

1. Legal Ad

Documents:

[4-18-18 LEGAL AD.PDF](#)

2. Agenda

Documents:

[4-18-18 AGENDA.PDF](#)

3. 222 St. John Street

Documents:

[HP MEMO - 222 ST. JOHN ST..PDF](#)

4. 392 Spring Street

Documents:

[HP MEMO - 392 SPRING STREET.PDF](#)

5. 135 Vaughan Street

Documents:

[HP MEMO - 135 VAUGHAN STREET.PDF](#)

**LEGAL ADVERTISEMENT
HISTORIC PRESERVATION BOARD
CITY OF PORTLAND**

Public comments are taken at all meetings.

On **Wednesday, April 18, 2018**, 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. WORKSHOP

- i. Advisory Design Review of Proposed Parking Garage Construction; 222 ST. JOHN STREET, Maine Medical Center, Applicant.**

Break for Dinner; Meeting Resumes at 6:30

WORKSHOP (continued)

- i. Preliminary Review of Proposed Exterior Alterations and Additions; 392 SPRING STREET; Nancy and Dix Druse, Applicant.
- ii. Preliminary Review of Proposed Exterior Alterations and Additions; 135 VAUGHAN street; Fernwood Properties LLC.

2. CONSENT AGENDA

CITY OF PORTLAND, MAINE
HISTORIC PRESERVATION BOARD

Julia Sheridan, Chair
Bruce Wood, Vice Chair
Ian Jacob
Robert O'Brien
Penny Pollard
Julia Tate
John Turk

HISTORIC PRESERVATION BOARD AGENDA
April 18, 2018 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 AT THE MEETING HELD ON 4-4-18**

i. *Certificate of Appropriateness for Exterior and Site Alterations; 61 India Street; Joe Reynolds, Applicant. The Board voted 6-0 (Tate absent) to approve the application, subject to conditions.*

4. WORKSHOP

- i. Advisory Design Review of Proposed Parking Garage Construction; 222 ST. JOHN STREET, Maine Medical Center, Applicant.**

Break for Dinner; Meeting Resumes at 6:30

WORKSHOP (continued)

- i. Preliminary Review of Proposed Exterior Alterations and Additions; 392 SPRING STREET; Nancy and Dix Druse, Applicant.
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5. CONSENT AGENDA

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

**WORKSHOP – ADVISORY REVIEW
222 ST. JOHN STREET**

TO: Chair Sheridan and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: April 12, 2018

RE: April 18, 2018 – **Workshop** – Advisory Design Review of Proposed Parking Garage

Address: 222 St. John Street
(project site is located within 100 ft. of Maine Central Railroad Office Building, an individually designated landmark structure)

Applicant: Maine Medical Center (MMC)
Represented by Jeff Sanders, Chief Operating Officer

Project Architect: Mark Wilcox, Winton Scott Architects

Introduction

A workshop has been scheduled to review Maine Medical Center’s preliminary proposal for a new freestanding parking garage at 222 St. John Street. The project site is located in close proximity to the landmark Maine Central Railroad Office Building and as such the site plan ordinance’s “100-foot rule” applies. Under this provision, the Historic Preservation Board conducts an advisory review of the project and comments are forwarded to the Planning Board for its consideration, along with a written analysis of the proposed development’s immediate context.

Beyond the required HP advisory review that addresses specifically the compatibility of the proposed development with the adjacent landmark, Planning staff and project consultants are seeking the Historic Preservation Board’s general feedback about the preliminary design direction and material palette while the project is still at an early stage of design development. In this respect, Wednesday’s review session is somewhat unique because most projects are well advanced in terms of design development when they come before the Board for advisory review. As the applicant is not yet scheduled for a first workshop with the Planning Board, Wednesday’s HP workshop provides an opportunity to engage in a discussion about the proposed design direction at a time when the input can be most productive. The Board is encouraged to identify any particular aspects of the preliminary design that might warrant further consideration.

Background Information

The St. John Street garage is proposed by Maine Medical Center for employee parking and is one element of MMC's recently approved "Institutional Development Plan", an overall master plan for expansion and upgrade of the hospital's campus. In December, the City Council formally approved a Maine Medical Center Institutional Overlay Zone (IOZ) that establishes zoning parameters and conditions for MMC's expansion. The proposed employee parking garage is specifically addressed in the IOZ. As such, threshold dimensions for the St. John Street garage have been set by zoning. Under the IOZ, the garage is allowed a maximum height of 100 feet and a maximum building length of 500 feet. Other characteristics of the development are subject to design review.

The garage will be located on a portion of same lot occupied by the former Maine Central Railroad Office Building. The large irregular-shaped lot includes an extensive surface parking area behind and to the south of the historic structure. The garage will be positioned southwest of the railroad office building and approximately 120 feet back from St. John Street. Along the street in front of the proposed parking garage are two privately-owned residential structures and a surface parking lot currently owned by the Eagles fraternal club. The two residential structures will remain and MMC is negotiating with the Eagles to purchase or lease their lot to provide access to the garage. As shown, the principal entrance will be from St. John Street. Secondary access will be from the surface parking lot behind the MCRR office building.

Project Context

The project's immediate and general St. John Street context is decidedly mixed in terms of building type and architectural character and is generally lacking in any strong unifying development pattern, particularly on the west side of St. John where the garage is proposed.

The historic Maine Central Railroad Office Building dominates the western side of St. John Street and is an architecturally impressive three-story Romanesque Revival style brick and stone building with hip roof. Constructed over a 28-year period, the building is not only impressive architecturally, but also in size; it occupies approximately 320 feet of frontage along St. John Street. Its bulk is broken up by its E-shaped configuration. Three distinct building masses project out to the street and are separated by two landscaped courtyards. The building exhibits a distinct sense of solidity and permanence, which is achieved in part by the use of brick and stone and heavy details.

The rear elevation of the MCRR office building--the portion of the historic structure that will have the closest visual relationship to the proposed garage—is an expansive wall of masonry twenty-five bays in width. It is interrupted only by an arched entrance portico of recent construction in the middle of the elevation.

Immediately south of the historic structure are two wood-frame houses that are 1½ and 2½ stories tall. These buildings will be in front of the northern end of the new garage. Beyond these buildings is a surface parking lot with a row of arborvitae at the sidewalk edge. This row of evergreens provides screening for the open lot and continues some sense of street wall. The

brick two-story building that houses the Eagles is the last substantial structure located at the street edge. Beyond this point, the development pattern becomes even more frayed, with several industrial or commercial buildings set back a considerable distance from the street.

The eastern side of St. John Street in the vicinity of the proposed project is predominantly residential and the late 19th and early 20th century houses are in generally good condition. A one-story autobody garage (located directly across the street from the proposed development) interrupts this otherwise regular development pattern.

Proposed Structure

The applicant's submission includes aerial views of the site, general elevations, renderings and information regarding some of the building materials under consideration. The submission does not include detailed elevations or dimensional information, such as the building's distance from the street, height, length, etc. At staff's request, the applicant has provided several perspective views from various view corridors. These will be instructive in assessing relative visibility and visual impact.

Architect Mark Wilcox will make a more detailed presentation on Wednesday and answer any specific questions not addressed in the enclosed material. He is also prepared to address the project's response to applicable design guidelines.

Note that the principal entrance to the garage will be located off St. John Street. The surface parking lot now occupied by the Eagles will be redeveloped to provide ingress and egress from the garage, as well as other site improvements. A secondary entrance will be located on the building's north elevation, which is accessed from a drive behind the MCRR office building. The north elevation of the garage will have the most direct visual relationship with the landmark structure. Here, the garage is viewed against the rear elevation of the MCRR office building, which is somewhat distinct from the building's more elaborate St. John Street façade.

Applicable Design Guidelines

In reviewing the proposed development under the applicable site plan ordinance provision, the Board should be guided by the following language:

"When any part of a proposed development is within 100 feet of any designated landmark, historic district or historic landscape district, ...such development shall be generally compatible with the major character-defining elements of the landmark, or portion of the district in the immediate vicinity of the proposed development. ...For the purposes of this provision, "compatible" design shall be defined as design which respects the established building patterns and visual characteristics that exist in a given setting and, at the same time, is a distinct product of its own time."

The Board should first consider the major design characteristics of the historic MCRR office building and then determine whether the proposed development is generally compatible with one or more of those key characteristics. Design characteristics of the new building need not relate to specific features of the adjacent landmark, such as the use of brick and stone, to achieve compatibility. General characteristics, such as the relative “weightiness” of the historic structure, the tonal range of the building materials, the organization of the elevations, etc. might be considered in evaluating compatibility.

In addition to reviewing the preliminary design proposal under the “100-foot rule” provision, Planning staff and project consultants are interested in the Board’s input on the proposal’s response to design guidelines adopted by reference in the MMC Institutional Overlay Zone (IOZ). These guidelines were reviewed and approved by the Planning Board to guide future development within MMC’s expanded campus. See ATTACHMENT 1 for the IOZ design guidelines. As you will note, the design guidelines address such issues as long views of new buildings, the impact of rooftop appurtenances, the quality of façade materials, etc. In addition to general design guidelines, there are specific guidelines for any parking structures within the IOZ.

Preliminary Comments and Questions for Consideration

*Given the nature of the building type and the fact that key characteristics of the structure such as its setback from the street, building height and building length have been predetermined by zoning, the parameters of any design review are inevitably constrained. That said, factors such as the organization of the façade, relative transparency vs. solidity of the parking decks, character and combination of exterior materials, treatment of the entry, the presence of any rooftop appurtenances, etc. will play an important role in its overall design expression.

*Given the position of the garage well back from the street edge and behind other buildings and given its size, is it preferable that it be approached as a “background building” that is relatively recessive in design or should its design be more assertive? To what extent might this building set the tone for redevelopment along this portion of St. John Street?

*To what extent can/should the building relate to the historic structure, given the offset between the two buildings and the very eclectic nature of the surrounding context?

*What characteristics of the historic structure are most appropriate to reinforce or respond to in the garage structure?

*Given the fact that the north elevation of the garage will have the most direct visual relationship with the MCRR office building, how does the new structure relate to the rear elevation of the historic structure? Are there ways that the two elevations might better relate?

Are the proposed exterior materials of high quality and are they likely to age well? Is the color or tone of the material palette compatible with the historic structure and/or larger context?

ATTACHMENTS

1. Adopted Design Guidelines applicable to proposed development within MMC's Institutional Overlay Zone
2. Cover letter from Jeff Sanders, MMC Chief Operating Officer
3. Existing and proposed aerial view of project site
4. Preliminary elevations, renderings, product information
5. Perspective views of garage in context,

DESIGN GUIDELINES

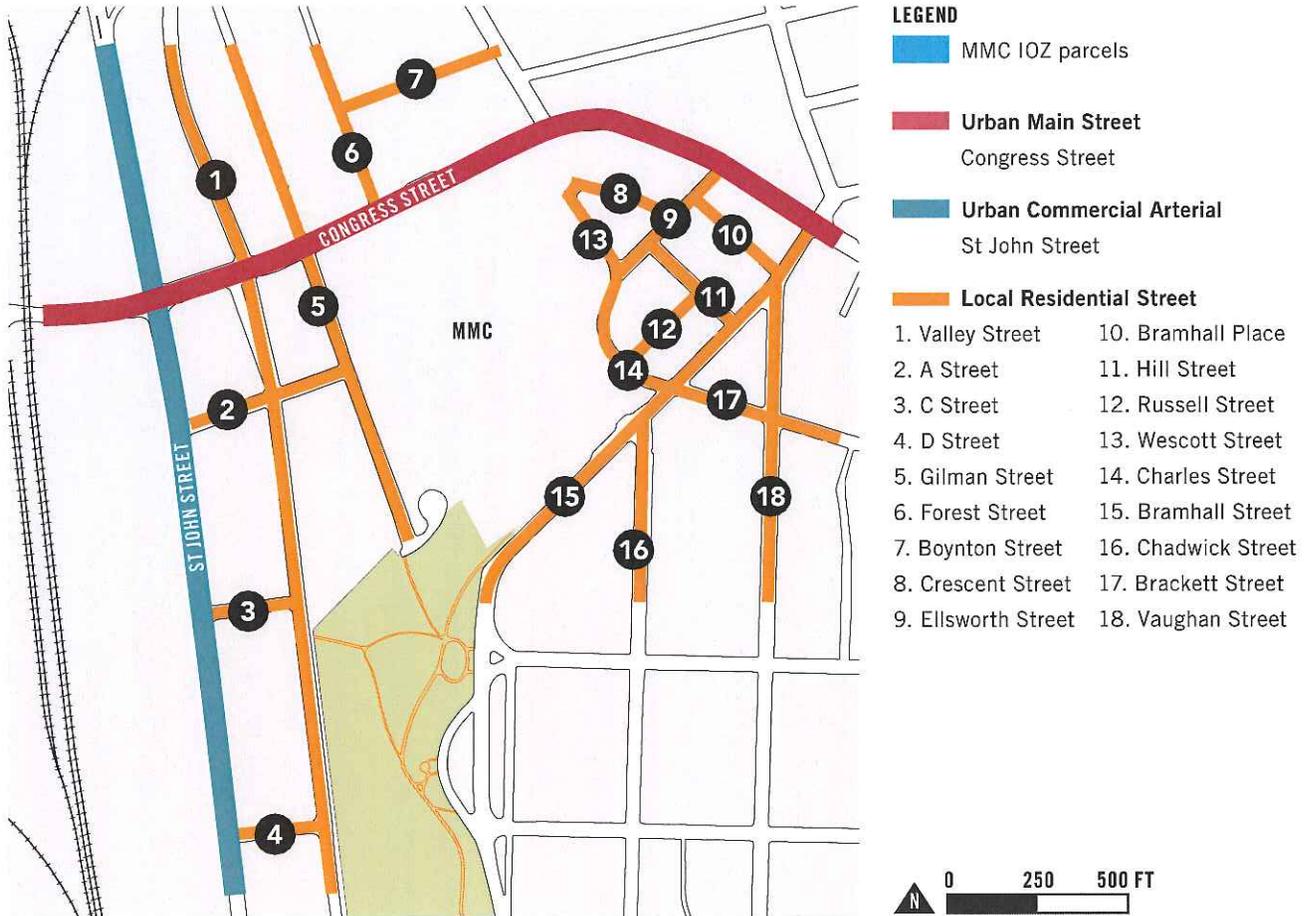
MMC has collaborated with the City of Portland planning staff and sought input from its neighbors to create context-specific "Design Guidelines" for future development within the IOZ boundary. These Guidelines, which are outlined below, are informed by design best practices seen in Portland, and in and around urban hospitals across the US; from City staff recommendations; and from information presented by neighbors in the various public forums held by MMC. They are intended to assist future development in the IOZ to meet the goals and vision for the MMC campus and create context-sensitive buildings.

GENERAL GUIDELINES

MMC will follow these general guidelines for building design within the IOZ boundary:

1. New buildings will be designed to contribute to the campus vision and organizational goals identified in the Master Facility Plan and the Transportation Plan (see Chapters 2 and 3), and best practice design standards for healthcare.
2. The overall composition and experience of the campus will be considered for cohesive identity from approaches along Congress St and I-295.
3. Building entrances will be oriented toward, located adjacent to, or accessible from, a sidewalk in a public right-of-way to create a pedestrian-oriented environment.
4. Buildings designs will relate to and be compatible with the existing, or—in areas of change—planned character of residential and commercial neighbors. Design elements and characteristics to consider include:
 - » Building placement and relationship to the street
 - » Overall massing and scale
 - » Roof forms
 - » Proportion, directional expression, and composition of facades
 - » Rhythm of solids to voids
 - » Rhythm and proportion of openings
 - » Rhythm of entries and projections
 - » Relationship of materials, texture, and color
5. Façade materials of buildings will be of high quality, and contribute to an attractive public realm.
6. The design process will consider long views of new buildings including roofs and associated structures to minimize visual impacts and provide visual interest. Rooftop appurtenances will be either screened from view or integrated into the building design, and will not be visible from adjacent streets, Western Promenade, or the Congress Street approach. (The helipad cannot be screened for safety reasons.)
7. Vibrant, contributing and sustainable active ground floors will be provided to add activity and a sense of place to the priority node

Fig.5.14 Typologies of Public Streets in and around MMC IOZ



identified in the City's Comprehensive Plan. **Fig.5.15 on page 118** illustrates zones along Congress St deemed to be most suitable for community-oriented uses / retail.

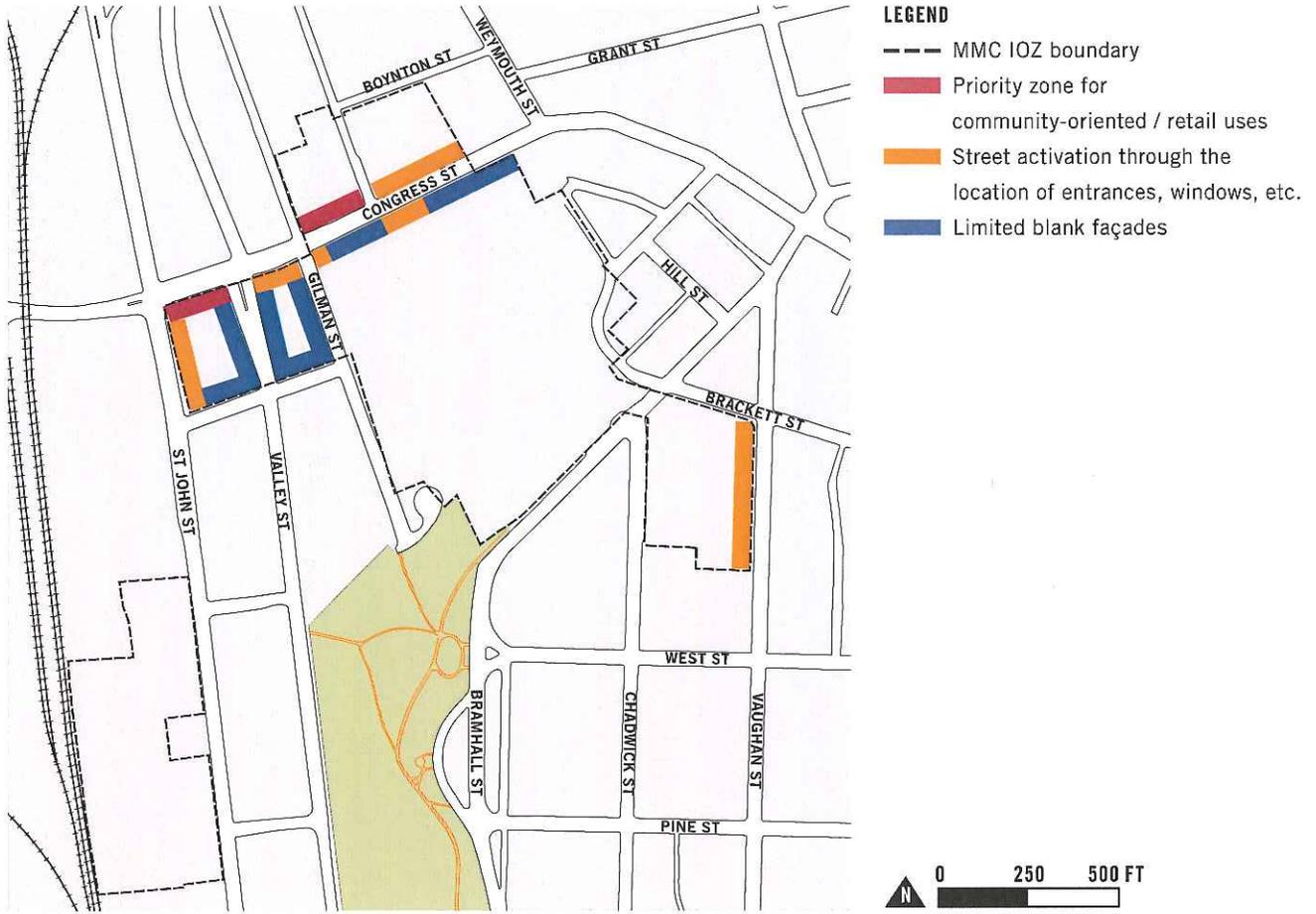
8. In areas where the occurrence of limited blank façades along public right-of-ways are unavoidable due to changes in topography or building use requirements, the following strategies

will be used to mitigate visual impact:

- » providing elements of visual interest along any blank walls facing public streets, and,
- » working with the City of Portland to ensure adequate lighting of public sidewalks to create a safe pedestrian experience.

Fig.5.15 on page 118 illustrates potential locations of blank walls within the IOZ boundary.

Fig.5.15 Frontage: Types of Activation



9. Any parking structure within the IOZ will:
- » screen views of cars from public rights-of-way;
 - » provide elements of architectural interest on upper floors to contribute positively to long views and gateway approaches; and,
 - » for garage structures within 20' of the public right-of-way, meet street activation intent according to street type (see **Fig.5.15** above).

BUILDING RELATIONSHIP TO PUBLIC STREET

In walkable urban environments, buildings are designed with pedestrian scale and uses in mind. Buildings contribute to the public realm through the siting and design of street-facing façades, and of lower floors that engage with street-level activity.

A building's relationship to a public street should be informed by the typology of that street, which in turn is defined by the character of existing or planned development lining the street. MMC has identified three distinct typologies of streets within the MMC's IOZ boundary (see **Fig.5.14 on page 117**). Design guidelines for future redevelopment along these street types are outlined below.

1. Urban Main Street (Congress Street)

Congress St is considered by many to be Portland's "main street". The winding street is defined by "zero-lot line" developments that border the sidewalk, and a series of civic monuments and squares distributed along its length. The IDP planning process has identified an opportunity to extend this "main street" feel from the emergent Bramhall Square (at Bramhall and Congress Sts) all the way to the railroad crossing where Congress St emerges from the influence of the I-295 interchange. MMC aims to contribute positively to the regeneration of Congress St in this area by ensuring orderly redevelopment of abutting IOZ parcels.

MMC buildings abutting Congress St will be designed to:

- provide urban-levels of density;
- create an urban street wall that provides a sense of enclosure to the public realm;
- have their primary orientation towards Congress St;
- activate the public sidewalk with building entrances, lobbies, etc.;
- to the extent possible, given programmatic needs, provide visual interest and ensure pedestrian safety with views into and out of the building along the public sidewalk;
- to the extent possible, given programmatic needs, provide space for community-oriented uses such as services or retail that can be shared between MMC users, neighbors and the broader Portland community; and,
- support the existence of neighborhood amenities such as restaurants and other retail uses providing services to local residents and employees both during the day and evening hours.

The topography and orientation of Congress St in this zone, however, poses significant challenges to achieving some of these design goals. The steady, steep climb of the street makes it impractical for large footprint buildings to align ground floor windows with the rising profile of the sidewalk (see

Fig.5.5 on page 106 for an analysis of building ground elevations). The east-west orientation of the street, combined with the more than 50-ft rise of Bramhall Hill south of Congress St, makes it challenging to provide an urban street wall that does not shade Congress St for most of the time (see shadow studies on page 124). To the extent possible, MMC buildings will utilize the general guidelines related to blank façades to mitigate these conditions (see page 117).

In addition to the guidelines listed above, buildings that have frontage on Congress St and that include parking components will activate portions of or place liner buildings along the ground floor facing Congress St. MMC has no plan to develop a stand-alone garage on Congress St as of the date of this IDP.

2. Urban Commercial Arterial (St John Street)

St John St is a significant arterial linking vehicular traffic between I-295 / Park Drive / Congress Street to the north, and Veterans Memorial Bridge / W Commercial Street to the south. The commercially-zoned street is flanked by a wide variety of uses that hint at its railroad-era origins (warehouses and workers' homes) as well as its current-day arterial use (strip centers and fast food restaurants). While it has some elements of a walkable street such as sidewalks and on-street parking, large stretches of the street prioritize the car with frequent curb-cuts, and street-facing parking lots.

MMC's IOZ boundary abuts St John Street between Congress and A Streets. MMC envisions this block to be redeveloped, in the long-term, in accordance with the Congress St design guidelines outlined on the previous pages. The new development will aim to provide architectural definition to the corner of Congress and St John Streets, and—to the extent possible—extend the character developed for the Congress St frontage along St John St.

3. Local Residential Street

The MMC IOZ boundary is crossed by and abuts a number of local streets that are lined with a wide variety of residential structures ranging from 3-4 story multi-family apartments on Boynton St to single-family mansions along the Western Promenade. During the IDP process, MMC has worked with the City of Portland planning staff, the Planning Board, and neighborhood representatives to identify a balanced approach to redevelopment along local streets that provides appropriate height transition from institutional to residential character. This approach is outlined in detail under "Transitional Zones" on page 110.

