

1. Legal Ad

Documents:

[7-20-16 LEGAL AD.DOCX](#)

2. Agenda

Documents:

[7-20-16 AGENDA.DOCX](#)

3. 380 Danforth Street

Documents:

[HP MEMO- 380 DANFORTH STREET.PDF](#)

4. 749 Congress Street

Documents:

[HP MEMO- 749 CONGRESS STREET.PDF](#)

5. 794 Congress Street

Documents:

[HP MEMO- 794 CONGRESS STREET.PDF](#)

6. 197 Spring Street

Documents:

[HP MEMO- 197 SPRING STREET.PDF](#)

7. 164 Middle Street

Documents:

[HP MEMO- 164 MIDDLE STREET.PDF](#)

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

On **Wednesday, July 20, 2016** at **5:00** p.m., the Portland Historic Preservation Board will meet in Room 209 of City Hall to review the following items. (Public comments are taken at all meetings):

1. PUBLIC HEARING

- i. Certificate of Appropriateness for New Construction; 380 DANFORTH STREET; William McFarlane and Constance Bloomfield, Applicant.
- ii. Certificate of Appropriateness for Exterior Alterations to Existing Structure and New Construction; 749 CONGRESS STREET; 747 Congress LLC, Applicant.
- iii. Rooftop Installation of Telecommunications Equipment; 794 CONGRESS STREET; T-Mobil, Applicant.

Break for Dinner; Meeting Resumes at 7:15

2. WORKSHOP

- iv. Preliminary Review of Proposed Exterior Alterations, Replacement of Existing Ell; 197 SPRING STREET; Steve Morrison, Applicant.
- ii. Preliminary Review of Proposed Exterior Alterations; 164 MIDDLE STREET; NDA 164 Middle LLC, Applicant.

3. CONSENT AGENDA

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

July 20, 2016, 5:00 p.m.

Room 209, City Hall, 389 Congress Street

Public comment is taken at all meetings

- 1. ROLL CALL AND DECLARATION OF QUORUM**
- 2. COMMUNICATIONS AND REPORTS**
- 3. REPORT OF DECISIONS OF JULY 6, 2016:**

- i. No decisions; all applications were reviewed as workshop items

4. PUBLIC HEARING

- i. Certificate of Appropriateness for New Construction; 380 DANFORTH STREET; William McFarlane and Constance Bloomfield, Applicant.
- ii. Certificate of Appropriateness for Exterior Alterations to Existing Structure and New Construction; 749 CONGRESS STREET; 747 Congress LLC, Applicant.
- iii. Rooftop Installation of Telecommunications Equipment; 794 CONGRESS STREET; T-Mobil, Applicant.

Break for Dinner; Meeting Resumes at 7:15 p.m.

5. WORKSHOP

- i. Preliminary Review of Proposed Exterior Alterations, Replacement of Existing Ell; 197 SPRING STREET; Steve Morrison, Applicant.
- ii. Preliminary Review of Proposed Exterior Alterations; 164 MIDDLE STREET; NDA 164 Middle LLC, Applicant.

6. CONSENT AGENDA

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

**PUBLIC HEARING
380 DANFORTH STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: July 12, 2016

RE: July 20, 2016 **PUBLIC HEARING**

Application for: Certificate of Appropriateness for New Residential Construction

Address: 380 Danforth Street

Applicant: Constance Bloomfield and William McFarlane

Architect: Jessie Thompson, Kaplan Thompson Architects

Introduction

Following two preliminary workshop sessions, the most recent of which was held on July 6th, applicants Constance Bloomfield and William McFarlane are returning for final review and approval of their plans for a new 2-family residential structure at 380 Danforth Street. Given the Board's recent review of the project and general support for the proposal as presented at the July 6 workshop, the following staff report is brief. This report highlights the changes made since the last workshop in response to Board comments.

Attached is a cover letter from the applicants describing the latest revisions, together with the final elevations, plans and wall section. Also enclosed for reference purposes are copies of the previous elevations presented at the last workshop.

Summary of Board Comments from 7/2/16 Workshop

In general, Board members responded very favorably to the plans and elevations presented for review at the July 6 workshop. Board members noted that the input and suggestions of the Board at the preliminary review session on June 1st was clearly reflected in the revised elevations and that the design was now much more compatible with its context in terms of its massing and sense of verticality.

Details identified for further consideration included the following:

- Fenestration on the Danforth Street façade. Board members questioned the height of the first floor windows on the projecting full-height bay, noting that they were shorter than those on the second floor and not consistent with the traditional hierarchy of window sizes in this neighborhood. Board members also noted that the ratio of window to wall area on the bay was not consistent with the prevailing development pattern and that the space between the first and second floor windows should be reduced. Although Board members acknowledged that the sizing of the front bay windows reflected the more private nature of the spaces they served (bedrooms), they noted that the Board's role was to ensure compatibility with the surrounding context.
- Some members of the Board encouraged the project architect to provide a more defined base for the building, as all of the buildings in the area feature a strong discernable base. This building will sit much closer to the ground, especially as viewed from Danforth.
- Although there was some question about the introduction of the angled windows at the recessed main entrance and at the southeast corner of the building, it appeared that the Board could support this feature, noting that it reinforced the contemporary nature of the building and served to highlight the entry bay.

Final Design Modifications

- Fenestration on the Danforth Street full height bay has been modified to increase the height of the first floor windows. Also, the first floor windows have been changed to include operable lower units, matching the second story windows on this bay.
- Adjustments in window type, sizing and placement on this projecting bay have affected the window-to-wall ratio identified as a concern at the last workshop. The amount of space between the first and second floor windows has been reduced.
- The proportions of the four small windows on the Danforth Street façade have been revised. Where the windows had been square, the new windows are more vertical in proportion.
- The fenestration at the southeast rear corner of the house (which is set back from the principal wall plane) has been revised. The long horizontal window shown in the previous proposal has been eliminated and the angled window has been incorporated into a multi-component window. Other changes have been made to this area's window pattern as well.
- The elevations now show a more pronounced water table.
- The fiber cement panel cladding previously shown at the recessed entrance bay on Danforth and at the southeast rear corner has been changed to fiber cement clapboards.

From the elevation drawing, the clapboards appear to have a wider exposure than those on the main body of the building. Note that this change in siding was not at the request of the Historic Preservation.

It appears that all outstanding issues identified at the last workshop have been addressed in the final submission.

Applicable Standards for Review

The following is excerpted from the Historic Resources Design Manual's chapter on new construction:

The challenge is to design a building which is both distinct from and compatible with the buildings that surround it. The purpose of the following standards is to provide guidance in identifying the visual qualities of a given site's context, and to assess whether or not a proposed design is likely to compliment that context.

The central idea behind good design in an historic context is a simple one. The scale, mass, orientation and articulation of an infill building should be compatible with that of the buildings that surround it. Compatibility refers to the recognition of patterns and characteristics which exist in a given setting, and responsiveness in a new design which respects these established patterns and characteristics. Although similarity of design is one way of achieving compatibility in an historic context, a creative and distinctly contemporary design response is both permitted and encouraged within the parameters of the new building's context.

There are a number of building characteristics which can be used to gauge visual compatibility of new construction in an existing context. A new building need not follow the pattern set by its neighbors in each and every category. But it should relate to a number of the easily discernable traits. These characteristics are:

Scale and Form

- Height
- Width
- Proportion of principal facades
- Roof shapes
- Scale of the structure

Composition of Principal Facades

- Proportion of openings
- Rhythm of solids to voids in facades
- Rhythm of entrance porch and other projections
- Relationship of materials, texture and color
- Signs, canopies and awnings

Relationship to the street

Walls of continuity
Rhythm of spacing and structures on streets
Directional expression of principal elevations

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the July 20, 2016 public hearing and information included in the accompanying staff report, the Board finds that the proposed new construction at 380 Danforth Street **meets (fails to meet)** the historic preservation ordinance review standards for review of new construction (subject to the following conditions.....)

Attachments:

1. Applicant cover letter
2. Final plans, elevations, sections and details
3. Excerpts from preliminary plans presented at July 6, 2016 workshop

William McFarlane & Constance Bloomfield

To the Members of the Historic Preservation Board
Deb Andrews, Manager Historic Preservation Program

July 11, 2016

This submission responds to the recommendations of the Board Workshop (July 6, 2016) by reducing the size of the second floor windows on the larger 'standing' bay on the street façade; enlarging its first floor windows to establish proportions in keeping with the historic precedent; and adjusting the placement of both sets of windows to reduce the space between them to the degree permitted by the 2'-0" floor structure. The four small windows on the front elevation have also been altered to produce a more vertical expression. In addition, changes have been made to the fenestration in the rear of the east facade to re-state the building's verticality. The water table (included in the Workshop submission) has been emphasized by adding a noticeable lip that will produce a small shadow line.

We hope that these changes satisfy the requirements of the Board. Thank you for your consideration.

Constance Bloomfield and William McFarlane

- 4" EXPOSURE FIBER CEMENT CLAPBOARD, SMOOTH
- 8" EXPOSURE FIBER CEMENT CLAPBOARD, SMOOTH
- FIBER CEMENT PANEL W/HORIZ. FLASHING PAINTED TO MATCH ,SMOOTH

ATT. 2
FINAL PLANS
ELEVATIONS

NEW TWO-FAMILY DWELLING
380 DANFORTH
PORTLAND ME 04101



2 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



1 NORTH ELEVATION: DANFORTH ST.
SCALE: 1/4" = 1'-0"

NOT FOR CONSTRUCTION
PROJECT NO: BMF2
DATE: 7/11/16
DRAWN BY: JT/CA
PHASE: SCHEMATIC DESIGN

SOUTH & NORTH
ELEVATION

A-2.1



- 4" EXPOSURE FIBER CEMENT CLAPBOARD, SMOOTH
- 8" EXPOSURE FIBER CEMENT CLAPBOARD, SMOOTH
- FIBER CEMENT PANEL W/HORIZ. FLASHING PAINTED TO MATCH ,SMOOTH

KAPLAN
THOMPSON
ARCHITECTS

102 EXCHANGE STREET
PORTLAND, ME 04101
207-842-2888
KAPLANTHOMPSON.COM

PROJECT:

**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101



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

NOT FOR CONSTRUCTION

PROJECT NO: BMF2
DATE: 7/11/16
DRAWN BY: JT/CA
PHASE: SCHEMATIC DESIGN

EAST ELEVATION

A-2.2



4" EXPOSURE FIBER CEMENT CLAPBOARD, SMOOTH

8" EXPOSURE FIBER CEMENT CLAPBOARD, SMOOTH

FIBER CEMENT PANEL W/HORIZ. FLASHING PAINTED TO MATCH ,SMOOTH

KAPLAN
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PROJECT:

**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101



1 WEST ELEVATION

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

NOT FOR CONSTRUCTION

PROJECT NO: BMF2

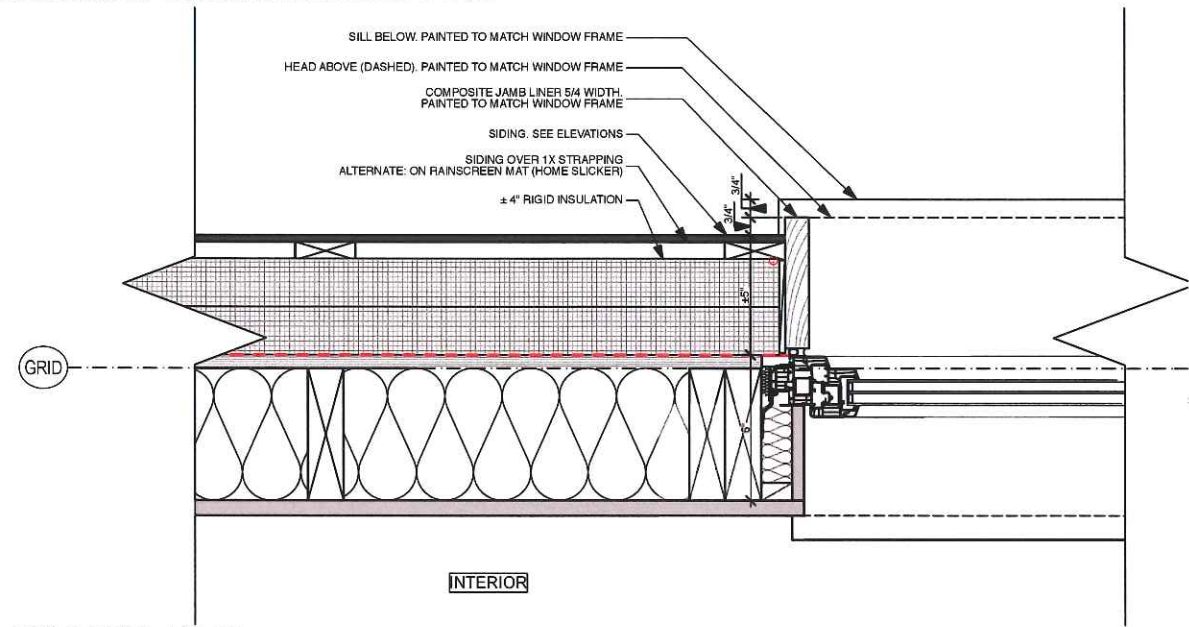
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DRAWN BY: JT/CA

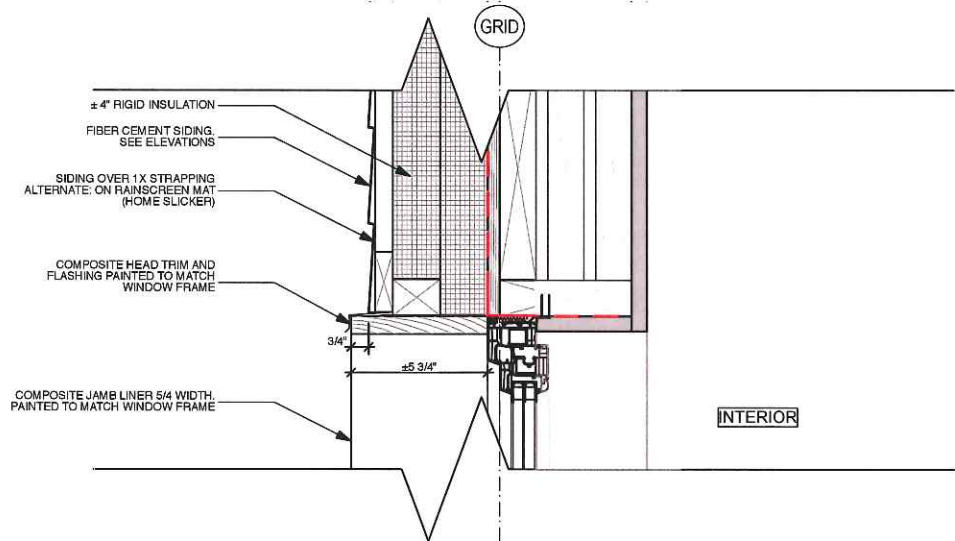
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WEST ELEVATION

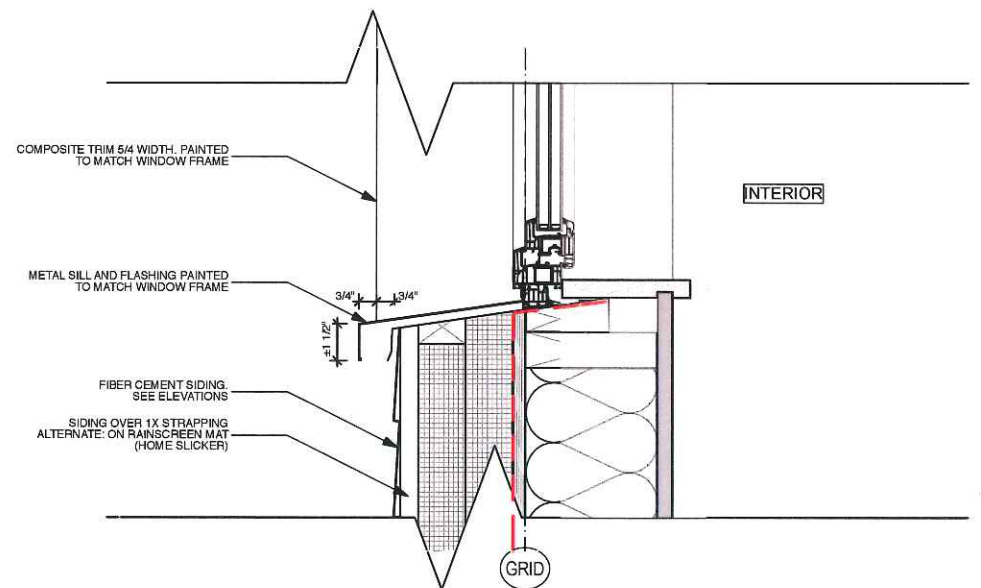
A-2.3



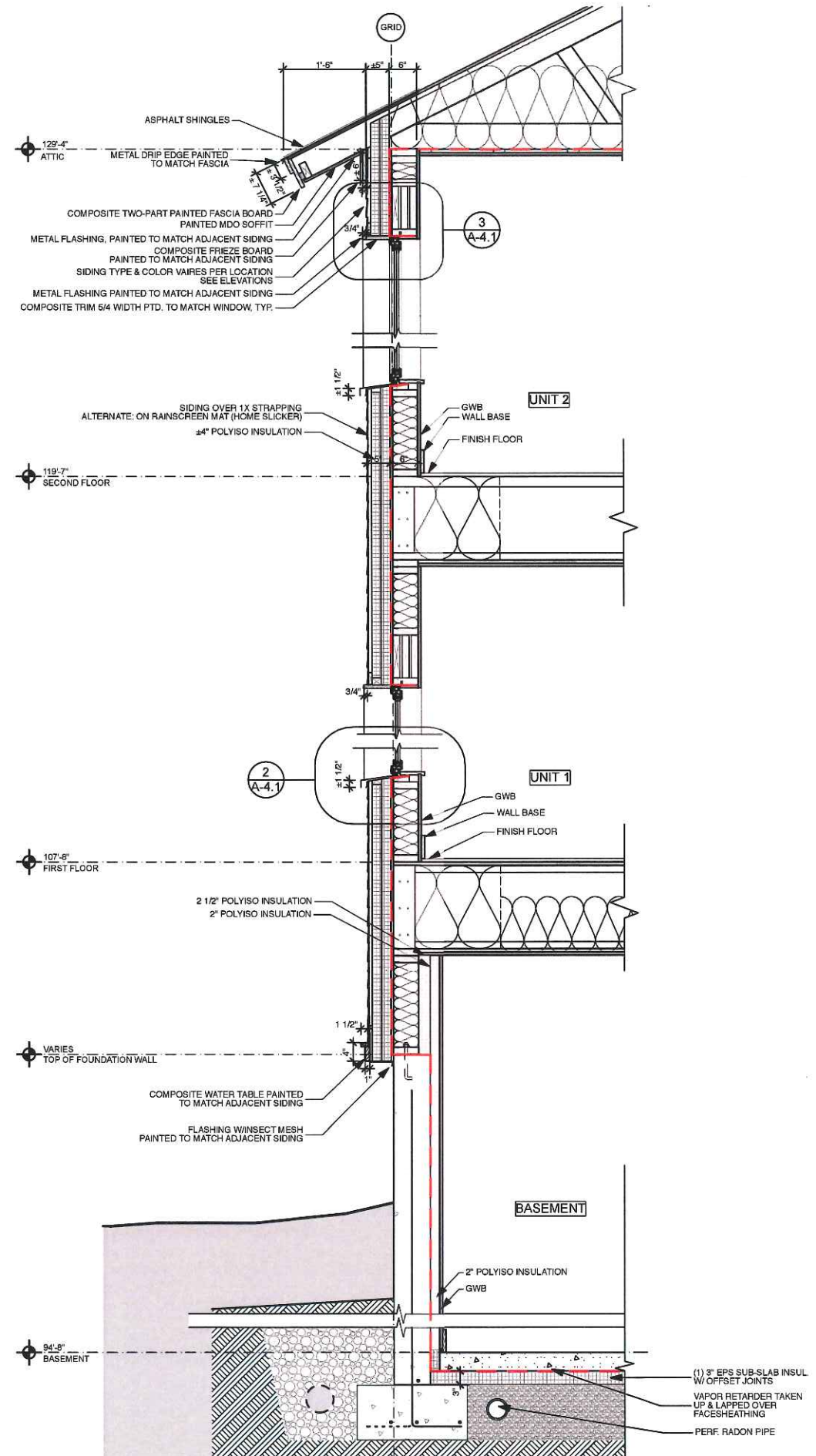
4 WINDOW JAMB
SCALE: 3" = 1'-0"



3 WINDOW HEAD
SCALE: 3" = 1'-0"



2 WINDOW SILL
SCALE: 3" = 1'-0"



1 TYPICAL WALL SECTION
SCALE: 3/4" = 1'-0"

PROJECT:

NEW TWO-FAMILY
DWELLING

380 DANFORTH
PORTLAND ME 04101

NOT FOR CONSTRUCTION
PROJECT NO: BMF2
DATE: 7/13/16
DRAWN BY: JT/CA
PHASE: SCHEMATIC DESIGN

SECTION DETAILS

A-4.1

PROJECT:

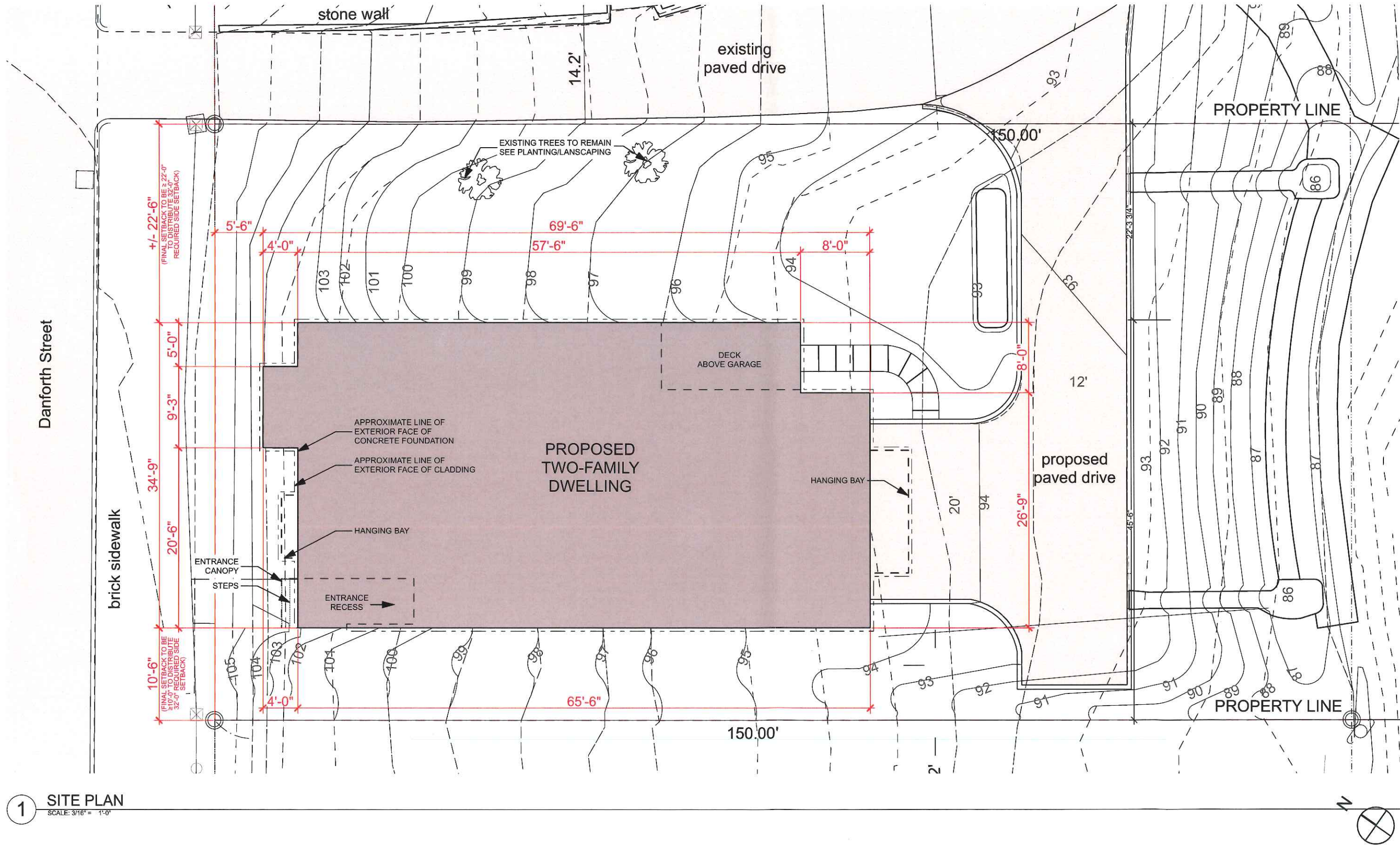
**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101

NOT FOR CONSTRUCTION
PROJECT NO: BMF2
DATE: 6/22/16
DRAWN BY: JT/CA
PHASE: SCHEMATIC DESIGN

SITE PLAN

A-0.0



1 SITE PLAN
SCALE: 3/16" = 1'-0"

PROGRESS PRINT
NOT FOR
CONSTRUCTION

New Two-Family Dwelling

380 Danforth Street
Portland Maine

SCALE: 1:5
DATE: 06.22.2016

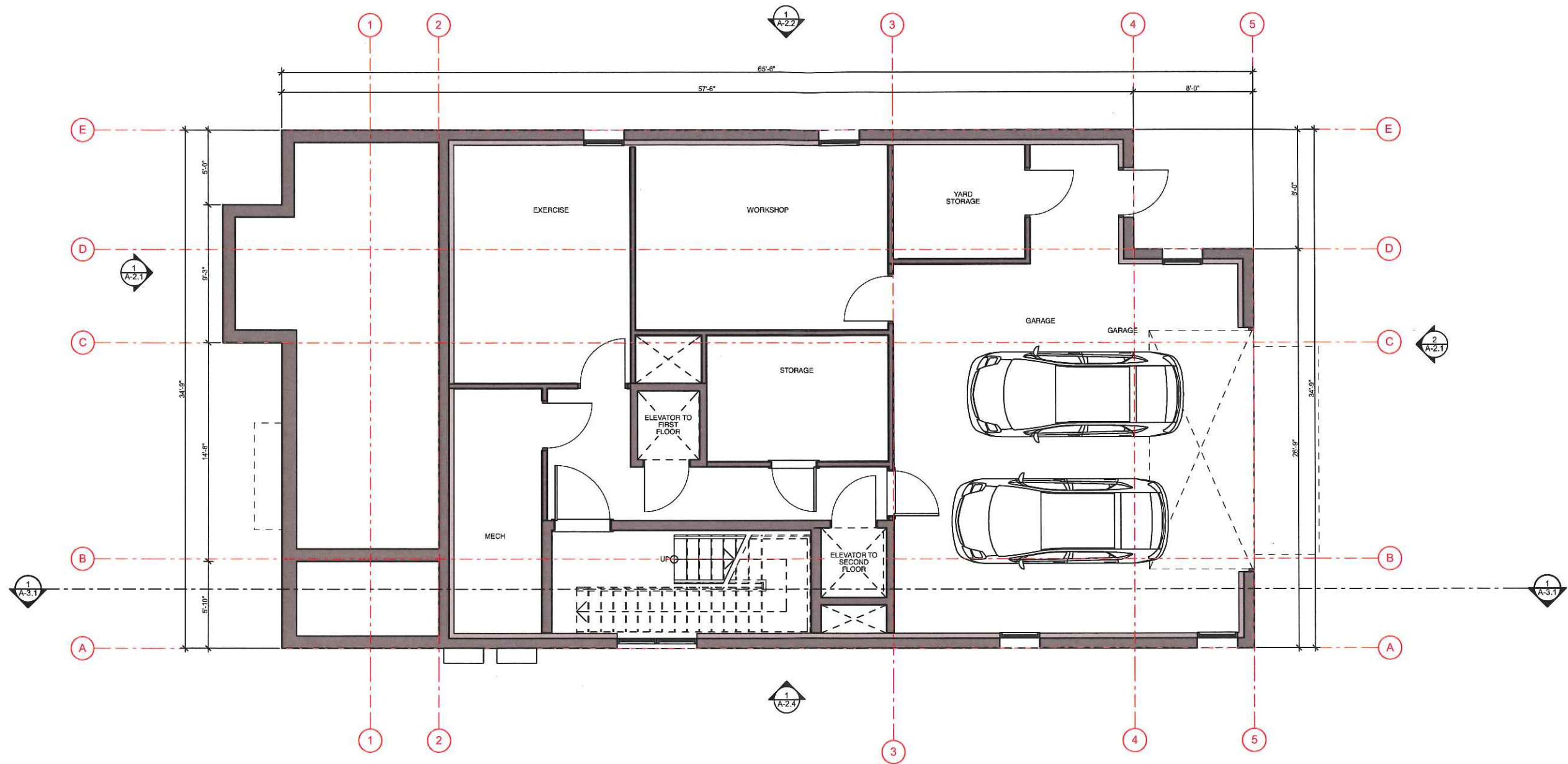
SITE
PLAN



PROJECT:

**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101



1 BASEMENT

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

NOT FOR CONSTRUCTION

PROJECT NO: BMF2

DATE: 6/22/16

DRAWN BY: JT/CA

PHASE: SCHEMATIC DESIGN

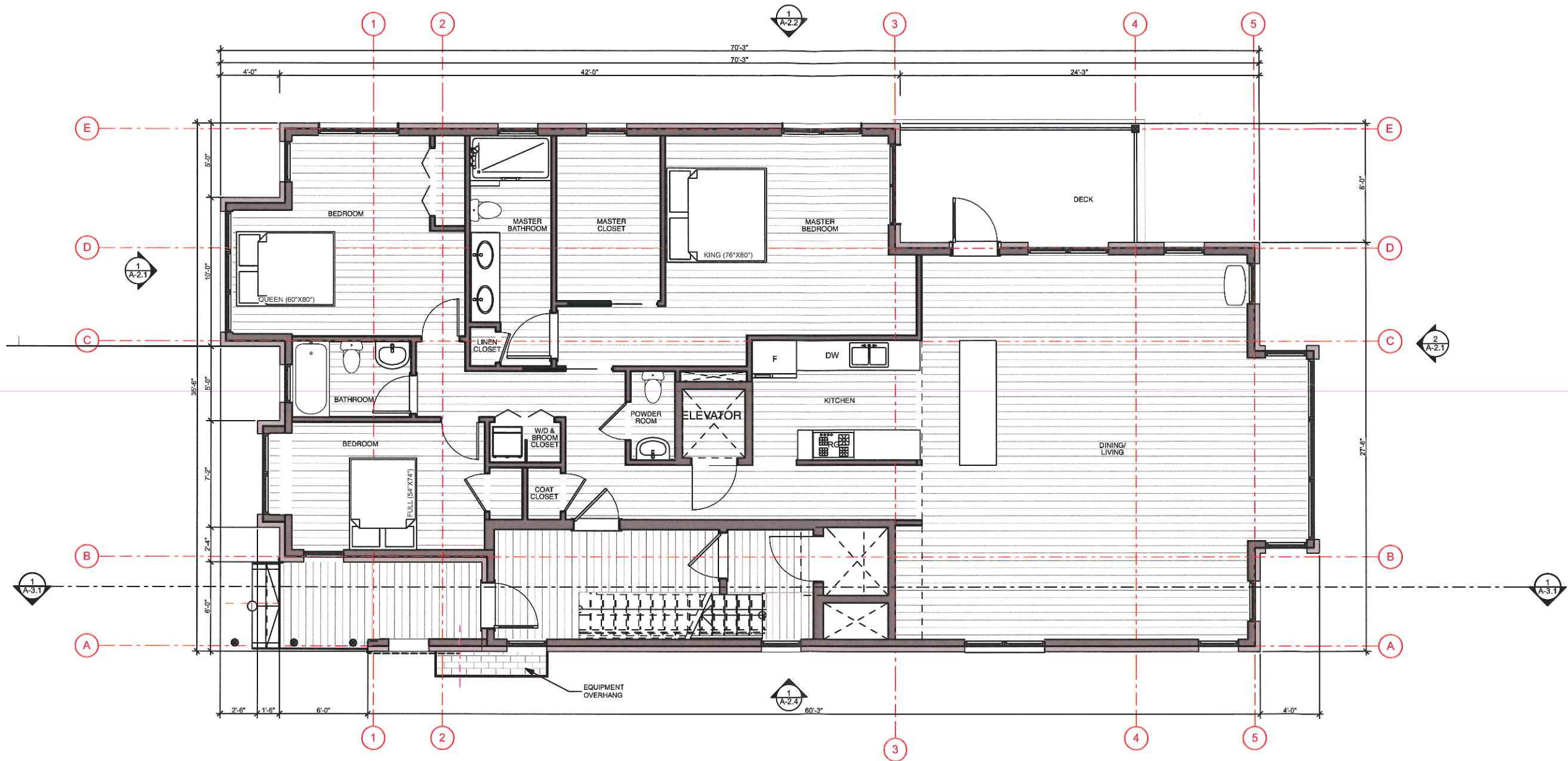
BASEMENT

A-1.0

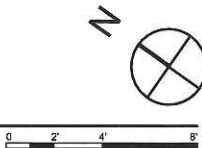
PROJECT:

**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101



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



NOT FOR CONSTRUCTION
PROJECT NO: BMF2
DATE: 6/22/16
DRAWN BY: JT/CA
PHASE: SCHEMATIC DESIGN

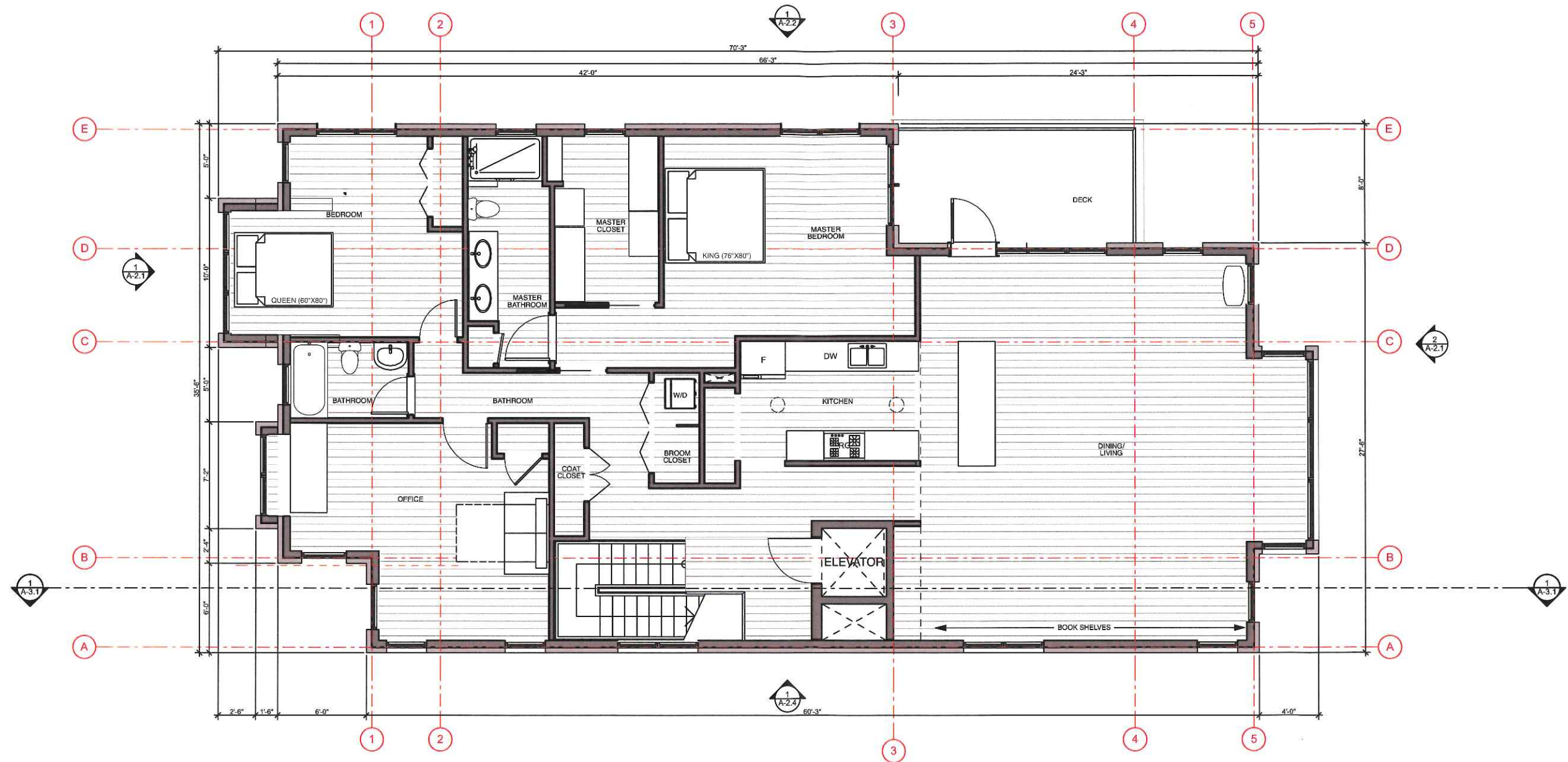
FIRST FLOOR
PLAN

A-1.1

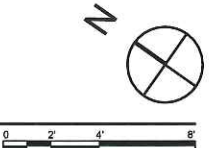
PROJECT:

**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101



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



NOT FOR CONSTRUCTION
PROJECT NO: BMF2
DATE: 6/22/16
DRAWN BY: JT/CA
PHASE: SCHEMATIC DESIGN

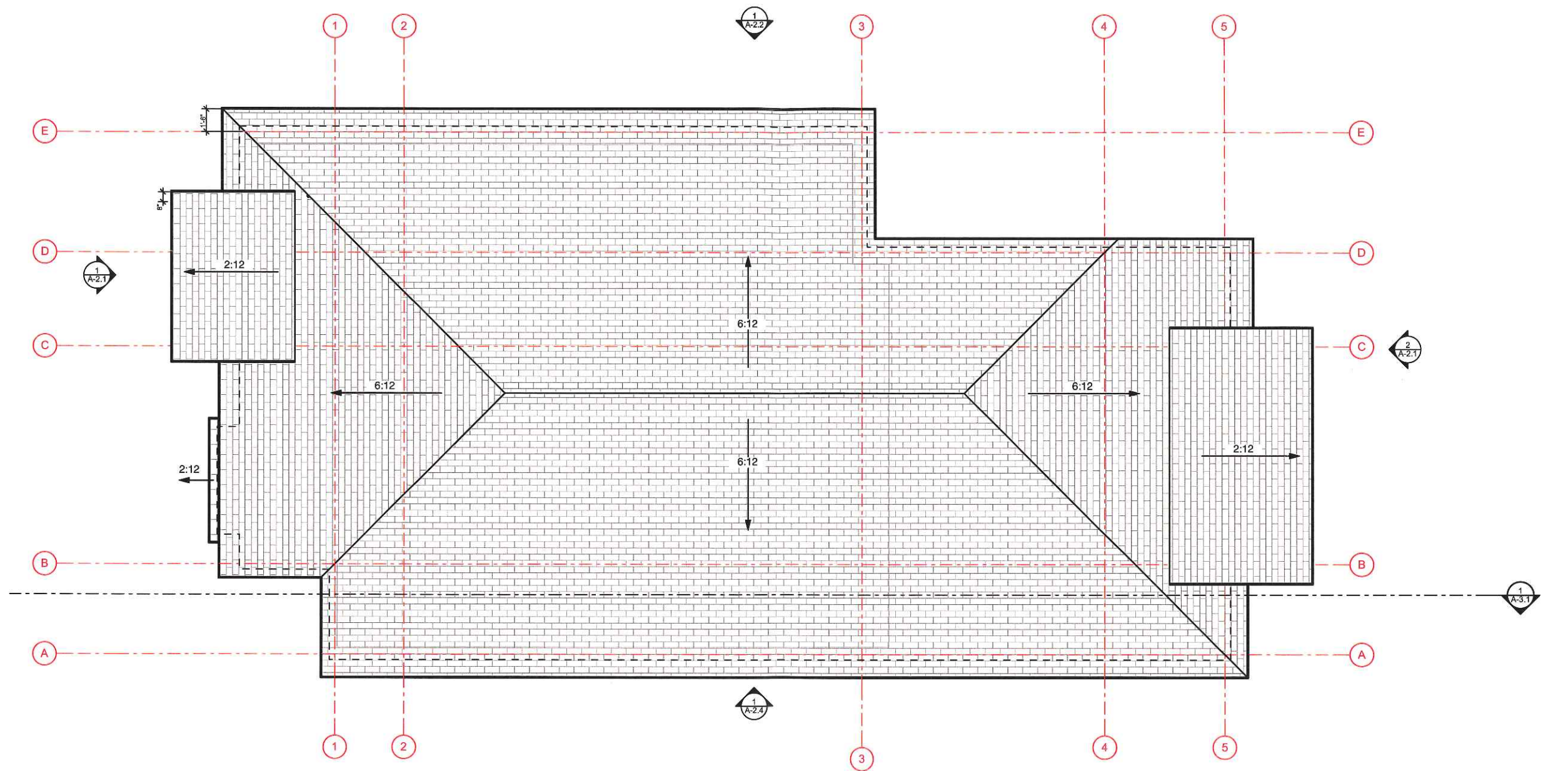
**SECOND FLOOR
PLAN**

A-1.2

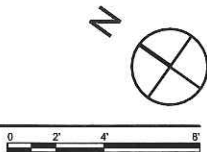
PROJECT:

**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101



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



NOT FOR CONSTRUCTION
PROJECT NO: BMF2
DATE: 6/22/16
DRAWN BY: JT/CA
PHASE: SCHEMATIC DESIGN

ROOF PLAN

A-1.4

ATT. 3
JULY 6
ELEVATIONS

NEW TWO-FAMILY DWELLING

380 DANFORTH
PORTLAND ME 04101



2 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



1 NORTH ELEVATION: DANFORTH ST.
SCALE: 1/4" = 1'-0"

NOT FOR CONSTRUCTION
PROJECT NO: BMF2
DATE: 6/22/16
DRAWN BY: JT/CA
PHASE: SCHEMATIC DESIGN

SOUTH & NORTH
ELEVATION

A-2.1

PROJECT:

**NEW TWO-FAMILY
DWELLING**

380 DANFORTH
PORTLAND ME 04101



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

NOT FOR CONSTRUCTION
PROJECT NO: BMF2
DATE: 6/22/16
DRAWN BY: JT/CA
PHASE: SCHEMATIC DESIGN

EAST ELEVATION

A-2.2



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

NOT FOR CONSTRUCTION
PROJECT NO: BMF2
DATE: 6/22/16
DRAWN BY: JT/CA
PHASE: SCHEMATIC DESIGN

WEST ELEVATION

A-2.3

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

**PUBLIC HEARING
749 CONGRESS STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: July, 13, 2016

RE: July 20, 2016 **PUBLIC HEARING**

Application for: Certificate of Appropriateness for Exterior Rehabilitation, Site Alterations and New Construction

Address: 749 Congress Street
Front portion of property occupied by former Hay & Peabody Funeral Home

Applicant: Denovo, LLC

Architect: David Lloyd, Archetype Architects

Site Plan: Pinkham & Greer Civil Engineers

INTRODUCTION

Following two preliminary workshops, representatives of Denovo LLC. and architect David Lloyd are returning to the Board for final review and approval of their plans for the rehabilitation of the former Hay & Peabody funeral home at 749 Congress Street, the construction of seven new townhouses on the rear portion of the property, and associated site alterations.

The last workshop on this project was held on July 6th. Given the recent review and the Board's stated support for most aspects of the project as presented on July 6th, this report will focus on the outstanding issues to be addressed in the final submission.

As Board members are aware, the project also requires review and approval by the Planning Board. On July 12th, the Planning Board approved the project following a workshop and public hearing. Although the Planning Board's purview of new construction proposals in historic districts does not extend to design review, the Planning Board noted that the project design had improved considerably since its first workshop and commended the Historic Preservation Board's input in that regard. Note that the Planning Board was also in agreement

with the HP Board's concerns about the provision of a pedestrian connection to the street for the townhouses. The Planning Board also commended the applicant and the abutters for working collaboratively to find a creative solution to accommodating necessary utility lines in a way that avoided disturbing the vegetated buffer on Mellen Street.

Board members will also recall that the applicant is seeking historic tax credits for the rehabilitation of the historic Bolster House on site. Plans are currently under review by the Maine Historic Preservation Commission and National Park Service.

Enclosed for the Board's review are the final proposed plans, elevations and details. Note that the final elevations include dimensions, material specs, etc. Staff has enclosed a copy of the previous site plan for reference purposes, as the most significant changes since the last workshop have been to the proposed site treatment.

Summary of Board Comment at 7/6 Workshop, Outstanding Issues

The Board responded very favorably to the design revisions made since the first workshop and expressed appreciation for the project architect's and applicant's responsiveness to Board input. Following discussion, only a handful of design issues were identified for further development or revision.

With respect to the proposed rehabilitation of the Bolster House, the Board applauded the decision to eliminate the visually distracting elevated walkway at the side entrance of the structure. Other minor changes to the original rehab proposal were supported as well. Board members did express reservations about the various signs shown on the perspective views, particularly the sign shown on the gable end of the porte cochere. Questions were also raised about the introduction of a freestanding sign in front of the inn, located in close proximity to the property's iconic clock tower and granite fence post. Board members also asked how and where the townhouse addresses would be identified. Following discussion, it was agreed that a signage package would be prepared for separate review and approval following approval of the rehabilitation and new construction plans.

Regarding the proposed townhouse construction, Board members noted that the composition of the townhouse facades had improved significantly, especially with respect to the fenestration. Not only was the floor-to-floor organization now more cohesive with the alignment of upper floor windows over the garage door opening on the ground floor, but the substitution of individual double-hung windows for the previously-proposed mulled windows was also an improvement in terms of making the overall façade composition more compatible with the historic structures of its surrounding context. The Board found that the rear façade had improved as well with the elimination of the two balconies and sliding glass doors and the introduction of individual double-hung windows.

A couple of specific design issues were flagged for further consideration. Mr. Lloyd was asked to provide a detail of the transition between the brick base and the clapboard siding of the upper floors. Also, some members questioned the appropriateness of a granite surround for the front entries, given that granite was not used elsewhere on the buildings.

The aspect of the project that generated the most discussion and concern was the proposed site treatment. In response to the Board's previous request for a pedestrian connection between

the townhouses and Congress Street, the site plan had been revised to show a stepped brick walkway directly in front of the townhouses. From the townhouses, the walkway jogged to the east, running directly in front of the main entrance of the inn and under the porte cochere. Board members felt the proposed solution did not meet their stated goal because the location and nature of the walkway read as private space rather than common access. (They also noted that the walkway proposal had not been fully developed or detailed to resolve the transition between the driveway and the stepped walk.) A suggestion was made to run another continuous walkway, flush with the parking lot grade, immediately in front of the proposed stepped walk. The portion directly abutting each unit would serve as a more gracious entry into the unit (possibly including a granite landing to relate to the granite entry surround) and the continuous walkway would serve as an effective common way. While Board members acknowledged that the width of the driveway was fairly limited to add a sidewalk, they noted that an at-grade, flush brick walkway could accommodate vehicular access or turning movements when needed.

The portion of the walkway running in front of the inn's entrance was discussed as well. Board members noted that the position of this walkway, directly abutting a commercial establishment with no affiliation with the townhouses, was not ideal. Ideally, the townhouses would have a separate and distinct walkway and identification from Congress Street. While no specific solution or recommendation emerged from the discussion, the project architect was encouraged to explore all options for resolving this outstanding issue.

Final Proposal

The enclosed townhouse elevations include the higher level of detail required for final review and approval. Dimensions are called out, material specifications are noted, and relevant wall sections are provided. Note that the design for the townhouses has not changed, but various contributing elements have been further detailed. For example, as the Board requested, the elevations now show precast trim defining the transition from the brick base to the clapboards above. Note also that the side elevations of the two end units are now depicted.

The elevations for the historic Bolster House remain unchanged since the Board's last workshop.

The most significant change reflected in the final submission is the proposed site treatment. In response to Board concerns at the July 6 workshop (which were shared by the Planning Board), the site plan now shows a separate continuous 4' brick walkway outboard of the paved area immediately abutting the units. Where the walkway turns to connect to Congress Street, the brick widens to extend the full width of the driveway under the porte cochere. This not only provides a wider pathway for pedestrians accessing the townhouses when vehicles are not parked under the porte cochere, it also provides a higher quality paving material for the inn entrance.

The paved area directly abutting each unit has been changed to concrete pavers to distinguish between the private and shared zones--see A1.07 for detail. Planter boxes atop short concrete retaining walls serve to highlight each entrance and provide separation for each unit.

Note that the western boundary of the property within the parking area remains delineated with bollards only. As Board members will recall, the applicant hopes to acquire the abutting property. Perhaps there will be an opportunity to make improvements to the paved area at that time.

As agreed at the last workshop, any signage associated with the proposed inn or townhouses will be reviewed separately once plans are finalized.

APPLICABLE REVIEW STANDARDS

Exterior Alterations to Existing Historic Structure:

- (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.*
- (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.*

New Construction:

The following building characteristics shall be considered in assessing the compatibility of proposed new construction within a historic context. A new building need not follow the pattern set by its neighbors in each and every category. But it should relate to a number of the easily discernable traits. These characteristics are:

Scale and Form

- Height
- Width
- Proportion of principal facades
- Roof shapes
- Scale of the structure

Composition of Principal Facades

- Proportion of openings
- Rhythm of solids to voids in facades
- Rhythm of entrance porch and other projections
- Relationship of materials, texture and color
- Signs, canopies and awnings

Relationship to the street

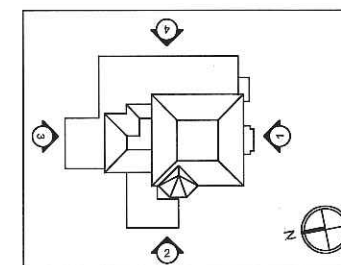
- Walls of continuity
- Rhythm of spacing and structures on streets
- Directional expression of principal elevations

Motion for Consideration:

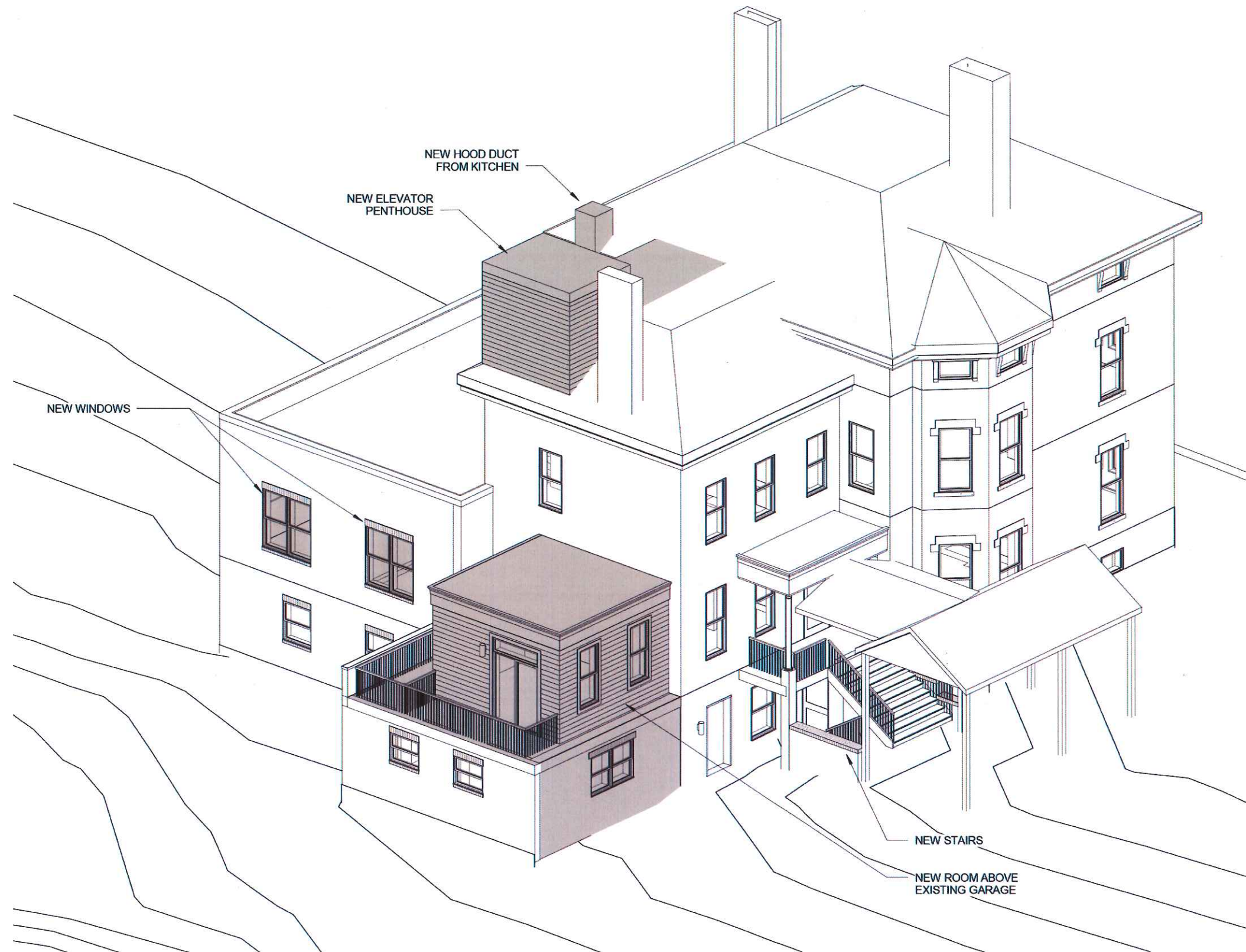
On the basis of plans and specifications submitted by the applicant for the July 20, 2016 public hearing and information included in the accompanying staff report, the Board finds that the proposed rehabilitation of the historic Bolster House, new townhouse construction and associated site alterations at 749 Congress Street **meets (fails to meet)** the historic preservation ordinance's standards for the review of alterations and standards for review of new construction (subject to the following conditions.....)

ATTACHMENTS:

1. Elevations and axonometric view of Bolster House, with alterations
2. Perspective views of townhouses
3. Elevations and wall sections
4. Site plan
5. Detail of site plan
6. Site plan presented at 7/6 workshop



A2.02



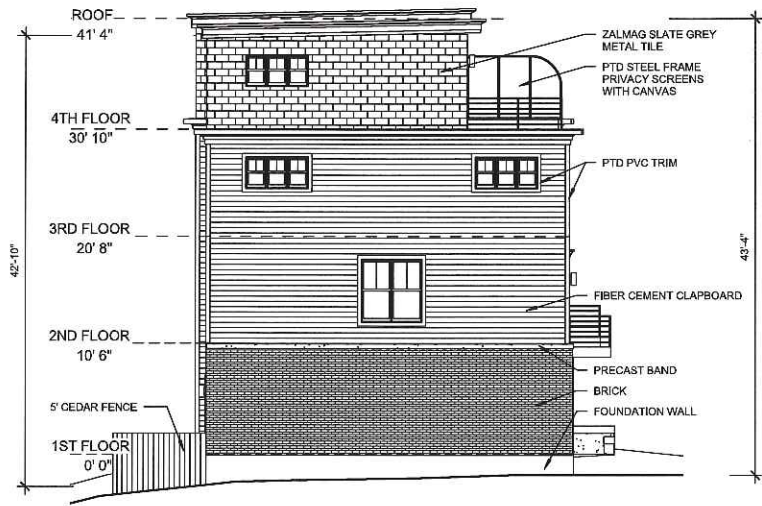
Axonometric showing additions to historic building

A++2.





A4.3.



4 | NORTH ELEVATION
1/8" = 1'-0"



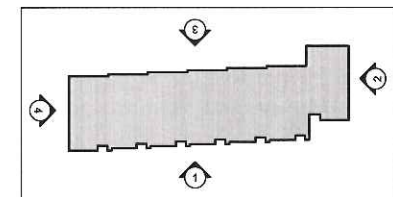
3 | EAST ELEVATION
1/8" = 1'-0"



2 | SOUTH ELEVATION
1/8" = 1'-0"

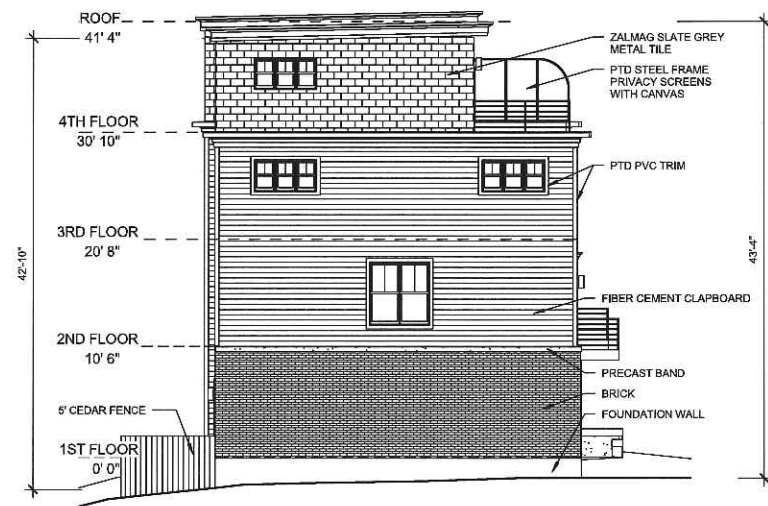


1 | WEST ELEVATION
1/8" = 1'-0"



MEAN BUILDING HEIGHT - 43'-4 1/4"

Prepared For:	Owner
Consultant:	Archetype Architects 48 Union Wharf Portland, Maine 04101 (207) 774-9002 ARCHETYPE@ARCHETYPEPA.COM
Project:	BRAMHALL ROW PORTLAND, MAINE
Revisions:	
Date:	15 JULY 2016
Scale:	As indicated
BUILDING ELEVATIONS	
A2.0	



4 | NORTH ELEVATION
1/8" = 1'-0"



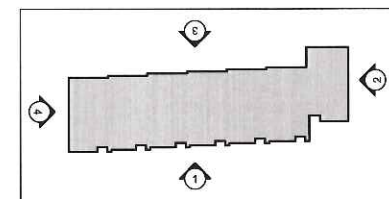
2 | SOUTH ELEVATION
1/8" = 1'-0"



3 | EAST ELEVATION
1/8" = 1'-0"



1 | WEST ELEVATION
1/8" = 1'-0"



MEAN BUILDING HEIGHT - 43'-4 1/4"

Owner

Prepared For:

Consultant:

Architect
ARCHETYPE
Architects
48 Union Wharf Portland, Maine 04101
(207) 774-5922 ARCHETYPEPA.COM

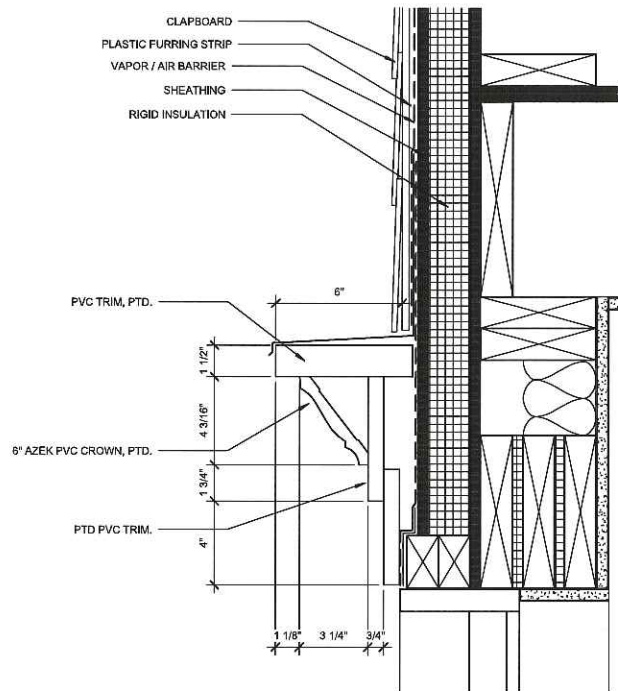
Project:
BRAMHALL ROW

PORTLAND, MAINE

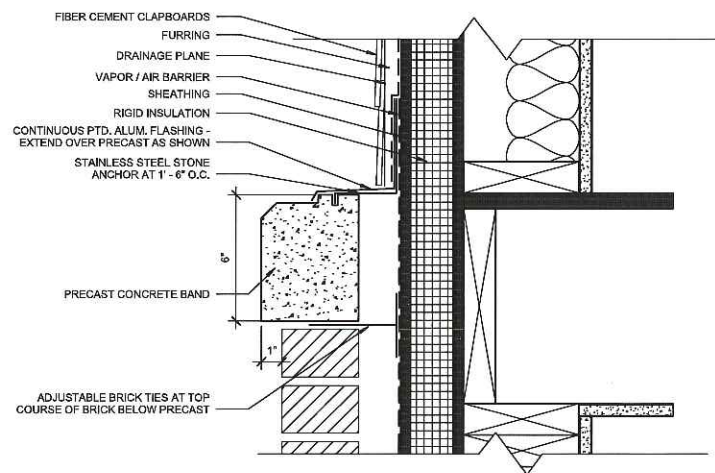
Revisions:

Date: 15 JULY 2016
Scale: As indicated
BUILDING ELEVATIONS

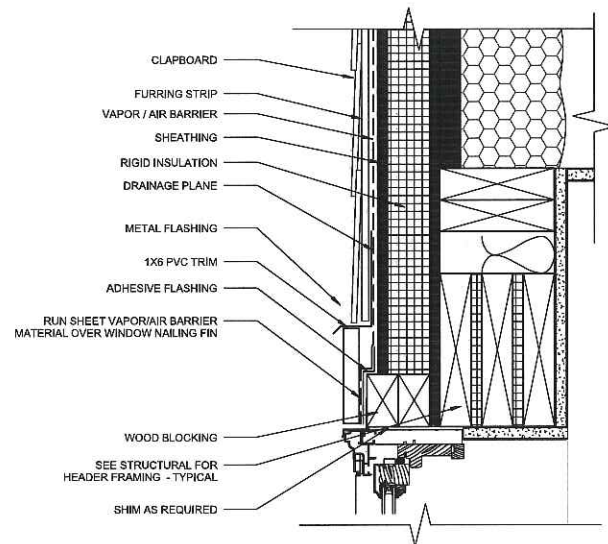
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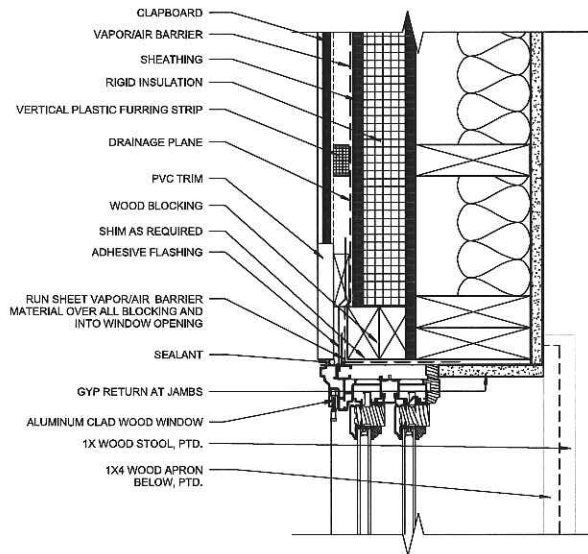
6 | CROWN ABOVE SLIDING DOOR DETAIL
3\"/>



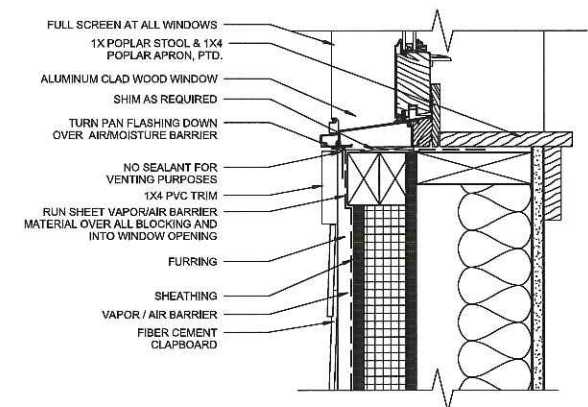
5 | PRECAST BAND DETAIL
3\"/>



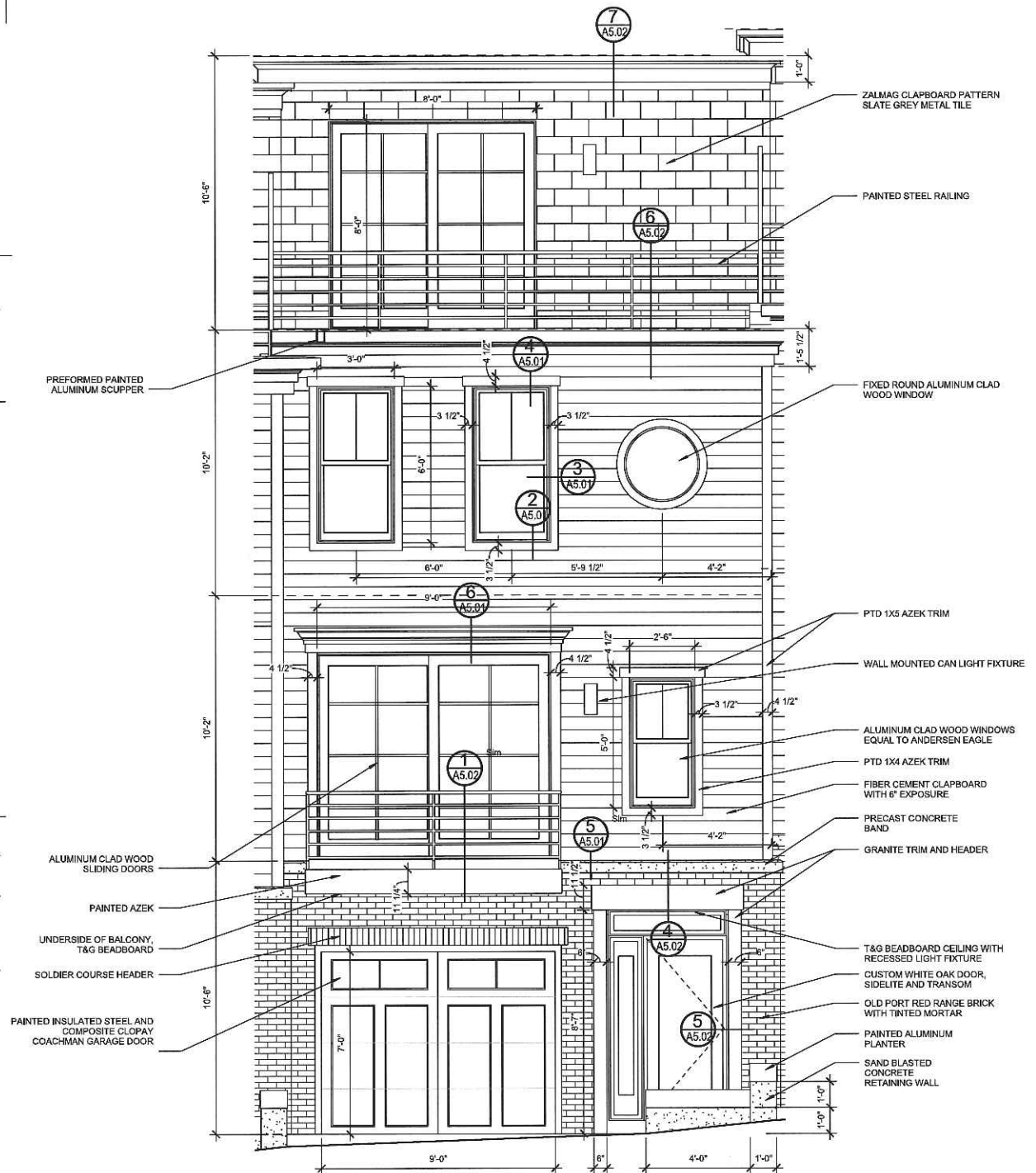
4 | WINDOW HEAD AT CLAPBOARD
3\"/>



3 | WINDOW JAMB AT CLAPBOARD
3\"/>



2 | WINDOW SILL AT CLAPBOARD
3\"/>



1 | ENLARGED ENTRY ELEVATION
3/8\"/>

Owner
Address
City, State

Prepared For:

Consultant:

Architect
ARCHETYPE
architects
48 Union Wharf Portland, Maine 04101
(207) 724-0022 ARCHETYPE@ARCHETYPEA.COM

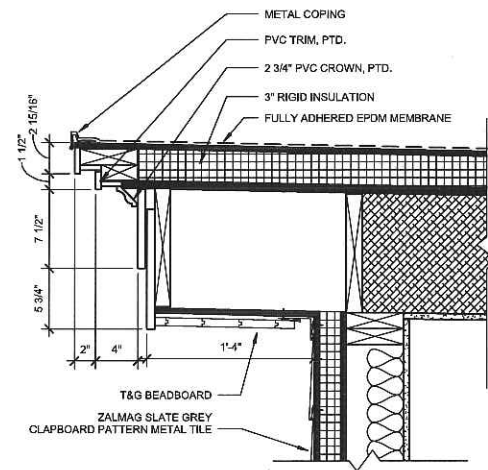
Project:
BRAMHALL ROW

Revisions:

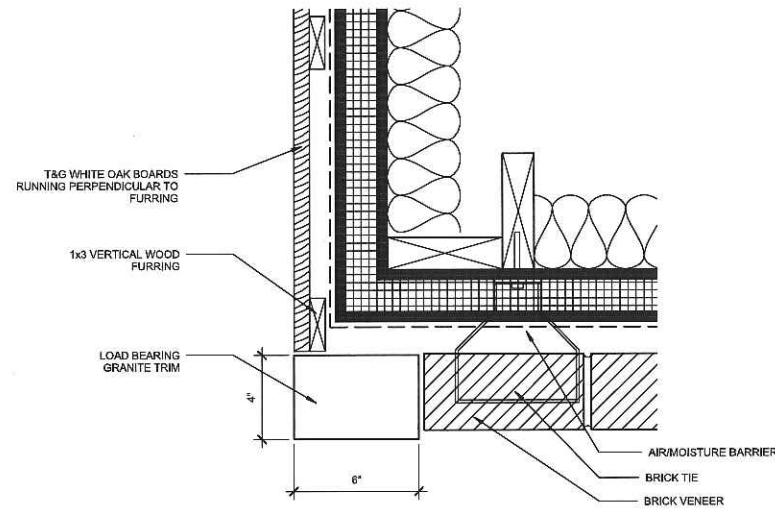
Date: 15 JULY 2016
Scale: As Indicated

ENLARGED ENTRY AND
DETAILS

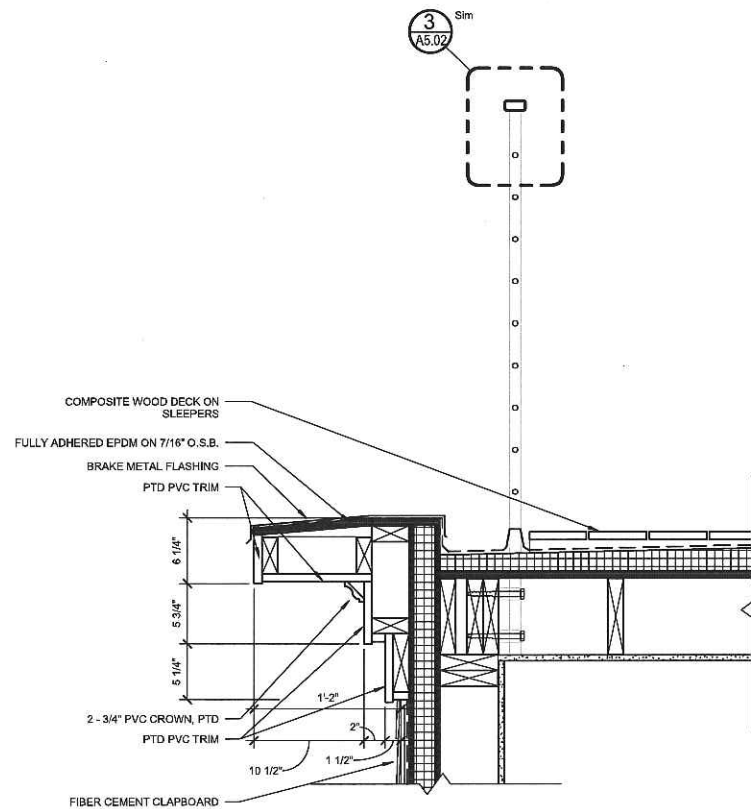
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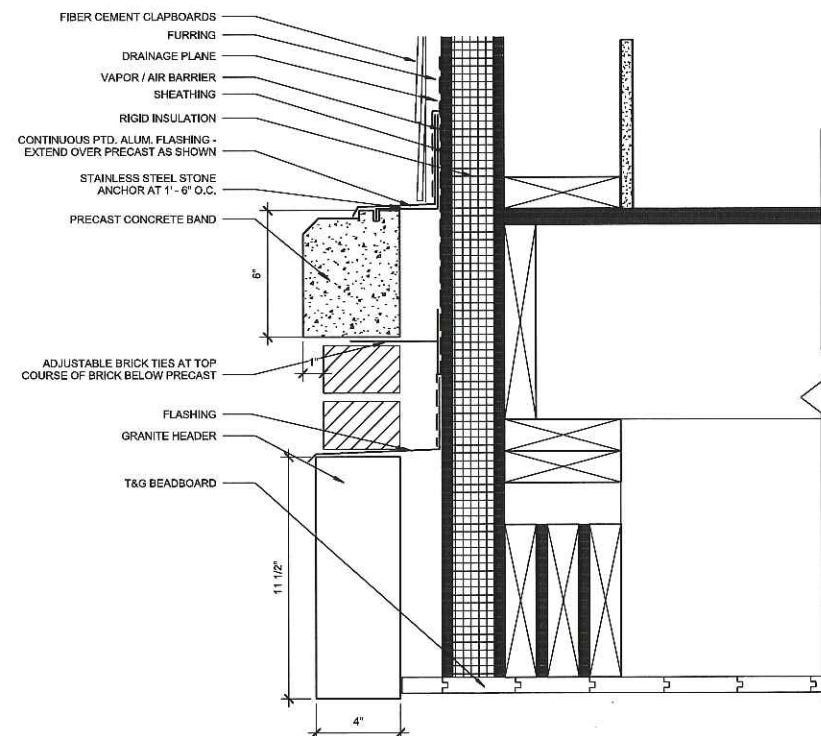
7 | DETAIL AT ROOF OVERHANG
1 1/2" = 1'-0"



