

HPC File #11-282970 (September 30, 2011) conditionally approved installing a new concrete driveway and apron in the same location and size as the existing with the condition that the driveway and apron shall have horizontal scoring along the whole length to match the original scoring lines.

HPC Staff met with George Pfeifer and Mike Killa of Authentic Construction on June 10, 2015 to discuss the proposal for a three stall garage at the alley. Staff suggested that the proposed garage be re-oriented to the existing historic driveway to avoid adverse impacts to the historic alley wall. The applicant submitted plans that reflected staff's recommendation for a driveway oriented garage as an Option 2 with their December 22, 2015 application, but indicated that Option 1 plans were being put forward for review.

D. GUIDELINE CITATIONS:

Hill Historic District Design Review Guidelines

Sec. 74.64. Restoration and rehabilitation.

(a) General Principles:

1. *Every reasonable effort shall be made to provide a compatible use for a property which requires minimal alteration of the building, structure, or site and its environment, or to use a property for its originally intended purpose.*
2. *The distinguishing original qualities or character of a building, structure, 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 buildings, structures, and sites shall be recognized as products of their own time. Alterations that have no historical basis and which seek to create an earlier appearance shall be discouraged.*
4. *Changes which may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected.*
5. *Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure, or site shall be treated with sensitivity.*
6. *Deteriorated architectural features shall be repaired rather than replaced, whenever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historic, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.*
7. *The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken.*
8. *Every reasonable effort shall be made to protect and preserve archaeological resources affected by, or adjacent to any project.*
9. *Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant historical, architectural or cultural material, and such design is compatible with the size, scale, color, material, and character of the property, neighborhood, or environment.*

10. *Wherever possible, new additions or alterations to structures shall be done in such a manner that if such alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.*

Sec. 74.65. New construction.

- (a) **General Principles:** *The basic principle for new construction in the Historic Hill District is to maintain the district's scale and quality of design. The Historic Hill District is architecturally diverse within an overall pattern of harmony and continuity. These guidelines for new construction focus on general rather than specific design elements in order to encourage architectural innovation and quality design while maintaining the harmony and continuity of the district. New construction should be compatible with the size, scale, massing, height, rhythm, setback, color, material, building elements, site design, and character of surrounding structures and the area.*
- (b) **Massing and Height:** *New construction should conform to the massing, volume, height and scale of existing adjacent structures. Typical residential structures in the Historic Hill District are 25 to 40 feet high. The height of new construction should be no lower than the average height of all buildings on both block faces; measurements should be made from street level to the highest point of the roofs. (This guideline does not supersede the City's Zoning Code height limitations.)*
- (c) **Rhythm and Directional Emphasis:** *The existence of uniform narrow lots in the Historic Hill naturally sets up a strong rhythm of buildings to open space. Historically any structure built on more than one lot used vertical facade elements to maintain and vary the overall rhythm of the street rather than interrupting the rhythm with a long monotonous facade. The directional expression of new construction should relate to that of existing adjacent structures.*
- (d) **Materials and Details:**
- (1) *Variety in the use of architectural materials and details adds to the intimacy and visual delight of the district. But there is also an overall thread of continuity provided by the range of materials commonly used by turn-of-the-century builders and by the way these materials were used. This thread of continuity is threatened by the introduction of new industrial materials and the aggressive exposure of earlier materials such as concrete block, metal framing and glass. The purpose of this section is to encourage the proper use of appropriate materials and details.*
- (2) *The materials and details of new construction should relate to the materials and details of existing nearby buildings.*
- (3) *Preferred roof materials are cedar shingles, slate and tile; asphalt shingles which match the approximate color and texture of the preferred materials are acceptable substitutes. Diagonal and vertical siding are generally unacceptable. Imitative materials such as asphalt siding, wood-textured metal or vinyl siding, artificial stone, and artificial brick veneer should not be used. Smooth four-inch lap vinyl, metal or hardboard siding, when well installed and carefully detailed, may be acceptable in some cases. Materials, including their colors, will be reviewed to determine their appropriate use in relation to the overall design of the structure as well as to surrounding structures.*
- (4) *Color is a significant design element, and paint colors should relate to surrounding structures and the area as well as to the style of the new structure. Building permits are not required for painting and, although the heritage preservation commission may review and comment on paint color, paint color is not subject to commission*

approval. Variety in the use of architectural materials and details adds to the intimacy and visual delight of the district. But there is also an overall thread of continuity provided by the range of materials commonly used by turn-of-the-century builders and by the way these materials were used. This thread of continuity is threatened by the introduction of new industrial materials and the aggressive exposure of earlier materials such as concrete block, metal framing, and glass. The purpose of this section is to encourage the proper use of appropriate materials and details.

(e) Building Elements: *Individual elements of a building should be integrated into its composition for a balanced and complete design. These elements for new construction should compliment existing adjacent structures as well.*

(1) Roofs.

a. There is a great variety of roof treatment in the Historic Hill District, but gable and hip roofs are most common. The skyline or profile of new construction should relate to the predominant roof shape of existing adjacent buildings.

b. Most houses in the Historic Hill District have a roof pitch of between 9:12 and 12:12 (rise-to-run ratio). Highly visible secondary structure roofs should match the roof pitch of the main structure, and generally should have a rise-to-run ratio of at least 9:12. A roof pitch of at least 8:12 should be used if it is somewhat visible from the street, and a 6:12 pitch may be acceptable in some cases for structures which are not visible from the street.

c. Roof hardware such as skylights, vents and metal pipe chimneys should not be placed on the front roof plane.

(2) Windows and doors:

a. The proportion, size, rhythm and detailing of windows and doors in new construction should be compatible with that of existing adjacent buildings. Most windows on the Hill have a vertical orientation, with a proportion of between 2:1 and 3:1 (height to width) common. Individual windows can sometimes be square or horizontal if the rest of building conveys the appropriate directional emphasis. Facade openings of the same general size as those in adjacent buildings are encouraged.

b. Wooden double-hung windows are traditional in the Historic Hill District and should be the first choice when selecting new windows. Paired casement windows, although not historically common, will often prove acceptable because of their vertical orientation. Sliding windows, awning windows, and horizontally oriented muntins are not common in the district and are generally unacceptable. Vertical muntins and muntin grids may be acceptable when compatible with the period and style of the building. Sliding glass doors should not be used where they would be visible from the street.

c. Although not usually improving the appearance of building, the use of metal windows or doors need not necessarily ruin it. The important thing is that they should look like part of the building and not like raw metal appliances. Appropriately colored or bronze-toned aluminum is acceptable. Mill finish (silver) aluminum should be avoided.

(f) Site:

(1) Setback. *New buildings should be sited at a distance not more than five (5) percent out-of-line from the setback of existing adjacent buildings. Setbacks greater than those of adjacent buildings may be allowed in some cases. Reduced setbacks may be acceptable at corners. This happens quite often in the Historic Hill area and can lend delightful variation to the street.*

(2) Landscaping:

a. Typically, open space in the Historic Hill District is divided into public, semipublic, semiprivate and private space. The public space of the street and sidewalk is often distinguished from the semipublic space of the front yard by a change in grade, a low hedge or a visually open fence. The buildings, landscaping elements in front yards, and boulevard trees together provide a "wall of enclosure" for the street "room." Generally, landscaping which respects the street as a public room is encouraged. Enclosures which allow visual penetration of semipublic spaces, such as wrought-iron fences, painted picket fences, low hedges or limestone retaining walls, are characteristic of most of the Historic Hill area. This approach to landscaping and fences is encouraged in contrast to complete enclosure of semipublic space by an opaque fence, a tall "weathered wood" fence or tall hedgerows. Cyclone fence should not be used in front yards or in the front half of side yards. Landscape timber should not be used for retaining walls in front yards.

b. For the intimate space of a shallow setback, ground covers and low shrubs will provide more visual interest and require less maintenance than grass. When lots are left vacant as green space or parking area, a visual hole in the street "wall" may result. Landscape treatment can eliminate this potential problem by providing a wall of enclosure for the street. Boulevard trees mark a separation between the automobile corridor and the rest of the streetscape and should be maintained.

(3) Garages and parking:

a. If an alley is adjacent to the dwelling, any new garage should be located off the alley. Where alleys do not exist, garages facing the street or driveway curb cuts may be acceptable. Garage doors should not face the street. If this is found necessary, single garage doors should be used to avoid the horizontal orientation of two-car garage doors.

b. Parking spaces should not be located in front yards. Residential parking spaces should be located in rear yards. Parking lots for commercial uses should be to the side or rear of commercial structures and have a minimum number of curb cuts. All parking spaces should be adequately screened from the street and sidewalk by landscaping. The scale of parking lots should be minimized and the visual sweep of pavement should be broken up by use of planted areas. The scale, level of light output and design of parking lot lighting should be compatible with the character of the district.

(g) Public infrastructure:

(1) The traditional pattern of public streets, curbs, boulevards and sidewalks in the area should be maintained. Distinctive features of public spaces in the area such as brick alleys, stone slab sidewalks, granite curbs and the early twentieth century lantern-style street lights should be preserved. The same style should be used when new street lights are installed. New street furniture such as benches, bus shelters, telephone booths, kiosks, sign standards, trash containers, planters and fences should be compatible with the character of the district.

(2) Brick alleys and stone slab sidewalks generally should be maintained and repaired as necessary with original materials; asphalt and concrete patches should not be used. When concrete tile public sidewalks need to be replaced, new poured concrete sidewalks should be the same width as the existing sidewalks and should be scored in a two-foot square or 18-inch square pattern to resemble the old tiles; expansion joints should match the scoring. Handicap ramps should be installed on the inside of curbs as part of the poured concrete sidewalk; where there is granite curbing, a section should be lowered for the ramp.

(3) Electric, telephone and cable TV lines should be placed underground or along alleys, and meters should be placed where inconspicuous.

