

1. HP Legal Ad 3-4-15

Documents: [3-4-15 LEGAL AD.PDF](#)

2. Agenda

Documents: [3-4-15 AGENDA.PDF](#)

3. Communication Item #1

Documents: [COMMUNICATION ITEM 1.PDF](#)

4. Communication Item #2

Documents: [COMMUNICATION ITEM 2.PDF](#)

5. HP Memo - 147 Congress Street

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

6. HP Memo - 276 State Street

Documents: [HP MEMO - 276 STATE STREET.PDF](#)

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

On Wednesday, March 4, 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:

1. WORKSHOP

- i. Preliminary Review of Proposed Site Alterations, including Expansion of Parking Area; 147 CONGRESS STREET; Congress 127 Apartments, LLC, Applicant.
- ii. Preliminary Review of Proposed Roof Alterations; 276 STATE STREET; Brad and Colleen Brazell, Applicant.

2. 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

Scott Benson, Chair
Bruce Wood, Vice Chair
Glenn Harmon
Ted Oldham
Penny Pollard
Julia Sheridan
John Turk

HISTORIC PRESERVATION BOARD AGENDA **March 4, 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 FEBRUARY 18, 2015:**
 - i. Certificate of Appropriateness for Exterior Alterations; 416-420 FORE STREET/ 29 WHARF STREET; 416 Fore Street LLC., Applicant. *The Board voted 5-0 (Oldham, Turk absent) to approve the application subject to conditions.*
 - ii. Certificate of Appropriateness for Exterior Alterations; 57 SPRUCE STREET; James and Charlotte Gauthier, Applicant. *The Board voted 5-0 (Oldham, Turk absent) to approve the application subject to conditions.*
 - iii. Certificate of Appropriateness for ATM Enclosure; 100 COMMERCIAL STREET (THOMAS BLOCK); Soley Wharf LLC., Applicant. *The Board voted 5-0 (Oldham, Turk absent) to table the application pending receipt of an alternative proposal.*
 - iv. Certificate of Appropriateness for Driveway and Curbscut Installation; 112 VAUGHAN STREET; Carrie Hansen and Dick Hamilton, Applicant. *The Board voted 5-0 (Oldham, Turk absent) to table the application pending receipt of an alternative proposal, which shall be submitted prior to March 30th.*
- 4. WORKSHOP – 5:00 p.m.**
 - v. Preliminary Review of Proposed Site Alterations, including Expansion of Parking Area; 147 CONGRESS STREET; Congress 127 Apartments, LLC, Applicant.
 - vi. Preliminary Review of Proposed Roof Alterations; 276 STATE STREET; Brad and Colleen Brazell, Applicant.
- 5. CONSENT AGENDA**

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Following is the text of a presentation made by Historic Preservation Program Manager Deb Andrews at the Planning Board's 2/24/15 public hearing on CPB2's request to rezone the Portland Company property. At a previous workshop, the Planning Board had requested that HP staff provide a status report on the Historic Preservation Board's consideration of a potential Portland Company historic district.

Mr. O'Brien and Members of the Board:

As you will remember, the HP Board agreed in September to postpone its consideration of historic district designation of the Portland Company until the Planning Board had concluded its review of the applicant's rezoning request. This was a request of the Planning Director and the HP Board has to date honored that request.

Yesterday, Historic Preservation Board members John Turk and Ted Oldham submitted a letter to the Planning Department, officially nominating the Portland Company for designation as a local historic district. A letter of nomination, signed by at least two members of the Historic Preservation Board, is required by ordinance to formally initiate the designation review process. As I understand it, Mr. Turk and Mr. Oldham elected to move forward with the nomination based on their expectation that the Planning Board would soon be concluding its review of the requested rezoning and forwarding its recommendation to the City Council.

This morning, I informed the applicant of the nomination and I will a copy of the nomination letter to the full HP Board in advance of their meeting next week. Consistent with the ordinance's established time frames for designations, I have scheduled a workshop to begin review of the proposed designation on March 18th.

Although the Historic Preservation Board has not yet begun its formal consideration of a potential Portland Company historic district, I note that the eligibility of this property for designation was identified as early as 1976. In 1976, the Maine Historic Preservation Commission published the Portland Historic Resources Inventory. This inventory was produced in collaboration with the Portland Planning Department. Its purpose was to identify historic buildings and areas within the City that warranted formal recognition and preservation and to assist the City in developing a planned approach to the conservation of these resources. The Portland Company was specifically identified in this document as being eligible for listing in the National Register of Historic Places.

The Portland Company's eligibility for historic designation is also specifically identified in Portland's Historic Resources Design Manual. This document was adopted by reference as part of Portland's historic preservation ordinance in 1990.

When the developers first met with Planning staff in 2013 to discuss their interest in the property, staff made them aware that the Portland Company had been identified as eligible for historic designation and that they should be mindful of the likelihood of designation in their planning for the site.

Although the Portland Company's eligibility for designation has been known for some time, the *detailed documentation* required to support a designation had never been prepared. As you know from your recent review of the House Island district nomination, Portland's ordinance requires very thorough documentation of a nominated resource's architectural, historic and/or cultural significance in order to make the case for designation.

Last summer, the Planning Department hired Sutherland Conservation & Consulting to provide this level of documentation. Sutherland was asked to research and document the history of the Portland Company itself, its role in the history of Portland, and its significance in the context of national trends in manufacturing and transportation.

Sutherland was also asked to document the development history of the site itself, identifying the construction date of each extant structure and the role it played in the manufacturing processes of the Portland Company. They were also asked to assess the relative contribution of each building to one's understanding of how the Portland Company functioned. Finally, they were asked to assess the integrity of each structure—that is, the extent to which the structure retains its original or historic character.

The Sutherland report was completed in September. On September 17th, Scott Hanson made a presentation to the Historic Preservation Board on its research and findings. This presentation was followed by a tour of the property in early December led by Mr. Hanson. These presentations were made for informational purposes only and there was no Board discussion or deliberations following these presentations.

The other study commissioned in preparation for the City's historic district designation review process is a building condition report. In reviewing any proposal to designate an historic structure, the Board is required to consider the condition of the nominated resource and the relative feasibility of its rehabilitation/reuse. In early December, the Planning Department hired a team led by Resurgence Engineering to prepare a building condition report for the City's consideration. We understand that that report will be completed very soon, possibly by the end of this week.

So that's where the historic preservation review process stands at the moment. I'm confident that we have assembled the level of documentation necessary for the Historic Preservation Board to deliberate on the proposed designation and to develop a well-founded, well-reasoned recommendation to the Planning Board and City Council as regards designation.

February 23, 2015

Deb Andrews
Manager, Historic Preservation Program
City of Portland
389 Congress Street
Portland, ME 04101

Dear Deb:

We, as members of Portland's Historic Preservation Board, are writing to the department to request nomination of the Portland Company Complex as a historic district. We believe there is sufficient information provided in the report about the history and significance of The Portland Company prepared by Sutherland Consulting to demonstrate how this complex meets the City's criteria for historic designation.

We would request that a nomination for the Portland Company as an historic district move forward as outlined in Section 14-615, 14-616 and 14-619 of the City's Code of Ordinances.

Thank you for your consideration of this request.

Yours sincerely,

John Turk
Historic Preservation Board Member

Ted Oldham
Historic Preservation Board Member

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

**WORKSHOP
147 CONGRESS STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: February 26, 2015

RE: March 4, 2015 Workshop – Second Review of Proposed Parking and Site Alterations

Address: 147 Congress Street

Property Owners: Congress 127 Apartments LLC

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

Project Engineer: Nancy St. Clair, St. Clair Associates

Introduction

Project Engineer Nancy St. Clair has requested a workshop on behalf of the owners of 147 Congress Street, to hear the Board's feedback on several alternative designs for parking and site alterations. Board members will recall the first review of this project on January 7, 2015, a public hearing at which the item was tabled pending consideration of alternative designs. Though the original proposal offered positive changes in the appearance of the property, by moving parking from the front to the less visible rear, the Board expressed serious concerns over the impact of the six proposed parking spaces on the historic house and grounds.

Having reviewed the Board's feedback with staff, the applicants decided to seek further direction by submitting several alternatives, each responding differently to the January comments. Ms. St. Clair and her clients are hopeful that considering several alternatives in a workshop will help her to quickly generate a final proposal focused on the design priorities. The engineer has supplied three alternate designs and a detailed narrative that describes the features of existing conditions, the original proposal, and the three newly submitted drawings. Parts of the original January 7 submission are included with this packet to provide background images of the site.

Original Proposal and Board Response

On January 7 Mr. Shumadine and Ms. St. Clair presented a site plan which proposed to eliminate parking at the front of the lot close to Congress Street, replace it with a brick driveway and landscaped borders, and create six new parking spaces at the rear of the property behind a new fence and automatic gate. Board members will recall that 2 of the proposed spaces would be reserved for the future occupants of the house. The other 4 spaces were to be leased to the condominium association at 137 Congress Street (137 Congress was recently rehabbed and converted to condos by the applicant.) See applicants' description and renderings for more details about the original proposal.

The Board noted that the proposal offered a number of improvements to the current condition of the site, including the elimination of parking at the front of the lot, the introduction of a discrete driveway, as well as the demolition of a rear shed and attached addition and stairs (neither of which is original, nor in good condition.) That said, Board members were concerned at the intensity of use and the amount of backyard space given over to six parking spaces and paved circulation areas. Several feared the implications of the proposed parking for the future viability of the house, which the owners plan to offer as a single family home. Several neighbors offered public comment that lamented the loss of what had been a notable garden in the back yard. (The plantings were apparently removed in 2014.) Members of the public also questioned the practicality of the plan in regards to snow removal, and said the current parking arrangement is adequate. The Board on the whole characterized the proposal as a dramatic change to the character of the property. In addition several Board members described the high brick wall at the rear of the property as a character-defining feature of the site that should not be obscured.

In noting that the degree of change and the intensity of the proposed parking use concerned them, more than one Board member left open the possibility that there might be a way to scale back and modify the proposal to make it more compatible with the historic house. The applicants argued that a reduction of one or two parking spaces would not significantly reduce the amount of impervious area required in the plan because of the circulation space still required. Nonetheless the Board clearly wished to see fewer than six parking spaces, some separation between house and parking, and more buffering green space.

Revised Proposals

Ms. St. Clair's project description describes her efforts to address the Board's concerns while still meeting the needs of the property owners. The alternatives submitted provide an opportunity to weigh the various features and their importance. Each plan includes five parking spaces, with an altered balance of the other features for different results. None of the current proposals includes the original submission's fence with the automatic gate. Among the aspects to be considered in these designs are:

- Size of parking spaces – all spaces are compact in these iterations: 8' x 15'
- Size and shape of paved areas devoted to circulation and turning
- Total amount of impervious surface
- Size and location of green, landscaped areas - including backyard area for the house

- Separation of the house from parking – green buffer areas at the back corner of the house
- Visibility of the parking from Congress Street
- Visibility of the existing tall, brick garden wall at the back of the property
- Advantages / disadvantages of including a fence and gate across the driveway to hide parking

Staff Comments

Perhaps the central question for the Board's consideration is whether any of the three current alternatives represent enough of a departure from the original proposal to be a compatible site alteration. A related question that must be asked is whether any design including five parking spaces can be considered a compatible use - one that would not be detrimental to the character and viability of the property. The thorough notes provided by Ms. St. Clair detail her efforts to balance the competing needs of creating the desired number of spaces, the turnaround space required to ensure that cars do not have to back out onto Congress Street, and the historic preservation concerns for maintaining the character of the property. Staff has to question whether this is all possible with a five-space parking proposal.

Staff has discussed the current proposals with Portland Planning staff and with consulting traffic engineer Tom Errico, concerning the circulation space required to turn and exit facing frontward onto Congress Street. Mr. Errico's opinion is that Sketch Plans 12 and 13 best meet the requirements for viable turning space for vehicles. He questions whether Sketch Plan 14 (the option with the least paved area) would provide viable turn-around space for all spaces if all five spaces were occupied. This plan might provide a more workable solution with only four parking spaces, and the substitution of a turn-around space for one of the two spaces on the north side of the lot.

Mr. Errico points out that the current parking arrangement at the property requires backing out onto Congress Street. Portland codes allow planners to require parking plans that make backing out onto a busy street unnecessary, but on this section of Congress Street Mr. Errico would be comfortable if backing out is occasionally a necessity. He is also comfortable with all of the proposed parking designed as compact spaces – full sized vehicles would find spaces tight but as long as the majority of them are not very large the plans will work. Finally, the proposals show the driveway widening from 10' at the interior to 12' at the right-of-way, and Mr. Errico noted that if an effort is being made to limit hardscape, the width could be 10' all the way to the sidewalk.

Among other considerations for the Board and for the applicants:

- Site Plan review of this proposal by Portland's Planning Office would include consideration of storm water control measures, the amount of impervious surface, and the possible fees that would be imposed once the City's new storm water fee system takes effect.
- To maintain a viable parking area, snow removal would probably have to include trucking snow offsite during high snow periods.
- Each of the three new alternatives offers more buffer and yard area for the house, with Sketch Plan 14 providing the most yard or garden space.

- Staff is unclear about the relative importance to Board members of the visibility of the brick garden wall, compared with other concerns. Elimination of the fence across the driveway makes the wall more visible, while the three options under current consideration vary in the number of cars that would be parked in front of the wall.
- Site alterations are in theory reversible, though if legal commitments are made to provide parking for the off-site condos, future reclamation the yard for other uses may be unlikely.

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.*
- (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.*

Attachments

1. Site photographs and renderings provided for January 7, 2015 Board meeting
2. Applicant's project description – dated 2/20/15
3. Alternate sketch site plans, with detail sheet

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

Exhibit A

View of the Site as
observed from
Congress Street.

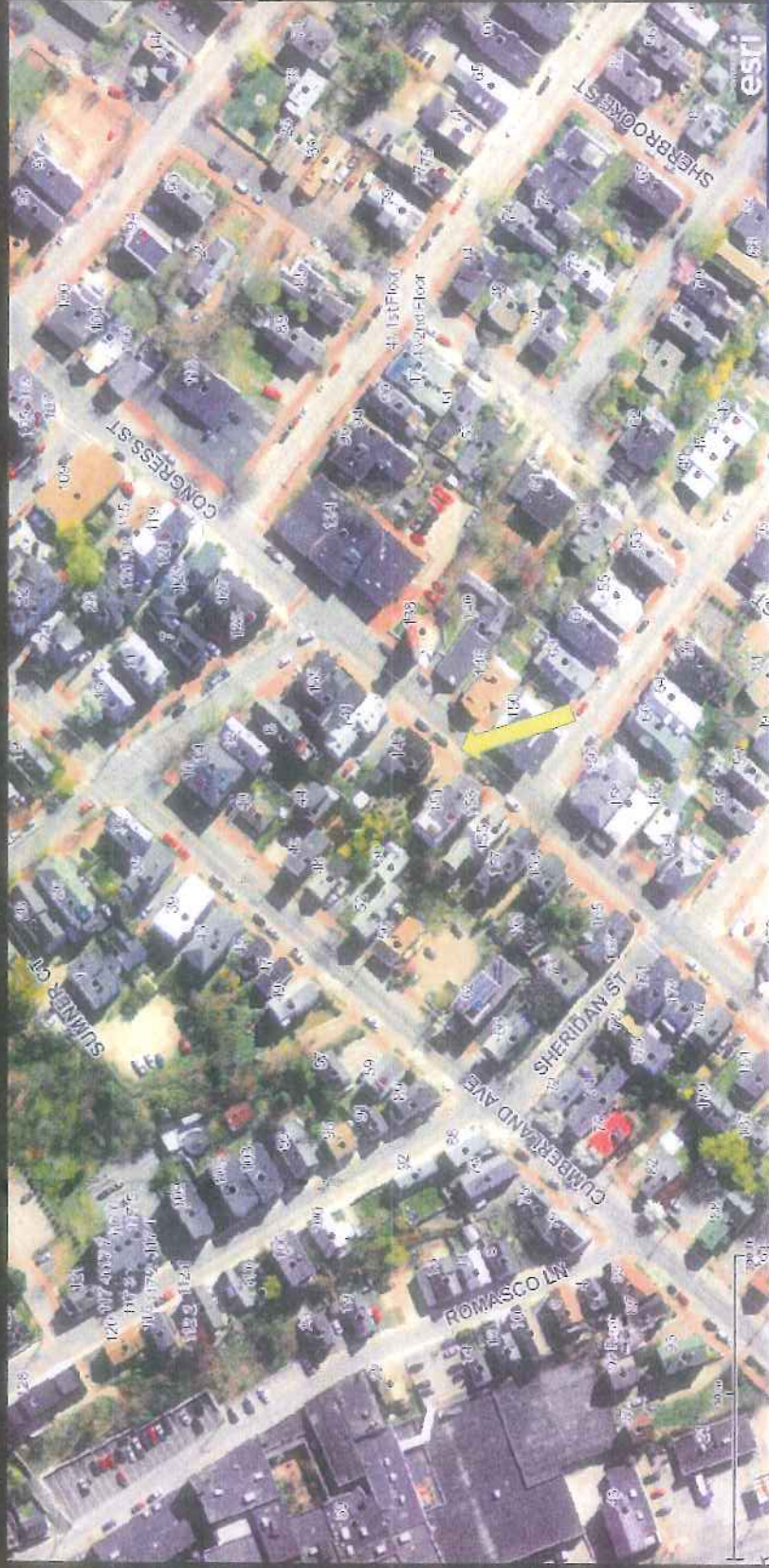
Note the three
vehicles parked in
the gravel parking
area to the left of
the building. This
parking area will
be converted to a
single driveway
with brick pavers.