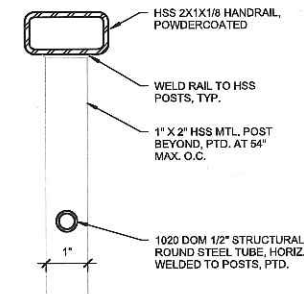
5 | UNIT ENTRY TRIM DETAIL
3" = 1'-0"



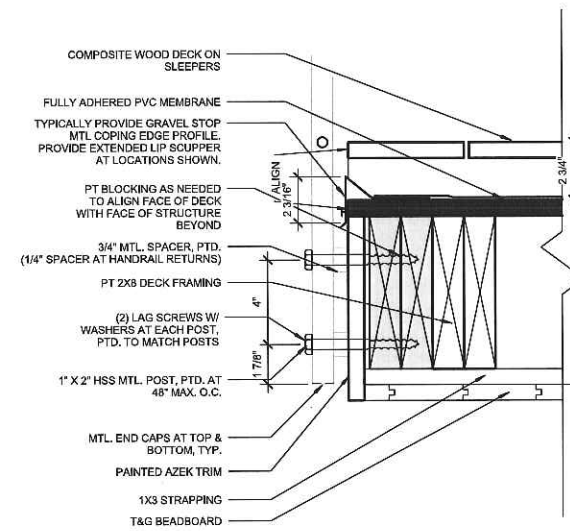
6 | FOURTH FLOOR DECK DETAIL
1 1/2" = 1'-0"



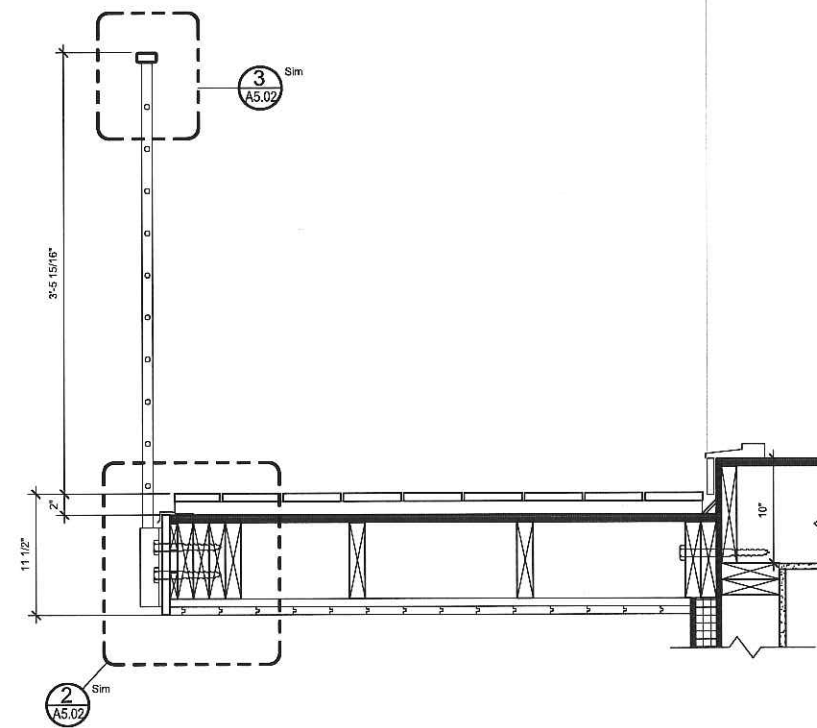
4 | UNIT ENTRY HEADER DETAIL
3" = 1'-0"



3 | METAL RAIL DETAIL
6" = 1'-0"



2 | DECK EDGE DETAIL
3" = 1'-0"



1 | TYP SECTION AT DECK
1 1/2" = 1'-0"

Owner

Consultant:

Architect:
ARCHETYPE
architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Project:
BRAMHALL ROW

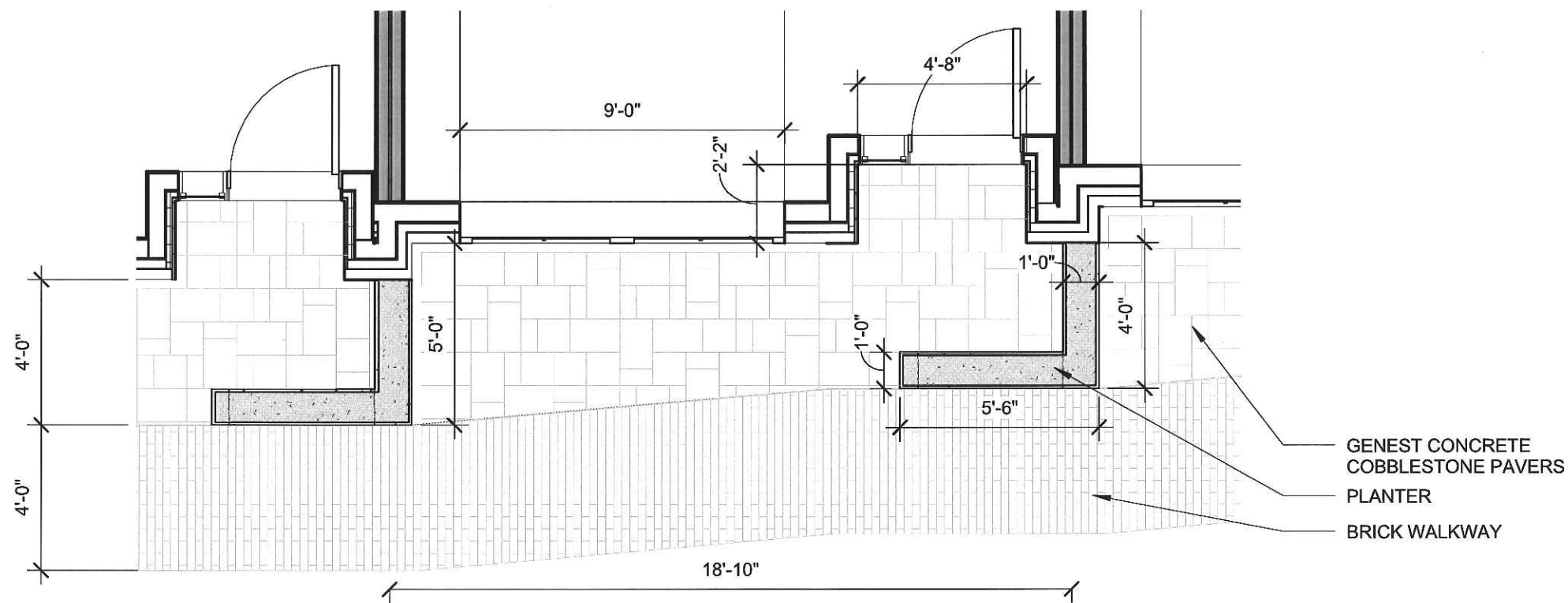
PORTLAND, MAINE

Revisions:

Date:
15 JULY 2016
Scale:
As indicated
EXTERIOR DETAILS

A5.02

A++ 5



1 | 1ST FLOOR ENTRY PLAN
1/4" = 1'-0"

ARCHETYPE
architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 Fax (207) 772-4056

Date: 07/15/16
Scale: 1/4" = 1'-0"
ENLARGED ENTRY
PLAN

Project: BRAMHALL ROW
PORTLAND, MAINE

A1.07

CITY OF PORTLAND
SITE PLAN AND SUBDIVISION NOTES

- LANDSCAPING SHALL MEET THE "ARBORICULTURAL SPECIFICATIONS AND STANDARDS OF PRACTICE AND LANDSCAPE GUIDELINES" OF THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
- THE ENTIRE SITE SHALL BE DEVELOPED AND/OR MAINTAINED AS DEPICTED ON THE SITE PLAN. APPROVAL OF THE PLANNING AUTHORITY OR PLANNING BOARD SHALL BE REQUIRED FOR ANY ALTERATION TO OR DEVIATION FROM THE APPROVED SITE PLAN, INCLUDING, WITHOUT LIMITATION: TOPOGRAPHY, DRAINAGE, LANDSCAPING, RETENTION OF WOODED OR LAWN AREAS, ACCESS, SIZE, LOCATION, AND SURFACING OF PARKING AREAS AND LOCATION AND SIZE OF BUILDINGS.
- ALL POWERLINE UTILITIES SHALL BE UNDERGROUND.
- SIDEWALKS AND CURBING SHALL BE DESIGNED AND BUILT WITH TIPDOWN RAMPS AT ALL STREET CORNERS, CROSSWALKS AND DRIVEWAYS IN CONFORMANCE WITH THE CITY OF PORTLAND TECHNICAL AND DESIGN STANDARDS AND GUIDELINES.
- ALL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL BMPs PUBLISHED BY THE BUREAU OF LAND AND QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003.
- ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE EXCAVATION OR REGRADING.
- ALL DISTURBED AREAS ON THE SITE NOT COVERED BY BUILDINGS OR PAVED AREAS SHALL BE STABILIZED WITH LOAM AND SEED OR OTHER METHODS AS REQUIRED BY BEST MANAGEMENT PRACTICES (SEE ABOVE).
- PRIOR TO CONSTRUCTION, A PRECONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE WITH THE CONTRACTOR, DEVELOPMENT REVIEW COORDINATOR, PUBLIC WORKS REPRESENTATIVE AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE SITE/BUILDING CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE ATTENDING CITY REPRESENTATIVE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR THE PRECONSTRUCTION MEETING.
- EXISTING VEGETATION SHALL BE CONSERVED IN AREAS SHOWN ON THIS SITE. FENCING OR OTHER PROTECTIVE BARRIERS SHALL BE ERECTED OUTSIDE THE DRIP-LINE OF INDIVIDUAL GROUPINGS OF TREES DESIGNATED FOR PRESERVATION PRIOR TO THE ONSET OF CONSTRUCTION. REGRADING SHALL NOT TAKE PLACE WITHIN THE DRIP-LINE OF TREES DESIGNATED FOR PRESERVATION. NO STORAGE OR CONSTRUCTION MATERIALS SHALL BE PERMITTED WITHIN THE DRIP-LINE OF TREES TO BE PRESERVED.
- SUBDIVISION AT THE TIME OF APPROVAL IS DEFINED AS "SUBDIVISION SHALL MEAN THE DIVISION OF A LOT, TRACT OR PARCEL OF LAND INTO THREE (3) OR MORE LOTS, INCLUDING LOTS OF FORTY (40) ACRES OR MORE, WITHIN ANY FIVE-YEAR PERIOD WHETHER ACCOMPLISHED BY SALE, LEASE, DEVELOPMENT, BUILDINGS OR OTHERWISE AND AS FURTHER DEFINED IN 30-A M.R.S.A. SECTION 4409. THE TERM SUBDIVISION SHALL ALSO INCLUDE THE DIVISION OF A NEW STRUCTURE OR STRUCTURES ON A TRACT OR PARCEL OF LAND INTO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-YEAR PERIOD AND THE DIVISION OF AN EXISTING STRUCTURE OR STRUCTURES PREVIOUSLY USED FOR COMMERCIAL OR INDUSTRIAL USE INTO THREE (3) OR MORE DWELLING UNITS WITHIN A FIVE-YEAR PERIOD. THE AREA INCLUDED IN THE EXPANSION OF AN EXISTING STRUCTURE IS DEEMED TO BE A NEW STRUCTURE FOR THE PURPOSE OF THIS PARAGRAPH. A DWELLING UNIT SHALL INCLUDE ANY PART OF A STRUCTURE WHICH, THROUGH SALE OR LEASE, IS INTENDED FOR HUMAN HABITATION, INCLUDING SINGLE-FAMILY AND MULTIFAMILY HOUSING CONDOMINIUMS, TIME-SHARE UNITS AND APARTMENTS."

GENERAL NOTES

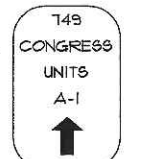
- OWNER: MARTIN B. DASSA & ALYSSA J. DASSA TRUSTEES, 3 COTTONWOOD LANE, FALMOUTH, MAINE 04105. DEEDS RECORDED IN CUMBERLAND COUNTY REGISTRY OF DEEDS BK. 28921, PG. 208, DATE 11/15/06.
- DEVELOPER: DENOVO, LLC, 47 WAITES LANDING ROAD, FALMOUTH, MAINE 04105.
- ENGINEER: PINKHAM & GREER CIVIL ENGINEERS, 28 VANNAH AVENUE, PORTLAND, MAINE, 04103.
- ARCHITECT: ARCHETYPE ARCHITECTS, 48 UNION WHARF, PORTLAND, MAINE 04101.
- TOPOGRAPHIC AND BOUNDARY: TITCOMB ASSOCIATES, 133 GRAY ROAD, FALMOUTH, MAINE, 04105.
- UNDERLYING SOILS MAPPING TAKEN FROM SOIL CONSERVATION STUDY OF CUMBERLAND COUNTY AND CLASSIFIED HINCKLEY (H1B). THE SURFACE OF THE SITE IS CURRENT URBAN LAND.
- TAX MAP REFERENCE: MAP 41 / BLOCK A / LOT 20, 28, 30, 32.
- TOTAL PARCEL = 0.71 acres
- UNITS TO BE SERVICED BY PUBLIC WATER FROM CONGRESS STREET AND PUBLIC SEWER, AND GAS FROM MULLEN STREET. THESE SERVICES, INCLUDING HYDRANTS, ARE AS SHOWN ON SHEET C14, GRADING AND UTILITIES PLAN.
- POWER, TELEPHONE AND CABLE SERVICES ARE TO BE UNDERGROUND FROM A NEW POLE ON THE SUBJECT PARCEL ADJACENT TO MULLEN STREET. THESE SERVICES ARE SHOWN ON SHEET C14, GRADING AND UTILITIES PLAN.
- CALL DIG-SAFE PRIOR TO COMMENCING WORK, 1-800-DIG-SAFE.
- ALL WORK WITHIN THE PUBLIC RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
- PROPOSED PARKING SPACES: 12-OUTDOOR, 1-INDOOR.
- THE SUBJECT PARCEL SHOWN AS 749 CONGRESS STREET IS SUBJECT TO A CITY OF PORTLAND LEVEL III SITE PLAN AND SUBDIVISION PERMIT.
- FLOODPLAIN: THIS PROPERTY IS IN ZONE C OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL 230251 0014 B, EFFECTIVE DATE JULY 17, 1986. IT IS NOT IN A SPECIAL FLOOD HAZARD ZONE.
- NEW PROPERTY PINS TO BE SET AT THE EXPENSE OF THE DEVELOPER AT THE END OF CONSTRUCTION.
- ALL CONSTRUCTION AND SITE ALTERATIONS SHALL BE DONE IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL BMPs" PUBLISHED BY THE BUREAU OF LAND AND WATER QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, LATEST EDITION, MARCH 2003.

ZONE INFORMATION

B2b - COMMUNITY BUSINESS ZONE
R6 - RESIDENTIAL ZONE
PERMITTED USES: MULTI-FAMILY DWELLING, RESTAURANTS, HOTELS & MOTELS LESS THAN 150 ROOMS

PROJECT DRAWINGS

- C11 COVER SHEET
 - C12 SUBDIVISION RECORDING PLAT
 - C13 SITE PLAN
 - C14 EXISTING CONDITIONS AND DEMOLITION PLAN
 - C15 GRADING AND UTILITIES PLAN
 - C16 EROSION CONTROL PLAN, NOTES AND DETAILS
 - C17 LANDSCAPE PLAN, NOTES AND DETAILS
 - C21 SITE DETAILS
 - C22 SITE DETAILS
- PLAN OF EXISTING CONDITIONS SURVEY



ADDRESS SIGN
DETAIL

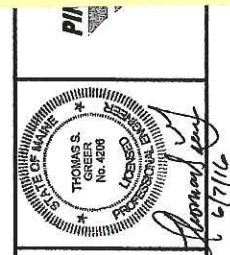
PARKING INFORMATION

16 HOTEL ROOMS	4 SPACES
35 SEAT RESTAURANT	5 SPACES
9 RESIDENTIAL UNITS	3 SPACES
TOTAL REQUIRED	12 SPACES
PROVIDED	13 SPACES

LEGEND

- EXISTING
- PROPERTY LINE
 - ADJUTERS PROPERTY EASEMENT
 - EDGE OF PAVEMENT
 - BUILDING CURB
 - CATCH BASIN
 - SEWER MANHOLE
 - HYDRANT
 - WATER VALVE
 - GAS VALVE
 - POLE MOUNTED TRANSFORMER
 - UTILITY POLE W/ GUY WIRE
 - LIGHT POLE
 - AREA LIGHT ON POLE
 - SIGN
 - FENCE
 - BENCHMARK
- PROPOSED
- EDGE OF PAVEMENT
 - VERTICAL GRANITE CURB
 - BUILDING
 - BUILDING ENTRY/EGRESS
 - BUILDING OVERHEAD DOOR
 - CATCH BASIN
 - UTILITY POLE
 - STOCKADE FENCE
 - BOLLARD
 - FULL DEPTH BITUMINOUS PAVT
 - BRICK PAVERS
 - CONCRETE PAVERS
 - SIGN
 - GREASE TRAP
 - PAINTED TRAFFIC DIRECTION ARROW
 - SNOW STORAGE AREA

ATT. 6
PREVIOUS SITE
PLAN



REV.	DATE	DESCRIPTION
3	5/7/16	REVISED UTILITIES
2	4/22/16	PER STAFF COMMENTS
1	4/8/16	PER STAFF COMMENTS

APPLICANT: DENOVO, LLC
47 WAITES LANDING ROAD
FALMOUTH, MAINE

SCALE: AS SHOWN
DATE: FEBRUARY 22, 2016
PROJECT: 15156

DRN BY: JDC
DES BY: TSG
CHK BY: [Signature]

749 CONGRESS STREET
749 CONGRESS STREET
PORTLAND, MAINE

C1.2

MAPLOT 471A/20, 30, 28, 32

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

**PUBLIC HEARING
794 CONGRESS STREET – HOLT HALL**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: July 14, 2016

RE: July 20, 2016 **PUBLIC HEARING**

Application for: Certificate of Appropriateness for installation of rooftop wireless antennae, with enclosure for screening

Address: 794 Congress Street – Holt Hall

Applicant: Crown Castle USA, on behalf of T-Mobile

Contractor: Crown Castle, represented by Amanda Goodall

Engineers: Chappell Engineering Associates LLC, represented by Jay Thibault

Introduction

Contractor Crown Castle USA has filed a building permit application on behalf of T-Mobile to install additional wireless antennae and a faux brick enclosure to augment existing T-Mobile equipment already installed on the roof of 794 Congress Street. Holt Hall, also known as the Maine Eye and Ear Infirmary, is a contributing, landmark structure designed by pre-eminent Portland architect John Calvin Stevens, and prominently situated on Bramhall Square. The height and location of the six-story (plus a seventh floor penthouse) edifice make it a “go to” location for companies looking to improve wireless service in the dense west Congress Street neighborhood near the boundary with the Western Promenade district. Historic Preservation staff has reviewed several lesser applications to locate equipment atop the penthouse in recent years. Because of the size of the proposed antenna enclosure associated with this project, and concern for the potential visual impact of it on the already crowded roof of a landmark building, staff elected to seek a review by the Board.

Crown Castle has submitted plans that include rooftop details and an elevation, and photo-simulations prepared by Chappell Engineering Associates. The engineers also prepared a structural analysis to ensure the roof has adequate capacity to support the proposed additions.

Jay Thibault of Chappell Engineering will be representing the applicant for the hearing, and will be bringing material samples for the skin of the enclosure.

Subject Property

The Maine Eye and Ear Infirmary was planned and promoted by the distinguished surgeon Dr. Erastus Holt, after whom the building was named when it became part of Maine Medical Center in 1950. In the 1990s the building underwent a comprehensive renovation and was turned into housing.

John Calvin Stevens designed the building in a mixed Romanesque-English Renaissance style, or what was known at the time as the "Free Classic" style. Stevens was at the time beginning to move toward the Colonial Revival style. Holt Hall has been described in the Historic Resources Inventory as "an eclectic combination of primarily English Renaissance features ... The architect was especially successful in creating a structure which, although an imposing presence on the urban landscape, compliments the residential neighborhood with its hipped roof and Georgian dormers." Soon after 1900 the seventh floor, wood-framed penthouse was added.

As can be seen in the provided elevation drawing and accompanying photos, the roof of the penthouse is already cluttered with various mechanical and telecommunication equipment, including at least one other carrier besides T-Mobile. At the rear of the penthouse an old brick elevator tower (age uncertain) extends higher than most, but not all, of the existing modern equipment.

Proposed Addition

Crown Castle is proposing to replace an existing antenna assembly at the Congress Street end of the penthouse roof with additional antennae which are to be surrounded by a faux "chimney" made of fiberglass and painted to match the brick tones in other chimneys and the existing elevator overrun at the other end of the penthouse. The proposed faux chimney is 6'-5" square, and 10' high (apparently measured from the roof deck.) Staff assumes the antennae within the enclosure are nearly that tall. The material is to be fiberglass; according to the engineer the panels are typically a molded replica of brick construction, either smooth or textured, and painted to imitate brick. Plans show flat fiberglass trim around the top of the enclosure, but it does not appear there is an overhanging cornice. This detail might be adjusted according input from the Board.

Staff Comments

Staff was uncomfortable with an administrative review of this proposal because of the size and height of the enclosure, and the highly visible location at the Congress Street end of the penthouse roof. Although the rooftop is already somewhat cluttered, the magnitude of the faux chimney would compete with the existing historic elevator overrun at the opposite end of the roof, that staff considers a significant architectural feature.

The push to upgrade wireless services is a frequent source of rooftop proposals. On more

contemporary buildings the visual impact is easier to rationalize, and staff wonders if there are no other buildings which might meet T-Mobile's need. In terms of the use of the subject property (see Standard 1) these proposals are somewhat awkward because the intended use of the building is as interior space – not a supporting structure for telecommunications equipment. Nonetheless, the challenge remains to mount essential antennae in ways that are compatible with our historic districts. According to Mr. Thibault, the proposed antennae have been designed to meet the needs of T-Mobile with the minimum size possible.

Assuming the applicants have found no suitable alternative, the Board might wish to discuss alternate methods of screening:

- Color choice: If Board members judge a faux chimney to be a false addition of an architectural feature that calls attention to itself another option would be a smooth-walled enclosure painted the color of the penthouse. At the other end of the roof, near the elevator tower, a smaller, round stack was installed in recent years to conceal newly installed antennae.
- General screening of the penthouse roof: Would it be beneficial to add a visual barrier around the entire penthouse roof? This would increase the apparent vertical dimension of the penthouse, and might be an awkward and inappropriate addition.

Applicable Standards for Review

- (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.
- (9) Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.
- (10) Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the July 20, 2016 public hearing and information included in the accompanying staff report, the Board finds that the proposed rooftop addition at 794 Congress Street **meets (fails to meet)** the historic preservation ordinance review standards for review of new construction (subject to the following conditions.....)

Attachments:

1. Plans supplied by applicant
2. Photo simulations provided by the engineers
3. Structural analysis provided by the engineers

SPECIAL CONSTRUCTION NOTE:
T-MOBILE ROOF TOP WORK IS CONTINGENT ON THE FOLLOWING:
* COMPLETION OF A STRUCTURAL STABILITY ANALYSIS (PROVIDED BY ENGINEER).
* GC SHALL FURNISH, INSTALL & COMPLETE ALL STRUCTURAL MODIFICATIONS AS INDICATED IN BEFORE-MENTIONED ANALYSIS & ASSESSMENT, IF REQUIRED.

L700 RF CONFIGURATION

704G

PROJECT:

MODERNIZATION UPGRADE 700MHZ

SITE NAME:

ME285/HOLT HALL

T-MOBILE SITE #:

4DN2285D

CROWN SITE #:

853280

SITE ADDRESS:

794 CONGRESS STREET
PORTLAND, ME 04102

SITE TYPE:

ROOF TOP



..T..Mobile..

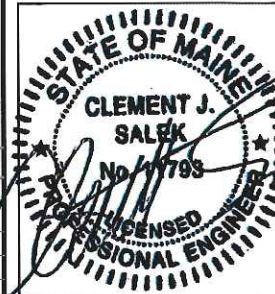
T-MOBILE NORTHEAST LLC
15 COMMERCE WAY, SUITE B
NORTON, MA 02766
(508) 286-2700



CROWN CASTLE INTERNATIONAL
500 WEST CUMMINGS PARK, SUITE 3600
WOBBURN, MA 01801
(781) 970-0052



R.K. EXECUTIVE CENTRE
201 BOSTON POST ROAD WEST, SUITE 101
MARLBOROUGH, MA 01752
(508) 481-7400
www.chappellengineering.com



THESE DOCUMENTS ARE
CONFIDENTIAL AND ARE THE SOLE
PROPERTY OF T-MOBILE AND
MAY NOT BE REPRODUCED,
DISSEMINATED OR REDISTRIBUTED
WITHOUT THE EXPRESS WRITTEN
CONSENT OF T-MOBILE.

CHECKED BY: JMT

APPROVED BY: JMT

SUBMITTALS

REV.	DATE	DESCRIPTION	BY
1	03/24/16	ISSUED FOR CONSTRUCTION	CJC
0	01/28/16	ISSUED FOR REVIEW	NWC

SITE NUMBER:
4DN2285D
SITE NAME:
ME285/HOLT
HALL
SITE ADDRESS:
794 CONGRESS STREET
PORTLAND, ME 04102

SHEET TITLE
TITLE SHEET

SHEET NUMBER
T-1

SITE INFORMATION

STRUCTURE OWNER:
BRAMHALL PARTNERS LIMITED PARTNERSHIP
3 CHURCH STREET
WINCHESTER, MA 01890

LATITUDE (NAD83):
GOOGLE EARTH 2-C CONFIRMATION
N 43° 39' 13.7"
N 43.653806°

LONGITUDE (NAD83):
GOOGLE EARTH 2-C CONFIRMATION
W 70° 16' 21.8"
W 70.272722°

COUNTY:
CUMBERLAND

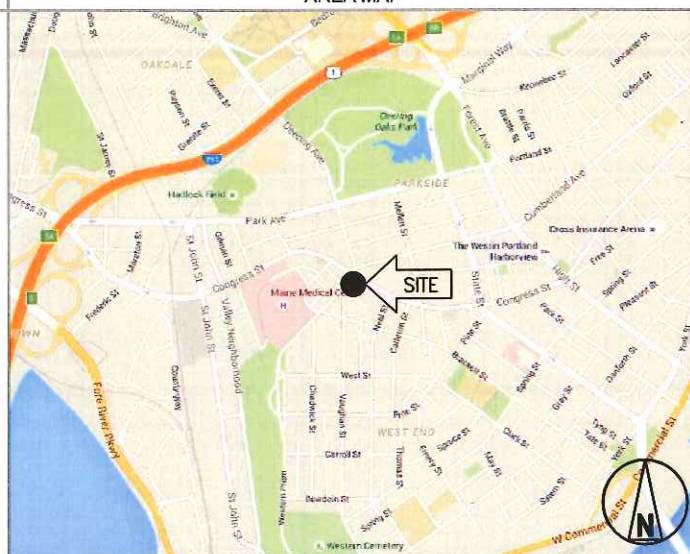
ZONING JURISDICTION:
CITY OF PORTLAND

ZONING DISTRICT:
B2b - BUSINESS COMMUNITY

POWER COMPANY:
CENTRAL MAINE POWER COMPANY
PHONE: 1-207-729-1195

FIBER COMPANY:
COMCAST
PHONE: 1-800-COMCAST

AREA MAP



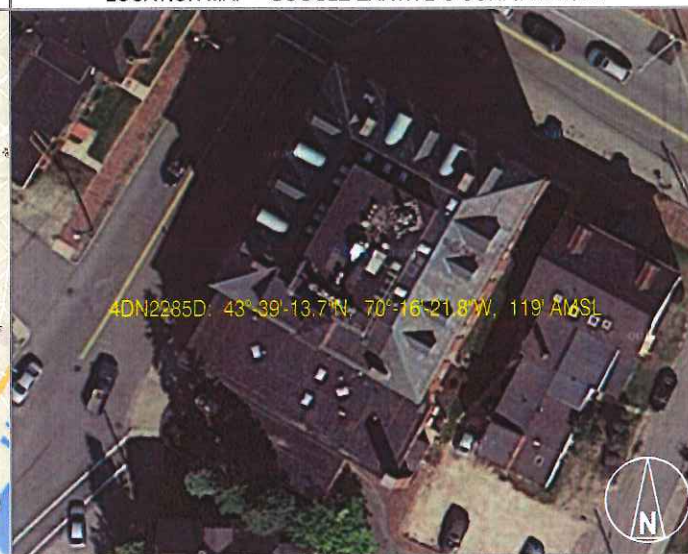
GENERAL NOTES

- THIS IS AN UNMANNED AND RESTRICTED ACCESS TELECOMMUNICATION FACILITY, AND IS NOT FOR HUMAN HABITATION. IT WILL BE USED FOR THE TRANSMISSION OF RADIO SIGNAL FOR THE PURPOSE OF PROVIDING PUBLIC CELLULAR SERVICE.
 - ADA COMPLIANCE NOT REQUIRED.
 - POTABLE WATER OR SANITARY SERVICE IS NOT REQUIRED.
 - NO OUTDOOR STORAGE OR ANY SOLID WASTE RECEPTACLES REQUIRED.
- CONTRACTOR SHALL VERIFY ALL PLANS, EXISTING DIMENSIONS, AND CONDITIONS ON JOB SITE. CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ARCHITECT/ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK. FAILURE TO NOTIFY THE ARCHITECT/ENGINEER PLACE THE RESPONSIBILITY ON THE CONTRACTOR TO CORRECT THE DISCREPANCIES AT THE CONTRACTOR'S EXPENSE.
- NEW CONSTRUCTION WILL CONFORM TO ALL APPLICABLE CODES AND ORDINANCES.
 - BUILDING CODE: IBC 2009 MAINE UNIFORM BUILDING AND ENERGY CODE MUBEC
 - ELECTRICAL CODE: NEC 2007 ELECTRICAL STANDARDS
 - STRUCTURAL CODE: IBC 2009 MAINE UNIFORM BUILDING AND ENERGY CODE MUBEC
 - STRUCTURAL STANDARDS FOR ANTENNA SUPPORTING STRUCTURES AND ANTENNAS.

AT LEAST 72 HOURS PRIOR TO
DIGGING, THE CONTRACTOR IS
REQUIRED TO CALL DIG SAFE AT 811



LOCATION MAP - GOOGLE EARTH 2-C CONFIRMATION



PROJECT DESCRIPTION

T-MOBILE EQUIPMENT MODIFICATIONS REQUIRED TO SUPPORT MODERNIZATION OF AN EXISTING WIRELESS COMMUNICATIONS FACILITY AND UTILIZATION OF FCC BROADBAND SPECTRUM LICENSE FOR 700MHZ FREQUENCY, INCLUDING INSTALLATION OF:

- ROOF-TOP EQUIPMENT, INCLUDING INSTALLATION OF:
- (3) PANEL ANTENNAS
 - (3) SMART BIAS T'S
 - (6) LINES OF COAX
 - (1) BATTERY BACKUP UNIT

SPECIAL ZONING NOTE:
BASED ON INFORMATION PROVIDED BY T-MOBILE REGULATORY COMPLIANCE PROFESSIONALS AND LEGAL COUNSEL, THIS TELECOMMUNICATIONS EQUIPMENT DEPLOYMENT IS CONSIDERED AND ELIGIBLE FACILITY UNDER THE TAX RELIEF ACT OF 2012, 47 USC 1455(A), AND IS SUBJECT TO AN EXPEDITED ELIGIBLE FACILITIES REQUEST/REVIEW AND ZONING PRE-EMPTION FOR LOCAL DISCRETIONARY PERMITS (VARIANCE, SPECIAL PERMIT, SITE PLAN REVIEW, ADMINISTRATIVE REVIEW).

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APPROVALS

THE FOLLOWING PARTIES HEREBY APPROVE AND ACCEPT THESE DOCUMENTS AND AUTHORIZE THE CONTRACTOR TO PROCEED WITH THE CONSTRUCTION DESCRIBED HEREIN. ALL DOCUMENTS ARE SUBJECT TO REVIEW BY THE LOCAL BUILDING DEPARTMENT AND MAY IMPOSE CHANGES OR MODIFICATIONS.

