

1. Legal Ad

Documents: [1-7-15 LEGAL AD.PDF](#)

2. Agenda 1-7-15

Documents: [1-7-15AGENDA.PDF](#)

3. Orchard Street

Documents: [11 ORCHARD STREET.PDF](#)

4. 147 Congress Street

Documents: [147 CONGRESS STREET.PDF](#)

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

On Wednesday, January 7, 2015, 5:00 p.m., Room 209, 2nd Floor, City Hall, the Portland Historic Preservation Board will hold a meeting to review the following items:

I. PUBLIC HEARING

1. Certificate of Appropriateness for New Construction; 11 ORCHARD STREET; Elise Ansel, Applicant.
2. Certificate of Appropriateness for Site Alterations, including Expansion of Parking; 147 CONGRESS STREET; Congress 127 Apartments, LLC, Applicant.

II. CONSENT AGENDA

**Contact the Department of Planning and Urban Development, Planning Division, 874-8726 for further information. To access agenda materials on-line, please visit the following web address on or after the Friday preceding the meeting date:
<http://www.portlandmaine.gov/historic.htm>**

CITY OF PORTLAND, MAINE
HISTORIC PRESERVATION BOARD

Rick Romano, Chair
Scott Benson, Vice Chair
Ted Oldham
Penny Pollard
Julia Sheridan
John Turk
Bruce Wood

HISTORIC PRESERVATION BOARD AGENDA
January 7, 2015 5:00 p.m.
Room 209, Portland City Hall

Public comment is taken at all meetings.

- 1. ROLL CALL AND DECLARATION OF QUORUM**
- 2. COMMUNICATIONS AND REPORTS**
- 3. REPORT OF DECISIONS OF DECEMBER 17, 2014:**

There were no decisions, as the agenda consisted of one workshop item only.

- 4. ELECTION OF OFFICERS**

- 5. PUBLIC HEARING**

1. Certificate of Appropriateness for New Construction; 11 ORCHARD STREET; Elise Ansel, Applicant.
2. Certificate of Appropriateness for Site Alterations, including Expansion of Parking; 147 CONGRESS STREET; Congress 127 Apartments, LLC, Applicant.

- 5. CONSENT AGENDA**

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

**PUBLIC HEARING
11 ORCHARD STREET**

TO: Chair Romano and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: December 30, 2014

RE: January 7, 2015 Public Hearing

Application For: Certificate of Appropriateness for New Residence incorporating Existing Garage

Address: 11 Orchard Street

Applicant: Elise Ansel

Architect: Mark Mueller, Mark Mueller Architects

Landscape Architect: Pat Carroll, Carroll Associates

Introduction

Following a November 19th preliminary workshop, applicant Elise Ansel and project consultants Mark Mueller and Pat Carroll are returning to the Board for final review and approval of their proposal for a new residential structure at 11 Orchard Street. The new building incorporates an existing two-car garage on the site. The proposal also calls for a comprehensive program of site improvements associated with the new residence.

Board members will recall that Ms. Ansell owns the house next door at 5 Orchard Street and purchased the adjoining lot to provide additional land area for her residence and an opportunity to build a guest house/art studio. The current proposal follows two previous design proposals for this site, both of which were brought forward by the current applicant. In preliminary reviews, Board members identified a number of concerns regarding each of the design schemes in terms of their compatibility with the surrounding context. The latest scheme reflects the observations, concerns and suggestions made during the previous two reviews. At the November 19th workshop on the new proposal, Board members responded favorably to the general form, scale and massing of the new design. At the same time, they identified a number of design issues (summarized below) that warranted further consideration.

Enclosed is a revised proposal prepared by architect Mark Mueller and landscape architect Pat Carroll. The revised scheme attempts to respond to feedback from the Board at the November

workshop. The applicant is hopeful that the plans now satisfy the outstanding issues identified at the workshop and are sufficiently detailed to request a public hearing and final approval.

Staff has also enclosed excerpts from the November 19 submission for reference purposes.

Summary of November 19 Workshop

At the November workshop Board members expressed the view that Mr. Mueller's new proposal is successful in meeting the threshold compatibility factors of form, scale and massing. Following the development pattern established by other residences on Orchard Street, the new building proposal features a building form of fairly simple, formal massing; a hipped roof which encompasses the entire structure; individual punched window openings (as opposed to large banks of windows); and a main entrance that is elevated above the street. They also expressed the view that the garage element--a challenging design constraint--had been sufficiently de-emphasized in the new scheme.

Board members identified other aspects of the proposal that appeared unresolved. The key question raised by the Board was the location of the main entrance on the west elevation of the building. The placement of the main entrance on this side of the building, on the narrow side of the lot and close to the abutting residence, was found to be awkward. Board members felt that the logical location for the main entrance was on the east elevation and that the overall building design would be improved by such a shift. Board members noted that an entry could still be located off the west elevation, but this entrance would need to read as more casual and secondary to the main entrance.

With the suggested relocation of the main entrance, the proposed site improvements, particularly the walkways to the elevated entries, would need to be re-thought. Board members suggested that the hierarchy of entrances should be made clear by the treatment of the access stairs themselves. The steps leading to the secondary entrance on the west side of the house, if still desired, should read as secondary and less formal.

Latest Design Revisions

The revised proposal includes the following major design revisions:

- The main entrance has been relocated to the east elevation. At the new main entrance, the wall plane projects beyond the adjoining façade to emphasize the entrance. A radial metal hood is located over the single door. The entrance threshold extends toward the north, becoming a patio which is accessed by large double doors of the studio space.
- On the eastern roof plane, the skylight assembly has been revised to feature a simpler composition of four ganged skylights.
- On the west elevation, an entrance has been retained, but is now a single door with simple surround.
- Proposed site improvements have been revised to reflect the relocation of the main entrance. The configuration of the walks and landings leading to the main entrance are more formal and regular, whereas the walkway to the secondary entrance on the west elevation consists of irregularly-placed stone steps. The plan still calls for sections of

stone wall on both sides of the property and wood fencing atop the stone wall on the eastern portion of the property.

Staff Comments

One aspect of the proposed development that is not fully illustrated in the applicant's submission is the transition between the subject lot and the abutting lot to the east, which is also owned by the applicant. Staff has asked that the proposed treatment for the street edge of the property be shown together with the existing or proposed conditions of the abutting property. Computer-generated images would be helpful here.

The Board will also need to determine whether the level of detail provided in the submission is adequate for final approval. While several key details are provided and notes on the plan indicate window choices, etc., no detail has been provided for the hood over the main entrance or the brackets supporting the overhanging roof on the front façade. Glass specifications will also need to be confirmed. Regarding the proposed site improvements, the plans do not indicate the height of the stone walls or wood fence, for example. Staff will contact the project consultants to request these details in advance of Wednesday's meeting.

Applicable Review Standards

While the proposal calls for adding onto an existing garage, given the scope and nature of the project, it is most appropriately reviewed as new construction. Accordingly, the Board is encouraged to review the chapter on new construction from the Historic Resources Design Manual. (This was sent to Board members prior to the November 19 workshop.)

Just as the building itself should be reviewed for compatibility with the surrounding context, so too should the site improvements relate to their immediate and general context. Board members should consider the material palette and the design of proposed site features.

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the 1-7-15 Public Hearing and information included in the accompanying staff report, the Board finds that the proposed new construction and site alterations at 11 Orchard Street **meet (fail to meet)** the historic preservation ordinance's review Standards for Review of Construction (subject to the following conditions.....)

Attachments:

1. Final Revised Proposal
2. Photos of project site and surrounding development
3. Excerpts from 11/19/14 submission

Ansel Studio Residence



January 7, 2014



MARK
MUELLER
ARCHITECTS

11 Orchard Street

Portland, Maine

Historic Preservation Application for Appropriateness:

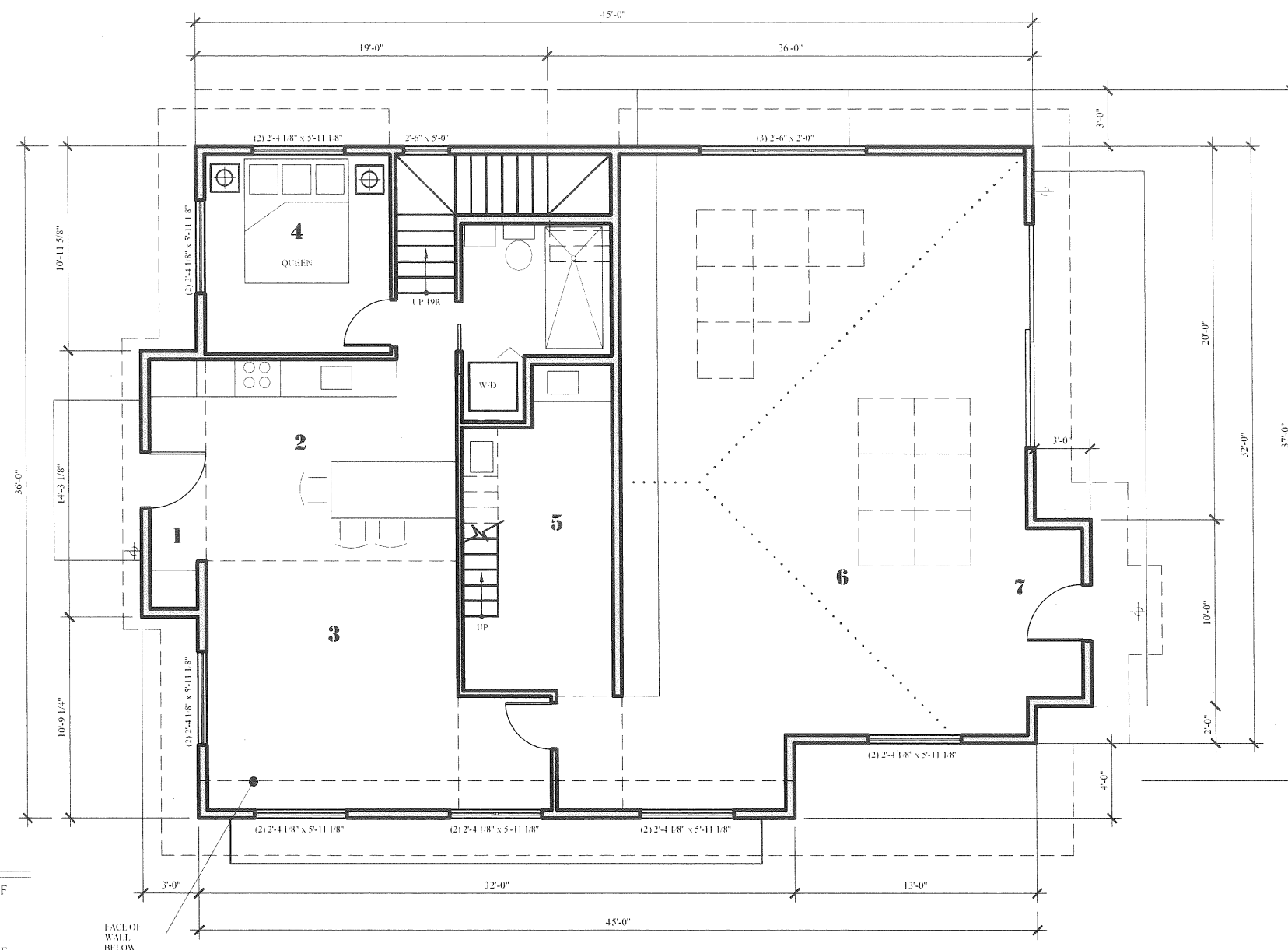
100 Commercial Street, Ste 205 - Portland, Maine 04101

P:207.774.9057 - F:207.773.3851 - Email: rft@muellerarchitects.com

Final Submission

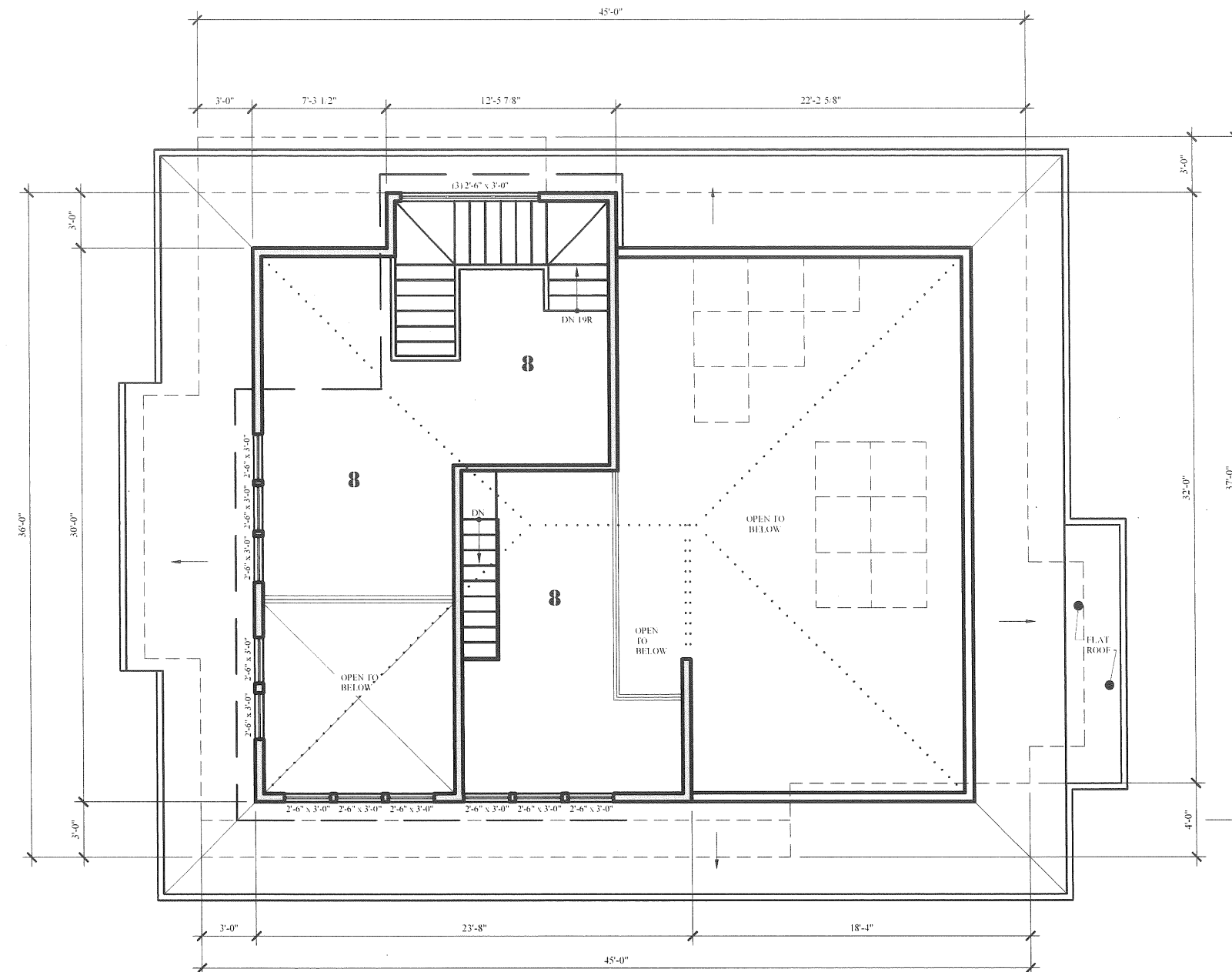
January 7, 2014

- 1 MAIN ENTRY
- 2 KITCHEN/DINING
- 3 LIVING
- 4 BEDROOM
- 5 STORAGE
- 6 GREAT ROOM
- 7 MAIN ENTRY
- 8 LOFT
- 9 GARAGE
- 10 MECHANICAL



BUILDING AREA	
1ST FLOOR:	1,641 SF
2ND FLOOR:	365 SF
LOWER LEVEL:	
STORAGE:	524 SF
GARAGE:	1,084 SF

MAIN LEVEL PLAN
SCALE: 1/8"=1'-0"



- 1 MAIN ENTRY
- 2 KITCHEN/DINING
- 3 LIVING
- 4 BEDROOM
- 5 STORAGE
- 6 GREAT ROOM
- 7 MAIN ENTRY
- 8 LOFT
- 9 GARAGE
- 10 MECHANICAL

UPPER LEVEL PLAN
SCALE: 1/8"=1'-0"