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 06:42:11 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*

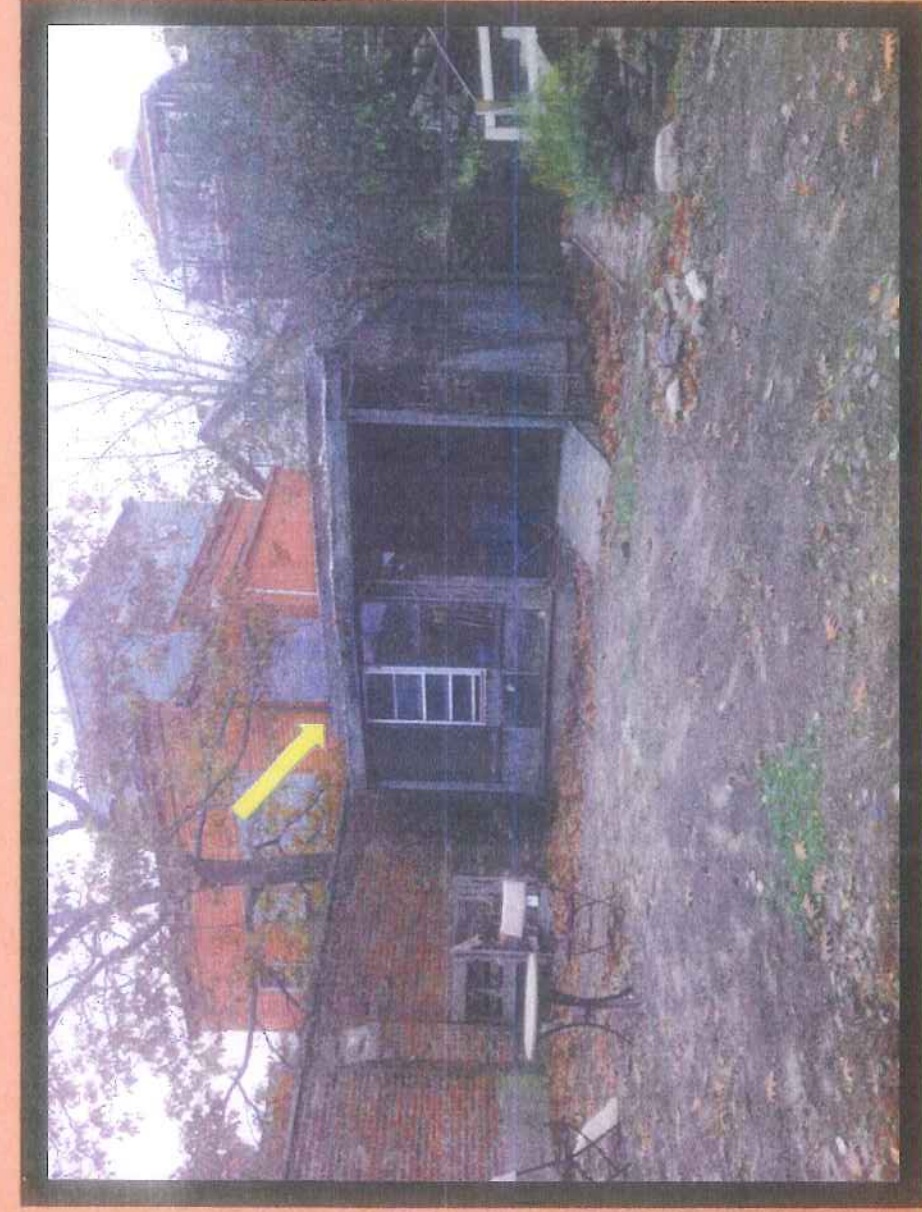


Exhibit C

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.

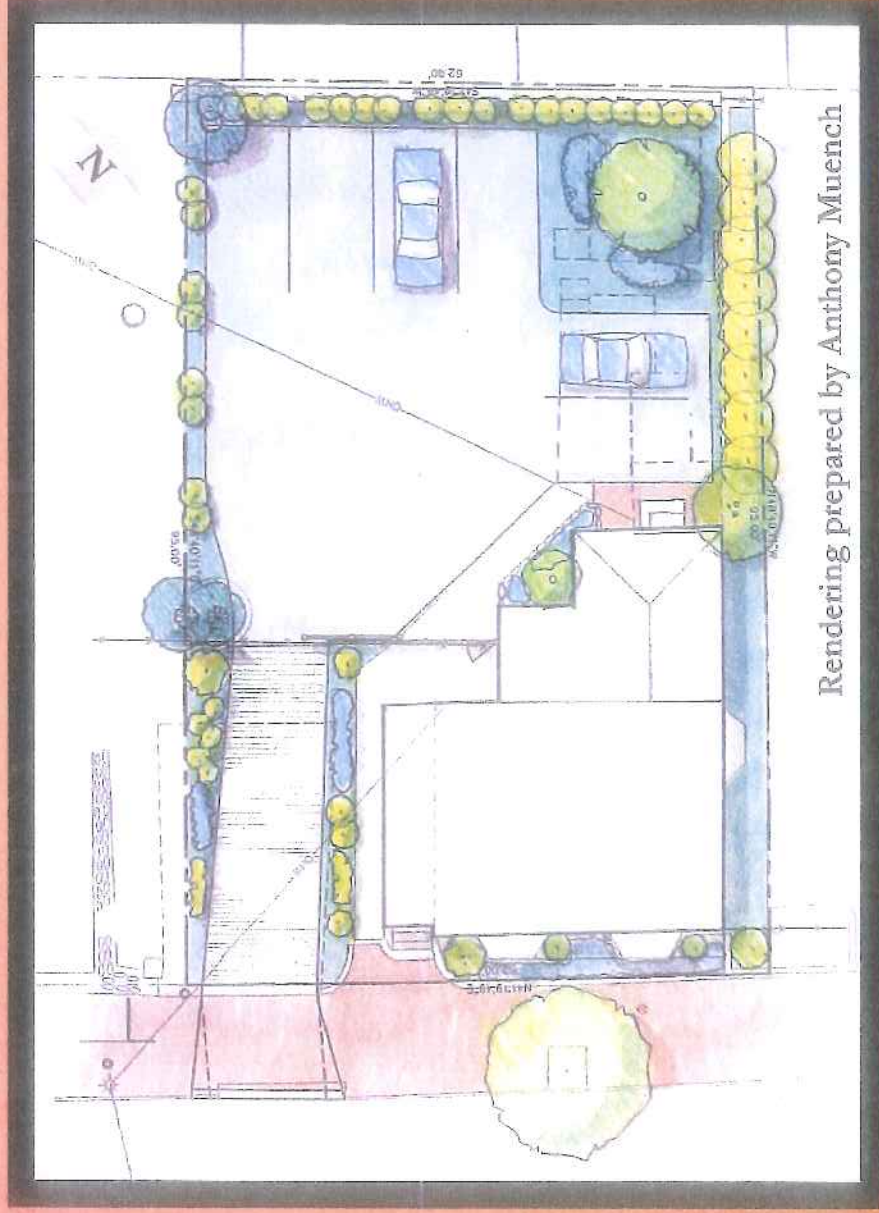


Photo provided by applicant. Date Taken - November 4, 2014

*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



Rendering prepared by Anthony Muench

Exhibit H

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 open.

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



Rendering prepared by Anthony Muench

Looking northwesterly from Congress St.

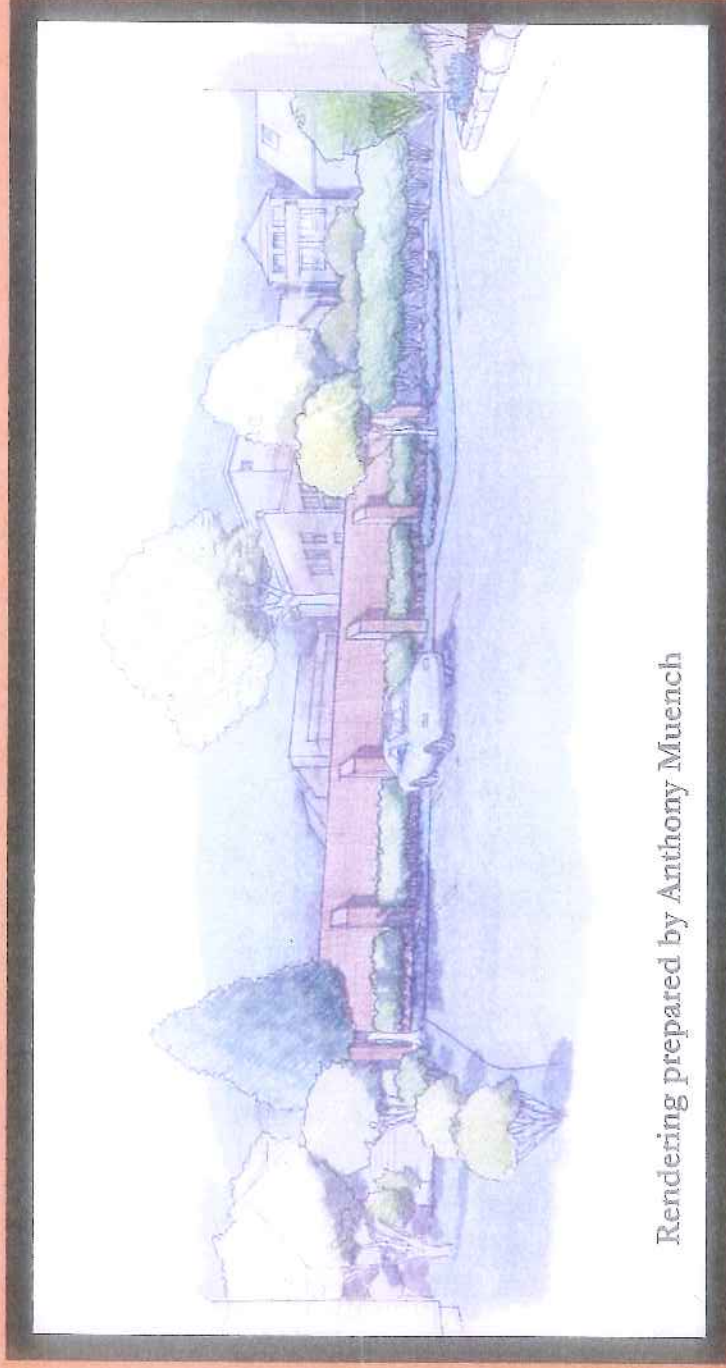
Exhibit I
Comparison of
Existing
Conditions and
Proposed Site
after
improvements
are complete.
Proposed gate
is open.



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

Exhibit J

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



Rendering prepared by Anthony Muench

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

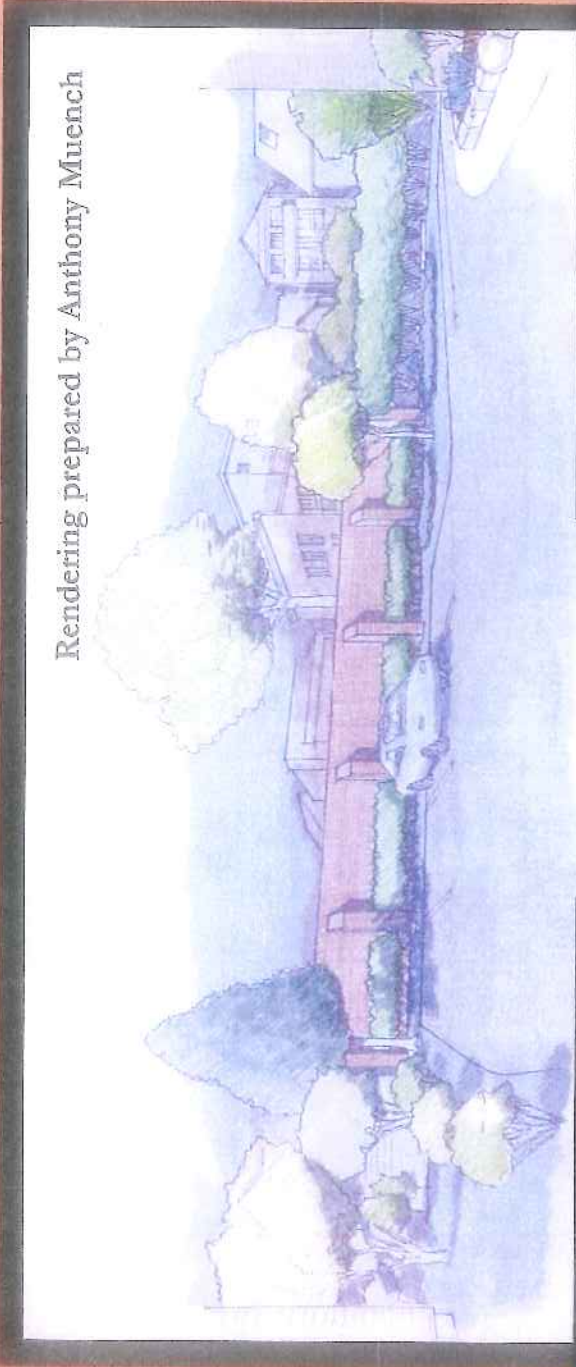
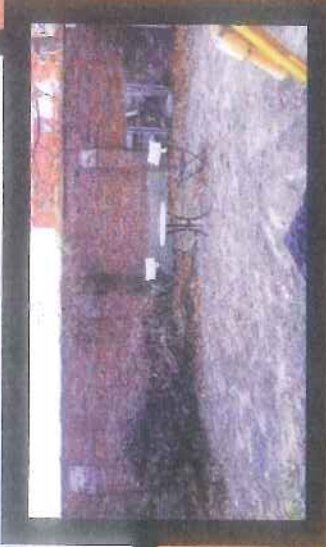


Exhibit K
Comparison
photos
showing the
existing
conditions and
proposed
improvements
at the rear of
the site.



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.



Rendering prepared by Anthony Muench

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.



Att. 2



14030

February 20, 2015

Deborah G. Andrews, Manager
Robert Wiener,
Historic Preservation Program
Department of Planning and Urban Development
City of Portland
City Hall, 4th Floor
389 Congress Street
Portland, ME 04101

147 Congress Street

Request for Placement on March 4, 2015 Historic Preservation Board Agenda
Workshop Session to Review Site Alternatives
Congress 127 Apartments, LLC

Dear Deb and Rob,

We appreciated the opportunity to meet with the Historic Preservation Board members on January 7, 2015 to discuss the Applicant's proposed site improvements at 147 Congress Street. As we discussed with you, Rob, during our follow-up meeting with you on February 10, 2015, we have considered the input provided during the Historic Preservation Board (HPB) meeting and have developed various site alternatives that we would like to present to the HPB in a Workshop format during their upcoming meeting on March 4, 2015.

With the submittal of this letter/narrative and attached plans, we are hereby respectfully requesting that this matter be removed from the "Tabled" status and that the prior application materials submitted to the HPB in support of the January 7th presentation be incorporated by reference into this package. We will have the prior renderings and plans on hand during the March 4th workshop session with the HPB for reference during our discussions.

As you suggested, we have prepared a brief summary of each of the three enclosed concepts. We would like to present all three concepts to the HBP during the upcoming Workshop session, as each has certain features that address the comments we received during the last meeting with the HPB in January.

Using the input gathered from the HPB at the March 4th Workshop meeting, we will refine the preferred concept for submittal and formal review (and hopefully approval) by the HPB at their following meeting on March 18, 2015.

