

1. Legal Ad

Documents:

[5-16-18 LEGAL AD.PDF](#)

2. 5-16-18 Agenda

Documents:

[5-16-18 AGENDA.PDF](#)

3. 86 Newbury Street

Documents:

[HP MEMO - 86 NEWBURY STREET.PDF](#)

4. 112 Vaughan Street

Documents:

[HP MEMO - 112 VAUGHAN STREET.PDF](#)

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

Public comments are taken at all meetings.

On **Wednesday, May 16, 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 Review of Proposed Mixed-Use Development; 86 NEWBURY STREET (development will have frontage on Newbury, Hancock, Fore and Mountfort); Bateman Partners, LLC, Applicant.

Break for Dinner; Meeting Resumes at 6:45

2. PUBLIC HEARING

- i. Certificate of Appropriateness for Exterior and Site Alterations/Additions; 112 VAUGHAN STREET; Matthew Hyde, Applicant.

3. 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
May 16, 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 5-2-18

- i. Certificate of Appropriateness for Installation of Temporary Landing, Walkway and Railings; FORT GORGES; Friends of Fort Gorges and City of Portland, Applicant.

The Board voted 6-0 (Turk recused) to approve the application subject to conditions.

- ii. Certificate of Appropriateness for Temporary, Seasonal Installation of Shipping Container for Storage; CONGRESS SQUARE PARK; Friends of Congress Square Park, Applicant.

The Board voted 6-0 (Jacob recused) to approve the application as submitted.

4. WORKSHOP

- i. Advisory Review of Proposed Mixed-Use Development; 86 NEWBURY STREET (development will have frontage on Newbury, Hancock, Fore and Mountfort); Bateman Partners, LLC, Applicant.

Break for Dinner; Meeting Resumes at 6:45

5. PUBLIC HEARING

- i. Certificate of Appropriateness for Exterior and Site Alterations/Additions; 112 VAUGHAN STREET; Matthew Hyde, Applicant.

6. CONSENT AGENDA

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

**WORKSHOP – ADVISORY REVIEW
86 NEWBURY STREET**

TO: Chair Sheridan and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: May 10, 2018

RE: May 16, 2018 – **Workshop** – Advisory Design Review of Proposed Mixed-Use Development

Address: 86 Newbury Street
(project site occupies most of the block bounded by Newbury, Hancock, Fore and Mountfort Streets)

Applicant: Bateman Partners LLC.

Project Architect: David Lloyd, Archetype

Introduction

A workshop has been scheduled to review Bateman Partners LLC’s preliminary proposal for a mixed-used development on an assembled parcel that includes the current Shipyard Brewery. Although the subject property is not located within a designated historic district, the Newbury Street frontage of it is located within 100 feet of the Abyssinian Meeting House, a National Register-listed and locally-designated landmark. As such, the Board will be conducting an advisory review of the project as required under the site plan ordinance’s “100-foot” rule. Specifically, the Board is asked to assess whether the proposed development will be “generally compatible with the major character-defining elements of the landmark.”

Although not specifically required under this provision, Planning staff is also seeking the Historic Preservation Board’s assessment of the proposed development’s relative compatibility with its general Newbury Street context. This workshop is being held in advance of the Planning Board’s first workshop on the project in order that the Historic Preservation Board’s comments can be considered from the outset of the site plan review process.

The proposed development, which is to include a hotel, office building, and residential structure, will replace most of the current brewery complex. (One building of the existing complex, which fronts onto Hancock Street and houses Shipyard’s retail/tasting room, will be incorporated into the redevelopment.) The project also calls for the demolition of two historic

residential structures within the subject block—a wood frame apartment building located directly across the street from the Abyssinian on Newbury and a brick residence on Mountfort Street. When built out, the mixed-use development will occupy all but the southwest quadrant of the large block bounded by Newbury, Hancock, Fore and Mountfort Streets. Note: those portions of the development fronting on Hancock, Fore and Mountfort are clearly beyond the HP Board's purview. Accordingly, the Board is encouraged to limit its focus to the project's Newbury Street frontage.

Enclosed for the Board's review are aerial views of existing and proposed development on the subject block as well as a composite elevation of the development's Newbury Street frontage. Also enclosed are perspective views showing existing conditions and the proposed development in its Newbury St. context. Given the fact that the Board will not be commenting on the entire development, the project architect only submitted elevations and perspective views of the project as viewed from Newbury Street. Staff has enclosed a few images of the larger development for reference purposes.

As you will note, the enclosed elevations and renderings are very preliminary in nature, with many aspects of the project requiring further design development. Given the preliminary nature of the enclosed material, the Board is being asked to comment on the general design direction of the proposed multi-component development in terms of building scale, placement, massing, etc. and its compatibility with its Newbury Street context.

Background Information

Board members serving at the time the India Street Historic District was under consideration will recall that the north side of this block of Newbury Street (as well as a number of other mostly residential blocks in the neighborhood) were included within the original district boundaries proposed by the HP Board. Notwithstanding some erosion of character, the block still retains a number of historic vernacular residential structures that convey the development history of this area and includes several homes owned by or built for African American parishioners of the Abyssinian Meeting House. The block also maintains a strong and generally uniform visual character, especially at its east end.

During the public review process, a number of residential property owners in the neighborhood organized in opposition to designation. Based on these concerns, the Planning Board directed the HP Board to redraw the boundaries to include only those properties on or immediately adjacent to the major corridors that serve the India Street neighborhood, which were mostly commercial, religious or institutional properties. Accordingly, the subject block was removed from the district; obviously, the Abyssinian remained designated as an individual landmark. This background information is provided because it speaks to the relative significance and preservation value of the buildings on the north side of Newbury notwithstanding their official status under the historic preservation ordinance. The scale and character of any new development across the street will likely be a determining factor as to whether these buildings are retained in the future.

Applicable Zoning for Subject Property

The proposed project falls within the India Street Form-Based Code Zone. Board members will recall that a Form-Based Code is different than traditional zoning, as it places the primary emphasis on a building's physical form and its relationship to the street and de-emphasizes land use. Within the overall Zone, several subdistricts are defined to encourage development that is consistent with nature of the abutting street.

The Newbury Street frontage of the development falls within the Urban Neighborhood (UN) Subdistrict, the intent of which is as follows:

The intent of this subdistrict is to maintain and promote a small-scale, less active urban fabric. Buildings may be more private in character and have smaller footprints with building types including, but not limited to, single-family, rowhouses, duplexes, triple-deckers, and double-triples. Building frontages may be less transparent and entries may be raised above sidewalk level with frontage types including raised, recessed doorways, porches, and stoops. The streetscape has variable setbacks and landscaping with many buildings within one block and streets tend to be narrow.

In the UN subdistrict, setbacks cannot exceed 5 feet, building lengths cannot exceed 50 feet (except in the case of connected rowhouses), building heights cannot exceed 45 feet. These dimensional standards are pursuant to the development intent for this and other UN streets.

Newbury Street Context

With the exception of the Abyssinian Meeting House and the three-story commercial structure at the west end of block, the north side of Newbury Street is populated entirely by small scale residential structures. The east end of the block is very consistent in building form, scale, orientation to the street and visual character. Buildings are 1 ½ - 2 ½ story wood frame structures, closely spaced, with their gable ends facing the street. Although the Meeting House is set back further and has a larger footprint, its gabled form reinforces this prevailing development pattern. The cohesiveness exhibited at the east end of the block becomes more fractured as one moves to the west end of the block. Notwithstanding the fact that a number of buildings have lost much of their architectural integrity due to remodeling, the overall impression of the block as viewed from the corner of Hancock Street remains fairly cohesive and strong.

Proposed Development

As noted in the introduction, the proposed development scheme includes a number of individual structures and building uses.

- Facing Hancock Street will be a **hotel**. While the hotel's Hancock Street façade is fairly narrow, the building will extend deep into the interior of the lot.
- Fronting onto Mountfort Street will be a large-scale **office building**. The south elevation of the office building will face Fore Street. The north elevation will face

Newbury. As shown, this elevation will be set back a considerable distance from Newbury with a green space between the building and the sidewalk. As shown, the north elevation of the office building is broken up into two discrete treatments with varying setbacks to meet the FBC's requirement of a 50' maximum building length on this UN street. The office building presents itself as a glassy, very contemporary structure on Mountfort and Fore Street. Where it turns onto Newbury, it transitions to a more conservative brick exterior.

- At the east end of Newbury Street, a 3-story **residential structure** is proposed. The structure is broken up into 2 discrete masses, separated by a courtyard. The two sections of the building are connected behind the courtyard. The building is broken up in this way to meet the maximum 50' building length. Ground floor parking for the residential building is accessed from Hancock. Note that there is no living space on the ground floor of this building. This is not allowed due to identified industrial contamination issues on the site. (See attached letter.) Accordingly, there are no entries facing the street and no traditional fenestration at ground level. Entries to the two sections will be off the courtyard. (No detailed elevation has been provided of the courtyard-facing elevations, so it is unclear how prominent the entries will be.)
- The portion of the **existing brewery** complex that faces Hancock Street and houses the tasting room and retail operations will be retained and renovated. A 5-story **addition** to the 2-story brewery building will be constructed directly behind it. Side elevations of these two structures face Newbury Street, but will be set back 50 feet from the sidewalk. Note that the proposed addition to the brewery building is shown having its own architectural treatment.

Applicable Review Standard

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's specific charge is to consider the compatibility of the proposed development with the Abyssinian Meeting House. As noted in the introduction, however, Planning Staff is asking the Board to provide feedback on the development's relative compatibility with the larger Newbury Street streetscape as well.

Preliminary Staff Comments and Questions for Consideration

- In considering the question of general compatibility with the Abyssinian Meeting House, the focus in this case is not on specific design or material characteristics of the meetinghouse that should be referenced or reinforced. Here, compatibility has more to do with the question of scale and whether the proposed development is generally congruent with the Abyssinian and its setting. Any new development should not overwhelm the historic resource or be so visually dominant/distracting as to undermine one's appreciation of the landmark structure.

Staff would also argue that if the character of any new development introduced on the south side of Newbury Street is so inconsistent with the residential character of the north side of the street, there will likely be more pressure/incentive in the future to redevelop those residential lots for development of a very different nature/character. The residential setting around the Abyssinian tells a story of the Abyssinian's relationship to the surrounding neighborhood. It would be unfortunate if this were lost.

- Although the existing brewery building complex represents an incongruous element within its surrounding context in terms of scale, character and use, redevelopment of the property presents an opportunity to provide a more appropriate relationship. "Better than it was" is not an applicable standard.
- The developer is incorporating a residential structure into the overall development program in order to meet the City's housing replacement requirement triggered by the demolition of the two multi-unit houses within the block. Regardless of the impetus behind this residential component, the introduction of a residential structure on the south side of Newbury is very positive—especially since the existing residential building on the south side of Newbury is being taken down. The scale, material palette and use itself positively relate to the existing residential development across the street and fills what is now a surface parking lot. Breaking the building into two distinct masses connected at the rear and separated by a courtyard, also maintains the appearance of smaller footprints and a more domestic scale.
- To the east of the proposed residential structure and for the balance of the project's Newbury Street frontage, the buildings are set back a significant distance from the street—22', 35' and 50'. Although one could argue that the deep setbacks and corresponding green space will provide some level of separation between the existing residential development pattern on the north side of Newbury and the larger-scale commercial development being proposed, in staff's view these deep setbacks are at odds with the prevailing development and only serve to further separate the development from its surrounding context. Additionally, what is viewed from Newbury Street are side elevations of the buildings, with no entrances facing the street. Development of a residential scale and character, with a minimal setback, would be more appropriate for the portion of the project directly across the street from the Abyssinian (which is the area of greatest interest to the Historic Preservation Board and

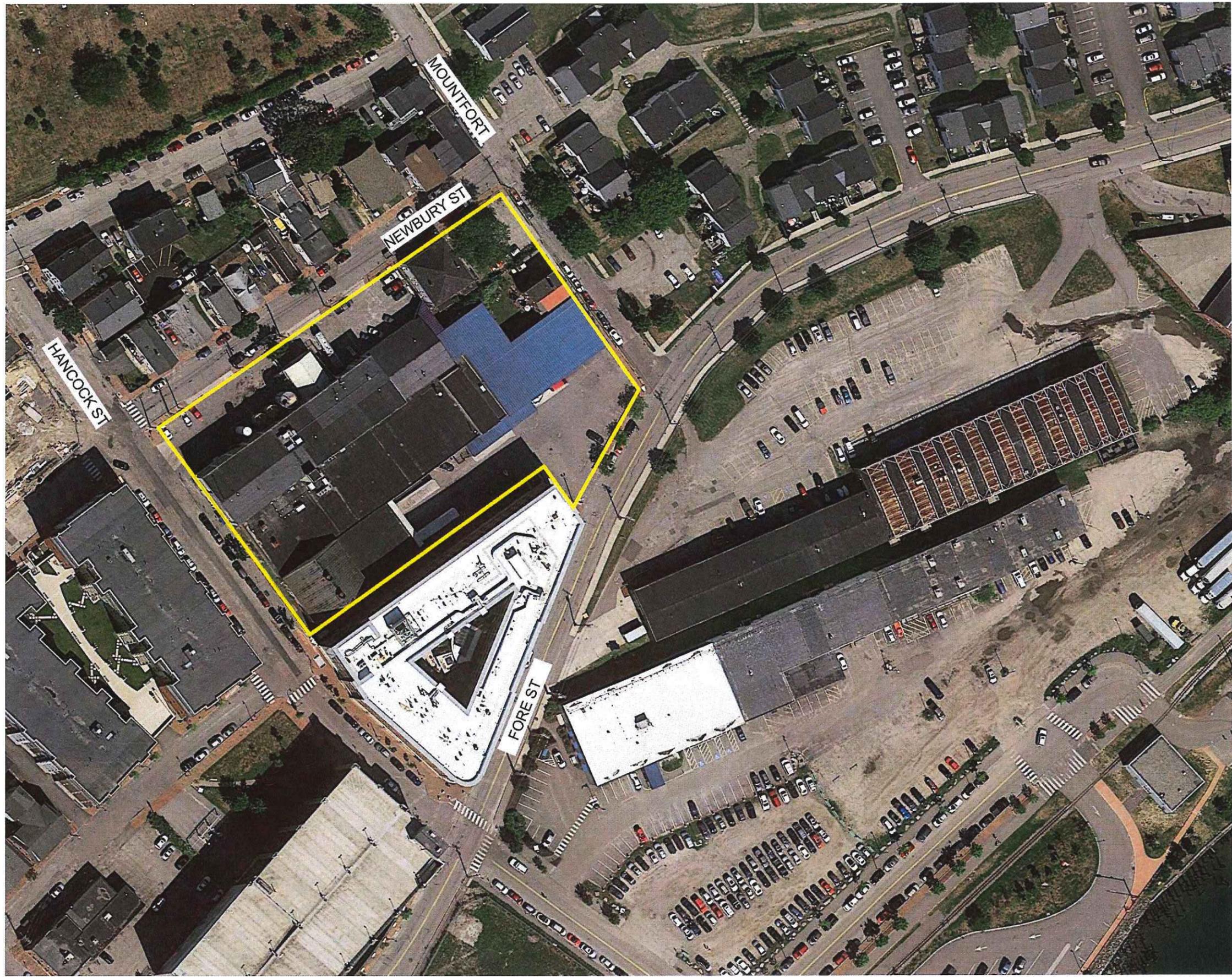
where there is now a residential building). Given the fact that the developer is required to include residential units within the development to offset the loss of residential structures, staff strongly encourages that additional townhouses be considered along the Newbury Street frontage. (This would likely require pulling back the north elevation of the office building by a few feet.) Townhouses would have a minimal setback, provide an effective transition in scale and block views of the larger scale buildings behind.

- Regarding the proposed residential structure, the project architect has explained that the ground floor of this building cannot accommodate living space due to the contaminated nature of the site. Additionally, building entrances are proposed to face the courtyard, rather than Newbury Street. This renders the ground floor of the residential building fairly lifeless and its design treatment challenging.
- Regarding the proposed office building, note that the exterior treatment of the building is one of a very glassy contemporary structure as viewed from Mountfort and Fore Street. Where the building turns the corner onto Newbury Street, it features a brick façade and punched openings. Staff is concerned that this transition could be unconvincing and appear as an applied veneer.

ATTACHMENTS

1. Project architect's submission for Historic Preservation Board review
2. Additional images of the overall development, for reference purposes.

ATTACHMENT I
SUBMITTED FOR
HP BOARD
REVIEW

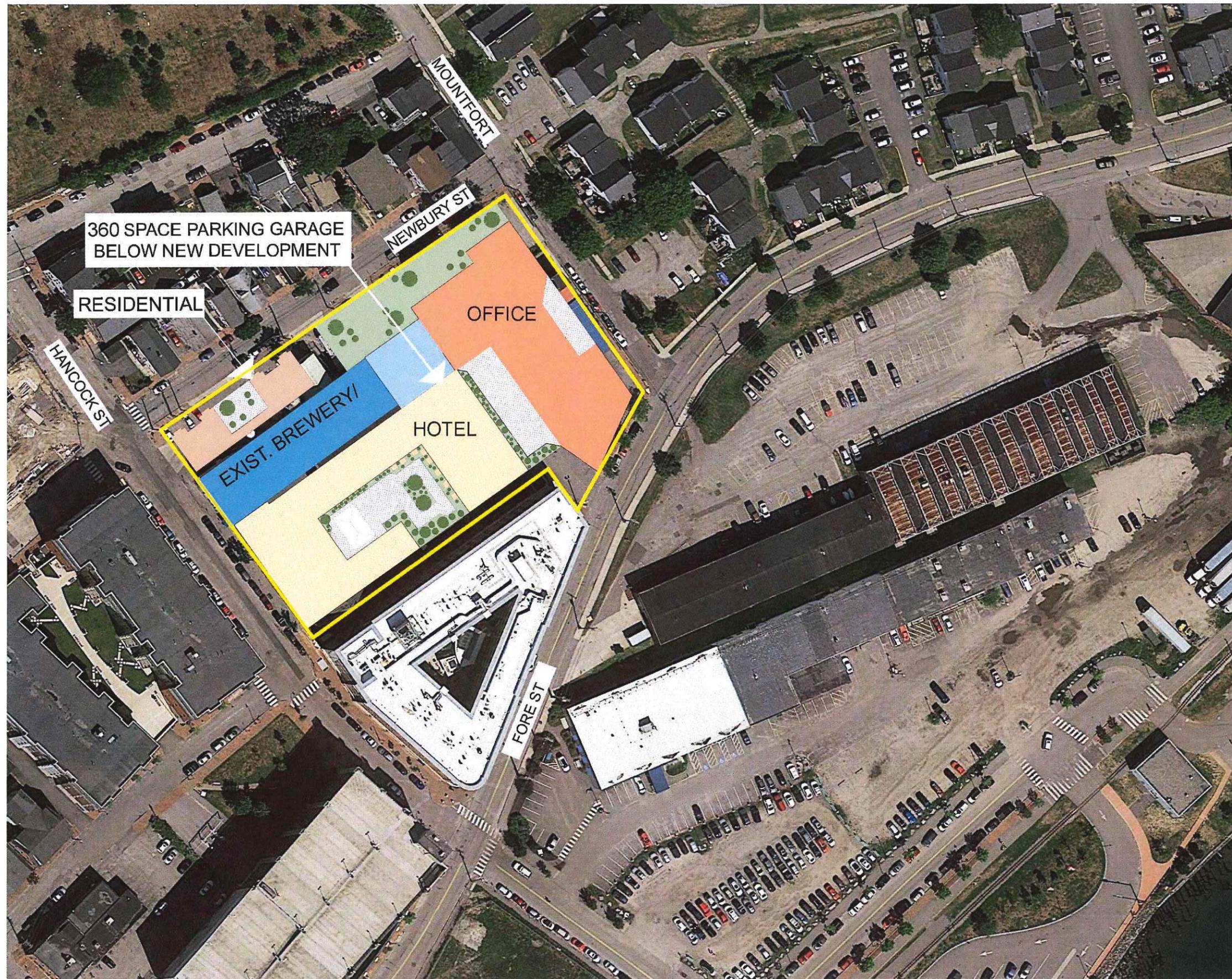


SHIPYARD MIXED-USE DEVELOPMENT

Portland, Maine

MAY 2018





SHIPYARD MIXED-USE DEVELOPMENT

Portland, Maine

MAY 2018



SHIPYARD DEVELOPMENT

Address
City, State

March 22, 2018

A3.03



- OFFICE BUILDING BEYOND (SETBACK 35')
UT SUBDISTRICT**
- FRONTAGE REQUIREMENTS**
- BUILDING LENGTH - 100' MAX
 - MASSING VARIATION - 200' MAX
(ACTUAL = 200'-0")
- SETBACKS**
- FRONT YARD - 10' MAX
(ACTUAL = 10'-0" MAX)
 - SIDEYARD - 10' MIN.
(N/A)
 - BONUS FLOOR - 15' MIN.
(ACTUAL = 15'-0", 35'-0" AT CORNER)
- HEIGHT STANDARDS**
- BUILDING HEIGHT - 65' MAX
 - BONUS HEIGHT - 77' MAX
(ACTUAL = 76'-11 11/16")
 - BUILDING STORIES - 6 STORIES
 - BONUS FLOORS - 7 STORIES
(ACTUAL = 6 STORIES)



- OFFICE BUILDING
UN SUBDISTRICT**
- FRONTAGE REQUIREMENTS**
- BUILDING LENGTH - 50' MAX
(ACTUAL = 50'-0")
- SETBACKS**
- FRONT YARD - 5' MAX
(ACTUAL = 22'-0" {UT CONFLICT})
 - SIDEYARD - 10' MIN.
(N/A)
 - CORNER COND. - 35' MIN.
(ACTUAL = 35'-0")
- HEIGHT STANDARDS**
- BUILDING HEIGHT - 45' MAX
(ACTUAL = 40'-0")
 - BUILDING STORIES - 4 STORIES
(ACTUAL = 3 STORIES)
(ACTUAL = 5 STORIES W/CORNER)

- RESIDENTIAL BUILDING
UN SUBDISTRICT**
- FRONTAGE REQUIREMENTS**
- BUILDING LENGTH - 50' MAX
(ACTUAL = 50'-0")
- SETBACKS**
- FRONT YARD - 5' MAX
(ACTUAL = 10'-0" {POWERLINES})
 - SIDEYARD - 10' MIN.
(N/A)
- HEIGHT STANDARDS**
- BUILDING HEIGHT - 45' MAX
(ACTUAL = 37'-0")
 - BUILDING STORIES - 4 STORIES
(ACTUAL = 3 STORIES)

1 | NEWBURY STREET ELEVATION
1/16" = 1'-0"

SHIPYARD DEVELOPMENT

PORTLAND, MAINE

MAY 2018

A2.01



48 Union Wharf Portland, Maine 04101



NEWBURY STREET PERSPECTIVE

Portland, Maine

MAY 2018





NEWBURY STREET PERSPECTIVE

Portland, Maine

MAY 2018





NEWBURY STREET PERSPECTIVE

Portland, Maine

MAY 2018



Legend

HANCOCK STREET PERSPECTIVE

Portland, Maine

MAY 2018



ATTACHMENT 2
ADD'L VIEWS FOR REFERENCE









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

**PUBLIC HEARING
112 VAUGHAN STREET**

TO: Chair Sheridan and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: May 11, 2018

RE: May 16, 2018 Public Hearing

Application for: Certificate of Appropriateness for exterior and site alterations

Address: 112 Vaughan Street

Property Owners: Matthew and Catherine Hyde

Project Architects: Nancy Barba and Tim Morrison, Barba & Wheelock Architects

Construction Manager: Wright-Ryan

Site Design and Construction: Gnome Landscape

Introduction

On Behalf of property owner Matthew Hyde, Barba and Wheelock Architects have applied for a Certificate of Appropriate for a number of alterations to the house, yard, and garage at 112 Vaughan Street. Since purchasing the house in 2015, Mr. Hyde has made a number of improvements to the property that have been reviewed by staff, including new slate roofing, chimney and flashing repairs, some site improvements in the rear yard, and exterior lighting. The scope of work proposed by the architects in the current application includes reintroducing shutters on the house, new doors for the garage, a new brick, granite, and metal fence for the rear corner yard, a pergola, trellis, and garden gate, and additional metal bollard and chain fencing to define the middle section of the side yard on Carroll Street.

Following some preliminary design discussions with staff Barba and Wheelock have assembled a comprehensive submission package that includes a complete project description, drawings, and photos of existing conditions, historic drawings, and neighboring examples of the features under

review. A few Board members may recall reviewing site alterations proposed by the previous owners of 112 Vaughan Street, when a driveway through the rear corner yard was denied by the Board. The improvements proposed for the May 16 public hearing are for significant alterations to the grounds, and Board members will no doubt gain valuable understanding of the site by viewing the property before the hearing. One 1924 tax photo shows the house from Vaughan Street, but unfortunately no historic views from Carroll Street are available. Staff is adding a 2016 photo showing the most recent landscaping changes to the rear corner yard.

Subject Property

The property is a large, formal, Georgian style Colonial Revival house built in 1913 on one of the lots created by the subdivision of the J.B. Brown estate. It sits at the southwest corner of the intersection of Vaughan and Carroll Streets and is bounded at the rear by the mews or alley that runs from Bowdoin Street to Pine Street. A three-car garage in the same style as the house faces the alley. In addition to the unfenced, rear yard area in question - at the intersection of the alley with Carroll Street, a protected portion sits between the garage and the rear of the main house, and a more formal front yard faces Vaughan Street, enclosed by an original iron fence.

Daniel Emery, Jr. commissioned Wait & Copeland of Boston for the design of the house, which was constructed in 1913. In 1922 the Portland firm of John Calvin Stevens and John Howard Stevens designed renovations to the house and yard, including a two-bay addition to the original one-bay garage. As described in the project memo from Barba & Wheelock, Wait & Copeland drawings exist for some elements affected by the current proposals, and there are also the Stevens' drawings from 1922. These drawings give some sense of architectural intent, but exactly what may or may not have been actually constructed is unclear. This uncertainty applies particularly to the fencing of the rear corner yard and the doors on the garage - as the architects' memo explains.