T-MOBILE: _____ DATE: _____
CONSTRUCTION MANAGER: _____ DATE: _____
LEASING/SITE ACQUISITION: _____ DATE: _____
RF ENGINEER: _____ DATE: _____
LANDLORD/TOWER OWNER: _____ DATE: _____

GENERAL NOTES:

1. FOR THE PURPOSE OF CONSTRUCTION DRAWINGS, THE FOLLOWING DEFINITIONS SHALL APPLY:
CONTRACTOR – T-MOBILE
SUBCONTRACTOR – GENERAL CONTRACTOR (CONSTRUCTION)
OWNER – T-MOBILE
OEM – ORIGINAL EQUIPMENT MANUFACTURER
2. PRIOR TO THE SUBMISSION OF BIDS, THE BIDDING SUBCONTRACTOR SHALL VISIT THE CELL SITE TO FAMILIARIZE WITH THE EXISTING CONDITIONS AND TO CONFIRM THAT THE WORK CAN BE ACCOMPLISHED AS SHOWN ON THE CONSTRUCTION DRAWINGS. ANY DISCREPANCY FOUND SHALL BE BROUGHT TO THE ATTENTION OF CONTRACTOR.
3. ALL MATERIALS FURNISHED AND INSTALLED SHALL BE IN STRICT ACCORDANCE WITH ALL APPLICABLE CODES, REGULATIONS, AND ORDINANCES. SUBCONTRACTOR SHALL ISSUE ALL APPROPRIATE NOTICES AND COMPLY WITH ALL LAWS, ORDINANCES, RULES, REGULATIONS, AND LAWFUL ORDERS OF ANY PUBLIC AUTHORITY REGARDING THE PERFORMANCE OF THE WORK.
4. ALL WORK CARRIED OUT SHALL COMPLY WITH ALL APPLICABLE MUNICIPAL AND UTILITY COMPANY SPECIFICATIONS AND LOCAL, STATE AND FEDERAL JURISDICTIONAL CODES, ORDINANCES AND APPLICABLE REGULATIONS.
5. DRAWINGS PROVIDED HERE ARE NOT TO BE SCALED AND ARE INTENDED TO SHOW OUTLINE ONLY.
6. UNLESS NOTED OTHERWISE, THE WORK SHALL INCLUDE FURNISHING MATERIALS, EQUIPMENT, APPURTENANCES, AND LABOR NECESSARY TO COMPLETE ALL INSTALLATIONS AS INDICATED ON THE DRAWINGS.
7. THE SUBCONTRACTOR SHALL INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS UNLESS SPECIFICALLY STATED OTHERWISE.
8. IF THE SPECIFIED EQUIPMENT CANNOT BE INSTALLED AS SHOWN ON THESE DRAWINGS, THE SUBCONTRACTOR SHALL PROPOSE AN ALTERNATIVE INSTALLATION FOR APPROVAL BY THE CONTRACTOR.
9. SUBCONTRACTOR SHALL DETERMINE ACTUAL ROUTING OF CONDUIT, POWER, T1 CABLES AND GROUNDING CABLES AS SHOWN ON THE POWER, GROUNDING AND TELCO PLAN DRAWING. SUBCONTRACTOR SHALL UTILIZE EXISTING TRAYS AND/OR SHALL ADD NEW TRAYS AS NECESSARY. SUBCONTRACTOR SHALL CONFIRM THE ACTUAL ROUTING WITH THE CONTRACTOR AND/OR LANDLORD PRIOR TO CONSTRUCTION.
10. THE SUBCONTRACTOR SHALL PROTECT EXISTING IMPROVEMENTS, PAVEMENTS, CURBS, LANDSCAPING AND STRUCTURES. ANY DAMAGED PART SHALL BE REPAIRED AT SUBCONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE OWNER.
11. SUBCONTRACTOR SHALL LEGALLY AND PROPERLY DISPOSE OF ALL SCRAP MATERIALS SUCH AS COAXIAL CABLES AND OTHER ITEMS REMOVED FROM THE EXISTING FACILITY.
12. SUBCONTRACTOR SHALL LEAVE PREMISES IN CLEAN CONDITION AND RETURN DISTURBED AREAS TO ORIGINAL CONDITIONS.
13. THE SUBCONTRACTOR SHALL SUPERVISE AND DIRECT THE PROJECT DESCRIBED HEREIN. THE SUBCONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, AND PROCEDURES FOR COORDINATING ALL PORTIONS OF THE WORK UNDER THE CONTRACT.
14. SUBCONTRACTOR SHALL NOTIFY CHAPPELL ENGINEERING ASSOCIATES, LLC 48 HOURS IN ADVANCE OF POURING CONCRETE OR BACKFILLING TRENCHES, SEALING ROOF AND WALL PENETRATIONS AND POST DOWNS, FINISHING NEW WALLS OR FINAL ELECTRICAL CONNECTIONS FOR ENGINEERING REVIEW.
15. CONSTRUCTION SHALL COMPLY WITH ALL T-MOBILE STANDARDS AND SPECIFICATIONS.
16. SUBCONTRACTOR SHALL VERIFY ALL EXISTING DIMENSIONS AND CONDITIONS PRIOR TO COMMENCING ANY WORK. ALL DIMENSIONS OF EXISTING CONSTRUCTION SHOWN ON THE DRAWINGS MUST BE VERIFIED. SUBCONTRACTOR SHALL NOTIFY THE CONTRACTOR OF ANY DISCREPANCIES PRIOR TO ORDERING MATERIAL OR PROCEEDING WITH CONSTRUCTION.
17. THE EXISTING CELL SITES ARE IN FULL COMMERCIAL OPERATION. ANY CONSTRUCTION WORK BY SUBCONTRACTOR SHALL NOT DISRUPT THE EXISTING NORMAL OPERATION. ANY WORK ON EXISTING EQUIPMENT MUST BE COORDINATED WITH CONTRACTOR. ALSO, WORK SHOULD BE SCHEDULED FOR AN APPROPRIATE MAINTENANCE WINDOW USUALLY IN LOW TRAFFIC PERIODS AFTER MIDNIGHT.
18. IF THE EXISTING CELL SITE IS ACTIVE, ALL SAFETY PRECAUTIONS MUST BE TAKEN WHEN WORKING AROUND HIGH LEVELS OF ELECTROMAGNETIC RADIATION. EQUIPMENT SHOULD BE SHUTDOWN PRIOR TO PERFORMING ANY WORK THAT COULD EXPOSE THE WORKERS TO DANGER. PERSONAL RF EXPOSURE MONITORS ARE TO BE WORN TO ALERT OF ANY DANGEROUS EXPOSURE LEVELS.

SITE WORK GENERAL NOTES:

1. THE SUBCONTRACTOR SHALL CONTACT UTILITY LOCATING SERVICES PRIOR TO THE START OF CONSTRUCTION.
2. ALL EXISTING ACTIVE SEWER, WATER, GAS, ELECTRIC, AND OTHER UTILITIES WHERE ENCOUNTERED IN THE WORK, SHALL BE PROTECTED AT ALL TIMES, AND WHERE REQUIRED FOR THE PROPER EXECUTION OF THE WORK, SHALL BE RELOCATED AS DIRECTED BY ENGINEERS. EXTREME CAUTION SHOULD BE USED BY THE SUBCONTRACTOR WHEN EXCAVATING OR DRILLING PIERS AROUND OR NEAR UTILITIES. SUBCONTRACTOR SHALL PROVIDE SAFETY TRAINING FOR THE WORKING CREW. THIS WILL INCLUDE BUT NOT BE LIMITED TO A) FALL PROTECTION B) CONFINED SPACE C) ELECTRICAL SAFETY D) TRENCHING AND EXCAVATION.
3. ALL SITE WORK SHALL BE AS INDICATED ON THE DRAWINGS AND PROJECT SPECIFICATIONS.
4. IF NECESSARY, RUBBISH, STUMPS, DEBRIS, STICKS, STONES AND OTHER REFUSE SHALL BE REMOVED FROM THE SITE AND DISPOSED OF LEGALLY.
5. THE SITE SHALL BE GRADED TO CAUSE SURFACE WATER TO FLOW AWAY FROM THE BTS EQUIPMENT AND TOWER AREAS.
6. NO FILL OR EMBANKMENT MATERIAL SHALL BE PLACED ON FROZEN GROUND. FROZEN MATERIALS, SNOW OR ICE SHALL NOT BE PLACED IN ANY FILL OR EMBANKMENT.
7. THE SUB GRADE SHALL BE COMPACTED AND BROUGHT TO A SMOOTH UNIFORM GRADE PRIOR TO FINISHED SURFACE APPLICATION.
8. ALL EXISTING INACTIVE SEWER, WATER, GAS, ELECTRIC AND OTHER UTILITIES, WHICH INTERFERE WITH THE EXECUTION OF THE WORK, SHALL BE REMOVED AND/OR CAPPED, PLUGGED OR OTHERWISE DISCONTINUED AT POINTS WHICH WILL NOT INTERFERE WITH THE EXECUTION OF THE WORK, SUBJECT TO THE APPROVAL OF ENGINEERING, OWNER AND/OR LOCAL UTILITIES.
9. THE AREAS OF THE OWNERS PROPERTY DISTURBED BY THE WORK AND NOT COVERED BY THE TOWER, EQUIPMENT OR DRIVEWAY, SHALL BE GRADED TO A UNIFORM SLOPE AND STABILIZED TO PREVENT EROSION AS SPECIFIED IN THE PROJECT SPECIFICATIONS.
10. SUBCONTRACTOR SHALL MINIMIZE DISTURBANCE TO EXISTING SITE DURING CONSTRUCTION. EROSION CONTROL MEASURES, IF REQUIRED DURING CONSTRUCTION, SHALL BE IN CONFORMANCE WITH THE LOCAL GUIDELINES FOR EROSION AND SEDIMENT CONTROL.
11. THE SUBCONTRACTOR SHALL PROVIDE SITE SIGNAGE IN ACCORDANCE WITH THE T-MOBILE SPECIFICATION FOR SITE SIGNAGE.

CONCRETE AND REINFORCING STEEL NOTES:

1. ALL CONCRETE WORK SHALL BE IN ACCORDANCE WITH THE ACI 301, ACI 318, ACI 336, ASTM A184, ASTM A185 AND THE DESIGN AND CONSTRUCTION SPECIFICATION FOR CAST-IN-PLACE CONCRETE.
2. ALL CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI AT 28 DAYS, UNLESS NOTED OTHERWISE. A HIGHER STRENGTH (4000PSI) MAY BE USED. ALL CONCRETE WORK SHALL BE IN ACCORDANCE WITH THE ACI 381 CODE REQUIREMENTS
3. REINFORCING STEEL SHALL CONFORM TO ASTM A 615, GRADE 60, DEFORMED UNLESS NOTED OTHERWISE. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A 185 WELDED STEEL WIRE FABRIC UNLESS NOTED OTHERWISE. SPLICES SHALL BE CLASS "B" AND ALL HOOKS SHALL BE STANDARD, UNO.
4. THE FOLLOWING MINIMUM CONCRETE COVER SHALL BE PROVIDED FOR REINFORCING STEEL UNLESS SHOWN OTHERWISE ON DRAWINGS:
CONCRETE CAST AGAINST EARTH.....3 IN.
CONCRETE EXPOSED TO EARTH OR WEATHER:
#6 AND LARGER2 IN.
#5 AND SMALLER & WWF1½ IN.
CONCRETE NOT EXPOSED TO EARTH OR WEATHER OR NOT CAST AGAINST THE GROUND:
SLAB AND WALL¾ IN.
BEAMS AND COLUMNS½ IN.
5. A CHAMFER ¾" SHALL BE PROVIDED AT ALL EXPOSED EDGES OF CONCRETE, UNO, IN ACCORDANCE WITH ACI 301 SECTION 4.2.4.
6. INSTALLATION OF CONCRETE EXPANSION/WEDGE ANCHORS SHALL BE PER MANUFACTURER'S WRITTEN RECOMMENDED PROCEDURE. THE ANCHOR BOLT, DOWEL OR ROD SHALL CONFORM TO THE MANUFACTURERS RECOMMENDATION FOR EMBEDMENT DEPTH OR AS SHOWN ON THE DRAWINGS. NO REBAR SHALL BE CUT WITHOUT PRIOR CONTRACTOR APPROVAL WHEN DRILLING HOLES IN CONCRETE. SPECIAL INSPECTIONS, REQUIRED BY GOVERNING CODES, SHALL BE PERFORMED IN ORDER TO MAINTAIN MANUFACTURER'S MAXIMUM ALLOWABLE LOADS. ALL EXPANSION/WEDGE ANCHORS SHALL BE STAINLESS STEEL OR HOT DIPPED GALVANIZED. EXPANSION BOLTS SHALL BE PROVIDED BY SIMPSON OR APPROVED EQUAL.
7. CONCRETE CYLINDER TIES ARE NOT REQUIRED FOR SLAB ON GRADE WHEN CONCRETE IS LESS THAN 60 CUBIC YARDS (BC1905.6.2.3) IN THAT EVENT THE FOLLOWING RECORDS SHALL BE PROVIDED BY THE CONCRETE SUPPLIER;
(A) RESULTS OF CONCRETE CYLINDER TEST PERFORMED AT THE SUPPLIERS PLANT.
(B) CERTIFICATION OF MINIMUM COMPRESSIVE STRENGTH FOR THE CONCRETE GRADE SUPPLIED.
FOR GREATER THAN 60 CUBIC YARDS THE GC SHALL PERFORM THE CONCRETE CYLINDER TEST.
8. AS AN ALTERNATIVE TO ITEM 7. TEST CYLINDERS SHALL BE TAKEN INITIALLY AND THEREAFTER FOR EVERY 50 YARDS OF CONCRETE FROM EACH DIFFERENT BATCH PLANT.
9. EQUIPMENT SHALL NOT BE PLACED ON NEW PADS FOR SEVEN DAYS AFTER PAD IS POURED, UNLESS IT IS VERIFIED BY CYLINDER TESTS THAT COMPRESSIVE STRENGTH HAS BEEN ATTAINED.

STRUCTURAL STEEL NOTES:

1. ALL STEEL WORK SHALL BE PAINTED OR GALVANIZED IN ACCORDANCE WITH THE DRAWINGS AND T-MOBILE SPECIFICATIONS UNLESS OTHERWISE NOTED. STRUCTURAL STEEL SHALL BE ASTM-A-36 UNLESS OTHERWISE NOTED ON THE SITE SPECIFIC DRAWINGS. STEEL DESIGN, INSTALLATION AND BOLTING SHALL BE IN ACCORDANCE WITH THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC) "MANUAL OF STEEL CONSTRUCTION".
2. ALL WELDING SHALL BE PERFORMED USING E70XX ELECTRODES AND WELDING SHALL CONFORM TO AISC AND AWS D1.1. WHERE FILLET WELD SIZES ARE NOT SHOWN, PROVIDE THE MINIMUM SIZE PER TABLE J2.4 IN THE AISC "MANUAL OF STEEL CONSTRUCTION", 9TH EDITION. PAINTED SURFACES SHALL BE TOUCHED UP.
3. BOLTED CONNECTIONS SHALL USE BEARING TYPE ASTM A325 BOLTS (¾") AND SHALL HAVE MINIMUM OF TWO BOLTS UNLESS NOTED OTHERWISE. ALL BOLTS SHALL BE GALVANIZED OR STAINLESS STEEL.
4. NON-STRUCTURAL CONNECTIONS FOR STEEL GRATING MAY USE ¾" DIA. ASTM A 307 BOLTS (GALV) UNLESS NOTED OTHERWISE.
5. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR ENGINEER REVIEW & APPROVAL ON PROJECTS REQUIRING STRUCTURAL STEEL.
6. ALL STRUCTURAL STEEL WORK SHALL BE DONE IN ACCORDANCE WITH AISC SPECIFICATIONS.

SOIL COMPACTION NOTES FOR SLAB ON GRADE:

1. EXCAVATE AS REQUIRED TO REMOVE VEGETATION AND TOPSOIL TO EXPOSE NATURAL SUBGRADE AND PLACE CRUSHED STONE AS REQUIRED.
2. COMPACTION CERTIFICATION: AN INSPECTION AND WRITTEN CERTIFICATION BY A QUALIFIED GEOTECHNICAL TECHNICIAN OR ENGINEER IS ACCEPTABLE.
3. AS AN ALTERNATE TO INSPECTION AND WRITTEN CERTIFICATION, THE "UNDISTURBED SOIL" BASE SHALL BE COMPACTED WITH "COMPACTION EQUIPMENT", LISTED BELOW, TO AT LEAST 90% MODIFIED PROCTOR MAXIMUM DENSITY PER ASTM D 1557 METHOD C.
4. COMPACTED SUBBASE SHALL BE UNIFORM AND LEVELLED. PROVIDE 6" MINIMUM CRUSHED STONE OR GRAVEL COMPACTED IN 3" LIFTS ABOVE COMPACTED SOIL. GRAVEL SHALL BE NATURAL OR CRUSHED WITH 100% PASSING #1 SIEVE.
5. AS AN ALTERNATE TO ITEMS 2 AND 3, THE SUBGRADE SOILS WITH 5 PASSES OR A MEDIUM SIZED VIBRATORY PLATE COMPACTOR (SUCH AS BOMAG BPR 30/38) OR HAND-OPERATED SINGLE DRUM VIBRATORY ROLLER (SUCH AS BOMAG BW 55E). AND SOFT AREAS THAT ARE ENCOUNTERED SHOULD BE REMOVED AND REPLACED WITH A WELL-GRADED GRANULAR FILL AND COMPACTED AS STATED ABOVE.

COMPACTION EQUIPMENT:

1. HAND OPERATED DOUBLE DRUM, VIBRATORY ROLLER, VIBRATORY PLATE COMPACTOR OR JUMPING JACK COMPACTOR.

CONSTRUCTION NOTES:

1. FIELD VERIFICATION:
SUBCONTRACTOR SHALL FIELD VERIFY SCOPE OF WORK, T-MOBILE ANTENNA PLATFORM LOCATION AND UTILITY TRENCHWORK.
2. COORDINATION OF WORK:
SUBCONTRACTOR SHALL COORDINATE RF WORK AND PROCEDURES WITH CONTRACTOR.
3. CABLE LADDER RACK:
SUBCONTRACTOR SHALL FURNISH AND INSTALL CABLE LADDER RACK, CABLE TRAY AND/OR ICE BRIDGE, AND CONDUIT AS REQUIRED TO SUPPORT CABLES TO THE NEW BTS LOCATION.

ELECTRICAL INSTALLATION NOTES:

1. WIRING, RACEWAY, AND SUPPORT METHODS AND MATERIALS SHALL COMPLY WITH THE REQUIREMENTS OF THE NEC AND TELCORDIA.
2. SUBCONTRACTOR SHALL MODIFY OR INSTALL CABLE TRAY SYSTEM AS REQUIRED TO SUPPORT RF AND TRANSPORT CABLEING TO THE NEW BTS EQUIPMENT. SUBCONTRACTOR SHALL SUBMIT MODIFICATIONS TO CONTRACTOR FOR APPROVAL.
3. ALL CIRCUITS SHALL BE SEGREGATED AND MAINTAIN MINIMUM CABLE SEPARATION AS REQUIRED BY THE NEC AND TELCORDIA.
4. CABLES SHALL NOT BE ROUTED THROUGH LADDER-STYLE CABLE TRAY RUNGS.
5. EACH END OF EVERY POWER, GROUNDING, AND T1 CONDUCTOR AND CABLE SHALL BE LABELED WITH COLOR-CODED INSULATION OR ELECTRICAL TAPE (3M BRAND, 1/2 INCH PLASTIC ELECTRICAL TAPE WITH UV PROTECTION, OR EQUAL). THE IDENTIFICATION METHOD SHALL CONFORM WITH NEC AND OSHA, AND MATCH INSTALLATION REQUIREMENTS.
6. POWER PHASE CONDUCTORS (I.E., HOTS) SHALL BE LABELED WITH COLOR-CODED INSULATION OR ELECTRICAL TAPE (3M BRAND, ½ INCH PLASTIC ELECTRICAL TAPE WITH UV PROTECTION, OR EQUAL). PHASE CONDUCTOR COLOR CODES SHALL CONFORM WITH THE NEC AND OSHA.
7. ALL ELECTRICAL COMPONENTS SHALL BE CLEARLY LABELED WITH ENGRAVED LAMACOID PLASTIC LABELS. ALL EQUIPMENT SHALL BE LABELED WITH THEIR VOLTAGE RATING, PHASE CONFIGURATION, WIRE CONFIGURATION, POWER OR AMPACITY RATING, AND BRANCH CIRCUIT ID NUMBERS (I.E., PANELBOARD AND CIRCUIT ID'S).
8. PANELBOARDS (ID NUMBERS) AND INTERNAL CIRCUIT BREAKERS (CIRCUIT ID NUMBERS) SHALL BE CLEARLY LABELED WITH ENGRAVED LAMACOID PLASTIC LABELS.
9. ALL TIE WRAPS SHALL BE CUT FLUSH WITH APPROVED CUTTING TOOL TO REMOVE SHARP EDGES.
10. POWER, CONTROL, AND EQUIPMENT GROUND WIRING IN TUBING OR CONDUIT SHALL BE SINGLE CONDUCTOR (#34 AWG OR LARGER), 600 V, OIL RESISTANT THHN OR THWN-2, CLASS B STRANDED COPPER CABLE RATED FOR 90 °C (WET AND DRY) OPERATION; LISTED OR LABELED FOR THE LOCATION AND RACEWAY SYSTEM USED, UNLESS OTHERWISE SPECIFIED.
11. SUPPLEMENTAL EQUIPMENT GROUND WIRING LOCATED INDOORS SHALL BE SINGLE CONDUCTOR (#6 AWG OR LARGER), 600 V, OIL RESISTANT THHN OR THWN-2 GREEN INSULATION, CLASS B STRANDED COPPER CABLE RATED FOR 90 °C (WET AND DRY) OPERATION; LISTED OR LABELED FOR THE LOCATION AND RACEWAY SYSTEM USED, UNLESS OTHERWISE SPECIFIED.
12. SUPPLEMENTAL EQUIPMENT GROUND WIRING LOCATED OUTDOORS, OR BELOW GRADE, SHALL BE SINGLE CONDUCTOR #2 AWG SOLID TINNED COPPER CABLE, UNLESS OTHERWISE SPECIFIED.
13. POWER AND CONTROL WIRING, NOT IN TUBING OR CONDUIT, SHALL BE MULTI-CONDUCTOR, TYPE TC CABLE (#34 AWG OR LARGER), 600 V, OIL RESISTANT THHN OR THWN-2, CLASS B STRANDED COPPER CABLE RATED FOR 90 °C (WET AND DRY) OPERATION; WITH OUTER JACKET; LISTED OR LABELED FOR THE LOCATION USED, UNLESS OTHERWISE SPECIFIED.
14. ALL POWER AND GROUNDING CONNECTIONS SHALL BE CRIMP-STYLE, COMPRESSION WIRE LUGS AND WIRENUTS BY HARGER (OR EQUAL). LUGS AND WIRENUTS SHALL BE RATED FOR OPERATION AT NO LESS THAN 75°C (90°C IF AVAILABLE).
15. RACEWAY AND CABLE TRAY SHALL BE LISTED OR LABELED FOR ELECTRICAL USE IN ACCORDANCE WITH NEMA, UL, ANSI/IEEE AND NEC.
16. NEW RACEWAY OR CABLE TRAY WILL MATCH THE EXISTING INSTALLATION WHERE POSSIBLE.
17. ELECTRICAL METALLIC TUBING (EMT) OR RIGID NONMETALLIC CONDUIT (I.E., RIGID PVC SCHEDULE 40 OR RIGID PVC SCHEDULE 80 FOR LOCATIONS SUBJECT TO PHYSICAL DAMAGE) SHALL BE USED FOR EXPOSED INDOOR LOCATIONS.
18. ELECTRICAL METALLIC TUBING (EMT), ELECTRICAL NONMETALLIC TUBING (ENT), OR RIGID NONMETALLIC CONDUIT (RIGID PVC, SCHEDULE 40) SHALL BE USED FOR CONCEALED INDOOR LOCATIONS.
19. GALVANIZED STEEL INTERMEDIATE METALLIC CONDUIT (IMC) SHALL BE USED FOR OUTDOOR LOCATIONS ABOVE GRADE.
20. RIGID NONMETALLIC CONDUIT (I.E., RIGID PVC SCHEDULE 40 OR RIGID PVC SCHEDULE 80) SHALL BE USED UNDERGROUND; DIRECT BURIED, IN AREAS OF OCCASIONAL LIGHT VEHICLE TRAFFIC OR ENCASED IN REINFORCED CONCRETE IN AREAS OF HEAVY VEHICLE TRAFFIC.
21. LIQUID-TIGHT FLEXIBLE METALLIC CONDUIT (LIQUID-TITE FLEX) SHALL BE USED INDOORS AND OUTDOORS, WHERE VIBRATION OCCURS OR FLEXIBILITY IS NEEDED.
22. CONDUIT AND TUBING FITTINGS SHALL BE THREADED OR COMPRESSION-TYPE AND APPROVED FOR THE LOCATION USED. SETSCREW FITTINGS ARE NOT ACCEPTABLE.
23. CABINETS, BOXES AND WIREWAYS SHALL BE LISTED OR LABELED FOR ELECTRICAL USE IN ACCORDANCE WITH NEMA, UL, ANSI/IEEE AND NEC.
24. CABINETS, BOXES AND WIREWAYS TO MATCH THE EXISTING INSTALLATION WHERE POSSIBLE.
25. WIREWAYS SHALL BE EPOXY-COATED (GRAY) AND INCLUDE A HINGED COVER, DESIGNED TO SWING OPEN DOWNWARD; SHALL BE PANDUIT TYPE E (OR EQUAL); AND RATED NEMA 1 (OR BETTER) INDOORS, OR NEMA 3R (OR BETTER) OUTDOORS.
26. EQUIPMENT CABINETS, TERMINAL BOXES, JUNCTION BOXES, AND PULL BOXES SHALL BE GALVANIZED OR EPOXY-COATED SHEET STEEL, SHALL MEET OR EXCEED UL 50, AND RATED NEMA 1 (OR BETTER) INDOORS, OR NEMA 3R (OR BETTER) OUTDOORS.
27. METAL RECEPTACLE, SWITCH, AND DEVICE BOXES SHALL BE GALVANIZED, EPOXY-COATED, OR NON-CORRODING; SHALL MEET OR EXCEED UL 514A AND NEMA OS 1; AND RATED NEMA 1 (OR BETTER) INDOORS, OR WEATHER PROTECTED (WP OR BETTER) OUTDOORS.
28. NONMETALLIC RECEPTACLE, SWITCH, AND DEVICE BOXES SHALL MEET OR EXCEED NEMA OS 2; AND RATED NEMA 1 (OR BETTER) INDOORS, OR WEATHER PROTECTED (WP OR BETTER) OUTDOORS.
29. THE SUBCONTRACTOR SHALL NOTIFY AND OBTAIN NECESSARY AUTHORIZATION FROM THE CONTRACTOR BEFORE COMMENCING WORK ON THE AC POWER DISTRIBUTION PANELS.
30. THE SUBCONTRACTOR SHALL PROVIDE NECESSARY TAGGING ON THE BREAKERS, CABLES AND DISTRIBUTION PANELS IN ACCORDANCE WITH THE APPLICABLE CODES AND STANDARDS TO SAFEGUARD AGAINST LIFE AND PROPERTY.
31. ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS, NEC AND ALL APPLICABLE LOCAL CODES.
32. CONDUIT ROUTINGS ARE SCHEMATIC. SUBCONTRACTOR SHALL INSTALL CONDUITS SO THAT ACCESS TO EQUIPMENT IS NOT BLOCKED.

..T..Mobile..

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CROWN
CASTLE

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CHECKED BY: JMT

APPROVED BY: JMT

SUBMITTALS			
REV.	DATE	DESCRIPTION	BY
1	03/24/16	ISSUED FOR CONSTRUCTION	CMC
0	01/28/16	ISSUED FOR REVIEW	NWC

SITE NUMBER:
4DN2285D

SITE NAME:
ME285/HOLT
HALL

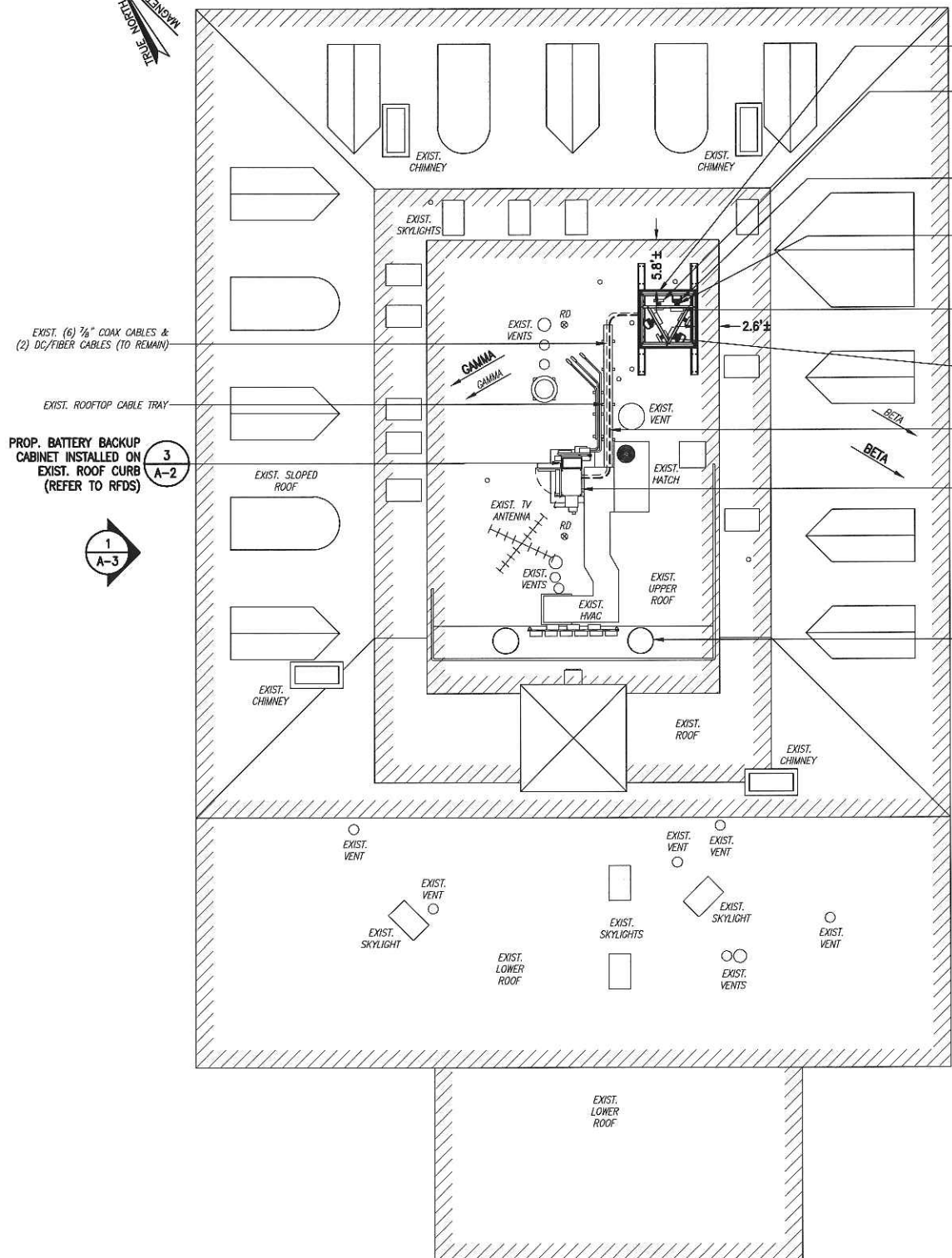
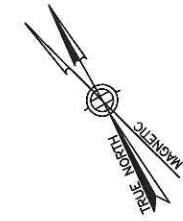
SITE ADDRESS:
794 CONGRESS STREET
PORTLAND, ME 04102

SHEET TITLE

GENERAL NOTES

SHEET NUMBER

GN-1



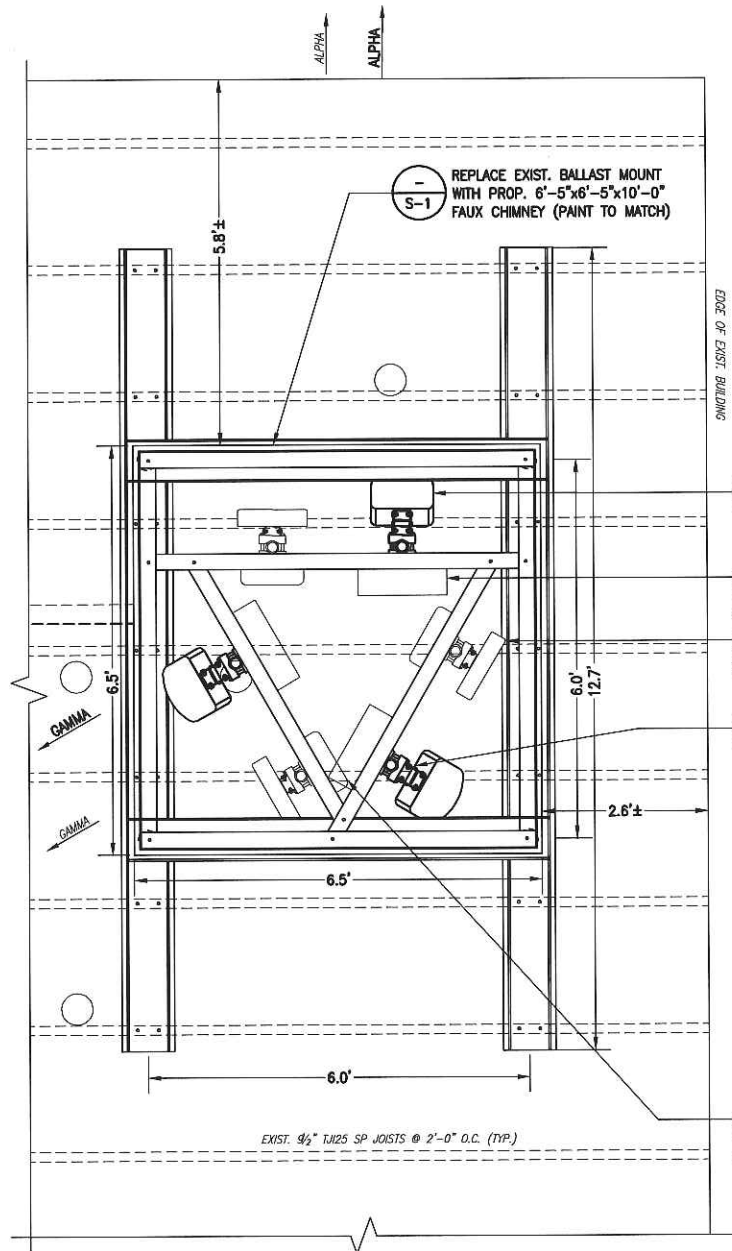
- 1. REPLACE EXIST. BALLAST MOUNT WITH PROP. 6'-5"x6'-5"x10'-0" FAUX CHIMNEY (PAINT TO MATCH)
- 2. EXIST. PANEL ANTENNAS WITHIN EXIST. FLUE TO BE RELOCATED TO PROP. FAUX CHIMNEY (1 PER SECTOR, TOTAL OF 3)
- 3. INSTALL PANEL ANTENNAS WITHIN PROP. FAUX CHIMNEY (1 PER SECTOR, TOTAL OF 3)
- 4. INSTALL SMART BIAS T'S WITHIN PROP. FAUX CHIMNEY BEHIND PROP. ANTENNAS (1 PER SECTOR, TOTAL OF 3)

- 5. EXIST. RRU'S TO BE RELOCATED TO PROP. FAUX CHIMNEY (2 PER SECTOR, TOTAL OF 6) (SEE NOTE)
- 6. EXIST. TWIN PCS TMA'S TO BE RELOCATED TO PROP. FAUX CHIMNEY (1 PER SECTOR, TOTAL OF 3)
- 7. PROP. (6) 7/8" COAX CABLES ROUTED ALONG EXIST. CABLE TRAY (SEE CHART ABOVE)
- 8. EXIST. T-MOBILE EQUIPMENT CABINET ON EXIST. ROOF CURB
- 9. EXIST. AT&T ANTENNAS WITHIN EXIST. FLUE

RRU NOTE
CONFIRM FINAL NUMBER OF RRU'S FOR RBS 3518 WITH FINAL RF DATA SHEET.

