



# General Building Permit Application

If you or the property owner owes real estate or personal property taxes or user charges on any property within the City, payment arrangements must be made before permits of any kind are accepted.

Location/Address of Construction: <u>696 CONGRESS STREET</u>		
Total Square Footage of Proposed Structure/Area <u>1,814 SF</u>	Square Footage of Lot <u>0.78 ACRES</u>	Number of Stories <u>3</u>
Tax Assessor's Chart, Block & Lot Chart# <u>55</u> Block# <u>E</u> Lot# <u>32</u>	Applicant * <b>must</b> be owner, Lessee or Buyer* Name <u>MGO PROPERTIES LLC</u> Address <u>PMB 299 SO MARKET ST.</u> City, State & Zip <u>S. PORTLAND 04106</u>	Telephone: <u>207-799-7902</u>
Lessee/DBA (If Applicable)	Owner (if different from Applicant) Name Address City, State & Zip	Cost Of Work: \$ <u>20,000<sup>00</sup></u> C of O Fee: \$ _____ Total Fee: \$ <u>220<sup>00</sup></u>
Current legal use (i.e. single family) <u>MIXED / OFFICE</u> Number of Residential Units <u>FOUR</u> If vacant, what was the previous use? _____ Proposed Specific use: <u>SAME</u> Is property part of a subdivision? _____ If yes, please name _____ Project description: <u>REPAIRS TO INTERIOR / EXTERIOR DUE TO VEHICLE COLLISION. EGRESS CHANGES PER PFD.</u>		
Contractor's name: <u>M &amp; M INDUSTRIES</u> Address: <u>14 KIRKLAND AVE</u> City, State & Zip <u>SOUTH PORTLAND, ME 04106</u> Telephone: <u>207-329-4875</u> Who should we contact when the permit is ready: <u>MARIL</u> Telephone: <u>207-329-4875</u> Mailing address: <u>SAME</u>		

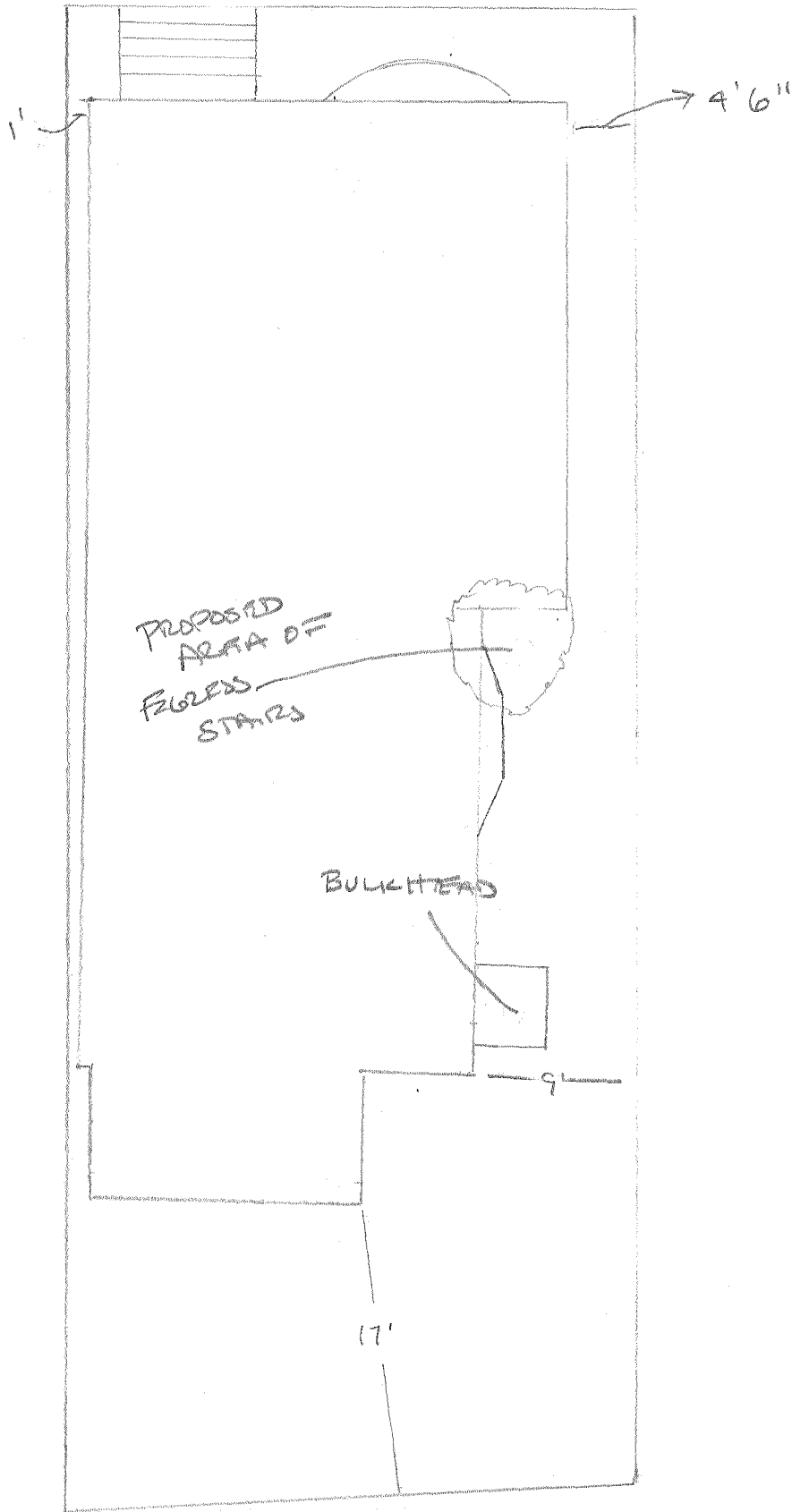
Please submit all of the information outlined on the applicable Checklist. Failure to do so will result in the automatic denial of your permit.