Fig.5.16 Photographs illustrating existing character of streets in and around the MMC IOZ

Urban Main Street (Congress Street)



Urban Commercial Arterial (St John Street)



Local Residential Street



CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

MMC aims to create a safe environment for all in and around its campus. MMC will incorporate the following design strategies that have been demonstrated to deter crime:

- Providing a clean and aesthetically pleasing campus environment that is designed with vandal-resistant materials
- Providing clear and properly-sized signs in safe locations to ensure safe wayfinding
- Ensuring that paths from transit stops, bike storage areas, and parking areas to main pedestrian entrances are well-lit, with clear sight lines
- Designing street-level elevations to minimize potential hideouts
- To the extent possible, given clinical program demands, providing views in and out of building ground floors populated by users to serve as "eyes on the street"
- Generating foot traffic on public sidewalks with pedestrian entrances

MITIGATING IMPACTS THROUGH DESIGN

MMC is committed to addressing any perceived negative impacts that campus development may have on adjoining neighborhoods. This includes actions to mitigate impacts of daily campus operations, which are discussed under "Operational Sustainability" on page 93. A plan for mitigating construction impacts is outlined, along with a plan for continuous neighborhood input and engagement, in the "Neighborhood Engagement" chapter on page 128. This section summarizes strategies that may be used, as appropriate, to minimize negative impacts of proposed new development.

Minimizing Shadow Impacts

In order to understand the potential shadow impact of proposed campus projects on surrounding properties, MMC has prepared detailed shadow studies during the Master Facility Planning process (see **Fig.5.17** through **Fig.5.20** on the following pages). The overall building heights were kept to a minimum to minimize shadow impacts in areas such as Congress St where street alignment and topographic changes contribute to longer shadows. The proposed Congress St Development (see "Short-Term Projects on page 44) was pulled back from the street to the extent possible to minimize this impact, while also providing a more generous public sidewalk that supports pedestrian activity in front of this new gateway structure.

Context-Sensitive Lighting Design

The location and context of buildings are considered in the design of artificial lighting for new development. While a majority of this work is completed later during the design process and presented during Site Plan review, MMC has already incorporated some preliminary concepts related to lighting intensity into its Master Facility Plan. A key example is the concept design for the Congress St Development, which is intended to animate the Congress St frontage 24/7 with light emanating from its glazed circulation and waiting areas facing the street on the lower floors.

Mitigating Wind Impact

Upon final design of applicable site plans, MMC will consult with the City of Portland's Arborist to selectively determine the placement of trees or other landscape features on any new landscape areas to minimize any wind impacts created by the mass of new development.

Preserving and Enhancing Viewsheds

MMC understands the significance of historic and gateway viewsheds to the Portland community. The Maine General Hospital, a landmark civic building situated atop a hill, was designed to complement the sweeping views of the Fore River from the Western Promenade. Likewise, MMC will design new buildings along Congress St to provide an aesthetically pleasing gateway experience for all entering into the peninsula at this point.

MMC embraces the historic Western Promenade as a site from which to take in views of the countryside and the White Mountains, and a valuable open space amenity for campus users as well as for the broader community.

MMC has met with the Parks Department to review the potential impact of the proposed 222 St John St Garage to public views from the Western Promenade towards the White Mountains, and will work to mitigate potential impacts through design. MMC will also work to minimize potential impacts to the Maine Central Railroad Building as a designated historic landmark.

AH.2

Memorandum
Maine Medical Center



To: Members of the City of Portland Historic Preservation Board
From: Jeff Sanders, Chief Operating Officer, MMC
Date: April 11, 2018
Re: St John St Employee Garage Project Review

Maine Medical Center (MMC) is pleased to submit its proposed design for the St John St Employee Garage for an advisory review by the Historic Preservation Board.

BACKGROUND

Maine Medical Center, recognized as a “Best Regional Hospital” by U.S. News and World Report for 2017-2018, is a complete health care resource for the people of Greater Portland and the entire State, as well as northern New England. Incorporated in 1868, MMC is the State’s largest medical center, licensed for 637 beds and employing nearly 8,000 people – roughly 2,000 of whom are Portland residents. MMC’s unique role as both a community hospital and a referral center requires an unparalleled depth and breadth of services, including an active educational program and a world-class biomedical research center. As a not-for-profit institution, Maine Medical Center provides nearly 23 percent of all the charity care delivered in Maine. MMC is a member of the MaineHealth system, a family of health care services in northern New England (www.mmc.org).

In early 2017, Maine Medical Center (MMC) applied for a zoning amendment to create an MMC-specific Institutional Overlay Zone (IOZ) to allow MMC to modernize and expand their overall campus. The IOZ is available to the City’s four major medical and higher education campuses where an improved regulatory structure is needed to facilitate a consistent, predictable growth management process. The IOZ requires eligible institutions to prepare an Institutional Development Plan (IDP), a standalone document that describes the institution’s tentative plans for the future, in addition to identifying a regulatory framework that establishes the parameters to allow each institution to grow as envisioned. In November 2017, the City of Portland City Council adopted an MMC-specific IOZ regulatory framework into the City’s Land Use Code.

WHY WE’RE ASKING FOR YOUR REVIEW

MMC is preparing to submit a Level III Site Plan application, in compliance with the IOZ regulatory framework, to the City of Portland’s Planning Department for construction of a free-standing employee parking garage at the site of an existing surface parking lot at 222 St. John Street. The proposed employee garage is within 100 feet of the Maine Central Railroad General Office Building located at 222 St. John Street which was added to the National Register of Historic Places in 1988.

MMC is submitting the proposed design to the Historic Preservation Board for an advisory review to assist the Planning Board in compliance with Article 5 of the City of Portland Land Use Code, Section 14-526 (d).5.b Design Standards, Historic Resources, Adjacency which states:

“Development adjacent to designated landmarks, historic districts or historic landscape districts: when any part of a proposed development is within one hundred (100) feet of any designated landmark, historic district.... or historic landscape district, such development shall be generally compatible with the major character-defining elements of the landmark... “compatible” design shall be defined as design which respects the established building patterns and visual characteristics that exist in a given setting and, at the same time, in a distinct product of its own time...to aid the planning board in its deliberations, historic preservation staff shall provide a written analysis of the proposed development’s immediate context, identifying the major character-defining elements and any established building patterns that characterize the context.”

Our presentation on April 18th, 2018 will detail how the proposed project is generally compatible with the major character defining elements of the designated landmark. The Historic Preservation Board is requested to provide a review and written summary of the project to the Planning Board. Attached to this memo is a part of our presentation that includes renderings of the proposed St John St employee garage for your consideration prior to the April 18th presentation.



FIGURE 1 EXISTING CONDITIONS



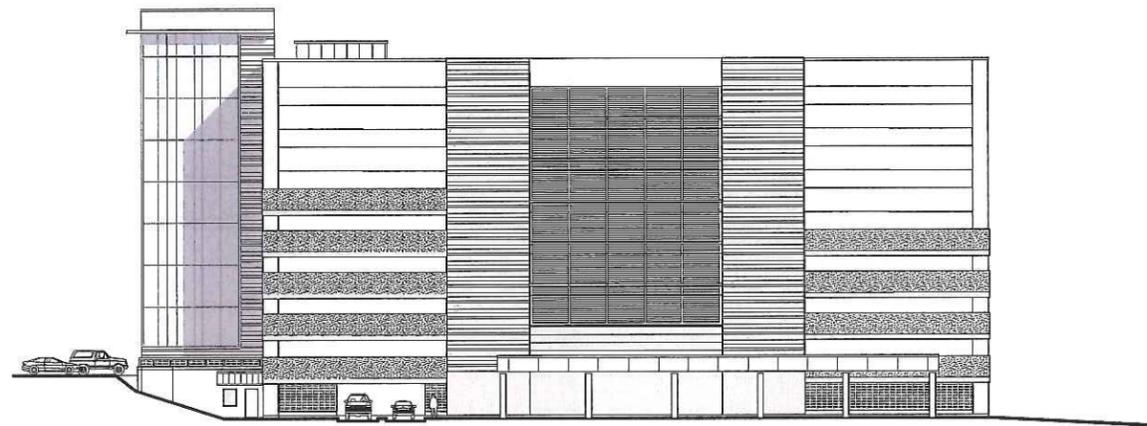
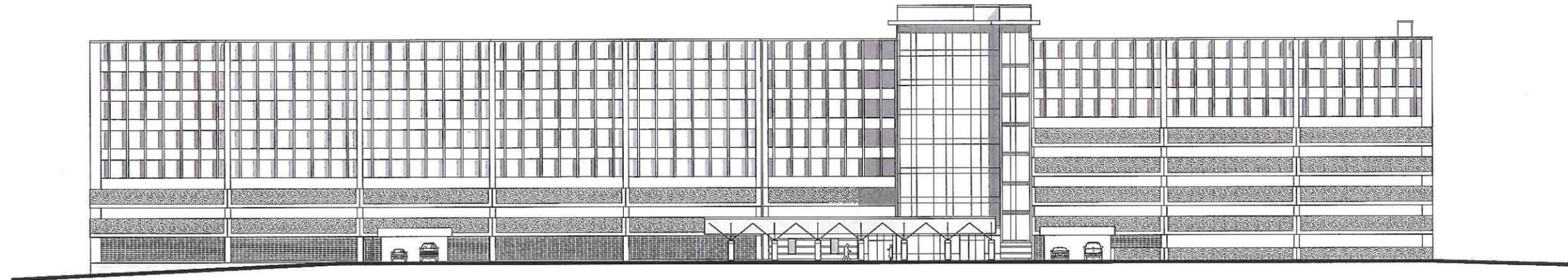
FIGURE 2 PROPOSED CONDITIONS

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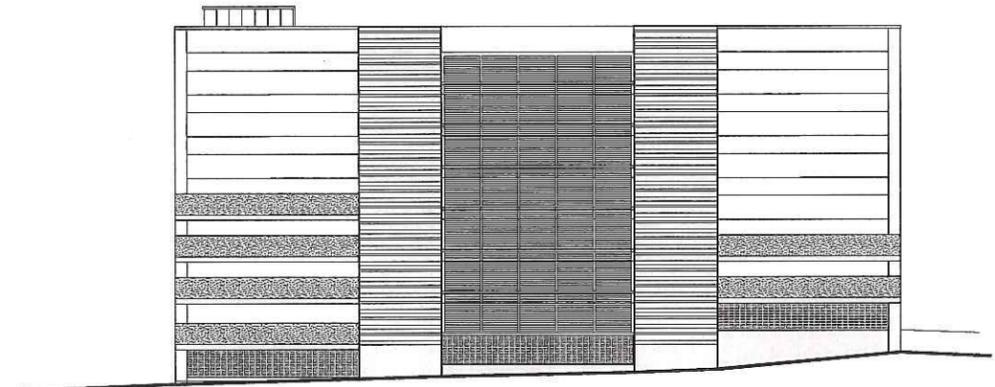
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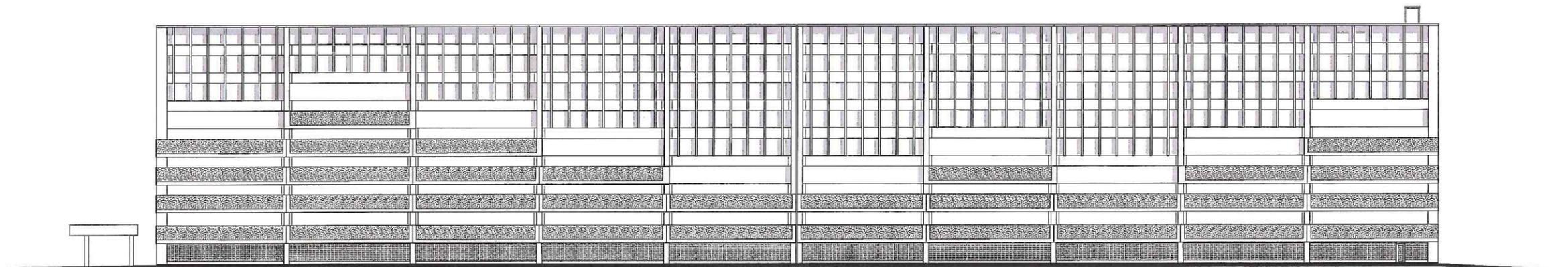


NORTH

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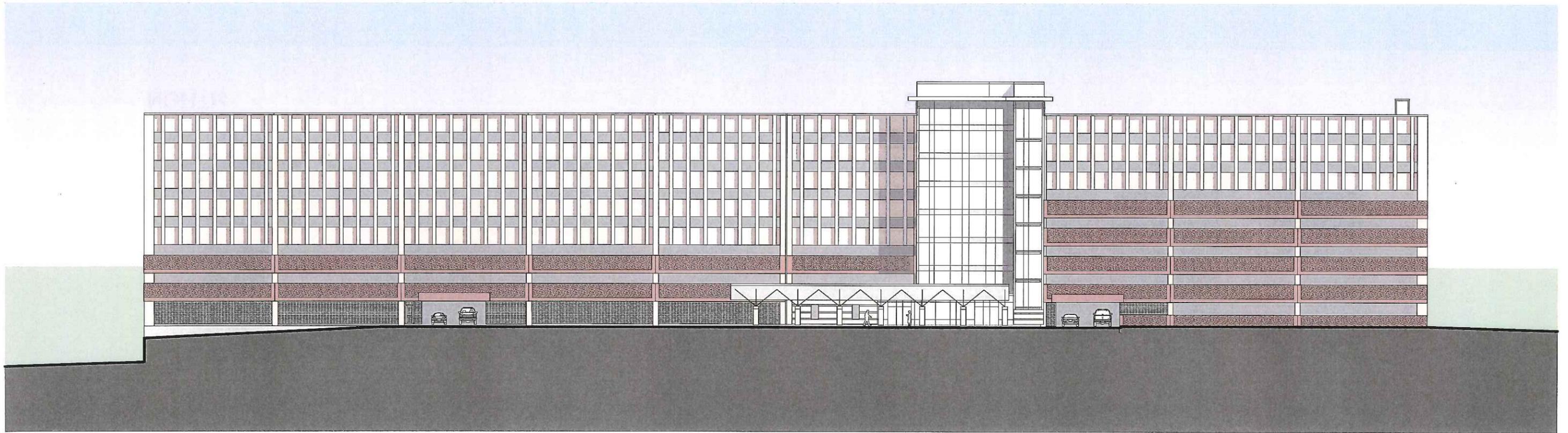


WEST

SHUTTLE VAN
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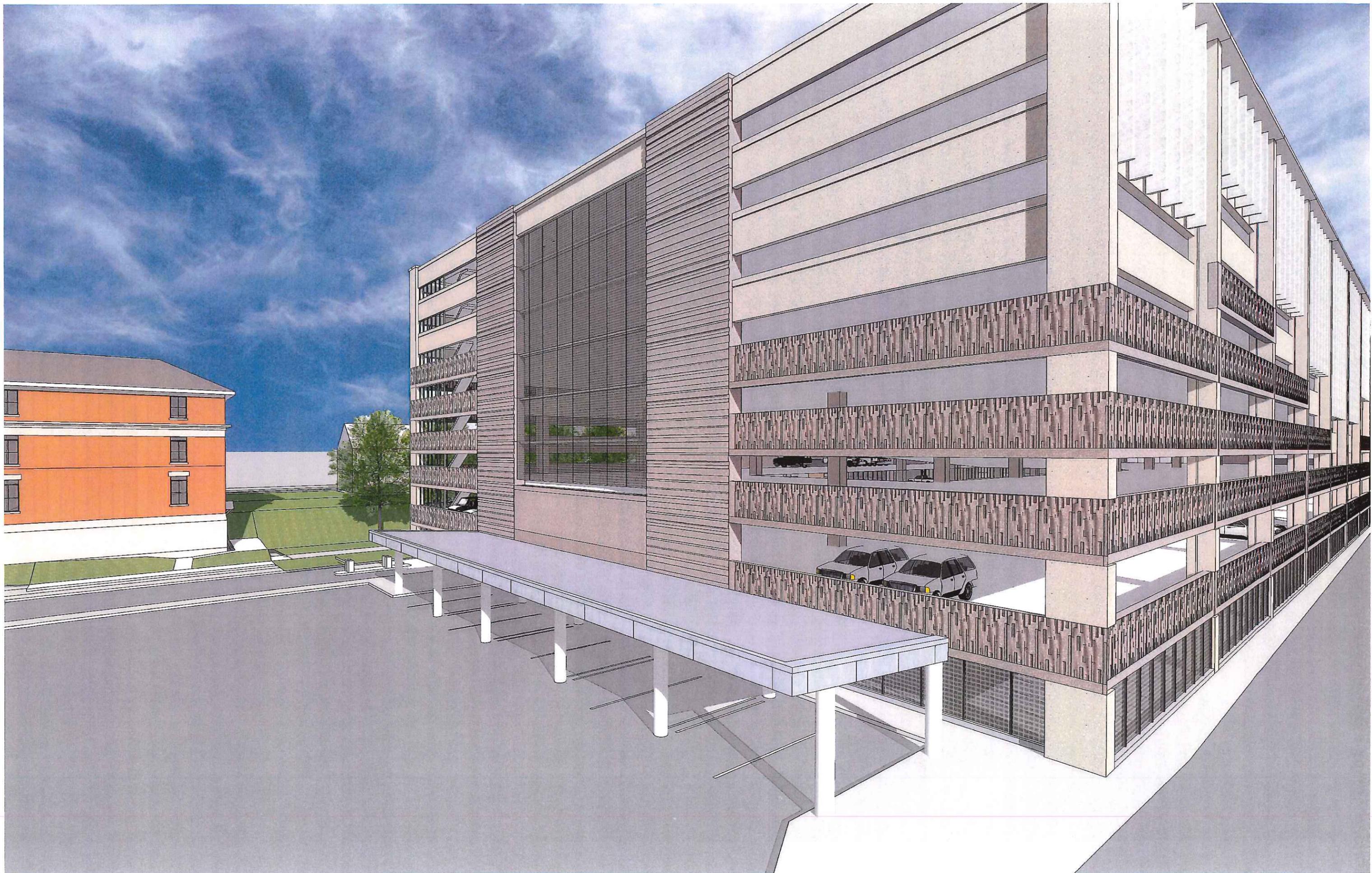
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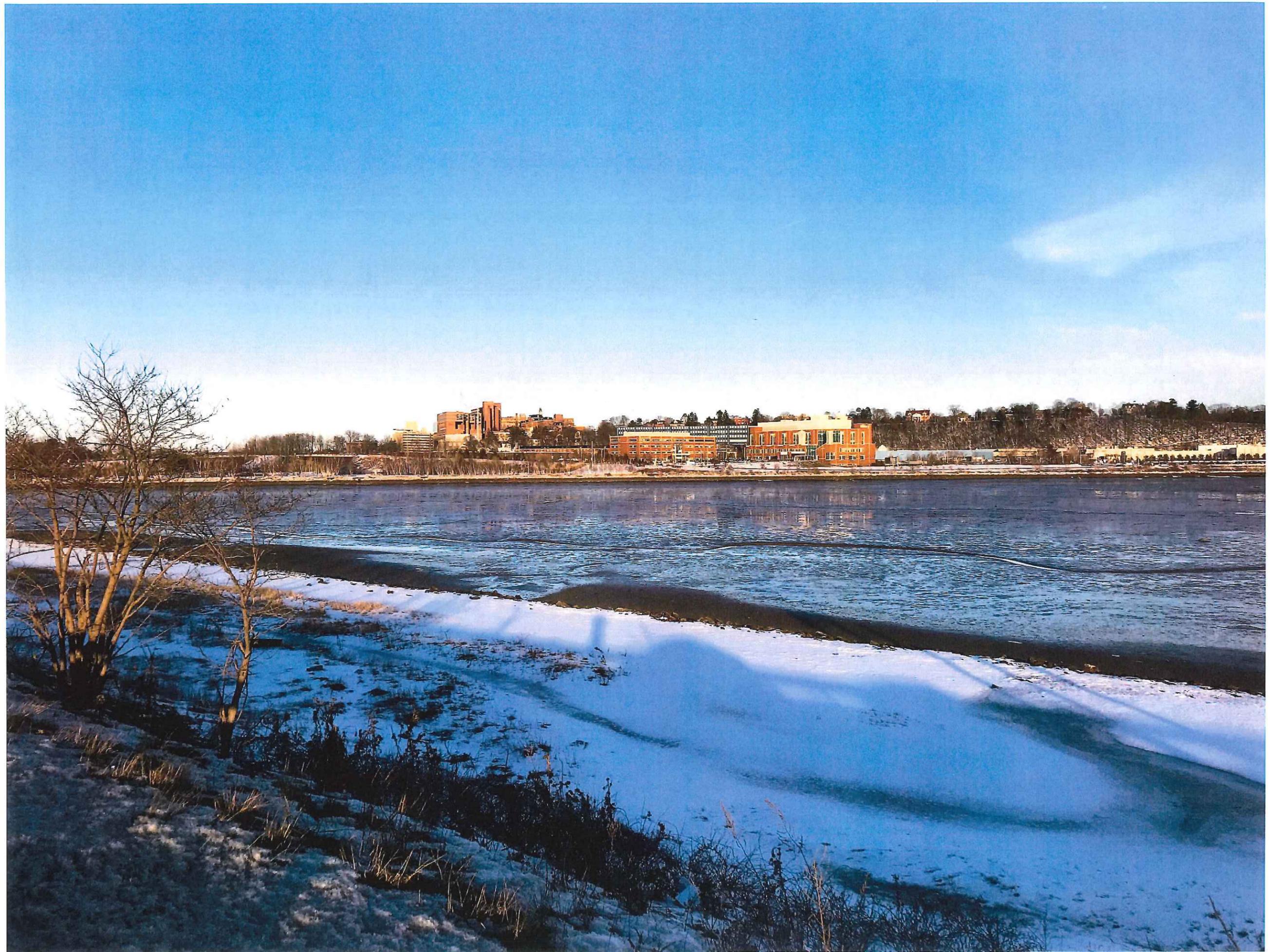
EAST ELEVATION



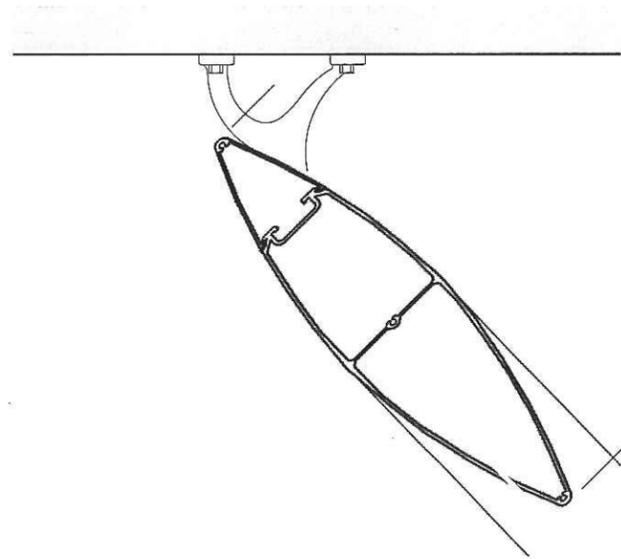




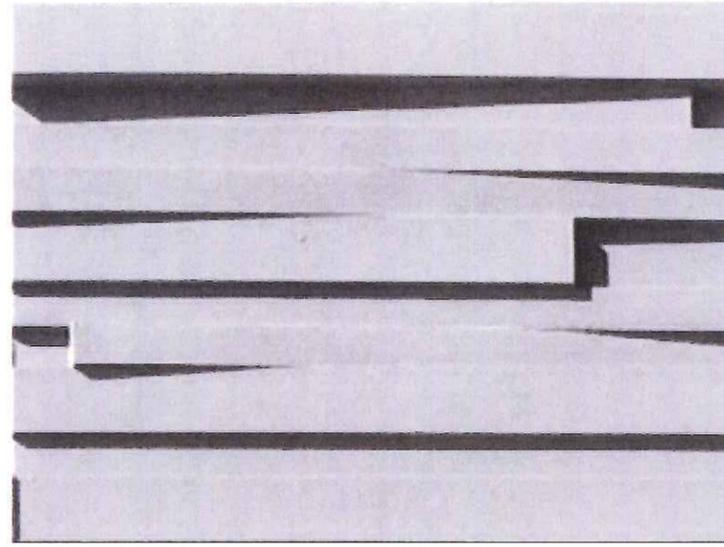




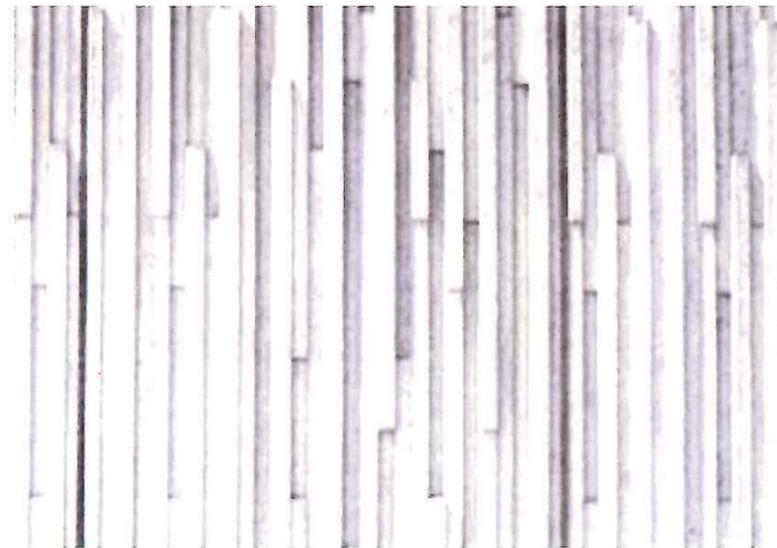




SUN CONTROL FIN



SHEAR WALL TEXTURE



LOWER SPANDRELS TEXTURE



SECURITY GRILLES

222 St. John Street Employee Garage Views & Context

Mark Wilcox

Maine Registered Architect

Winton Scott Architects

**Be a role model. Take responsibility. Set high
Embrace change. Be an active listener. standards.
Act with kindness and compassion.**

