1. Agenda (Postponed From 4-19-16)

   Documents:

   4-26-17 AGENDA (POSTPONED FROM 4-19-16).PDF

2. 128 High Street

   Documents:

   HP MEMO - 128 HIGH ST.PDF

3. 21 Pine Street

   Documents:

   HP MEMO - 21 PINE ST.PDF

CITY OF PORTLAND, MAINE

HISTORIC PRESERVATION BOARD

Scott Benson, Chair
Bruce Wood, Vice Chair
Glenn Harmon
Robert O'Brien
Penny Pollard
Julia Sheridan
John Turk

HISTORIC PRESERVATION BOARD AGENDA
April 26, 6:45 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 April 5, 2017:
No decisions; agenda consisted of workshops only.

4. PUBLIC HEARING

~~i. Certificate of Appropriateness for Replacement of Infill Carriage House Doors; VICTORIA MANSION, 109 DANFORTH STREET; Victoria Mansion, Applicant.~~
(*Postponed until May 3 Historic Preservation Board meeting)*

~~ii. Certificate of Appropriateness for Rooftop Pergola Addition; 44 OAK STREET; Michael Keon, Applicant.~~
(Postponed until May 17 Historic Preservation Board meeting)

Meeting begins at 6:45

PUBLIC HEARING, continued

iii. Certificate of Appropriateness for Carport Addition; 128 HIGH STREET; WCSH, Applicant.

5. WORKSHOP

i. Preliminary Review of Proposed Rooftop Addition; 21 PINE STREET; Jim Beaudry, Applicant.

5. CONSENT AGENDA

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

PUBLIC HEARING
122-128 HIGH STREET

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: April 14, 2017

RE: April 19, 2017 **Public Hearing** – Quonset hut parking structure, ***after-the-fact***

Address: 122-128 High Street (WCSH Building, One Congress Square)

Applicant: WCSH6 (Pacific and Southern Company Inc.)

Owner's Agent: Nathan Tinsley

Contractor: Shelter Man

Introduction

In late 2016 WCSH, the television station based at One Congress Square (128 High Street) erected a Quonset hut-like vehicle shelter in the parking lot behind the building, made of galvanized steel tubing and green weatherproof fabric. The purpose of the shelter is to protect two news vehicles that are equipped with satellite broadcasting apparatus. The parking lot is on the south side of the noncontributing, contemporary (c. 1977) WCSH building that sits next to the Shwartz Building (600 Congress Street) which occupies the corner of High and Congress Streets, and across High Street from the Payson Building of the Portland Museum of Art. No permits were pulled for the structure, which sits on the asphalt surface and is anchored with metal rods driven through the paving.

A Park Street condominium owner inquired about the shelter to HP staff in March, 2017. Having been notified last month that the shelter would need an after-the-fact building permit, the facilities manager – Nathan Tinsley - filed an application. He was also informed by HP staff that given its visibility from High Street, the ostensibly "temporary" garage also warranted review by the HP Board. Though it lacks a foundation, the shelter is a durable looking structure – one that might occupy the location for years. Staff felt that given the

potential for the shelter becoming a long-term presence on the site, the Board should be asked to review its appropriateness.

In support of the application Mr. Tinsley submitted a site plan, product information for the shelter, and photographs of the completed installation. Staff has added a google image of the WCSH Building, and additional photos.

Subject Property and Context

As noted above the large, yellow brick WCSH office building is a noncontributing structure in the heart of the Congress Square area. On the south side of the building a large surface parking lot accessed from High Street separates it from the handsome and historic Cumberland Club. The south wall of the WCSH Building has no openings on the lower three floors, and at the rear are several dish antennas and an antenna tower. The parking area is bounded on the west by Spring Street Place, and is also visible between buildings from Park Street, as is the car port itself.

Completed Structure

The car port is 22 feet wide by 25 feet deep, and 17 feet high at the top of the arched, pvc-coated fabric skin. The structure appears considerably more robust than the typically smaller and lighter residential versions of "instant garages" that one sees – usually outside of urban areas. Cables tie the frame to a series of large (18" long) steel anchors driven into the parking lot.

The location is 75 feet from Spring Street Place and approximately twice as far from High Street. It is close to the utilitarian-looking back corner of the building, next to (and below) several antennas and their bases.

Staff Comments

Although the car port is located in a decidedly utilitarian, back parking lot area of the WCSH property, the visibility from the High Street, as well as from historic buildings such as the Cumberland Club and those on Park Street prompted staff to ask the question: "What type of building would be most suitable and least distracting here?" Further, the possibility that the fabric covered Quonset-style structure could persist for 10 years or more in that location raises the question of whether this might be regarded as a temporary protection measure for expensive equipment, while the applicant considers a design for a more permanent solution, to fit the context and not attract attention.

The Board may wish to consider several questions:

- Is the appearance of the car port too much like a temporary structure to permit a long-term approval, given the context, or is the location sufficiently removed from public vantage points to be a concern? Is the Board willing to bless the existence of the car port indefinitely?
- If the shelter were a color that blended with the building, would it be easier to find acceptable?
- If, as seems to be the case, the applicant desires permanent protection for its valuable

vehicles, does the context call for a designed solution that looks permanent and compatible with building to which it is adjacent?

- If the Board decides that a permanent, intentional-looking structure is called for, how long should the applicant be allowed to keep the temporary shelter while designing, permitting, and constructing a permanent garage? Until October 2018? 2019?

Applicable Review Standards

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

(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.

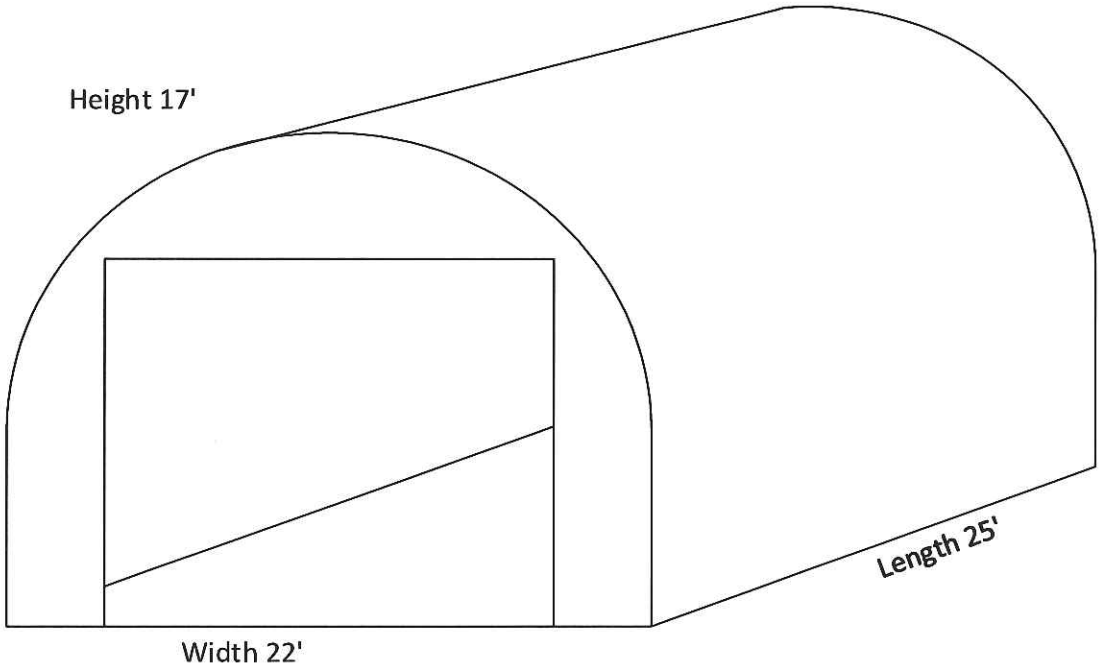
Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the April 19, 2017 public hearing and information included in the accompanying staff report, the Board finds that the vehicle shelter at 128 High Street **meets (fails to meet)** the historic preservation ordinance review standards for review of new construction (subject to the following conditions…….)

Attachments:

1. Applicant's sketch and description of shelter
2. Product information
3. Photos supplied by applicant of completed structure, in context
4. Staff photos of shelter, viewed from High Street and Park Street
5. Google street view of WCSH Building
6. Site plan supplied by applicant

WCSH 6
Proposed Car-Port Structure



Structure is prefabricated. Made of tube steel for frame and covered in a vinyl fabric. Secured to the pavement with anchors driven into the asphalt and tied to the tube frame. Front opening has a zipper closure. Two Live News Vehicles will be kept inside. Gives protection from ice and snow.

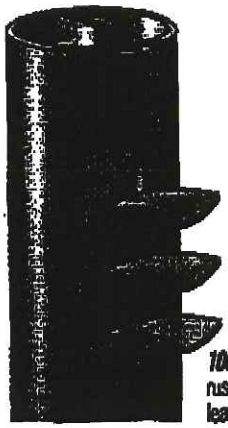
ATTACHMENT 1

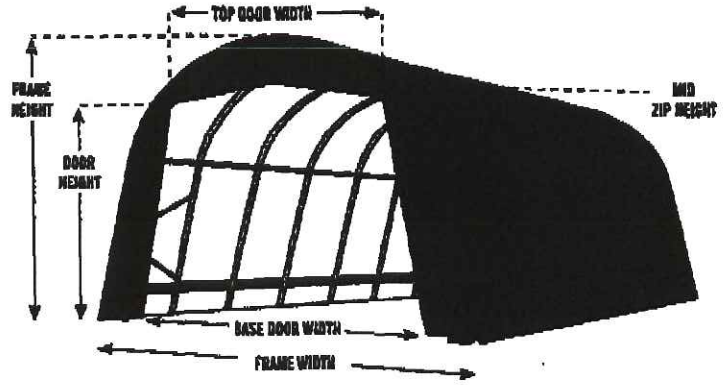
MADE IN THE USA

PRE-ENGINEERED GALVANIZED LINE

ROUND

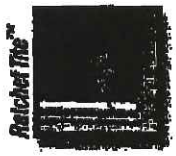
22 WIDE





100% Galvanized Steel—We use only high yield USA manufactured carbon steel for ultimate durability, rust protection and superior strength. Each tube undergoes a triple-coating process inside and out that leaves no naked metal exposed to the elements.

