

1. Legal Ad

Documents:

[10-19-16 LEGAL AD.PDF](#)

2. Agenda

Documents:

[10-19-16 AGENDA.PDF](#)

3. 1 Commercial Street

Documents:

[HP MEMO - 1 COMMERCIAL STREET.PDF](#)

4. 39 Deering Street

Documents:

[HP MEMO - 39 DEERING STREET.PDF](#)

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

On **Wednesday, October 19, 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 Comprehensive Program of Exterior Alterations: ONE COMMERCIAL STREET; Casco Portland Partners, LLC., Applicant.

2. WORKSHOP

- i. Preliminary Review of Proposed Parking Expansion; 39 DEERING STREET; 39 Deering Street 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

October 19, 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 OCTOBER 5, 2016:

- i. Certificate of Appropriateness for Exterior Alterations and Additions; 28 TAYLOR STREET; Valerie Guillet, Applicant. *The Board voted 7-0 to approve the application subject to conditions.*
- ii. Certificate of Appropriateness for Rooftop Addition; 580 CONGRESS STREET; Springer's Jewelers, Applicant. *The Board voted 7-0 to approve the application subject to conditions.*
- iii. Certificate of Appropriateness for Roof Replacement; 198 HIGH STREET; Pettingill Row Condominium Association, Applicant. *The Board voted 6-1 (Harmon opposed) to approve the application subject to conditions.*

4. WORKSHOP

- i. Preliminary Review Proposed Program of Exterior Alterations; ONE COMMERCIAL STREET; Casco Portland Partners, LLC., Applicant.
- ii. Preliminary Review of Proposed Parking Expansion; 39 DEERING STREET; 39 Deering Street LLC., Applicant.

5. CONSENT AGENDA

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

**WORKSHOP
1 COMMERCIAL STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deb Andrews, Historic Preservation Program Manager

DATE: October 13, 2016

RE: October 19, 2016 **Workshop (2nd) – Preliminary Review of
Comprehensive Exterior Renovation**

Address: 1 Commercial Street

Applicant: Denny Jacobus, Casco Portland Partners LLC

Architect: David Lloyd, Archetype Architects

Introduction

Architect David Lloyd has requested a follow-up workshop to present revised plans for the exterior rehabilitation of the historic commercial structure at 1 Commercial Street. Mr. Lloyd introduced the proposed project at the Board's September 21st meeting. The 3 ½ story, wood-framed building, which is largely vacant except for Benkay Restaurant, will be converted to mixed use, with retail/restaurant space continuing on the first floor, offices on the second and third floors, and a residential unit on the fourth floor.

Based on Board feedback at the 9/21 workshop, Mr. Lloyd has made a number of design revisions, including modifications to the proposed roof dormers, upper story fenestration and balcony facing Commercial Street. Prior to proceeding with final details and specifications, Mr. Lloyd is seeking confirmation as to whether these modifications resolve the concerns expressed at the first review session.

Subject Structure, Current and Historic Appearance

The 3 ½ story, wood-framed commercial structure at the southern terminus of India Street is a unique, and rather curious, structure within its India/Commercial Street context. Its current compromised appearance, the product of numerous renovations, belies the building's rich history. Built circa 1860 as the New England House Hotel serving railroad and steamship passengers arriving or departing from the 19th century transportation hub located at intersection

of Commercial and India Streets, the building is the only surviving 19th century wood hotel building in Portland and the only surviving hotel of the several located in this immediate vicinity. Though there have been numerous alterations to the storefronts, windows, roof dormers, and wall treatments, the building has retained its basic form and general appearance, anchoring the bottom of India Street along with the Grand Trunk office building across the street. Today the building houses Benkay restaurant on the ground floor and offices, storage, and vacant spaces on upper floors.

The Greek Revival style gable-roofed building is six bays wide by five bays deep with a brick ground floor and wood upper stories. The northeast façade on India Street is six bays wide and three stories high. There are four bays of storefront windows and two entry doors on this first floor elevation. Though remodeled, the current storefronts remain in what appear to be original locations and their treatment is loosely modeled after their 1924 appearance, with transoms and wood bulkheads. The storefronts carry over in three bays on Commercial Street. The fourth bay is solidly infilled with wood, but for a modern door at the west end of the building. There is a corner entry between these two elevations cut diagonally into the building. A freestanding column supports the corner. This corner treatment appears in the 1924 tax photo as well. A shallow shed roof addition wraps the entire ground floor of the building.

On the upper floors, the wood clapboard siding and trim have been replaced in kind and closely resemble what is seen in the historic view. The upper stories on each elevation currently have replacement wooden 1/1 windows throughout. A window opening has been added on the third floor level, India Street elevation. Note that the 1924 photo shows 2/2 windows on the second floor and narrow paired 1/1 windows on the third floor and fourth floor facing Commercial. In the center bay on the Commercial Street façade the original windows were arched-topped; these have been replaced with standard 1/1 windows matching the others on the building. A projecting balcony is shown in the center bay, second floor level. The balcony appears to have turned balusters and is supported by decorative brackets. This element has been removed in previous renovations.

The 1924 tax photos show 4 individual doghouse dormers on both roof planes. These have been removed.

Proposed Scope of Work, Basis for Design Direction

Based on the building's current condition and the extent of past alterations, the project requires the replacement of virtually every architectural feature and exterior building material. As Board members will recall, the 1924 tax photos (in this case there are two 1924 images of the building) are serving as the basis for many aspects of the rehabilitation/renovation. For example, the new storefronts will return to the proportions and configuration of the 1924 storefronts, the upper floors will feature paired mullied windows just as they did in the 1924 photo, and arched top windows are proposed to be reintroduced at the center of the Commercial Street façade. At the same time, the project calls for a number of departures from the building's documented historic appearance. For example, roof dormers are reintroduced, but are no longer individual doghouse dormers. The balcony facing Commercial Street is reintroduced, but it has been moved and reinterpreted. And in the latest iteration, the arched top windows are reintroduced on the Commercial Street facade, but not at each floor level as shown in the 1924 photos.

