

1. Legal Ad

Documents:

[11-1-17 LEGAL AD.DOCX](#)

2. Agenda

Documents:

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3. Communication Item

Documents:

[COMMUNICATION.PDF](#)

4. 38 Wharf Street

Documents:

[HP MEMO - 38 WHARF STREET.PDF](#)

5. 14 Marshall Street

Documents:

[HP MEMO - 14 MARSHALL STREET.PDF](#)

6. 61 Deering Street And 510 Cumberland Avenue

Documents:

[HP MEMO - 61 DEERING ST. AND 510 CUMBERLAND AVE..PDF](#)

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

On **Wednesday, November 1, 2017**, the Portland Historic Preservation Board will meet at 5:00 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 Exterior Alterations; 38 WHARF STREET; 217 Commercial St. Associates, Inc., Applicant.
- ii. Certificate of Appropriateness for Dormer Addition; 14 MARSHALL STREET; Andrea LaPlante, Applicant.

Break for Dinner; Meeting Resumes at 6:45 p.m.

2. WORKSHOP

- iii. Preliminary Review of Proposed New Construction, Building Addition and Alterations to Existing Non-Contributing Structure; 61 DEERING ST. and 510 CUMBERLAND AVENUE; Avesta Housing, Inc., Applicant.

3. CONSENT AGENDA

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

HISTORIC PRESERVATION BOARD AGENDA

November 1, 2017 at 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 OCTOBER 18, 2017:**

- i. Advisory Review of Revised New Construction Proposal; 383 Commercial Street; Gordon Reger Holdings LLC. *The Board identified a number of issues raised by the proposed revised design. The Board's comments will be summarized and forwarded to the Planning Board.*

4. PUBLIC HEARING

- i. Certificate of Appropriateness for Exterior Alterations; 38 WHARF STREET; 217 Commercial St. Associates, Inc., Applicant.
- ii. Certificate of Appropriateness for Dormer Addition; 14 MARSHALL STREET; Andrea LaPlante, Applicant.

Break for Dinner; Meeting Resumes at 6:45 p.m.

5. WORKSHOP

- i. Preliminary Review of Proposed New Construction, Building Addition and Alterations to Existing Non-Contributing Structure; 61 DEERING ST. and 510 CUMBERLAND AVENUE; Avesta Housing, Inc., Applicant.

6. CONSENT AGENDA

Memorandum
Department of Planning and Development
Historic Preservation Office



To: Chair Boepple and Members of the Planning Board
From: Deborah Andrews, Historic Preservation Program Manager
Cc: Jean Fraser, Planner
Date: October 20, 2017
Re: Historic Preservation Board Advisory Review of *Revised* Development Proposal for 383 Commercial Street

On October 18th, the Historic Preservation Board conducted an advisory review of Archetype's revised development proposal for 383 Commercial Street. The revised design scheme, prepared for applicant Gordon Reger Holdings LLC., was developed in response to concerns raised by the Planning Board about previous proposals as well as a change in the applicant's development program to include a hotel at the eastern end of the subject block.

It should be noted that the elevations and renderings forwarded to the Historic Preservation Board in advance of the October 18 meeting were superseded by revised elevations and renderings presented at the meeting itself. The revised drawings represented a fairly substantial change in design direction. While the architect's design revisions were made in an effort to respond to preliminary feedback from staff, neither the Board nor staff had the opportunity to review the updated drawings before the meeting itself. Additionally, a number of design details had not yet been addressed or resolved. These factors effectively limited the Historic Preservation Board's review to preliminary comments.

Notwithstanding these limitations, the Historic Preservation Board offered a number of comments and questions for consideration by the project architect and the Planning Board as the project moves forward. Following is a summary of the Historic Preservation Board's advisory review:

- With respect to the form and massing of the easternmost building, the Board found that the revised proposal represents a significant improvement over the initial design reviewed by the HP Board last March. The form and massing are now consistent with the prevailing development pattern of Commercial Street and the west elevation is perpendicular to the street.
- The Board found that the proposed pedestrian passageway located between the hotel and the residential development represents a significant improvement over previous schemes

as it provides meaningful public access across the block and offers an amenity for the area.

- Board members were supportive of the contemporary design direction and proposed material palette for the hotel, but expressed concern that the new proposal lacked key elements that would help relate it to its larger Commercial Street context. Specifically, the Board recommended that the building include a defined base, as this is one of the strongest shared architectural characteristics of buildings on the inland side of Commercial Street. A base articulated in smooth-finish granite or composite stone would be consistent with the building's sleek design vocabulary and at the same time help relate the overall building composition to its Commercial Street context.
- Board members recommended that the hotel's curtainwall system be set back from the surface of the façade to provide some level of three-dimensional relief.
- While most members were not opposed to the glazed western corner of the hotel's Commercial Street façade, they felt that further design development was needed to ensure that this corner was better integrated into the overall design. As proposed, it stands apart from the balance of the building because of its high level of transparency. Consideration might be given to continuing the lead-coated copper across the entire building base or framing the western edge of the glazed corner with lead-coated copper.
- With respect to this glazed corner of the hotel building, Board members noted that the floor plans called for guest rooms on the upper floor levels. Board members expressed concern that the design intent of this glazed corner would likely be undermined by the fact that blinds would be drawn most of the time. In fact, this observation would apply to the entire upper façade of the hotel, which features a high degree of glazing.
- Some members of the Board questioned the bridge connecting the residential development to the hotel, particularly its considerable depth, which would likely create a significant visual barrier looking up into the pedestrian passageway.
- The Board's comments regarding the proposed treatment for the northeast corner of the hotel (facing Maple Street) were fairly limited, as Mr. Lloyd indicated that it was still under design development. For example, exterior materials, color and detailing had not yet been determined. Additionally, no drawing was provided for east elevation of the hotel abutting the former Baxter School building. Without renderings or views from Maple Street, the Board could not address this important elevation of the building.
- Regarding the Commercial Street frontage of the residential buildings west of the hotel, Board members questioned the decision to feature a two-story base across the entire frontage. Board members expressed the view that the previous scheme—which featured two-story arcades which stepped down to a one-story base at the building facades—was a better scheme for the residential development.
- Board members questioned the introduction of lead-coated copper in the center of the westernmost building's facade, as the change in material did not coincide with a change in building plane. As such, it appeared somewhat applied and arbitrary. By

reintroducing it on this building, it also undermined the distinctiveness of the hotel. Board members also expressed the view that the original proposal's curved façade was more successful than the faceted façade of the revised proposal and that the treatment of the western corner itself remained unresolved.

- Regarding the York Street facades of the residential buildings, Board members noted that the design solution includes a number of exterior materials to provide visual interest and variety. The Board suggested that a single building base material and consistent base height be introduced across the facades of the residential buildings to provide some level of continuity along this streetscape.
- Board members questioned the treatment of the two passageways on York Street leading to the private courtyards. They noted that while the generous width of the stairways communicated an invitation to enter the development, the fence positioned at top of the stairs would prevent access. This treatment sent a mixed message. Similarly, they noted that the treatment of the elevator towers facing York Street appeared unresolved.

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

**PUBLIC HEARING
38 WHARF STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deb Andrews, Historic Preservation Program Manager

DATE: October 27, 2017

RE: November 1, 2017 **Public Hearing**

Application for: Certificate of Appropriateness for Ground Floor Alterations and
Masonry Repairs

Address: 38 Wharf Street

Applicant: 217 Commercial St. Associates, Inc.
Represented by Cyrus Hagge

Architects: Tracie Reed

Introduction

Applicant Cyrus Hagge is requesting approval for ground floor alterations at 38 Wharf Street. In conjunction with a program of necessary structural and masonry repairs, Mr. Hagge is proposing to alter the doorway to his tenant's space and replace an existing set of double doors with a window. Although two design solutions are offered for consideration, Mr. Hagge has indicated that he is open to alternative suggestions, including adjustments in proportions, etc.

Background

The subject structure at 38 Wharf Street is physically connected to the rear of 217 Commercial Street, but is not part of that building. Referred to as the "annex", the building was part of Carr Brother's building complex that included the Granite Building at 215 Commercial, 217 Commercial and 225 Commercial. While connected at the rear, the annex was never appropriately tied into the building it adjoins. Based on a recent structural assessment by Becker Structural Engineers, it appears that the 38 Wharf Street building is now pulling away from the Commercial Street structure and that the Wharf Street façade is racking and spreading. Mr. Becker has recommended a program of interior structural reinforcement and masonry repairs. A copy of Becker's elevations and notes are enclosed with this report—see ATTACHMENT 5.

One of Mr. Becker's recommendations is to reduce the size of the large masonry opening to the right of the entry door. Currently, this masonry opening is filled with a set of double doors. Mr. Becker is recommending that this opening be made shorter, which would allow for reinforcement below, and potentially narrower as well. Apparently, there is some flexibility as to the proportions of the modified opening, but the general goal is to reduce its size. At the same time, the applicant's tenant has requested a wider door to their space which would allow them to bring in equipment, etc. The existing door is fairly narrow.

Evolution of Building's Ground Floor Level

Unfortunately, Wharf Street was not photographed as part of the 1924 tax revaluation program, so physical evidence and other documentation must be relied upon for clues to the historic appearance of the building facades. In this case, we know that the current treatment of 38 Wharf Street's ground floor facade dates to the early 1990's. During Carr Brothers' ownership, there was a steel loading dock at the ground floor level of the building—see ATTACHMENT 3 for a 1989 drawing of the appearance at that time. When former owner Larry Adlerstein purchased the building in the early 90's and converted the annex's ground floor for retail use, he altered it to its current appearance.

Proposed Alterations

The application includes two options for the modified ground floor treatment. In both options, the existing doorway opening on the left is widened to include a 36" wide, full-lite door with a 24" wide fixed sidelite. In Option 1, the window opening to the right features a pair of mulled 36"x 50" single-lite windows above a frame-and-panel bulkhead. In this option, the frame-and-panel bulkhead would be backed up by concrete block behind it. In Option B, the paneled bulkhead would be replaced by brick infill.

Within the masonry openings, Vista Wall aluminum frame doors and windows are proposed. A catalog cut is enclosed. Soldier course lintels are proposed above both ground floor masonry openings; the lintels are vertically aligned. It is not clear what is proposed for the granite threshold underneath the current double doors; note there is no threshold below the single door entry.

As noted in the introduction, the applicant is open to modified solutions; his main goal is to address the building's structural issues and provide his tenant with adequate exposure. The applicant's submission includes photos from a number of other ground floor treatments on Wharf Street for reference purposes.

Staff Comments

Given the fact that the existing ground floor treatment is not original to the building, a number of otherwise applicable review standards do not apply. The goal is to arrive at a design solution that is compatible with its Wharf Street context, is

appropriately scaled and proportioned for the subject facade and relates to existing storefronts in terms of general organization, material palette and treatment.

Obviously, the proposed masonry repairs, which may include some brick replacement, need to follow specifications appropriate for historic structures. As with other masonry repointing or replacement projects, staff will require that the masonry contractor prepare a test patch for approval prior to commencing with the work.

In conjunction with the proposed project, staff recommends that the exposed conduit and spotlights above the current storefront be removed and a more compatible lighting solution be installed. Staff will also contact Public Work to inquire about replacing the asphalt patch in front of the entry with infill cobble.

Applicable Review Standards

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

(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.

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the November 1, 2017 public hearing and information included in the accompanying staff report, the Board finds that the proposed ground floor alterations and masonry repairs at 38 Wharf Street **meet (fail to meet)** the historic preservation ordinance Standards for Review of Alterations (**subject to the following conditions.....**)

Attachments

1. Project description
2. Current photograph of ground floor
3. 1989 sketch of building façade
4. Existing and proposed elevations, including two options for ground floor treatments
5. Becker Structural Engineer's elevations with recommended repairs
6. Vista Wall specifications

Att. 1



Date: 10-12-17

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:

38 Wharf Street

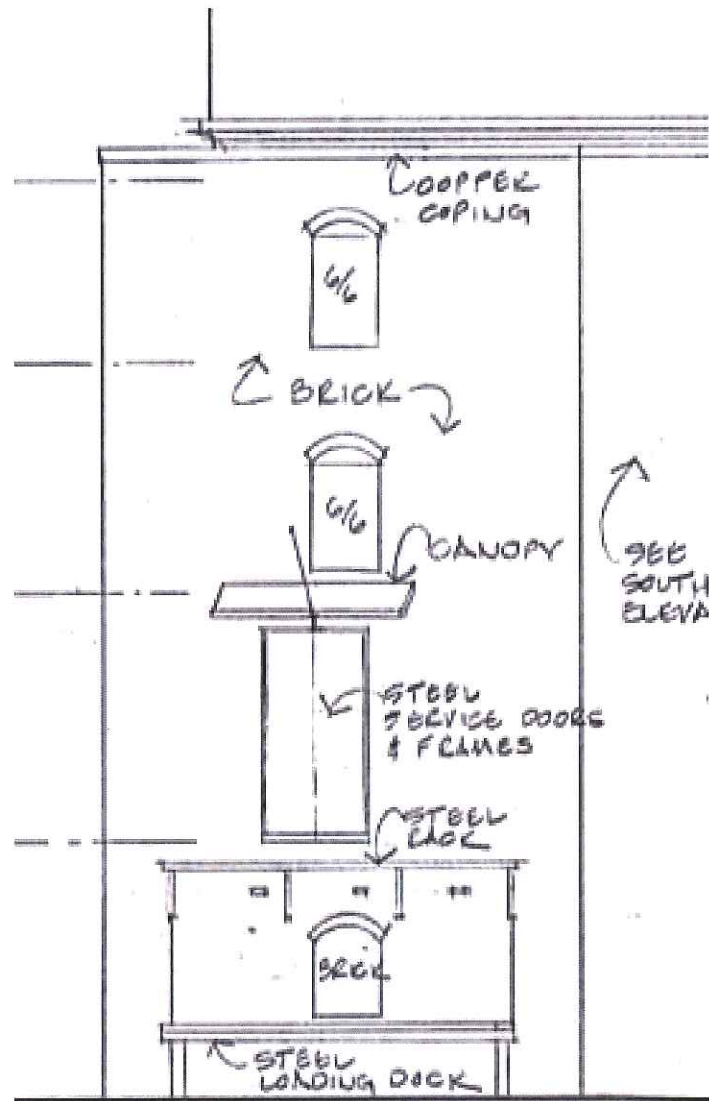
CHART/BLOCK/LOT: 032-V-005-001 (for staff use only)

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.

Due to structural issues with the Wharf Street facade spreading, We will need
to remove the tall arched double doors and replace them with a smaller
window. At the same time we propose to widen the single door to a 5' opening
with an operating side lite. We are looking at to options for the window detail
with either raised panel or brick infill under the window. Both the doors and the
window are proposed to be Vista Wall aluminum frames. These changes will
enable Becker Engineering to design an internal steel support system to
stabilize the end wall from racking and stop the spreading.



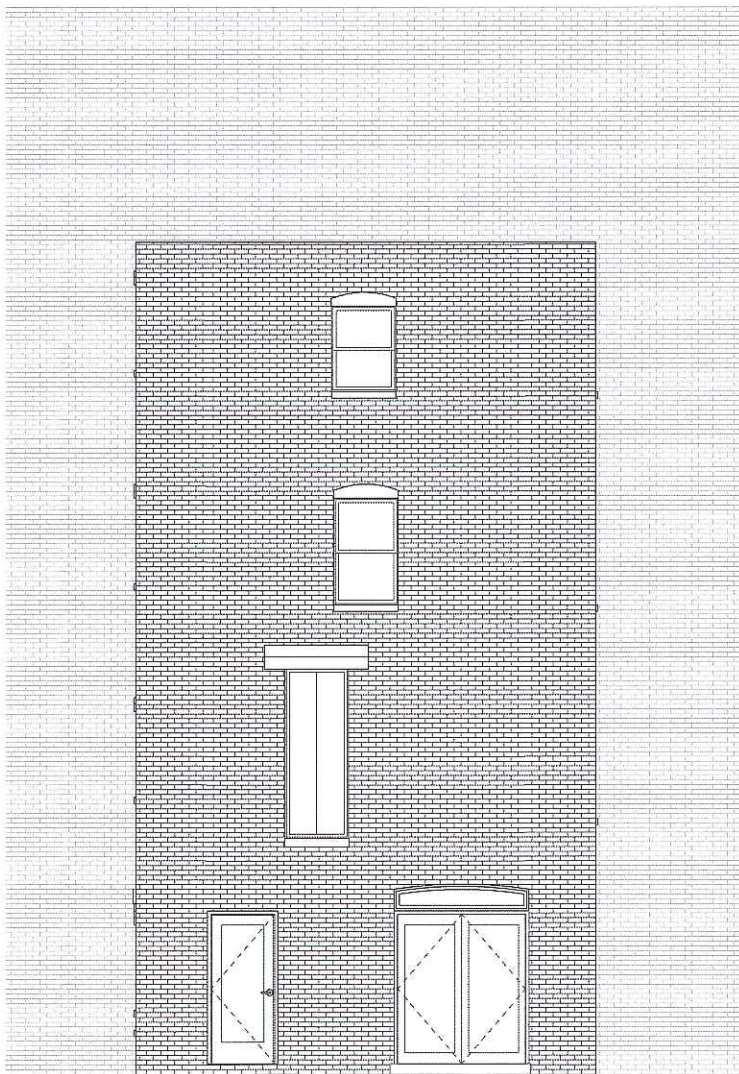
AH.3



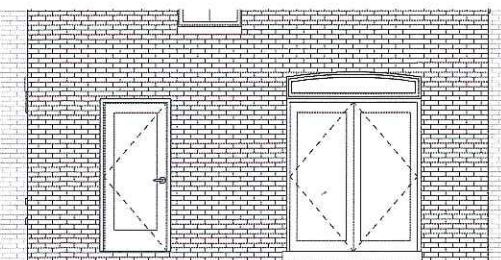
1989 drawing
of 38 Wharf
facade



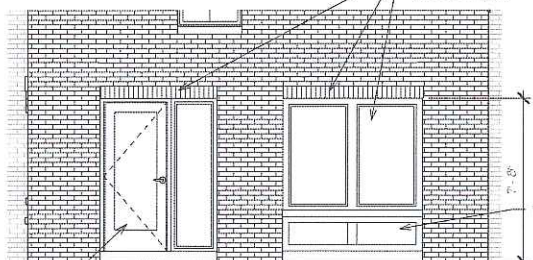
LOCUS MAP (217 COMMERCIAL STREET (BAR OF CHOCOLATE OFF WHARF STREET))



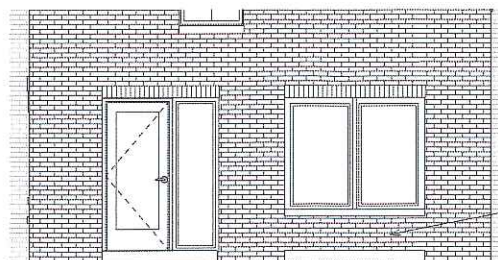
A EXISTING ELEVATION
1/4" = 1'-0"



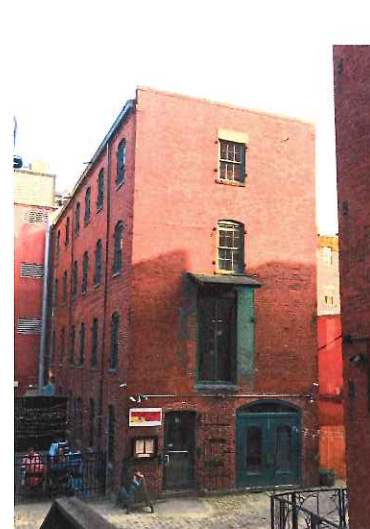
E EXISTING ELEVATION (CROPPED)
1/4" = 1'-0"



