

<p>(I) Existing cultural resources</p>	<p>McEvoy proposal:</p> <ul style="list-style-type: none"> • Cistern – the existing cistern in the cellar of the parsonage seems to be integral to the building’s support and foundation and will be preserved. The build out of the new addition to the north side of the building is partly for this reason. • Landscape – the existing driveway is asphalt and will be extended the length of the new construction. Many mature trees will have to be removed for the new addition and garage, but tree removal will be limited to only what is needed for the building footprints and to prevent trees from overhanging the buildings. • Stone walls –The McEvoy’s expressed an interest in repurposing the stones from the rubble foundation of the existing barn and passageway to restore the perimeter stonewalls (boundary walls). • Stone well – there may, or may not, be an old stone well off the south side of the house, but it is not in the construction zone and will not be impacted. No indication that a previous cesspool with stone cistern exists anywhere. <p>HDC discussion:</p> <ul style="list-style-type: none"> • Stone walls on the property perimeter, which delineate the property boundaries cannot be removed. The HDC was pleased that these stonewalls may be improved. • HDC members briefly discussed that an archaeological study is not necessary. The parsonage, passageway, and barn were built in 1886 and have changed little over the following 135 years. The location of the new addition and rebuilt barn will mostly be in the same footprint as the existing barn and passageway. The area of the proposed garage is now covered by mature trees that will be cut and stumps removed. The garage will have a slab floor. As long as any excavation is confined to the footprints of these areas, the benefits of an archaeological study would be minimal. • HDC members were concerned about the extent of the parking area to be paved in the front of the 5-bay garage and the amount of asphalt to be added for the extended driveway and parking. Permeable asphalt was discussed.
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<p>(II) New construction</p>	<p>McEvoy proposal:</p> <p>The new construction includes a new addition for more living space, dismantling and rebuilding of the existing barn, new porches, and a bump out of the existing parsonage to enlarge the kitchen area.</p> <ul style="list-style-type: none"> • More living space – The new addition will be located behind (east) and a few feet north of the existing house, and its roofline will be lower. • Barn – the existing barn will be dismantled, a 4-foot frost wall and slab foundation installed, and the barn rebuilt in place. It will become mostly a workshop housing woodworking equipment and machines. Some material will be salvaged from the barn and reused. This includes wide pine boards that can be used for siding, some floor elements, and perhaps a beam or two. • Excavation – the full basement for the new addition and new slab for the rebuilt barn will largely take place in the existing footprints of the passageway and existing barn. • Materials – the siding of the addition and barn will be HardiePlank, which is a cement fiber product designed to mimic wood but having better longevity and less maintenance issues than wood. Clapboards of this material will be used on both sides of the addition and the front side of the barn. Board and batten panels of this material will be used on the north elevation of the barn. The parsonage building, however, will have wood clapboards in the new kitchen bump out area. The trim along windows and eaves will be Lifespan products with a smooth finish. The clapboards will also have a smooth finish, but board/batten products will be textured to look like wood grains. • Color – white siding all around with black details • Roof – architectural asphalt shingles throughout the addition and barn. <p>HDC discussion:</p> <ul style="list-style-type: none"> • HDC members discussed the relative size/scale/mass of the addition relative to the existing parsonage. It is a very large addition, almost as large as the parsonage. The parsonage, however, is relatively small at a little less than 1,800 square feet, and the addition will be built “behind (east)” of the parsonage and its roofline will be lower, both minimizing its view from the road. • At the working session in July, HDC members preferred that the existing barn be rehabilitated, rather than rebuilt. HDC members were pleased that at least its historic profile will be preserved in the rebuilt version and some materials salvaged for reuse. The sliding door and new door details on the south elevation, which mimic the look and feel of the existing barn, were appreciated. The four sliding glass doors on the north elevation are not consistent with the historic barn and should be redesigned. • HDC members discussed the use of manufactured building products, such as JamesHardie boards and AZEK trim, relative to natural, historic products made from wood. The consensus was that original historic buildings should use wood products (Lifespan is a wood product), but these manufactured materials, due to their improved longevity and maintenance issues, were acceptable in new construction.
<p>(III) Proposed 5-bay garage</p>	<p>McEvoy proposal:</p> <ul style="list-style-type: none"> • The garage will have 5 bays with five identical 8-foot lift doors and 10-foot walls. It uses attic trusses, so its shape is symmetrical. The number of bays is important for housing trucks, lawn equipment, etc. • Materials – the siding of the garage will be HardiPlank cement fiber board and

