Enhanced brick and granite paving delineates a multi-purpose forecourt which is designed to accommodate both parked vehicles as well as serve as potential flex-space for outdoor seating and events. Enhanced paving also clearly delineates proposed "universal" pedestrian circulation connecting the existing asphalt parking lot adjacent to Park Street to the remaining parking areas and rear building entrance. The ADA parking stalls are re-located along this new universal route. Moveable planters may be placed along Spring Street Place to create a visual separation between the forecourt and drive lane when the space is used for an event.

A low, dry-stack stone wall, matching the wall on the south side of the courtyard, is utilized as a grade break between the new tandem parking area and the lower parking lot to the south. The low wall (18"-

36" height) is framed by planting which helps create visual separation between parking lots and breaks up the overall parking area hardscape. Proposed deciduous trees in the new planting island help provide additional screening from Spring Street toward the WCSH-6 facility to the northeast. The proposed pervious surface will also help to capture storm water runoff.

The west parking area adjacent to Park Street, is proposed to be re-surfaced and re-stripped based on the original layout as it exists.

The property boundaries meeting public Right-of-Way at both Spring Street (to the southeast) as well as Park Street (to the southwest) include low stone walls, new wrought iron fencing, and opportunities for club signage.



PARKING SUMMARY

TYPE	QUANTITY	% OF TOTAL	DESCRIPTION
STANDARD	35	63%	9'X18'
TANDEM	10	17%	9'X18' (9'X36' TOTAL)
COMPACT	8	16%	9'X15'
ADA/VAN-ACCESSIBLE	2	4%	10'X18'
55 TOTAL			

MATERIAL LEGEND

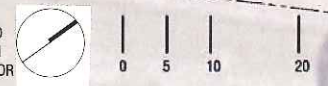
SYMBOL	QUANTITY	DESCRIPTION
[Dashed Line]	17,158 SF	SITE AREA/DEMOLITION
[Brick Pattern]	1,600 SF	STONE PAVING OR PERMEABLE PAVING (ALT ASPHALT)
[Brick Pattern]	600 SF	BRICK PAVING
[Stone Pattern]	190 LF (18" W. X 18" H. AVG.)	STONE WALL
[White Box]	13,500 SF	ASPHALT PAVING
[Fence Line]	170 SF	PROPOSED FENCE
[Gate Symbol]	30 LF	GATE OR EXISTING FENCE
[Striping Line]	1,000 LF	PAINTED STRIPING (WHITE)

PLANTING LEGEND

SYMBOL	QUANTITY	DESCRIPTION
[Tree Symbol]	4 (3" CAL.)	DECIDUOUS TREE
[Shrub Symbol]	9 (B&B OR #5 MIN.)	WOODY SHRUB
[Flower Symbol]	60 (#1 OR FLATS)	PERENNIAL

NOTE:

- EXISTING WOOD SHINGLE STRUCTURE REMOVED AND ADJACENT UTILITY POLE REMOVED/LINES BURIED.
- PARCEL BOUNDARY AND EXISTING SITE DATA SHOWN BASED ON ASSESSOR DATA AND FIELD MEASUREMENTS. CONTRACTOR SHALL VERIFY EXISTING CONDITIONS PRIOR TO SUBMISSION OF BIDS OR COMMENCEMENT OF WORK. A PROFESSIONAL SURVEY WILL BE NECESSARY PRIOR TO DEVELOPMENT OF CONSTRUCTION DOCUMENTS.



PROJECT TITLE

CUMBERLAND CLUB
PORTLAND, ME

PREPARED FOR

OWNER:
CUMBERLAND CLUB
Tim Hart, Manager
116 High Street
Portland, ME 04101
207 773 6402
timhart@cumberlandclub.org

REVISIONS

NO.	DATE	DESCRIPTION

ISSUE DATE

FOR CONCEPTUAL INTENT ONLY
JULY 21, 2017

SHEET TITLE

ILLUSTRATIVE PLAN

SHEET INFORMATION

L 1-02
NOT FOR CONSTRUCTION

ATT. Aa.



CUMBERLAND CLUB
PORTLAND, ME

OWNER:
CUMBERLAND CLUB
Tim Hart, Manager
116 High Street
Portland, ME 04101
207 773 6402
timhart@cumberlandclub.org

REVISIONS	DATE

ISSUE DATE
**FOR CONCEPTUAL
INTENT ONLY**
JULY 21, 2017

SHEET TITLE
EXISTING CONDITIONS

SHEET INFORMATION
L 1-00
NOT FOR CONSTRUCTION

ATT. 4b.

CUMBERLAND CLUB
PORTLAND, ME

OWNER:
CUMBERLAND CLUB
Tim Hart, Manager
115 High Street
Portland, ME 04101
207 773 6402
timhart@cumberlandclub.org

REVISIONS	DATE

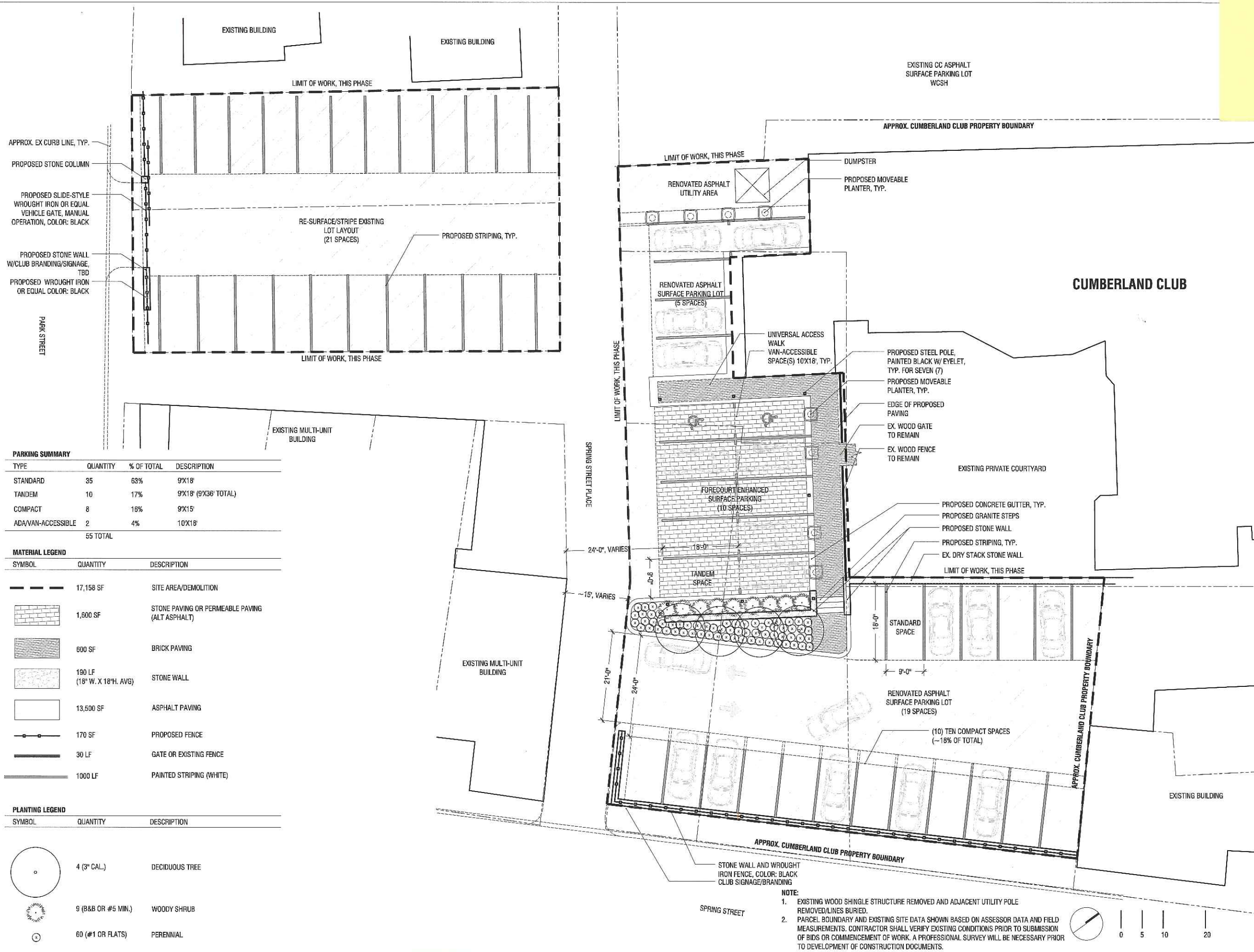
ISSUE DATE:

FOR CONCEPTUAL
INTENT ONLY
JULY 21, 2017

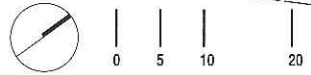
LAYOUT & MATERIALS
PLAN

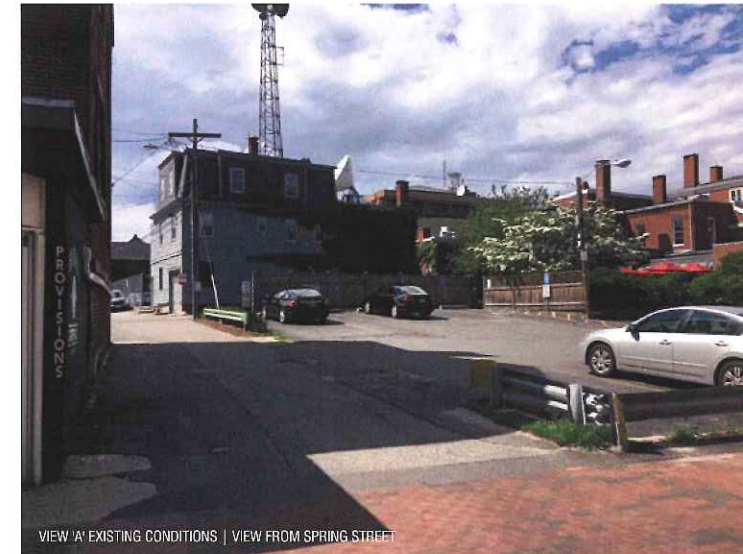
SHEET INFORMATION

L 1-01
NOT FOR CONSTRUCTION



NOTE:
1. EXISTING WOOD SHINGLE STRUCTURE REMOVED AND ADJACENT UTILITY POLE REMOVED/LINES BURIED.
2. PARCEL BOUNDARY AND EXISTING SITE DATA SHOWN BASED ON ASSESSOR DATA AND FIELD MEASUREMENTS. CONTRACTOR SHALL VERIFY EXISTING CONDITIONS PRIOR TO SUBMISSION OF BIDS OR COMMENCEMENT OF WORK. A PROFESSIONAL SURVEY WILL BE NECESSARY PRIOR TO DEVELOPMENT OF CONSTRUCTION DOCUMENTS.





CUMBERLAND CLUB
PORTLAND, ME

PREPARED FOR
OWNER:
CUMBERLAND CLUB
Tim Hart, Manager
116 High Street
Portland, ME 04101
207 773 6402
timhart@cumberlandclub.org

REVISIONS	DATE

ISSUE DATE:

FOR CONCEPTUAL
INTENT ONLY
JULY 21, 2017

SHEET TITLE

PHOTOSIMULATION

SHEET INFORMATION

L 1-08
NOT FOR CONSTRUCTION

Portland Historic Resources Inventory

Property Address: 9 Spring Street Place

Inventory #: SF-234

Assessor's C/B/L: 39-A-26

District: Spring Street

Map #: 234

Rating:

Local Code: CONTRIBUTING

National Register Ind. Listing N/A District Spring Street

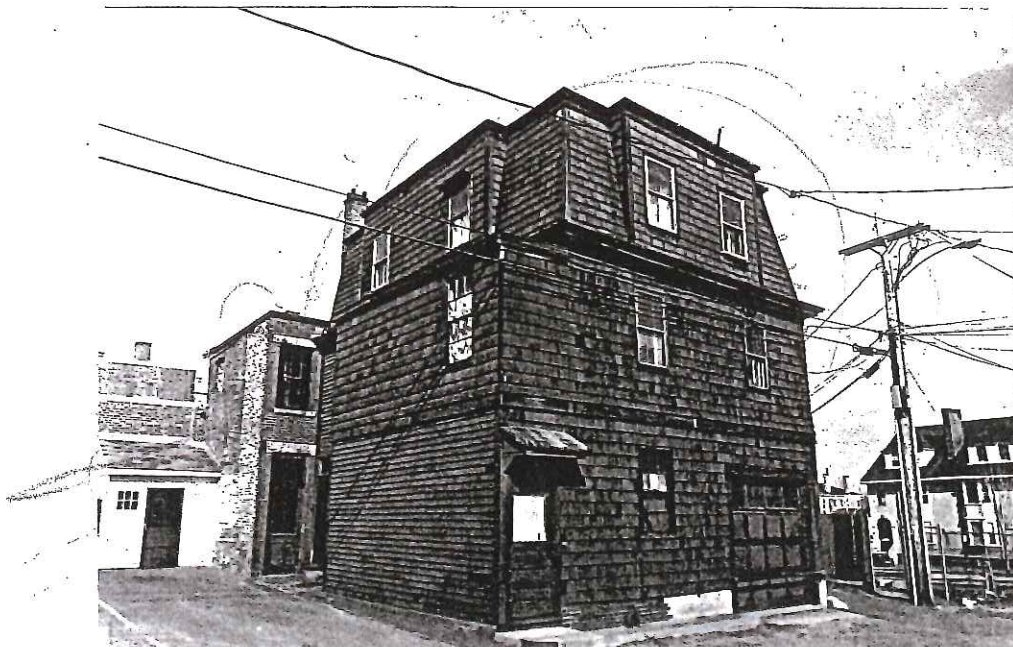
Date of Placement: Local 08/01/1990 National 04/03/1970

Description of Significant Features and Subsequent Alterations:

This dwelling was constructed as a carriage house to service 123 Park Street, now demolished. Its significance derives not so much for any great architectural stylishness, for its mansard roof is its only significant feature, but for its contextural contribution to this district. At one time Spring Street Place functioned as a sort of mews, for there were several carriage houses along it which serviced both Park Street and High Street. Now that this inner area has become primarily parking lots, a surviving building such as this one attains significance through its ability to remind us of the original use and appearance of this street of dependencies. The building itself has been altered and, lacking any photographic documentation, one can only assume that it was a clapboarded structure with a slate mansard roof. Because of its Second Empire styling it was probably built in the late 1860s or 70s in a style later than the building it serviced, for Park Street homes are primarily Greek Revival. The window sash has been altered, and wooden shingles have been added, though slate remains on the mansard roof. The patching of the foundation indicates that the garage door was inserted in the original, larger carriage door opening. The brick ell to which the structure is attached was there by 1882; by 1914 it had been annexed to the Cumberland Club.

City Review of Certificates:

Date	Action	Type	Summary of Work
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contributing or noncontributing, indicating their degree of cultural, historic, architectural or archeological significance. This list may be amended thereafter by the council upon recommendation from the planning board under the same process set forth above. Where there are no express findings by the council in the designation ordinance, there shall be a presumption that the council found that all requirements of sections 14-610 and 14-611 were met.

(c) Notice of the proposed action of the council shall be provided by mail to the nominator and the owner of the nominated landmark and/or of all properties adjacent thereto prior to council action. The notice shall include a copy of the resolution or designation ordinance and design guidelines.

(d) Notice of council action to the same persons shall be sent within ten business days following the council action. A copy of each designation ordinance and design guidelines shall be sent to the planning board, the historic preservation board and the department. A complete schedule of all landmarks and districts, including design guidelines and a listing of landmark and contributing structures, shall be maintained by the department as part of the design manual and shall be available for public inspection and copying during ordinary business hours.
(Ord. No. 235-90, 2-26-90; Ord. No. 165-08/09, 3-16-09)

* Sec. 14-623. Amendment and rescission of designation.

Amendment and rescission of any designation shall be upon the request of a person or persons authorized to nominate the property or properties affected, or upon request of the council, and shall follow the procedure set forth in division 4 for designation. The council may rescind or amend a designation only after all of these procedures have been followed. The standards for rescission or amendment applied by the committee, planning board and council shall be limited to those provided in section 14-610(a) and section 14-611. Amendments may include refinement or correction of design guidelines, maps, and other parts of any designation ordinance.
(Ord. No. 235-90, 2-26-90)

Sec. 14-624. Reserved.

Sec. 14-625. Reserved.

*Editor's note - Order No. 197-03/04 adopted 9/8/04, repealed §14-625 Projects of Special Merit in its entirety.

department evidencing a determination that specific plans for alteration of a structure or new construction on a site do not require approval under this article.

* **Contributing:** A classification applied to a site, structure or object within a historic district signifying that it contributes generally to the qualities that give the historic district cultural, historic, architectural or archeological significance as embodied in the criteria for designating an historic district, but without being itself a landmark.

Council: The city council.

Demolition: Any act or process that partially or totally destroys a structure or object.

Department: The department of planning and urban development.

Design guidelines: Any design standard specified for alteration or new construction which is unique to a particular landmark, historic district or historic landscape district.

Design manual: The historic resources design manual described in section 14-675.

District: An historic district or historic landscape district.

Historic district: An area designated as an "historic district" by the council.