PROPOSED

HP-1.1

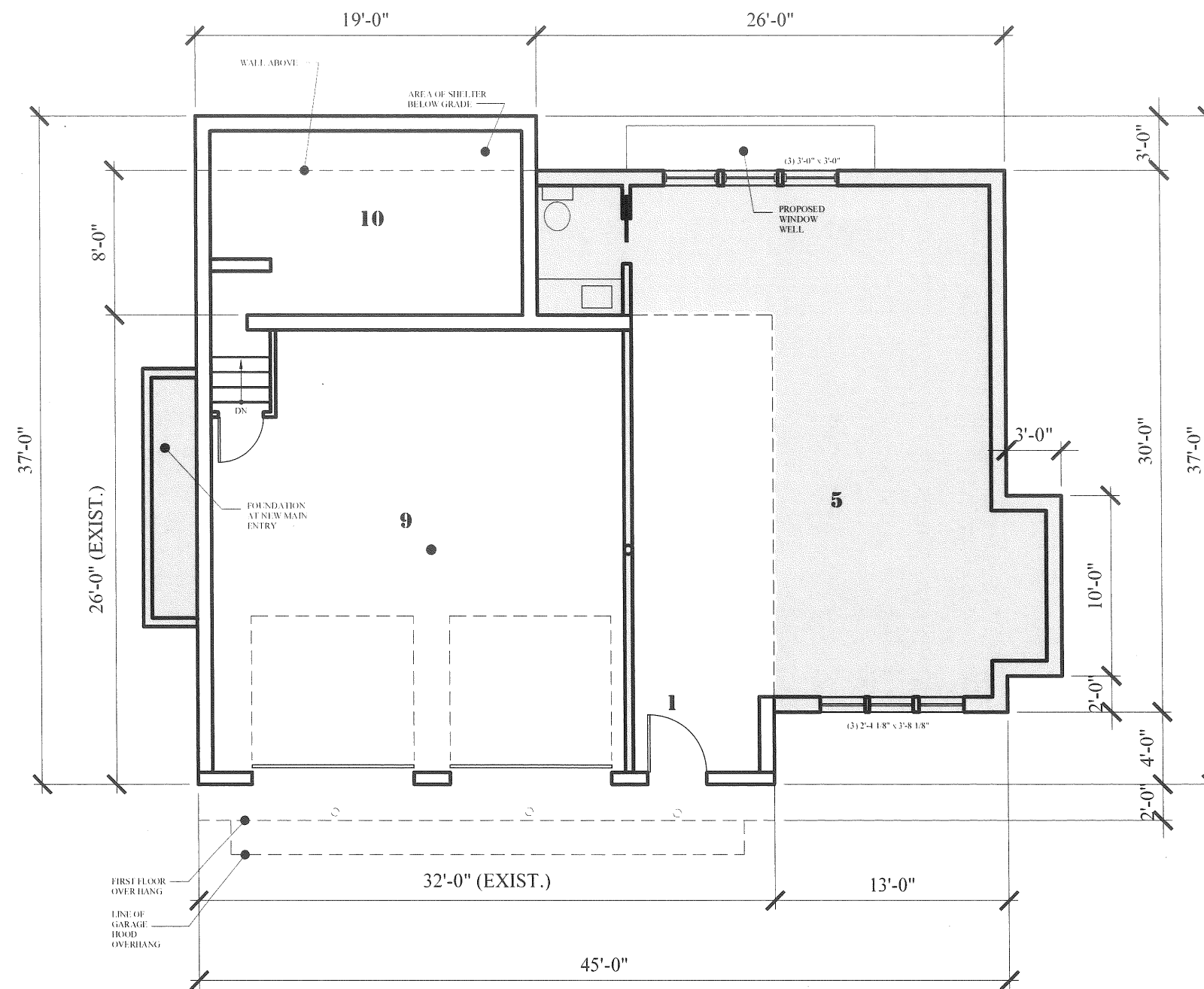
JANUARY 7, 2014



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HISTORIC PRESERVATION BOARD

11 ORCHARD STREET



- 1 MAIN ENTRY
- 2 KITCHEN/DINING
- 3 LIVING
- 4 BEDROOM
- 5 STORAGE
- 6 GREAT ROOM
- 7 MAIN ENTRY
- 8 LOFT
- 9 GARAGE
- 10 MECHANICAL

NOTE:
SHADED AREAS INDICATE NEW
BUILDING FOOTPRINT

LOWER LEVEL PLAN
SCALE: 1/8"=1'-0"

PROPOSED

HP-1.2

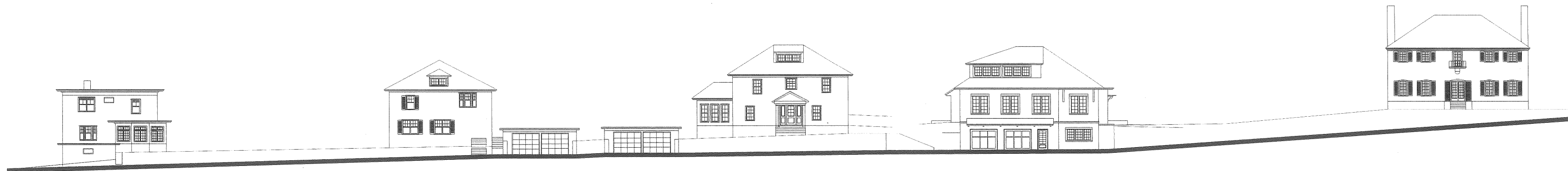
JANUARY 7, 2014

11 ORCHARD STREET



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HISTORIC PRESERVATION BOARD



ORCHARD STREET
NEIGHBORHOOD STUDY



ORCHARD STREET ELEVATION
SCALE: 1/8"=1'-0"

HP-2.0

JANUARY 7, 2014

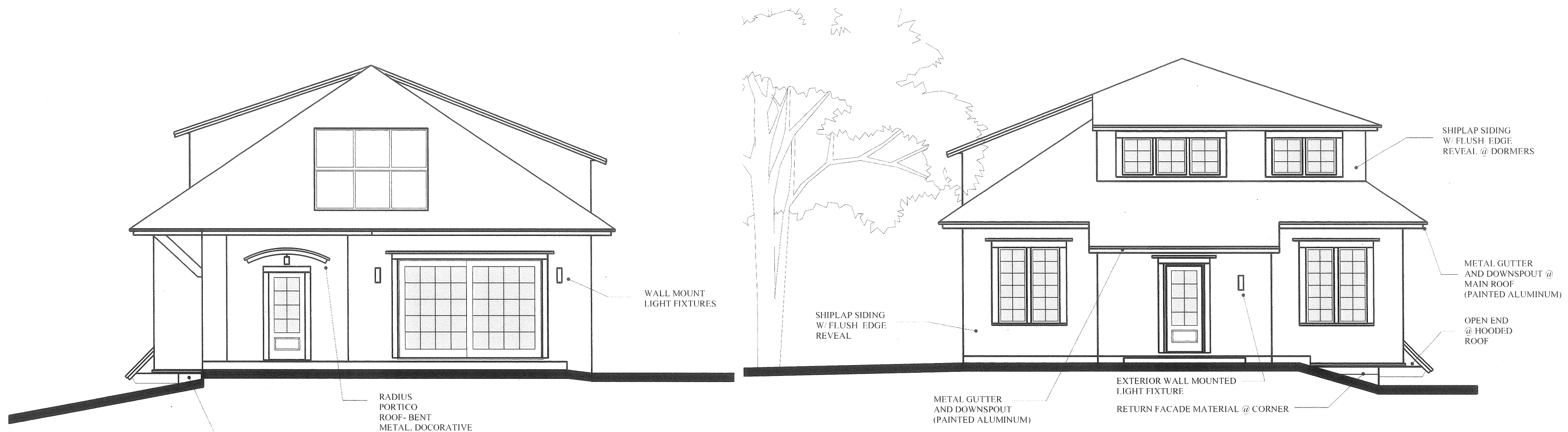
11 ORCHARD STREET



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PROPOSED



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

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



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

PROPOSED

HP-2.1



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HISTORIC PRESERVATION BOARD

JANUARY 7, 2014

11 ORCHARD STREET



PROPOSED

ORCHARD STREET RENDERED ELEVATION
SCALE 1/8"=1'-0"

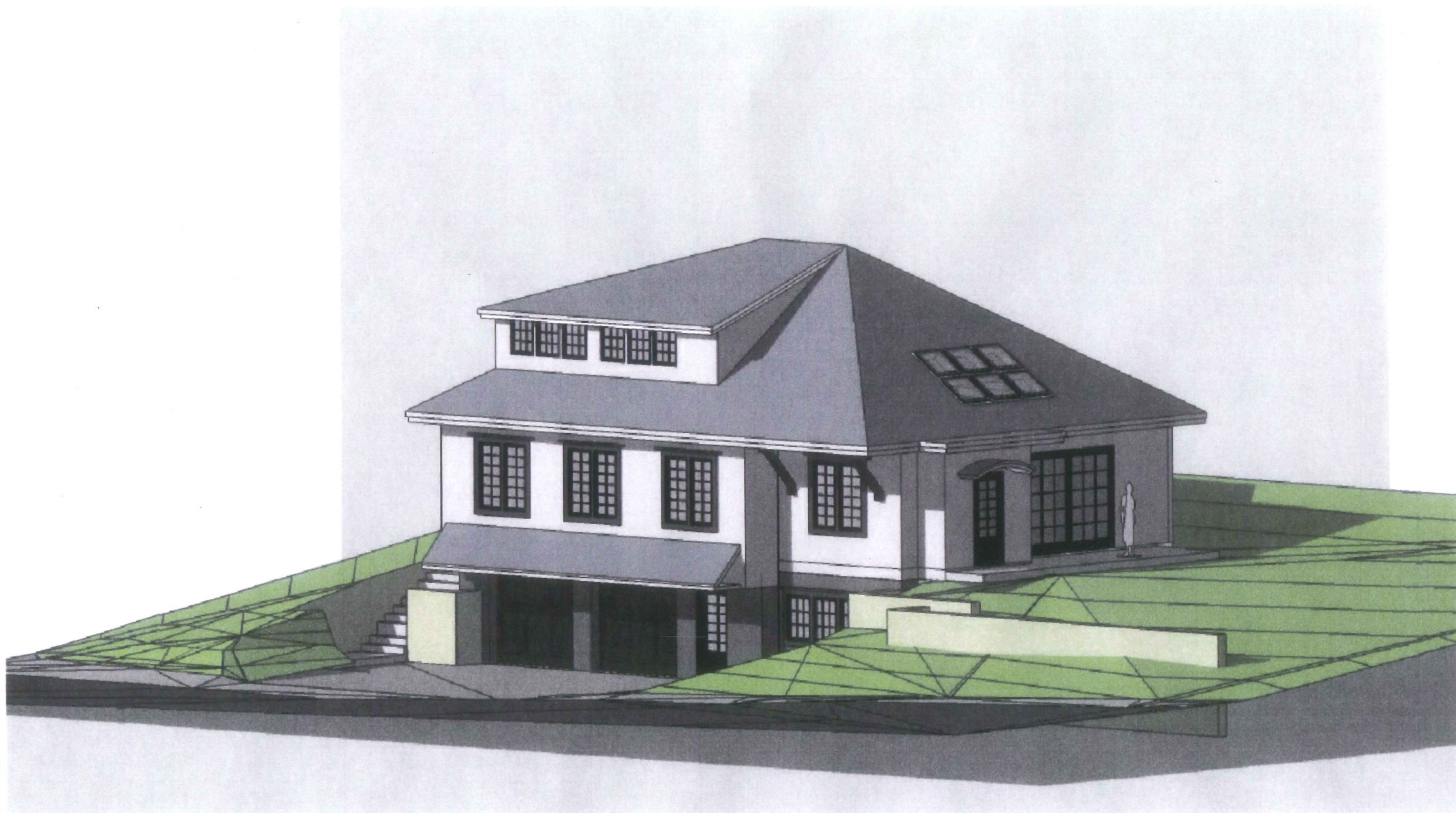


HP-2.2

JANUARY 7, 2014

HISTORIC PRESERVATION BOARD

11 ORCHARD STREET



PROPOSED

HP-2.3

JANUARY 7, 2014



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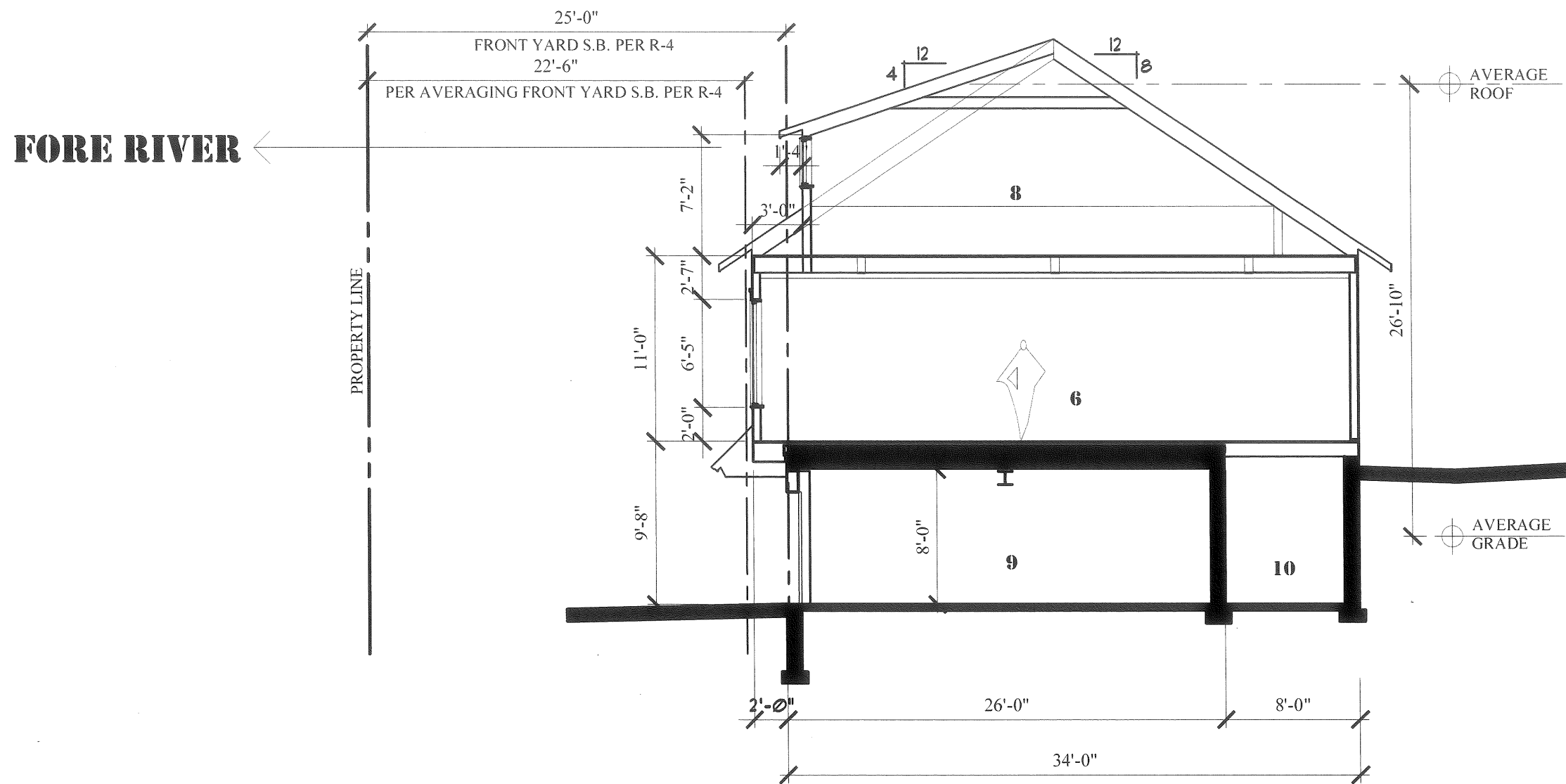
11 ORCHARD STREET

PROPOSED

HP-3.0

JANUARY 7, 2014

11 ORCHARD STREET



BUILDING SECTION DIAGRAM
SCALE: 1/8"=1'-0"

'TRADITIONAL' 30 YEAR
ASPHALT ROOF SHINGLES,
CERTAINTED

1x8 FASCIA;
ADD 1X3 AT
NON-GUTTERED
LOCATIONS

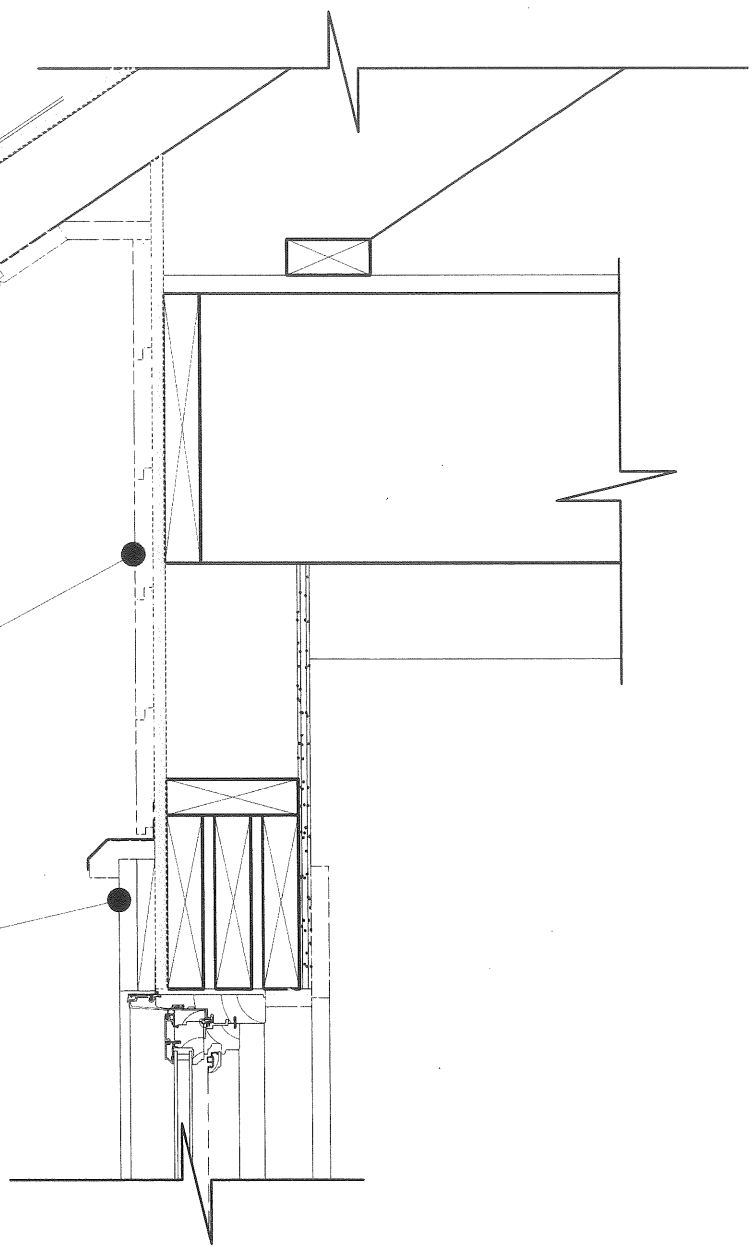
METAL GUTTER
AND DOWN SPOUT
(AS NOTED)

1x6 V-GROOVE
SOFFIT

SHIPLAP SIDING W/
FLUSH SQUARE EDGE
REVEAL

TYP. WINDOW
HEAD DETAIL

12
8



MAIN ROOF FASCIA DETAIL
SCALE: 1 1/2"=1'-0"

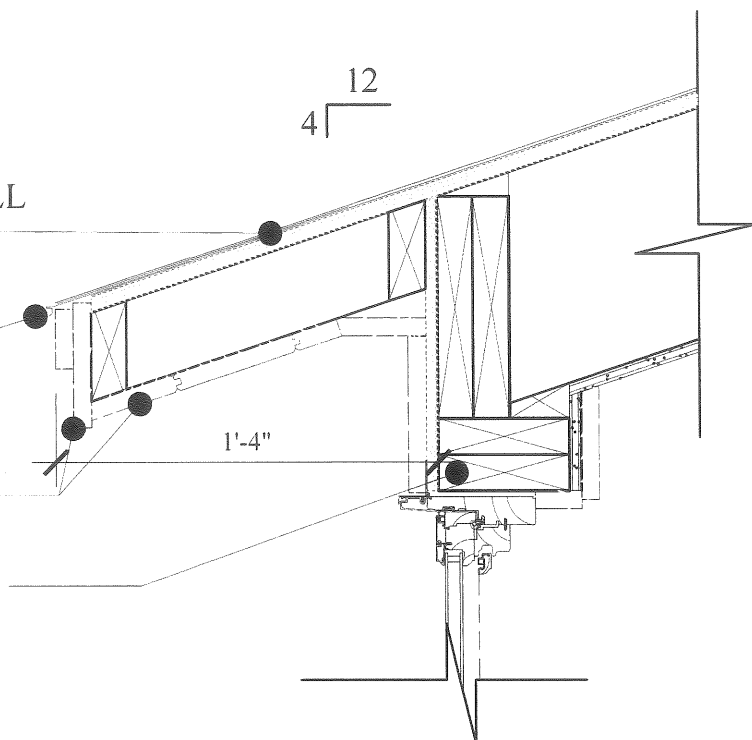
SLOPED ROOF: (R38) 30
YEAR '3 TAB' ASPHALT
ROOF SHINGLES, TYP ALL
ROOFS U.N.O.