E. FINDINGS:

1. The property is located in the Historic Hill Heritage Preservation District and is categorized as pivotal.
2. **Sec. 74.65(b) Massing and Height:** The proposed garage is *compatible with the size, scale, massing, height, rhythm, color, material and building elements of surrounding structures and the area*. The proposed materials and design are complimentary to the residence and comply with the guideline.
3. **Sec. 74.65(d) Materials and Details:** The *materials and details* of the proposed garage relate to those of the residence, but in a more simple design. The smooth stucco base of the garage does not relate to the limestone base of the residence. A concrete block or face brick from grade as alternately proposed would better relate to the main house.
4. **Sec. 74.65(e)(1) Roofs:** The roof shape and material matches that of the residence and complies with the guideline so long as the shingle color is medium to dark grey or medium to dark brown.
5. **Sec. 74.65(e)(2) Windows and Doors:** The windows are proposed to be Marvin wood, double-hung windows. The proportion and style of the garage windows compliment those on the residence. The service door and garage doors are proposed to be paneled and of a painted fiberglass or steel.
6. **Sec. 74.65(f)(1) Setback:** The proposed setback relates to the setback of nearby garages that are accessed from the alley.
7. **Sec. 74.65(f)(2) Landscaping:** Landscaping was not proposed.
8. **Sec. 74.65 (f)(3) Garages and Parking:** The guidelines state that *if an alley is adjacent to the dwelling, any new garage should be located off the alley. Where alleys do not exist, garages facing the street or driveway curb cuts may be acceptable*. While there is an alley adjacent to the property, the historic brick alley wall would be altered in order to site the new garage to be accessed from the alley. Aerial photographs from 1923, 1945, and 1953 show a driveway on the property accessed from Portland Avenue with a circular turn-around in the rear yard during the period of significance (1858-1930). This demonstrates that, historically, carriage and auto use on the property was oriented at Portland Avenue, rather than the alley. Currently there is a cement block decorative wall separating the driveway from the rear yard. A photograph from 1973 demonstrates that the decorative wall was not present until after that time and outside the period of significance. There are no City records relating to an application or approval of the wall. The driveway is currently designated as the apartment unit parking spot in the side yard. The proposed siting of the garage does not relate to the historic auto use on the property.

Garage doors should not face the street. If this is found necessary, single garage doors should be used to avoid the horizontal orientation of two-car garage doors. Parking spaces should not be located in front yards. Residential parking spaces should be located in rear yards. All parking spaces should be adequately screened from the street and sidewalk by landscaping.

The garage doors are appropriately styled, single paneled doors that would comply with the guidelines whether the garage is sited at the alley or at Portland Avenue. The finish on the garage doors was not submitted with the application.

9. **Sec. 74.65(g) Public Infrastructure:** *Distinctive features of public spaces in the area, such as brick alleys, stone slab sidewalks, granite curbs, and the early twentieth century lantern style street lights, should be preserved*. The brick wall at the rear of the property is a distinctive feature of the brick alley and is consistent with the character of the alley as well as Maiden

Lane and other brick and cobblestone alleys in the district. The proposal to remove 30 feet of the brick wall (1/3 of the total wall length) to accommodate the garage does not comply with the guidelines and would result in the loss of historic fabric.

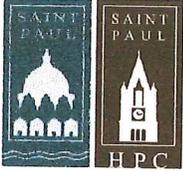
10. **Sec. 74.64(2)** The removal of a portion of the brick alley wall would result in the loss of *historic material* and an *original character of the site*.
11. The design and materials of the proposed three-stall garage generally comply with the guidelines and will not adversely affect the program for preservation and architectural control of the Historic Hill Heritage Preservation District (Leg. Code 73.06 (e)).
12. The proposal to construct a new three-stall garage sited with access from the alley will adversely affect the program for preservation and architectural control of the Hill Historic District (Leg. Code 73.06 (e)) as it will result in the loss of historic fabric and the alteration of the historic wall.

F. STAFF RECOMMENDATION:

Based on findings 8, 9, 10, and 12, staff recommends denial of the proposal. Staff would recommend approval if the proposed garage was sited to be accessed by the existing driveway and curb cut on Portland Avenue and not result in the loss or alteration of historic material or features.

G. ATTACHMENTS

1. HPC Design Review Application and corresponding documents
2. Historic Photographs (1923, 1945, 1953 aerials and 1973 MNHS photo)



Saint Paul Heritage Preservation Commission
 Department of Planning and Economic Development
 25 Fourth Street West, Suite 1400
 Saint Paul, MN 55102
 Phone: (651) 266-9078

HERITAGE PRESERVATION COMMISSION DESIGN REVIEW APPLICATION

This application must be completed in addition to the appropriate city permit application if the affected property is an individually designated landmark or located within an historic district. For applications that must be reviewed by the Heritage Preservation Commission refer to the HPC Meeting schedule for meeting dates and deadlines.

1. CATEGORY

Please check the category that best describes the proposed work

- | | | |
|--|---|--|
| <input type="checkbox"/> Repair/Rehabilitation | <input type="checkbox"/> Sign/Awning | <input checked="" type="checkbox"/> New Construction/Addition/
Alteration |
| <input type="checkbox"/> Moving | <input type="checkbox"/> Fence/Retaining Wall | <input type="checkbox"/> Pre-Application Review Only |
| <input type="checkbox"/> Demolition | <input type="checkbox"/> Other _____ | |

387-389

2. PROJECT ADDRESS 389 PORTLAND AVENUE

Street and number: 389 PORTLAND Ave Zip Code: 55102

3. APPLICANT INFORMATION

Name of contact person: TOM HARKCOM or RON ZWEBER

Company: NATHAN HALE CONDOMINIUM ASSN

Street and number: 387-389 PORTLAND Ave (one structure)

City: ST. PAUL State: MN Zip Code: 55102

Phone number: (651) 284-6031 e-mail: tharkcom@comcast.net
651-485-0033 ronzwebere@msn.com

Tom
Ron

4. PROPERTY OWNER(S) INFORMATION (If different from applicant)

Name: _____

Street and number: _____

City: _____ State: _____ Zip Code: _____

Phone number: (____) _____ e-mail: _____

5. PROJECT ARCHITECT (If applicable)

Contact person: MIKE KILLA
Company: AUTHENTIC CONSTRUCTION
Street and number: 740 GRAND AVE
City: ST. PAUL State: MN Zip Code: 55105
Phone number: (651) 228-9102 e-mail: MKILLA@authconst.com

6. PROJECT DESCRIPTION

Completely describe ALL exterior changes being proposed for the property. Include changes to architectural details such as windows, doors, siding, railings, steps, trim, roof, foundation or porches. Attach specifications for doors, windows, lighting and other features, if applicable, including color and material samples.

See attached

Attach additional sheets if necessary

7. ATTACHMENTS

Refer to the *Design Review Process sheet* for required information or attachments.
****INCOMPLETE APPLICATIONS WILL BE RETURNED****

ARE THE NECESSARY ATTACHMENTS AND INFORMATION INCLUDED?

YES

Will any federal money be used in this project? YES NO
Are you applying for the Investment Tax Credits? YES NO

I, the undersigned, understand that the Design Review Application is limited to the aforementioned work to the affected property. I further understand that any additional exterior work to be done under my ownership must be submitted by application to the St. Paul Heritage Preservation Commission. Any unauthorized work will be required to be removed.

Signature of applicant: W J Jones Date: 12-22-15

Signature of owner: W J Jones Date: 12-22-15

*on behalf of the Northway
Hale Condo Association.*

FOR HPC OFFICE USE ONLY

Date received: Dec. 22, 2015 FILE NO. _____

Date complete: _____

District: _____ / Individual Site: _____

Pivotal/Contributing/Non-contributing/New Construction/Parcel: _____

Type of work: Minor/Moderate/Major _____

___ Requires staff review

Supporting data: YES NO
Complete application: YES NO

The following condition(s) must be met in order for application to conform to preservation program:

It has been determined that the work to be performed pursuant to the application does not adversely affect the program for preservation and architectural control of the heritage preservation district or site (Ch.73.06).

HPC staff approval

Date _____

___ Requires Commission review

- Submitted:
- 3 Sets of Plans
 - 15 Sets of Plans reduced to 8 1/2" by 11" or 11" by 17"
 - Photographs
 - CD of Plans (pdf) & Photos (jpg)
 - City Permit Application
 - Complete HPC Design Review application

Hearing Date set for: _____

City Permit # _____ - _____

Freestanding garage on property at 389 Portland Avenue St Paul

Nathan Hale Condominium Association proposes to construct a free standing 3 car garage directly behind the house, away from street view and accessed by the existing alley. (See Drawings) There has never been a garage on this property in the past as a precedent. The existing brick wall would be partially removed to allow access similar to other garages on the ally, and existing brick cleaned and used to build the wall reflecting back to the garage to enclose the garden as it is currently. Approximately 30 feet of wall would be removed and 12 feet would be rebuilt back to the garage out of a total of 97 total feet. The existing wrought iron gate would be retained. (see site plan)

There is precedent for alley accessed garages in this alley, as most garages open onto the alley. The one directly across had a brick wall interrupted and rebuilt to accommodate this. (see photos) Our proposal is for a low profile garage only, there is no other use intended. While designed sympathetically with the house, it is not meant to create a false historical building. It would be finished with either a complimentary stucco or brick to complement the brick of house. Appropriate setbacks from the house and property lines would apply.

A large addition of garage and living space was recently approved and built behind 431 Portland Avenue, opening onto the alley and a garage addition completed at 435 Portland recently.

The placement of the garage on the site in this position would minimize any impact on the street view, and preserve the use and enjoyment of the existing garden with existing mature trees. The impact to the brick wall would be only as needed for garage access and existing brick reused for the wall back to the garage, thus preserving the enclosed garden and alley appearance while allowing for current era demand for parking. Parking has become an increasingly difficult issue in Ramsey Hill and under some study currently.

Neighbors on both side have supported this plan and location. (see letters)

An alternative of placing the garage at the end of the existing drive would affect the enjoyment and use of the main entrance of 2 of the condominiums and the rental unit. It would be visible from the street , which is out of historic character in this area. It would also cause the loss of the existing wall at the end of the drive and several mature trees. The character of the current brick wall enclosed garden would be altered significantly in appearance, use and enjoyment. Further when the single rental unit in the building was approved by the City, the drive was designated as parking for the unit, which would conflict with in and out garage traffic.

Per National Park Service Historic guidelines, **“designing new onsite parking when required..as unobtrusive as possible and assure the preservation of the historic relationship between the building... and the landscape. ”**

It is NOT recommended by those guidelines to locate this in a location that has important landscape features, or open space and lawn.

We believe our presented site plan best addresses these criteria, minimizes street impact of a garage, preserves the walled in brick garden and best use of the current open space.



DESIGN-BUILD
REMODELING

CUSTOM
RESTORATION

740 Grand Avenue St. Paul, MN 55105 651-228-9102 FAX 651-228-1217

www.authconst.com

SPECIFICATIONS FOR A PROPOSED GARAGE

NATHAN HALE CONDOMINIUMS 387 PORTLAND AVENUE ST. PAUL MN 55102

Project description

A 3 car garage at back of property with alley access.