11 CONCEPT 3
1/4" = 1'-0"



12 CONCEPT 3A
1/4" = 1'-0"



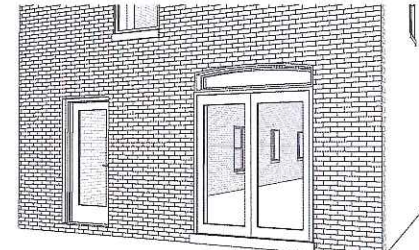
EXISTING FACADE PHOTOGRAPH (MAY 2017)



B EXISTING FACADE PERSPECTIVE



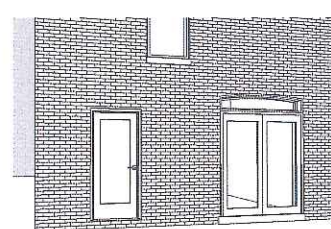
EXISTING FACADE PHOTOGRAPH (MAY 2017)



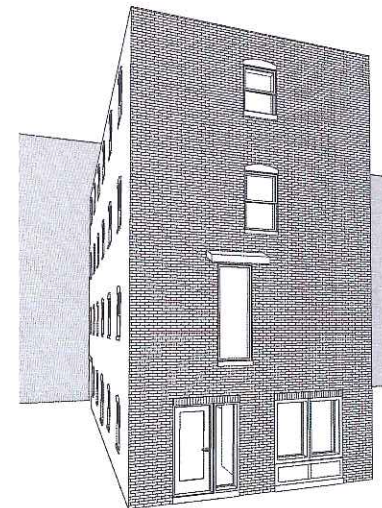
C EXISTING STREET VIEW 2



EXISTING FACADE PHOTOGRAPH (MAY 2017)



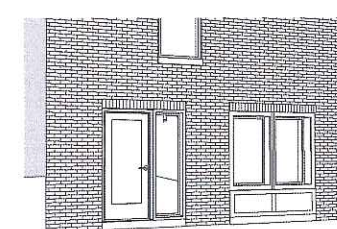
D EXISTING STREET VIEW



21 CONCEPT 3 PERSPECTIVE



11 EXISTING STREET VIEW 2 PROPOSED



21 EXISTING STREET VIEW PROPOSED



SITE CONTEXT (BUILDINGS WITH ADJACENT BLOCK ALONG WHARF STREET)

AH.4

217
COMMERCIAL
STREET



DEXTROUS
CREATIVE

PORTLAND, ME 04102
TERRY REED, ARCHITECT
HOURS: 9:00 AM - 5:00 PM
1500 Commercial Street, Suite 201
Portland, ME 04102 (cell)

PROJECT TEAM

No.	Description	Date

WHARF STREET
REPOINTING

17-02 WHARF STREET
FACADE
Project No.
Date OCTOBER 9, 2017
Drawn by TJR
Checked by TJR
A-2.2
Scale 1/4" = 1'-0"

17-02 WHARF STREET FACADE

44.5

BECKER
STRUCTURAL ENGINEERS
75 York Street, Portland, Maine 04101
207.879.0358 • beckerstructural.com

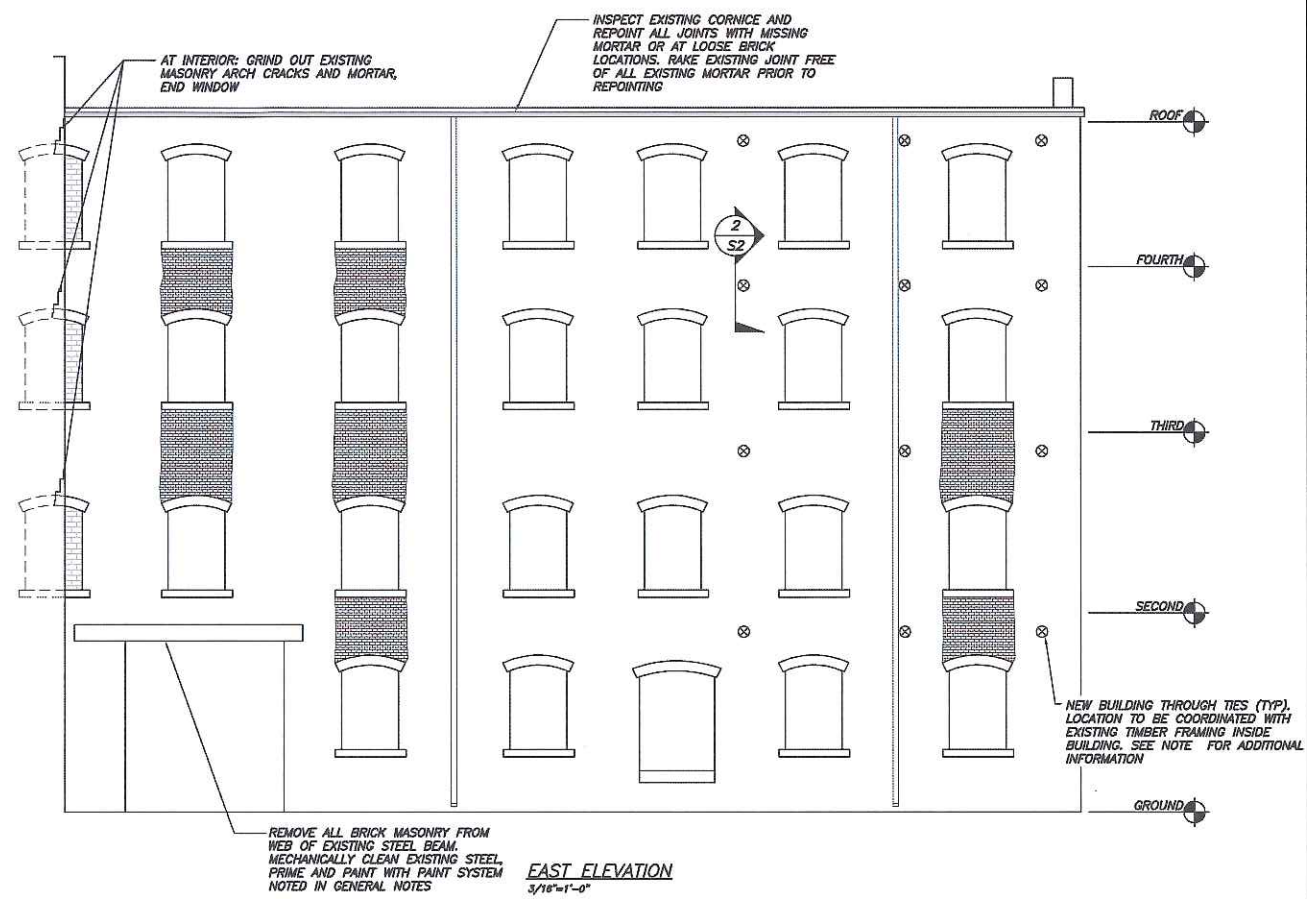
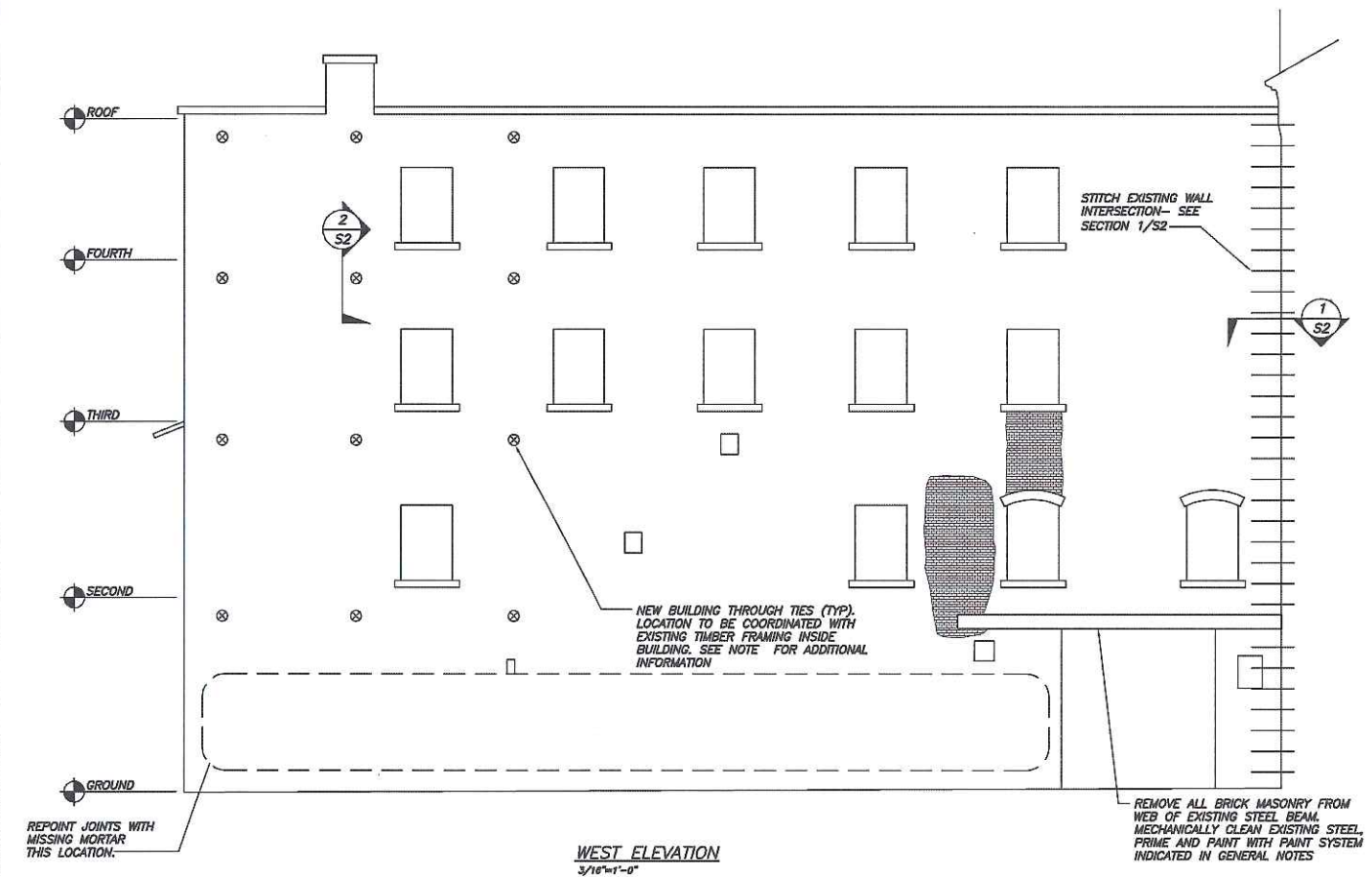


Revised For	ISSUED FOR CONSTRUCTION
Date	5/9/17
Rev. No.	

MASONRY REPAIRS 217 COMMERCIAL ST	ELEVATIONS AND NOTES
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Designed EAR	Scale NOTED
Drawn EAR	Date 5/9/17
Checked PBB	Becker Job Number 4061

S1



GENERAL NOTES

- THE FOLLOWING NOTES ARE INTENDED TO BE USED AS OUTLINED SPECIFICATIONS FOR THIS PROJECT. THE REFERENCED STANDARDS ARE CONSIDERED TO BE PART OF THE WORK.
- ALL DIMENSIONS AND CONDITIONS MUST BE VERIFIED IN THE FIELD. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT BEFORE PROCEEDING WITH THE AFFECTED PART OF THE WORK.
- SECTIONS AND DETAILS SHOWN ON ANY STRUCTURAL DRAWINGS SHALL BE CONSIDERED TYPICAL FOR SIMILAR CONDITIONS AS DETERMINED BY THE ENGINEER.
- ALL APPLICABLE FEDERAL, STATE, AND MUNICIPAL REGULATIONS SHALL BE FOLLOWED, INCLUDING THE FEDERAL DEPARTMENT OF LABOR OCCUPATIONAL SAFETY AND HEALTH ACT (OSHA).
- CONTRACTOR SHALL DESIGN AND PROVIDE ALL STAGING AND SHORING NECESSARY TO PERFORM THE DOCUMENTED REPAIRS.

MASONRY NOTES

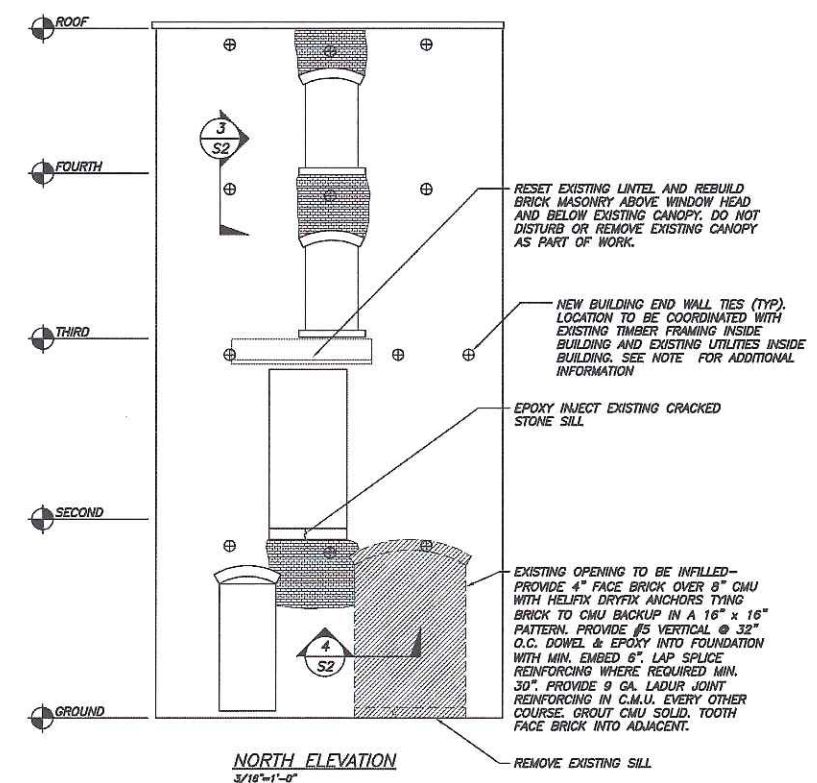
- WHERE NECESSARY, REPLACEMENT BRICK SHALL CONFORM TO ASTM C216, GRADE SW OR MW. MATCH EXISTING COLORING AND TEXTURING.
- ALL CONCRETE MASONRY UNITS SHALL BE ASTM C90 GRADE N, TYPE I STANDARD WEIGHT BLOCKS INCLUDING STRETCHERS AND CORNER BLOCKS.
- MORTAR SHALL CONFORM TO ASTM SPECIFICATION C270, TYPE N. PROVIDE COLOR PIGMENTS AS REQUIRED TO ENSURE NEW MORTAR MATCHES EXISTING.
- STEEL PLATES AND RODS FOR NEW CONNECTIONS AND ANCHORAGES SHALL CONFORM TO ASTM A36. STEEL SHALL BE PRIMED AND PAINTED PRIOR TO INSTALLATION. REFERENCE PAINT SYSTEM IS INDICATED HERE WITHIN.
- SPIRAL TIES AND ANCHORS SHALL BE MANUFACTURED BY HELIFIX. MATERIAL SHALL BE STAINLESS STEEL AS PROVIDED BY MANUFACTURER UNLESS OTHERWISE NOTED. DIAMETER SHALL BE 8mm. INSTALL PER MANUFACTURER'S RECOMMENDATIONS.
- WHERE BRICK MASONRY WYTHIES ARE TO BE RE-BUILT, "TOOTH IN" NEW REBUILT PORTION INTO EXISTING.

STEEL PAINT SYSTEM:

- PAINT EXPOSED SURFACES OF EXISTING STEEL BEAMS EMBEDDED IN BRICK MASONRY WALL.
- FOLLOW MANUFACTURER'S INSTRUCTIONS FOR APPLICATION OF ALL PRODUCTS.
- PAINT SYSTEM FOR THIS PROJECT SHALL BE AS FOLLOWS:
 - PRIMER, INTERNATIONAL PC-DEVOE 167 "PREPRIME"
 - PAINT, INTERNATIONAL PC-DEVOE 235 "BAR RUST"
 - TOP COAT, INTERNATIONAL PC-DEVOE 379 "DEVTHANE"

ELEVATION LEGEND:

- INDICATES AREA OF MASONRY WITH EXISTING BULGING/CRACKING. SHORE CONSTRUCTION ABOVE AS REQUIRED. REMOVE EXISTING FACE BRICK. REPOINT BACKUP BRICK COURSES. REINSTALL FACE BRICK. TIE FACE BRICK TO BACKUP COURSE WITH HELIFIX DRYFIX SPIRAL ANCHORS NOT LESS THAN 8 INCHES LONG ON A 16" x 16" PATTERN.
- INDICATES OPENING TO BE INFILLED. SEE ELEVATION FOR ADDITIONAL REQUIREMENTS



THIS DRAWING IS AN INSTRUMENT OF SERVICE AND SHALL REMAIN THE PROPERTY OF BECKER STRUCTURAL ENGINEERS, INC. IT SHALL NOT BE REPRODUCED, COPIED, LOANED OR DISPOSED OF DIRECTLY OR INDIRECTLY FOR ANY PURPOSE OTHER THAN FOR WHICH IT IS SPECIFICALLY FURNISHED AND MUST BE RETURNED TO BECKER STRUCTURAL ENGINEERS, INC. ON COMPLETION OF WORK, IF REQUESTED.

VISTAWALL INTERNATIONAL

MERIT LT SYSTEM

Vistawall Merit LT system consists of a range of window and door types and is ideal for residential developments and low rise where the specifier demands a competitively priced system.

The Merit LT System has been designed to provide long term high levels of comfort for the user.



Non thermal framework is available in:-

- Sliding systems
- Inward and outward opening doors
- Fixed windows

Thermal framework is available in:-

- Sliding systems
- Inward and outward opening windows
- Fixed windows

Merit LT sliding windows have continuous pile seals containing a polypropylene fin to provide superior weatherproofing. The system is designed and fabricated to ensure that there is a continuous barrier between the outside and inside to minimise air infiltration, particularly at the framework intersections. Two, three or four panel windows can be supplied in any configuration of sliding and fixed panels.

All doors are rebated to provide an airtight perimeter seal and additional security. Standard Vistawall hardware is normally used - or suitable special hardware may be fitted.

Fixed windows can either be integrated with the doors and sliding windows or used as individual units.

All visible aluminium is finished in either painted or anodized finish to meet international standards.

The system is designed to accommodate 24mm glass thickness. Other thicknesses may also be accommodated.

All gaskets and setting blocks are made from extruded EPDM in a hardness to suit the application. Fasteners are 300 series stainless steel.

Please ask about other window and door types from the Vistawall Merit Range.



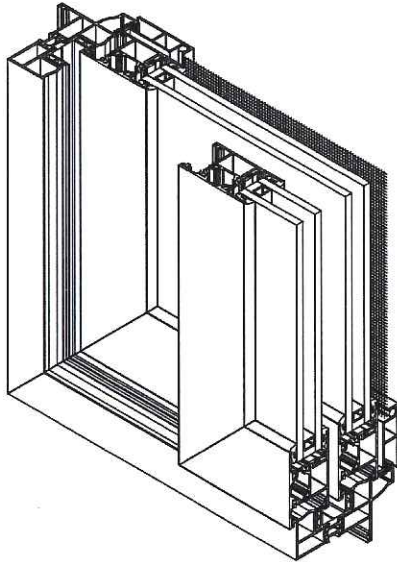
VISTAWALL INTERNATIONAL

P.O.Box 18040, Dubai, United Arab Emirates.