COPPER DRIP EDGE
(AS NOTED)

1x6/1x3 FASCIA AND 1x6
V-GROOVE SOFFIT

WALLS: DRY DENSE
PACK CELLULOSE = R21

12
4



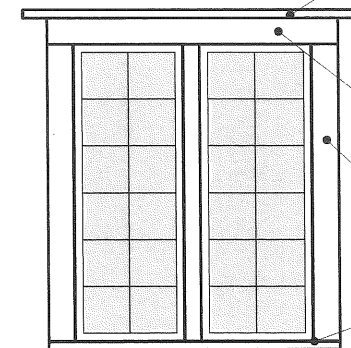
DORMER ROOF DETAIL
SCALE: 1 1/2"=1'-0"

3/4" x 3/4" W/
METAL HEAD
FLASHING

1X6 WOOD HEAD
TRIM OVER
FURRING

1X6 WOOD JAMB
TRIM OVER A 1X
FURRING, TYP. OVER
ALL WINDOW AND
DOOR LOCATIONS

2X2 SLOPING
SILL DETAIL



WINDOW & DOOR DETAIL
SCALE: 1/4"=1'-0"

PROPOSED

HP-4.0



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HISTORIC PRESERVATION BOARD

JANUARY 7, 2014

11 ORCHARD STREET

HOODED ROOF OVER
OVERHEAD DOORS
ASPHALT ROOF SHINGLES

EXTERIOR LIGHTING

1x3/1x8 FASCIA AND 1x6
V-GROOVE SOFFIT

EXPOSED
ROOF BRACKETS

TRANSITION DETAIL
BEYOND

LOWER LEVEL SIDING:

NEW HORIZONTAL 1x12 W/ 1/2" WIDE REVEAL
OVER 2X STRAPPING OVER
EXISTING MASONRY & CONCRETE
AT SIDEWALLS

EXISTING BRICK WALL

NEW
OVERHEAD
DOOR

GARAGE HOOD DETAIL
SCALE: 1 1/2"=1'-0"

HP-4.1

JANUARY 7, 2014

HISTORIC PRESERVATION BOARD

11 ORCHARD STREET

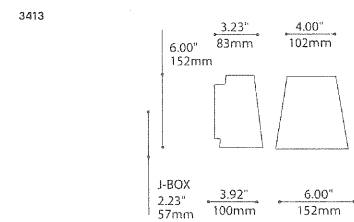
PROPOSED



MARK
MUELLER
ARCHITECTS

SLANT 3413

PROJECT PROJÉT
SPEC TYPE
NOTES



ORDERING SPECIFICATION	SPECIFICATION DE COMMANDE	CODE
MODEL MODÈLE		3413
3413 SLANT		
LIGHT SOURCE SOURCE LUMINEUSE		
(WATTAGE LAMP TYPE, DIMMER TYPE)		
2XLED.1.30	1W X 2, LED 3000K (WARM)	
2XLED.1.40	1W X 2, LED 4000K (NEUTRAL)	
2XLED.2.30	2W X 2, LED 3000K (WARM)	
2XLED.2.40	2W X 2, LED 4000K (NEUTRAL)	
VOLTAGE VOLTAGE		120V
120V 120 VOLT		
DIFFUSER ANGLE ANGLE DIFFUSEUR		2FL
2FL FLOOD		
STRUCTURE FINISH FINI STRUCTURE		ANTE
ANTE ANTHRACITE FINE TEXTURE		
DIFFUSER FINISH FINI DIFFUSEUR		CLR
CLR CLEAR		

PRODUCT CHARACTERISTICS CARACTÉRISTIQUES DU PRODUIT

ADA	BIM	LED	IES	☔	⚡
DESIGN:	Truncated elliptical cone with asymmetrical direct/indirect illumination to create a graphic statement. Energy saving LED available in 3000K or 4000K.				
LIGHT SOURCE:	Precision die cast aluminum creates a solid and elegant housing. Highly resistant clear borosilicate glass diffusers and temperature resistant die-cut silicone gaskets seal Slant to the environment.				
STRUCTURE:	Anthracite colored exterior grade fine texture powder coat finish.				
FINISH:	c-USA-us Wet Locations designed for IP64 - Suitable for interior and exterior projects				
CERTIFIED:					
CONCEPTION:	Forme de cônes tronqués pour un éclairage asymétrique direct et indirect créant un effet graphique.				
SOURCE LUMINEUSE:	LED à faible consommation et disponible en 3000K ou 4000K.				
STRUCTURE:	Boîtier en alliage d'aluminium moulé à chaud pour une rigidité de précision. Verres en borosilicate transparent et joints en silicone découpés à chaud assurent l'étanchéité à l'extérieur, permettant ainsi d'installer l'ensemble dans des environnements.				
FINITION:	Polissage en poudre anthracite teintée fine de grade extérieur.				
CERTIFIÉ:	c-USA-us Emplacement Mouille conçu pour IP64 - Convient aux projets intérieurs et extérieurs.				

TURBO 4266-SCR

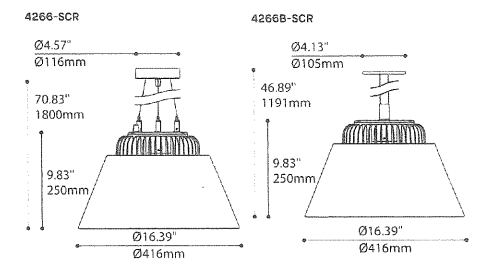
PROJECT PROJÉT
SPEC TYPE
NOTES



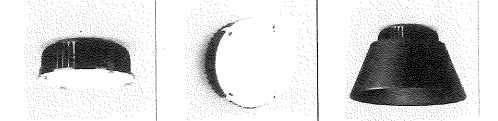
STEM OPTIONS



4266B-SCR



FAMILY FAMILLE



4766-SIJ

4766-SIJ

4766-SCR

ORDERING SPECIFICATION	SPECIFICATION DE COMMANDE	CODE
MODEL MODÈLE		
4266-SCR TURBO (AIRCRAFT CABLE)		
4266B-SCR TURBO (STEM)		
LIGHT SOURCE SOURCE LUMINEUSE		
(WATTAGE LAMP TYPE, LAMP FORM, BASE TYPE, DIMMER TYPE)		
LED.13.30	13W, LED 3000K (WARM)	
LED.13.40	13W, LED 4000K (NEUTRAL)	
LED.26.30	26W, LED 3000K (WARM)	
LED.26.40	26W, LED 4000K (NEUTRAL)	
VOLTAGE VOLTAGE		
120V 120 VOLT		
277V 277 VOLT		
DIMMING OPTION OPTION DE GRADATION		
DV 0-10V DIMMING (0-20 277V)		
DP PHASE DIMMING (120V ONLY)		
LED DIMMING DRIVER IS STANDARD ON THESE PRODUCTS. PLEASE SPECIFY YOUR DIMMING TYPE.		
STEM OR CABLE TIGE OU CÂBLE		
AC AIRCRAFT MOUNTING & CLEAR CABLE, FIELD ADJUSTABLE (FOR 4266 ONLY)		
S7 27/32\" (21MM) SILVER, NO FIELD ADJUSTABLE (FOR 4266B)		

STEM OR CABLE LENGTH	LONGUEUR DE TIGE OU CÂBLE
36	36\" (STD. LENGTH)
60	60\" AIRCRAFT CABLE (STD. LENGTH)
426	CUSTOM STEM LENGTH (2\", 24\", 48\", 60\", 72\", 84\", 96\") (PLEASE SPECIFY)
426	CUSTOM AIRCRAFT CABLE LENGTH (PLEASE SPECIFY)
FOR OVERALL LENGTH PLEASE CONTACT YOUR EUREKA REPRESENTATIVE	

STRUCTURE FINISH FINI STRUCTURE	
4266	
CHR CHROME	
4266B	
BLKE BLACK FINE TEXTURE	
HEATSINK FINISH FINI RADIATEUR	BLKA
BLKA BLACK ANODISED	
DIFFUSER INTERIOR FINISH FINI DIFFUSEUR INTÉRIEUR	
CDP CONICAL DEGLARING PRISM	
DIFFUSER FINISH FINI DIFFUSEUR	
ANTE ANTHRACITE FINE TEXTURE	

PRODUCT CHARACTERISTICS CARACTÉRISTIQUES DU PRODUIT

BIM	DIM	IES	☔	☔	⚡
DESIGN:	Coupé is an industrial-looking shallow fixture that can be installed on low ceilings. Add a conical metal shade for a modern look and you have the Turbo.				
LIGHT SOURCE:	13W and 26W LED Chip-on-board (COB) emitter available in 3000K and 4000K. Electronic dimming available on all models.				
STRUCTURE:	Durable die cast aluminum enclosure with stainless steel spring clips. Turbo has an additional spun aluminum shade with exterior grade fine texture powder coat finish.				
DIFFUSER:	Compound lens structured around layers of diffusing and conical deglaring prismatic (CDP) sheet PMMA				
CERTIFIED:	c-USA-us Wet Location to UL standards - Suitable for interior and exterior projects (4266B only)				
CONCEPTION:	Coupé est un à faible profondeur, industriel, assez basse pour être installé sur des plafonds bas. Ajouter une abat-jour pour un look moderne et vous avez le Turbo.				
SOURCE LUMINEUSE:	Émetteur LED au format «Chip-on-board» (COB) de 13W et 26W disponible en 3000K et 4000K. Gradation disponible sur tous les modèles.				
STRUCTURE:	Boîtier durable en aluminium moulé à chaud avec des clips en acier inoxydable. Turbo possède en outre un abat-jour en aluminium avec une finition extérieure à texture fine de grade extérieur.				
DIFFUSEUR:	Lentille composée de couches de PMMA avec des tranches prismatiques dégradées (CDP) de feuille PMMA				
CERTIFIÉ:	c-USA-us Emplacement Mouille au standard UL - Convient aux projets intérieurs et extérieurs (4266B seulement)				



SPECIFICATION

V1.0-201401

Eureka Lighting © 2014

www.eurekalighting.com

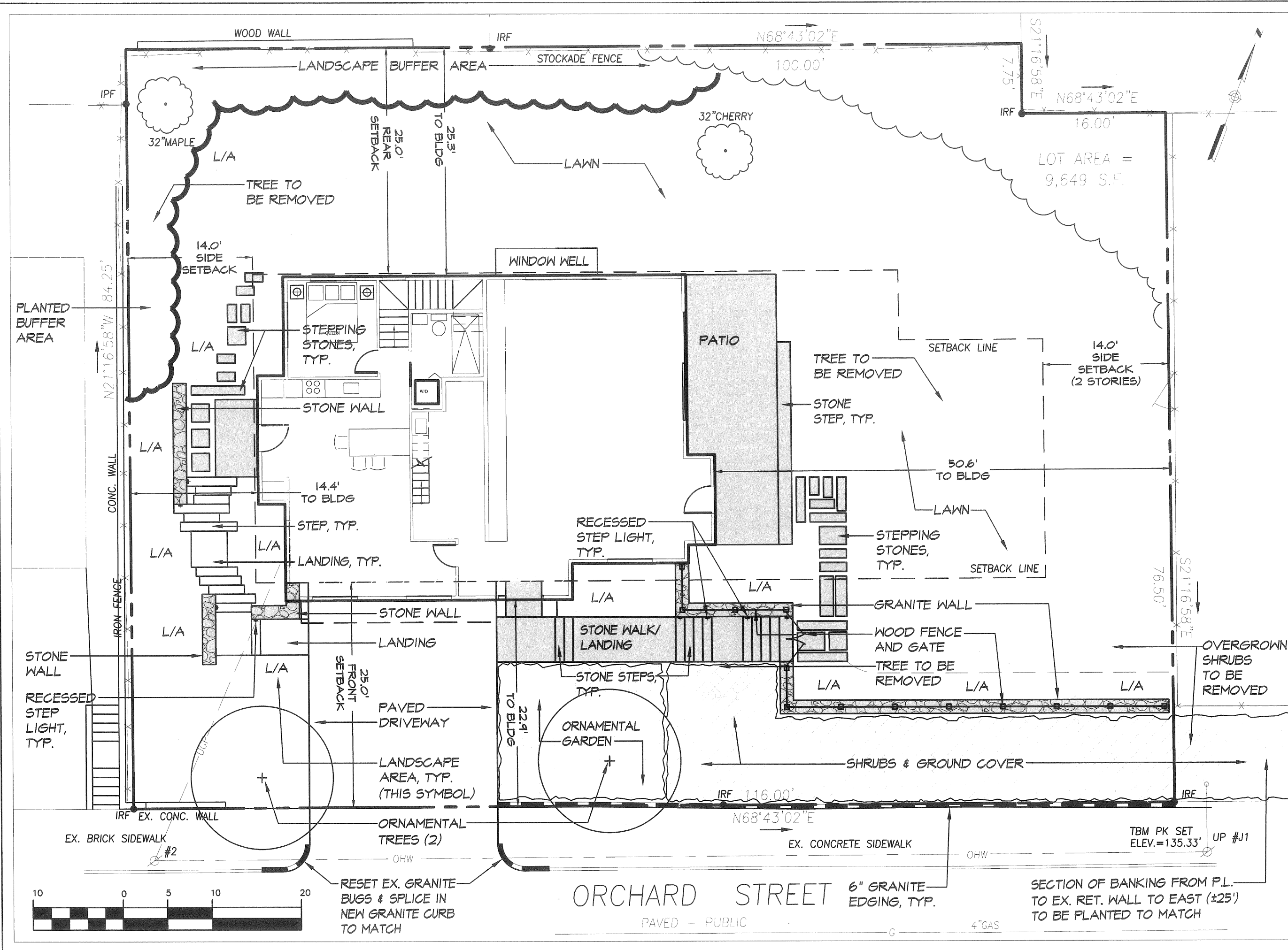


SPECIFICATION

V1.0-201401

Eureka Lighting © 2014

www.eurekalighting.com



11
ORCHARD
STREET
PORTLAND, ME

CARROLL ASSOCIATES
Landscape Architects
217 Commercial Street
Portland, Maine 04101
207.772.1552
pcarroll@carroll-assoc.com

Consultants:
SURVEYOR:
Owen Haskell, Inc.
390 US Route 1
Falmouth, ME 04102
207.774-0424
ARCHITECT:
Mark Muller Architects
180 Commercial Street
Portland, ME 04101
207.774-9057

Drawing Set:

Date	Revision
11-11-14	SITE REVISIONS
12-10-14	FOR HP REVIEW

Drawing Set:
HISTORIC PRESERVATION

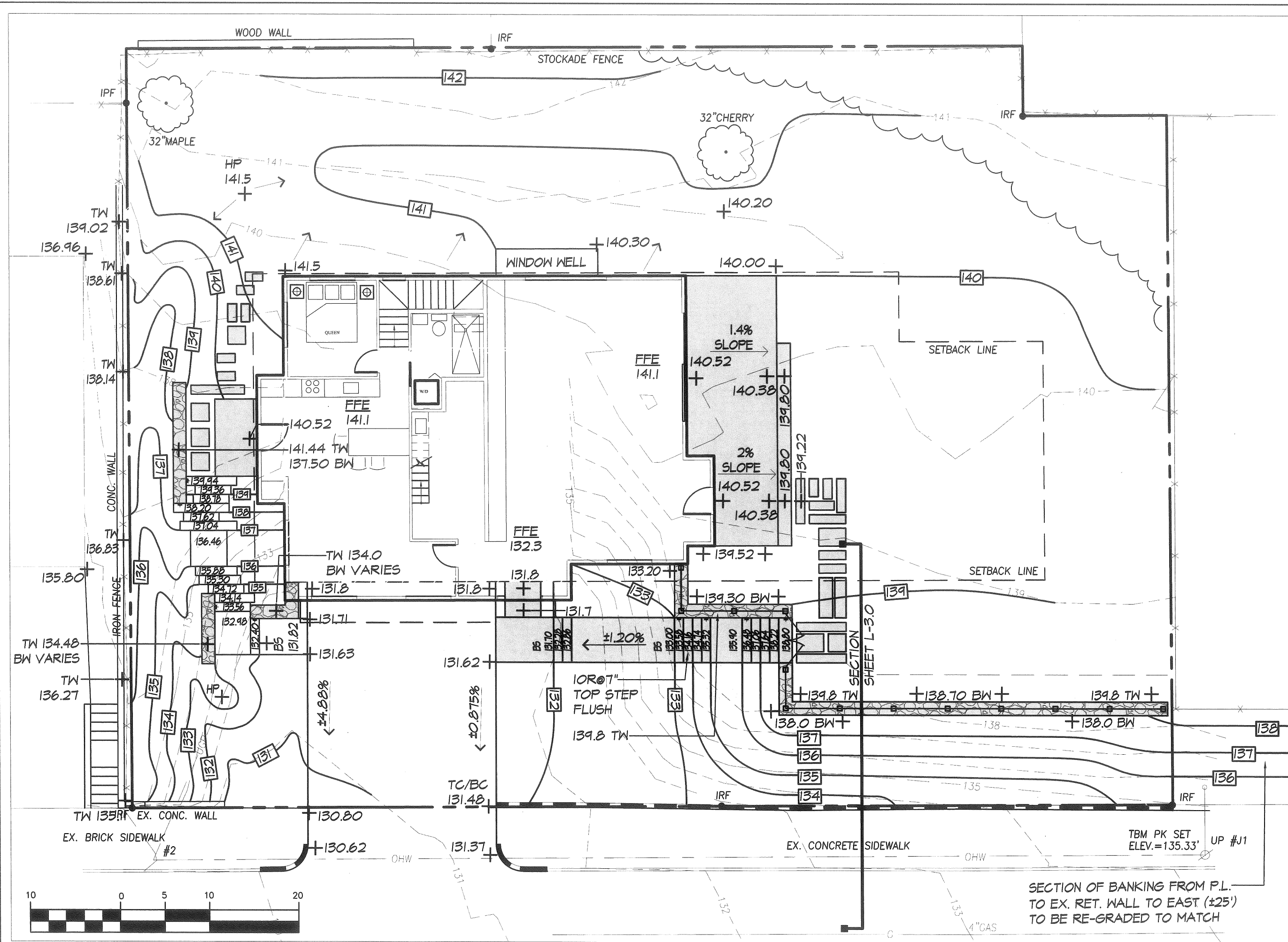
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MP
Checked:
PC
Approved:
PC

Drawing Title:
SITE
PLAN

Job Number:
File:
Date: 11-5-2013 Scale: 1"=10'
Drawing Number:

L-1.0

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11
ORCHARD
STREET
PORTLAND, ME

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207.772.1552 pcarroll@carroll-assoc.com

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Cecilia Haskell, Inc.
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Falmouth, ME 04102
207.774-0424
ARCHITECT:
Mark Mueller Architects
100 Commercial Street
Portland, ME 04101
207.774-9057

Drawing Set:	
Date	Revision
11-11-14	SITE REVISIONS
12-19-14	FOR HP REVIEW

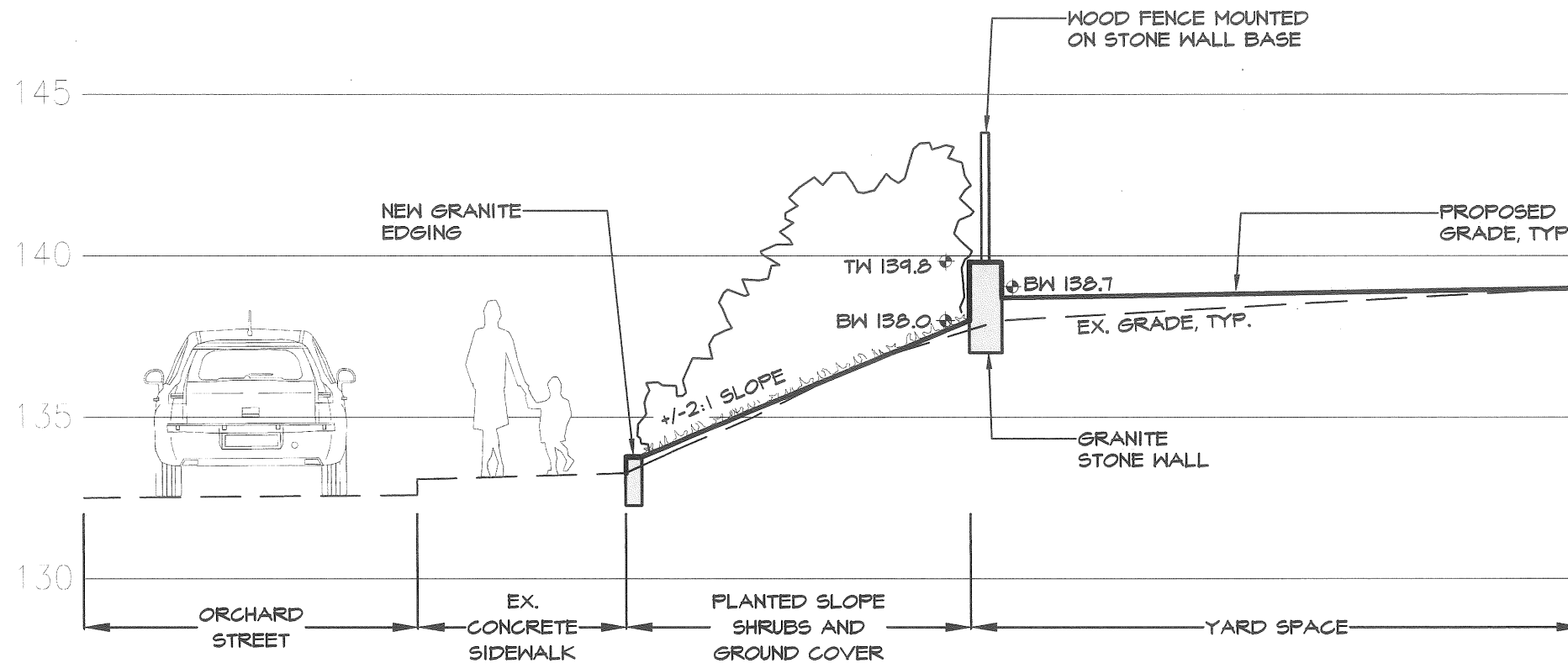
Drawing Set:
HISTORIC PRESERVATION

Drawn:	
MP	
Checked:	
PC	
Approved:	
PC	

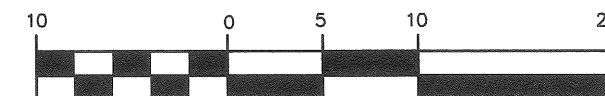
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GRADING PLAN

Job Number:
File:
Date: 11-5-2013 Scale: 1"=10'
Drawing Number:

L-2.0



1 CROSS SECTION



2 ELEVATION

11
ORCHARD
STREET
PORTLAND, ME

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217 Commercial Street Portland, Maine 04101
207.772.1552 pearroll@carroll-assoc.com

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SURVEYOR:
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390 US Route 1
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ARCHITECT:
Mark Mueller Architects
100 Commercial Street
Portland, ME 04101
207.774-9057

Drawing Set:

Date	Revision
11-11-14	SITE REVISIONS
12-19-14	FOR HP REVIEW

Drawing Set:

HISTORIC PRESERVATION

Drawn:

MP

Checked:

PC

Approved:

PC

Drawing Title:

SECTION
&
ELEVATION

Job Number:

File:

Date: 11-5-2013 Scale: AS SHOWN

Drawing Number:

L-3.0

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ATT. 2

PHOTOS OF
SUBJECT PROPERTY
& ABUTTING PROP.

05/30/2012





05/30/2012 14:06



05/30/2012 14:05

ATT. 3
EXCERPTS FROM
11/19/14
SUBMISSION



PROPOSED

ORCHARD STREET RENDERED ELEVATION
SCALE: 1/8"=1'-0"

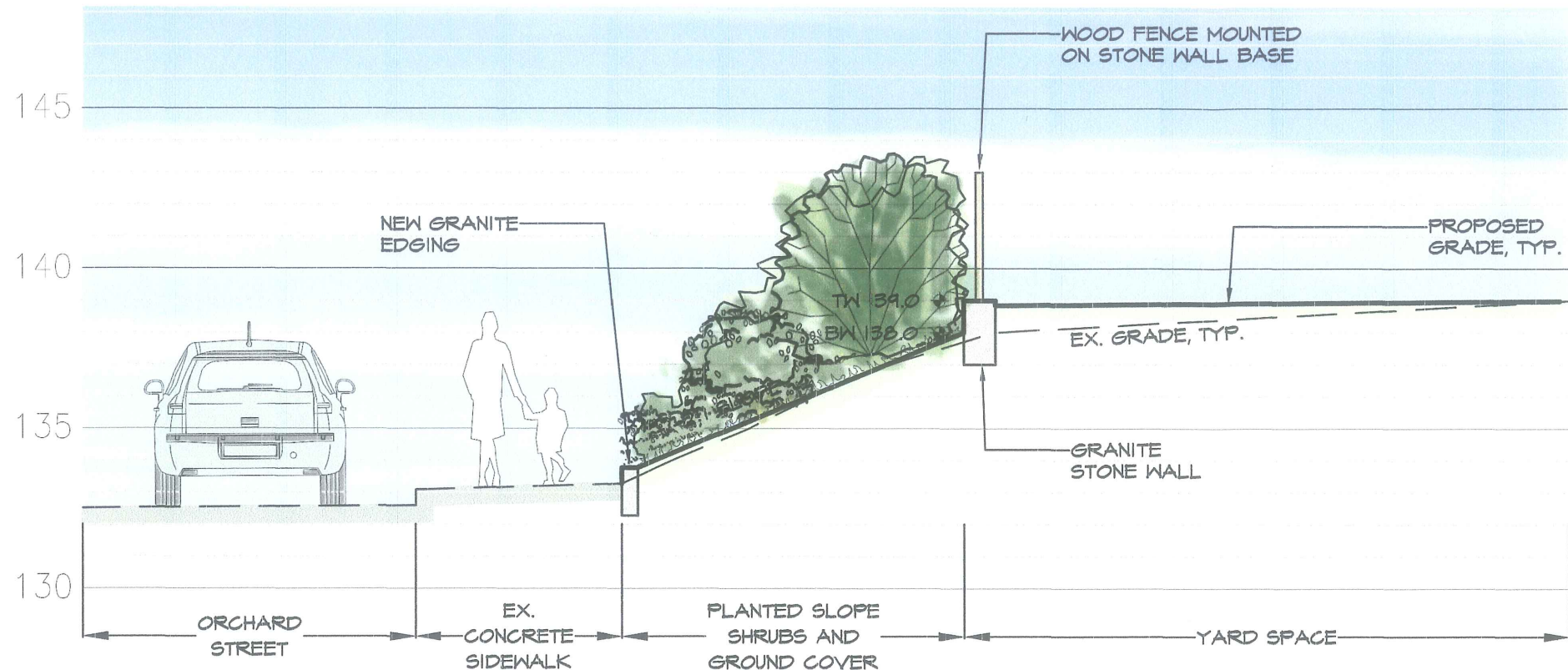
HP-2.2

NOVEMBER 19, 2014



HISTORIC PRESERVATION BOARD

11 ORCHARD STREET



1 CROSS SECTION



2 ELEVATION

11
ORCHARD
STREET
PORTLAND, ME

CARROLL ASSOCIATES
Landscape Architects
217 Commercial Street Portland, Maine 04101
207.772.1552 pcarroll@carroll-assoc.com

Consultants:
SURVEYOR:
Oren Haskell, Inc.
390 US Route 1
Falmouth, ME 04102
207-774-0424
ARCHITECT:
Mark Mueller Architects
100 Commercial Street
Portland, ME 04101
207-774-9057

Drawing Set:	
Date	Revision
11-11-14	SITE REVISIONS
Drawing Set:	
HISTORIC PRESERVATION	
Drawn:	
MP	
Checked:	
PC	
Approved:	
PC	
Drawing Title:	
SECTION & ELEVATION	
Job Number:	
File:	
Date: 11-5-2013	Scale: AS SHOWN
Drawing Number:	

L-3.0
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11
ORCHARD
STREET
PORTLAND, ME

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Drawing Set:

Date	Revision
11-11-14	SITE REVISIONS

Drawing Set:
HISTORIC PRESERVATION

Drawn:	MP
Checked:	PC
Approved:	PC

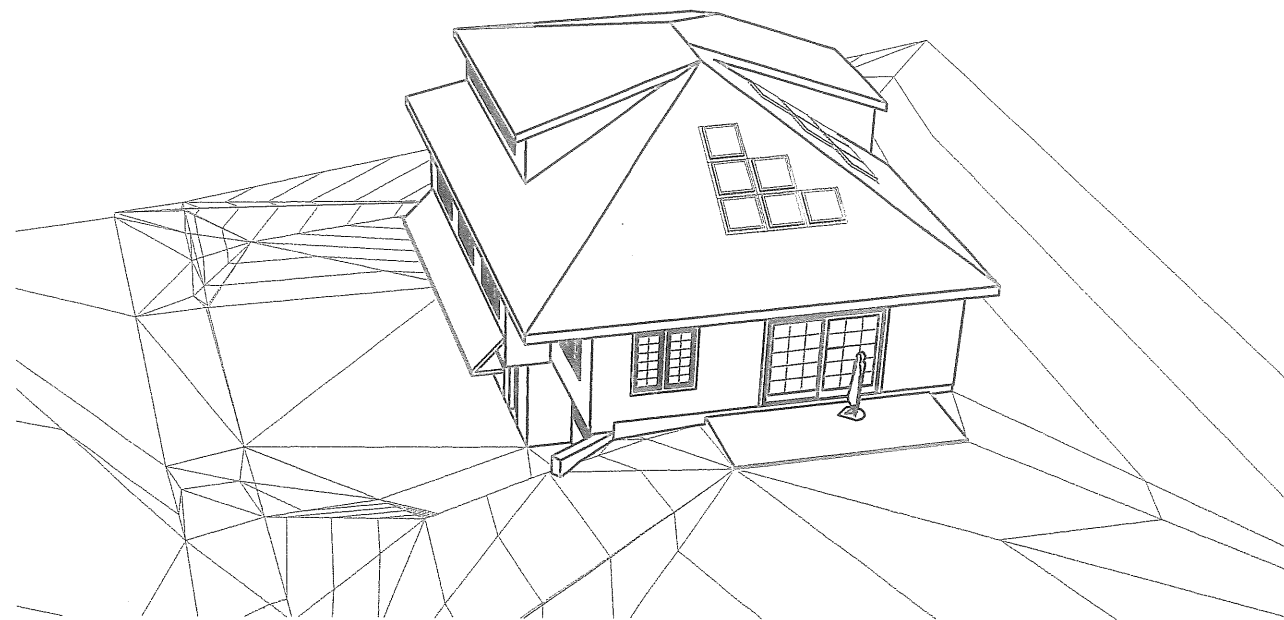
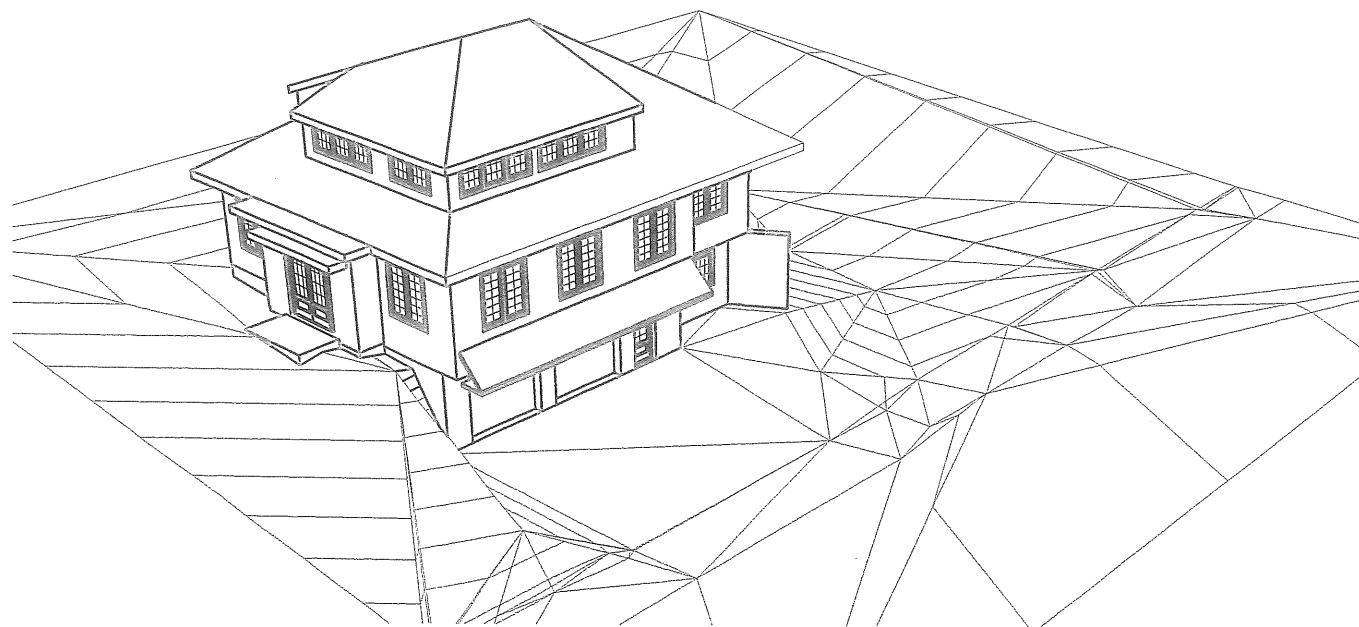
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PLAN

Job Number:

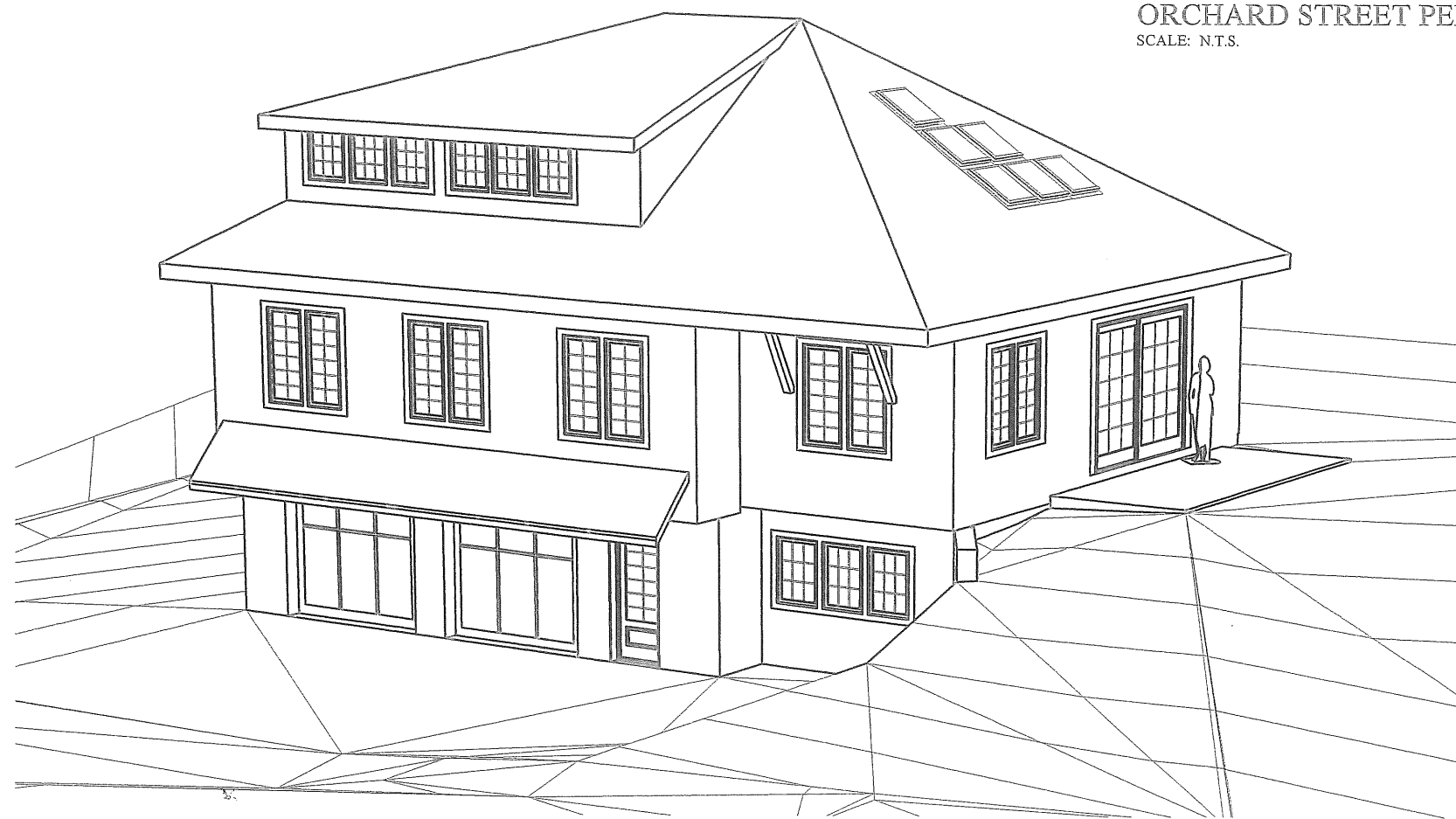
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L-1.0

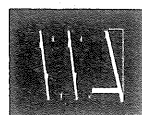
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ORCHARD STREET PERSPECTIVE VIEWS
SCALE: N.T.S.



PROPOSED



MARK
MUELLER
ARCHITECTS

HISTORIC PRESERVATION BOARD

HP-2.3

NOVEMBER 19, 2014

11 ORCHARD STREET

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

**PUBLIC HEARING
147 CONGRESS STREET**

TO: Chair Romano and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: December 31, 2014

RE: January 7, 2015 PUBLIC HEARING

Application for: Certificate of Appropriateness for Exterior and Site Alterations and new
Parking Area

Address: 147 Congress Street

Applicants: Congress 127 Apartments, LLC

Agent: John Shumadine, Esq., Murray, Plumb & Murray

Engineers: St. Clair Associates

Introduction

John Shumadine has requested a public hearing on behalf of applicants Congress 127 Apartments, to present a proposal for site alterations and creation of additional parking at 147 Congress Street. The proposal calls for removal of a small, wood-framed ell at the rear of the building, along with associated wood decks, exterior stairs and a detached shed, in order to create six parking spaces in the back yard. Two of the proposed spaces would be reserved for the future occupants of the house, while the owners plan to lease four spaces to a condominium association at 137 Congress Street. Existing gravel parking - next to the front section of the house and just behind the Congress Street sidewalk – is proposed to be replaced by a driveway of brick pavers leading through a gated wood fence to the proposed parking at the rear of the property.

Board members will recall that previous owners Karen Rasmussen and Manuel Pena nominated their own property as an historic landmark just prior to selling it to the applicants, because they had a strong desire to see it protected and it lies outside of any of Portland's historic districts. The Board voted on September 17, 2014 to recommend the circa 1857 property for designation as an individual landmark. On October 6 the City Council acted on the recommendation and voted 9-0 to designate 147 Congress Street as a local landmark, so the provisions of the Historic Preservation Ordinance pertain fully to this application.

Enclosed is a project description prepared by the applicants' agent Mr. Shumadine, a site plan by the project engineers, the applicants' photos of existing conditions, and renderings of the proposed alterations. Mr. Shumadine notes in his narrative that the applicants will also be seeking administrative Level 1 Site Plan approval from Planning Department staff, and approval of the conditional use (leased parking) from the Zoning Board of Appeals. A zoning boundary splits the lot, with virtually all the house in the B1 zone and the rest of the yard zoned R6. As of this writing the City's Zoning Administrator has not received an application for the project. Although there are various zoning and site plan requirements to be satisfied, approval of the conditional use by the ZBA and Planning Staff appears possible. At present the applicants are most concerned with hearing the Historic Preservation Board's feedback on the proposal.

Subject Property and Current Conditions

Since the property was thoroughly researched and described in a report prepared by Julie Larry of ttl-architects in September, 2014, this memo will give only a brief summary description. Built as a single family house in 1856-1857, the house is of brick, its style mostly Italianate with some Greek Revival elements carried through the transitional period. The location of the house across Congress Street from the Observatory, and the fact that it barely escaped the 1866 Great Fire add to its significance. City records list the property as a single family home. That is the new owners' intended use, but in recent years it has housed multiple tenants and at times in the past it was used as a boarding house.

Photos supplied by the applicant yield a fairly complete picture of the site. An existing latticed fence cuts off most of the view of the back yard from the street. The gravel parking – with a capacity of up to four cars - at the front left of the lot flanks a narrow walk which runs along the base of the enclosed entry porch, on the left side of the house. A tall brick wall closes in the back of the yard, which currently has few plants and no significant landscape features other than a shed in poor condition and a low retaining wall near the back corner of the house.

Proposed Site Alterations

Mr. Shumadine's descriptive letter, together with the plans, photos and renderings, clearly explains the proposed work. Note that a new fence and gate are proposed to replace the existing fence, so the six bituminous parking spaces proposed for the rear will be hidden as long as the automatic gate remains closed. The wood addition, porches, and stairs proposed for demolition are currently visible from Congress Street, on the uphill (right) side.

As calculated by the project engineers, the proposed work would increase the impervious surface area from the current total of 2547 s.f. to 4137 s.f., out of a total lot area of 5890 s.f. Strips of grass and plantings are drawn at the edges of the proposed hardscape, and a landscaped garden area is shown at the back right corner of the plan. Though HP staff has not checked the specific requirements for open areas, it appears the designers and engineers have calculated how to satisfy lot coverage and open space stipulations.

At this stage of the application process, the applicants' emphasis is on the site alterations and parking. The narrative also mentions plans for the restoration and repairs to the rear façade and

side entry porch of the dwelling; staff and / or the Board will have a chance to review that work as needed, as the project reviews progress.

Staff Comments

Viewed in terms of visual impact from the public way, this proposal promises to improve the appearance of the site:

- Parking is moved to the rear, behind the fence.
- Wide, worn gravel parking is replaced by a narrower driveway of pavers.
- Landscaped borders will frame the hardscape.
- A more appropriate fence can be installed.
- Though not part of this application, the owners plan to repair the enclosed entry porch at the left front of the house.
- Though not visible from Congress Street, the removal of the wood stairs, porches, and addition on the rear of the house is an opportunity to restore the rear façade and improve its appearance.

Notwithstanding the above noted benefits of the proposal, staff expects the Board will want to discuss the impact of the new parking on the landmark property itself, and the implications of using most of the back yard for parking spaces designated for use by another property. To have a protected, historic single-family dwelling, with leased parking in the back yard is an unusual circumstance, quite aside from the issue of visibility from the public way. Site alterations such as adding or removing parking areas are reversible, yet a footnote on page four of Mr. Shumadine's description mentions that "The remaining four [parking] spaces will be deeded for the use of a condominium located at 137 Congress Street" raises questions about long-term viability of the property as a single-family house.

Some details have been provided on the restoration proposed for the rear wall, after the demolition of the addition and stairs has taken place. Staff agrees with the applicant's agent that this work would result in a much improved appearance. Staff will be able to review specific product choices and the masonry work when the time arrives. At this time HP staff believes the Board's most important discussions will center on the use and design of the yard.

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.
8. Every reasonable effort shall be made to protect and preserve significant archeological resources affected by or adjacent to any project. If resources must be disturbed, mitigation measures shall be undertaken.

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the 1-7-15 Public

Hearing and information included in the accompanying staff report, the Board finds that the proposed exterior and site alterations at 147 Congress Street **meet (fail to meet)** the historic preservation ordinance's review Standards for Review of Alterations (subject to the following conditions.....)

Attachments:

1. Applicants' Agent's project description
2. Applicants' photos and renderings of existing conditions and proposed alterations
3. Project Engineer's site plan and detail sheets

December 3, 2014

Deborah G. Andrews, Manager
Historic Preservation Program
Department of Planning and Urban Development
City of Portland
Fourth Floor, City Hall
389 Congress Street
Portland, Maine 04101

Re: 147 Congress Street, parking project

Dear Ms. Andrews:

This firm represents Congress 127 Apartments, LLC, which is proposing changes (the "Project") to property it recently purchased at 147 Congress Street (the "Property"). The Property is currently under consideration by the City for designation as a landmark. The primary focus of the Project is to change the current parking situation at the Property. In doing so, we hope to clean up the current street views and create six parking spaces, while also restoring the rear of the building on the Property to its past configuration.

In addition to this letter and the completed application, we have also provided a full sized site plan, consisting of two sheets and a book of Exhibits, labeled A through O. The Exhibits include photographs and conceptual drawings to assist the Board in understanding both the current conditions on the Property and the changes that are proposed as part of the Project.

I. Current conditions on the Property

The Property currently consists of a brick house located on a 5890 square foot lot. The brick house is one of the few buildings to survive the Portland fire. Although the house was originally a single-family structure, its more recent use has been as multi-family housing, including as a boarding house. Currently, the house is home to four tenants.

The house is located on the right side of the Property a short distance back from the sidewalk. The house extends across approximately two-thirds of the front lot line on

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Congress Street. The Project proposes no changes to the exterior of the house facing or visible from the street.

Off street parking for the house is located within a small gravel area to the left of the brick house. This area takes up approximately a third of the frontage on Congress Street. The gravel parking area extends beyond the left boundary line of the Property pursuant to a recorded easement. The rear of the parking area is delineated by a lattice fence that has four trees behind it. Attached as Exhibits A and B are two photos showing a portion of the brick house, along with the parking area and the existing trees. As you can see from Exhibit A, although the gravel area is not particularly large, it sees heavy use. Exhibit A shows three parked cars, though it is also common for a fourth car to be parked within the gravel parking area. Further, as you can see from both Exhibits A and B, any car parked within that area must reverse out of the parking area into Congress Street.

The rear of the Property is currently un-landscaped grounds. In addition, there is a shed in the northern corner of the lot. That shed and grounds can be seen in Exhibit C. The rear of the brick house is mostly in its original condition. However, at some point in the relatively recent past, a wooden stairway and addition was added onto the back of the house. The stairway/addition can be seen in Exhibit D. Although we do not know exactly when the stairway/addition was added, it appears relatively recent. In fact, its construction caused a significant alteration to the brick wall at the rear of the house. As you can see from the picture, the stairway/addition covers approximately one-half of that rear brick wall. On the ground floor, the stairway/addition covers a door. Currently, there is also a door on the second floor leading out to that stairway/addition. However, the construction indicates that the second floor door was originally a window in the same shape as the window you can see next to the wooden addition on Exhibit D. The window was enlarged into a door as part of the construction of the stairway/addition.

II. The work proposed as part of the Project

The primary focus of the Project is to move the off street parking to the rear of the Property, while also expanding the number of spaces from four to six.¹ In doing so, our goal is to clean up the view from the front of the building while improving traffic flow leaving the Property. Attached as Exhibit E is an artist rendering of an aerial view of the Project showing the Property after all of the changes have been made.

¹ Four of the new parking spaces will be designated for use by the owners of a condominium down the street, while the remaining two will be for the use of the owners of the Property. The current plan is to scale back the occupation of the Property from its current use with four tenants to a single family property.

From the front of the Property, the Project proposes the removal of the current gravel parking area, the existing fence, and three of the five existing trees behind that fence. The front portion of the brick house will not be altered as part of this Project.² After the gravel is removed, a new driveway will be added. The driveway will begin at the brick sidewalk and be approximately 12 feet wide. It will then narrow down to a 10 foot wide opening at the location of the current fence. All of this portion of the driveway will be surfaced with pavers in accordance with the City's specifications. In addition, those portions of the existing gravel area that will not be paved will instead be loamed and landscaped to provide a small green space around the driveway.

The existing fence will be replaced with a new wooden fence. The new wooden fence will be six feet high and painted white. The fence will have a ten-foot wide sliding automatic door, along with a pedestrian gate located on the existing sidewalk next to the house. That sidewalk will not be disturbed as part of the Project. Attached as Exhibit F is an artist rendering that shows the new driveway, fence and plantings as viewed from Congress Street.³ That Exhibit also illustrates the design of the new fence. We have also provided as Exhibit H an artist rendering showing the new driveway with the gate open. However, it is the applicant's intention for the gate to close automatically after each use for security reasons. Thus it will also provide nearly continuous screening of the parking area from the street. Finally, Exhibits G and I repeat the artist renderings, but provide an inset of current conditions for ease of comparison.

After passing the new fence, the paving surface will change from pavers to asphalt. Both the angle of the ground and the fence will minimize the visual impact of this change. The driveway will then expand out to form the parking and turnaround area. These areas have been laid out in accordance with the City's site plan standards. As you can see from the attached site plan and Exhibit E, four spaces will be created at the rear of the Property next to the existing nine-foot tall brick wall,⁴ while two spaces will be

² When the Board visits the Property, they will probably notice that the side porch near the existing parking area has experienced some slight decay. Although this is not part of this application, the owners are planning on repairing that damage.

³ The pedestrian gate is not visible in these renderings because it is behind the side porch.

⁴ The nine-foot tall brick wall is on the Property. The applicant intends to keep that wall in place.

along the right side of the Property and directly behind the house.⁵ Exhibit J is an artist rendering that shows the parking area from the location of the new fence.

As part of the changes to the rear of the Property, the existing shed shown in Exhibit C will be removed. The shed will be replaced by green space with plantings. Exhibit K provides a comparison between the proposed changes and the existing conditions at the site. The shed appears to be a fairly recent addition to the Property and is of a character that does not add to the historic significance.

Finally, the Project proposes the removal of the stairway/addition shown in Exhibit D. Like the shed, the stairway/addition is of relatively recent vintage and does not share the historic significance of the remainder of the house. As part of the removal, the rear of the house will be restored to its original condition. The most significant portion of that restoration will be to return the second floor door to its original use as a window. In doing so, the new window will match the style and construction of the existing second floor window next to it. In addition, there is some damage to the brick above the stairway/addition that will require repointing and other masonry repair.

Once the stairway/addition is removed, a portion of its footprint will be used for parking, while the remaining portion next to the house will be turned into a small patio. The patio will be surfaced with the same pavers used in the driveway at the front of the house. Attached as Exhibit L is an artist rendering showing the new rear of the building along with the parking spaces. Exhibit N is a proposed rear elevation showing the changes to be made to restore the rear of the building following removal of the stairway/addition.

III. Conclusion

In proposing this Project, the applicant has tried to maintain and preserve the historic features of the Property as much as possible while still creating off street parking within a highly developed location and that complies with the City's site plan standards. The current off street parking at the site is not ideal for anyone and certainly does not add to the historic beauty of the Property. By moving the parking into the rear, the Project cleans up the front of the building. It also removes some newer structures and restores the rear of the building to its historic state. Indeed, the last Exhibit in the book, Exhibit O, shows the property from Congress Street and shows how it will be improved by the

⁵ The two parking spaces on the right side of the Property and directly behind the house will be used by the occupants of the Property. The remaining four spaces will be deeded for the use of a condominium located at 137 Congress Street.

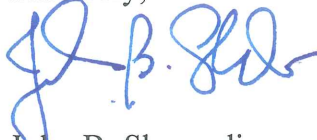
Deborah G. Andrews, Manager
December 3, 2014
Page 5

removal of parked cars in the front. The Applicant respectfully requests that the Board vote to grant a certificate of appropriateness for the Project.