- Windows similar in style to the addition.
- Roof – architectural asphalt shingles throughout the addition and barn.
- Color – white siding all around with black details

HDC discussion:

- HDC members thought such a large garage was out of place for an historic district and old parsonage. A commercial company cannot build a business in the residential/historic districts, but the town's zoning does allow home businesses. The proposed garage looks industrial/commercial in appearance, similar to a firehouse or rental storage unit with multiple identical doors. The scale of the garage's parking and entrance/egress requirements is also large. The number of doors and bays was questioned, and the use of at least some sliding doors instead, like those on the barn rebuild, was proposed.
- HDC made suggestions on what could make the existing design more appropriate for an historic setting.
- A potential future solar panel array on the garage roof is noted in the design but is not part of the current proposal or HDC review.

Compromise:

- The goal is to capture detail elements of a carriage shed to obscure the industrial/commercial look of a long garage with five doors/units.

Less like this:



More like this:



- The McEvoy's will use (1) 45-degree openings at the top of the garage door openings, (2) add a large cupola or windvane structure on the roof, (3) modify two of the garage doors to a different appearance, (4) add appropriate historic lighting between the doors, and (5) build at least a two-foot overhang along the length of the garage door elevation, similar to, but does not have to be a clone of the overhang on the horsesheds.

Public Hearing
September 20th

The September 20th HDC meeting will complete the review of the four parts of the proposal prior to a public hearing.

- (I) Existing parsonage is ready for a public hearing.
- (I) Existing cultural resources are ready for a public hearing.
- (II) New construction is ready for a public hearing, except for the redesign of the sliding glass doors on the north side of the rebuilt barn, which needs to be reviewed first.
- (III) Anne Whitney will provide a revised plan for the proposed 5-bay garage for HDC review prior to the public hearing. Any remaining questions of the parking and asphalt areas will be discussed.

HDC Review
Process

Chris Cross Comments:

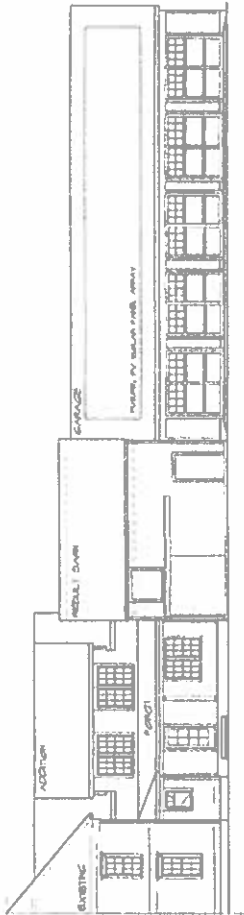
- He is in favor of the McEvoy proposal.
- The HDC is overstepping its bounds, because he did not experience a similar review when he built his house next door in the historic district almost 30 years ago.
- The HDC is making requirements that will add additional cost and time to the McEvoy project.

HDC discussion:

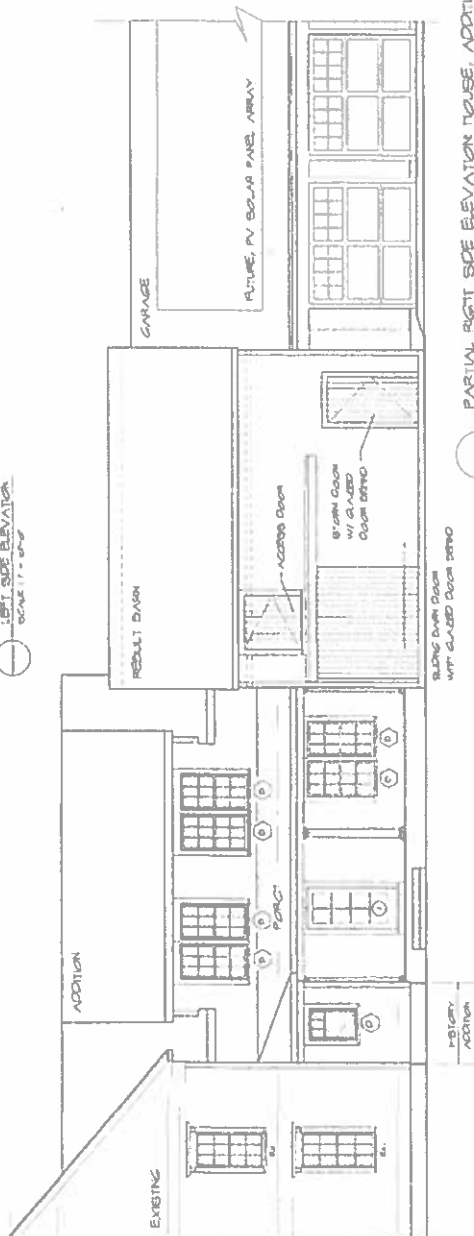
- Chris is free to say anything he wishes, but if he wants his comments captured in the