ROOF PLAN
SCALE: 1/8" = 1'-0"
0 4' 8' 16' 24'

COAX CHART			
	EXISTING CONFIGURATION	PROPOSED CONFIGURATION	FINAL CONFIGURATION
ALPHA	(2) 7/8" COAX CABLES	(2) 7/8" COAX CABLES	(4) 7/8" COAX CABLES
BETA	(2) 7/8" COAX CABLES	(2) 7/8" COAX CABLES	(4) 7/8" COAX CABLES
GAMMA	(2) 7/8" COAX CABLES	(2) 7/8" COAX CABLES	(4) 7/8" COAX CABLES



PARTIAL ROOF PLAN
SCALE: 3/4" = 1'-0"
0 6' 12' 24' 36'



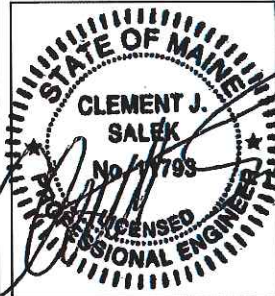
T-MOBILE NORTHEAST LLC
15 COMMERCE WAY, SUITE B
NORTON, MA 02766
(508) 286-2700



CROWN CASTLE INTERNATIONAL
500 WEST CUMMINGS PARK, SUITE 3600
WOBURN, MA 01801
(781) 970-0052



R.K. EXECUTIVE CENTRE
201 BOSTON POST ROAD WEST, SUITE 101
MARLBOROUGH, MA 01752
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CHECKED BY: JMT

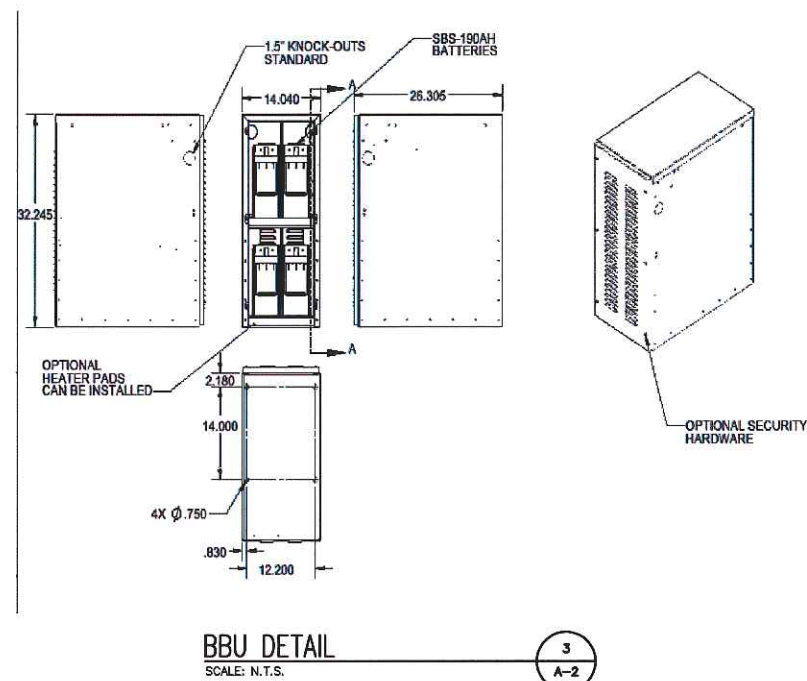
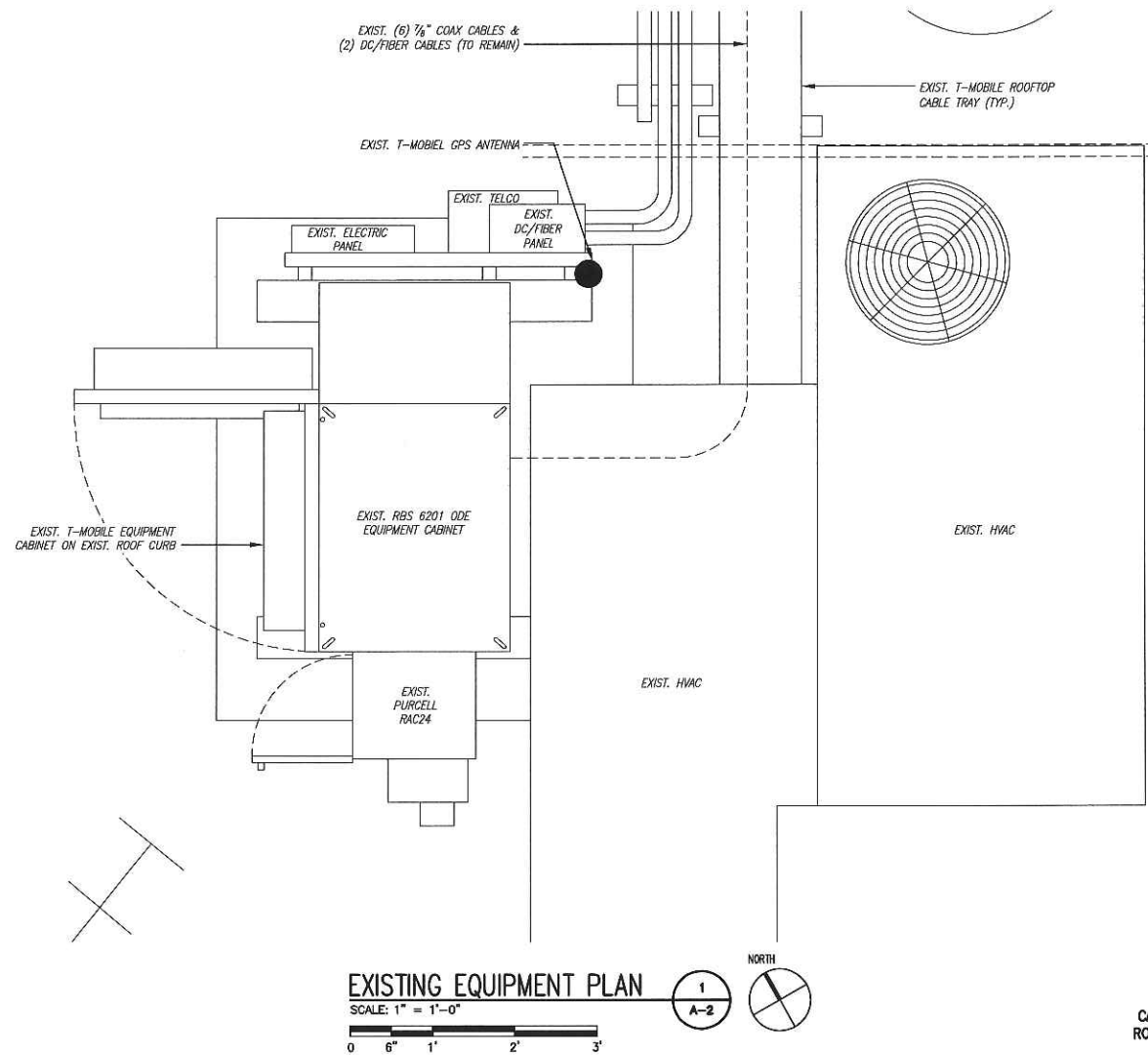
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SUBMITTALS			
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0	01/28/16	ISSUED FOR REVIEW	NMC

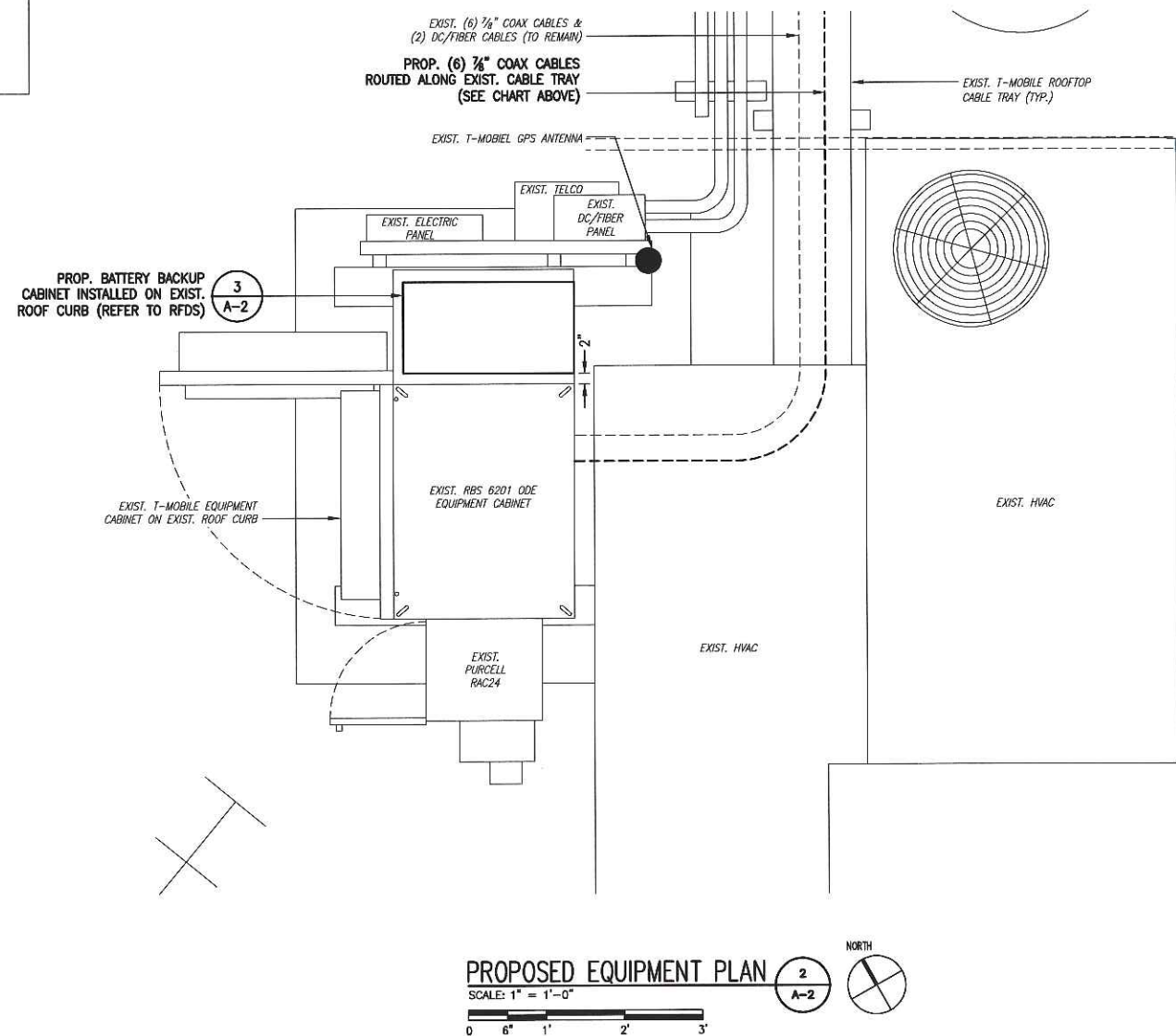
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4DN2285D
SITE NAME:
ME285/HOLT
HALL
SITE ADDRESS:
794 CONGRESS STREET
PORTLAND, ME 04102

SHEET TITLE
ROOF PLAN

SHEET NUMBER
A-1



COAX CHART			
	EXISTING CONFIGURATION	PROPOSED CONFIGURATION	FINAL CONFIGURATION
ALPHA	(2) 7/8" COAX CABLES	(2) 7/8" COAX CABLES	(4) 7/8" COAX CABLES
BETA	(2) 7/8" COAX CABLES	(2) 7/8" COAX CABLES	(4) 7/8" COAX CABLES
GAMMA	(2) 7/8" COAX CABLES	(2) 7/8" COAX CABLES	(4) 7/8" COAX CABLES



...T-Mobile...

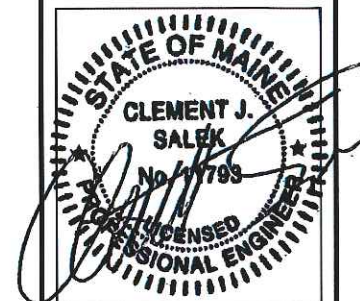
T-MOBILE NORTHEAST LLC
15 COMMERCE WAY, SUITE B
NORTON, MA 02766
(508) 286-2700

CROWN CASTLE

CROWN CASTLE INTERNATIONAL
500 WEST CUMMINGS PARK, SUITE 3600
WOBURN, MA 01801
(781) 670-0052

CHAPPELL
ENGINEERING
ASSOCIATES, LLC
Land Surveyors Land Surveyors

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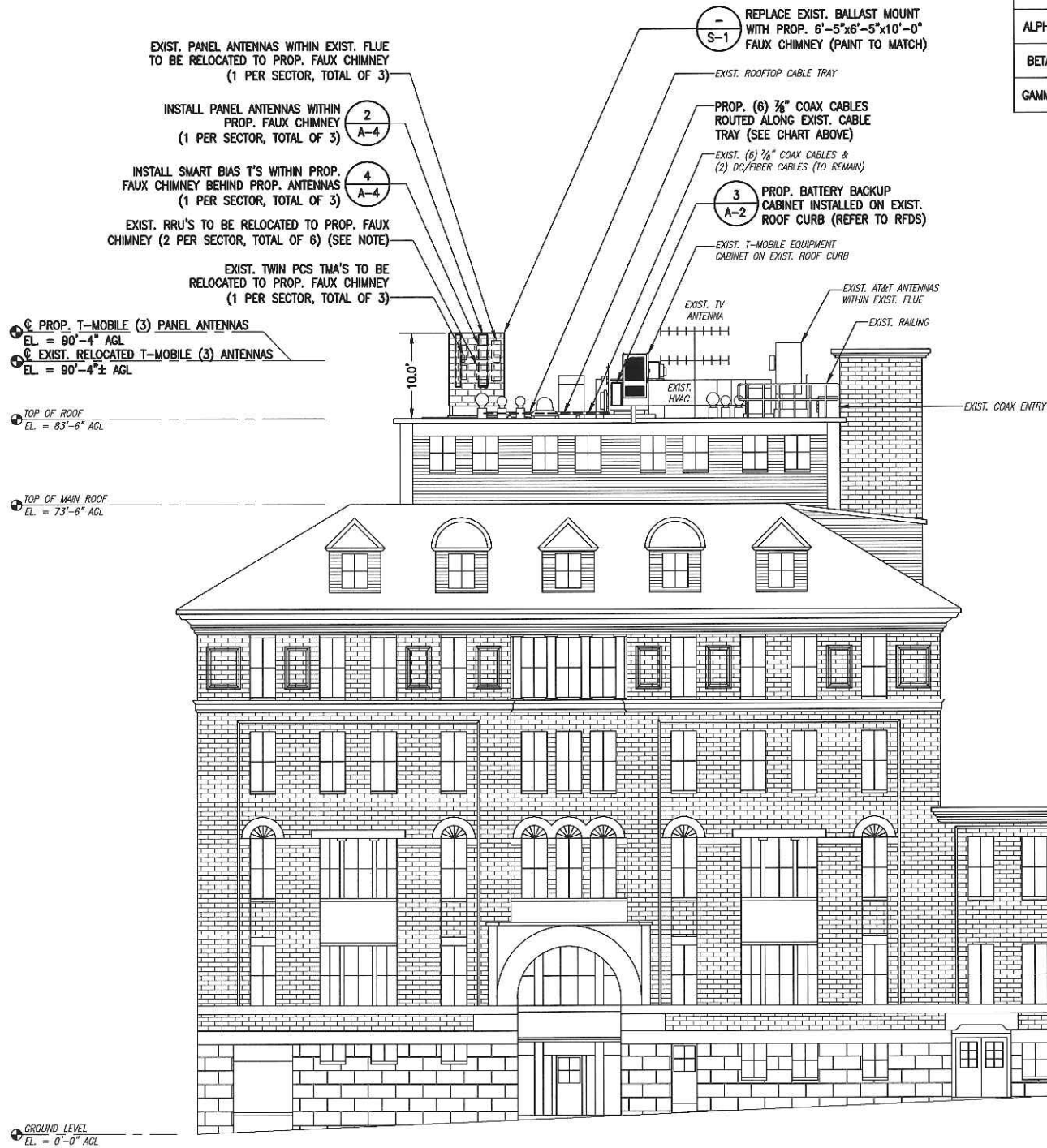
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0	01/28/16	ISSUED FOR REVIEW	NWC

SITE NUMBER:
4DN2285D
SITE NAME:
ME285/HOLT
HALL
SITE ADDRESS:
794 CONGRESS STREET
PORTLAND, ME 04102

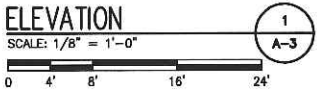
SHEET TITLE
EQUIPMENT PLANS

SHEET NUMBER
A-2

RRU NOTE
CONFIRM FINAL NUMBER OF
RRU'S FOR RBS 3518 WITH
FINAL RF DATA SHEET.



COAX CHART			
	EXISTING CONFIGURATION	PROPOSED CONFIGURATION	FINAL CONFIGURATION
ALPHA	(2) 7/8" COAX CABLES	(2) 7/8" COAX CABLES	(4) 7/8" COAX CABLES
BETA	(2) 7/8" COAX CABLES	(2) 7/8" COAX CABLES	(4) 7/8" COAX CABLES
GAMMA	(2) 7/8" COAX CABLES	(2) 7/8" COAX CABLES	(4) 7/8" COAX CABLES



...T-Mobile...

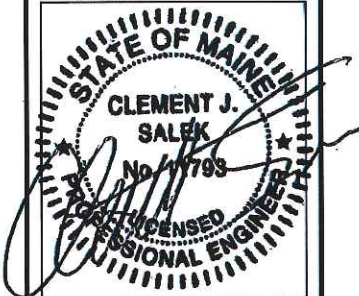
T-MOBILE NORTHEAST LLC
15 COMMERCE WAY, SUITE B
NORTON, MA 02766
(508) 286-2700

CROWN
CASTLE

CROWN CASTLE INTERNATIONAL
500 WEST CUMMINGS PARK, SUITE 3600
WOBURN, MA 01801
(781) 970-0052

CHAPPELL
ENGINEERING
ASSOCIATES, LLC

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SUBMITTALS			
REV.	DATE	DESCRIPTION	BY
1	03/24/16	ISSUED FOR CONSTRUCTION	CMC
0	01/28/16	ISSUED FOR REVIEW	NMC

SITE NUMBER:
4DN2285D

SITE NAME:
ME285/HOLT
HALL

SITE ADDRESS:
794 CONGRESS STREET
PORTLAND, ME 04102

SHEET TITLE

ELEVATION

SHEET NUMBER

A-3

..T-Mobile..

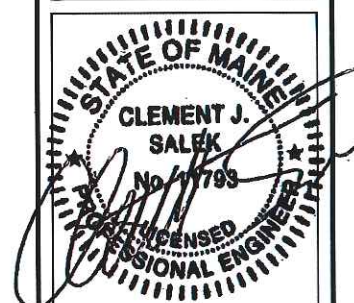
T-MOBILE NORTHEAST LLC
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NORTON, MA 02786
(508) 286-2700

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500 WEST CUMMINGS PARK, SUITE 3600
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SUBMITTALS

REV.	DATE	DESCRIPTION	BY
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0	01/28/16	ISSUED FOR REVIEW	NMC

SITE NUMBER:
4DN2285D

SITE NAME:
ME285/HOLT
HALL

SITE ADDRESS:
794 CONGRESS STREET
PORTLAND, ME 04102

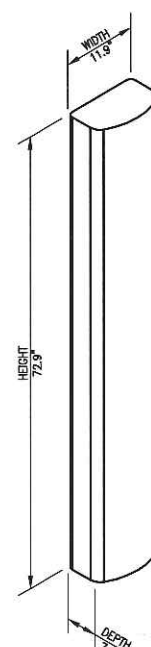
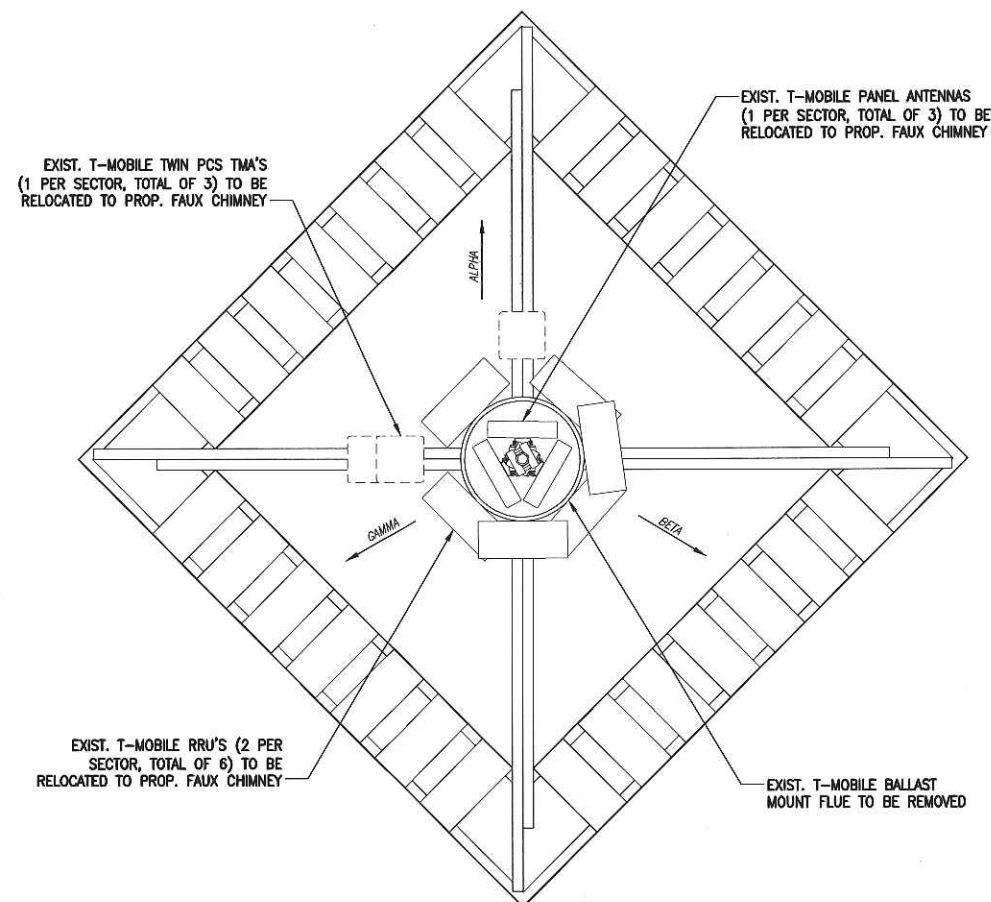
SHEET TITLE

ANTENNA PLANS &
DETAILS

SHEET NUMBER

A-4

1504.052



COMMSCOPE PANEL ANTENNA
DIMENSIONS: 72.9"H x 11.9"W x 7.1"D
WEIGHT: 31.3 LBS
1 PER SECTOR, TOTAL OF 3

ANTENNA ISOMETRIC
SCALE: N.T.S.

REFER TO FINAL RFDS AND OTHER PROJECT
DOCUMENTS FOR MANUFACTURER AND MODEL
NUMBER. THE INSTALLATION SHALL BE IN
ACCORDANCE WITH THE MANUFACTURER'S
INSTRUCTIONS AND OTHER RELEVANT SAFETY
REGULATIONS.

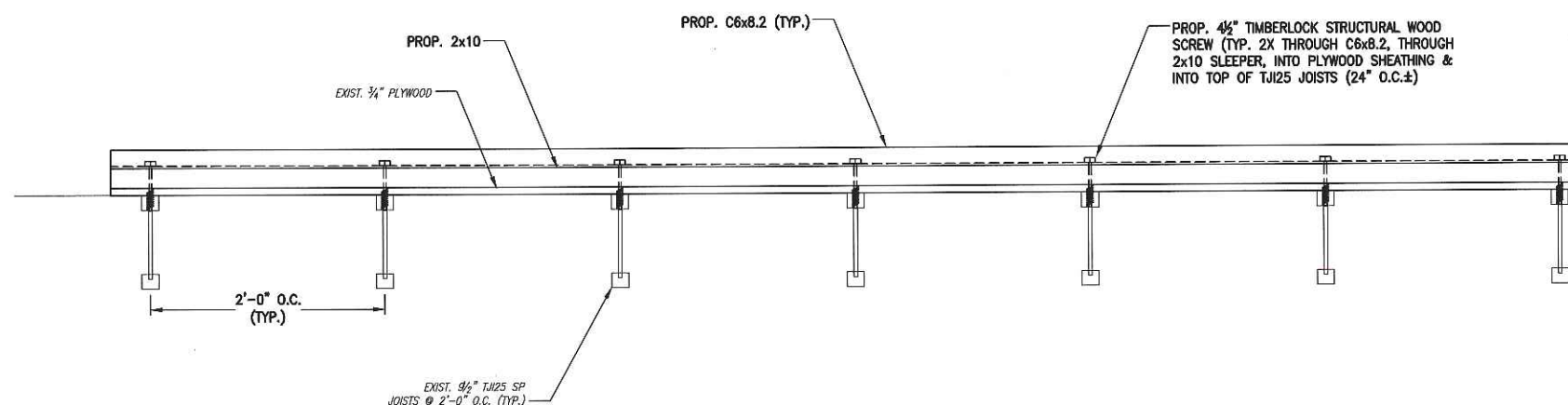
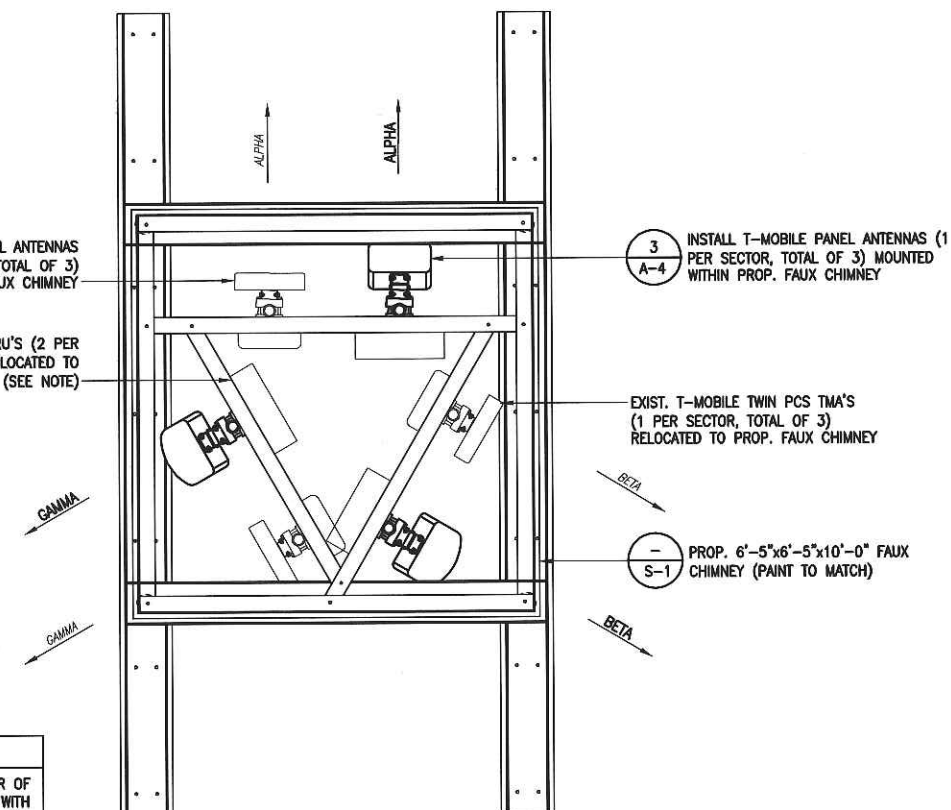
SMART BIAS TEE
SCALE: N.T.S.



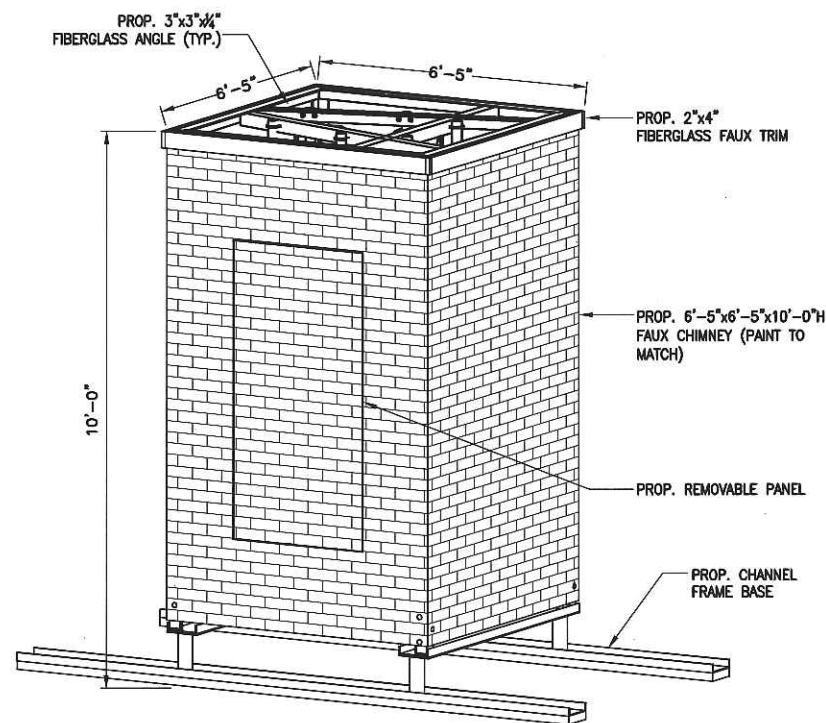
EXIST. T-MOBILE PANEL ANTENNAS
(1 PER SECTOR, TOTAL OF 3)
RELOCATED TO PROP. FAUX CHIMNEY

EXIST. T-MOBILE RRU'S (2 PER
SECTOR, TOTAL OF 6) RELOCATED TO
PROP. FAUX CHIMNEY (SEE NOTE)

RRU NOTE
CONFIRM FINAL NUMBER OF
RRU'S FOR RBS 3518 WITH
FINAL RF DATA SHEET.



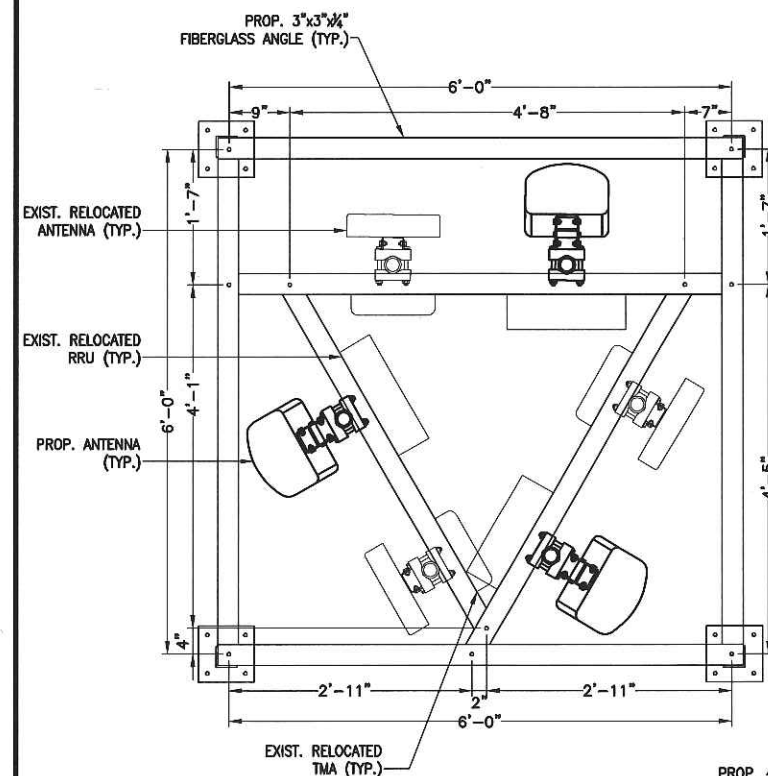
CHANNEL FRAME ELEVATION
SCALE: 1-1/2" = 1'-0"



ANTENNA FRAME ISOMETRIC

SCALE: N.T.S.

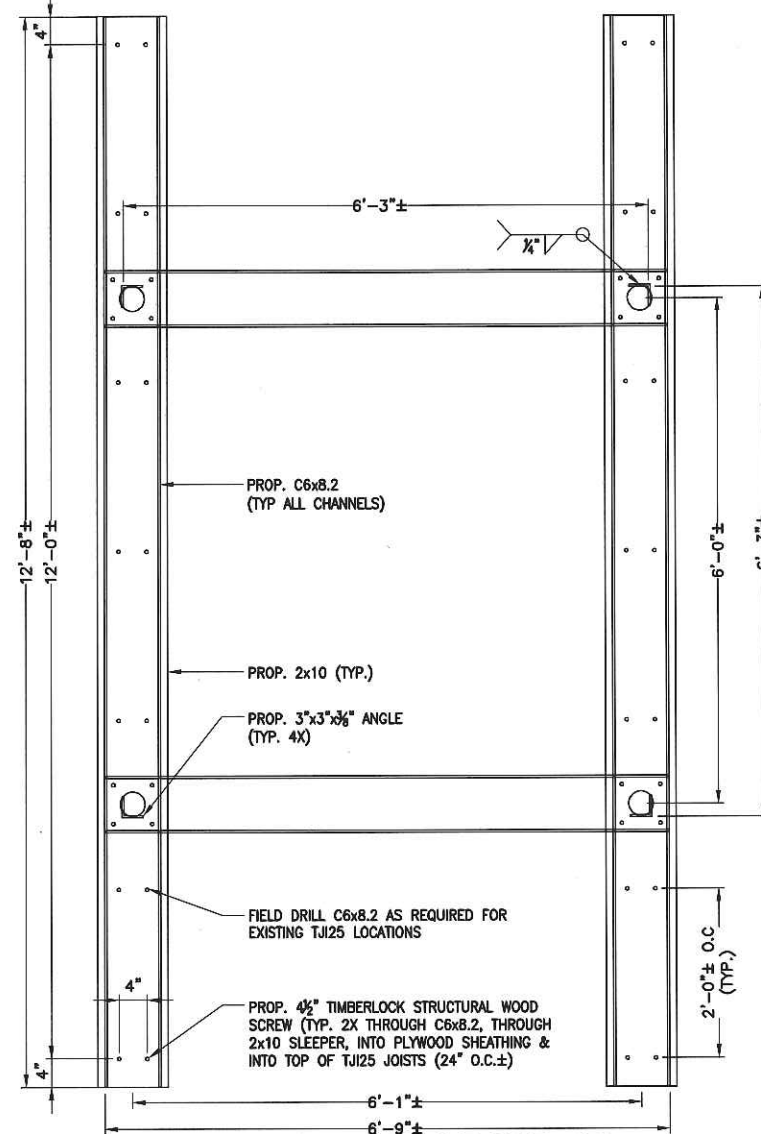
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S-1



PENTHOUSE FRAMING PLAN

SCALE: N.T.S.

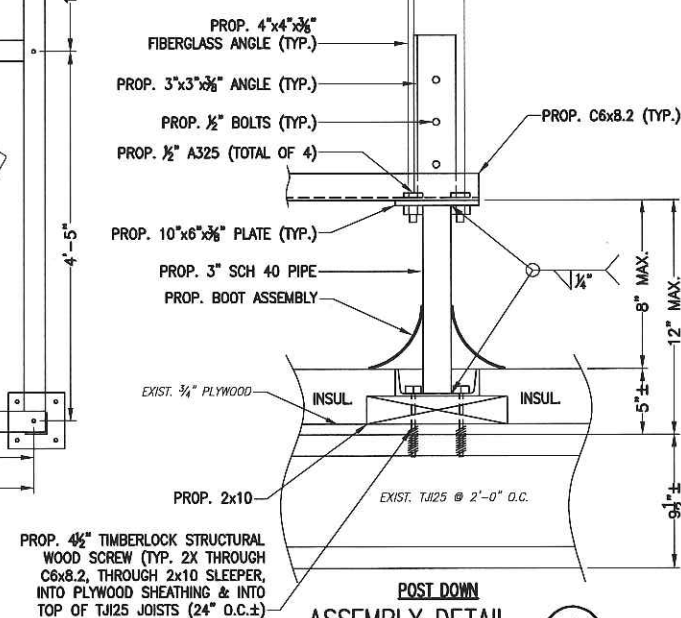
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S-1



CHANNEL FRAME BASE

SCALE: N.T.S.

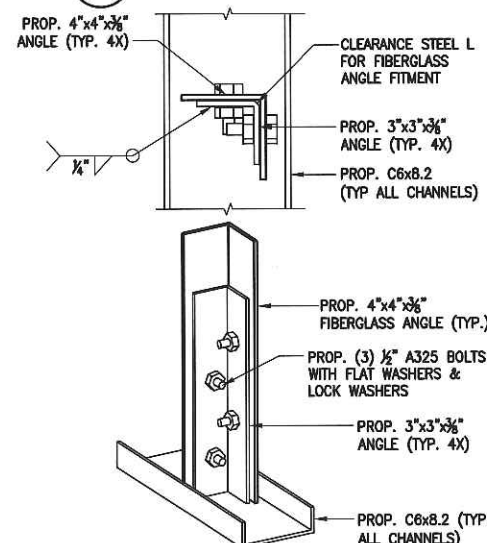
2
S-1



POST DOWN ASSEMBLY DETAIL

SCALE: N.T.S.

6
S-1



LEG CONNECTION

SCALE: N.T.S.