SHELTER FEATURES



Our best built shelter line offers custom solutions constructed of the highest quality materials. ***Pre-engineered*** to exact specifications and dimensions.

Patented ***ShelterLock™ Stabilizer Block*** at every rib connection adds ***rock-solid strength and stability to frame.***

Bolt-together hardware at every connection point ensures maximum strength and durability.

Our ***Ratchet Tite™ Tension System*** and ***Ratchet Rail Tensioning*** keep the cover smooth and tight.

Advanced engineered, commercial grade ***polyethylene woven fabric*** is UV treated inside and out to stand up to the elements. Ultra heavy-duty PVC cover also available.

SIZE OPTIONS AND SPECS

Custom lengths available in 4' increments.

FRAME WIDTH	21' 9"	22' 1"	22' 3"	22' 5"	22' 9"
FRAME HEIGHT	9'		13'		
[illegible]	5' 8½"		8' 8"		
MID ZIP HEIGHT	8' 10"		10' 11¾"		
[illegible]	15'		15'		
BASE DOOR WIDTH	15'		15'		

2-3/8" All steel frame
Easy Hook™ anchors (2 per rib)
Triple zippered front door panel
Alternative anchors sold separately

COVER OPTIONS†

WEIGHT
- * PE standard: 9 oz. Gray, Green, Tan, White, Translucent
- ** PE heavy-duty: 14.5 oz. Gray, Green, Tan, White
- * Ultra PVC (Polyvinyl Chloride): 21.5 oz. Hunter Green only

COLOR

† All fabric weight calculations are in oz. per m².
• Polyethylene
* Fire rated FR fabric CPAI 84 Section 6 compliant.

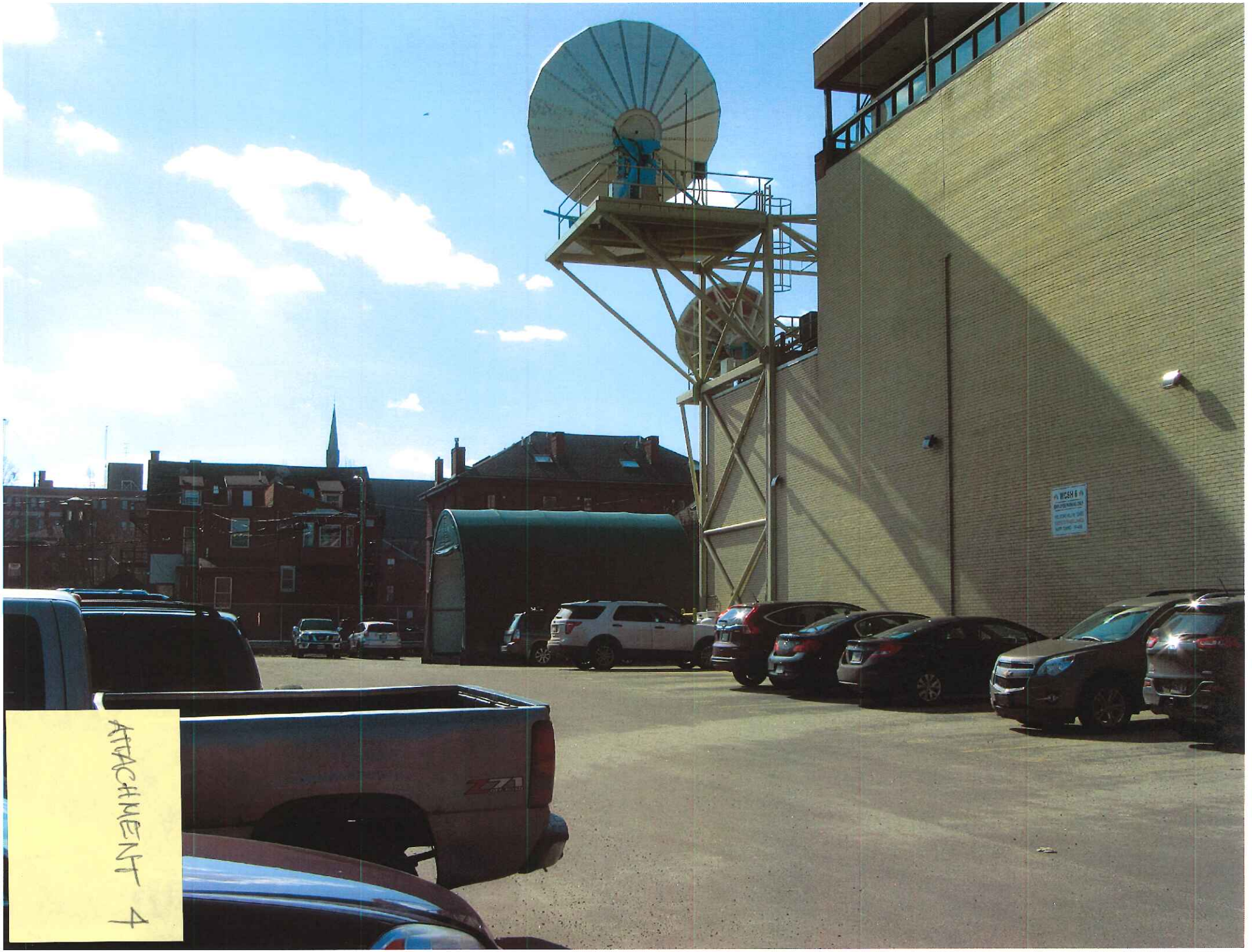
WARRANTY INFO

	Cover	Back panel/door	Frame
Standard			
Heavy Duty	10 years Prorated	3 years	3 years
PVC			

ATTACHMENT 2

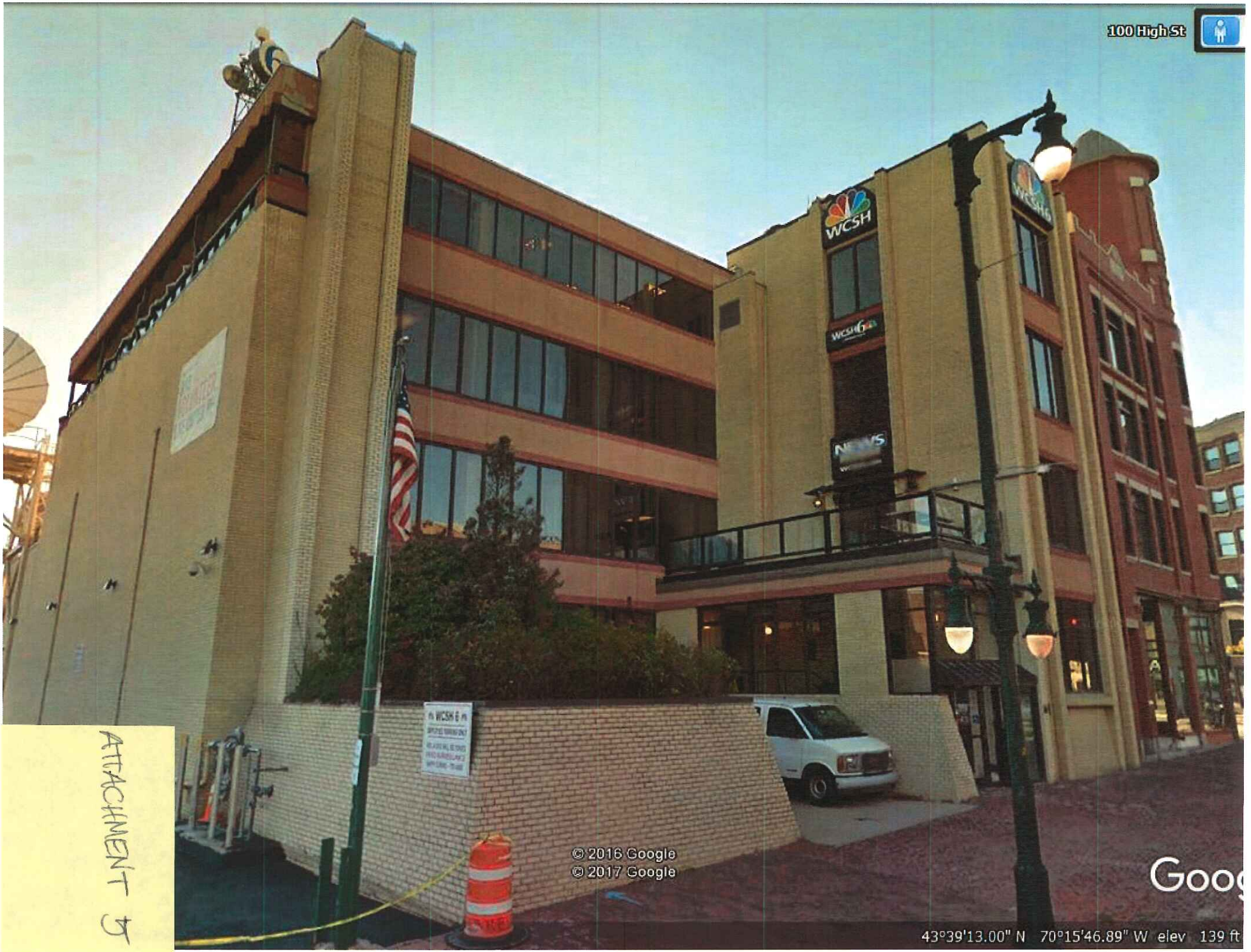
ATTACHMENT 3

More detail of anchors, 6th one is just out of view to the right.