In the rear yard, evidence in the curb indicates a metal fence was anchored in concrete at one time, but it is unknown whether other fences were there at any time. Recently, a mature Norway maple was removed, and a brick-paved extra parking space off the alley was added by Mr. Hyde, after being originally proposed by the previous owner. The inner yard behind the garage and inside the rear ell was also transformed with new hardscape and gardens - this project was reviewed by staff because of the very limited visibility. Existing garage doors are modern, metal, overhead doors that do not fill the original opening - allowing for modern transoms above.

Proposed Alterations

Please refer to the memo, photos and drawings submitted by the applicants, which provide a complete explanation of the proposals. Some details to note:

Garage:

- The lower sections of the proposed garage doors are paneled in the style of the doors in

the house, instead of being vertical bead board as in the 1922 Stevens drawing. (No evidence exists of the original, Waite and Copeland 1913 garage doors.)

- The existing person door on the side of the garage may be original. Barba and Wheelock are proposing to replace the door with one having the lower panels oriented vertically instead of horizontally, to match the style of doors in the house.
- Proportions and door sizes are complicated by the fact that the opening in the original single bay garage is taller than the two in the 1922 Stevens addition. (See slides 10-19, and pages 1-3 of the architects' memo.)
- Brass snow guards are proposed for the slate roof over the garage doors, with copper flashing.

Fence:

- Proposed brick, granite and metal fence is modeled after a 1913 Waite and Copeland drawing that combined a wood fence with brick piers. Whether it ever was built is unknown.
- Pickets for the new metal fence are modeled after the existing front fence at 112 Vaughan, which is believed to be original. The new fencing between the piers is proposed as steel, not wood as in the 1913 drawing.
- The proposed fence has a granite curb as a base, which aligns with granite bases on the piers.

Pergola and Trellis:

- Both are based on the 1922 Stevens drawings, and it appears they are likely to have existed in the past.

Side Yard Fencing:

- Bollards are patterned after the posts in the historic front fence.
- Chain is proposed to define the edge of the yard, in a less formal, utilitarian style.

Garden Gate

- Painted wood garden gate is proposed to be set back even with the front corner of the house, facing Vaughan Street – for the walk along the house to the back garden and patio.

Shutters

- Shutters appearing to be original are stored in the basement, and provide evidence for the creation of new shutters matching the original ones.

Staff Comments

It is clear that the applicants and architects have invested much thought, careful research, and attention to quality materials and details in these proposals. Their appreciation for the significance of the property is apparent. While staff is generally comfortable with the approach

and the effort to relate new features to old, in some instances the Board may wish to examine closely whether the choices seem appropriate. For example:

- Rather than adhering to the only known firm evidence available for the garage doors – the 1922 Stevens drawings, the proposed doors are paneled like the house doors, and mimic a tripartite door system. Though the design appears compatible with the period, do Board members think the design involves too much conjecture or falsification of history?
- If the person door on the side of the garage is thought to be original, should it be removed and replaced with a door of a different pattern, even if it lends greater consistency through the property?
- Staff endorses the efforts to reclaim the original door opening height, and the effort to make the doors proportional and reasonably consistent despite the differences between the original single bay door and the later doors, but where should the priorities lie?
- The brick pier, granite, and metal fence proposed to enclose the rear corner yard appears to be compatible with historic features of the house and appropriate to the period and style of the property, though staff wonders if the brick piers with granite lend a grandness to the back garden that could be simplified to good effect.
- The bollards proposed to help define the side yard lend continuity with the front fence, but the chain introduces a third treatment to the Carroll Street frontage that seems discordant with the front pickets and the rear piers and pickets.
- Staff notes that the brick parking pad added in 2015 was approved to be 10' wide. On the proposed site plan it is dimensioned at 11' wide. Is this plan intended to reposition or widen the parking pad?
- Brick for piers and walks appear to have been carefully chosen.
- Staff has no significant concerns with the garden gate, pergola, trellis, shutters, or garage snow guard proposals.

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.*

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the May 16, 2018 public hearing and information included in the accompanying staff report, the Board finds that the site and building alterations proposed for 112 Vaughan Street **meet (fail to meet)** the historic preservation ordinance review standards for review of new construction (subject to the following conditions.....)

Attachments

1. Architects' project summary memo
2. Architects' photos and drawings slide show, printed
3. Plans submitted by project architect
4. Staff photo of rear yard (2016)
5. 1924 tax photo



MEMORANDUM

Hyde Residence, 112 Vaughan Street

Inserts to the Application, with slide references to the slideshow

May 7, 2018

Proposed Scope of Work:

- Garage doors Slides 7, 8, 11,
- Person door Slides 2, 6, 11 - 19
- Shutters Slide 20
- Courtyard Fence Slides 21 - 27
 - Fence picket design
 - Brick pier design
- Brick walkways Slide 28
- Pergola and trellis Slide 29 - 31
- Bollards Slides 32 – 33
- Garden gate Slides 34 - 36

GARAGE DOORS

The proposal is to replace the current metal overhead doors with wood painted doors that are more in keeping with the design of the house. We would retain the wood bed moulding and casing where possible.

History. The John Calvin/John Howard Stevens drawings from 1922 show the same style of beadboard doors in both the Waite & Copeland 1913 single-bay masonry opening as in the two openings of the 1922 masonry openings. It is conceivable that JCS/JHS changed the original 1913 doors to have them match to their new design.

Photo documentation. We have searched the City Public Works archives and Maine Historical Society's files and cannot locate historic photographs, nor is their physical evidence of what doors were actually constructed. There is only one photograph from 70 Carroll Street that shows the roof of the garage, but the doors are not visible. We know their design intent, but it is not clear if it was followed.

We have prepared an overlay showing the proportions of the JCS/JHS design. See Slide 16.

We have also prepared an overlay showing the option that Deb Andrews thought might work. **See Slide 17.**

Neighboring approved designs. There are photographs in the slideshow - **see Slides 18 and 19**, these demonstrate two other doors in the Western Promenade Historic District where the panels were in one altered to allow equal panel heights. We believe this goes too far in deference to the panel limitations and is not close enough to the original door style.

There are technical and aesthetic issues at play in the decision for replacement doors.

Technical/Functional

There is one garage door company, located in North Carolina, that will make and warranty custom garage doors with unequal panel sizes. The differential in panel height size is limited to only a few inches. We are able to stay within the technical limitations with the doors as proposed.

Aesthetic

The doors shown in the JCS/JHS drawings have a single beadboard panel and are vernacular in nature; but the house has all panel doors with no beadboard. The diagram, **Slide 16**, shows the proportions of the doors as drawn by JCS/JHS are not consistent. The doors proposed work with matching proportions.

At the staff review, Deb Andrews felt that the design of the garage doors is at odds with the Ordinance, specifically, that they are falsified history for this building, especially given the JCS/JHS design intent shown in their drawings. She understood our intention to use a similar aged building's doors as a prototype, and the desire to make the garage doors appear to be more proportionately in keeping with the house door vertical panel proportions. She felt though, that we should be true to what was known for this garage.

Deb's suggestion was to redesign the doors to fill their entire openings (as original) and simulate a pair of swing doors, not the tripartite style with person door. Understanding the manufacturer's technical limitations, she suggested that we explore designing the doors with one less row of lites, and use a tongue & groove beadboard panel for the lower portion. We have drawn a redline overlay for this option - **see Slide 17** - but there are two issues with this. One issue is that the lower limit of the lites would not be consistent on all of the doors, as they were in the JCS/JHS design. The other issue is that the vernacular style does not seem appropriate for the house. On the door to the far right, the beadboard is uncomfortably tall proportion, and not likely to have ever been built with these awkward proportions.

This raises the question of how far can one depart from a design intention before the design is not the same?

We consulted the newly revised Illustrated Guidelines (THE SECRETARY OF THE INTERIOR'S STANDARDS FOR THE TREATMENT OF HISTORIC PROPERTIES WITH GUIDELINES FOR PRESERVING, REHABILITATING, RESTORING & RECONSTRUCTING HISTORIC BUILDINGS Revised by Anne E. Grimmer. 2017.) The Illustrated Guidelines offers guidance for missing features, such as masonry, as follows:

Recommended

Designing and installing a replacement masonry feature, such as a step or door pediment, when the historic feature is completely missing. It may be an accurate restoration based on documentary and physical evidence, but only when the historic feature to be replaced coexisted with the features currently on the building. *Or, it may be a new design that is compatible with the size, scale, material, and color of the historic building* (B+W italics for emphasis).

Not Recommended

Creating an inaccurate appearance because the replacement for historic documentation, is not a compatible design, or because the feature to be replaced did not coexist with the features currently on the building.

Introducing a new wood feature that is incompatible in size, scale, material, or color.

Since there is no surviving evidence of the original doors, we are proposing a new design that is compatible with the historic house. The proposed design recaptures most of the original door height, a notable improvement over the current "suburb" standard height (and metal paneled doors) with transom window light. It presents a consistent glazing height and alignment, which was a design intent in JCS/JHS's drawing.

PERSON DOOR

We believe the existing door to be original; it is similar to the JCS/JHS design intent in their drawing. The existing door's condition has been compromised with a prior cat door cut into the bottom area. We are proposing to retain the transom window and casing, and replace this door with a raised panel door that more closely matches the panel design of the rear door to the house.

SHUTTERS

The house does not currently have shutters. Some of the original hardware is intact, but the original wood shutters, in varying degrees of deterioration, are stored in the basement.

The Owner proposed to place new shutters on three sides of the house – the east side (Vaughan), the north side (Carroll) and the west end of the Ell.

The Owner intends to have one of each type of the original shutters restored and rehung on the house.

The proposed shutters are wood, Spanish cedar, painted, with details to match the original as closely as possible. **See Slide 20.** The louvers in the proposed shutter will be as indicated in the sample, having a slightly different inset than the original. This is due to differing construction methods.

There are minor inconsistencies with our initial sample that will be corrected and refined in the final versions to be closer in detail and dimension to the original. These changes will be as follow:

- The width of stiles and rails would match
- The cut outs would match
- The side facing out would be the same as the original intent

COURTYARD FENCE

History. We are modeling the design for the new Dooryard fence off the W&C design. **See Slide 21.** It is not known whether this design was ever executed. There was a fence (at least a metal fence, evidenced in the old concrete curb. **See Slide 25.** This brick pier and wood fence was likely removed when the garage was expanded in 1922, as the remaining yard would have been greatly diminished in size. We believe that the iron fence, in the curb, may have been the successor to the original W&C. The proposed fence would, in essence, be a 3rd generation fence that blends that two predecessor iterations in design. Again, there are no photos (1924 Tax photos or otherwise) from Carroll Street. The only information in the MHPC file for this house contained only biographical data on W&C and a list of their Portland houses.

The W&C design shows a wood infill fence to the brick piers. We are proposing painted steel for continuity with the other fence in the front yard and to avert years of maintenance.

Proposed materials

- **BRICK PIERS** – Deb Andrews was curious why Waite & Copeland (W&C) would have designed this for a rear/side yard. Could there have been a similar design for the front yard? This is unlikely as an iron fence shows up in the 1924 Tax photo. **See Slide 23** for a similar arrangement at the Pomegranate Inn, where the front yard is surrounded with a wrought iron fence and the rear yard with brick piers and an infilling fence in iron.
- **BRICK CHOICE** – The brick on the house is unusual for Portland. The piers would match the house with the selected brick. We are proposing a modular extruded face brick that matches the texture and the mid-range of the colors in the house. We are looking at brick stains that will dampen down the bright appearance of an ochre colored brick to have this in the mix as well.
- **FENCE PICKET DESIGN** – The steel painted fence infill is derived from the front yard fence, with the same size pickets, laid out in alternating heights.
- **BRICK WALKWAYS** – We are proposing a red toned brick to work with the red range in the adjacent City sidewalk - the Stiles & Hart, Red Range Colony Water-struck.
- **GRANITE CURB** – The granite blocks would be proud of the curb by 1 inch. The material choice is a North Jay White granite that comes close to matching the foundation granite on the house.

PERGOLA

The Pergola design is derived from the drawing by JCS/JHS. **See Slide 29**. The pergola was likely constructed, as there are some ghost marks on the garage showing its former location.

The pergola arch proposed is designed to align with the W&C fence gate. It would be more difficult going back to the JCS/JHS design as the grade near the garage has a grade drop that is difficult to retain if the gate is too close to the garage. We are proposing cedar, painted or in solid stain.

TRELLIS

The trellis is also derived from the drawing by JCS/JHS. **See Slide 29**. We have reduced the height to be more similar to the pergola arch. We propose to set it off from the garage wall to reduce any damage caused by climbing plants.

BOLLARDS

We are proposing to define the side yard along the Ell as shown to protect the public (and especially dogs) from the danger from roof snow slides. When replacing the slate roof, Victor Wright strongly advised against snow guards as with this side of the roof and its dormers, the snow would be more likely to amass and cause greater problems, both as it remained in place, and in the case of a snow slide.

We consulted with Landscape Designer, Lucinda Brockway of Past Designs for the entire site and landscaping treatment. Excerpts from her recommendation:

“The Colonial Revival period looked back to colonial gardens as their romantic inspiration. Straight lines, low garden edging, hedges, and a link between house architectural lines and outdoor rooms were important. Spaces were differentiated by purpose and created a series of outdoor rooms around the house with distinct design intent.

This design does this very well, with the treatment of the front, side and rear privacy yard distinct and well defined. Garden beds were edged with alyssum, boxwood, 12” grass strip, stone or garden edging to make them crisp and well defined. In some cases, 18-24” low wooden posts with acorn tops connected with iron chain defined yard edges.”

The bollard and chain concept is consistent with the utilitarian nature of this portion of the yard, as this corner contains the original coal chute hatch and the electrical panels. The bollards are intended to be consistent with this and serve the safety purpose as well.

The bollards will be custom cast to resemble the posts in the original iron fence. **See Slides 32 and 33.** Our design is 3’-6” in height, as opposed to the 4’-2”; its design varies from the original so as not to be confused with it being original.

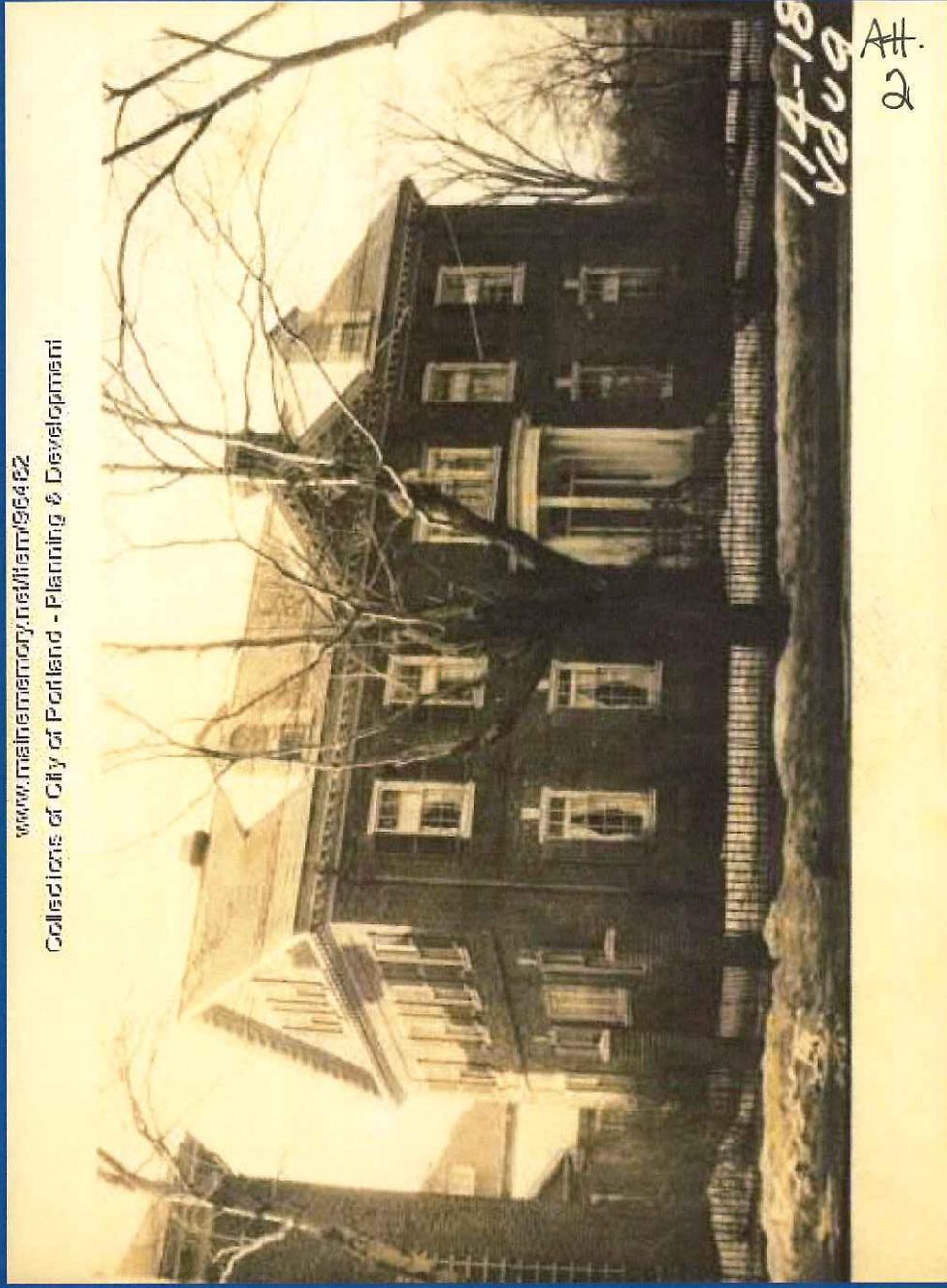
GARDEN GATE

The new garden gate set back aligned with the house on Vaughan Street draws from other neighborhood prototypes. **See Slide 36.** We propose painted wood to allow it to relate to the garden trellis along the property line in the garden, and the pergola.

112 Vaughan Street Portland, Maine

Construction: 1913, 1922 addition
Contributing Building within the
Western Promenade Historic District

www.maineismemory.net/files/m/95482
Collections of City of Portland - Planning & Development



112-18
A.H.
2



Slide 2



- Garage doors
- Person door
- Shutters
- Courtyard Fence
 - Fence picket design
 - Brick pier design
 - Brick walkways
- Pergola and trellis
- Bollards
- Garden gate

View from Vaughan Street



Side yard along Vaughan Street



Main entry door on Vaughan



Original wrought iron fence

112 Vaughan Street



View along Carroll Street

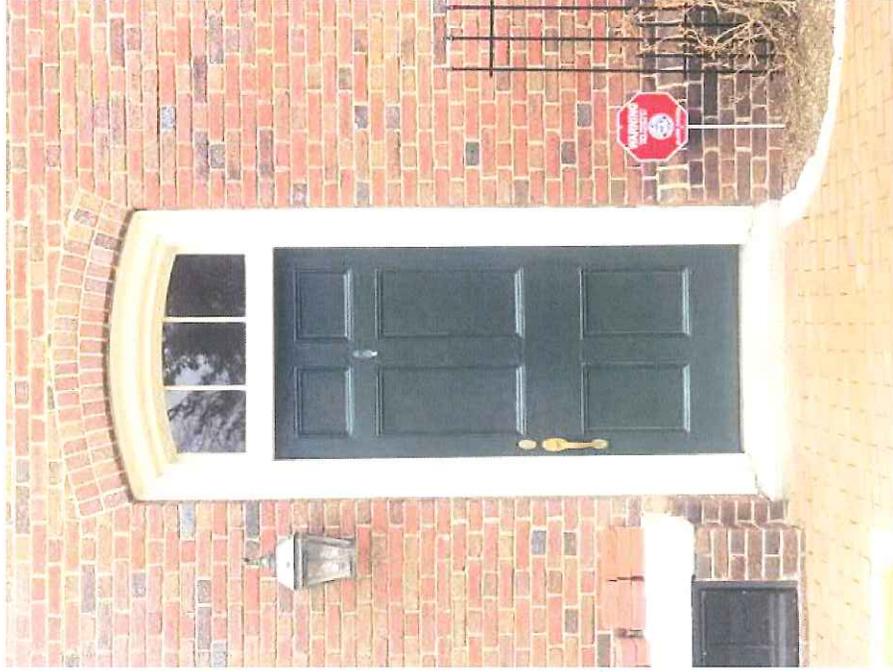
Barba + Wheelock Architecture, Preservation, Sustainability



Original iron fence/front yard, side of the main block of the house



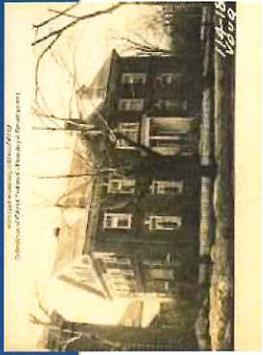
Utilitarian side yard, service entrance, coal chute, electrical meters



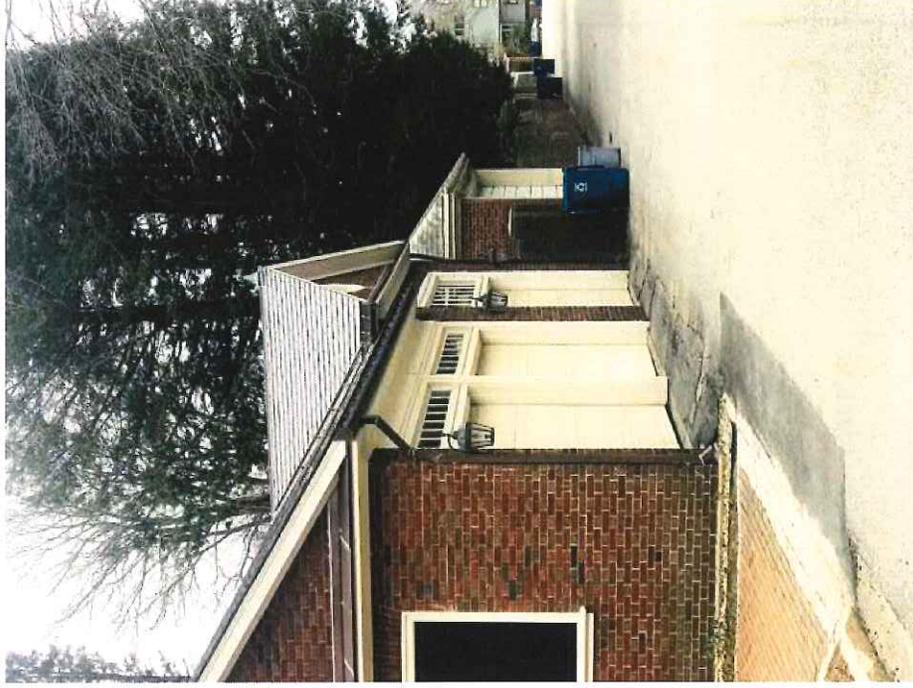
Rear door at house



Person door at garage

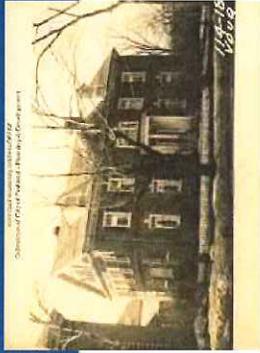


Slide 7



112 Vaughan Street

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Slide 8



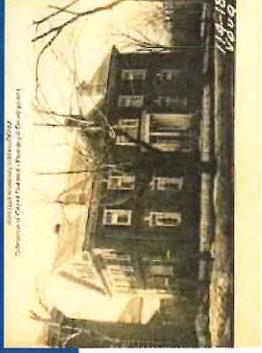
Waite & Copeland original 1913 garage

112 Vaughan Street



Original garage with JCS/JHS addition from 1922

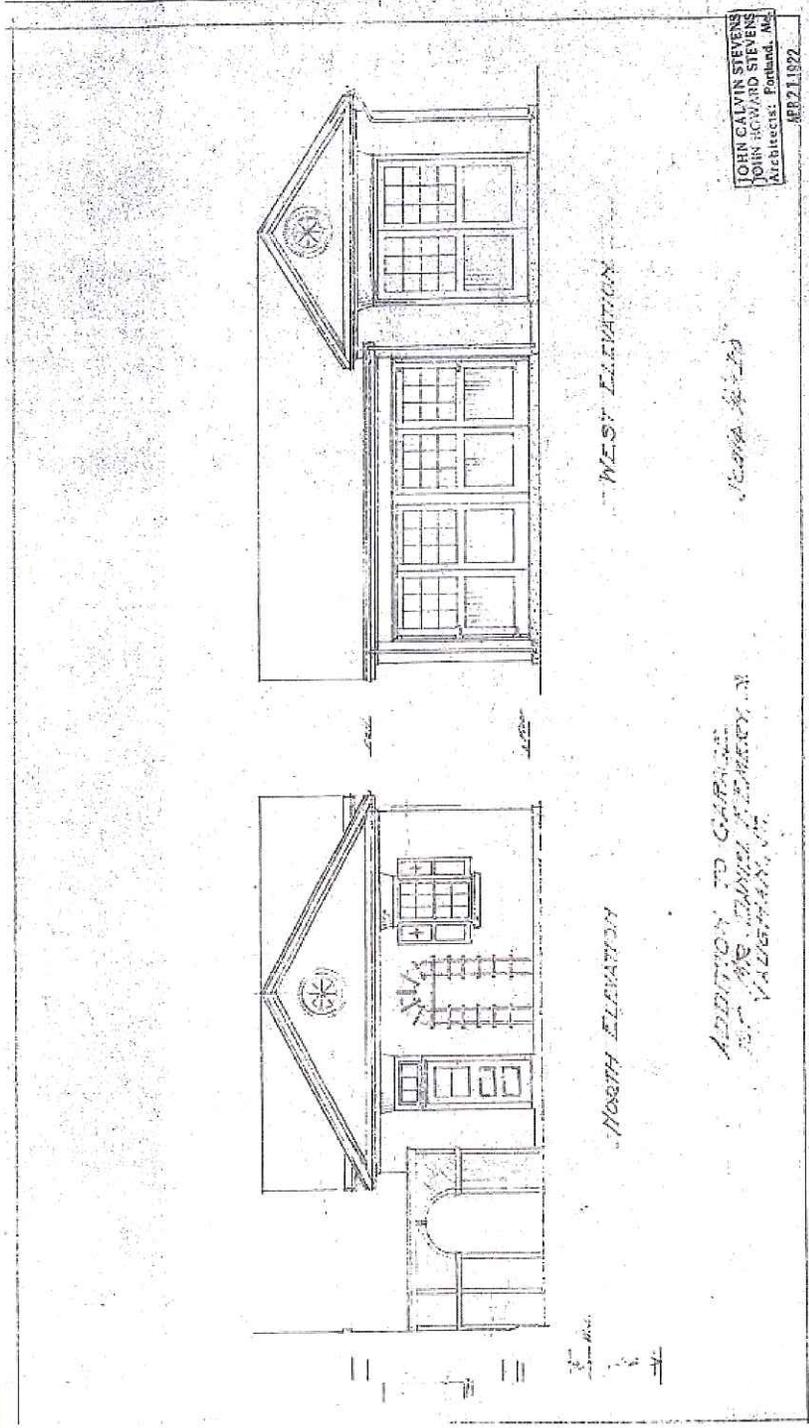
Barba + Wheelock Architecture, Preservation, Sustainability



- Owner:** Matthew and Catherine Hyde
- Architect:** Barba + Wheelock Architecture
Nancy Barba, Cynthia Wheelock, Tim Morrison
- Construction Manager:** Wright-Ryan Homes
Greg Lanou and Patrick Verville
- Site:** Gnome Landscape, Design, Masonry & Maintenance
Anne Murphy, Director of Landscape Design
Todd Marco, President and Project Manager of Landscape Construction & Masonry
- Historic Landscape:** Past Designs
Lucinda Brockway, Landscape Designer
- Fencing:** Standfast Works Forge
Tim and Gretchen Greene
- Brick source:** Morin Brick
Jason Lachance

Historic Drawing of Garage

Slide 10



1922

John Calvin Stevens

John Howard Stevens design.