In addition to the present application, the Applicant will also be applying for Site Plan and Conditional Use approval for the Project. The Applicant will also apply for all necessary building and demolition permits.

Thank you for your attention. I look forward to hearing from you.

Sincerely,



John B. Shumadine

JBS/kpm

Enclosures

cc: Congress 127 Apartments, LLC

*Congress 127 Apartments, LLC
147 Congress Street, Portland, Maine*

Exhibit A

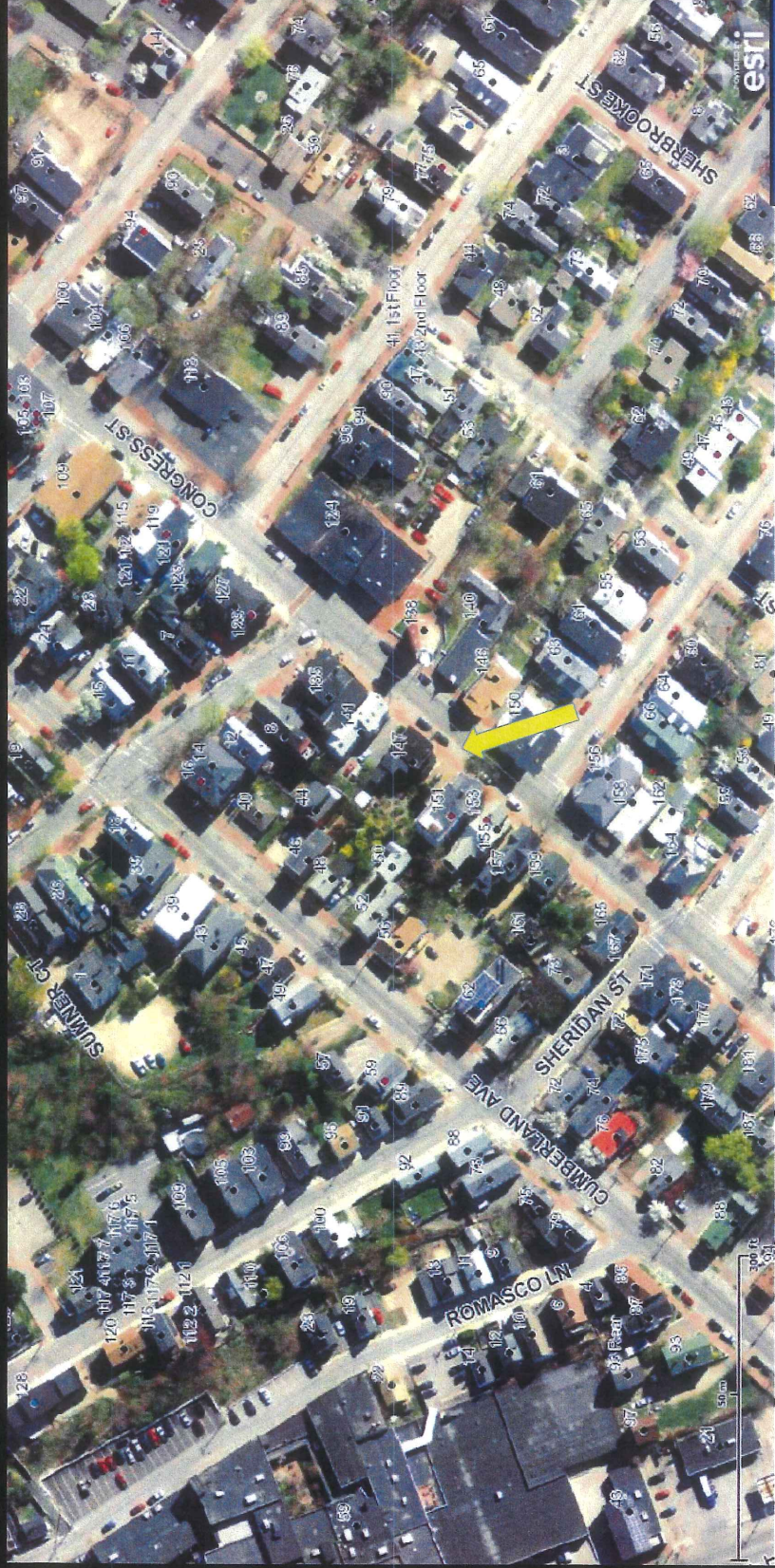
View of the Site as
observed from
Congress Street.

Note the three
vehicles parked in
the gravel parking
area to the left of
the building. This
parking area will
be converted to a
single driveway
with brick pavers.



Photo provided by applicant. Date Taken - November 2014

Congress 127 Apartments, LLC 147 Congress Street, Portland, Maine



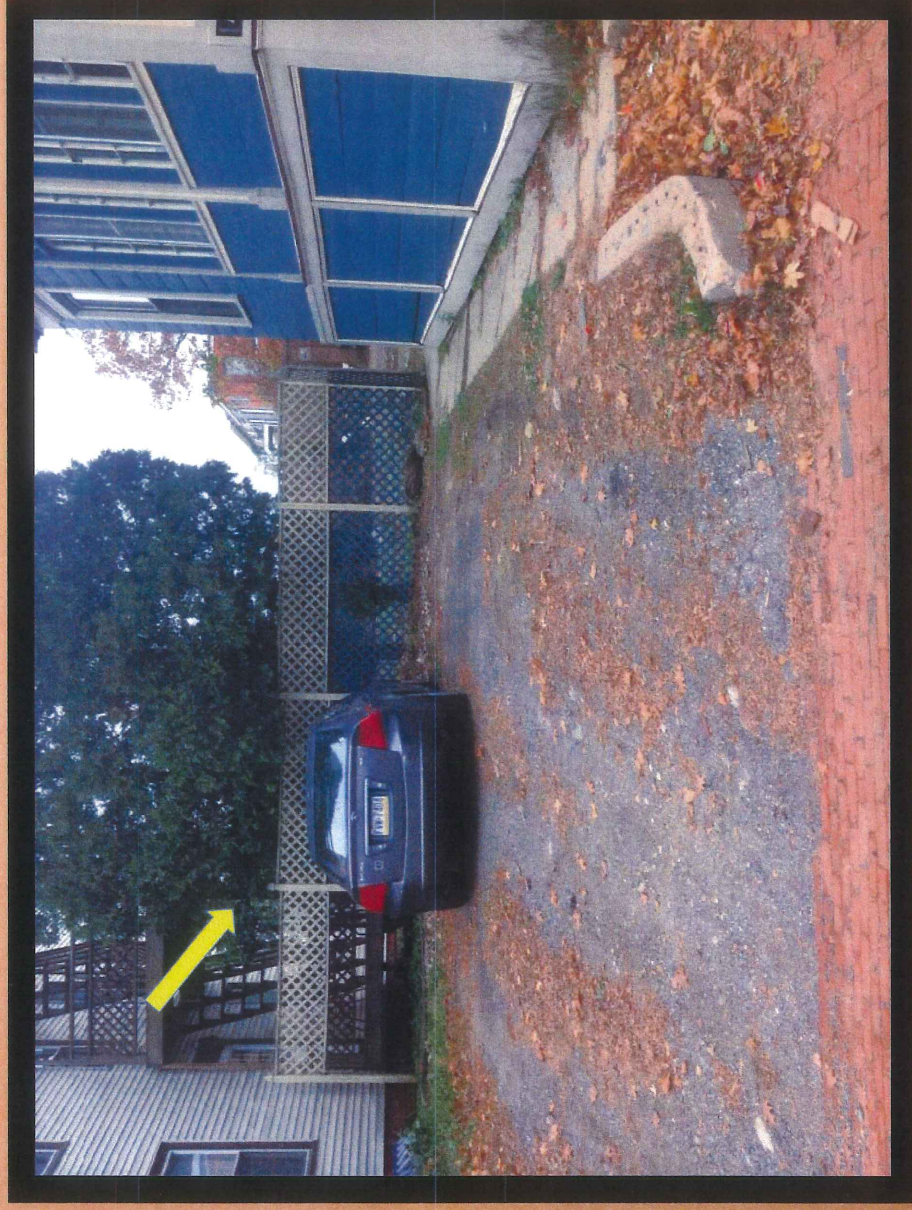
Copyright 2011 Esri. All rights reserved. Mon Nov 10 2014 08:42:11 AM.



Location Map- Aerial Photo source ESRI – Portland GIS Website

*Congress 127 Apartments, LLC
147 Congress Street, Portland, Maine*

Exhibit B



Close-up view of the gravel parking area and fence. An approx. 10' to 12' wide drive (with brick pavers) will be installed from the brick sidewalk to the fence. A new solid wood fence and gates will be installed.



Photo provided by applicant. Date Taken - November 4, 2014

*Congress 127 Apartments, LLC
147 Congress Street, Portland, Maine*



Exhibit C
View of the existing shed at the rear corner of the property, behind the existing brick residence. This shed will be removed as part of the proposed site improvements.

Photo provided by applicant. Date Taken - November 4, 2014

*Congress 127 Apartments, LLC
147 Congress Street, Portland, Maine*

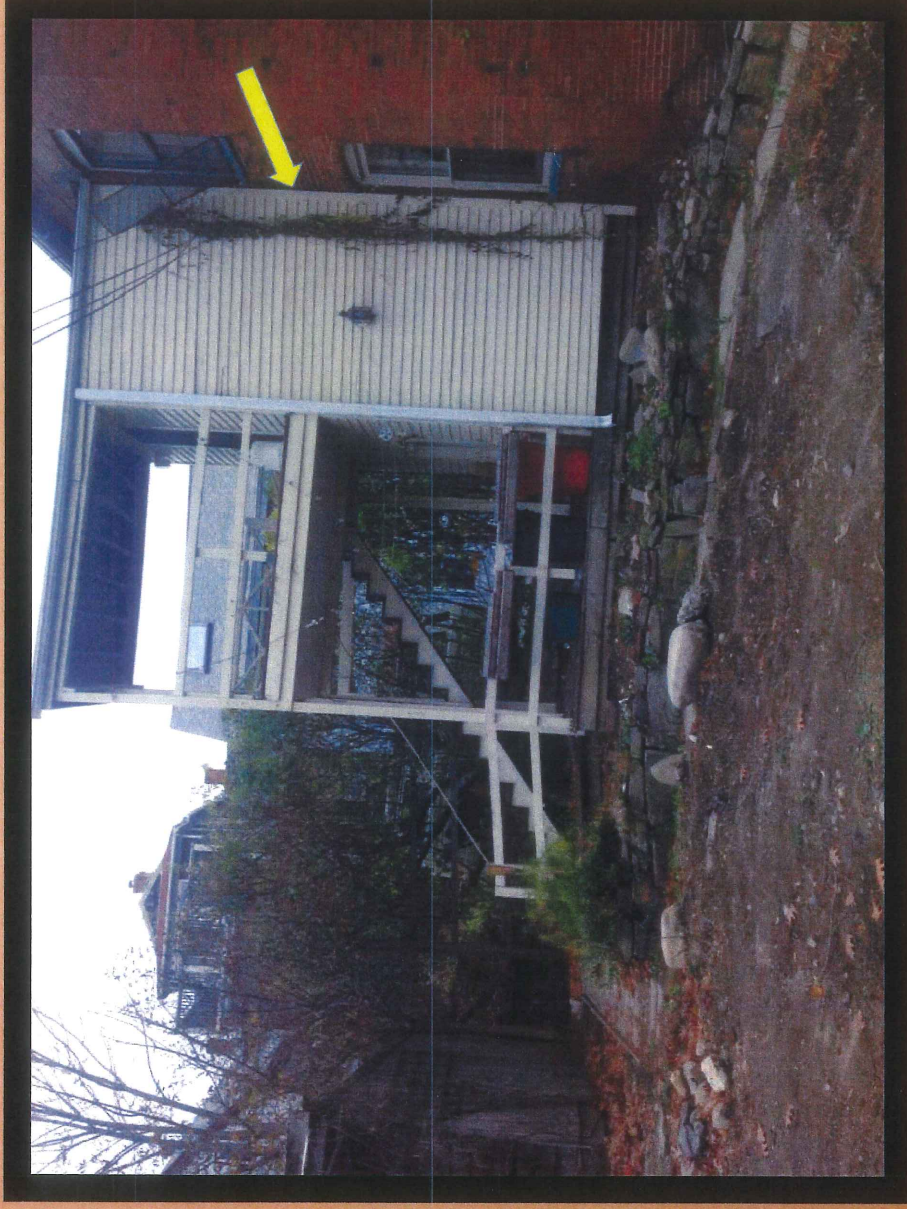


Exhibit D

View of the wooden decks, stairs and addition at the rear of the existing brick residence. All parts of the wooden addition will be removed in association with the site improvements.

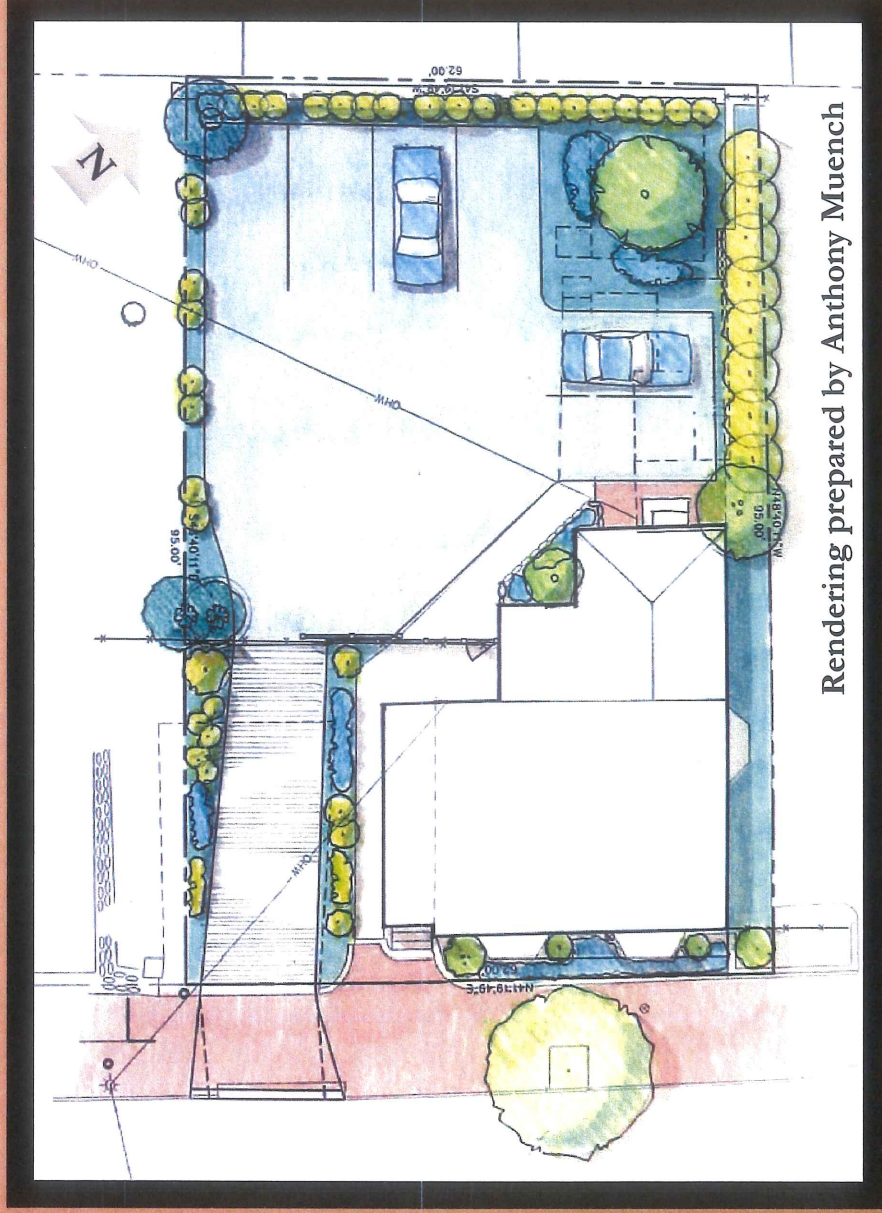


Photo provided by applicant. Date Taken - November 4, 2014

Congress 127 Apartments, LLC 147 Congress Street, Portland, Maine

Exhibit E

Gravel parking in the front will become a brick paver driveway. The shed, wooden deck, stairs and addition will be removed. A new parking area and landscaping will be added, behind a new wood fence and gates.



Rendering prepared by Anthony Muench

Rendered Site Plan showing Proposed Improvements



Congress 127 Apartments, LLC

147 Congress Street, Portland, Maine



Rendering prepared by Anthony Muench

Exhibit F
Proposed site
after removal of
the gravel
parking area
and the
addition of the
driveway and
fence with
parking behind
the building.



Rendered view of a photo taken from the front of the site looking northwesterly from Congress Street. Image shows the gate closed.

Congress 127 Apartments, LLC 147 Congress Street, Portland, Maine

Exhibit G

Comparison of
Existing and
Proposed site
after
improvements
are complete.
Gate is closed.



Rendering prepared by Anthony Muench

Looking northwesterly from Congress St.



Congress 127 Apartments, LLC

147 Congress Street, Portland, Maine



Exhibit H
Proposed site
after removal of
the gravel
parking area
and the
addition of the
driveway and
fence with
parking behind
the building.

Rendering prepared by Anthony Muench



Rendered view of a photo taken from the front of the site looking northwesterly from Congress Street. Image shows the gate open.