In order to be sure the City fully understands the full scope of the project, the Planning and Development Department may request additional information prior to the issuance of a permit. For further information or to download copies of this form and other applications visit the Inspections Division on-line at [www.portlandmaine.gov](http://www.portlandmaine.gov), or stop by the Inspections Division office, room 315 City Hall or call 874-8703.

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Code Official's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

Signature: [Handwritten Signature] Date: 12/21/10

This is not a permit; you may not commence ANY work until the permit is issued



696 CONGRESS ST.  
 PLOT PLAN  
 $\frac{3}{32} = 1'$

M & M Industries  
14 Kirkland Avenue  
South Portland, Me 04106  
207-329-4875

December 14, 2010

City of Portland  
389 Congress Street  
Portland, Maine 04106

Re: 696 Congress Construction /Repairs due to Accident.

#1 Masonry Repairs:

Repoint foundation and replace bricks as necessary (any broken bricks will be replaced with bricks from the rear, by the new stairs. Foundation by the bow window will be taken apart and bricks will be shifted to make the accident caused distortion smaller. Masonry will be pointed to meet Historical District standards.

The front steps will be rebuilt according to engineering plans, and the railings, stored in the basement, will be re-installed.

#2 Window/glass Repairs:

Installed new curved glass. Reglaze and paint cracked window glazing.

#3 Basement Repairs:

Install new insulation and sheet rock over removed areas.

#6 Insulation:

Cut out broken insulation and re-spray. Cover insulation with fire retardant paint.

#7 Interior Repairs:

Install buttons and patch interior hall walls. .

#8 Install pad and new rear stairs as per city direction.

The egress issues were discussed in meetings with the Fire Department and Inspections Services. The rear pad will be built according to these meetings and an additional meeting with the Historic Preservation Board

The front stairs are to be completed by agreement with the Historic Preservation Board, Fire Department and Building Inspections.

Sincerely yours,

Mark A. Mawhinney

L & L STRUCTURAL  
ENGINEERING SERVICES, INC.

Six Q Street  
South Portland, ME 04106  
Phone: (207) 767-4830  
Fax: (207) 799-5432

September 29, 2010

Dan Houghman  
50 Market Street  
PMB 299  
South Portland, Maine 04106

Subject: Building located at 696 Congress Street, Portland, Maine  
Damage to Building Resulting from Automobile Accident

Dear Mr. Houghman,

As per your request, we visited the existing multi-family residential apartment building located at 696 Congress Street in Portland, Maine to review the damage to building resulting from a recent automobile accident. Our review of the building was limited to the damage caused by the automobile that collided with the building the weekend prior to our visit on Monday September 13, 2010. We are not reviewing the building and/or structure for compliance with current codes unless the automobile collision affected that particular component in the building. Our analysis and review of the structure was performed utilizing the 2003 International Building Code (IBC) adopted by the City of Portland. The analysis and review considered the Building Code Requirements for Wood Construction (NDS-latest edition) published by the National Forest Products Association and criteria specified by the Brick Institute of America (BIA). In addition, the building is located in a historic district. Hence, replacement and/or repair of any building components shall conform to the standards of the Maine Historic Society unless the standards are waived in the interest of compliance with the building codes or safety requirements.

The existing rectangular shaped building structure consists of dimensional timber framed floor and roof systems supported on interior timber bearing walls supported on timber beams and steel lally columns in the basement beneath the first floor level. There is an exterior two- or three-wythe (depending on level of the building being considered) brick bearing wall at the perimeter of the building. The automobile collision occurred at the right side of the building near the front right corner. The collision imposed a significant force large enough to transmit energy through the base of the front brick wall just beneath the first floor level and cause distortion of the brick on the opposite (left) side of the building. The imposition of the force shifted the front wall sideways including the bay window structure causing damage to components in the front wall at the first and second floor level as well as the concrete entry stair structure at the front of the building. In addition, the force shifted the first and second floor systems (horizontal diaphragms) causing distortion of the floors indicated in cosmetic damage to plaster walls and ceilings. The force also compressed the bay window structure laterally which caused the bay window and wall system to distort or bulge toward the front of the building pulling away from the floor structure indicated by the approximately 1" gap between the base of the first floor bay wall and the first floor system.