Other Approvals

As we have discussed, the project also must obtain a Level 1 Site Plan approval through the Planning Staff, as well as a Conditional Use Approval from the Zoning Board of Appeals (ZBA). These applications have not yet formally been filed, as we had intended to get the HBP Approval as the logical first step in the permit review process.

As a result of the discussions at the prior meeting with the HPB, and based on the input received during our meeting with you, we will also be coordinating with other department representatives in the interim between our filing of these sketches and our return visit to the HPB.

As you suggested, we will be reaching out to Barbara Barhydt regarding the Planning staff review, and Ann Machado regarding the ZBA review. Our goal would be to gather initial input from the department representatives between now and the March 4th HPB workshop meeting, such that we can reach resolution on a preferred design at the HPB workshop and have a general comfort level that the plan will not encounter serious hurdles as part of the review by the other City departments.

Existing Site Conditions

As you may recall from the prior presentation to the HPB in January, there is an approximately 18' wide by 28' long gravel parking area located on the westerly side of the house. This existing parking area is located immediately off Congress Street and partially overlaps onto a portion of the adjacent property. This area currently provides a head-on parking area that is at least two vehicles wide and sometimes two-deep, thus providing 4 possible parking spaces immediately to the side of the house.

Based on a review of prior site photos and aerial photos, it appears that sometimes vehicles have even parked three-wide in this area. Vehicles park in front of an existing approximately 6' tall wooden fence that extends between the house and the abutting property.

As previously noted to the HPB, the rear of the site includes a wooden porch addition and stairway area that were added on to the original brick residence and are in poor condition. There is also a free standing shed that is in very poor condition.

Hardscape features in the yard include a concrete sidewalk that runs along the side and rear of the house. In addition, a stone and rubble wall extends along the area of the porch and stair addition and is approximately 12" to 15" high. A large brick wall extends across the entire rear property line. This brick wall is in relatively good condition and will remain.

Site photos also show the limited vegetation that is remaining in the rear of the site. The majority of the ground cover in the rear yard is hard packed exposed soil and loose rocks. A row of tall evergreens is located immediately to the rear of the fence described above. One mature evergreen tree is located in the northwesterly corner of the site, against the front of the large brick wall. A couple of smaller deciduous trees are located near the house. These two trees are relatively small in caliper (approximately 1" to 2") and appear to have been planted within the past few years.

Original Plan

As you recall, the Applicant's original plan proposed the elimination of the parking immediately off Congress Street adjacent to the side of the house and proposed parking for a total of six vehicles at the rear of the property. The existing approximately 18' by 28' gravel parking area was proposed to be converted to an approximately 10' to 12' wide driveway (constructed of brick pavers) with new lawn area flanking each side.

This layout provided parking for the existing house and accommodated the nearby condominium units on the corner of Congress and North Street that currently do not have off-street parking. Vehicles that once all had to back out directly onto Congress Street would now have the ability to turn around and exit the site looking forward.

This eliminated the parking that overlapped onto the adjacent property and added new greenspace to this area. Parking that was once highly visible from Congress Street was proposed to be relocated to the rear of the site and screened by a proposed 6' tall fence and gate. The gate would automatically close, thus keeping the rear area of the site fully screened from the view from Congress Street.

At the rear of the site, four parking spaces were proposed adjacent to the brick wall along the back property line. Two spaces were also proposed in the vicinity of the rubble retaining wall described above. Each space was sized at 9' wide by 18' long and had a 24' wide maneuvering area, in accordance with the Technical Standards for standard stall sizing cited in the Portland Ordinance.

The wooden addition which included the porch and stairs was to be torn down. Windows that had been converted to doorways to access the wooden addition would be converted back to their original style, such that the rear of the existing brick building would be restored. The shed would be torn down and that area would be converted to greenspace. A new patio and steps was also proposed.

As we noted during our presentation to the HPB, the attributes to this design included:

- the removal of the highly visible parking from the frontage of the site
- the addition of new greenspace to the side of the residence
- conversion of an existing expanse of gravel to a defined brick paver driveway
- the screening of the view of the rear of the site with a new fence and gate
- the reduction in the potential for vehicles backing into Congress Street
- a reduction in demand for on-street parking in the Munjoy Hill neighborhood
- the removal of a non-historic wooden addition and shed in poor condition

HPB Feedback

Based on the discussions at the HPB meeting in January, there were several Board members who recognized the plan attributes cited above, and were generally in support of the benefits provided by the proposed elimination of the parking that was so prominent on the site.

However, there were some Board members that raised concerns about the extent of area at the rear of the site that would be affected by the proposed changes. They asked that reconsideration be given to the amount and extent of parking proposed at the rear of the site.

There was also a discussion about the view of the existing brick wall along the rear property line and whether a 6' high fence and gate would provide too much screening and would limit the view of this feature. The Board seemed somewhat mixed on whether a fence and gate would be a preferred feature, or whether a greater view of the brick wall was more desirable.

Alternative Concepts

Based on the feedback obtained during the January 7th meeting with the HPB, and our discussions with you during our recent meeting on February 10th, the applicant has prepared the enclosed alternative concepts for further review and discussion at the upcoming workshop session with the HPB. Each concept has its own features and reflects changes made to address the comments offered by the HBP members, however there also are common elements that occur in each plan, as described below.

Common Elements

The following paragraphs highlight the elements that are common to all of the enclosed updated concepts.

Removal of Existing Gravel Pad

Since the HPB seemed generally supportive to this program feature, each concept proposes the removal of the existing gravel pad and relocation of the existing parking on the site to a less prominent spot. As in the original proposal, each concept includes the removal of the existing gravel pad immediately off Congress Street and proposes the construction of a new brick paver driveway along the side of the house. The new 10' to 12' wide driveway will have greenspace on each side. This will soften the view of the property from Congress Street and will provide better definition of the access into the property. The use of brick pavers will tie into the existing brick sidewalk along the site frontage and will coordinate with the brick structure itself.

Reduction in number of proposed spaces

It is important to note that all of the enclosed concepts reflect a reduction in the number of requested spaces from 6 (as previously proposed) down to 5 spaces. This reduction in the number of proposed parking spaces down to 5 has been made in direct response to comments received at the HPB meeting and reflects a significant change on the part of the applicant's overall program to provide parking for his properties.

Reduction in overall impervious area

It is our understanding from some of the comments received at the HPB meeting, that given the recent designation of the site as an Individual Historic Landmark, there may be some latitude to reduce the parking sizes from the original 9' wide by 18' long (which was based on the full size space cited in the Ordinance). The enclosed plans reflect a downsizing of each space to 8' wide by 15' long, which is the compact space size cited in the Ordinance. Each concept maintains a 24' wide maneuvering area, to allow vehicles to circulate within the site.

As we have discussed with you, we would respectfully request that the Historic Preservation Program staff provide support for this reduction in parking space size as we continue with the review of this project through the other municipal departments. Each of the enclosed concepts incorporates these dimensions.

Removal of wooden addition and shed

In addition, as discussed at the January HPB meeting, each concept also reflects the removal of the wooden addition (the enclosed porch, decks and stairs) that had been constructed when the building had been used as a rooming house. The rear windows that had been converted to doors (to provide access the wooden addition) will be restored to be compatible with the original windows along the rear of the residence.

In addition, although not all of the enclosed concepts require removal of the existing shed at the rear of the property, the applicant is proposing to demolish this shed which is in poor repair.

All parking will remain private

During the January HPB meeting, there was some discussion regarding the distinction between public parking and private residential parking. All parking proposed as part of this plan is, and shall remain private. There will be no public parking allowed and no parking will be allowed for customers or employees of the store located at the corner.

The existing residence will have an area to park two vehicles, with the remaining spaces being allocated to the individual homeowners within the three-unit condominium located nearby. The legal right to use these specific spaces will be addressed by the establishment of easements for the individual owners of the condominiums.

In order to maintain the residential setting, the applicant proposes to not stripe individual spaces but rather to identify the locations by more pedestrian scale amenities such as small decorative bollards or other similar elements.

Descriptions of Each Alternative

SK-12

This Conceptual Plan was prepared based on the discussion by HPB members regarding the view of the existing approximately 9' high brick wall at the rear of the site. The original plan presented in January had proposed parking in front of this wall, along with a full 6' high fence and gate to screen the view of the rear of the site from Congress Street. This concept creates a focal point with the existing wall and offers an approximately 24' wide unobstructed view of the wall.

The proposed fence and gate have been eliminated. The majority of the parking has been located behind the building. Four spaces are proposed to the rear of the building, with one parallel space located on the westerly side of the site. The limit of pavement has been shifted away from the wall, to allow an approximately 6' minimum width of greenspace along the entire extent of the existing brick wall at the rear of the site. This provides an additional buffer for the existing evergreen tree located at the northwesterly corner of the site, immediately in front of the existing 9' high brick wall.

A new, generally crescent shaped, greenspace has been added behind the building, in the vicinity of the existing angled sidewalk behind the building. This new greenspace area encompasses the two existing deciduous trees that remain on the site. The two existing trees will be accented by additional plantings in this area.

The proposed parking spaces to the rear of the building have been shifted slightly to the west to provide a link between the rear of the house and the additional greenspace at the rear of the site.

SK-13

This concept was prepared to provide a larger greenspace immediately to the rear of the house and provide a greater separation between the house and the parking. All of the parking has been shifted to the rear of the site, allowing for an open central core area adjacent to the rear exit of the house. The area that is currently encumbered by the wooden addition (i.e. the porch, deck stairs and ramp) and the shed would all become a new greenspace which connects to the rear of the site.

There would be a continuous green strip (approximately 4' minimum width) along the face of the existing brick wall along the rear of the site. As the plan shows, the existing evergreen tree in the northwesterly corner of the parcel is proposed to remain.

In addition, there is a landscaped island that encompasses the two small deciduous trees located near the angled sidewalk to the rear of the house. This is similar to SK-12, but the island is more rectangular.

No fence and gate are proposed with this concept, it is envisioned that low growth plantings in the proposed island area, coupled with the preservation of two of the existing cedars (in the location of the existing fence) will offer buffering of the majority of the parking spaces at the rear of the site.

The installation of low growth plantings would soften the view of the rear of the site and allow a view of the upper portions of the existing wall at the rear of the property.

SK-14

SK-14 was established to provide a logical separation between parking associated with the house and the condominiums. This plan integrates an L-shaped configuration similar to the original plan that was presented. Three spaces are proposed to face the existing wall at the rear of the site, while the two spaces nearest the house would be used by the homeowners.

This type of layout consolidates the maneuvering area to the extent practicable, thus providing for a larger greenspace area to the rear of the house and a larger block of greenspace in the northeasterly corner of the site. The block of greenspace in the northeasterly corner of the site (to the rear of the building and in the area of the shed) provides a sizeable area for use as a garden or other outdoor living activities.

The island by the angled sidewalk still retains the two existing deciduous trees behind the house. But, since the parking and maneuvering areas are consolidated to provide additional greenspace to the rear of the site, the island is slightly longer and narrower than those shown on the other concepts.

The three proposed parking spaces that face the existing brick wall are set approximately 5.5' (min.) from the wall and allow for a continuous greenspace corridor along the rear of the site. As with the other concepts, the existing evergreen in the northwest corner of the site is proposed to remain.

Summary of Concepts

As the enclosed conceptual sketches show, we have offered a variety of layouts, all of which contain certain key aspects that we believe are vital to the program success. Each of the enclosed alternatives respond to various comments that we have received thus far throughout the process.

It is important to note that with any of these Concepts, the Applicant's provisions to improve the site (by eliminating the prominent parking immediately adjacent to Congress Street, construction of a brick paver driveway and lawn area in place of the existing gravel pad, and removal of the wooden building addition and shed, along with

the associated building renovations and landscaping enhancements) all have a financial aspect that affects the overall feasibility of the project.

The ability to offer off-street parking to his condominium owners is a very important part of the program. The value added to his condominium units by including accommodations for off-street parking helps to defray some of the cost of doing these site improvements. In addition, there is an overall benefit to the neighbors and residents in the area who compete for available parking on the street.

Next Steps

We look forward to the opportunity to further discuss these alternatives with the HPB and will seek to identify the preferred alternative that is mutually acceptable to address the project needs during the March 4, 2015 HPB workshop session.

With the selection of a preferred alternative, we would then return to the HPB with a formal design and request for approval during their March 18, 2015 meeting, such that we may proceed with the review process through the other municipal departments.

Application Materials

In addition to this cover letter, we have included 15 copies of the following items in support of this Workshop Request:

- SK-12
- SK-13
- SK-14
- Detail Sheet

Closure

We look forward to working with you and other staff members in the City, along with the Historic Preservation Board to complete the local review process. We appreciate the opportunity to present the enclosed Sketches to the HPB in a workshop format during their upcoming meeting on March 4th, 2015.

In the interim, please contact me if you have any questions, or require any additional information. We look forward to hearing from you.

Sincerely,

ST.CLAIR ASSOCIATES

A handwritten signature in dark ink, reading "Nancy St. Clair". The signature is fluid and cursive, with the first name "Nancy" being larger and more prominent than the last name "St. Clair".

Nancy J. St. Clair, P.E.

Vice President

NJS:njs

c: Congress 127 Apartments, LLC
Project Team



1) THE RECORD OWNER OF THE PROPERTY IS CONGRESS 121 APARTMENTS, LLC AS DESCRIBED IN A DEED OF KAREN E. RASMUSSEN & MANUEL PENA DATED DECEMBER 2, 2014 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 31946 PAGE 150.

- 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 147 CONGRESS STREET, PORTLAND, MAINE MADE FOR CONGRESS 135 MARKET, LCL, DATED SEPTEMBER 30, 2014 BY OWEN HASKELL, INC.
- B) 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.
- C) 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 TO MAINTAIN THE INTEGRITY OF THE EXISTING STRUCTURE AND TO PROTECT THESE FEATURES, INCLUDING ANY BELOW GRADE FOOTINGS OR FOUNDATIONS. SHORING AND BRACING SHALL NOT BE REMOVED UNTIL DISTURBED AREAS ARE COMPLETED, BRUGHT 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 UNNECESSARY REMOVAL OF THE EXISTING MATURE TREES ON THE SITE.
- 8) THE PROPERTY DOES NOT FALL WITHIN A SPECIAL FLOOD HAZARD AREA SHOWN ON FLOOD INSURANCE RATE MAP (FIRM) FOR CITY OF PORTLAND COMMUNITY PANEL NUMBER 1320203 0014 B HAVING AN EFFECTIVE DATE OF JULY 11, 1986.
- 9) THE LOCATION OF THE ZONE LINE SHOWN HEREON IS BASED UPON INFORMATION IN THE CITY OF PORTLAND GIS ONLINE DATABASE.