Historic landscape district: An area designated as an "historic landscape district" by the council.

Landmark: A property, site, structure or object designated as a "landmark" by the council as having a high degree of historical, cultural and/or architectural significance.

Major development: As defined in article V of this chapter.

Minor development: As defined in article V of this chapter.

New construction: The adding to a structure by an addition; the erection or placement of any new structure on a lot or property; or the comprehensive redesign/renovation of an existing structure.

* **Noncontributing:** A classification applied to a site, structure, object, or portion thereof, within a historic district signifying that 1) it does not contribute generally to the qualities that give the historic district cultural, historic, architectural or archaeological significance as embodied in the criteria for designating a historic district; 2) was built within 50 years of the date of district designation unless otherwise designated in the historic resources inventory; or 3) where the location, design, setting, materials, workmanship and association have been so altered or have so deteriorated that the overall integrity of the site, structure or object has been irretrievably lost. A portion of an otherwise contributing or landmark structure may be determined by the historic preservation board to be non-contributing if it meets one or more of the above conditions.

Object: Anything constructed, fabricated or created, the use of which does not require permanent or semi-permanent location on or in the ground.

Open space: Any park and any other area outside of a building open to the public.

Ordinary maintenance: Acts of maintenance or repair which do not include a change in the design, material or outer appearance of a structure, including without limitation repainting, replacement of materials or windows of the same scale, texture and color, and landscaping other than within an historic landscape district.

Owner: The person or persons holding record title to the building, site or property; provided, however, the last previous tax roll in the records of the city assessor's office may be relied upon as showing record ownership in the absence of substantial evidence to the contrary.

Property: Land and improvements identified as a separate lot for purposes of subdivision, site plan, or zoning regulation.

Relocation: Any removal or relocation of a structure on its site or to another site.

Restoration: Any act which returns a structure or a feature of a structure to a prior state of historic significance.

Sign: As defined in section 14-47.

Site: The location of an event, activity, structure or object.

(s) To annually report to the council with respect to the following matters:

1. Survey work in progress or completed;
2. The number of projects reviewed (by type);
3. How many certificates of each type were issued.

(Ord. No. 235-90, 2-26-90; Ord. No. 165-08/09, 3-16-09)

DIVISION 3. CATEGORIES AND CRITERIA FOR DESIGNATION

* Sec. 14-610. Minimum criteria for designation.

(a) The historic preservation board shall limit its consideration to the following criteria in making a determination on a proposed nomination of an area, site, structure or object for designation by ordinance as a landmark or district:

- (1) Its value as a significant example of the cultural, historic, architectural, archeological or related aspect of the heritage of the City of Portland, State of Maine, New England region, or the United States;
- (2) Its location as a site of a significant historic or prehistoric event or activity which may have taken place within or which involved the use of any existing structure on the property;
- (3) Its identification with a person or persons who significantly contributed to the cultural, historic, architectural, archeological or related aspect of the development of the City of Portland, State of Maine, New England region, or the United States;
- (4) Its exemplification of a significant architectural type, style or design distinguished by innovation, rarity, uniqueness or overall quality of design, detail, materials or craftsmanship;
- (5) Its identification as the work of an architect, designer, engineer or builder whose individual work is significant in the history or development of the City of Portland, the State of Maine, the New England region, or the United States; or
- (6) Its representation of a significant cultural, historic,

architectural, archeological or related theme expressed through distinctive areas, sites, structures or objects that may or may not be contiguous.

(b) In the case of a nominated historic district, the historic preservation board shall also determine whether a substantial number of the properties, sites, structures or objects have a high degree of cultural, historic, architectural or archeological significance and integrity, many of which may qualify as landmarks, and which may also have within its boundaries other properties, sites, structures or objects which, while not of such cultural, historic, architectural or archeological significance to qualify as landmarks, nevertheless contribute to the overall visual characteristics of the significant properties, sites, structures or objects located within it.

(c) In the case of a nominated historic landscape district, the historic preservation board shall also consider its significance as a geologic, natural or man-made landscape feature associated with the development, heritage or culture of the City of Portland, State of Maine, New England region, or the United States.

(d) The planning board and council shall apply the criteria of subsections (a), (b) and (c) but shall also consider the effect of such designation on other aspects of the comprehensive plan of the city.

(Ord. No. 235-90, 2-26-90)

Sec. 14-611. Integrity of landmarks and historic districts.

Any area, structure or object that meets the criteria in section 14-610 must also have sufficient integrity of location, design, condition, materials and workmanship to make it worthy of preservation or restoration.

(Ord. No. 235-90, 2-26-90)

Sec. 14-612. Designation of historic landscape districts.

An historic landscape district may be nominated and considered for designation only if the entire area of the district is owned by a unit of federal, state or local government, or any combination of such ownership.

(Ord. No. 235-90, 2-26-90; Ord. No. 220-93, § 2, 5-17-93)

Sec. 14-613. Reserved.

DIVISION 4. NOMINATION, CONSIDERATION AND DESIGNATION

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

**PUBLIC HEARING and WORKSHOP
425 CONGRESS STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: August 31, 2017

RE: September 6, 2017 **PUBLIC HEARING and WORKSHOP**

Application for: Certificate of Appropriateness for Installation of Temporary Handicap Ramp and Door Replacement, Preliminary Review of Future Permanent Accessibility Improvements

Address: 425 Congress Street
First Parish Church

Applicant: First Parish Church

Architect: Ted Oldham

Introduction

First Parish Church is seeking Board review of proposed accessibility improvements for the church complex at 425 Congress, which includes the church itself and the parish hall which immediately abuts the church on its east side. As Board members are aware, First Parish serves as a major community and cultural center for the city of Portland and region. In addition to church services and events for First Parish parishioners, the parish hall provides regular meeting space for numerous organizations and both the church and the hall provide the venue for many public events each year. The fact that neither the church nor the parish hall are handicap accessible has been a pressing concern for the Church for many years. Recently, parishioner and architect Ted Oldham was asked to explore options for achieving accessibility—both in the short and long term.

On Wednesday, Mr. Oldham will request approval for the installation of a temporary handicap ramp which will provide access to the elevated front entry of the parish hall. The ramp will be positioned in the east side yard. Associated with this temporary ramp will be a minor adjustment to the raised curb at the entrance to the side yard. The paired entry doors to the Parish Hall will be replaced with doors that meet ADA requirements while maintaining the general design and details of the historic doors. First Parish has secured permission for a dedicated handicap parking space in front of the church as well. As proposed, the temporary ramp will be removed by the fall of 2020. The temporary ramp will meet the Church's needs

until such time as funds can be raised, approvals sought and construction completed on a permanent accessibility solution.

Attached is a detailed project description prepared by Mr. Oldham that describes the immediate proposed ramp installation and introduces preliminary plans for an elevator/stair tower at the rear of the parish hall that will provide a permanent accessibility solution. An existing egress stair tower will be removed for the new addition.

While Mr. Oldham has provided preliminary plans for the future elevator/stair tower, the plans will be presented for more detailed review at a future meeting. They are included here both to illustrate the church's long-term intentions and to gauge the level of support for the general concept. The primary focus of the review is on the handicap ramp installation.

As Mr. Oldham has provided a very detailed project description as well as drawings and product specifications, there is no need to repeat the information here.

Staff Comments

While a ramp of the type proposed would likely not be acceptable on a permanent basis, in staff's view the proposal is an entirely reasonable one and establishes a clear deadline for removal of the temporary ramp. The modification of the entry doors to meet ADA requirements retains the essential character of the original doors and is consistent with previous proposals supported by the Board.

The Board is encouraged to reference the ramp removal deadline in a condition of approval and to require shop drawings for the replacement doors. A sign near the ramp indicating that this is a temporary installation might also be appropriate, especially given the landmark status of the property.

Applicable Review Standards

- (2) *The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
- (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 September 6, 2017 public hearing and information included in the accompanying staff report, the Board finds that the proposed temporary ramp installation and modification of parish hall entry doors at 425 Congress Street **meets (fails to meet)** the historic preservation ordinance review Standards for Review of Alterations to Historic Buildings **(subject to the following conditions.....)**

Attachments

1. Project description
2. Plans, specifications and photographs of existing conditions

August 14, 2017

Ms. Deb Andrews
Historic Preservation Program Manager
389 Congress St. Portland, ME 04101

Dear Deb,

Thank you for including us on the September 6, 2017 meeting of the Historic Preservation Board. The First Parish Meeting House Trustees and the congregation are undertaking a project to make their buildings accessible to all. The project is being done in two phases. We are asking for approval of only the first phase at this time as the second phase has only been developed to a conceptual level and the construction of the second phase would not begin for at least two years. We will return at a later date with a developed proposal for the Phase 2 work items. Below is a description of the complete project.

First Parish Meeting House and Parish Hall- Accessibility Project

The accessibility project for First Parish Meeting House and Parish Hall is long overdue and it is extensive. It is projected to take as long as 3 years to complete. For this reason we would like to start with a Phase 1 that would make the Meeting House and entry floor of the Parish Hall accessible by fall of this year. This can be accomplished by employing the use of a temporary ramp. This ramp would be utilized until the whole project is completed in 2020. The focus of this phase is making the Parish Hall entry compliant with ADA standards. The importance of these significant historic structures is well recognized and the proposed design solutions will respect the historic features and details of these buildings while allowing them to become fully accessible.

Phase 1 (completion by the Fall of 2017) consists of:

1. A temporary ramp will be erected, similar to, but more substantial than the one used at the City Hall while the side accessible entry was being reconstructed in 2016. With the handrail removed, the ramp will connect to a 10' long temporary landing extension on the eastern side of the existing landing. The first section of the ramp will be 30' long. This section terminates at a 10'x 5' landing. A second ramp section of 20' reverses direction and returns near the bottom of the stair. This ramp is temporary and would be taken down and removed when Phase 2 is operational. The ramp will be supplied and installed by Amramp. A drawing and brochure are attached.
2. Reconstructing the Parish Hall two sets of front exterior doors and framing. Two sets of pairs of 28" panel doors currently exist at the two ends of the entry vestibule. One of the doors of each pair will need to be 36" in width. The 36" door will be paired with a 20" operable, but floor bolted, door. The 20" door will match the 36" door in design and detail. The ~5" stiles will be the same on each door and the middle panel will vary. M R Brewer Fine Woodworking will be building and installing the complete exterior door framing system and the two sets of doors.
3. A small ~ 2' long ramp, located at the threshold below the iron gate entry to the Parish Hall lawn and garden, is necessary to make the existing path end accessible. This ramp will be temporary and will be removed when Phase 2 is operational.
4. At a May, 2017 meeting in City Hall with Jon Jennings and Jeff Levine we requested that a Handicapped parking space on Congress Street in front of the Meeting House be designated and appropriately marked. At the meeting, it was agreed that the City would do this in the near future. This was accomplished in July and is currently in active use.

Phase 2 (completion no later than the Fall of 2020) consists of:

1. Removing the existing egress stair tower located in the rear of the Parish Hall and replacing it with a new code-compliant egress stair and elevator. This elevator will connect the three floors of the Parish Hall and provide accessibility to all of these floors as well as the Meeting House that is located at the same level as the 1st floor of the Parish Hall. The accessible access will be through the 1st floor of the Parish Hall.
2. The accessible route from the front of 1st Parish Meeting House and Parish Hall is proposed to lead up the east side of the Parish Hall on Freshman Alley to a new entry door and vestibule that will be quite visible from Congress St. This door will be appropriately power-operated, signed, lighted, secured and covered with a proposed 4' deep x10' wide canopy.
3. At the May, 2017 meeting with Jon Jennings and Jeff Levine we asked about the City's schedule for repairing the surface of Freshman Alley adjacent to 1st Parish Hall. We asked that it be completed before the completion of the accessibility project for 1st Parish. Mr. Jennings said that he was confident that this work would be accomplished by then.
4. The original granite front stairway will be uncovered, cleaned and preserved. Over time the original handrail system was removed and replaced with an inadequate system. This inadequate system led the congregation to add the current overlay stairway and handrails to facilitate easier access to the facilities. We propose to remove the overlay landing and stairs and install a compliant guardrail/ handrail system constructed of painted steel attached to the original granite stairway.

Thank you for your assistance on this project.

Sincerely



Ted Oldham for Stephen Jenks and the Trustees of First Parish Meeting House

Attachments:

1. HP application for Certificate of Appropriateness
2. 1st Parish Accessibility Project Drawings: 1a, 1b, 2a, 2b, A, B, C, D, & E



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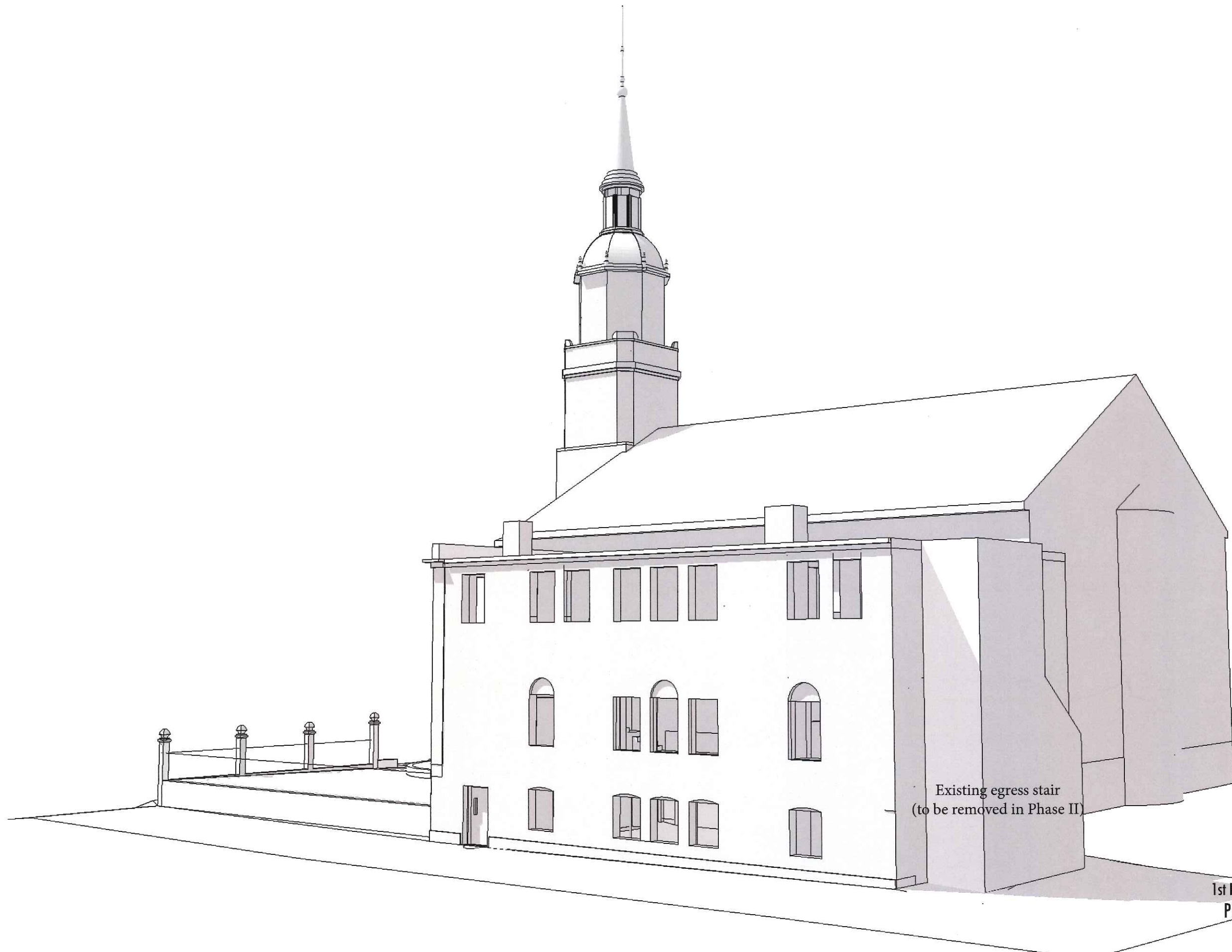
www.amramp.com

1. Rev None

Phase I items to be completed by fall of 2017 (shown in blue)

1. Handicapped parking space. (has been identified and marked by City)
2. 2 foot long temporary ramp @ Garden entry.
3. New entry & vestibule doors with 36" and 20" panels. (replacing 2@ 28")
4. Temporary 4' wide ramp connecting to existing stair landing. (10' landing; 30' ramp; 8' landing; 20' ramp)





Existing egress stair
(to be removed in Phase II)

Phase II items to be completed by fall of 2020 (shown in yellow)

- a. Remove 2 foot temporary ramp @ Garden entry.
 - b. Remove temporary ramp.
 - c. Remove existing temporary stair, handrails and landing currently over original granite stair.
 - d. Remove remaining handrail parts on original granite stair, clean granite.
-
- 1. Install code-compliant painted steel guard and handrail system on the original granite stairs.
 - 2. Construct code-compliant egress stair, ADA compliant elevator, entry vestibule and canopy.
 - 3. Resurface Freshman Alley. The City has committed to do this before the completion of Phase II.