View from Rear Parking Lot



Northwest View



View from Shopping Center



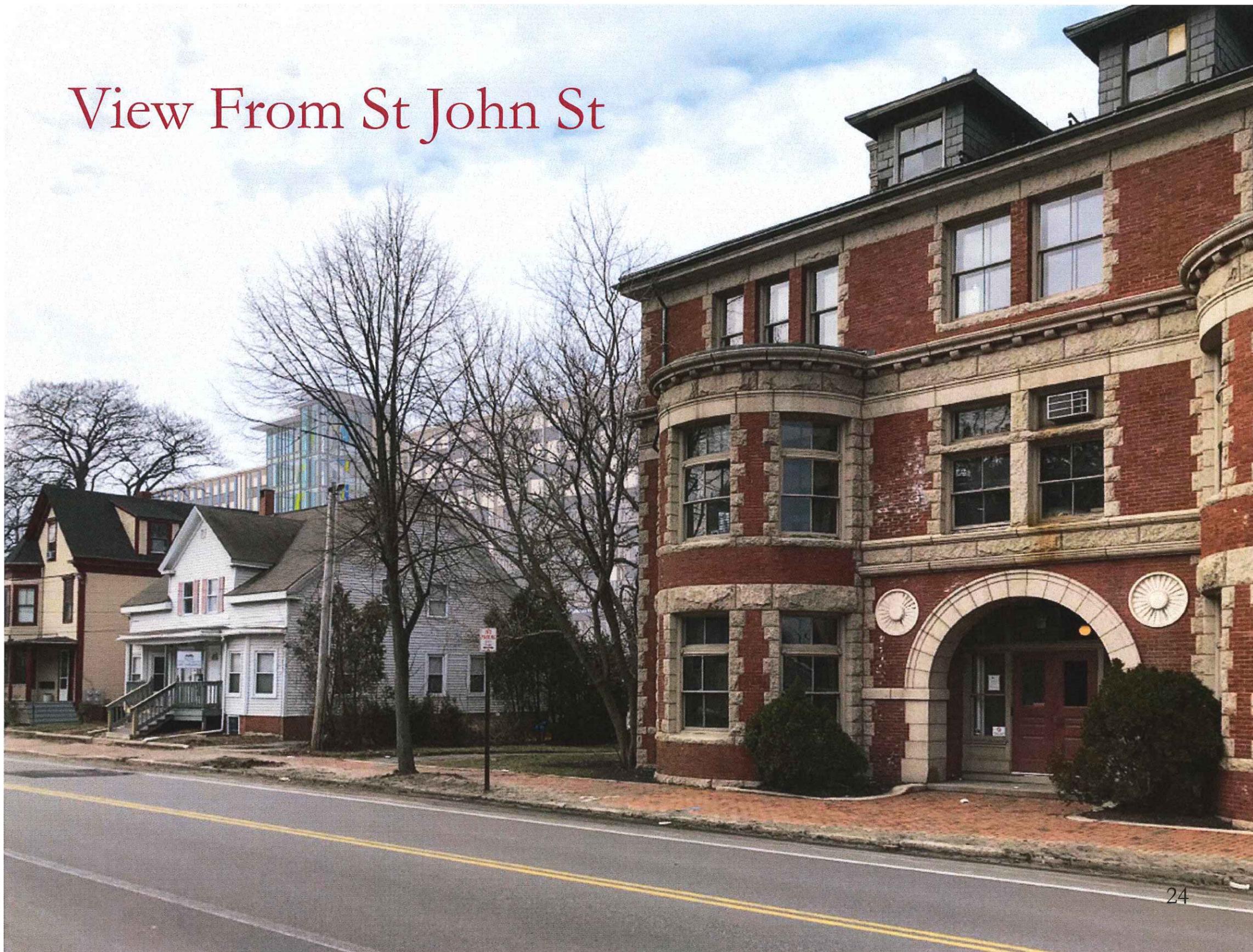
View From A St & St John St



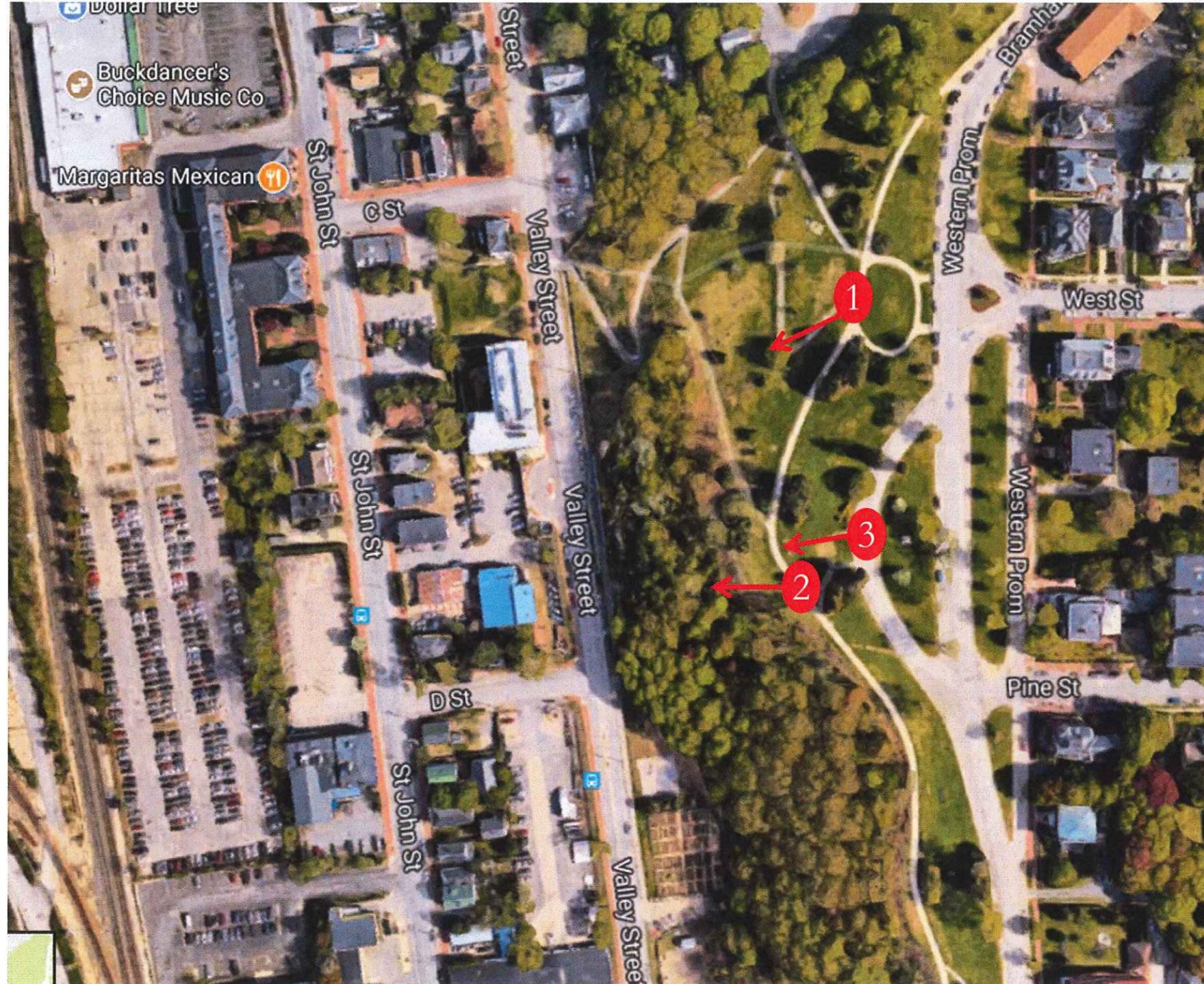
View From St John St @
METRO Garage



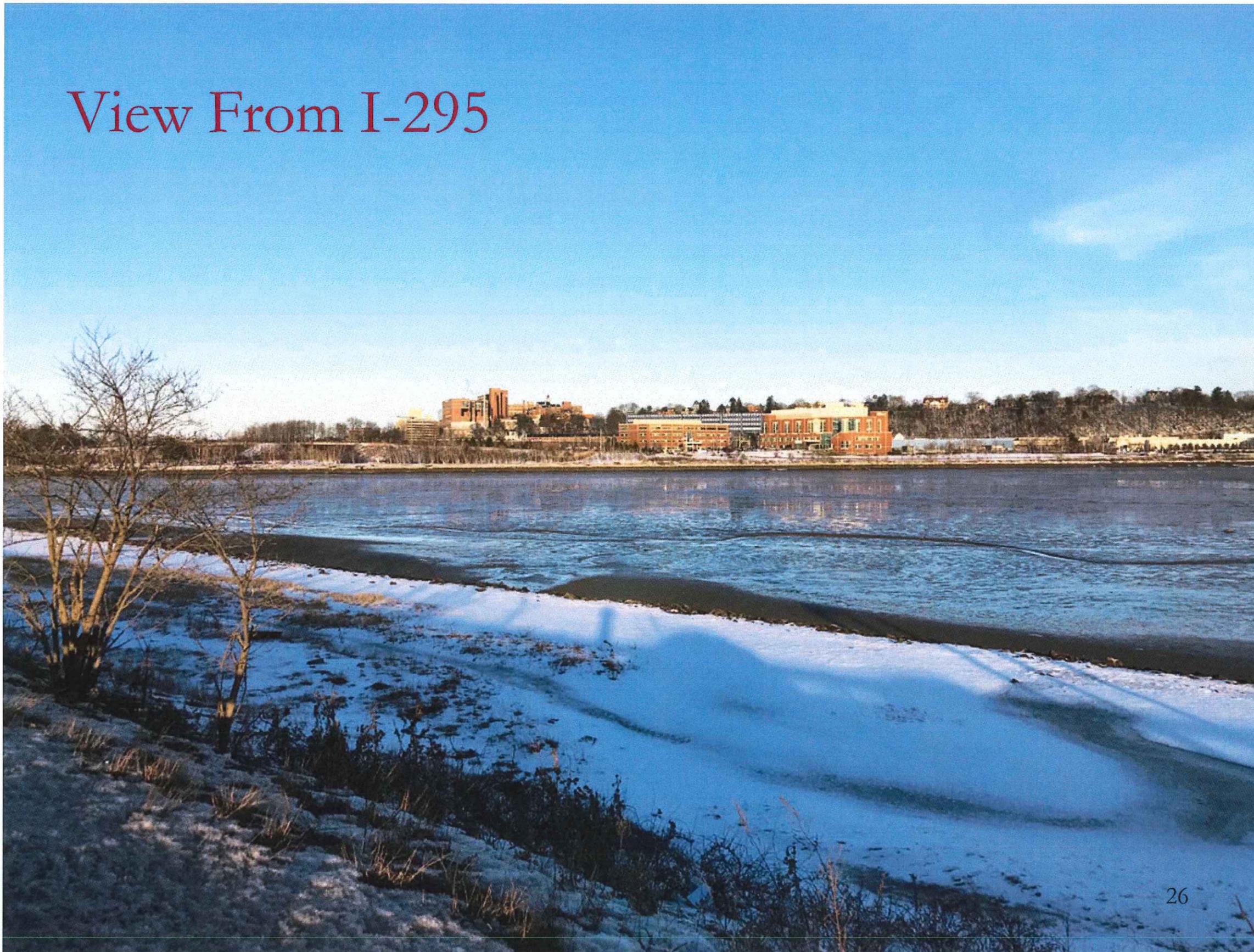
View From St John St



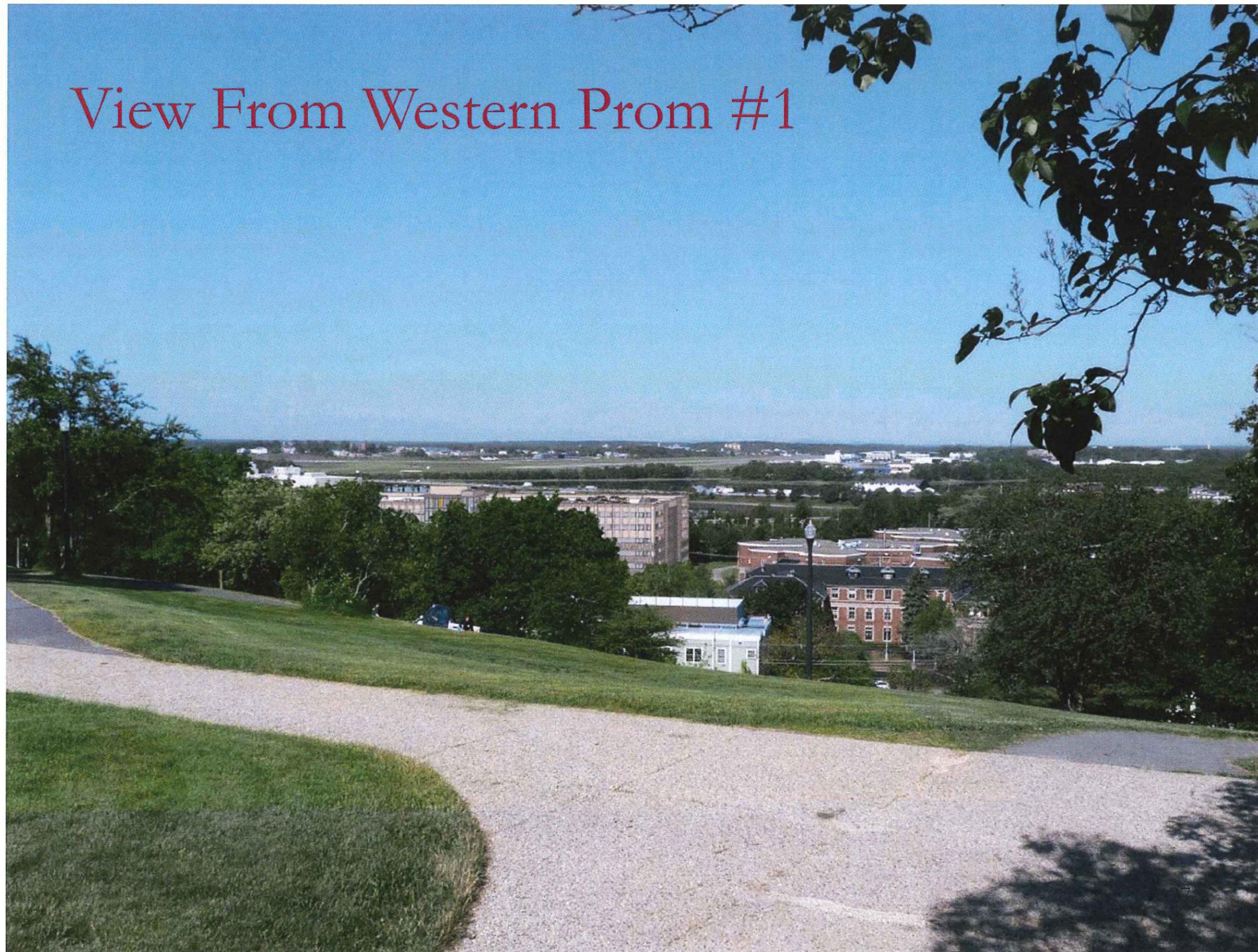
West Prom Views



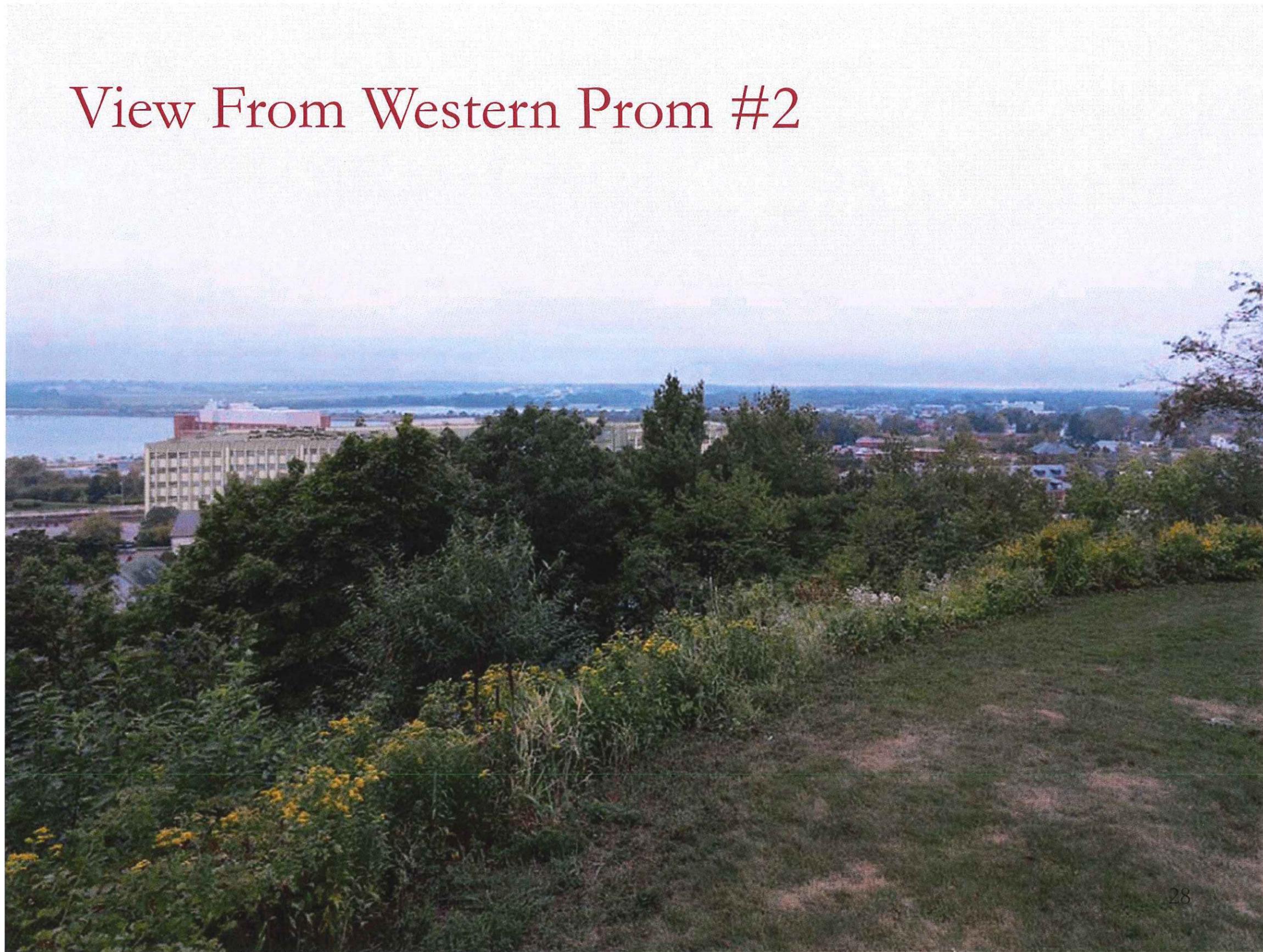
View From I-295



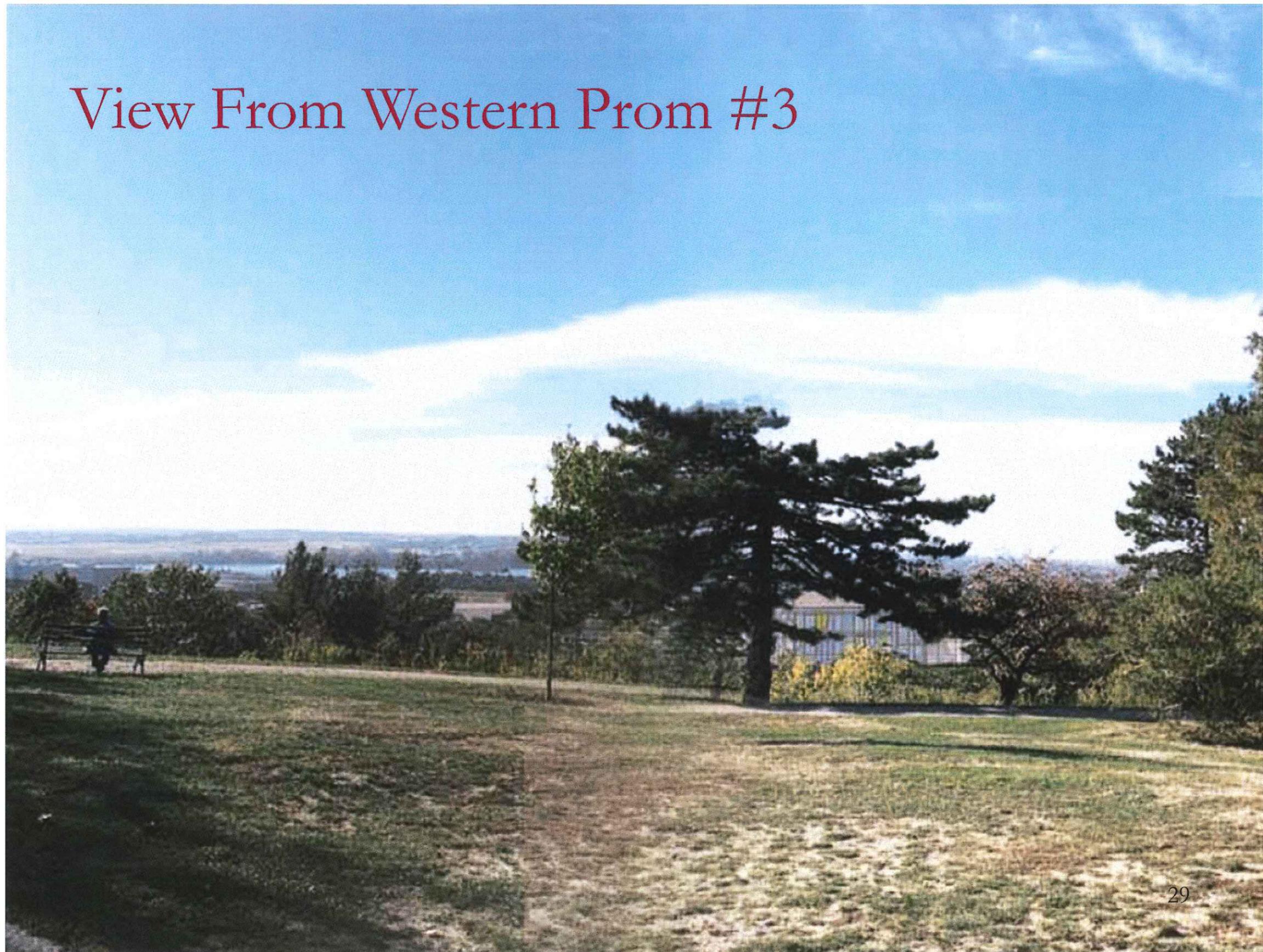
View From Western Prom #1



View From Western Prom #2



View From Western Prom #3



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

**WORKSHOP
392 SPRING STREET**

TO: Chair Sheridan and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: April 13, 2018

RE: April 18, 2018 Workshop

Application for: Certificate of Appropriateness for entry addition and rear addition replacement

Address: 392 Spring Street

Property Owners: Nancy and Dix Druce

Project Designer: Sheri Winter

Introduction

The owners of 390-392 Spring Street, Nancy and Dix Druce, have requested a preliminary review for construction of an entry addition connecting the existing garage and house, and the replacement of a two-story addition on the rear of the house with a new two-story addition. New garage doors and garage roofing are also proposed. Project designer Sheri Winter has submitted preliminary drawings of the proposed connector and mudroom between the existing detached garage and the east side of the residence, and the complete reconstruction of the wood-framed rear addition, which currently stands partially on posts.

Built in 1896 in the Colonial Revival Style, the Thomas Talbot House is a contributing property in the Western Promenade Historic District. The primary entrance of the house faces west across a lawn, toward the Western Cemetery. Several Board members will remember that in 2015 the Board approved site alterations and a new entry porch and stairs at the main entrance on the west side of the house. Although the original side-facing front door was not changed, the completed alterations added more prominence and formality to the entrance which was originally a simple stairs close to the house, and a walk out to Spring Street. The brick, hip-roofed garage was built around 1970 or later, on a lot previously occupied by a wood-framed Colonial Revival house that was demolished after 1924 (see Attachment 4.)

Ms. Winter has provided a brief project summary and preliminary elevations and floor plans, with photos of existing conditions. Staff has added some additional photos and the 1924 tax photo. As always, it will be helpful for Board members to visit the site to fully grasp the impact of the proposed changes.

Subject Property and Context

The main block of 392 Spring Street is a 2 ½ story brick cube that is fairly simple. Hipped dormers penetrate each face of the hipped slate roof, and there is an original, hip-roofed hood on brackets over the main (west) entrance. As noted above, the main entrance porch has been rebuilt more than once, though the façade and house entrance appear to be original. The new west porch, walkway and stairs to the street, along with side yard plantings, walls, and grading – completed since 2015 – leave no doubt as to the location of the primary entrance.