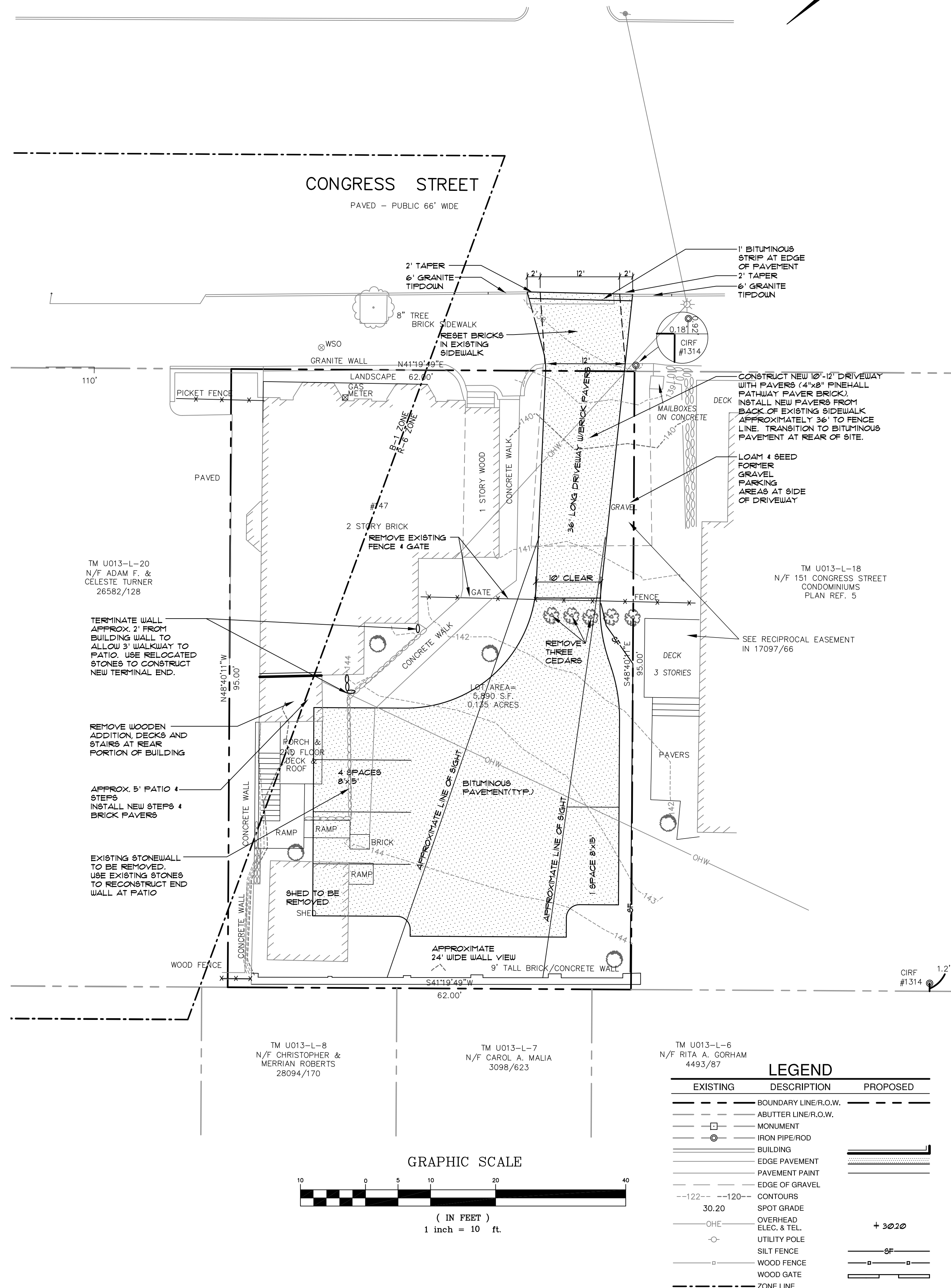
ST. CLAIR ASSOCIATES

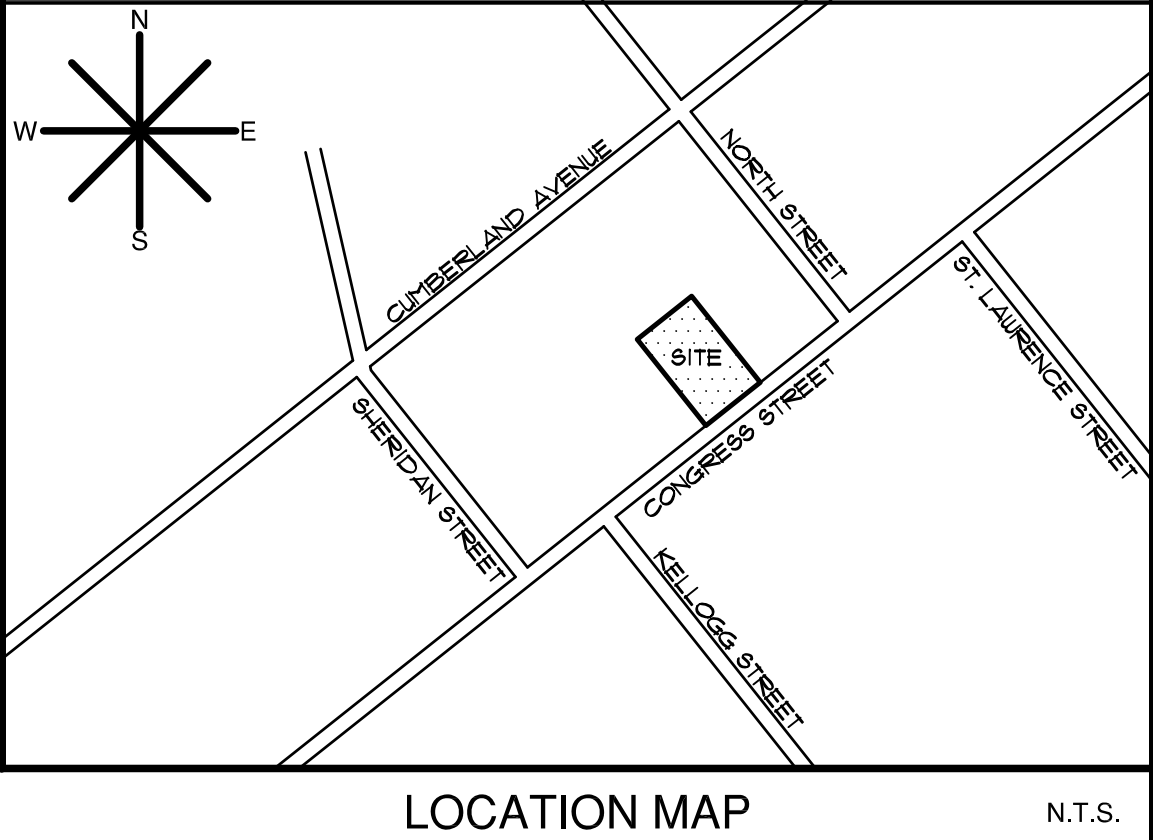
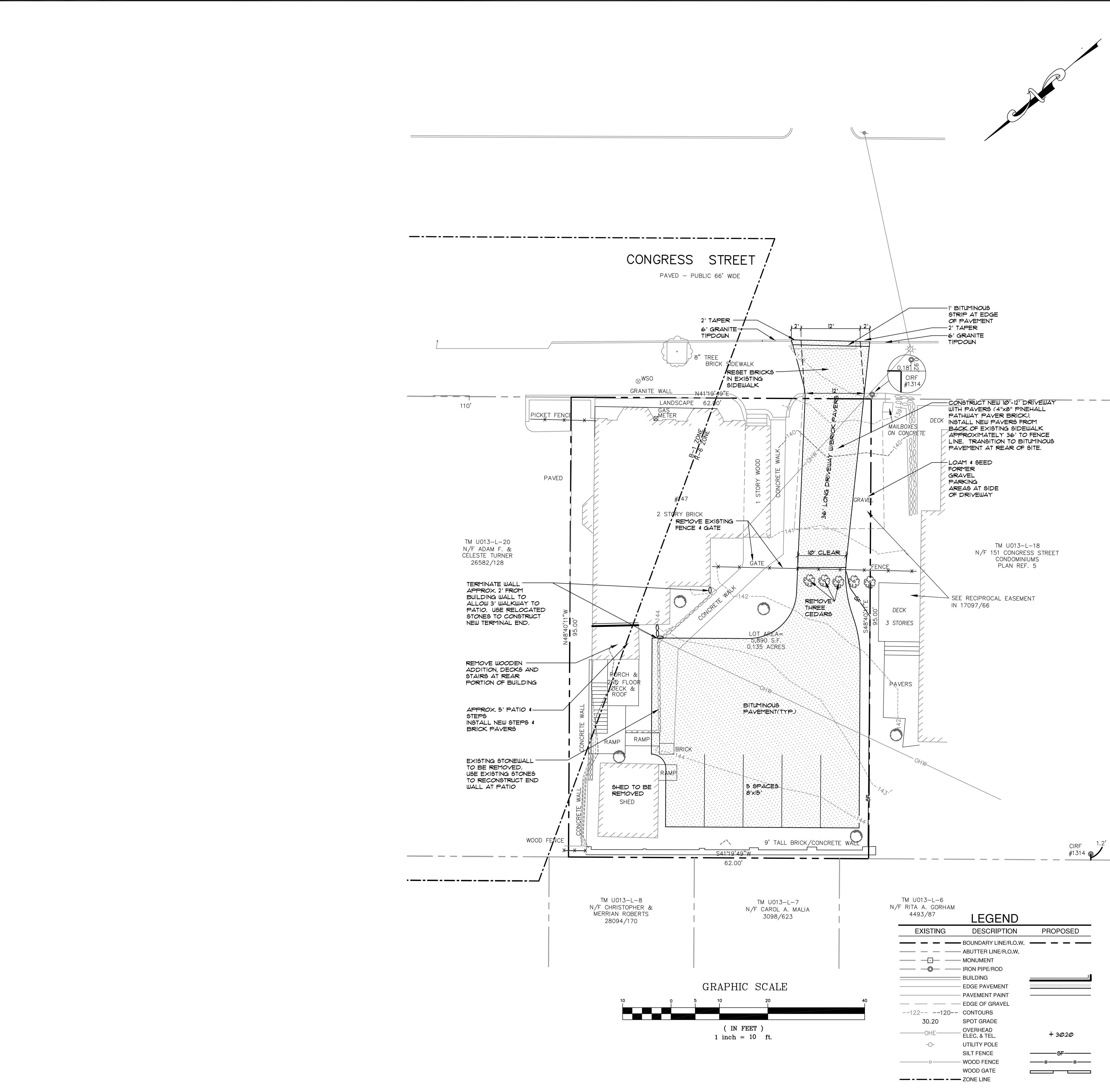
LAND SURVEYING AND CIVIL ENGINEERING

34 Forest Lane
 Cumberland, MD 21202
 Tel. (207) 929-5555

PROJECT NO.	FIELD BOOK	DESIGN	CHKD	DRAWN
14030	OHI	NJS	NJS	DOS

DATE	SCALE
11-11-14	1"=10'





GENERAL NOTES

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ST. CLAIR ASSOCIATES
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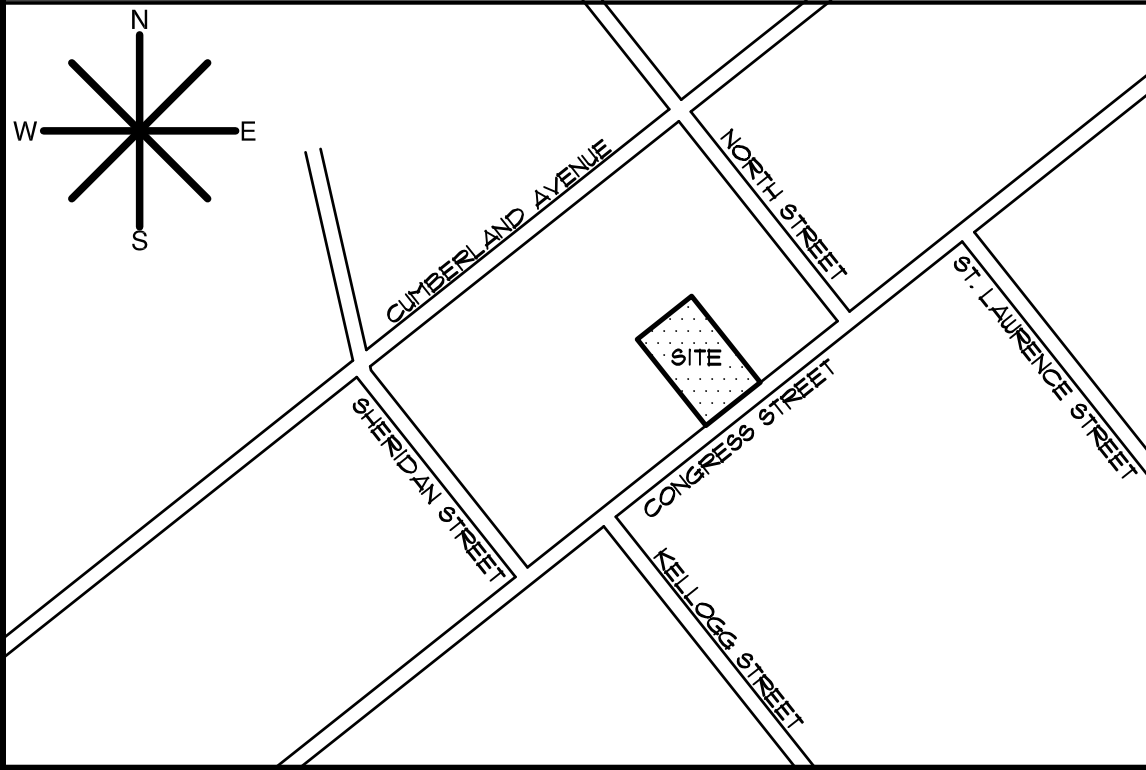
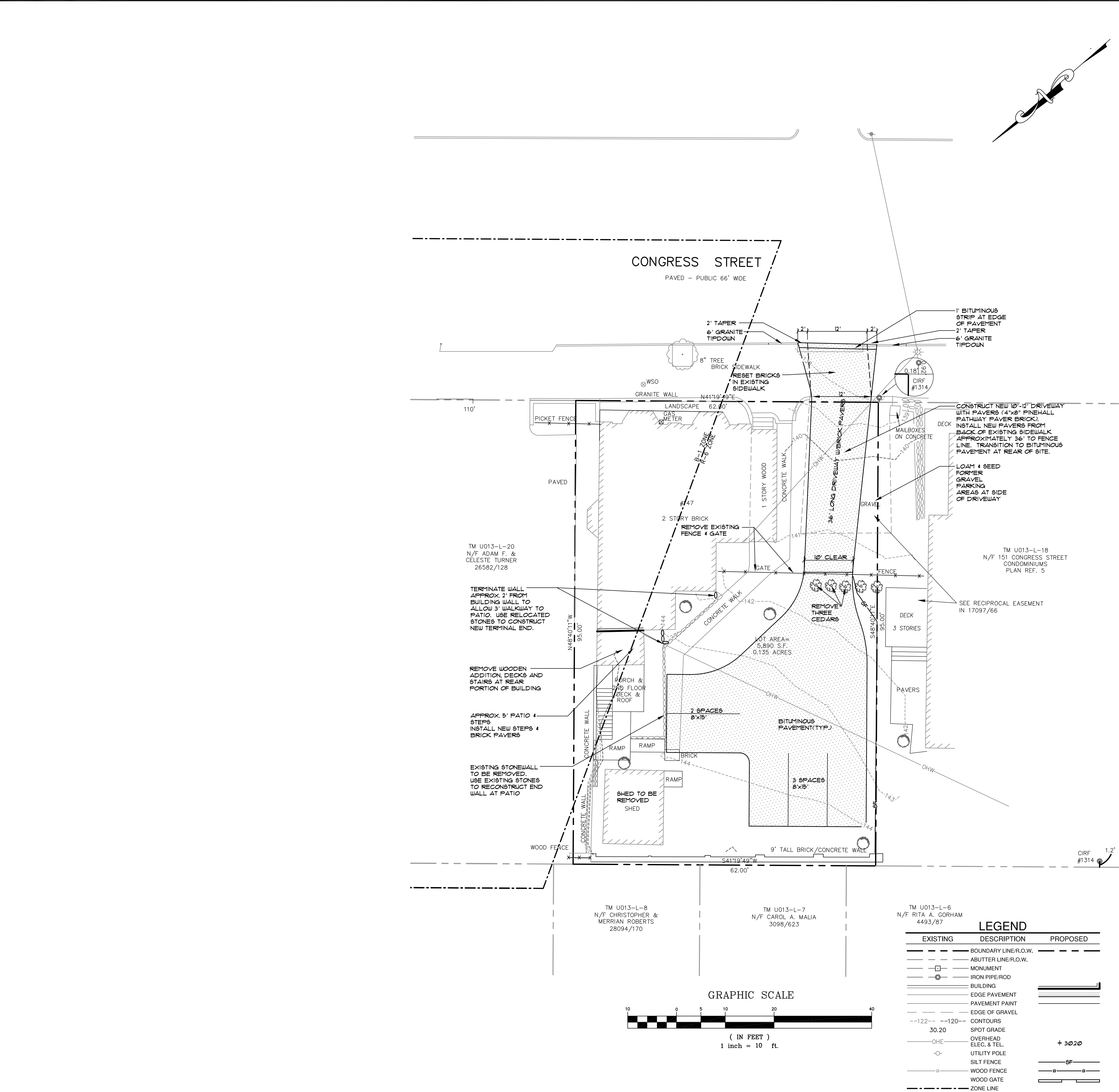
PROJECT NO. 14030
FIELD BOOK
DESIGN
CHKD
DRAWN
DCS

SKETCH PLAN - 13
OF:
147 CONGRESS STREET
147 CONGRESS STREET
PORTLAND, MAINE
FOR:
CONGRESS 127 APARTMENTS, LLC
P.O. BOX 6285
CAPE ELIZABETH, ME 04107

DATE	SCALE
11-11-14	1"=10'

SHEET 1 OF 1

14030SK-13



GENERAL NOTES

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PROJECT NO. 14030
FIELD BOOK
DESIGN
NUS
CHECKED
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DRAWN
DCS

SKETCH PLAN - 14
OF:
147 CONGRESS STREET
147 CONGRESS STREET
PORTLAND, MAINE
FOR:
CONGRESS 127 APARTMENTS, LLC
P.O. BOX 6285
CAPE ELIZABETH, ME 04107

DATE	SCALE
11-11-14	1"=10'

SHEET 1 OF 1

14030SK-14

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

**WORKSHOP
276 STATE STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: February 26, 2015

RE: March 4, 2015 Workshop – Preliminary Review of Proposed Rooftop Addition

Address: 276 State Street, unit 3

Property Owners: Colleen and Brad Brazell

Project Architect: Mark Sengelmann, ALPHAarchitects

Introduction

Architect Mark Sengelmann has requested a workshop on behalf of property owners Colleen and Brad Brazell, to present plans for two rooftop dormers at 276 State Street. Mr. Sengelmann is proposing a gabled dormer facing Grant Street and a shed dormer on the opposite side of the building in order to expand the existing third floor kitchen and create living space (a guest room and bath) in the attic at the Brazell's third floor condominium. The proposed shed dormer is located toward the rear of the south (uphill) side of the building, and includes a small balcony.