Congress 127 Apartments, LLC 147 Congress Street, Portland, Maine



Rendering prepared by Anthony Muench

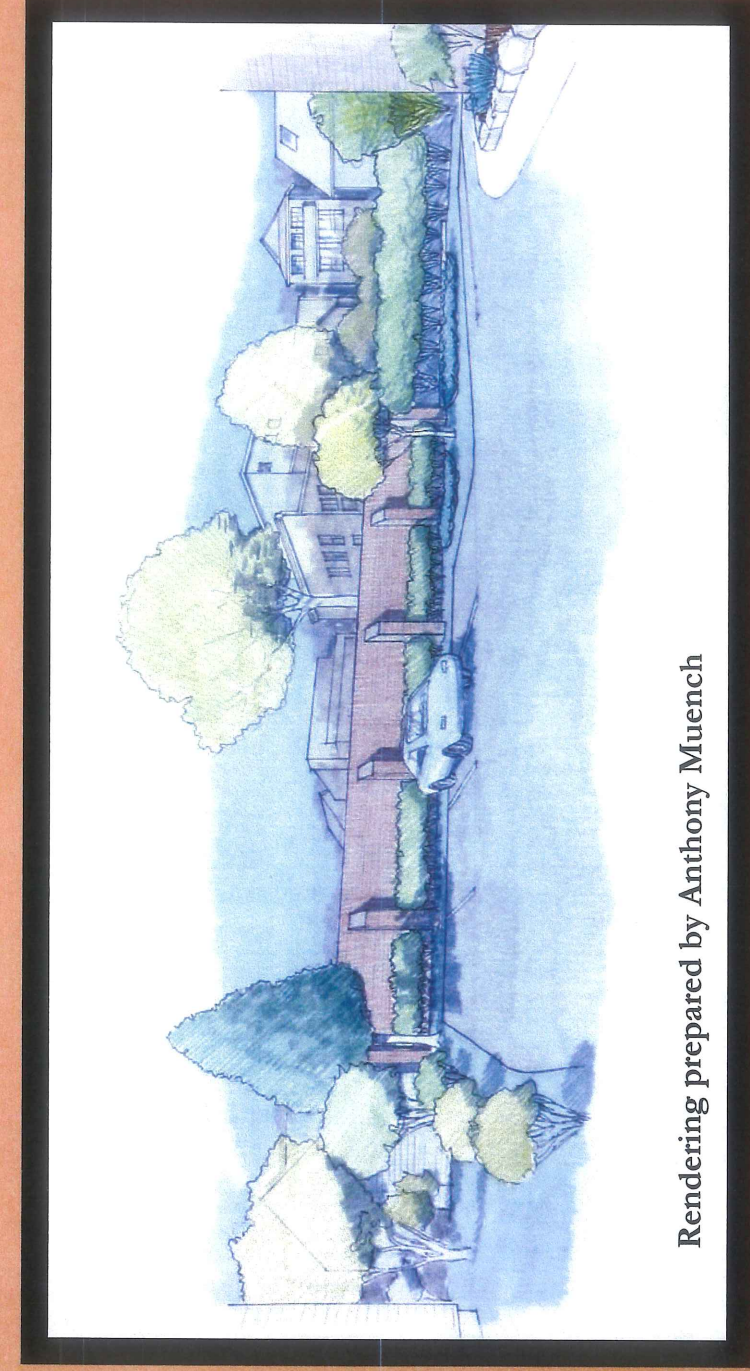
Exhibit I
Comparison of
Existing
Conditions and
Proposed Site
after
improvements
are complete.
Proposed gate
is open.



Looking northwesterly from Congress St.

Congress 127 Apartments, LLC

147 Congress Street, Portland, Maine



Rendering prepared by Anthony Muench

Exhibit J
Rendering showing the proposed rear of the site after removal of the shed and the addition of parking spaces behind the building.

Rendered view of a photo taken from the westerly side of the site looking northerly across the rear of the property.

Congress 127 Apartments, LLC *147 Congress Street, Portland, Maine*

Rendering prepared by Anthony Muench

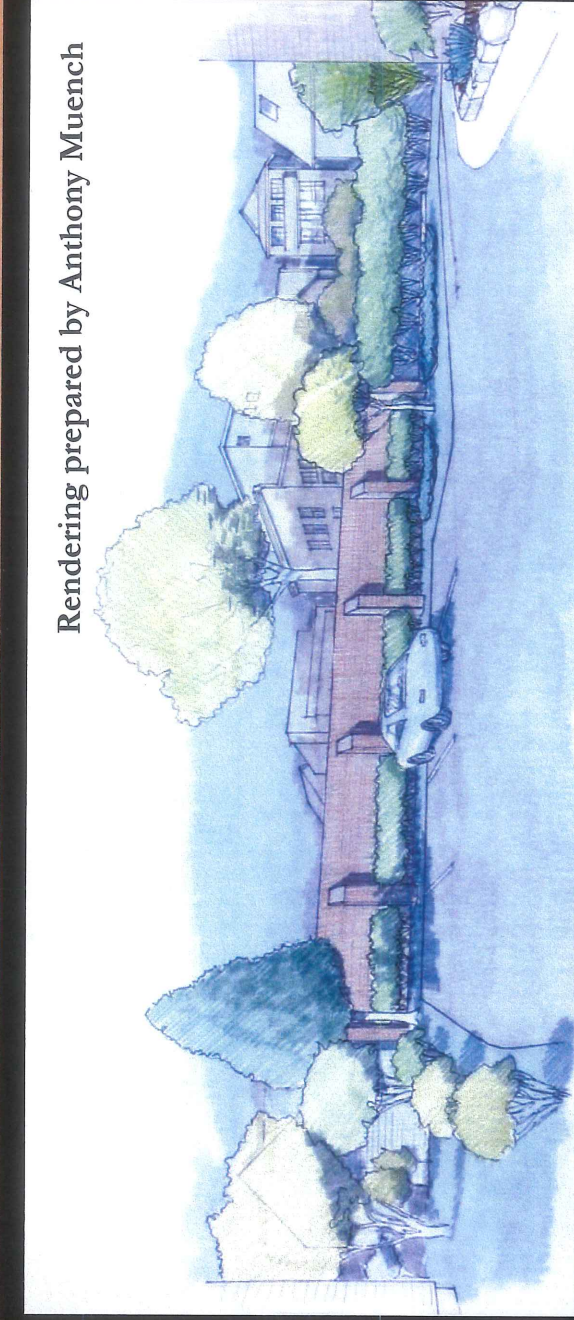
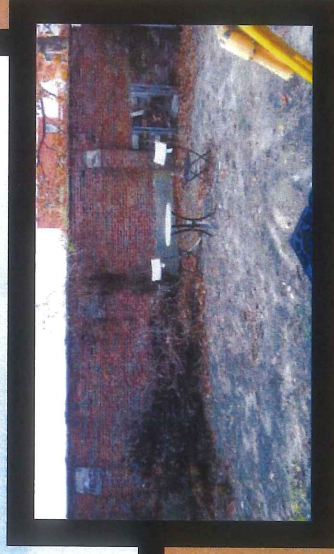


Exhibit K
Comparison
photos
showing the
existing
conditions and
proposed
improvements
at the rear of
the site.



Views looking
northerly.

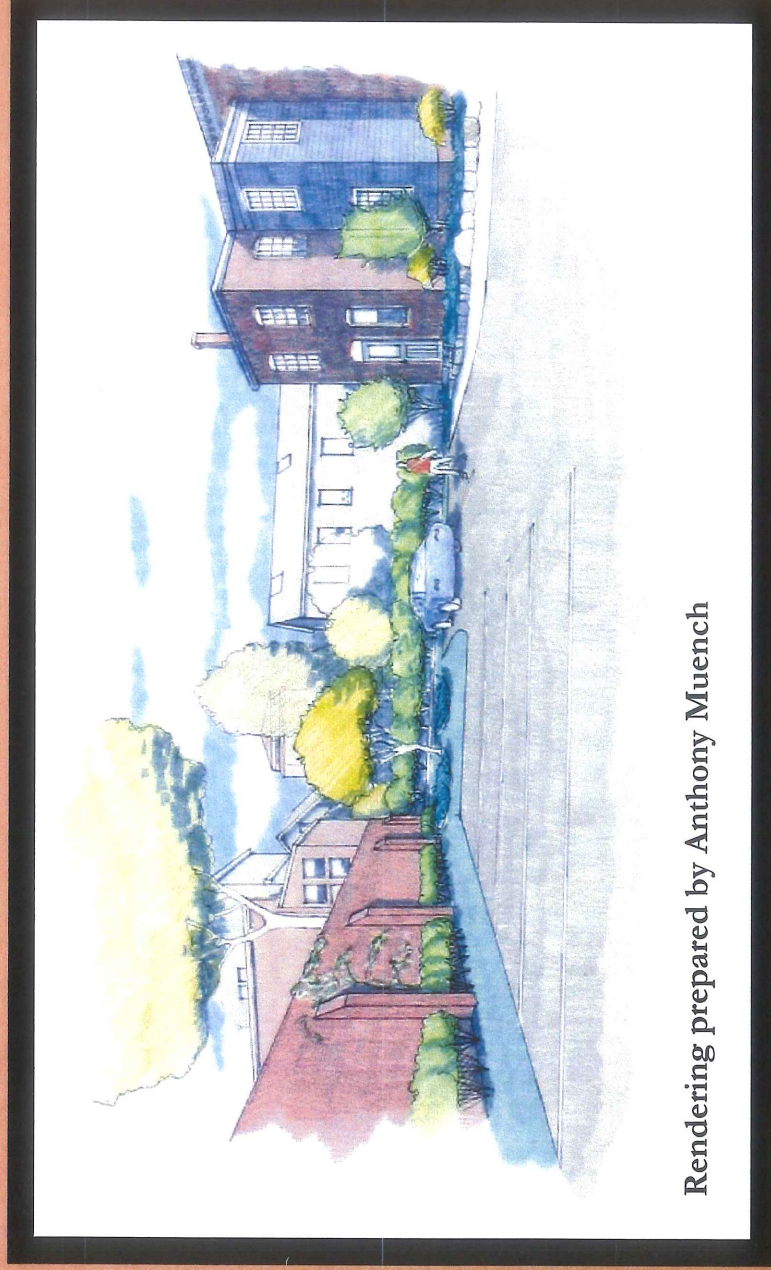


Congress 127 Apartments, LLC

147 Congress Street, Portland, Maine

Exhibit L

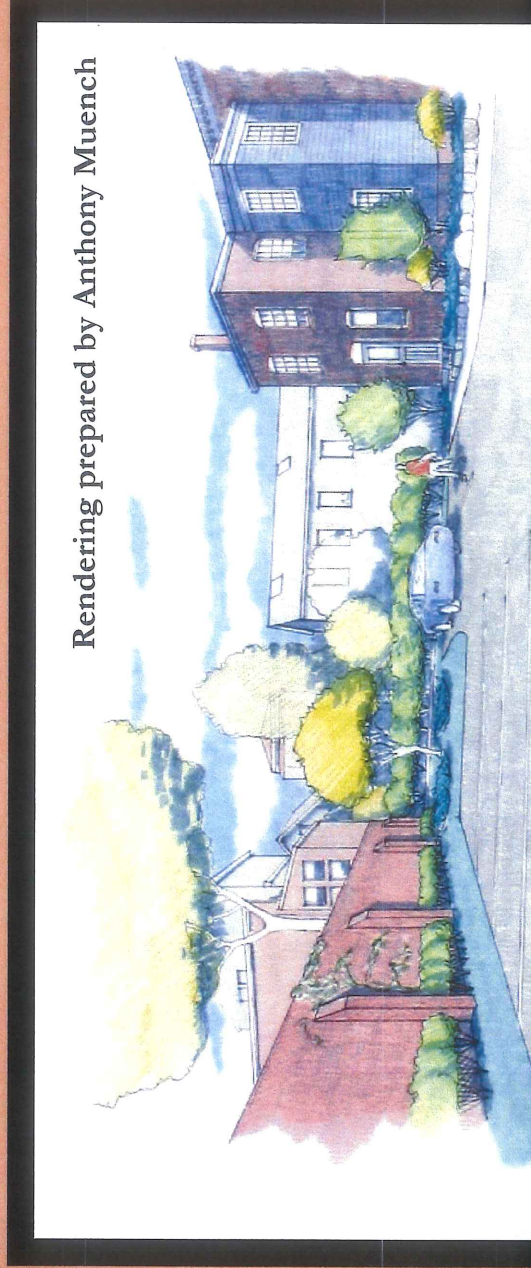
Rendering showing the proposed rear of the site after the removal of the wooden porch and decks, and the shed, and the addition of parking behind the building.



Rendered view of a photo taken from the westerly corner of the site looking northeasterly across the rear of the property.

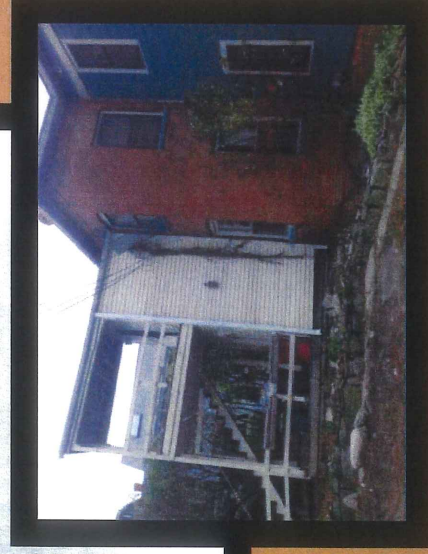
Congress 127 Apartments, LLC

147 Congress Street, Portland, Maine



Rendering prepared by Anthony Muench

Exhibit M
Comparison
photos showing
the existing
conditions and
proposed
improvements at
the rear of the
site.

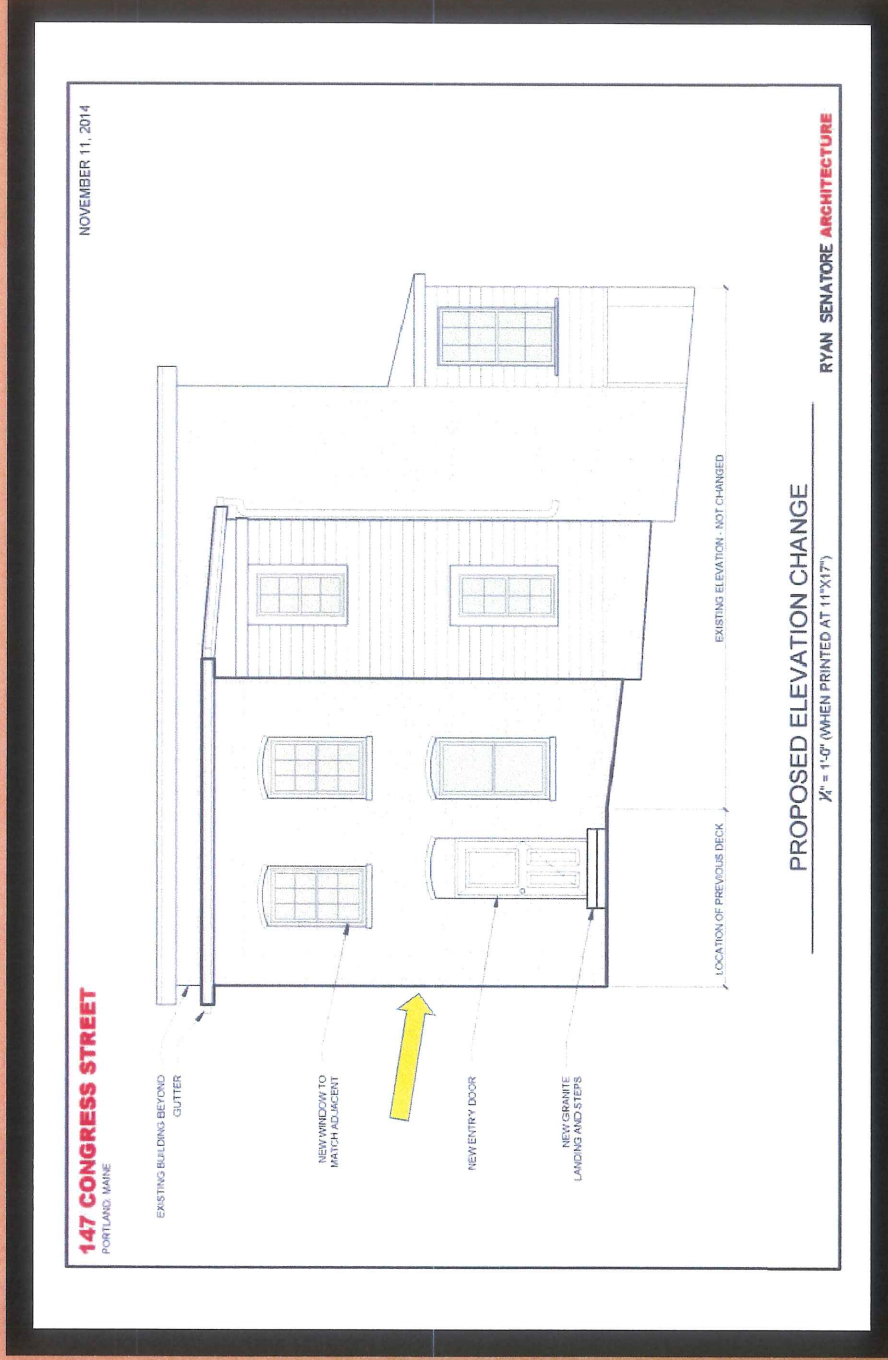


Views looking
northeasterly.

Congress 127 Apartments, LLC 147 Congress Street, Portland, Maine

Exhibit N

Proposed rear elevation after the removal of the wooden addition decks, and stairs at the rear of the existing brick residence.
(not to scale)



Plan Prepared by Architect - Ryan Senatore Architecture

*Congress 127 Apartments, LLC
147 Congress Street, Portland, Maine*



Rendering prepared by Anthony Muench

Street View of 147 Congress Street looking westerly.

Exhibit O

With the exception of the removal of the parked cars between the buildings, no other changes are visible from this vantage point.



1. SITE CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS PRIOR TO CONSTRUCTION.

3. CONTRACTOR SHALL VISIT THE SITE AND FAMILIARIZE HIM TO THE SITE AND THEREOF. CONTRACTOR SHALL BE RESPONSIBLE FOR FAMILIARIZING HIM OR HIMSELF WITH ALL CONTRACT DOCUMENTS, FIELD CONDITIONS, DIMENSIONS AND CONFIRMING THAT THE WORK MAY BE ACCOMPLISHED AS SHOWN PRIOR TO PROCEEDING WITH CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE COMMENCEMENT OF WORK.