On the east side a stone paved path at grade leads from the driveway, between the house and the garage to the rear yard. There is no existing entrance on the east side of the house, facing the garage. In the back there are currently rear stairs and an entrance into the kitchen under the second story sun room addition supported by posts. A deck across the rear of the house is well above grade.

The 1970's garage is a low, hip-roofed brick building that is simple and complementary to the house. It is slightly higher than the sidewalk and street (the asphalt driveway slopes up like all the yards on this end of Spring Street,) but the slab is several feet below the raised main level of the house. As the one-story garage is set well behind the face of the house, it maintains a respectful, secondary relationship to the house, but is not all the way at the rear like many older garages and barns. Gray, three-tab asphalt shingles cover the roof and the garage doors are painted, paneled overhead doors. The people door on the right front is a painted flush slab.

Proposed Alterations

Most significant and visible of the proposed alterations is the mudroom connection between the house and the freestanding garage. The proposed structure is a flat-roofed, contemporary hyphen that would be at least partially transparent if the north and south faces are built with the amount of glass shown in the elevations. Ms. Winter proposes to locate the front face of the entry well back from both the face of the house and the face of the garage, so visibility of the door will be limited from oblique views up and down Spring Street, but the addition would be quite a bit taller than the eaves of the garage.

Consistent with the high ceilings on the first floor of the house (approximately 9'-3") the designer proposes a high ceiling in the mudroom, which leaves room for transom windows above the doors and large lower windows. As seen in the side elevation and section, the new flat roof meets the wall of the house just below the second floor windows.

The east wall of the addition would rest on a brick-faced extension of the west side wall of the garage. Against this wall extension a cricket would direct drainage on the west hip of the garage roof toward the north and south. Ms. Winter indicated to staff that the roof would appear flat, but will have three very shallow hips, pitched just enough to provide drainage, with a gutter at the front and rear where she has located doors and porches. Gutters would match the copper half-round gutters of the house.

On the front of the entry, the roof is proposed to extend over the landing that runs from house wall to garage wall. The centered steps toward the street are narrower than the porch, allowing a basement window in the house to remain unchanged. No details have been provided yet on materials, railings, decking, etc. On the rear of the mudroom, the wall intersects the proposed reconstructed rear addition, and a door, porch and steps lead to the back yard. Because the mudroom extends well behind the back wall of the garage, the brick wall continues as the east wall of the mudroom, from grade up to a narrow band of fixed windows below the roof.

To transition from the floor of the house, the designer plans a series of short groups of stairs. At the new opening from the kitchen to the proposed entry, there will be a step down, then two more steps down to the rear section of the mudroom, and another two steps down to the door leading to the garage.

Rear Addition:

The current rear addition includes a rear door from the kitchen and a small mudroom on the first floor. Once reconstructed and expanded, the first floor of the addition will add a breakfast room to the kitchen, eliminate the door, and route access from the kitchen to the back yard through the new mudroom. A new door in the west wall of the breakfast room will also lead to the existing rear deck on the southwest corner of the house.

On the second floor of the new rear addition a master bathroom with the same dimensions and the same total height is proposed to replace the existing sunroom. Ms. Winter proposes painted clapboard siding for the first floor, and simulated slate shingles for the siding on the upper walls. (The third floor dormers are sided with the same slate as the roof, inspiring the choice.) Enviroslate is a possible siding selection, and also for the new garage roof; it will not match the existing slate roofing exactly, but the designer plans to bring a sample and color board to the workshop. Paint for siding and trim is proposed to match the grey of the existing shutters, and while there is limited visibility of the rear addition from Vaughan Street and Orchard Street, the change in color should make the new structure more recessive than the existing paint.

Plans include changes to the garage roof and doors, designed to upgrade the appearance. Enviroslate is proposed to replace the existing asphalt roofing, and more traditional-appearing, painted doors are shown on the front façade.

Staff Comments

Built over 120 years ago, the subject property has been altered in the past century, but retains most of its original amenities and characteristics. Staff is uncertain whether it ever had a garage or carriage barn, but it appears quite likely it did not. There was no room for a garage or barn on the east side the house, as there was another house lot. Despite a large lot and plenty of space on the rear and west, a 1914 Richards Atlas of Portland shows only the primary dwelling, and no outbuildings at the subject property.

When garages or carriage houses were constructed along with historic homes or added some time later, the common pattern for the West End was to set them well back on the lots if space allowed, assuring that the house and garage would be distinct forms and the utilitarian building would be much less visually important than the house. The 1970's garage does not compete with the house, and does not afford direct entry to the house, but it is not set back as far on the lot as are many older garages and carriage houses in the West End. It seems very likely that the rear door from the kitchen is original, and when the garage was constructed, the kitchen door comprised the most direct entry into the house from the garage – one that was hidden from the street and distinctly secondary to the primary entrance.

Perhaps the threshold question for the Board to consider is whether a connector providing direct access from the garage to the house can be considered an appropriate improvement. It is hardly surprising that the owners desire to update the subject property and add modern conveniences as many West End residents have done. If Board members find that a successful design solution is possible for a connecting structure, maintaining and respecting the clarity of form – particularly for the house – calls for a carefully designed, recessive connection. Reversibility may also be worth consideration; in the event the mudroom is removed in the future could the original features of the house be recreated? Though this scenario seems unlikely, it could happen.

Staff supports Ms. Winter's design direction for the proposed connector / mudroom, in that it is differentiated from the house and garage, set back, and light in appearance as opposed to the solid masses of the house and garage. (It is worth noting that an early proposal from Ms. Winter was for a more traditional and substantial connection with more solid walls and integrated rooflines. Staff recommended a more differentiated, less historicist and suburban design approach.) That said there are a number of features and questions the Board will probably want to consider:

- Staff questions whether the mudroom addition could and should be lowered, to make it less substantial. Though the garage roof requires that the addition have some height, how important are the high ceiling and the transom windows?
- Although it will probably be used more than the front door on the west side of the house, staff suggests this is a utilitarian, secondary entrance – attractive, compatible, differentiated, but not excessively eye-catching, despite its contemporary design.

- The amount of glass proposed for the connector gives it a contemporary feel as well as some transparency and lightness of form; is the Board comfortable with the possibility that a fair amount of light could spill out at night, making an otherwise quiet daytime feature more prominent at night?
- A copper gutter similar to those on the house is proposed for the front (and rear) of the new mudroom. Given the very different nature of the mudroom design, would an alternative type or material be appropriate?
- What considerations are most important in guiding the choices for deck, stair, and railing materials and design, particularly on the front of the entry?
- It is unclear at this time what site alterations might be proposed, if any, for a walkway.
- Among the details that will be necessary to consider for a public hearing is exterior lighting.

Rear Addition:

There is sufficient visibility from Vaughan, Orchard, and Spring Streets to warrant review, even though it is partial visibility, and from a distance.

- Staff is comfortable with the fact that the new rear addition will appear more solid and substantial than the existing one, with less glass on the more visible second floor, and more grounding below, thanks to a solid first floor instead of the existing posts.
- The Board will no doubt discuss the choice of simulated shingles for the siding on the second floor. Though shingles are present on the sides of the third floor dormers, and despite the visual interest they might impart, in the case of the addition walls the whole addition might be quieter without the change of material from the grey siding proposed for the lower walls.

Garage Improvements:

- Staff believes new garage doors could improve the appearance by adding more traditional visual interest instead of the existing seventies-era doors, but at the same time staff suggests a fairly quiet design.
- If samples of the proposed roofing are available at the workshop as promised, Board members will have a chance to evaluate the appropriateness of the look, and the various color options.
- As with the entry door, exterior lighting choices will have to be part of the final review.

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.*
- (4) *Changes which may have taken place in the course of time are evidence of the history and development of a structure, object or site and its environment. Changes that have acquired significance in their own right, shall not be destroyed.*
- (9) *Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.*
- (10) *Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.*

Attachments

1. Designer's project description
2. Plans, elevations, and photos provided by designer
3. Additional photos by staff
4. 1924 Tax photo

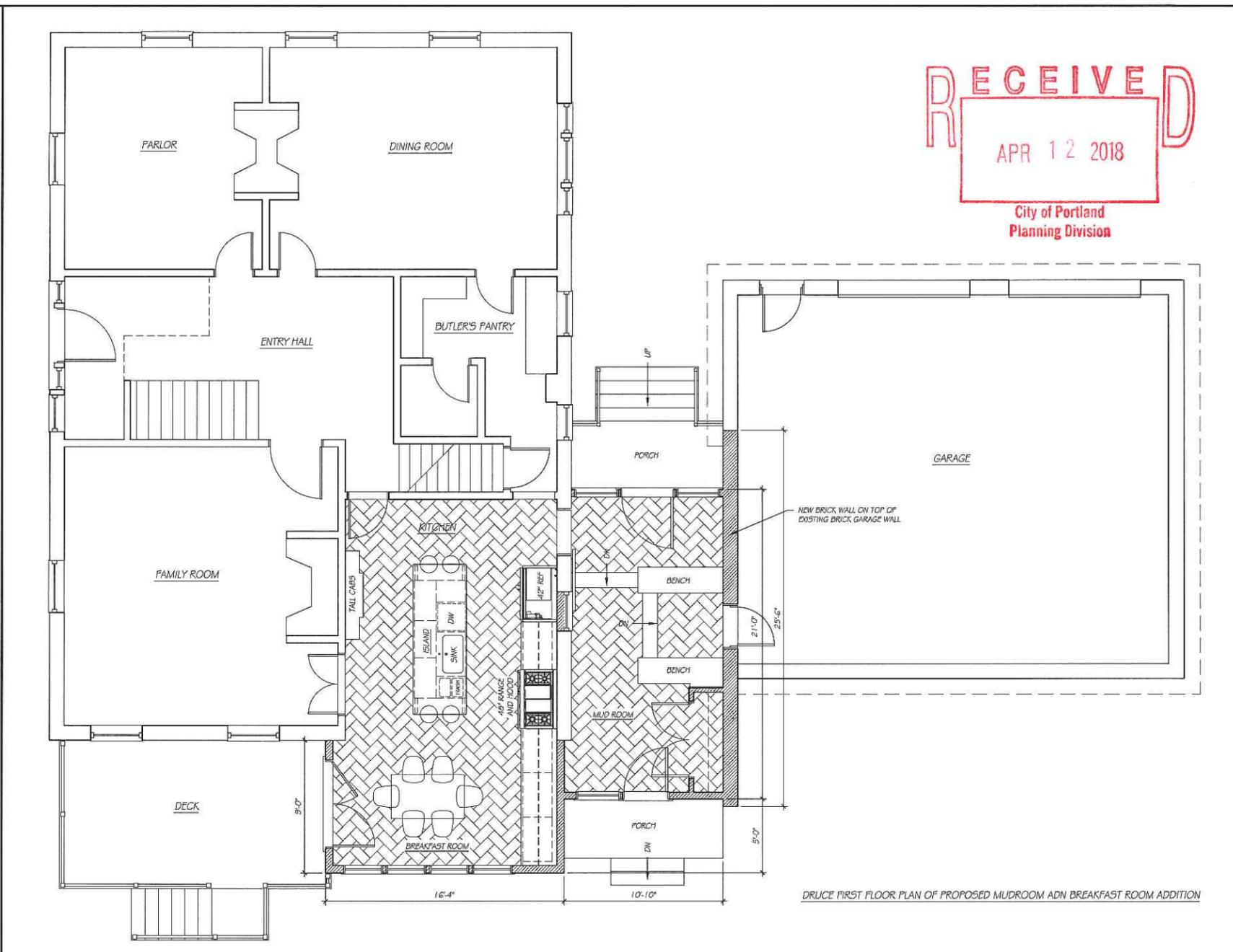
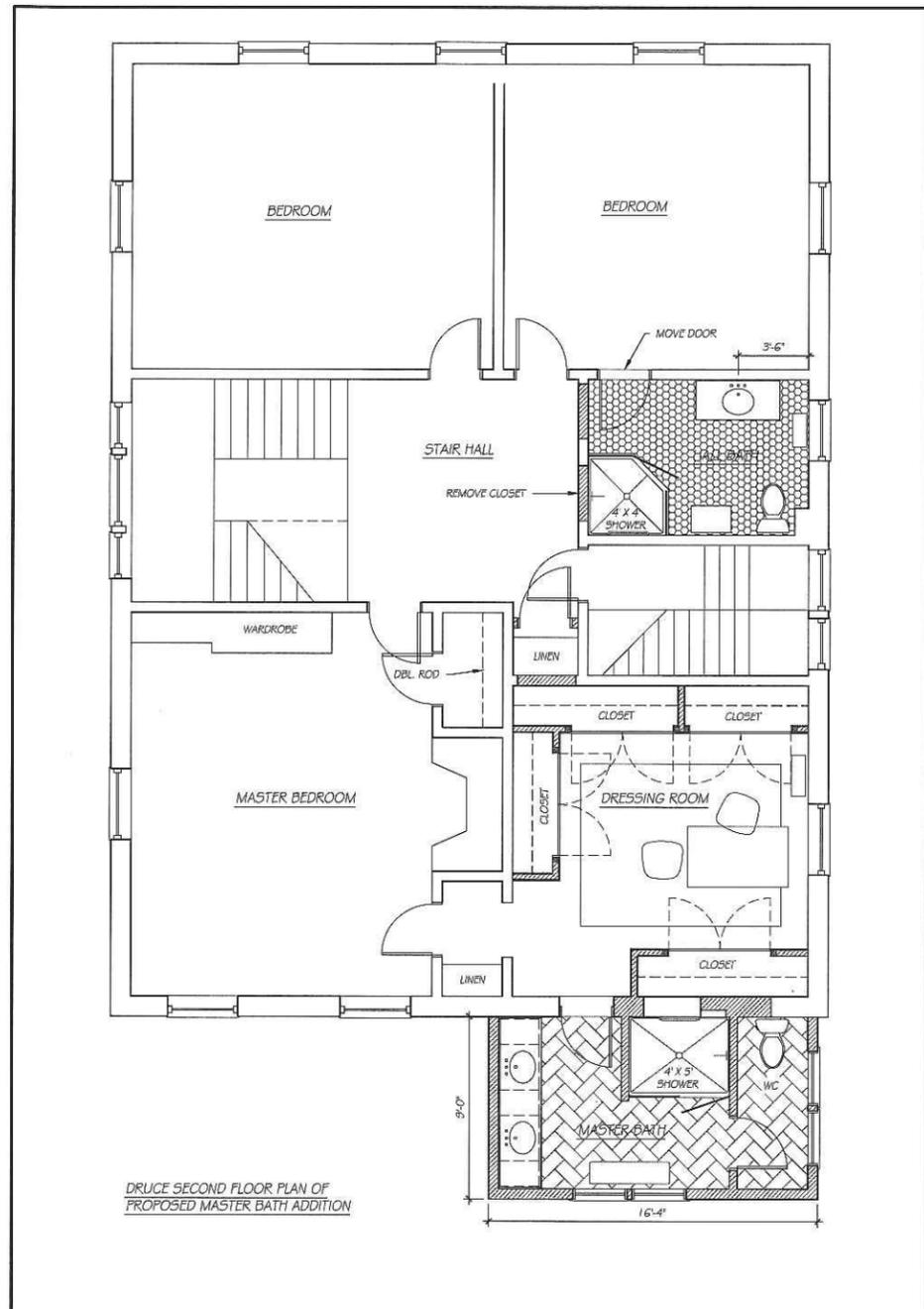
Historic Preservation Board Project Review

Druce Residence

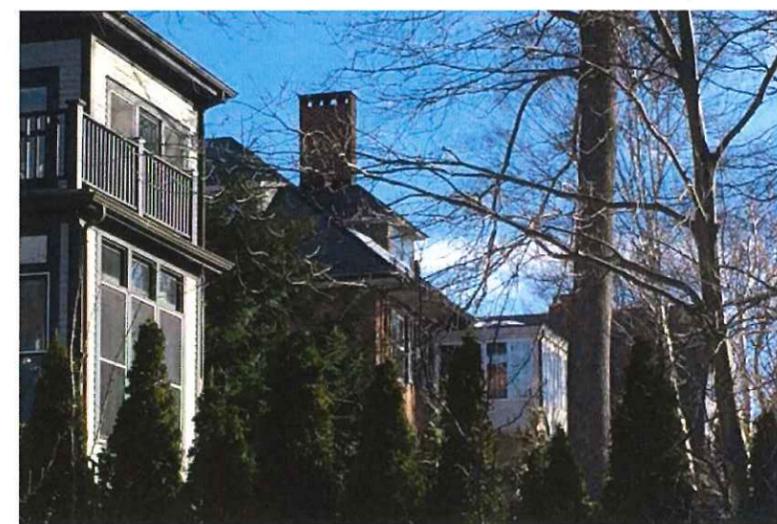
Proposal for a mudroom, master bath and breakfast room addition to the Druce residence located at 392 Spring Street, Portland, Maine:

1. Remove an existing two- story framed vestibule and sunporch at the rear of the house.
2. Construct a new two- story master bathroom and breakfast room addition located on the same footprint of the removed addition. Finish materials to include multicolor simulated slate shingle sheathing and 4" Boral composite horizontal clapboard siding. Siding and trim to be painted dark gray to match existing shutters. Copper gutters and downspouts.
3. Construct a new framed mudroom addition that connects the existing brick garage (circa 1970) and brick house (circa 1890). Finish materials include copper drip edge, cricket and wall cap on brick sheathing. Trim to be painted dark gray to match existing shutters.
4. Install new garage doors and entry door on garage. New multicolor simulated slate shingles on garage roof. Copper gutters at roof edge.

ATTACHMENT 1



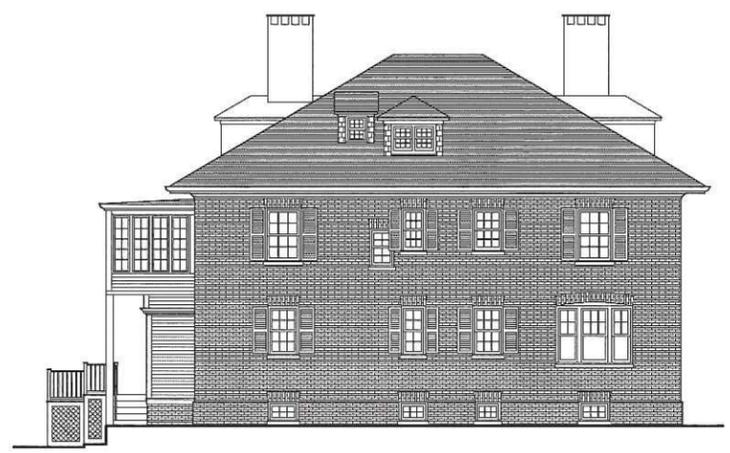
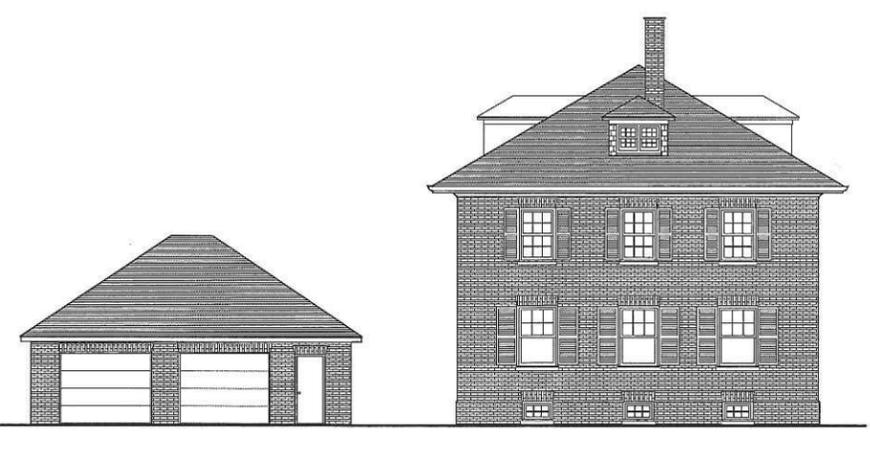
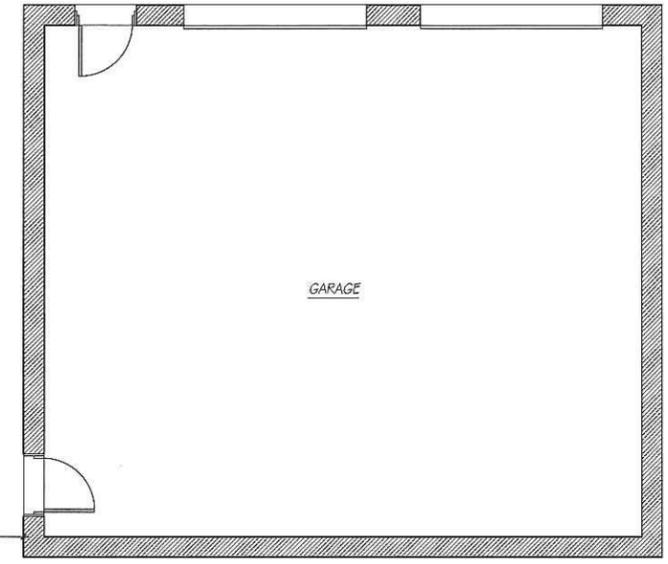
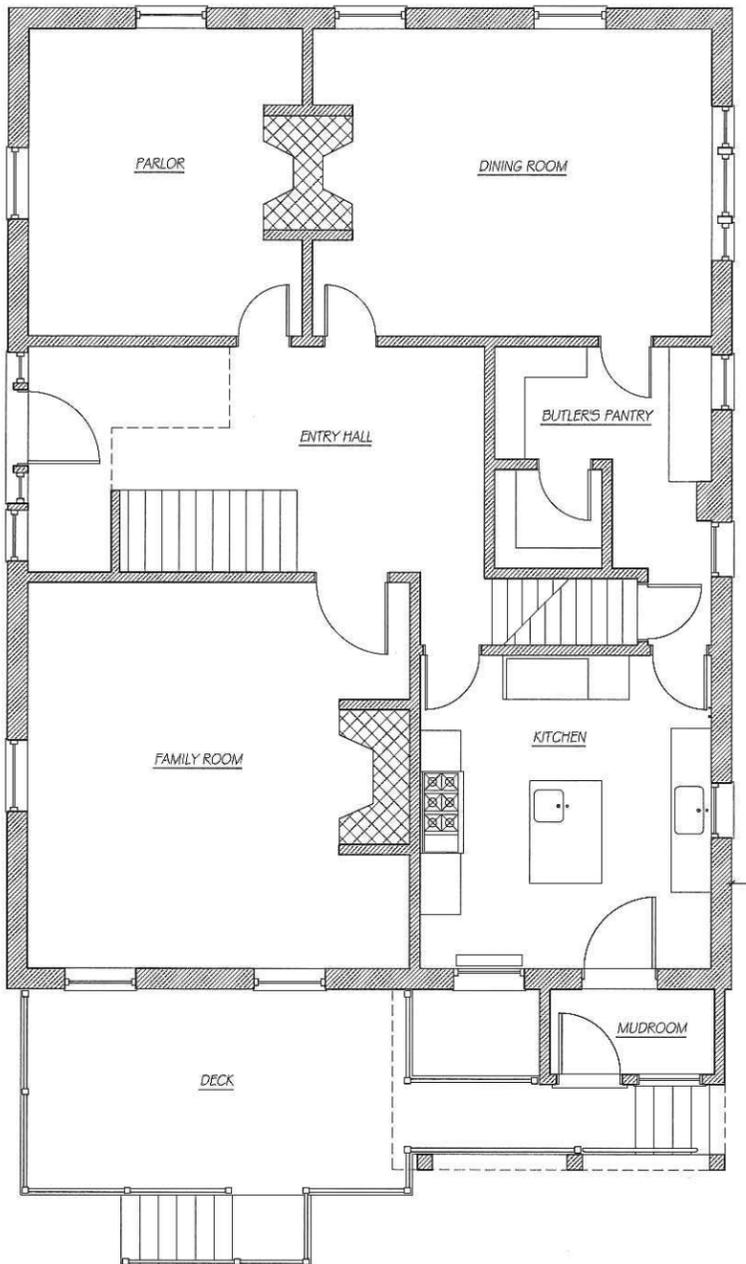
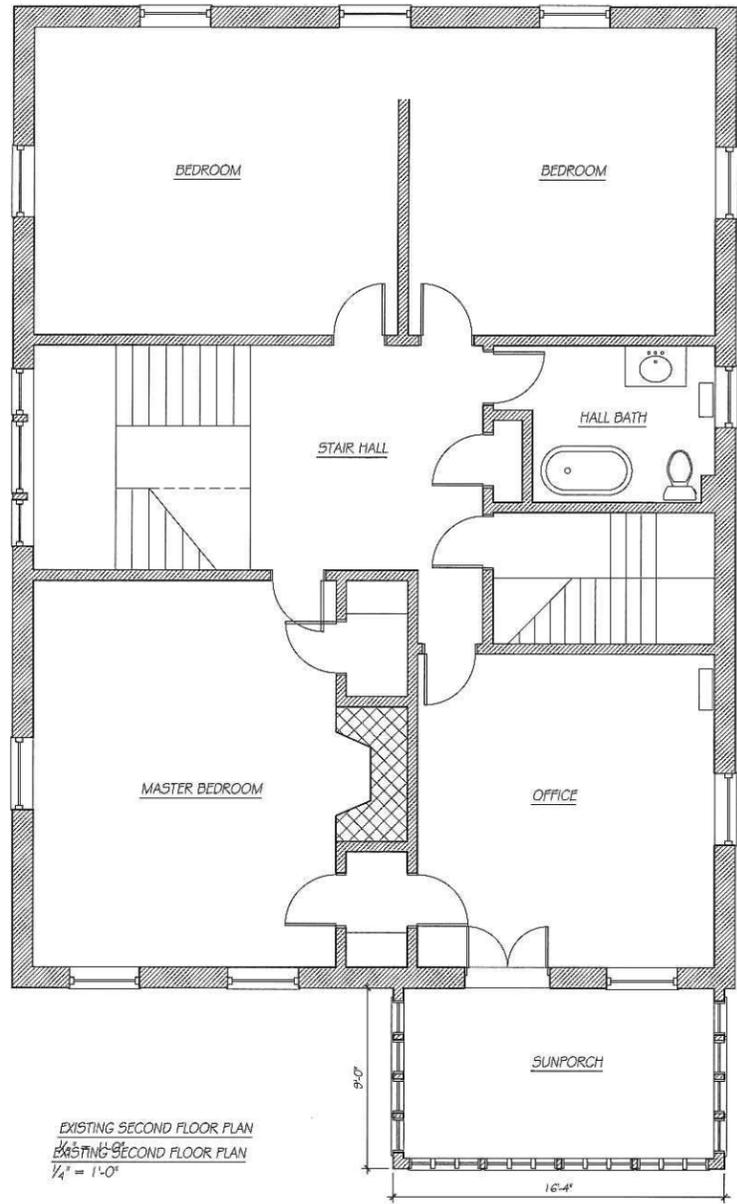
DRUCE RESIDENCE VIEW FROM ORCHARD STREET