ATTACHMENT 4

GMC
7857 UR



ATTACHMENT 5

ATTACHMENT 6

CONGRESS STREET

LOCATION MAP

SITE

SPRING STREET

SPRING STREET PLACE

SPRING STREET COURT

A/K/A SPRING STREET COURT

HIGH STREET

18 feet from boundary

Proposed Structure

Car Port - 22x25'

<--75 feet from boundary-->

MULTI STORY BRICK BUILDING

CONC. RAMP TO GARAGE

MECHANICAL EQUIPMENT

ONE STORY BRICK BUILDING

PAVED PARKING AREA

N/F PACIFIC & SOUTHERN, INC (FROM 6161/326 MS. & HEMEY 15047/227)

N/F CONGRESS PROPERTIES LLC 15047/227

N/F THE UNIVERSALIST CHURCH OF PORTLAND 353/304

N/F CAMDEN 2ND CLUB 6231/325

SUBJECT TO A COUNTY EASEMENT CONVEYED TO CENTRAL MAINE POWER CO. BY HENRY L. GRAW TRUST BY DEED DATED MAY 16, 1958 AND RECORDED IN BOOK 2304, PAGE 134

N54°06'17"E 186.78

S53°31'W 146.00

N53°31'E 146.00

S36°29'43"E 25.00

N36°29'43"W 25.00

S53°31'W 146.00

N53°31'E 146.00

S36°29'43"E 25.00

N36°29'43"W 25.00

S36°39'37"W 5.00

N53°31'E 15.00

N36°29'43"W 15.21

0.12' OVER

0.41' OVER

1.04

1.10

FOUND 4"X6" GRANITE MONUMENT W/ DRILLED "X" IN LEAD PLUG (HELD) 3.3' OFFSET SEE PLAN REFERENCE 4H

FOUND 4"X6" GRANITE MONUMENT W/ DRILLED "X" IN LEAD PLUG (HELD) SEE PLAN REFERENCES 4E, 4F, & 4G

FOUND 5/8" REBAR WITH WASHER MARKED "DS #13-1205" IN SMALL HOLE IN BRICK SIDEWALK

FOUND 5/8" REBAR WITH WASHER MARKED "DS #13-1205" IN SMALL HOLE IN BRICK SIDEWALK

FOUND 5/8" REBAR WITH WASHER MARKED "DS #13-1205" IN SMALL HOLE IN BRICK SIDEWALK

FOUND 4"X6" GRANITE MONUMENT W/ DRILLED "X" IN LEAD PLUG (HELD) SEE PLAN REFERENCES 4E & 4F

FOUND 5/8" REBAR WITH WASHER MARKED "DS #13-1205" IN SMALL HOLE IN BRICK SIDEWALK

LEGEND

SYMBOL	DESCRIPTION
	PROPERTY LINE
	ABUTTERS PROPERTY LINE
	FOUND MONUMENT
	SET REBAR W/CAP #2147
	BUILDING
	CHAIN LINK FENCE
	IRON FENCE
	GUARDRAIL
	DEEP CUT

GRAPHIC SCALE

(IN FEET)
1 inch = 10 ft.

STATE OF MAINE
COUNTY SS REGISTRY OF DEEDS
RECEIVED _____ 19__
AT ___ H ___ M AND RECORDED IN
PLAN BOOK _____ PAGE _____
ATTEST _____ REGISTER

GENERAL NOTES

1. THE RECORD OWNER OF THE PROPERTY IS CONGRESS PROPERTIES LLC BY DEEDS RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 15047 PAGE 233.
2. THE PROPERTY IS SHOWN ON THE CITY OF PORTLAND TAX MAP # 39 BLOCK A, LOT 16.
3. THE BEARINGS SHOWN ON THIS PLAN ARE MAGNETIC 1995.
4. PLAN REFERENCES:
   - A. PLAN SHOWING LAND CONVEYED BY GARDNER LUDWIG TO HAMLIN, FOBES, THOMPSON, HARRIS, & PHINNEY, BY C. R. GOODALL, DATE UNKNOWN, RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 3 PAGE 37.
   - B. PORTLAND TAX ASSESSORS MAP NO 39, DATED 1880, RECORDED CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 3, PAGE
   - C. TOP OF THE PARK CONDOMINIUM, BY ATLAS LAND SURVEY, DATED RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 135 PAGE 8.
   - D. RIGHT OF WAY PLAN OF SPRING-MIDDLE ARTERIAL FOR CITY OF BY OWEN HASKELL, INC. DATE UNKNOWN. RECORDED AT THE CITY PORTLAND PUBLIC WORKS DEPARTMENT.
   - E. PLAN NUMBER 28, SHOWING SPRING STREET, SHEET NO 1 OF 3, JULY, 1925. RECORDED AT THE CITY OF PORTLAND PUBLIC WORK
   - F. PLAN NUMBER 149, SHOWING CONGRESS STREET, SHEET NO 2 OF 3, 1925. RECORDED AT THE CITY OF PORTLAND PUBLIC WORKS DE
   - G. PLAN NUMBER 94, SHOWING HIGH STREET, SHEET NO 2 OF 3, 1925. RECORDED AT THE CITY OF PORTLAND PUBLIC WORKS DE
   - H. PLAN OF MAINWAY RENEWAL PROJECT, SHEET 10 OF 36 (ALIGN GRADING PLAN), BY GRAY ENGINEERING, DATED JULY 11, 1973 AT THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT.
   - I. ALTA/ACSM LAND TITLE SURVEY OF W.D.S.H. STUDIO, PORTLAND MAINE DATED THROUGH DECEMBER 23, 1997 BY SEBAGO TECHNICS, INC.
5. THE TOTAL AREA OF THE PARCEL IS 22,672 SQUARE FEET, (0.52 ACRES) MORE OR LESS.
6. EXCEPTED FROM THE LOCUS ARE AIR RIGHTS GRANTED TO MAINE RADIO AND TELEVISION COMPANY BY JOSEPH A. C. PAULIN AND TANIA PAULIN BY A DEED RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 6480 PAGE 35. THE EASEMENT CONVEYS THE SPACE ABOVE THE ELEVATION OF 128 FEET ABOVE SEA LEVEL (APPROXIMATELY 14'6" ABOVE THE GROUND) TO M. R. & T. Co. THESE AIR RIGHTS ARE NOW OWNED BY PACIFIC & SOUTHERN, INC.
7. I HEREBY CERTIFY TO GANNETT KENTUCKY LIMITED PARTNERSHIP D/B/A THE COURIER JOURNAL AND FIRST AMERICAN TITLE INSURANCE COMPANY THAT TO THE BEST OF MY KNOWLEDGE THIS PLAN IS BASED ON A LAND TITLE SURVEY PERFORMED IN ACCORDANCE WITH THE MINIMUM STANDARDS ADOPTED BY THE STATE BOARD OF LICENSURE FOR LAND SURVEYORS, CATEGORY 2, CONDITION 2, WITH THE FOLLOWING EXCEPTIONS:
   - A. NO NEW DEED DESCRIPTION HAS BEEN COMPLETED.
   - B. MONUMENTATION WILL BE SET UPON RECEIVING AUTHORIZATION BY THE CLIENT.
   - C. NOT ALL EXISTING IMPROVEMENTS, SUCH AS UTILITY CONNECTIONS, AND PAVEMENT EDGES HAVE BEEN LOCATED.
8. THE PROPERTY IS LOCATED IN THE CITY OF PORTLAND B3 ZONE. FOR DIMENSIONAL REQUIREMENTS SEE SEC. 14-220 OF THE CITY OF PORTLAND LAND USE, OF THE CODE OF ORDINANCES.
9. THE FRONTAGE ALONG SPRING STREET PLACE MAY BE SUBJECT TO A 3 FOOT WIDE STRIP WHICH MAY HAVE BEEN SOLD TO EXPAND SPRING STREET PLACE. SEE DEED OF HALL J. LITTLE AND HORATIO N. JOSE TO STEPHEN PATTEN ET AL, APRIL 1, 1864 BK. 326 PG. 427.
10. FOR MATTERS RELATING TO TITLE, REFERENCE IS MADE TO THE COMMITMENT FOR TITLE INSURANCE FILE # 362.006, EFFECTIVE DATE JULY 27, 1999, ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY. THIS TITLE COMMITMENT WAS USED FOR THE PREPARATION OF THIS TITLE SURVEY.

REV	BY	DATE	STATUS

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

LAND TITLE SURVEY
OF
122-126 HIGH STREET PROPERTY
PORTLAND, MAINE
FOR
GANNETT KENTUCKY LIMITED PARTNERSHIP
D.B.A. THE COURIER JOURNAL
ONE CONGRESS SQUARE
PORTLAND, MAINE 04101-3800

9.27.99

Sebago Technics
Engineering & Planning for the Future
61 WESTBROOK COMMON
WESTBROOK, ME 04092-1539
TEL (207) 856-0277

DESIGN BY	
DRAWN BY	DCS
CHECKED BY	
DATE	9-10
SCALE	1"
FIELD BK.	
PROJ. NO.	99
DRAWING	99A

SHEET 1 OF

MAY 18

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
21 PINE STREET

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Preservation Compliance Coordinator

DATE: April 13, 2017

RE: April 19, 2017 **Workshop** – Rooftop addition, with deck

Address: 21 Pine Street, Unit 2

Applicant: James Beaudry and Angelynne Amores

Contractor / Designer: Orson Horchler, Blue Jay Carpentry & Design

Introduction

On behalf of condominium owners Angelynne Amores and James Beaudry, contractor Orson Horchler has requested a preliminary review of a rooftop addition and deck at 21 Pine Street. The work would include removal of an unused chimney (one of two on the roof) that is within the footprint of the proposed addition. Mr. Beaudry and Ms. Amores' property is the second floor unit in a two-unit building that is part of a larger, ten-unit, four-building condominium association. It is located near the Congress Street end of Pine Street opposite Winter Street, and has a small courtyard for parking. The building is a contributing, Colonial Revival structure that is behind, and partially obscured by 23 Pine Street which sits at the edge of the sidewalk in this dense section of Pine Street. Nonetheless, the rooftop addition will be visible atop the flat roof, and when staff looked at the building permit application that had been filed, the judgment was made to call for a Board review. City Zoning officials have approved the building permit for the proposed addition, but plan reviewers in the Inspections Office have requested additional construction details.

Mr. Horchler has submitted a brief description of the project, with plans, elevations, and a rendering of the view from Pine Street. He also included information on materials and a page of engineering drawings with structural details. Staff has added images from Google Earth and the 1924 tax photo showing the building with a hipped roof – before a fire apparently caused the demolition of the original roof and attic.