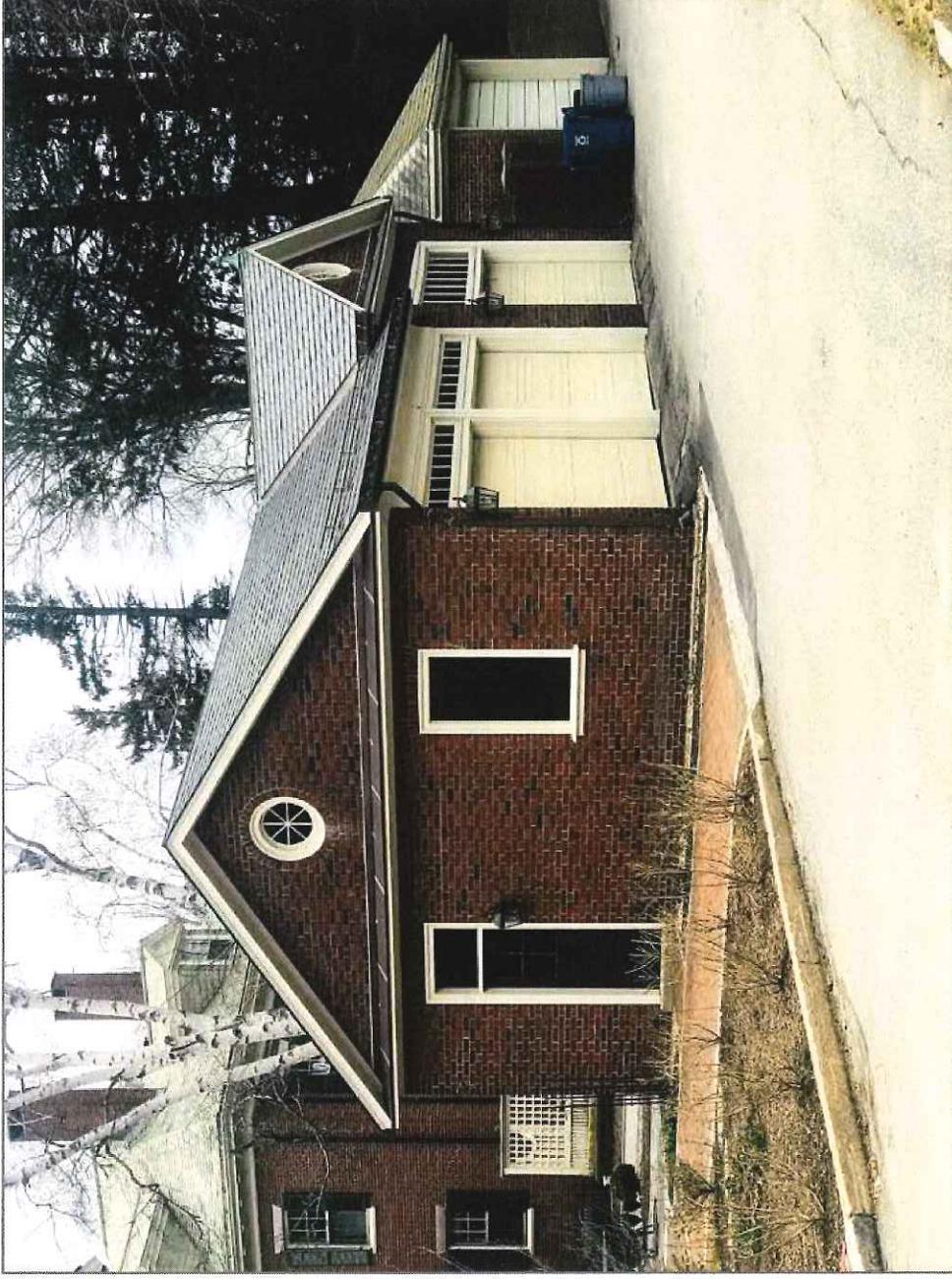
112 Vaughan Street

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Existing Conditions – Garage



Slide 11



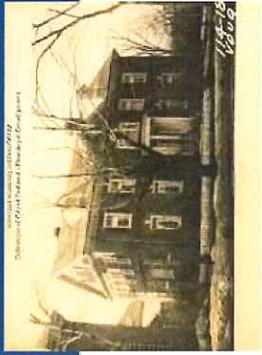
Garage and Person Door in Context - from the Alleyway

112 Vaughan Street

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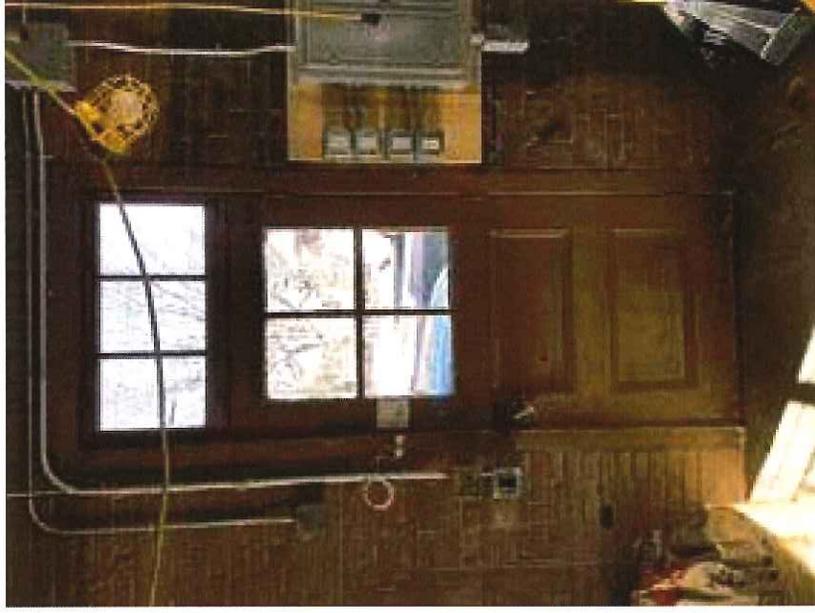
Existing Conditions – Person Door

Slide 12



Exterior

112 Vaughan Street



Interior

Barba + Wheelock Architecture, Preservation, Sustainability

Neighboring Garage Doors— same vintage



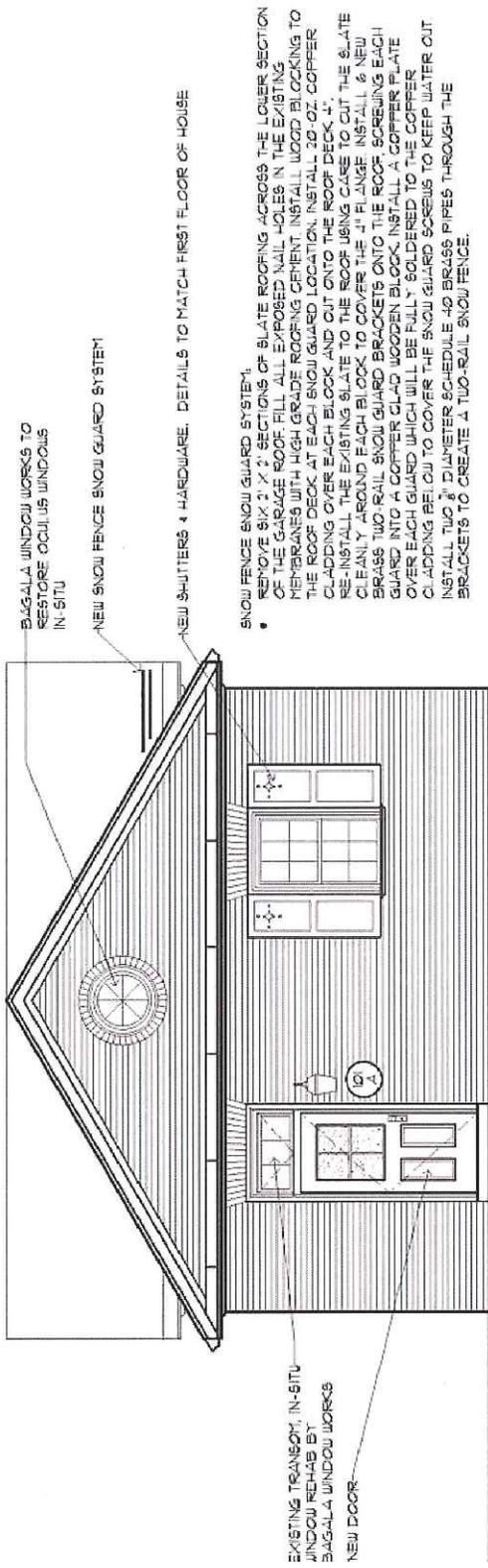
Slide 13



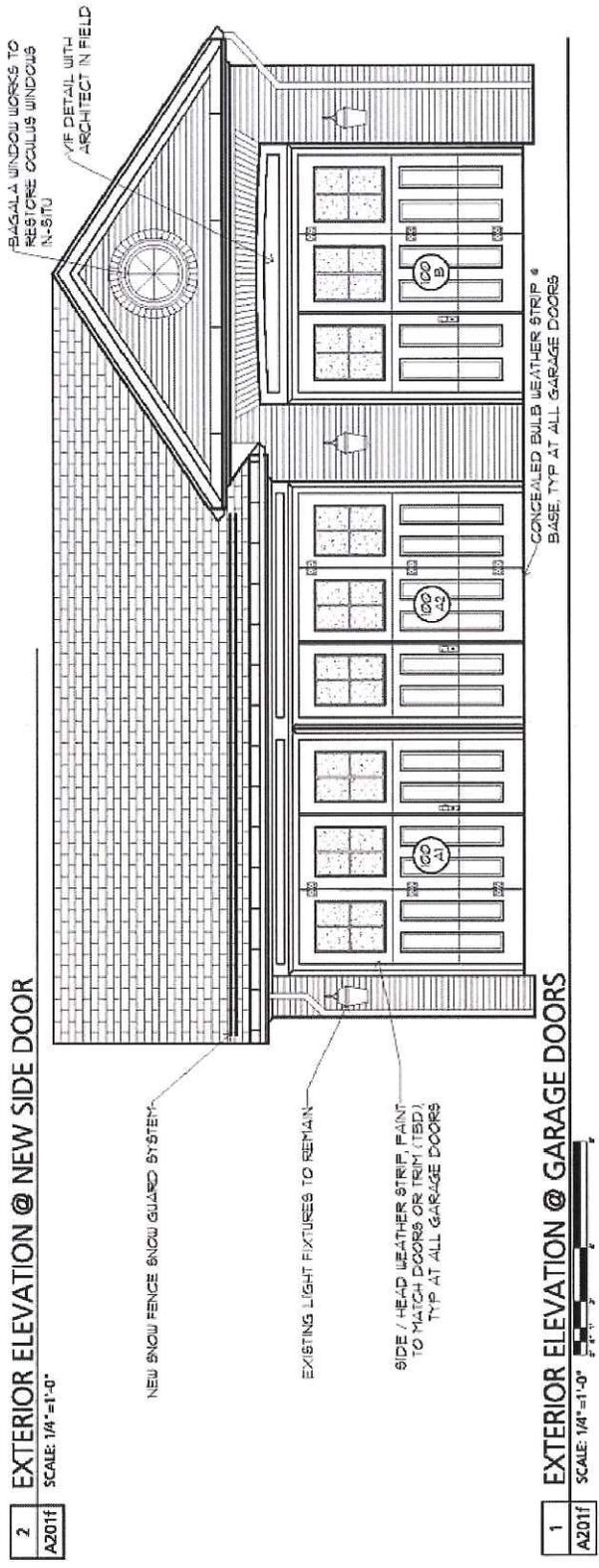
Garage at Thomas & Clifford Streets

112 Vaughan Street

Barba + Wheelock Architecture, Preservation, Sustainability



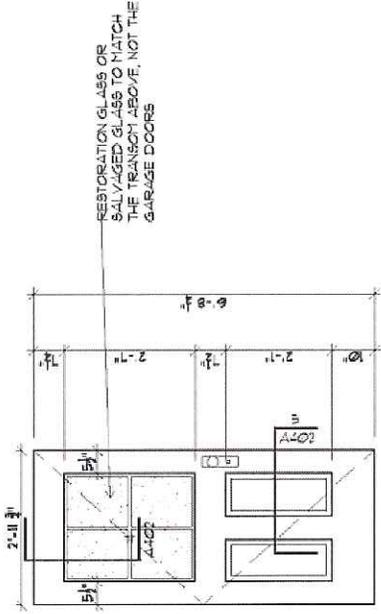
2 EXTERIOR ELEVATION @ NEW SIDE DOOR
SCALE: 1/4"=1'-0"



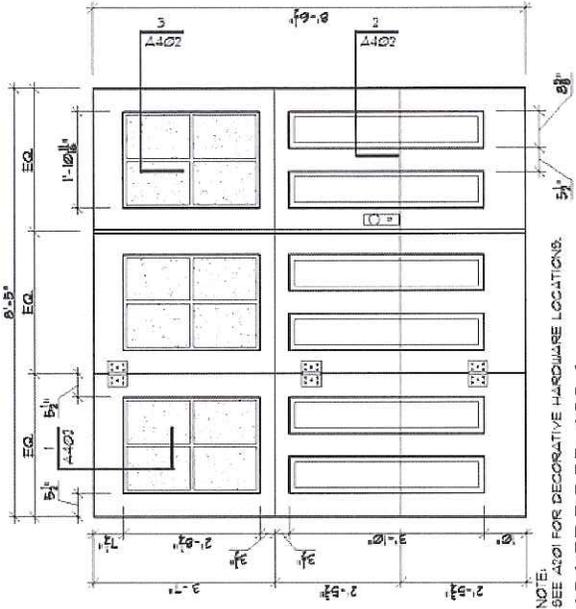
1 EXTERIOR ELEVATION @ GARAGE DOORS
SCALE: 1/4"=1'-0"

Proposed Garage Doors - Details

Slide 15

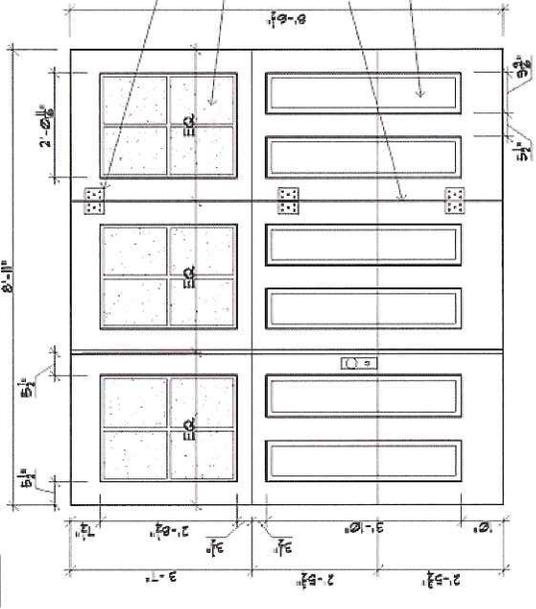


1 GARAGE SIDE DOOR, 100 A
A401 SCALE: 1/2" = 1'-0"

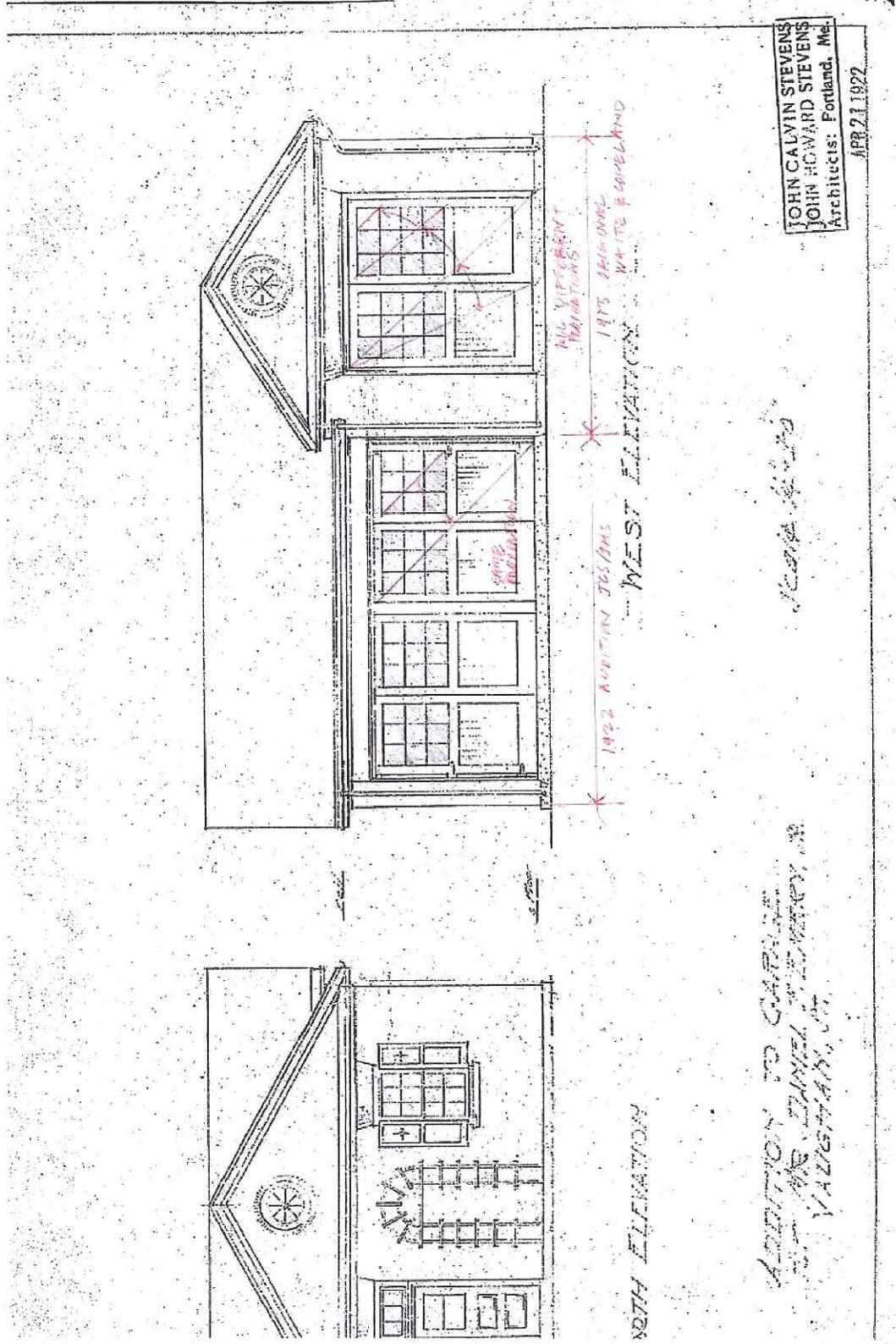


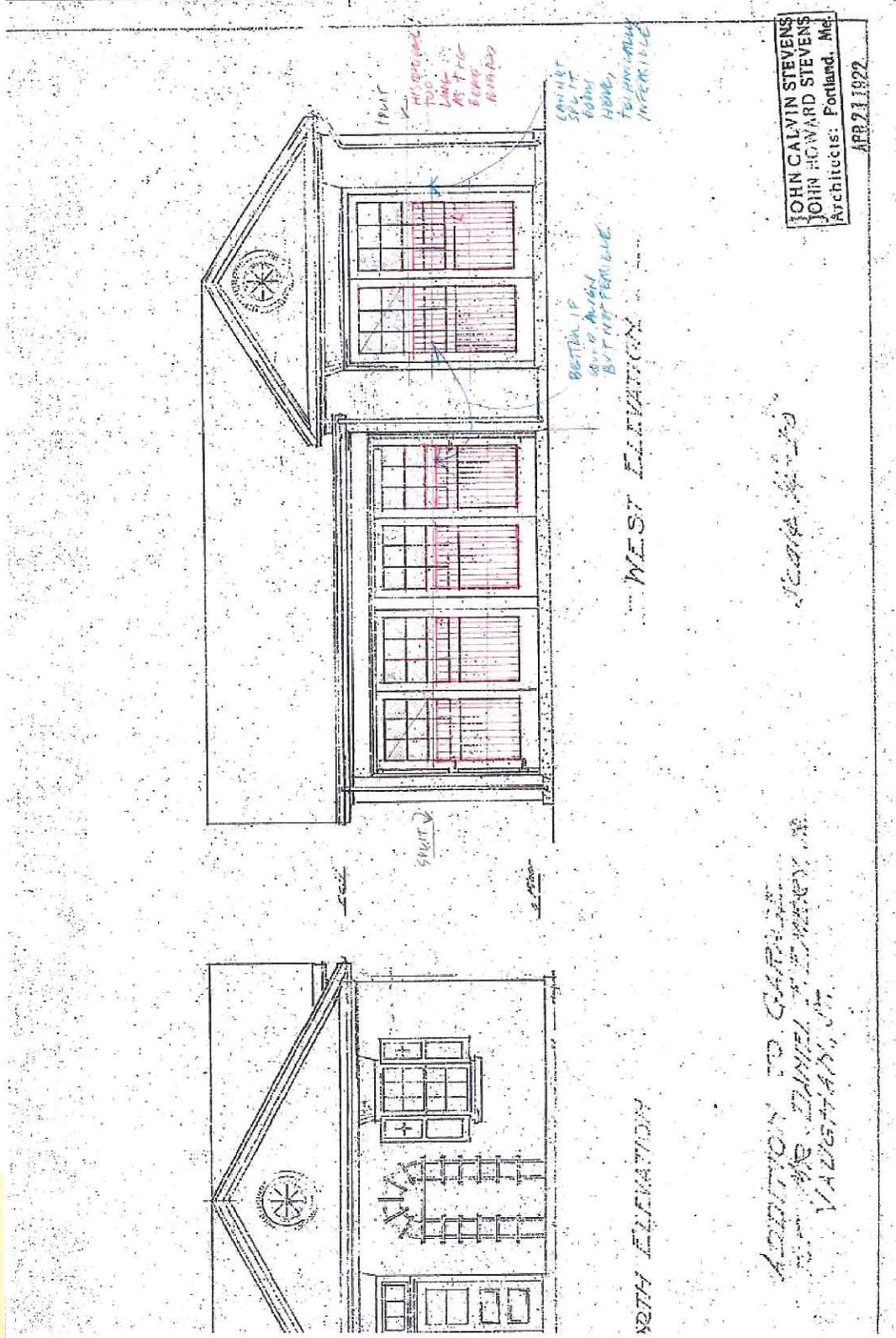
NOTE: SEE A401 FOR DECORATIVE HARDWARE LOCATIONS.

3 GARAGE DOOR, 100 A
A401 SCALE: 1/2" = 1'-0"



2 GARAGE DOOR, 100 B
A401 SCALE: 1/2" = 1'-0"





JOHN CALVIN STEVENS
JOHN HOWARD STEVENS
Architects: Portland, Me.
APR 21 1922

WEST ELEVATION

NORTH ELEVATION

ADDITION TO GARAGE
BY MR. DANIEL J. WHELOCK
VAUGHAN ST.