The existing building is not in imminent danger of collapse. However, the existing building has experienced significant structural and cosmetic damage as a result of the automobile collision. The damage that has occurred shall be repaired as soon as possible to curtail additional damage and potential structural failure caused by exposure of the components to the elements especially during the winter months. The specific components that have been damaged as a result of the automobile collision to the building are as follows:

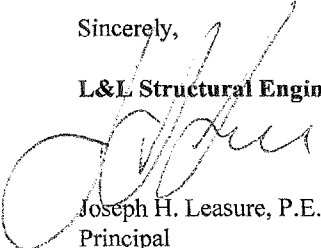
1. The base of the front brick wall and both side brick walls near the two front corners of the building has been compromised. The right side wall near the front right corner of the building where the impact occurred has distorted inward in a local area approximately 3 feet square. The left side wall near the front left corner of the building has distorted outward in an area approximately 2 feet square. The bricks in these areas have been cracked, defaced and mortar joints that have opened. The front wall has shifted laterally causing cracking of some bricks, shifting and opening of mortar joints, and large gaps/openings of the mortar joints in some areas. It would be time consuming and relatively expensive to repair the existing brick walls completely plumb and true by removing portions of the brick wall that have distorted and replacing the bricks and mortar to align plumb and true with the adjacent portions of the brick wall. You may decide to pursue that option to insure the brick walls are returned to the condition which they existed prior to the collision. However, at a minimum, the compromised brick walls shall be repaired by replacing cracked and defaced bricks and re-mortaring existing joints between the bricks that have shifted laterally (sheared) and opened up gaps between the bricks that are not currently sealed with mortar. This repair shall be implemented as soon as possible to avoid exposure to the elements during the winter months and curtail additional damage and potential structural failure. The individual bricks shall be replaced with bricks that match the original bricks in conformance with the Maine Historic Society. In addition, the compromised mortar joints shall be gouged out and cleaned free of debris, sealed with mortar conforming with the historic mortar according to the Maine Historic Society, and the mortar joints shall be implemented by "raking" the joint in conformance with the standard of the Maine Historic Society.
2. The existing concrete stair and steel railings at the front of the building has been compromised. Some of the concrete treads and portions of the concrete side walls have been cracked, completely broken or shifted laterally or rotated from the original position. In addition, the steel side rails have been bent and dislodged from the concrete embedment that structurally supported the railings. The original concrete stair and steel railings do not meet the current building code requirements for an egress stair entry. The entire stair system shall be either replaced or the effected concrete treads, concrete side walls and steel railings shall be repaired or replaced. In either case, the reconstruction of the stair to meet the current building code requirements would violate the standards of the Maine Historic Society and force the stair system to be located over the property line into the existing sidewalk. This is obviously unacceptable. Hence, a variance from the City of Portland shall be pursued to repair and/or replace the stair system to match the original condition. In addition, the repair and/or replacement of the "historic" steel handrails on both sides of the stair, which do not currently meet the building code requirements, may potentially be modified to enhance the safety by installing a bottom rail and balusters which will violate the standards of the Maine Historic Society. This shall be pursued with the City of Portland Building Department and the Maine Historic Society. The replacement of the entire stair system shall be implemented utilizing a reinforced concrete stair and side wall construction that matches the original stair to be designed upon your request. Otherwise, the compromised concrete treads shall be replaced with concrete treads reinforced with 3-#5 reinforcing bars longitudinally (one located near the stair nosing and two located at the center of the depth) and doweled into the repaired concrete side walls at both ends with 2-#4 hooked L-shaped bars drilled and grouted vertically 6" minimum into the repaired concrete side walls and embedded 15" minimum into the center of the new concrete stair tread. In addition, 2-#4 U-shaped reinforcing bars shall be installed at the end of the treads where the repaired steel vertical posts of the railings shall be embedded. The U-shaped bars shall be installed at the top and bottom of the treads at the ends wrapped around the vertical steel post (with 2" minimum concrete cover around the vertical steel post and around the reinforcing bar on all sides) and extend 15" minimum into the tread longitudinally. The steel side rails shall be repaired and /or replaced to match the original rails, potentially modified as previously discussed, and anchored as previously anchored.

3. The existing bay window and wall system at the front of the building has distorted laterally and distorted (bulged) toward the front of the building pulling away from the first floor structure indicated by the approximately 1" gap between the base of the first floor bay wall and the first floor. There is various trim around the windows that has moved and windows that have shattered that require repair/replacement including caulking around windows and trim to insure that the existing system is well sealed. In addition, the wall has pulled away approximately 1" from the floor joists. We need to expose the underside of the first floor joists to verify that the floor joists have adequate support or it may be necessary to reinforce and/or re-support the existing floor joists. The gap in the first floor created by the movement shall be covered with floor sheathing at a minimum.
4. The front wall adjacent to the bay window system and the first and second floor systems has distorted laterally causing significant cosmetic damage to plaster walls and ceilings. The first and second floor systems (horizontal diaphragms) attempted to resist the lateral force and transferred the force to internal shear walls causing excessive distortion of the floors and walls which resulted in cosmetic damage to plaster walls and ceilings. The cosmetic damage of the finishes is clearly noticed by the relatively recent plaster cracking in the front entry wall, the plaster ceiling cracking above the first floor front entry at the front and rear of the interior stair well, the basement plaster ceiling cracking adjacent to the front wall where some pieces are falling away from the structure, the trim and plaster wall around the bay window, the foam insulation that has cracked and been compromised along the front wall especially adjacent to the gas meter, and the windows that have cracked adjacent to the front entry doors. There may be additional damage to the wall and ceiling plaster in the second floor unit adjacent to the front wall which was inaccessible at the time we visited the building. The wall and ceiling plaster shall be repaired by removing all the loose plaster and either re-finishing the walls and ceilings that have been compromised with new plaster and lath or installing gypsum wall board as long as the same fire separations are achieved where required. The windows that have been compromised shall be replaced and re-sealed as required and the foam insulation shall be replaced where it has been compromised.