5
S-1

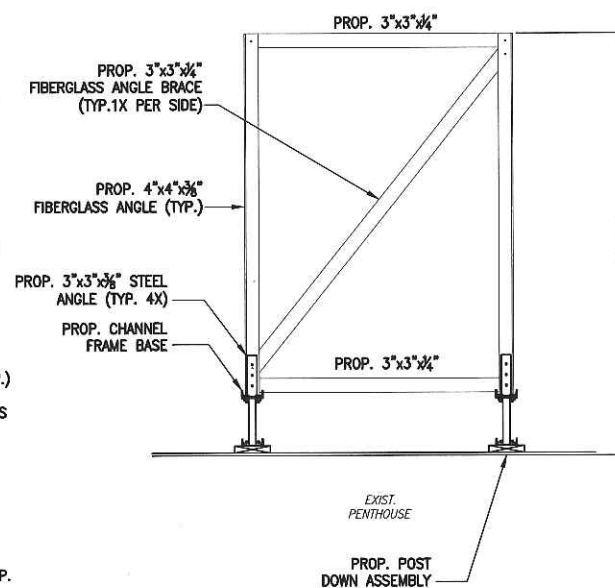
STEALTH SCREENING NOTES:

FRP STRUCTURAL MEMBERS:

- FRP STRUCTURAL SHAPES SHALL BE STEALTH FRP SERIES 1525 OR EQUAL, MANUFACTURED USING THE PULTRUSION PROCESS.
- IF PREFABRICATED MEMBERS DO NOT ASSEMBLE PER PLAN, CONTACT STEALTH CONCEALMENT SOLUTIONS, INC. BEFORE CUTTING OR ALTERING FABRICATED MEMBERS.
- FRP STRUCTURAL MEMBERS SHALL BE FABRICATED AND ASSEMBLED AS INDICATED ON THE DRAWINGS.
- THE CONTRACTOR SHALL PROTECT THE FRP STRUCTURAL MEMBERS FROM ABUSE TO PREVENT BREAKAGE, NICKS, GOUGES, ETC. DURING FABRICATION, HANDLING, AND INSTALLATION.
- COAT ANY CUT OR DRILLED EDGES OF FRP STRUCTURAL MEMBERS WITH HETROLAC OR EQUIVALENT RESIN OR ACRYLIC SEALER.

RF PANELS PANELS:

- FASTENER HOLES IN RF PANELS FOAM COMPOSITE PANELS ARE NOT FACTORY DRILLED AND MUST BE DRILLED IN THE FIELD.
- PANEL FASTENERS TO BE SPACED 18" O.C. MAX. AND LOCATED 6" MAX. HORIZONTALLY FROM EACH EDGE AT TOP AND BOTTOM OF PANEL. MAINTAIN 1/2" EDGE DISTANCE FROM ALL EDGES. 4" WIDE PANELS REQUIRE (3) FASTENERS TOP AND BOTTOM. 5" WIDE PANELS (4) FASTENERS TOP AND BOTTOM. CORNER PANELS REQUIRE (2) FASTENERS TOP AND BOTTOM PER SIDE.
- WHEN FASTENER BOLT HEAD OR NUT BEARS DIRECTLY ON SURFACE OF RF PANELS PANEL, TIGHTEN PANEL BOLTS ONLY 1/2 TURN PAST SNUG. APPLY THREAD LOCK COMPOUND TO THE THREADS OF METAL BOLTS. USE THIN BEAD OF EPOXY TO LOCK THE NUTS OF FRP BOLTS AND STEALTH STAINLESS STEEL PANEL BOLTS. USE WASHER OR FLANGED HEAD BOLT OR FASTENER WITH LARGE BEARING SURFACE.
- PANELS WILL EXPAND AND CONTRACT DUE TO TEMPERATURE. WHEN INSTALLING PANELS IN COLD TEMPERATURES, EVENLY SPACE PANELS ALONG LENGTH OF SCREEN WALL WITH EQUAL GAPS BETWEEN PANELS TO ALLOW FOR EXPANSION DURING WARM TEMPERATURES.
- ADJACENT FLAT PANELS ARE JOINED BY A VERTICAL FOAM SPLINE THAT IS INSERTED INTO GROOVES CUT INTO THE SIDES OF EACH PANEL. DO NOT LIFT PANELS BY GROOVES. PANELS MUST BE LIFTED WITH FORCE DIRECTED ONTO PANEL SURFACE.
- ADJACENT RADIUS PANELS ARE JOINED BY A VERTICAL H-CHANNEL. INSERT PANELS INTO EACH SIDE OF H-CHANNEL.
- RADIUS PANELS MUST BE EVENLY SPACED ALONG RADIUS SUPPORT. CONTRACTOR TO MEASURE LENGTH OF RADIUS SUPPORT AND DIVIDE BY THE NUMBER OF RADIUS PANELS TO DETERMINE PROPER SPACING. H-CHANNEL CONNECTORS ARE USED TO COVER THE GAP BETWEEN PANELS AND TO ALLOW FOR PANEL EXPANSION AND CONTRACTION.
- SURFACES OF PANELS SHALL BE COATED WITH SUITABLE PAINT FOR UV PROTECTION, TOP EDGE OF PANEL MUST BE COVERED TO PREVENT WATER TRAVEL BETWEEN PANELS. USE SHERWIN-WILLIAMS "COROTHANE II" OR PRE-APPROVED EQUIVALENT.
- EXPOSED TOP AND SIDE FOAM EDGES OF PANELS MUST BE COVERED OR COATED FOR UV PROTECTION. TOP EDGE OF PANEL MUST BE COVERED TO PREVENT WATER TRAVEL BETWEEN PANELS. MANUFACTURER SHALL PROVIDE PANEL EDGE CAPS TO BE FIELD APPLIED FOR THIS PURPOSE.



ANTENNA FRAME ELEVATION

SCALE: N.T.S.

3
S-1

...T-Mobile...

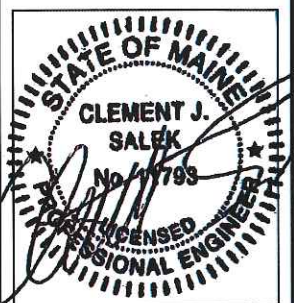
T-MOBILE NORTHEAST LLC
15 COMMERCE WAY, SUITE B
NORTON, MA 02766
(508) 286-2700

CROWN CASTLE

CROWN CASTLE INTERNATIONAL
500 WEST CUMMINGS PARK, SUITE 3600
WOBURN, MA 01801
(781) 970-0052

CHAPPELL ENGINEERING ASSOCIATES, LLC

R.K. EXECUTIVE CENTRE
201 BOSTON POST ROAD WEST, SUITE 101
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SUBMITTALS

REV.	DATE	DESCRIPTION	BY
1	03/24/16	ISSUED FOR CONSTRUCTION	CMC
0	01/28/16	ISSUED FOR REVIEW	NMC

SITE NUMBER:
4DN2285D

SITE NAME:
ME285/HOLT
HALL

SITE ADDRESS:
794 CONGRESS STREET
PORTLAND, ME 04102

SHEET TITLE

STRUCTURAL
DETAILS

SHEET NUMBER

S-1

1504.092

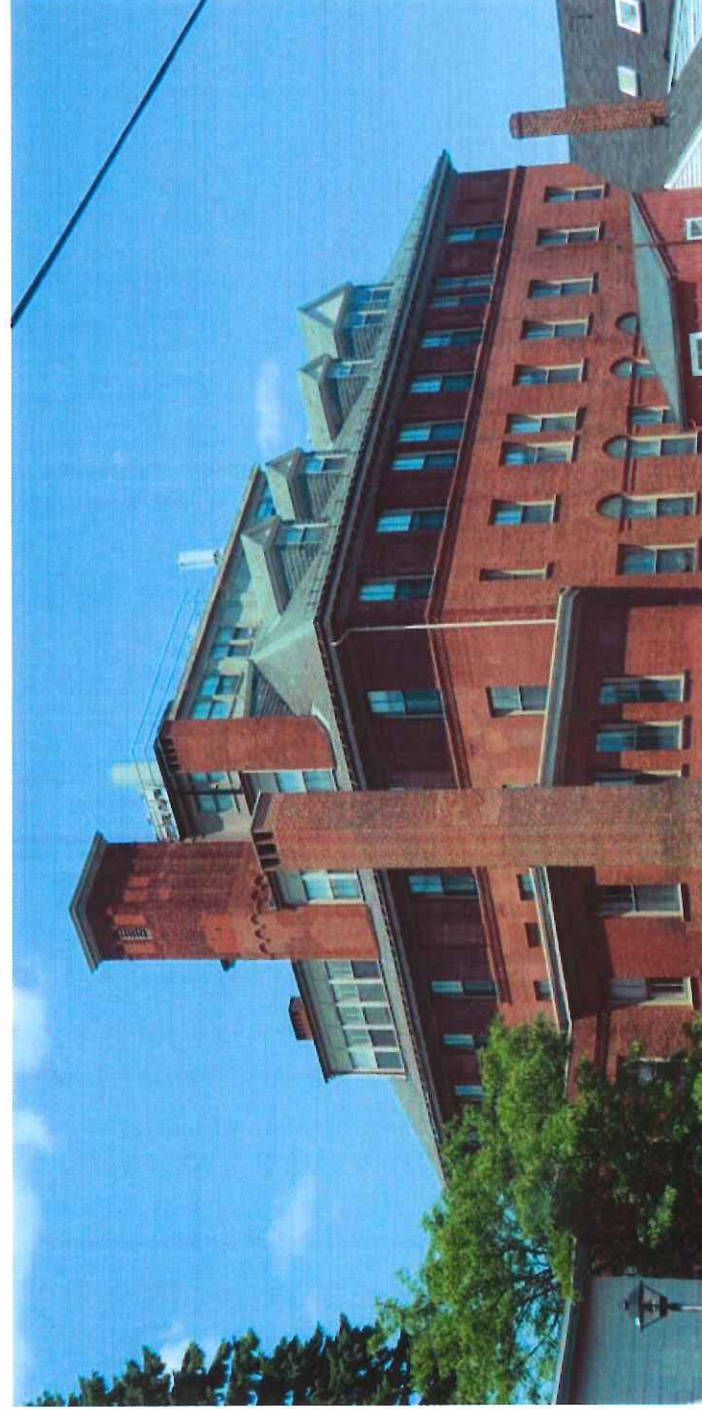


PHOTO SIMULATION

**ME285/HOLT HALL – SITE 853280
REV0**

Address:
**794 Congress Street
Portland, ME 04102**

Date:
08 JULY 2016

Prepared by:



R.K. Executive Centre ■ 201 Boston Post Road West ■ Suite 301 ■ Marlborough, MA 01752

t. 508.481.7400 ■ www.chappellengineering.com ■ f. 508.481.7406

ATTACHMENT 2



Viewable Location Symbols

Site Location ●
Photo Location 1



4DN2285D
ME285/Holt Hall - Site 853280
794 Congress Street
Portland, ME 04102



Photo taken from Mac Miller Road, 200 feet southeast of the proposed site



Photo taken from Mac Miller Road, 200 feet southeast of the proposed site

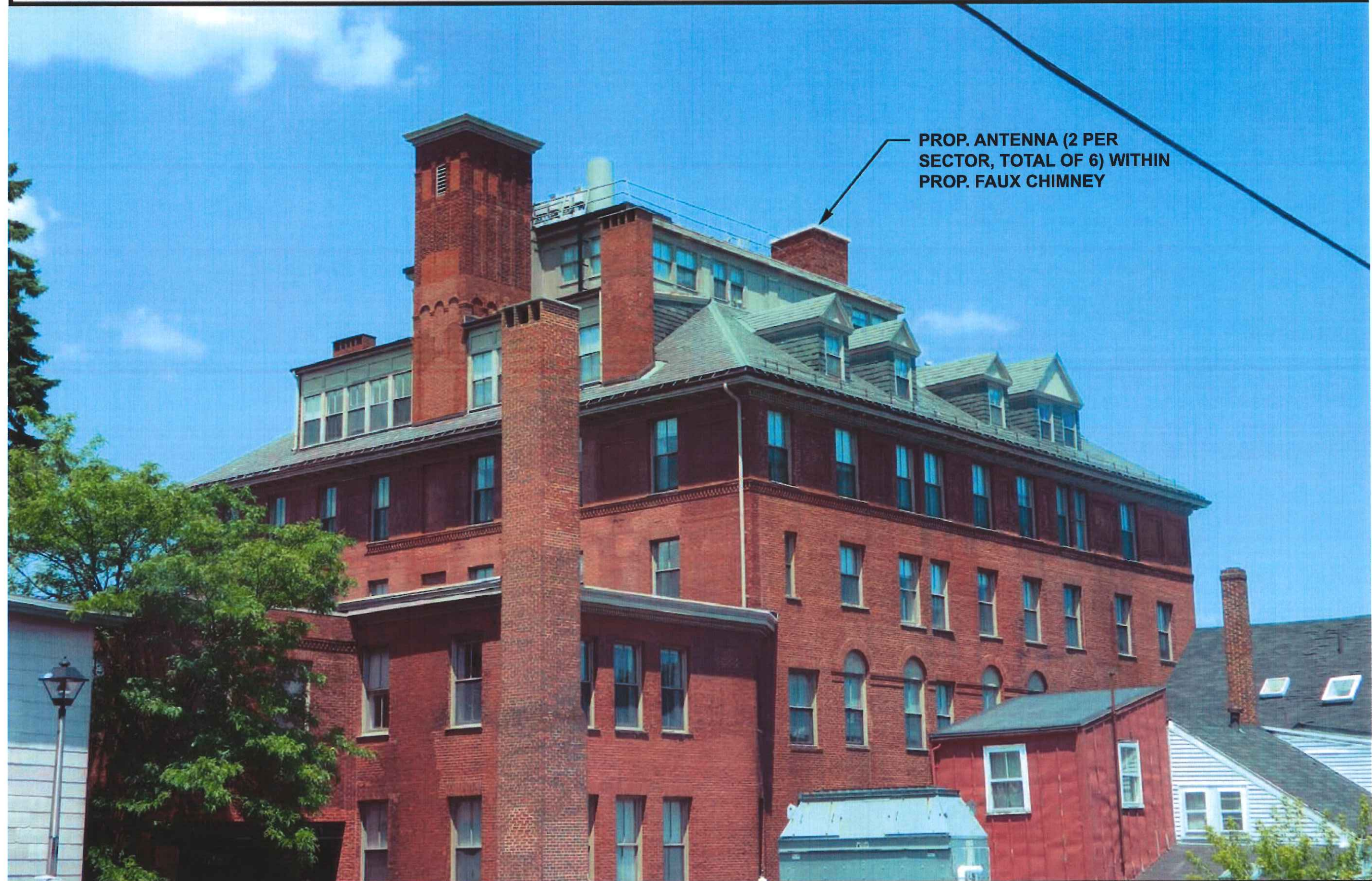


Photo taken from Congress Street, 200 feet east of the proposed site



Photo taken from Congress Street, 200 feet east of the proposed site

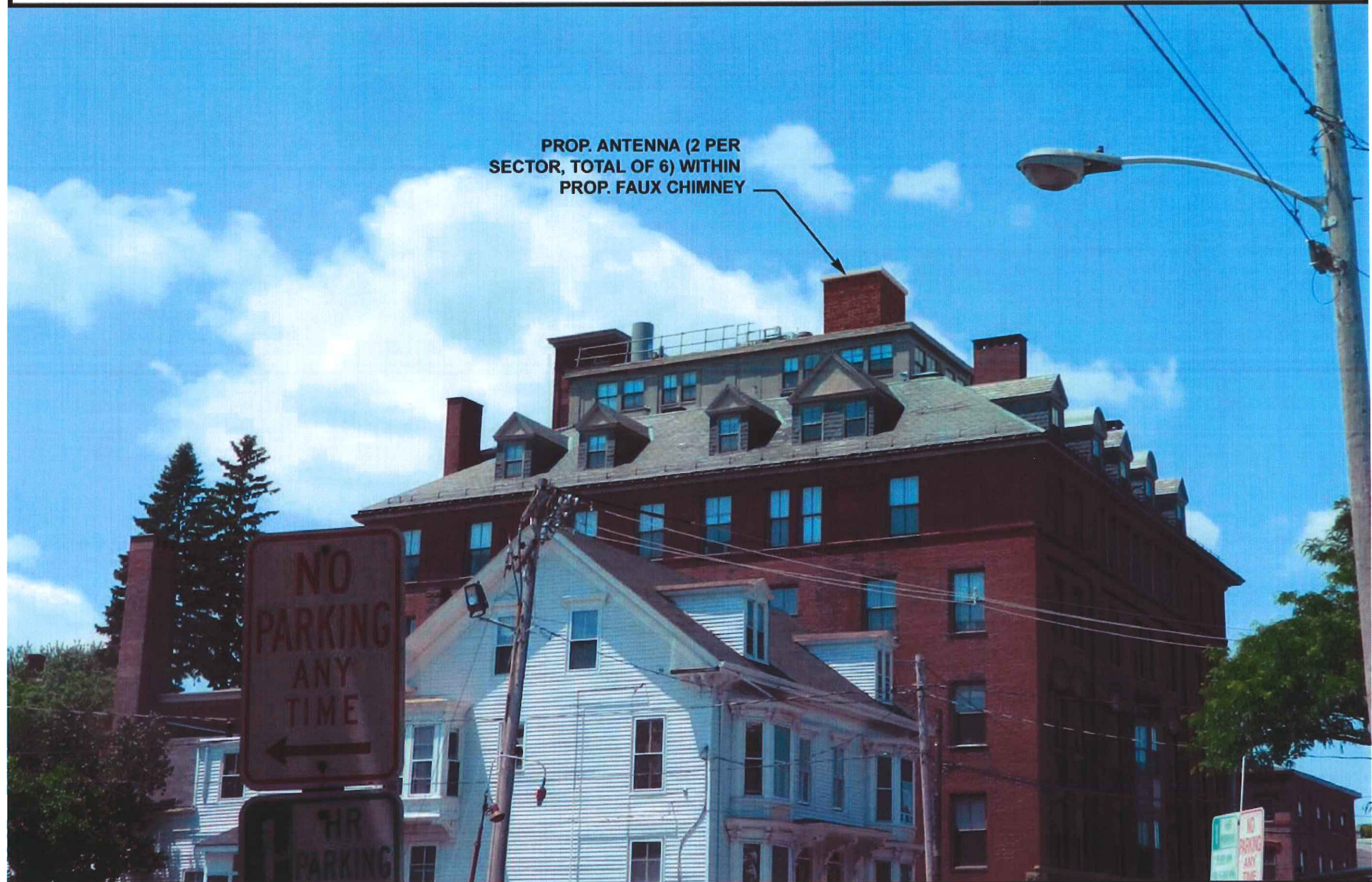


Photo taken from Congress Street, 230 feet northwest of the proposed site



Photo taken from Congress Street, 230 feet northwest of the proposed site

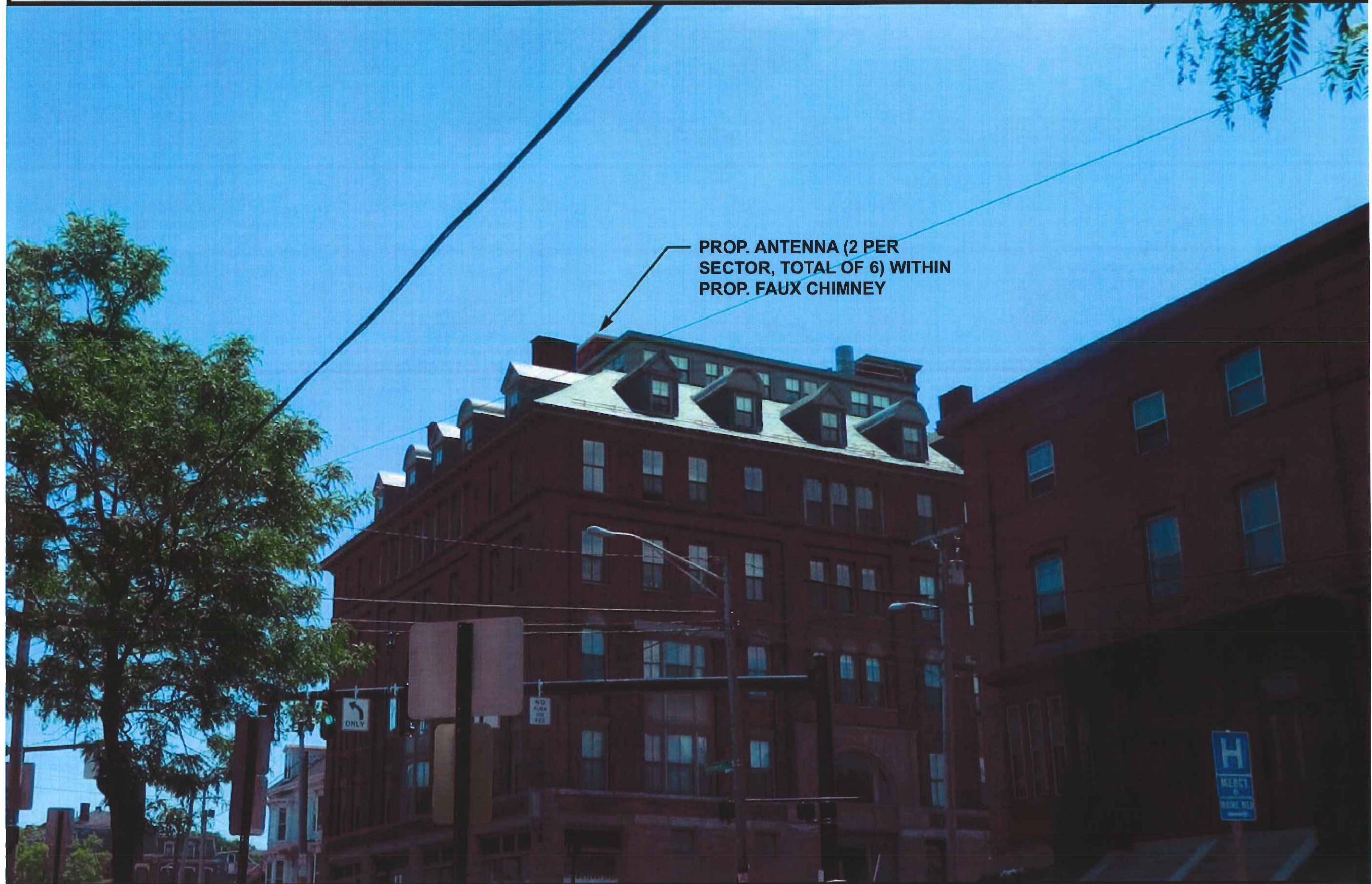


Photo taken from Hill Street, 275 feet southwest of the proposed site



Photo taken from Hill Street, 275 feet southwest of the proposed site



...T...Mobile...

15 Commerce Way
Suite B
Norton, MA 02766

STRUCTURAL ANALYSIS
4DN2285D - HOLT HALL



Address:
794 CONGRESS STREET
PORTLAND, ME 04102



Date:
FEBRUARY 01, 2016



ATTACHMENT 3

January 18, 2015

•T-Mobile•

15 Commerce Way
Suite B
Norton, MA 02766

RE:

Candidate Name ME285 / Holt Hall
Candidate Address 794 Congress Street, Portland, ME 04102

To whom it may concern:

Chappell Engineering Associates, LLC has performed a structural analysis of the proposed roof-mounted false chimney being proposed at the above-referenced location. T-Mobile proposes to install one (1) anchored false chimney structure on the roof of the existing building which will support the six (6) total proposed T-Mobile antennas.

The existing roof deck consists of 9 1/2" Trus-Joists (TJI/25 Joists) spanning from exterior bearing wall to interior bearing wall. The joist span is approximately 15'-5" O.C. 3/4" plywood sheathing spans across the joists. The roof consists of rubber EPDM membrane over (assumed) rigid roof insulation.

T-Mobile's antenna array will consist of 3 sectors, each supporting 2 panel antennas (2 per sector, total of 6) and ancillary hardware (junction boxes, remote radio heads, etc). The proposed antennas are to be secured to antenna mounting pipes located within the anchored chimney.

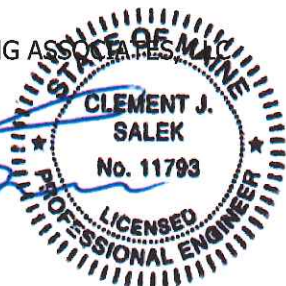
Based upon our site walk on 11-23-2015, our review of the loads and of the existing available building plans, and our analysis of the existing roof joists under the proposed loading, Chappell Engineering Associates, LLC has determined that the existing structure **has adequate capacity** to support the proposed antenna configuration as shown on the construction drawings. Our analysis and results are enclosed in this report.

If you have any questions regarding this matter, please do not hesitate to call.

Very truly yours,

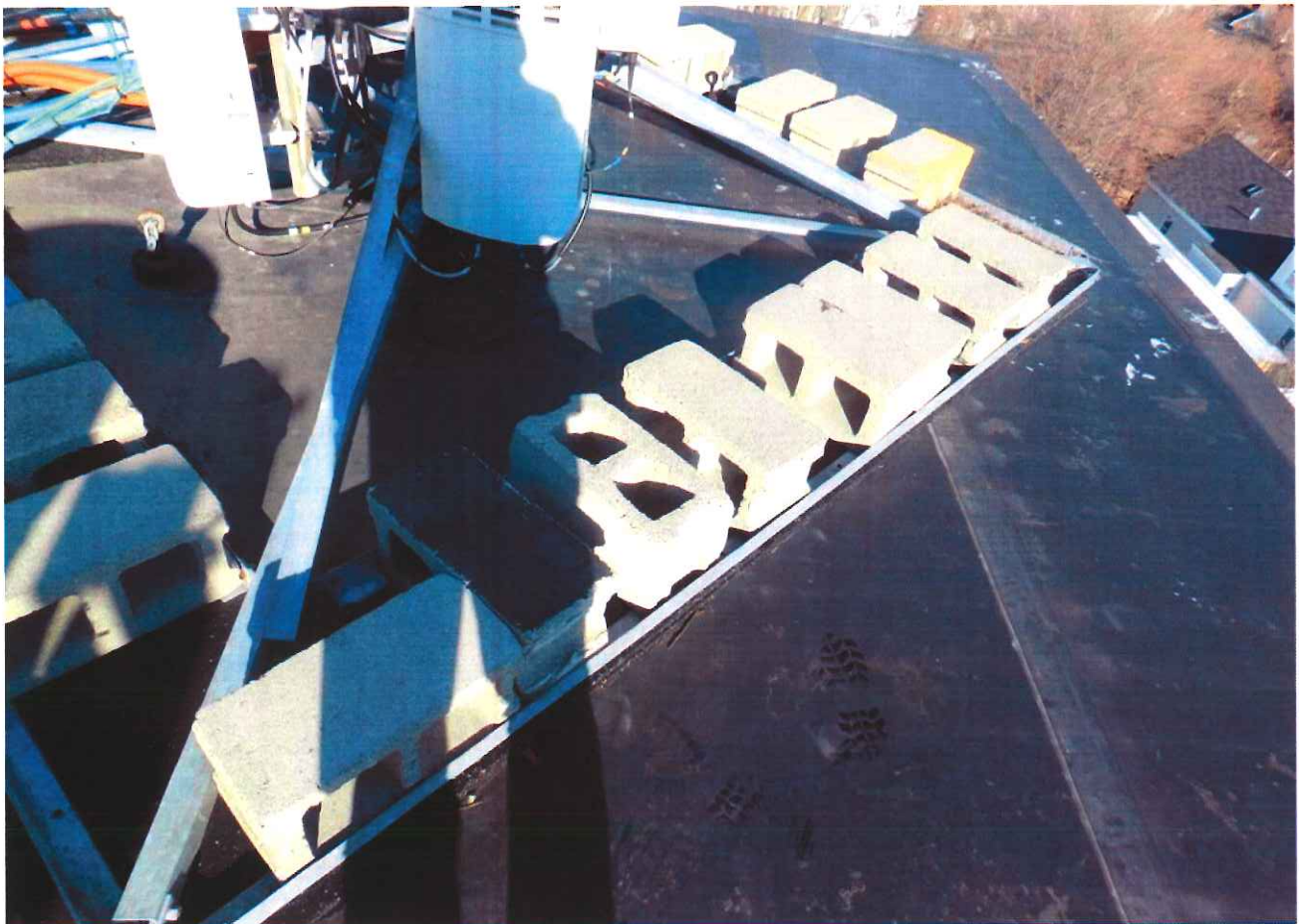
CHAPPELL ENGINEERING ASSOCIATES, LLC


Clement J Salek, P.E.
CJS/cjs

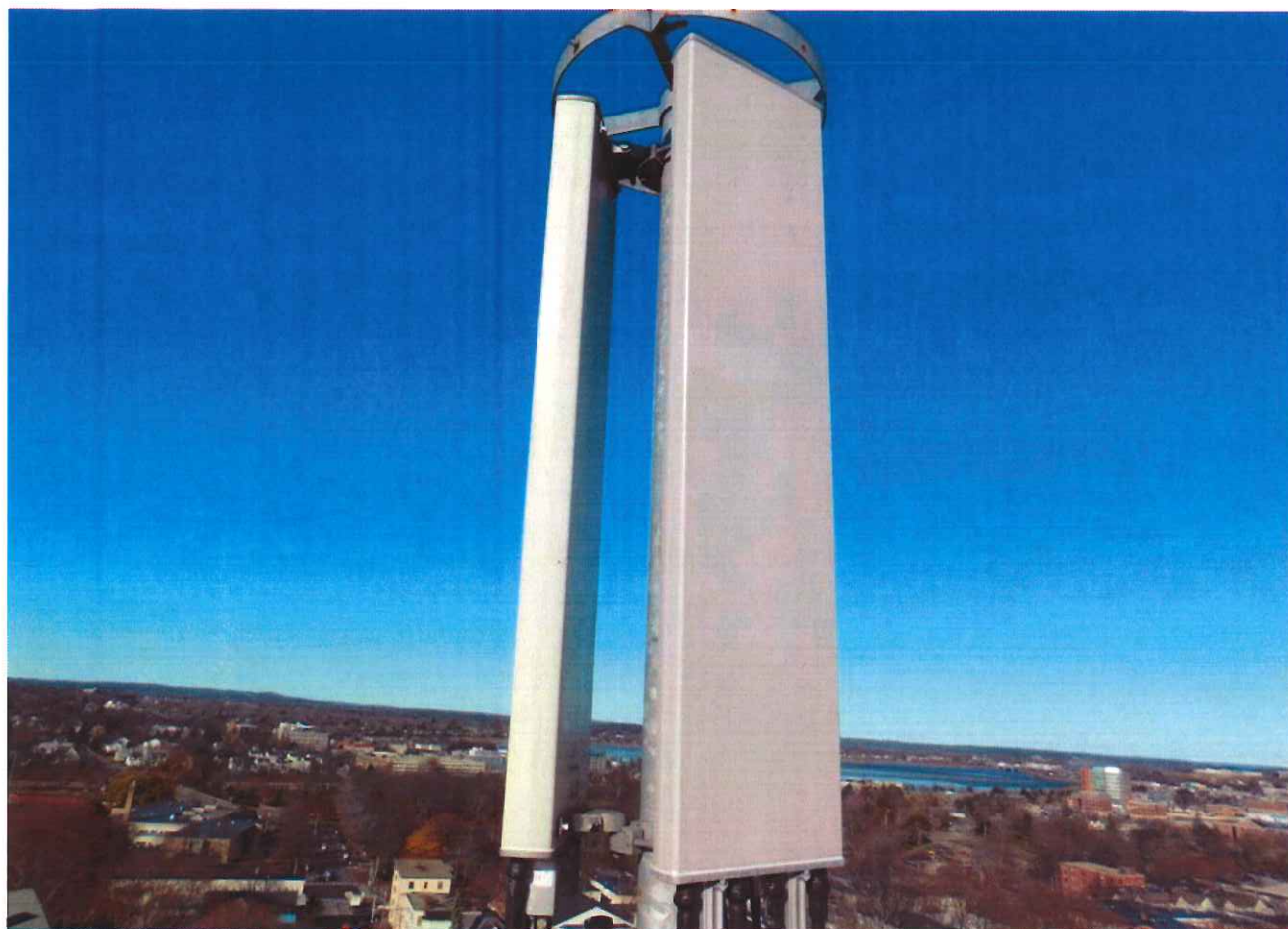




Existing T-Mobile Ballast Frame on Roof



Existing Ballast on Base or Frame



Existing T-Mobile Antennas



Existing T-Mobile RRH's

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

**WORKSHOP
197 SPRING STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: July 14, 2016

RE: July 20, 2016 **Workshop – Second Review of Proposed
Comprehensive Exterior Rehabilitation, and
Demolition and Replacement of Rear Ell**

Address: 197 Spring Street

Applicant: Steve Morrison

Architect: Glenn Harmon

Introduction

Applicant Steve Morrison and architect Glenn Harmon have requested a second workshop to discuss revised plans for the comprehensive rehabilitation of the 2 ½ story residential structure at 197 Spring Street. Built as a single family home before the Civil War, the building has been a 9-room rooming house for many years. Mr. Morrison intends to rent six or seven apartments after the renovation.

On June 15, 2016 Mr. Morrison and Mr. Harmon met with the Board for a preliminary workshop to review plans for alterations to the principal structure facing Spring Street, which are intended to return the building to its documented appearance in 1924. Plans also included the removal of the building's existing rear ell, and replacement with a new ell. The footprint of the replacement ell was proposed to step back by one foot from the east end wall of the main structure, but on the ground floor the proposal to recreate the existing bay partially obscured the planned setback. Mr. Harmon also sought to raise the roof of the ell to meet the ridgeline of the principal structure.

Mr. Harmon has prepared new drawings in response to Board feedback at the June 15 meeting, which focused mainly on the design of the rear ell. A number of Board members' concerns have been addressed in the revised plans. The proposal still includes the recreation of the west entry porch, where a smaller porch survives today with a modern concrete base. Mr. Harmon has provided new plans and elevations to illustrate the revised concepts for the ell, but few details of the new porch except the evidence visible on the 1924 tax photo.

Subject Structure

Built c. 1840 in the Greek Revival style, the William Kilby House has been significantly altered over time with the addition of asbestos siding, modifications to the entrance porch (located on the west elevation), removal of original doors and windows, etc. The replacement siding not only changed the intended finer-grain appearance of the building's exterior, its application also obscured the original cornerboards, frieze and raking cornice. (See 1924 photo enclosed.) The side porch was originally full width, similar to the porch at 205 Spring, but has been shortened and altered. The dormers on the front roof plane at 197 Spring Street are particularly tall and paired, leading one to assume they were added later.

The construction date of the rear ell is not known. According to the project architect, the floor level of the rear ell does not match that of the main building, which may indicate that it was built after the principal block. The very prominent bay on the east elevation of the ell is Italianate in style and was likely added in the 1860's or 70's—either as an original feature of a later ell or as an addition to an earlier ell. Fire escapes have been added to the west side over time as well.

Note that there are very strong similarities between the subject building and the building at 205 Spring. The major distinction between the two is that 205 Spring features a brick exterior and has no front dormers. In massing and plan, however, they are virtually identical as viewed from the street. Though the rear section is now enclosed, in concept the porch at 205 Spring is similar to what must have existed at the subject property, although at 205 there are some trim details that must have been later than the 1840's.

Preliminary Plans, and Board Feedback at First Workshop

On June 15 Board members, staff, and members of the public were supportive of the revitalization of this contributing property. Board members will recall that besides the general restoration of the 1924 appearance of the original house, including the side entrance porch, the most significant feature of the plans presented at that meeting was the completely reconstructed ell, the same size as the existing ell but set back a foot from the plane of the east gable end of the main mass of the house. At the intersection of house and ell, the existing Italianate one-story bay was to be reproduced.

To align floor levels (the existing ell is four steps lower than the principal block,) and create useable attic space, the ridge of the new ell was proposed to meet the ridge of the main house. Two gabled dormers with mulled windows, similar to the large dormers on the front roof, were proposed for the east roof, while the west elevation showed a continuous shed dormer running into the rear plane of the main roof. The new floor plans included interior stairs that would allow removal of the existing fire escapes.

As noted, Board feedback focused mostly on the height, fenestration, and dormers of the ell, which all impact its relationship to the original structure. A summary follows:

- The Board appeared to be generally supportive of the removal and replacement of the existing ell, based on its present condition.
- Members agreed unanimously with staff in asserting that the ell should continue to be

secondary to the main block of the original house.

- In the interest of maintaining hierarchy, the Board seemed to be generally supportive of moving the east plane of the ell one foot back from the gable end of the front house.
- While sympathetic to the need to raise the ridge of the ell to create headroom, members regarded the equal ridge heights of house and ell as problematic.
- Mr. Harmon was urged to avoid replicating the oversized front dormers on the east slope of the ell.
- A single shed dormer was suggested for the east roof plane.
- Several Board members recommended a repeating pattern of single windows, rather than doubled units (reminiscent of the front dormers,) which Mr. Harmon proposed for both east and west elevations of the ell.

