

1. Legal Ad

Documents:

[9-20-17 LEGAL AD.PDF](#)

2. Agenda

Documents:

[9-20-17 AGENDA.PDF](#)

3. ADA Panel Installations At Crosswalks

Documents:

[HP MEMO - ADA PANEL INSTALLATIONS AT CROSSWALKS.PDF](#)

4. 394 Danforth Street

Documents:

[HP MEMO - 394 DANFORTH ST.PDF](#)

5. 80-86 Exchange Street

Documents:

[HP MEMO - 80-86 EXCHANGE ST.PDF](#)

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

On **Wednesday, September 20, 2017 at 5:00** p.m., the Portland Historic Preservation Board will meet in Room 209 of City Hall to review the following items. (Public comments are taken at all meetings):

1. PUBLIC HEARING

- i. Certificate of Appropriateness for Replacement ADA Panels and Installation Method; ALL HISTORIC DISTRICTS; City of Portland Department of Public Works, Applicant.
- ii. Certificate of Appropriateness for Garage Replacement; 394 DANFORTH STREET; Sean Murphy and Colleen Katana, Applicant.

2. WORKSHOP

- i. Preliminary Review of Proposed Exterior Rehabilitation and Rear Dormer Addition; 80 EXCHANGE STREET; Mural Associates LLC., Applicant.

Break for Dinner; Meeting Resumes at 6:45

WORKSHOP, continued

- ii. Preliminary Review of Proposed Re-Use, including Site Alterations and New Construction; FORT SCAMMELL, HOUSE ISLAND; Fortland LLC., Applicant.

3. CONSENT AGENDA

CITY OF PORTLAND, MAINE
HISTORIC PRESERVATION BOARD

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

HISTORIC PRESERVATION BOARD AGENDA

September 20th, 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 SEPTEMBER 6, 2017:**

- 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. *The Board voted 7-0 to approve the application subject to conditions*

4. PUBLIC HEARING

- i. Certificate of Appropriateness for Replacement ADA Panels and Installation Method; ALL HISTORIC DISTRICTS; City of Portland Department of Public Works, Applicant.
- ii. Certificate of Appropriateness for Garage Replacement; 394 DANFORTH STREET; Sean Murphy and Colleen Katana, Applicant.

5. WORKSHOP

- i. Preliminary Review of Proposed Exterior Rehabilitation and Rear Dormer Addition; 80 EXCHANGE STREET; Mural Associates LLC., Applicant.

Break for Dinner; Meeting Resumes at 6:45

6. WORKSHOP, continued

- ii. ~~Preliminary Review of Proposed Re-Use, including Site Alterations and New Construction; FORT SCAMMELL, HOUSE ISLAND; Portland LLC., Applicant.~~ (This item has been postponed to the 10/4 Historic Preservation Board Meeting)

7. CONSENT AGENDA

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

**PUBLIC HEARING
ADA PANEL INSTALLATIONS AT CROSSWALKS**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: September 14, 2017

RE: September 20, 2017 **Public Hearing**

Application for: Certificate of Appropriateness for New ADA Panel Specification and Installation Method

Address: Crosswalk locations within Portland's historic districts

Applicant: Department of Public Works
Represented by Jennifer Ladd, Project Engineer

Introduction

On August 2nd, staff included on the Board's consent agenda the Department of Public Works' proposal to revise their specification and installation method for ADA panels at crosswalks in Portland's historic districts. The change is being prompted by chronic performance issues with the current panels. Going forward, Public Works is proposing to install cast iron ADA panels in all locations throughout the city, rather than the composite panels that have been installed in recent years. Public Works also proposes to alter the installation method to ensure long-term durability. All cast iron panels will be set in concrete. Outside historic districts, the panels will be framed by a 4" concrete border. Within historic districts, Public Works is proposed to reduce the width of the concrete border to 1" to minimize its visual impact.

At the August 2 meeting, Board members had a number of questions regarding the proposed alternative installation method. As staff was not able to answer the questions, the Board asked that the matter be put on the next meeting agenda and a representative of Public Works be available to answer questions.

Enclosed is a memo from project engineer Jennifer Ladd. Ms. Ladd will also be in attendance at Wednesday's meeting.

Current Installations

Enclosed as Attachment 2 is a photo of a typical ADA panel installation in Portland's historic districts. The panel itself is grey composite and it is framed by a brick border. This

specification was reviewed and approved by the Historic Preservation Board a number of years ago. Outside historic districts, the panels are bright yellow and framed by a 4" concrete border.

Applicable Review Standards and Guidelines

From the Historic Resources Design Manual:

Streetscape and Pedestrian Improvements

1."Where streetscape or pedestrian improvements are proposed which were not historically part of the site, such improvements shall be compatible with the existing historic character."

Motion for Consideration

On the basis of specifications submitted by the applicant for the September 20, 2017 public hearing and information included in the accompanying staff report, the Board finds that the proposed specification for ADA panel installations with historic districts **meets (fails to meet)** the historic preservation ordinance review Standards for Review of Alterations and Guidelines for Streetscape and Pedestrian Improvements **(subject to the following conditions.....)**

Attachments

1. Letter from DPW Project Engineer Jenn Ladd
2. Photo of current installation in historic district



Gregory A. Mitchell
Director, Economic Development Department

Christopher C. Branch, P.E.
Director of Public Works

September 15, 2017

To: Historic Preservation Board
From: Jennifer Ladd

Re: Cast Iron Detectable Warning Panel – Installation in Historic Districts

In light of recent composite detectable warning panel (DWP) failure around the City, Public Works is moving to the use of cast iron DWPs. Based on the way the cast iron panels are installed, we'd like to know if a visible concrete border between these panels and the surrounding brick would be acceptable in historic districts.

The reason for this request has to do with the points of contact on the back of the panels between the cast iron and the concrete. Most of the cast iron panels are designed to sit in concrete that comes all the way up the sides of the panel (this is the 4" concrete border you see in non-historic districts). If we replace the concrete next to the sides of the panels with brick, those panels will only be held in place by concrete from the bottom. This could potentially weaken the installation and lead to lose panels in the future. If concrete is acceptable around the panels, horizontal stability would be improved and we would be able to install panels consistent with manufacture specifications.

The two attached graphics highlight how the existing panels are held in concrete. Also attached is a simple copy of the installation instructions for Neenah Foundry DWPs.

I will be present at the September 20th meeting to further explain this issue and answer any questions.

Thank you for your consideration on this matter.

Sincerely,

Jennifer Ladd
Project Engineer
Department of Public Works

DATE:
JUNE 3, 2010
REVISED:
MARCH 2, 2011
JUNE 23, 2011
AUGUST 8, 2011
APRIL 2, 2014

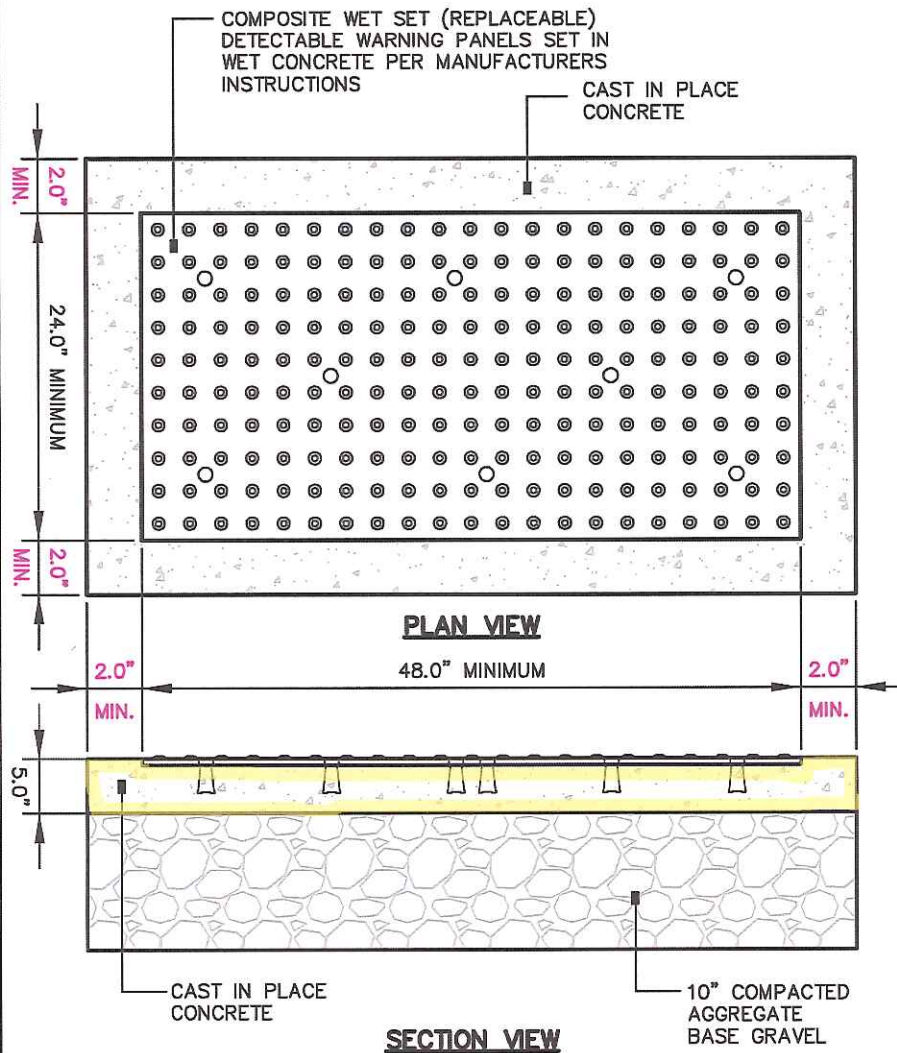
CITY OF PORTLAND, MAINE
TECHNICAL STANDARDS MANUAL

TRANSPORTATION SYSTEMS
AND STREET DESIGN
SECTION I

SIDEWALK RAMP DETECTABLE WARNING PANEL

FIGURE:

I-7

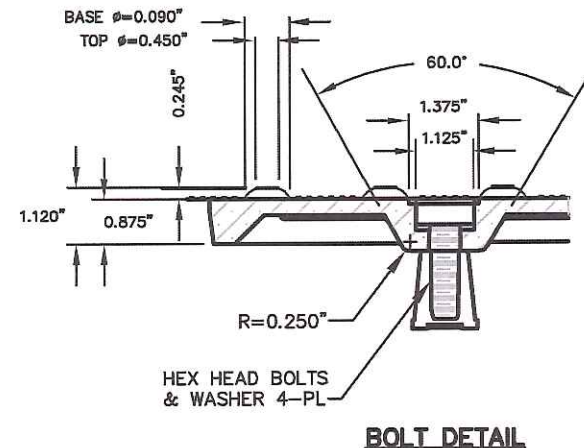


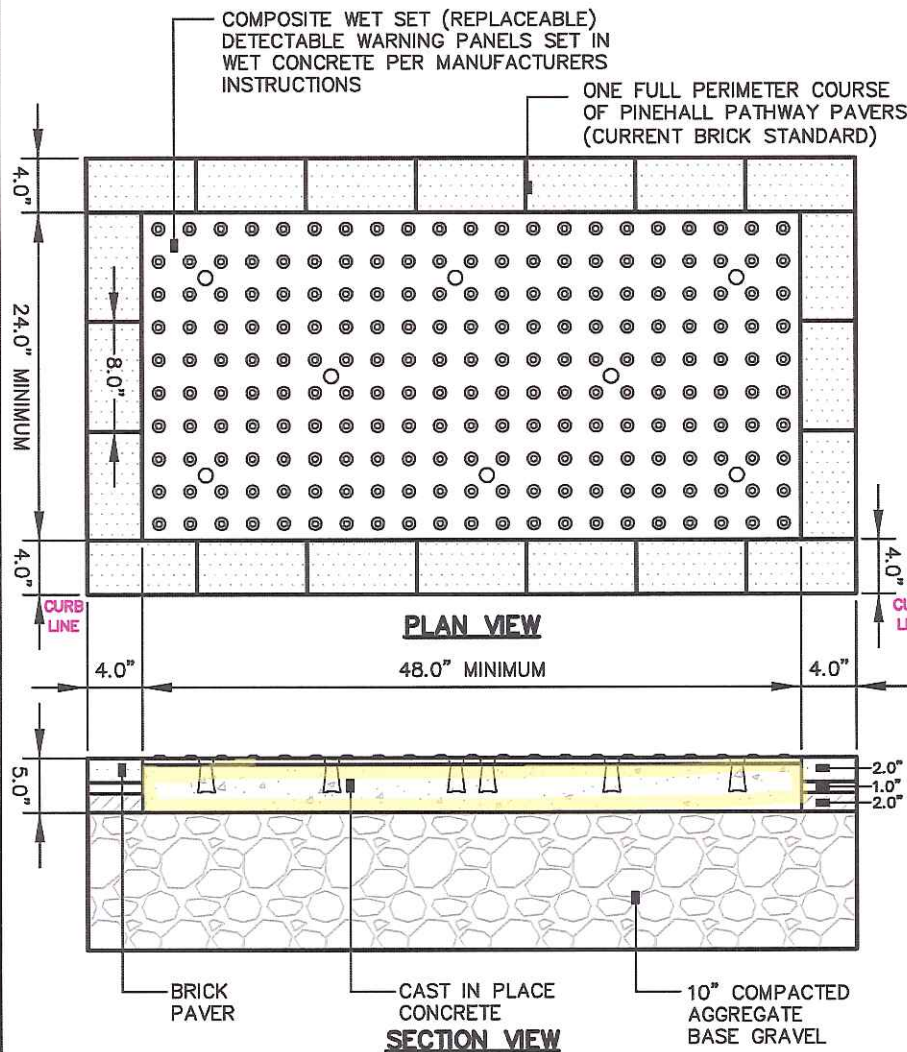
SIDEWALK RAMP DETECTABLE WARNING PANEL NOT IN OR ADJACENT TO HISTORIC DISTRICT

NOT TO SCALE

NOTES:

1. COMPOSITE WET SET (REPLACEABLE) DETECTABLE WARNING PANELS SHALL BE AS MANUFACTURED BY ADA SOLUTIONS, INC. (WWW.ADATILE.COM), OR APPROVED EQUAL.
2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MAINE D.O.T. CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI. THE CONCRETE SHALL BE SEALED PRIOR TO SETTING PANELS. THE EXPOSED CONCRETE BORDER SHALL RECEIVE A GROOVED EDGE BETWEEN THE PANEL AND CONCRETE, ALONG WITH A UNIFORM BROOM FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.
3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. TRUNCATED DOME BRICKS AND GRANITE PAVERS ARE NOT ALLOWED.
4. FOR ALL DETECTABLE WARNING PANELS (EXCEPT AS SPECIFIED IN FIGURE I-7A AND TECHNICAL MANUAL SECTION 1.8.4.), FEDERAL YELLOW COLORED (#33538) PANELS SHALL BE USED. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
5. SIZE: THE DETECTABLE WARNING PANEL(S) SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP, LANDING, OR BLENDED TRANSITION TO THE STREET.
6. ORIENTATION: THE DETECTABLE WARNING PANEL SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 2 INCHES MINIMUM AND 4 INCHES MAXIMUM FROM THE BACK OF THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.





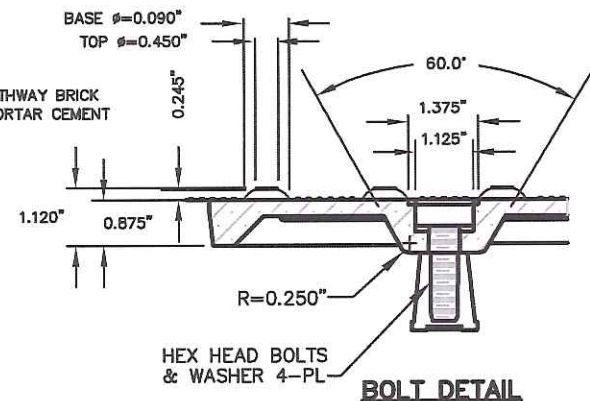
SIDEWALK RAMP DETECTABLE WARNING PANEL

WITHIN OR ADJACENT TO HISTORIC DISTRICTS AND LANDSCAPES

NOT TO SCALE

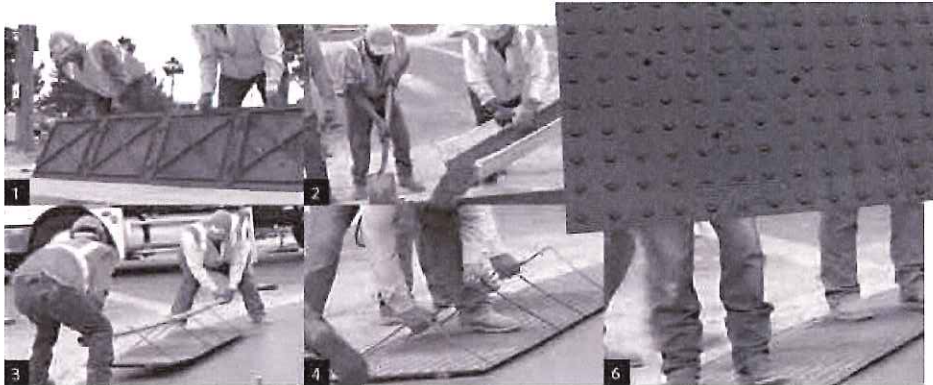
NOTES:

1. COMPOSITE WET SET (REPLACEABLE) DETECTABLE WARNING PANELS SHALL BE AS MANUFACTURED BY ADA SOLUTIONS, INC. (WWW.ADATILE.COM), OR APPROVED EQUAL.
2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MAINE D.O.T. CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI. THE CONCRETE SHALL BE SEALED PRIOR TO SETTING PANELS.
3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. NO OTHER DETECTABLE WARNING DESIGN OR CONFIGURATION IS ALLOWED.
4. FOR ALL DETECTABLE WARNING PANELS, WITHIN OR ABUTTING HISTORIC DISTRICTS AND HISTORIC LANDSCAPES, "DARK GRAY" COLORED (#36118) PANELS SHALL BE USED. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
5. THE DETECTABLE WARNING PANEL SHALL HAVE ONE FULL COURSE OF PINEHALL PATHWAY PAVERS (THE CURRENT BRICK STANDARD) AROUND THE FULL PERIMETER OF THE PANEL. THIS PERIMETER COURSE SHALL BE SET USING PORTLAND MORTAR CEMENT TO CREATE A FLUSH SURFACE BETWEEN THE BRICK AND THE PANEL.
6. SIZE: THE DETECTABLE WARNING PANEL(S) SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP, LANDING, OR BLENDED TRANSITION TO THE STREET.
7. ORIENTATION: THE DETECTABLE WARNING PANEL SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 2 INCHES MINIMUM AND 4 INCHES MAXIMUM FROM THE BACK OF THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.