If you have any questions or require any additional technical assistance, please do not hesitate to call.

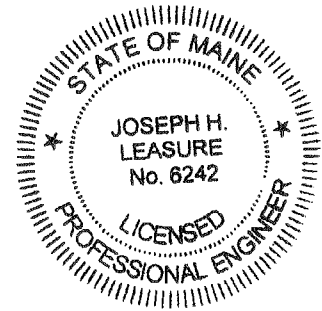
Sincerely,

**L&L Structural Engineering Services, Inc.**

  
Joseph H. Leasure, P.E.

Principal

File



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1. The base of the front brick wall and both side brick walls near the two front corners of the building has been compromised. The right side wall near the front right corner of the building where the impact occurred has distorted inward in a local area approximately 3 feet square. The left side wall near the front left corner of the building has distorted outward in an area approximately 2 feet square. The bricks in these areas have been cracked, defaced and mortar joints that have opened. The front wall has shifted laterally causing cracking of some bricks, shifting and opening of mortar joints, and large gaps/openings of the mortar joints in some areas. It would be time consuming and relatively expensive to repair the existing brick walls completely plumb and true by removing portions of the brick wall that have distorted and replacing the bricks and mortar to align plumb and true with the adjacent portions of the brick wall. You may decide to pursue that option to insure the brick walls are returned to the condition which they existed prior to the collision. However, at a minimum, the compromised brick walls shall be repaired by replacing cracked and defaced bricks and re-mortaring existing joints between the bricks that have shifted laterally (sheared) and opened up gaps between the bricks that are not currently sealed with mortar. This repair shall be implemented as soon as possible to avoid exposure to the elements during the winter months and curtail additional damage and potential structural failure. The individual bricks shall be replaced with bricks that match the original bricks in conformance with the Maine Historic Society. In addition, the compromised mortar joints shall be gouged out and cleaned free of debris, sealed with mortar conforming with the historic mortar according to the Maine Historic Society, and the mortar joints shall be implemented by "raking" the joint in conformance with the standard of the Maine Historic Society.
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GENERAL NOTES:

1. The notes on the drawings are not intended to replace specifications. in addition to general notes. See specifications for requirements
2. Structural drawings shall be used in conjunction with job specifications and architectural, mechanical, electrical, plumbing, and site drawings. Consult, openings, chases, inserts, reglets, sleeves, depressions, and other details not shown on structural drawings.
3. All dimensions and conditions must be verified in the field. Any discrepancies shall be brought to the attention of the engineer before proceeding with the affected part of the work.
4. Do not scale plans.
5. Sections and details shown on any structural drawings shall be considered typical for similar conditions.
6. All proprietary products shall be installed in accordance with the manufacturers written instructions.
7. The structure is designed to be self supporting and stable after the erection is complete. It is the contractor's sole responsibility to determine erection procedures and sequencing to ensure the safety of the building and its components during erection. This includes the addition of necessary shoring, sheeting temporary bracing, guys or tiedowns. Such material shall remain the property of the contractor after completion of the project.
8. All applicable federal, state, and municipal regulations shall be followed, including the federal department of labor occupational safety and health act.

CONCRETE NOTES:

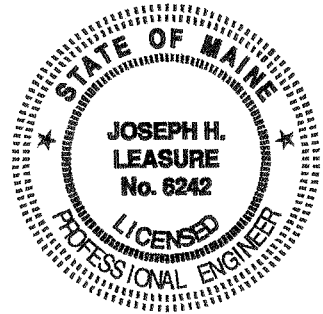
1. All concrete work shall conform to ACI 318—Latest Edition.
2. Concrete strength at 28 days shall be 4000 psi
3. All concrete shall be air entrained 4% to 6% per the specifications.
4. Concrete shall not be placed in water or on frozen ground.
5. Provide PVC sleeves where pipes pass through concrete walls or slabs.
6. Reinforcing bars shall conform to ASTM A615 Grade 60 deformed bars, and shall be detailed, fabricated and erected in accordance with ACI 315—Latest edition.
7. Welded wire fabric shall be provided in flat sheets.
8. Fiber reinforced concrete shall conform to ASTM C-1116.
9. Splices of reinforcing bars shall be in accordance with ACI 318. Splices of WWF shall be 6" minimum.
10. Concrete finishes: Broom finish for stair treads per owner's requirements.
11. Anchor bolts shall conform to ASTM A307 hot dipped galvanized unless noted otherwise on plan.
12. The general contractor shall be responsible for coordination of door bondout locations, slab depression & other required bondouts. Coordinate location of bondouts with Architectural, Mechanical & Plumbing, Electrical and kitchen equipment vendors as necessary to properly install each specific item.