Demolition

Open brick wall at garage location. Existing brick in wall to be salvaged for reuse in returning wall to face of garage.

Excavation and Foundation

Excavate for new footings for turn in brick wall. Excavate for garage footings.

Landscape repairs such as tree removal, final grading and black dirt, sod, seeding, shrubs, plants, trees, and non-living elements such as retaining walls, fencing (repair, new), sidewalks, patios, decks, etc. shall be provided by the owner unless specifically mentioned otherwise.

Provide and install 20" x 8" concrete footings with 2 #5 bars continuous and 12" CMU block to grade for brick wall and as base for garage slab. Pour concrete garage slab and apron. Backfill and rough-grade site at completion of footing and slab installation. Final grade, black dirt and landscape repairs are by owner.

Install concrete block at perimeter of garage to height of base indicated on elevations.

Framing specifications

Treated 2x4 sill plates with 2x4 at 16OC framing with double top plates, first floor deck framing to be 9 1/4" I joists 16"OC with rim strand rims, sheathed with 3/4" t&g plywood subfloor. Exterior walls to be 2x4 SPF 16OC single sole plate with double top plate (see below for exceptions). Headers will be LVL or SPF as specified. Provide and install engineered roof trusses with a 3/12 pitch. All exterior wall sheathing to be 1/2" OSB and All roof sheathing to be 5/8" OSB.

Exterior finishes

Base at garage perimeter to be smooth stucco finish to replicate base on main building. Alternates for base to be smooth surface concrete block or eliminating base detail and installing face brick from grade. Wall exterior to be face brick as close as possible in appearance to brick on main building. Limestone sill on entire perimeter of garage at height of cap on brick wall. Install wood soffit, fascia, frieze board and brackets to replicate on a smaller scale the eaves on main building.

Windows, Service door and garage doors.

Marvin primed wood double hung windows with wood sills. Style and exterior trim to match windows in main building.

Service door to be paneled in style appropriate to main building and may be painted steel or fiberglass for weather resistance and security. Garage doors to be paneled in style appropriate to main building and may be painted steel or fiberglass for weather resistance and security.

Roofing

Asphalt shingles to match shingles on main building

Painting

Soffit, fascia, exterior trim, doors and windows to be painted to match the main building.

Electrical

Provide and install power to garage for lights and door operation

Brick wall

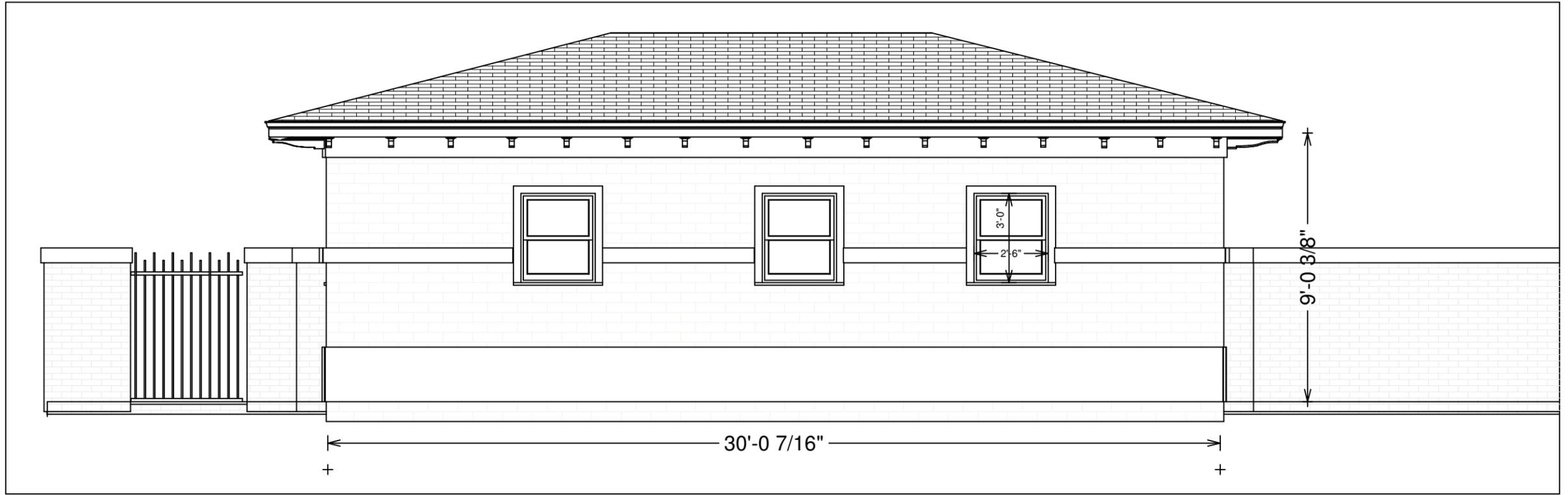
Return_brick wall to garage using brick salvaged from existing wall. Install limestone cap to match the cap on existing wall.