Scoria 4x12

1921
HIS WINDOW
TOO
LONG
AS THE
BEAR
BRAND
CANNOT
SEE IT
FROM
HOME,
TELEPHONE
INTERFERENCE

BESTER IF
GIVEN
BUT NOT FEASIBLE



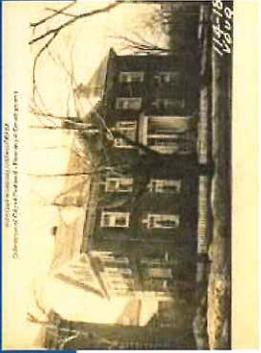
Slide 18



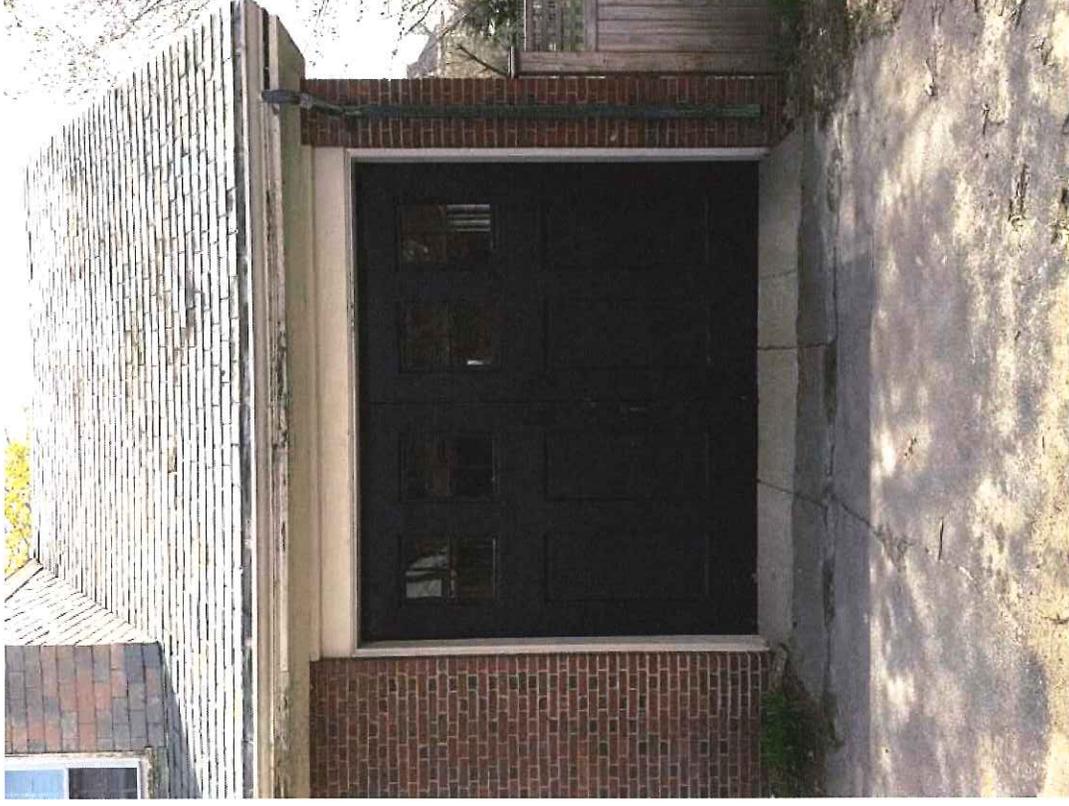
98 Carroll Street
replacement overhead
garage doors.
Proportions are sacrificed
for approximate
appearance.

112 Vaughan Street

Barba + Wheelock Architecture, Preservation, Sustainability



Slide 19



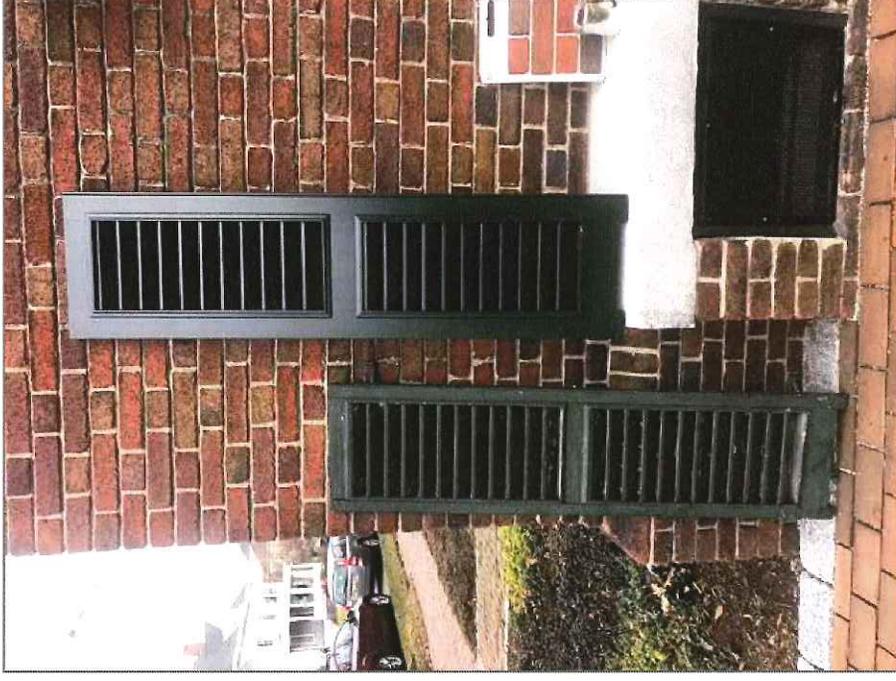
134 Vaughan Street – a replacement set of doors that are swing operated. Proportions are compromised for approximate appearance

Shutters

Slide 20



First floor shutters
Existing on left, new on right



Second floor shutters
Existing on left, new on right

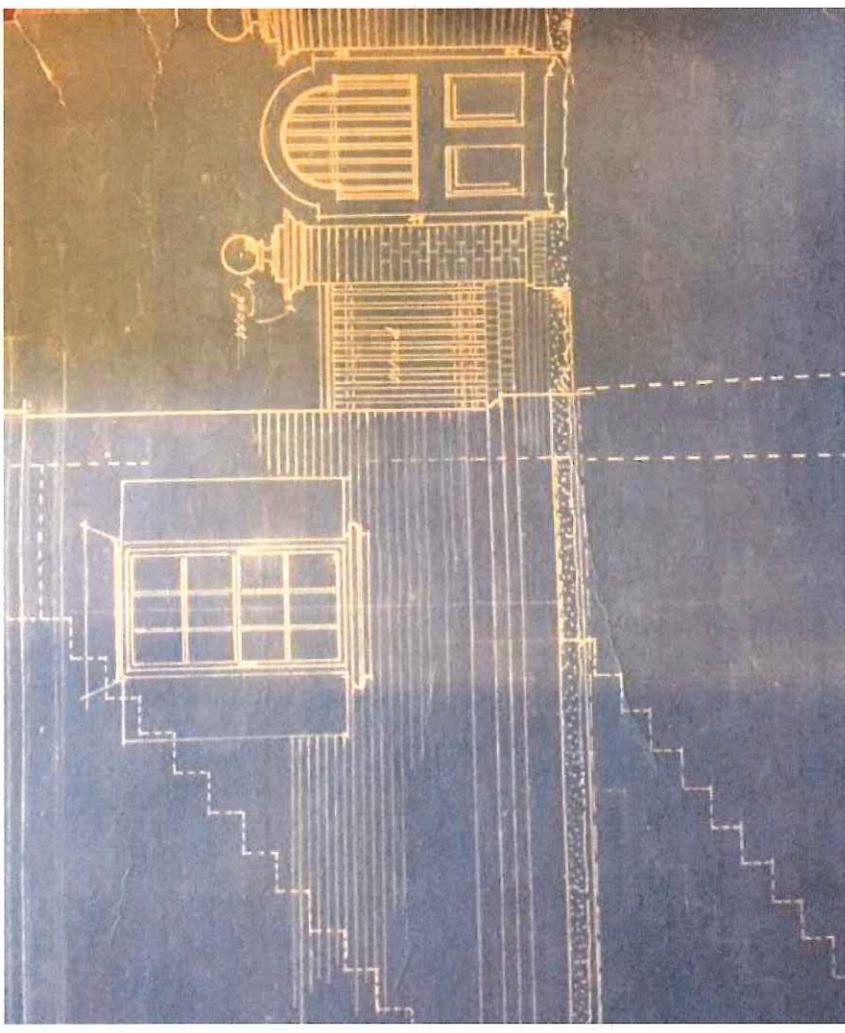
112 Vaughan Street

Barba + Wheelock Architecture, Preservation, Sustainability

Historic Drawing of Courtyard Fence and Brick Piers



Slide 21



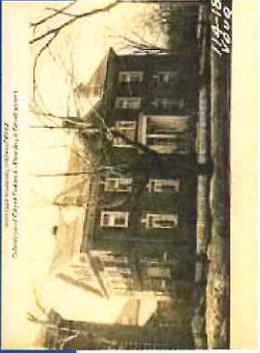
Based on 1913 Waite & Copeland Design

Brick Piers:

- Brick choice
- Pre-cast concrete ball and cap
- Granite base
- Granite curb
- Steel, painted fencing

Neighboring Brick Fences – Same Vintage

Slide 22



112 Vaughan Street

Barba + Wheelock Architecture, Preservation, Sustainability

Neighboring Brick Fences – Same Vintage



Slide 23



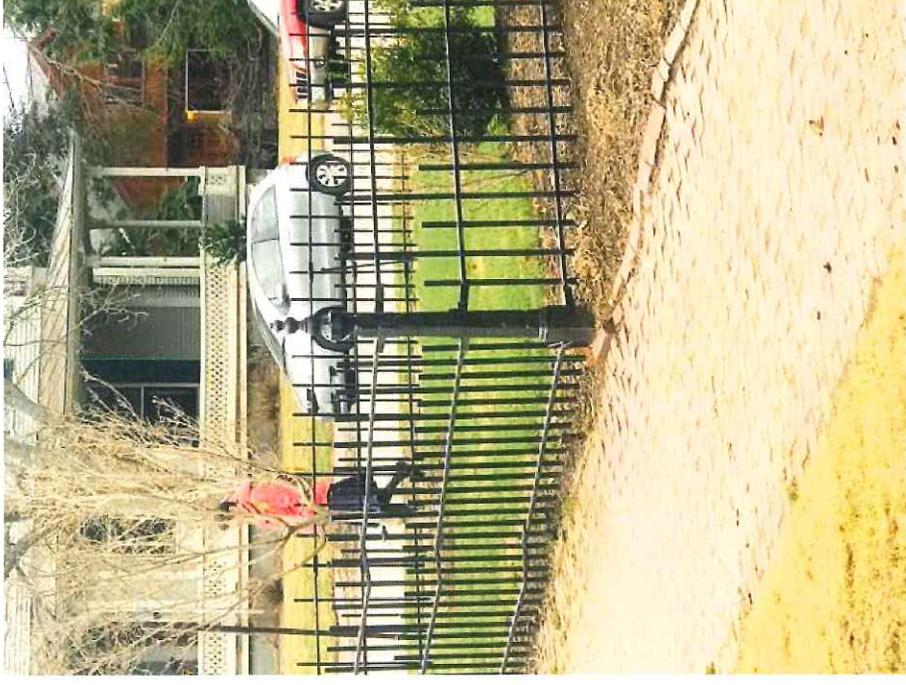
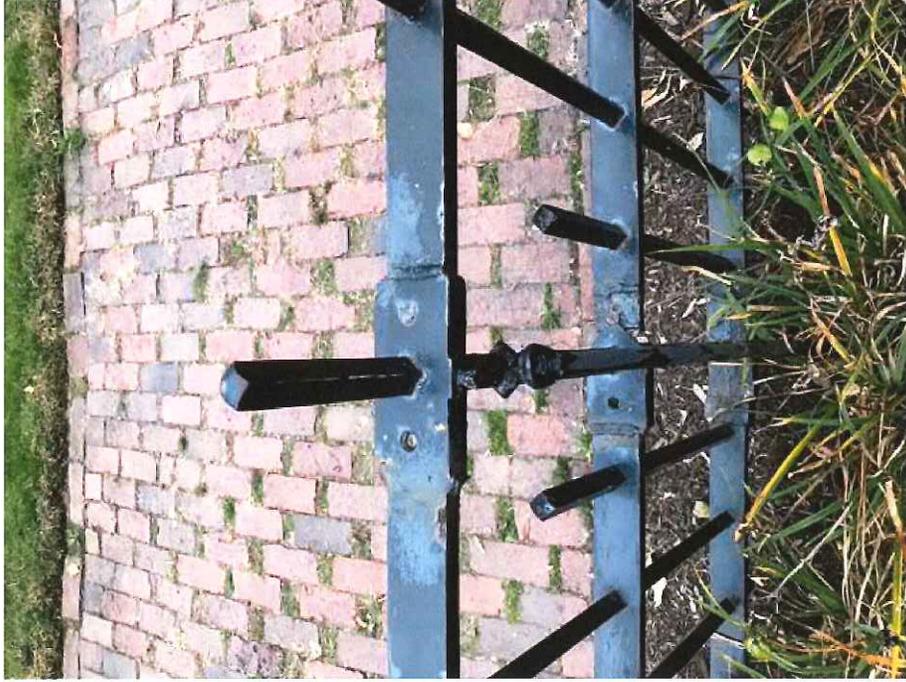
Pomegranate Inn, similar brick piers in backyard, iron fence at front yard.

112 Vaughan Street

Barba + Wheelock Architecture, Preservation, Sustainability

Images of Existing Steel Fencing

Slide 24

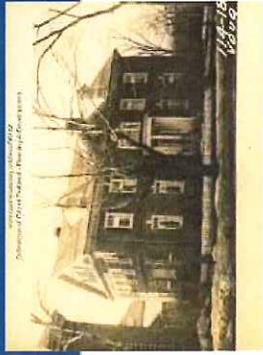


112 Vaughan Street

Barba + Wheelock Architecture, Preservation, Sustainability

Images of Existing Steel Fencing

Slide 25

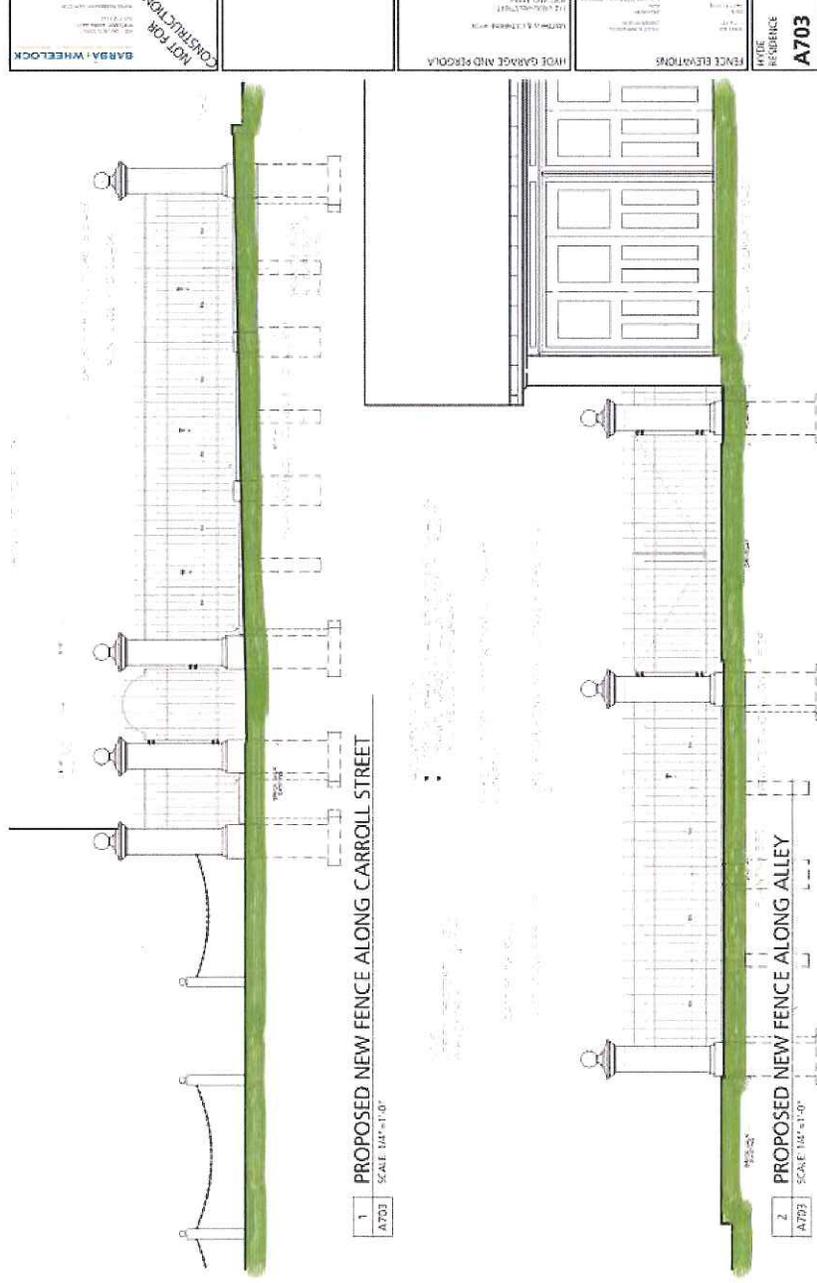


112 Vaughan Street

Barba + Wheelock Architecture, Preservation, Sustainability

Proposed Brick Piers with Steel Fence

Slide 26



- New painted steel picket fence style to simulate existing fence – based on 1913 Waite & Copeland design



- Design is based on 1913 Waite & Copeland design.
- Belden Brick – Mohawk blend
- Pier cap and base - granite

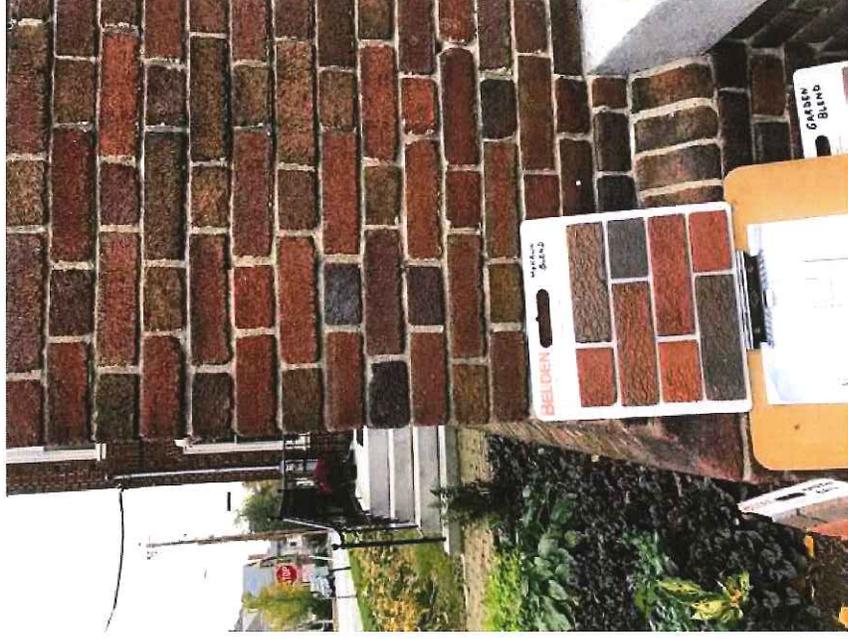
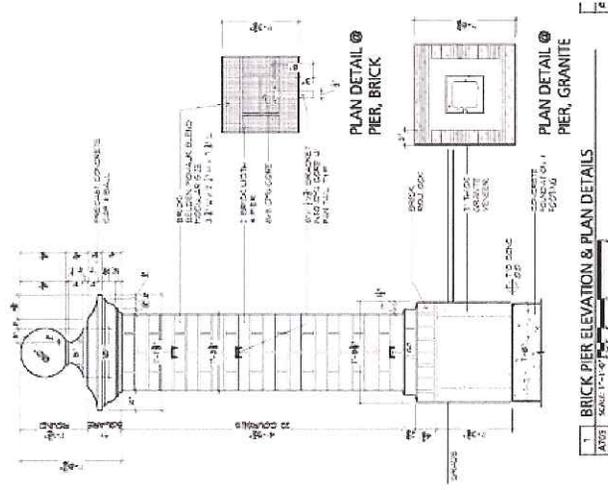


Image of existing brick and new brick selection

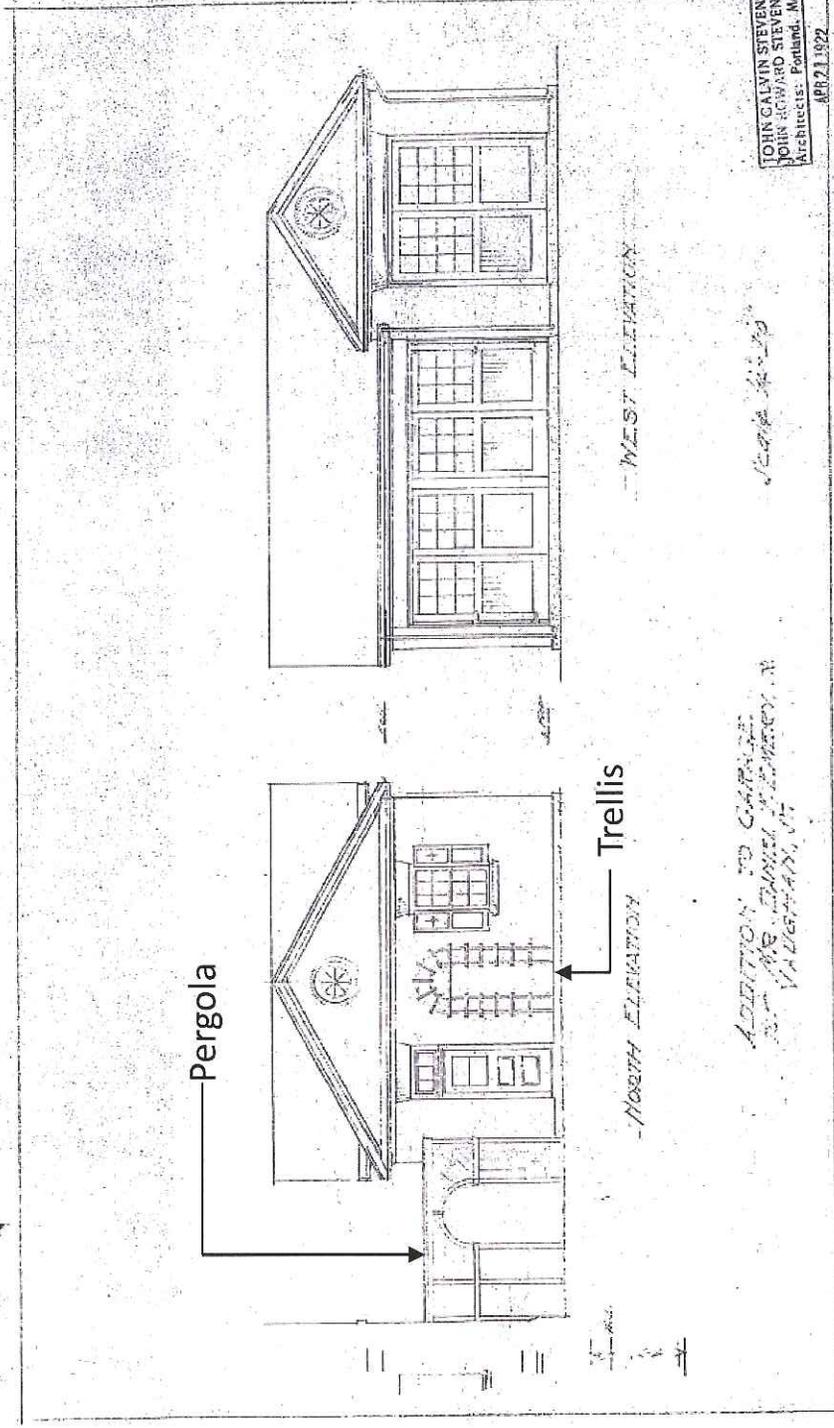


Slide 28

Brick selection for brick walkways:

- Stiles & Hart –
- Red Range Colony
- Waterstruck

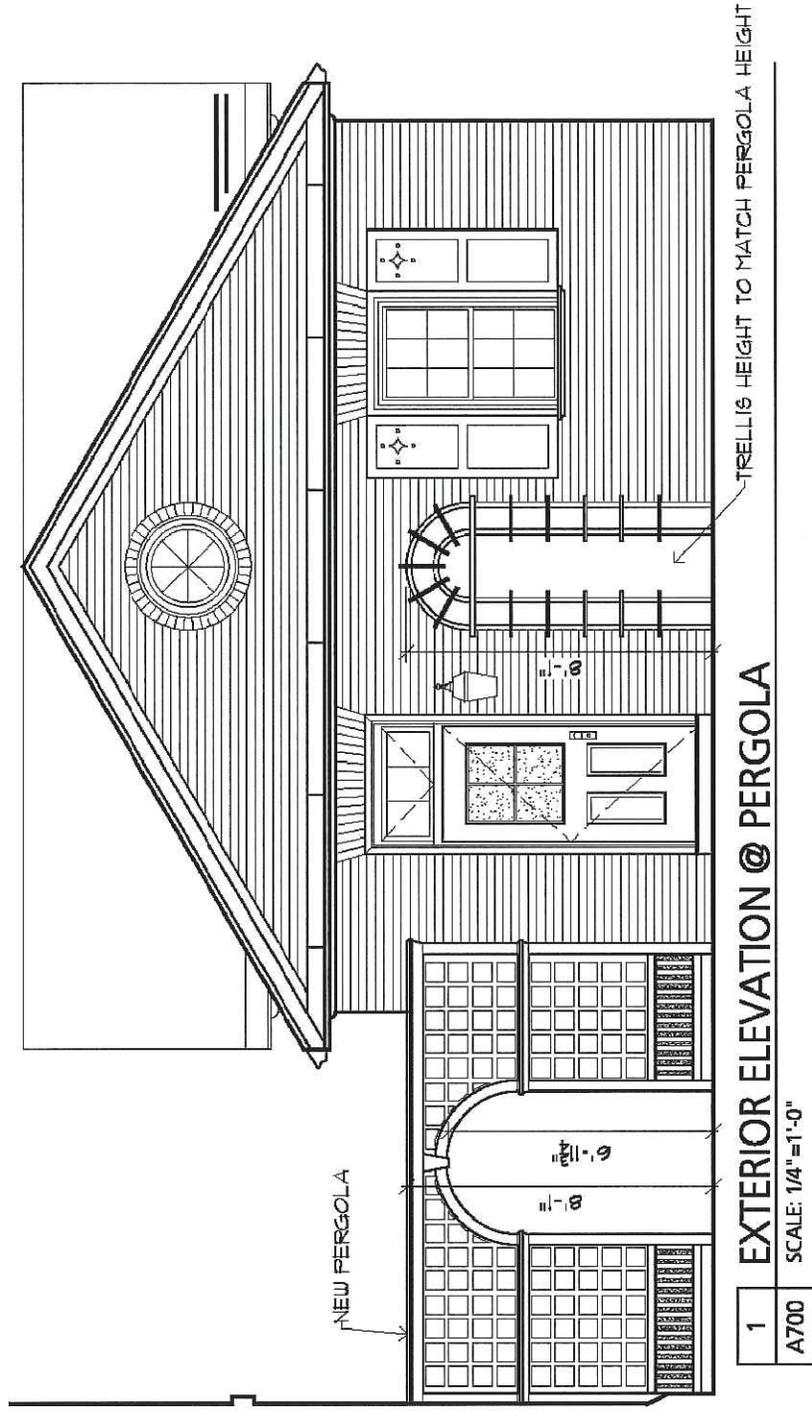




Pergola and Trellis Based on 1922 John Calvin Stevens and John Howard Stevens design