Summary of Board Comments at 9/21 Workshop, Proposed Revisions

Enclosed for the Board's reference are excerpts from the project architect's 9/21 submission—see ATTACHMENT 3. Based on the preliminary drawings and perspective views, the Board raised the following concerns:

- Some of the **architectural details** evident in the 1924 photographs (e.g. cornerboards) were missing from the proposed design. Other original details, such as the cornice, had been simplified in the architect's proposal. Board members noted that these traditional details were important in conveying the building's age and architectural period. Simplifying or eliminating these architectural details would likely result in a building that would read as a new structure inspired by traditional design, rather than a rehabilitated historic structure.
The latest elevations include cornerboards and a modified cornice design (although the new cornice treatment still appears to be simpler than the original.) Staff cannot comment on the ground floor treatment, as details have not yet been provided.
- Regarding the **west-facing dormer**, Board members questioned its position on the roof plane as well as its proposed fenestration. Mr. Lloyd was encouraged to move the face of the dormer back from the building's wall plane and to establish a more orderly window pattern.
In the revised proposal, the dormer has been pushed back from the wall plane and the dormer windows are regularly spaced and aligned with the upper floor windows.
- Board members expressed concern that the inverted **east-facing dormer** represented a significant departure from the design vocabulary of the building and was visually distracting. They noted that unlike the inverted dormers approved for rear roof planes, this dormer would be particularly prominent on a building of this scale in this corner location. Mr. Lloyd was encouraged to explore adding a shed roof over the inverted dormer to better integrate it with the principal roof.
The revised proposal includes a shed roof supported by corner columns or posts.
- Board members noted that the **window-to-wall ratio on the India Street elevation** did not appear consistent with the building's historic appearance. They encouraged that the sizes of the windows be reexamined and adjusted.
The windows on the India Street elevation have been re-sized.
- Board members noted that the mullion detail of the proposed **arched-top windows** at the center of the Commercial Street façade did not match those of the original windows. Mr. Lloyd was asked to adjust the window detail accordingly.
Although the mullion detail has been revised, the latest Commercial Street elevation shows the paired arched-top windows at the second floor level only. At the third floor level, these windows have been eliminated. At the fourth floor level, the center arched top window has been replaced with French doors. The flanking double hung windows have also been replaced with French doors. The doors lead to an extended-width balcony.

- Board members did not support the contemporary treatment of the balcony shown at the second floor level. If a balcony is reintroduced, Board members argued that it should replicate the original design or be eliminated altogether. In response to a question from Mr. Lloyd about the possibility of adding a balcony at the fourth floor level, Board members indicated that they did not support a balcony at that location and noted that the inverted dormer at the fourth floor level provided outdoor space for the residential unit.

As noted above, the latest Commercial Street elevation shows a wide balcony at the fourth floor level accessed by three French doors.

Staff Comment

General Comment

Given the fact that the subject building has been extensively altered over time and that a number of original architectural details are now missing, the Board will need to determine whether it is appropriate or acceptable for these details and features to be reinterpreted in a contemporary treatment or whether the project architect should be encouraged to more closely pattern the replacement features on their documented historic appearance. The Board will also need to determine the extent to which non-traditional materials are appropriate in this rehabilitation project. Note that the plans call for cement-fiber clapboards, Azek and PVC trim. To what degree will these substitute building materials affect the visual character of the building and, by extension, one's appreciation of the fact that this building is a circa 1860 structure?

In staff's view, the architectural details and materials, particularly at the ground floor level, should closely follow traditional treatments in order for this building to be understood as a historic structure. While some original details of the storefront may be difficult to decipher from the 1924 photographs, common storefront details found on other buildings from this era are available for reference.

Above the storefront level, staff can support some degree of departure from the building's documented appearance. For example, changing the fenestration to feature the same window type on both the second and third floor levels does not materially alter the building's traditional appearance. Introducing alternative dormer types is also acceptable, provided they are not visually dominating and are generally consistent with the building's historic character. The challenge is in striking the appropriate balance between a faithful rehabilitation based on historic documentation and a renovation loosely based on the building's original design.

Latest Design Revisions

In staff's view, previous concerns about the window-to-wall ratio on the upper façades have been satisfactorily addressed with the resizing of the windows. It appears that the window trim has been narrowed a bit as well, which is also an improvement. As well, the changes to the west-facing dormer are very positive. Regarding the east-facing dormer, the shed roof addition seems unresolved; perhaps a more refined cornice detail, an alternative post solution or other adjustments would resolve these concerns. Staff does not support the proposed introduction of a wide balcony and three French doors on the Commercial Street elevation. Although the

building originally featured a balcony, the new balcony is in no way reminiscent of the original and represents a visually distracting, clearly contemporary intervention on the historic building's primary façade. Regarding the changes to trim details, staff notes that the cornice treatment is still much simpler than the original building cornice. In staff's view, careful attention to these architectural details will make a significant impact on the success of this rehabilitation project.

Applicable Review Standards

- (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. Memo from project architect
2. Revised perspective view and elevations
3. Excerpts from 9/21 submission
4. 1924 photos

September 29, 2016

Deb Andrews
Historic Preservations Program Manager
Portland City Hall
389 Congress Street
Portland, Maine 04101

RE: 1 Commercial Street

Dear Deb,

We have modified the building redesign and addressed the following areas of concern by the board:

1. Corner boards now shown.
2. West facing dormer moved up and fenestration modified.
3. Windows re-proportioned, all windows on second floor and third are same dimension.
4. South elevation redesigned going back to original window proportions. Note the building owner wants very much to incorporate a French Style Balcony on the fourth floor. We have designed a simple painted steel railing and floor grate. It projects out 12 inches. We tried to keep it light, to not overpower the elevation. We hope that this can be viewed as acceptable by the board.

We are requesting another work shop to discuss and planning on being on the October 9th agenda.