Phase II items to be completed by fall of 2020 (shown in yellow)

2. Construct code-compliant egress stair, ADA compliant elevator, entry vestibule and canopy.
 - a. New egress stair.
 - b. New elevator.
 - c. New entry vestibule.
 - d. New canopy (4' deep x 10' wide)
3. Resurface Freshman Alley. The City has committed to do this by the completion of the project.





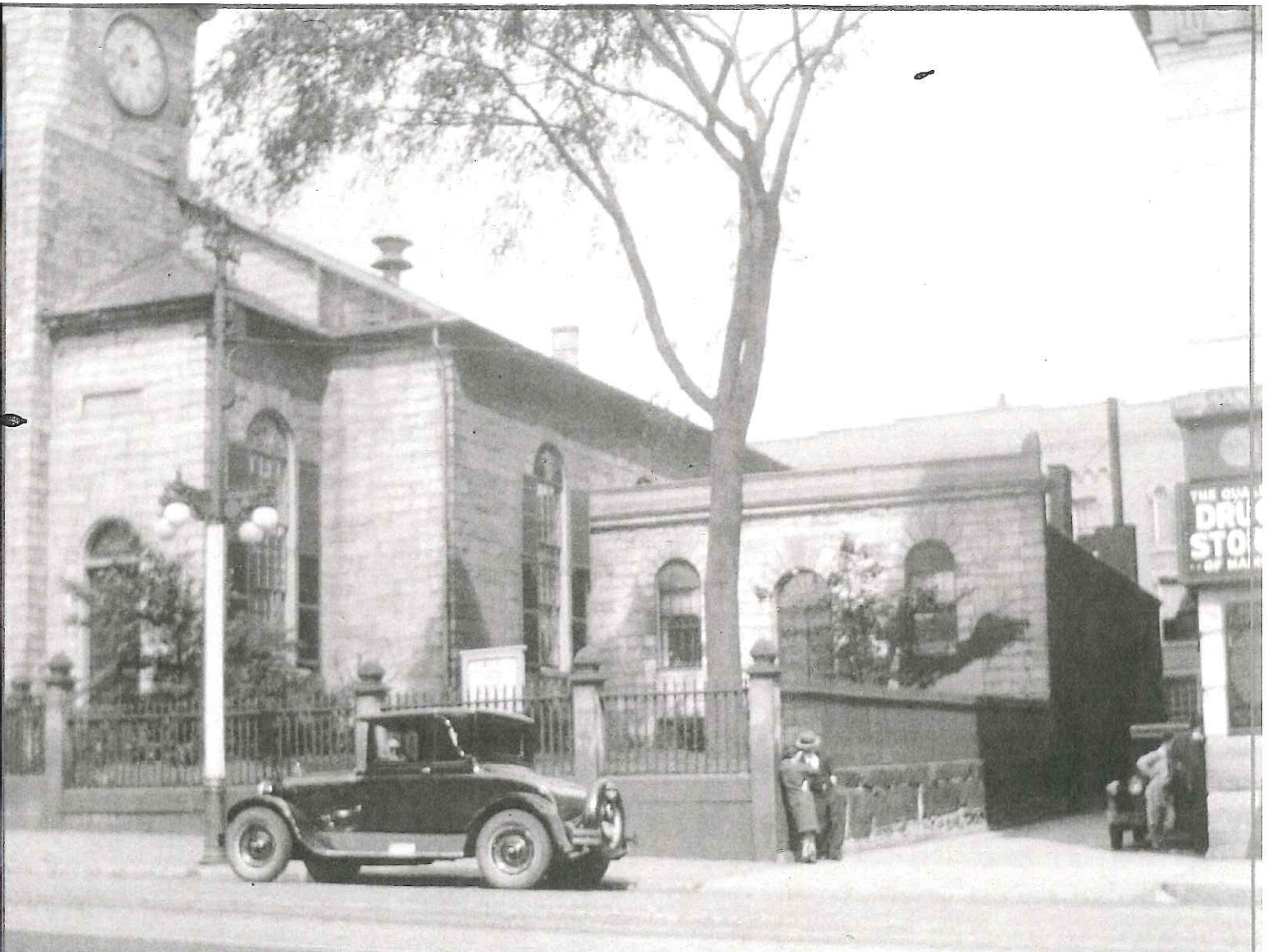
Left: View of 1st Parish Meeting House looking east on Congress Street.



Right: View of 1st Parish Meeting House and the Parish House looking north up Freshman Alley.



Left: View of 1st Parish Parish House looking north up Freshman Alley from Congress Street..



Right: Historic view of 1 story original Parish House looking north up Freshman Alley.



Left: View of the entrance gate to the yard and Parish House. Note the 2-4" rize of the curb. A 2' long temporary ramp will be installed here.



Right: An historic view of the entrance gate and original Parish House.



Top: Parish House Garden and Front entry stairs. Bottom Left: Original granite stairs with current overlay stairs, landing and handrails. Bottom Right: Maine Historical Society's painted steel guard and handrail system.



View of Freshman Alley and the rear of the Parish House looking south. The egress stair tower will be removed and replaced with a stair tower, elevator, vestibule and canopy in Phase II.

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

**WORKSHOP
107 PINE STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Historic Preservation Compliance Coordinator

DATE: August 31, 2017

RE: September 6, 2017 **Workshop** –Review of Garage Addition
(Second Workshop for revised plans)

Address: 107 Pine Street

Applicants: Nancy and John Butman

Architect: John Whipple, Whipple - Callender Architects

Introduction

The owners of 107 Pine Street, Nancy and John Butman, and their architect John Whipple are returning to the Board for review of revised plans for a new attached garage and a new porch and stairs from the house to the garden. A replacement for the existing 2004 garage was first proposed in June, 2016 by architect Jeffrey Fleming. Board members will recall that last month (August 2, 2017) Mr. Whipple and Mr. Butman appeared before the Board with preliminary designs for the garden access and a new approach to replacing the existing, flat-roofed garage.

At the August 2nd Board meeting the quiet, somewhat recessively situated and detailed garage and rear entrance inspired little in the way of discussion or reservations, though several Board members had suggestions. Considerably more questioning and conversation focused on the proposed new porch and stairs, located near the rear of the main body of the brick house. The applicants propose a door to replace one of the large, original double-hung windows in the dining room to create direct access to a small sitting deck and stairs to the garden. All of the Board members had comments about various aspects of the porch and stairs, with the general consensus being that the scheme deserved more study, in order to arrive at a design that could create a gracious accessory befitting the Second Empire house without making an overly dramatic gesture that would compete with the house and garden.

Mr. Whipple has submitted revised plans, elevations and renderings, showing a narrower but slightly deeper porch with metal structural elements and metal stairs curving away from the end of the porch, to project slightly less into the yard than in the preliminary plan. The

architect's plans and descriptive email also provide more details on finishes for the garage, door, porch, and stairs; more details will no doubt be necessary before final approval by the Board or staff. Staff has added additional photos taken from the Spring Street sidewalk, and has also included the plans from the August 2 workshop for reference.

Subject Structure

The subject property is the west half of a brick Second Empire style double house constructed in 1869. A large and imposing residence, the main block is 49 feet deep. Decorative cedar shingles have replaced slate on the exteriors of the mansards. Though third floor windows have been replaced, most of the existing windows appear to be original, with the wider, tall windows having a 2/2 configuration. The one-story clapboard rear ell is recessed several feet back from the sidewall of the principle structure, and the existing 2004 garage is attached to its west wall. A narrow set of existing stairs leads between the brick house and the garage to a rear entrance in the ell.

An existing driveway off Pine Street separates the subject property from the grand Fassett house next door; the drive provides access to parking at 107 Pine, as well as the neighboring properties, continuing behind the block to eventually intersect with West Street. A large, carefully landscaped garden (now somewhat overgrown,) between the west side of the house and the drive is enclosed by an iron fence. Pine Street curves at this point, making the west side of the house potentially quite visible, but the plantings in the garden provide ample screening from several angles during growing season.

Preliminary Plans and Board Response at August 2 Workshop

The proposed design for the garage and entry adapts the simple visual language of the existing, wood-framed rear ell:

- Low, rectangular forms
- Flat roofs (the existing ell has a shallow hipped roof)
- Siding, trim, overhangs, and cornice similar to the existing ell

While the garage is proposed to extend a few feet beyond the side wall (west side) of the main house, it projects substantially less than the existing garage, and it will also be partially hidden by the proposed shallow porch on the side wall of the main house. Because of the height of the first floor, the rear entry alcove can have high windows above the lower garage / canopy roof, to add natural light. (The entry encloses two rear facing, original windows, without interfering with the openings at all.) The storage projection with a door to the outside - on the rear side of the garage - is set back enough to be rendered invisible from most perspectives.

New, 5' wide stairs down to the garden were proposed on August 2, at an angle to the front corner of the shallow, arced porch that was proposed to be 5' deep at the deepest point. Both stairs and porch were shown on the plans constructed of wood framing and decking, and Mr. Whipple mentioned steel rails that would echo the yard's fencing. No skirting was shown below the porch or stairs. Because the first floor of the house is substantially raised above the street, all of the entrance stairs need multiple rises – six to eight – to gain the landings, as is the case with the original stone front steps.

Board members generally responded favorably to the new design for the garage and rear entry, which conforms quietly to the aesthetic of the rear ell and doesn't challenge the visual dominance of the house. Comments on the rear addition included:

- Simple forms and recessive colors would be appropriate for the rear garage
- The overhead door should perhaps be covered with painted wood boards, emphasizing vertical lines

Board members had various levels of discomfort with certain aspects of the new door, porch and stairs to the yard, but they were sympathetic, not dismissive of the goal of creating the access. Members were generally wary of adding a porch and stair that would make too bold a design statement, and a number of suggestions were made to quiet the new structure and change the geometry:

- The form and details should be made more recessive – such as using dark metal for the structure, and keeping the stairs closer to the body of the house
- The stairs could be reconfigured to project less far into the yard, but the applicants point out that they need to avoid a large, well established garden tree.
- Mr. Whipple and the applicants stated their preference not to oversimplify the stairs and porch, to the point of “looking like a fire escape.” One Board member cautioned against creating a “sculptural element,” while another said the stair addition should be gracious to be in keeping with the historic property.
- It was suggested the stairs needed to relate to both the porch and the garden, but also to the house; while several Board members advocated stairs along the side of the house, the applicants appear to favor a more central descent to the garden.
- Board members wanted the stairs to be narrower than the 5' wide version presented, but one cautioned against making them too narrow, and not gracious enough for the style of the house.
- Despite luxuriant garden growth, Board members agreed that the stairs and porch would be visible and should be evaluated on design appropriateness, not on vegetative screening that could be reduced in the future.
- It was pointed out that skirting below the porch and stairs might ground the structure, but there did not seem to be Board consensus on whether it would be important to the design.

Questions were raised about the door that is to replace the dining room window (leading to the new porch and stairs.) Due to a drafting error, the top of the transom proposed above the new door (and the masonry opening) appeared lower than the other window openings on the first floor. Mr. Whipple confirmed that the bottom of the opening would be lowered to accommodate a door, but the head would remain the same, and the transom height would be adjusted to fill the opening above the door. Sizes of the door and transom have not been detailed yet, and Board members suggested that the proportions of these elements, including the amount of glass in the door, bears scrutiny.

Revised Plans

The new plans show a narrower set of stairs (3'-6") that curves from the end of a shortened porch and extends less far into the yard. Framing, posts, railings, and stair carriage are proposed to be painted steel. Decking is to be high quality wood. The porch dimensions have changed from last month's 15'-4" by 5' deep at the apex of the curve to 12' wide by 6' deep at

the deepest point. The new door from the dining room to the porch is shown having a 2/2 configuration like the double-hung windows.

Some additional details have been added to the garage and entry addition, most notably vertical boards to cover the overhead garage door, and a post instead of a bracket to support the southwest corner of the rear entry porch. Mr. Whipple describes the siding, and trim as matching the existing ell, but proposes painting it all in grey.

Staff Comments

Changes to the garage and entry since the August workshop did not change the character, footprint or mass, and the design does not seem likely to inspire objections from the Board as it is compatible with the rear ell and recessive in its detailing. Staff believes the substitution of a post for the bracket that was supporting the corner of the entry roof in the earlier plan is a less eye-catching treatment, in keeping with the addition. Adding vertical boards to the overhead garage door is an improvement over the plain horizontal divisions of the basic door, though staff wonders if another pattern might offer less of a bold contrast to the more horizontally oriented addition.

The changes to the new garden porch and stairs will no doubt require some discussion. By incorporating painted steel, narrowing the porch and stairs, and bringing the stairs somewhat closer to the house, Mr. Whipple has responded to several of the Board's concerns. Whether these adjustments achieve the primary goal of the Board – interpreted by staff as making the stairs and porch less of a large, eye-catching presence on the side of the house and in the garden – will be a key discussion. Staff notes:

- The painted steel structure is a lighter treatment for the porch and stairs; the narrower staircase and the intentional omission of any skirting or enclosure below also help reduce the visual impact
- By originating at the end of the shortened porch, instead of at the front corner as in the August 2 plans, the stairs project somewhat less into the yard, but they land slightly closer to the street than in the earlier concept. The curve of the stairs in the latest version adds a gracious note and brings the bottom closer to the house while avoiding the tree, but might draw attention.
- As Mr. Whipple pointed out on August 2, the path of the stairs needs to avoid a large, existing magnolia tree, which is shown on the latest plans, and apparently the applicants would rather the stairs land in the garden than next to the house
- In the current proposal the applicants have opted to curl the stairs behind the magnolia and really land in the garden, rather than curving the other way and hugging the side of the house – as some Board members suggested
- Visibility of the proposed alterations will be largely influenced by the treatment of plantings; the continued presence of large plants cannot necessarily be counted on to hide the currently proposed changes
- The proposed treatment of the new dining room - garden door appears compatible with the rest of the façade, providing the opening depth and trim are handled in a similar way.
- Once the original dining room sash are removed, they should be retained at the property

A number of details will have to be finalized before a final review can be performed – whether by staff or by the Board:

- Railing details for the new porch and stairs
- Proposed lighting for the vicinity of the new doors
- Any additional site alterations such as hardscape in the driveway or walks
- Final door and window schedules, including the door and transom at the new porch

Applicable Review Standards

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

Attachments:

1. Architect's description of the revised plans
2. Plans, elevations, photos, and renderings supplied by architect
3. Preliminary plans, drawings, and renderings from the August 2 workshop
4. Photos supplied by staff

John,

Thank you for getting back to me. I take this to mean you and the Butmans want to be included in next week's agenda. I'll let you know how the timing of items is arranged.

Thanks,
Rob

[Quoted text hidden]

--

Robert Wiener
Preservation Compliance Coordinator
City of Portland
(207) 756-8023

john whipple <john@whipplecallender.com>

Tue, Aug 29, 2017 at 1:42 PM

To: Robert Wiener <RWIENER@portlandmaine.gov>

Cc: Nick Canedy <nick@whipplecallender.com>, Nancy Butman <nbutman@gmail.com>, John Butman <johnbutman@gmail.com>

Rob:

Drawings attached show our revised proposal for the garage addition at 107 Pine St.

Most of the board's attention was directed at the balcony off of the dining room last time we saw you. Our more developed version of the balcony is shown in the attached drawings. Framework, posts, railings and stair stringers will be painted steel. Decking will be mahogany or ipe wood. There was considerable debate at our meeting but no resolution on the width of the stair. The version shown is 3' 6" wide. We will probably tighten up the curve of the stair by the time we present to you again (given a little more time with the stair maker tool in our CAD program.) The door to the balcony will have glass with a 2 over 2 configuration and a transom light that is the same height as the other windows on the first floor.

Other refinements include a garage door that is covered with vertical boards; corner and trim boards on the garage structure that will match corner and trim boards on the existing L; a post instead of a bracket to support the roof above the stoop; a people door to the back vestibule with one sidelight instead of two. The door assembly-door, sidelight and transom light-will probably be Marvin, clad, gunmetal gray. Siding, trim, and windows will be gray. Window trim will be 908 brick mold casing to match existing windows in the L.

