

Ann Machado - Re: 59 Codman Street - Permit #2014-00483

From: Ann Machado
To: Patric Santerre
Date: 3/25/2014 12:04 PM
Subject: Re: 59 Codman Street - Permit #2014-00483

Patric -

I would show the location of the "temporary ramp on the revised site plan that you submit and in the project description or scope of work document explain that the ramp is only temporary and that it will be removed as soon as the work on the addition and new ramp is completed.

Ann

Ann Machado
Zoning Specialist
Planning & Urban Development
Portland City Hall
(207) 874-8709

>>> Patric Santerre <patric@arcadiadesignworks.com> 3/21/2014 4:35 PM >>>

Hi Ann,

Regarding the following: *If the owner needs a ramp while the construction is going on, even that "temporary ramp" needs to be permitted.*

The best case scenario for the temporary ramp is to build a new platform on top of the existing front entrance that is level with the finished floor and move the existing ramp to the front entrance in line with the existing asphalt walkway. See attached drawing and image sheets. This would put the temporary ramp grossly into the setback. Can this be approved through the building permit process or would it require a variance?

If the owner wants to add another driveway that includes a new curb cut, you need to contact David Margolis-Pineo at Public Services. His email is dmp@portlandmaine.gov and his number is 874-8850.

I spoke with David. Thank you for his contact information. We are going to pursue a new driveway in front of the house if allowed.

Much appreciated.

Patric

Santerre
Licensed Architect~Industrial Designer

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On Thu, Mar 20, 2014 at 11:45 AM, Ann Machado <AMACHADO@portlandmaine.gov> wrote:

Patric -

You cannot assume that the property line starts at the inside edge of the sidewalk. The city right of way may extend beyond the inside edge of the sidewalk. As part of drawing up the plans, you need to determine where the property lines are. If there are no property markers in the front of the property then see if you can locate them in the rear and measure forward based on the deed.

As far as the new ramp needing the 5' landing, can the addition be put back 5' to accommodate the landing? Can the landing be built towards the side property line? The side setback for a one story addition is 8. Can the ramp have a turn in it and not go straight out?

I have attached the schedule and the sheet that outlines the Zoning Board of Appeals Application Process. The application fee is \$100. That is paid when the application is submitted. A separate invoice will be sent that includes a \$50 processing fee, the fee to advertise the appeal in the paper and the notices that go out to property owners within \$500. The average fee for an appeal is around \$350.

If the owner needs a ramp while the construction is going on, even that "temporary ramp" needs to be permitted. If the existing ramp is being changed as part of the new addition then it should be part of the permit unless you apply for the "temporary ramp elsewhere. I would like to see it be part of the whole approval because I would like to see if the addition and landing can be redesigned to meet the 8' side setback and that the ramp encroach no further into the front yard than the existing ramp.

If the owner wants to add another driveway that includes a new curb cut, you need to contact David Margolis-Pineo at Public Services. His email is dmp@portlandmaine.gov and his number is 874-8850.

Ann

Ann Machado
Zoning Specialist
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>>> Patric Santerre <patric@arcadiadesignworks.com> 3/20/2014 10:34 AM >>>

Thank you Ann.

When we started this project in February, the ground was totally covered with snow and ice including the sidewalks which were not cleared. We established the 37'-0" face of house to edge of sidewalk from the City of Portland parcel viewer, zoning map and more specifically to the edge of the road. We confirmed today that the distance is 31'-0" if indeed the property line ends at the inside edge of asphalt sidewalk?

Regarding the front yard setback. The house to the west of 59 Codman St. is approximately 6'-0" closer to the front yard property line than the main structure of our clients house and the house to the west has a front porch approximately 5'-6" closer to the front yard property line. However our client's house has front stairs that extend beyond the main structure of the house by 5'-5" and the existing 1998 ramp extends 6'-7". I imagine that the average option is not helpful.

Regarding locating the new ramp in the same area as the existing ramp. Unfortunately, the new addition which is being constructed in a similar footprint as the existing exterior deck requires a 5'-0" landing at the top of the

ramp which causes the new ramp to project further into the front yard.

A couple additional questions.

Do you know the timing involved with applying for a Disability Variance and cost?

Can the addition and deck be permitted to start while we determine an appropriate and conforming ramp design?

Can a temporary ramp to the front entrance be constructed while the addition is being constructed?

Our client needs to install a front yard driveway parking area for the husband's wheelchair access to the ramp.

Who do we need to speak with regarding paving a new driveway where one currently does not exist?

Thank you so much for your assistance Ann. Please call me if you have time. I could use your expertise in figuring out the best possible solutions for these challenges.

Patric

Santerre

Licensed Architect~Industrial Designer

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On Thu, Mar 20, 2014 at 9:29 AM, Ann Machado <AMACHADO@portlandmaine.gov> wrote:

Patric -

The front yard setback in the R-3 zone is 25' or the average of the existing front yards for the properties on either side of 59 Codman St.

A Disability Variance can be applied for if the applicant meets the criteria, but there is already an existing ramp that was built in 1998. Can the addition be added and the ramp still be built without making the ramp extend further into the front yard than the existing ramp? A variance is only if the setbacks can't be met. The existing ramp is already approved. It would be harder to argue for a variance if it is only necessary because of the addition that is being added. In other words can the addition be added without making the ramp nonconforming?

I have attached the Disability Variance so you can see the criteria that would have to be met.

Ann

Ann Machado

Zoning Specialist

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>>> Patric Santerre <patric@arcadiadesignworks.com> 3/19/2014 4:56 PM >>>

Ann, are we correct in thinking that the front yard setback is 25' for Codman Street and that a handicapped ramp is an accessory structure that is not allowed within that setback?

Patric

Santerre

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On Wed, Mar 19, 2014 at 3:56 PM, Ann Machado <AMACHADO@portlandmaine.gov> wrote:

Yes.

>>> Patric Santerre <patric@arcadiadesignworks.com> 3/19/2014 2:11 PM >>>

Thank you Ann.

Can I resend the 6 drawing files with my stamp, graphic scale with numbers and confirmed property line from the end of the new ramp directly to you?

Patric

Santerre

Licensed Architect~Industrial Designer

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On Wed, Mar 19, 2014 at 11:56 AM, Ann Machado <AMACHADO@portlandmaine.gov> wrote:

Patric -

I have completed my initial zoning review but I need more information before I can sign off on the permit.

1. The fast track permit application requires the plans for an addition to bear the seal of a licensed design professional. None of the plans are stamped.

2. Since we are now doing electronic plan review, you need to include a graphic scale that has numbers on it. The graphic scales provided had no numbers.

3. The 37' given on the site plan for the front yard setback does not seem to be correct. I need to know exactly what the setback is from the end of the new ramp to the front property line. How much further is the new ramp extending into the front yard compared to the existing ramp?

Thank you.

Ann Machado

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Zoning Specialist

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Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.

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