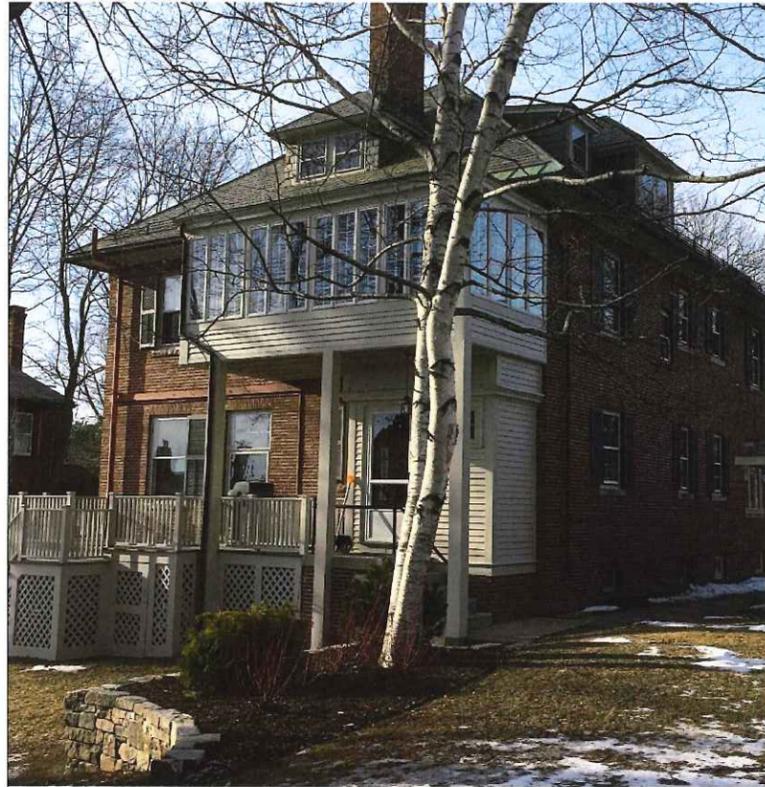


DRUCE RESIDENCE VIEW FROM VAUGHAN STREET

ATTACHMENT 2

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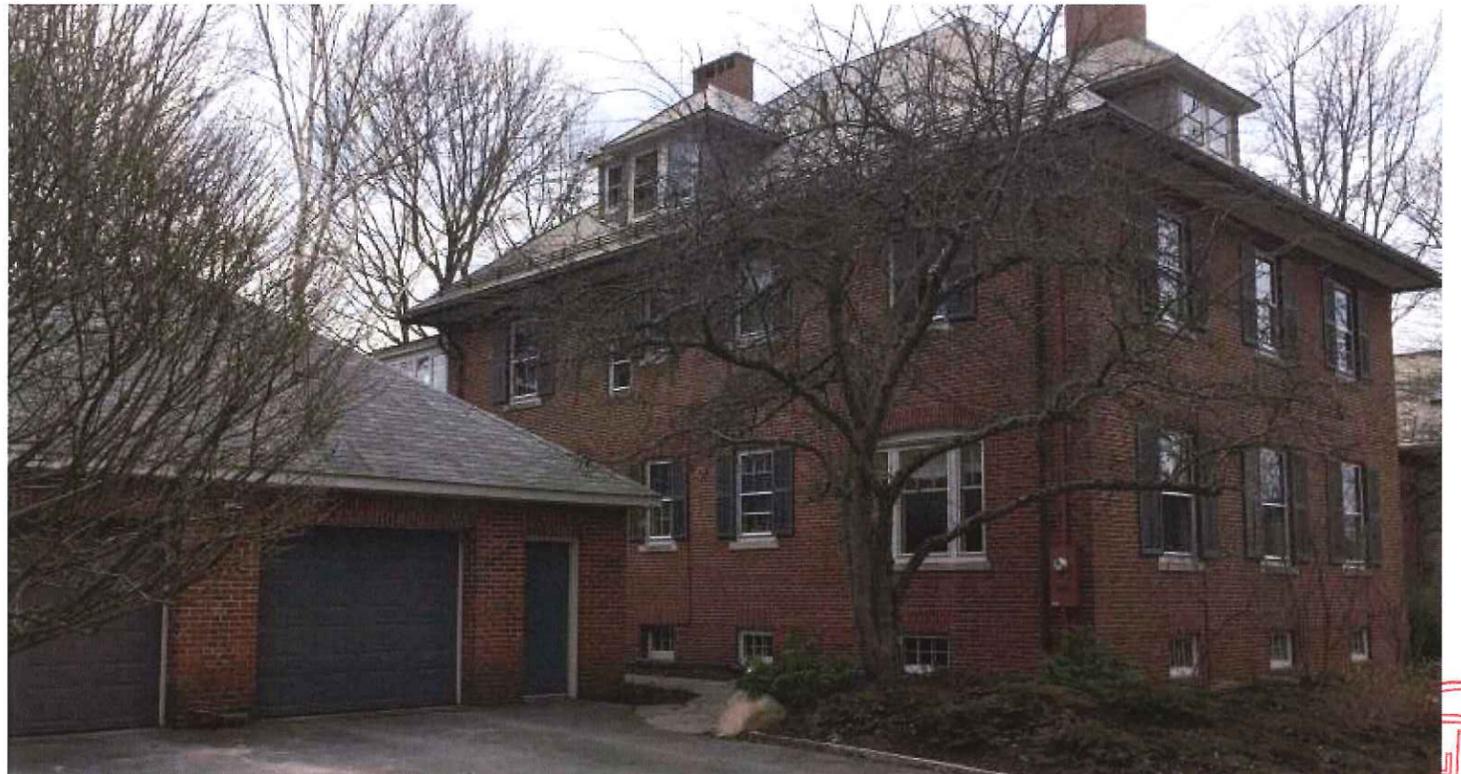




RECEIVED
 APR 12 2018
 City of Portland
 Planning Division



DRUCE REAR ELEVATION - EXISTING PHOTOS AND PROPOSED ELEVATION



DRUCE SECTION THROUGH PROPOSED MUDROOM



DRUCE SIDE ELEVATION WITH PROPOSED MUDROOM

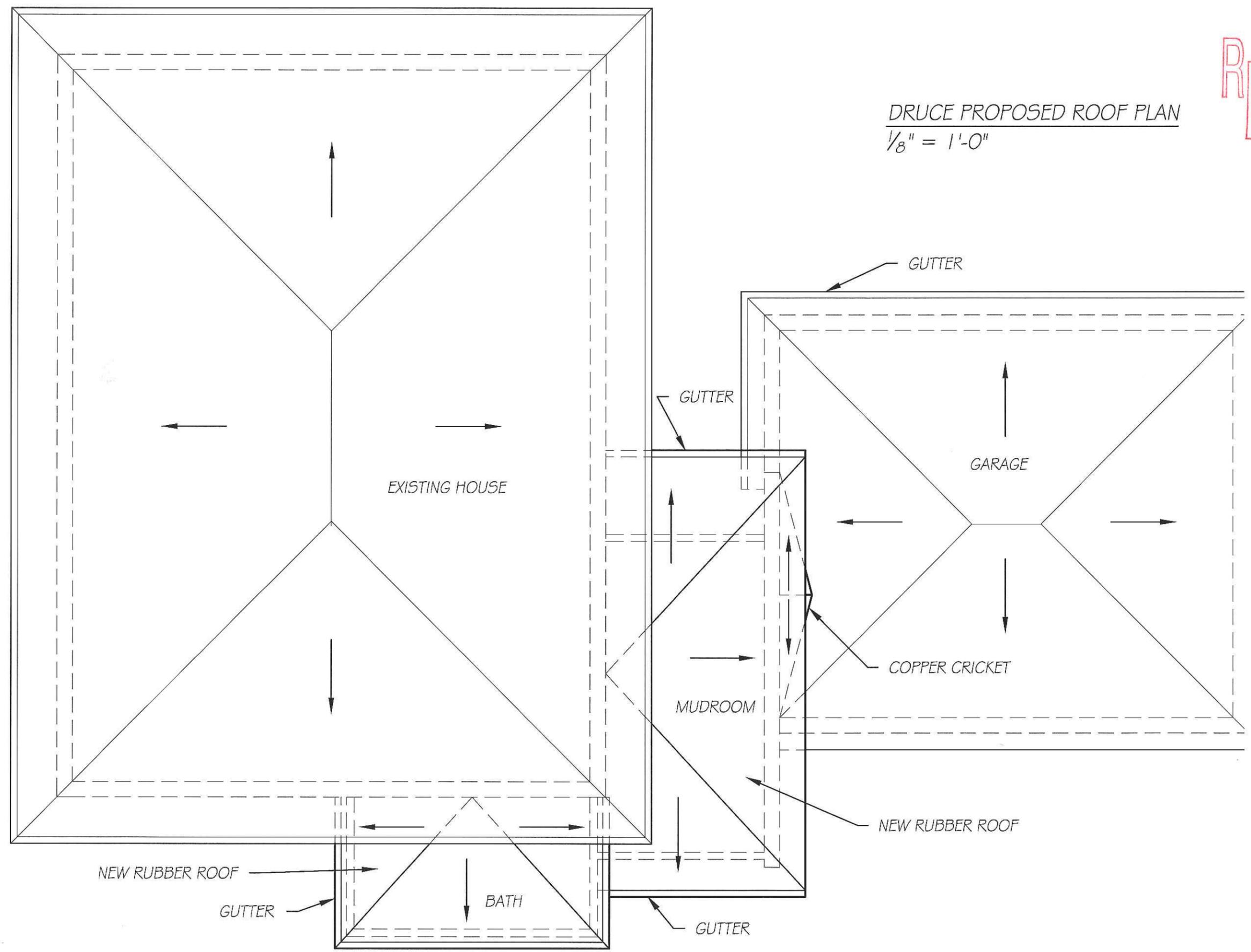
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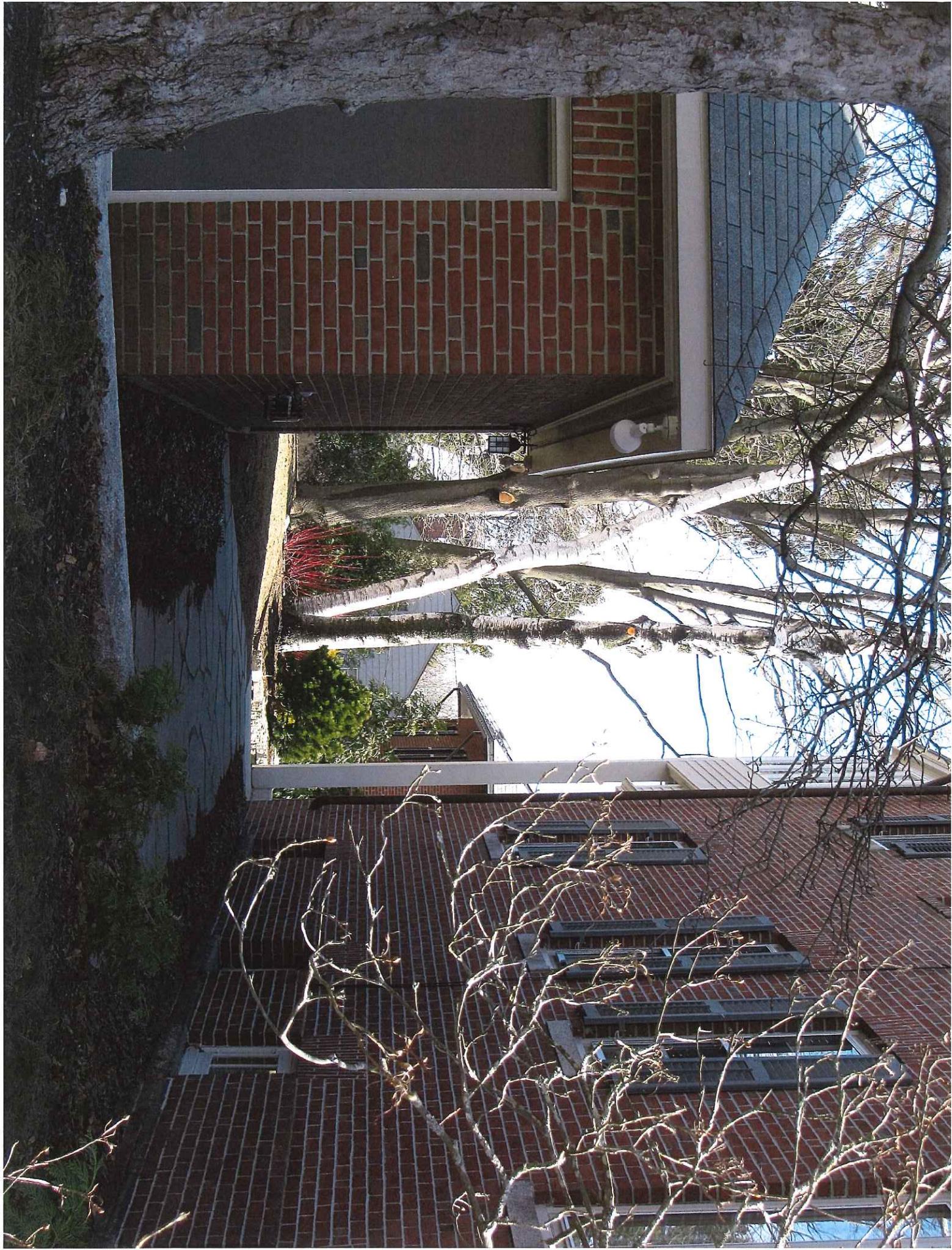
DRUCE PROPOSED ROOF PLAN
1/8" = 1'-0"

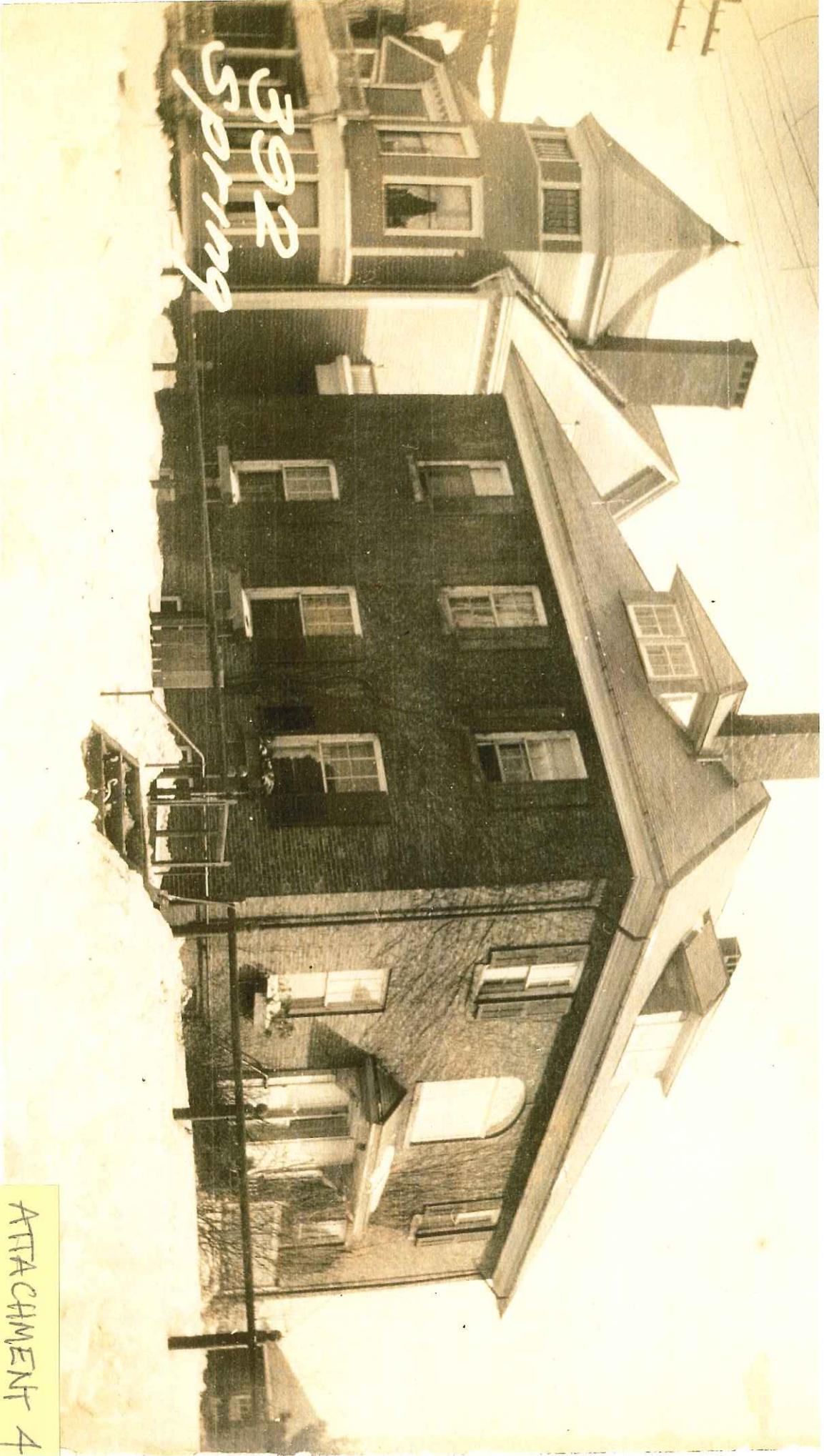




ATTACHMENT 3







392
Spring

ATTACHMENT 4

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

**WORKSHOP
135 VAUGHAN STREET**

TO: Chair Sheridan and Members of the Historic Preservation Board
FROM: Deborah Andrews, Historic Preservation Program Manager
DATE: April 11, 2018
RE: April 18, 2018 – **Workshop** – Preliminary Review of Proposed Exterior Alterations and Building Addition

Address: 135 Vaughan Street
Applicant: Fernwood Properties LLC.
Architect: Maryann Thompson Architects

Introduction

Architect Maryann Thompson, representing Fernwood Properties LLC., has requested a preliminary workshop to present plans for exterior alterations and a two-story building addition at 135 Vaughan Street. The subject residence is an imposing brick Italianate structure designed by Francis Fassett and built in 1871. To the rear of the property is an architecturally significant brick carriage house, also designed by Fassett.

Most of the proposed alterations and additions will be located toward the rear of the building. Given the massing of the house with projecting bays, the distance of the proposed work from the street and the presence of vegetation, it is likely that the alterations and additions will have fairly limited visibility from the public way. That said, the spacing between houses in this area is fairly generous and the presence of vegetation is not guaranteed, so the alterations, particularly those off the north elevation, will be visible from various vantage points and warrant careful review. No changes are proposed for the carriage house behind the residence.

The project architect has provided a very detailed package of information, including photographs, existing and proposed elevations, existing and proposed site plans highlighting added elements, floor plans, material specifications and catalogue cuts. Note that stair and railing details for the new porches have not been provided, although the submission includes photographs of stairs and porches from other properties as examples of what is intended. Also, no perspective views have been provided. A perspective view from the sidewalk of the north elevation would be particularly helpful in assessing the visual impact of the proposed building addition.

Subject Property

The residential structure known historically as the Peter Lane House was designed by Francis Fassett and built in 1871. Fassett's design for his client consisted of a 2 ½ story brick house with a hipped roof, a distinctive wrap-around first story porch, and a large brick carriage house behind the residence. The prominence of the porch is documented in the 1924 tax photo of the property—see ATTACHMENT 1. It extended across the entire width of the façade and wrapped around southwest corner of the building. (Perhaps it extended around the northwest corner as well, but it is difficult to tell from the photograph.) An opening at the porch's southwest corner provided access to the main entrance to the house which is located on the south side elevation. Bracketed posts and a jig-saw patterned balustrade provided a high level of architectural detail. Unfortunately, sometime between 1924 and the late 1960's, the porch was removed. Its removal considerably altered the original character of the house. It also rendered the main entrance to the house a fairly incidental architectural feature that lacks any surrounding porch or hood elements to announce it as the main entrance.

Notwithstanding the removal of porch, the house remains a commanding presence on Vaughan Street and retains many original details that provide architectural interest. Today, the focus of the façade is on the two ground floor bay windows which have decorative panels above and below the glazed openings. The cornices are bracketed and denticulated. A beltcourse delineates the first and second stories on the main body of the house. The fenestration of the house is symmetrically arranged. On the façade the upper story windows are paired and fully enframed with pedimented caps. Single windows on the side elevations are similarly enframed.

Typical of Fassett's work is the emphasis on the roof shape and its detailing. Deeply overhanging eaves are supported by a bracketed cornice. A gabled dormer on the façade dramatically breaks the cornice line. There are other original dormers as well and a boxy, poorly proportioned dormer off the north roof slope was added in recent years.

The rear ell, where most of the alterations and additions are proposed, has been altered somewhat over time. As can be seen in the 1924 tax photo of the carriage house, the back stairs off the north elevation of the ell have changed in orientation and railing details have changed as well.

Scope of Work

The project includes the following key alterations and additions:

South elevation:

- Existing stairs and railing at main entrance to be replaced.
- Toward the rear of the south elevation, behind a projecting two-story wing, a low porch/deck to be constructed that wraps around the rear corner of the ell. An existing rear-facing window to be converted to a door to access the porch/deck. A set of stairs will lead down to the low deck; additional stairs will lead from the deck to the back and side yards.

North elevation:

- Two-story wood frame addition to be constructed at inside corner behind the house's projecting two-story brick bay. The highly glazed addition features large-scale divided light Marvin windows with recessed wood panels below. At the base of the addition, wood skirting obscures crawl space. A new rear porch landing and stairs will face the rear yard.

The addition is held back from the rear corner of the existing building, preserving one original window opening at the first and second story levels. The roof of the addition is set below the existing building's bracketed cornice. The south face of the addition is also set back several inches from the south face of the existing brick bay.

As shown on the enclosed floor plans, it appears that existing rear-facing windows will be converted to doors to provide access into the addition. It also appears that there will be some removal of exterior wall, at least at the second-floor level.

- At the one-story ell on the back of the building, the existing door is to be replaced with a window. It also appears that the decorative door hood will be removed.
- At the front corner of the house, an existing basement-level window opening will be enlarged and a window well installed.

Staff Comments

Given the fact that most of the proposed alterations or additions are located toward the rear of the historic structure and that existing bays and wings of the building provide some level of screening for the additions, the proposed work is not likely to have a significant visual impact on the building as viewed from the public way. That said, the proposed two-story addition off the north elevation will be seen from various vantage points and the stair railings at the porch/deck off the south elevation might have some visibility, particularly if vegetation is removed.

Staff offers the following comments and questions for consideration:

- The proposed porch posts and stair railing at the main entrance on the south elevation do not appear substantial enough for the scale and formality of the house or for a main entrance. Staff would suggest that the posts be beefed up, at a minimum. Perhaps consideration might also be given to incorporating a jigsaw pattern for the railing, which would help "flag" the entrance and provide a higher level of detail.

Based on the owner's expressed desire to preserve and enhance the building's historic character, staff discussed with the applicant and project architect the possibility of reintroducing a least a portion of the original front porch, perhaps extending to the southwest corner of the house. This would return the house to an appearance more consistent with Fassett's original design intent and provide a more formal front

entrance experience. While not within the scope of this project, perhaps this could be considered in the future.