Proposed Pergola

Slide 30

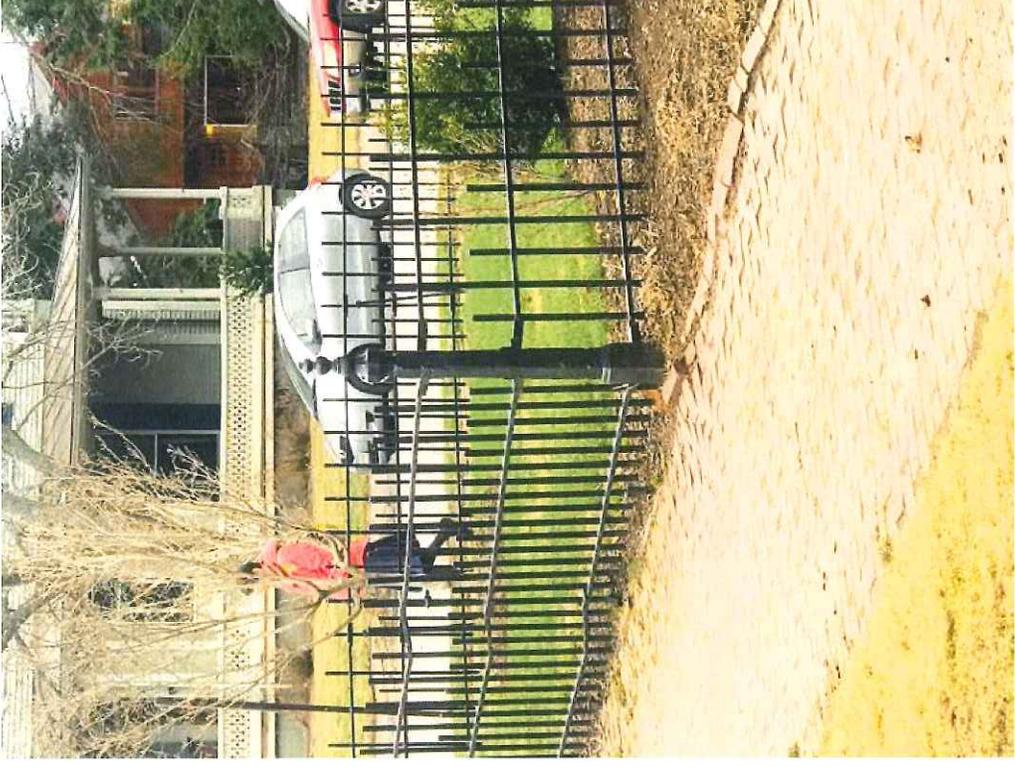


112 Vaughan Street

Barba + Wheelock Architecture, Preservation, Sustainability



Slide 32



Proposed new bollards along Carroll

Street:

- Custom cast new, similar to original

Image of existing fence

Bollards

Slide 33

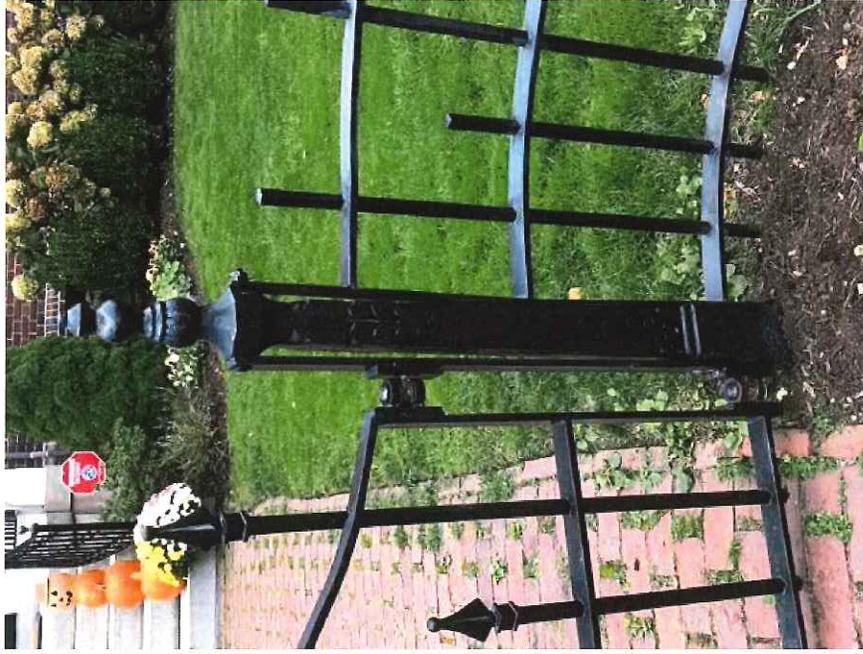


Image of existing fence posts as prototype

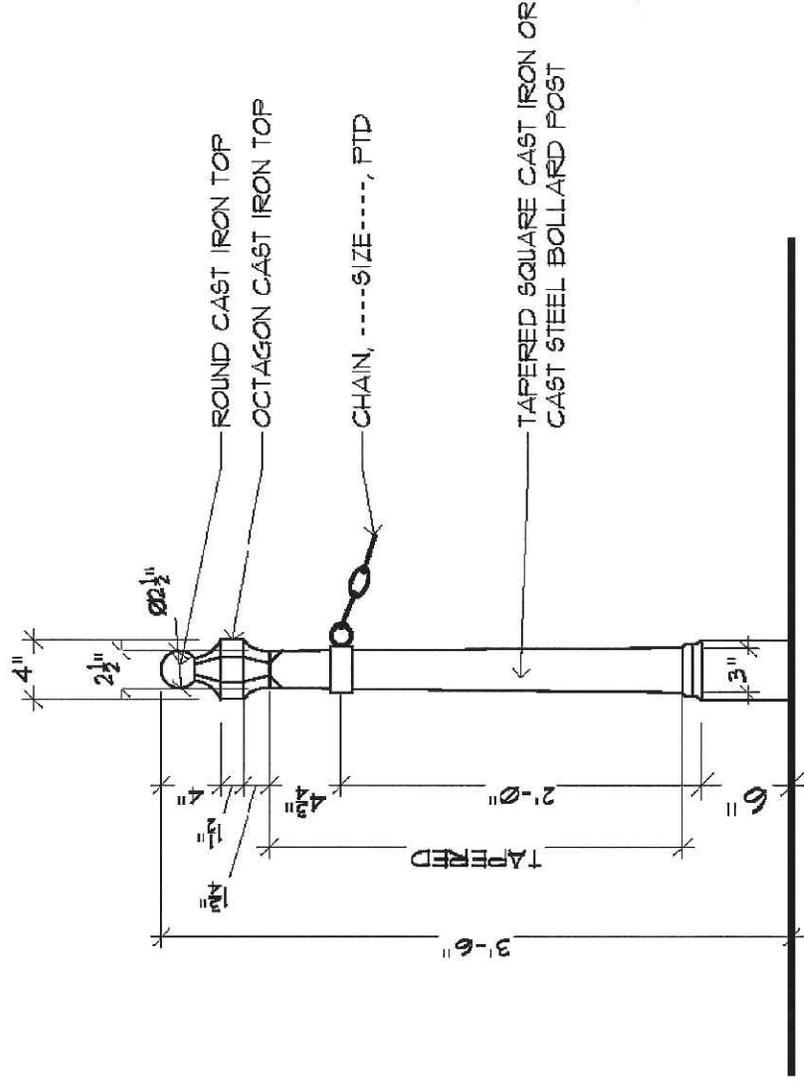


Image of proposed bollards/posts

Neighborhood Gates



Slide 34

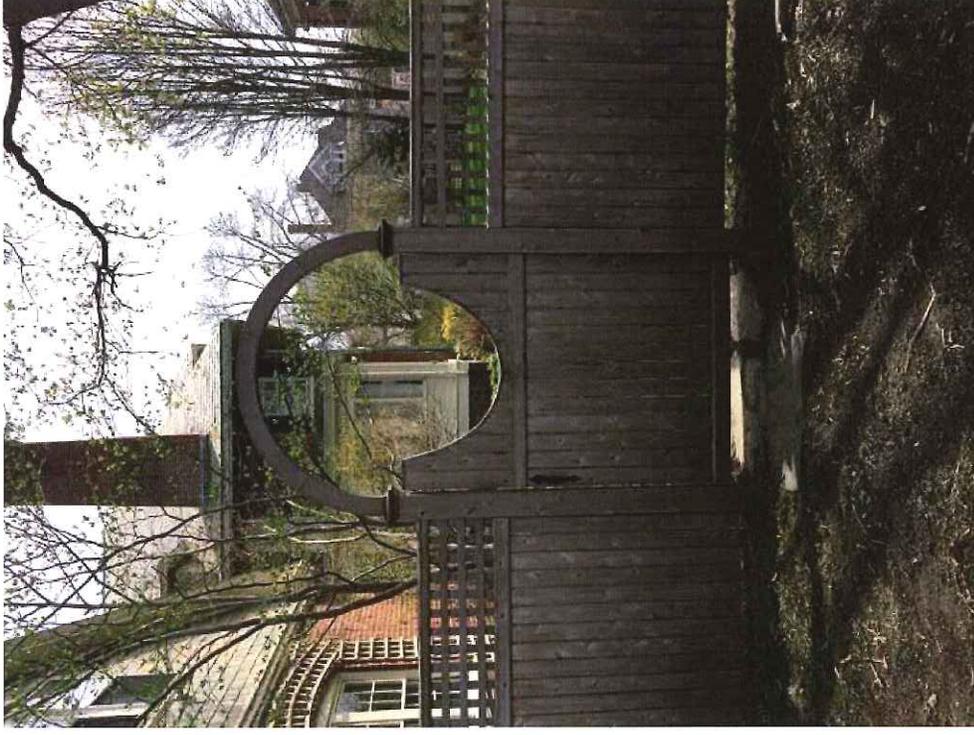


112 Vaughan Street

Barba + Wheelock Architecture, Preservation, Sustainability

Neighborhood Gates

Slide 35

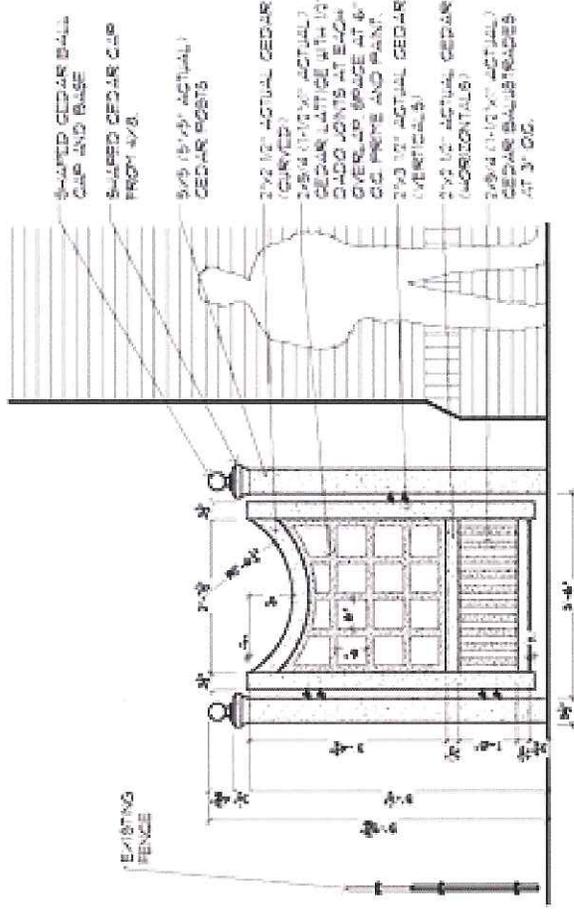


112 Vaughan Street

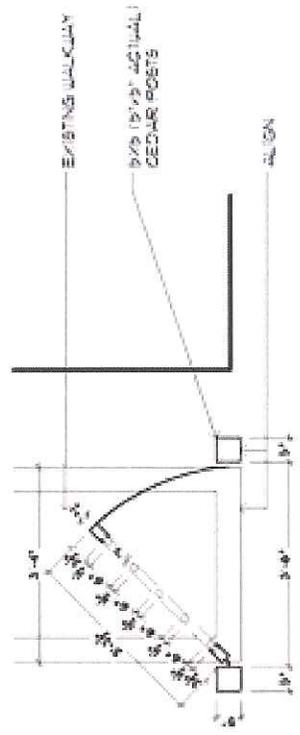
Barba + Wheelock Architecture, Preservation, Sustainability

Proposed Garden Gate

Slide 36



3 GATE ELEVATION
 A704 SCALE: 1/2"=1'-0"



3 GATE PLAN
 A704 SCALE: 1/2"=1'-0"

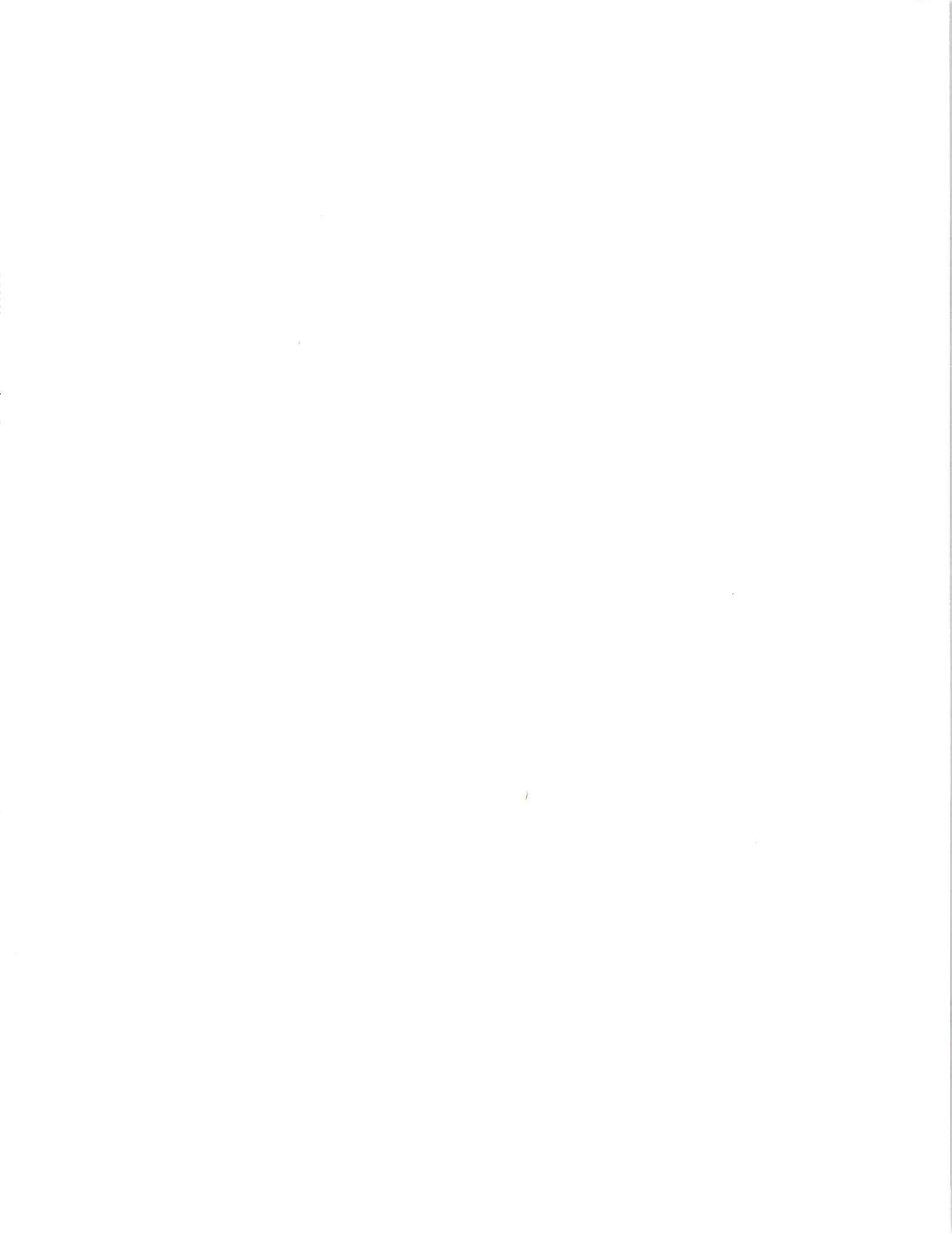


Slide 37



- Garage doors
- Person door
- Shutters
- Courtyard Fence
 - Fence picket design
 - Brick pier design
 - Brick walkways
- Pergola and trellis
- Bollards
- Garden gate

View from Vaughan Street



Att. 3

**HYDE RESIDENCE
PERGOLA, TRELIS, AND FENCE**

112 VAUGHAN STREET
PORTLAND, ME 04101

ARCHITECT:

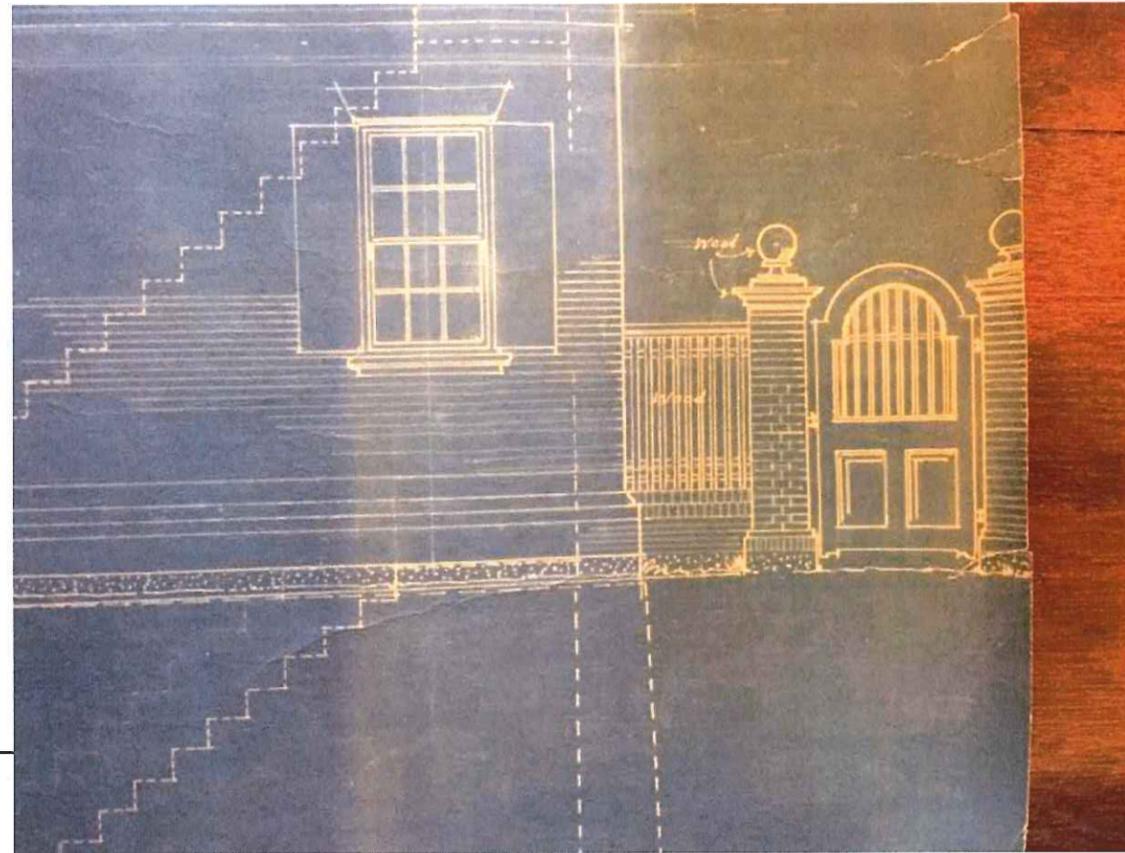
BARBA + WHEELLOCK
500 CONGRESS STREET
PORTLAND, ME 04101
PH: 207-772-2722

CONSTRUCTION MANAGER:

WRIGHT-RYAN HOMES
10 DANFORTH STREET
PORTLAND, ME 04101
PH: 207-773-3625

NOTE:

**SEE DRAWING SET #1 FOR GARAGE DOORS,
GARAGE INTERIOR AND SHUTTER DETAILS**



1913 WAIT & COPELAND (DANIEL EMERY HOUSE)



1922 JCS / JHS ARCHITECTS, ADDITION TO GARAGE / CARRIAGE HOUSE

DRAWING SET #2	
GENERAL	
G101	TITLE SHEET, DRAWING LIST, GENERAL NOTES
ARCHITECTURAL DRAWINGS	
A100	PERGOLA, PLAN & ELEVATIONS
A101	ENLARGED PERGOLA ELEVATION
A102	SITE PLAN
A103	FENCE ELEVATIONS
A104	FENCE & GATE ELEVATIONS
A105	DETAILS
A106	DETAILS
A107	PLAN DETAIL @ GRANITE BASE
A108	3D VIEW
A109	DETAILS

BARBA + WHEELLOCK
ARCHITECTURE. SUSTAINABILITY. INTERIOR DESIGN.
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WWW.BARBAWHEELLOCK.COM

NOT FOR CONSTRUCTION

HYDE GARAGE AND PERGOLA

MATTHEW & CATHERINE HYDE
112 VAUGHAN STREET
PORTLAND, MAINE

TITLE SHEET, DRAWING LIST,
GENERAL NOTES

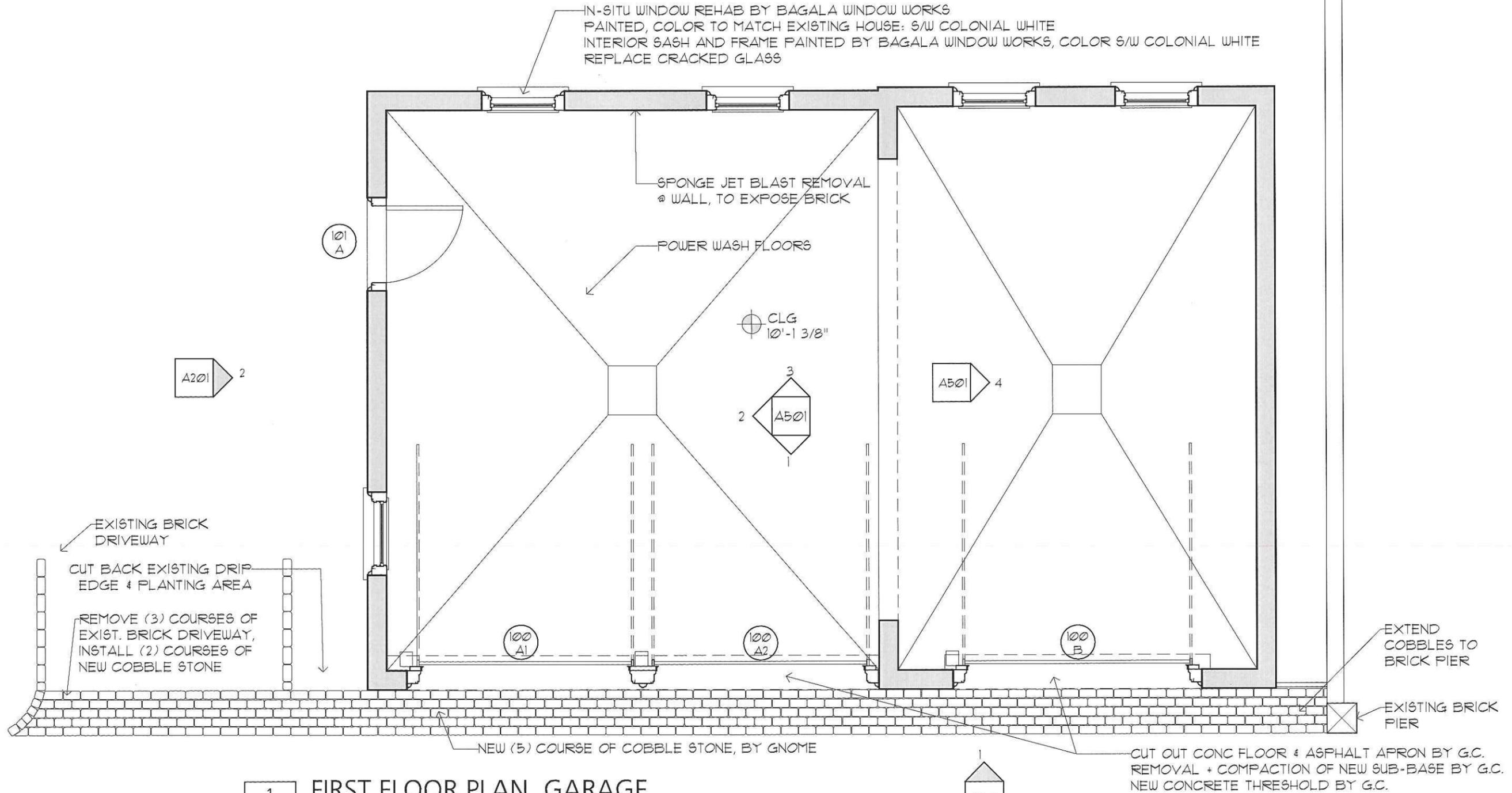
ISSUED FOR/REVISION:
HISTORIC REVIEW
DRAWN BY:
B+W
DATE:
05/07/2018
Copyright 2018 Barba + Wheelock

HYDE
RESIDENCE
G101

CORNER OF HOUSE

DOOR SCHEDULE

	HEIGHT	WIDTH	COMMENTS
100 A1	8'-6 1/2"	8'-11"	CUSTOM MAHOGANY OVERHEAD PANEL DOORS BY CARRIAGE HOUSE DOORS SHOP, PRIME AND (3) COATS FINISH PAINT
100 A2	8'-6 1/2"	8'-11"	FALSE HARDWARE, NANZ NO 1018 KNOBS & NANZ NO 5750 ESCUTCHEON PLATE (EXTERIOR ONLY), DARK OXIDIZED BRONZE. NANZ NO 3055AF BUTT HINGE, DARK OXIDIZED BRONZE, OR SIMILAR TYP SALVAGED MATERIALS BY W-R HOMES
100 B	8'-6 1/2"	8'-5"	
101 A	6'-8 1/2"	3'-0"	HARDWARE, NANZ NO 7124 MORTISED ENTRY LOCKSET, PRIVACY FOR KNOBS, NANZ NO 1018 KNOBS, NANZ NO 3055AF BUTT HINGE. HARDWARE AS SPECIFIED OR AS SOURCED BY W-R. HARDWARE FINISH: DARK OXIDIZED BRONZE OR UNLAQUERED BRASS, TBS BY OWNER.



