

STAFF REPORT: 06-10-2020 MEETING

PREPARED BY: J. ROSS

APPLICATION NUMBER: 20-6737

ADDRESS: 2827 JOHN R & 105 ALFRED STREET

HISTORIC DISTRICT: BRUSH PARK

APPLICANT: MICHAEL VANOVERBEKE

DATE OF PROVISIONALLY-COMPLETE APPLICATION: 5-24-2020

DATE OF STAFF VISIT: 06-06-2020

SCOPE: REVISION TO PREVIOUSLY-APPROVED DESIGN, TO INCLUDE AN ADDITIONAL STORY AT 2827 JOHN R; DEMOLISH EXISTING BUILDING AT 2827 JOHN R; AND REDUCE THE WIDTH AND NUMBER OF 105 ALFRED

EXISTING CONDITIONS

As per the below aerial photo, the proposed project includes two parcels that are located within the Brush Park Historic District: 105 Alfred and 2827 John R. The parcel at 105 Alfred is a vacant, grassy lot, while 2827 John R includes an existing historic-age building. The building appears to have been built in three stages. Specifically, the existing building includes a two-story, brick carriage house that was erected ca. 1880; a ca. 1925 brick one-story shop addition/storefront; and a ca. 1945 brick and concrete block, one-story shop addition. As per the attached structural report and photos which were submitted with a previous application, the building is in poor condition, as it suffered from a fire and the roof has caved in. The historic-age, 2-1/2 story JL Hudson house is west of the 2827 John R/105 Alfred building.



2827 John R & 105 Alfred Street



Carriage house. Note. East elevation gable has collapsed



Carriage house, east elevation



Carriage house, north elevation



2827 John R, west elevation



John R, facing south



2827 John R, ca. 1952 storefront addition proposed for demolition



2827 John R, ca. 1952 storefront addition proposed for demolition



2827 John R, ca. 1945 addition proposed for removal

SITE HISTORY

1921



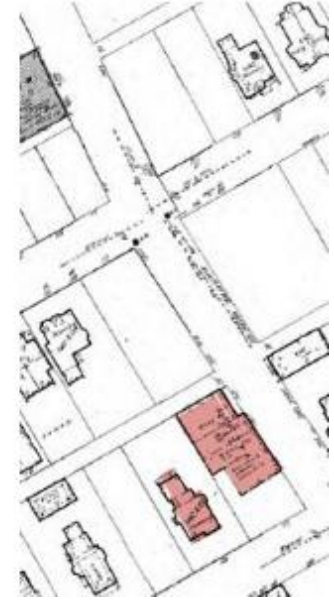
1950



1977



1996



PROPOSAL

The applicant attended this body's 06-13-2018 regular meeting and submitted a proposal for new construction within the district, which included the rehab and integration of the existing building/carriage house remains at 2827 John R into a new 4-story building and a substantial new 4-story residential/parking garage addition, to be located at 105 Alfred. Specifically, *the 2018 application* proposed the following:

The existing building envelope at 2827 John R. will be retained, cleaned and repaired where necessary with brick to match the historic appearance. New windows and doors will be added to the original carriage house. Existing window openings at the flat-roof portion of the building will be enlarged and new aluminum upward-folding doors will be installed. The existing building envelope will be incorporated into a new 4-story building. Walls, insulated wood windows, and insulated folding wood door curtain wall systems. Integral balconies and soffit are projecting and will be clad with zinc panels. Charred, slatted cedar screens will provide visual interest. Glass panel railing will be located at the balconies. A one-story mass will be erected to connect the existing, historic building to a new 4-story garage/residential addition to be located at 105 Alfred. The new 4-story garage/residential addition will be primarily clad with glazed brick. Charred cedar vertical wood panels will be employed to screen the garage openings at the 4th story, rear, and side elevation. The front elevation, which is located at the residential liner, will feature aluminum windows and doors. Finally, an outdoor patio area will be established to the south of the new building.

The Commission issued a Certificate of Appropriateness for the above-outlined rehab of the shell of the existing building at 2827 John R., the new construction/building at 2827 John R, and the new construction/new garage and residential wings at 105 Alfred.