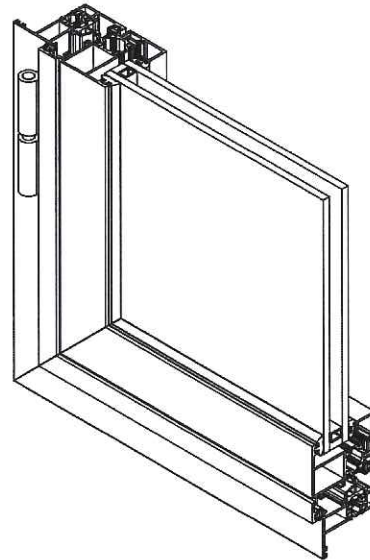
Tel: + 971 4 886 0691 Fax: +971 4 886 0720 Email: info@vistawall.ae

VISTAWALL INTERNATIONAL

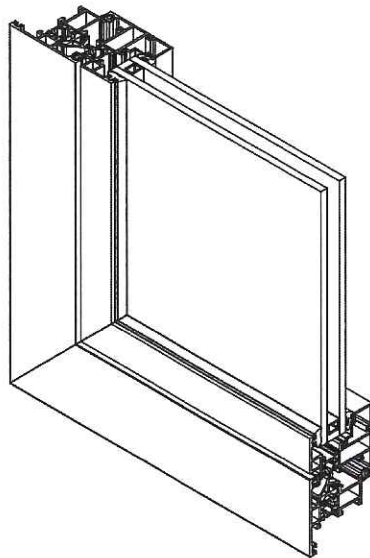
MERIT LT THERMAL



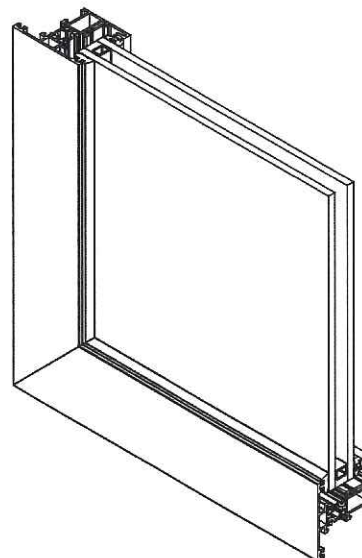
SLIDING



OUTWARD SWING



INWARD SWING



FIXED

VISTAWALL INTERNATIONAL

P.O.Box 18040, Dubai, United Arab Emirates.

Tel: + 971 4 886 0691 Fax: +971 4 886 0720 Email: info@vistawall.ae

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

**PUBLIC HEARING
14 MARSHALL STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: October 27, 2017

RE: November 1, 2017 **Public Hearing – Rooftop Shed Dormer Addition**

Address: 14 Marshall Street

Applicant: Andrea LaPlante

Designer: John Ossie

Contractor: MC Construction

Introduction

Property owner Andrea LaPlante and designer John Ossie have applied for a building permit and change of use, to construct a shed dormer on the north roof slope of 14 Marshall Street and convert the two family building to a three family use. In the past most rooftop additions and substantial dormers resulting in a significant change to the roof profile have been reviewed by the Board, and staff thought it appropriate to follow the same process with this application.

The subject property is one of four nearly identical vernacular houses constructed in the late Nineteenth or early Twentieth Century on the northwest side of Marshall Street in the West End. A well-known builder of the period, Ammi Whitney is reported to be the builder of them all. They are simple two story buildings on narrow lots, with their gables to the street and two entrance doors on each front façade. With stairs to the attic at both ends of the building, they almost certainly were developed as two-family apartments. Described in the Historic Resources Inventory as Colonial Revival era, they are simple structures with restrained details. None of the four has been dormered.

Inspired by feedback from HP staff, Mr. Ossie has submitted revised plans and elevations, to reduce the profile of the proposed dormer. Staff has added several photos illustrating the regular appearance of the grouping of four structures, and also the 1924 tax photos. The subject property is the first of the four, as one travels north on the narrow, one-way street, and the south side of the house is quite visible because of an adjacent parking lot. As the dormer is

proposed for the north slope of the roof on the other side of the building, visibility of the proposed addition is limited by the proximity of the neighboring sibling structure.

Subject Property and Context

As mentioned above, the four Whitney apartment buildings on Marshall Street are notable as a grouping of plain speculative houses built for working families during a period of growth for Portland. Built in a vernacular style, they are orderly and well proportioned, and remarkably similar in appearance and in the story they tell. Over the years, changes to siding, porch details, and windows have resulted in some minor variations.

In the 1924 tax records it is revealed that this property was still owned by members of the Whitney family, and the street was at the time named Whitney Street. Though the age is listed as 15 years in 1924 tax information, it seems possible that they are slightly older.

In 1924 (and presumably originally) the four Whitney buildings had clapboard siding, corner boards, open returns, a denticulated frieze, 1/1 windows, and shutters except on the bays. Positioned close to the street, the small front porches had turned posts and balusters and winding stairs descending toward the side. For the most part, the subject property retains much of its original character, but wood shingle siding has covered or caused the removal of the corner boards.

Proposed Alterations

The proposed dormer is set back from the front of the house by over 12 feet, and is 28 feet long. At staff's suggestion, Mr. Ossie moved the dormer face up the slope, away from the eave so the dormer is further in than the side wall of the house. The roof intersection was also brought down from the ridge to lower the profile of the dormer and preserve the dominance of the main roof.

Mr. Ossie plans to match windows, window casings, and siding to the existing details, but a specification on the windows has not been provided yet. Location of the windows appears to be driven by the interior floor plans, and the pattern bears no apparent relationship to fenestration on the lower floor.

Staff Comments

Staff believes the revised profile of the dormer is consistent with other dormers that have been reviewed in the past, with an effort made to limit the visual impact while still creating useable living space in the attic. This proposal follows a long established pattern in Portland of intensification of use by making use of attic space. In many earlier projects, elsewhere in the City and in historic neighborhoods before the Historic Preservation Ordinance was enacted, many dormers were built to maximize space, to the detriment of the building form. In staff's opinion the form and location of this proposed addition will cause it to have less of a dramatic effect on the building's appearance than it does when viewed in the provided elevations. If constructed the dormer will certainly be a noticeable change, partly because none of the four identical houses has been altered in this way, but the Board may well find that the building can support (figuratively speaking) a sensitively designed dormer.

Viewed from the exterior, window placement in the proposed dormer bears little or no relationship to the lower windows in the building, an issue that is probably much more apparent in the elevation drawing than it would be viewed from the street after construction. Staff has raised the question with the designer, who is constrained by the floor plan and design program; but perhaps adjustments can be made. The dormer has three different window sizes, and it would be advisable to introduce more consistency in width and proportion of the openings.

If the Board is comfortable with the concept and form of the proposed dormer, a number of details will have to be submitted for final review:

- Window specifications
- Trim dimensions
- Any venting locations that are not shown on the drawings

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.
- (3) All sites, structures and objects shall be recognized as products of their own time, place and use. Alterations that have no historical basis or create a false sense of historical development such as adding conjectural features or elements from other properties shall be discouraged.
- (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 November 1, 2017 public hearing and information included in the accompanying staff report, the Board finds that the proposed rooftop dormer addition at 14 Marshall 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, photos, and section
2. Aerial photo of Marshall Street (Google Earth)
3. 1924 tax photos of the Ammi Whitney houses on Marshall Street

Renovations to Existing Apartment Building 3rd Floor 14 Marshall Street

DRAWING INDEX		A-03	EXISTING RIGHT ELEVATION
A-00	COVER SHEET	A-04	REVISED RIGHT ELEVATION
A-01	SITE PLAN	A-05	STREET ELEVATIONS
A-02	FLOOR PLAN	A-06	BUILDING SECTION

ATTACHMENT 1



15 Presnell Street, Portland, ME 04102

Renovations to Existing
Apartment Building
14 Marshall Street

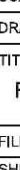
BY	JJO								
NO	REMARKS								
10-26-17	A	Issued for Historic Review							
DATE									
CODE:	IBC 2009								
TOWN:	Portland								
DATE:	10-26-17								
SCALE:	As Noted								
DRAWN:	JJO								
TITLE:	Cover								
FILE:									
SHEET:	A-00								

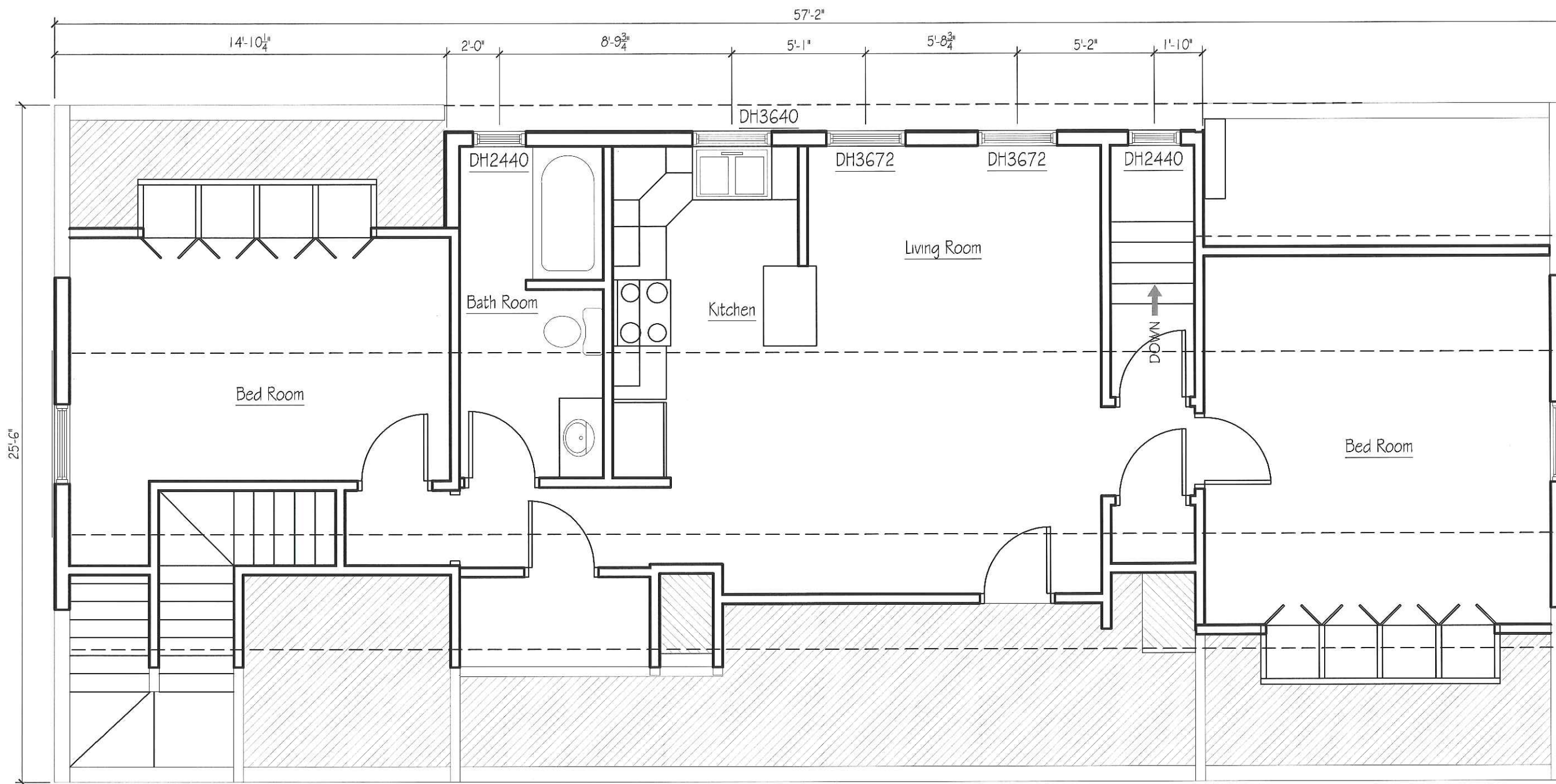


Site Plan

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



PROPERTY OF  15 Presnell Street, Portland, ME 04102						
Renovations to Existing Apartment Building 14 Marshall Street						
BY	REMARKS	DATE	NO.	CODE:	TOWN:	
JJO	Issued for Historic Review	10-26-17	A	IBC 2009	Portland	
				SCALE:	As Noted	
				DRAWN:	JJO	
TITLE:				Floor Plan		
FILE:						
SHEET:				A-01		



Third Floor Plan

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



PROPERTY OF



15 Presnell Street, Portland, ME 04102

Renovations to Existing
Apartment Building
14 Marshall Street

BY: JJO

NO REMARKS

DATE: 10-26-17

CODE: IBC 2009

TOWN: Portland

DATE: 10-26-17

SCALE: As Noted

DRAWN: JJO

TITLE:

Floor Plan

FILE:

SHEET:

A-02



PROPERTY OF

15 Prescott Street, Portland, ME 04102

Renovations to Existing
Apartment Building
14 Marshall Street

DATE	NO	REMARKS	BY
10-26-17	A	Issued for Historic Review	JJO

CODE: IBC 2009

TOWN: Portland

DATE: 10-26-17

SCALE: As Noted

DRAWN: JJO

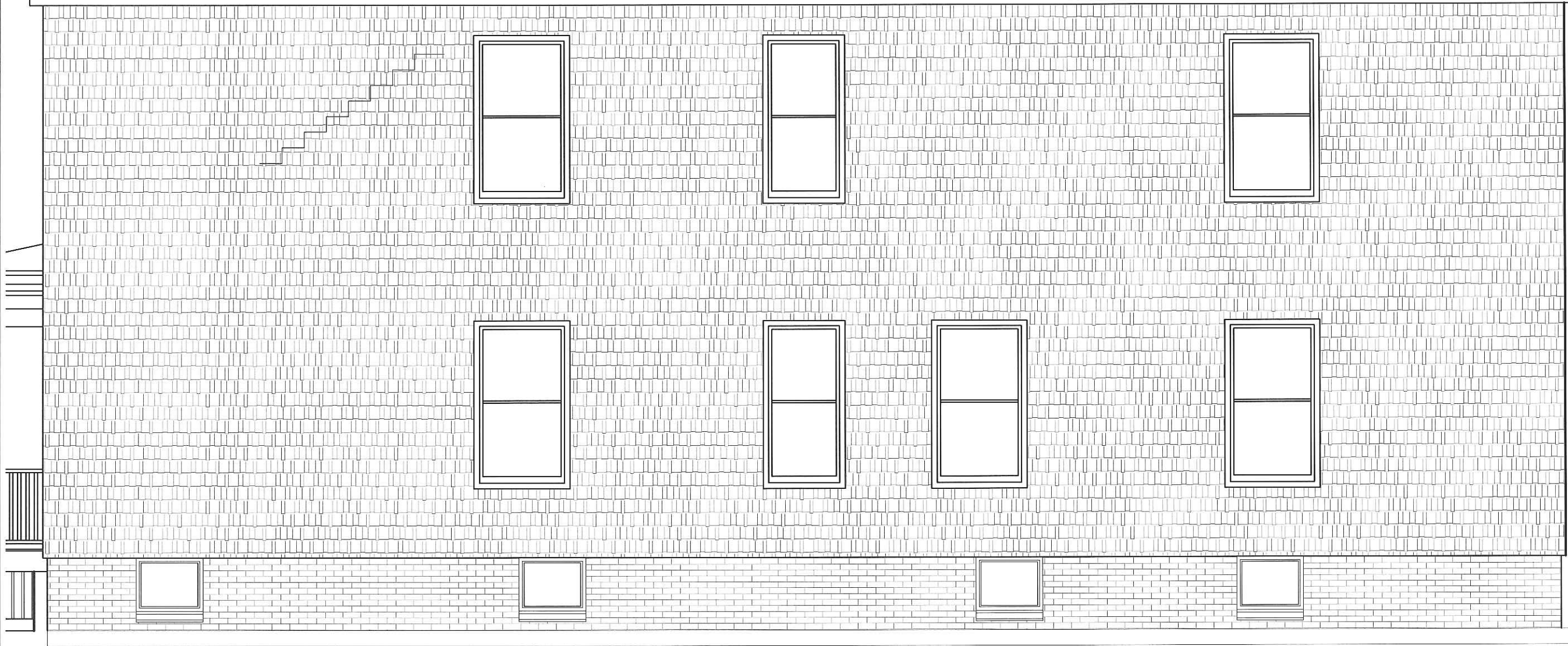
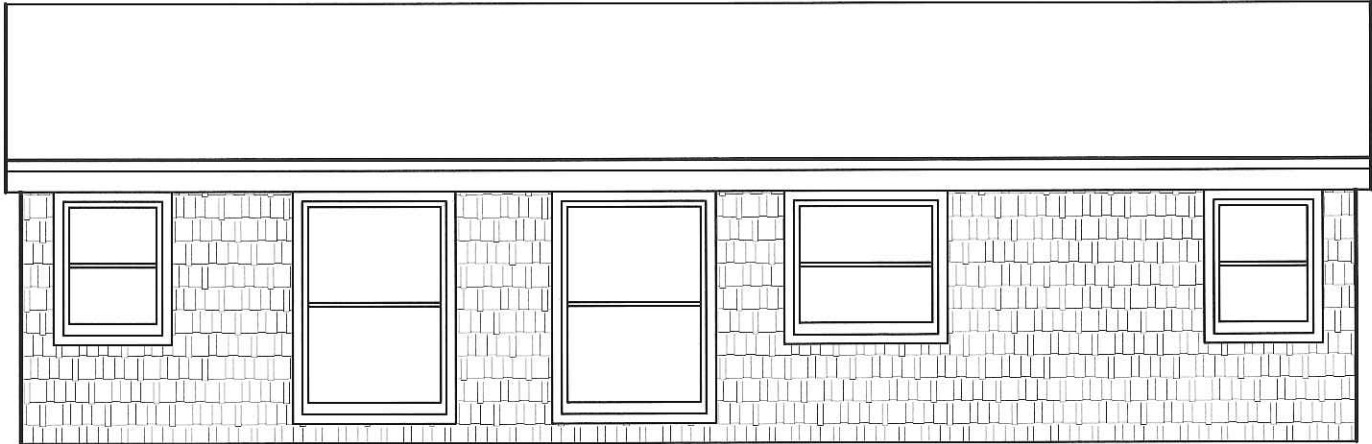
TITLE: Existing
Right Side
Elevation

FILE:

SHEET: A-03

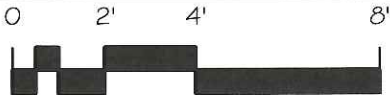
NOTES

- 1. New Dormer Siding to match existing in color, scale and texture
- 2. New Dormer eave and rake trim to match existing in color, scale and shadow line
- 3. New dormer windows to match existing windows in operation, color, scale and trim



Right Elevation Revised

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



PROPERTY OF

15 Presnell Street, Portland, ME 04102

Renovations to Existing
Apartment Building
14 Marshall Street

DATE	NO	REMARKS	BY
10-26-17	A	Issued for Historic Review	JJO

CODE: IBC 2009
TOWN: Portland
DATE: 10-26-17
SCALE: As Noted
DRAWN: JJO

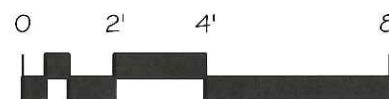
TITLE:
Revised
Elevations

FILE:
SHEET:
A-04



Street Elevation Existing

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



NOTES:

1. New Dormer Siding to match existing in color, scale and texture
2. New Dormer eave and rake trim to match existing in color, scale and shadow line
3. New dormer windows to match existing windows in operation, color, scale and trim