John Whipple

Maine Registered Architect

WHIPPLE-CALLENDER ARCHITECTS

136 Pleasant Ave
Portland, ME 04103
207.775.2696 ext 104
www.whipplecallender.com

ATTACHMENT 1



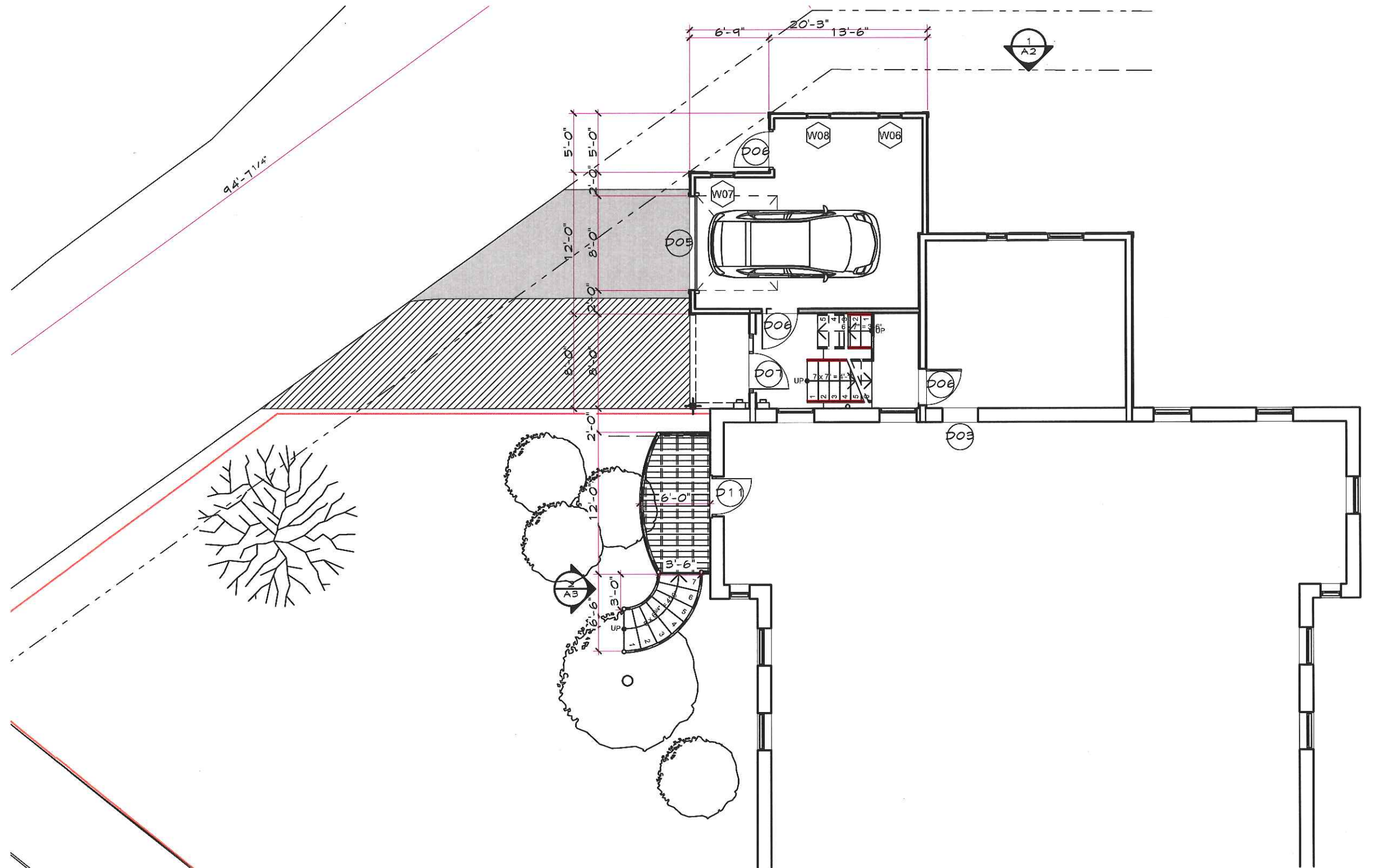
107 PINE ST GARAGE - 8_29_17 PRESENTATION SET.pdf
4081K

Nick Canedy <nick@whipplecallender.com>

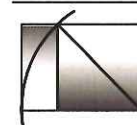
Wed, Aug 30, 2017 at 10:24 AM

To: Robert Wiener <RWIENER@portlandmaine.gov>

Cc: Nancy Butman <nbutman@gmail.com>, John Butman <johnbutman@gmail.com>, Whipple John <john@whipplecallender.com>



1
A1 PROPOSED ADDITION ON EXISTING SITE PLAN
SCALE: 1/8" = 1'-0"

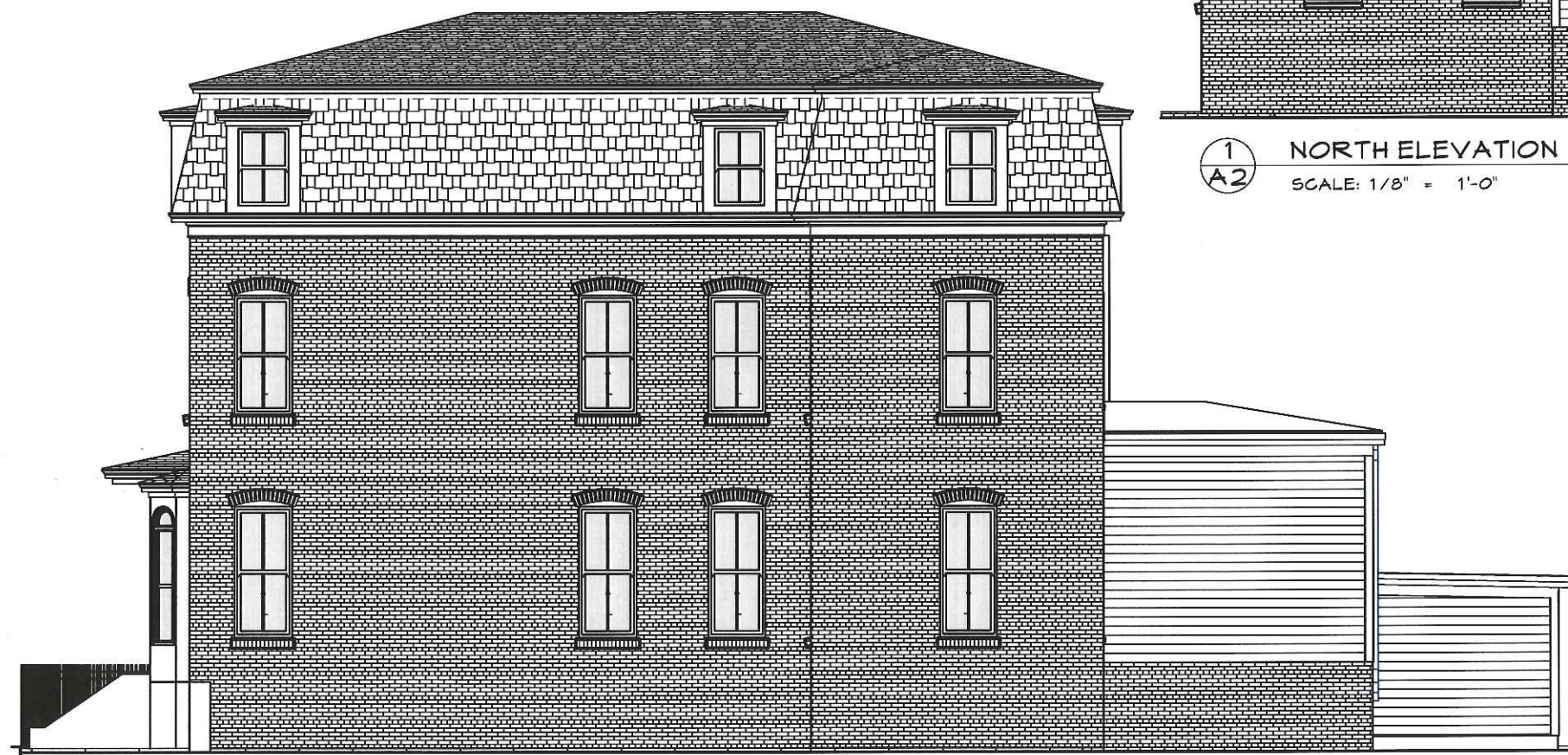


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BUTMAN GARAGE
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8/30/17

A1



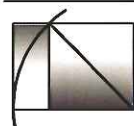
2 EAST ELEVATION
A2

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



1 NORTH ELEVATION
A2

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



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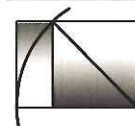
A2



1
A3 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



2
A3 WEST ELEVATION
SCALE: 1/8" = 1'-0"



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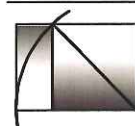
A3



1
A4

WEST ELEVATION

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



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A4



1
A5 RENDERING FROM WEST



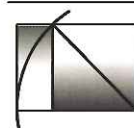
2
A5 RENDERING FROM STREET



3
A5 GARAGE SIDE VIEW



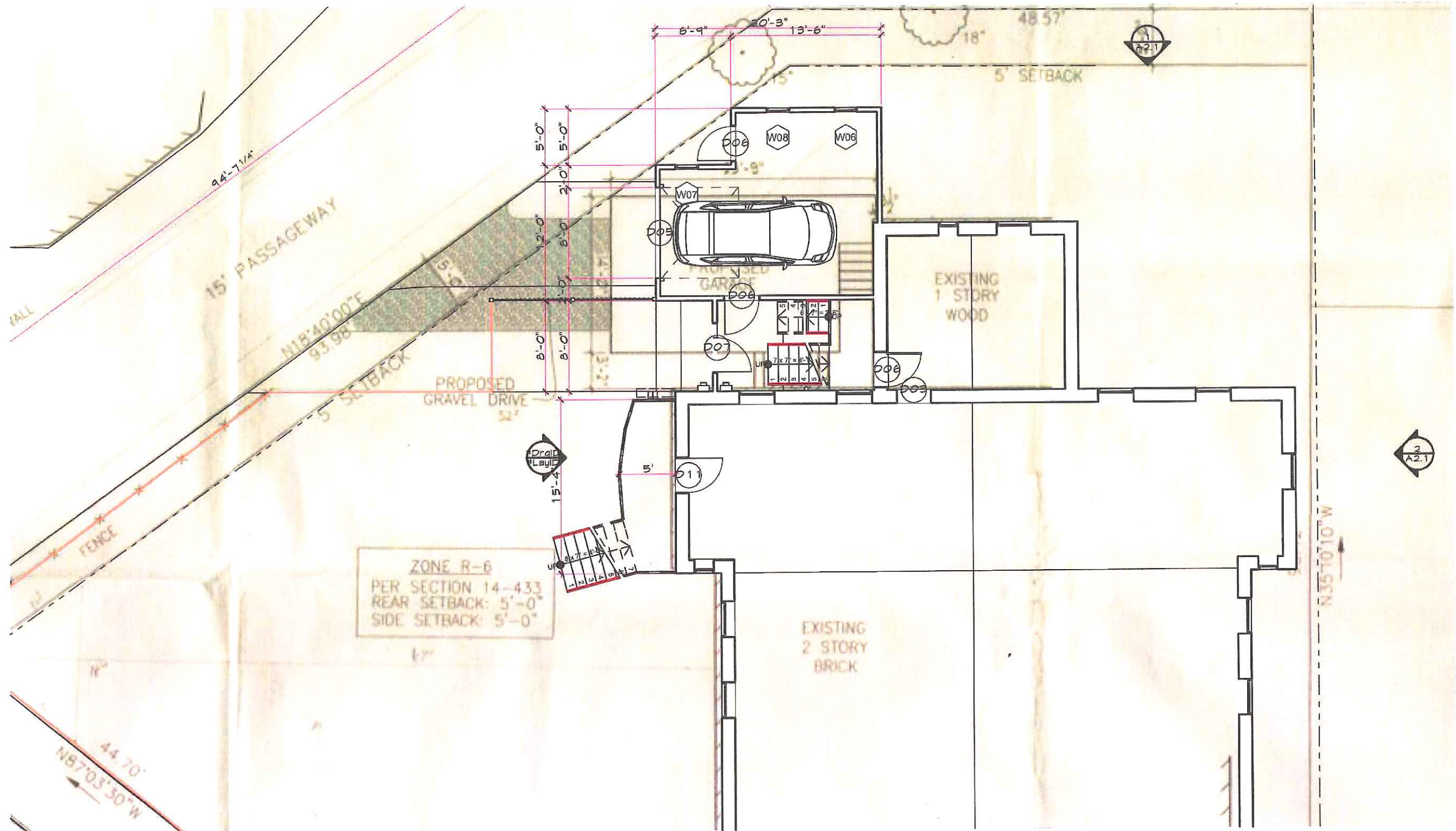
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A5 VIEW FROM STREET



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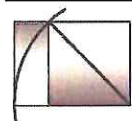
8/30/17
A5



1
A1

PROPOSED ADDITION ON EXISTING SITE PLAN

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

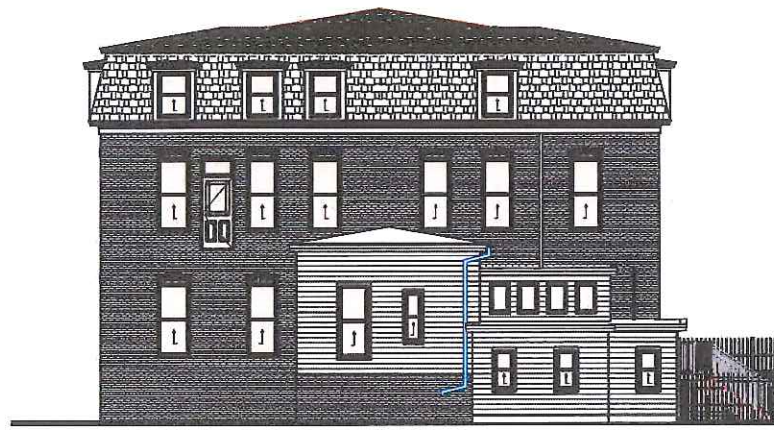


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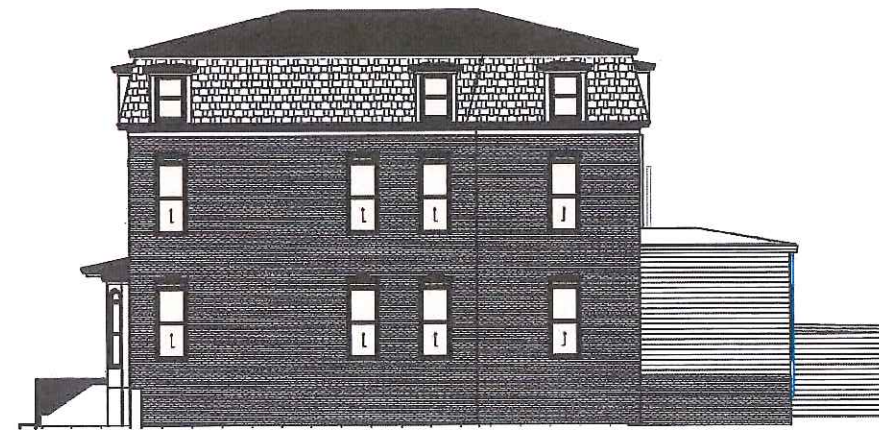
BUTMAN GARAGE
107 PINE STREET
PORTLAND, MAINE

ATTACHMENT 3

7/25/17
A1



①
A2 ELEVATION - NORTH
SCALE: 1/16" = 1'-0"



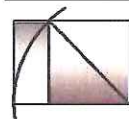
②
A2 ELEVATION - EAST
SCALE: 1/16" = 1'-0"



③
A2 ELEVATION - SOUTH
SCALE: 1/16" = 1'-0"



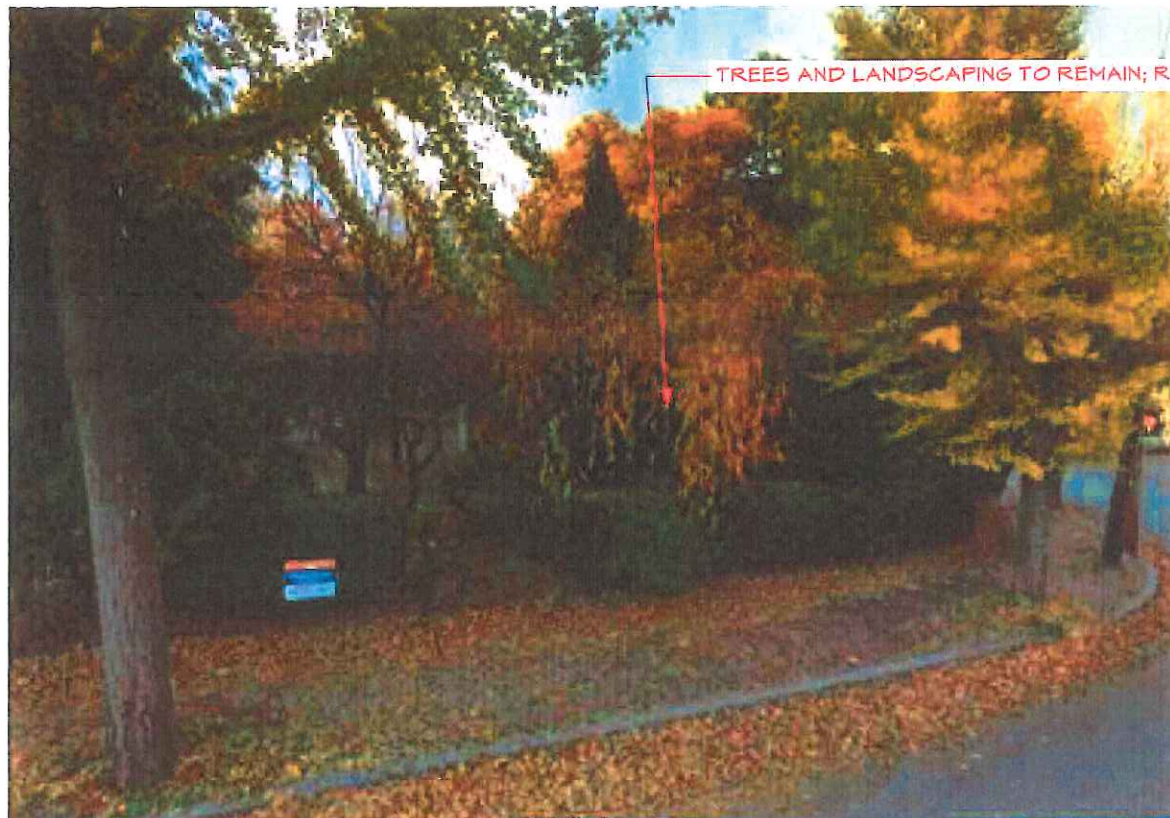
④
A2 ELEVATION - WEST
SCALE: 1/16" = 1'-0"