Subject Property

Built around the turn of the 20th Century, 21 Pine Street has changed relatively little, with the big exception of the loss of the roof. Finishes include wood clapboard siding, with narrow corner trim and 1/1 windows, at least some of which are clad in dark vinyl. The most visible corner, facing southeast - the courtyard parking lot and Pine Street - is clipped, and an angled, two-story bay is near this corner on the south side. The double, hooded entrance doors are on the east end of the building, partially hidden by 23 Pine Street.

Proposed Addition

The new interior stairs are proposed to rise into a shed roofed room, the footprint of which is 15'-9" by 18'-11". The low side of the shed roof is at the east end, closest to Pine Street, and is 7'-2" off the roof. The upper side, facing west, rises to 11'-5 ½" off the roof. Behind the room, a partially offset – by about 6' - 16' x 16' deck is planned, with 3' high planters and benches around the perimeter. The room addition is set back 5' from the front (east) edge of the roof, and 11'-4" from the south, or courtyard side of the roof. Thus the proposed deck would be approximately 5'-4" from the southern edge of the roof, and 21' from the western end of the building. Plans originally called for the front chimney to be retained and engulfed by the addition, with an extension to rise above the roof, but the most recent proposal calls for the chimney to be removed. On the northeast side of the property (perpendicular to the street,) where visibility from Pine Street is currently non-existent, the addition is quite close to edge of the roof.

Mr. Horchler proposes charcoal grey composite decking, and a similar treatment around the outside of the benches and planters. Proposed siding is charcoal grey metal with horizontal ribs. A black metal roof, black painted pvc trim, and black fiberglass windows and double doors (Marvin Integrity) complete the recessive materials palette.

Staff Comments

A number of characteristics and circumstances favor the proposed addition to 21 Pine Street, though staff still has some questions about several aspects of the design:

- Visibility is greatest from Pine Street, through the courtyard, at some distance and angle, but immediately in front of the property is another house. The courtyard parking area that serves the four buildings comprising the association might also be considered a semi-public vantage point, however, offering a more full view of the side of the addition if one ventures in. Visibility exists from Congress Street, though at a greater distance than from Pine Street.
- Mr. Horchler has chosen a recessive color palette compatible with the dark trim of the main structure. Would it be preferable to make the materials completely monochromatic, or as closely as possible?
- The proposed addition is set back from the most visible edges, though at the front of the roof closest to Pine Street, the set back is only 5 feet. Would it be possible or desirable to increase this set back, or is the location of the stairs a complicating factor?
- The lower end of the shed roof is closest to Pine Street, increasing from 7'-2" to 11'-5" at the rear end. Would it be possible to lower the pitch, reducing the mass of the

addition, or would that cause other complications? Would a flatter roof that echoes the existing main roof present a less obvious addition?

- According to Mr. Horchler, there may be slight revisions to the engineering plans in response to requests from Inspections Office plan reviewers, but that would not necessarily alter the exterior appearance or geometry.
- Staff is not entirely certain whether window sizes and layouts have been finalized.
- No plans for any exterior lighting have been revealed.
- As revealed by the 1924 photo, the flat roof is not the original cap to the structure, and height of the addition is well within the zoning standard. Is the proposed geometry and massing on the roof acceptable within applicable standards, given the particular circumstances of the property?

Applicable Review Standards

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

(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.

Attachments:

1. Contractor's project description
2. Plot and roof plan
3. Deck plan and details
4. Sections and window placements
5. Materials list and photos
6. Engineering plans
7. Contractor's elevations and rendering
8. Google aerial and street view
9. Street view photo provided by contractor
10. 1924 tax photo of property

Date: 04/11/17

HISTORIC PRESERVATION
APPLICATION FOR CERTIFICATE OF APPROPRIATENESS

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

PROJECT ADDRESS:

21 PINE STREET

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

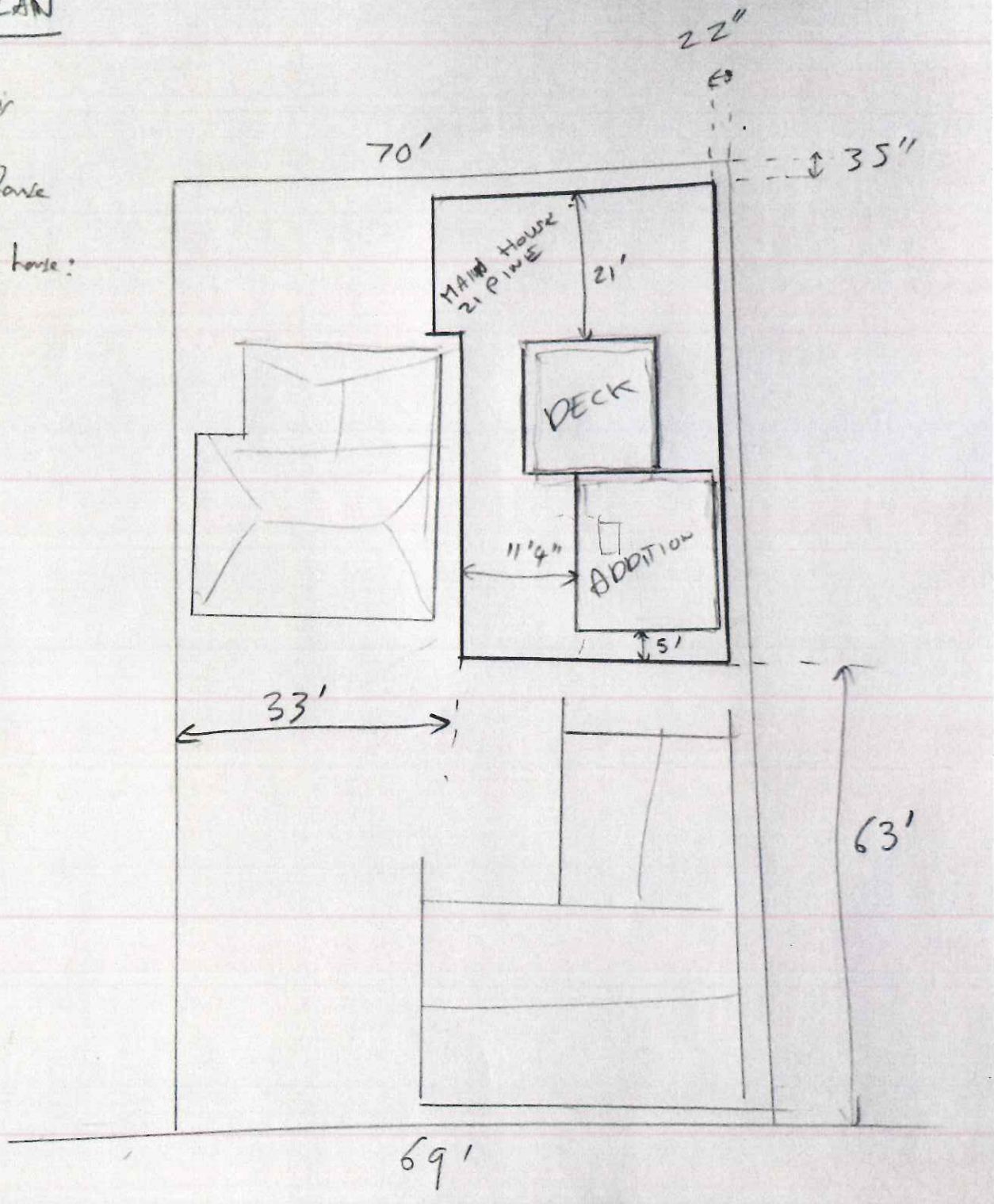
PROJECT DESCRIPTION: Describe below each major component of your project. Describe how the proposed work will impact existing architectural features and/or building materials. If more space is needed, continue on a separate page. Attach drawings, photographs and/or specifications as necessary to fully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

- The project would add a single room structure onto the existing flat roof of the house. It would be 18'-11" by 15'-9½" by 10'-5½ to the highest point of the shed roof.
- A deck would be attached to the closed structure, linked by double doors. The deck would be 16'x16'. The outboard of the deck would receive a combination of benches and planted.
- Materials: see list sent to Rob Wiener 04/10/17