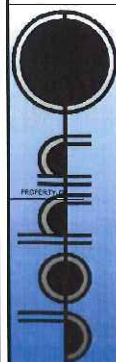


Street Elevation Revised

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



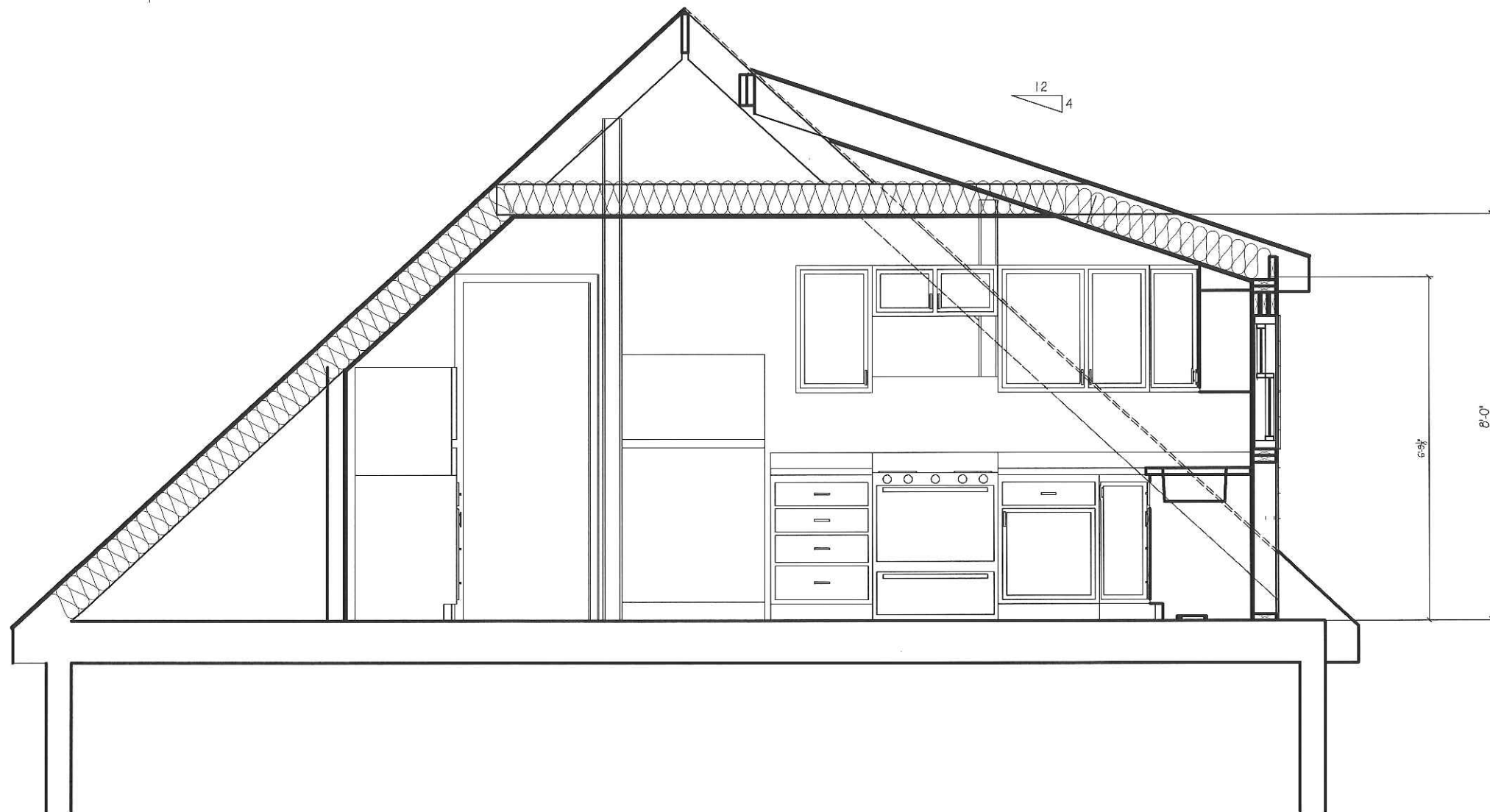
PROPERTY OF



15 Presnell Street, Portland, ME 04102

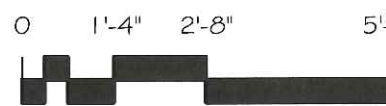
Renovations to Existing
Apartment Building
14 Marshall Street

BY:	JJO
NO:	
DATE:	10-26-17
REMARKS:	Issued for Historic Review
CODE:	IBC 2009
TOWN:	Portland
DATE:	10-26-17
SCALE:	As Noted
DRAWN:	JJO
TITLE:	Street Side Elevations
FILE:	
SHEET:	A-05

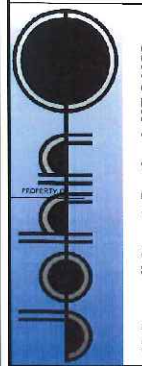


Building Section

SCALE: 3/8" = 1'-0"



PROPERTY OF



15 Preenell Street, Portland, ME 04102

Renovations to Existing Apartment Building 14 Marshall Street

BY	JJO								
NO	REMARKS								
DATE	10-26-17								
CODE:	IBC 2009								
TOWN:	Portland								
DATE:	10-26-17								
SCALE:	As Noted								
DRAWN:	JJO								
TITLE:	Building Section								
FILE:									
SHEET:	A-06								

lap

on for your map.

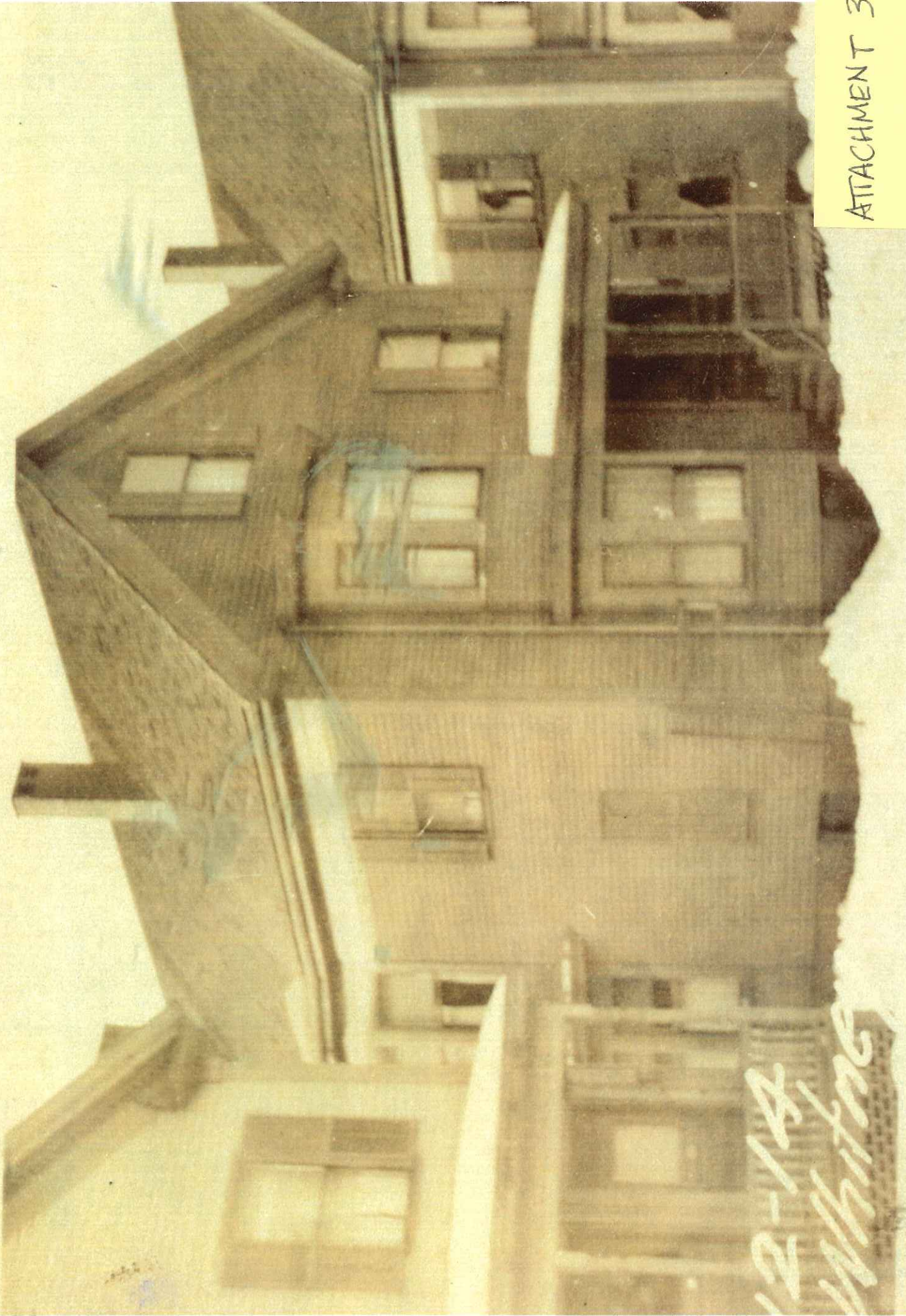
Legend

- 14 Marshall St
- Feature 1
- Inn On Carleton Bed
- Maine Medical Center
- McGeachey Hall Ment
- Price Associates
- Vaughan Street

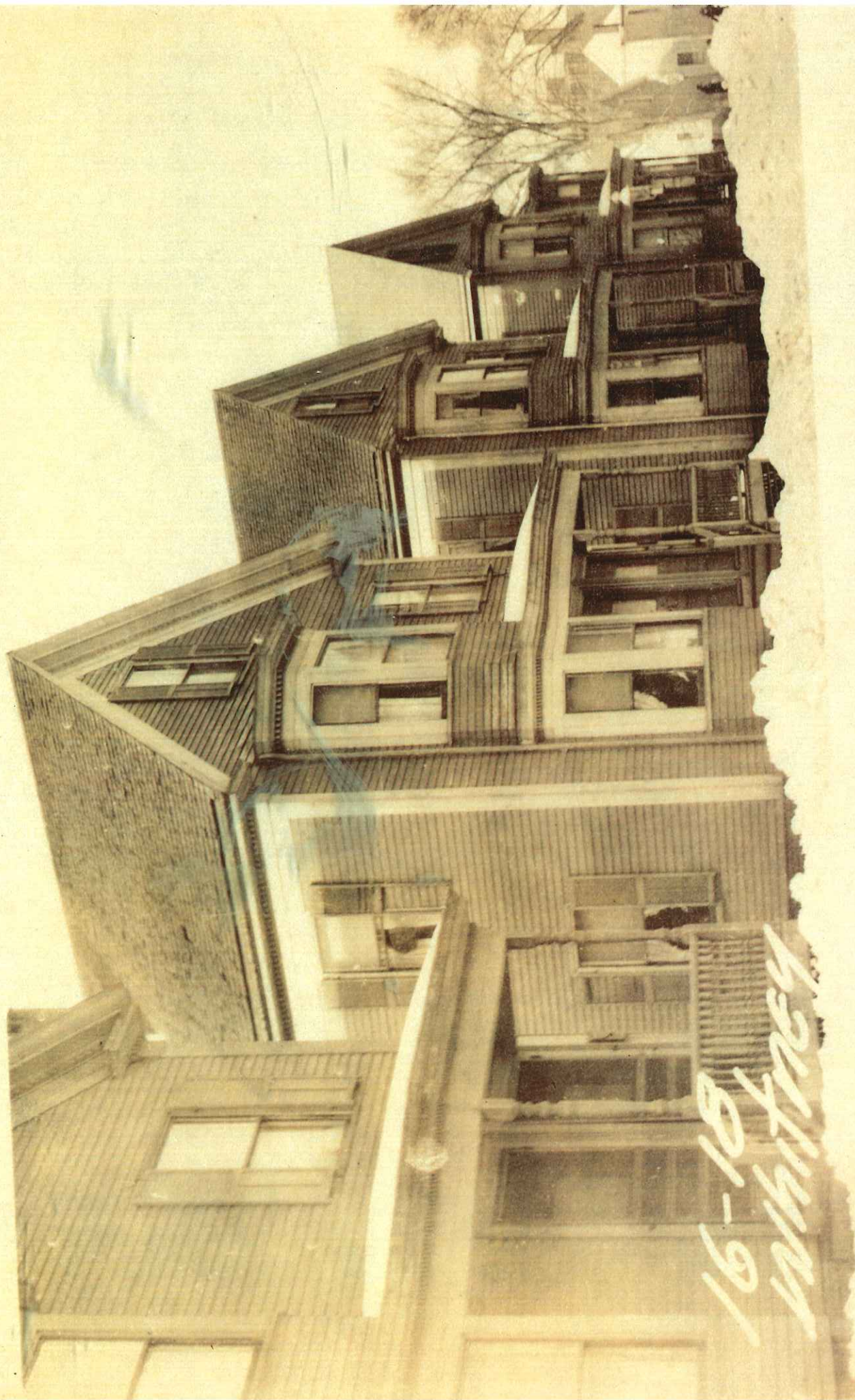
14 Marshall St

ATTACHMENT 2

ATTACHMENT 3



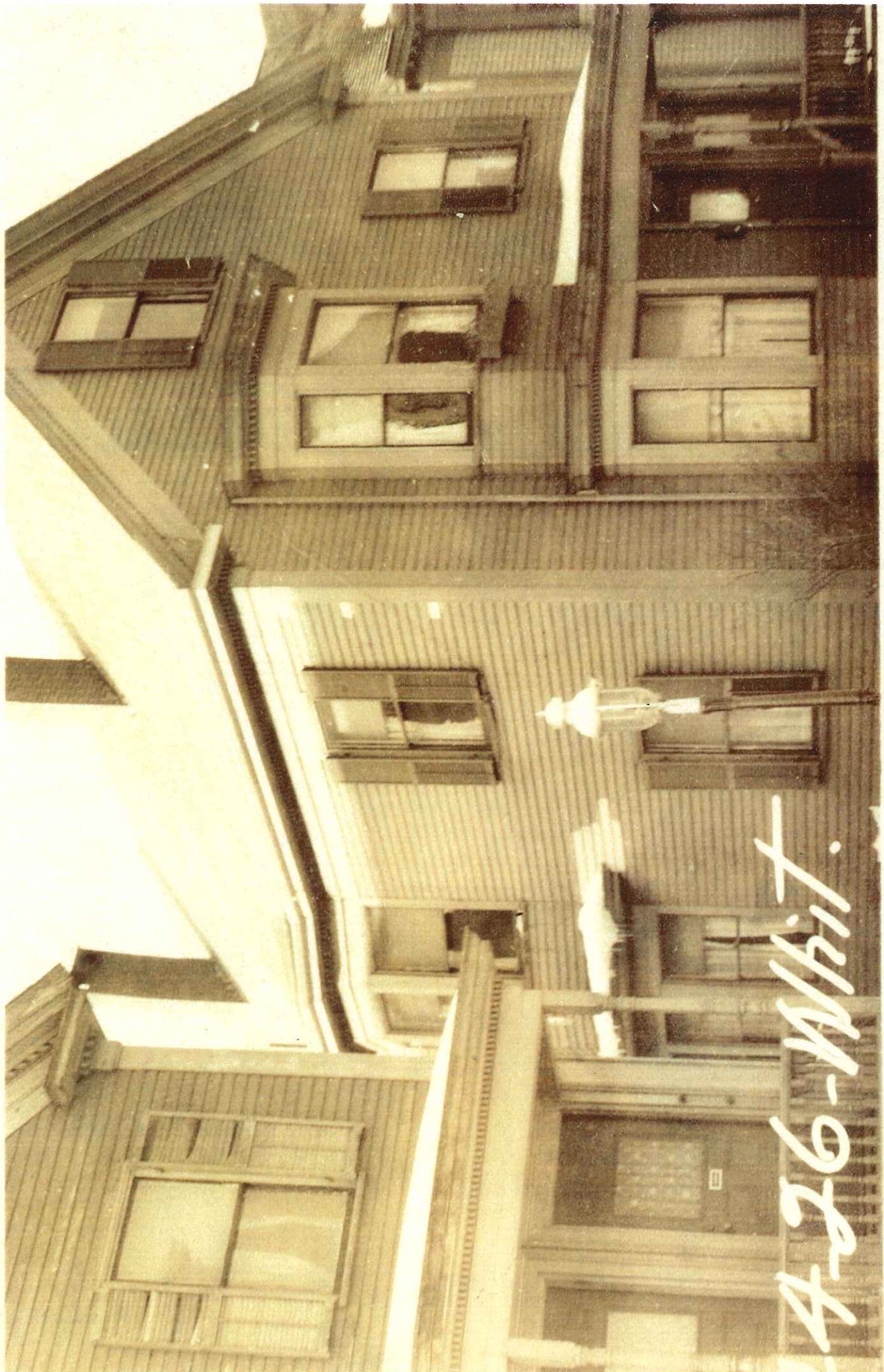
12-14
Whitney



16-18
Whitney



10-22-Whit.



4-26-Whit.

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

**WORKSHOP
61 DEERING STREET and 510 CUMBERLAND**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deb Andrews, Historic Preservation Program Manager

DATE: October 24, 2017

RE: November 1, 2017 **Workshop** – Preliminary Review of Proposed New Construction, Alterations to Existing Non-Contributing Buildings and Building Addition

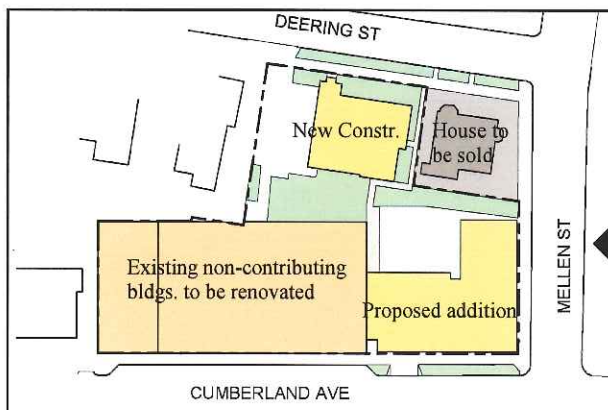
Address: 61 Deering Street and 510 Cumberland

Applicant: Avesta Housing Development Corporation

Architect: David Lloyd, Archetype

Introduction

Architect David Lloyd, representing Avesta Housing Development Corporation, has requested a workshop to present plans for the redevelopment of the property that occupies the western end of the block bounded by Deering Street, Mellen Street and Cumberland Avenue. Currently, the assembled property includes a surface parking lot and historic residential structure fronting on Deering Street as well as two connected noncontributing buildings and a surface parking lot fronting on Cumberland. (See map below.) The applicant intends to sell the historic structure at the corner of Deering and Mellen and redevelop/renovate the balance of the parcel. "Deering Place" will accommodate 80 units of housing, with 48 units reserved for affordable housing. The proposed project calls for the following construction activities:



- * construction of a 4-story building on the existing parking lot at 61 Deering Street
- * renovation of two adjoining non-contributing structures at 510 Cumberland
- * construction of a 4-story building addition that will occupy the existing parking lot at the corner of Cumberland and Mellen Street. The ground floor will be reserved for parking.

As the entire development area falls within the Deering Street Historic District, design review authority rests with the Historic Preservation Board. The project is also subject to site plan and subdivision review by the Planning Board.

Enclosed are preliminary renderings, a site plan and floor plans. Note that in the architect's submission, the existing buildings and new addition on Cumberland Avenue are referred to as Building A. The new structure facing Deering is referred to as Building B.

The original design proposals for both the Cumberland Avenue building addition and the Deering Street infill building have been modified considerably since the project had an initial workshop with the Planning Board on September 12th. A number of the modifications were made in response to preliminary input from HP staff.

Project Context

Although the Parkside neighborhood shares a number of general development characteristics, the development pattern on Deering Street is quite different from that of Cumberland Avenue. As such, individual elements of the proposed project must be responsive to their immediate, and distinct, contexts.

Deering Street is one of the most homogeneous and cohesive historic residential streetscapes in the city. (See enclosed photos and aerial view.) Although a wide variety of late nineteenth-century architectural styles are represented on the street, including Italianate, Second Empire, Victorian Gothic, Queen Anne and Colonial Revival, the buildings are unified by their substantial massing, uniform height, setback from the street, and material palette. Indeed, the predominance of brick on Deering Street produces a red tonality that unifies the street. The street is also noteworthy for the architectural merit of the buildings that line it. These are large, well built, architecturally distinguished buildings representative of an upper middle class late 19th century neighborhood.