- Staff appreciates that the proposed two-story addition on the south elevation has been set back from the leading edge of the existing brick bay and from the rear corner of the house. From the perspective view (see ATTACHMENT 5), however, the back corner of the house appears to be entirely obscured by the addition as viewed from the street and the setback from the face of the brick seems minimal. Perhaps this is simply a matter of it being difficult to accurately depict spatial relationships in a computer-generated rendering, but it suggests that perhaps the footprint of the addition should be reduced and the setbacks be increased. Also, it appears that the tops of the addition's first floor windows do not align well with those of the existing brick bay. Perhaps the position of the windows should be adjusted as well.
- Railing heights and stair post details to be provided for all railings.

Applicable Review Standards

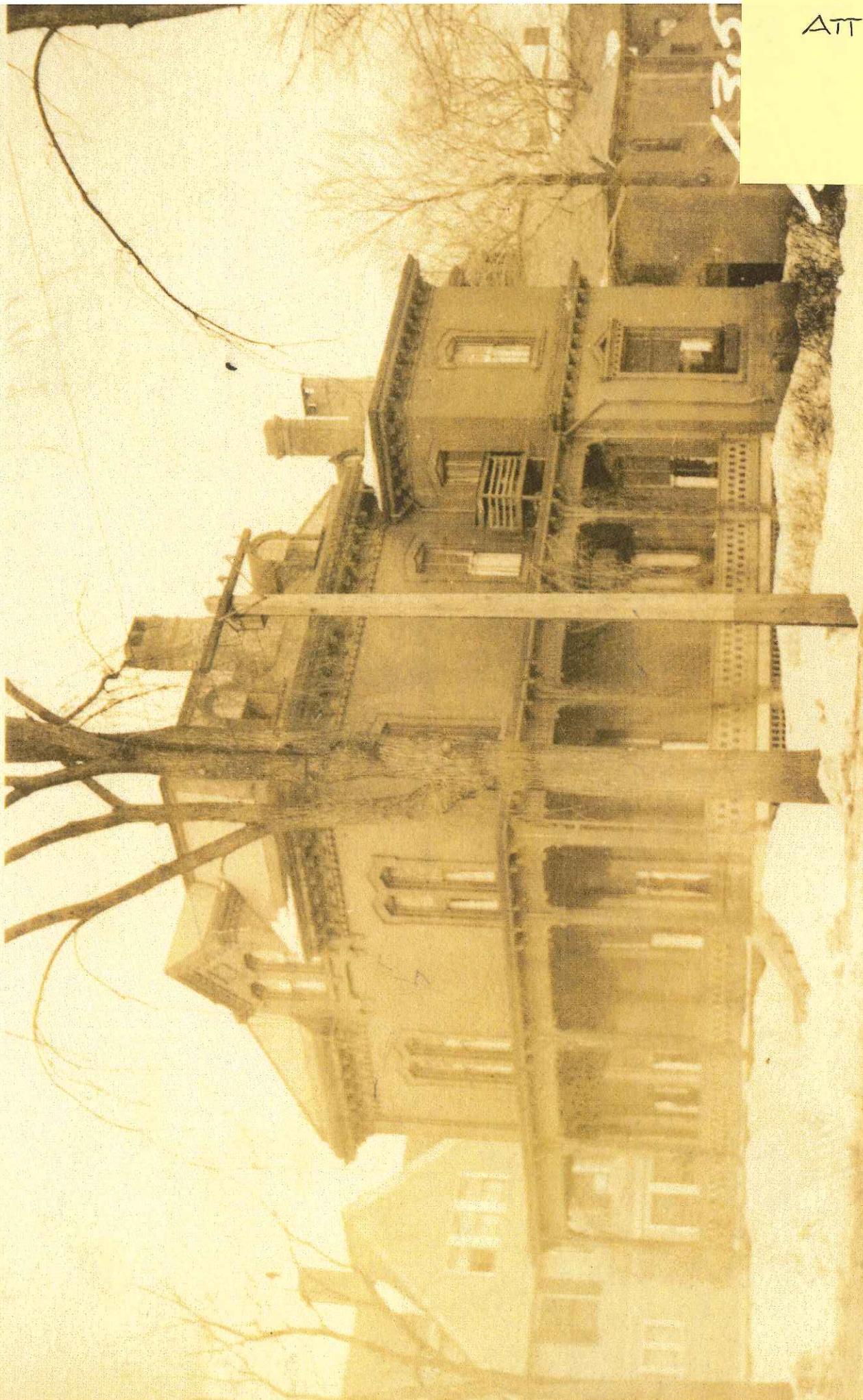
Standards for Review of Alterations:

- (2) *The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
- (3) *All sites, structures and objects shall be recognized as products of their own time, place and use. Alterations that have no historical basis or create a false sense of historical development such as adding conjectural features or elements from other properties shall be discouraged.*
- (9) *Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.*
- (10) *Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.*

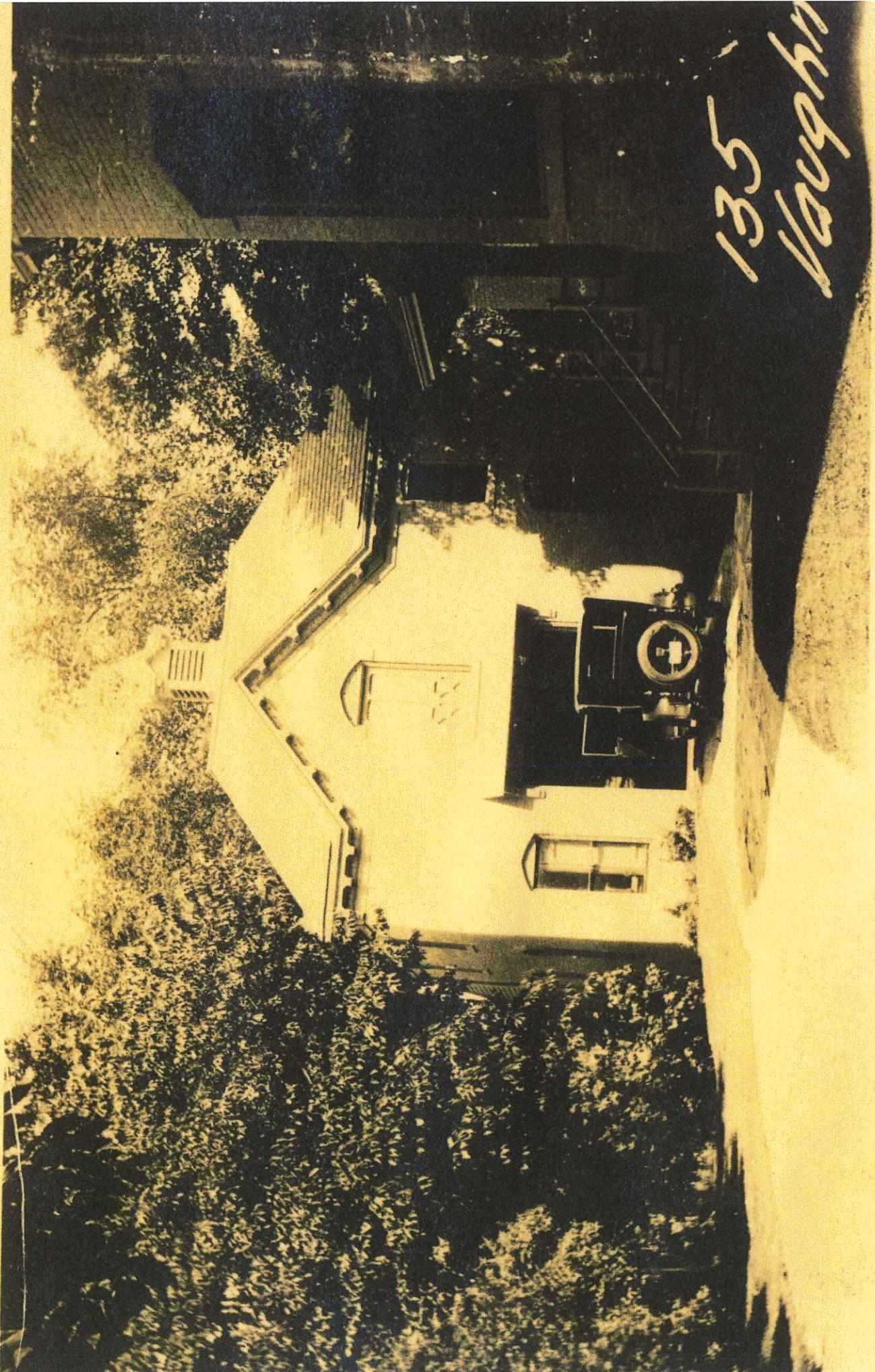
ATTACHMENTS

1. 1924 tax photos of main house and carriage house
2. Current photos
3. Site Plans
 - a. Existing
 - b. Proposed
4. Elevations
 - a. Existing
 - b. Proposed
5. Perspective view of north elevation with addition
6. Section through addition
7. Floor plans
 - a. Existing
 - b. Proposed
8. Details
9. Photos of precedents

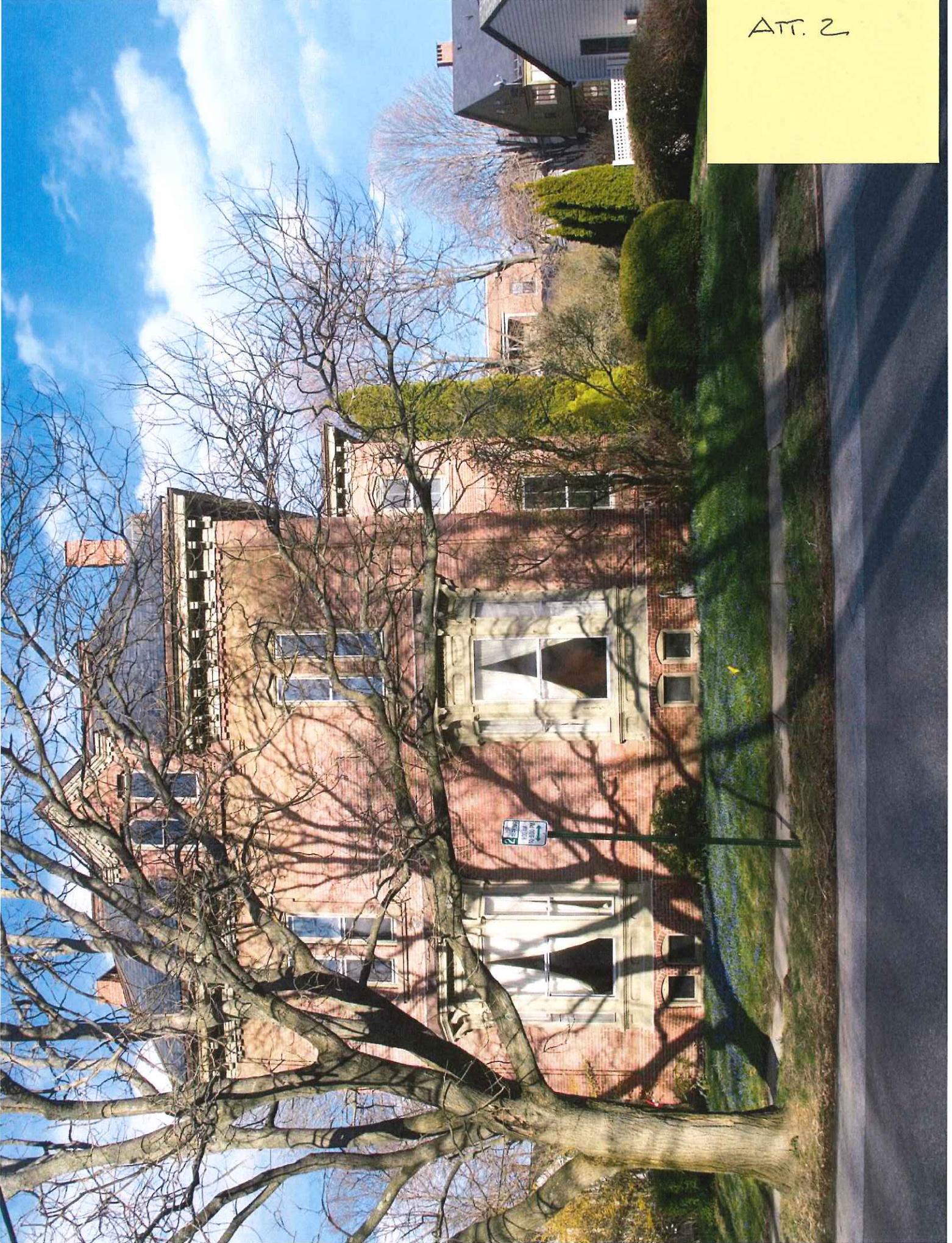
Att. 1



135
Vaughn



Att. 2







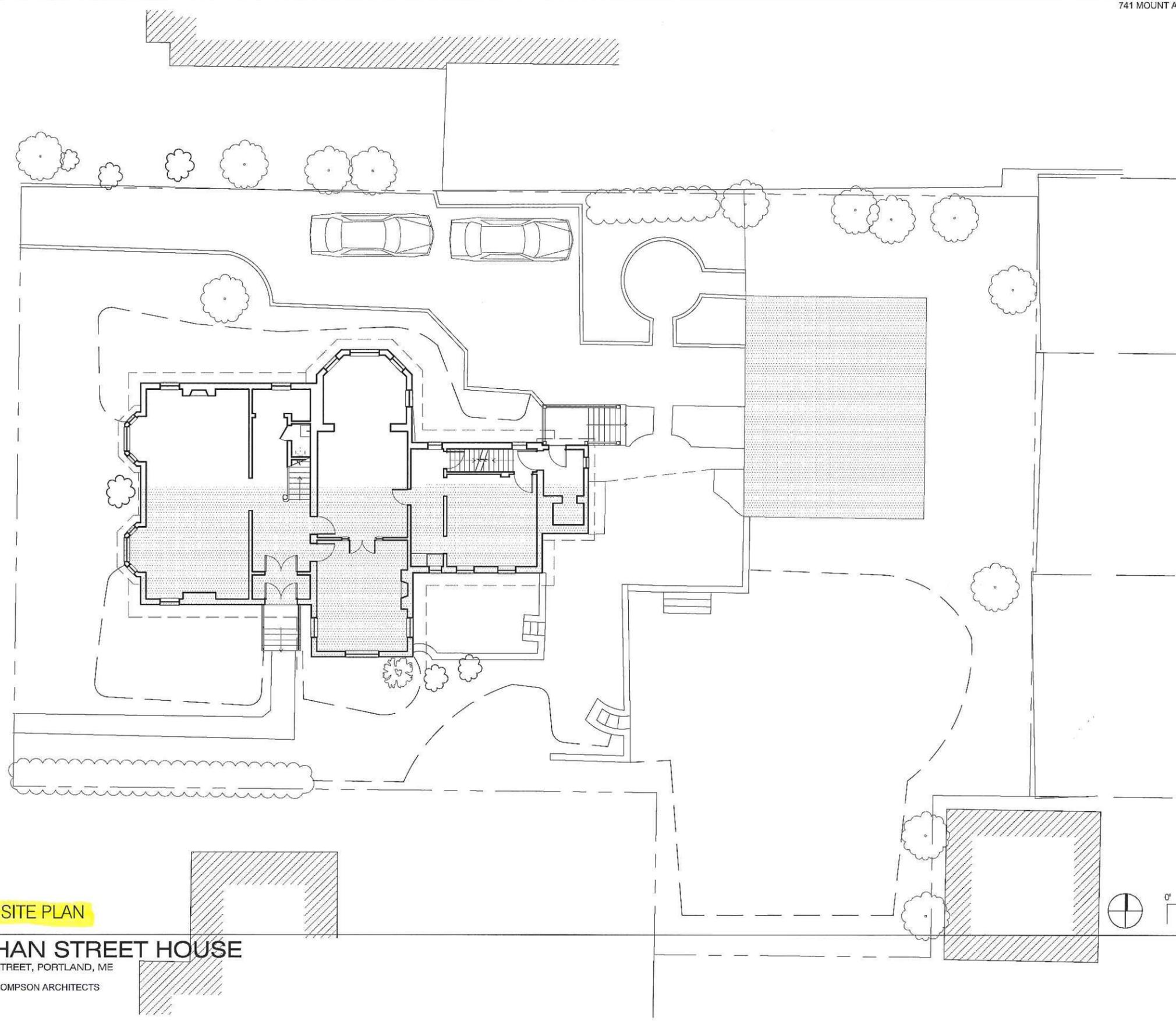








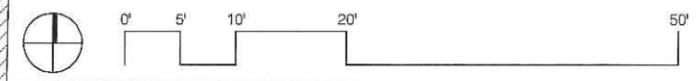




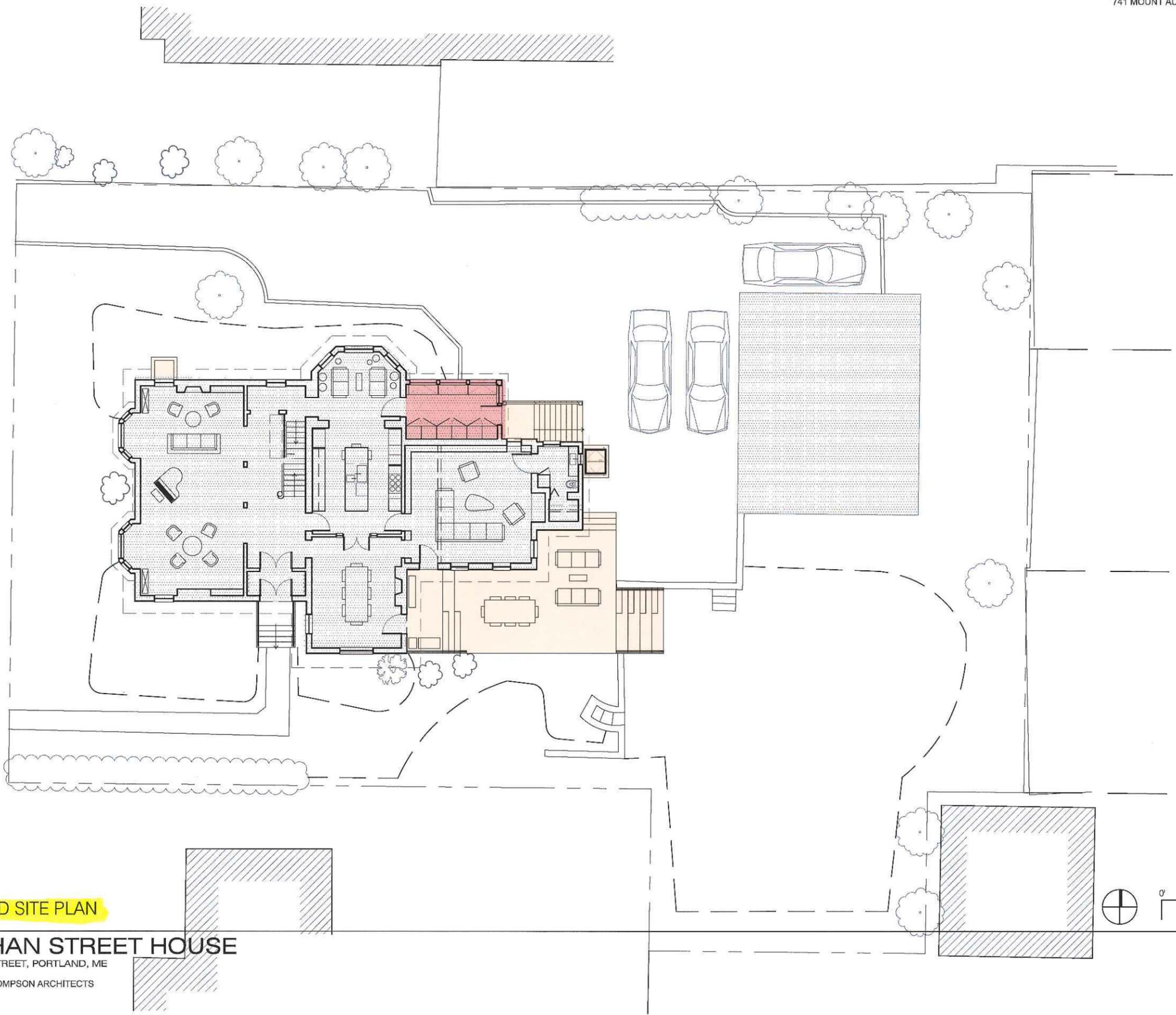
EXISTING SITE PLAN

VAUGHAN STREET HOUSE

135 VAUGHAN STREET, PORTLAND, ME
© MARYANN THOMPSON ARCHITECTS



04/18/2018
PROJECT # 746
SCALE: 1/16" = 1'-0"



ADDITION:
 NEW INTERIOR SPACE
 NEW EXTERIOR PORCHES,
 STAIRS, WELLS

PROPOSED SITE PLAN

VAUGHAN STREET HOUSE

135 VAUGHAN STREET, PORTLAND, ME

© MARYANN THOMPSON ARCHITECTS

04/18/2018
 PROJECT # 746
 SCALE: 1/16" = 1'-0"