DETECTABLE WARNING PLATES: INSTALLATION

Installing Neenah Foundry Detectable Warning Plates is quick and easy. In just a few minutes, you can install the plates in any number of configurations.



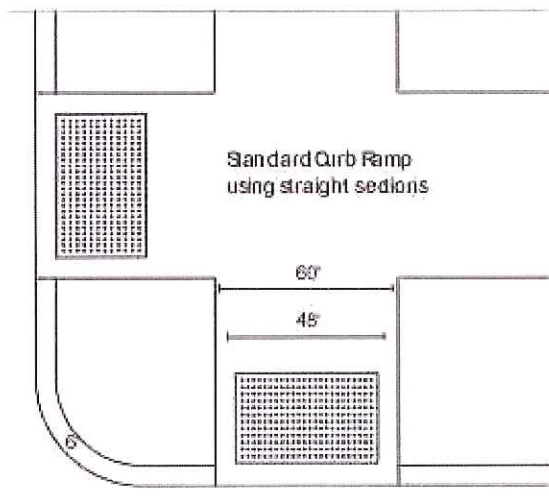
Installation Steps

1. If necessary, connect multiple plates together.
2. Pour concrete.
3. Use supplied lifting springs and a construction 2x4 or pipe to lift plates into position.
4. Set plates in wet concrete at final position.
5. Remove lifting springs.
6. Press assembly into wet concrete to final elevation.
7. Finish concrete around assembly
8. Remove any wet concrete that may have spilled on to the plate surface.

Neenah Foundry Detectable Warning Plates are the most durable and effective product of their kind. They wear like iron because they are iron. When you specify detectable warning plates for your community, we encourage you to consider the following:

Suggested Specifications

General



Detectable warnings shall be an integral part of the ramp and comply with section 4.29 of the ADA Accessibility Guidelines and section 705* of the 2010 ADA standards for accessible design.

Dome Size (4.29.2 and 705.1.1*)

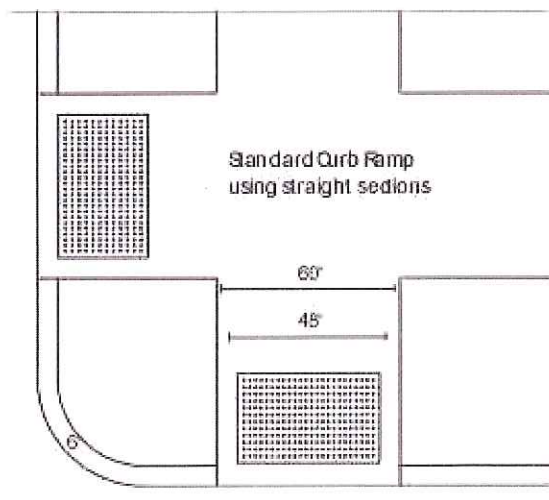
Truncated domes in detectable warning surface shall have a base diameter of 0.9 inch (23 mm) minimum and 1.4 inches (36 mm) maximum, a top diameter of 50 percent of the base diameter minimum, to 65 percent of the base diameter maximum, and a height of 0.2 inch (5.1 mm).

Dome Spacing (4.29.2 and 705.1.2*)

Truncated domes in a detectable warning surface shall have a center-to-center spacing of 1.6 inches (41 mm) minimum and 2.4 inches (61 mm) maximum, and a base-to-base spacing of 0.65 inch (17 mm) minimum, measured between the most adjacent domes on a square grid.

Contrast (4.29.2 and 705.1.3*)

Detectable warning surfaces shall contrast visually with adjacent walking surfaces — either light-on-dark, or dark-on-light.



Platform Edges (4.29.2 and 705.2*)

Detectable warning surfaces at platform boarding edges shall be 24 inches (610 mm) wide and shall extend the full length of the public use areas of the platform.

Materials

Cast gray iron conforming to ASTM A-48 class 30A minimum.

[Neenah Detectable Warning Plates Installation](#)

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

**PUBLIC HEARING
394 DANFORTH STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Historic Preservation Compliance Coordinator

DATE: September 14, 2017

RE: September 20, 2017 **Public Hearing** – Final Review of Garage Replacement

Address: 394 Danforth Street

Applicants: Colleen Katana and Sean Murphy

Designer: Marcel Valliere, Valliere Design Studio

Introduction

Property owners Colleen Katana and Sean Murphy and their designer Marcel Valliere have requested a final review for the replacement of the existing garage at 394-396 Danforth Street. A workshop was held at the last Board meeting (September 6, 2017,) at which the Board suggested several design revisions but was supportive of the garage concept and encouraged the applicants to return to the next meeting for review of the Certificate of Appropriateness.

Board members will recall that the early garage (which may have existed by 1914) is structurally unsound, and complete demolition and replacement is warranted. The existing garage is a quiet, low presence at the rear of the driveway that does not pose a visual challenge to the notable 1870 Stick Style house. On September 6 Board members counselled Mr. Valliere and Mr. Murphy to emulate that restraint and take a conservative approach to adding decoration to the new garage design.

Mr. Valliere's revised plans are very similar to the preliminary design, but he responded to the suggestions of the Board with changes to the roof pitch, the siding on the front face, and the garage doors. The interior plan is unchanged, with a studio, an exercise room, and a bathroom on the lower level and a loft area sharing the main floor with the parking area. 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 applicants hope to quickly obtain a demolition permit and then a building permit in order to begin the project this fall.

Subject Structure

The house at 394 Danforth Street 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 somewhat indistinct in the 1924 photo, but it is clear that the present shape and roof profile are essentially the same as then; perhaps the current roof pitch is lower than it has been in the past. 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 Presented on 9/6/17

The only significant change proposed at the workshop to the shape of the garage was in the roof, where Mr. Valliere drew a 5/12 roof that flared to a flatter pitch at the eaves, echoing the flare on the roofs of the house. (The existing garage roof has a pitch of less than 1/12.) The proposed change in volume was minimal, because the designer lowered the wall height and raised the ridge to achieve the steeper pitch.

In addition to the flare in the roof, Mr. Valliere added several other details to decorate the garage, echoing in simpler ways the style of the house. These features included slate siding on the front, diagonals and windows on the garage doors, and brackets at the gable peak and eaves of the roof. The sides and back of the proposed garage were shown with board and batten siding, and toward the rear, considerably more fenestration than the existing structure has. The design included 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 of the garage, and large, one light units for the rear studio and loft.

Board Response at September 6 Workshop

Board members were supportive of the garage replacement project, and all but agreed on conceptual approval, finally deciding that a public hearing could be held at the next meeting without really holding up the permitting process. The several features that generated discomfort were some decorative changes that were based on Mr. Valliere's goal of creating more of a visual relationship between the house and garage. The Board was consistent in urging a design that tended toward quiet modesty, and away from conjecture or the addition of features that might suggest an historic origin where none existed.

Three elements that were the focus of Board critiques were:

- The roof pitch – Mr. Valliere proposed to raise the pitch to 5/12, with lower pitched flares near the eaves. Although at least one Board member indicated that the 5/12 pitch might be acceptable, several recommended exploring a lower pitch, and also recommended the eaves be kept relatively low.

- The slate siding on the front face – The slate siding on the house is a significant architectural feature, but there is no evidence it was ever a feature of the garage. There was a general feeling that adding slate might lend historicist gravity to a secondary structure. It was suggested that Mr. Valliere consider using board and batten siding, as proposed on the other three walls.
- Garage Door Design – While Board members did not object to the proposed addition of glass to the carriage-house-style doors, a number of them found the diagonal bracing too busy. Many diagonals are present in the trim panels of the residence, but with the exception of the subtle, diagonal flush boards in the panels of the existing garage doors, elaborate bracing and diagonal trim are not part of the present garage. Mr. Valliere's drawings show diagonally framed panels proposed between the windows in the rear of the garage, but these will not be visible from a public way.

Revised Design

Mr. Valliere's new proposal addresses the primary concerns of the Board, as expressed at the 9/6/17 workshop.

- The roof pitch has been lowered to a 4/12 pitch, with no lower pitched flare at the eaves
- The ridge height in the revised design has only decreased by an inch from the earlier plan (from 12'-0", it is now proposed at 11'-11", compared to the existing ridge height of 10'-5")
- The eave height has been raised by 5", to 8'-5" – see the comment below on the relationship between door headers and the roof / top-of-wall
- The eave height of the existing garage is shown as 9'-9" from the front grade, while the eave height in the preliminary design was 8'-0"
- Instead of slate, the siding on the front face is now proposed to be board-and-batten, consistent with siding proposed for the other three sides
- The garage door design has been simplified, with quieter rectangular frames surrounding panels of vertical flush boards.
- A slight adjustment has been made to the relationship between the tops of doors and windows and the eaves; this appears to be in response to a Board comment recommending more study of this relationship

Additional details – such as lighting selections, trim, and door specifications - may be available by September 20, but there may be some details that can either be reviewed by staff or brought back to the Board as they are available, depending on the Board's level of comfort at the public hearing.

Staff Comments

Both staff and the Board are in agreement that a complete replacement of the garage can be considered an appropriate action, and as noted above the Board has expressed comfort with the concept of the proposed structure. Mr. Valliere has responded to the concerns of the Board, with the result being a quieter, more restrained garage than the September 6 proposal - one that does not dramatically change the relationship of the outbuilding to the house, despite some modest decorative elements such as the restrained bracketing.

The Board may wish to revisit the discussion of ridge and eave heights, and the relationship to wall and door height. At this time no detailed structural section drawings are provided, but no doubt Mr. Valliere's building profile reflects these considerations. As noted above, the eaves are proposed to be higher than they were depicted at the workshop, while the ridge height has not been reduced much since then. The desire to balance exterior appearance and massing with the creation of functional interior spaces is probably related to these decisions.

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

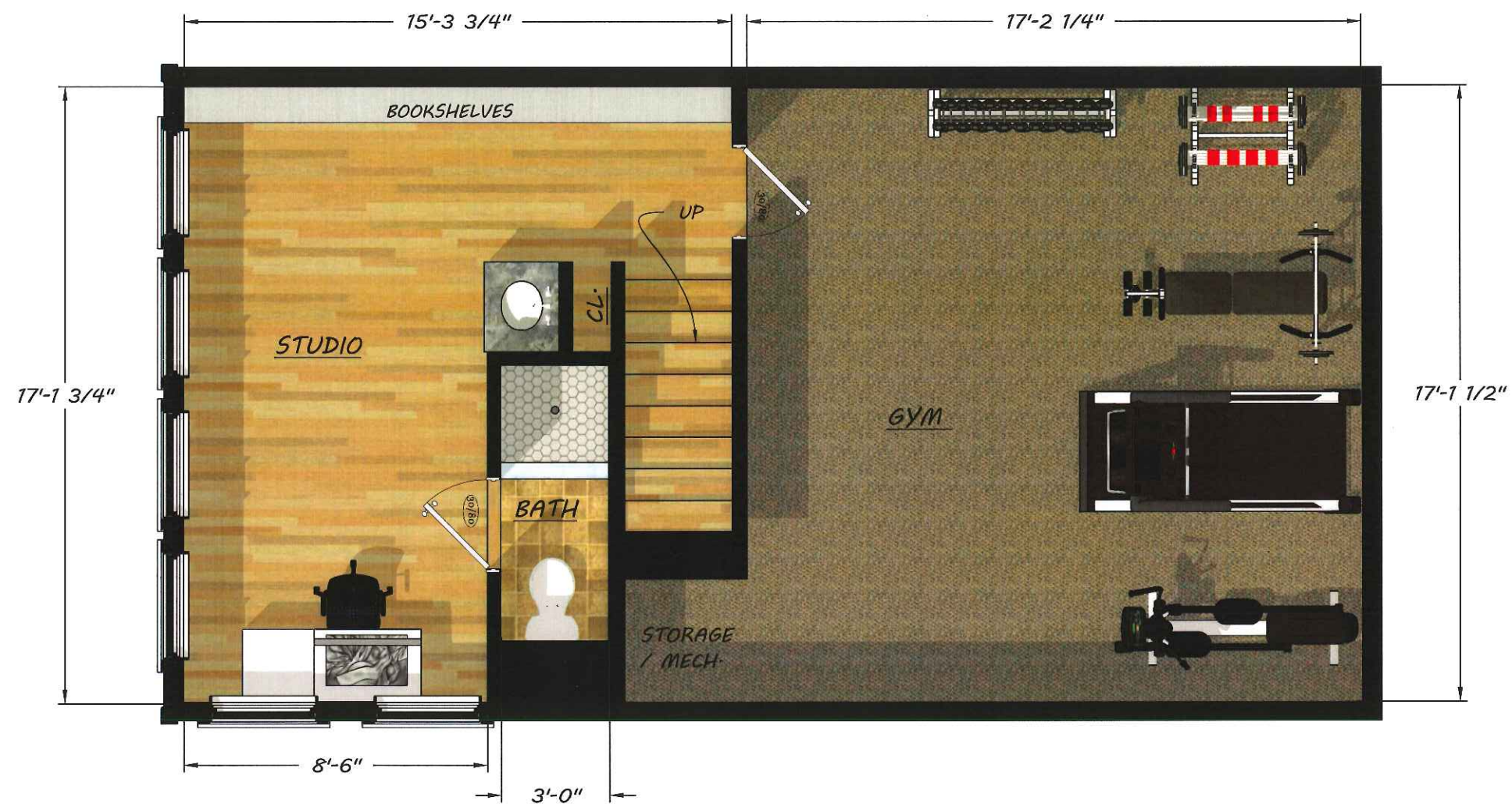
- (1) Every reasonable effort shall be made to provide a compatible use for the property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.
- (2) The distinguishing original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

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the September 20, 2017 public hearing and information included in the accompanying staff report, the Board finds that the proposed replacement at 394 Danforth Street **meets (fails to meet)** the historic preservation ordinance review standards for review of new construction (subject to the following conditions.....)

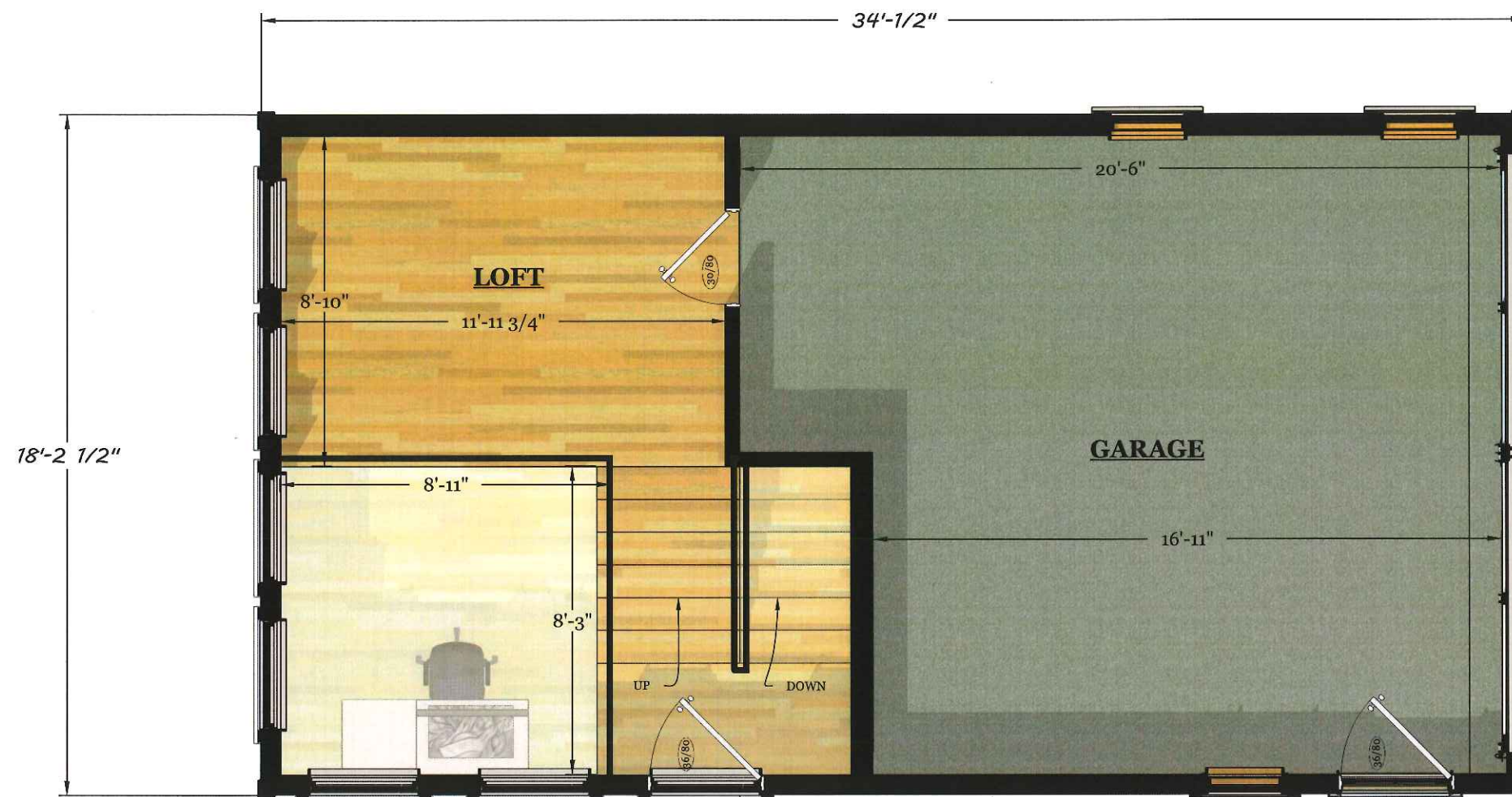
Attachments:

1. Designer's plans, elevations, perspective views, and photos
2. Designer's preliminary plans (9/6/17,) for reference

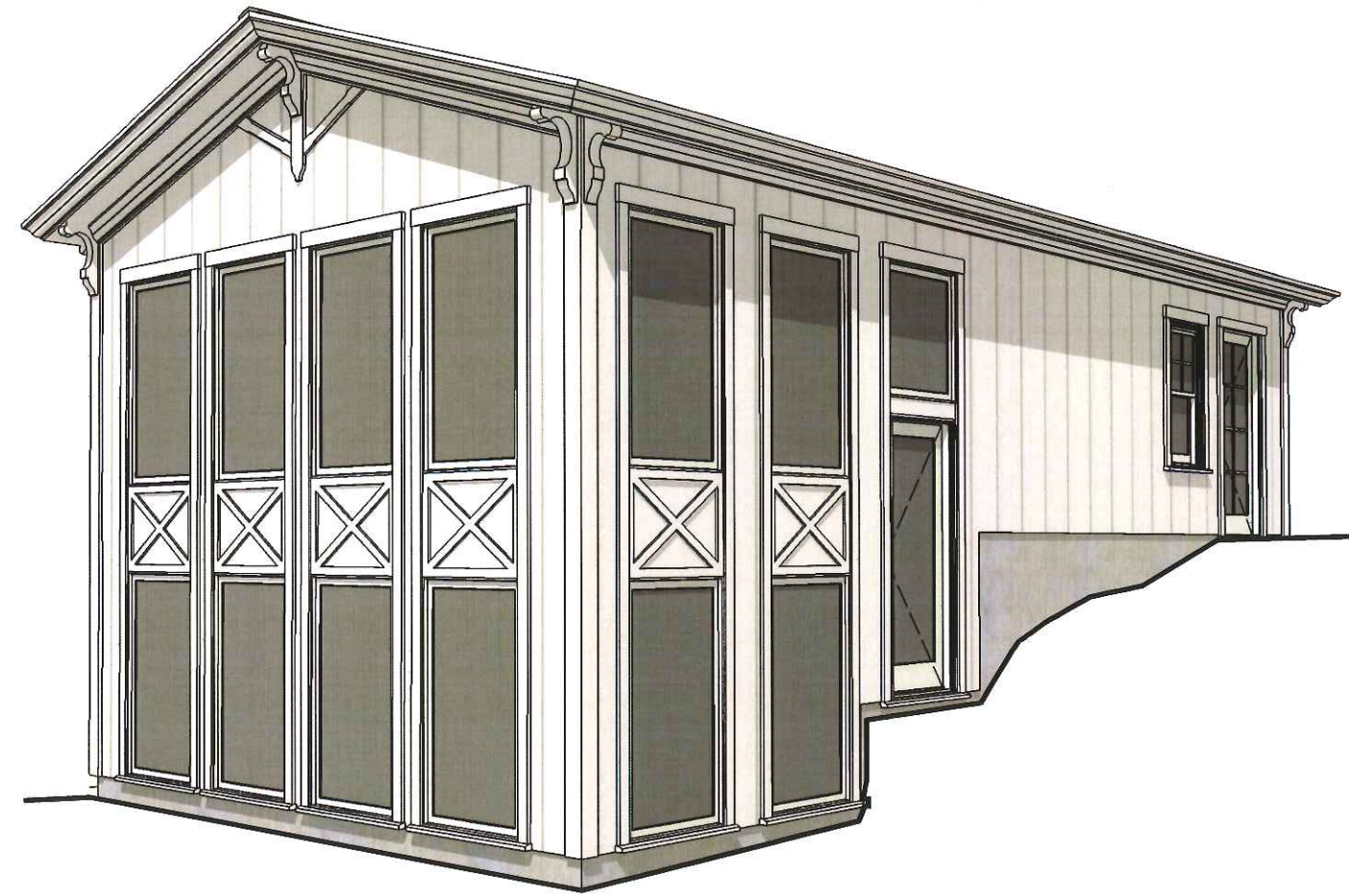
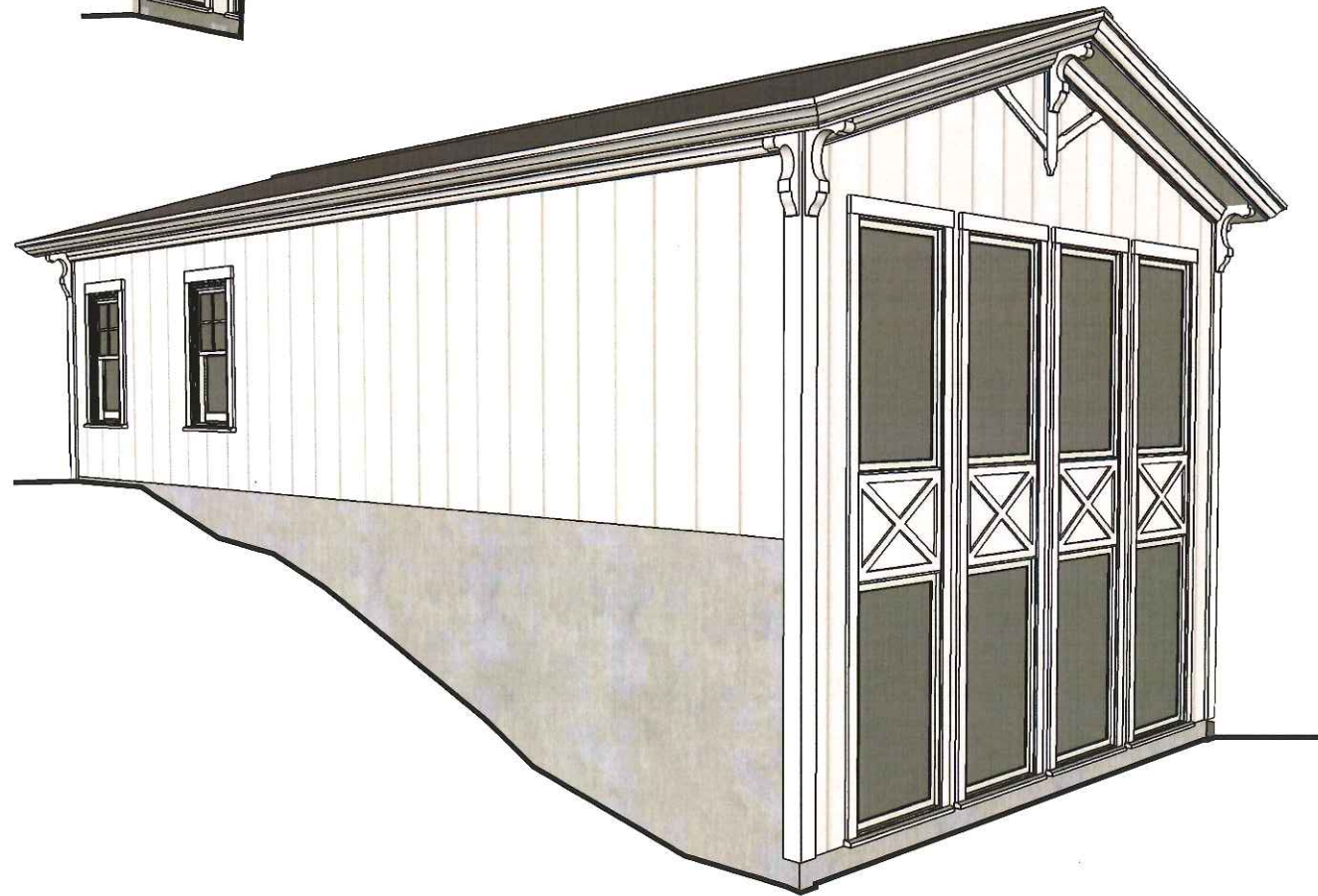
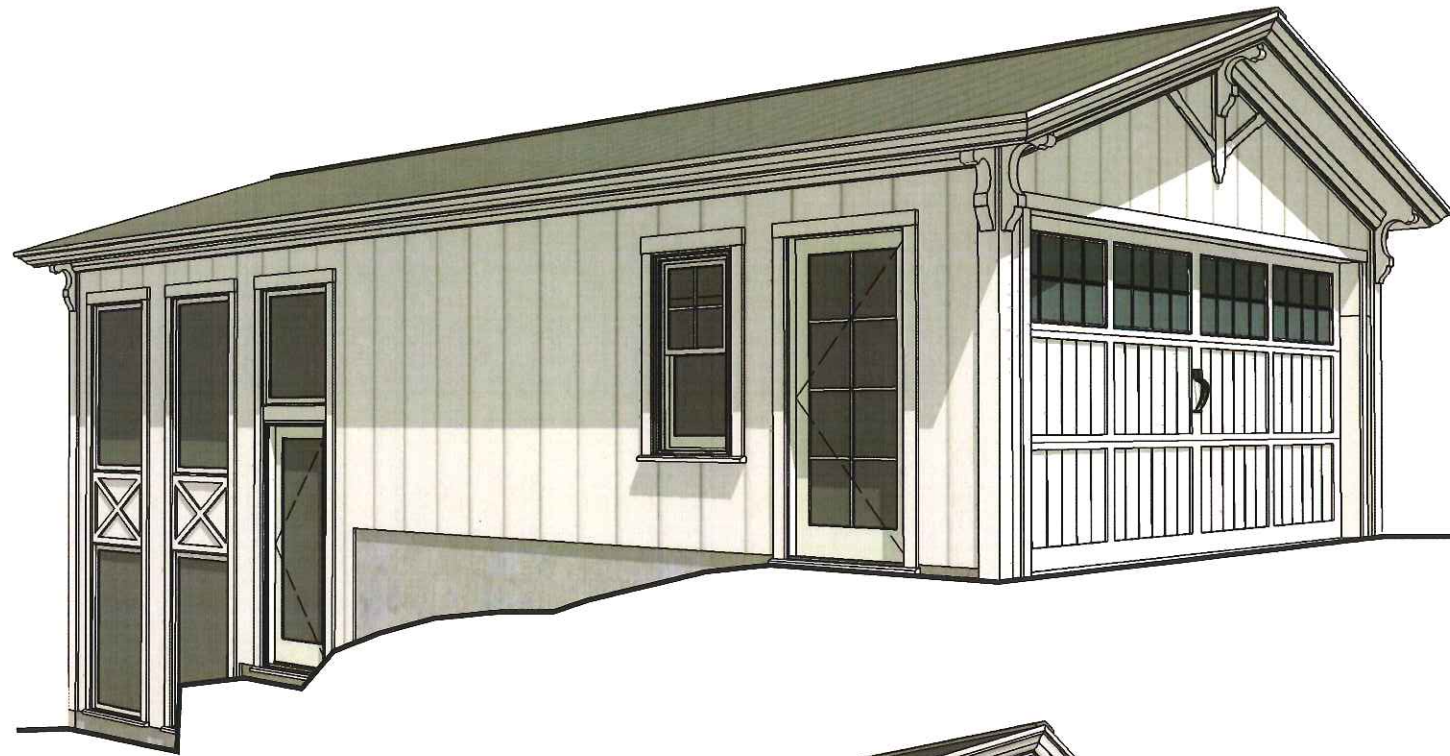


1 GARDEN LEVEL
Scale: 1/4" = 1'-0"

ATTACHMENT 1

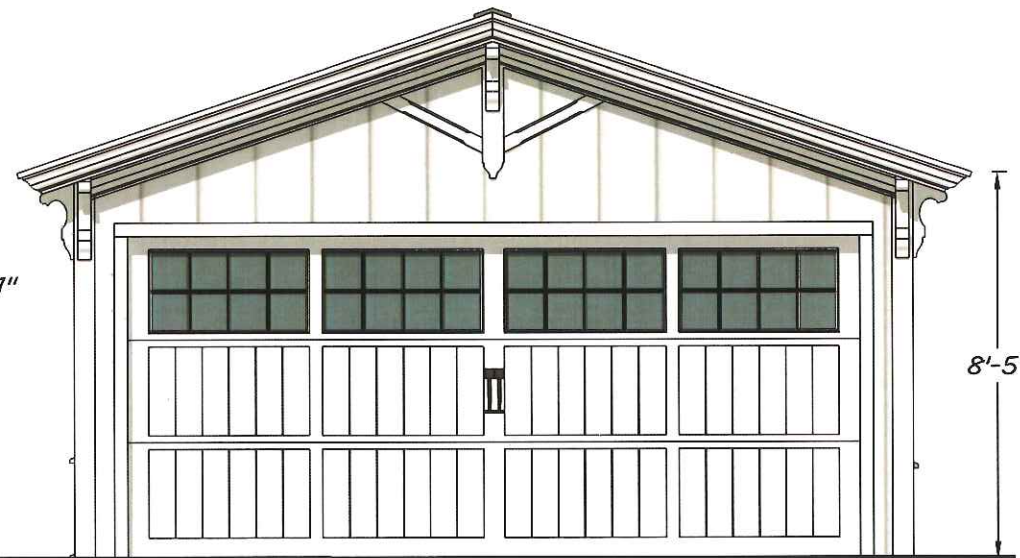


1 GARAGE LEVEL
Scale: 1/4"=1'-0"





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



2 NORTH ELEVATION
Scale: 1/4" = 1'-0"



EXISTING GARAGE SOUTH EAST CORNER PHOTO



EXISTING HOUSE PHOTO



EXISTING GARAGE FRONT/NORTH PHOTO

Valliere
design studio

NOT FOR CONSTRUCTION

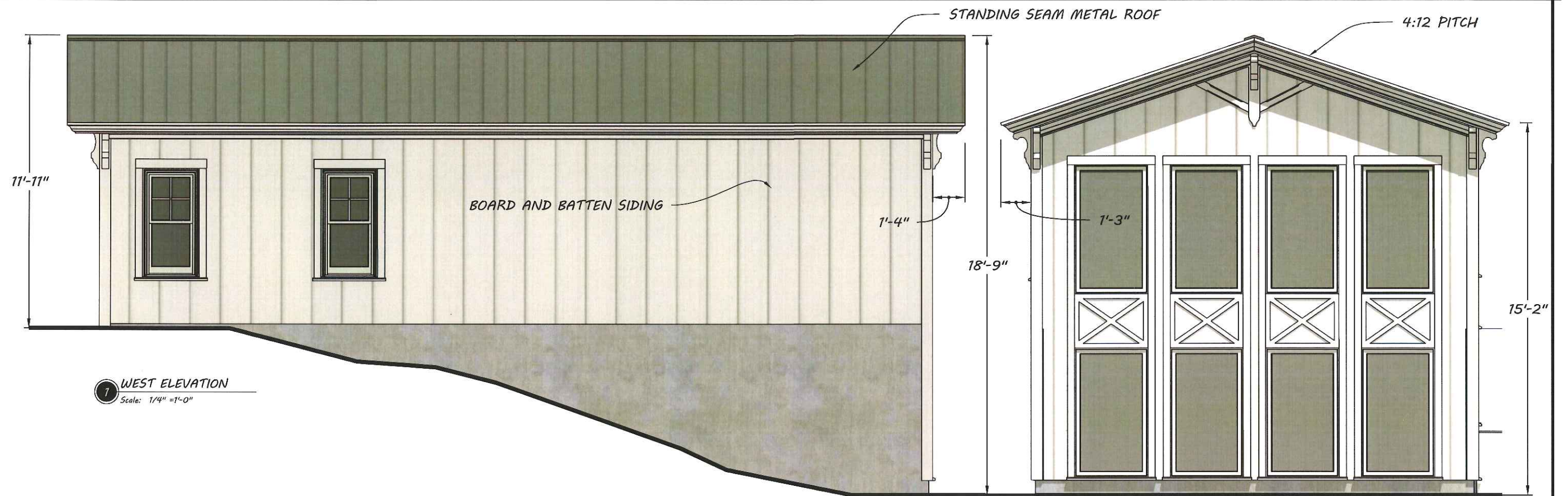
207-226-0604 ~ 427 Main St. Rockland ME. 04841~ ValliereDesignStudio.com