1 FIRST FLOOR PLAN, GARAGE
 A101 SCALE: 1/4"=1'-0" 0' 6" 1' 2' 4' 8"

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HYDE GARAGE AND PERGOLA

MATTHEW & CATHERINE HYDE
 112 VAUGHAN STREET
 PORTLAND, MAINE

FIRST FLOOR PLAN, GARAGE

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SHEET SIZE:
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 DATE:
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HYDE RESIDENCE
A101



BAGALA WINDOW WORKS TO RESTORE OCULUS WINDOWS IN-SITU

NEW SNOW FENCE SNOW GUARD SYSTEM

NEW SHUTTERS & HARDWARE. DETAILS TO MATCH FIRST FLOOR OF HOUSE

EXISTING TRANSOM, IN-SITU WINDOW REHAB BY BAGALA WINDOW WORKS
NEW DOOR

SNOW FENCE SNOW GUARD SYSTEM:

- REMOVE SIX 2' X 2' SECTIONS OF SLATE ROOFING ACROSS THE LOWER SECTION OF THE GARAGE ROOF. FILL ALL EXPOSED NAIL HOLES IN THE EXISTING MEMBRANES WITH HIGH GRADE ROOFING CEMENT. INSTALL WOOD BLOCKING TO THE ROOF DECK AT EACH SNOW GUARD LOCATION. INSTALL 20-OZ. COPPER CLADDING OVER EACH BLOCK AND OUT ONTO THE ROOF DECK 4". RE-INSTALL THE EXISTING SLATE TO THE ROOF USING CARE TO CUT THE SLATE CLEANLY AROUND EACH BLOCK TO COVER THE 4" FLANGE. INSTALL 6 NEW BRASS TWO-RAIL SNOW GUARD BRACKETS ONTO THE ROOF, SCREWING EACH GUARD INTO A COPPER CLAD WOODEN BLOCK. INSTALL A COPPER PLATE OVER EACH GUARD WHICH WILL BE FULLY SOLDERED TO THE COPPER CLADDING BELOW TO COVER THE SNOW GUARD SCREWS TO KEEP WATER OUT. INSTALL TWO 3/8" DIAMETER SCHEDULE 40 BRASS PIPES THROUGH THE BRACKETS TO CREATE A TWO-RAIL SNOW FENCE.

2 EXTERIOR ELEVATION @ NEW SIDE DOOR

A201f SCALE: 1/4"=1'-0"



BAGALA WINDOW WORKS TO RESTORE OCULUS WINDOWS IN-SITU

VIF DETAIL WITH ARCHITECT IN FIELD

NEW SNOW FENCE SNOW GUARD SYSTEM

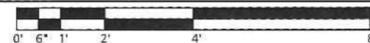
EXISTING LIGHT FIXTURES TO REMAIN

SIDE / HEAD WEATHER STRIP, PAINT TO MATCH DOORS OR TRIM (TBD), TYP AT ALL GARAGE DOORS

CONCEALED BULB WEATHER STRIP @ BASE, TYP AT ALL GARAGE DOORS

1 EXTERIOR ELEVATION @ GARAGE DOORS

A201f SCALE: 1/4"=1'-0"



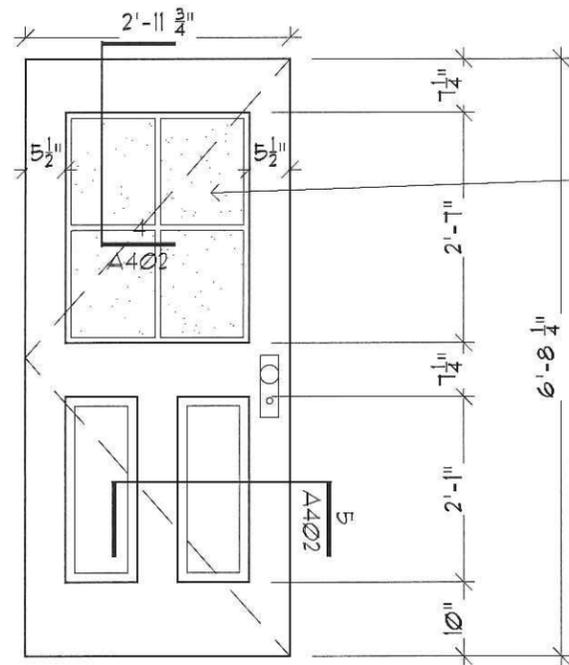
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MATTHEW & CATHERINE HYDE
112 VAUGHAN STREET
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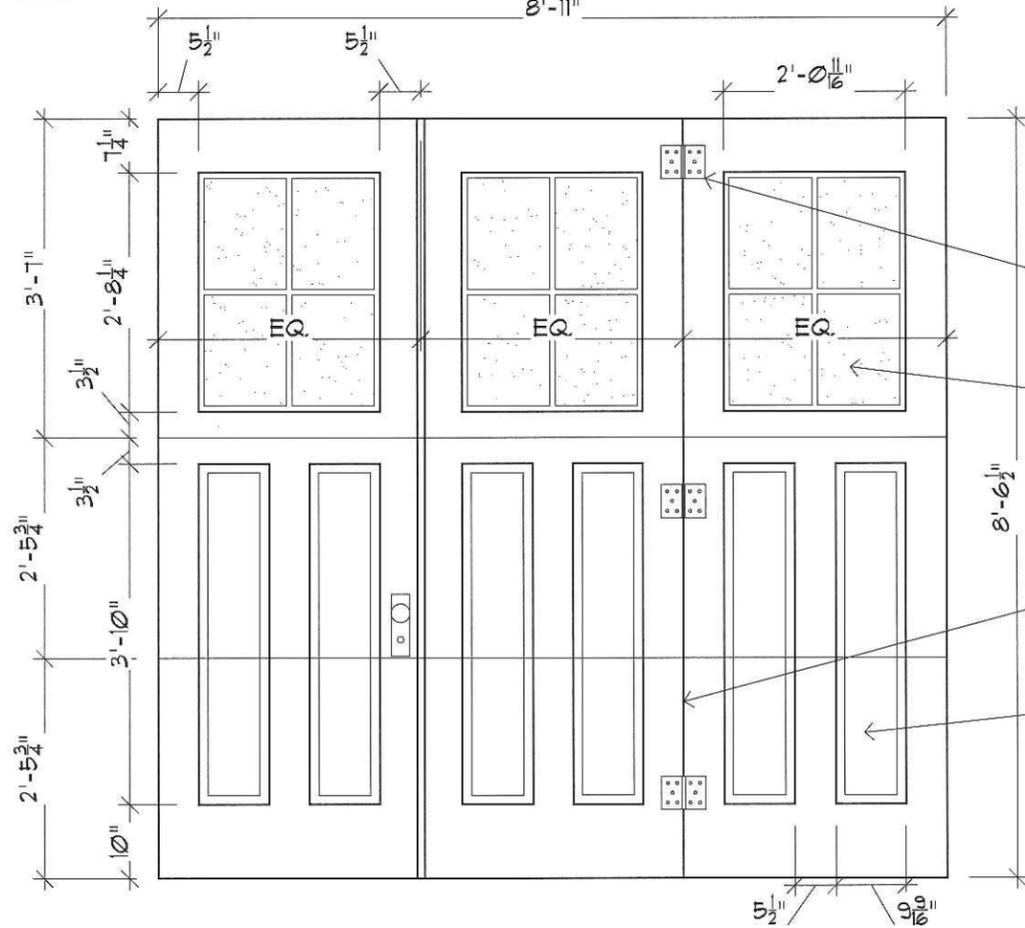
HYDE RESIDENCE
A201



RESTORATION GLASS OR SALVAGED GLASS TO MATCH THE TRANSOM ABOVE, NOT THE GARAGE DOORS

1 GARAGE SIDE DOOR, 100 A

A401 SCALE: 1/2" = 1'-0"



EXT FALSE HARDWARE PER CONTRACTOR, AFTER INSTALLATION

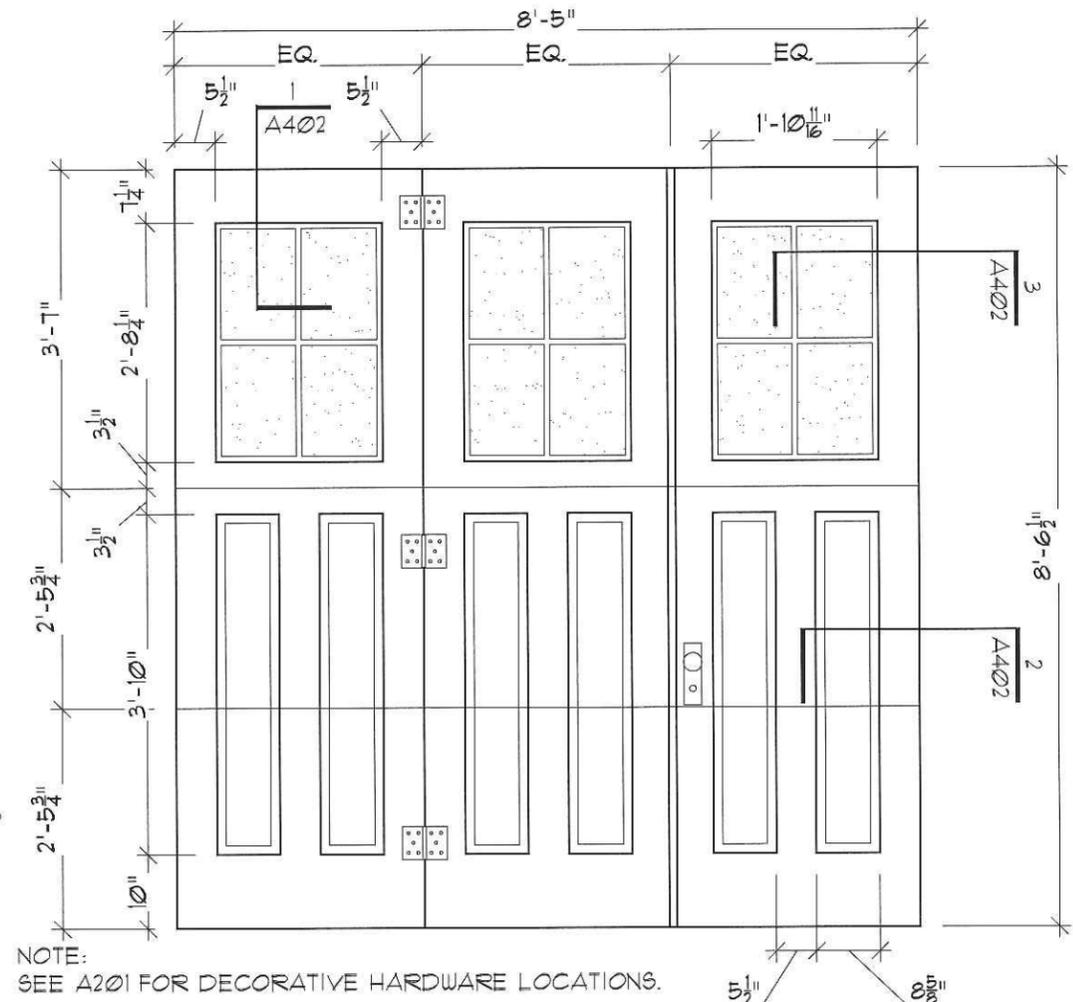
BENDHEIM EcoGlass "GOTHIC" TEXTURED ARCHITECTURAL GLASS, 3/8" THICK, TEMPERED

" HALF ROUND ASTRAGAL

DARK PRIMER BY GARAGE DOOR CO. FINISH PAINT (3) COATS IN CONTRACTOR SHOP

2 GARAGE DOOR, 100 B

A401 SCALE: 1/2" = 1'-0"



NOTE: SEE A201 FOR DECORATIVE HARDWARE LOCATIONS.

3 GARAGE DOOR, 100 A

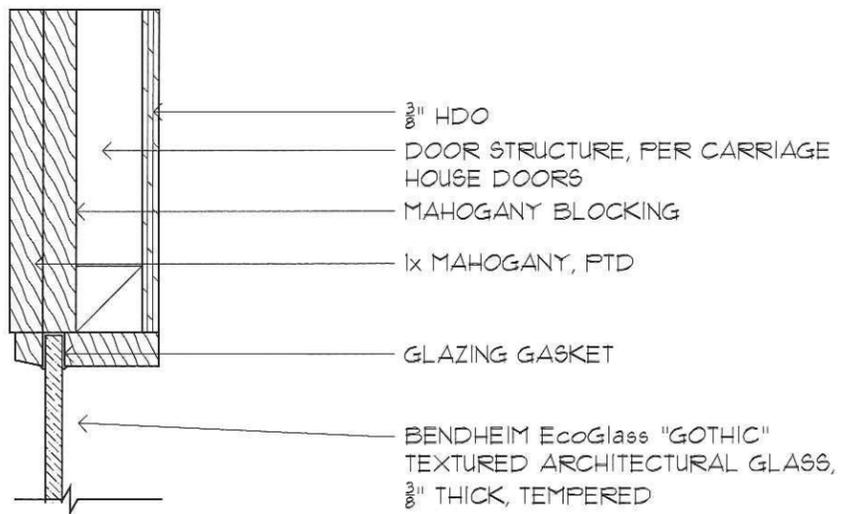
A401 SCALE: 1/2" = 1'-0"

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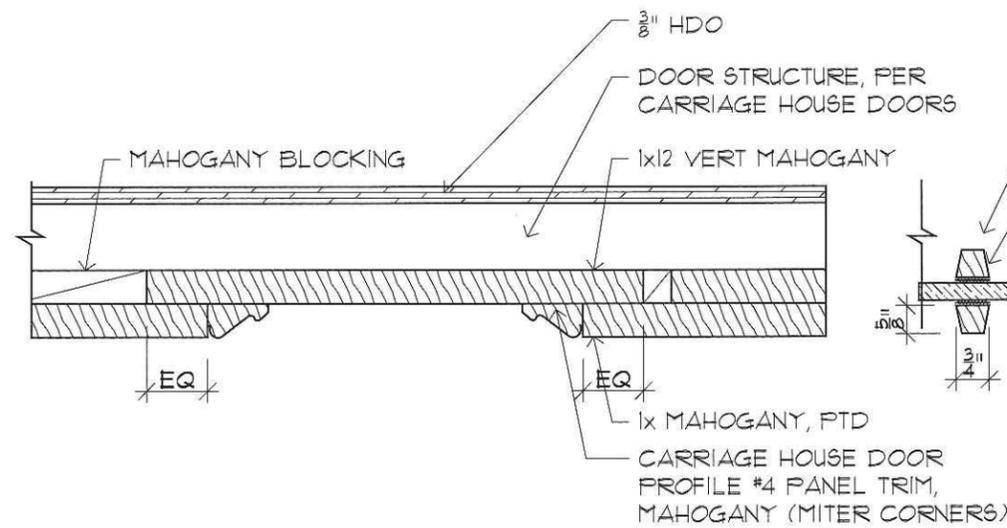
GARAGE DOOR ELEVATIONS
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HYDE RESIDENCE
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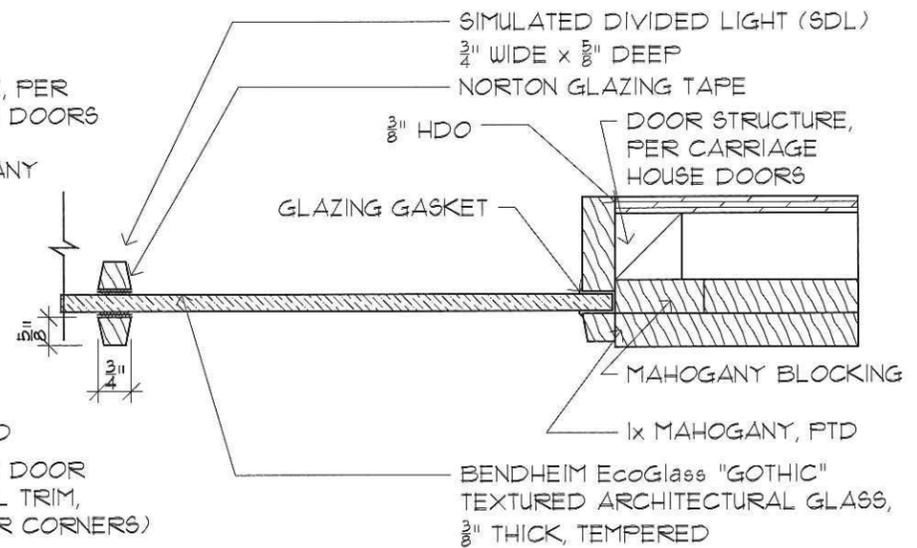
1 SECTION DETAIL @ DOOR HEAD

A401 SCALE: 3"=1'-0"



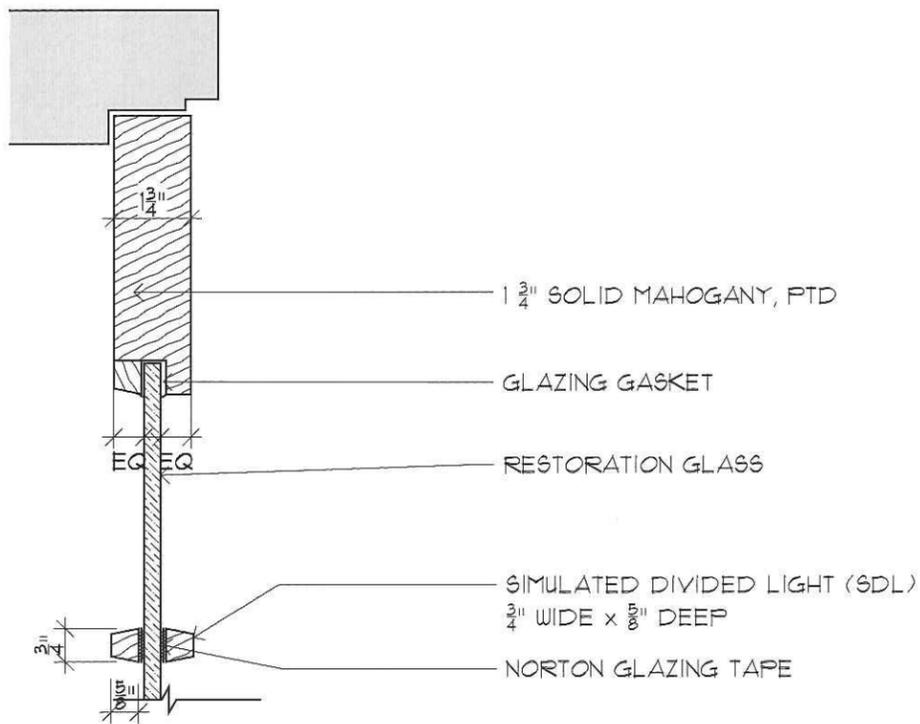
2 SECTION DETAIL @ PANELS

A401 SCALE: 3"=1'-0"



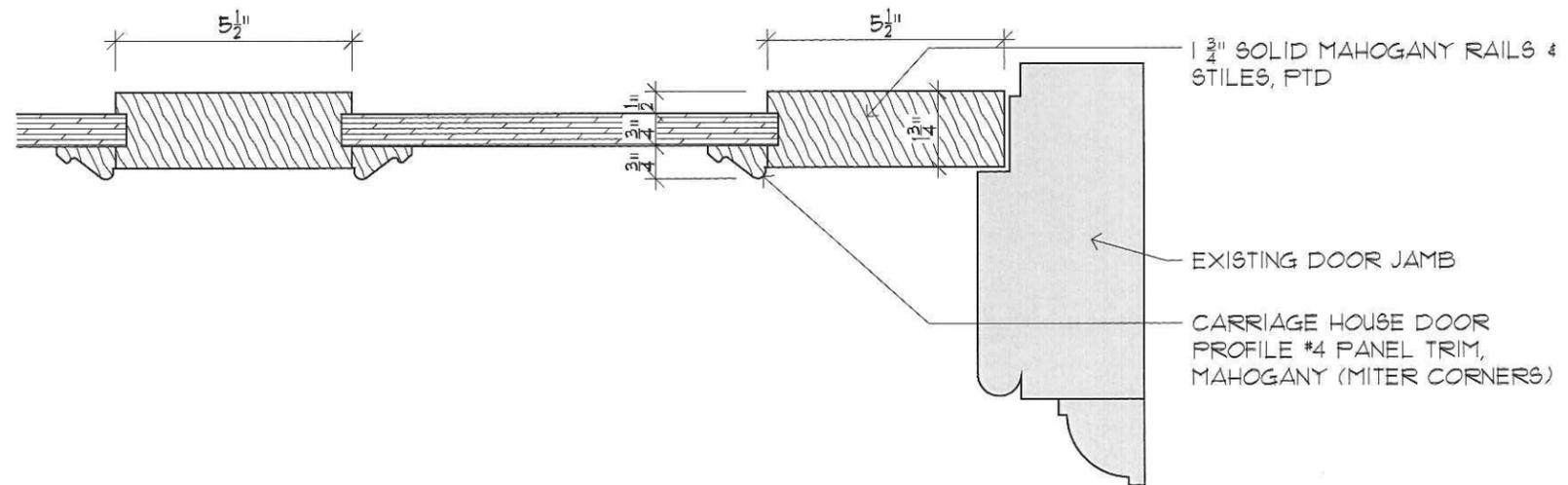
3 SECTION DETAIL @ GLAZING

A401 SCALE: 3"=1'-0"



4 SECTION DETAIL @ DOOR HEAD

A401 SCALE: 3"=1'-0"



5 JAMB DETAIL @ PERSON DOOR

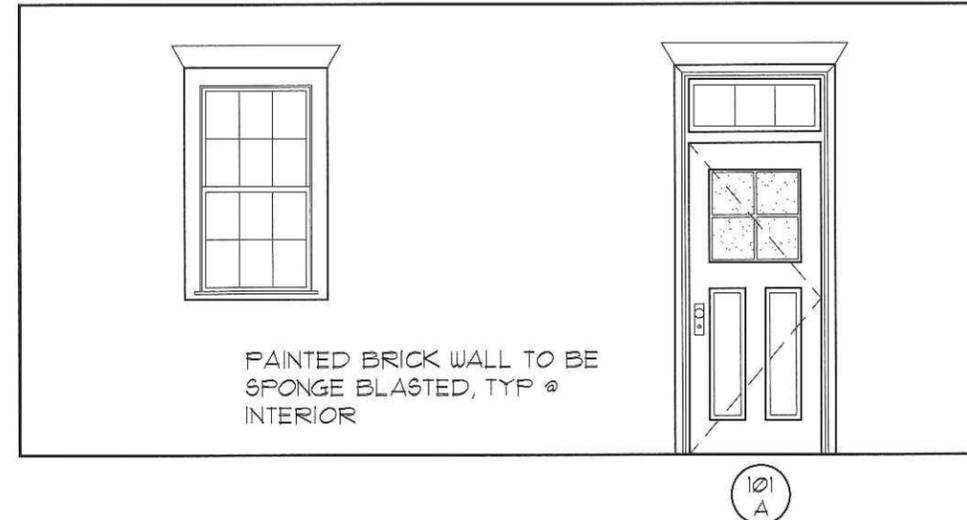
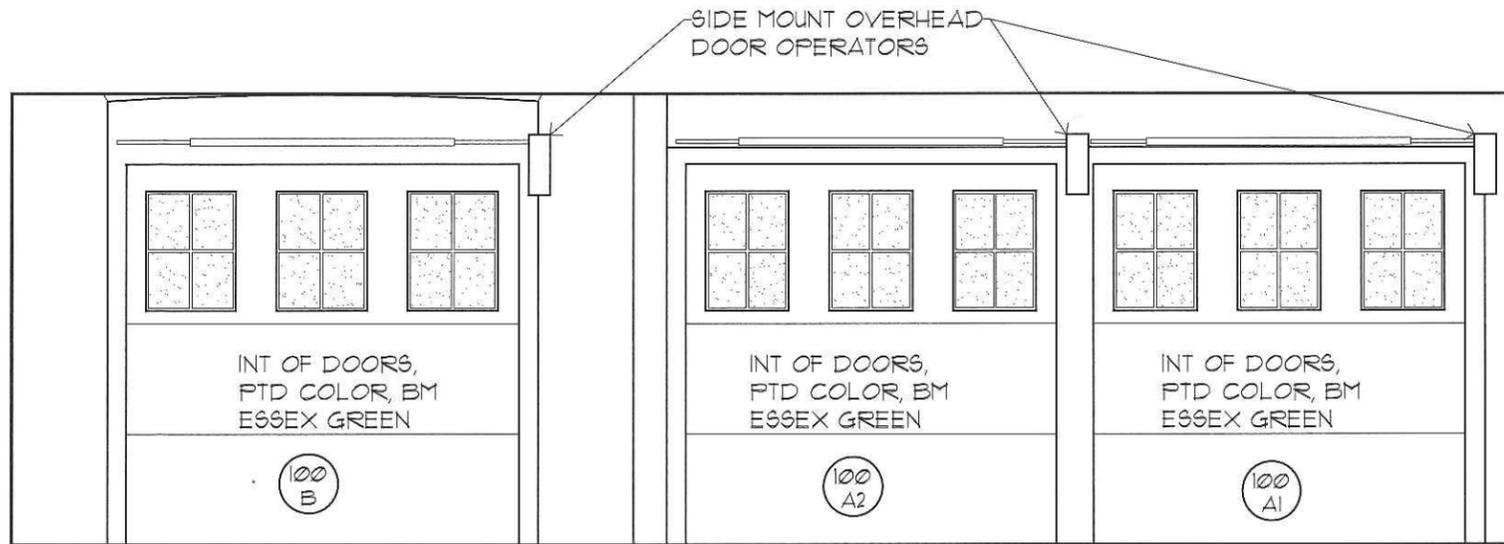
A401 SCALE: 3"=1'-0"