387 PORTLAND AVENUE
ST. PAUL MN 55102

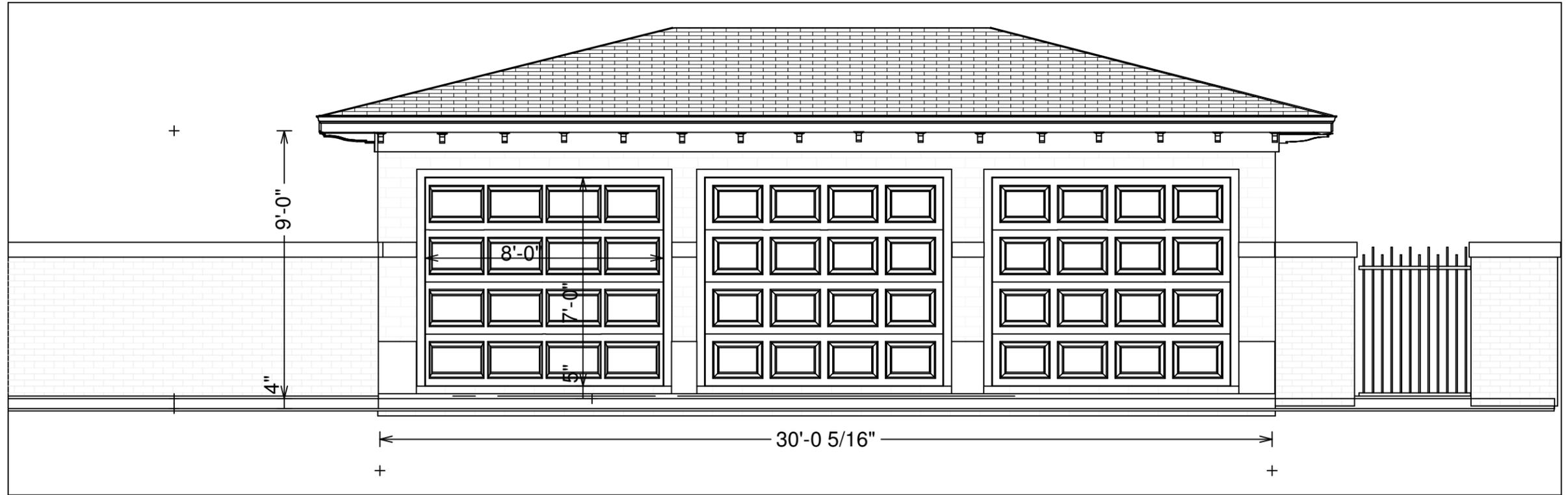
AUTHENTIC CONSTRUCTION

740 GRAND AVENUE
ST. PAUL MN 55105

GARGAE PLAN
ELEVATIONS
1/4" = 1 FT



SOUTH ELEVATION 1/4" = 1 FT



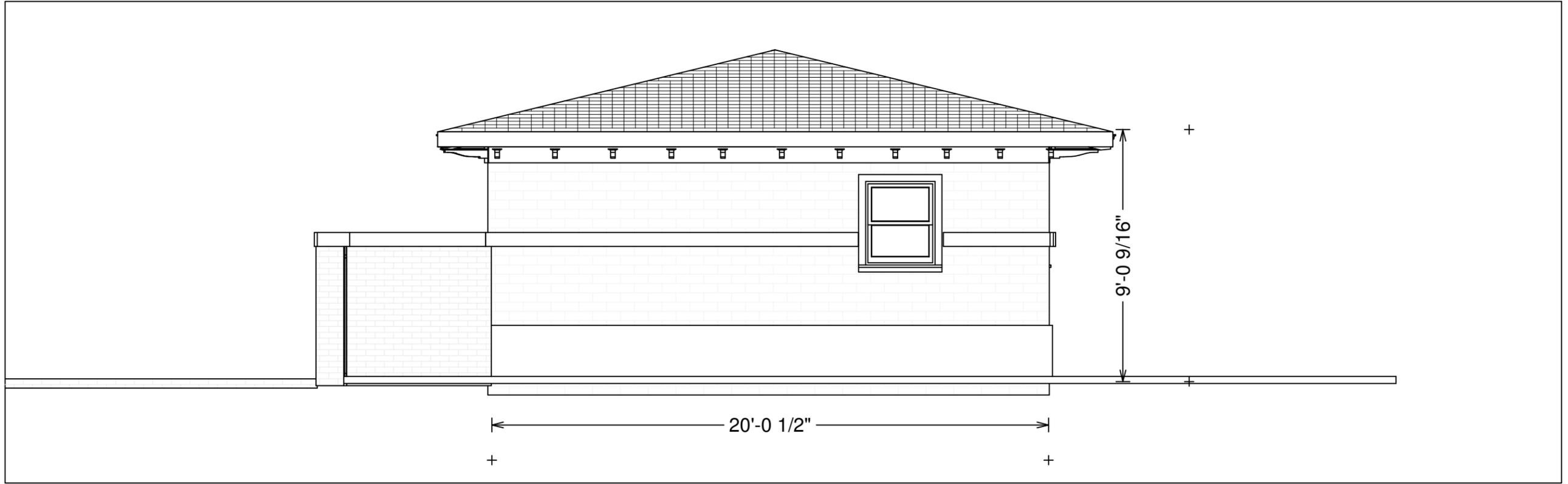
NORTH ELEVATION 1/4" = 1 FT

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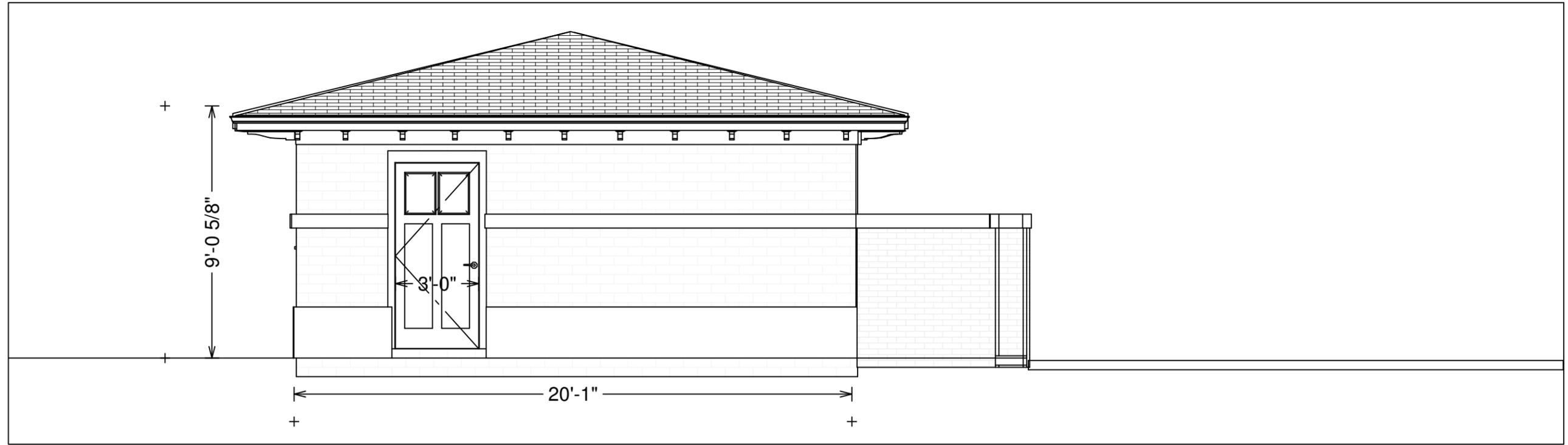
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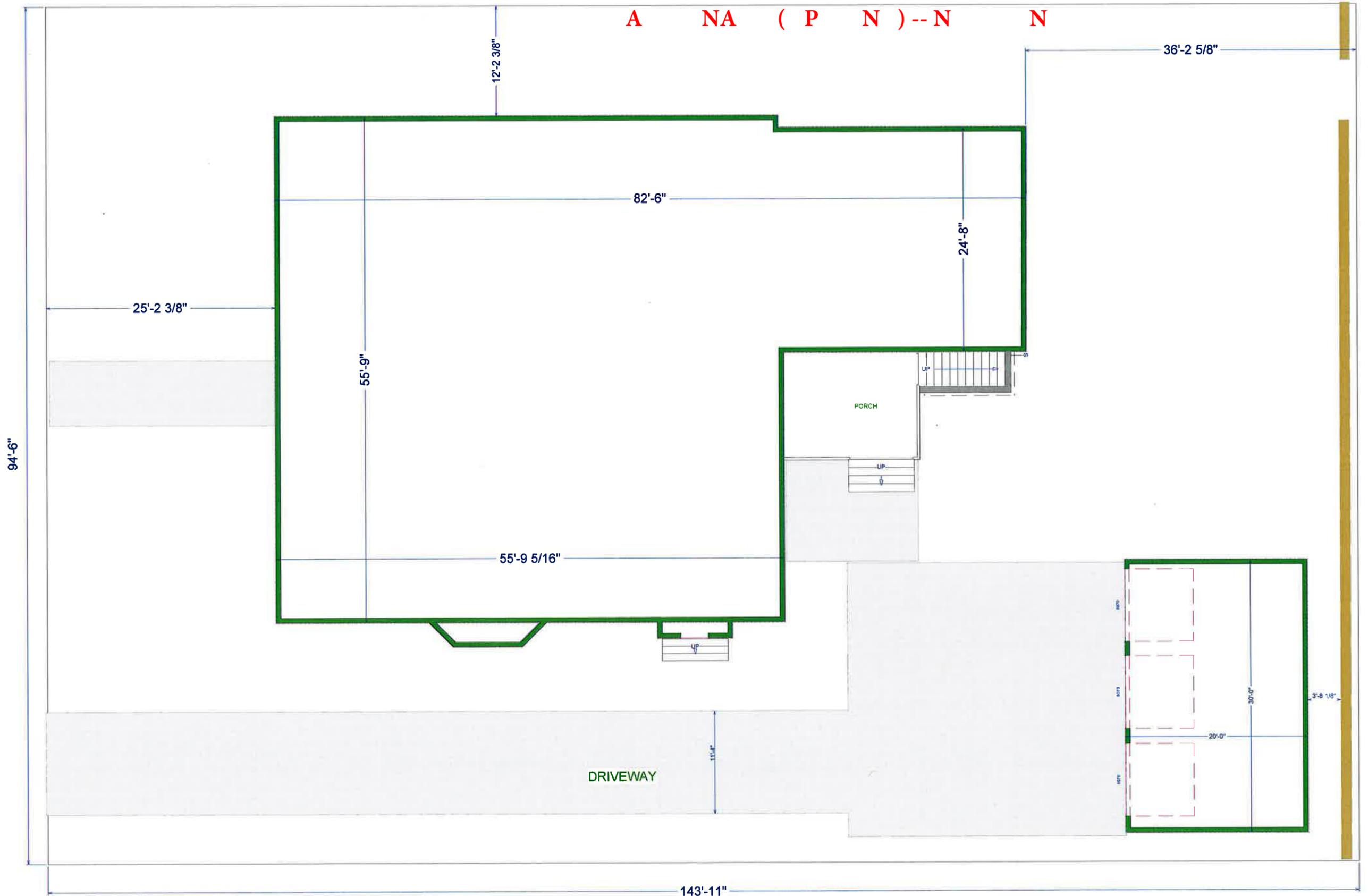
GARGAE PLAN
ELEVATIONS
1/4" = 1 FT