MURPHY STUDIO

394 DANFORTH ST, PORTLAND, MAINE

Design Development
Scale: 1/4"=1'-0"
Date: 9/10/17

A-3.4



WINDOW TRIM ON HOUSE PHOTO



EXISTING HOUSE PORCH PHOTO



EXISTING ENTRY PHOTO

Valliere
design studio

NOT FOR CONSTRUCTION

207-226-0604 ~ 427 Main St. Rockland ME. 04841 ~ ValliereDesignStudio.com

MURPHY STUDIO

394 DANFORTH ST, PORTLAND, MAINE

Design Development
Scale: 1/4" = 1'-0"
Date: 9/10/17

A-3.5



Valliere
design studio

NOT FOR CONSTRUCTION

207-226-0604 ~ 427 Main St. Rockland ME. 04841~ ValliereDesignStudio.com

MURPHY STUDIO

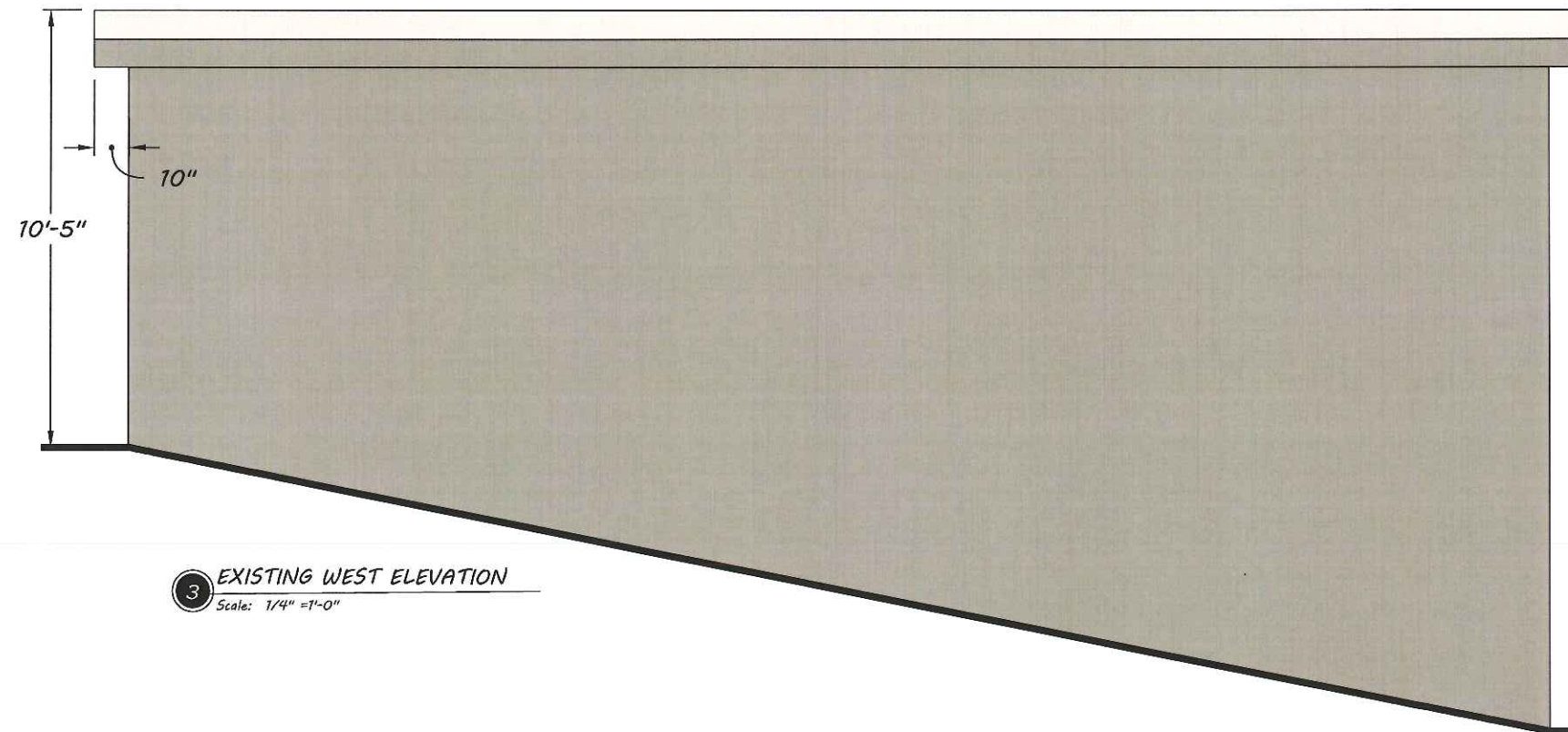
394 DANFORTH ST, PORTLAND, MAINE

Design Development
Scale: N/A
Date: 9/10/17

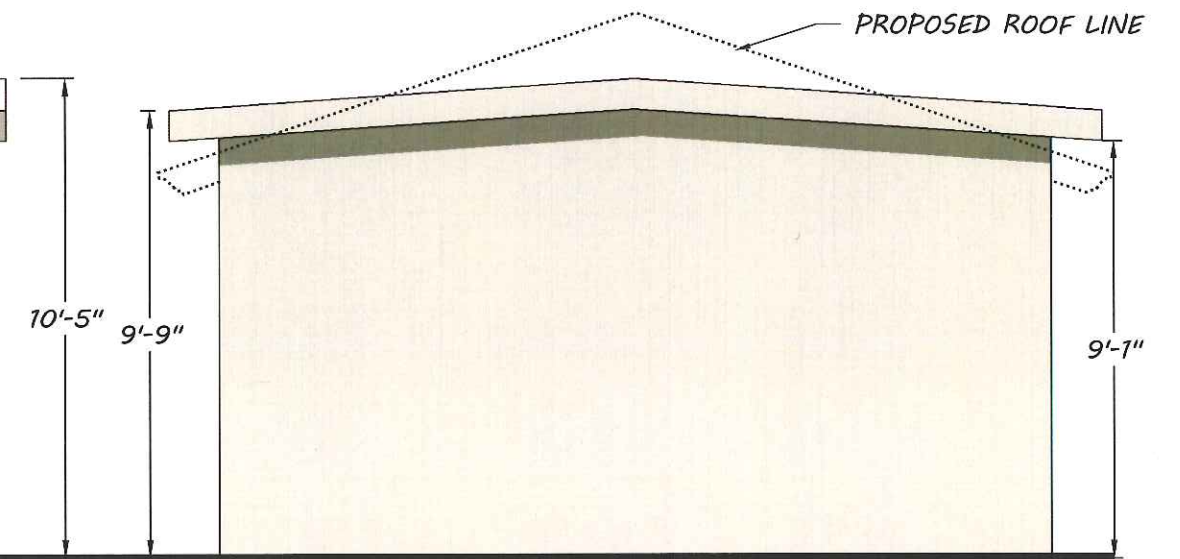
A-3.6



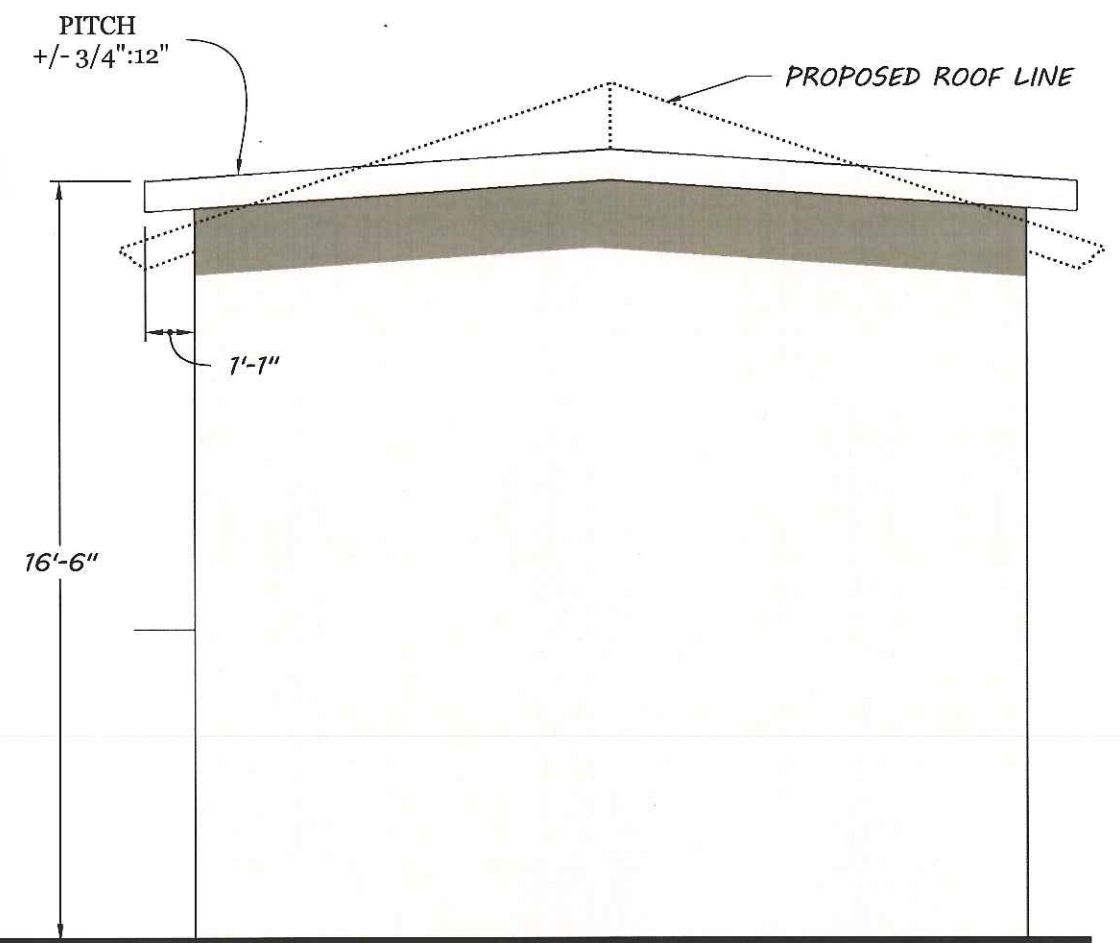
1 EXISTING EAST ELEVATION
Scale: 1/4" = 1'-0"