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GARAGE DOOR DETAILS
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HYDE RESIDENCE
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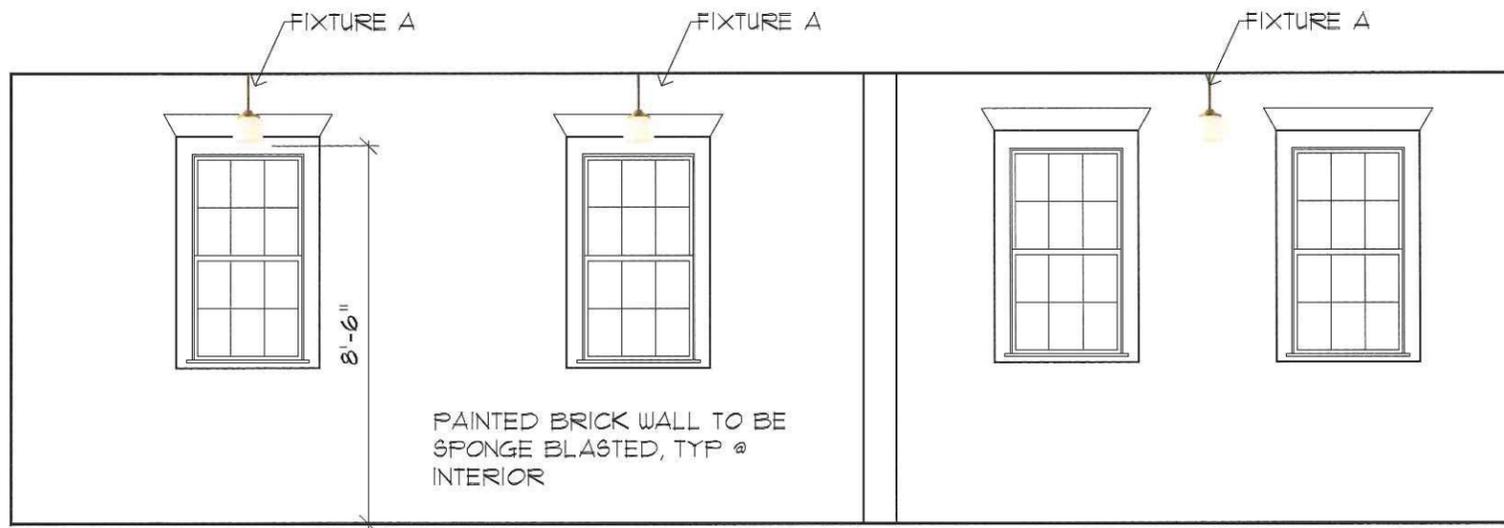


1 INTERIOR ELEVATION

A501 SCALE: 1/4"=1'-0"

2 INTERIOR ELEVATION

A501 SCALE: 1/4"=1'-0"



3 INTERIOR ELEVATION

A501 SCALE: 1/4"=1'-0"



4 INTERIOR ELEVATION

A501 SCALE: 1/4"=1'-0"

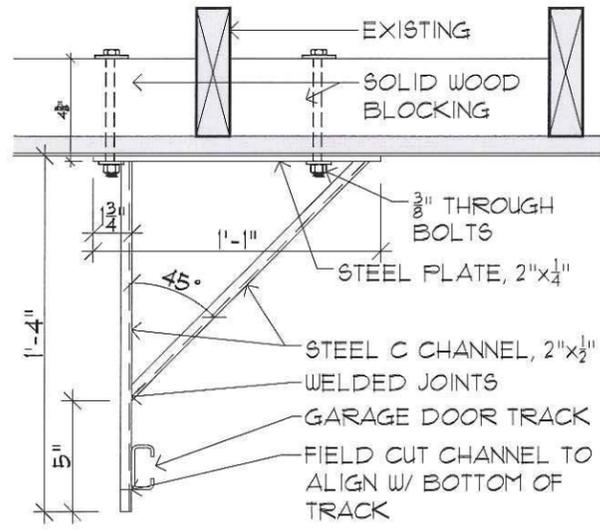
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HYDE RESIDENCE
A501

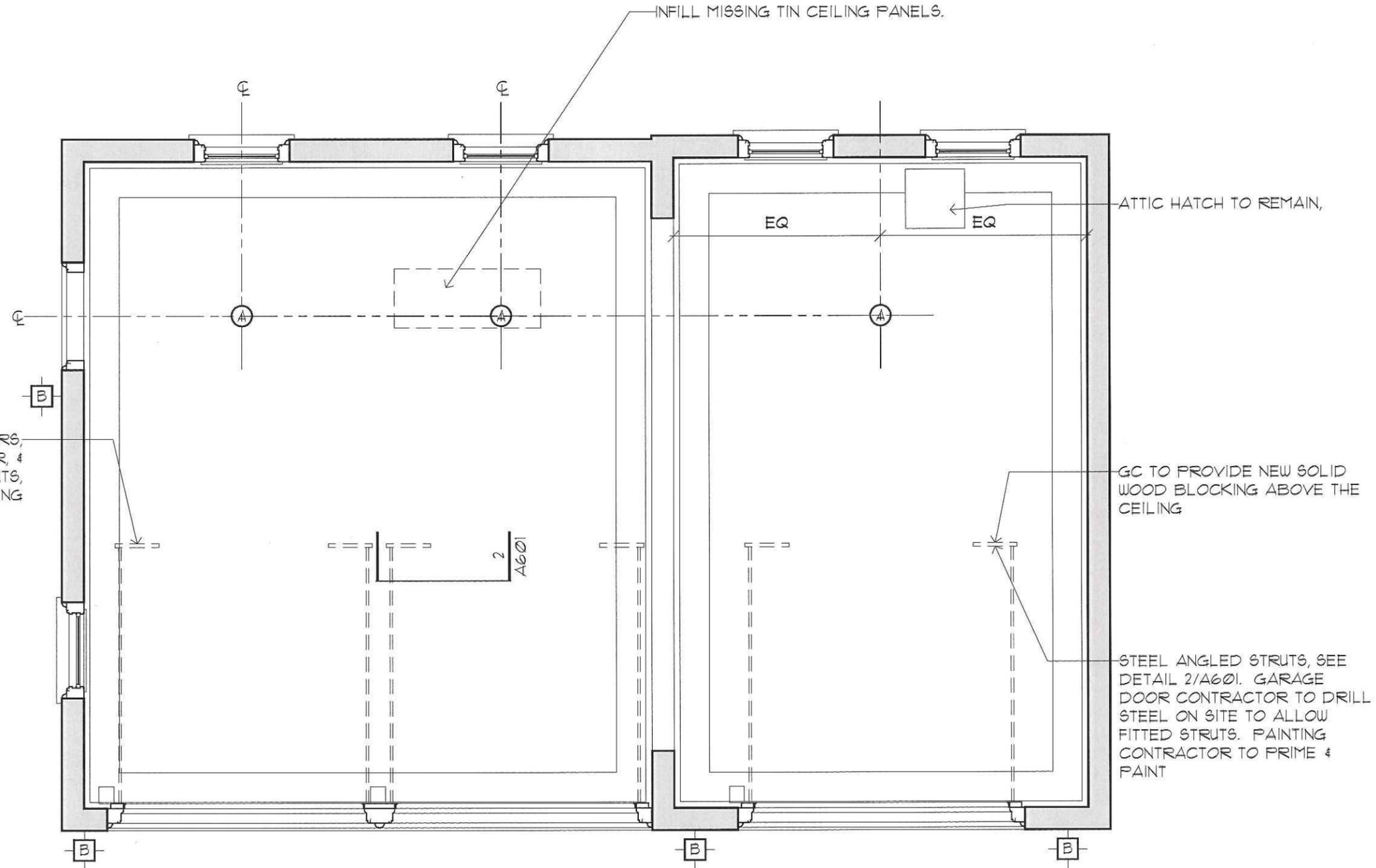


2 STRUT DETAIL
A601 SCALE: 1 1/2"=1'-0"

- NOTES:
1. SPONGE BLAST ENTIRE TIN CEILING + CORNICE MOULDING
 2. PRIME (1 COAT) & PAINT (2 COATS) IMMEDIATELY UPON DRYING, COLOR TBD
 3. REPLACE CEILING PANELS W/ 234 PLATE PATTERN WITH A 3" REPEAT, LAY IN, 24"W x 48"L BY SHANKER INDUSTRIES, PRIME (1 COAT) & PAINT (2 COATS), COLOR TBD
 4. SEE GENERAL NOTES FOR TIN CEILING RESTORATION

FIXTURE SCHEDULE

Ⓐ	OWNER SUPPLIED FIXTURES (PLAN A) SCHOOLHOUSE ELECTRIC, UNION PENDANT 6", MATTE BRONZE W/ OGEE SHADE, 11" OPAL. BOTTOM @ 8'-6" AFF (PLAN B)
Ⓑ	EXISTING WALL FIXTURES



1 FIRST FLOOR REFLECTED CEILING PLAN, GARAGE
A601 SCALE: 1/4"=1'-0"



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HYDE RESIDENCE
A601



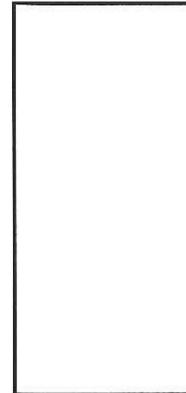
1 EXTERIOR ELEVATION @ PERGOLA
 A700 SCALE: 1/4"=1'-0"



2 EXTERIOR ELEVATION @ PERGOLA
 A700 SCALE: 1/4"=1'-0"

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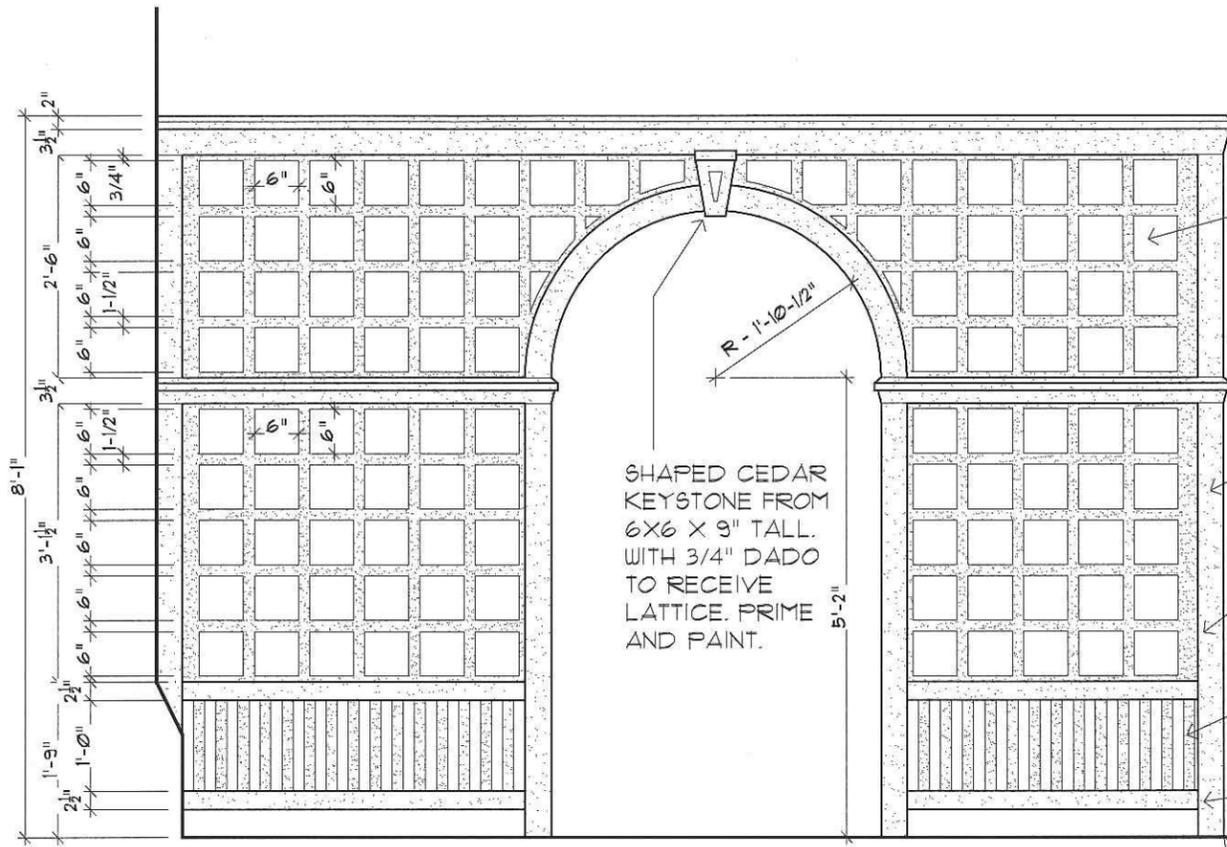
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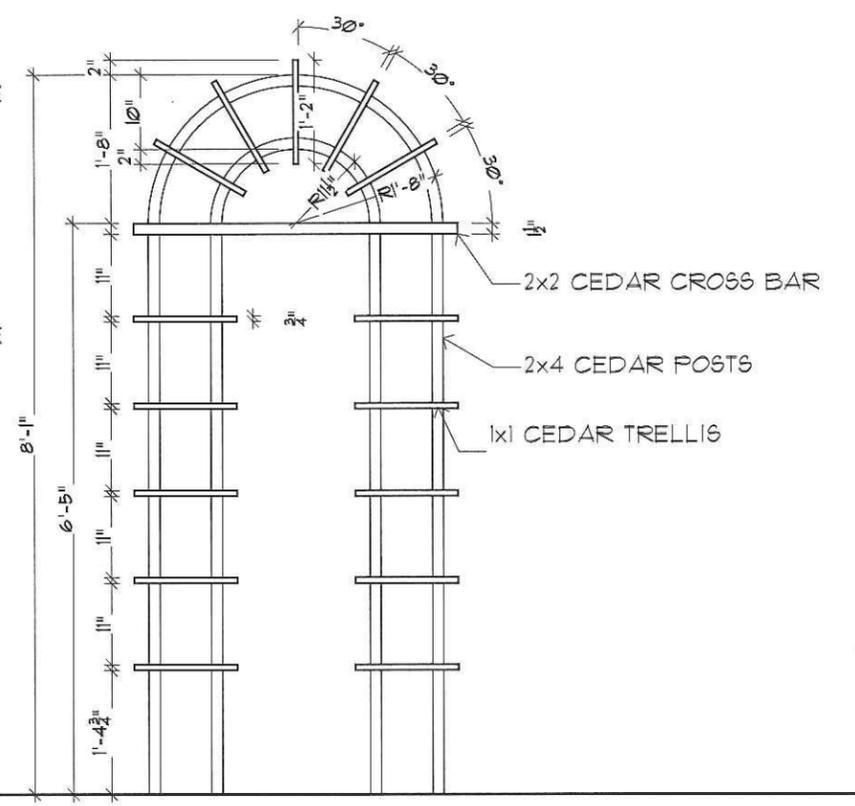
HYDE GARAGE AND PERGOLA
 MATTHEW & CATHERINE HYDE
 112 VAUGHAN STREET
 PORTLAND, MAINE

PERGOLA, PLAN & ELEVATIONS
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HYDE
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A700A

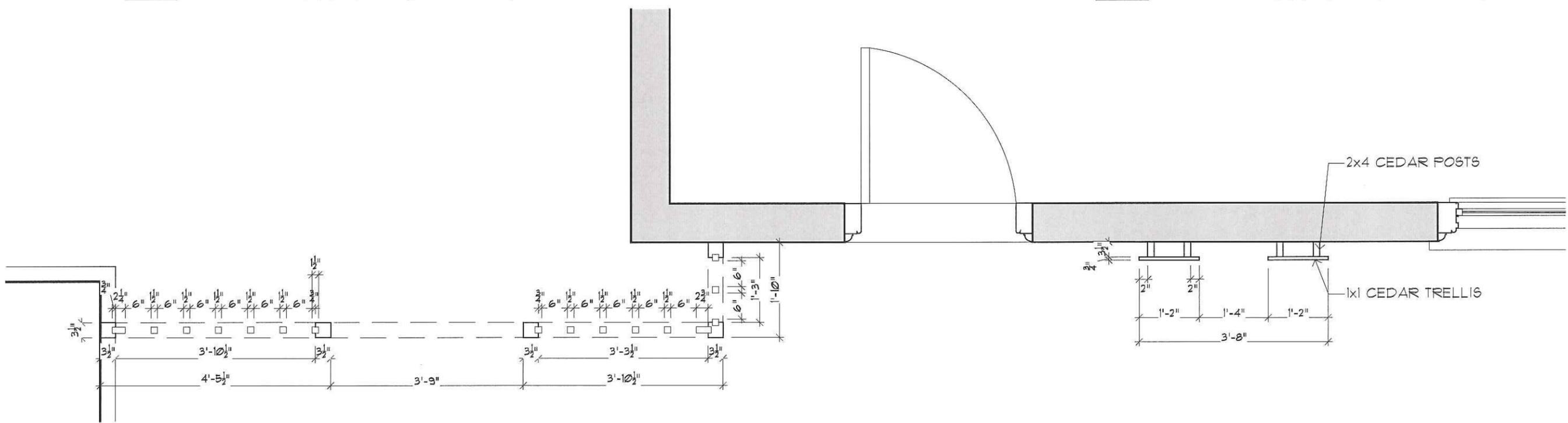


- SHAPED CEDAR RAIL FROM 6X6 WITH 3/4" DADO AT UNDERSIDE TO RECEIVE LATTICE. PRIME AND PAINT.
- 2x2 (1-1/2" SQ.) CEDAR LATTICE WITH 3/4" DADO JOINTS AT EACH OVERLAP. SPACE AT 6" O.C. PRIME AND PAINT.
- SHAPED CEDAR RAIL FROM 4X6 WITH 3/4" DADO AT UNDERSIDE TO RECEIVE LATTICE. PRIME AND PAINT.
- 4X4 CEDAR POSTS WITH 3/4" DADO AT CENTER TO RECEIVE 2X2 LATTICE. PRIME AND PAINT.
- SHAPED CEDAR RAIL FROM 4X4. SQUARE BALUSTERS TO BE PEGGED INTO UNDERSIDE WITH 1-1/2" DIA. X 1" DEEP PEGS. PRIME AND PAINT.
- 2x2 (1-1/2" SQ.) CEDAR BALUSTRADES AT 3" O.C. AND PEGGED INTO TOP RAIL. PRIME AND PAINT.
- SHAPED CEDAR BOTTOM RAIL FROM 4X4. PRIME AND PAINT.
- COORDINATE ATTACHMENT TO HARDSCAPE WITH LANDSCAPE DESIGNER



2 ENLARGED TRELLIS ELEVATION
A701 SCALE: 1/2" = 1'-0"

1 ENLARGED PERGOLA ELEVATION
A701 SCALE: 1/2" = 1'-0"



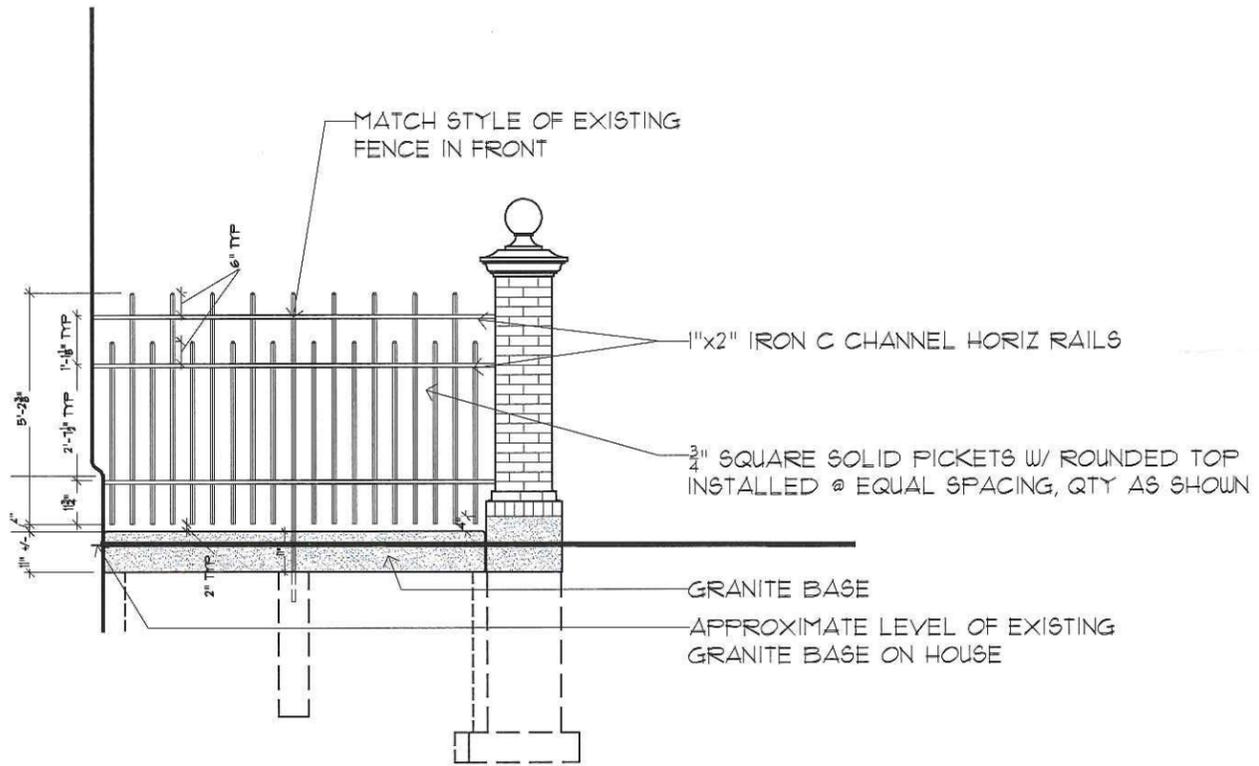
3 PERGOLA & TRELLIS PLAN
A701 SCALE: 1/2" = 1'-0"

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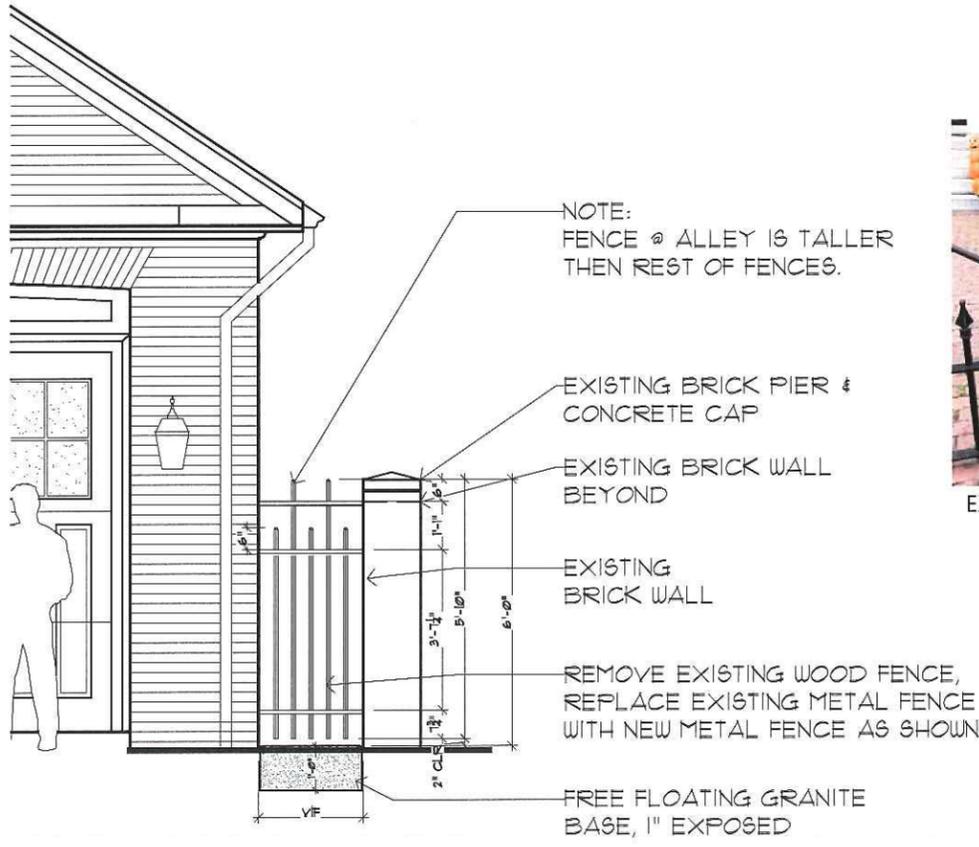
HYDE GARAGE AND PERGOLA
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ENLARGED PERGOLA ELEVATION
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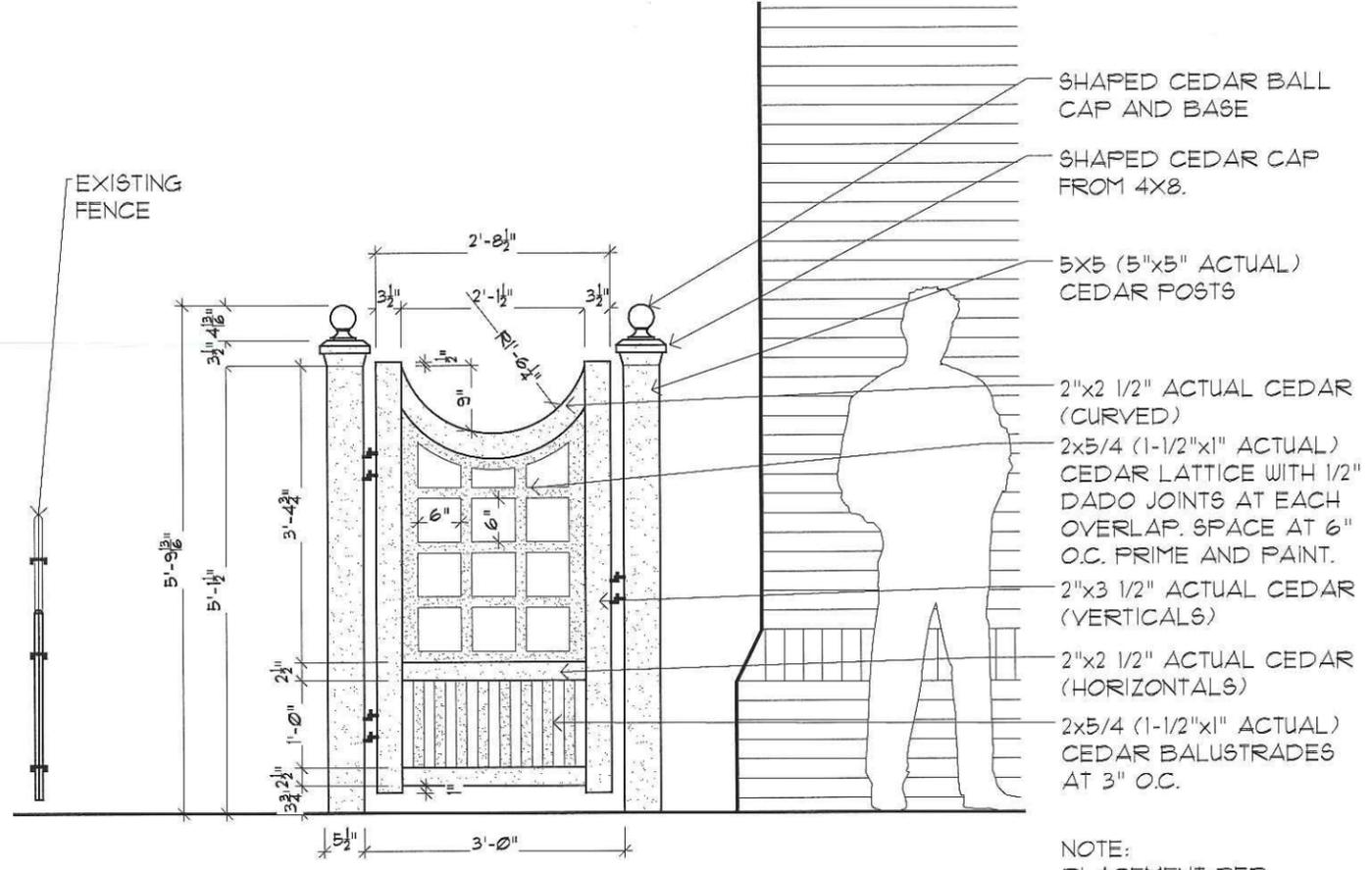
HYDE RESIDENCE
A701