WEST ELEVATION 1/4" = 1 FT



EAST ELEVATION 1/4" = 1 FT



387 PORTLAND AVENUE ST PAUL

LOT PLAN WITH GARAGE ENTRY AT FRONT

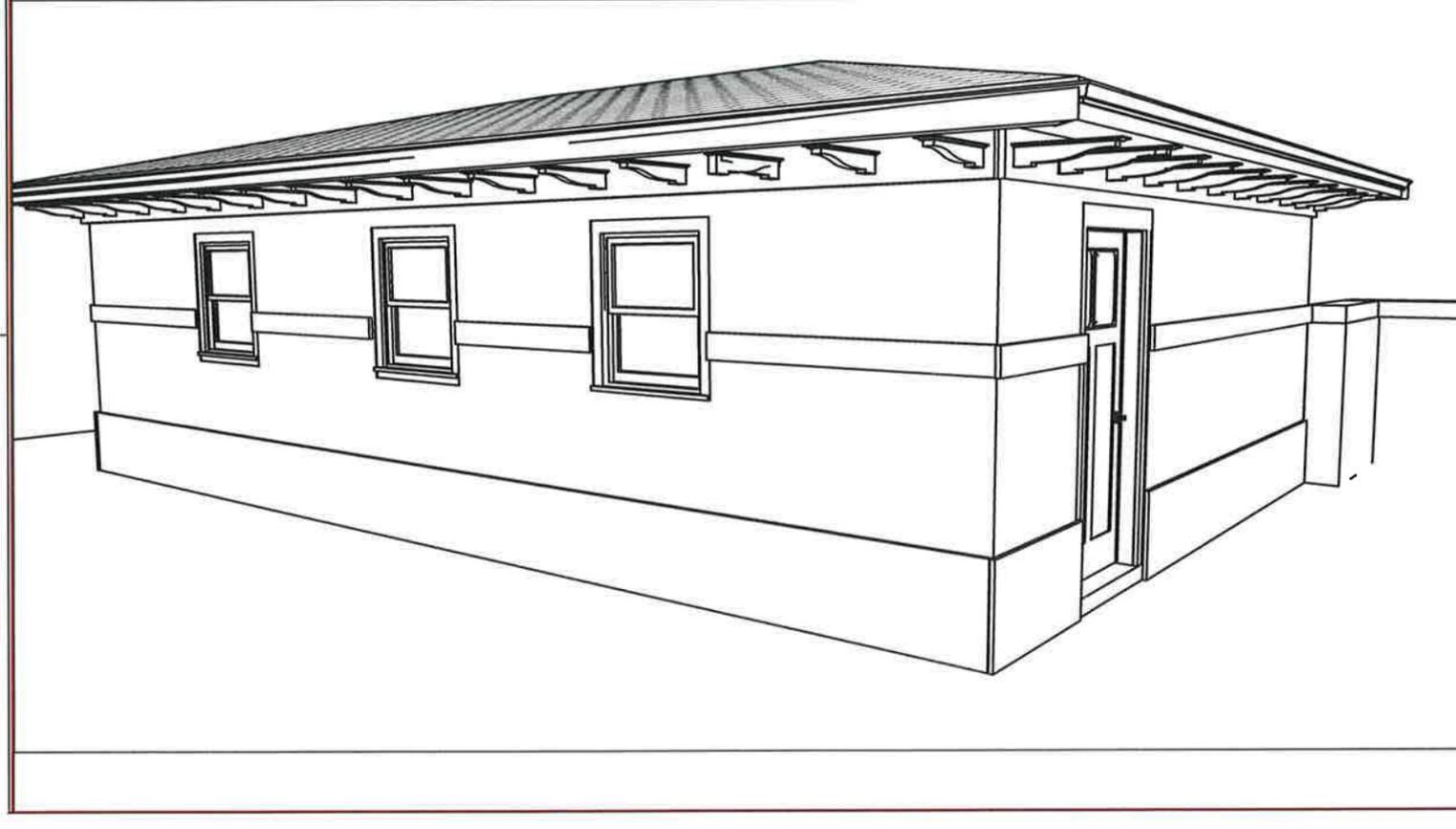
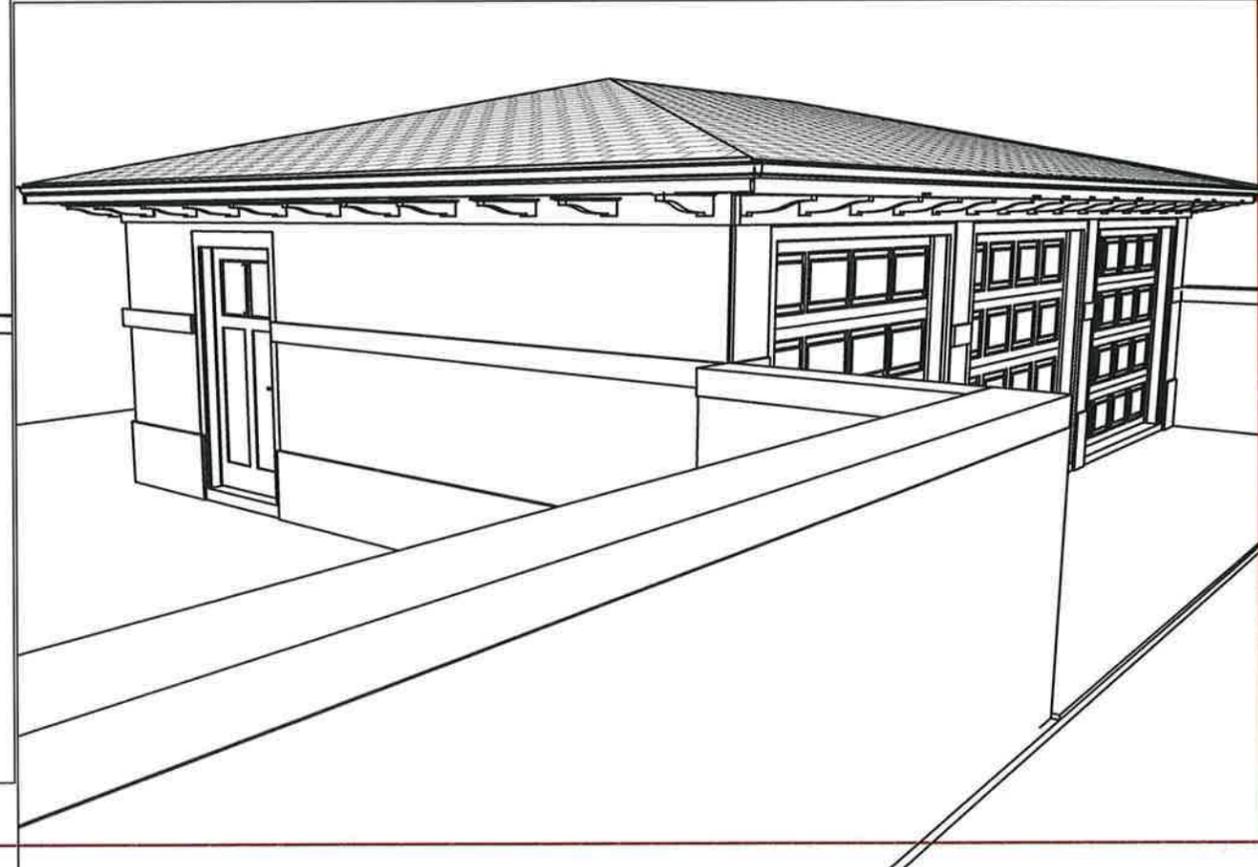
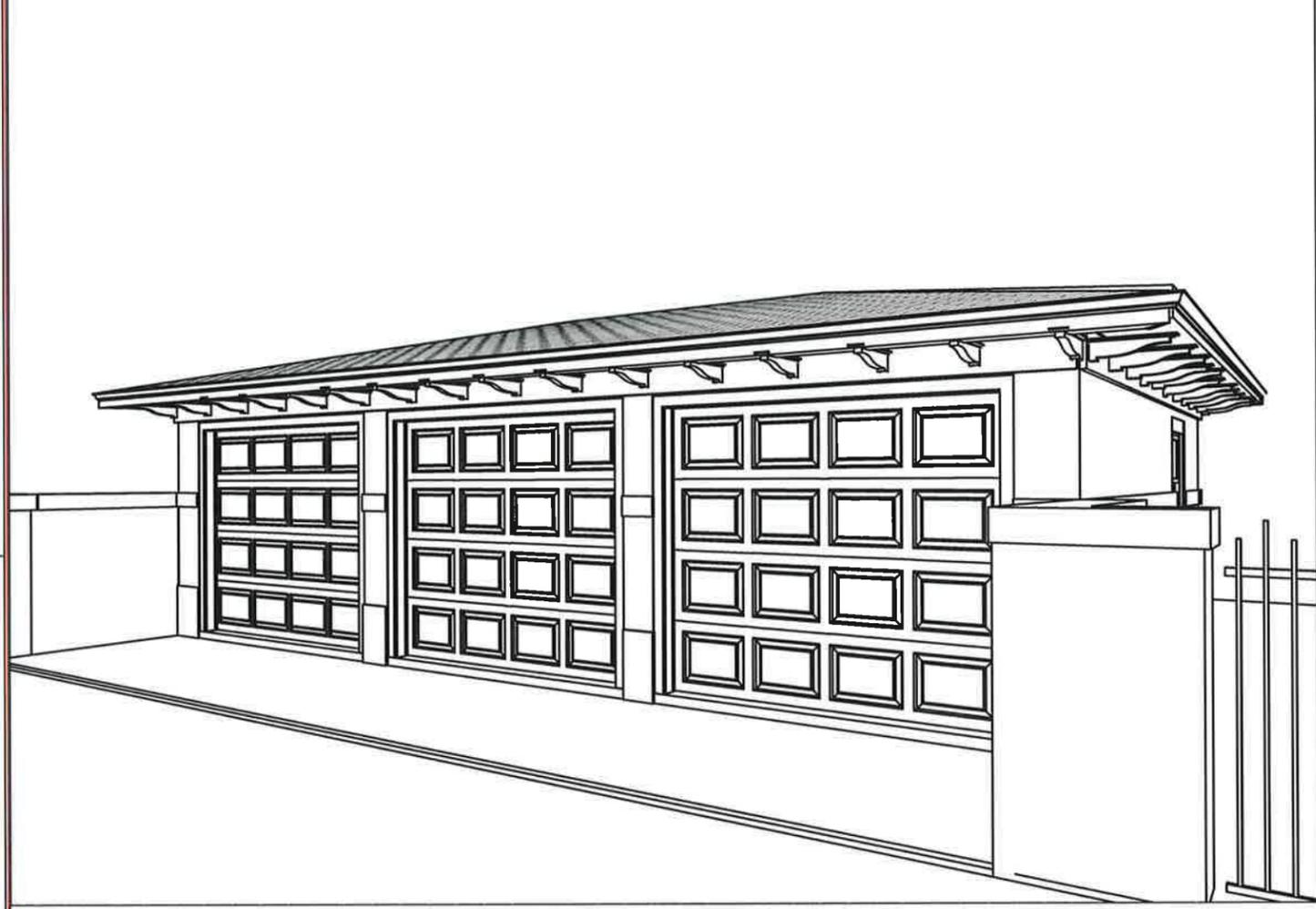
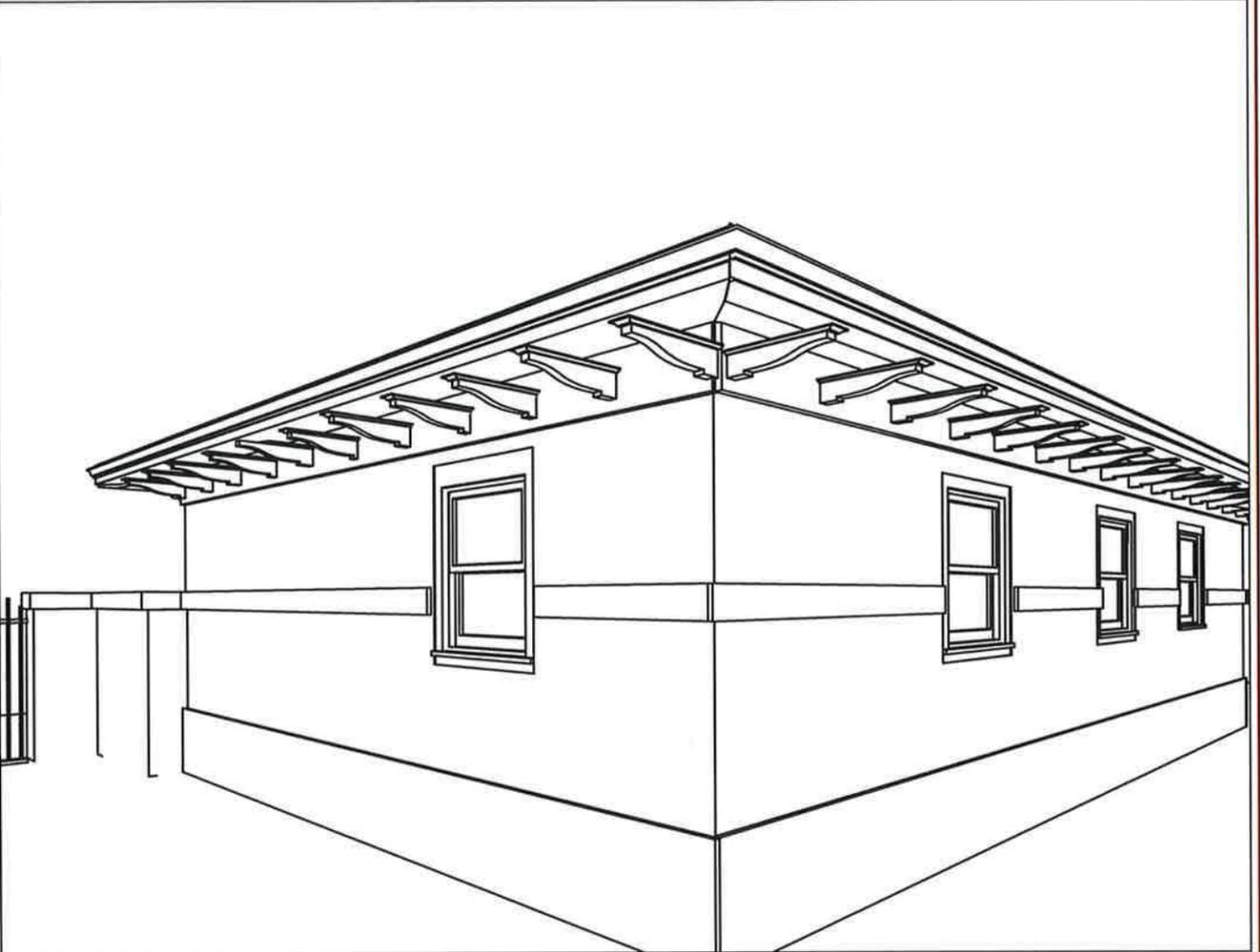
3/32" = 1 FT