3 EXISTING WEST ELEVATION
Scale: 1/4" = 1'-0"



2 EXISTING NORTH ELEVATION
Scale: 1/4" = 1'-0"

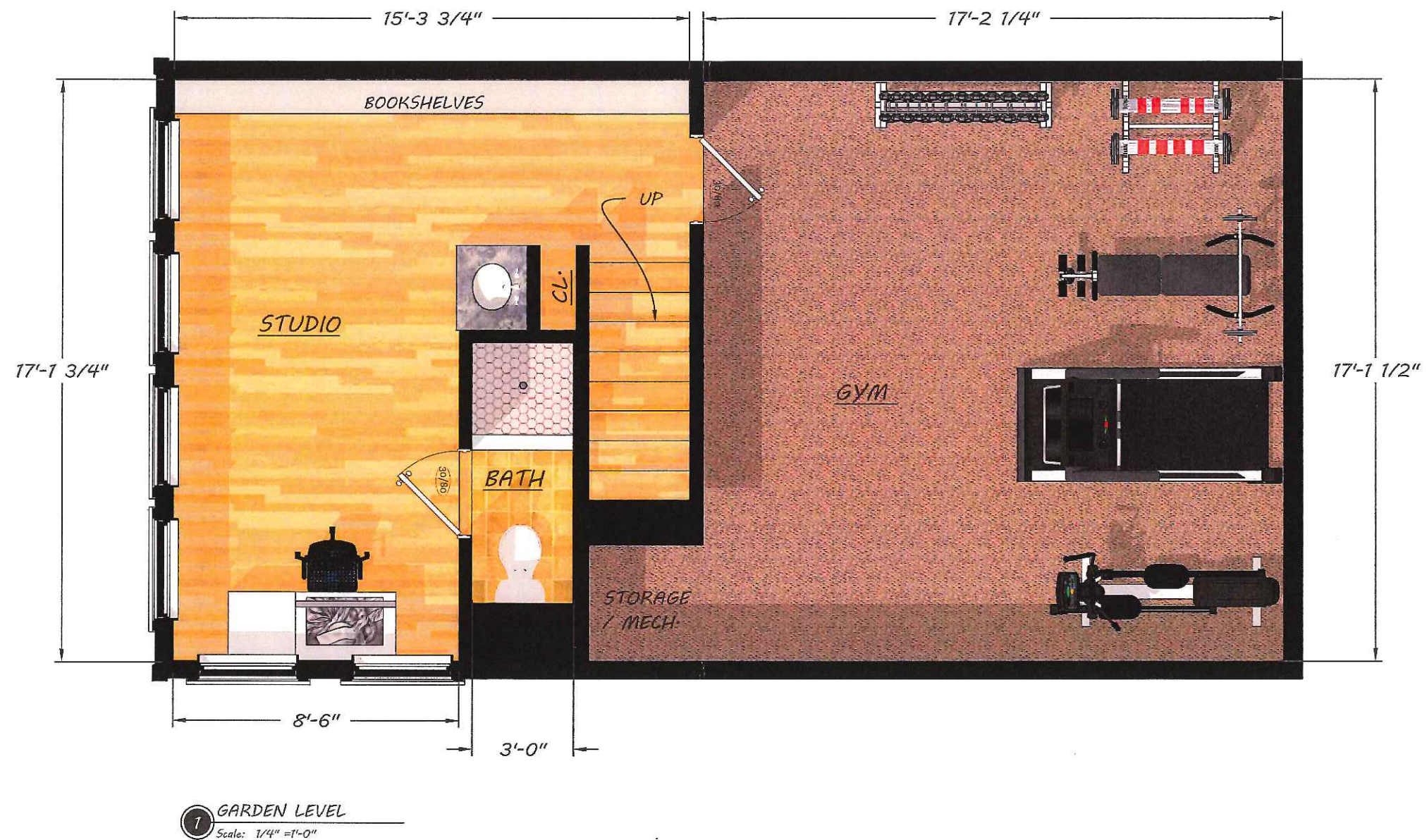


4 EXISTING SOUTH ELEVATION
Scale: 1/4" = 1'-0"

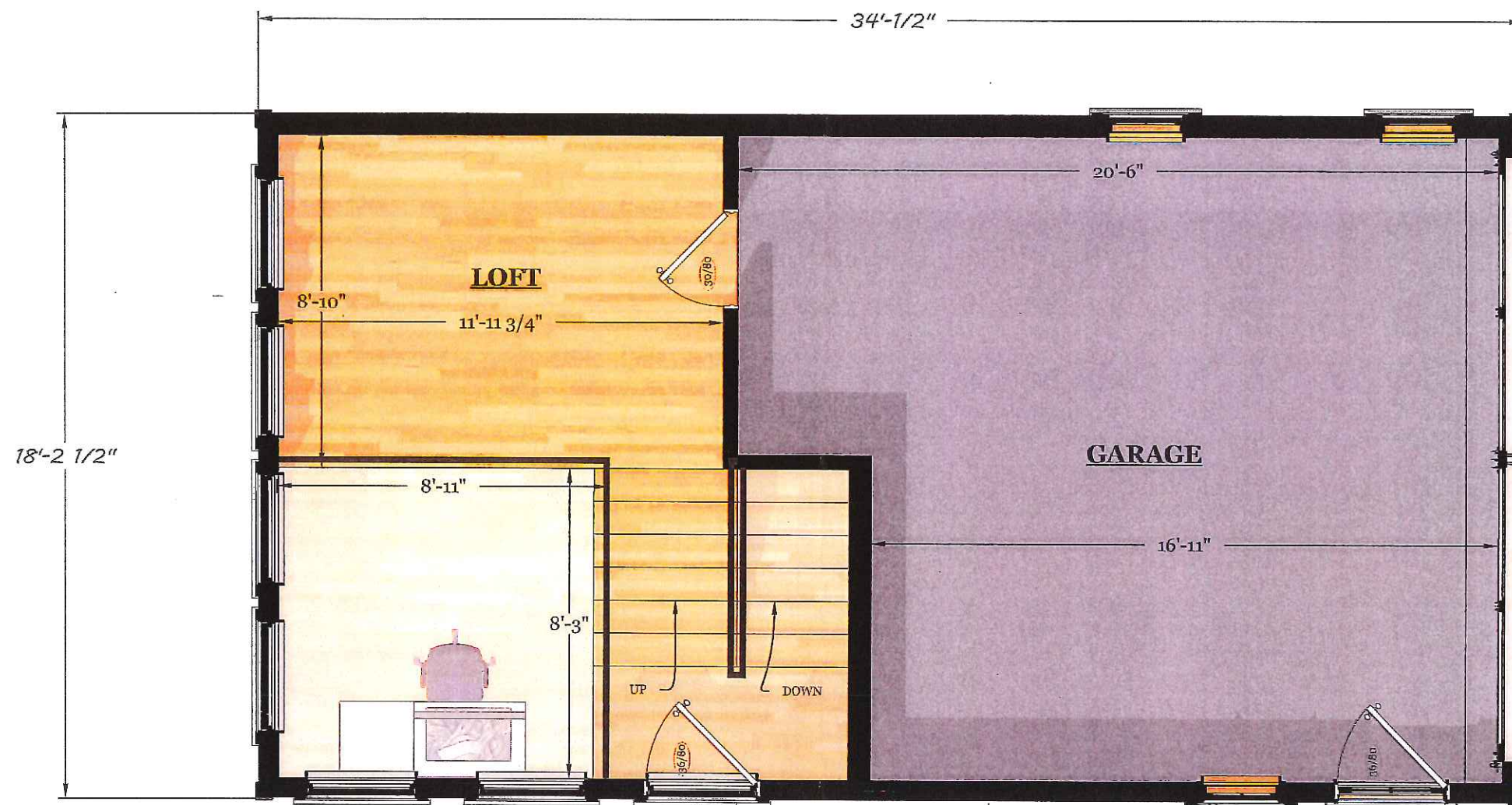


1 SITE PLAN DETAIL / PHOTO MAP
Scale: 1/8" = 1'-0"

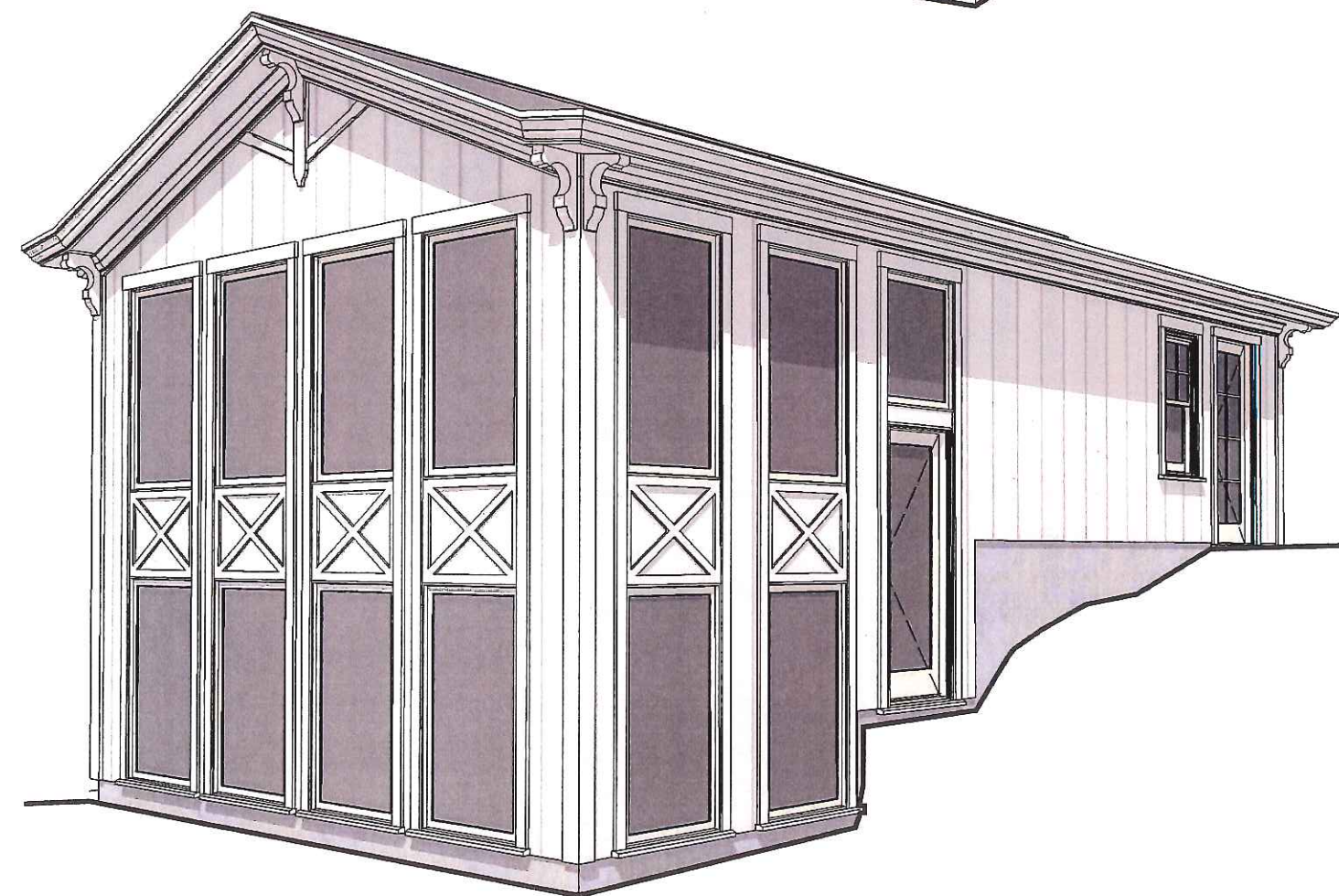
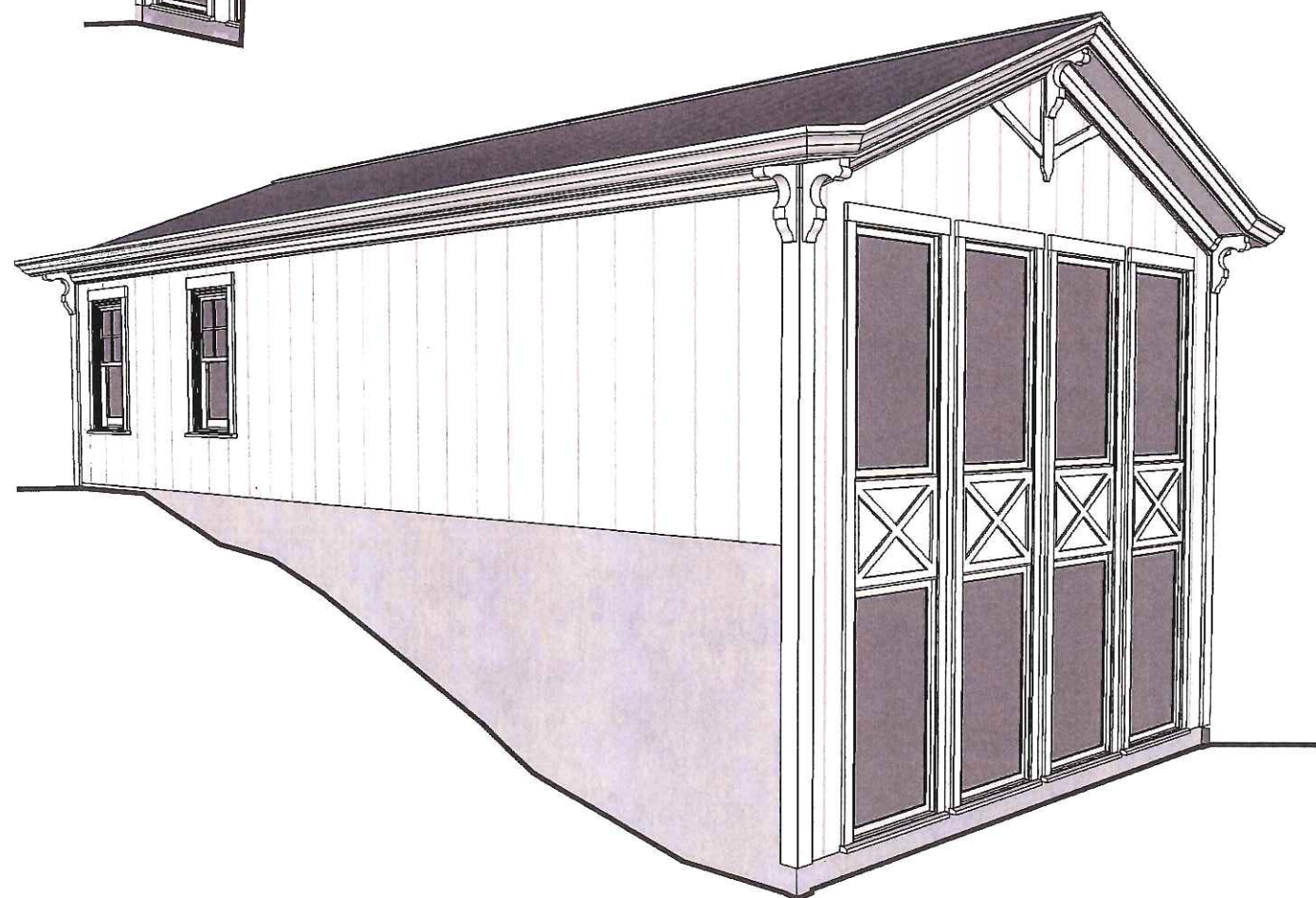
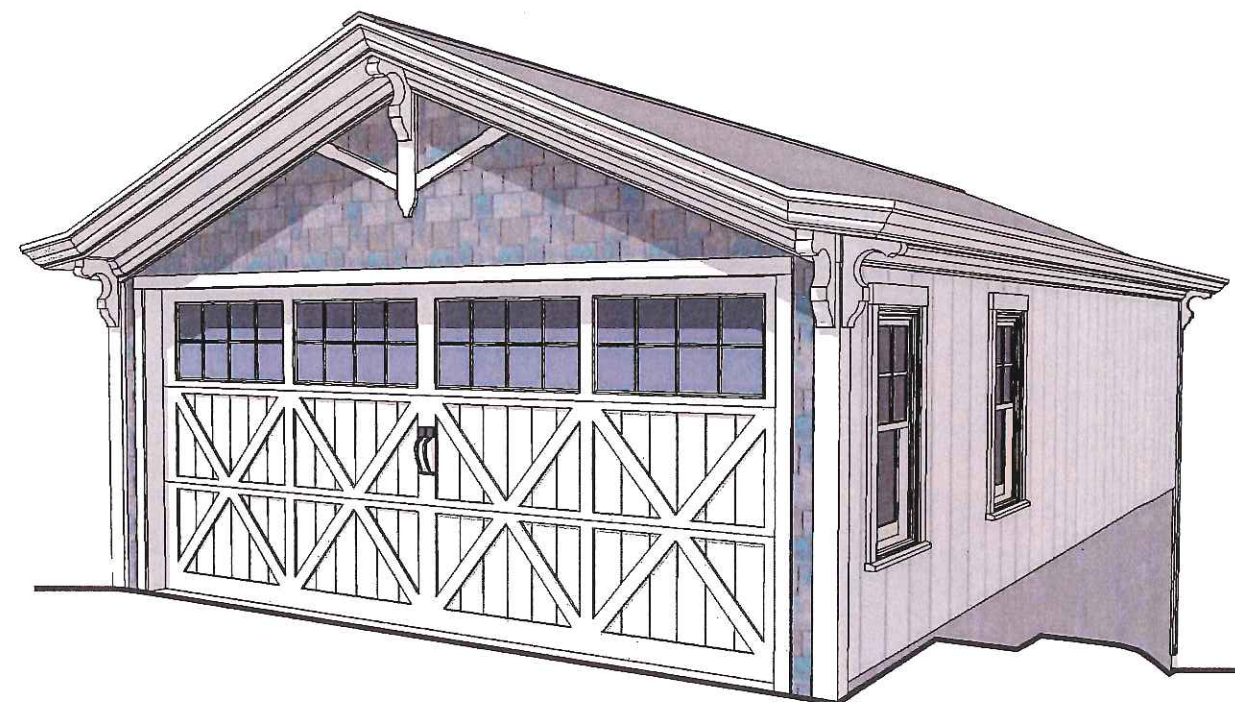
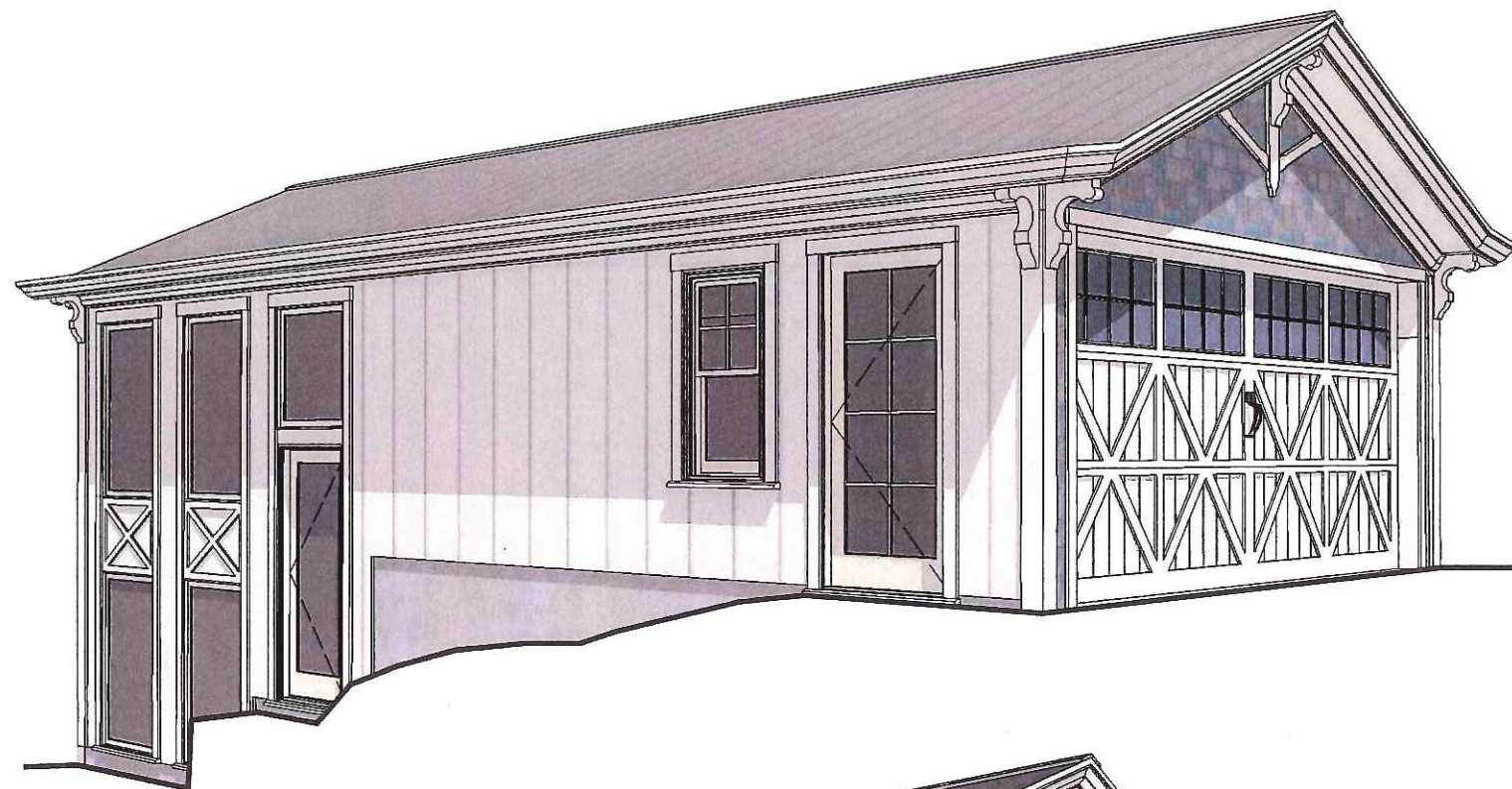