DESIGN LOADS:

1. Building code: IBC (2003) International Building Code.
2. Design Live Loads:  
Stairs & exit ways ..... 100 PSF

FOUNDATION NOTES:

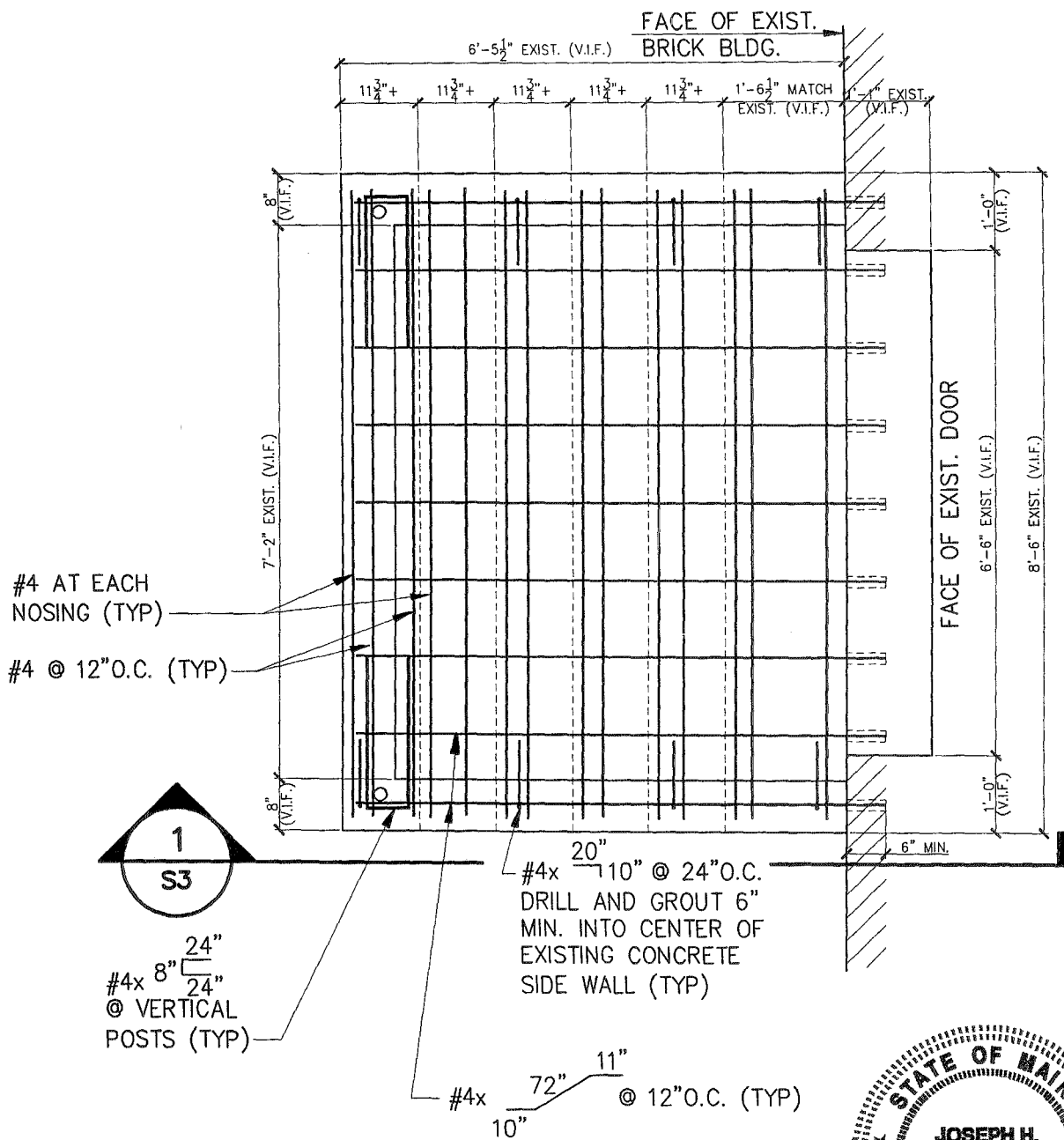
1. Foundations have been designed with a presumptive soil bearing capacity of 2000 psf to be verified by the general contractor in the field.
2. Interior spread footings and exterior strip footings shall be founded on undisturbed native soil or compacted structural fill.
3. Exterior strip and spread footings shall be founded a minimum of 4'-0" below finished site grade or insulated as indicated on the drawings.
4. Slabs on grade shall bear on a minimum of 12" of compacted structural fill or compacted 3/8" crushed stone. If loose or undesirable fills are encountered at the slab subgrade level, they shall be over excavated to the surface of the natural soil and replaced with structural fill. Refer to drawings and specifications for vapor barrier requirements. Moist cure slabs in accordance with ACI.
5. Exterior concrete slabs on grade, shall be underlain by at least 4 feet of structural fill meeting gradation and compaction requirements noted above. Reinforce top of slabs with #4 @ 12" each way at center of slab.