Mr. Sengelmann has submitted a project description along with plans, photos of existing conditions, and several reproductions of drawings by the celebrated original architect of the house, John Calvin Stevens. A small number of staff photos have been added to the packet. Though his narrative does not mention it, Mr. Sengelmann told staff he worked with Portland's Inspections and Fire Departments to design a project that will meet code requirements for egress and interior headroom in the attic space.

As the question of visibility (particularly for the south-facing roof additions) is a key consideration here, Board members are encouraged to visit the property prior to the workshop.

Subject Property

The George E. Dow house was designed as a single-family home by John Calvin Stevens for a prominent dentist in 1887. It is now a three-unit condominium, and a contributing structure in

the Deering Street Historic District. The brick and slate exterior of this fairly simple and restrained Queen Anne style residence is largely unchanged, except for the addition of recently updated storm windows, some skylights that were already present in 1924, and a fire escape on the rear (visible from Grant Street.) The front porch roof balustrade has been removed since 1924. It is worth noting that the slate roof, complete with finials at ridge terminations, is extant, as well as the slate siding on the existing south dormer.

Proposed Alterations

Mr. Sengelmann's description and drawings convey his concept quite clearly. He appropriately notes that the proposed north-facing, gabled dormer would be very prominent. The shed dormer on the opposite side would be less visible, with the proposed balcony quite visible from State Street. (See attached photos to estimate how much of the south roof and the proposed shed dormer would be visible.) As is not surprising at this preliminary stage of review, the architect has not supplied many details regarding the exterior finishes and materials. He notes that the new north dormer is modelled after the existing south dormer, and after a similar one considered by Stephens in preliminary drawings for the north roof, but not included in the final design.

Staff Comments

In this workshop the Board is asked to consider some visible alterations to a prominent and largely intact example of the work of one of Portland's most noted architects. Mr. Sengelmann appears to be well aware of the sensitivity required in creating such a proposal, but the Board must still decide whether any major alteration is acceptable, and if so, under what circumstances and within what parameters.

In the case of the proposed north dormer, we do not know Stevens' motive in discarding the idea. Without the dormer the design is simpler and less symmetrical. Regardless, the subject property has possessed its present shape and character since its creation, and the existing original structure is where this discussion begins. If acceptable in concept, staff guesses the Board might find this dormer to be an example of an alteration which should be closely patterned after the original design.

The visibility of the proposed south shed dormer is difficult to estimate, but as with the other side of the roof, the threshold question is whether it would be an appropriate addition at all. Though the face is behind the face of the existing gabled dormer on that side, staff believes it would be visible from a State Street vantage point slightly uphill of the house. It is located so it touches neither the existing gable dormer surrounding the chimney, nor the hipped-roofed bay at the southwest corner, but the lower corners of the dormer would be quite close to the valley created by the bay and main roofs, and to the existing dormer. With that proximity, careful construction detailing would be necessary to ensure a watertight envelope.

The balcony proposed for the face of the shed dormer appears to be necessary for life safety, as there is no other second means of egress from the attic space. At 4' deep, the balcony's face is even with the face of the existing dormer. As drawn, it would add visual clutter to the view of the roof and existing dormer, and staff wonders if it needs to be the full designed depth in order to meet safety codes.

Applicable Review Standards

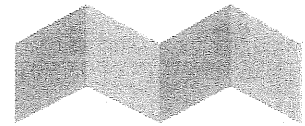
- (1) *Every reasonable effort shall be made to provide a compatible use for the property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.*
- (2) *The distinguishing original 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.*
- (5) *Distinctive features, finishes, and construction techniques or examples of skilled craftsmanship which characterize a structure, object or site shall be treated with sensitivity.*
- (6) *Deteriorated historic features shall be repaired rather than replaced wherever feasible. Where the severity of deterioration requires replacement of a distinctive feature, the new feature should match the feature being replaced in composition, design, texture and other visual qualities and, where possible, materials. Repair or replacement of missing historic features should be based on accurate duplications of features, substantiated by documentary, physical or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other structures or objects.*
- (9) *Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.*
- (10) *Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.*

Attachments

1. Architect's project description
2. Architect's plans, renderings, and photographs
3. Staff photos of the subject property
4. 1924 Tax photo of property

February 12, 2015

Deb Andrews
City of Portland
Historic Preservation Coordinator
389 Congress Street
Portland ME 04101



ALPHAarchitects

Cover Letter
Historic Preservation Workshop



1924 Tax Photo

RE: Brazell Residence
Application for Certificate of Appropriateness
276 State Street #3
Portland ME 04102

Dear Deb and members of the Historic Preservation Board,

On behalf of Brad and Colleen Brazell, we respectfully request that the Historic Preservation Board consider a modest roof top addition to the building at 276 Stare Street.

Please find attached the application, \$100.00 application fee, project description, existing and proposed floor and roof plans, proposed building sections, exterior sketches and an aerial photo which all illustrate the proposed additions to the building.

We look forward to presenting this conditional use application to the Historic Preservation Board at your earliest convenience,

Sincerely,
ALPHAarchitects

Mark Sengelmann NCARB
Maine Licensed Architect

cc. Brad and Colleen Brazell

P:\Residential\14012- Brazell Unit #3\Docs\HPBd Architect's Memo #1, Workshop- Cover letter.doc

ALPHAarchitects

17 Chestnut Street, Suite 201, Portland ME 04101 • 207.761-9500 • Fax 207.761.9595 • mark@ALPHAarchitects.com

Project Description 2-12-2015



View from State Street

The existing structure at 276 State Street was designed by celebrated Portland architect John Calvin Stevens for noted dentist Dr. G.E. Dow in 1887. Built in the Queen Anne style, the structure enjoys a host of handsome features such as two-story bay windows on the front and driveway facades, a deep frieze of patterned brickwork at the roof edge, finials at each of the five (5) roof pinnacles, original slate roof tiles, and a distinctive dormer bisected by one of three original chimneys. The building is unusual in its restraint in detailing and massing as compared to many other of the architect's works in the Deering Street Historic District.

The structure was originally designed as a single family residence and was subdivided into three condominium units years ago. The proposed project will provide a n updated kitchen and bathroom layout on the main level of the unit and expands the existing unit into the unfinished attic space above. The project also proposes two new dormers, one on the north elevation and one on the south.

The dormer on the north elevation (Grant Street façade) will accommodate a revised kitchen on the main level of the unit, and a new 3/4 bath on the upper level. This dormer will be the most visible of the alterations proposed and as such has been designed with a great deal of sensitivity to the original design and its character.

Research done at the Maine Historical Society provided two preliminary design sketches by the original architect showing several variations from the existing structure and its dormers. A dormer much the same as is being proposed is clearly shown as having been considered in the original design process.

F:\Residential\14012- Brazell Unit #3\Docs\Historic Narrative.doc

ALPHAarchitects

17 Chestnut Street, Suite 201, Portland ME 04101 • 207.761-9500 • Fax 207.761.9595 • mark@ALPHAarchitects.com



Original John Calvin Stevens Front Elevation Sketch

Using these drawings and the original dormer on the south façade as a guideline, the proposed dormer has been designed with a very strong historical basis.

The new dormer on the south elevation (driveway façade), which will not be visible from a public way, is a more contemporary design with a shed roof. This dormer also provides additional useable space for the upper level of the unit and features a small deck and roof overhang.

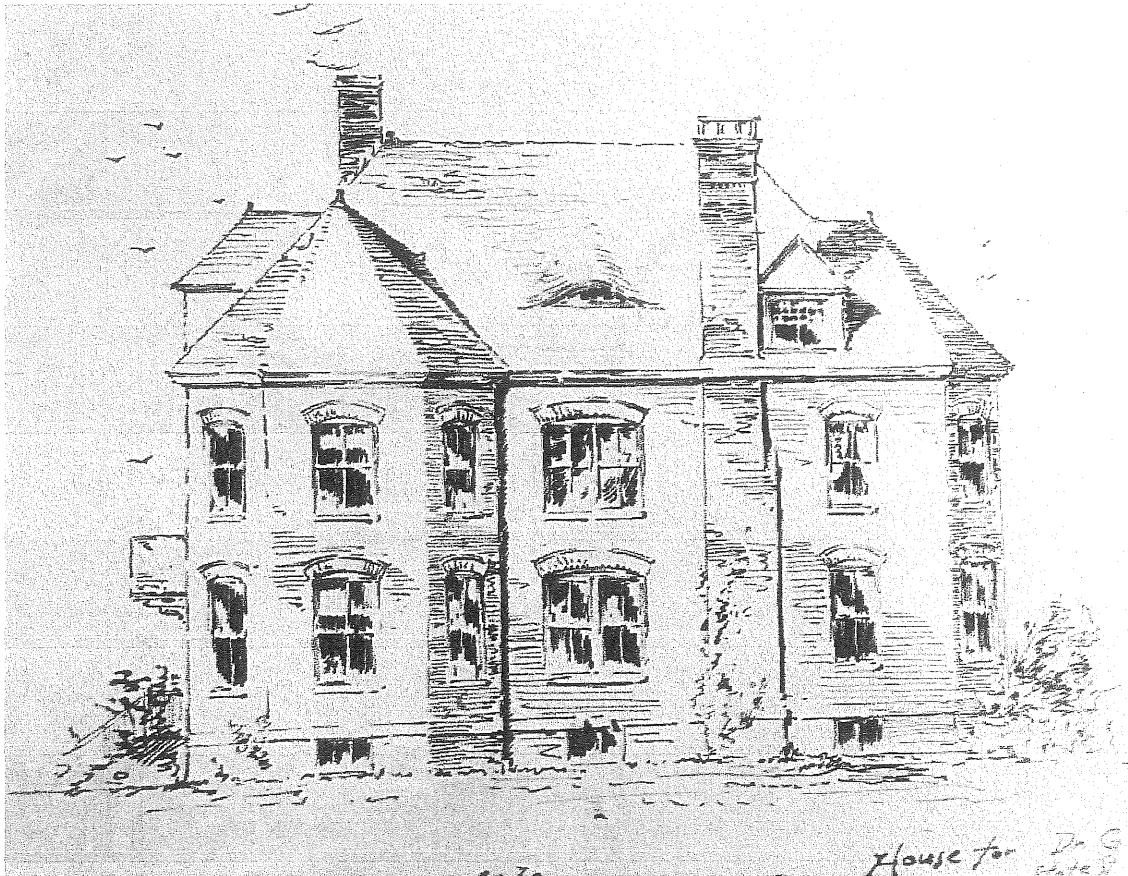
The close proximity of the building to its southern neighbor and the placement of the new shed dormer behind a distinctive original dormer provide sufficient screening to block the new dormer's view from State Street. The new dormer does not touch the adjacent existing dormer or the hipped roof of the bay window to the opposite side.

Also, the historical preliminary sketches show an eyebrow dormer in this same location and an alternate design for the existing bisected dormer.

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Original John Calvin Stevens South Elevation Sketch

With reference to the City of Portland Code of Ordinances Section 14-650: Standards for review of alteration:

- (1) The existing structure was originally designed as a single family dwelling. The structure has been converted to three condominium units, but remains residential in use. The proposed project will extend the uppermost condo (third level) into the attic space of the roof. This alteration maintains the existing and original residential use and therefore meets this requirement.
- (2) The proposed project will not remove, alter or destroy any distinguishing original qualities or character of the structure and therefore meets this requirement.
- (3) By basing the design of the proposed project on 1. existing details and features original to the structure and 2. on historical drawings of the original design, the proposed project has a very strong historical basis and avoids the use conjectural features and elements altogether and therefore meets this requirement.
- (4) Not applicable
- (5) The proposed project treats all distinctive features, finishes, and construction techniques with sensitivity and therefore meets this requirement.
- (6) The general contractor selected for this project will be made aware of this requirement.
- (7) The general contractor selected for this project will be made aware of this requirement.
- (8) The general contractor selected for this project will be made aware of this requirement.

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- (9) Where contemporary designs have been utilized, they are compatible with the size, scale, color, material and character of the original structure and do not destroy any significant materials that characterize the structure. This project therefore meets this requirement.
- (10) Once constructed, should this proposed project be removed, the essential form and integrity of the historic property would remain unimpaired and therefore meets this requirement.