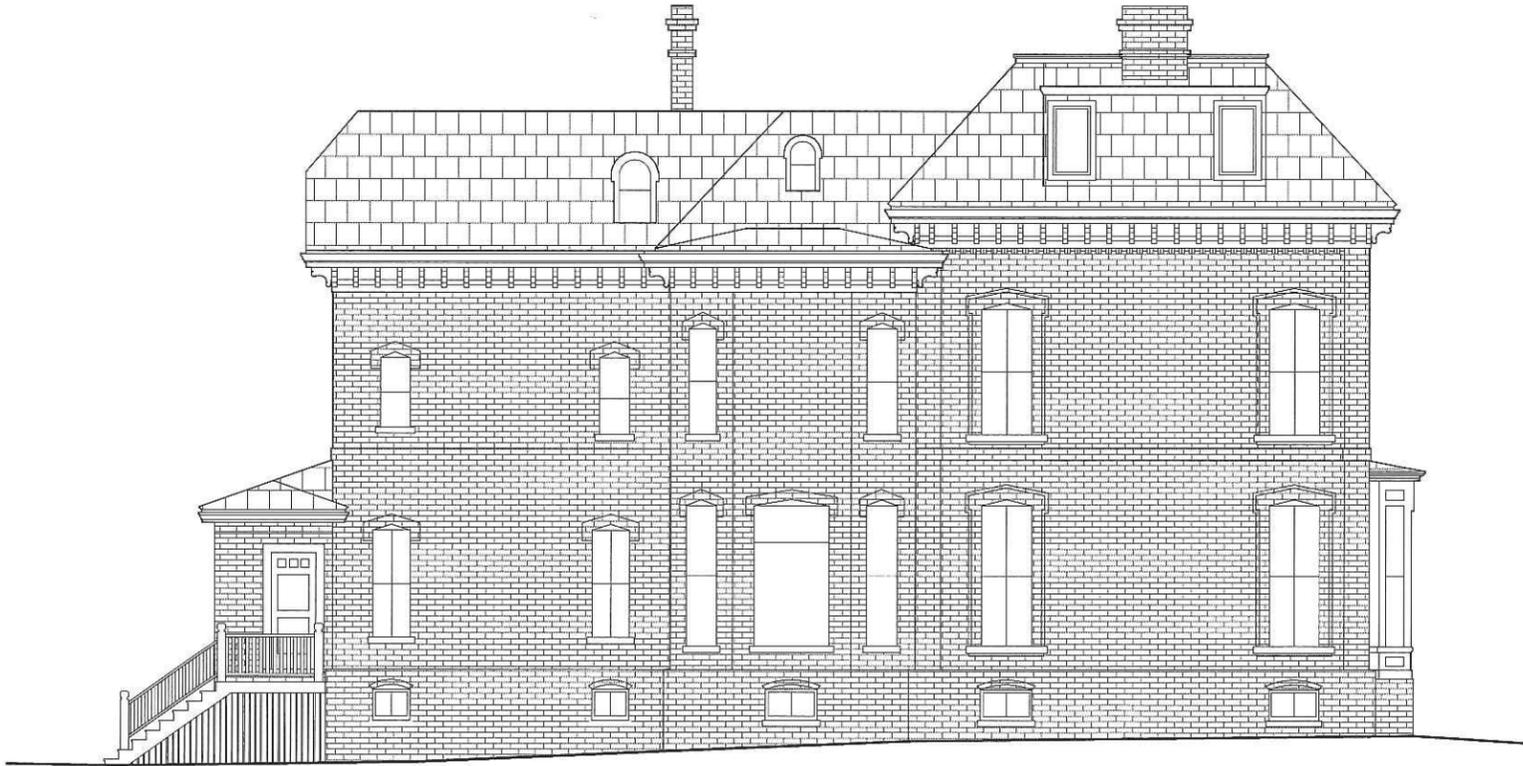
EXISTING EXTERIOR ELEVATION _EAST



EXISTING EXTERIOR ELEVATION _SOUTH



EXISTING EXTERIOR ELEVATION _WEST



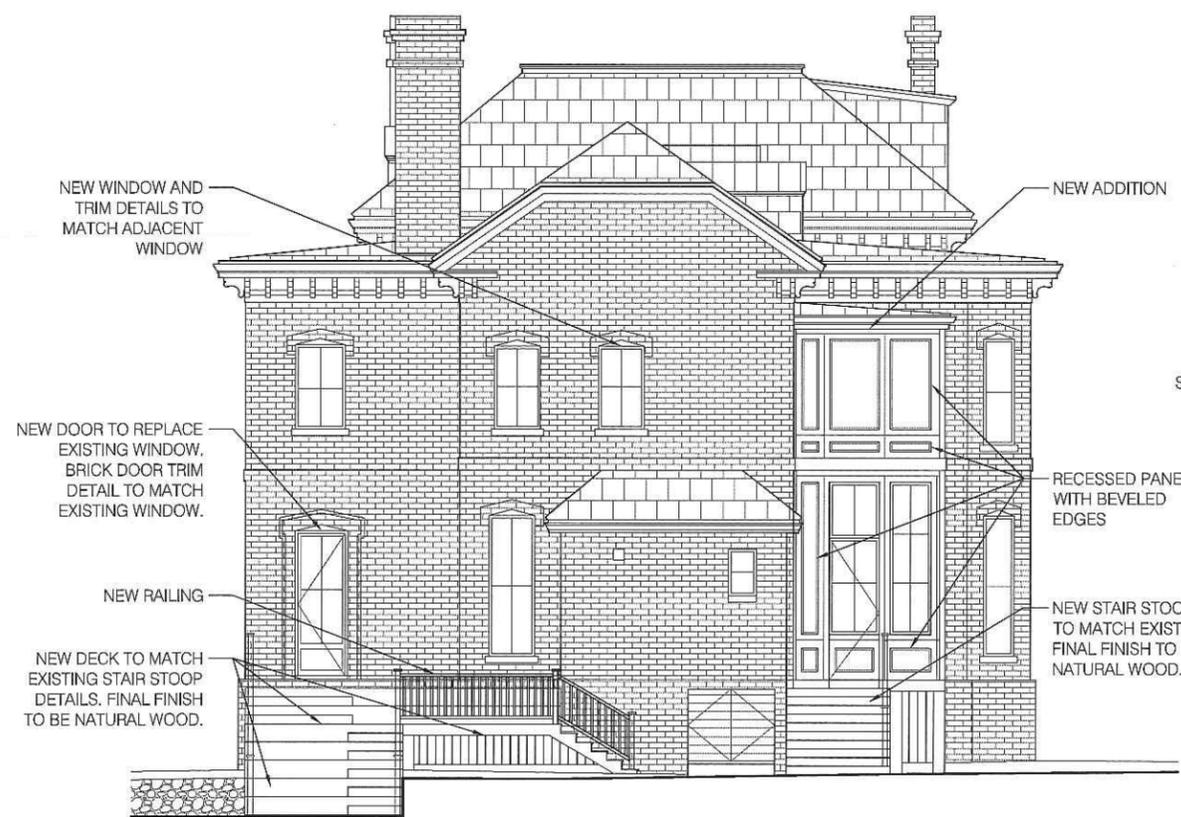
EXISTING EXTERIOR ELEVATION _NORTH

VAUGHAN STREET HOUSE

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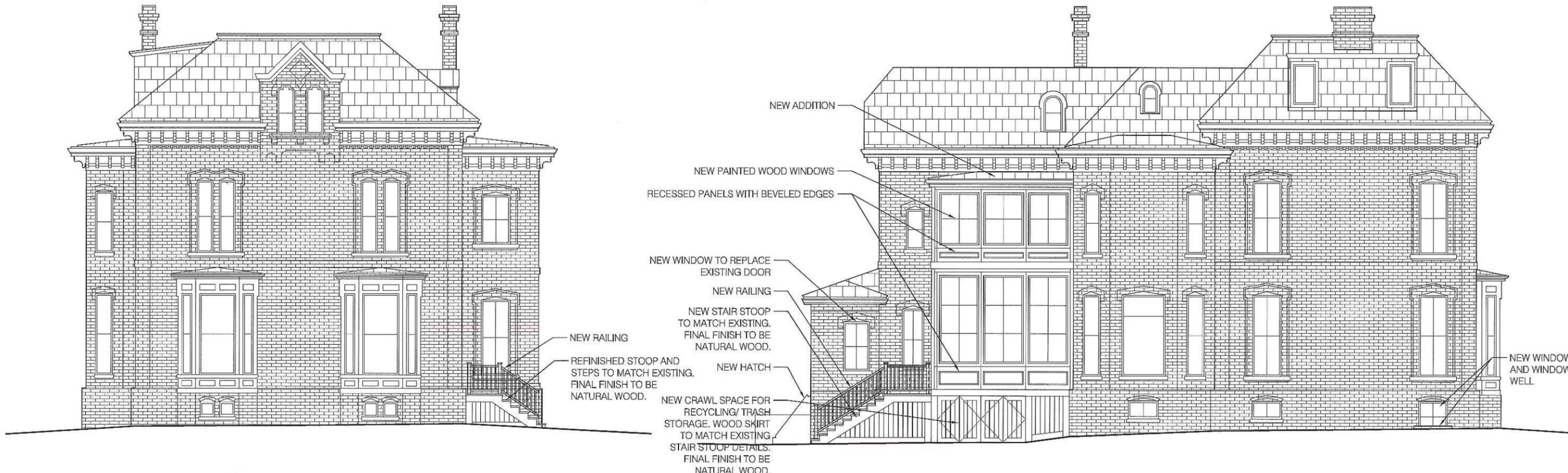
04/18/2018
PROJECT # 746
SCALE: 3/32" = 1'-0"



PROPOSED EXTERIOR ELEVATION _EAST



PROPOSED EXTERIOR ELEVATION _SOUTH



- NEW ADDITION
- NEW PAINTED WOOD WINDOWS
- RECESSED PANELS WITH BEVELED EDGES
- NEW WINDOW TO REPLACE EXISTING DOOR
- NEW RAILING
- NEW STAIR STOOP TO MATCH EXISTING. FINAL FINISH TO BE NATURAL WOOD.
- NEW HATCH
- NEW CRAWL SPACE FOR RECYCLING/ TRASH STORAGE. WOOD SKIRT TO MATCH EXISTING. STAIR STOOP DETAILS. FINAL FINISH TO BE NATURAL WOOD.
- NEW WINDOW AND WINDOW WELL

PROPOSED EXTERIOR ELEVATION _WEST

PROPOSED EXTERIOR ELEVATION _NORTH

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MARYANN THOMPSON

741 MOUNT AUBURN STREET WATERTOWN MA 02472 | T: 617 7



STREET PERSPECTIVE RENDERING

VAUGHAN STREET HOUSE

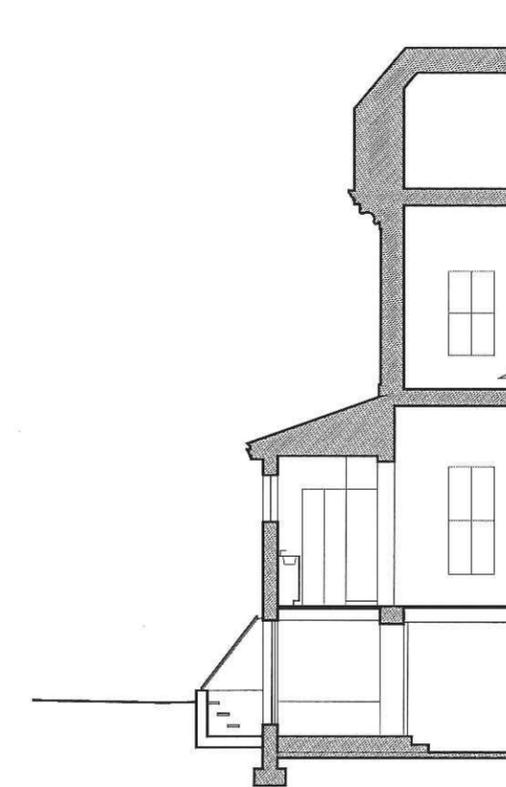
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GENERAL NOTES

INDICATES EXISTING STRUCTURE



01. LONGITUDINAL SECTION AT MUDROOM

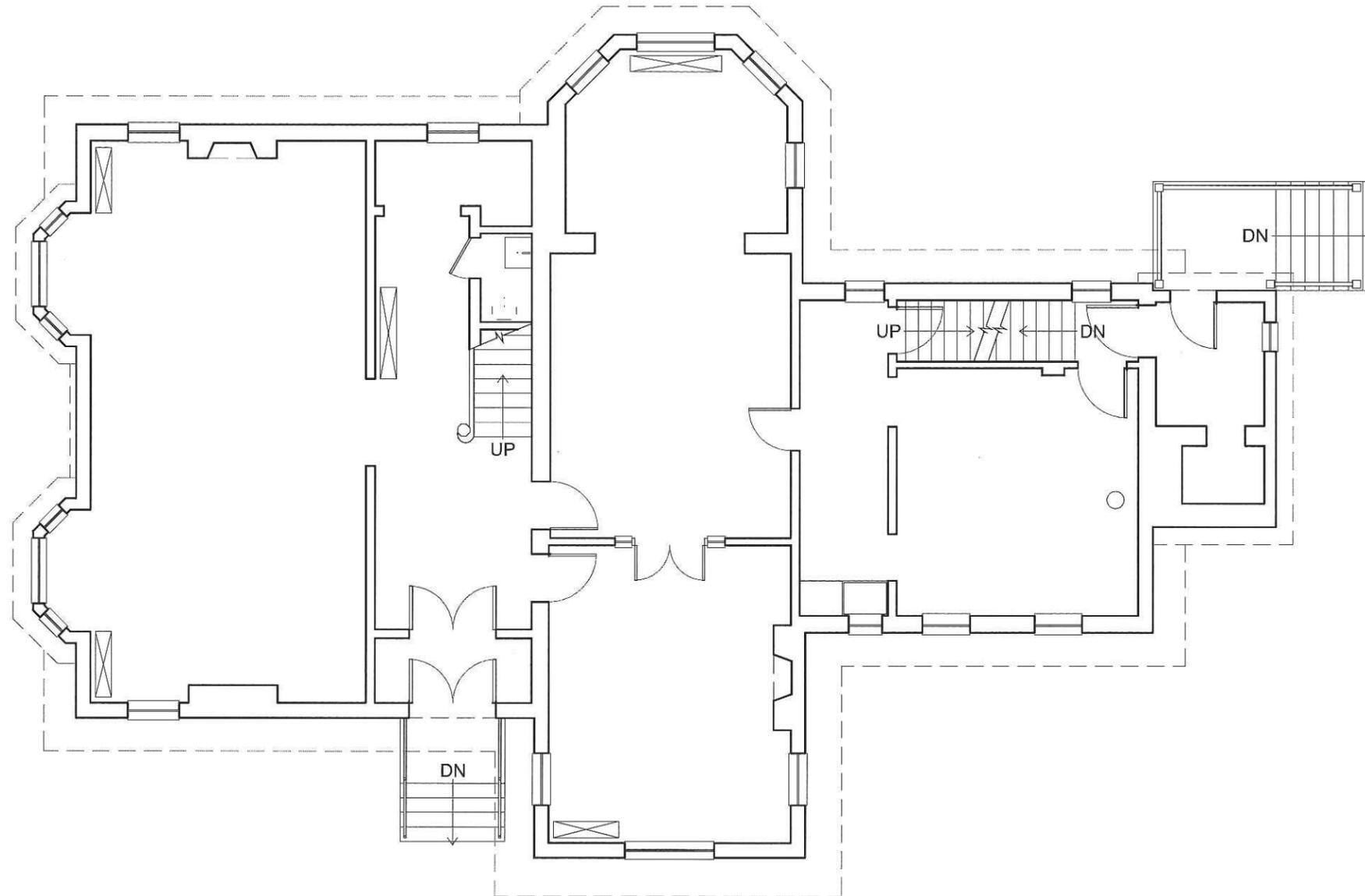
02. LONGITUDINAL SECTION AT NEW HATCH

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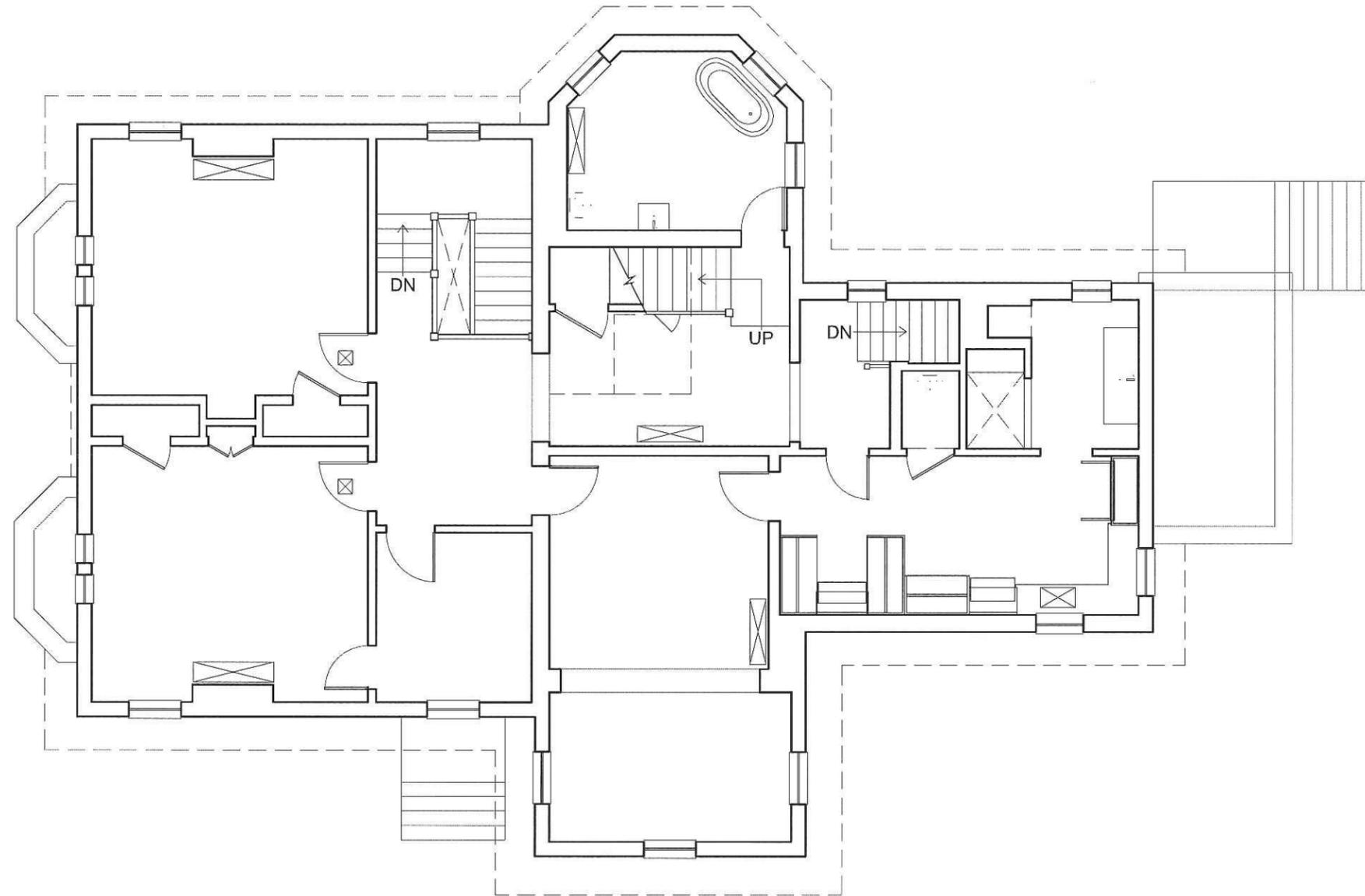
EXISTING FIRST FLOOR PLAN

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PROJECT # 746
SCALE: 1/8" = 1'-0"



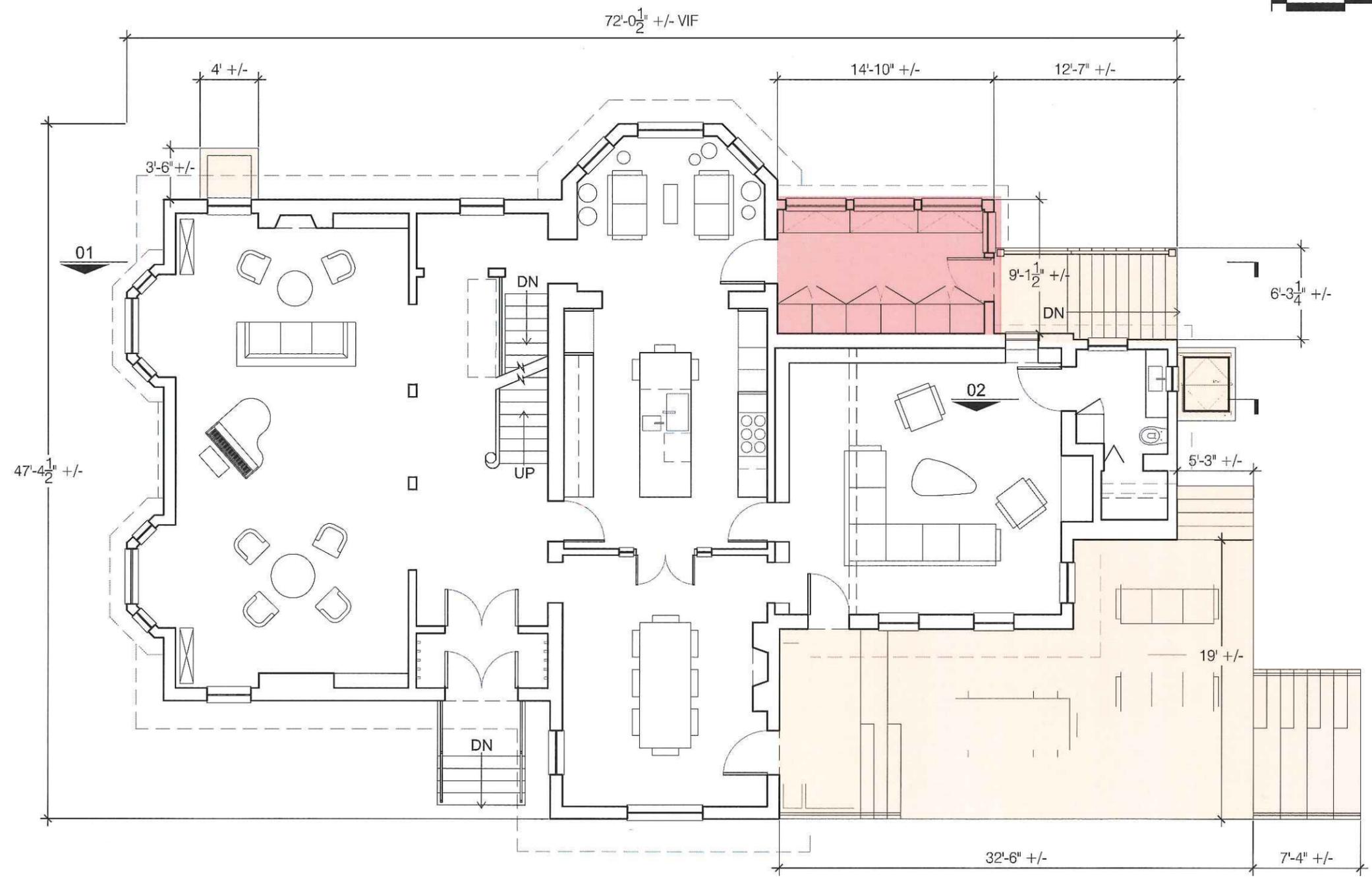
EXISTING SECOND FLOOR PLAN

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PROJECT # 746
SCALE: 1/8" = 1'-0"



- ADDITION:
NEW INTERIOR SPACE
- NEW EXTERIOR PORCHES,
STAIRS, WELLS

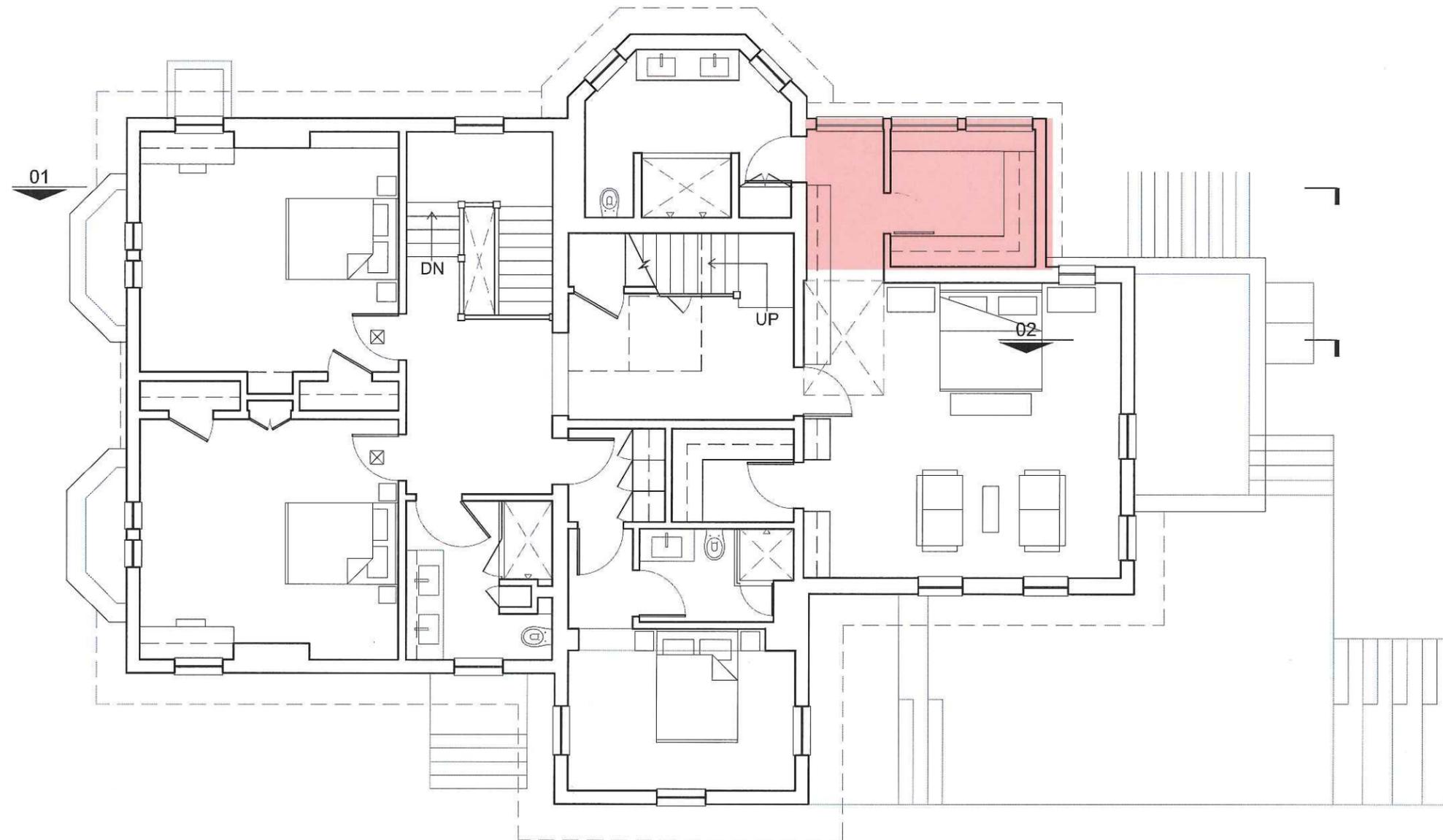
PROPOSED FIRST FLOOR PLAN

VAUGHAN STREET HOUSE

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PROJECT # 746
SCALE: 1/8" = 1'-0"



- ADDITION:
NEW INTERIOR SPACE
- NEW EXTERIOR PORCHES,
STAIRS, WELLS

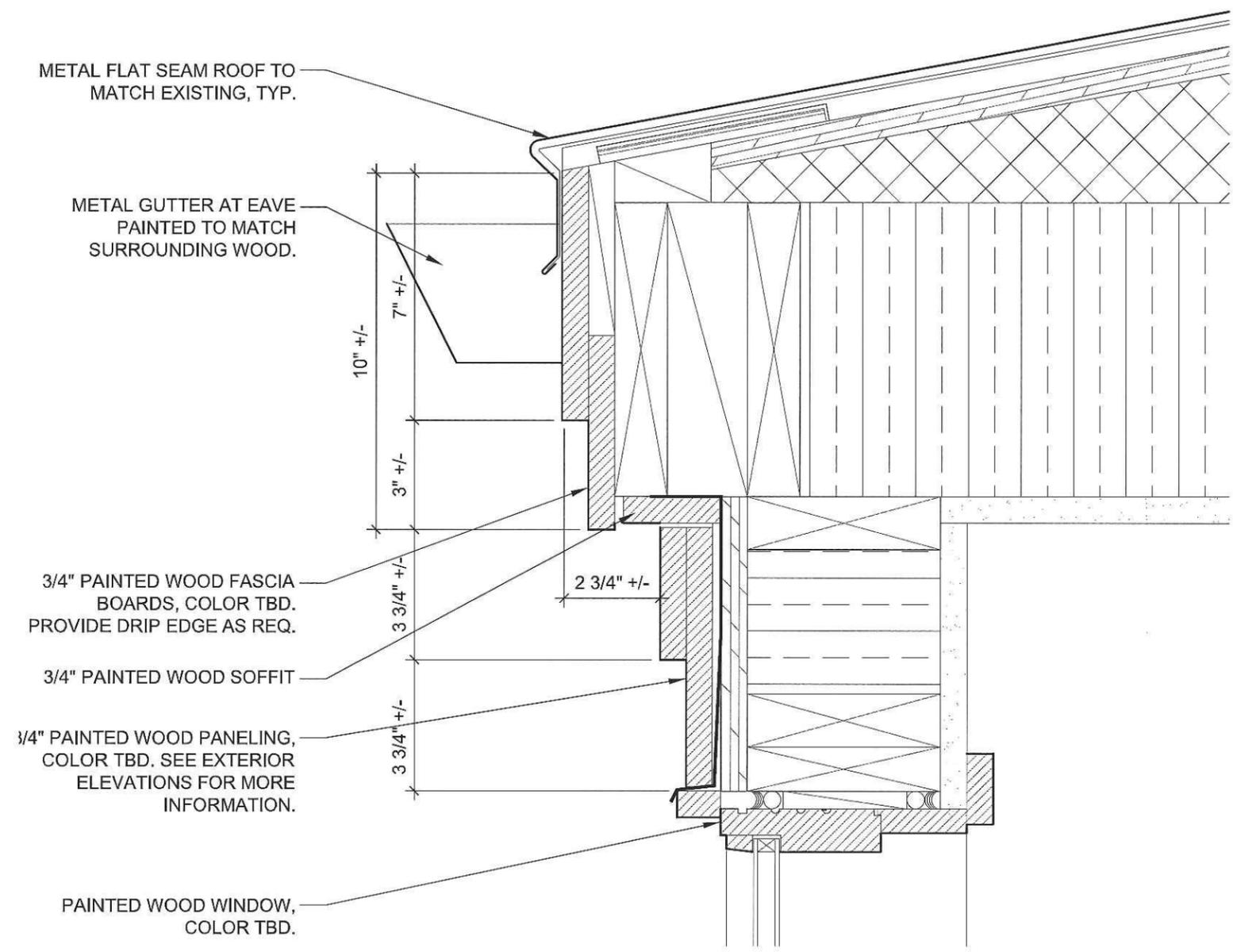
PROPOSED SECOND FLOOR PLAN

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



METAL FLAT SEAM ROOF TO MATCH EXISTING, TYP.