ATTACHMENT 2



1 GARAGE LEVEL
Scale: 1/4" = 1'-0"





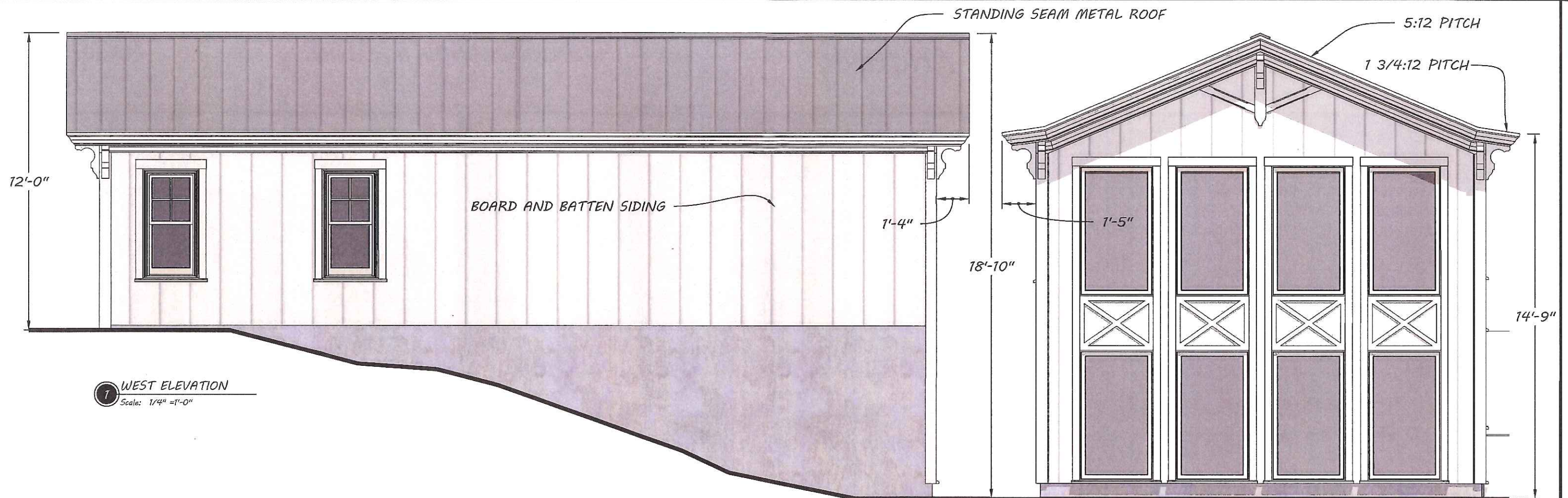
EXISTING GARAGE SOUTH EAST CORNER PHOTO



EXISTING HOUSE PHOTO



EXISTING GARAGE FRONT/NORTH PHOTO



WINDOW TRIM ON HOUSE PHOTO

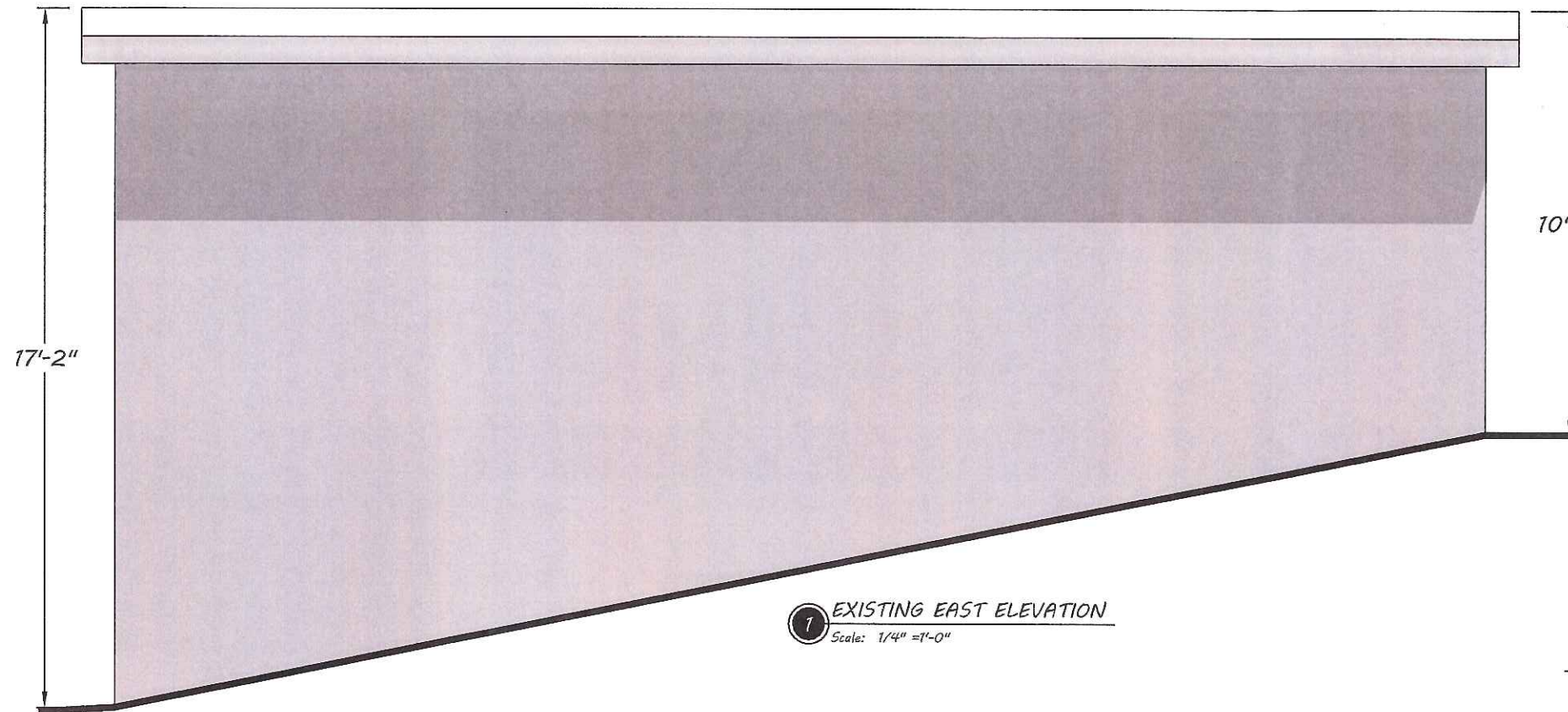


EXISTING HOUSE PORCH PHOTO

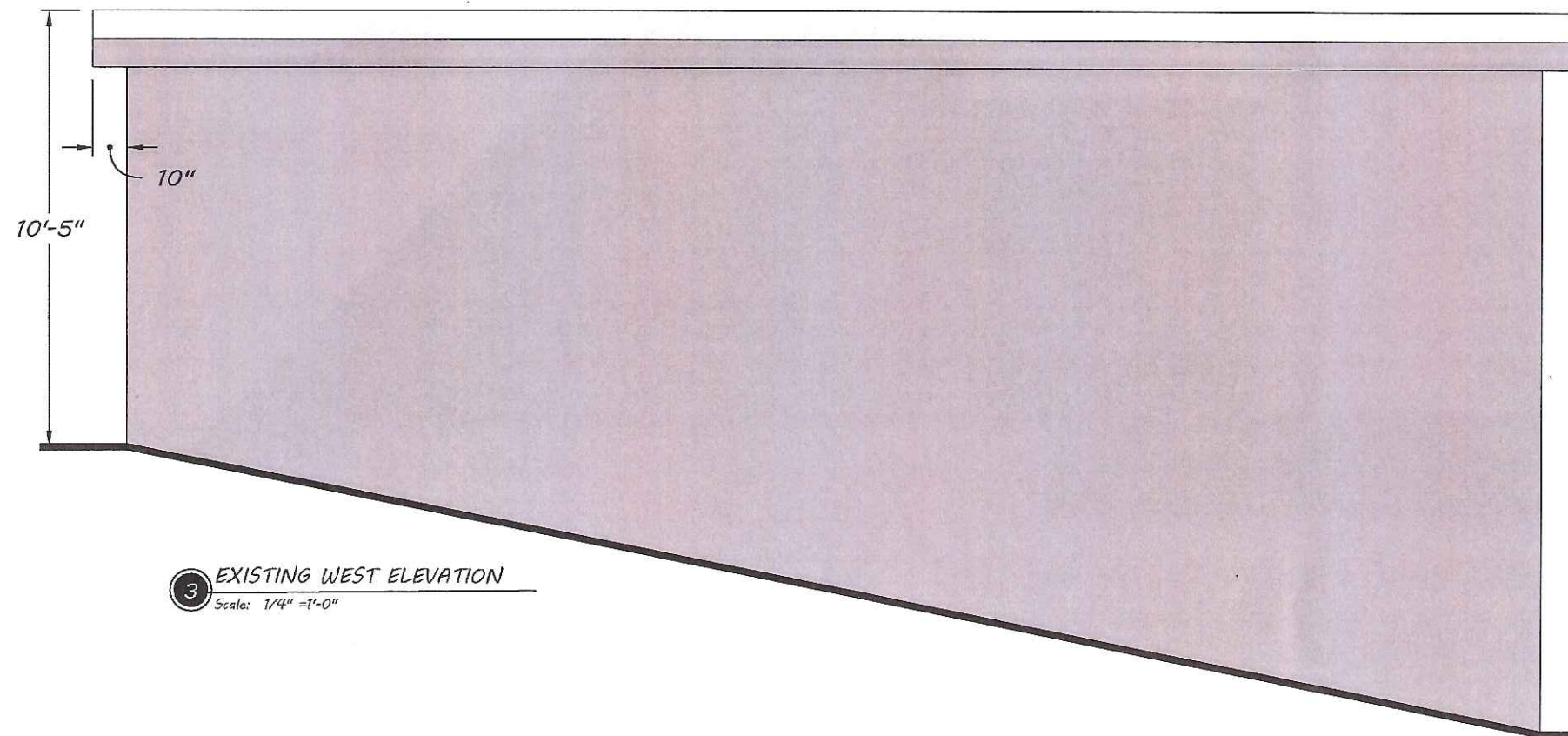


EXISTING ENTRY PHOTO

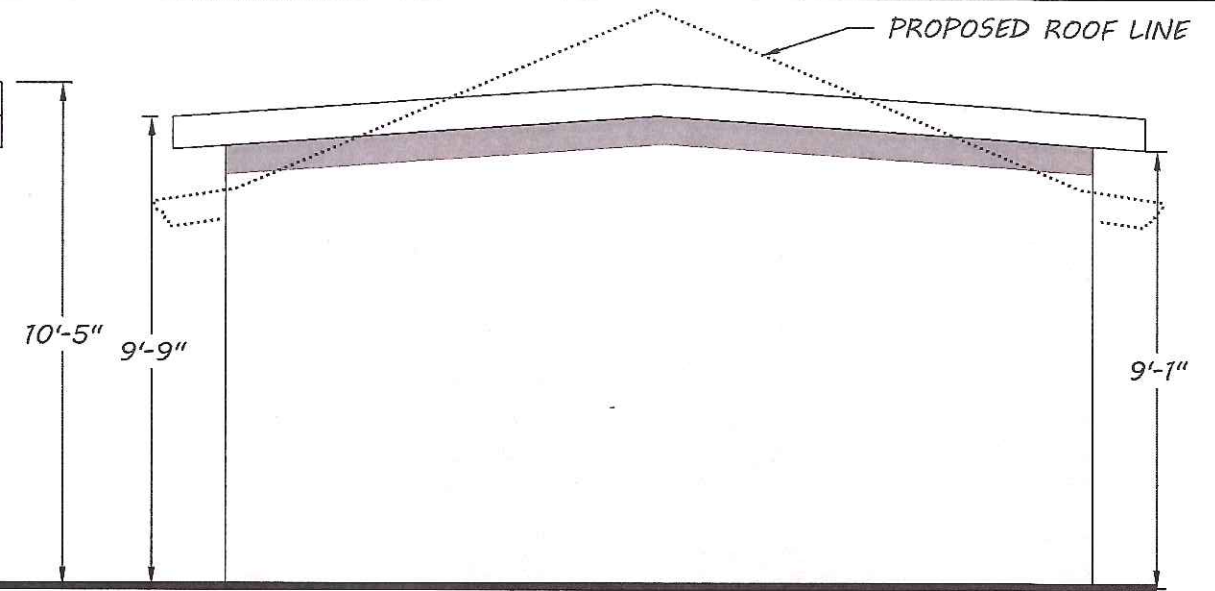




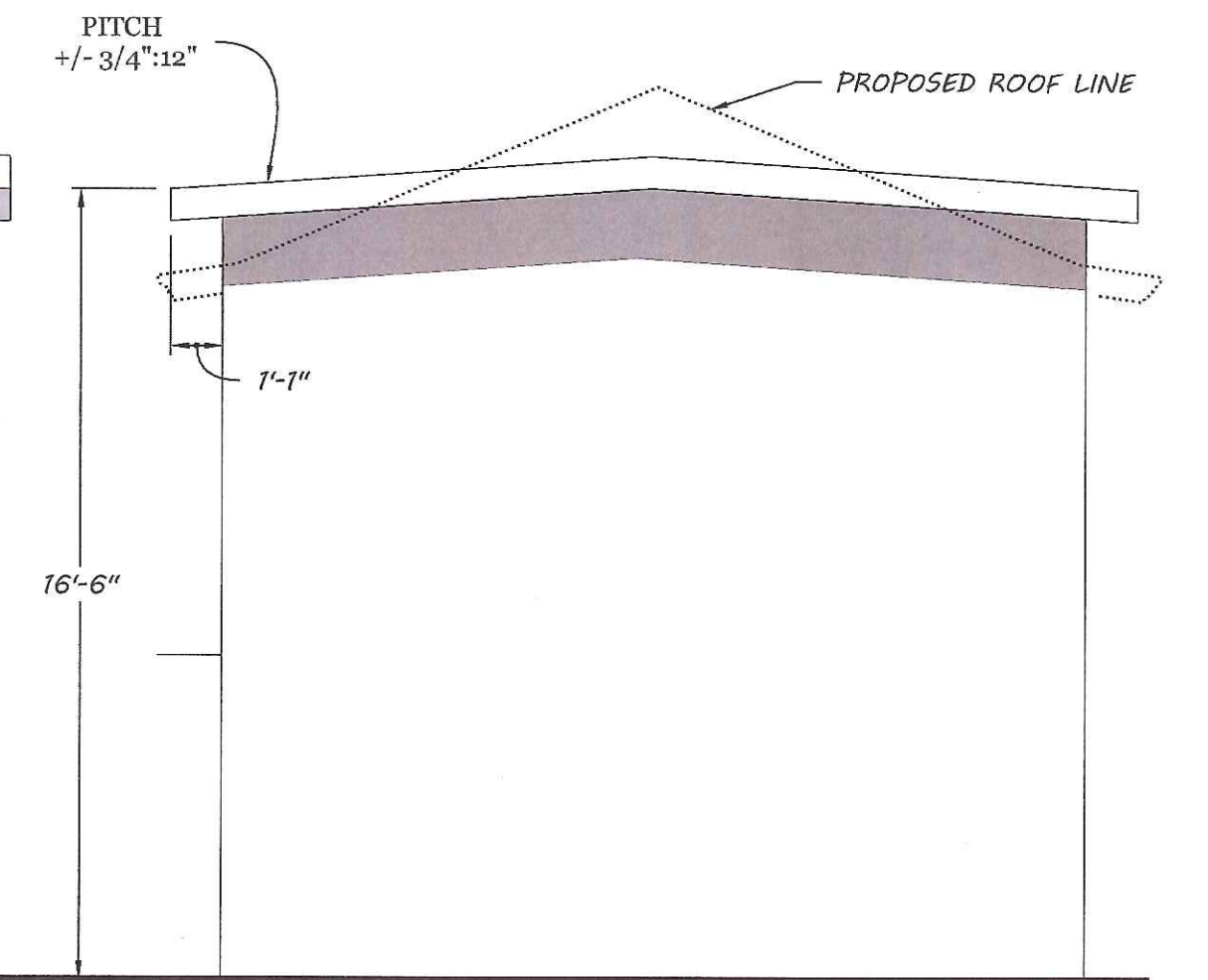
① EXISTING EAST ELEVATION
Scale: 1/4" = 1'-0"



③ EXISTING WEST ELEVATION
Scale: 1/4" = 1'-0"



② EXISTING NORTH ELEVATION
Scale: 1/4" = 1'-0"



④ EXISTING SOUTH ELEVATION
Scale: 1/4" = 1'-0"

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

**WORKSHOP
80-86 EXCHANGE STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: September 14, 2017

RE: September 20, 2017 **Workshop** – Preliminary Review of
Proposed Comprehensive Exterior Rehabilitation

Address: 80-86 Exchange Street

Applicant: Steve Parker, Mural Associates
Represented by Jim Brady, project consultant

Architect: Chris Briley, BRIBURN Architects

Introduction

On behalf of property owner Mural Associates, architect Chris Briley and project consultant Jim Brady have requested a workshop to present plans for the exterior rehabilitation of 80-86 Exchange Street. The subject building immediately abuts Tommy's Park on the west side of Exchange Street and is noteworthy for its painted trompe l'oeil mural facing the park. The proposed project includes improvements to the front and rear elevations of the building, as well as interior upgrades. Note that the scope of work does not include the south or mural elevation at this time, however a pending masonry inspection may call for repairs. More information on its status should be available prior to final review of the project. If necessary, the scope of work will be expanded to include masonry repairs and potential repainting of the mural.

The property owner will be seeking historic tax credits for the project. As such, the proposed alterations must be approved by the Maine Historic Preservation Commission and National Park Service.

Subject Structure

The 3-story, 5-bay Italianate commercial block at 80-86 Exchange Street was known historically as the Horatio Jose Block. In addition to the subject structure, Jose built two other commercial buildings on this block-- the Centennial Block at 93-95 Exchange and the Printers Exchange Block at 97-101 Exchange.

The Jose Block was constructed in 1866 following the Great Fire. It is an interesting building in that it has a gambrel roof, which is more typical of the 1850's warehouses that line Commercial Street. When constructed, it featured a stone façade; in the 1960's the stone was covered by stucco. The stucco is now painted. The upper façade features projecting window entablatures on consoles with star-shaped keystones and a decorative, deep cornice. The ground floor bays are divided by fluted cast iron Corinthian piers decorated with studded bands and medallions. In the granite lintel above the storefronts are four geometric medallions, a treatment not seen elsewhere in the Old Port Historic District. Entries are recessed, as was the case originally, however, the entries have been moved and remodeled.

The south wall was built as a party wall and had no windows. Curiously, the abutting structure (at least as of 1924) was a single-story building. A painted wall sign marked the upper façade.

Over time, the building exterior has been substantially renovated. On the upper floors, the original stone façade was covered in stucco and the arched-top, 2/2 windows were replaced with shorter casement windows. The area above the replacement windows was infilled with a louvered treatment. Above the second-floor windows, angled blocking has been added which covers the tops of the surrounds. At the ground floor level, the entries were moved and altered and the storefronts replaced with aluminum storefront systems and concrete bulkheads. Fortunately, the distinctive cast iron piers and granite lintel have been retained.

The mural on the south elevation facing Tommy's Park was completed in the 1985, replacing a previous mural from 1976. The current mural depicts the grand post office that stood across Exchange Street until its demolition in 1965. It is not clear whether the property owner is responsible for maintaining the mural, as the project was funded through corporate and private donations.

Proposed Scope of Work

Two 1924 photos showing the subject block have been consulted in developing the proposed plans. Although they are not terribly clear, they provide enough information to guide the proposal. Remaining granite thresholds are also available to confirm the location and setback of original entries.

The proposed exterior scope of work includes the following:

- Replacement of the upper floor windows with arched-top 2/2 double hung windows that fill the original openings. Windows are specified to be aluminum clad wood.
- Original pattern of storefront bays to be restored. Entries to be recessed, storefronts to be framed in painted wood with recessed wood panels in the bulkheads.
- Provided the condition of the original stone façade is shown to be repairable, the stucco veneer will be removed and stone restored. As noted above, there is blocking above the second floor windows that covers the top of the window surrounds. It is not clear from the plans how this transition area will be treated.

- Casement windows in roof dormers on front elevation to be replaced in kind. Existing roofing to remain.
- On the rear roof, existing dormers and chimneys near center of roof to be removed. A continuous shed dormer is proposed. The dormer will be set back from the south elevation to limit visibility. End chimneys to remain.
- As noted above, repairs or improvements to the south (mural) elevation are not anticipated at this time. It is not clear whether the mural

Preliminary Staff Comments

Although the incompatible exterior alterations to the Jose Block may not be as readily apparent as some, a closer examination of the building reveals the unfortunate results of ill-informed renovations. The proposed project will restore a key historic commercial block on Exchange Street to its original intended appearance and reintroduce the traditional material palette that once characterized its ground floor storefronts. The introduction of a continuous dormer on the rear roof plane is appropriately set back from the end wall and, given its context, will likely have very limited visibility.