There was also discussion about the proposed recreation of the east-facing bay window at the intersection of the ell and main structure:

- Staff questioned Mr. Harmon's proposal to recreate the bay as is when the existing one and the entire ell were to be removed, and the ell was to be different in its reconstruction.
- Though clearly a later addition that had acquired some of its own significance, the Italianate bay has long been somewhat awkward. The location at the intersection of the ell and the front house is made more awkward by the proposed setback of the ell, but there was speculation that the right treatment might aid the transition between the two masses.

Finally, the Board was generally supportive of restoring shutters to the front block of the structure, and recreation of the west entrance porch. Details for the reconstruction of the porch, and for the treatment of the site will be desirable for the next stage of review.

Proposed Alterations – Revised Plans

The architect has provided an updated narrative describing the proposed scope of work. As before, most of the work proposed for the front portion of the building consists of replacing or revealing lost or obscured architectural details. Clapboard siding will be replaced, (clad) wood windows are proposed to replace vinyl windows and the exterior trim will be repaired if still intact behind the siding or replaced based on available photo-documentation. Only a corner of the 1924 tax photo is available to show the exact appearance of the porch, but a few details remaining on the existing porch might help guide a reasonable reconstruction.

The other major component of the project is the proposed demolition and replacement of the existing rear ell. According to Mr. Harmon, the structural condition of the ell is deteriorated to a point to warrant its removal. Significant features of the current plan include:

- The proposed replacement ell would match the existing in terms of building footprint, except for moving one foot to the west.
- The new ell is still proposed to be higher than the existing two-story ell, but now intersects the main roof approximately two feet below its ridge.
- As with the previous submission, the architect proposes to reproduce the existing east bay, in the same location at the intersection of the ell with the main block. (The footprint of the ell is now shown as 1' west of the east wall of the original house.)
- Shed dormers with shallow-pitched roofs (pitch is not specified) make headroom

possible for the third floor.

- The east dormer is shorter than the west dormer, and the face is upslope and behind the plane of the lower walls.
- The west dormer face is aligned with the face of the lower walls, with continuous eave trim at its base. The west dormer continues all the way south to meet the main roof.
- In his July revision Mr. Harmon has drawn paired windows only on the east dormer; lower windows on the east wall and all of the windows on the west side of the new ell are drawn as single units in a regular pattern, as suggested by a Board member.
- With the exception of first and second floor windows on the east wall, all ell windows are drawn as 2/2, distinct from the Greek Revival 6/6 windows proposed for the main house. (The front dormer windows, probably not original to the house, were 2/2 at least as far back as 1924.)

Staff Comments and Questions

If Board members are supportive of the replacement of the existing ell (see applicable review standard below) the proposed design solution must be compatible with the main block and consistent with the ordinance review standards. Questions of relative visibility will need to be considered, as well the proposal to recreate selected architectural features (such as the ground floor east bay) on the new ell.

The redesigned ell shows a clear response to the Board's insistence that the ell must continue to be secondary to the original house. Lowering the ridge height of the ell by two feet makes a difference in the perceived hierarchy between the two elements, and staff wonders if the ell could be lowered any more than it has been, and still meet minimum headroom standards. As noted above the roof pitch of the dormers is unclear, but visibility of these planes is minimal. Mr. Harmon's narrative also points out that trim will be simpler on the new ell, and siding will be fiber cement instead of wood. The one foot setback also reinforces the primacy of the original house.

The Board must still grapple with the recreation of the bay on the east side of the ell. In advance of the June workshop, staff wrote:

In examining the 1924 tax photo, it appears to staff that the large bay on the east elevation of the ell was added after the ell itself, as the windows on the ell appear to be consistent with an earlier structure. Indeed, the bay, while distinctive, is not well integrated with the rest of the building. While the added bay no doubt has acquired significance in its own right as evidence of changes over time (see Standard # 4), staff questions whether it is appropriate to recreate this historic architectural feature on what will be an entirely new ell with an entirely new fenestration pattern. (See Standard #3.)

With the ell's face set back from the east wall of the house in the proposed plans, it's possible that the bay's somewhat questionable contribution to easing the transition from main house to ell is not as helpful or necessary. The Board will want to discuss whether the questions posed by staff in June and reprinted above should lead members to support recreation of the bay or not. Examination of the first floor plan makes it appear that the inclusion of the new bay is at least partly driven by a desire to make the interior of unit 103 more attractive and spacious.

The proposed scope of work on the principal block appears fairly straightforward, especially given the presence of remaining key trim details and the availability of the very clear 1924 photograph to guide the work. The Board will nevertheless want to review the proposed specifications and design details to ensure a faithful rehabilitation of the main block and appropriate recreation of the porch. At least some Board members were supportive of re-introducing shutters to the main house, and not doing so on the ell – another difference in treatment to differentiate the two, and subordinate the ell.

The architect's narrative indicates little in the way of significant changes to the site. Much of it is now parking, and would continue to be after the renovations.

Applicable Review Standards

The following standard applies to **request to demolish portion(s) of contributing structures**:

Sec. 14-645(c): Any applicant seeking demolition of a portion of a contributing or landmark structure may request that the historic preservation board make a determination as to whether such portion of the structure is non-contributing based on the definition of that classification in Sec. 14-602 of the ordinance. If the Board determines the portion to be noncontributing, the applicant may apply directly for a demolition permit.

Board members will recall that structural condition may be considered in making a determination of noncontributing status.

The following ordinance review standards apply in the review of the proposed project:

- (2) *The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
- (3) *All sites, structures and objects shall be recognized as products of their own time, place and use. Alterations that have no historical basis or create a false sense of historical development such as adding conjectural features or elements from other properties shall be discouraged.*
- (4) *Changes which may have taken place in the course of time are evidence of the history and development of a structure, object or site and its environment. Changes that have acquired significance in their own right, shall not be destroyed.*
- (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. Revised summary of proposed project
- 2. Revised plans and elevations
- 3. 1924 tax photo
- 4. Current photos supplied by staff

14 July 2016

Request for 2nd Workshop Proposed alterations

197 Spring Street C/B/L: 45/E/21

Applicant/Contractor/Billing Address: Steve Morrison, 158 Danforth Street Portland 207-671-2523

Owner: Wait, LLC PO Box 25A, Cumberland 207-671-2523

Architect: Glenn Loring Harmon, 35 Mable Street, Portland 207-838-4025

Description

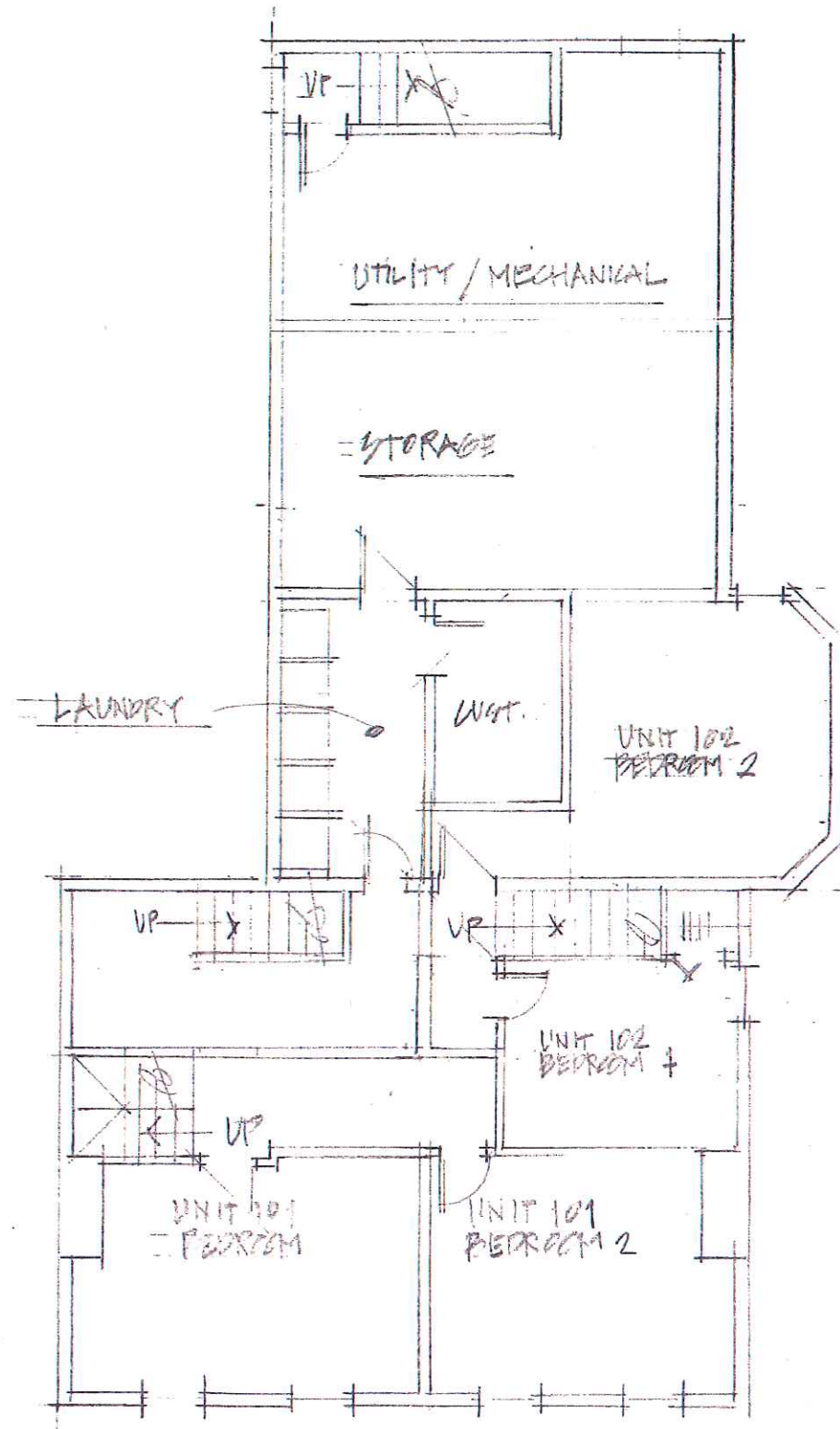
The existing residential property is on the record as a rooming house and currently allows for 9 units with a common kitchen and bathroom facilities. This circa 1850 wood framed 2 story plus occupied attic building has been untouched since the 1960s judging by the state of the finishes and condition of the envelope materials. The original structure appears to have included the 2 story flat roof ell with bay window at the first floor, as shown in the 1924 tax photo. This project will convert the rooming house to actual apartments (7 total are supported by the zoning), each with kitchen and bath facilities. The exterior scope of work for this project is in three parts:

- Re-cladding the skin, including siding, windows, doors, and trim. Existing asbestos siding will be abated and removed, and the original clapboards will be repaired and repainted. The existing rusted steel replacement doors & deteriorated vinyl windows will be removed, and replaced with new composite doors (Morgan) and new clad wood windows (Andersen Eagle series). The existing corner boards, frieze board, eave trim, and dormer pediment will be either salvaged or repaired where it remains beneath the asbestos, or replicated to match the original detailing as far as can be determined from the 1924 tax survey photo. Shutters to match the original are proposed (Brosco Boston layout) including shutter dogs. Additionally, a new window opening at the basement level is requested along the east facade, aligning with the windows above, and matching size /detail of the windows along Spring Street.
- Reconstructing the ell. The existing ell has been determined unsalvageable owing to extensive floor sag, sill rot, lack of frost wall foundations, and apparent fire damage at some point in its history. The floor levels in the ell do not align with the main house (4 risers lower) which makes circulation compromised and non-compliant in terms of clearances. We propose to remove the ell and reconstruct it in the same footprint but raise the roof to just below the ridge of the main house, within 2' +/- . The two exterior fire escapes will be internalized as egress stairs, since the floor levels will be raised to match the main house. Siding, trim, windows, and doors will not match the main house but will be of a simpler material palette to make the ell subservient to the main house. Fiber cement smooth bevel siding, composite trim, and single 4-lite clad wood shutterless windows are proposed. The east side first floor bay window will be replicated to effect the transition from the house to the ell, by

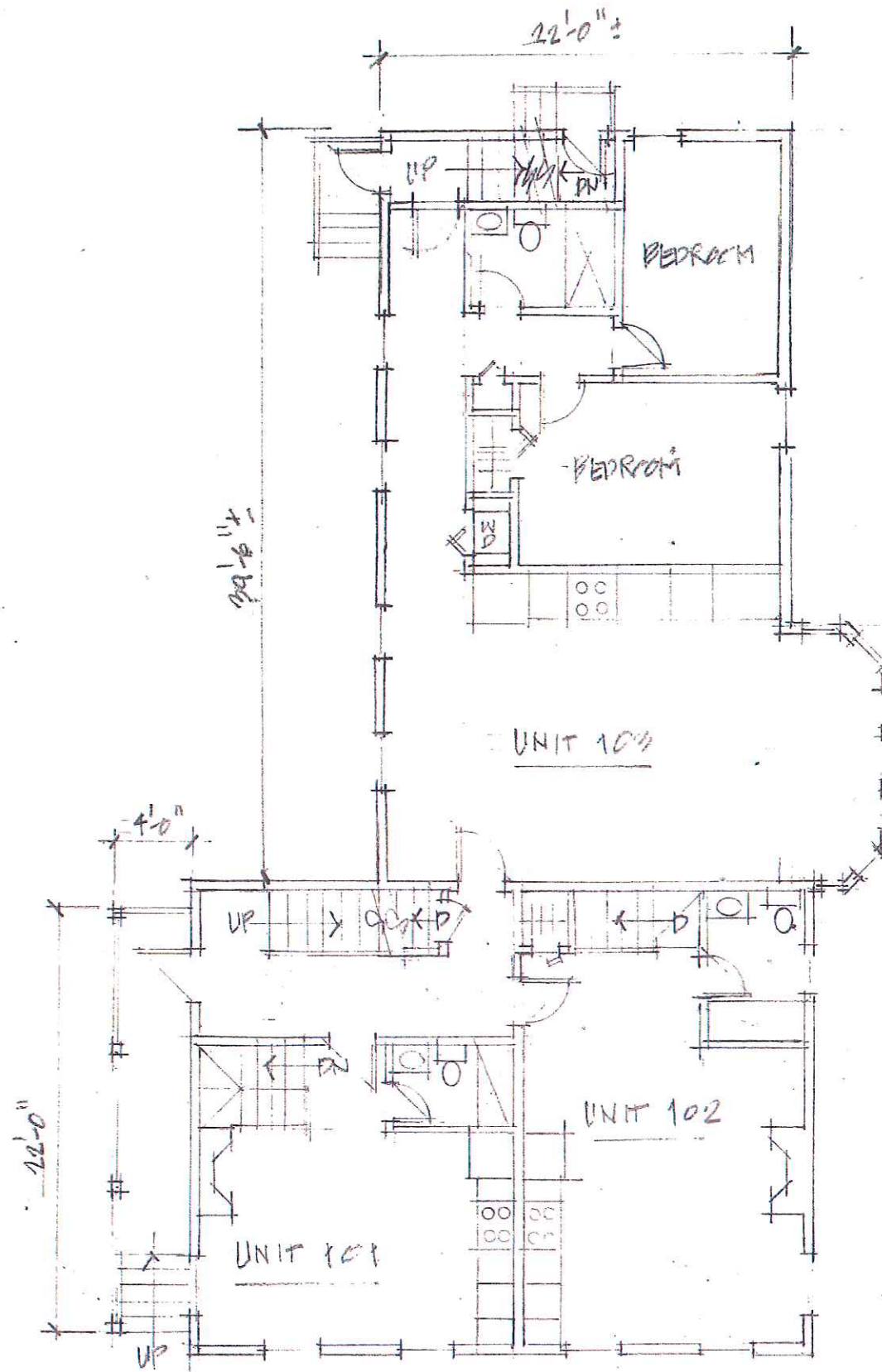
reconstructing in place, with the existing brackets salvaged and reinstalled. Shallow dustpan dormers are proposed on both sides of the roof to allow the ell massing to read as secondary to the main house.

- Remove and replace the existing entry porch. The original entry appears to have been a side porch with boxed wood columns, simple capital, and sloped shed roof. The current porch is a hodge-podge of concrete steps and landing, hood overhang, and wood rails, all added at different times, in no uniform style or consistency of materials. We propose to recreate the original entry porch form and match the detailing as far as can be determined from the 1924 photo (simple boxed columns, square baluster rail, wood steps). As the porch soffit is unknown, we propose edge & center beadboard, as would be typical of the neighborhood. All wood will be painted.

The existing brick foundation has been painted, and we propose to repaint but in a brick color. The asphalt strip between the foundation and brick sidewalk will be replaced with cobbles. The sitework scope of work is limited to where needed for new construction, as the lot is given to parking at present, and will remain as such (resurfaced and striped).



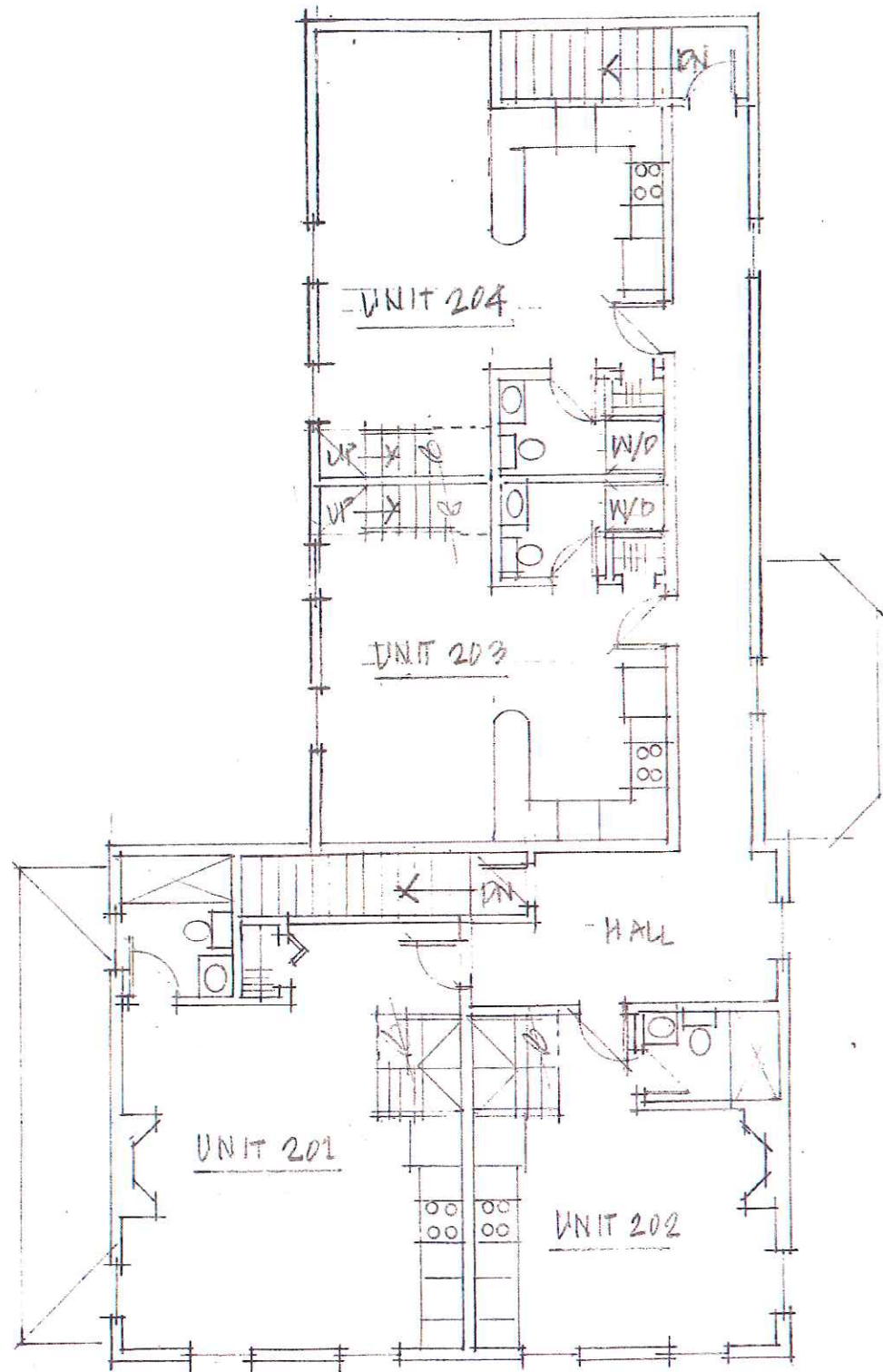
GROUND FLOOR PLAN



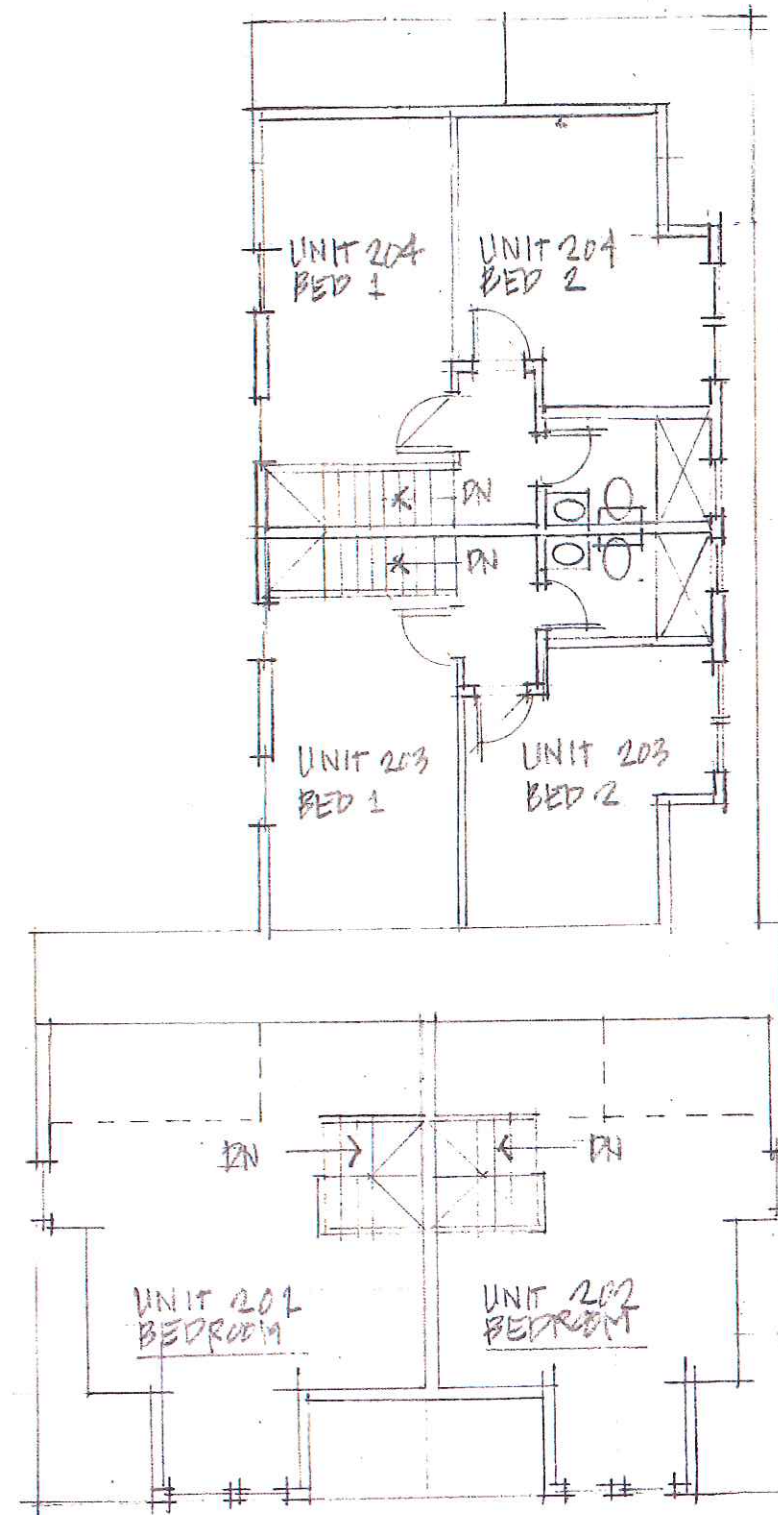
1ST FLOOR PLAN

RENOVATION & ALTERATIONS TO 197 SPRING STREET - PORTLAND, MAINE
 WAIT, LLC - WUMBERLAND, MAINE · 11/8" = 1'-0"
 MAY 2016 CONCEPTS
 REV JULY 2016

ATTACHMENT 2



2ND FLOOR PLAN



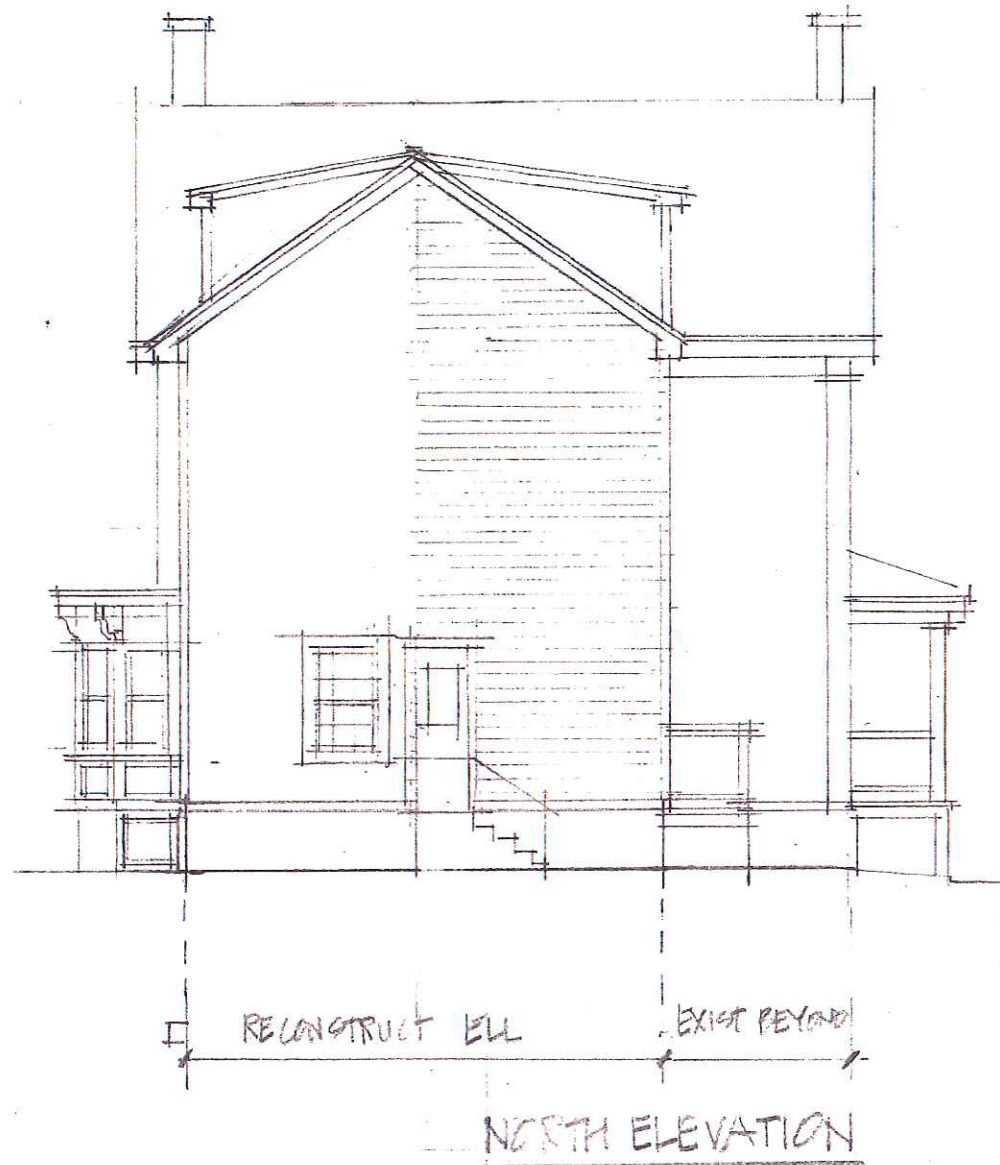
UPPER LEVEL PLAN

RENOVATION & ALTERATIONS TO 197 SPRING STREET, PORTLAND, MAINE

-WAT 1111 - UMBERLAND, MAINE - 1/8" = 1'-0" - MAY 2016 - CONCEPTS - REV JULY 2016

MATERIAL NOTES

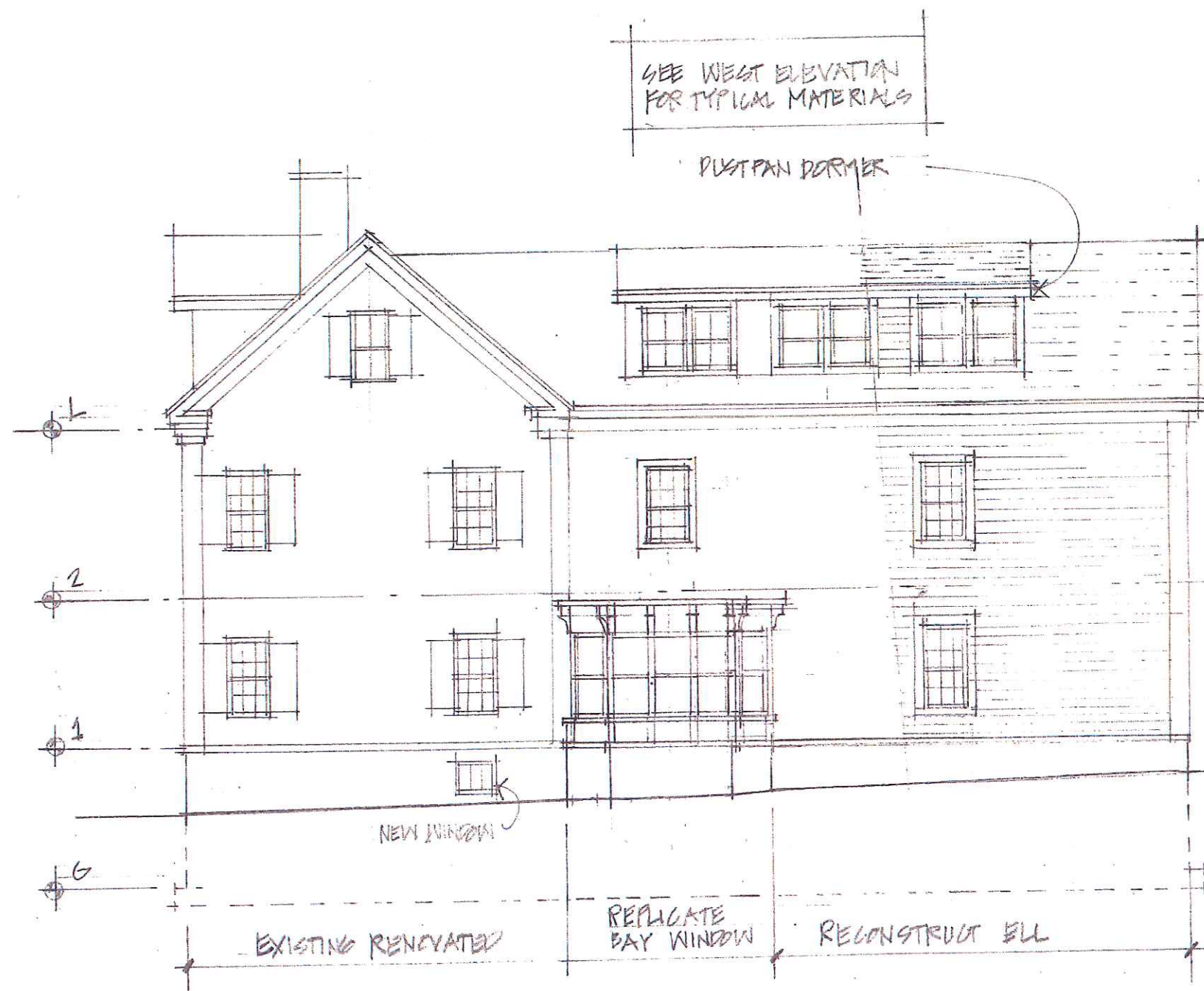
1. ASPHALT ROOF SHINGLES
2. WOOD CLAPBOARD SIDING (EXIST)
3. WOOD TRIM (EXIST)
4. CLAD WOOD WINDOWS S/D
5. WOOD SHUTTERS
6. WOOD SKIRT, BOX COLUMNS AND BALUSTERS
7. FIBRE CEMENT SIDING, TRIM (NEW)



RENOVATION & ALTERATIONS TO 197 SPRING STREET, PORTLAND, MAINE
 -WAT, LLC, CUMBERLAND, MAINE. 1/8"=1'-0" 6/11/16
 MAY 2016 - CONCEPTS
 REV JULY 2016

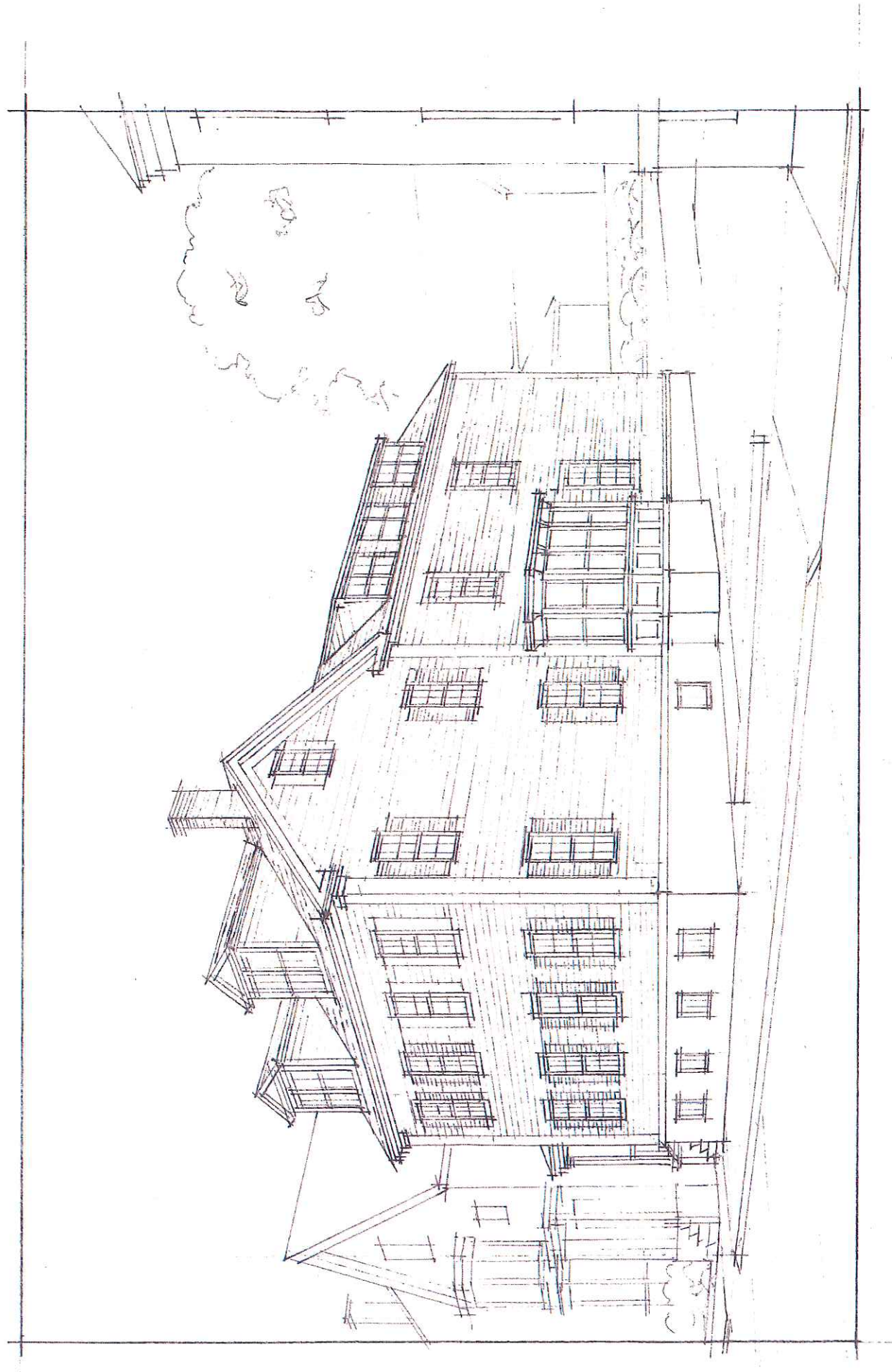


SOUTH ELEVATION



EAST ELEVATION

RENOVATION AND ALTERATION TO 197 SPRING STREET · PORTLAND, MAINE
 WAIT, LLC · CUMBERLAND, MAINE · 1/8" = 1'-0" · MAY 2016 · CONCEPTUAL
 REV JULY 2016





197
Spring

ATTACHMENT 3

ATTACHMENT 4







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

**WORKSHOP
164 MIDDLE STREET**

TO: Chair Benson and Members of the Historic Preservation Board
FROM: Deborah Andrews, Historic Preservation Program Manager
DATE: July 11, 2016
RE: July 20, 2016 **Preliminary Review of Proposed Exterior Alterations**

Address: 164 Middle Street (corner of Middle & Market)
Applicant: NDA Middle LLC
Architect: Andrew Hyland, Port City Architecture

Introduction

Architect Andrew Hyland, representing the new owners of 164 Middle Street, has requested a preliminary workshop to introduce proposed exterior alterations to the commercial block located at the southeast corner of Middle and Market Streets. It is staff's understanding that the entire building (or at least most of it) will be converted to a single retail use. As described in the following section of this report, the subject structure is actually the remaining western portion of a much larger 1867 structure that was partially destroyed by fire. All that remains of the west side of the original structure is its ground floor commercial storefront facing Middle. Much of the building's current appearance is the product of a 1980's era renovation project which created an open arcade area along the Market Street frontage.