ATTACHMENT 1

PLOT PLAN

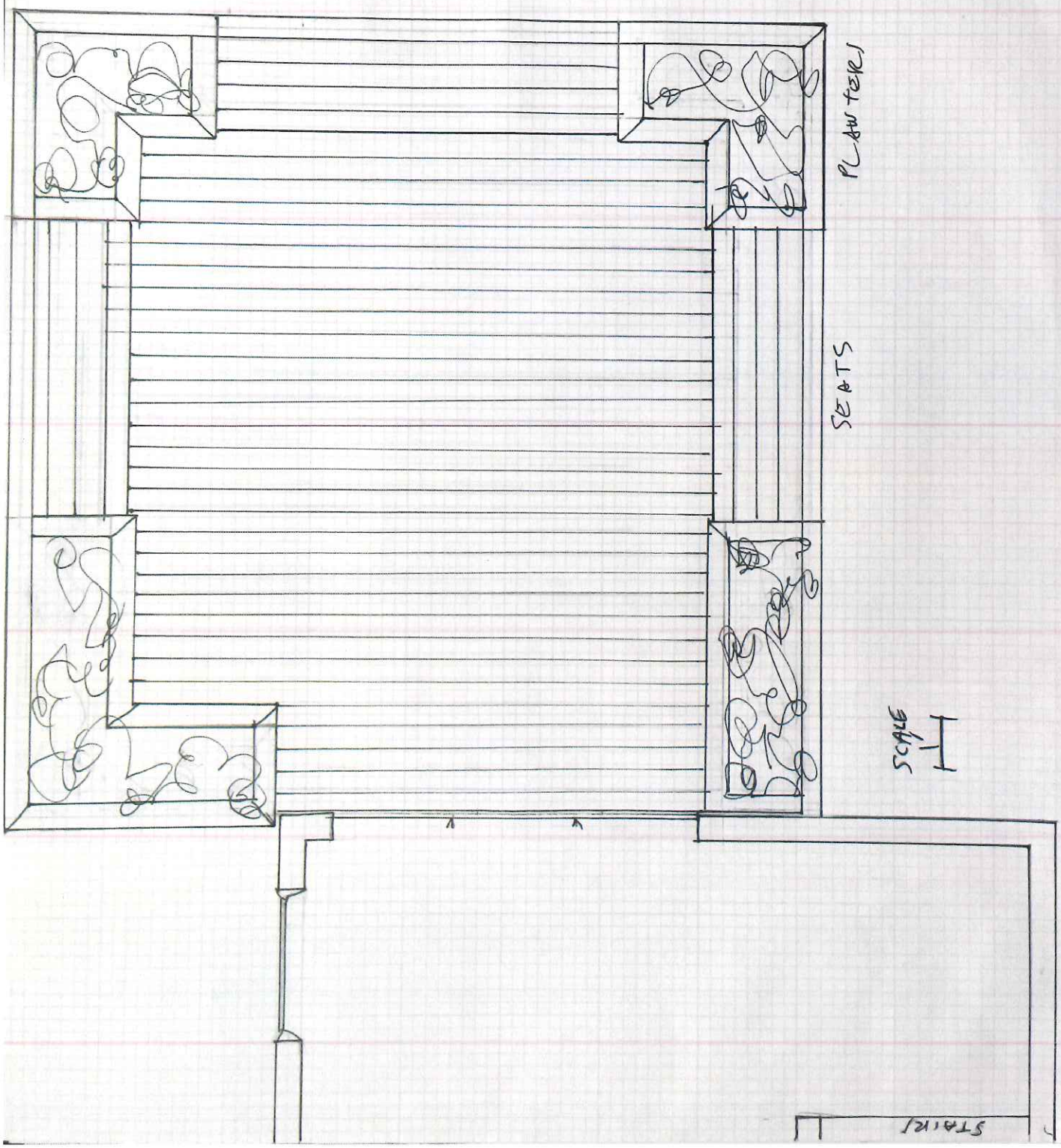
- Addition is on top of existing house
- Height of house: 23' 8"