	<p>minutes, he should submit them in writing. The HDC minutes are not set up to capture “he said/they said” dialogs.</p> <ul style="list-style-type: none"> • The HDC is in the process of formulating its first-ever rules of procedures under RSA 676:1; it will follow the working session, formal review, and public hearing format. If Chris has any information to share on guidelines from the other land use boards on how they minimize additional cost and time stipulations for applicants, the HDC is happy to see them. • The HDC is working in good faith with the McEvoy's, so they can get their decision before the building inspector retires on September 30th. <p>Don McEvoy comments:</p> <ul style="list-style-type: none"> • It's frustrating to see a large, new library addition across the street and new parking lots and asphalt roadways by the library and church but he has to go through an HDC review about his addition, driveway, and parking plans. <p>HDC discussion:</p> <ul style="list-style-type: none"> • Any municipal project that involves the selectmen or library trustees does not have to follow the town's zoning ordinances; HDC review is a courtesy not a requirement. • The 1886 parsonage property in one of only four properties in the historic district that has to go through a RSA 676:8 review. • The comparator buildings to his project are the wooden, colonial buildings (meetinghouse, Harvey barn and house, horsesheds, old parsonage) and not the brick buildings (library, Cross house, Old Town Hall). • Adding more parking areas and more asphalt to the historic district has been under discussion for at least five years with no good resolution. • That said, Newington's old town center historic district is tiny and the HDC will do the best it can to work with applicants to preserve the historic integrity of this unique district.
Sitewalk	<p>A sitewalk at the end of the meeting viewed the trees that will have to be removed for the building construction, what can be salvaged from the barn, the potential location of an old well, the footprint of the proposed garage, the location of the existing septic tank and leech field, the proposed parking area and extended driveway locations.</p>

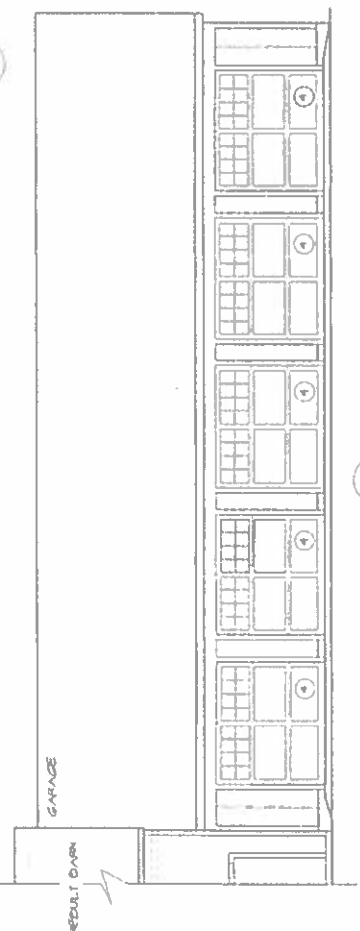
Lulu Pickering
September 14, 2021



LEFT SIDE ELEVATION
SCALE: 1/8" = 1'-0"

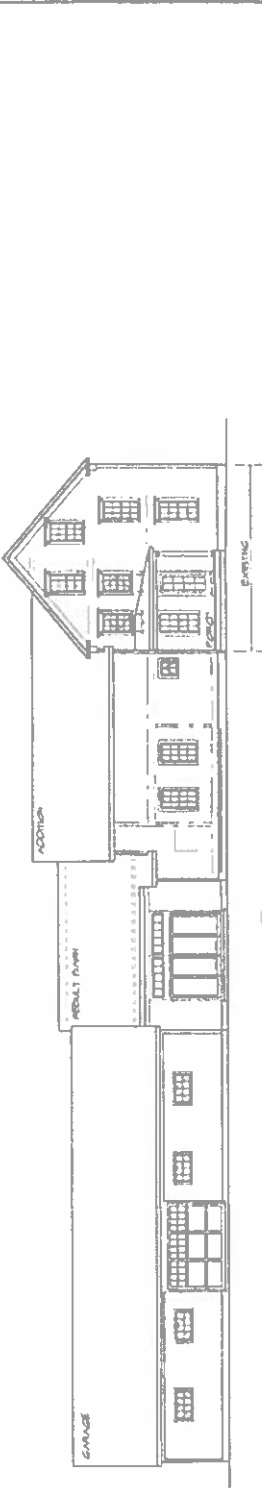


PARTIAL RIGHT SIDE ELEVATION HOUSE, ADDITION & BARN
SCALE: 3/8" = 1'-0"