Two residential types prevail along this section of Deering Street. The first is a symmetrical cubical block with one entrance serving one family. The second—and more typical—type is the double house. Similar to the first in size and shape, the double house has two entrances located at the center of the block, with the block divided in the middle by a party wall. Typical of late nineteenth century buildings, windows are consistently vertical in proportions and projecting porch hoods, bay windows, decorative window hoods and bracketed cornices lend interest and variety.

The section of **Cumberland Avenue** in the vicinity of the proposed project is, by contrast, characterized by mostly wood-frame houses that are more modest in scale and less formal architecturally. (See enclosed photos and aerial view.) Building and roof forms vary considerably and the streetscape is less uniform. Certainly, the construction of two low-scale commercial buildings (one with a very large footprint) and the introduction of a surface parking at the southwest end of the block dramatically disrupted the development pattern in this area.

Development History of the Assembled Parcel

Although not specifically relevant to the current review process, the history of this assembled development parcel is very interesting and explains much about how it came to its current condition. The surface parking lot at 61 Deering Street was once occupied by a particularly high style example of a Second Empire style mansion. (See ATTACHMENT 7.) Built in 1869, the mansion was the home of Portland mayor James Phinney Baxter. The building was demolished in 1974; staff does not know the circumstances of its demolition.

The mansion was served by a large carriage house behind it that faced onto Cumberland Avenue. (See Sanborn maps and 1924 photo of carriage house included in ATTACHMENT 7.) In fact, the mansion immediately west of the James Phinney Baxter house at the northeast corner of Deering and Mellen also had a carriage house that faced onto Cumberland. It was the demolition of these two carriage houses in the early 1950's that made way for the large commercial building that housed Holmes Electric Supply Company and the service parking lot immediately west of it on Cumberland. The entire parcel was converted for affordable housing and non-profit office use in the 1980's.

Proposed Scope of Work, Preliminary Staff Comments

Deering Street New Construction

Plans call for the construction of a 4-story, 27-unit residential building. The building features a brick exterior and mansard-type roof. Given the shorter floor-to-ceiling heights, four floors of housing are accommodated in a structure of about the same height as the three-story buildings that flank it. The front façade is set back from the street, consistent with the prevailing development pattern. As proposed, the Deering Street façade features individual, vertically-proportioned punched window openings on the upper floors, some of which are grouped in pairs. At the ground floor level, the building features a raised base, with stairs accessing the raised building entrance. Unlike most of the buildings in this area, the entrance is not centered on the façade. Regular spacing of two first story bays balances the ground floor composition. A beltcourse separates the ground floor from the upper floors, echoing the beltcourse of the neighboring building. Although the brick façade continues across the entire first floor level, this brick façade obscures an open carport for 5 vehicles on the right side of the entrance. Handicap access to the building is from this covered carport.

Staff Comments: Regarding the proposed design solution, it is clear that the design is drawn fairly directly from Avesta's recent Carleton Street project. That said, the general design approach appears to be appropriate for this Deering Street context. The material palette, the building setback, the raised first floor, the modified mansard roof form, the window proportions, the presence of first floor bays etc. are all consistent with the decidedly consistent development patterns of Deering Street. Although the building does not follow the strict symmetry exhibited by its neighbors, in staff's view this is acceptable given the number of other compatibility factors it meets. And although the proposed infill structure's footprint is considerably wider than the buildings immediately surrounding it, wider buildings are not without precedent on Deering Street, as the connected rowhouses at the eastern end of the block reveal.

Given the very strong, consistent development patterns on Deering Street, there is the danger of echoing these patterns and architectural features to an extent that approaches a historicist design solution. The challenge will be to arrive at a solution that is clearly compatible with this important context and a product of its own time. It would seem that careful handling of architectural details could achieve this balance.

Building Addition at corner of Cumberland and Mellen

Plans call for a 4-story structure with brick base, clapboard siding and mansard roof. The arrangement of the façade is symmetrical, with the building entrance (which serves as the main entrance for the entire Cumberland Ave. complex) is centered on the addition's façade. The pattern of upper story windows is symmetrical as well, with most of the windows paired. The window pattern is continued in the mansard roof. At the ground floor level, the entrance surround is higher, which provides a clear focal point on this façade. Apart from the entry, the entire ground floor level of the new addition is used for parking. The garage entrance is to the left of the main entrance; paired window-like openings are located on the right side of the entry.

The proposed building connector is set back several feet from the facades of the new addition and existing structure and is treated as an architecturally recessive link.

The Mellen Street elevation of the building continues the same basic design vocabulary as the principal facade. Apart from the large window-like opening at the Cumberland Avenue end of the ground floor and the high bank of windows beyond it, the ground floor is mostly blank. The sharp change in grade makes any other treatment of the ground level difficult. A tall window stack appears as a device to break up the continuous façade and provide some visual interest.

Staff Comments: The size and footprint of the proposed building addition is much larger than that of the residential structures across the street on Cumberland, but the anomalous size and scale of the abutting former commercial structure makes this scale less incongruous than it might otherwise be. Also, the run-on nature of the building complex that is created by physically attaching the new construction to the existing building is ameliorated by introducing a hyphen between the addition and the existing structure and by treating the new addition as a separate structure with a separate architectural vocabulary. Perhaps the Mellen Street façade could be broken up to better reflect the scale of buildings across the street and upland of it. Unlike the Cumberland Avenue façade, the width of the Mellen Street façade is clearly at odds with all its surrounding structures.

Renovation of Noncontributing Structures on Cumberland

The two existing structures on Cumberland are physically connected. The easternmost structure is a one-story commercial building with a decorative concrete cornice and wide concrete piers at the building corners. The doorway and windows are treated in a standard aluminum storefront system. Abutting this building to the west is a large footprint, 3-story former commercial warehouse. Its current façade treatment dates to the building's 1980's conversion to housing. The entrance is centered on the façade and is flanked by a series of wide storefront openings. The second floor of the brick façade features a series of paired casement windows and three-part

windows. The third floor of the building is treated as a deep mansard roof with curious gabled projecting "dormers" and grouped windows.

Plans call replacing all the windows in the large warehouse building, including storefront windows, but not changing the existing masonry openings. The central entry will be eliminated. This opening will be treated like all the others on the ground floor. The ground floor openings will be filled with windows of various widths and types, together with colored vertical spandrel panels. Projecting canopies are shown above the ground floor masonry openings. Casement windows on the upper floors will be changed to divided-light windows. The most significant architectural change to this building will be the elimination of the gabled projections at the roofline and the removal of the slanted mansard form in favor of a straight wall/roof. Cladding material for the top floor is not indicated.

The abutting one-story structure will be modified only slightly. A second entrance will replace the window on the east end of the façade, creating a symmetrical composition for this small structure.

Staff comments: The developer's original plans called for virtually no design changes to these connected non-contributing structures. Given the scale and impact of the overall project and the fact that the existing buildings' windows require replacement due to condition, staff encouraged the project architect to consider some level of design modification to make the buildings (especially the larger building) a bit more architecturally coherent, if not compatible with the surrounding context.

In staff's view the proposed design changes at the roofline level will have a very positive visual impact. It is unfortunate that the developer has elected not to change the existing masonry openings, as the window proportions (square and horizontal) are at odds with the prevailing development pattern and contribute to the building's poorly composed façade. The decision to retain the existing storefront openings at the ground level is especially problematic, as there will be a residential unit behind each of these openings. Window treatments will be needed to provide a level of privacy for residents. (It should be noted that Mr. Lloyd originally proposed an entrance within each of these openings to provide a direct entrance to the individual unit. This design solution also would have animated the ground level of the building. However, the proposal was opposed by the Human Rights Commission which argued that all units should be served by common corridors.)

Applicable Review Standards

In reviewing the proposed development, the Board will be referring to the ordinance's Standards for Review of Alterations to Non-Contributing Buildings and Standards for Review of New Construction. As the addition to the existing non-contributing building on Cumberland is intended to read essentially as a connected, but independent structure, the new construction standards apply to both the proposed addition and freestanding building on Deering Street.

Sec. 14-651.5 Standards for Review of Alterations to or Redesign of Noncontributing Structures

- (a) In considering an application for a certificate of appropriateness involving alteration(s)

to a noncontributing structure the standards for review of alterations.....shall apply as applicable. The intent to the review shall be to ensure no further erosion of any architectural character of the subject structure determined to be significant by the historic preservation board and, where practicable, to guide projects toward a more compatible relationship with the surrounding context.

- (b) In considering an application for a certificate of appropriateness involving comprehensive redesign of a contributing structure, the standards for review of construction.....shall apply.

Sec. 14-651 Standards for Review of Construction

In considering a certificate of appropriateness involving new construction, the historic preservation board shall consider the following compatibility factors *as may be applicable to the context of the proposed construction*.

Scale and Form

Height

Width

Proportions of principal facades

Roof Shapes

Scale of the structure

Compositions of Principal Facades

Proportion of Openings

Rhythm of solids to voids in facades

Rhythm of entrance porch and other projections

Relationship of materials, texture and color

Presence of signs, canopies and awnings

Relationship to the Street

Walls of continuity

Rhythm of spacing and structures on streets

Directional expression of principal elevations

Attachments

1. Project description
2. Aerial view of subject property, context
3. Photos of subject property and surrounding context
4. Renderings
5. Site plan
6. Floor plans of Building A and Building B
7. Historical information
 - a. Photo of James Phinney Baxter Building, carriage house & property sketch
 - b. 1914 Sanborn map
 - c. 1953 Sanborn Map



Date: 8/30/17

ATT. 1

**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:

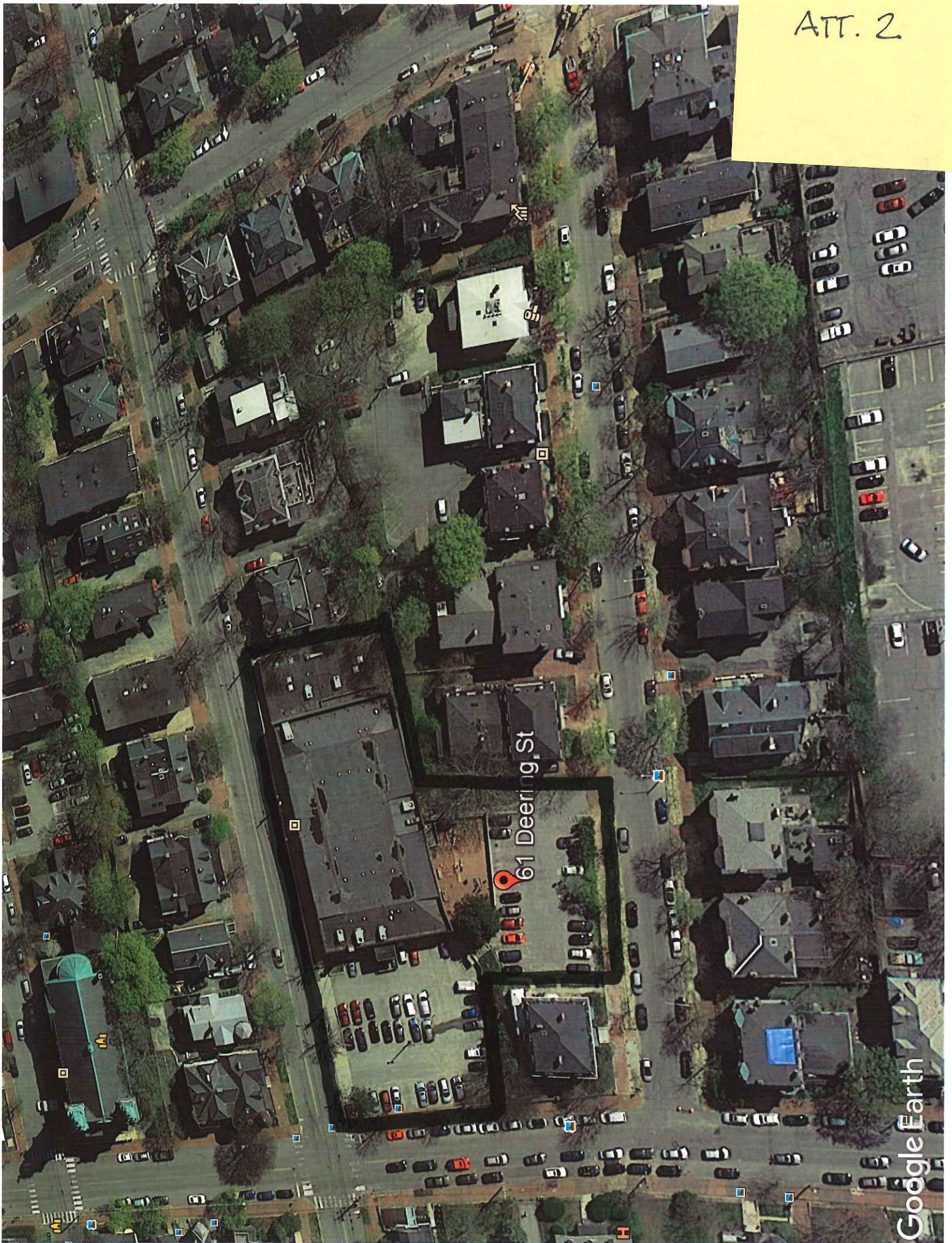
Cumberland/Mellen/Deering

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

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

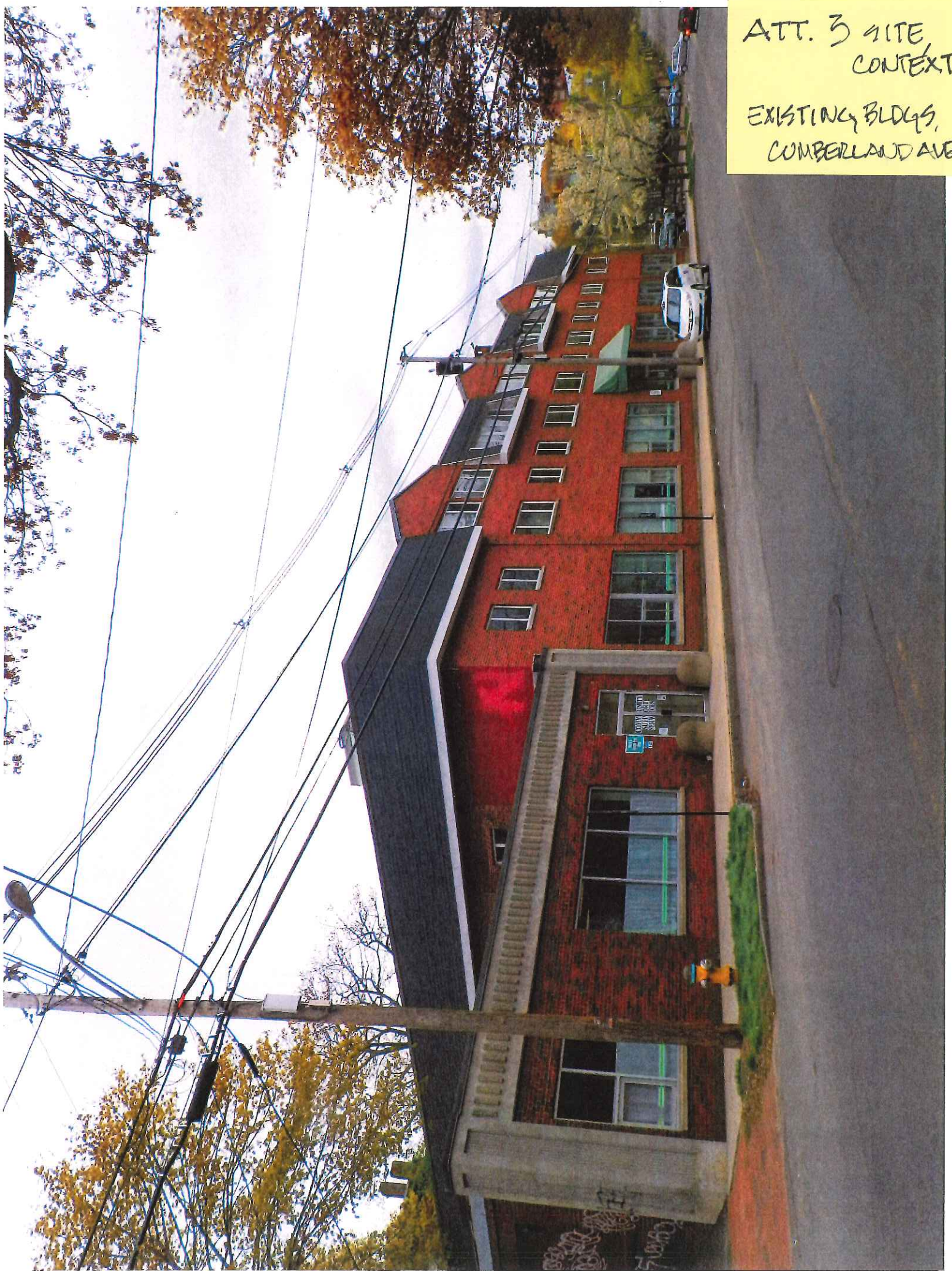
This development is an Avesta project to provide affordable housing. The existing building on Cumberland Ave will remain which currently contains 13 three-bedroom units and office space on the first floor. Our proposal calls for residential units to be built along the street at grade level with enclosed parking behind. This will require new façade at street level but the upper floors will remain as they currently exist. We are proposing a 4-story addition to the West of the existing structure with parking under the building at grade level. This addition will have a brick base, clapboard siding and a mansard roof. This building will run up Mellen street just north of the existing building at the corner of Deering and Mellen. This historic building will be broken off from the development and sold. To the East of this building we are proposing a 4-story, 27-unit residential building with a brick façade and mansard roof.

ATT. 2



ATT. 3 SITE
CONTEXT

EXISTING BLDGS,
CUMBERLAND AVE.