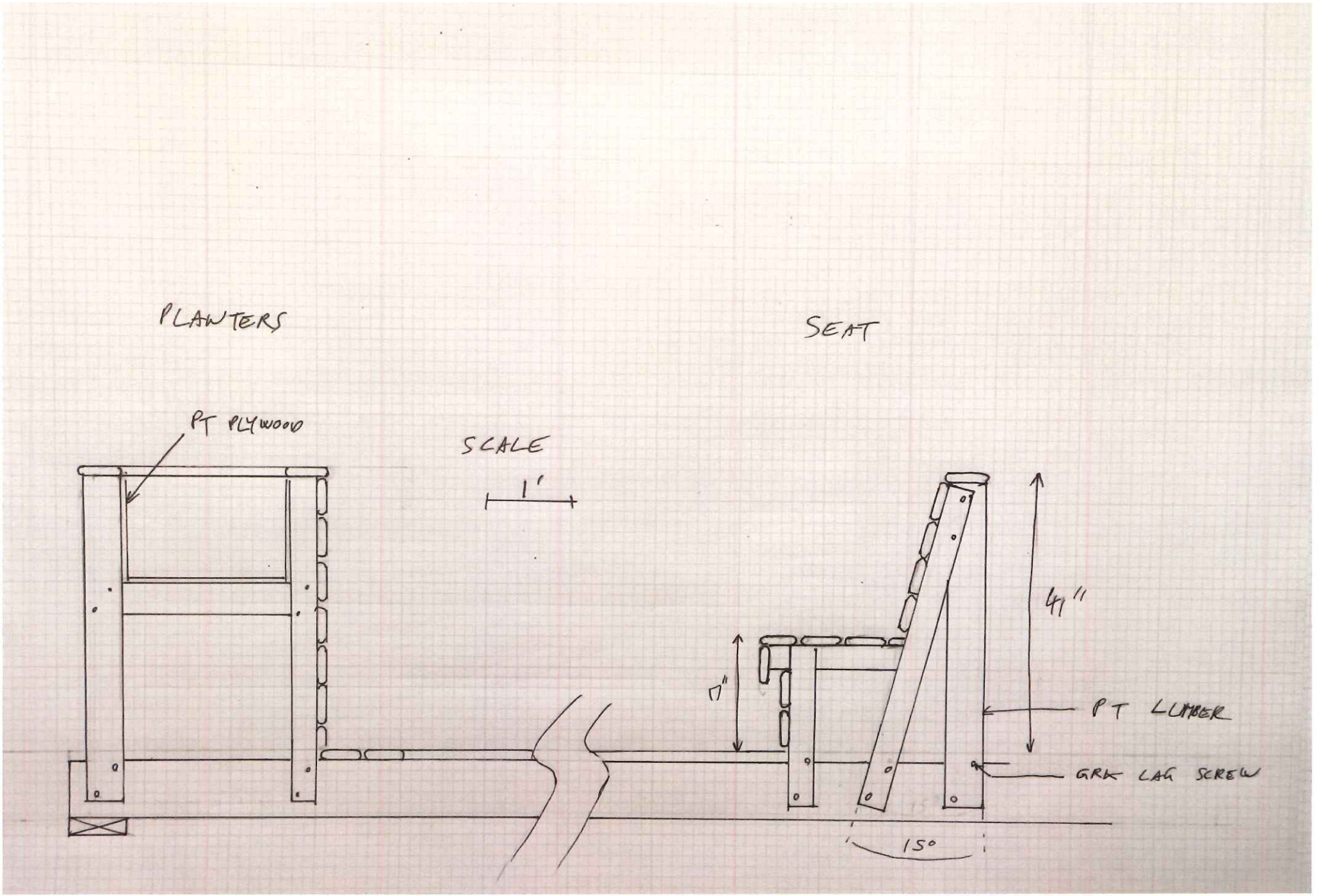


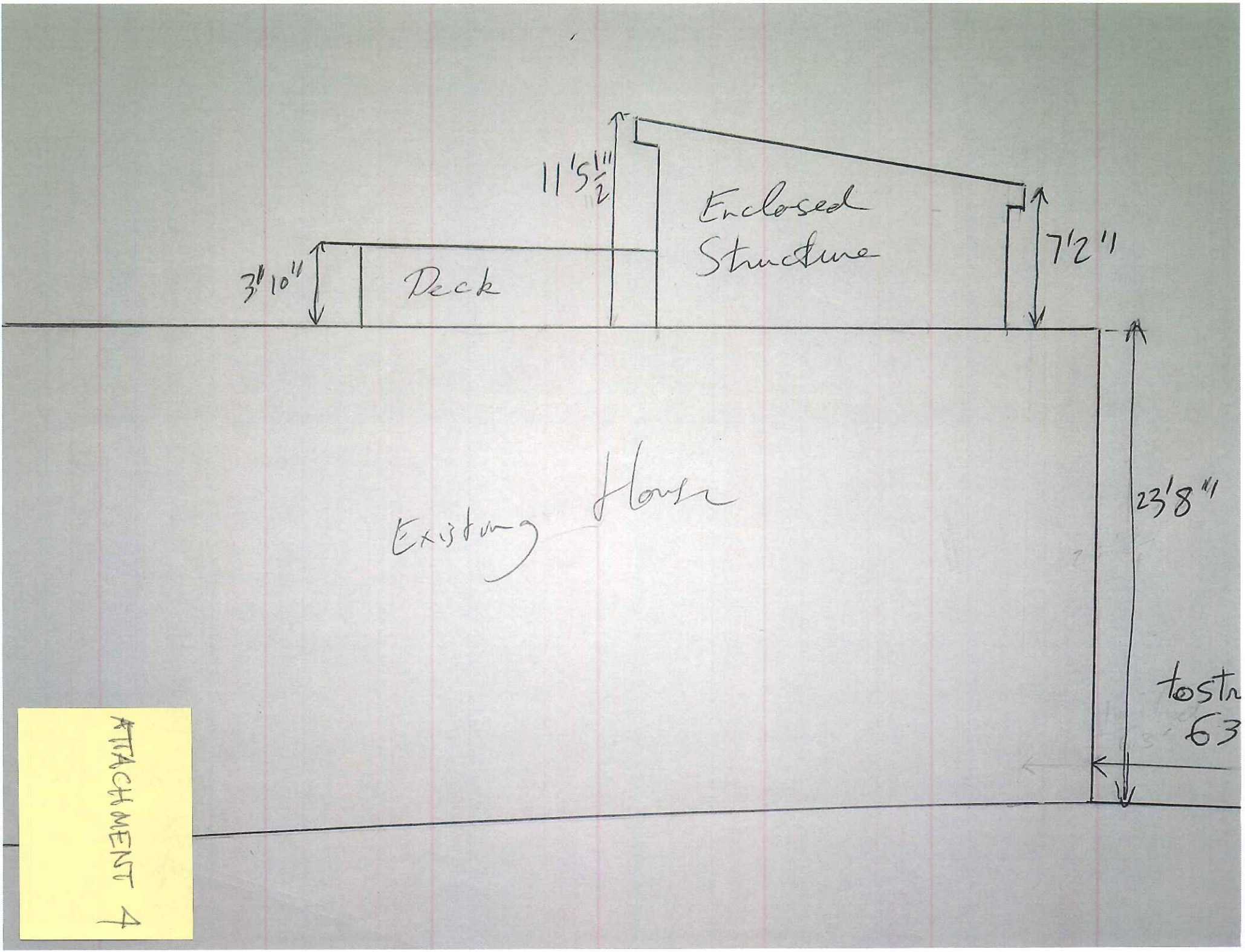
ATTACHMENT 2

ATTACHMENT 3

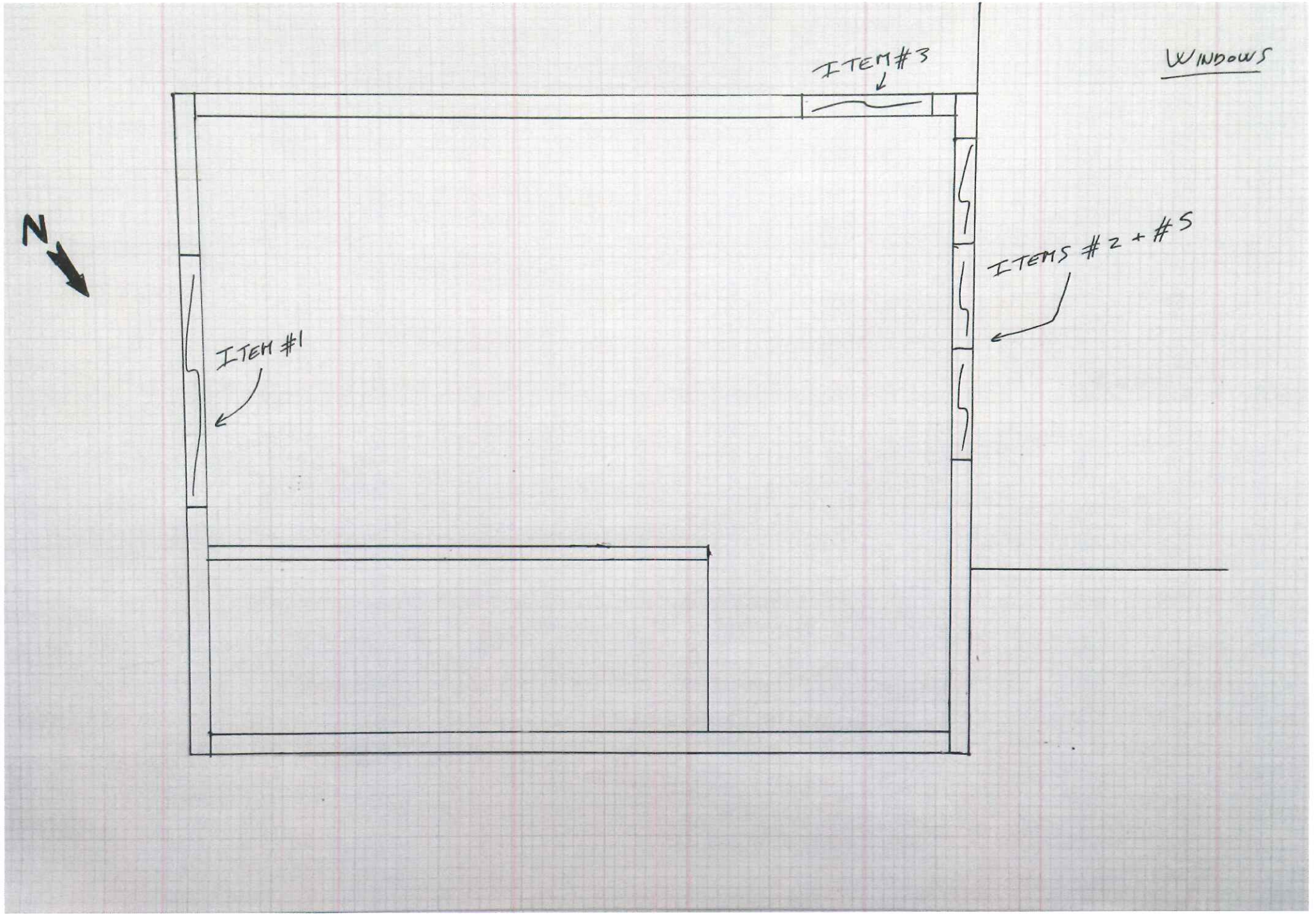
DECK



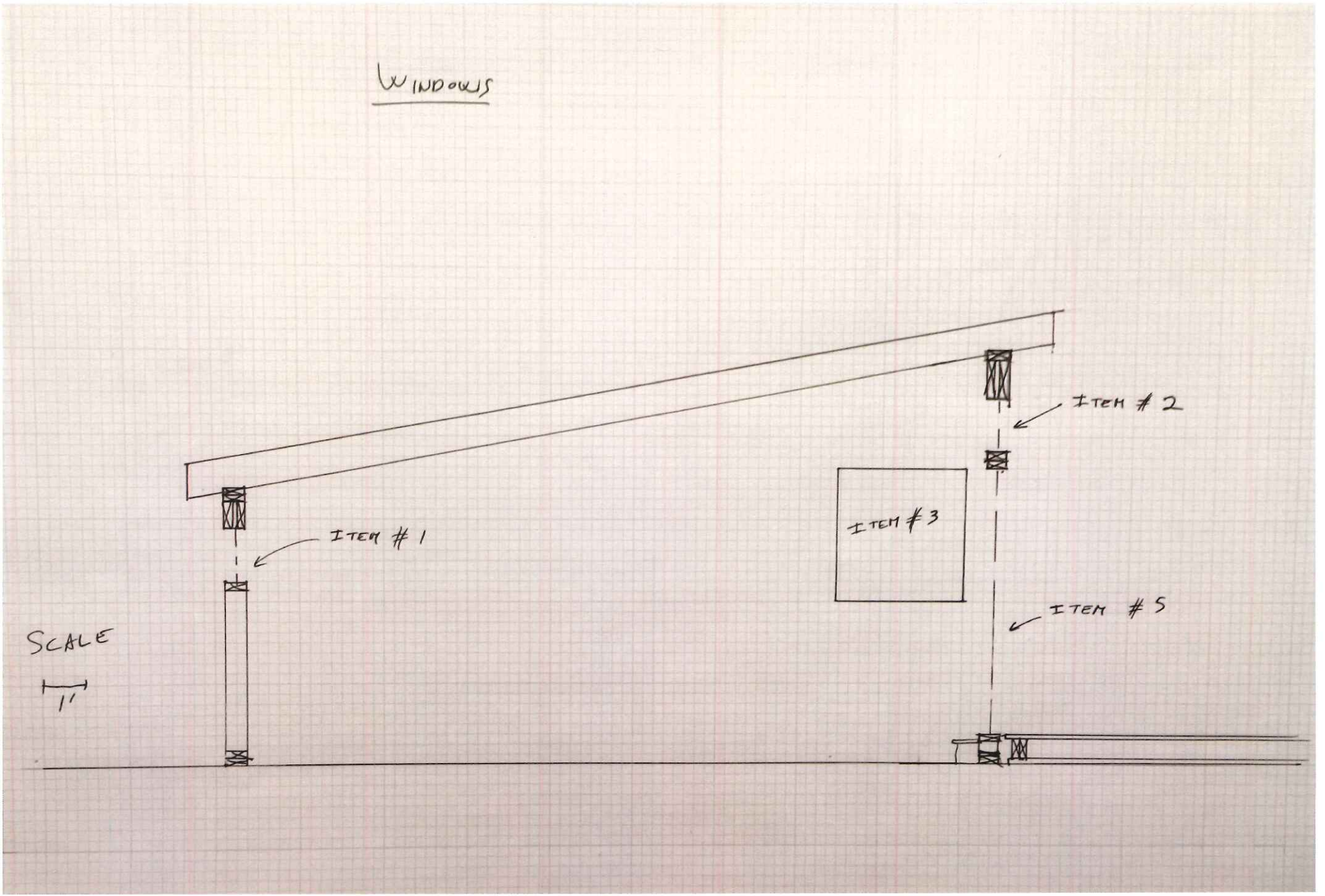

PLANTERS
SEAT
PT PLYWOOD
SCALE
1'
41"
17"
PT LUMBER
GRK LAG SCREW
15°



ATTACHMENT 4


ITEM #3
WINDOWS
N
ITEMS #2 + #5
ITEM #1

WINDOWS



blue jay carpentry & design, llc
124 Park Ave/ Apt 4
Portland, ME 04101
(207)214-6069
orsn@hotmail.com

materials list

04/10/17

Client: Jim Beaudry

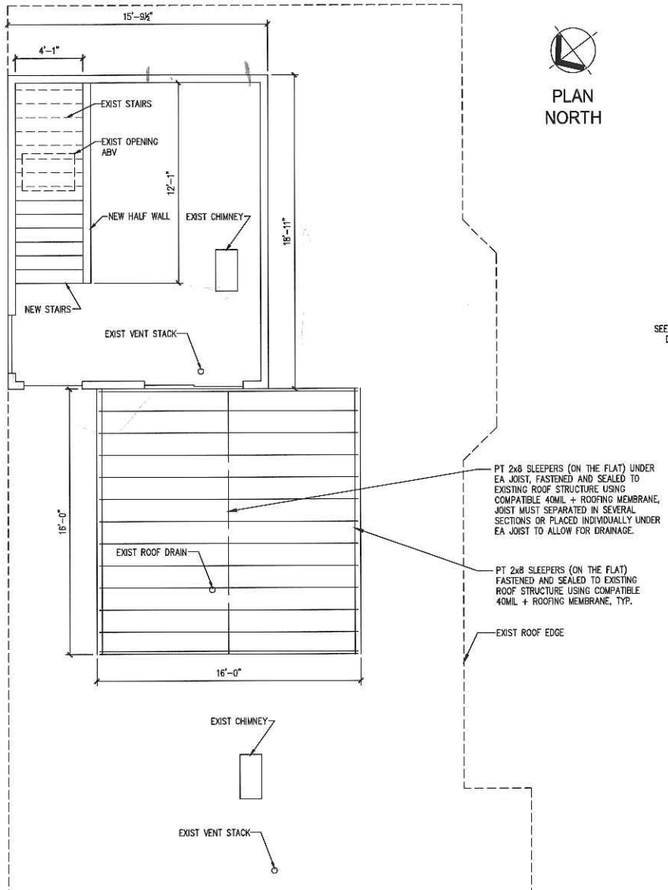
Location:
Pine Street

Area	Material	Color
Decking and guard rail	Composite	Charcoal grey
Roof	Metal raised	Black
Trim	PVC	Painted Black
Siding	Centria CS-660	Charcoal grey

Orson Horchler / President

ATTACHMENT 5

PRINTED: Oct 13, 2016



PLAN NORTH

PT 2x8 SLEEPERS (ON THE FLAT) UNDER EA JOIST, FASTENED AND SEALED TO EXISTING ROOF STRUCTURE USING COMPATIBLE 40MIL + ROOFING MEMBRANE, JOIST MUST SEPARATED IN SEVERAL SECTIONS OR PLACED INDIVIDUALLY UNDER EA JOIST TO ALLOW FOR DRAINAGE.