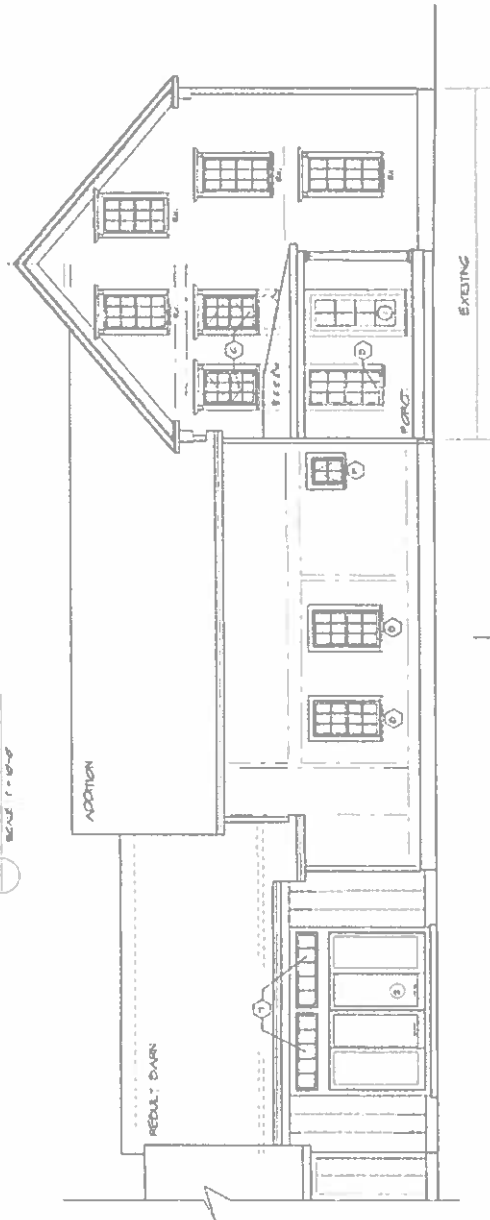


PARTIAL RIGHT SIDE ELEVATION GARAGE
SCALE: 3/8" = 1'-0"

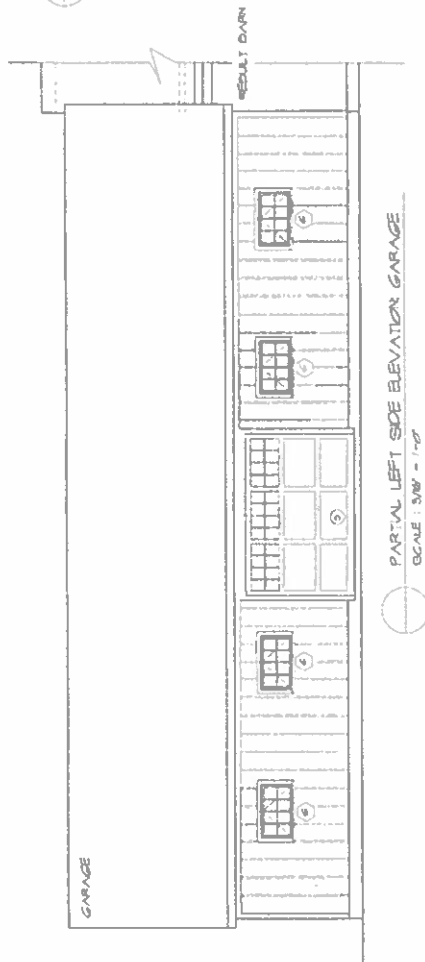
	PROJECT NO. 18-01-001	DATE 8/18/21	PAGE 2 OF 4
	ECLECTIC DESIGN HOUSING RESIDENCE 87 HILLS HILL ROAD GREENLAND, VT		ARCHITECT ANNE WHITNEY ARCHITECT GREENLAND, VT



LEFT SIDE ELEVATION
SCALE: 3/8" = 1'-0"