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7/25/17
A2



TREES AND LANDSCAPING TO REMAIN; REMOVED FROM RENDERING FOR CLARITY

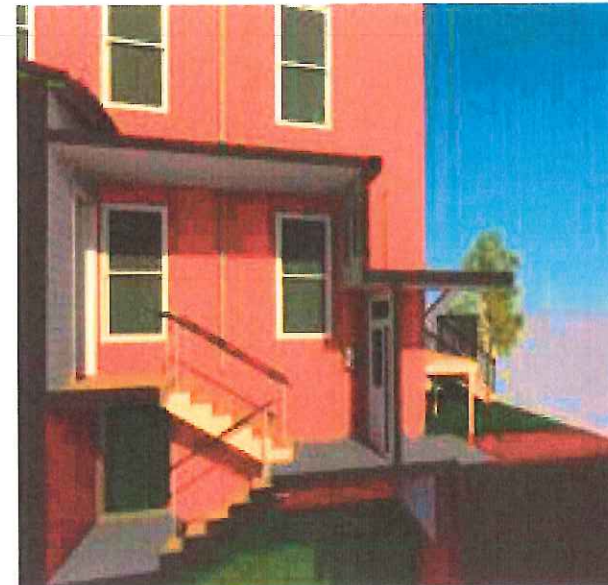
1
A3 VIEW OF GARAGE FROM STREET



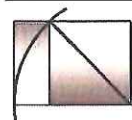
2
A3 RENDERING OF GARAGE FROM STREET



3
A3 STREET VIEW



4
A3 VESTIBULE SECTION RENDERING



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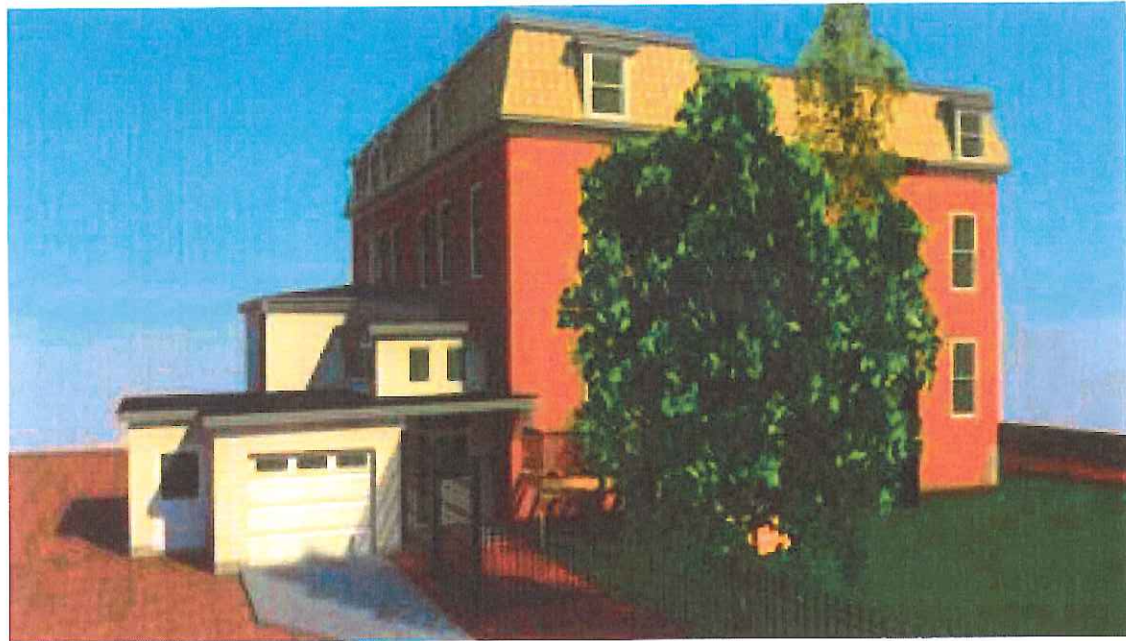
BUTMAN GARAGE
107 PINE STREET
PORTLAND, MAINE

7/25/17

A3



① GARAGE SIDE VIEW
A4



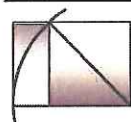
② GARAGE SIDE RENDERING
A4



③ GARAGE REAR VIEW
A4



④ GARAGE REAR RENDERING
A4



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7/25/17
A4



ATTACHMENT 4







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

**WORKSHOP
394 DANFORTH STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Historic Preservation Compliance Coordinator

DATE: August 31, 2017

RE: September 6, 2017 **Workshop** –First Review of Garage Replacement

Address: 394 Danforth Street

Applicants: Colleen Katana and Sean Murphy

Designer: Marcel Valliere, Valliere Design Studio

Introduction

On behalf of owners Colleen Katana and Sean Murphy, designer Marcel Vallierre has requested a preliminary review for the replacement of the existing garage at 394-396 Danforth Street. The house at 394 Danforth Street is listed as a landmark in the Western Promenade Historic District, listed on the National Register in 1984, and designated locally in 1990. It is an outstanding example of the Stick Style built in 1870, and though in need of some repairs, is remarkably well preserved.

The garage, the subject of this review, is early (pre-1924, as evidenced by the tax photo,) but of uncertain age. Portland Assessor's Office lists the construction date as 1920, but the accuracy of that date is unknown. The garage appears to have always been much plainer than the residence, and may have seen modifications over the years. It is in poor condition, and perched on a steep slope – a lower level opens to daylight on the rear, below the level intended for parking. Set back further than the rear of the residence at the end of a downward sloping driveway, the garage's front face is visible at a distance from Danforth Street. Its current detailing is simple, in contrast to that of the house.

Mr. Vallierre is proposing a structure that is approximately the same height as the original garage, though with a slightly steeper pitch to the gable roof – the existing roof is almost flat, with the gable facing the street. In addition to parking on the upper level, proposed lower level amenities include a studio and an exercise room with a bathroom.

Replacement of the non-conforming structure on the same footprint will involve extensive foundation work. The proposed building must be on the same footprint, and staff has discussed

the replacement project with Portland's Zoning Administrator. It will not require site plan review by the Planning Office.

The attached submission includes plans, elevations, and perspective drawings as well as photos and manufacturer information on the windows. An email from Mr. Vallierre speaks to the existing condition of the garage, and staff has also attached an excerpt from the Home Inspection Report by Focused Property Inspections, supplied by the owners via the designer. In addition, the 1924 tax photo is attached, showing the garage.

Subject Structure

As noted above the subject property is a highly significant example of the Stick Style, but the 1990 Historic Resources Inventory mentions only briefly the presence the early garage at the rear of the property. Details are indistinct in the 1924 photo, but it is clear that the present shape and roof profile are essentially the same as then. There was a single flue chimney at the rear of the garage that was removed at some point since 1924.

Existing siding on the garage is wood clapboard, and the flat trim facing the street appears to be simpler than at some of the openings in the rear. The carriage house style doors are old but of uncertain age, and are in poor to fair condition. The foundation is of brick on a rubble base, and is in poor condition.

Preliminary Plans

The only significant change proposed to the shape of the garage is in the roof, where Mr. Vallierre has drawn a 5/12 roof that flares to flatter pitch at the eaves, echoing the flare on the roofs of the house. (The original garage roof has a pitch of less than 1/12.) As shown on Sheet A-3.7 the proposed change in volume is minimal, because the designer has lowered the wall height and raised the ridge to achieve the steeper pitch.

In addition to the flare in the roof, Mr. Vallierre has added several other details to modestly decorate the garage echoing in simpler ways the style of the house. These features include slate siding on the front, diagonals and windows on the garage doors, and brackets at the peak and eaves of the roof. The sides and back of the proposed garage are shown with board and batten siding, and toward the rear, considerably more fenestration than the existing structure has. Inside, the design accommodates an exercise area below the parking level, and a studio on the lower level with a loft above.

The design includes a replacement man door into the garage on the east side, and another door partway down the slope, to give access to the studio and the upper level loft. Proposed windows are clad units by Marvin, with double-hung, 4/1 units near the front into the garage, and large, one light units for the rear studio and loft.

Staff Comments

As an early, though probably not original accessory structure to a landmark property, the Board must first decide whether demolition of the garage is acceptable. Based on its very poor

condition and its clearly secondary significance, staff believes complete replacement of the garage can be considered an appropriate action.

Staff notes that the proposed replacement structure should have a relationship to the noteworthy house that is similar to that of the existing garage. It would take a lot to compete with the strong, distinctive character of a house like 394 Danforth, and in terms of mass and position the proposed garage does not compete.

At the same time, staff also believes the new garage should not be historicist. Any inclusion of decorative elements in a replacement for what appears to have always been a very simple accessory building must be very carefully considered. Given the lack of photographic evidence, our knowledge of the original siding and trim details on the garage is very limited. Thus a key question for the Board will be whether it can be appropriate to build a new garage that suggests it might be historic, or suggests that the garage there was ever intended to have decorative elements similar to the style of the house. In summation, the details on the front face of the garage should err on the side of simplicity.

A number of details will have to be finalized before a final review can be performed – whether by staff or by the Board:

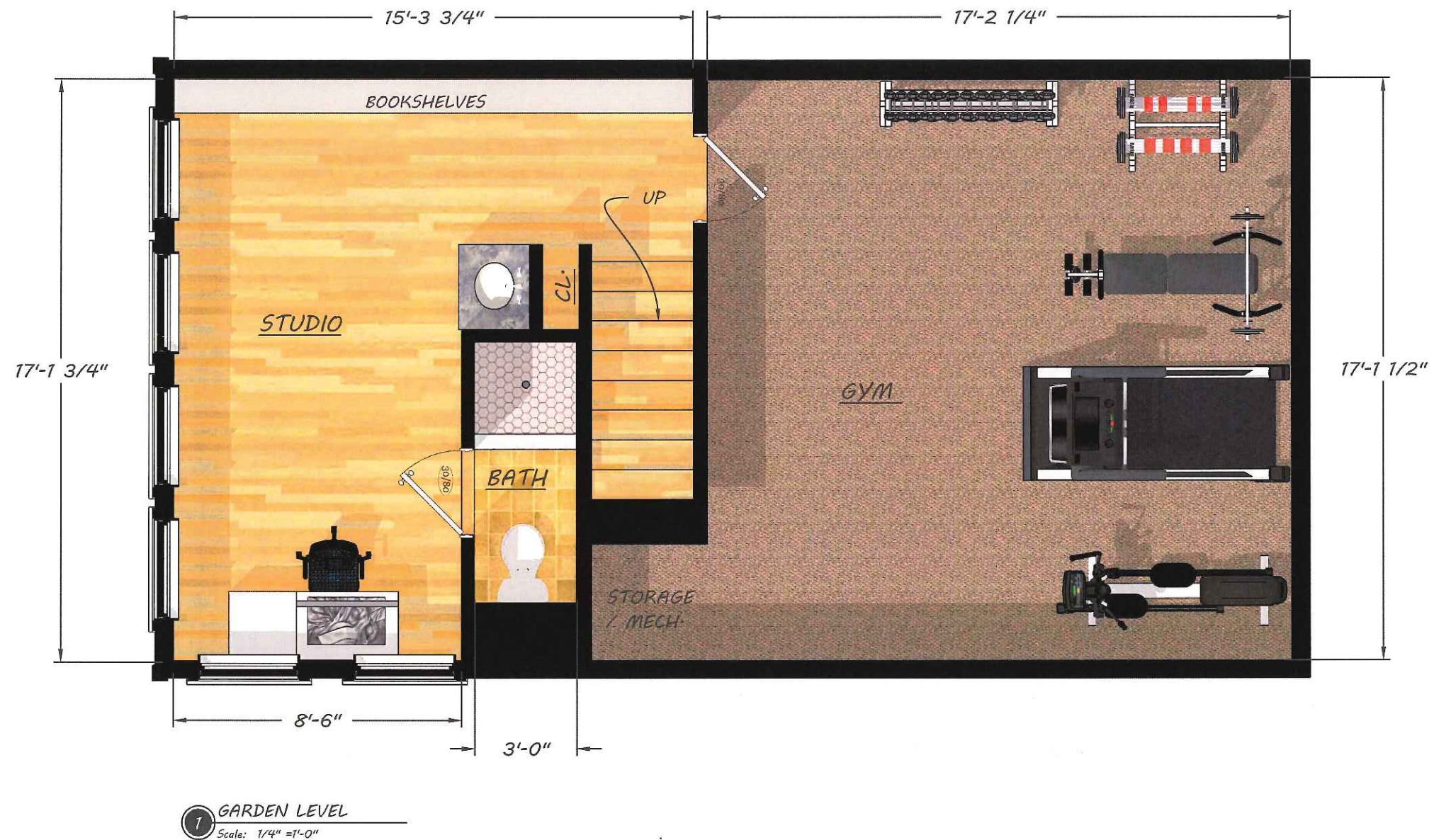
- Proposed lighting for the new doors
- Any additional site alterations
- Final details for trim, siding, and garage doors

Applicable Review Standards

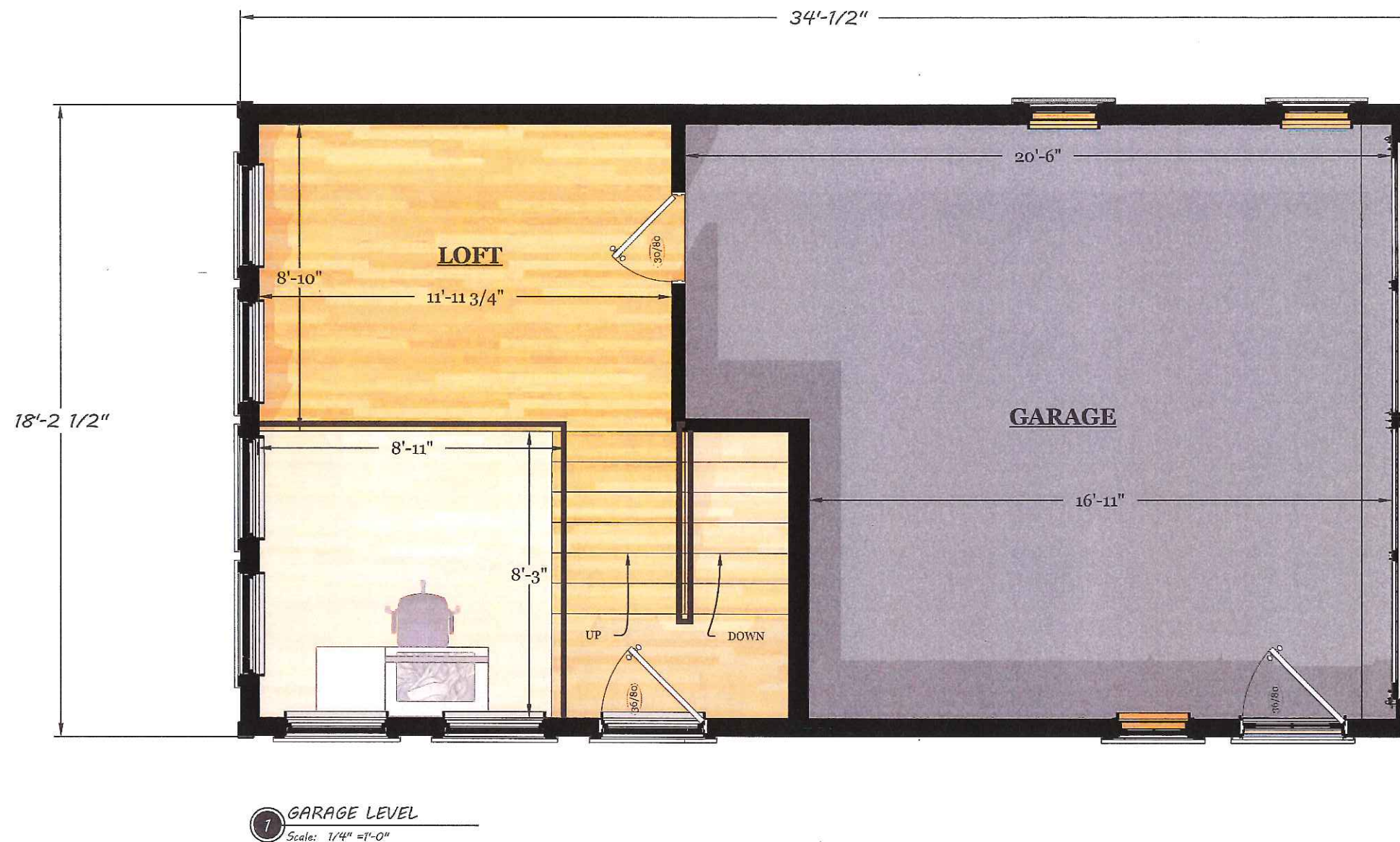
- (1) Every reasonable effort shall be made to provide a compatible use for the property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.
- (2) The distinguishing original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