2010-129

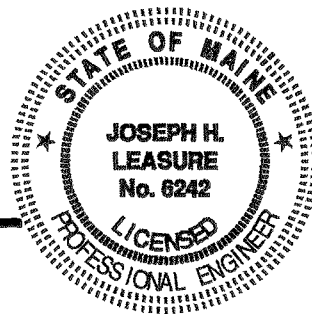
designed by: JHL	696 CONGRESS STREET PORTLAND, MAINE  FRONT ENTRY STAIR REPAIR AND NEW REAR ENTRY STAIR  GENERAL NOTES	L & L STRUCTURAL ENGINEERING SERVICES, INC. SIX Q STREET SOUTH PORTLAND, MAINE 04106  PHONE: (207) 767-4830 FAX: (207) 799-5432	S1
drawn by: AKB			
checked by: JHL			
scale: NONE			
date: 10-28-10			





# FRONT ENTRY STAIR-CONCRETE PLAN

1/2" = 1'-0"



2010-129

designed by: JHL

drawn by: AKB

checked by: JHL

scale: 1/2" = 1'-0"

date: 10-28-10

696 CONGRESS STREET  
PORTLAND, MAINE

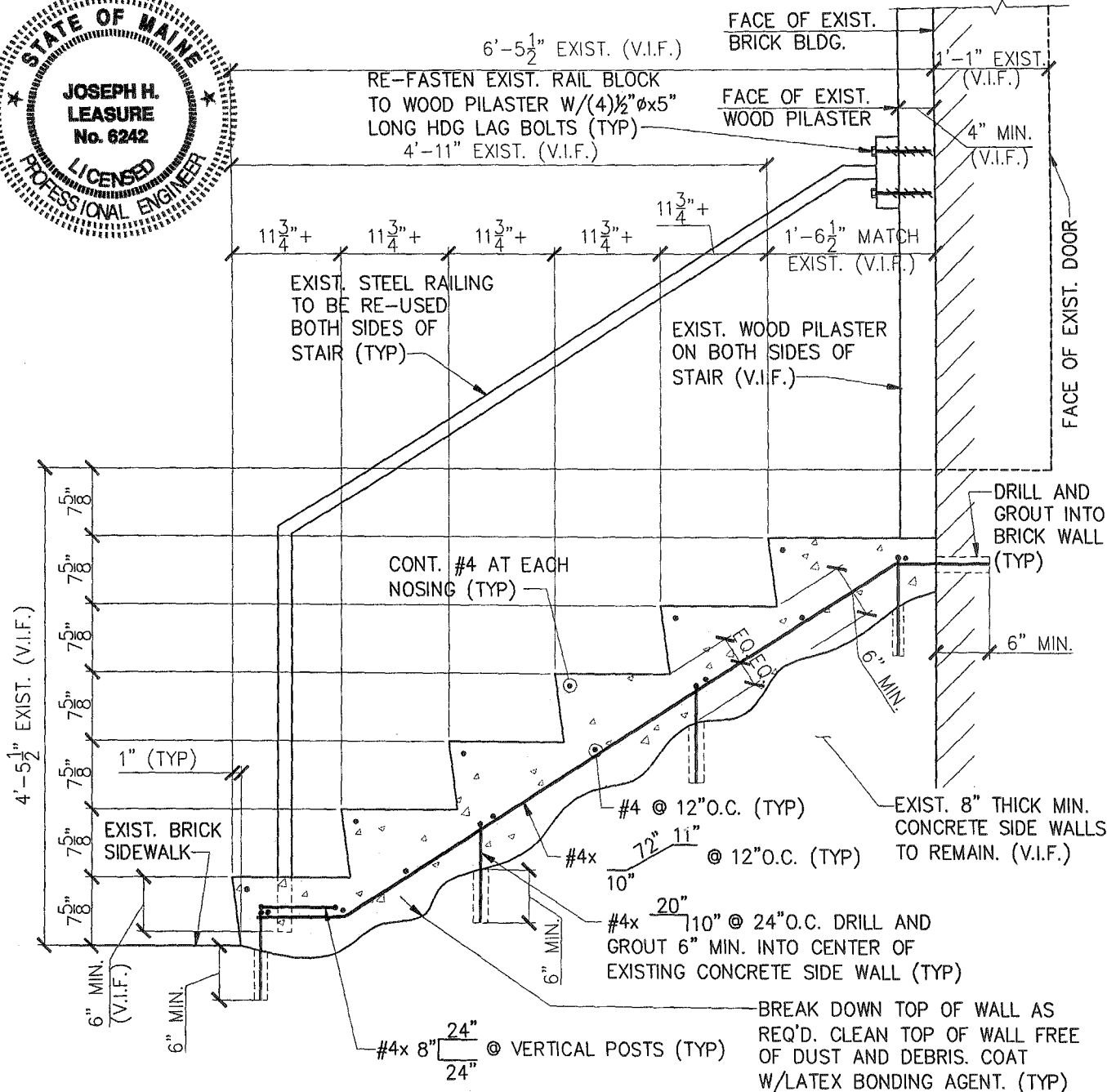
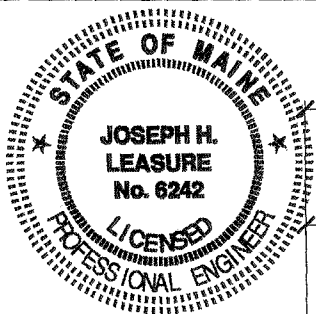
FRONT ENTRY STAIR REPAIR AND  
NEW REAR ENTRY STAIR