Respectfully Submitted,

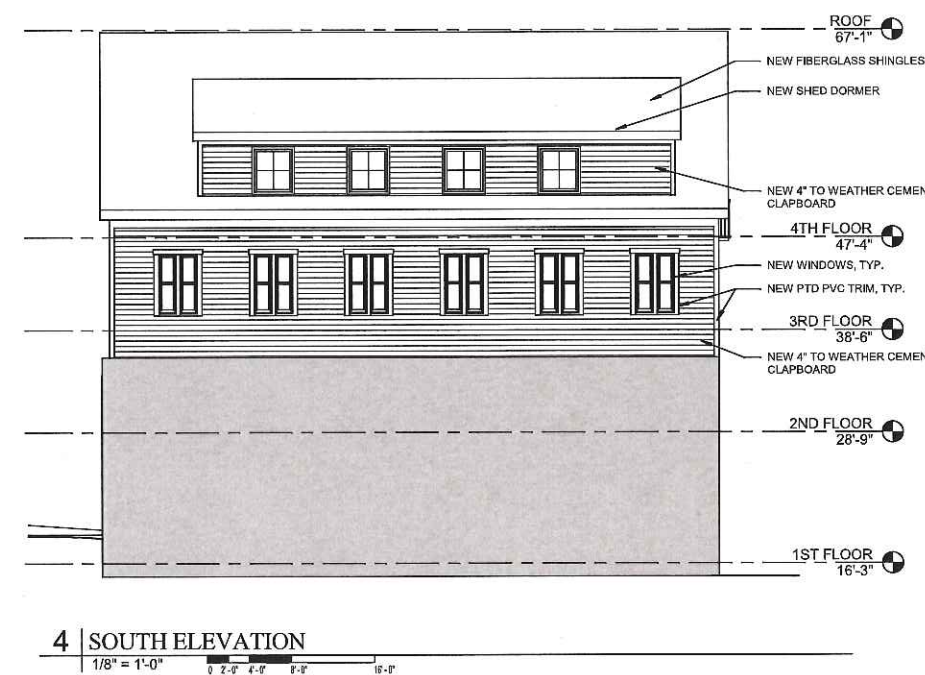
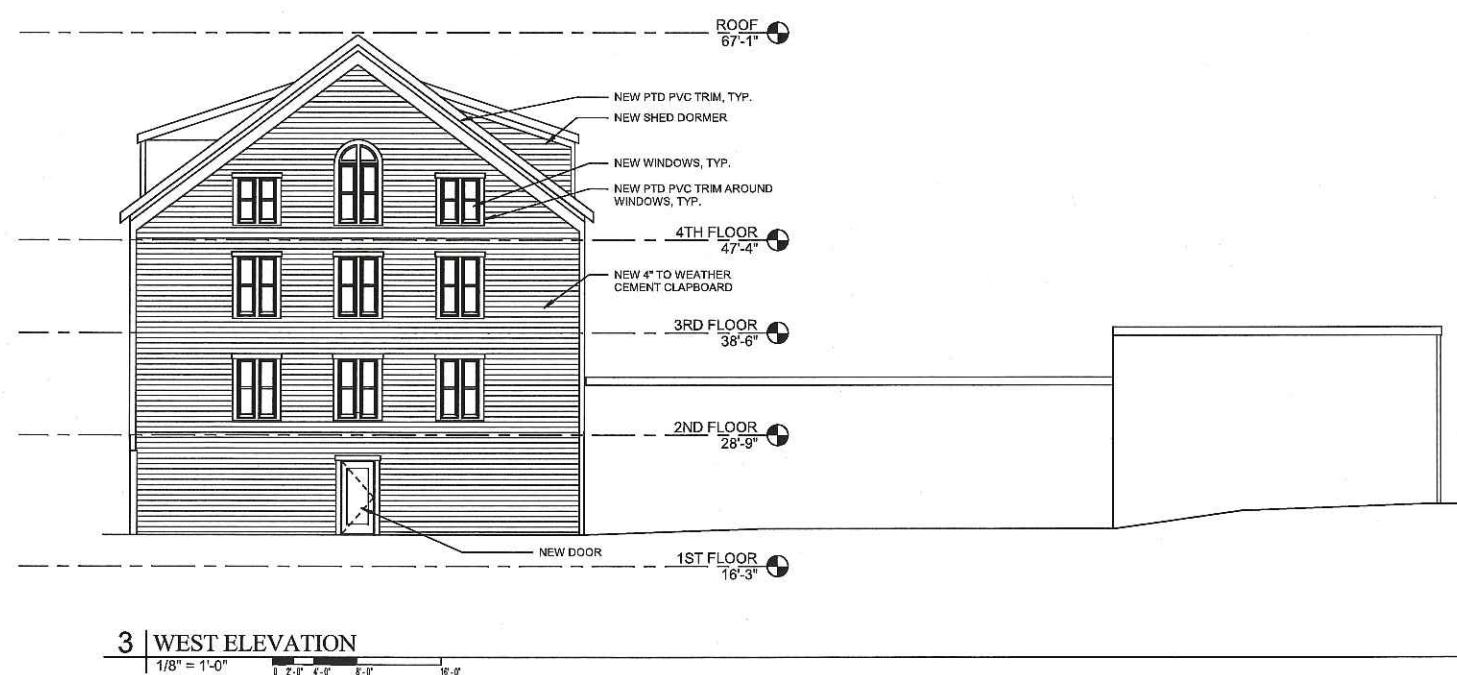