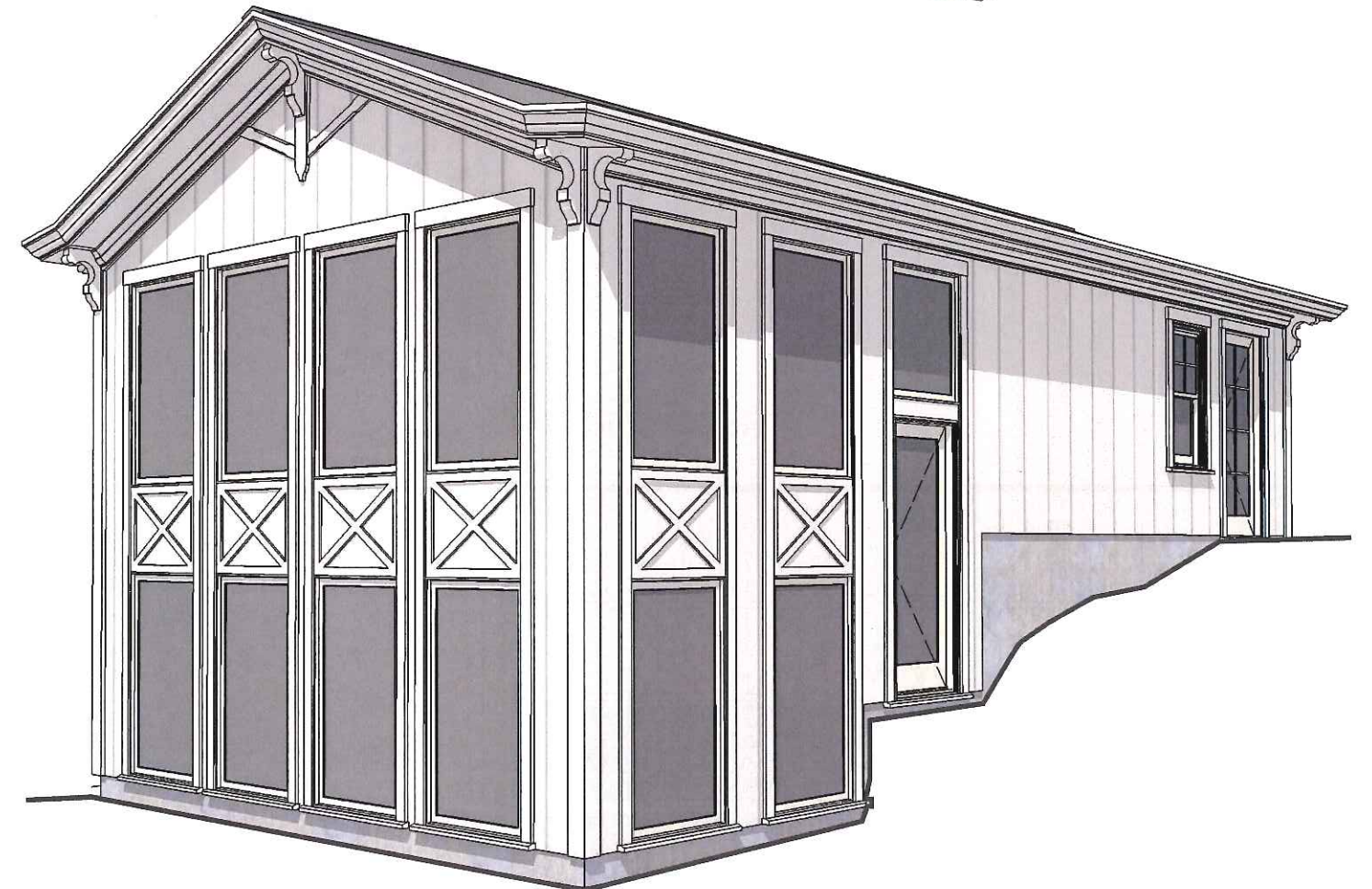
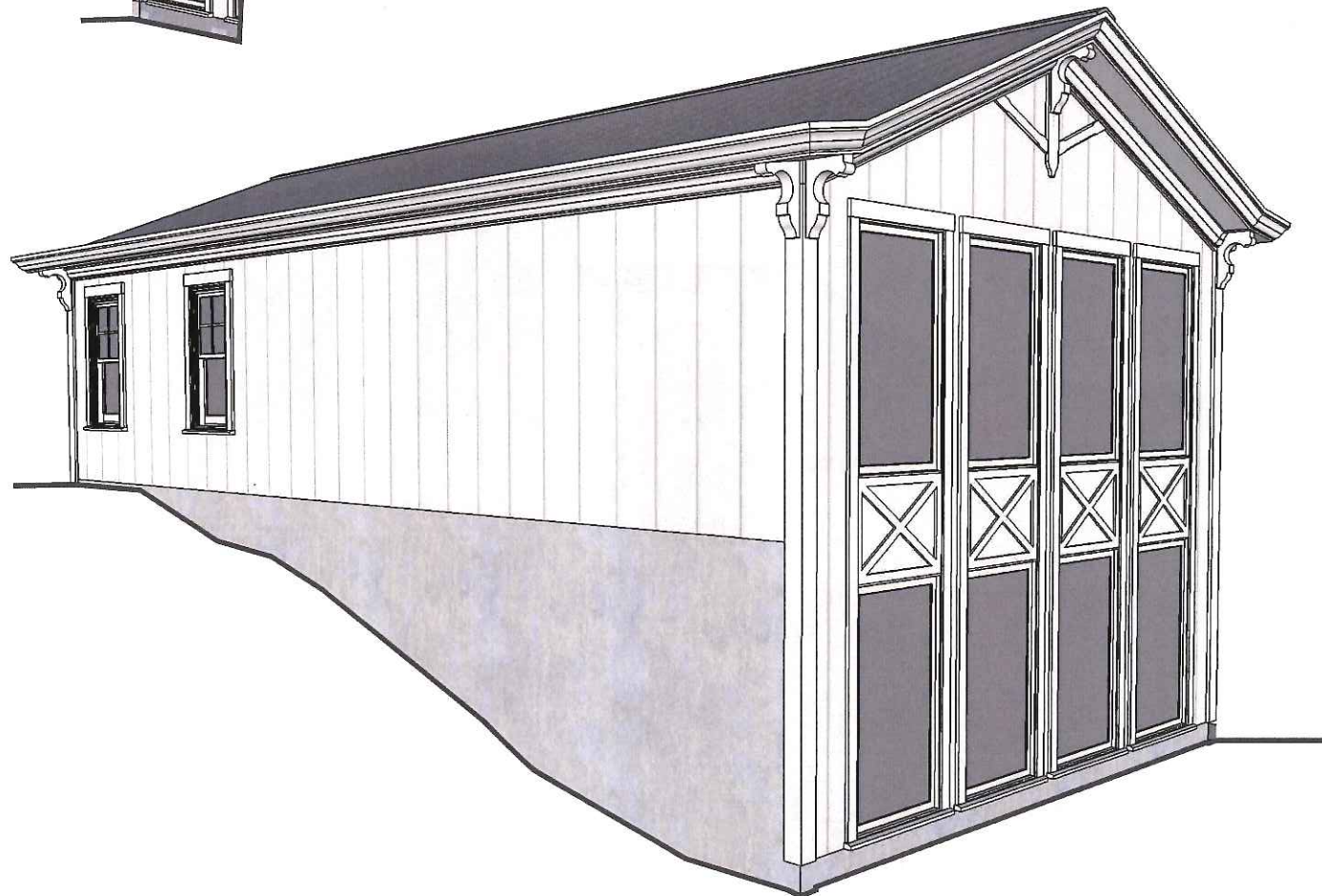
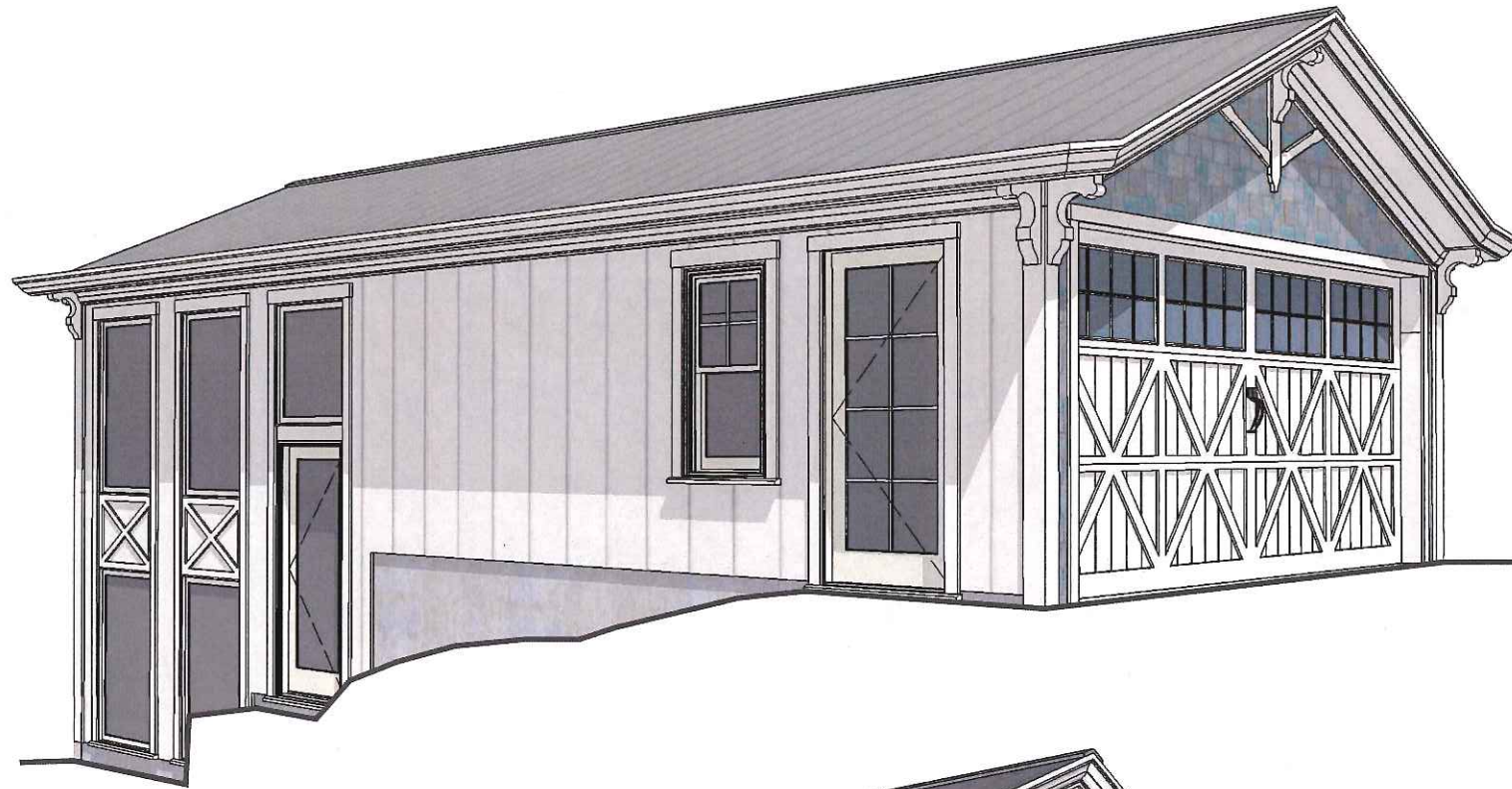
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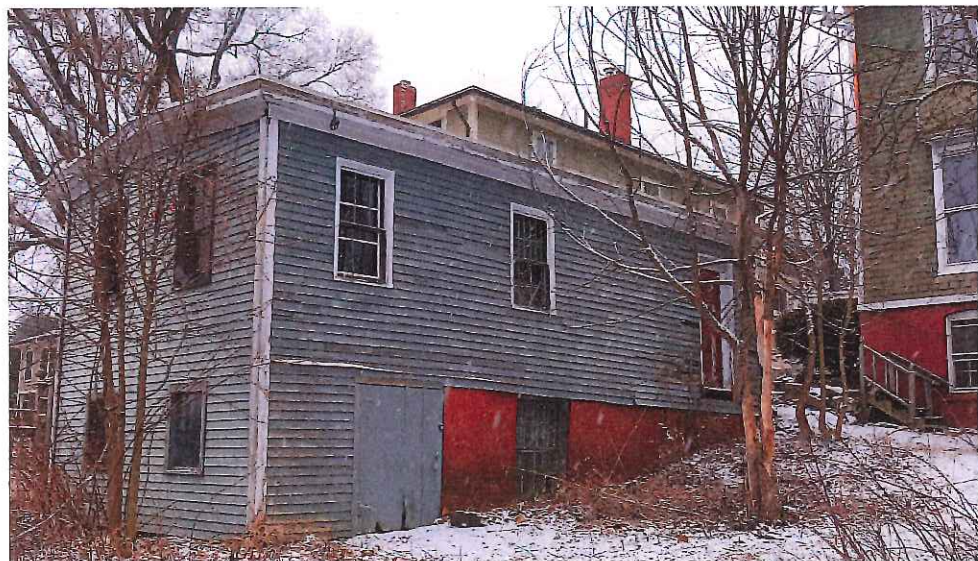
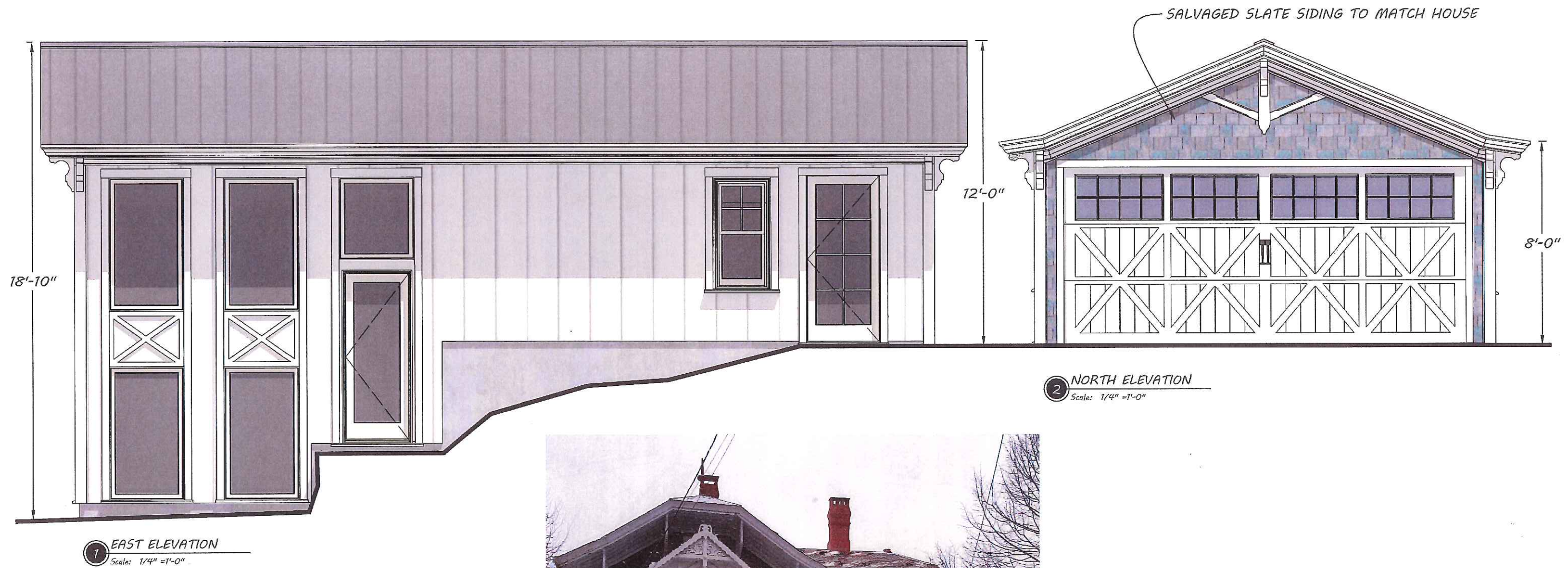
1. Designer's plans, elevations, perspective views, and photos
2. Manufacturer's window information
3. Designer's email concerning condition of existing garage
4. Excerpt from Inspection Report by Focused Property Inspections, supplied by designer