CORNER OF
NELLEN &
CUMBERLAND



DEERING ST.
INFILL SITE

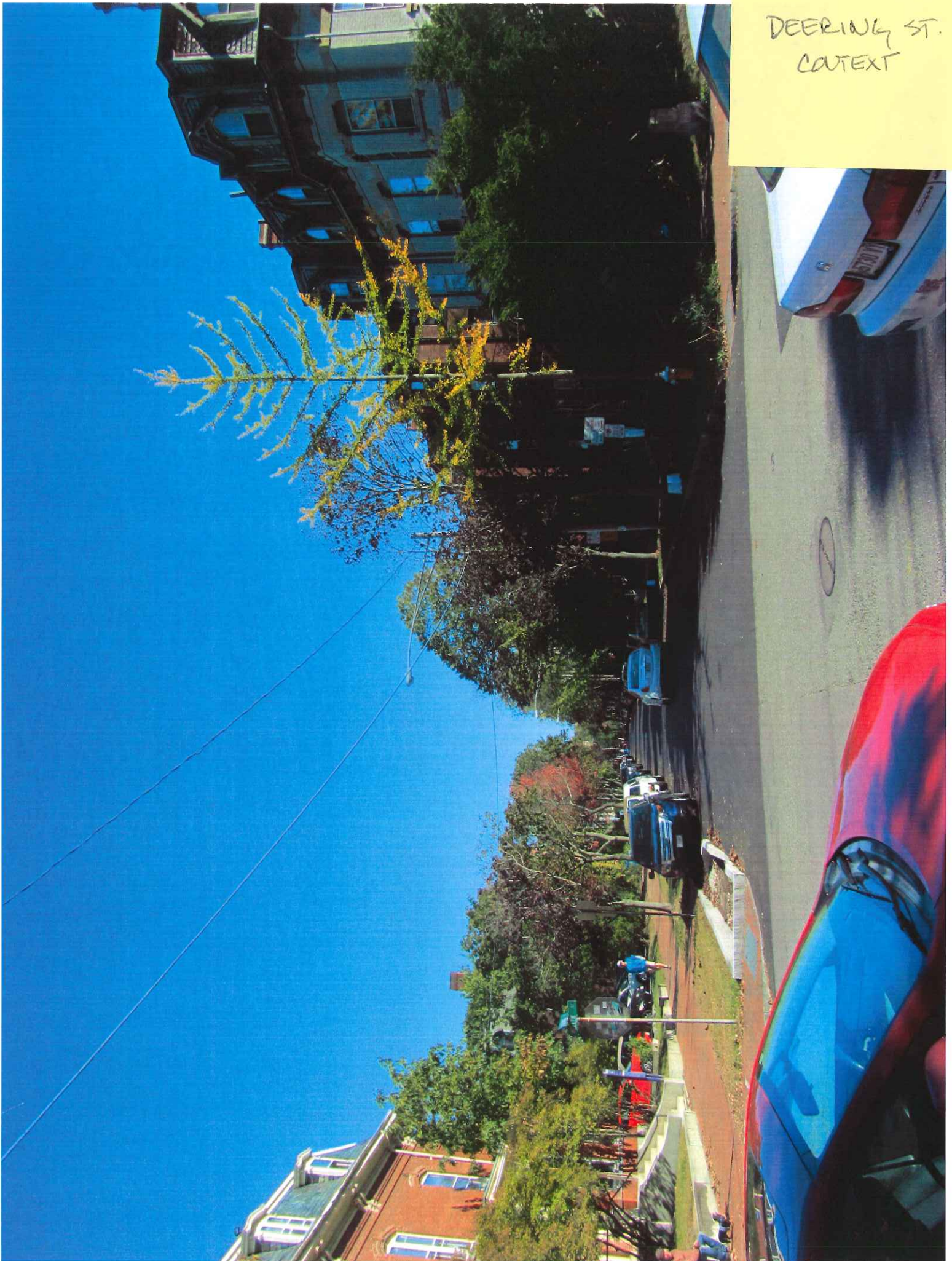


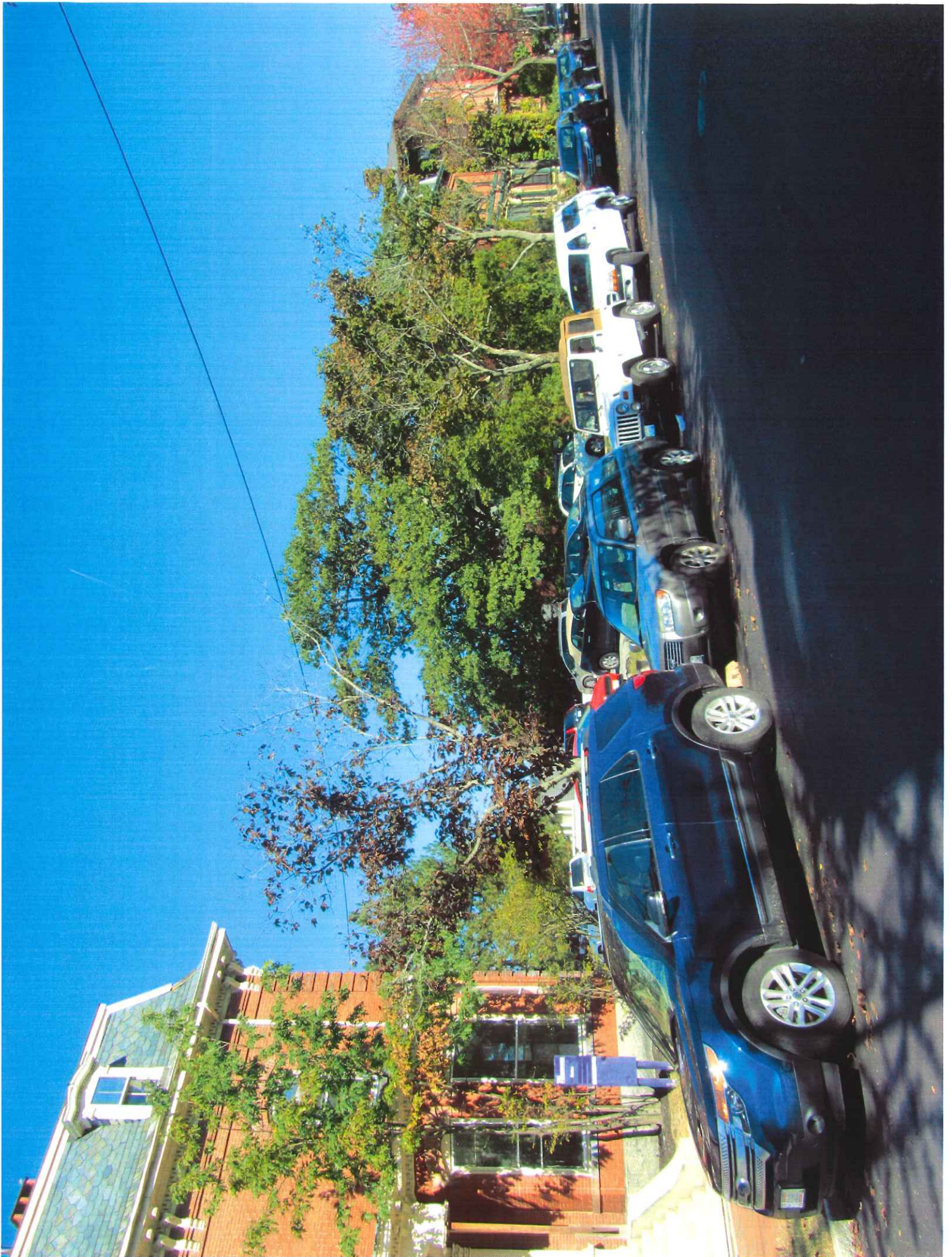
COMBERLAND AVE.
CONTEXT





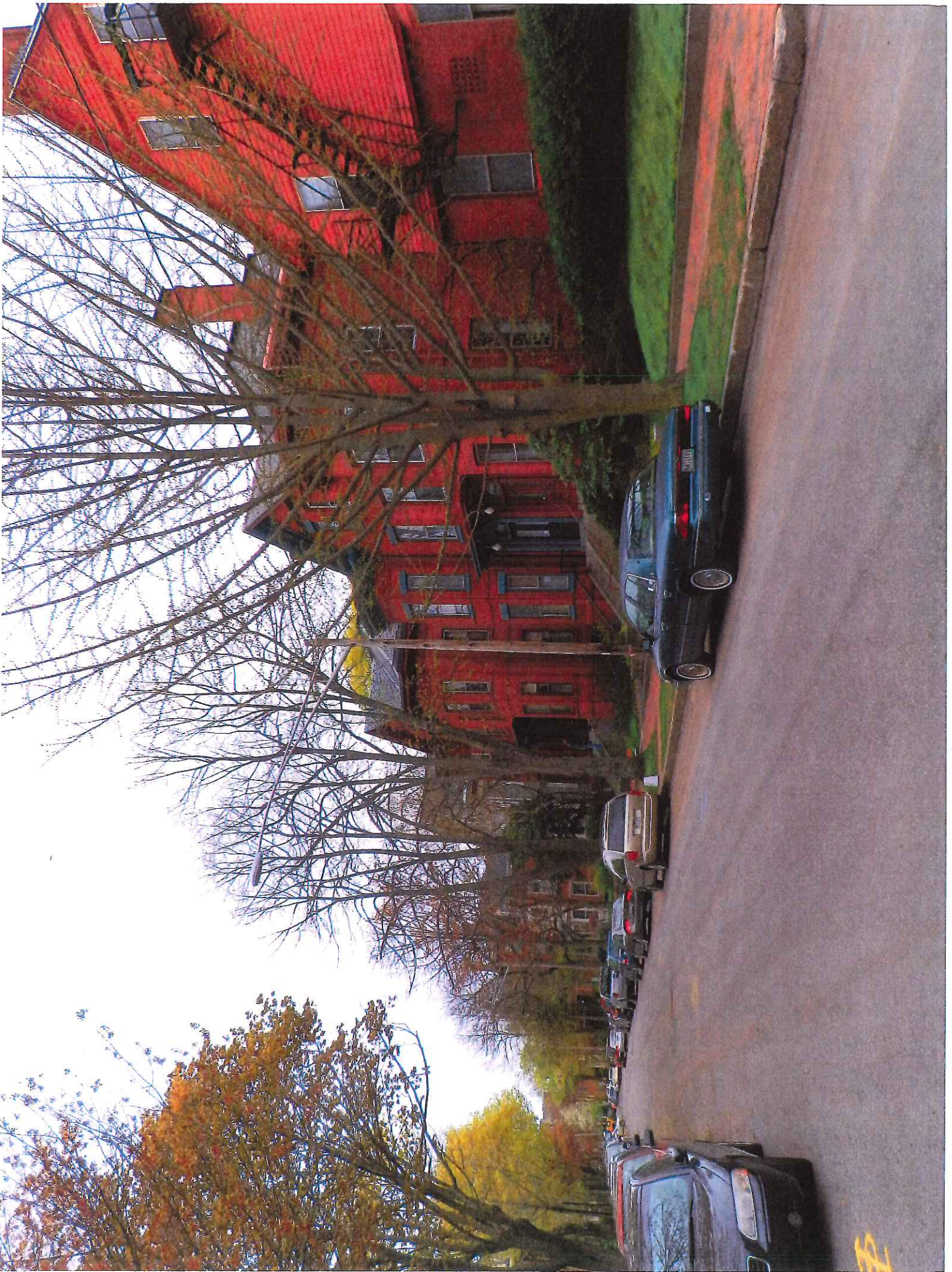
DEERING ST.
CONTEXT









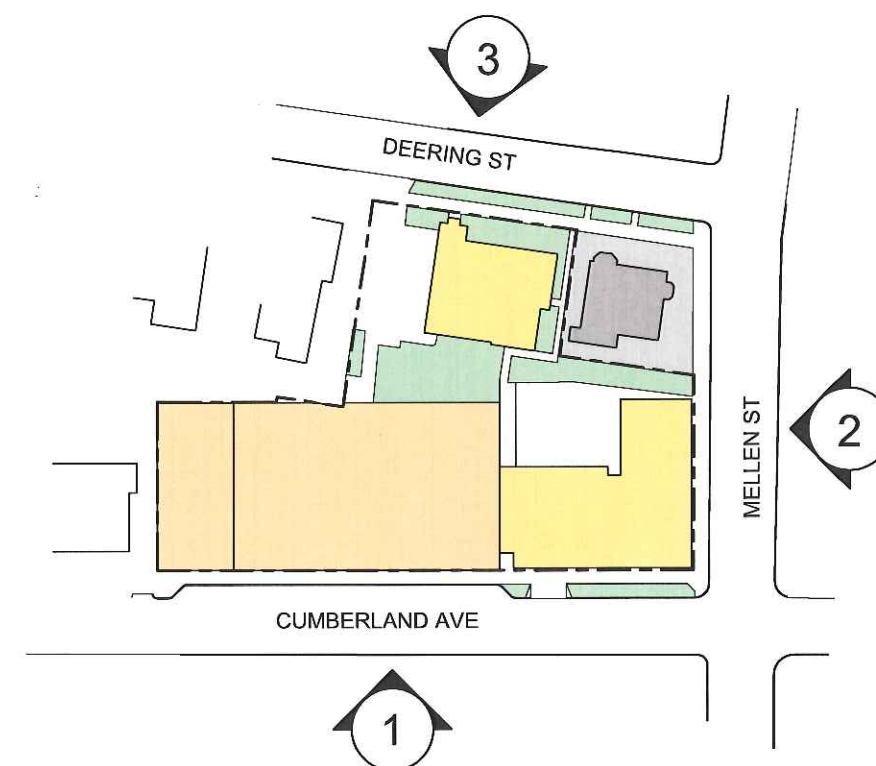




VIEW 1 - CUMBERLAND AVE ELEVATION



VIEW 2 - MELLEN ST ELEVATION



DEERING PLACE

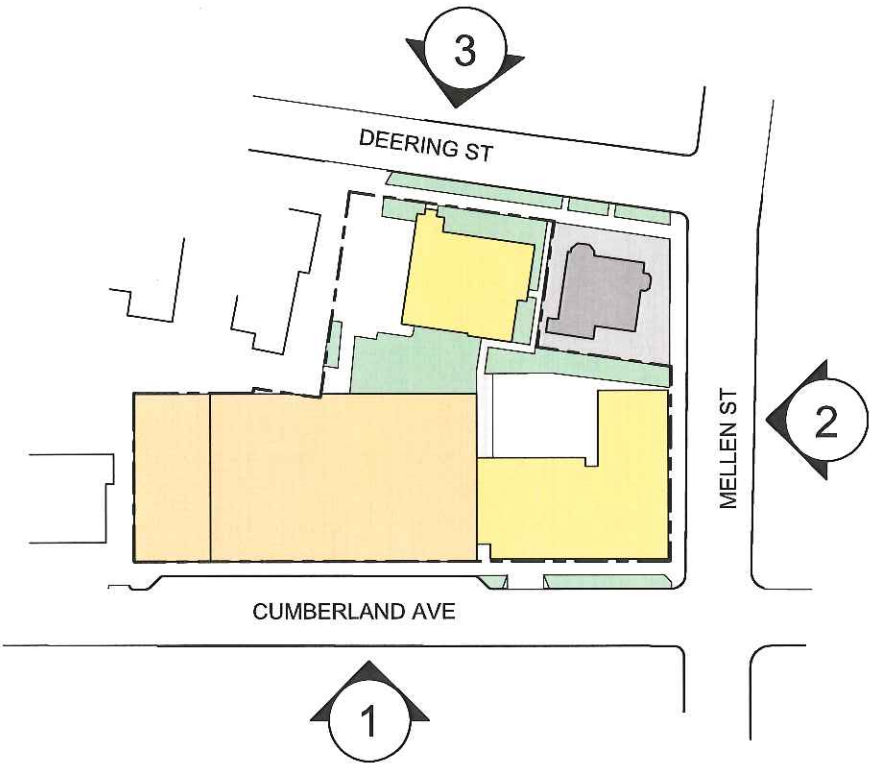
Portland, ME 04101

20 OCT 2017

A2.00



VIEW 3 - DEERING ST ELEVATION



DEERING PLACE

Portland, ME 04101

20 OCT 2017

A2.01

BUILDING A TOTALS

EXISTING UNITS -

13 - THREE BEDROOM UNITS

NEW UNITS -

7 - EFFICIENCY UNITS

25 - ONE BEDROOM UNITS

8 - TWO BEDROOM UNITS

53 TOTAL UNITS

59 TOTAL PARKING SPACES

34,870 SF - TOTAL NEW CONSTRUCTION
(INCL NEW UNITS & COMM RM.
IN EXIST BLDG)

BUILDING B TOTALS

8 - EFFICIENCY UNITS

15 - 1 BEDROOM UNITS

4 - 2 BEDROOM UNITS

27 UNITS TOTAL

5 PARKING SPACES

21,160 SF NEW CONSTRUCTION

PROJECT TOTALS

13 - 3 BEDROOM UNITS

12 - 2 BEDROOM UNITS

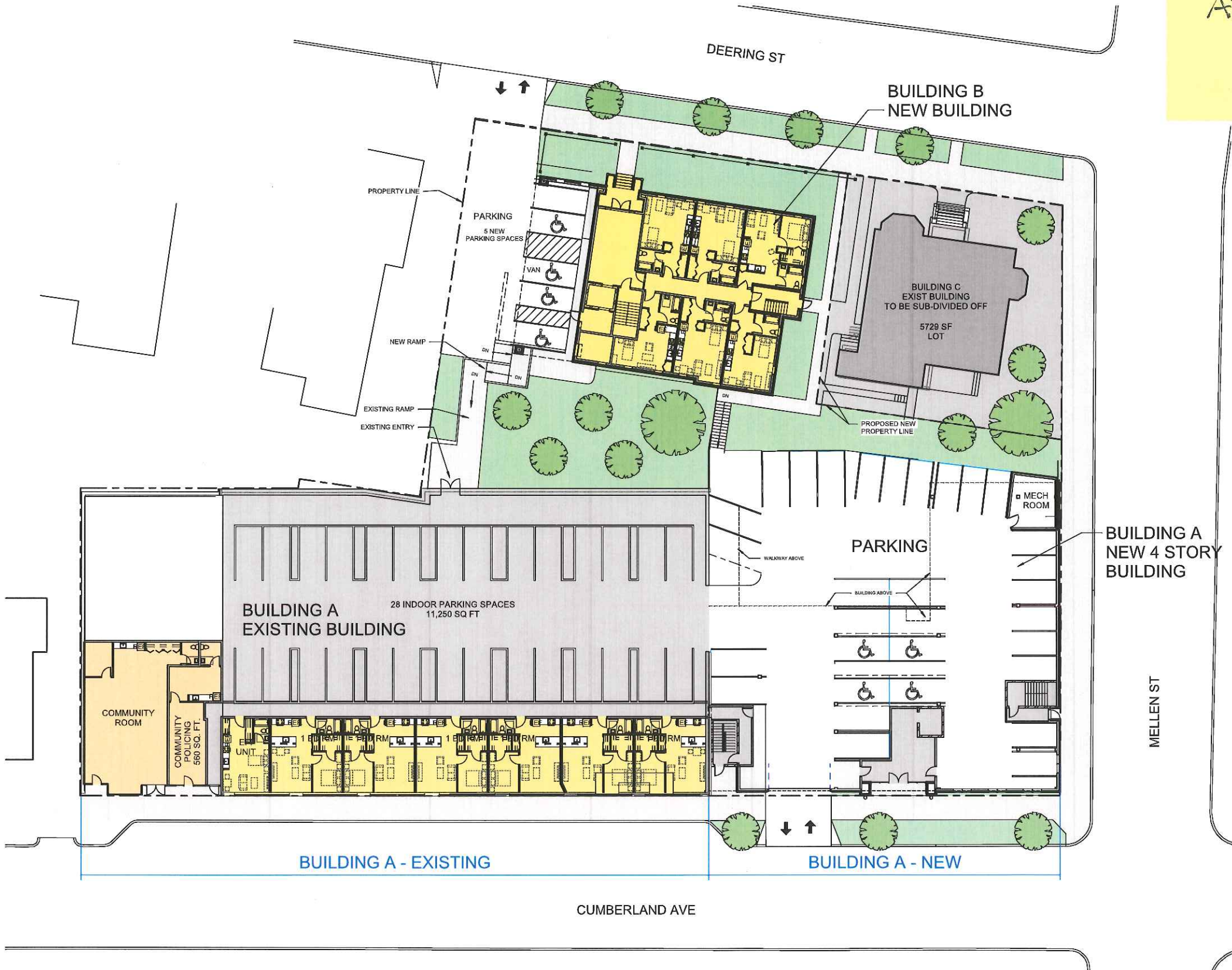
40 - 1 BEDROOM UNITS

15 - EFFICIENCY UNITS

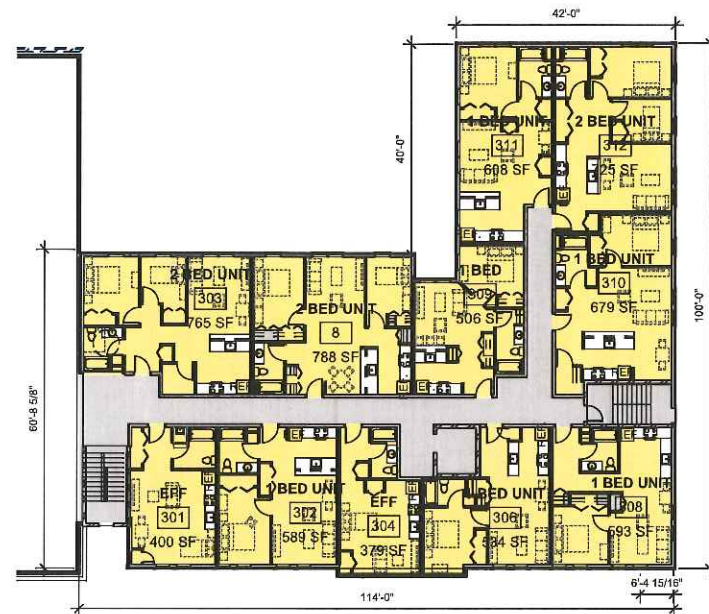
80 UNITS TOTAL

64 PARKING SPACES

56,030 SF -TOTAL NEW CONSTRUCTION
(INCL NEW UNITS & COMM RM.
IN EXIST BLDG A)