Alterations are proposed for both the Middle Street and Market Street elevations of the one-story structure. The project calls for filling in the open arcade along Market Street, relocating the Middle Street entrance to the center of the ground floor, modifying the false front above the storefront and introducing a large-scale painted wall sign.

Enclosed are historic and current views of the building as well as renderings of existing and proposed elevations. As a preliminary workshop, the drawings are still conceptual, with no wall sections or details provided. The applicant and project architect are looking for feedback on various aspects of the proposal before proceeding with design development.

Subject Structure

164 Middle Street is the western remnant of what was once a much larger commercial block occupying the entire southern side of Middle Street between Market and Silver Streets. Built

in 1866, the 4-story Deering, Milliken and Co. Block was built immediately after the Great Fire in the Second Empire style with a prominent Mansard roof. A fire in 1909 destroyed the building's original Mansard roof and all but the ground floor of the west half of the structure. (Most of the east half of the building was spared.) Thankfully, the entire width of the building's original cast iron storefront remained.

Following the fire, it appears that the building was divided into two separate parcels; the single-story, western portion of the building has remained under separate ownership since that time. For the greater part of the twentieth century, 164 Middle functioned as a one-story garage. Comparing the appearance of the building during the fire and the 1924 tax photo, it is clear that the storefront bays were reconfigured when the building was converted to a garage, with a large opening for vehicular access created near the center of the storefront. The 1924 tax photo also shows a tall parapet wall added above the original storefront. A large scale sign was painted across the parapet. Presumably, the parapet was brick, but it is difficult to tell from the photo.

Records indicate that in 1979 the Market Street frontage of the building was converted to an open mini "mall" known as Market Street Market, with the Middle Street frontage converted to restaurant use. Although building records are sparse, it appears most of the building's current appearance—including the addition of a 2nd story false front, relocation of the main entrance to the west corner of the building and the construction of the open arcade dates from that time.

Note that as part of the renovation project, care was taken to make reference to the fact that the single-story structure was originally part of the neighboring building. This was achieved by echoing the fenestration of the abutting building in the added second story false front. Projecting brick belt courses were carried over as well. The addition of a second story, which returns for a distance of one bay onto Market Street, succeeds in giving the building more presence along Middle Street and mitigating the juxtaposition in scale with neighboring buildings. The treatment of the upper façade is successful in conveying the relationship between the abutting structures while making clear this is newer construction.

Today, the Middle Street storefront has a fairly frazzled appearance with a polychrome paint scheme, added spotlights, ill-fitting sign band and missing section of the cast iron decorative arch above the main entrance. Below the storefronts, the original paneling (still evident on the neighboring structure) is missing, replaced with painted concrete. On the Market Street elevation, the stairways and roof skylights are in fairly deteriorated condition. Numerous rooftop mechanicals are within clear view given the small scale of the building and the fact that the false front extends only a short distance around the corner.

Proposed Scope of Work

The preliminary proposal calls for the following alterations:

Middle Street frontage

- Relocation of the main entrance toward the center of the façade. As proposed, the relocated entrance would be flanked by two arched window bays on one side and three

bays on the other. Spacing of the fluted columns would be uneven as well.

Notes on the elevations indicate that existing cast iron columns would be relocated in the reconfigured storefront. Presumably, the applicant also plans to relocate the decorative trim elements as well—i.e. the keystones decorated with a woman's face, the wreath-like arch trim, etc.

- Infill of the recessed “window” openings on the upper façade with brick to match the wall brick. The open arched tops would be infilled with terra cotta.
- Addition of a projecting cornice at the roof edge to match the cornice above the storefront.
- Replacement of existing windows and doors with aluminum windows and doors.
- Application of a painted wall sign directly onto upper brick façade. As shown, the painted wall sign is large scale, similar to the scale of the previous garage signage.
- Replacement of projecting sign at the corner of Middle and Market with a sign of similar scale.

Market Street frontage

- Infill of existing openings with aluminum storefront windows.
- Infill of large opening at northwest corner with three-part window.
- Introduction of new entrance at sidewalk level midway down the Market Street frontage. Awning shown above new entrance
- Elimination of existing open stairs near lower end of Market Street elevation. Area to be infilled with matching brick and windows introduced above.
- Introduction of awning in front of (or in place of) existing windows above existing entrance at southwest corner. Note; vertical alignment of two awnings is the same, despite grade change.

Preliminary Staff Comments

Middle Street frontage

From an architectural and preservation perspective staff questions the rationale for moving the entrance toward the center of the storefront. Given the number and rhythm of spacing of the window bays and the location of the subdividing fluted pilasters, it is not possible to create a truly symmetrical storefront. Also, the removal and relocation of the building's historic cast iron trim elements—some of which may be brittle at this point--should be given careful

consideration. Given these factors, staff wonders what is gained by such a change. And although staff recognizes that the bay pattern was changed in the past and architectural details were removed and relocated, some trim details (see photo) were compromised as a result of these renovations.

Staff also questions the proposal to infill the recessed openings in the upper façade with thin brick to match the abutting brick wall surface, especially if the purpose is to create a more level surface to apply a painted wall sign. Although the ordinance encourages the preservation of historic painted wall signs where they provide evidence of a previous use, the practice of painting signs directly onto brick surfaces for new signs is discouraged under the ordinance, as the alteration is not readily reversible and signage is subject to frequent change. Although this building once featured a large-scale sign above the storefront during its period as a garage, the wall area on which the sign was painted is now long gone. Additionally, a sign of the scale depicted in the enclosed elevations is not consistent with the scale of signage throughout the Portland Waterfront Historic District.

Staff also questions the necessity of introducing a projecting cornice at the roofline. Although this creates a stronger termination at the roofline, in staff's view the current treatment reinforces the fact that the upper portion of the façade was lost.

Staff encourages the project architect and Board to examine closely remaining original storefront details on the abutting structure and compare them to the subject structure. Note that the neighboring building features a pronounced frame-and-panel system below the storefront windows. (Below this there is raised brick planer; it is not clear what this obscures.) At 164 Middle, these panels have been removed, replaced with flat painted concrete. No treatment is shown for storefront bases. The final plans should address this area of the storefront.

Note also that there are original wood brickmoulds around the existing storefront windows on both the abutting building and on the subject building, particularly around the arched top section. If the existing windows are to be replaced as part of the proposed renovation, staff suggests that the traditional profile of the brickmoulds be replicated. Standard aluminum storefront windows feature flat stock trim.

Market Street frontage

Staff has fewer concerns regarding the changes proposed for the Market Street frontage, as the approach appears to be much more straightforward and the existing façade presents fewer complicating factors. However, there are several components of this frontage that have not been addressed in the preliminary proposal. For example, the plans do not address whether changes are proposed for the existing sloped roof with continuous skylights. The position of the new windows within the existing openings is not addressed in the plans. Are they to be set back or fairly flush with the wall surface? Also, the enclosed plans do not address existing rooftop mechanicals. Is consideration being given to screening the mechanicals? Given the change in use from restaurant to retail, will some of them be removed? Clarification should also be provided on the proposed treatment for the lower end of the Market Street elevation. Does the awning shown above the entrance simply obscure the windows above or are these windows to be removed? Although the tops of the two awnings are aligned, the awning at the

southernmost entrance seems too high for the entrance it serves.

While the purpose of Wednesday's initial workshop is to focus on the more significant elements of the project, staff notes that the final plans should address these details.

General Comment

While much of the existing building fabric at 164 Middle Street is not historic and the product of a late '70's-early '80's renovation, the Board should still consider the impact of the proposed alterations to the existing architectural treatment. This is appropriate given the fact that the building's current appearance is the result of a comprehensive redesign effort and that the newer facades are not being replaced altogether. What, if any, aspects of the previous renovation should be treated with particular sensitivity in the new renovation?

Applicable Standards for Review

- (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.
- (4) Changes which may have taken place in the course of time are evidence of the history and development of a structure, object or site and its environment. Changes that have acquired significance in their own right, shall not be destroyed.
- (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.
- (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. Historic views
2. Current general views of subject structure
3. Applicant cover letter
4. Aerial view, applicant photos, elevations and renderings
5. Additional photos: Middle Street and Market St. details, details of abutting property

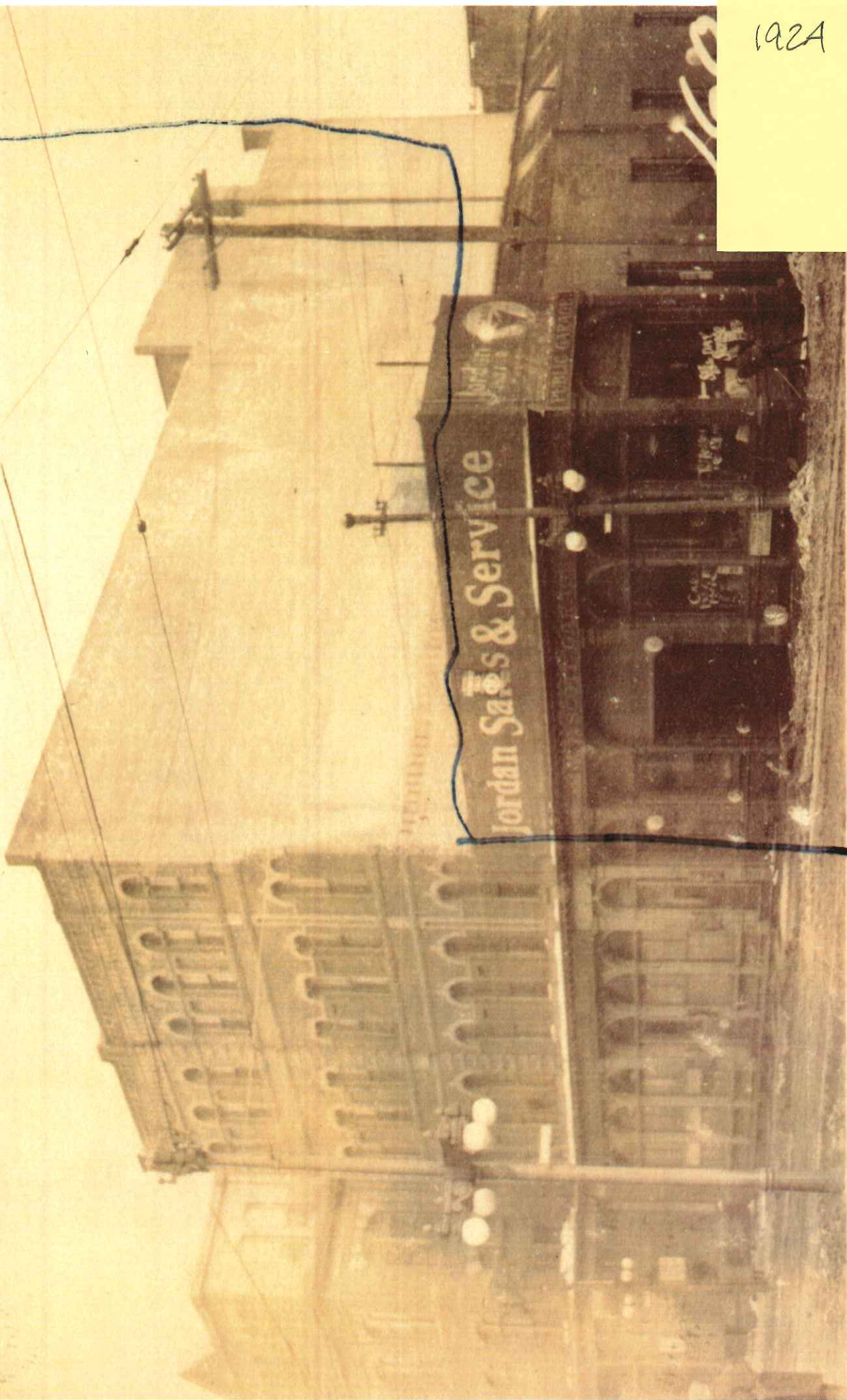
ATT. 1-A

DEERING MILL KEN
BROCK - 1909
FIRE



Then

1924 view



ATT. 2
CURRENT
GENERAL
VIEWS







Date: 7-1-16

ATT. 3

**HISTORIC PRESERVATION
APPLICATION FOR CERTIFICATE OF APPROVAL**

Pursuant to review under the City of Portland's Historic Preservation Ordinance (Chapter 21A, the Portland City Code), application is hereby made for a Certificate of Appropriateness for the following work on the specified historic property:

PROJECT ADDRESS:

164 MIDDLE ST PORTLAND MAINE 04101

CHART/BLOCK/LOT: _____ (for staff use only)

PROJECT DESCRIPTION: Describe below each major component of your project. Describe how the proposed work will impact existing architectural features and/or building materials. If more space is needed, continue on a separate page. Attach drawings, photographs and/or specifications as necessary to fully illustrate your project—see following page for suggested attachments.

The proposed renovations to the building at 164 Middle St, will consist of moving the front entrance to the center of the front facade as it was originally located in the 1920's. Also, infill of brick insets on front facade with matching brick and terracotta infill pieces with signage painted directly on brick to match original facade. Lastly, closing in the existing raised walkway with glass infill windows and some brick and door infills as required.

General historic repairs to be performed per attached elevations

164 MIDDLE ST

ATT. 4

PROJECT SITE - 164
MIDDLE ST

164 Middle St

Market St

Middle St

Exchange St

Google earth

© 2016 Google

100 ft



NEWPORT DEVELOPMENT ASSOCIATES
164 MIDDLE STREET

SITE PLAN

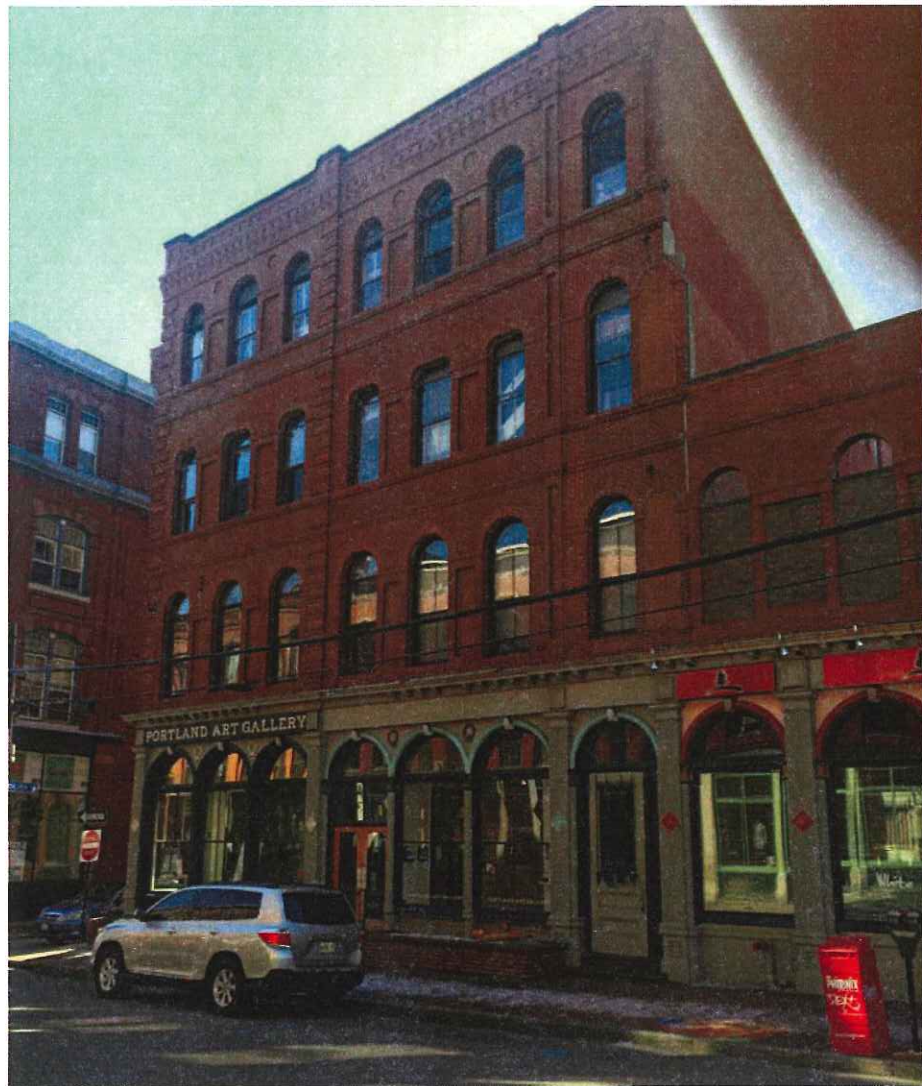
Ref Dwg:

Scale: NTS

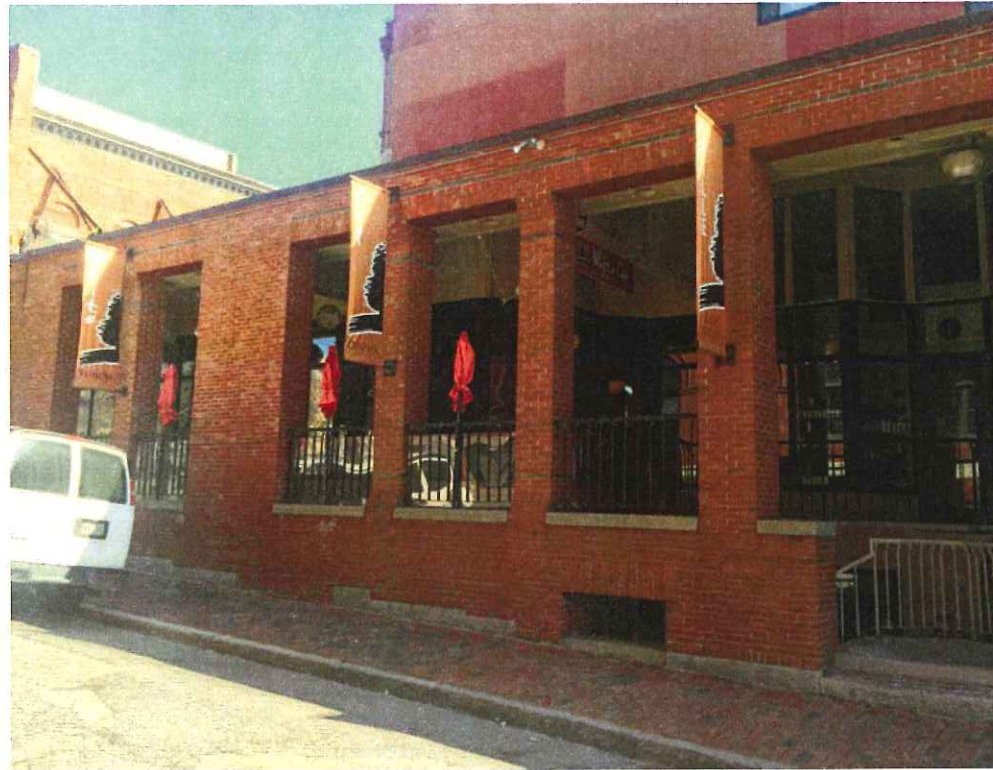
Issued : 7-7-16

Revised :

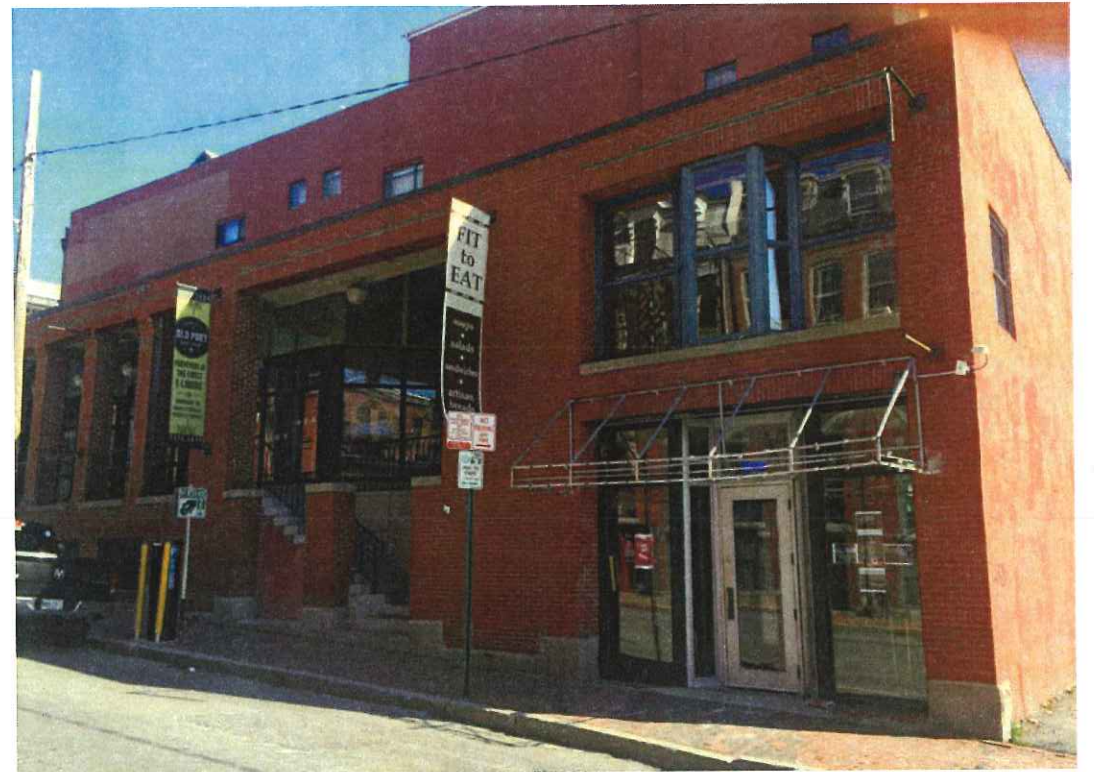
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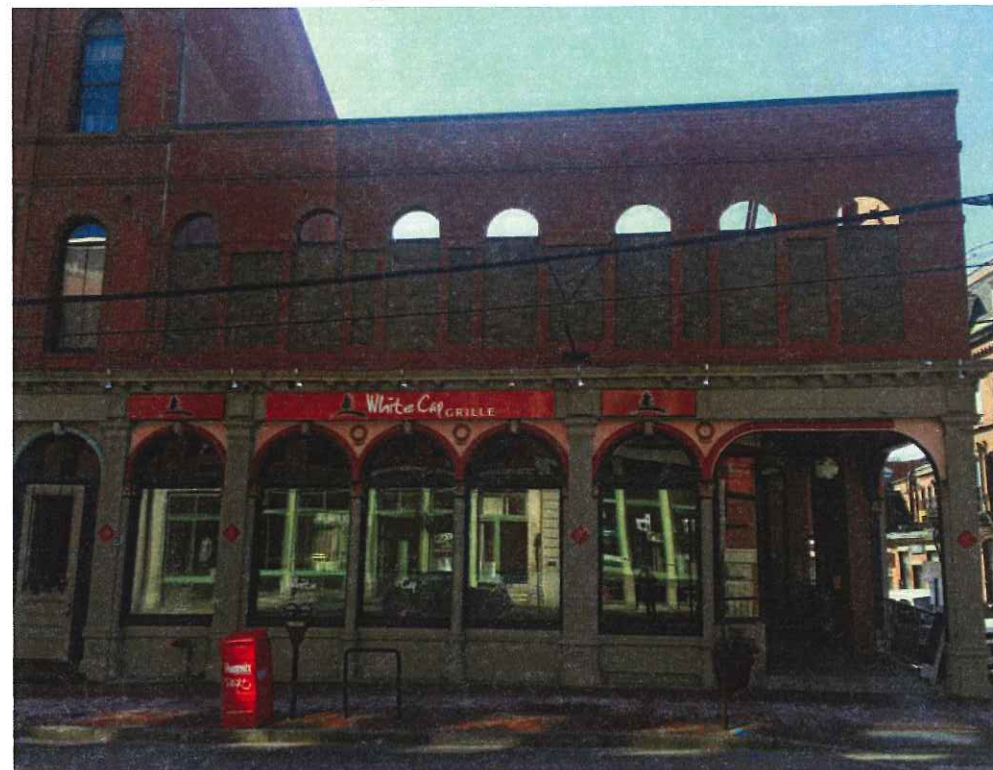
1 MIDDLE STREET NEIGHBOR
NTS SCALE: NTS



4 MIDDLE OF MARKET ST
NTS SCALE: NTS



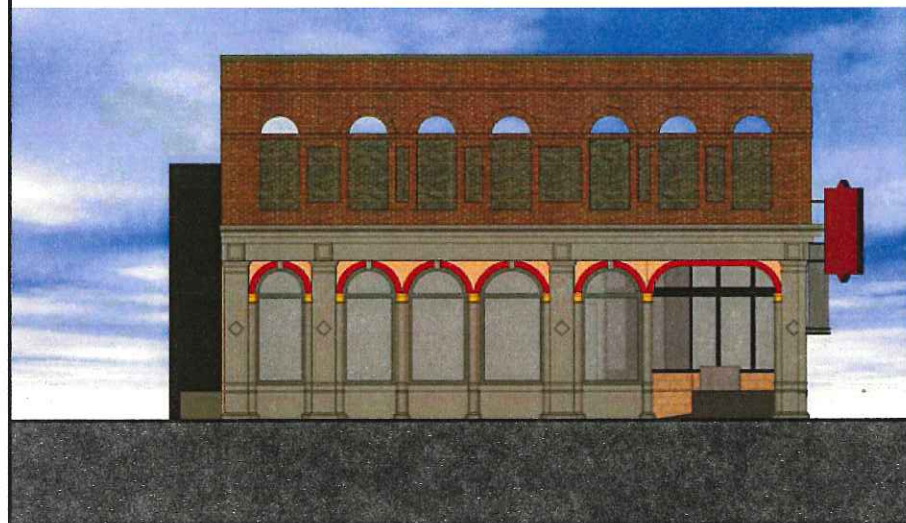
5 END OF MARKET ST
NTS SCALE: NTS



2 FRONT ELEV MIDDLE ST
NTS SCALE: NTS



3 CORNER OF MIDDLE & MARKET
NTS SCALE: NTS



1 EXISTING MIDDLE ST ELEV
SCALE: 1/16" = 1'-0"



1 EXISTING MARKET ST ELEV
SCALE: 1/16" = 1'-0"



1 PROPOSED MIDDLE ST ELEV
SCALE: 1/16" = 1'-0"



1 PROPOSED MARKET ST ELEV
SCALE: 1/16" = 1'-0"

GENERAL NOTE:
 -EAVE DENTILS TO BE REPAIRED
 -ANY UNNECESSARY EXISTING HARDWARE TO BE REMOVED
 - EXPOSED CONDUIT TO BE CONCEALED



2 PROPOSED MIDDLE ST RENDERING
NTS SCALE: NTS



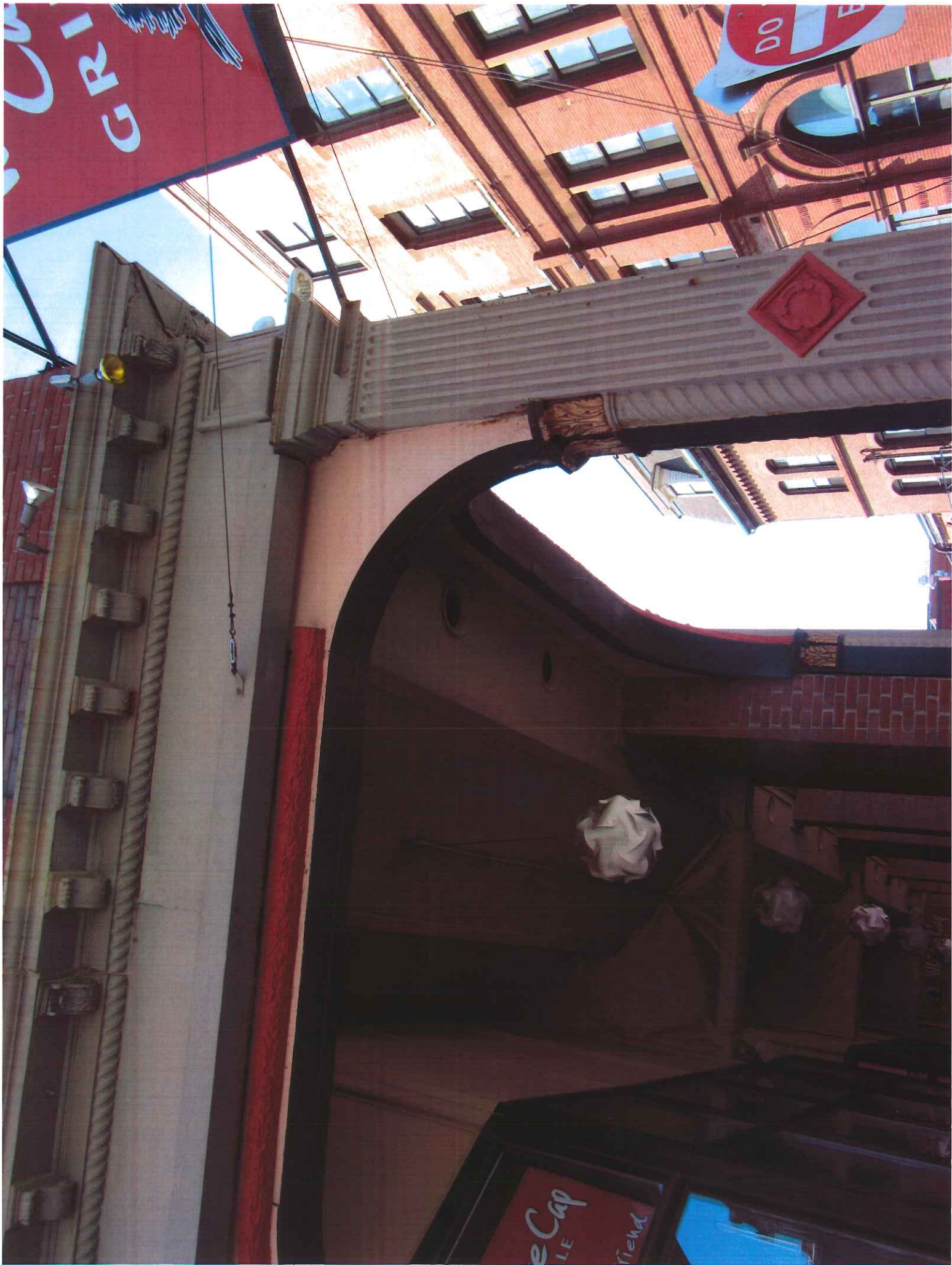
1 PROPOSED MARKET ST RENDERING
NTS SCALE: NTS

ATT. 5 A

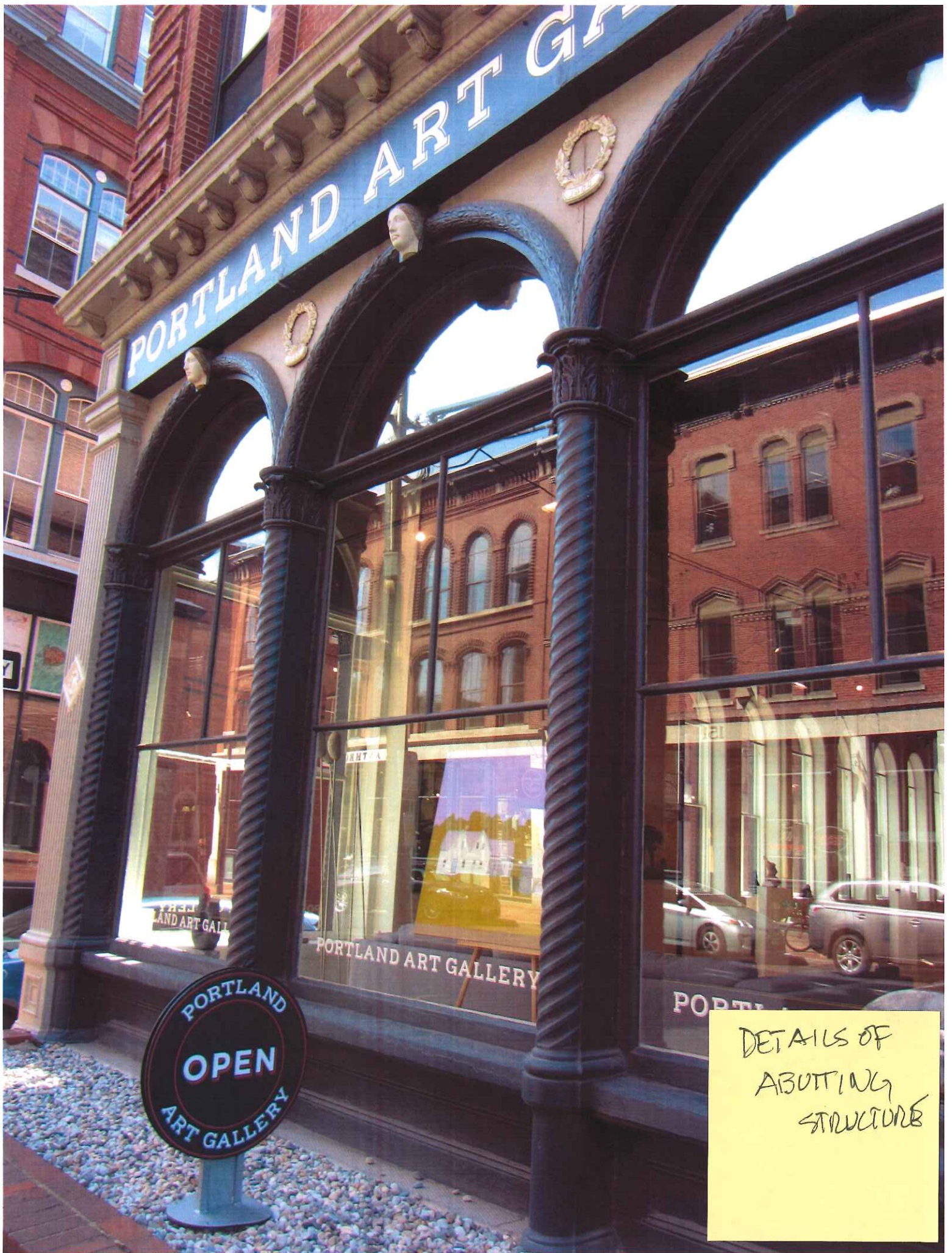
DETAILS OF
MIDDLE ST.
ELEVATION

White Cap GRI









DETAILS OF
ABUTTING
STRUCTURE





PHONE SOURCE
GENERAL STORE

MAIN MADE PRODUCTS

ATM
MACHINE

SOFA • CIGARETTES • SNACKS

OPEN

the CORNER
C O R N E R

YES! WE ARE OPEN

ATT. 5B

DETAILS OF
MARKET ST.
ELEVATION