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AUTHENTIC CONSTRUCTION
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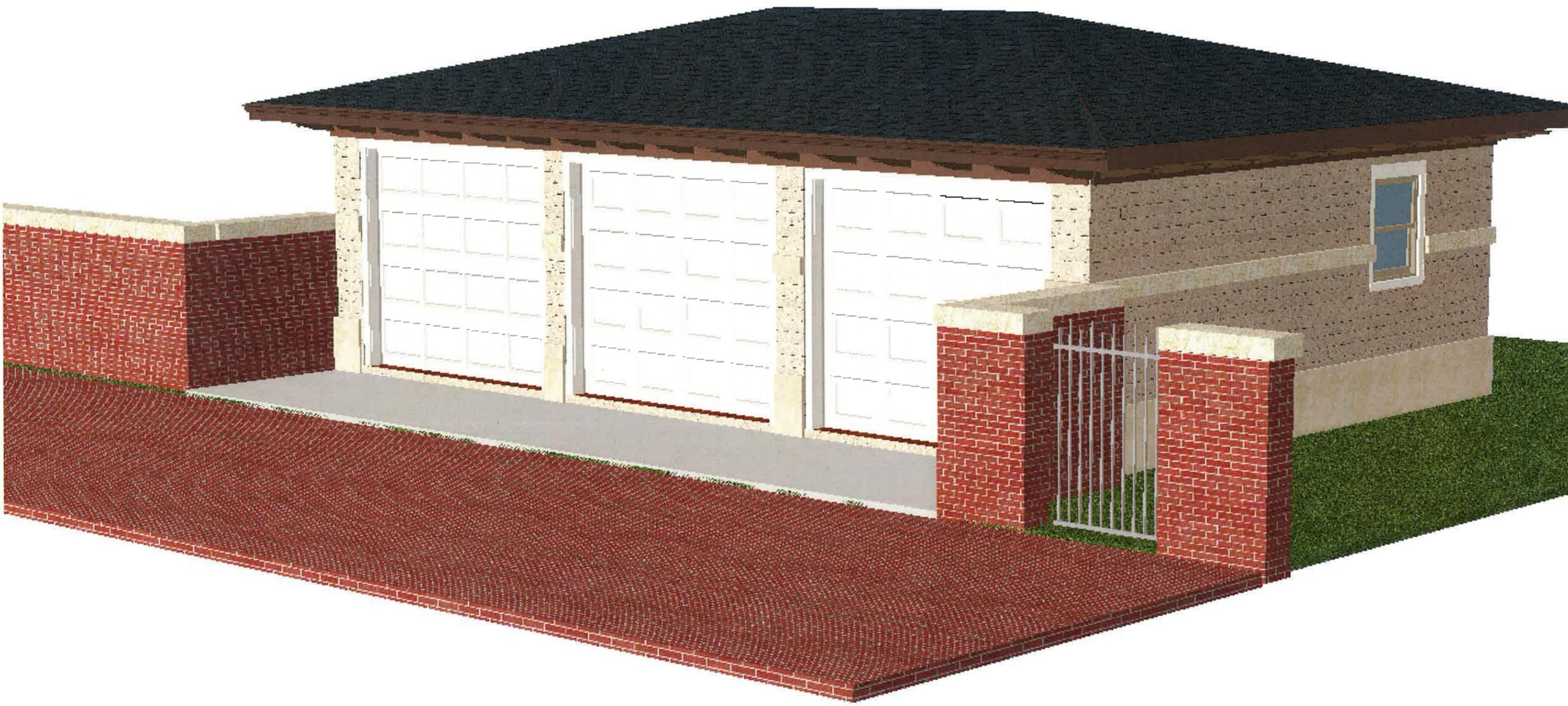
GARGAE PLAN
RENDER

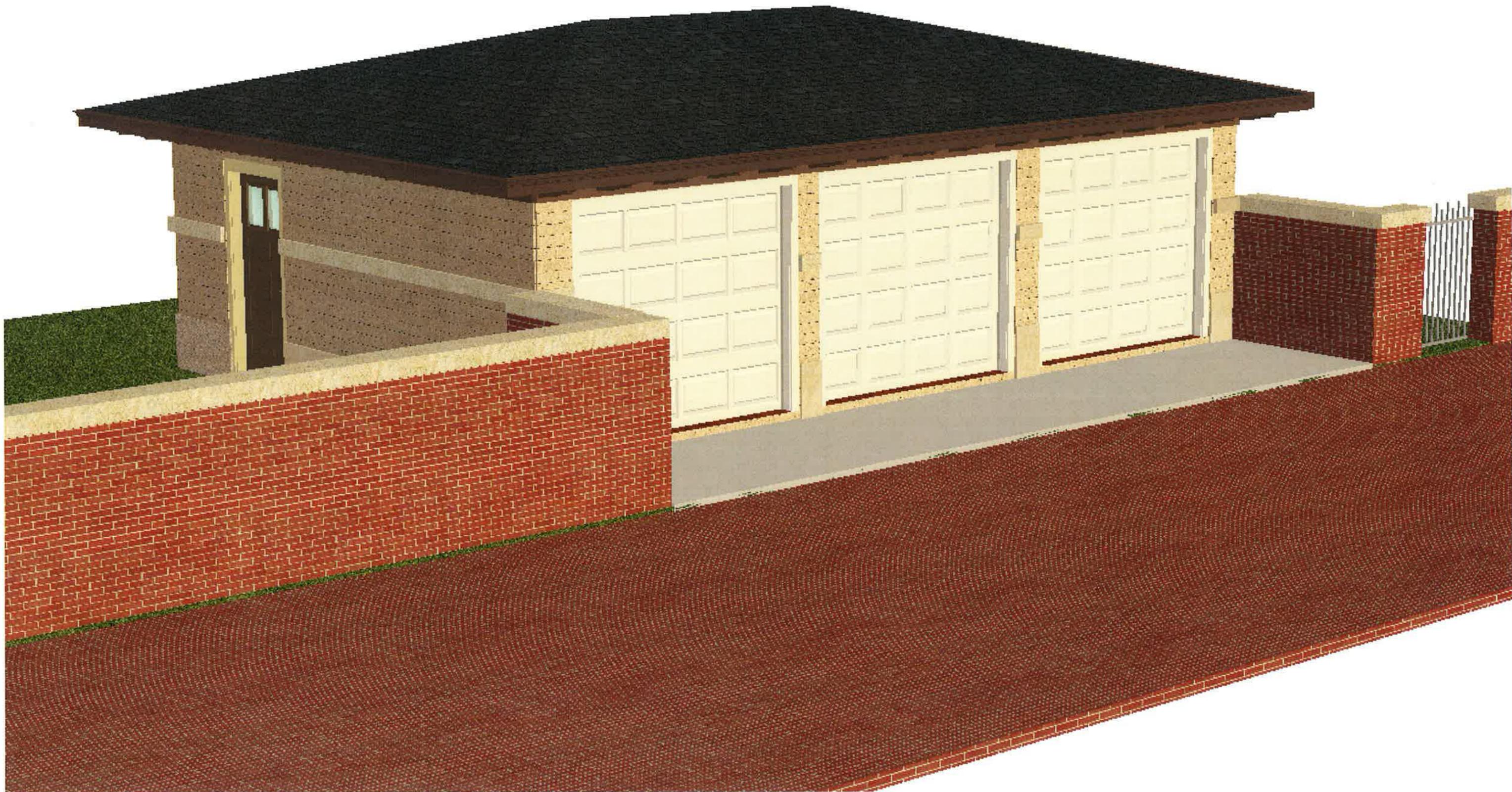


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AUTHENTIC CONSTRUCTION
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GARAGE ELEVATIONS
1/4" = 1 FT