Existing South facing Bisected Dormer

Respectfully submitted,

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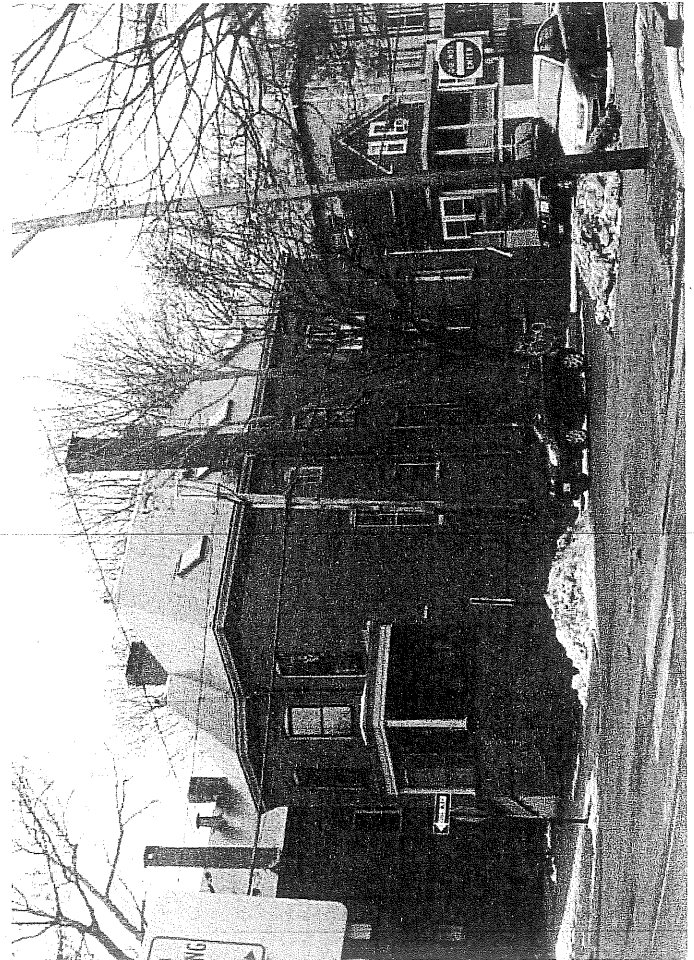
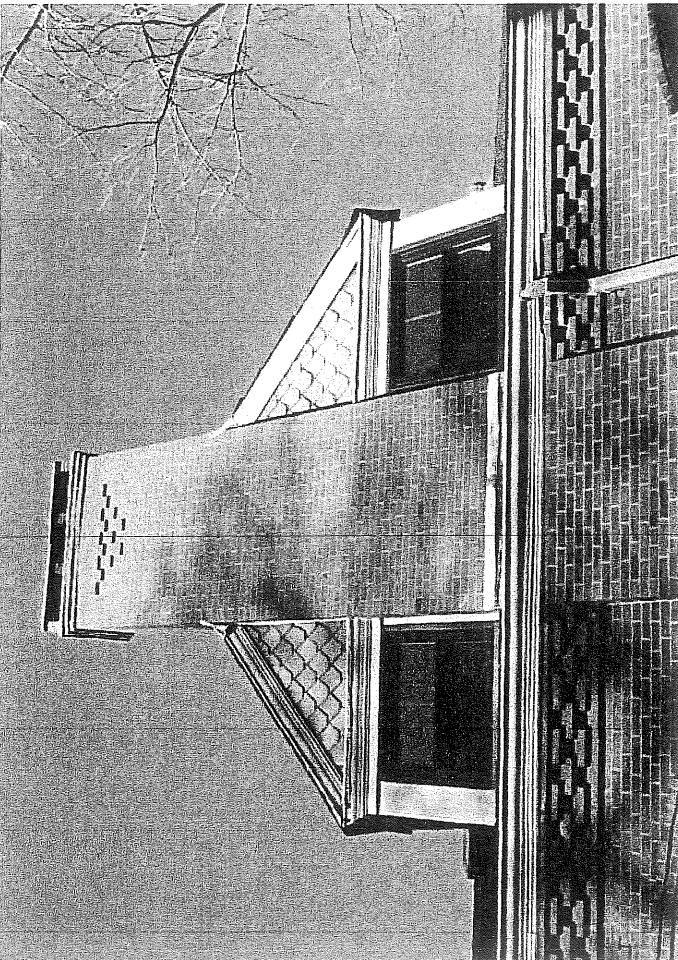
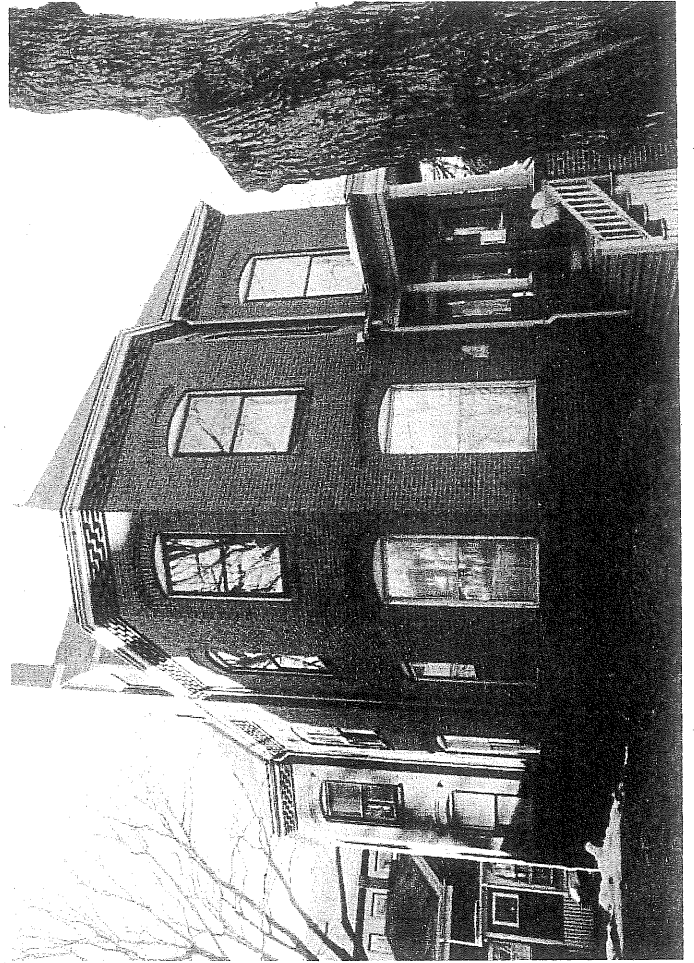
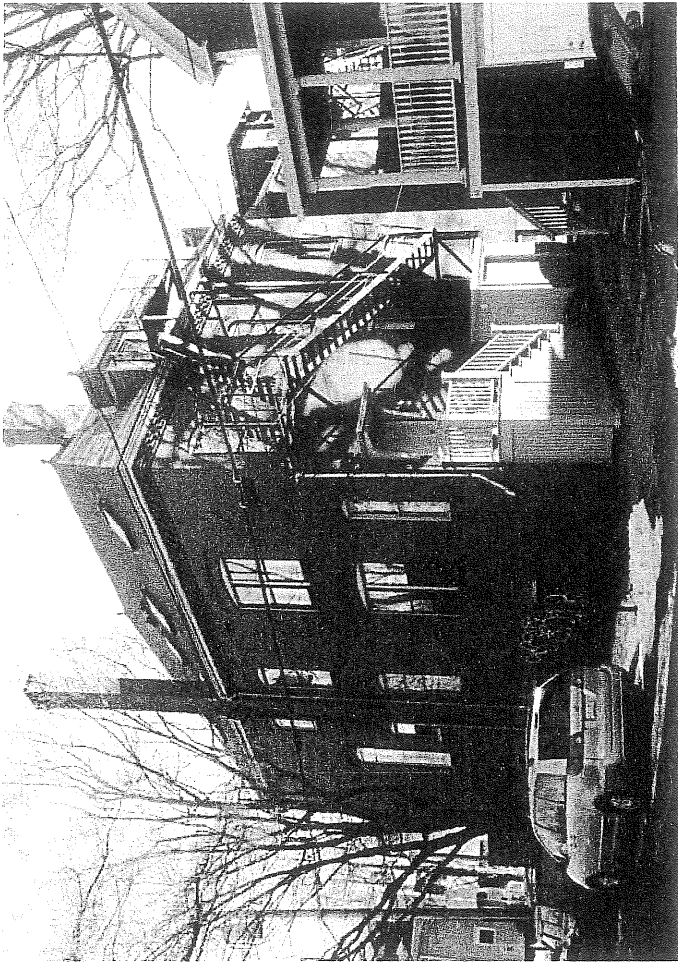
A handwritten signature in dark ink, appearing to read "Mark Sengemann". The signature is fluid and stylized, with a long horizontal stroke extending to the right.

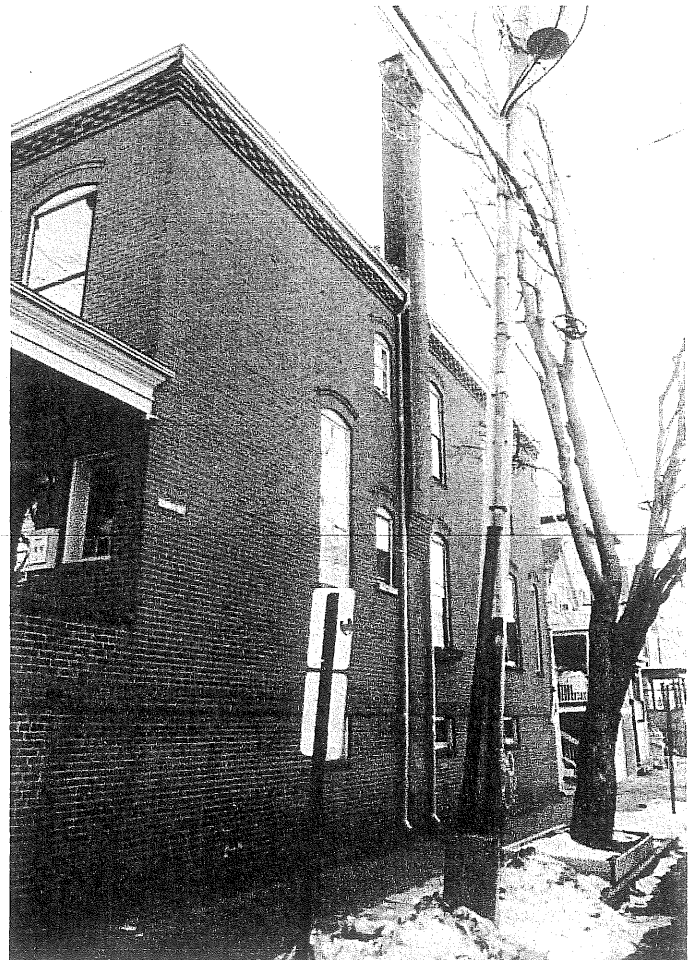
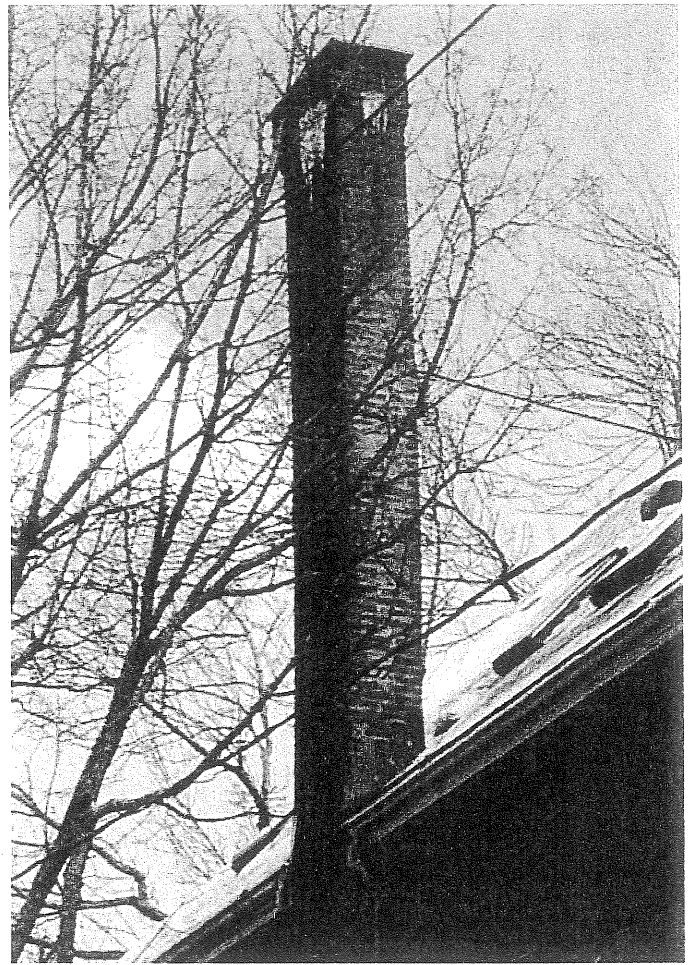
Mark Sengemann NCARB
Maine Licensed Architect

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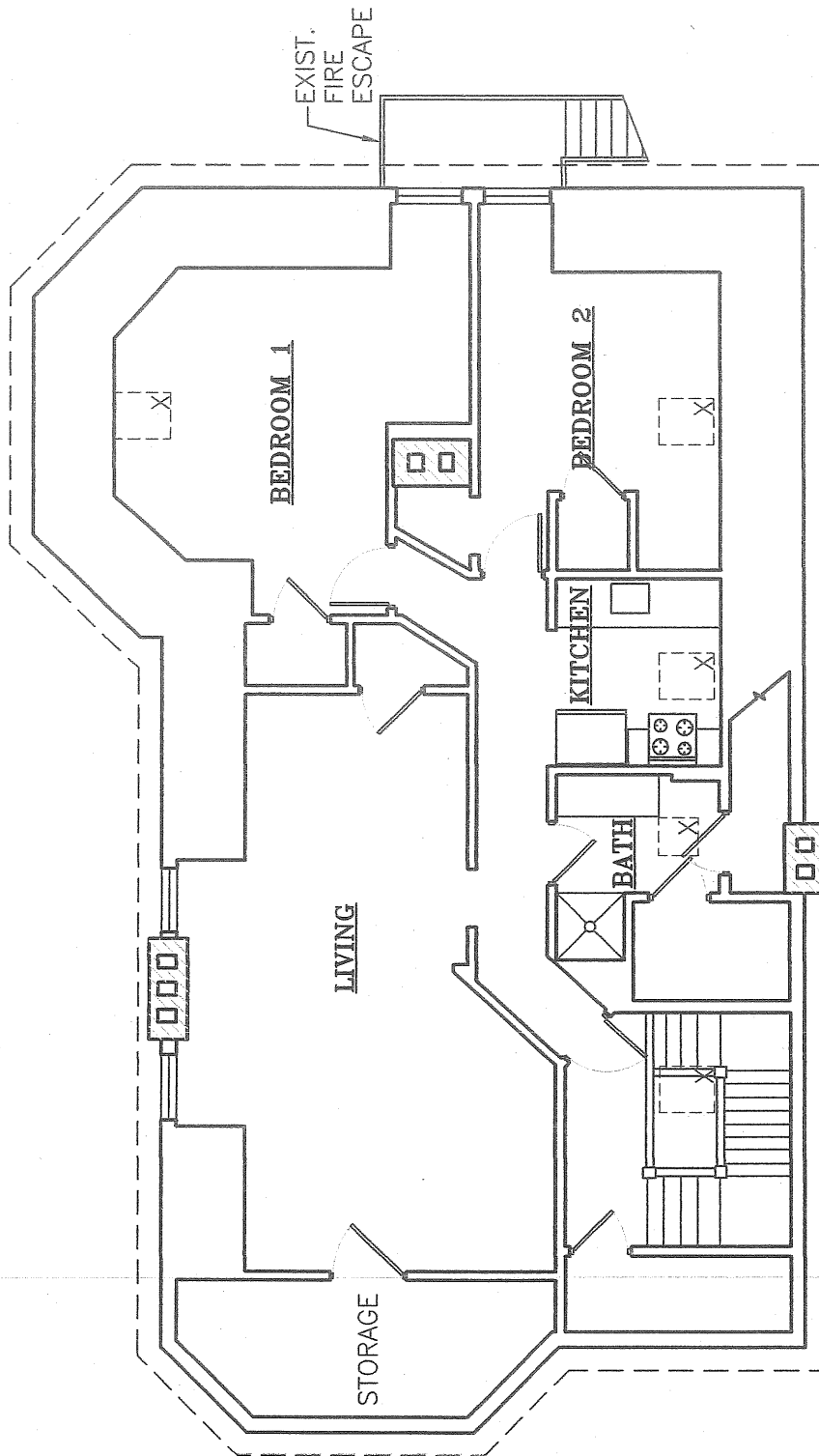
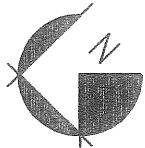
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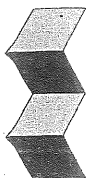
276 State Street



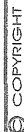
EXISTING THIRD FLOOR PLAN

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

02-12-15



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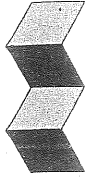
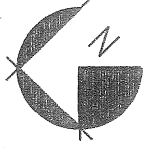
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EXISTING THIRD
FLOOR PLAN

A-1

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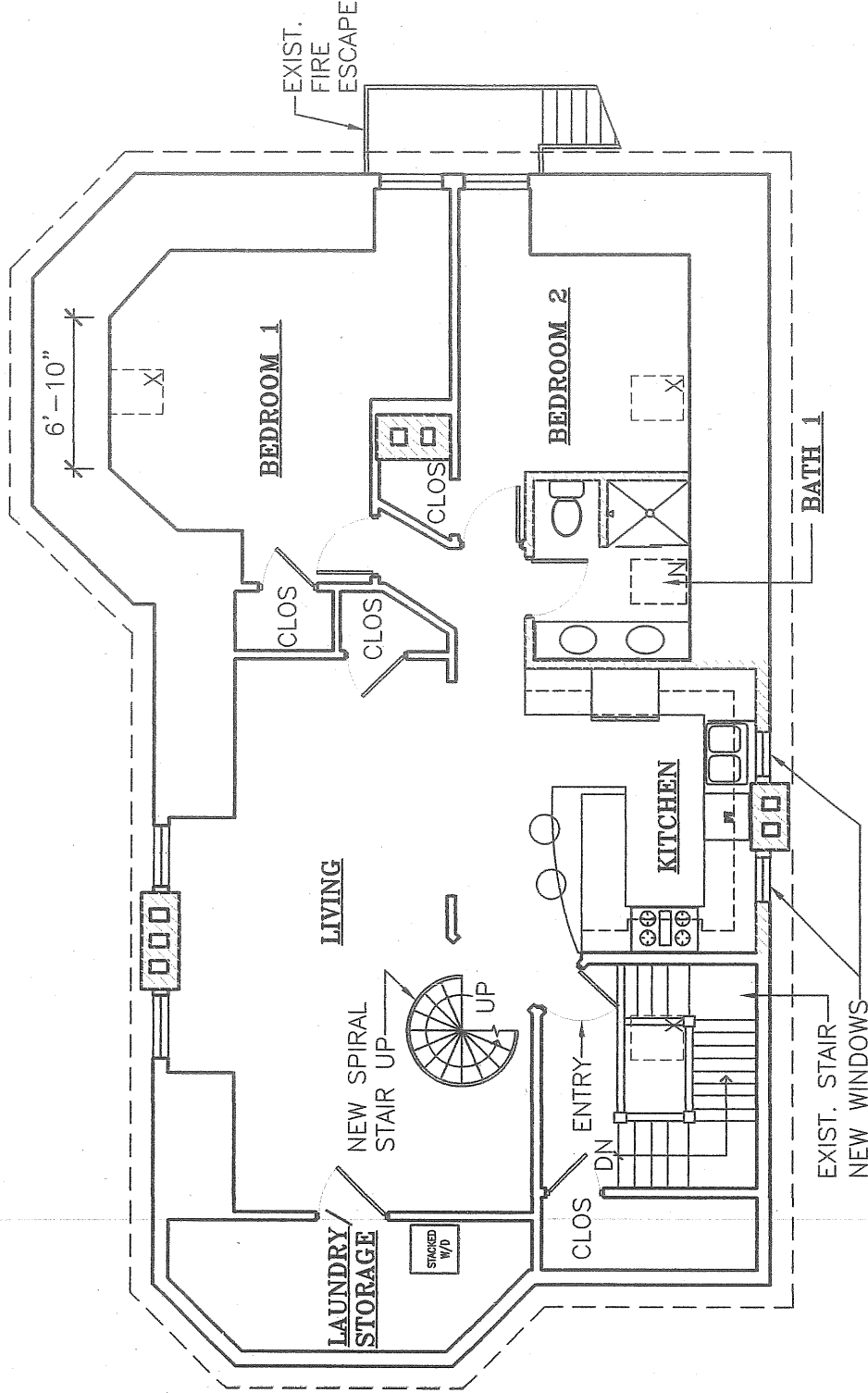
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PROPOSED THIRD
FLOOR PLAN