5. THE CONTRACTOR IS HEREBY CAUTIONED THAT ALL SITE FEATURES SHOWN HEREON ARE BASED ON FIELD OBSERVATIONS BY THE SURVEYORS OF VISIBLE STRUCTURES SUCH AS HYDRANTS, VALVES, MANHOLES, AND CATCH BASINS, AND BY INFORMATION PROVIDED BY UTILITY COMPANIES AND OTHER DATABASES. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT DIG SAFE (1-888-DIGSAFE) AT LEAST THREE (3) BUT NOT MORE THAN THIRTY (30) DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION TO VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES.

6. CONTRACTOR SHALL BE CAUTIONED THAT DIG SAFE ONLY NOTIFIES ITS "MEMBER" UTILITIES ABOUT THE DIG. OTHER UTILITIES MAYBE PRESENT IN THE WORK AREA. WHEN NOTIFIED, DIG SAFE WILL ADVISE CONTRACTOR OF MEMBER UTILITIES IN THE AREA. CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING AND CONTACTING NON-MEMBER UTILITIES DIRECTLY. NON-MEMBER UTILITIES MAY INCLUDE LOCAL WATER AND SEWER DISTRICTS AND SMALL LOCAL UTILITIES.

7. CONTRACTORS SHALL BE RESPONSIBLE FOR COMPLIANCE WITH THE REQUIREMENTS OF 23 MRS.A 336.0-A ("PROTECTION OF UNDERGROUND FACILITIES") AND THE RESPONSIBILITY OF THE CONTRACTOR SHALL BE TO COORDINATE WITH THE APPROPRIATE UTILITIES TO OBTAIN AUTHORIZATION PRIOR TO RELOCATION OF ANY EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS. IF A UTILITY CONFLICT ARISES, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER, THE MUNICIPALITY AND APPROPRIATE UTILITY COMPANY PRIOR TO PROCEEDING WITH ANY RELOCATION.

8. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH "MAINE EROSION AND SEDIMENTATION CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES" PUBLISHED BY THE CUMBERLAND COUNTY SOIL AND WATER CONSERVATION DISTRICT AND MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003 OR LATEST EDITION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO POSSESS A COPY OF THE EROSION CONTROL PLAN AT ALL TIMES.

9. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO FABRICATION AND INSTALLATION OF ANY MATERIAL. ANY UNUSUAL CONDITIONS SHALL BE REPORTED TO THE ATTENTION OF THE ENGINEER.

10. INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND OWNER'S REQUIREMENTS UNLESS SPECIFICALLY OTHERWISE INDICATED OR WHERE LOCAL CODES OR REGULATIONS TAKE PRECEDENCE.

11. CONTRACTOR SHALL INCORPORATE PROVISIONS AS NECESSARY DURING CONSTRUCTION TO PROTECT EXISTING STRUCTURES, PHYSICAL FEATURES, AND MAINTAIN SITE STABILITY. CONTRACTOR SHALL RESTORE ALL AREAS TO ORIGINAL CONDITION AND AS SHOWN ON THE PLANS.

12. CONTRACTOR SHALL CLEAN AND REMOVE DEBRIS AND SEDIMENT DEPOSITED ON PUBLIC STREETS, SIDEWALKS, ADJACENT AREAS, OR OTHER PUBLIC WAYS DUE TO CONSTRUCTION.

13. ALL PAVEMENT MARKINGS AND DIRECTIONAL SIGNAGE SHOWN ON THE PLAN SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) STANDARDS.

14. ALL PAYEMENT JOINTS SHALL BE SAWCUT PRIOR TO PAYING TO PROVIDE A DURABLE AND UNIFORM JOINT.

15. NO HOLES, TRENCHES OR STRUCTURES SHALL BE LEFT OPEN OVERNIGHT IN ANY EXCAVATION ACCESSIBLE TO THE PUBLIC OR IN PUBLIC RIGHTS-OF-WAY.

16. ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE A M.D.O.T. PERMIT AS WELL AS PERMITS FROM THE MUNICIPALITY AS APPLICABLE.

11. THE PROPOSED LIMITS OF CLEARING SHOWN HEREON ARE APPROXIMATE BASED UPON THE PROPOSED LIMITS OF SITE GRADING OR OTHER SITE WORK. NO GRUBBING OR STUMP REMOVAL SHALL OCCUR OUTSIDE OF THE CLEARING LIMITS, UNLESS OTHERWISE DIRECTED BY THE ENGINEER IN ORDER TO ADDRESS EROSION AND SEDIMENT CONTROL OR STORMWATER MANAGEMENT.

18. IMMEDIATELY UPON COMPLETION OF CUTS/FILLS, THE CONTRACTOR SHALL STABILIZE DISTURBED AREAS IN ACCORDANCE WITH EROSION CONTROL NOTES AND AS SPECIFIED ON PLANS. ALL ERODED AREAS SHALL BE REPAIRED BY THE CONTRACTOR AND THE SURFACE SHALL BE STABILIZED USING THE MEASURES OUTLINED IN THE EROSION AND SEDIMENT CONTROL PLAN AND NARRATIVES INCLUDED AS PART OF THIS CONSTRUCTION SET.

19. THE CONTRACTOR SHALL BE FULLY AND SOLELY RESPONSIBLE FOR THE REMOVAL, REPLACEMENT AND RECTIFICATION OF ALL DAMAGED AND DEFECTIVE MATERIAL AND WORKMANSHIP IN CONNECTION WITH THE CONTRACT WORK. THE CONTRACTOR SHALL REPLACE OR REPAIR AS DIRECTED BY THE OWNER ALL SUCH DAMAGED OR DEFECTIVE MATERIALS WHICH APPEAR WITHIN A PERIOD OF ONE YEAR FROM THE DATE OF SUBSTANTIAL COMPLETION.

20. WHERE THE TERMS "APPROVED EQUAL", "OTHER APPROVED", "EQUAL TO", "ACCEPTABLE" OR OTHER GENERAL QUALIFYING TERMS ARE USED IN THESE NOTES, IT SHALL BE UNDERSTOOD THAT REFERENCE IS MADE TO THE RULING AND JUDGEMENT OF ST. CLAIR ASSOCIATES IN CONJUNCTION WITH THE OWNER.

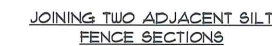
21. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY PROTECTION FOR THE WORK UNTIL TURNED OVER TO THE OWNER.

23. THE CONTRACTOR SHALL MAINTAIN A CURRENT AND COMPLETE SET OF CONSTRUCTION DRAWINGS ON SITE DURING ALL PHASES OF CONSTRUCTION FOR USE OF ALL TRADES.

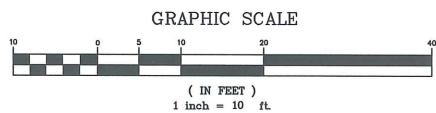
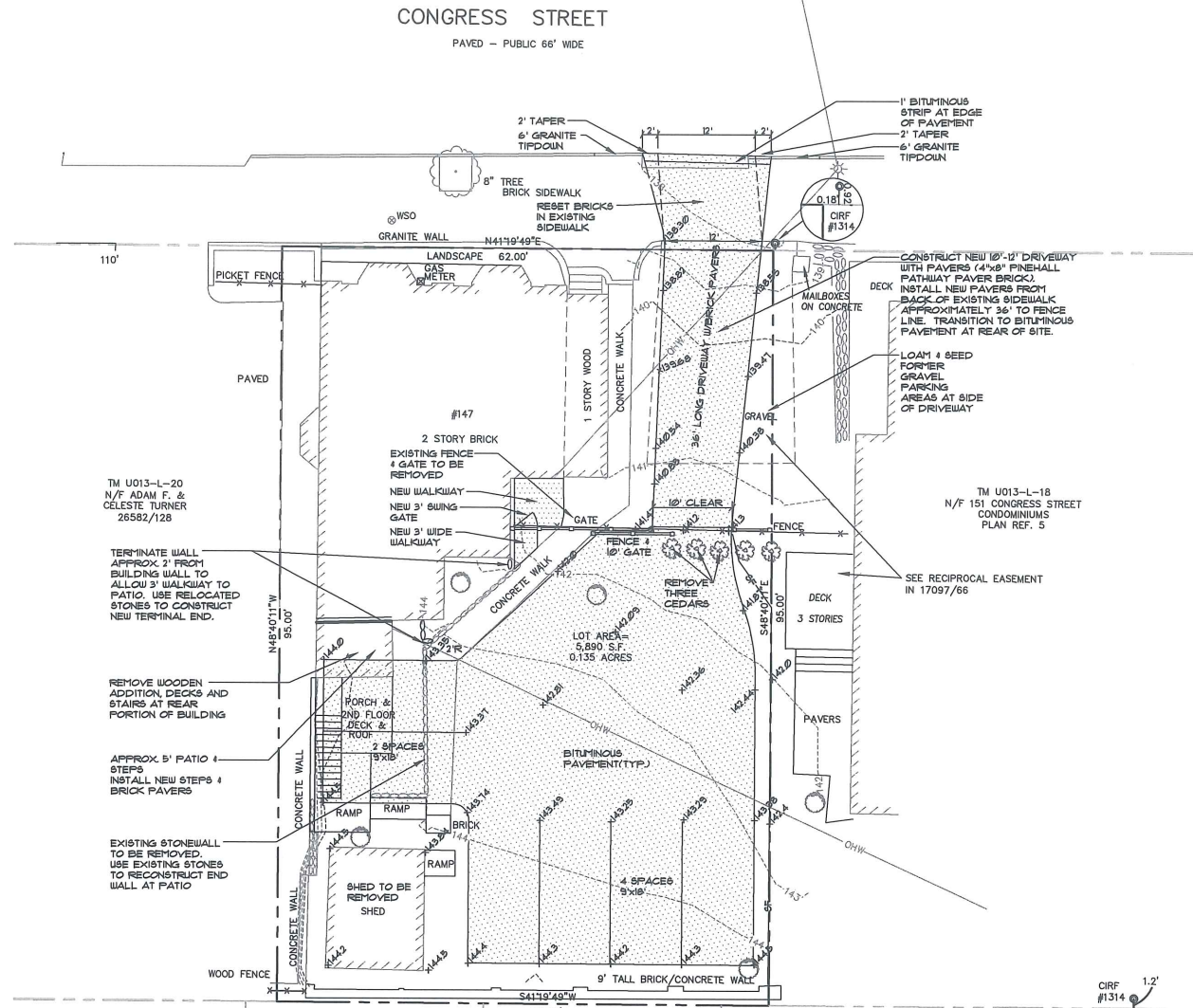
23. THE CONTRACTOR SHALL TAKE FULL RESPONSIBILITY FOR ANY CHANGES AND DEVIATION OF APPROVED PLANS NOT AUTHORIZED BY THE ENGINEER AND/OR CLIENT/OWNER.

24. DETAILS ARE INTENDED TO SHOW END RESULT OF DESIGN. ANY MODIFICATION TO SUIT FIELD DIMENSION AND CONDITION SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO ANY WORK.

25. BEFORE THE FINAL ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL REMOVE ALL EQUIPMENT AND MATERIALS, REPAIR OR REPLACE PRIVATE OR PUBLIC PROPERTY WHICH MAY HAVE BEEN DAMAGED OR DESTROYED DURING CONSTRUCTION, CLEAN THE AREAS WITHIN AND ADJACENT TO THE PROJECT WHICH HAVE BEEN OBSTRUCTED BY HIS/HER OPERATIONS, AND LEAVE THE PROJECT AREA NEAT AND PRESENTABLE.



SILT-FENCE DETAIL
NOT TO SCALE



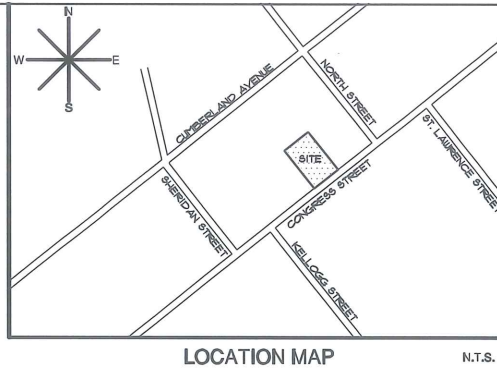
LEGEND

EXISTING	DESCRIPTION	PROPOSED
—	BOUNDARY LINE/R.O.W.	—
—	ABUTTER LINE/R.O.W.	—
□	MONUMENT	—
⊙	IRON PIPE/ROD	—
—	BUILDING	—
—	EDGE PAVEMENT	—
—	PAVEMENT PAINT	—
—	EDGE OF GRAVEL	—
~122~ ~120~	CONTOURS	—
30.20	SPOT GRADE	+ 3@2@
—HE	OVERHEAD ELECT & TEL	—
—O—	UTILITY POLE	—
—	SILT FENCE	—SF—
—	WOOD FENCE	—

AREA CALCULATIONS FOR THE PROPERTY ARE AS FOLLOWS:

TOTAL PARCEL AREA: 5,890 SF.

TOTAL EXISTING IMPERVIOUS AREA: (BUILDINGS, DECK, STEPS, WALKWAY, GRAVEL PARKING)	2,947 SF.
EXISTING BUILDINGS 4 DECK/STEPS AREA:	1,750 SF.
EXISTING GRAVEL PARKING 4 WALKWAY:	197 SF.
TOTAL IMPERVIOUS REMOVED: (BUILDINGS 4 DECK STEPS 4 GRAVEL)	530 SF.
TOTAL NUMBER OF PROPOSED PARKING SPACES (4 NEW SPACES)	6 SPACES
PROPOSED IMPERVIOUS AREA: (BUILDING, STEPS, WALKWAY, PAVEMENT 4 PAVERS)	4,371 SF.
TOTAL AREA OF DISTURBANCE:	2,749 SF.



1) THE RECORD OWNERS OF THE PROPERTY ARE KAREN E. RASMUSSEN & MANUEL PENA AS DESCRIBED IN A DEED RECORDED AT THE CLERK AND COUNTY REGISTRY OF

AS DESCRIBED IN A DEED RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 2705 PAGE 137.

2) THE PROPERTY IS LOCATED ON THE CITY OF PORTLAND TAX MAP 13, BLOCK L BEING SHOWN AS LOT 19-24.

3) THE BEARINGS SHOWN HEREON ARE BASED UPON GRID NORTH, NORTH AMERICAN DATUM OF 1983 (NAD 83) MAINE WEST ZONE.

CONTOURS AND ELEVATION DATA SHOWN HEREON ARE BASED UPON A FIELD SURVEY COMPLETED BY ST. CLAIR ASSOCIATES DURING NOVEMBER OF 2014. TOPOGRAPHIC DATA IS REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD 29).

HORIZONTAL AND VERTICAL CONTROL WAS ESTABLISHED UTILIZING A TOPCON GRS-1 DUAL-FREQUENCY GPS RECEIVER CAPABLE OF CENTIMETER ACCURACY AND HAS BEEN TIED TO HORIZONTAL AND VERTICAL CONTROL PROVIDED BY THE CITY OF PORTLAND DEPARTMENT OF PUBLIC WORKS ENGINEERING OFFICE.

4) PLAN REFERENCES:

A) BOUNDARY SURVEY AT 141 CONGRESS STREET, PORTLAND, MAINE MADE FOR CONGRESS 135 MARKET, LLC, DATED SEPTEMBER 30, 2014 BY OWEN HASKELL, INC.

5) THE PROPERTY LINE INFORMATION SHOWN HEREON IS BASED SOLELY UPON PLAN REFERENCE 4A ABOVE AND HAS BEEN ROTATED INTO NAD 83 AS REQUIRED BY THE CITY OF PORTLAND FOR SITE PLAN REVIEW. THE BASIS OF BEARING SHOWN ON PLAN 4A IS MAGNETIC NORTH. STCLAIR ASSOCIATES HAS NOT COMPLETED ANY BOUNDARY SURVEY WORK ON THIS SITE.

6) CONTRACTOR IS HEREBY ADVISED THAT EXISTING WALLS ALONG THE NORTHERLY AND EASTERLY PROPERTY LIMITS SHALL REMAIN. THE CONTRACTOR SHALL EXERCISE CAUTION INCLUDING THE PROPER INSTALLATION OF SHORING AND BRACING DURING EARTHWORK OPERATIONS TO MINIMIZE POTENTIAL DISTURBANCE TO THESE FEATURES, INCLUDING ANY BELOW GRADE FOOTINGS OR FOUNDATIONS. SHORING AND BRACING SHALL NOT BE REMOVED UNTIL DISTURBED AREAS ARE COMPACTED, BROUGHT TO FINAL GRADE AND THE WALL AND SURROUNDING SITE AREA ARE STABILIZED.

7) DURING CONSTRUCTION, THE CONTRACTOR SHALL INCORPORATE TREE PRESERVATION MEASURES AS OUTLINED IN SECTION 4 OF PORTLAND'S TECHNICAL DESIGN STANDARDS TO AVOID UNDUE DISTURBANCE OF THE EXISTING MATURE TREES ON THE SITE.

8) THE PROPERTY DOES NOT FALL WITHIN A SPECIAL FLOOD HAZARD AREA SHOWN ON THE FLOOD INSURANCE RATE MAP (FIRM) FOR CITY OF PORTLAND COMMUNITY PANEL NUMBER 230051 0014 B HAVING AN EFFECTIVE DATE OF JULY 17, 1986.

[illegible]

PROJECT NO.	FIELD BOOK	DESIGN	CHKD	DRAWN	DCS
14030					

SITE & GRADING PLAN
OF:
147 CONGRESS STREET
147 CONGRESS STREET
PORTLAND, MAINE
FOR:
CONGRESS 127 APARTMENTS, LLC
P.O. BOX 6285
CAPE ELIZABETH, ME 04107

SHEET 1 OF 2

14030S TAB 14030S