David Lloyd
Maine Licensed Architect #936

ATT. 2a
REVISED
PROPOSAL



ARCHETYPE
architects



1 COMMERCIAL STREET

Portland, Maine

29 SEP, 2016

A2.1

ATT. 3-a
ORIGINAL
PROPOSAL



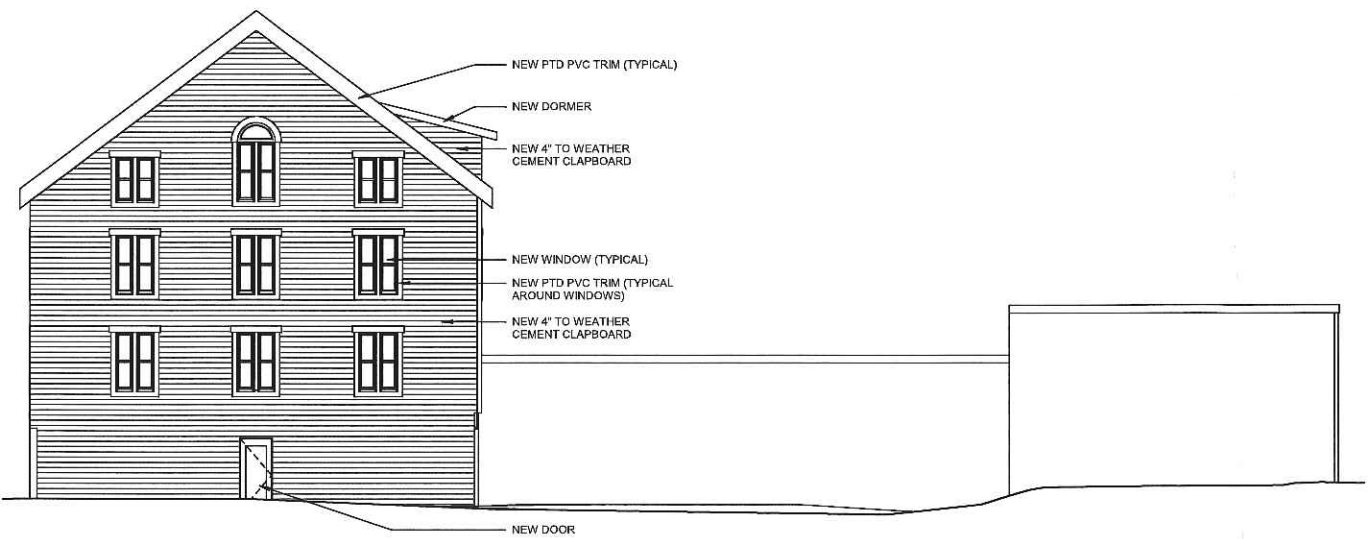
1 | EAST ELEVATION

1/8" = 1'-0" 0 2'-0" 4'-0" 6'-0" 8'-0"



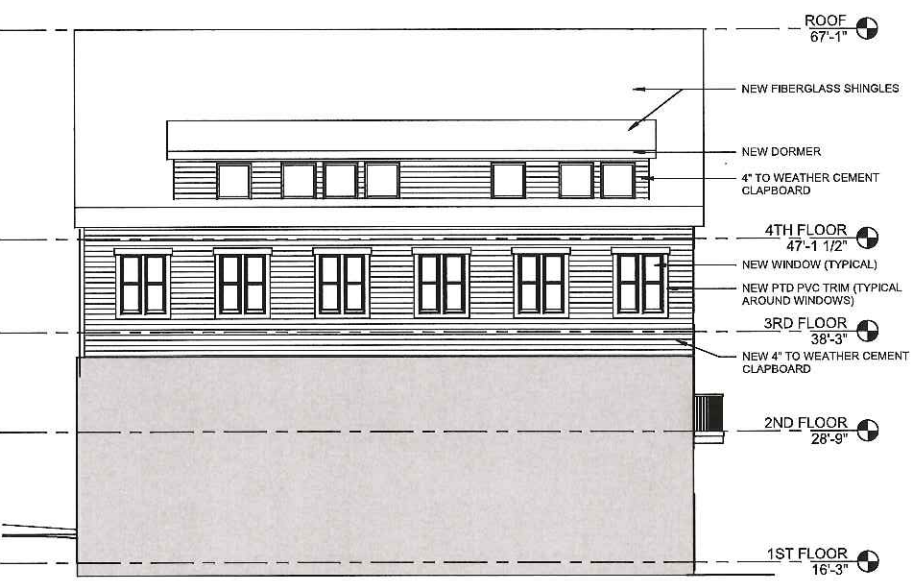
2 | NORTH ELEVATION

1/8" = 1'-0" 0 2'-0" 4'-0" 6'-0" 8'-0"



3 | WEST ELEVATION

1/8" = 1'-0" 0 2'-0" 4'-0" 6'-0" 8'-0"



4 | SOUTH ELEVATION

1/8" = 1'-0" 0 2'-0" 4'-0" 6'-0" 8'-0"

1 COMMERCIAL STREET

Portland, Maine

12 SEP, 2016

A2.1



Att. 3-b



Built by me & given to the City of New York in 1930



29-N-26

Surveyed by

MAY 8 - 1924

(Remarks on other Side)

22-1078-437-14500+

4-1143-55 15/502

ATT. A



V-4700

29-N-25

Surveyed by

E. D. Feeney

MAY 16 1924

(Remarks on other Side)

2 of 2

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

**WORKSHOP
39 DEERING STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: October 13, 2016

RE: October 19, 2016 **Workshop** – Preliminary review of site alterations
to add parking spaces in side yard

Address: 39 Deering Street

Applicant: 39 Deering Street, LLC

Agent: Rachel Lerosé, Taggart Construction

Contractor: Gnome Landscapes

Introduction

On behalf of the owners of 39 Deering Street, Taggart Construction is requesting a preliminary workshop to review their proposal to add parking spaces to an existing driveway at the property. This house is the end unit of a four-unit, brick Second Empire row house built in 1866. The side yard on the west is unusually wide for the neighborhood, and well landscaped with shrubbery. In 2012 the Board approved a curb cut for the previous owners, to allow parking for two cars, end-to-end; it was located close to the house to preserve yard space.

In order to provide more off-street parking for the four units currently comprising 39 Deering (3 residences and 1 office space,) a deeper and wider gravel parking area is now proposed, to accommodate three cars side by side. The existing 9' wide curb cut, the existing granite curb at the boundary between sidewalk and yard, and the boxwood hedge parallel to the sidewalk are proposed to remain, while other bushes in the yard would be moved or replaced with smaller species.

Rachel Lerosé of Taggart Construction has included plans showing existing conditions and the proposed site alterations, photos of existing conditions, and a brief project description. Staff urges all Board members to visit the site prior to the workshop in order to be fully familiar with the context.

Subject Property

Known as the Simon Libby Block, the four unit townhouse row at 33-39 Deering Street is the only row house in the Historic District. While the style is Second Empire, number 39 has a large, notable Queen Anne addition in the rear, built about 20 years after the initial construction. As noted above, there are currently three residences and one office space in the property, with the office not attracting client visitations and thus not adding to parking pressure.

The Deering Street neighborhood is tree-lined and residential, with mature trees in the esplanades. A number of neighboring buildings have curb cuts and driveways, but only a few have larger parking areas in the rear, well set back from the street. It appears that until the driveway was added in 2012, off-street parking was not a feature of the subject property.

Background – Previous Proposals

The driveway plan approved by the Board in 2012 was not the first proposal for off-street parking at 39 Deering Street. In 1996 the previous owners of the property presented plans for a curb cut at the western edge of the yard, and a wider parking space for two cars. After concerns were expressed by Board members and by some neighbors, the applicants chose not to pursue the proposal.