FRONT ENTRY STAIR-CONCRETE PLAN

L & L STRUCTURAL  
ENGINEERING SERVICES, INC.  
SIX Q STREET  
SOUTH PORTLAND, MAINE 04106

PHONE: (207) 767-4830  
FAX: (207) 799-5432

S2



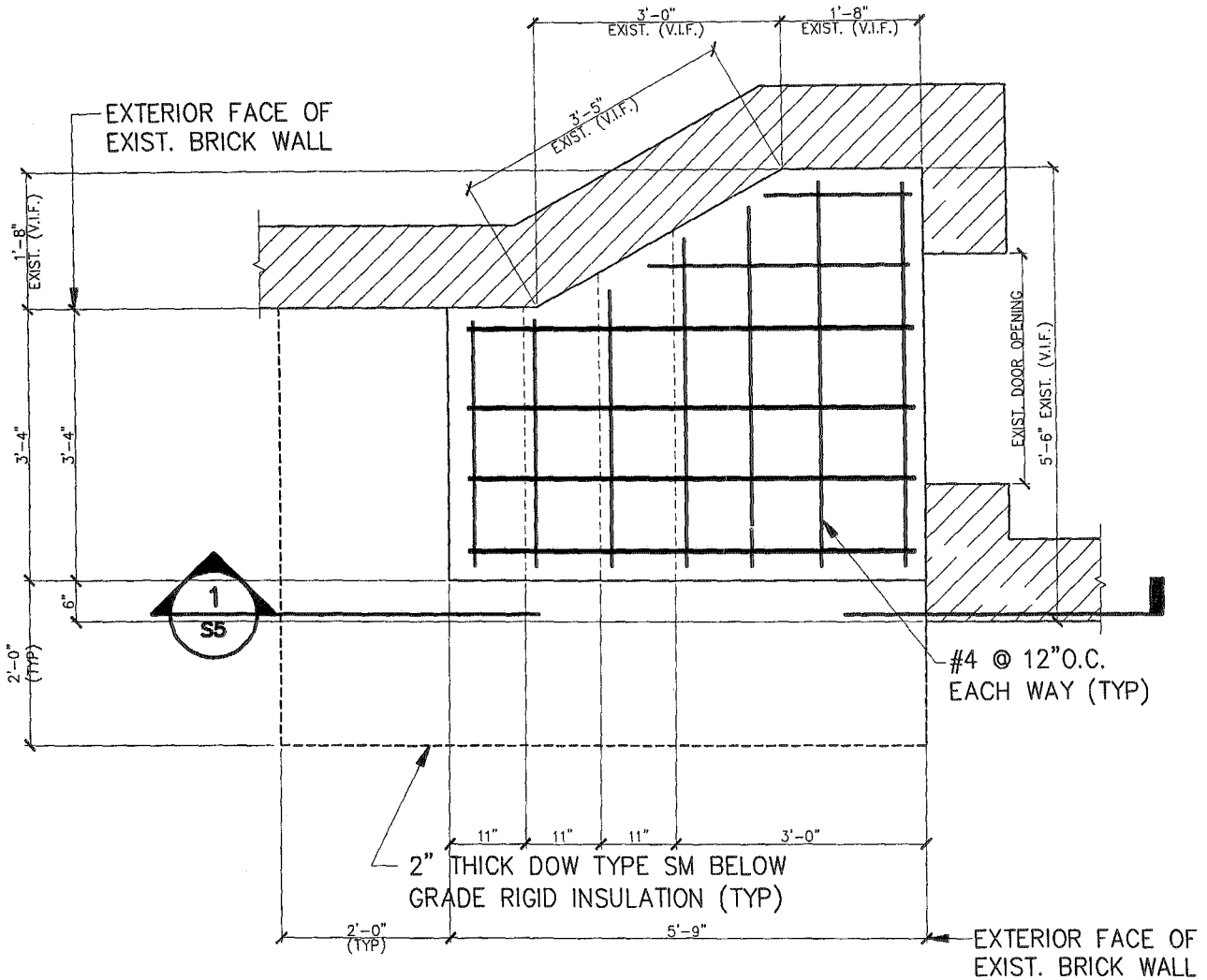
NOTE: RISE/RUN AND EXIST. RAIL SHALL BE RE-CONSTRUCTED OR RE-USED TO MATCH EXIST. CONDITIONS DUE TO HISTORIC BUILDING REQUIREMENTS. BUILDING CODE REQUIREMENT HAVE BEEN WAIVED ON RISE/RUN AND RAIL REQUIREMENTS BY THE CITY OF PORTLAND TO ALLOW CONFORMANCE WITH THE HISTORIC REQUIREMENTS.

**FRONT ENTRY STAIR-SECTION**  
3/4" = 1'-0"

1  
S2

2010-129	designed by: JHL	696 CONGRESS STREET	L & L STRUCTURAL ENGINEERING SERVICES, INC. SIX Q STREET SOUTH PORTLAND, MAINE 04106  PHONE: (207) 767-4830 FAX: (207) 799-5432
drawn by: AKB	PORTLAND, MAINE		
checked by: JHL	FRONT ENTRY STAIR REPAIR AND		
scale: 3/4" = 1'-0"	NEW REAR ENTRY STAIR		
date: 10-28-10	FRONT ENTRY STAIR-SECTION		

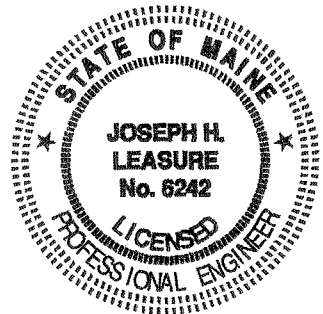
S3



NOTE: GUARD RAILS AND HANDRAILS TO BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH CODE BY OTHERS (TYP)