A-2

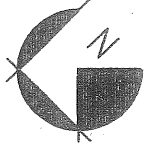


PROPOSED THIRD FLOOR PLAN - C

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

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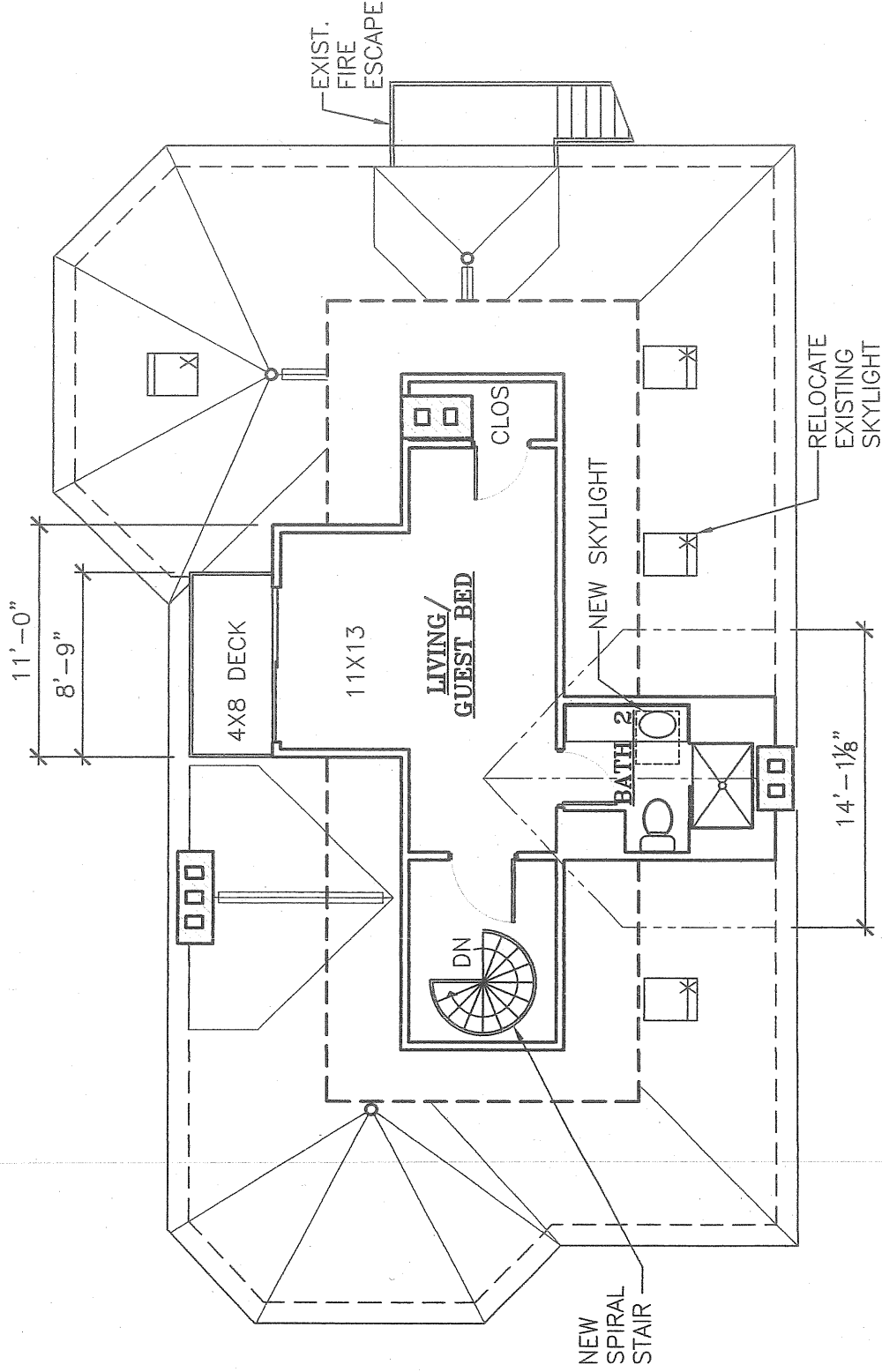
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PROPOSED UPPER
FLOOR PLAN

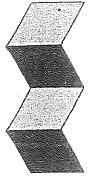
A-3

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PROPOSED UPPER FLOOR PLAN - C
SCALE: 1/8" = 1'-0"

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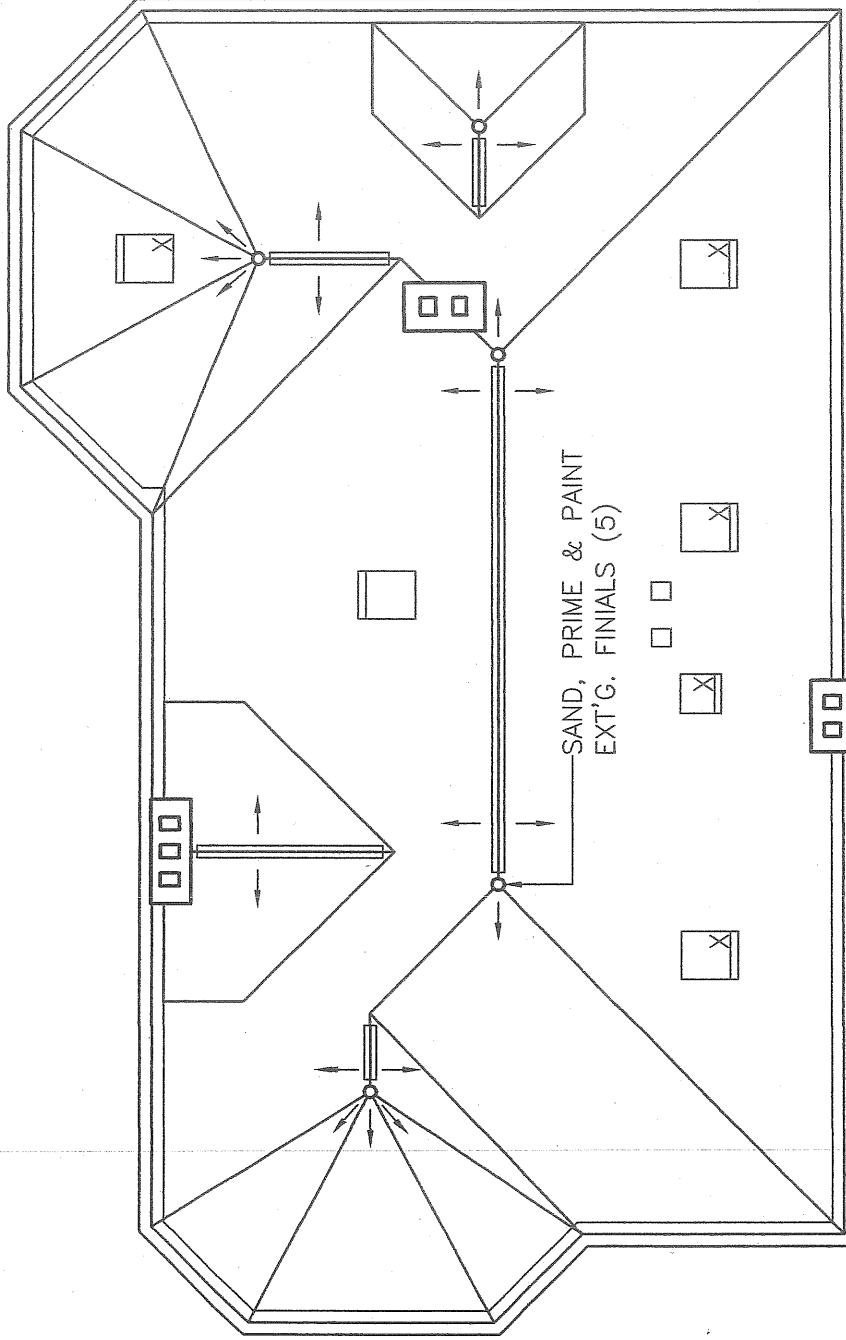
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EXISTING
ROOF PLAN

A-4



EXISTING ROOF PLAN
SCALE: 1/8" = 1'-0"

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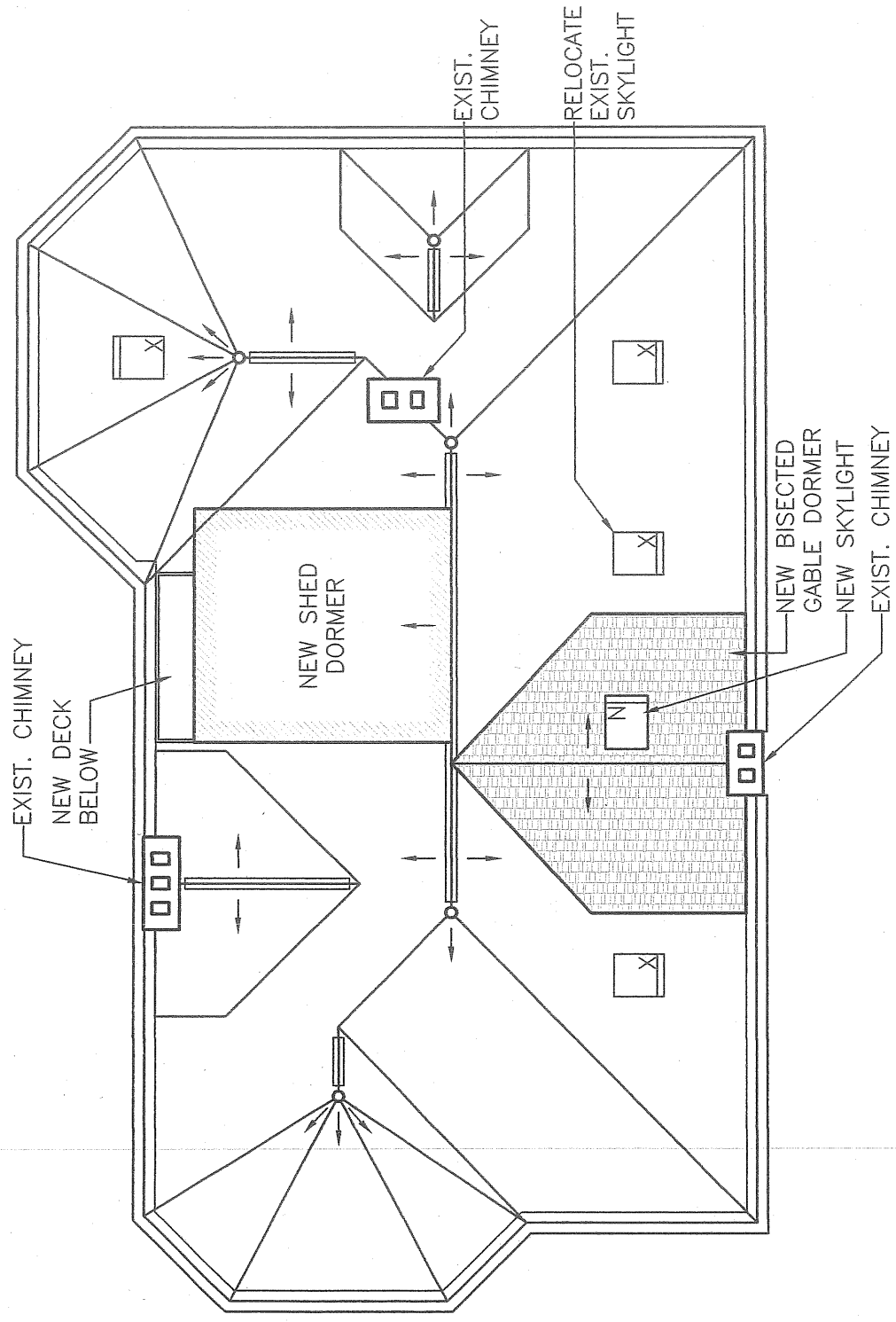
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ROOF PLAN
A-5

276 State Street



PROPOSED ROOF PLAN -- C
SCALE: 1/8" = 1'-0"

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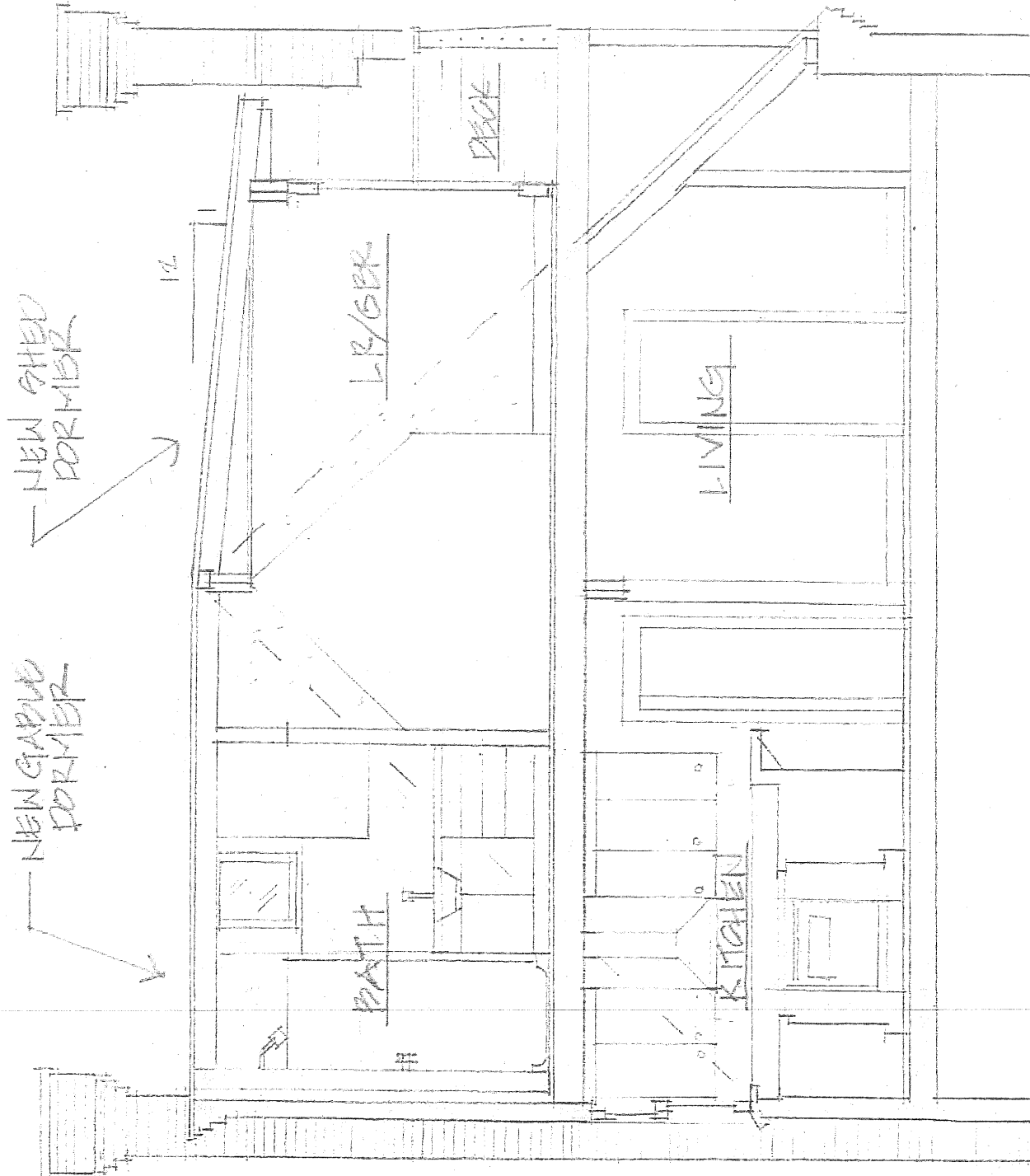
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BUILDING SECTION
AT 276 STATE STREET