In May 2012, the initial proposal also included a wider parking area, with a 10' wide curb cut close to the house, which widened slightly as it entered the yard, leading to a 19' wide parking area. The applicants responded to members' concerns, and at the public hearing weeks later, revised plans with a 9' curb cut and 12' wide pea-stone parking area were approved by the Board. A metal fence, parallel to the sidewalk, behind the hedge, was included in the approved plans. It was to meet the existing side fence, and was to be added "in two or three years," but has not been installed.

Proposed Site Alterations

Ms. Lerosé has summarized the parking proposal, and provided a self-explanatory site plan. The materials proposed for the expanded parking are consistent with the existing parking, and the overall additional proposed car space is just over 750 square feet. Though the surface material is crushed stone with a compacted base, a Portland Planning Department staff member says it may be considered an impervious surface for the purpose of storm water calculations. As the increase in parking is less than 1000 square feet, it may require an administrative review by the Planning Department, but not a Level I site plan review.

Staff Comments and Questions

Staff will begin by quoting from the staff memo prepared for the May 16, 2012 workshop:

Since the ordinance went into effect in 1990, the Board has reviewed numerous requests for driveways or parking areas on properties where parking had never been anticipated. These applications have been reviewed on a case-by-case basis and evaluated according to the individual circumstances of the lot and the

surrounding context. In a few instances, the Board has found that the introduction of a driveway, given the characteristics of the property, could not be supported within the ordinance standards as it would effectively destroy the distinguishing original qualities or character of the site. In most instances, however, a solution has been found that accommodates the need or desire for parking without unduly altering the character of the property. Successful solutions have been achieved through careful siting, appropriate material selection, limitations on the width of drives and size of parking areas, and screening where necessary.

In reviewing this proposal, the key question for consideration is whether the introduction of a driveway and parking court, as configured and detailed in the proposed plan, will materially undermine “the distinguishing original qualities or character” of the property and the Deering Street streetscape (see Standard # 2). In order to make this determination, the Board should begin with an analysis of the existing character and an identification of the key elements that contribute to that overall character. Has every effort been made to preserve these key elements or, at a minimum, mitigate the impact on them?

Staff believes the Board would agree that the large, landscaped side yard, a rather unique feature in the neighborhood, constitutes a character defining feature of the property, and thus members will have to closely examine the impact of additional parking there. In 2012, focused feedback and a revised layout resulted in a solution the Board was able to find compatible with the property and the streetscape.

Now the question facing Board members is whether the impact of expanded parking can be mitigated sufficiently to find this proposal - or a variant – a compatible site alteration. The carefully crafted 2012 alterations added parking and a curb cut where none were intended when the house was built, but did so in a way that preserved sufficient site character for the Board to judge it reasonably compatible.

Staff has no doubt the proposed alterations would be similarly well crafted. While the green buffer at the sidewalk and the left side may be somewhat diminished if the proposed changes are made, there will still be plantings along both boundaries. Nonetheless, cars would be visible, and staff suggests the Board must evaluate whether the expanded parking would undermine the distinguishing original qualities and character of the site.

Applicable Review Standards

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.*
- (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. Summary of proposed project – Taggart Construction
2. Photos of existing conditions – Taggart Construction
3. Proposed site alterations by Taggart Construction
4. Plan of existing conditions – submitted by Taggart Construction
5. 1996 proposal – never pursued by former owners
6. Preliminary 2012 proposal by former owners (Mohr & Seredin Landscape Architects)
7. Final 2012 plan (Mohr & Seredin) – as constructed except for front fence and gate



Date: September 29, 2016

**HISTORIC PRESERVATION
APPLICATION FOR CERTIFICATE OF APPROPRIATENESS**

ATTACHMENT 1

Pursuant to review under the City of Portland's Historic Preservation Ordinance (Chapter 14, the Portland City Code), application is hereby made for a Certificate of Appropriateness for the work on the specified historic property:

PROJECT ADDRESS:

39 Deering Street

CHART/BLOCK/LOT: 47-B-20 (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.

Project Goal: to widen the existing parking space to allow 3 cars side by side while preserving the historic character of the area