ATTACHMENT 1







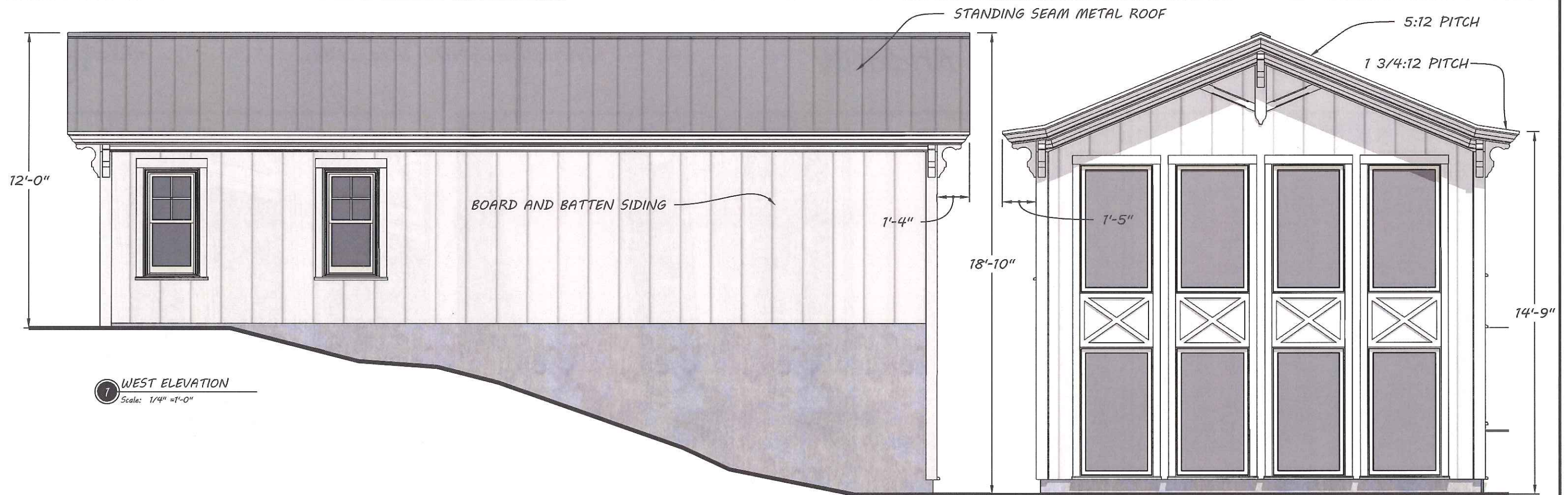
EXISTING GARAGE SOUTH EAST CORNER PHOTO



EXISTING HOUSE PHOTO



EXISTING GARAGE FRONT/NORTH PHOTO



WINDOW TRIM ON HOUSE PHOTO

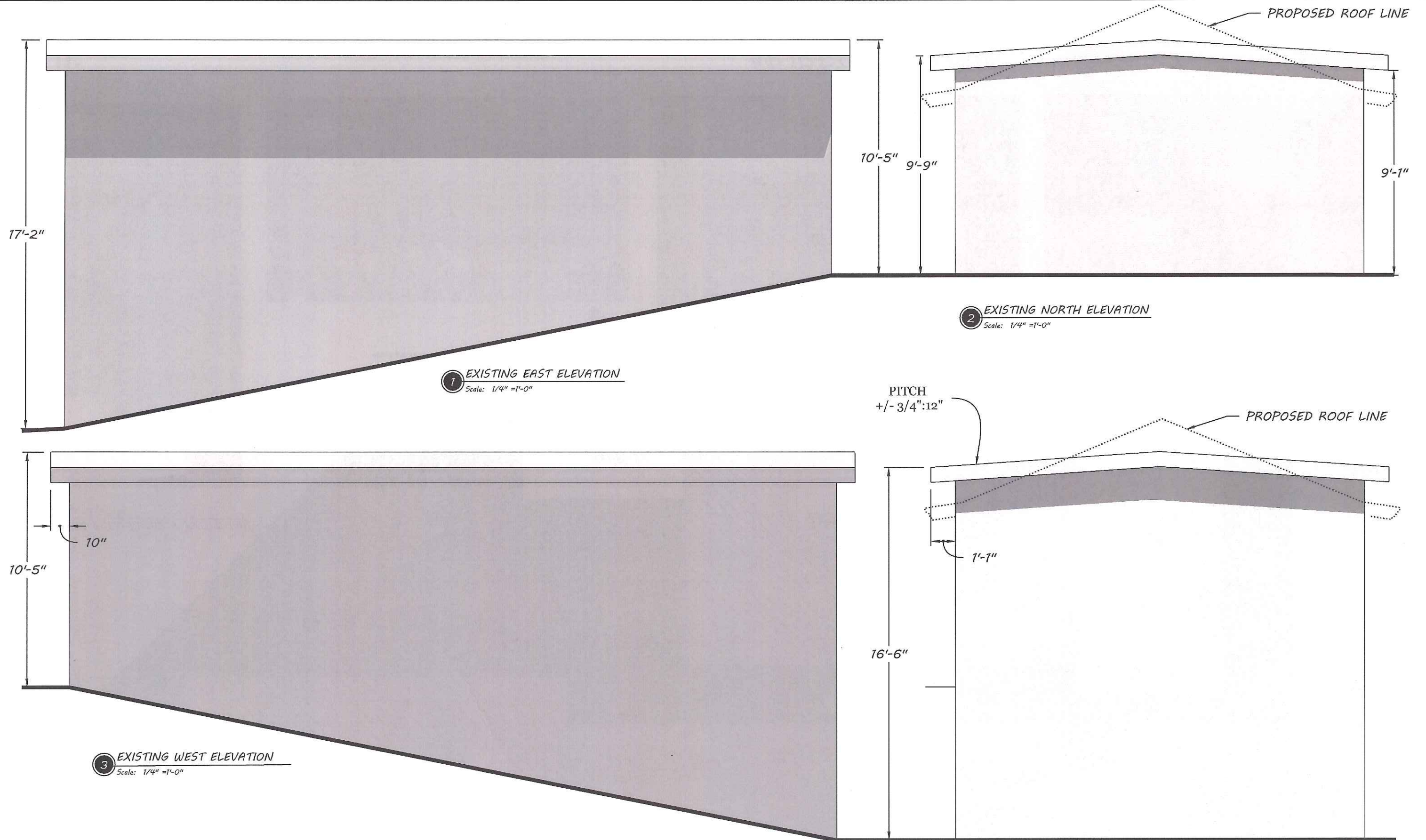


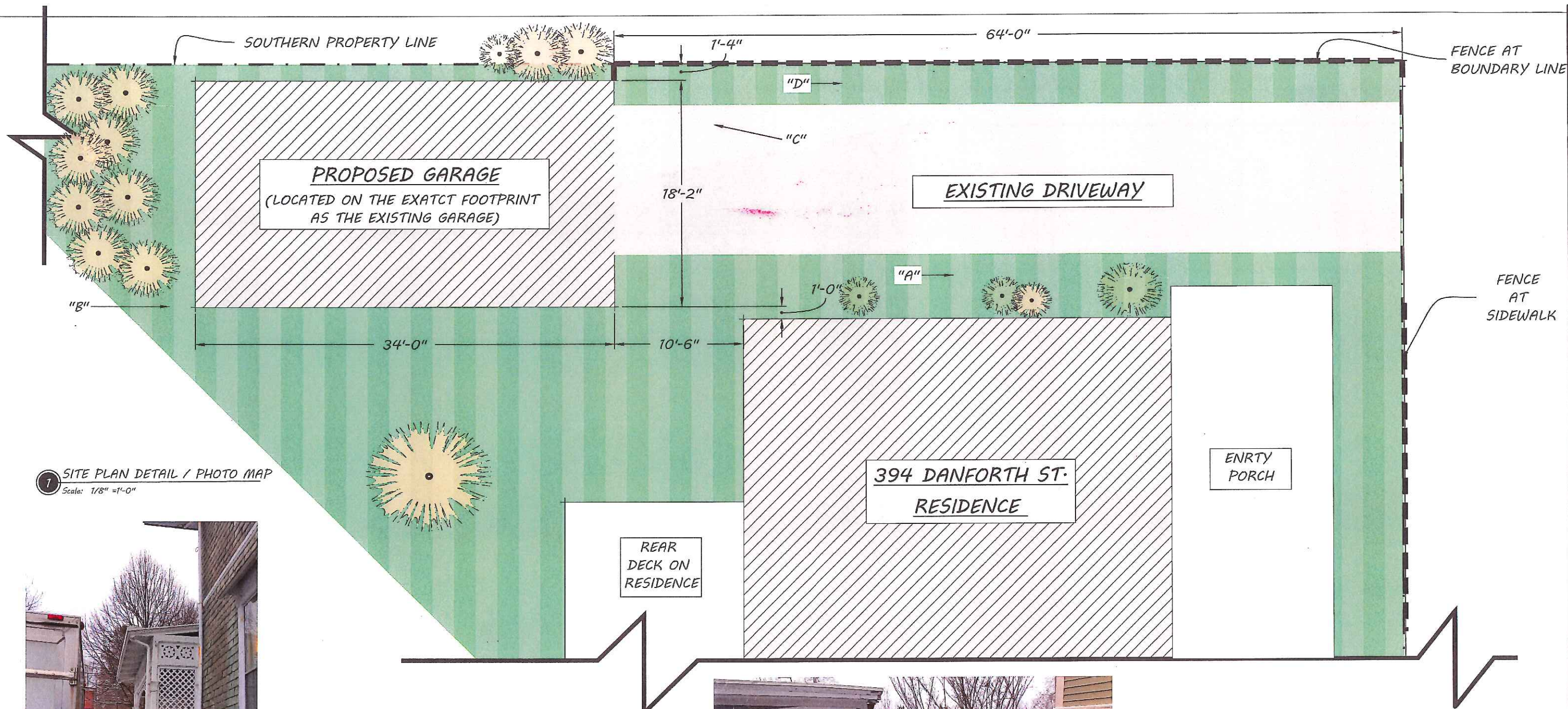
EXISTING HOUSE PORCH PHOTO



EXISTING ENTRY PHOTO







⑦ SITE PLAN DETAIL / PHOTO MAP
Scale: 1/8" = 1'-0"



Clad Ultimate Double Hung - Next Generation 2.0



Unit Features

Clad Ultimate Double Hung Collection:

- Clad Ultimate Single Hung - Next Generation 2.0: CUSH-NG 2.0
- Clad Ultimate Double Hung - Next Generation 2.0: CUDH-NG 2.0
- Clad Ultimate Double Hung Picture - Next Generation 2.0: CUDHP-NG 2.0
- Clad Ultimate Double Hung Transom - Next Generation 2.0: CUDHT-NG 2.0
- Clad Ultimate Double Hung Bows and Bays - Next Generation 2.0: CUDHBB-NG 2.0
- Clad Ultimate Double Hung - Next Generation 2.0 IZ3: CUDH-NG 2.0 IZ3
- Clad Ultimate Double Hung Picture - Next Generation 2.0 IZ3: CUDHP-NG 2.0 IZ3
- Clad Ultimate Double Hung Transom - Next Generation 2.0 IZ3: CUDHT-NG 2.0 IZ3

NOTE: Clad Ultimate Double Hung Bows and Bays - Next Generation 2.0, Clad Ultimate Double Hung - Next Generation 2.0 IZ3, Clad Ultimate Double Hung Picture - Next Generation 2.0 IZ3, and Clad Ultimate Double Hung Transom - Next Generation 2.0 IZ3 are not available with CE mark.

Frame:

- Frame thickness:
 - 1 1/16" (17) thick at head and jambs
 - 1 13/32" (36) thick at sill
- Frame Width: 4 9/16" (116)

Sash:

- Operating / Stationary Sash (Single Hung, Double Hung, Transom):
 - Sash thickness: 1 3/4" (44), corner slot and tenoned
 - Top rail height: 2 13/32" (61)
 - Stiles width: 1 21/32" (42)
 - Bottom rail height (operating and stationary): 3 1/4" (83)
 - Bottom rail height (transom): 2 3/4" (70)
- Stationary Picture Sash:
 - Sash thickness: 1 3/4" (44), corner slot and tenoned
 - Top rail height: 2 13/32" (61)
 - Stile width: 2 13/32" (61)
 - Bottom rail height: 3 1/4" (83)
- Standard exterior cope profile: Putty
- Standard interior wood cope sticking: Ogee
- Optional interior wood cope sticking: Square

Glass and Glazing:

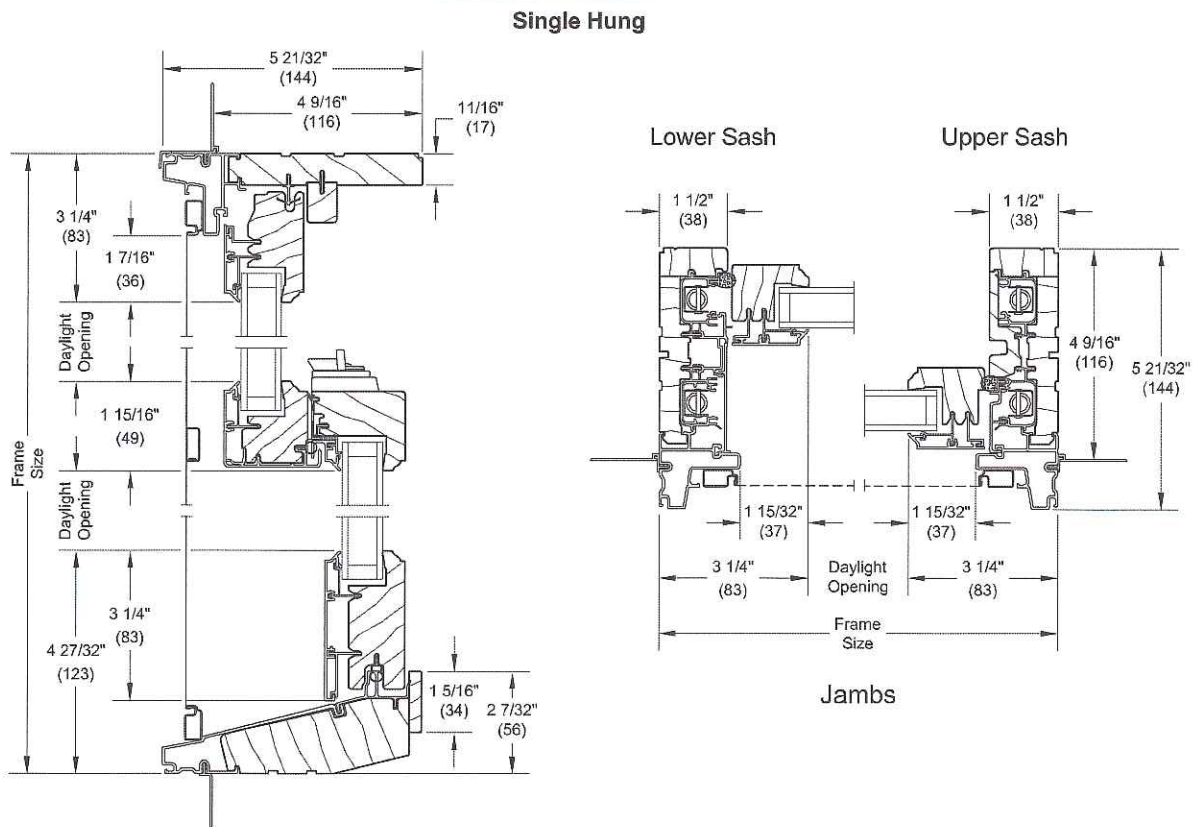
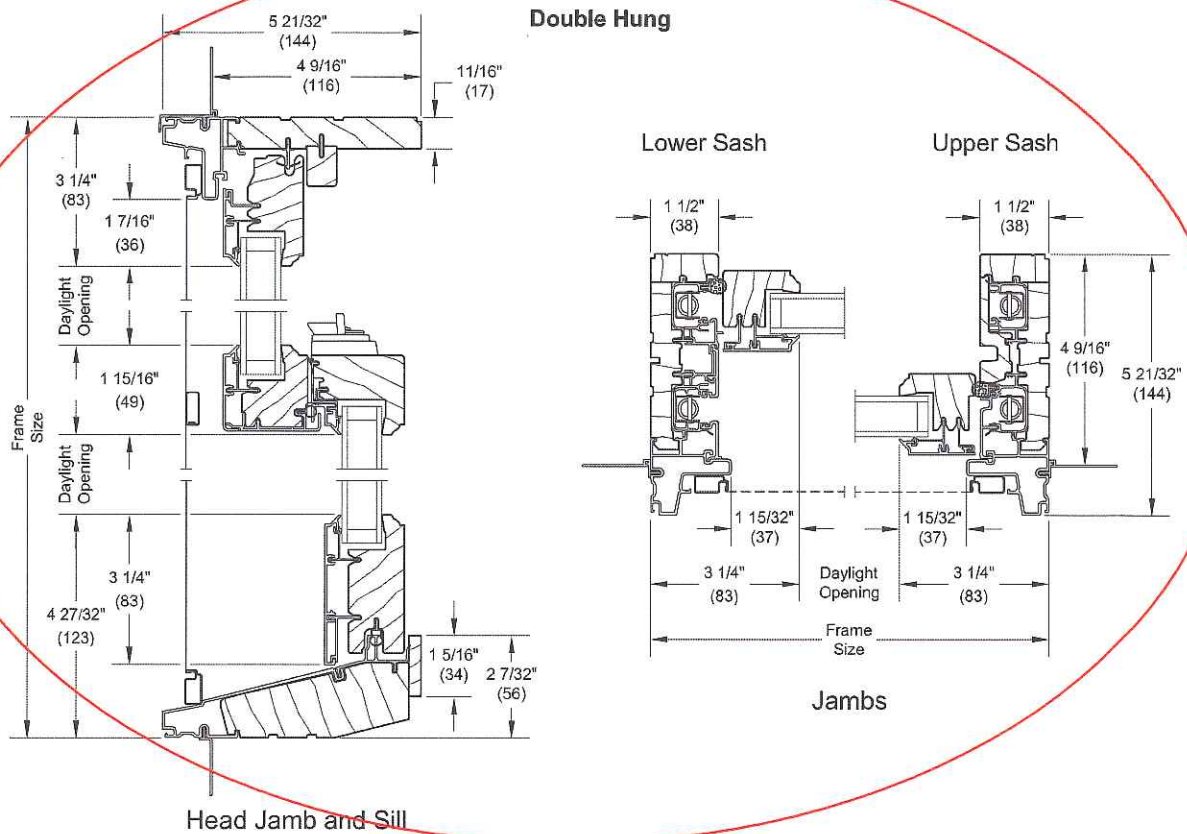
- Glazing method: Insulating
- Glazing seal: Silicone glazed
- Standard glass is 7/8" (22) insulating Low E2 Argon or air
- Optional glass types: ~~Low E3 Argon or air~~, Low E1 Argon or air, Laminated, Tempered, Obscure, Bronze tint, Gray tint, Green tint, Reflective Bronze and decorative glass options
- Optional Tripane glass types: Low E1/E1 Argon or Krypton-Argon, Low E2/E2 Argon or Krypton-Argon, Low E3/E1 Argon or Krypton-Argon
- Glazing will be altitude adjusted for higher elevations, Argon, Argon-Krypton, and Krypton gas not included
- StormPlus IZ3 has annealed exterior pane is default with the option to temper
- CUDHP-NG 2.0 IZ3 product requires tempered glass on units above a glass square footage of 33.1.