PT 2x8 SLEEPERS (ON THE FLAT) FASTENED AND SEALED TO EXISTING ROOF STRUCTURE USING COMPATIBLE 40MIL + ROOFING MEMBRANE, TYP.

EXIST ROOF EDGE

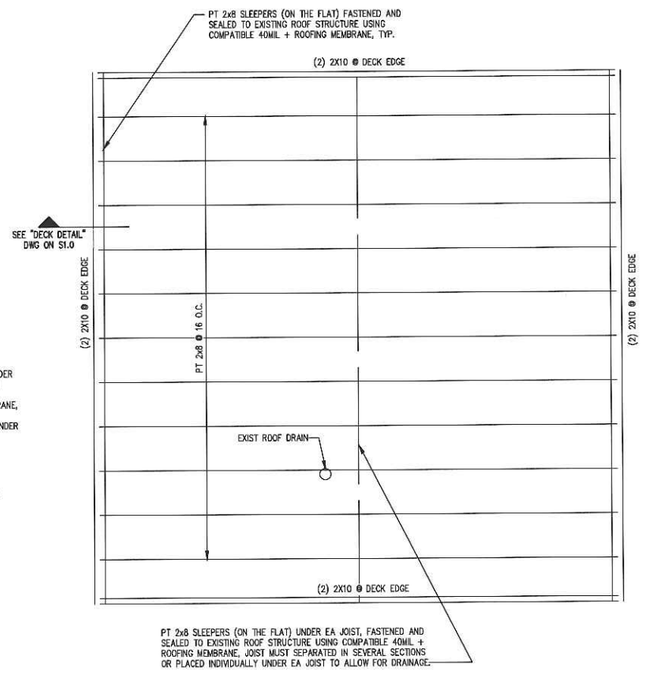
ROOF DECK FLOOR PLAN

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

PLAN LEGEND

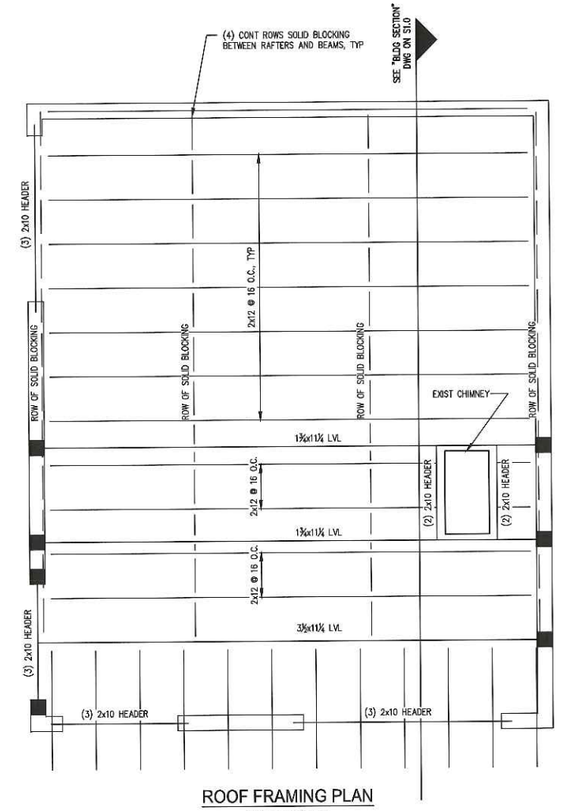
- BEARING WALL
- SHEAR WALL
- BEAM
- HSS COLUMN
- COLUMN FROM ABOVE
- COLUMN BELOW
- COLUMN ABOVE AND BELOW
- HOLD-DOWN

NOTES:
1. PROVIDE SIMPSON JOIST HANGERS AT ALL JOIST ENDS, TYP.
2. WINDOW HEADERS SHALL BE (3)-2x10's, U.N.O.
3. PROVIDE (3)-2x6 COLUMNS, U.N.O.
4. ALL EXTERIOR WALLS SHALL BE SHEATHED ON ONE SIDE WITH ½" APA RATED SHEATHING. NAIL EXTERIOR SHEATHING PANEL EDGES @ 4"o.c. BLOCK AND STAGGER ALL PANEL EDGES. SPACE NAILS AT 12" o.c. AT INTERMEDIATE PANEL EDGES.



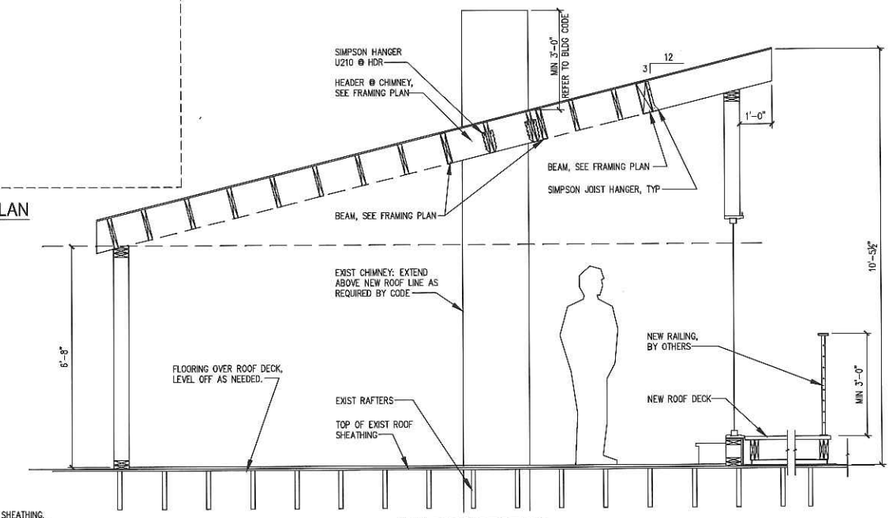
DECK FRAMING PLAN

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



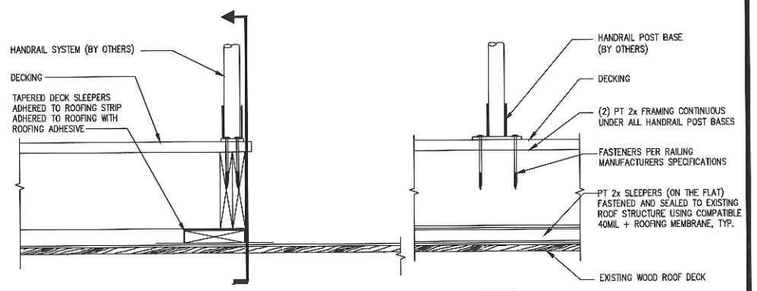
ROOF FRAMING PLAN

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



BUILDING SECTION

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



SECTION

NOTES:
1. ALL DIMENSIONAL LUMBER SHALL BE No. 1 SOUTHERN PINE, PRESSURE TREATED UNLESS NOTED OTHERWISE.
2. HANDRAIL SYSTEM MAY DIFFER FROM SHOWN. CONTRACTOR TO COORDINATE WITH OWNER AND MANUFACTURER.
3. SPACE HANDRAILS AT MANUFACTURERS RECOMMENDED SPACING.
3. ALL MATERIALS IN CONTACT WITH THE EXISTING ROOFING SHALL BE COMPATIBLE WITH THE EXISTING ROOFING. CONTRACTOR TO COORDINATE.
4. SEALING, FLASHING AND PROVIDING A WATERTIGHT ROOF SYSTEM IS THE RESPONSIBILITY OF THE CONTRACTOR.

DECK DETAIL

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

ATTACHMENT 6

CASCO BAY ENGINEERING
424 Fore Street
Portland, ME 04101
Phone 207.842.2800
Fax 207.842.2828
www.cascobayengineering.com

CLIENT:
JIM BEAUDRY

21 PINE STREET
PORTLAND ME 04102

PRELIMINARY
NOT FOR CONSTRUCTION

21 PINE STREET DECK

21 PINE STREET PORTLAND, ME

RESIDENTIAL ROOF DECK

ISSUED

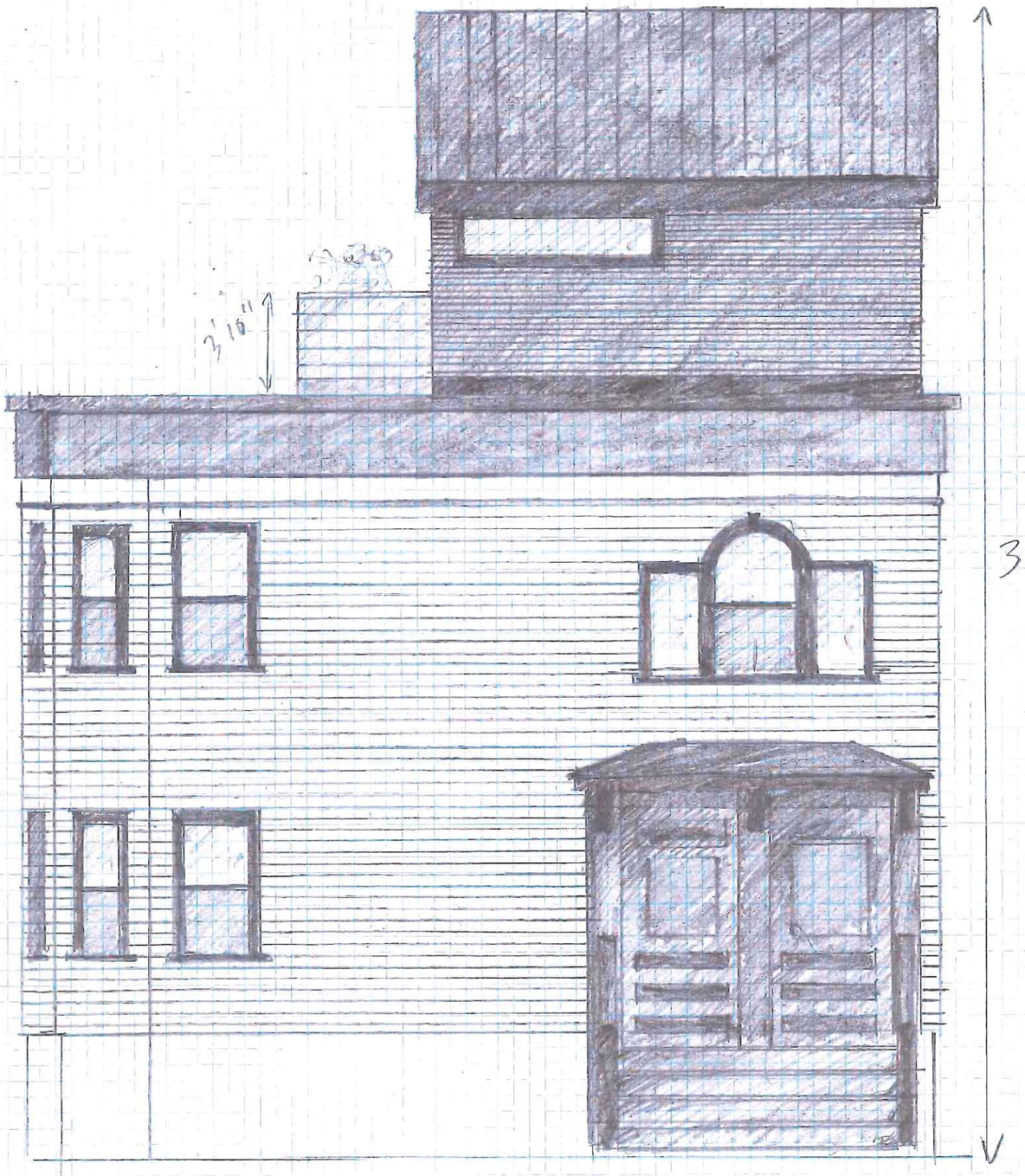
No.	DESCRIPTION	DR. BY	CKD. BY	DATE
A	ISSUED FOR REVIEW	CD	ED	8-25-16
B	ISSUED FOR REVIEW	CD	ED	10-13-16