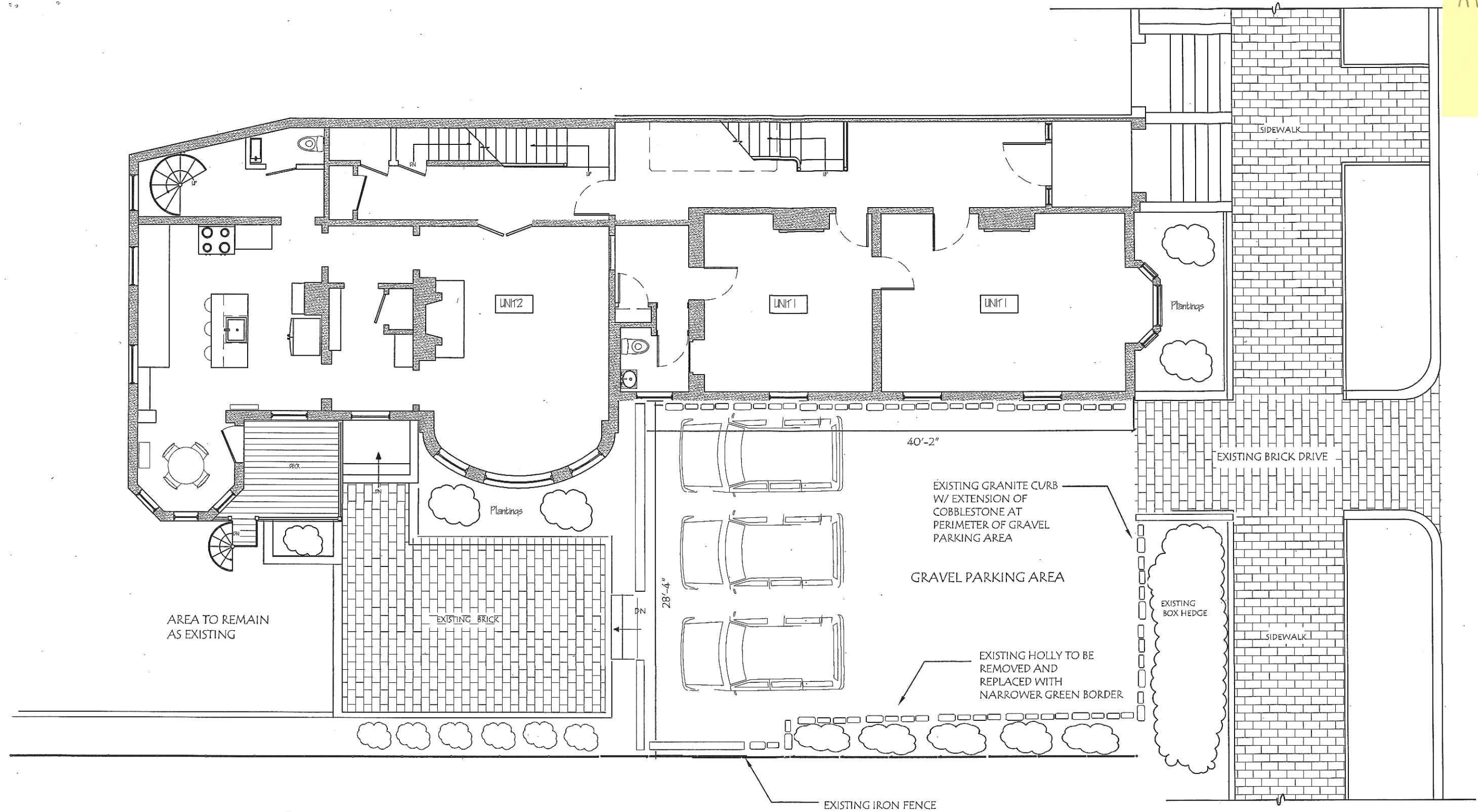
1. The parking area will be moved deeper into the property to allow for cars to pull in and out using the existing driveway. One small tree located next to the building will need to be removed and replaced with arborvitae trees (or similar).
2. Existing holly bushes along iron fence will be replaced with "Sky Pencil Holly" or similarly narrow evergreen border.
3. The cobblestone edging will be reconfigured and additional cobbles will be installed, creating perimeter of parking area.
4. Swath of grass will be removed and replaced with a bed of sand and surfaced with peastone.
5. The boxhedge that runs parallel with sidewalk will remain intact.
6. The curbcut, and brick drive leading to parking area will remain untouched.
7. The granite curb along sidewalk and turning into the property at entrance of brick drive will be cut back 18" to align with end of boxhedge.
8. No changes will be made to the hardscaping or landscaping beyond the parking area.

The building at 39 Deering Street is currently a 5 unit/ mixed use with four residential units and one unit being commercial office space. Parking on Deering street itself is limited and the owner has searched for nearby offstreet parking to rent but has had no success. The project plan minimizes the changes from the streetside of the property and maintains a green border along the property line, as is existing. The parking area will be expanded using the same materials that are currently in place. Any greenery (with the exception of grass) that is removed, will be replaced with an alternative.



ATTACHMENT 2





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

A1.0

SITE PLAN

DRAWN BY:
DRW
DATE:
07.12.2016
STATUS:
Design Development

REVISIONS:
RL
09.19.2016

PROJECT:

39 Deering Street LLC

39 Deering Street
Portland, Maine

Taggart Construction

10 South Street
Freeport, Maine
www.taggcon.com

207-865-2281
info@taggcon.com

PROPERTY DESCRIPTION:

Location:	39 Deering Street	Year Built:	C. 1900
Parcel ID:	047 5020001	# Units:	4
Land Use Type:	Multi-use Commercial	SF:	7812
Owner:	C. Waite & Christine MacLin	Hazting:	HW Steam
Acres:	0.121	Historic:	Historic District
Zone:	RS / RESIDENTIAL		

(Information taken from City of Portland website, Assessing Dept.)

NOTES:

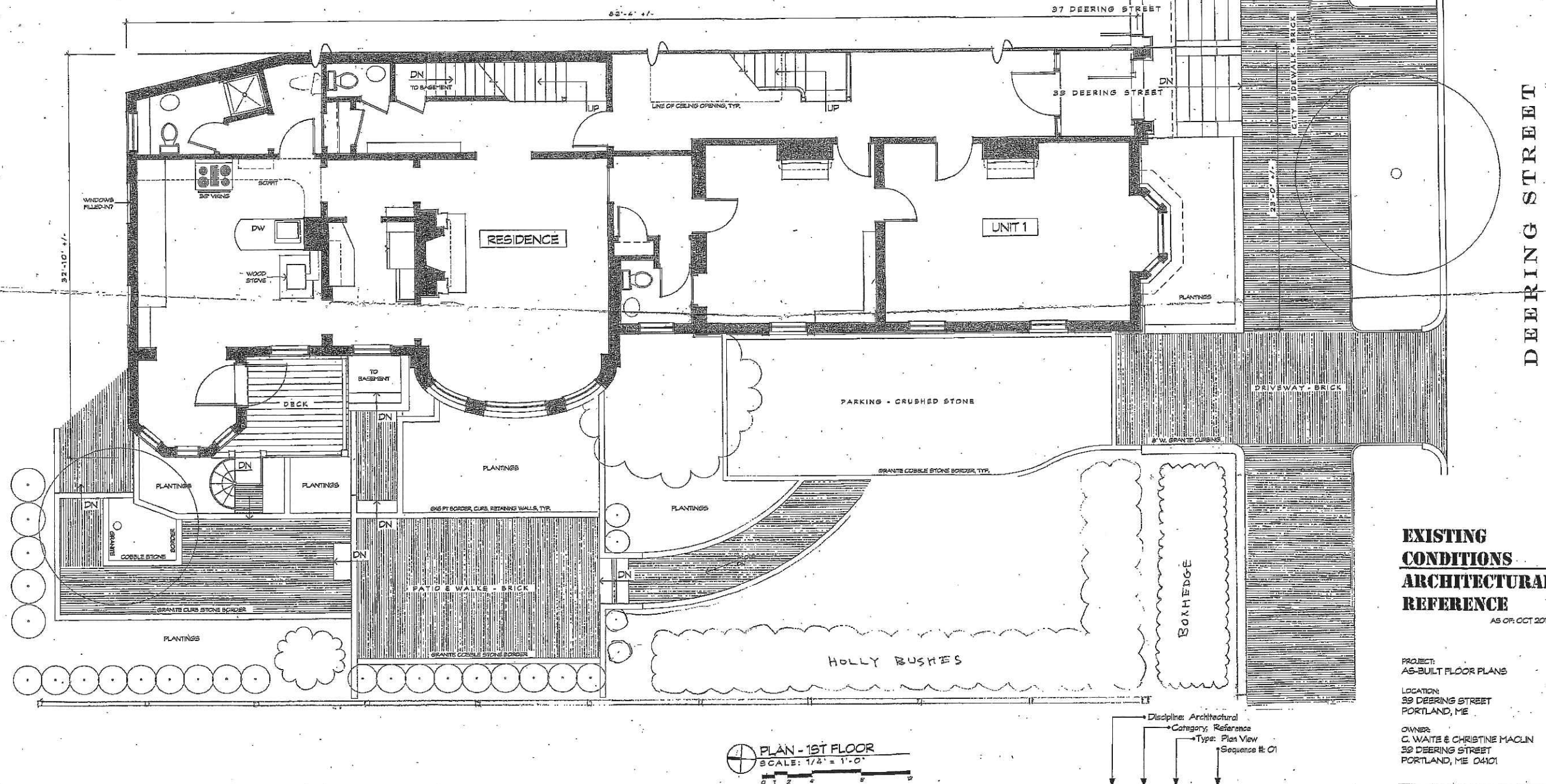
1. These plans are intended for owner's use as an aid for the marketing of this property. Only readily observable means were used in the collection of data and no wholesale movement of furnishings or destructive investigation was done.