Applicable Review Standards

- (5) *Distinctive features, finishes, and construction techniques or examples of skilled craftsmanship which characterize a structure, object or site shall be treated with sensitivity.*
- (6) *Deteriorated historic features shall be repaired rather than replaced wherever feasible. Where the severity of deterioration requires replacement of a distinctive feature, the new feature should match the feature being replaced in composition, design, texture and other visual qualities and, where possible, materials. Repair or replacement of missing historic features should be based on accurate duplications of features, substantiated by documentary, physical or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other structures or objects.*
- (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.*

Attachments

1. Staff photos of subject building
2. 1924 photos
3. Project description
4. Plans, elevations and details







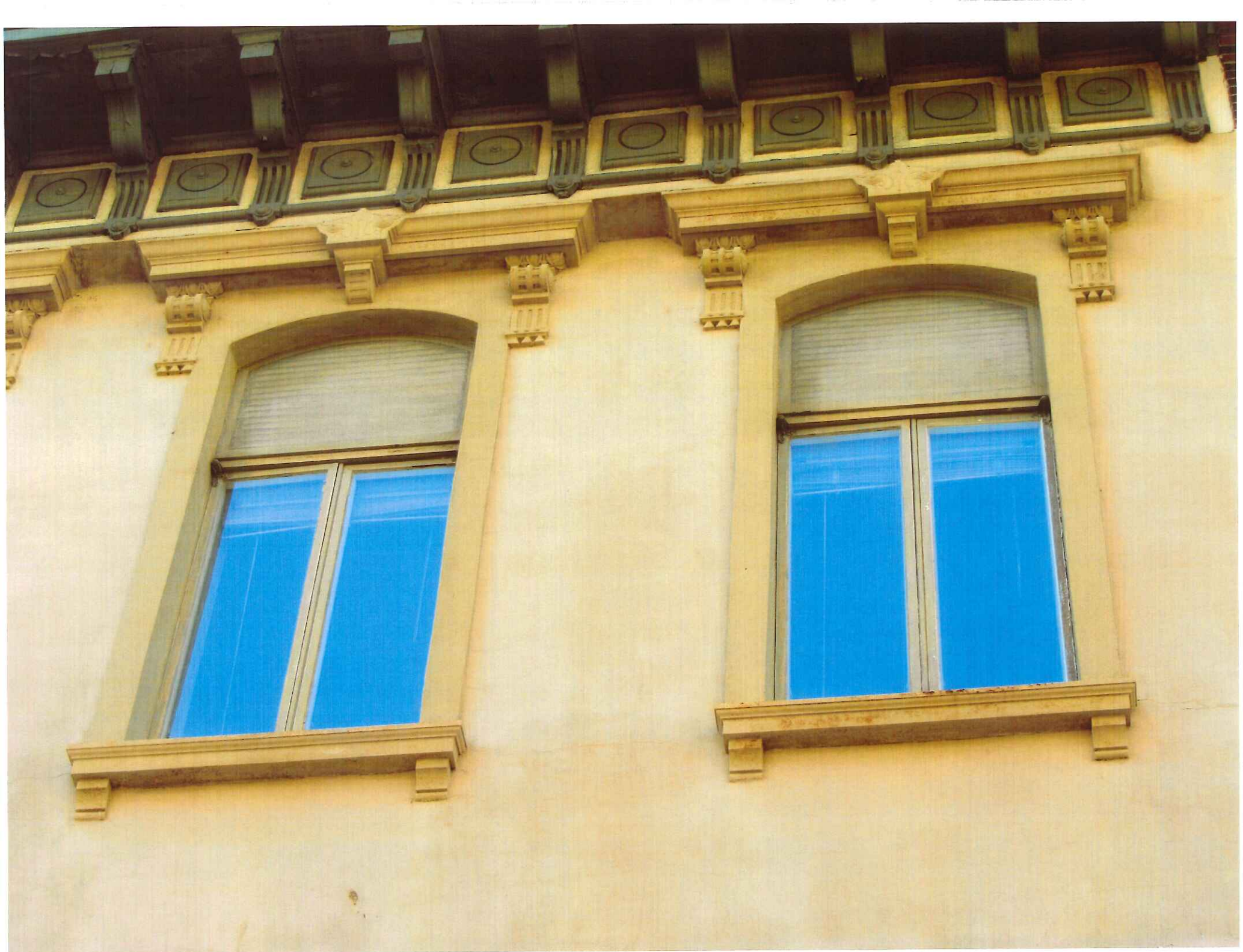
grill room

wood grilled meats and fish

& bar

wood fired pizza, 12 beers on tap





W.F. DRESSER
& SONS
REAL ESTATE
FARMS AND TIMBERLANDS
CITY PROPERTY BOUGHT AND SOLD

HORNBLOWER & WELLS

80-86
Exc.

NO PARKING
THIS SIDE OF
THIS BLOCK



L ↑ — |



Date: September 12, 2017

HISTORIC PRESERVATION **APPLICATION FOR CERTIFICATE OF APPROPRIATENESS**

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

PROJECT ADDRESS:

80 Exchange St. Portland Maine

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

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

Most of the scope of work is contained within the submitted drawings.

This project is seeking historic Tax Credits. The existing windows will be replaced with new aluminum clad wood dual pane, single hung windows (Jeld Wen, Sifeline series). The Exchange St. façade will have arch-top windows and all the windows will be restored to their original height. The storefront facades will all be restored; Cast iron pilasters stripped, repainted and missing pieces replaced; Aluminum storefront replaced with a painted wood storefront system; Entrances reworked per the submitted 'Historic Preservation Submission Set'.

The Stucco on the upper two floors may be removed and the masonry underneath restored. The owner will be engaging the services of a masonry technician to investigate the condition of the masonry substrate and the extent of this work.

The roof structure will be modified with a new dormer. Refer to the Historic Preservation Submission Set. This will also require major structural modification to the roof structure. Replacing the existing roof for the top gambrel pitches and the Exchange St. side are not presently in the scope of this project.

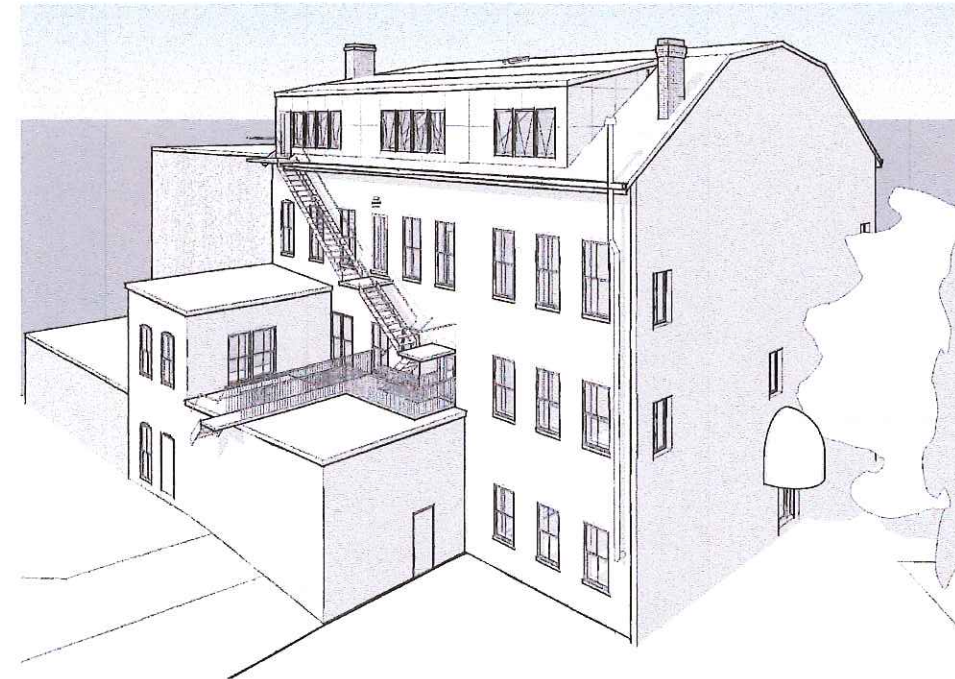
The interior of floors 2-4 will be converted into class 'A' office space. The selected contractor must be familiar with, and have experience with this level of finish. This will entail substantial demolition of the interior, some modifications to the existing load bearing walls (creating or widening openings), minor structural reinforcing to the floor system, and new finishes throughout. Where able, the exterior walls will receive an estimated r-10 in additional insulation to the interior of the brick by way of a new metal stud wall and mineral wool insulation.

The entrance lobby will be modified per the Historic Preservation Submission Set with a substantially higher level of finish. The Elevator and shaft can remain. However, the cab will receive new finishes and the elevator's function could be improved with maintenance. The shaft will need to be brought up to a one-hour fire rated assembly.

The third floor is currently slated to receive a mezzanine level as shown in the Historic Preservation Submission Set.

The existing stair well will need to be modified to be brought up to code compliance including providing a continuous one-hour rating.

Construction is currently slated to begin in December.



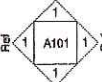
80 EXCHANGE STREET

HISTORIC PRESERVATION SUBMISSION SET



① SITE PLAN - 1"=50'
1" = 50'-0"



SYMBOL LEGEND	
	DETAIL NUMBER BUILDING SECTION DRAWING NUMBER
	DETAIL NUMBER CALL OUT DRAWING NUMBER
	CENTERLINE
	DOOR TAG
	ELEVATION INDICATOR
	ELEVATION TAG
	ELEVATION TAG
	NORTH ARROW
	REVISION
Room name 	ROOM TAG WITH NUMBER
	STRUCTURAL GRID BUBBLE
	WALL TAG
	WINDOW TAG

DRAWING LIST	
NUMBER	SHEET TITLE
G001	COVER SHEET
A201	EXTERIOR ELEVATION
A202	EXTERIOR ELEVATION
A203	EXTERIOR ELEVATION
A204	EXTERIOR PHOTOGRAPHS
A210	DORMER VISIBILITY
A504	STOREFRONT PLANS & ELEVATION
A601	SCHEDULES
A621	WINDOW DETAILS
A622	STOREFRONT SECTION DETAILS

HISTORIC PRESERVATION
BOARD REVIEW.
NOT FOR CONSTRUCTION

NOT FOR
CONSTRUCTION

80 EXCHANGE STREET
PORTLAND, MAINE
OFFICE RENOVATION

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CONSULTANTS:

REVISIONS:

[illegible]

ISSUED: 9/12/17

PROJECT No:	1714
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DRAWN BY: LG

CHECKED BY:

SHEET TITLE:

COVER SHEET

G001

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BURN
architecture for life
200 Park East Ave. 3rd Fl. New York, NY 10002-4199
tel: 212.691.1100 fax: 212.691.1101

CONSULTANTS:

[illegible]

A201



① EXCHANGE ST. ELEVATION
1/4" = 1'-0"

BASEMENT
-8' - 0"

**HISTORIC PRESERVATION
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architecture for life
100 West 31st Street, Suite 500 | New York, NY 10014-2007
Tel: 212.261.1000 | Fax: 212.261.1001
www.burnarchitecture.com

CONSULTANTS:

[illegible]

DUED: 9/12/17

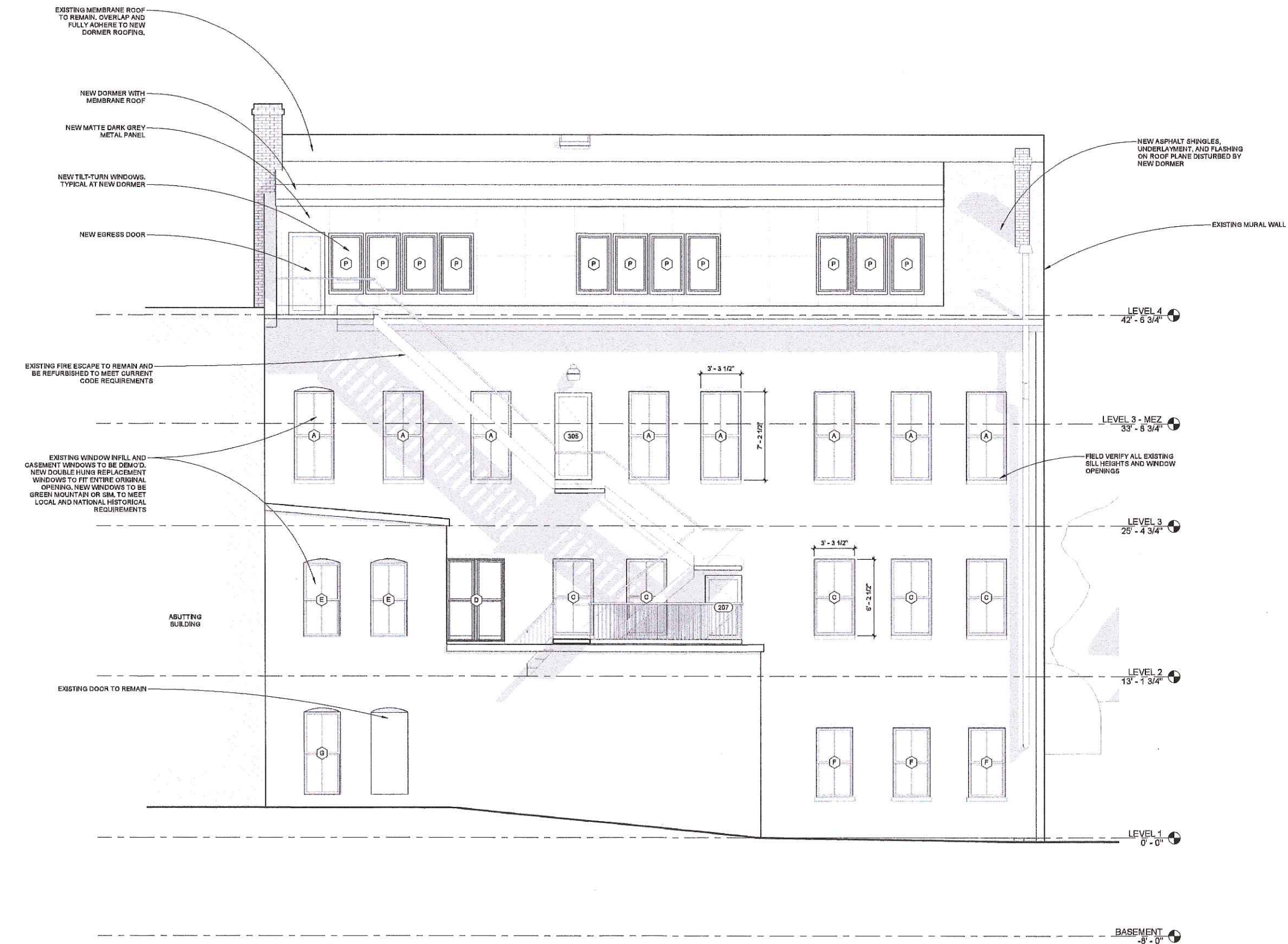
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AWN BY: LG

CHECKED BY:

EST TITLE:
EXTERIOR
ELEVATION

A202



① REAR ELEVATION
 $1/4" = 1'-0"$

HISTORIC PRESERVATION
BOARD REVIEW
NOT FOR CONSTRUCTION



EXCHANGE STREET ELEVATION



TOMMY'S PARK ELEVATION



EXCHANGE STREET ELEVATION LOOKING TOWARDS TOMMY'S PARK



REAR ELEVATION

**NOT FOR
CONSTRUCTION**

80 EXCHANGE STREET
PORTLAND, MAINE
OFFICE RENOVATION

BURN
Architecture for life

CONSULTANTS:

REVISIONS:

[illegible]

ISSUED: 9/12/17

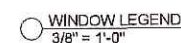
PROJECT No: 1714

DRAWN BY: LG

CHECKED BY:

SHEET TITLE:
EXTERIOR
PHOTOGRAPHS

A204



The diagram illustrates seven types of fire doors, each with a specific glazing pattern indicated by dashed lines and a corresponding description below:

- D1**
EXTERIOR GLAZED
WOOD
- D2**
EXTERIOR GLAZED
FIRE ESCAPE
- D3**
INTERIOR METAL
FIRE DOOR 1 HOUR
HOLLOW METAL DOOR
- D4**
INTERIOR METAL
FIRE DOOR 1 HOUR
- D5**
INTERIOR GLAZED
TENANT DOOR
- D6**
INTERIOR WOOD
- D7**
INTERIOR WOOD
BATH DOORS

DOOR LEGEND
3/8" = 1'-0"

DOOR SCHEDULE								
Level	Mark	Type	Width	Height	Operation	NEW / EXIST	Hardware	Comments
LEVEL 3								
LEVEL 3	302	D5	3' - 0"	8' - 1 1/2"		NEW		
LEVEL 3	303	D7	3' - 0"	8' - 8"	HINGED	NEW		
LEVEL 3	304	D7	3' - 0"	8' - 8"	HINGED	NEW		
LEVEL 3	305	D2	3' - 0"	7' - 1"		NEW		
LEVEL 3	E300	EX INTERIOR	2' - 4"	7' - 0"		EXISTING		
LEVEL 3	E301	EX INTERIOR	2' - 8"	8' - 8"		EXISTING		
LEVEL 4								
LEVEL 4	402	D6	3' - 0"	8' - 0"		NEW		
LEVEL 4	403	D7	3' - 0"	8' - 8"	HINGED	NEW		
LEVEL 4	404	D7	3' - 0"	8' - 8"	HINGED	NEW		
LEVEL 4	405	D7	3' - 0"	8' - 8"	HINGED	NEW		
LEVEL 4	406	D3	3' - 0"	8' - 8"		NEW		
LEVEL 4	E400	D8	2' - 4"	8' - 8"		NEW		
LEVEL 4	E401	D4	2' - 8"	8' - 8"		EXISTING		

HISTORIC PRESERVATION
BOARD REVIEW.
NOT FOR CONSTRUCTION

CONSULTANTS:[illegible]

ISSUED: 9/12/1

PROJECT No:	171
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DRAWN BY: L

CHECKED BY: Checker

SHEET TITLE:

SCHEDULES

Q0112555

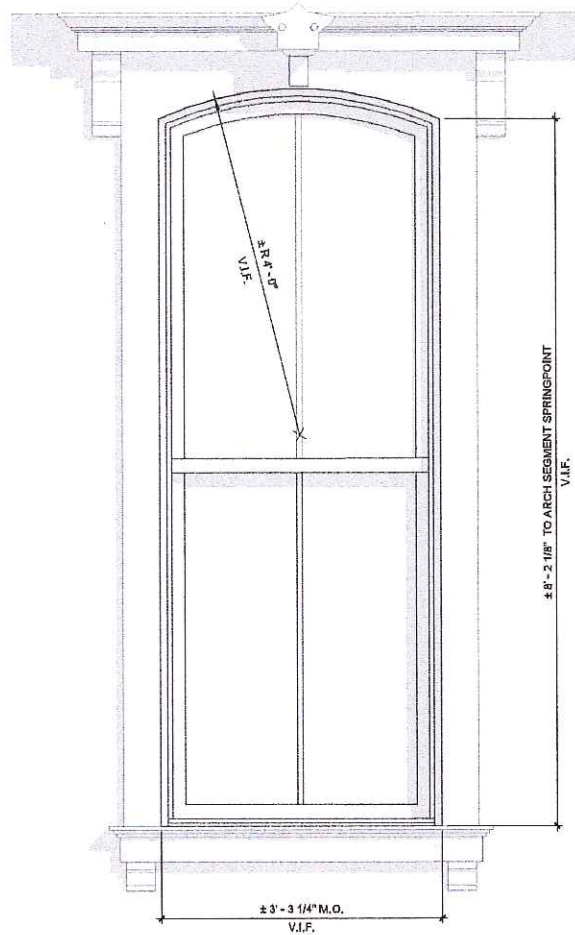
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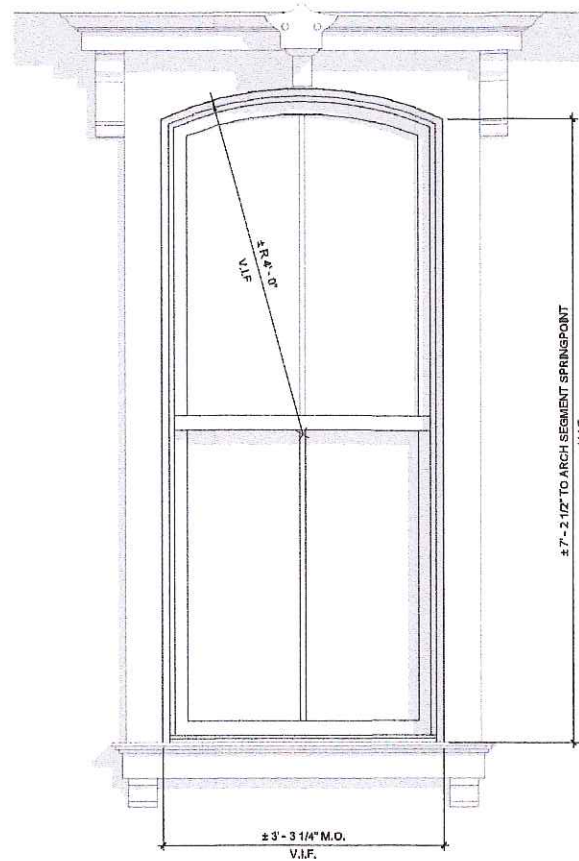
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A601

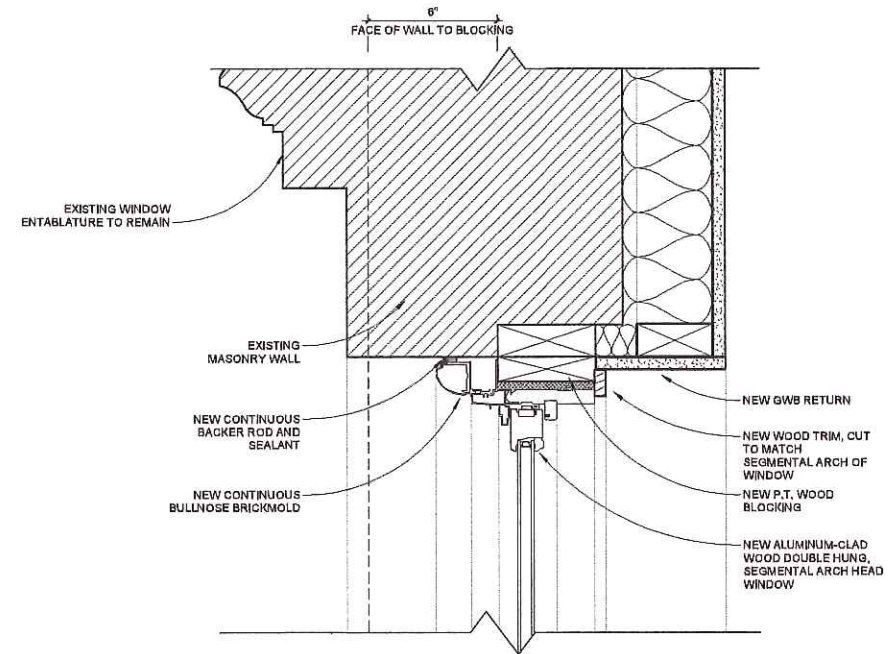
A601

[illegible]

⑥ 3RD FLOOR WINDOW ELEVATION
1" = 1'-0"



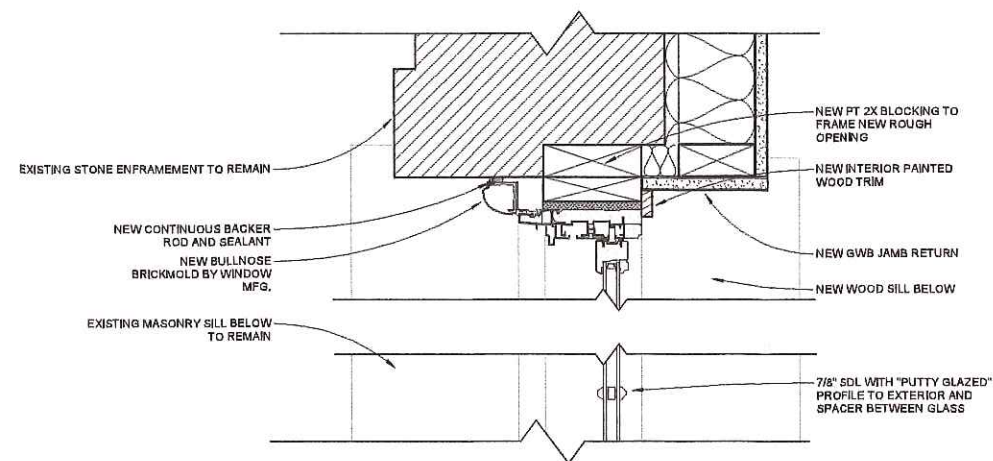
5 2ND FLOOR WINDOW ELEVATION
1" = 1'-0"



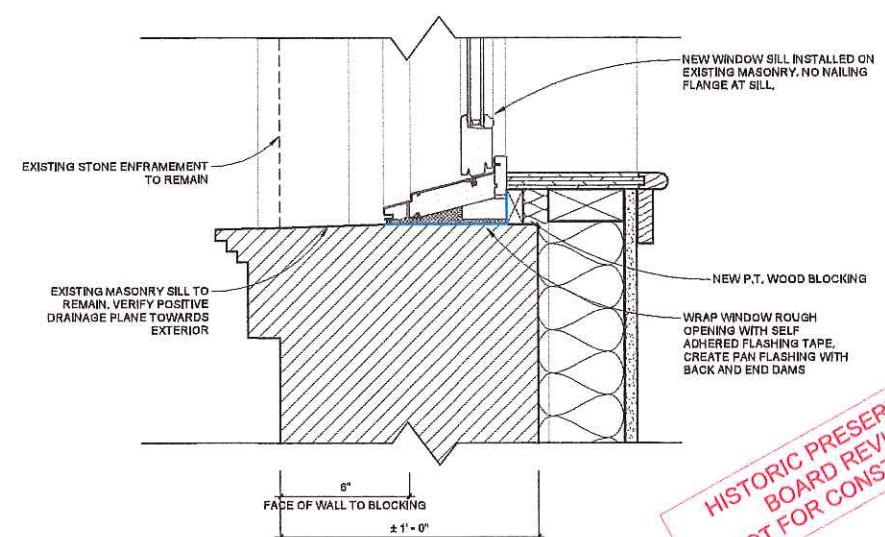
④ TYPICAL WINDOW HEAD
3" = 1'-0"



EXISTING WINDOW CONDITIONS. NON-HISTORIC CASEMENT
WITHIN ORIGINAL MASONRY OPENING AND SEGMENTAL ARCH HAS
BEEN FILLED WITH A PANEL.



② TYPICAL WINDOW JAMB
3" = 1'-0"



01 TYPICAL WINDOW SILL
3" = 1'-0"

CREATE PAN FLASHING WITH
BACK AND END DAMS

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VISIONS:

FILED:	04/12/07
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FILED:	9712717
SUBJECT NO.:	1311

PROJECT NO:	1714
DATE:	8-15

DRAWN BY: RIF

HECKED BY: _____

MEET TITLE:

STOREFRONT

SECTION 574.01

DETAILS	
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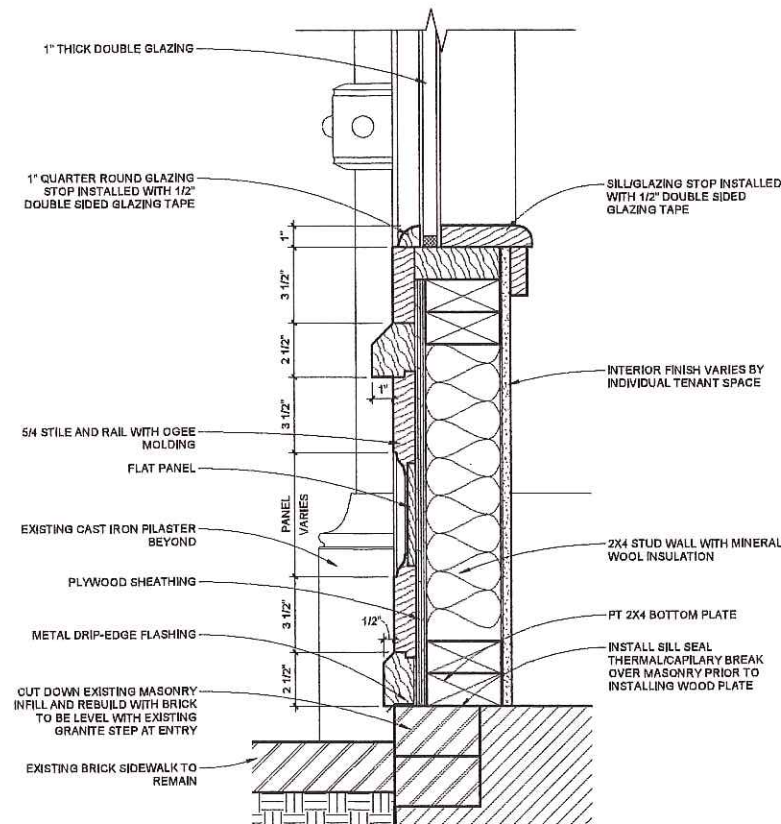
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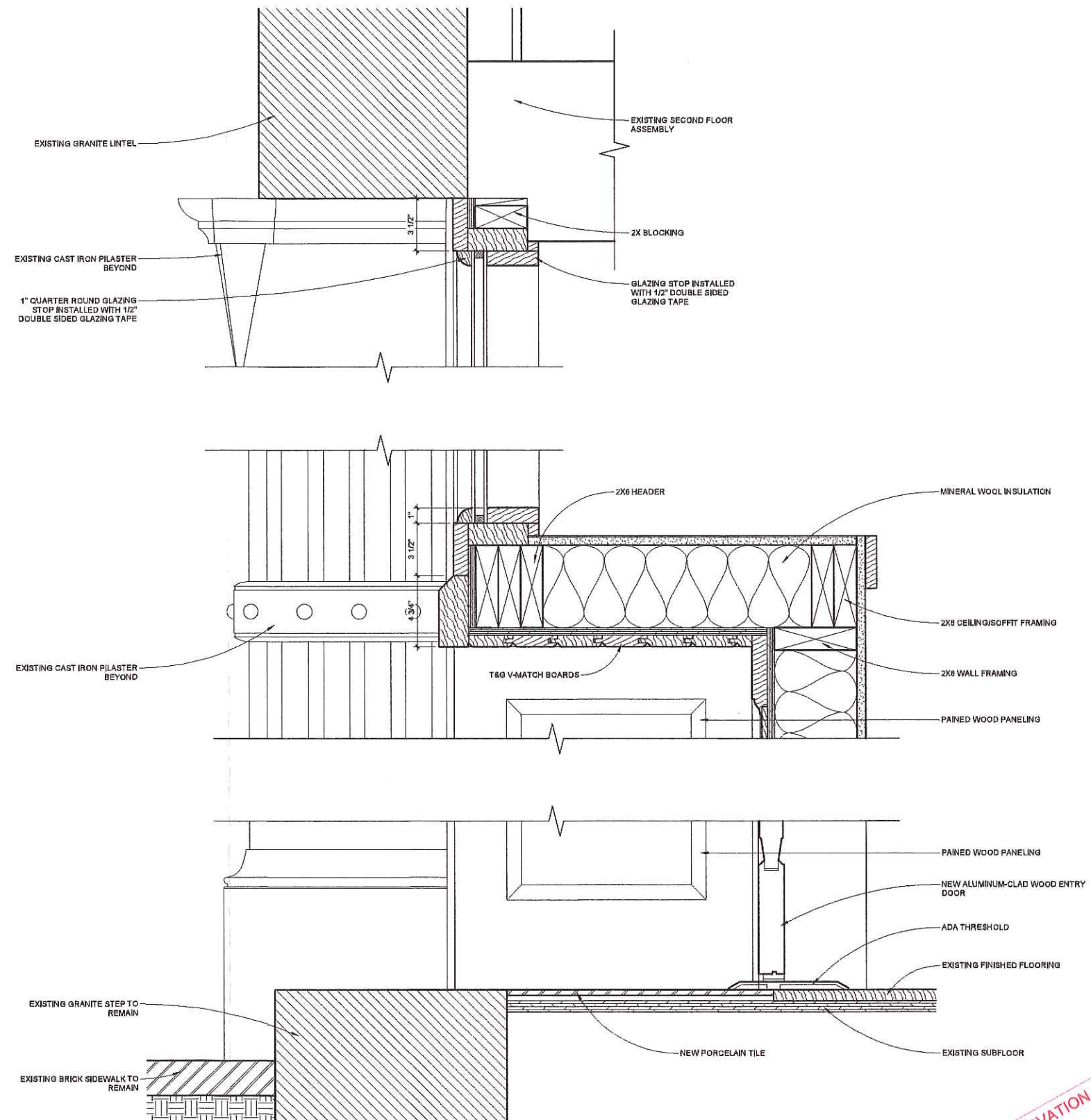
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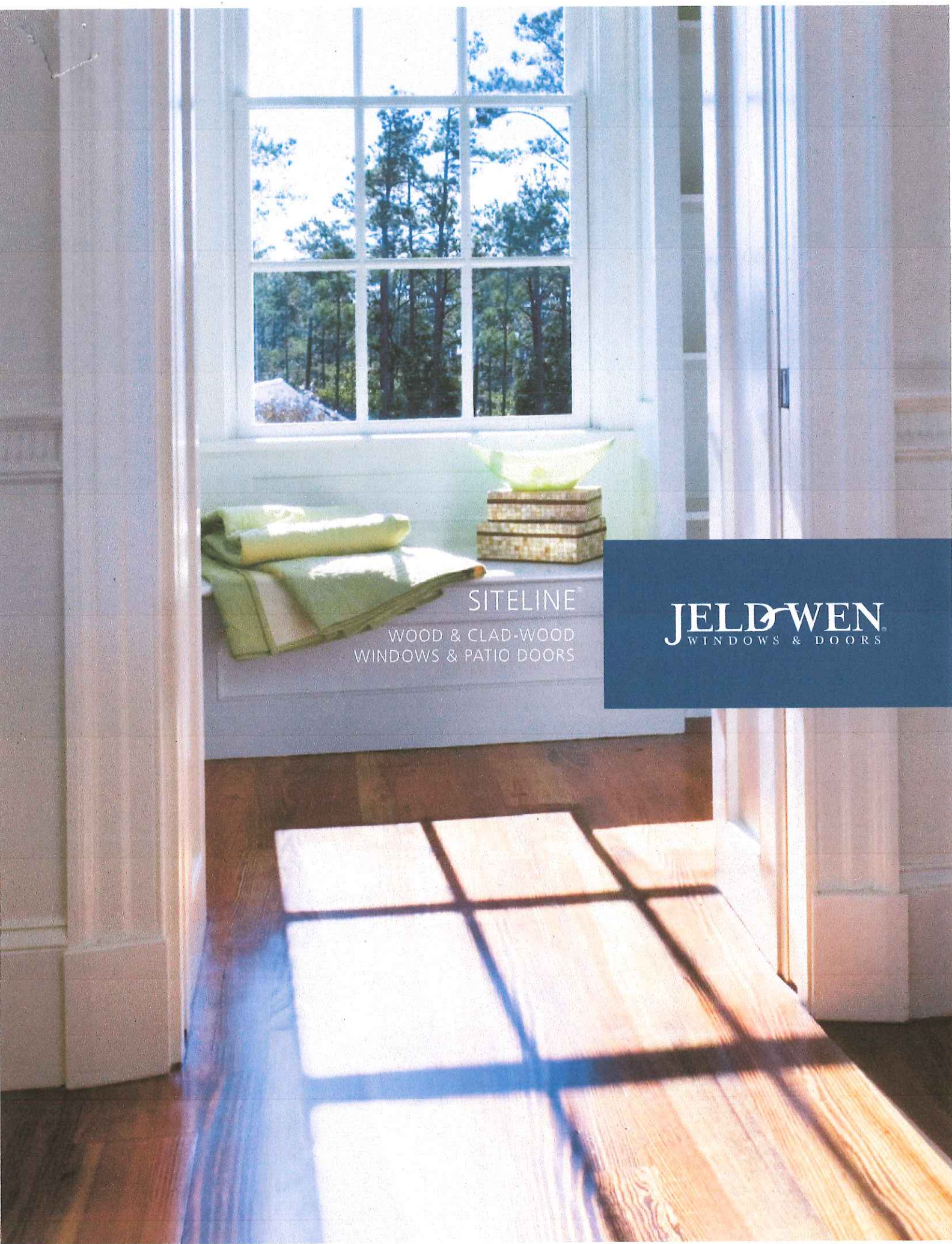


① CUSTOM WOOD STOREFRONT AND PANEL SECTION
3" = 1'-0"



② SECTION AT TRANSOM WINDOW AND ENTRY DOOR
3" = 1'-0"

HISTORIC PRESERVATION
BOARD REVIEW.
NOT FOR CONSTRUCTION



SITELINE[®]
WOOD & CLAD-WOOD
WINDOWS & PATIO DOORS

JELD-WEN[®]
WINDOWS & DOORS