A0.00	Date: 02 OCT 2017	Scale: 1/16" = 1'-0"	REVISIONS:	1/10/2011	Project Contact: 48 Union Wharf Portland, Maine 04101 (207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM	Consultant: AVEST/ HOUSIN	Prepared For: 2. Prepared For:
SITE PLAN				DEERING PLACE		Portland, ME 04101	



3 | 3RD & 4TH FLOOR PLANS
1/16" = 1'-0"

NEW CONSTRUCTION 8,584 SF

BUILDING A TOTALS

EXISTING UNITS -

13 - THREE BEDROOM UNITS

NEW UNITS -

7 - EFFICIENCY UNITS

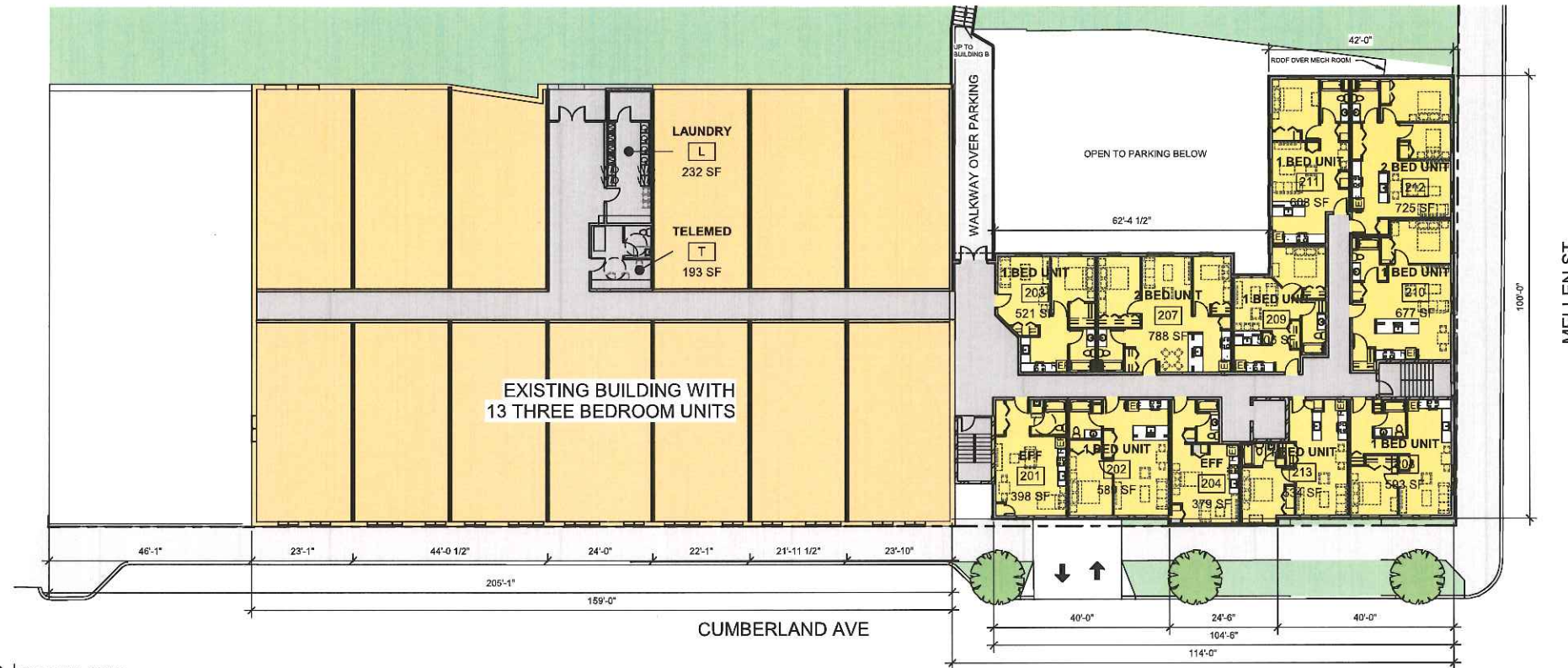
25 - ONE BEDROOM UNITS

7 - TWO BEDROOM UNITS

53 TOTAL UNITS

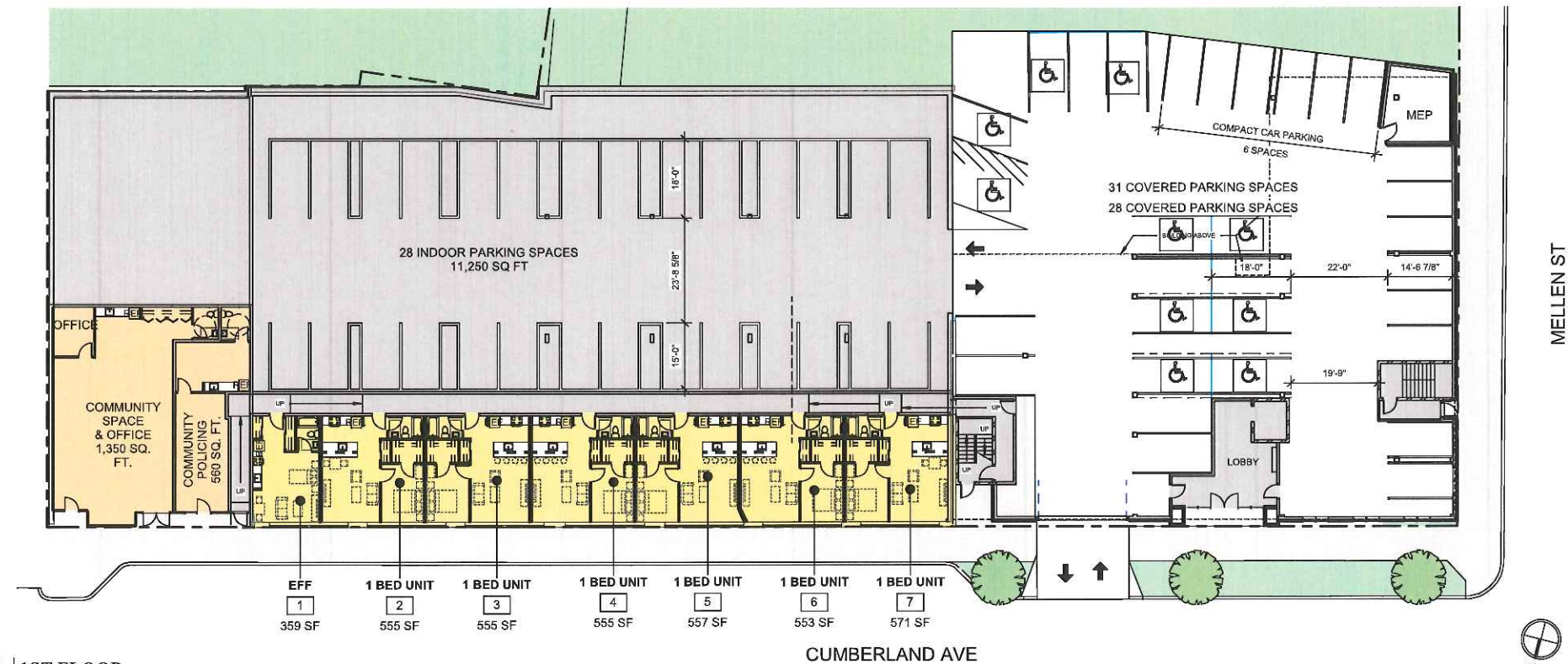
59 TOTAL PARKING SPACES

**34,870 SF - TOTAL NEW CONSTRUCTION
(INCL NEW UNITS & COMM RM.
IN EXIST BLDG)**



2 | 2ND FLOOR
1/16" = 1'-0"

NEW CONSTRUCTION - 8,584 SF



1 | 1ST FLOOR
1/16" = 1'-0"

NEW CONSTRUCTION - 1,330 SF
NEW UNITS & COMMUNITY IN EXIST BLDG - 5,915 SF

AVESTA
HOUSING

Prepared For:

Consultant:

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

Architect:

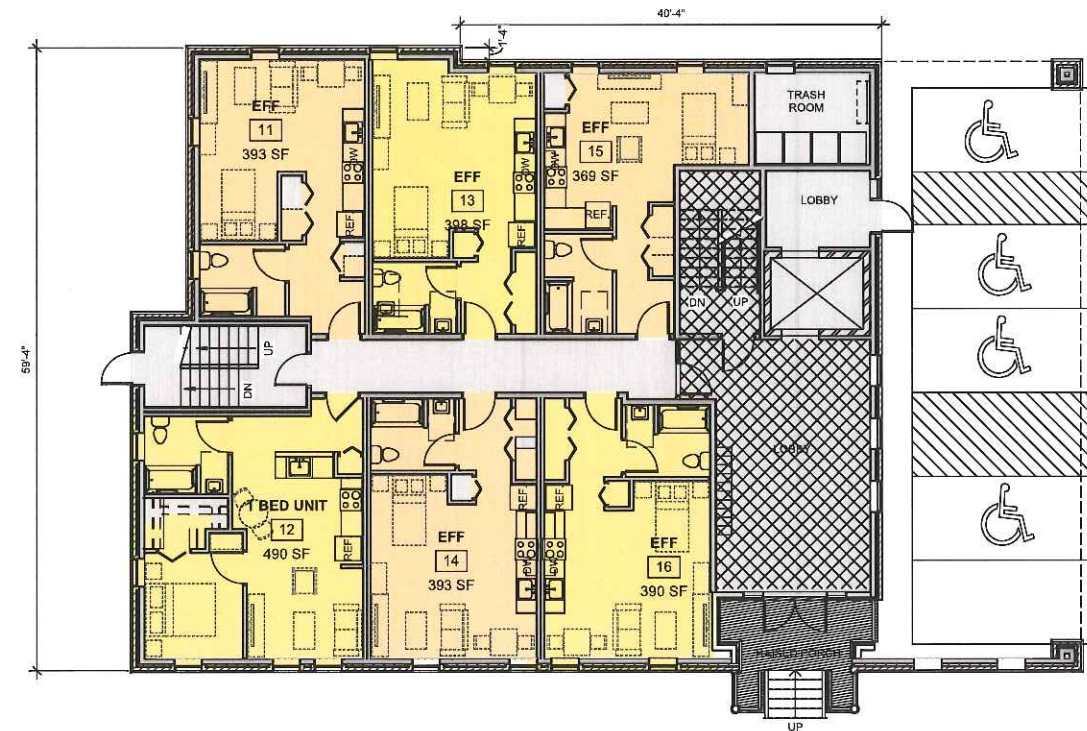
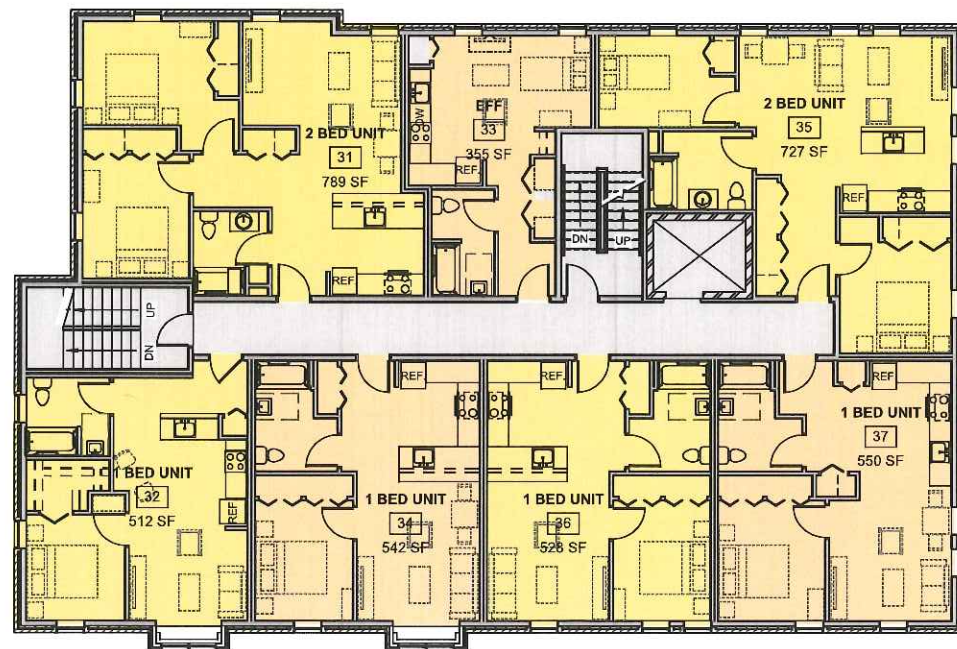
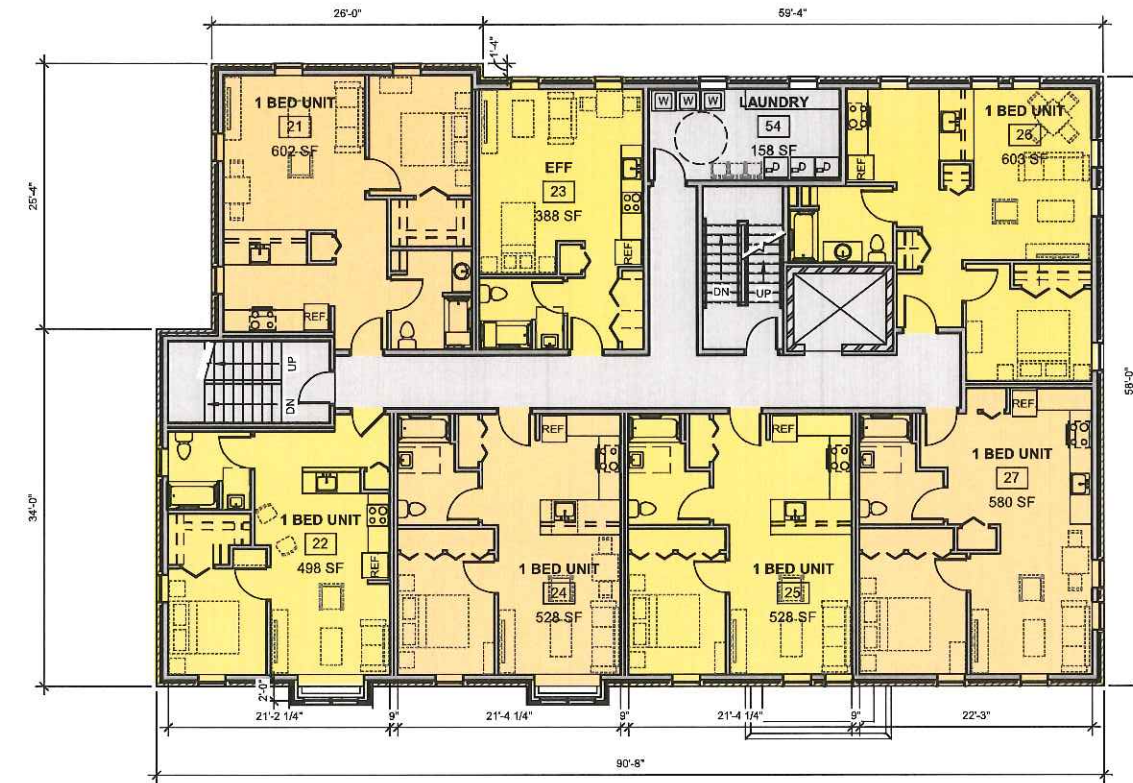
Project: DEERING PLACE

Revisions:

**BUILDING A - FLOOR
PLANS**

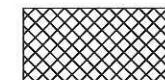
Date: 02 OCT 2017
Scale: 1/16" = 1'-0"

A1.01



BUILDING B TOTALS

8 - EFFICIENCY UNITS	27 UNITS TOTAL
15 - 1 BEDROOM UNITS	21,160 TOTAL GROSS SF
4 - 2 BEDROOM UNITS	5 PARKING SPACES



- INDICATES BASEMENT BELOW

Prepared For:
**AVESTA
HOUSING**

Consultant:

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

Project:
**510 CUMBERLAND
AVENUE HOUSING**

510 Cumberland Ave,
Portland, ME 04101

Revisions:

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

Date: 02 OCT 2017

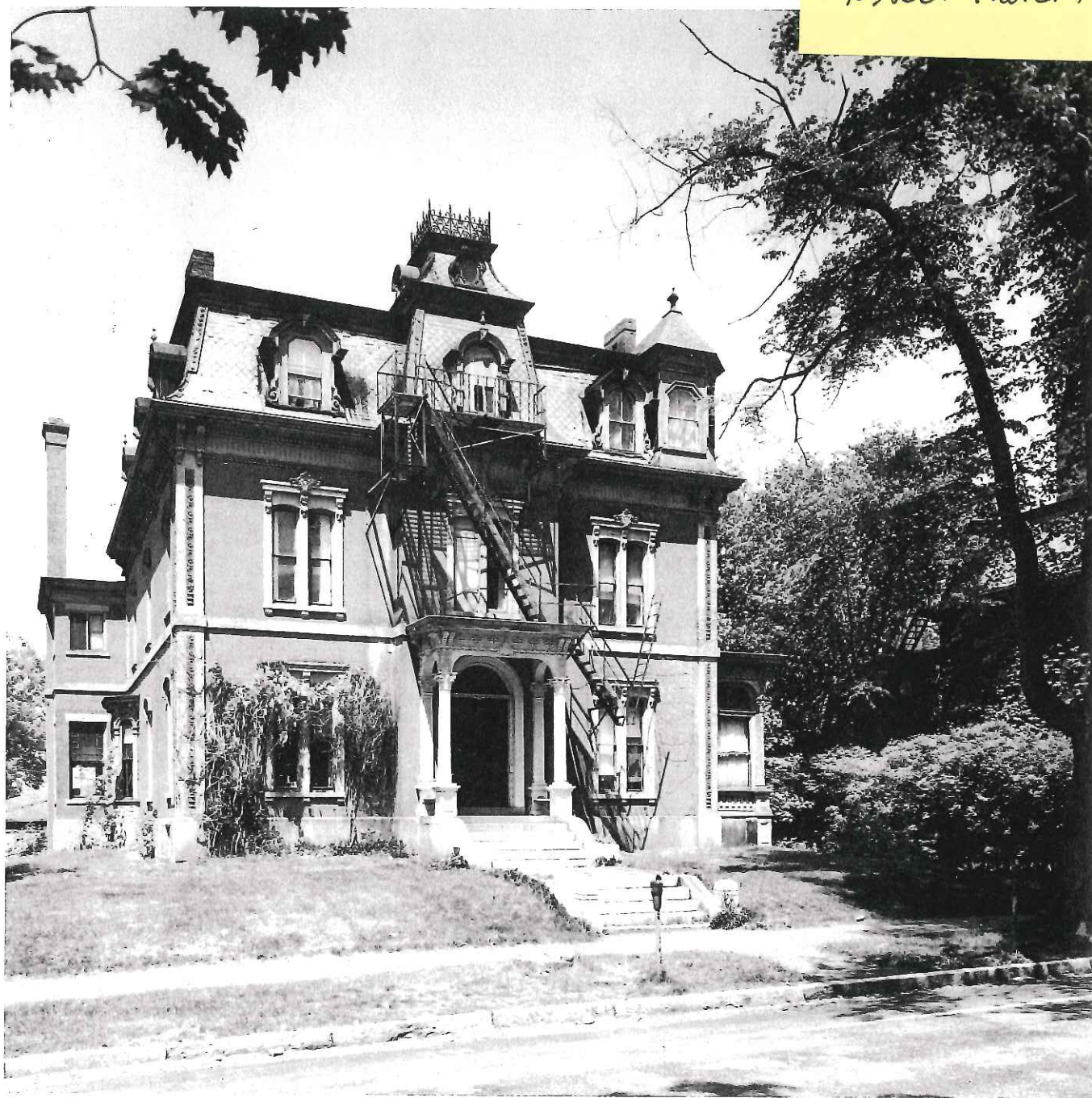
**BUILDING B FLOOR
PLANS**

A1.02

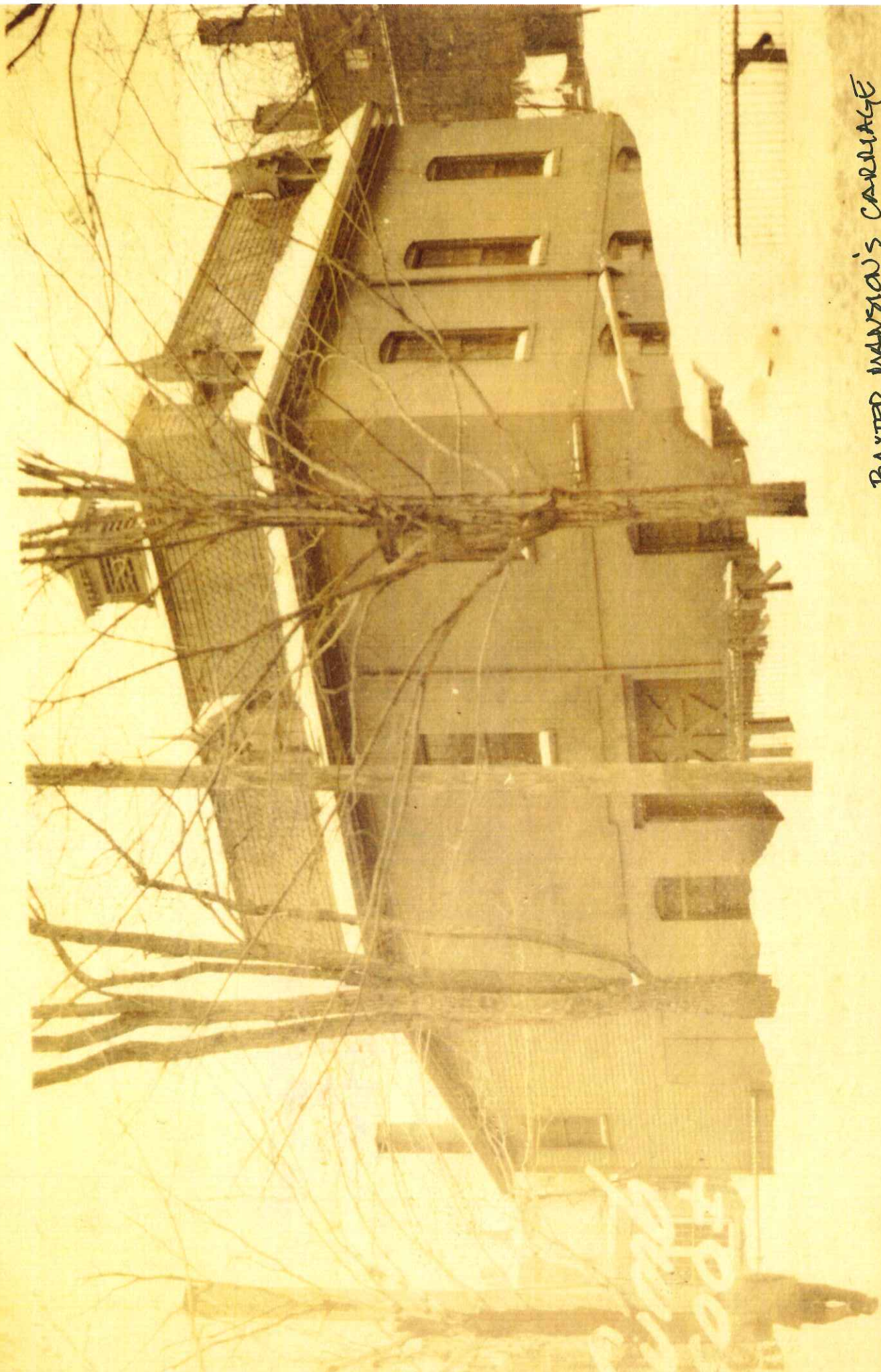
65. James Phinney Baxter Mansion* 1869-1870,
demolished 1974

ATT. 7.

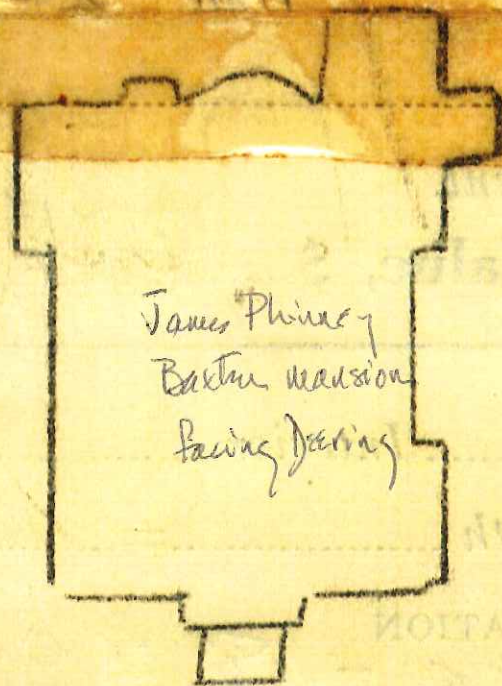
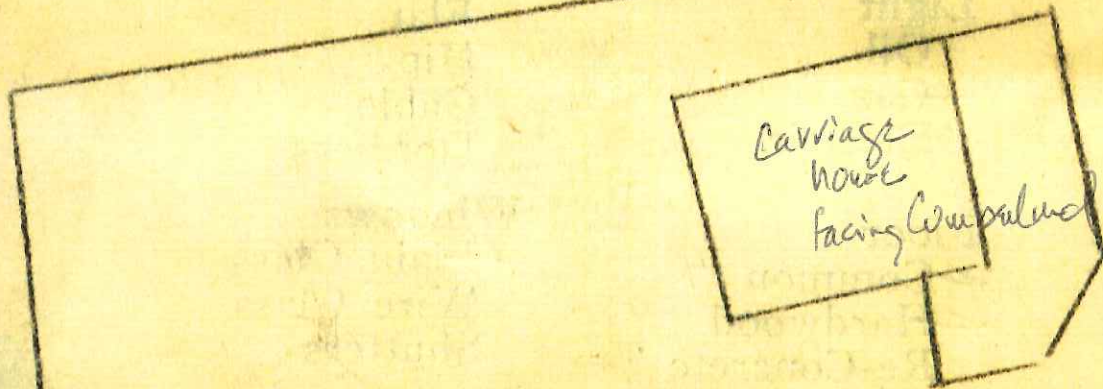
HISTORY OF
SUBJECT PROPERTY



BAXTER MANSON'S CARLAGE
HOUSE FACING CONOVERLAND



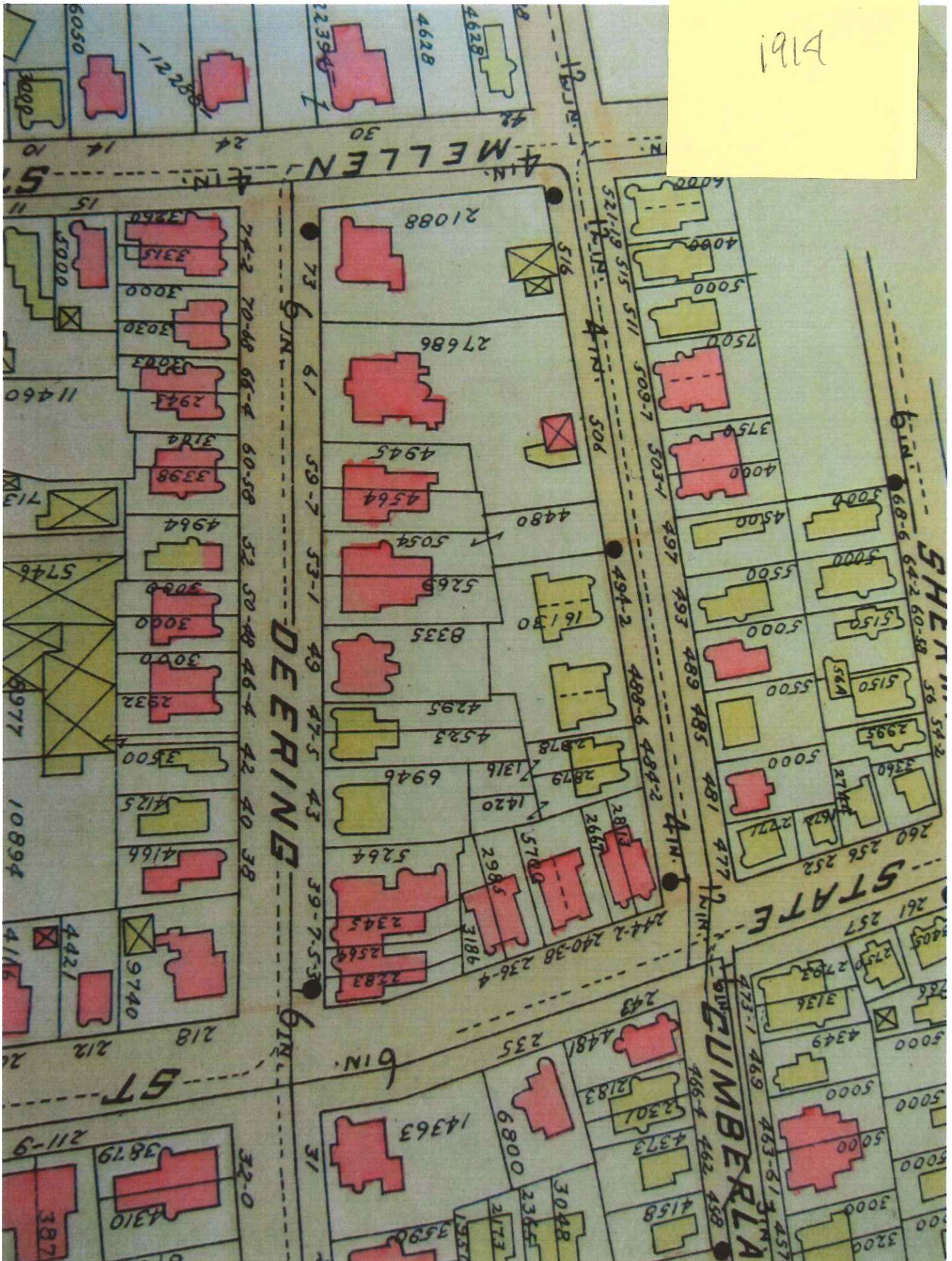
Remarks about Land

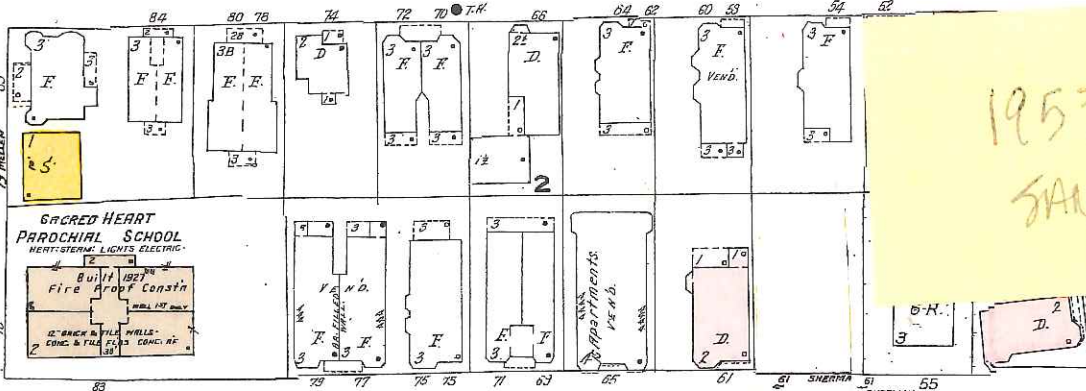


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 2nd 1/2 mt. 13 and 9/16
 3rd 1/2 mt. 13 and 9/16
 4th 1/2 mt. 13 and 9/16
 5th 1/2 mt. 13 and 9/16
 6th 1/2 mt. 13 and 9/16
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 92nd 1/2 mt. 13 and 9/16
 93rd 1/2 mt. 13 and 9/16
 94th 1/2 mt. 13 and 9/16
 95th 1/2 mt. 13 and 9/16
 96th 1/2 mt. 13 and 9/16
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 98th 1/2 mt. 13 and 9/16
 99th 1/2 mt. 13 and 9/16
 100th 1/2 mt. 13 and 9/16

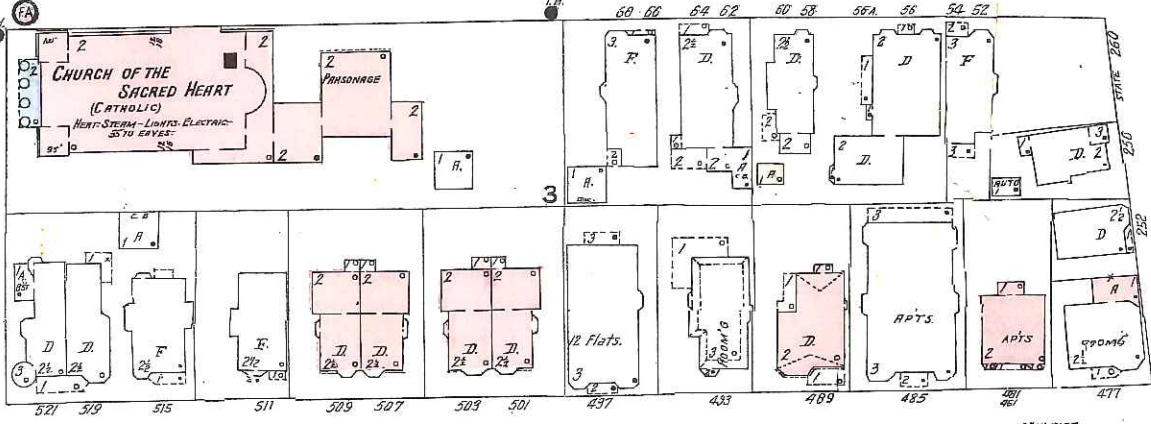
Remarks about Personal Property

$$\begin{aligned}
 & \checkmark 44'-0" \times 43'-2" = 1899 \checkmark \times 45'-0" = 85455 \checkmark \\
 & \checkmark 24'-0" \times 16'-0" = 384 \checkmark \times 35'-0" = 14805 \checkmark
 \end{aligned}$$

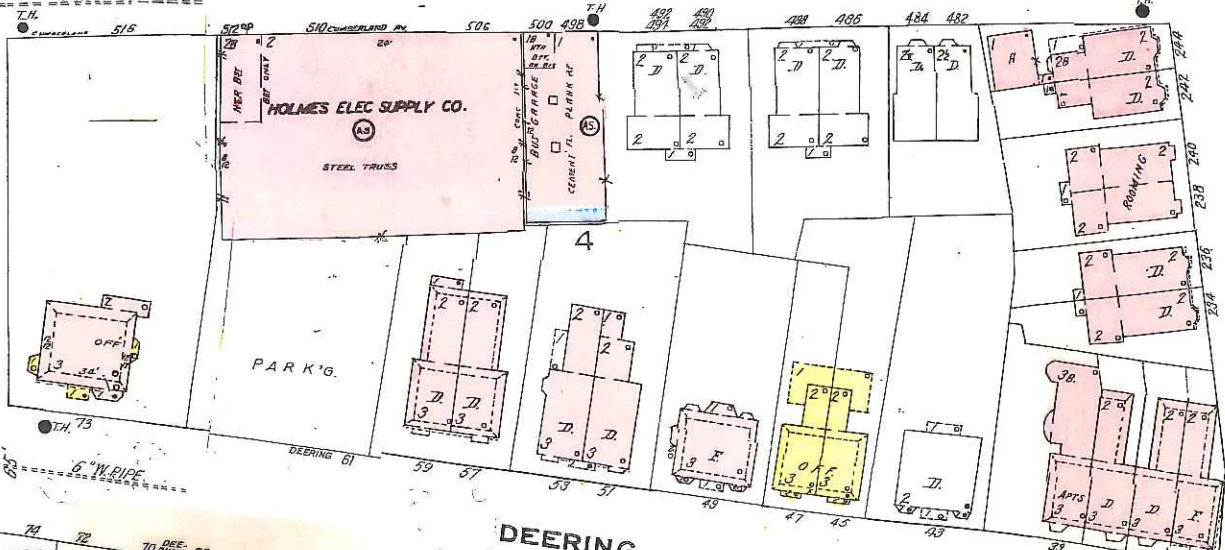




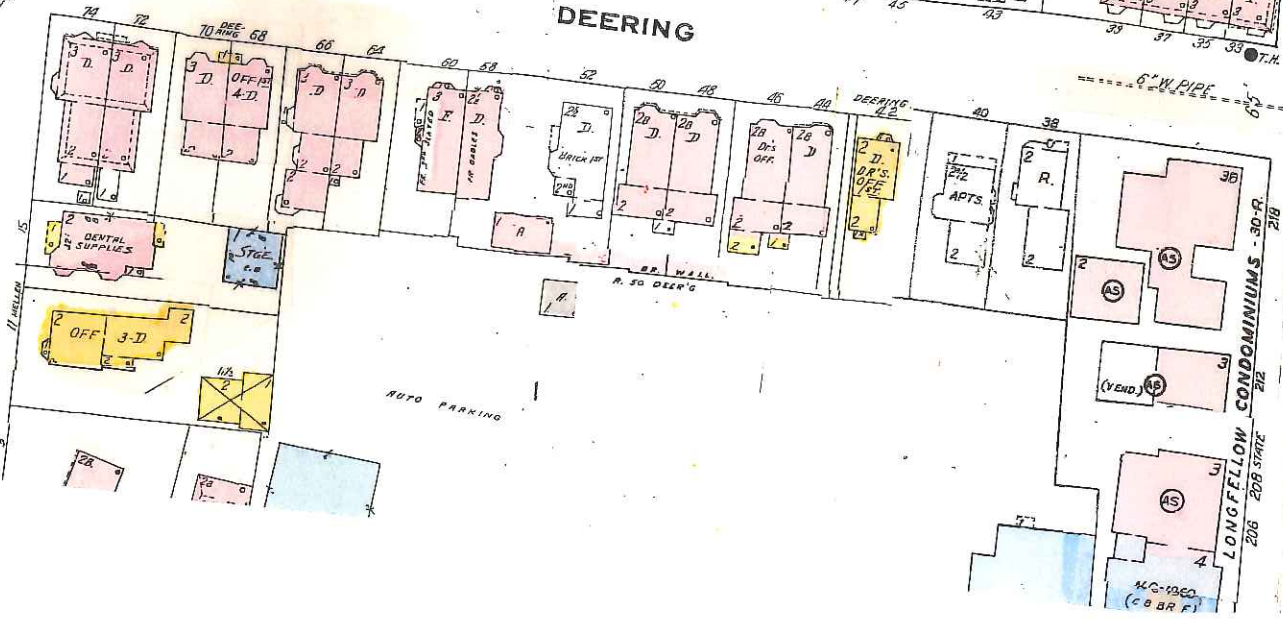
38



CUMBERLAND AV.



DEERING



STATE 4