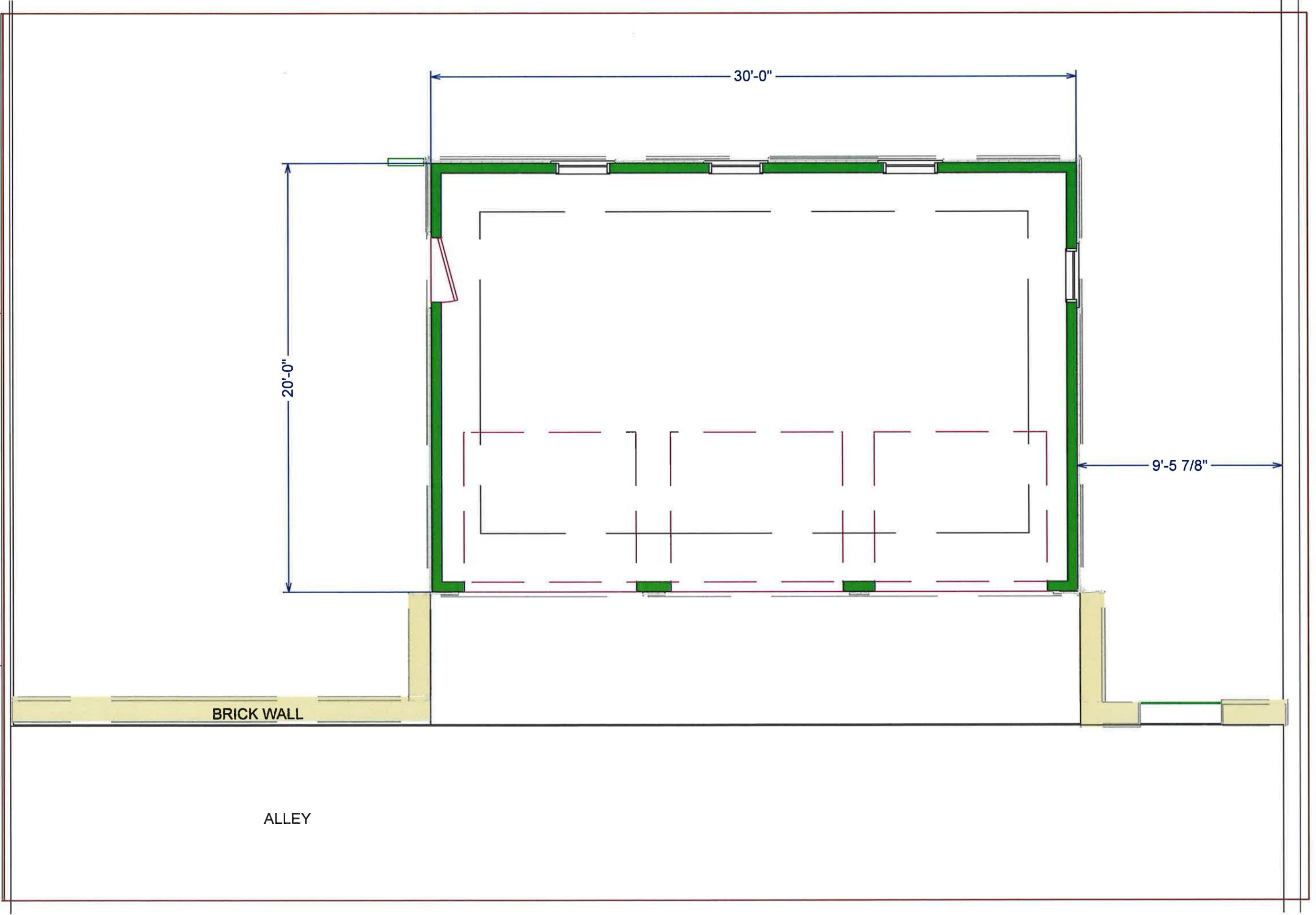




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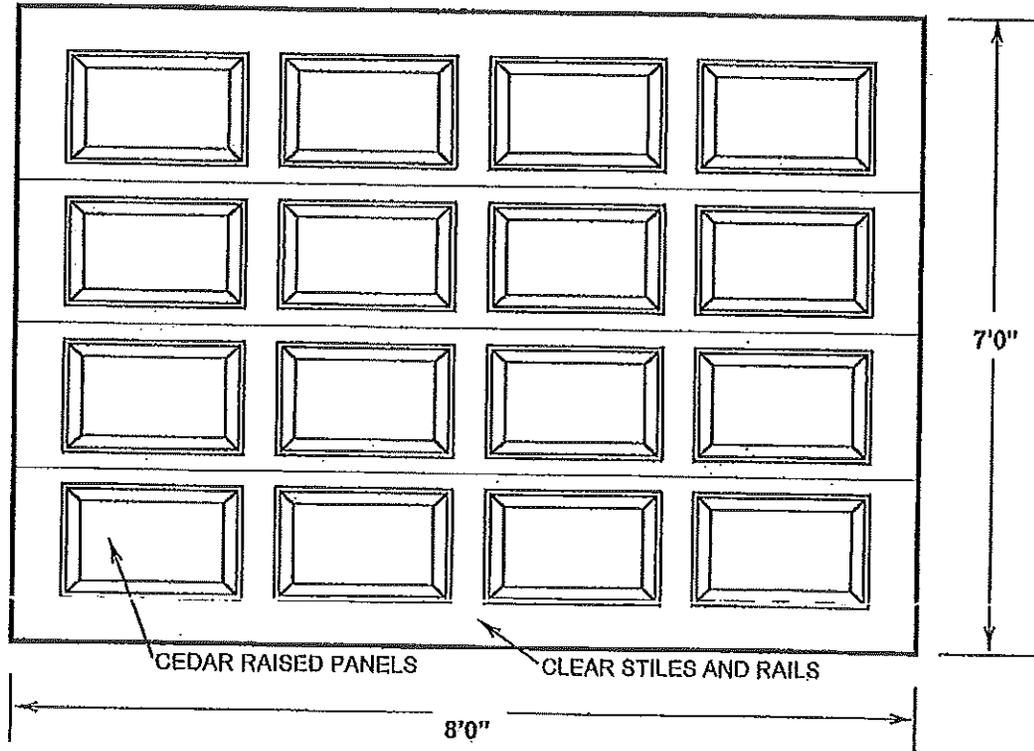
AUTHENTIC CONSTRUCTION
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GARGAE PLAN
1/4" = 1 FT



387 PORTLAND GARAGE DOOR DETAIL

MATERIAL NOT DETERMINED



TRADITIONAL PANEL COLLECTION

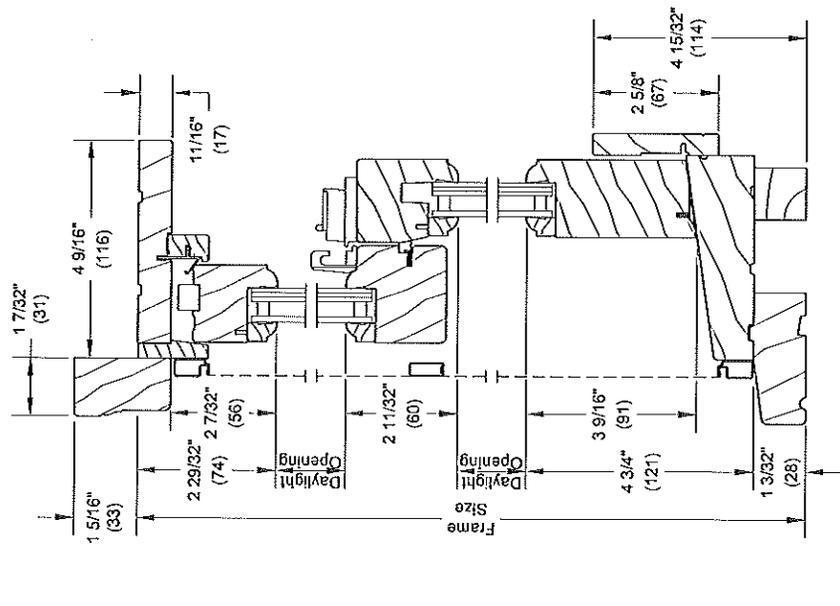
Note: Doors should be completely stained or painted before install.
Dimensions are calculated. Actual dimensions may vary.
All lumber dimensions are nominal.
Drawing is not to scale.

Creative Door Design Inc. Custom Handcrafted Doors	
DISTRIBUTOR:	TWIN CITY GARAGE DOOR
PROJECT:	AUTHENTIC CONSTRUCTION
DATE:	6-Jan-16
APPROVED:	

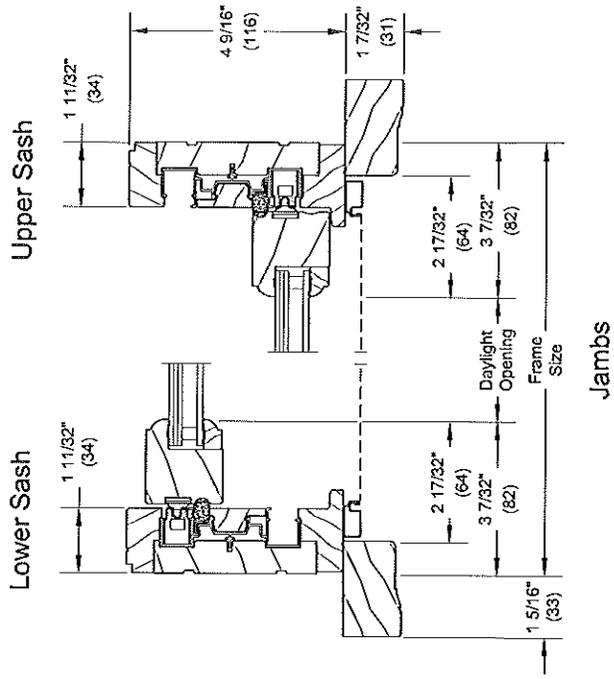
Wood Ultimate Double Hung

Section Details: Operating Impact Zone 3

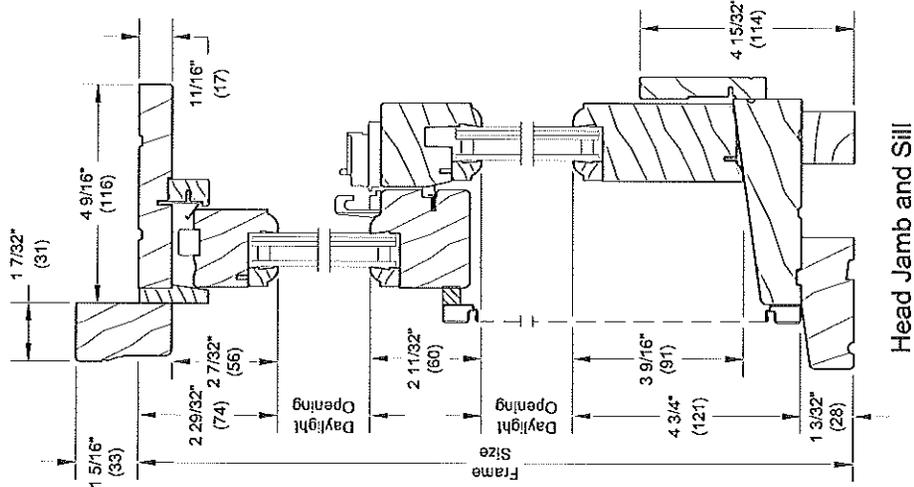
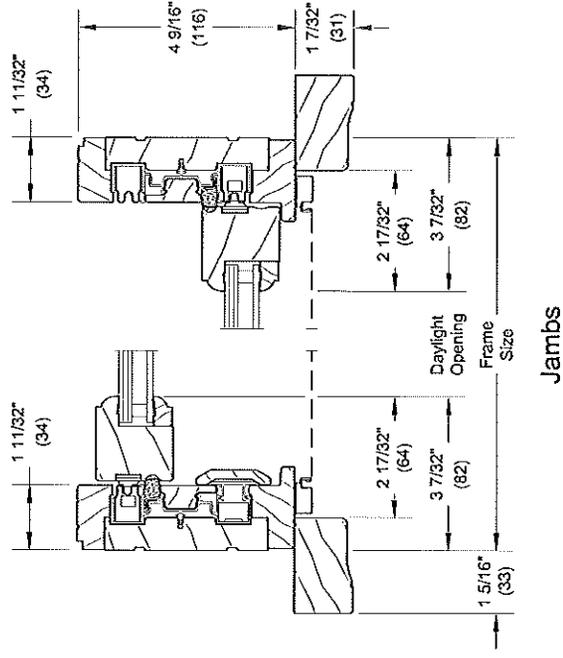
Scale: 3" = 1' 0"