2. Subject property has been added to and remodeled extensively over the years which can lead to unexplained voids, hidden mechanical chases, and inconsistent wall thicknesses. Additionally, old structures can settle and move over time, and structural members can twist, deflect, or otherwise move. Although reasonable effort was made to ensure accuracy within the cost budget allowed, every out of plumb, out of level, out of square, or out of alignment condition has not been resolved nor depicted on the plans.

3. RC Theberge General Contracting, Inc. d.b.a. A-La-Carte Building Services, Ltd. does not assume liability for any use of these plans. Owner is responsible for verifying all dimensions and information provided to ensure suitability for their intended purpose.

4. The scale called out on these plans is based on printing to 36" x 24" sheet size. When printed to fit other sheet sizes the scale called out will not be accurate and the bar scale provided should be utilized.

5. CEILING HTS. (nominal)
1ST FLOOR:
SOUTH: 11'-0" +/-
NORTH: 11'-0" +/-



**EXISTING
CONDITIONS
ARCHITECTURAL
REFERENCE**

AS OF: OCT. 2014

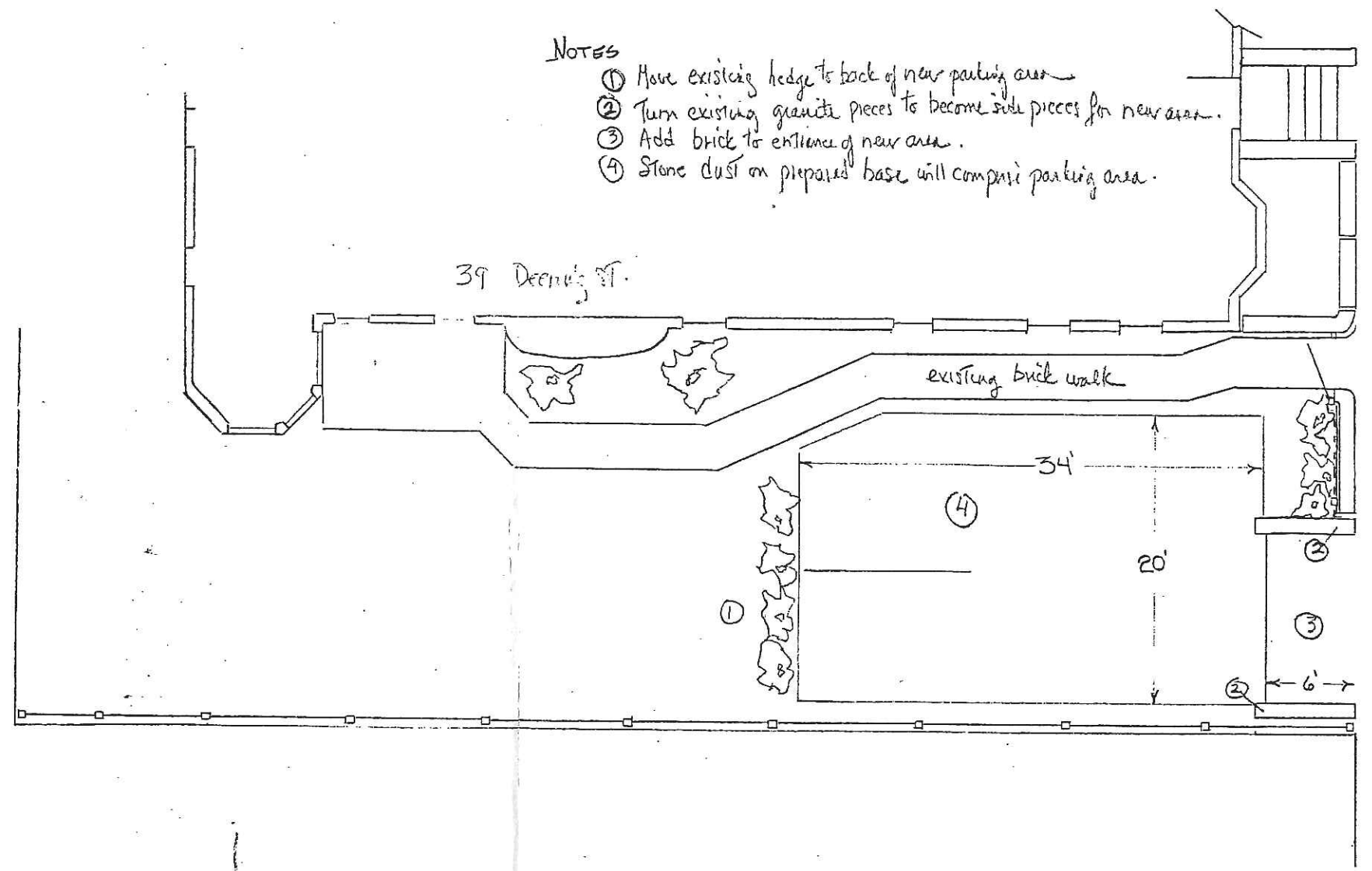
PROJECT:
AS-BUILT FLOOR PLANS

LOCATION:
39 DEERING STREET
PORTLAND, ME

OWNER:
C. WAITE & CHRISTINE MACLIN
39 DEERING STREET
PORTLAND, ME 04101

AR101 →

AR101



NOTES

- ① Move existing hedge to back of new parking area
- ② Turn existing granite pieces to become side pieces for new area.
- ③ Add brick to entrance of new area.
- ④ Stone dust on prepared base will comprise parking area.

39 Deering St.

existing brick walk

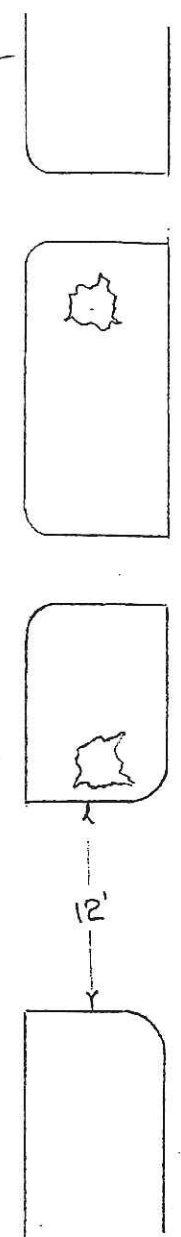
34'

20'

③

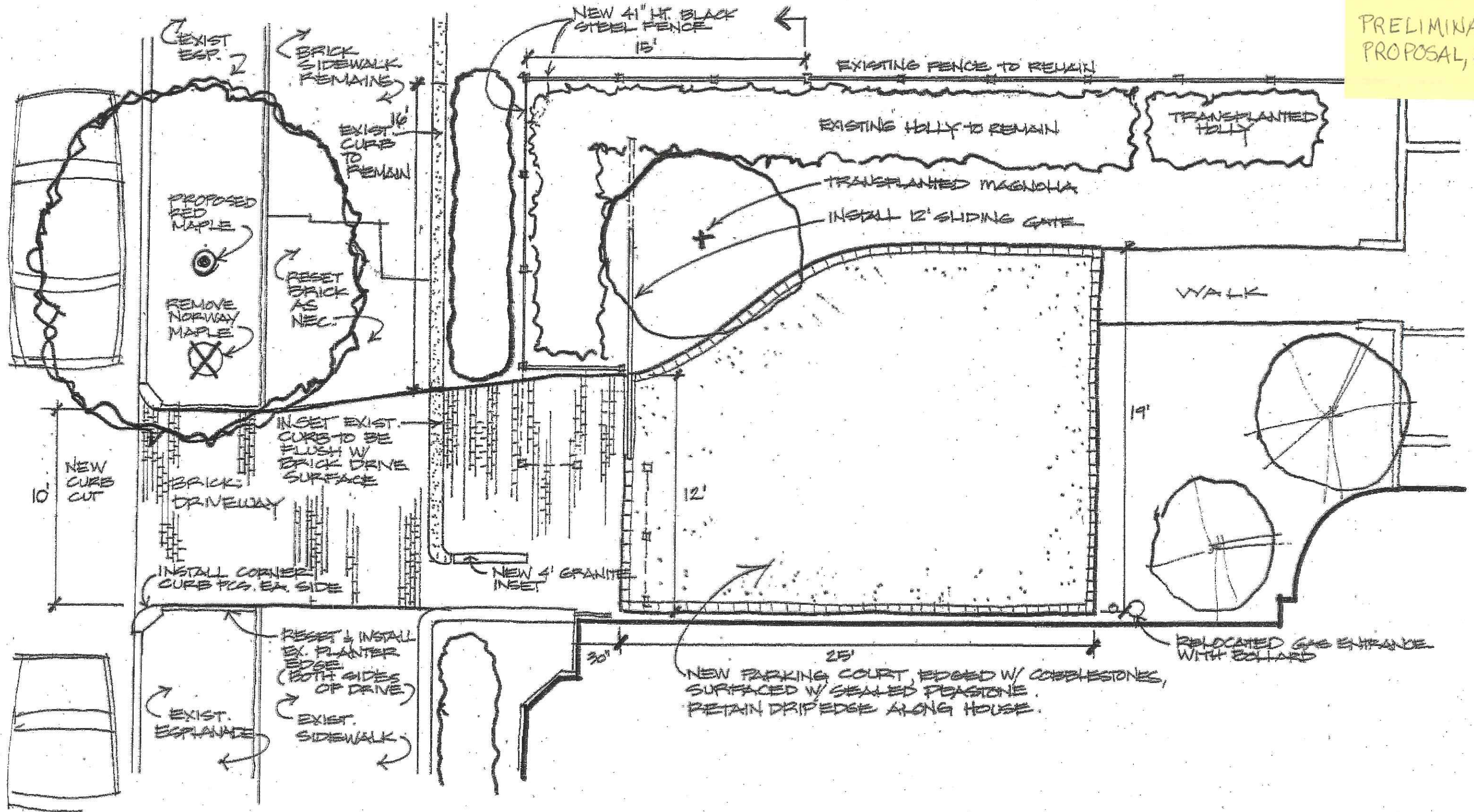
②

6'



Deering St.

Proposed Parking Area / 39 Deering St.		
SCALE: 1/4" = 1'	APPROVED BY: <i>OBH</i>	DRAWN BY: <i>J. G. B. B.</i>
DATE: 1/17/96		
		DRAWING NUMBER



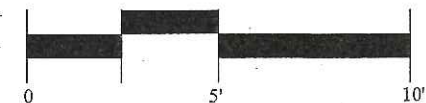
Proposed Site Plan Maclin Driveway & Parking

39 Deering Street, Portland, Maine

Sheet 4 of 5

May 4, 2012

GRAPHIC SCALE



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