SHEET TITLE:

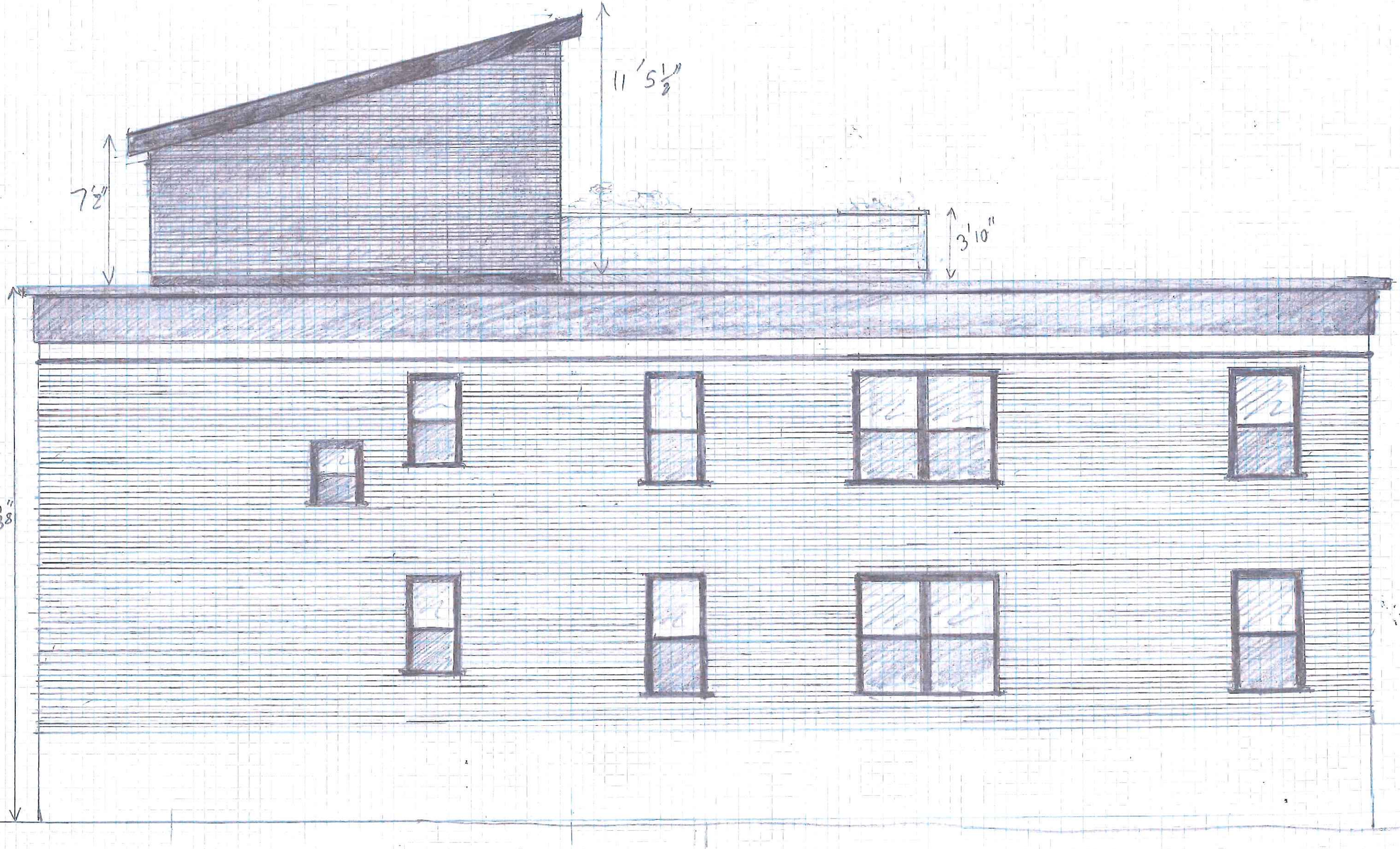
DECK AND ROOF FRAMING PLANS

DESIGNED:	ED
DRAWN:	CD
DATE:	8-25-16
PROJECT NUMBER:	16-142

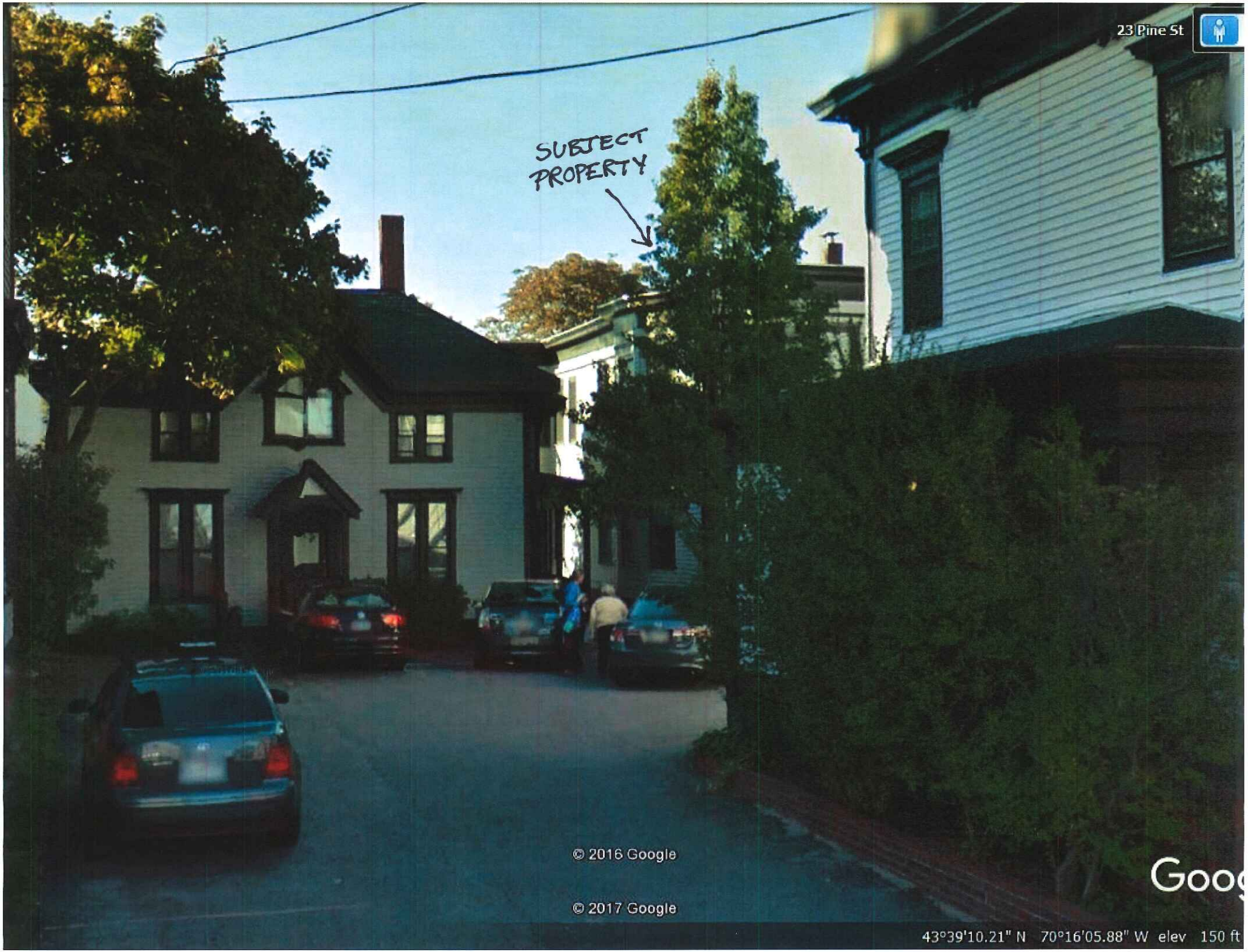
S1.0



ATTACHMENT 7


11' 5½"
7'2"
3'10"
23'8"

ATTACHMENT 8


23 Pine St
SUBJECT PROPERTY
© 2016 Google
© 2017 Google
43°39'10.21" N 70°16'05.88" W elev 150 ft

ATTACHMENT 9

ATTACHMENT 10