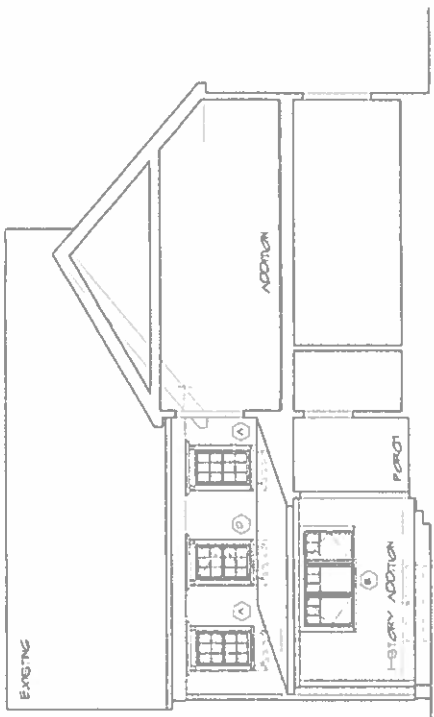


PARTIAL LEFT SIDE ELEVATION HOUSE, ADDITION & DARR
SCALE: 3/8" = 1'-0"

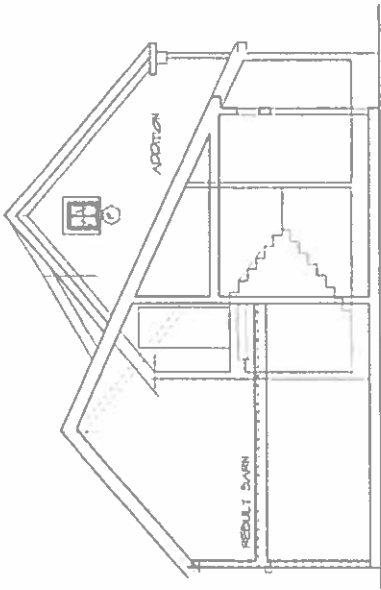


PARTIAL LEFT SIDE ELEVATION GARAGE
SCALE: 3/8" = 1'-0"

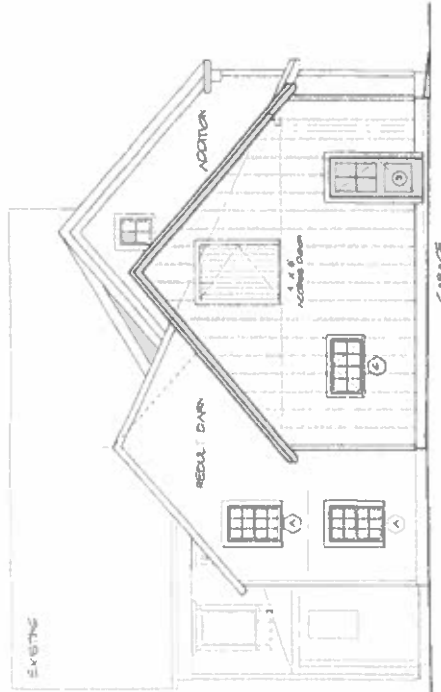
Project: 2104 Date: 8/18/21 Sheet: 9 OF 4	 ANNE BRITNEY ARCHITECT OVERLAND, IN
SCHEMATIC DESIGN MERVIN RESIDENCE 57 HOLE FILL ROAD	



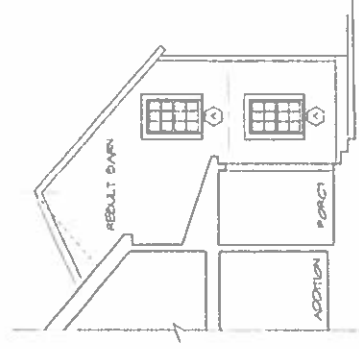
ADDITION SECTION
SCALE 3/8" = 1'-0"



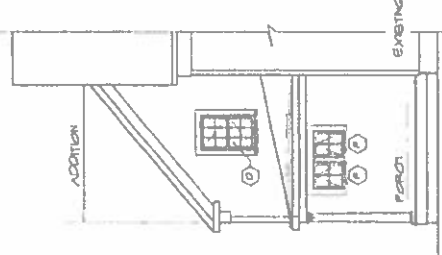
RESULT & EXTENDED BARN SECTION
SCALE 3/8" = 1'-0"



REAR ELEVATION
SCALE 3/8" = 1'-0"



BARN SIDE ELEVATION
SCALE 3/8" = 1'-0"



FRONT ELEVATION
SCALE 3/8" = 1'-0"

SCHEMATIC DESIGN
 MUEVBY RESIDENCE
 871 W. 12th St. NW
 OSHEO, MI 49758

ANNE WHITNEY ARCHITECT
 1000 W. 12th St.
 OSHEO, MI 49758

2104
 9/18/21
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