NOTE: Egress may be affected when selecting specialty glass, please contact your Marvin representative

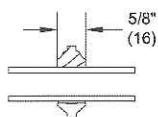
ATTACHMENT 2

Section Details: Operating

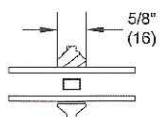
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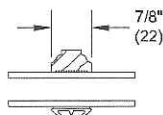
Lite Options



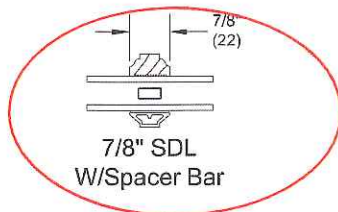
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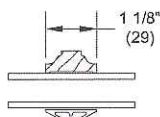
5/8" SDL
W/Spacer



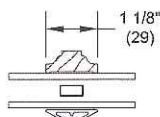
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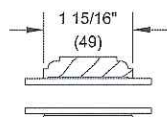
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W/Spacer Bar



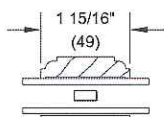
1 1/8" SDL



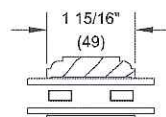
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W/Spacer Bar



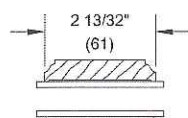
1 15/16" SDL



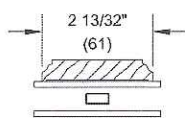
1 15/16" SDL
W/One Spacer Bar



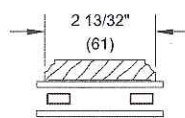
1 15/16" SDL
W/Two Spacer Bars



2 13/32" SDL



2 13/32" SDL
W/One Spacer Bar



2 13/32" SDL
W/Two Spacer Bars

[Quoted text hidden]

Robert Wiener <rwieners@portlandmaine.gov>
To: Marcel Valliere <mvalriere@gmail.com>

Thu, Aug 31, 2017 at 5:28 PM

A response to me would be adequate. I'm sure you are more familiar than I with the condition, and what might be involved in the replacement. I want to include some mention of the condition in my memo to the Board (to go out tomorrow afternoon) and you might want to be prepared to answer additional questions on the subject. This is not to say you have come armed with an engineer's exhaustive structural report, but if you have already had a contractor evaluate the building and the challenge of rebuilding, you probably have insights that would be valuable.

Thanks,
Rob

[Quoted text hidden]

Marcel Valliere <mvalriere@gmail.com>
To: Robert Wiener <rwieners@portlandmaine.gov>

Thu, Aug 31, 2017 at 5:31 PM

Sure thing. I Can't get it together now but will try to have an email or document to you by noon tomorrow.
Thanks for the heads up.

Marcel Valliere,
Valliere Design Studio
"Sent from cell phone"

~ 427 Main St, Rockland, ME. 04841 ~valleriadesignstudio.com~ 207-272-8871

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[Quoted text hidden]

Marcel Valliere <mvalriere@gmail.com>
To: Robert Wiener <rwieners@portlandmaine.gov>

Fri, Sep 1, 2017 at 8:36 AM

Hello Robert,
Here are the answers to your questions.

- *foundation, rot, movement, etc.*

As you noted the water has run down the driveway for many years or since the drive was first built. this water had soaked in between the drive and the building, rotting the sills and floor system closest to the driveway. As we walk around the outside you will see cracks up through the brick work. When you look in side you see that all of the brick sits on a rubble foundation. All the water that has been passing between the drive and the building and what water gets diverted around the sides has caused the rubble foundation's erosion. Now in many spots, the rubble has started to give way and is causing all the cracks in the brick.

- *evidence of serious structural issues?*

The foundation is the most important structural part of a building. as it fails it puts undue stress on the other structural members. Some bowing in walls and floor have caused in roof leaks, causing more water to enter the structure, in turn, causing more moisture and more rot and more erosion

- *clear evidence of past alterations?*

ATTACHMENT 3

I believe there have been some alterations to the interior wall finishes in the garage area and some partition wall on the interior of the first and basement levels. The back third may have been added later but I'm not 100% sure. I think so because of the fact that the ridge brakes there and post down. That is also the line the brick work stops on the out side.

- *Will the finished floor be essentially the same as now, or any higher?*

We plan to keep the garage floor at the same height as it is currently. we would prefer to raise it up to help with the water but we assume the city will not allow that be cause it is a non-conforming structure. The basement floor will be lowered to 4' below grade for frost protection.

- *I know water has been running down the driveway into the garage for some time. Any additional site alterations proposed? Driveway regrading / resurfacing?*

Yes, we will need to address the water. Once again due to the no conforming nature of the structure, we are some what limited. My plan was to run a catch basin across the front of the garage doors. It would be capped with a steel grate that would allow water to pass through but keep most debris out. The grates would be removable to clean what debris does get through. This would manage the water and redirect it through a sub grade perimeter drain system. We will not have a problem piping it to day light down slop a bit beyond the new building. It would tie into a perimeter drain that wraps the entire building at the footer level. We are not planning to do any driveway resurfacing at this time. There will be some grading as needed around the building.

I hope this answers all of your questions.
I look forward to meeting you next week.
Best,
Marcel Valliere

Valliere Design Studio ~ 427 Main St, Rockland, ME. 04841 ~valleriedesignstudio.com~ 207-272-8871

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[Quoted text hidden]

Marcel Valliere <mvalliere@gmail.com>
To: Robert Wiener <rwienner@portlandmaine.gov>

Fri, Sep 1, 2017 at 8:40 AM

I should also add that I don't believe this garage was built at the same time as the house. It looks to be a more recent time period to me.
Best,
Marcel

Valliere Design Studio ~ 427 Main St, Rockland, ME. 04841 ~valleriedesignstudio.com~ 207-272-8871

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Inspection Report

This inspection performed in accordance with current "Standards of Practice" of the American Society of Home Inspectors.



*This inspection report
prepared specifically for:*

**Colleen Katana
394 Danforth St
Portland, ME 04102**



Inspected by: **Darryl E Chandler**



221 Libby Avenue
Gorham, MN 04038
(207) 839-6595
www.fpi-web.com

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Garage & Carport

INSPECTION FOCUS

Garages and carports are inspected based on accessibility and are reported as being attached or detached from the house structure. The exterior components (i.e. roof, walls, eaves, fascias, gutters, etc.) should be reported when defects exist. They should also be reported when they differ from those components previously listed as part of the house structure. Interior components (i.e. walls, etc.) should be reported when defects exist and when they differ from those components previously listed as part of the house structure.

FIREWALL / FIREDOOR

Attached garages should be separated from common walls of the house by a proper firewall and fire door. Their purpose is to prevent migration of smoke from entering the house in the event of a garage fire. The presence of these items will be reported. The presence of both a required fire door between the house and the garage and an automatic door closing devices will be reported, if applicable.

VEHICLE DOOR

Damage to the garage door hardware may represent a potential safety concern. Garage doors are oftentimes heavy and place a great deal of force on related components. Should any of these components fail, the weight of the door could create a dangerous condition. Some garage doors are installed with exposed springs. This type of hardware configuration should include safety features designed to prevent harm should the spring break.

DOOR OPENER

Electric garage door openers have been known to trap people, especially children, under the door as it closes. For this reason, all garage door openers should be equipped with a safety device to reverse the direction of the door, if necessary. Non-reversing door openers should be replaced for safety. Safety reversing devices should be checked monthly.

Garage & Carport

COMPONENT	CONDITION	ACTION RECOMMENDED	PERSPECTIVE
1	Roof: Defective	Repair	Major Concern
2	Walls: Defective	Repair	Major Concern
3	Eaves: Defective	Repair	Major Concern
4	Electrical: Not Present		
5	Gutters: Not Present		

INTERIOR

6	Walls/ceiling/floor: Defective	Repair	Major Concern
7	Firewall/firedoor: Not Present		
8	Doors & windows: Defective	Repair	Major Concern
9	Garage doors: Defective	Repair	Major Concern
10	Door openers: Not Present		
11	Electrical: Not Present		
12	Heating & cooling: Not Present		

INFORMATION

EXTERIOR		INTERIOR	
13	Location: <u>Detached -separate building</u>	17	Walls & ceilings: <u>Unfinished</u>
14	Roof covering: <u>Shingle</u>	18	Floors: <u>Wood, dirt</u>
15	Roof age: <u>Unk</u>	19	Garage door: <u>Wood</u>
16	Gutters: <u>N/A</u>		

GARAGE & CARPORT COMMENTS

- 20 The driveway has a big sink hole at the end near the garage/barn. Recommend further evaluation and repair by a qualified contractor.

The garage/barn appear to have structural and foundation failure. This Outbuilding needs a complete evaluation by a structural engineer to develop a plan to reinstate the structural integrity of the building. This building appear to be very unsafe for any use in it's present condition. Recommend further evaluation and repair by a qualified contractor.



INSPECTION PHOTOS

Garage

#GC



Garage

#GC



Garage

The driveway has a big sink hole at the end near the garage/barn

Garage

#GC



The garage/barn appear to have structural and foundation failure. This Outbuilding needs a complete evaluation by a structural engineer to develop a plan to stabilize the structure.

Garage

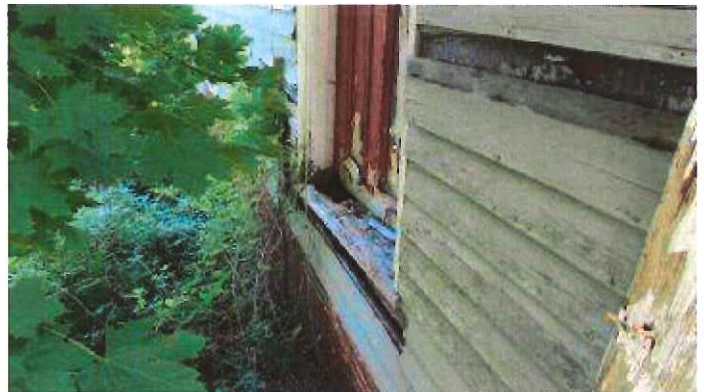
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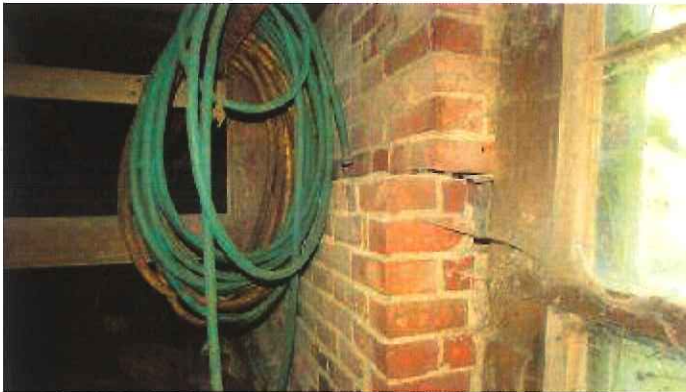


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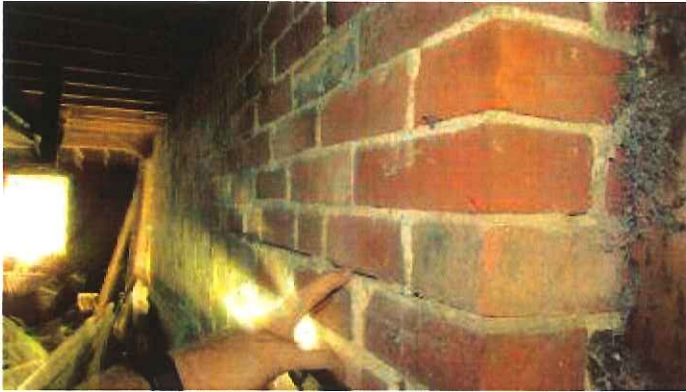
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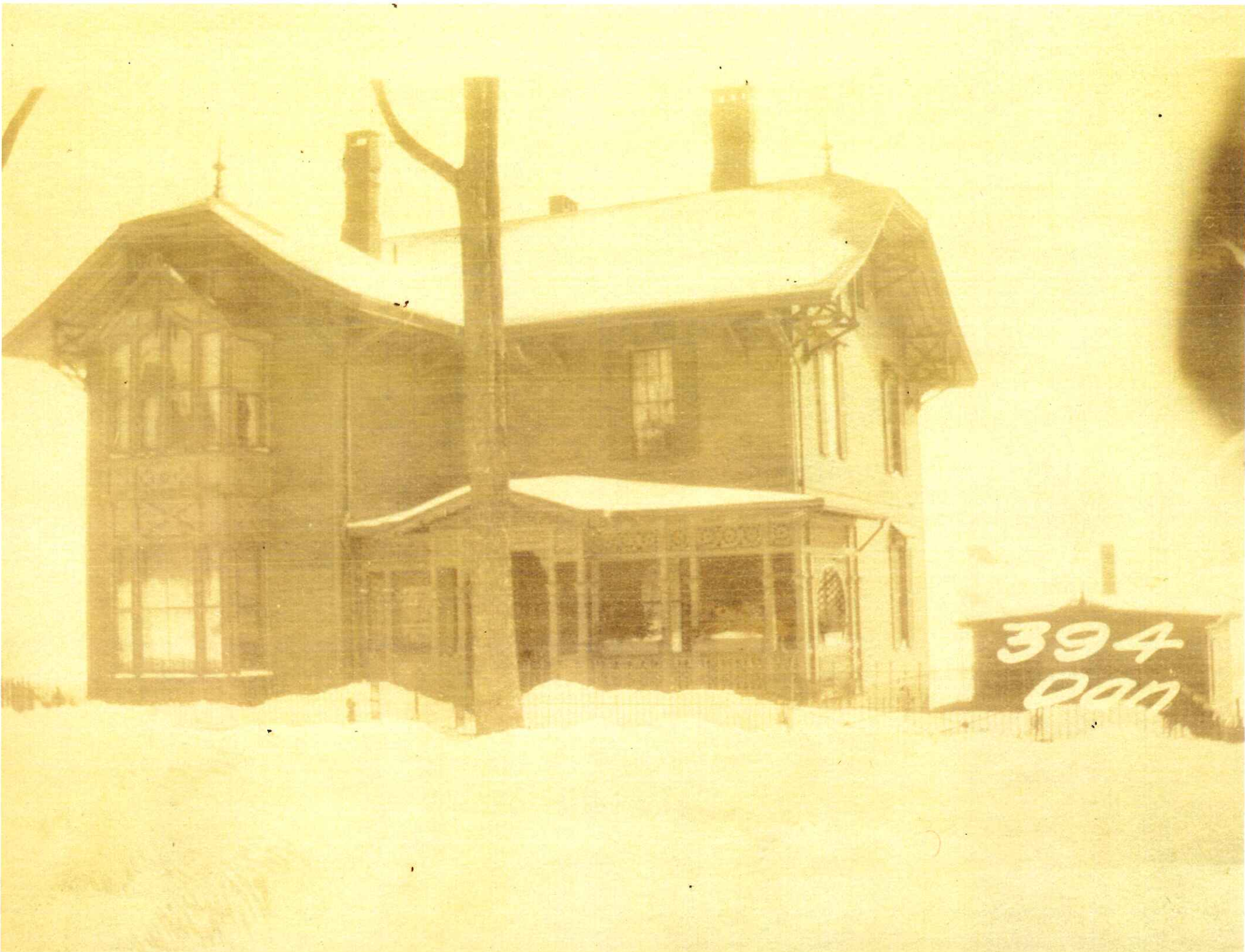
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