With the *current submission*, the applicant is seeking the Commission's approval to revise the previously-approved work at 2827 John R and 105 Alfred to include the following:

105 Alfred Street

- Reduce the width of the parking structure by 12'-0" (at the west elevation), which will result in the removal of 12 parking spaces and a total of 8,200 SF. The rear parking deck structure's height will be increased from 42'-0" to 44'-6" and the stair tower height will be increased by approximately 15'-0" (in conjunction with the additional story proposed for the 2827 John R. Street building)

2827 John R Street

- While retaining the shell of the ca. 1880s original carriage house wing, rebuild the collapsed brick gable at the east elevation with a new gable, which will be clad with metal panel. *The 2018 application proposed to rebuild the collapsing gable using brick to match the existing*
- Demolish the one-story flat-roof ca. 1925 brick one-story shop addition and the ca.1945 brick and concrete block, one-story shop addition and erect a new one-story building which will extend an additional 11'-0" the south. The exterior shall be clad with metal panels and storefronts will be aluminum (cutsheets not provided). An outdoor seating area to the south

of the building will be sheltered by a flat-roofed canopy. The *2018 application proposed to retain/rehabilitate the shell of the ca. 1925 and ca. 1945 additions and integrate them within the new building.*

- Erect an additional story to accommodate three new residential units (at the new level 5). The second-story open rooftop patio originally proposed in 2018 will be removed as the building's front elevation will be expanded to the east to accommodate a new 2nd story commercial space. The entire building (stories 1-5) will be extended 11'-0" to the south. *The 2018 application proposed the erection of a 4-story rooftop addition as described above.*

STAFF OBSERVATIONS AND RESEARCH

- Along John R., in the near vicinity of the project, there are a number of extant historic-age (and newly-constructed) buildings of 5-7 stories in height.
- In re: to the 2018 proposal, note that the applicant stated that they felt that the existing building at 2827 John R. did not contribute to the district due to its condition. They also noted that the exterior cladding/brick at the one-story wings was of poor quality. At the time, the owner noted that he would likely need to replace the exterior brick at the ca. 1945 wing due to its poor quality and condition. However, they sought to retain and incorporate the shell of the building into their new construction as a nod to the neighborhood's historic character, despite the fact that they felt that the building was non-contributing to the district/not historically significant.
- In re: to the 2018 proposal, staff found that the existing building at 2827 John R., to include the original ca. 1880s carriage house, the one-story flat-roof ca. 1925 brick one-story shop/storefront addition and the ca.1945 brick and concrete block, one-story shop addition did contribute to the neighborhood's historic fabric. Staff therefore recommended that the Commission **consider** the issuance of a Notice to Proceed for the work as she felt that the did not meet the Standards. After extensive deliberation around the entirety of the project, the body determined that the work **was appropriate** and issued a Certificate of Appropriateness for the project as proposed.

ISSUES

- As noted, the original 2018 application proposed to retain and rehabilitate the existing historic-age building at 2827 John R., to include the original ca. 1880s carriage house, the one-story flat-roof ca. 1925 brick one-story storefront addition and the ca.1945 brick and concrete block, one-story shop addition. The building would be incorporated into the construction of a new 4-story building. However, the current proposed revisions contemplates the reconstruction of the east elevation gable at the ca. 1880s carriage house (with a new metal-clad gable) and the complete removal of the one-story flat-roof ca. 1925 brick one-story shop addition and the ca.1945 brick and concrete block, one-story shop addition. A 6-6-2020 staff site visit revealed that the building is in poor condition. However, the original ca. 1880s carriage house and the one-story flat-roof ca. 1925 brick one-story storefront addition did appear to retain a fair level of integrity and remained as contributing to the neighborhood's historic fabric. In staff's opinion, the rear ca.1945 brick and concrete block, one-story shop addition does not appear to contribute to the district due to its current condition and the nature of its construction. The current proposal does not propose to rebuild/replicate the east elevation gable at the ca. 1880s carriage house wing

and the ca. 1925 brick one-story storefront addition. It is therefore staff's opinion that the proposed new metal clad gable and metal clad first story do not meet the Secretary of the Interior Standards.

RECOMMENDATION

It is staff's opinion that the proposed project revisions are generally appropriate to the defined elements of design for the Brush Park Historic District and the Secretary of the Interior's Standards for Rehabilitation (36 CFR Part 67), considering the COA that the Commission issued in 2018. Staff therefore recommends that the Commission issue a Certificate of Appropriateness (COA) for the work as proposed. However, staff does recommend that the Commission issue a COA for this project with the following conditions:

- The new design shall incorporate the shell of both the 1880s carriage house *and* the ca. 1925 brick one-story storefront addition. Staff shall be afforded the opportunity to review and approve the final project design.
- The east elevation gable shall be rebuilt using brick to match the building's historic appearance/the gable at the north elevation