A-6

276 State Street



SECTION AT NEW DORMERS
SCALE: 1/4" = 1'-0"

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276 State Street



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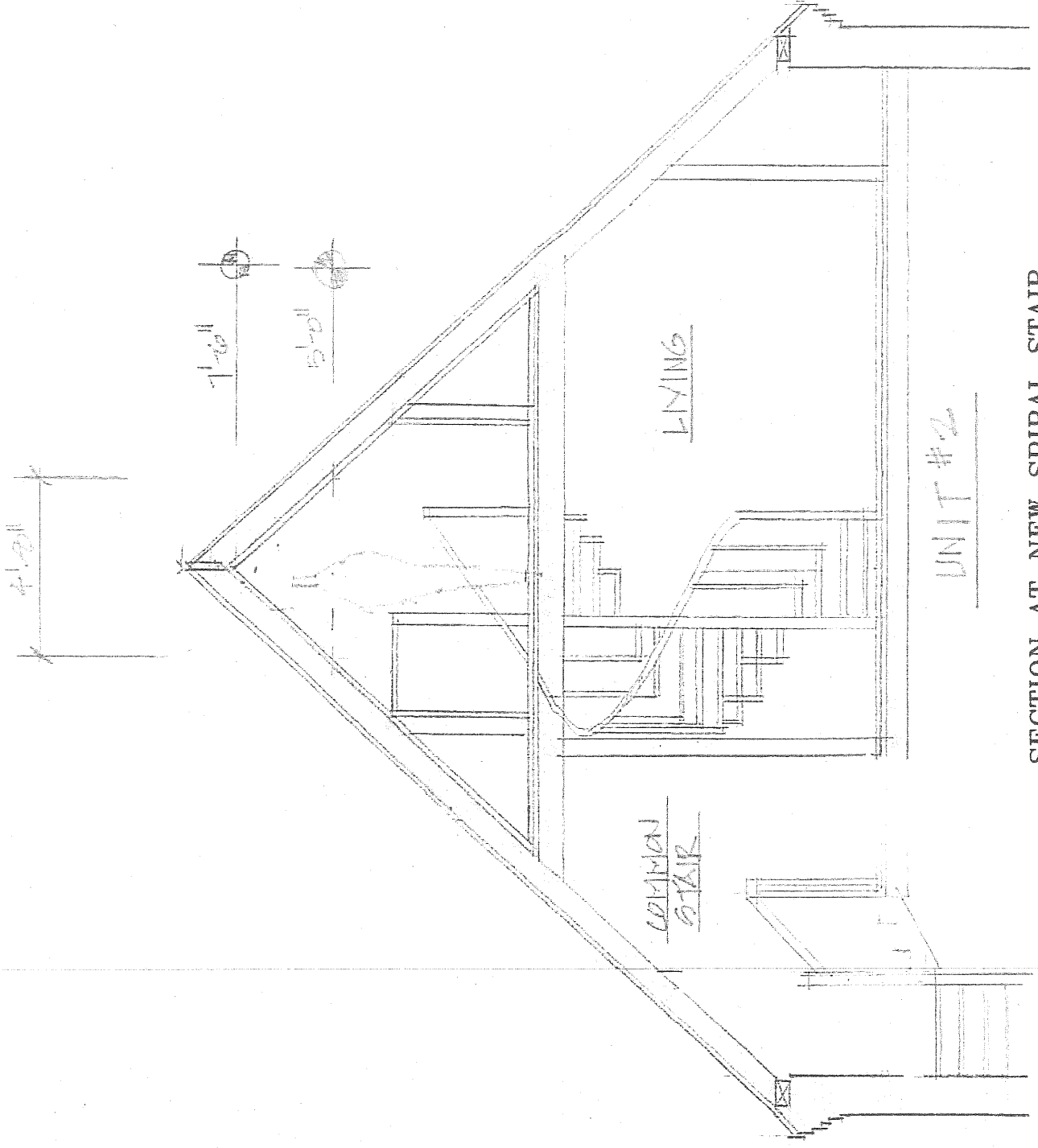
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SECTIONAL
NEW CONCRETE
A-7

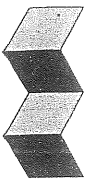


SECTION AT NEW SPIRAL STAIR

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

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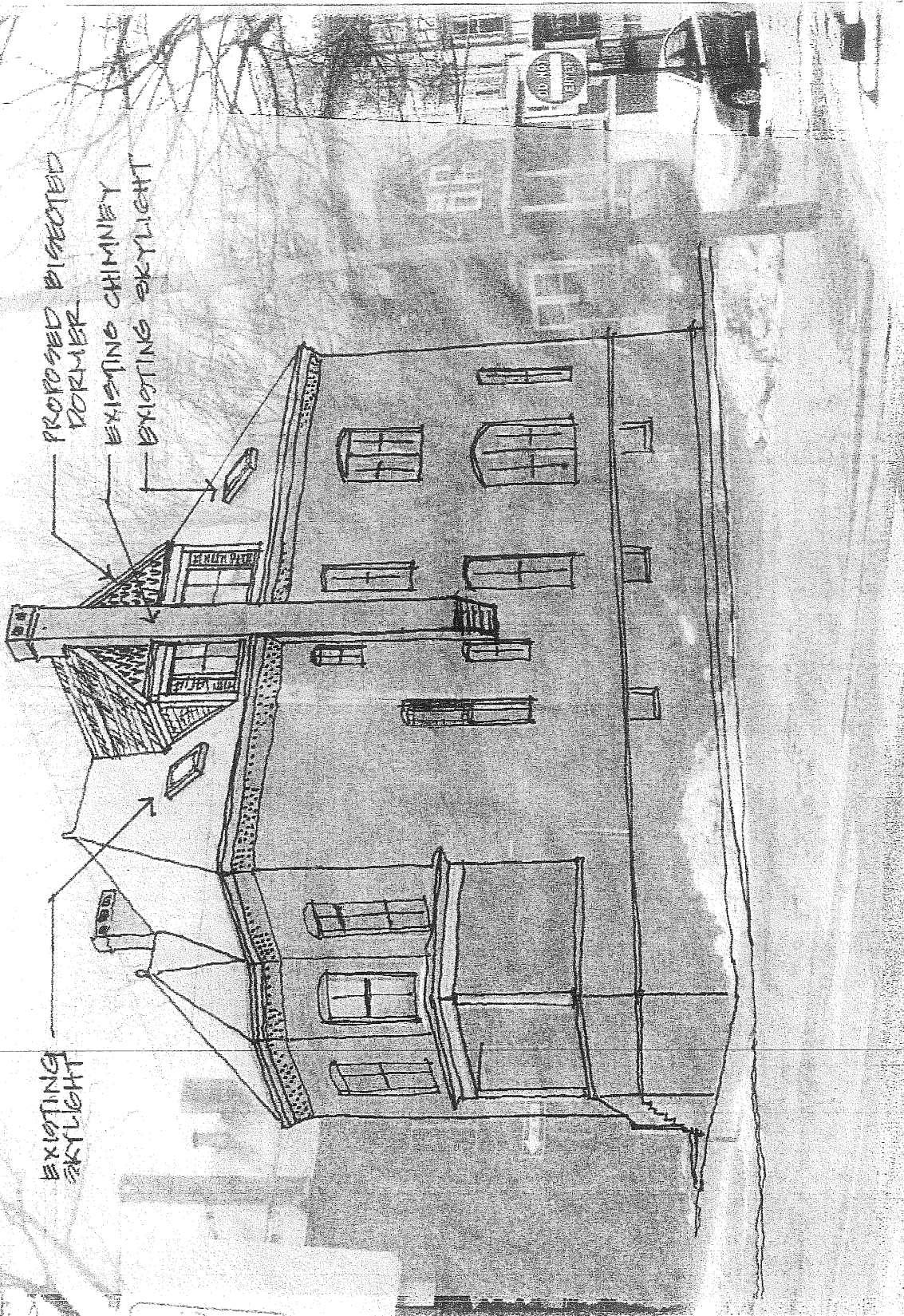
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VIEW FROM
GRANT STREET

A-8

02-12-15



VIEW FROM GRANT STREET

SCALE: N.T.S.

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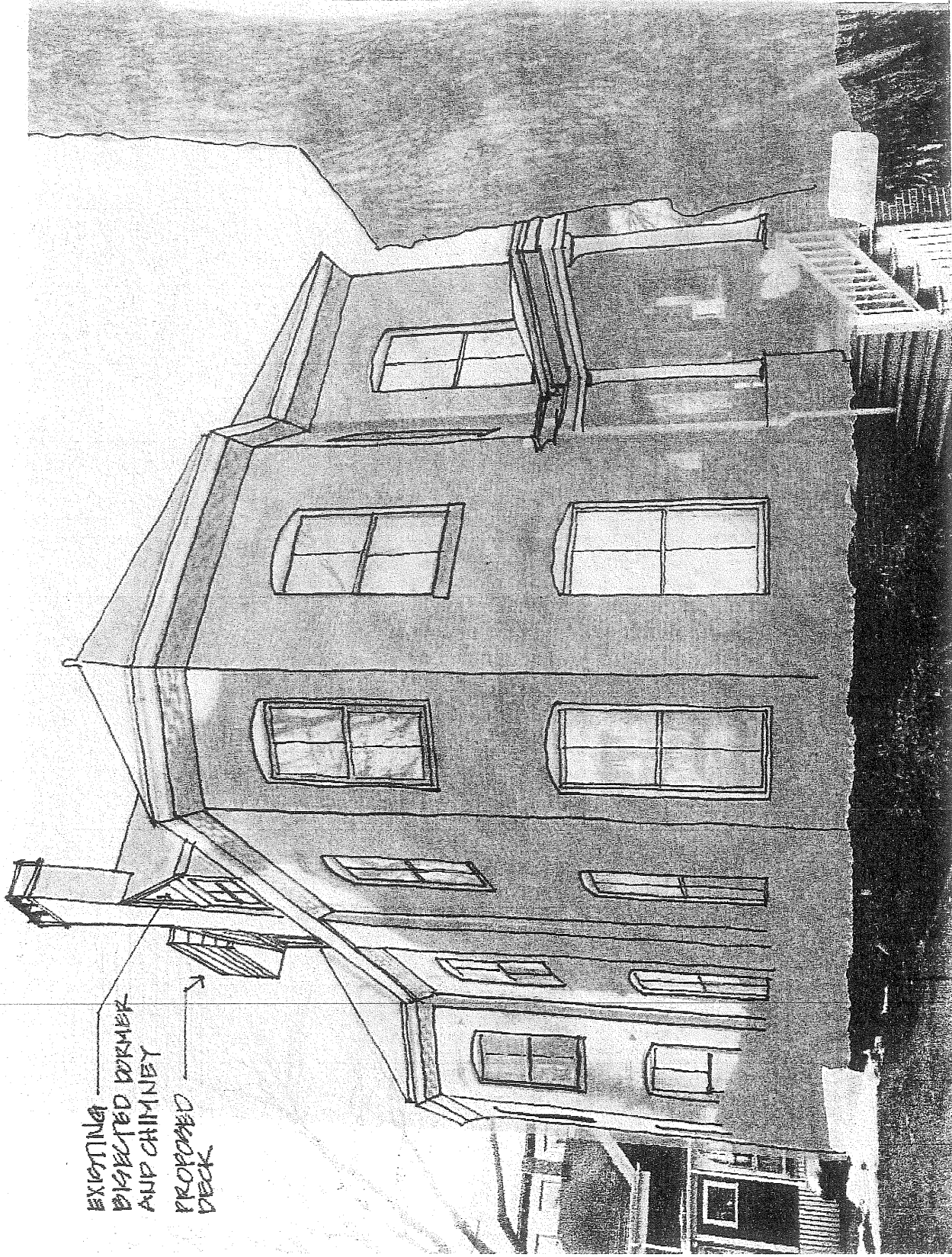
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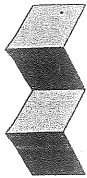
VIEW FROM
STATE STREET

A-9



VIEW FROM STATE STREET
SCALE: N.T.S.

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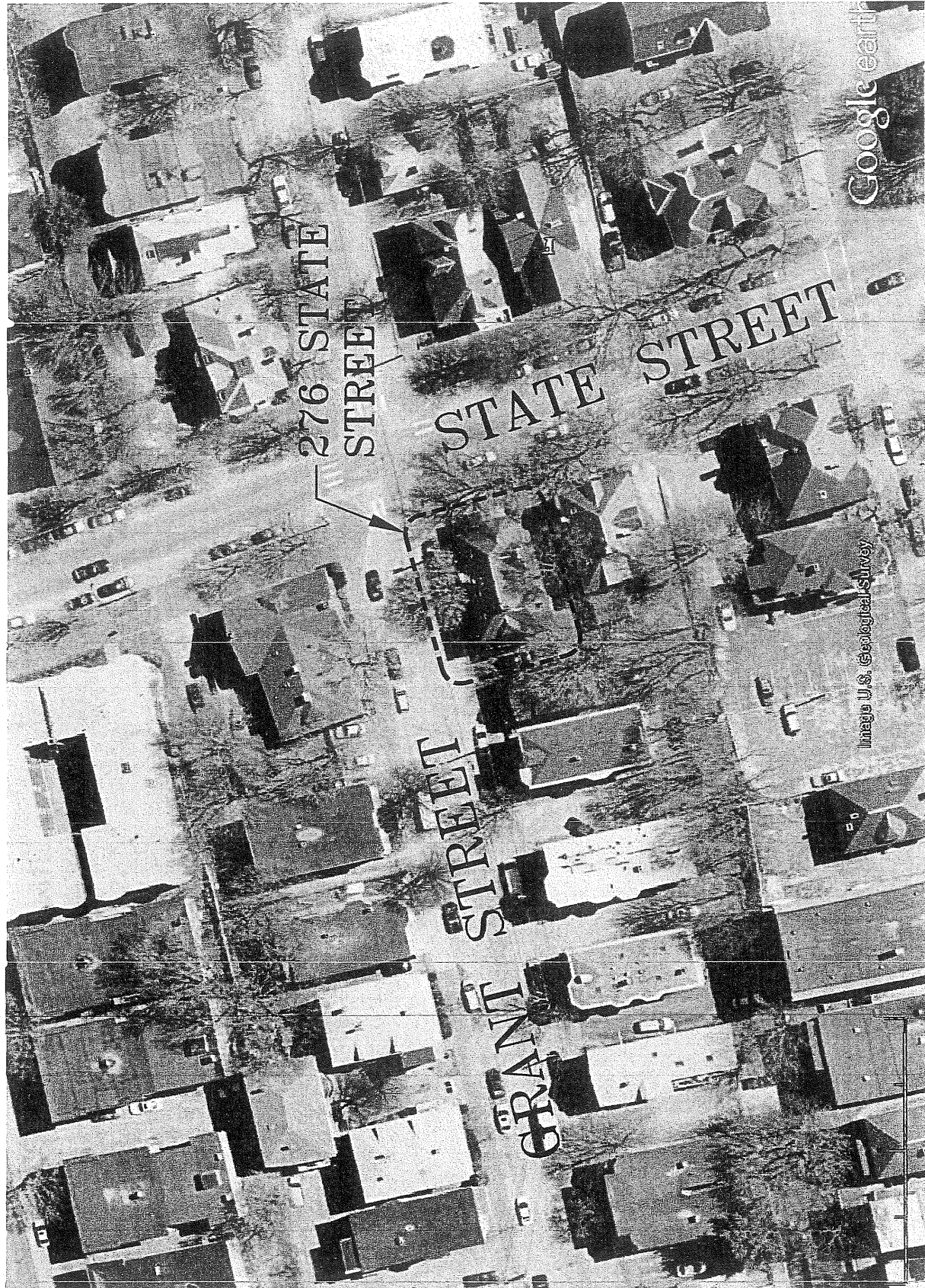
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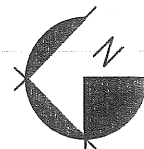
AERIAL PHOTOGRAPH
LOCATION MAP

A-10

276 State Street



AERIAL PHOTOGRAPH - LOCATION MAP
SCALE: N.T.S.



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Att. 3









Att. 4

276 State.