Double Hung



Single Hung



























389 Portland



403 Portland



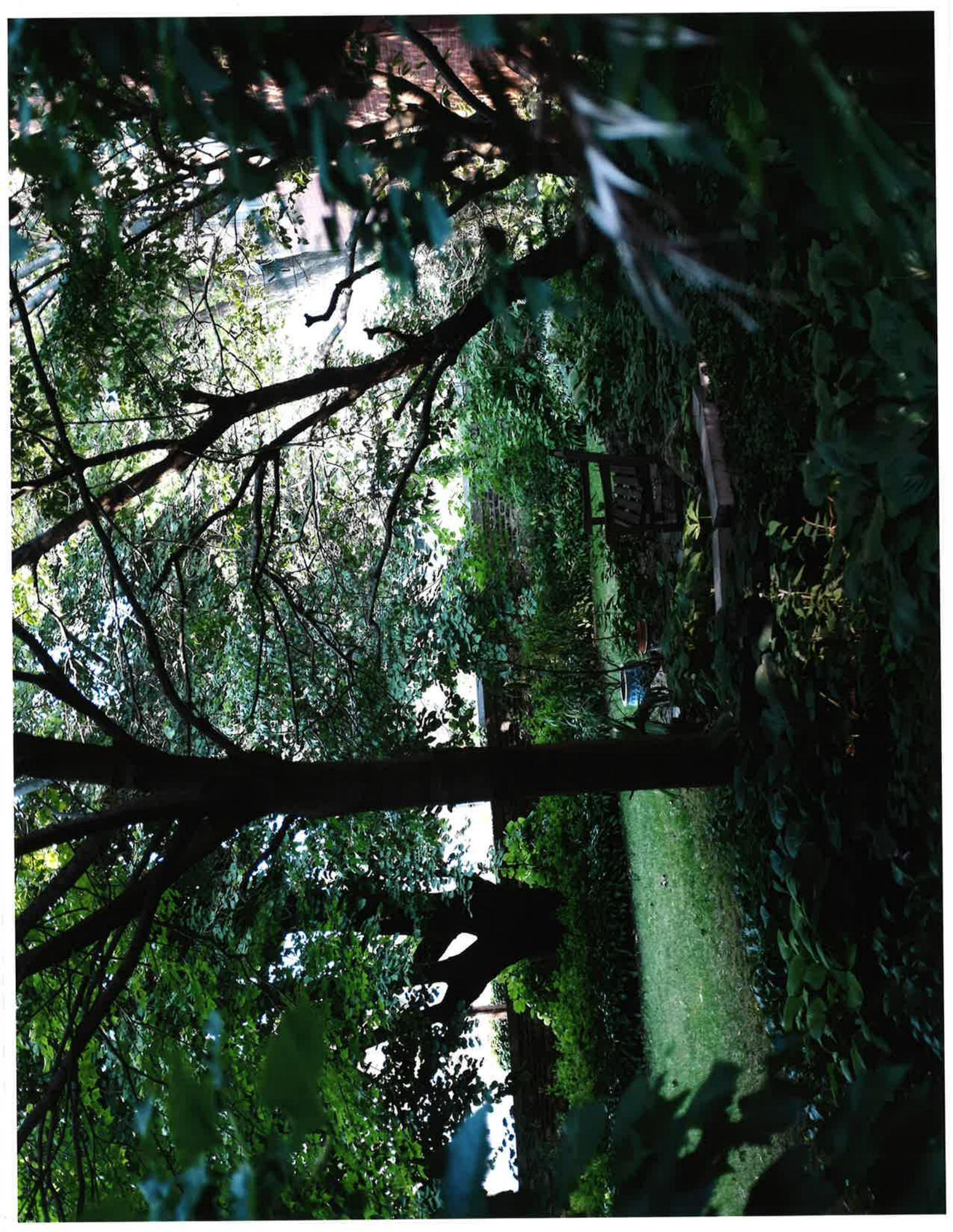
431 Portland



435 Portland



101





James G. Hirsh
403 Portland Avenue
St. Paul, MN 55102
651.224.6924
dabra56@gmail.com

10 October 2015

RE: Proposed Freestanding Garage Behind 389 Portland Avenue

To Whom It Concerns:

We reside at 403 Portland Avenue, the residential property immediately adjacent to the west of 389 Portland Avenue.

The owners of 389 Portland have supplied us with elevations and discussed in detail their proposal regarding construction of a freestanding, three-car garage, to be accessed from the alley running behind their house and ours.

We fully support their plan as intelligent and thoughtful, as essentially preserving their exceptional enclosed garden and as historically sensitive to the character of Ramsey Hill. And, their garage will benefit the entire neighborhood by providing them with off street parking.

Sincerely,

Handwritten signature of James and Debra Hirsh in black ink. The signature is written in a cursive style, with 'James' and 'Debra' clearly legible, followed by 'Hirsh'.

James and Debra Hirsh

September 11, 2015

To Whom It May Concern,

I am writing to express my support for preliminary plans to build a 3-car garage off the alley behind 389 Portland Avenue. I am the owner of 383-385 Portland Avenue, next door to this property. I am also owner of a duplex, 392-394 Holly Avenue with a 4-car garage directly behind the proposed 3-car garage for 389 Portland Avenue.

I own a home at 55 Western Avenue North that is also across the alley from 389 Portland Avenue. As a property owner with a vested interest in the appearance and historic integrity of the neighborhood, I support preliminary plans for this proposed construction.

I would like to be kept informed on the progress of the approval, and more specifically, the details of the plan as they are submitted.

Sincerely,

A handwritten signature in cursive script that reads "Martin M.P. Fleming".

Martin M.P. Fleming, Proprietor
Bethany Village



385 Portland Ave
St Paul, Minnesota
Street View - Aug 2014

Google

Browser interface showing tabs, address bar, and search bar.

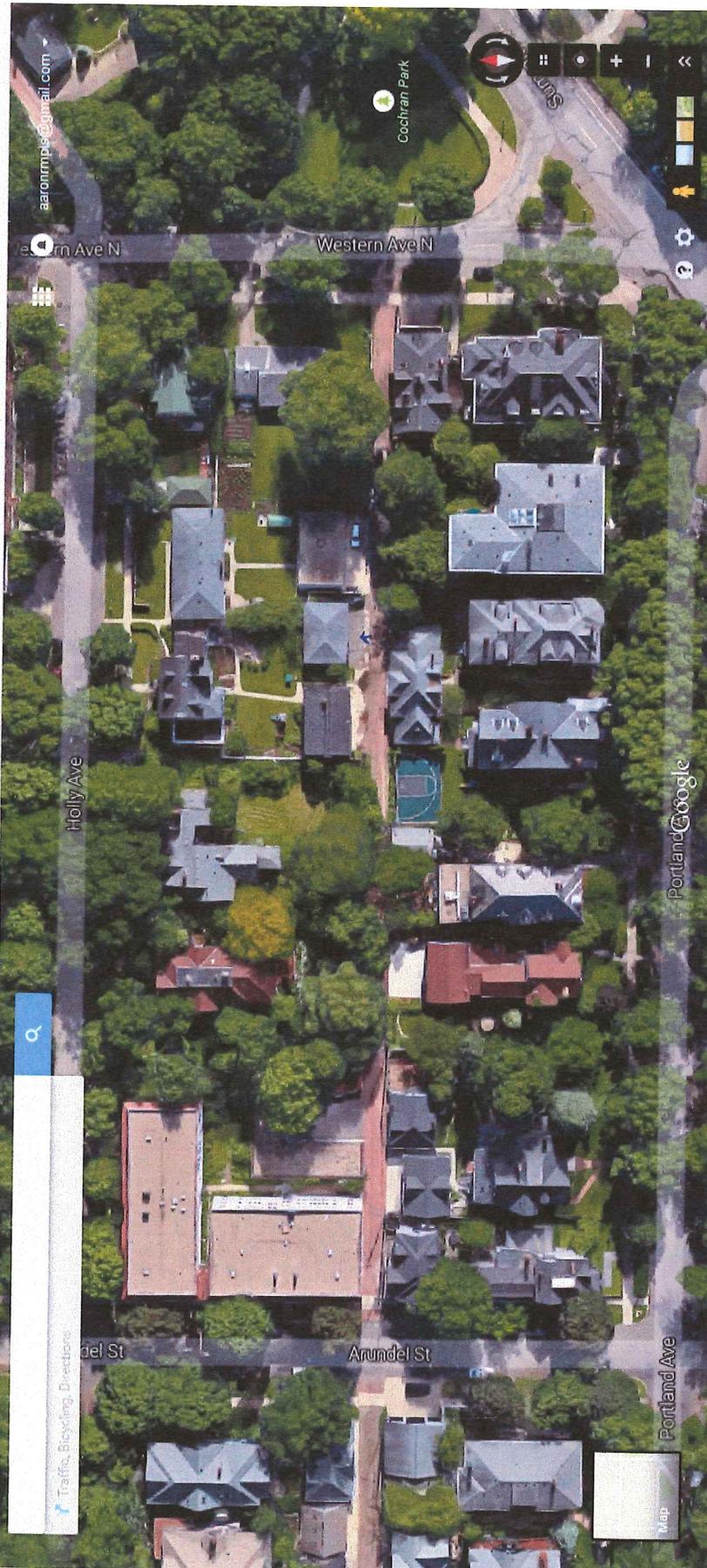
Address bar: <https://www.google.com/maps/@44.5409145,-83.1173259,133m/data=!3m1!1e3>

Search bar: Search

Navigation icons: Back, Forward, Home, Refresh, Print, Full Screen, etc.

Taskbar: W Oliver Fair..., Summer Wal..., Hourly W..., Tax and Prop..., HistTax/Value..., City of St..., Permit O..., Francesc..., The Heav..., East African B..., Googl...

Bottom bar: Most Visited, Getting Started, RCPI, SP, JP, Khyber Pass, Dak, TCDP, M



Map interface controls and status bar.

Scale bar: 50 FT

Navigation controls: Compass, Street View pegman, Zoom in (+), Zoom out (-), Full Screen, etc.

Status bar: Imagery ©2015 Google, Map data ©2015 Google, Terms, Privacy, Report a problem

System tray: 5:36 PM, 7/16/2015

CITY OF ST PAUL
Owners Report

PID: 01-28-23-24-0219

Property Address: 387 PORTLAND AVE 1B 55102-2214

Deborah Saul
387 Portland Ave Unit 1b
Saint Paul MN 55102-2214

Owner
Taxpayer

APARTMENT OWNERSHIP NO 27 NATHAN HALE CONDOMINIUM UNIT NO 1B

1923 Aerial Photograph



1945 Aerial Photograph



1953 Aerial Photograph



389 Portland Ave. -- 1973 (MNHS)