METAL GUTTER AT EAVE PAINTED TO MATCH SURROUNDING WOOD.

3/4" PAINTED WOOD FASCIA BOARDS, COLOR TBD. PROVIDE DRIP EDGE AS REQ.

3/4" PAINTED WOOD SOFFIT

3/4" PAINTED WOOD PANELING, COLOR TBD. SEE EXTERIOR ELEVATIONS FOR MORE INFORMATION.

PAINTED WOOD WINDOW, COLOR TBD.

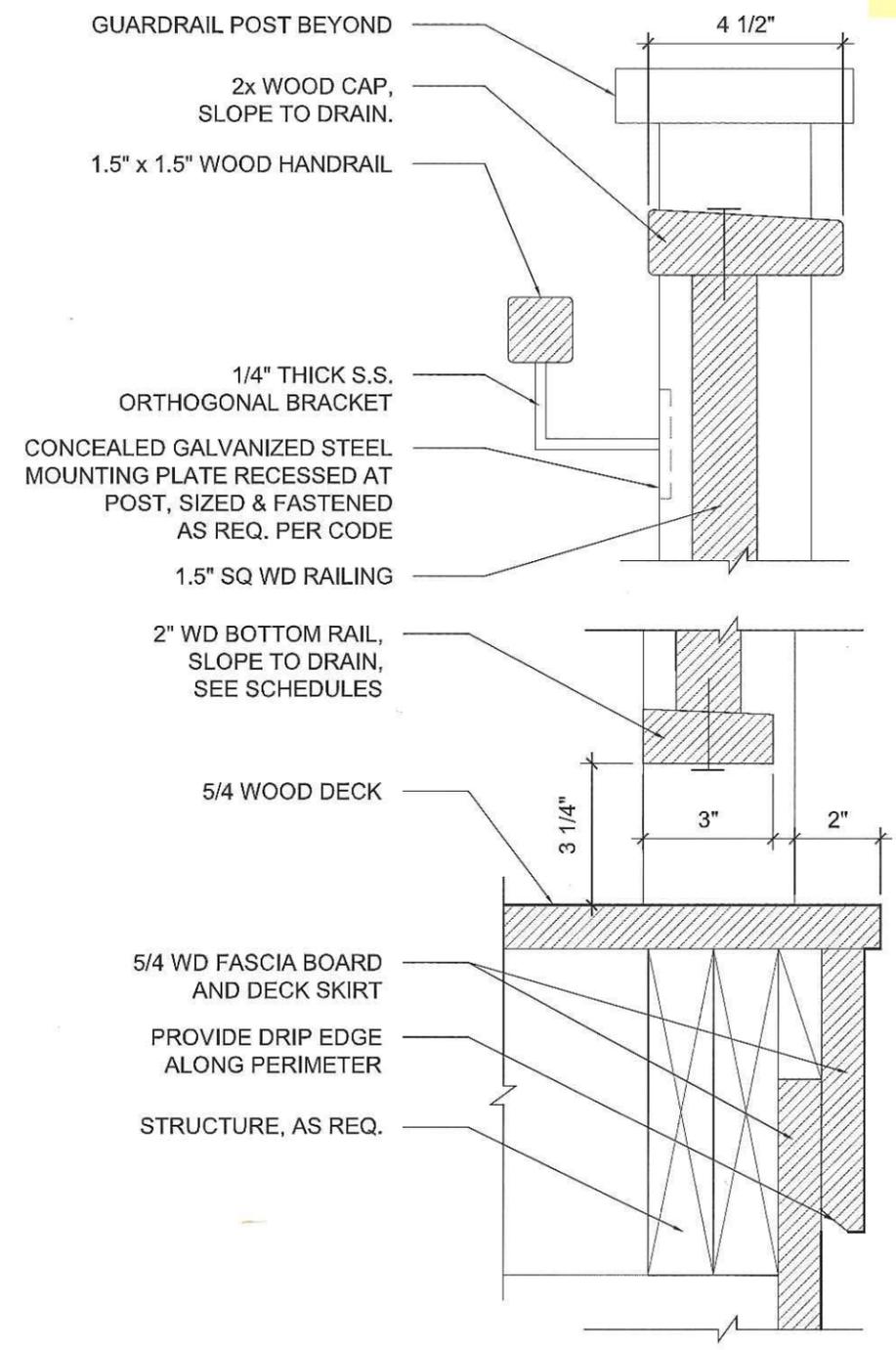
01. ROOF EAVE / WINDOW HEADER SECTION DETAIL

EXTERIOR DETAILS

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GUARDRAIL POST BEYOND

2x WOOD CAP, SLOPE TO DRAIN.

1.5" x 1.5" WOOD HANDRAIL

1/4" THICK S.S. ORTHOGONAL BRACKET

CONCEALED GALVANIZED STEEL MOUNTING PLATE RECESSED AT POST, SIZED & FASTENED AS REQ. PER CODE

1.5" SQ WD RAILING

2" WD BOTTOM RAIL, SLOPE TO DRAIN, SEE SCHEDULES

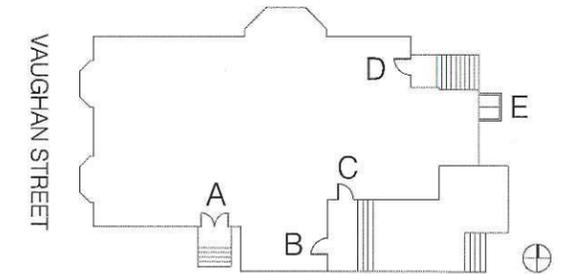
5/4 WOOD DECK

5/4 WD FASCIA BOARD AND DECK SKIRT

PROVIDE DRIP EDGE ALONG PERIMETER

STRUCTURE, AS REQ.

02. EXTERIOR GUARDRAIL SECTION DETAIL



PLAN KEY

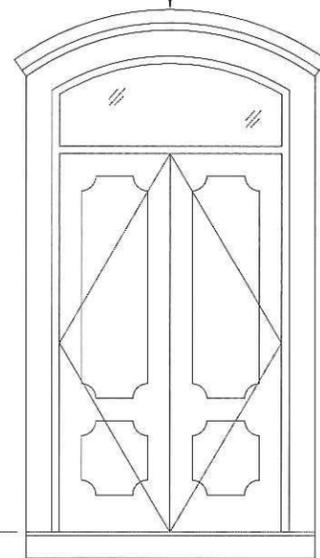
FRONT DOOR AND ALL ASSOCIATED TRIM TO BE REFINISHED AND REPAINTED. COLOR TBD.

NEW DOOR TRIM TO MATCH BRICK WINDOW TRIM DETAILS OF ADJACENT WINDOWS. DOOR GLAZING TO MATCH SURROUNDING WINDOWS. PAINTED WOOD PANELS TO BE RECESSED WITH BEVELED EDGES. TRIM ELEVATIONS AS SHOWN, COLOR TBD.

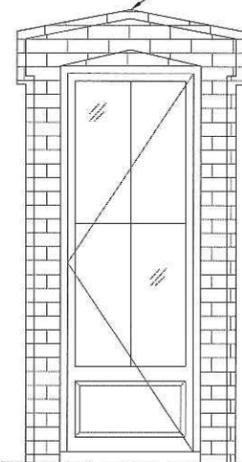
NEW DOOR AND ALL ADJACENT WINDOWS AT ADDITION TO MAINTAIN PAINTED WOOD SHAKER STYLE (RECTILINEAR) PROFILES. MULLIONS TO MATCH EXISTING WINDOWS IN SIZE AND PROPORTION. PAINTED WOOD PANELS TO BE RECESSED WITH BEVELED EDGES. TRIM ELEVATIONS AS SHOWN, COLOR TBD.

NEW BASEMENT HATCH DOOR TO BE PAINTED METAL, COLOR TBD, OR FACED WITH WOOD SIDING TO MATCH DECKING.

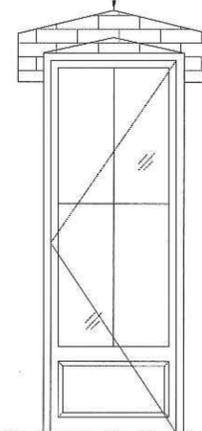
FIRST FLOOR FFE



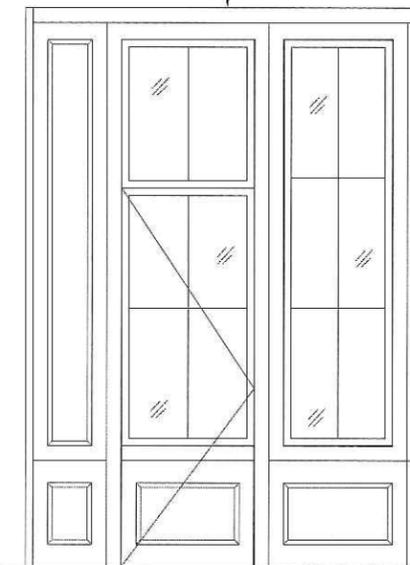
A. EXISTING FRONT DOOR



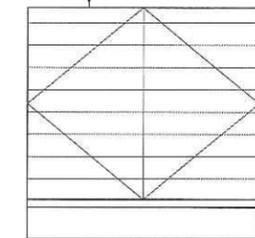
B. NEW PATIO DOOR FROM DINING ROOM



C. NEW PATIO DOOR FROM TV ROOM



D. NEW MUDROOM DOOR AT ADDITION



E. NEW HATCH DOOR

EXTERIOR DOOR SCHEDULE

VAUGHAN STREET HOUSE

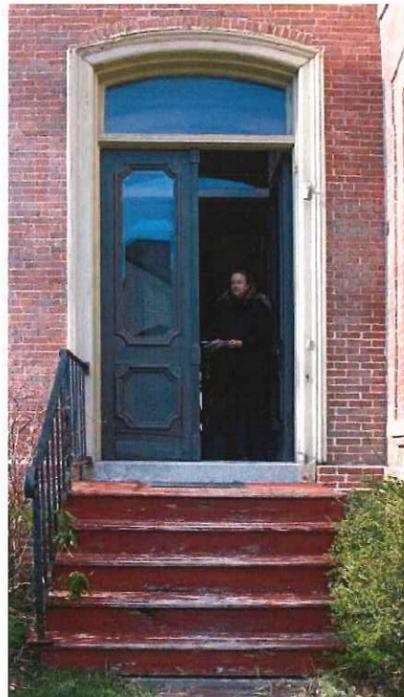
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SCALE: 1/4" = 1'-0"



PAINTED WOOD WINDOWS TO MATCH EXISTING AT ALL NEW WINDOW AREAS



PAINTED WOOD DOOR PANELING
PAINTED WOOD TRIM



FLAT SEAM COPPER ROOF AT ADDITION TO MATCH COPPER ROOF AT BAY WINDOW VOLUMES AND DORMERS



ENTRY STAIRS, ADDITION FOUNDATION, AND DECK SIDE SKIRT TO BE SIMILAR TO EXISTING STOOP SKIRT DETAILS.



GUARDRAILS TO BE TRADITIONAL WOOD FRAME WITH VERTICAL BALLUSTERS

EXTERIOR MATERIALS

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Unit Features

Ultimate Casement Collection:

Clad Ultimate Casement (CUCA), Clad Ultimate Awning (CUAWN), Clad Ultimate Casement Picture (CUCAP)
 Clad Ultimate Casement Bows and Bays (CUCABB), Clad Ultimate Casement Round Top (CUCART)
 Clad Ultimate Push Out Casement (CUPCA), Clad Ultimate Push Out Awning (CUPAWN)
 Clad Ultimate Push Out Casement Picture (CUPCAP), Clad Ultimate Push Out Casement Bows and Bays (CUPCABB)
 Clad Ultimate French Casement (CUFCA), Clad Ultimate Push Out French Casement (CUPFCA)
 Clad Ultimate Venting Picture (CUCAVP), Clad Ultimate Casement Polygon (CUCAPOLY)
 Clad Ultimate Replacement Casement (CURCA), Clad Ultimate Replace Awning (CURAWN)
 Clad Ultimate Replacement Casement Picture (CURCAP)
 Clad Ultimate Replacement Push Out Casement (CURPCA), Clad Ultimate Replacement Push Out Awning (CURPAWN)
 Clad Ultimate Replacement Push Out Casement Picture (CURPCAP)
 Clad Ultimate Replacement Push Out French Casement (CURPFCA)
 Clad Ultimate Replacement Casement Round Top (CURCART), Clad Ultimate Replacement Casement Polygon (CURCAPOLY)

NOTE: Clad Ultimate French Casement, Clad Ultimate Push Out French Casement, Clad Ultimate Venting Picture, Clad Ultimate Replacement Casement Round Top, Clad Ultimate Replacement Casement Polygon, and Clad Ultimate Replacement Push Out French are not available with CE mark.

Bows and Bays are not available with CE mark from the factory. Bow and Bay kits are available for field mulling.

Frame:

- Frame thickness: 1 3/16" (30)
- Full frame units have a frame base (with pre-drilled installation holes in jambs): is 4 9/16" (116) from backside of nailing fin to interior wood face of frame
- Replacement frame: Units have overall base frame of 3 1/4" (83) jambs
- Frame bevel: Standard is no bevel, optional available are 8 degree bevel and 14 degree bevel

Sash:

- Nominal Sash thickness for full frame:
 - 1 5/8" (41) with 3/4" (19) insulating glass
 - 1 7/8" (48) with 1" (25) insulating glass
- Nominal Sash thickness for replacement frame: 1 5/8" (4) with 3/4" (19) insulating glass
- Stile and Rails 2 1/16" (52) standard
- Optional tall bottom rail 3 9/16" (90) available
- Standard interior wood cope sticking: Ogee
- Optional interior wood cope sticking: Ovolo and Square

Hardware: - See Individual Product Chapters

- See unit features in product sections for Tripane glass options

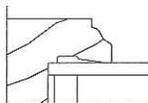
Interior Sticking Options:

- Standard interior sticking: Ogee
- Optional interior sticking: Square

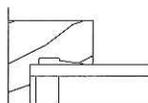
Wood Interior Swinging Insect Screens:

- Wood screen surround: Matches window species.
- Screen mesh: Charcoal High Transparency (CH HI-Tran) fiberglass.
- Ball and Catch latch system used.
- Screen mesh options: Charcoal Fiberglass, Silver Gray Fiberglass, Charcoal Aluminum, Black Aluminum, Bright Aluminum and Bright Bronze.
- Standard Interior Sticking: Ogee
- Optional Interior Sticking: Square

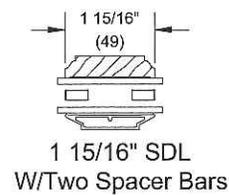
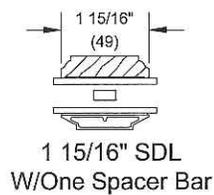
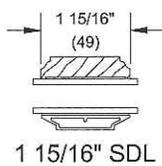
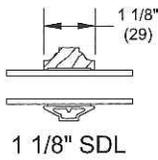
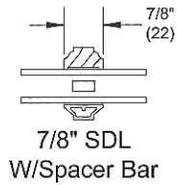
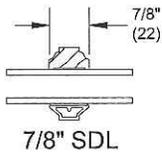
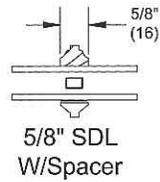
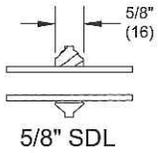
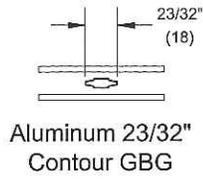
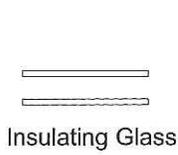
Ogee



Square



Lite Options





DS

DELTA STAR™

"I love this fixture because...it gives me maximum flexibility! I can dim to get to the exact light balance on a project (sometimes I want a brighter background, other times I want a dimmer background). The ability to dim allows me to compose the scene like a painting, from on the ground instead of up in a tree. The interchangeable optics are another great feature, in case I get caught out, or when the plant material grows and I need a more open beam."

Linda Lees, Lightstudio Inc., BKU Fall 2012

MATERIAL*



FOR USE WITH



Power Supplies



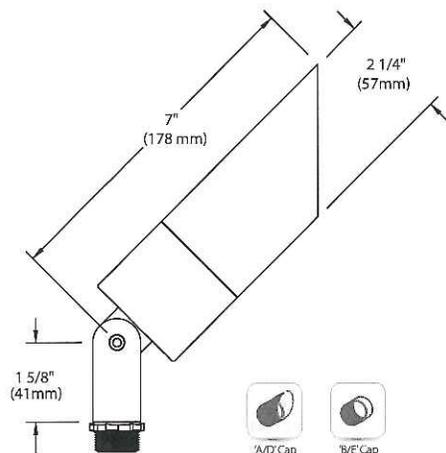
Options



Mounting



Shown with 'A' Cap
in Black Wrinkle (BLW) finish



*Delta Star with MR16 Halogen source is only available in aluminum and brass. See page 303 for Catalog ordering information.

ORIGINAL BTC

BRITISH LIGHTING MANUFACTURERS

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VIEW RANGE



EXTERIOR BRACKET LIGHT, RIGHT ANGLE, ROUND, GUNMETAL, CLEAR

US-DP7680/GM/CL

\$719.00

A classic, continental style wall glass fitting light with screw glass. This wall light has a clean design and suits both traditional and modern locations. Crafted out of galvanised iron or raw sand blasted bronze, the light has a heavy cast construction. The wall light is available with a standard right angle arm or in the classic French canted version. Mounted either on a round base dome cover or on a corner fork.

H: 13.5 "



Hardy Island Deck Wall Sconce



Description:

Hardy Island heavy duty exterior recessed deck/step light features a clear tempered glass lens and a matte bronze finish. Available in a hooded and grill face option. Features 2 inch tall hood directing light down. Available as a Halogen or LED fixture. Halogen: One 20 watt, 12 volt, JC G4 base halogen lamp is included. LED: 1.5 watt, 12 volt LED. Lamps are included. General light distribution. 3.5 inch width x 2 inch height.

Shown in: Matte Bronze / Clear

List Price: \$130.55
 Our Price: \$94.00

Shade Color: Clear
 Body Finish: Matte Bronze
 Lamp: 1 x LED/1.5W/12V
 Wattage: 1.5W
 Dimmer: N/A
 Dimensions: 2"H x 3.5"W

Fax: (773) 883-6131

Phone: 866-954-4489

Address: 1718 W. Fullerton Ave. Chicago IL 60614

www.Lightology.com

Product Number: HIN172431			
Company:		Fixture Type:	Date: Mar 27, 2015
Project:		Approved By:	

#0805WC-HARDLED-004L1-XXMB

Search by product #

Back to Recessed
Luminaires



LED Recessed wall - asymmetrical distribution

LED wall luminaires with asymmetrical light distribution that provides light in a forward orientation and is suitable for lighting ground surfaces, building entrances, and stairways.

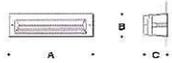
Separate installation housing allows for seamless coordination into construction and easy maintenance.

Die-cast aluminum housing with die-cast aluminum faceplate - Composite installation housing - White safety glass

Integral 120V - 277V electronic LED driver, 0-10V dimming.

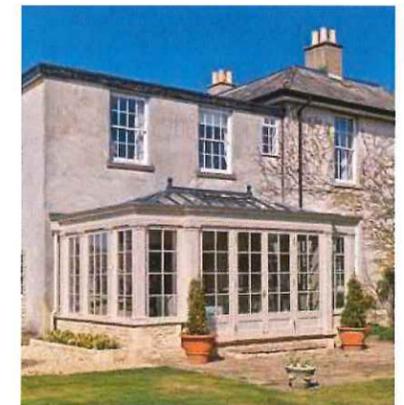
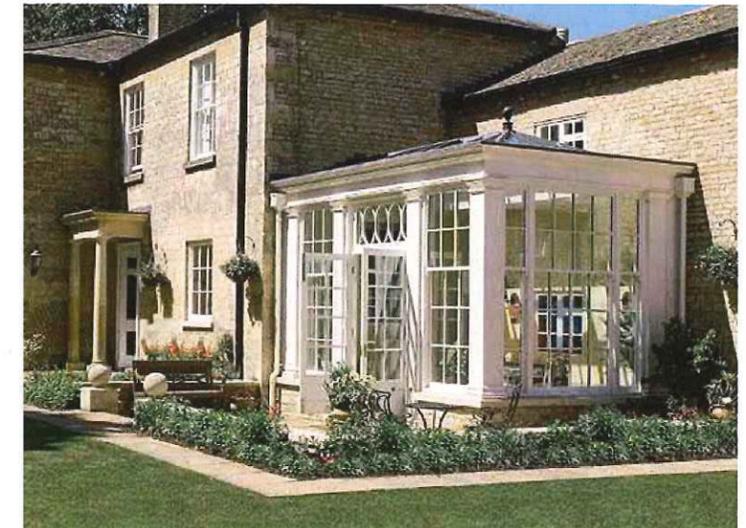
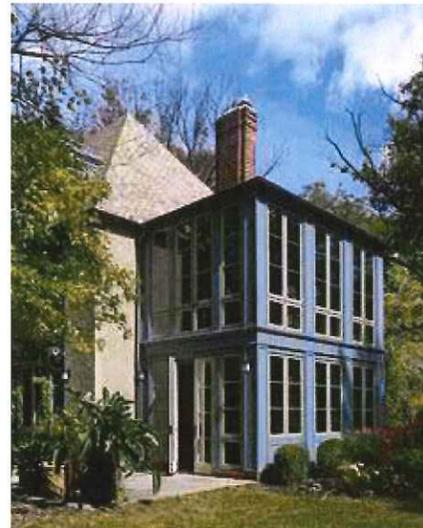
CSA certified to U.S. and Canadian standards.

Finish: Standard BEGA colors.



Click product # for details

	Lamp	β	Temp°C	A	B	C
33 053	4.1W LED			6 5/8	2 3/4	5
33 054	5.9W LED			10 1/8	2 3/4	5
33 055	8.4W LED			12 1/2	2 3/4	5
33 058	12.3W LED			13	5	5 1/2
33 059	16.4W LED			16 1/2	5	5 1/2
33 060	20.5W LED			20 1/2	5	5 1/2



PRECEDENTS: GLASS ADDITIONS TO MASONRY HOUSES

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PRECEDENTS: NEIGHBORHOOD ADDITIONS AND GUARDRAILS

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PRECEDENTS: DECKS TO BE COMPOSED OF HORIZONTAL BOARDS WITH 1/2" GAPS; WIDE STEPS; CEDAR OR MAHOGANY; WOOD GUARDRAILS

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