1 PROPOSED NEW FENCE ALONG WALKWAY TO HOUSE
 A704 SCALE: 1/4" = 1'-0"

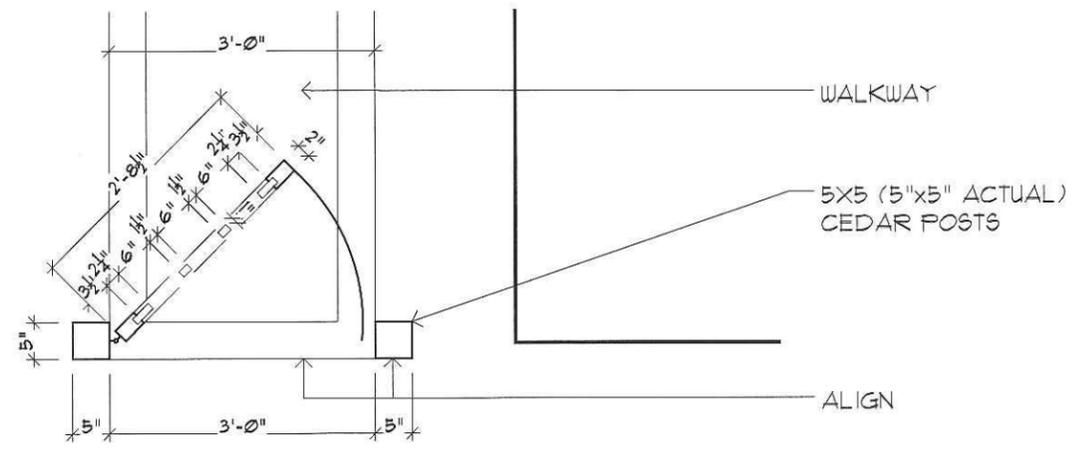


2 PROPOSED NEW FENCE ALONG ALLEY
 A704 SCALE: 1/4" = 1'-0"



NOTE:
 PLACEMENT PER
 LANDSCAPE PLANS

3 GATE ELEVATION
 A704 SCALE: 1/2" = 1'-0"



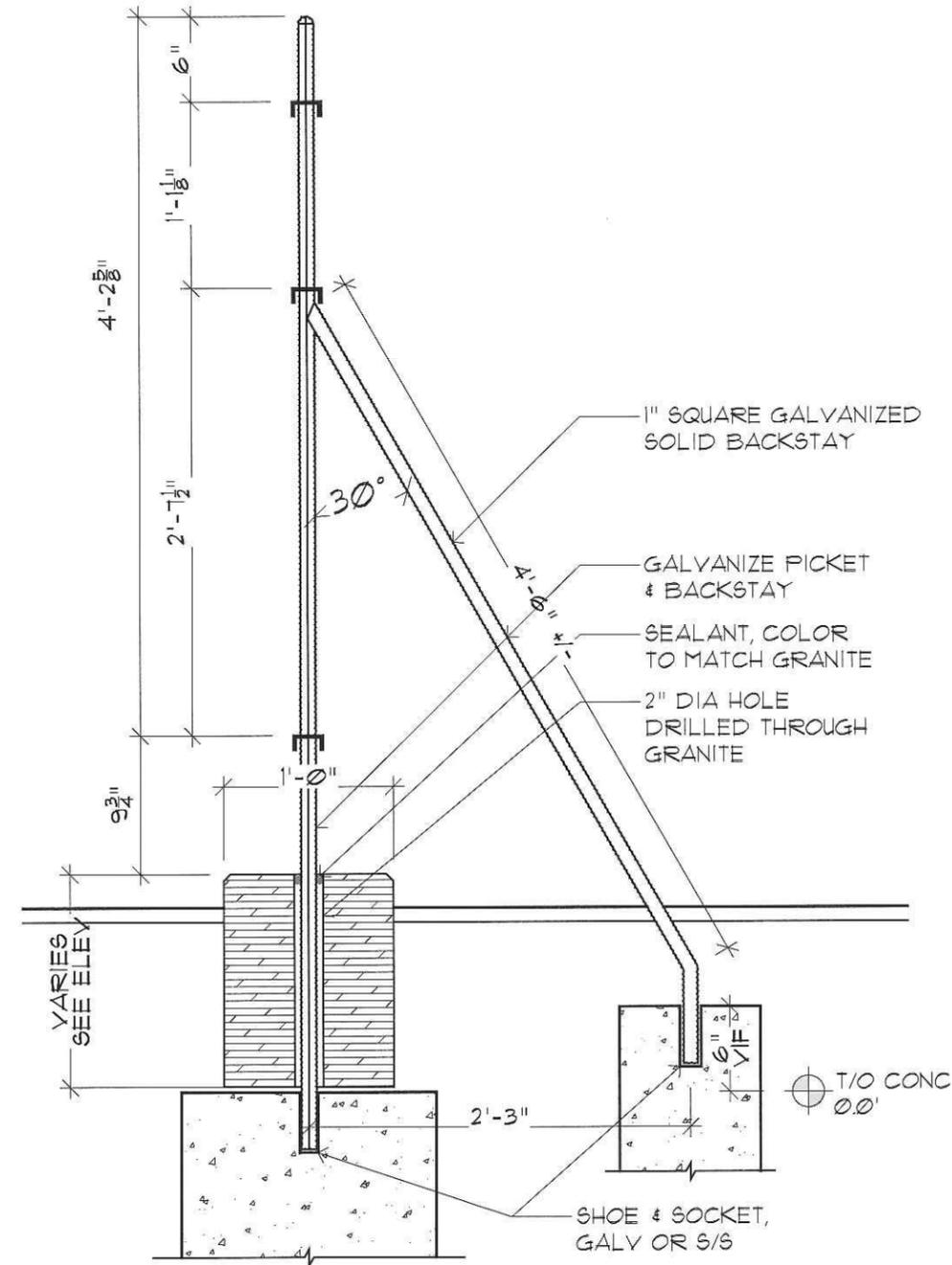
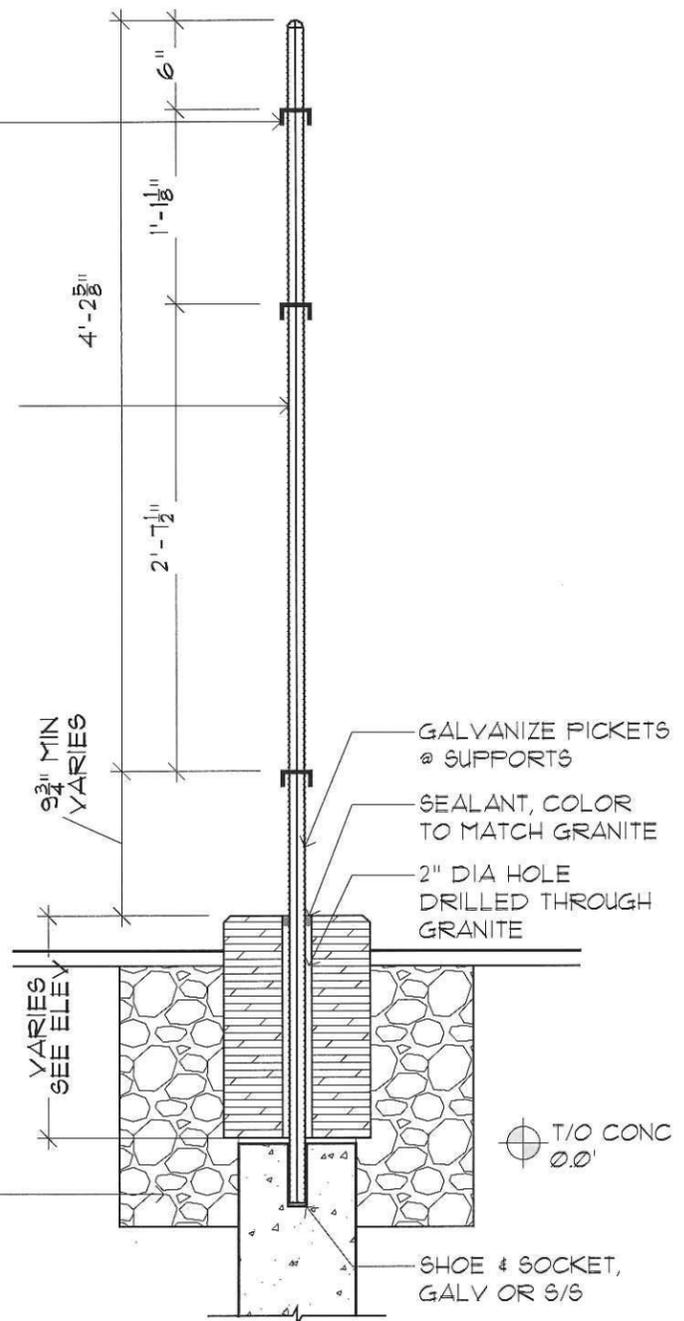
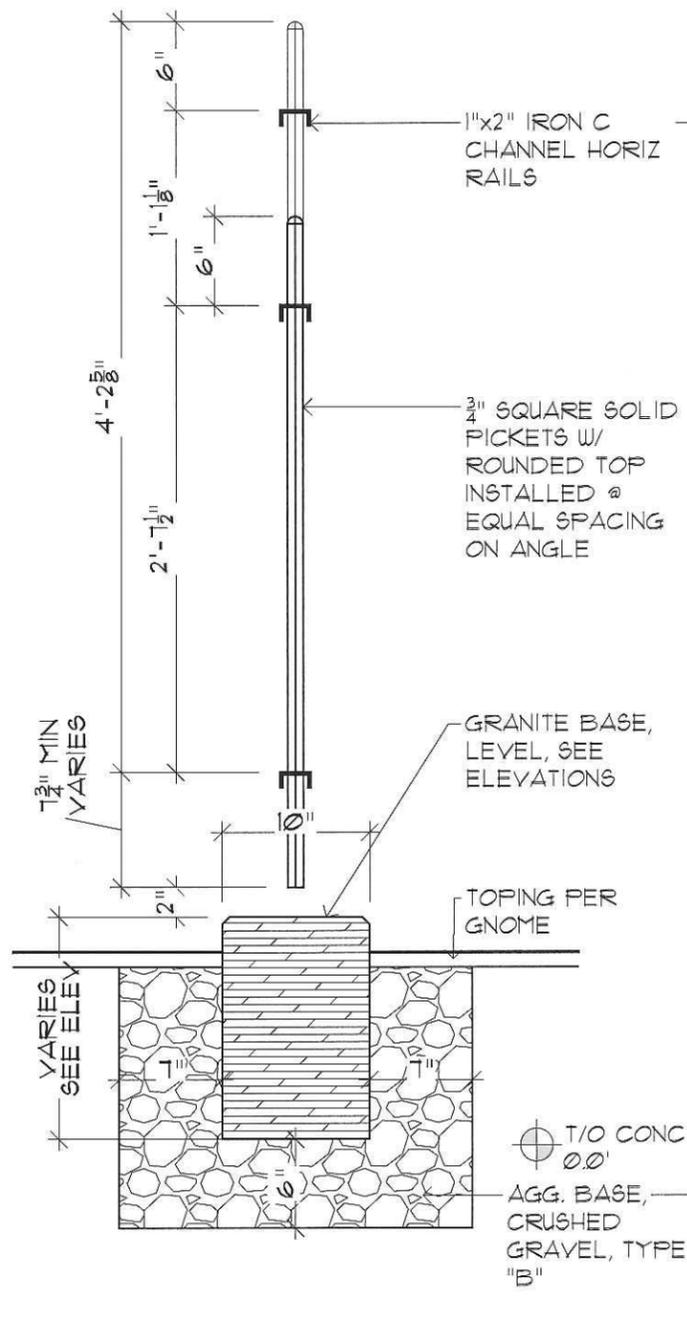
3 GATE PLAN
 A704 SCALE: 1/2" = 1'-0"

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A704



1 SECTION DETAIL @ PICKETS
A706 SCALE: 1"=1'-0" 0' 1.5' 3' 6' 1' 2'

2 @ TALL PICKET
A706 SCALE: 1"=1'-0"

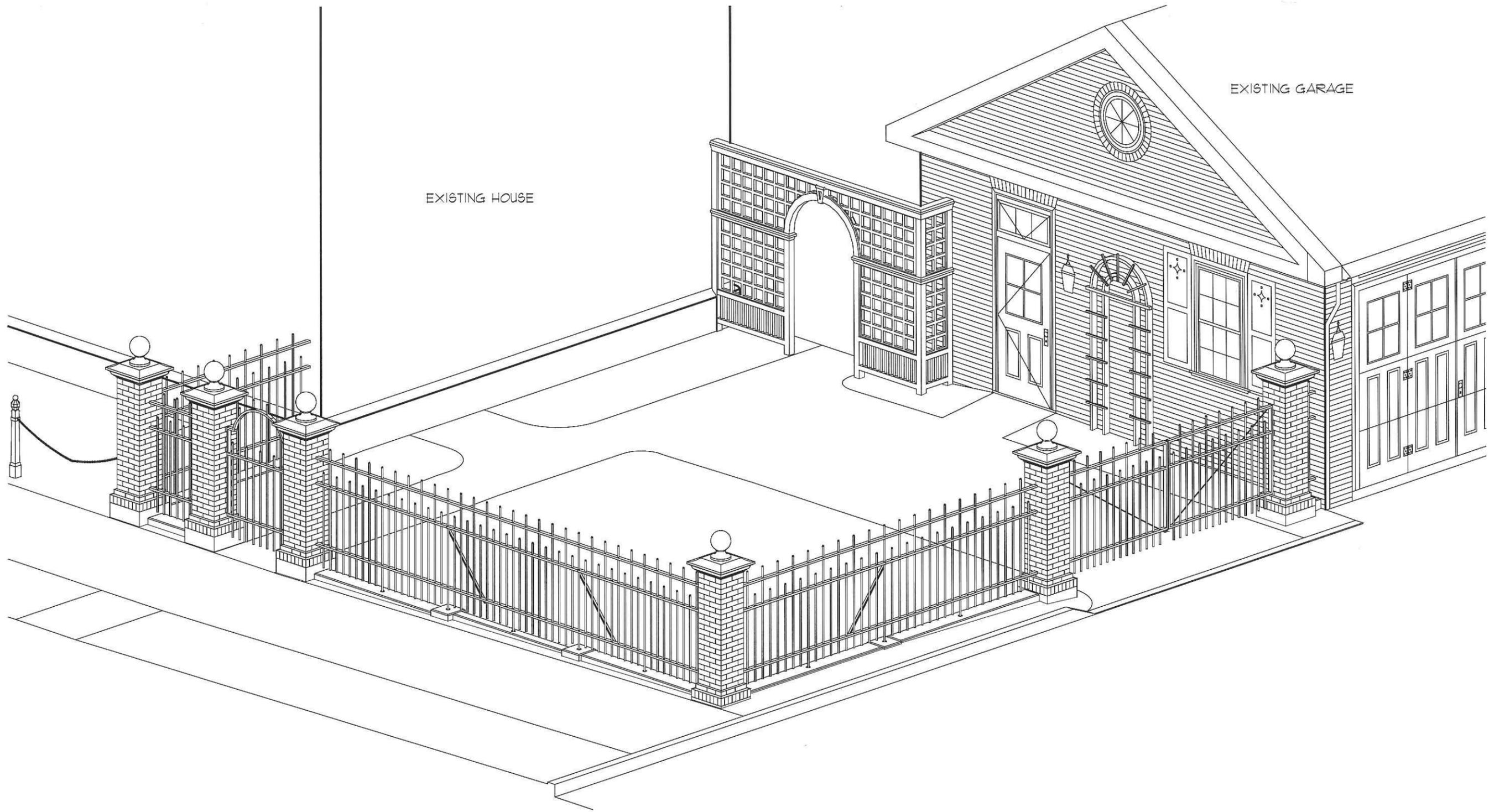
3 SECTION DETAIL @ PICKET W/ BACKSTAY
A706 SCALE: 1"=1'-0" 0' 1.5' 3' 6' 1' 2'

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DETAILS
HYDE RESIDENCE
A706



EXISTING HOUSE

EXISTING GARAGE

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HYDE GARAGE AND PERGOLA

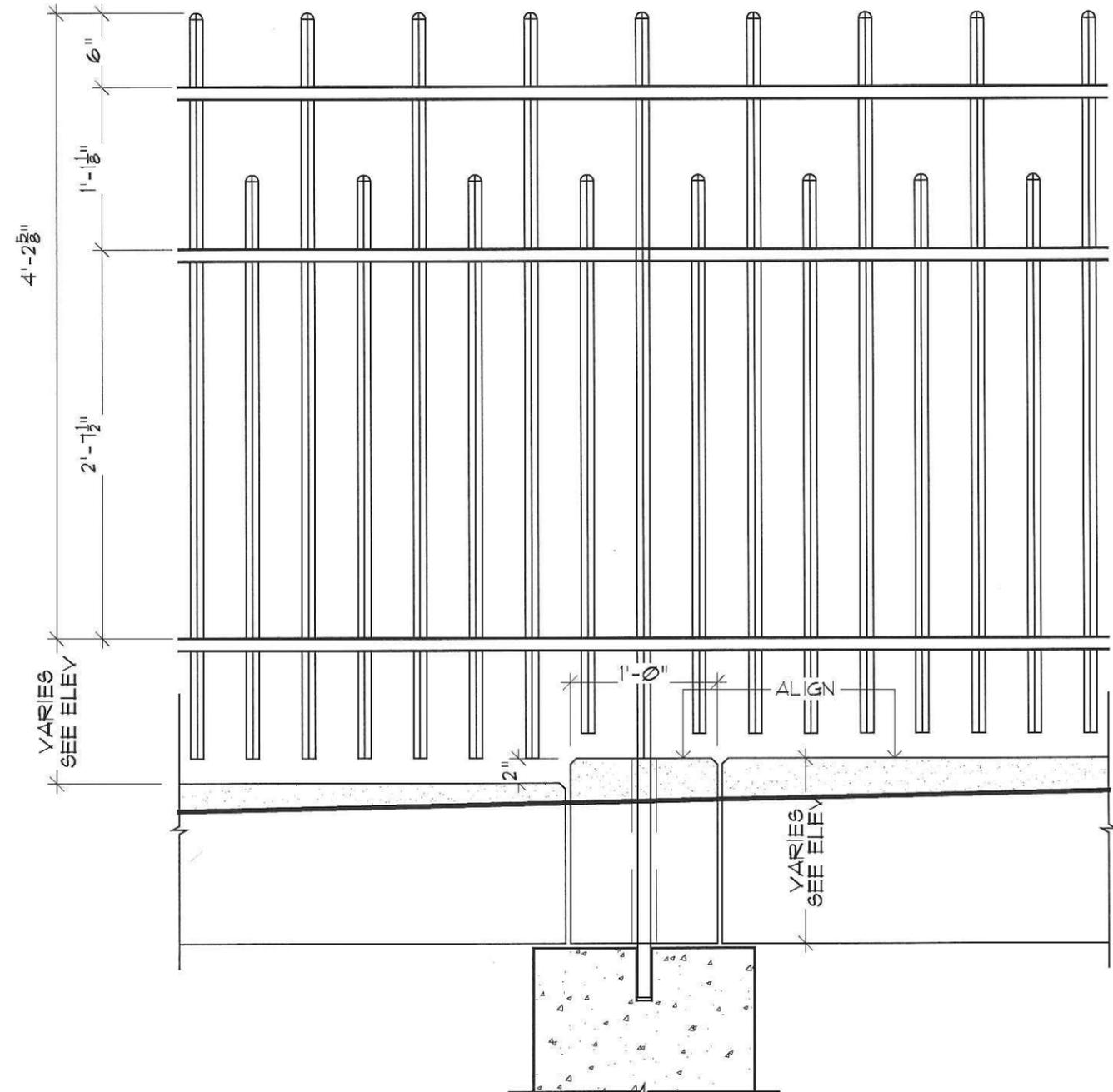
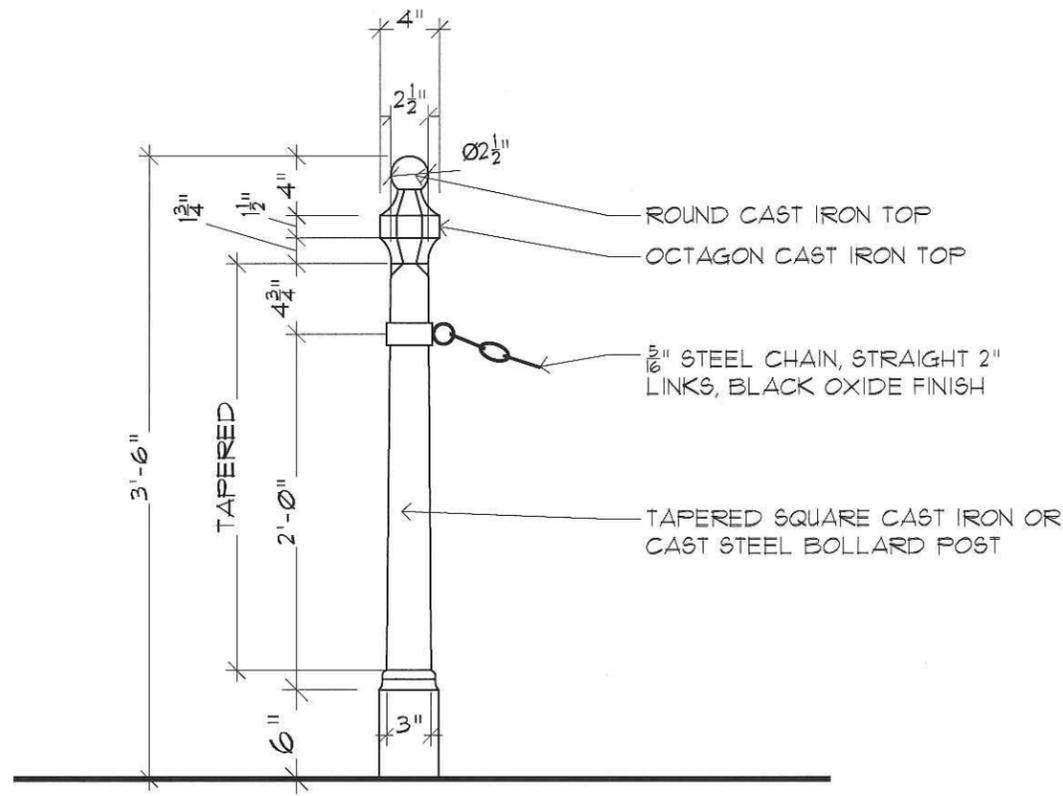
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3D VIEW

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HYDE
RESIDENCE

A708



1 ELEVATION DETAIL @ CHAIN FENCE
 A709 SCALE: 1"=1'-0"

2 ELEVATION DETAIL @ PICKET W/ BACKSTAY
 A709 SCALE: 1"=1'-0"

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HYDE GARAGE AND PERGOLA

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 HYDE RESIDENCE
A709

AH.4





118-18
1/20/9

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