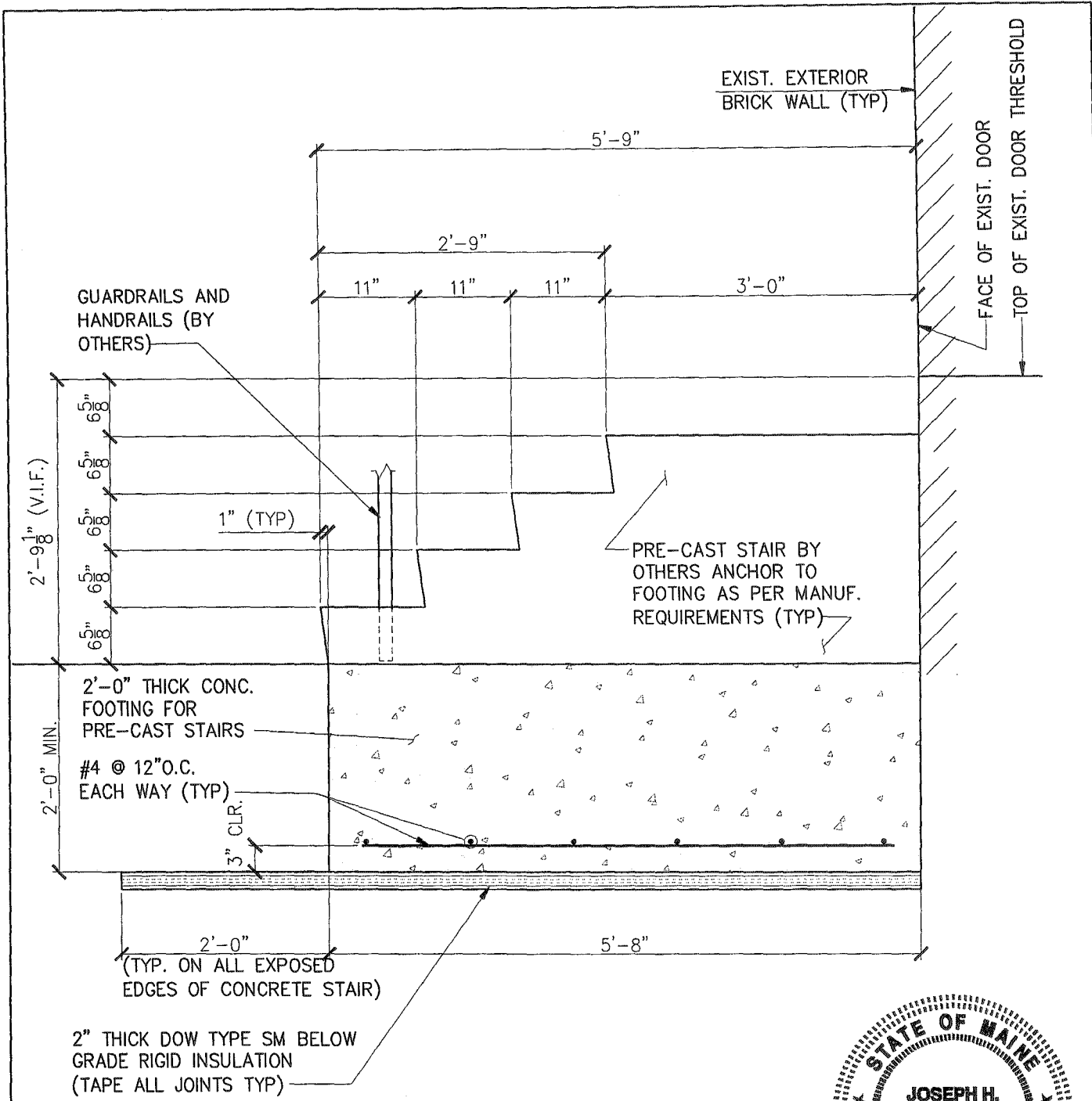
# REAR ENTRY STAIR-CONCRETE PLAN

1/2" = 1'-0"



2010-129

designed by: JHL	696 CONGRESS STREET PORTLAND, MAINE	L & L STRUCTURAL ENGINEERING SERVICES, INC. SIX Q STREET SOUTH PORTLAND, MAINE 04106
drawn by: AKB		
checked by: JHL		
scale: 1/2" = 1'-0"		
date: REV. 11-1-10		
	FRONT ENTRY STAIR REPAIR AND NEW REAR ENTRY STAIR	PHONE: (207) 767-4830 FAX: (207) 799-5432
	REAR ENTRY STAIR-CONCRETE PLAN	<b>S4</b>



**REAR ENTRY STAIR-SECTION**

3/4" = 1'-0"

1  
S5



2010-129

designed by:	JHL
drawn by:	AKB
checked by:	JHL
scale:	3/4" = 1'-0"
date:	REV. 11-1-10

696 CONGRESS STREET  
 PORTLAND, MAINE  
 FRONT ENTRY STAIR REPAIR AND  
 NEW REAR ENTRY STAIR  
 REAR ENTRY STAIR-SECTION

L & L STRUCTURAL  
 ENGINEERING SERVICES, INC.  
 SIX Q STREET  
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**S5**