

PROPOSAL

The applicant received a Certificate of Appropriateness June 12, 2008 for the construction of an 1840 sq. ft. single family home, 836 sq. ft. two-car detached garage, and the addition of landscaping on the vacant lot located at the corner of Longfellow Avenue and the John C. Lodge Service Drive. The applicant is proposing to increase the height of the garage from one-story to two-stories. The approved paint colors, materials, and footprints for the garage and house will remain the same as noted on the site plan and elevations approved by the HDC on June 12, 2008.

BOSTON EDISON ELEMENTS OF DESIGN

- 1) Proportion of buildings' front facade. Proportion varies in the district, depending on the age, style, and location in a specific subdivision. Most houses are wider than tall, especially those on large or multiple lots east of the John C. Lodge freeway. With height being established by the standards above, proportion will be established by prohibiting any proposed building or addition from creating a front facade wider than the widest, or narrower than the narrowest, of those existing on the same block face.
- 2) Relationship of materials. The majority of houses are faced with brick, while many are partially or totally stucco. There are some stone buildings, sometimes combined with stucco; clapboard is rare, and is extremely rare as the sole material. Roofing includes slate, tile and asphalt shingles. Wood shingle roofs were once common and have generally been replaced with asphalt. Wood shake does not exist and there is no known evidence that it was ever used in the district. Stone trim is common. Wood is almost universally used for window frames and other functional trim and is used in many examples for all trim.
- 3) Relationship of significant landscape features and surface treatments. The typical treatment of individual properties is a flat or graded front lawn area in grass turf, often subdivided by a straight or curving walk leading to the front entrance. Materials for such walks are concrete, brick, stone, or combinations of those materials. Some front yards have rectangular raised earthwork terraces upon which the house stands. These unpaved terraces have sloping embankments or retaining walls which are made of brick, stone, or both, at the change of grade. Foundation plantings, often of a deciduous character, characteristic of the period 1900-1930, are present virtually without exception. Hedges between properties and along front property lines are not uncommon. It is characteristic for corner lots to have hedges or fencing at side lot lines along the sidewalk. There is a wide range in the type of fencing. Fencing within the public view was generally designed to compliment the style, design material, and date of the residence. Although the american elm was once the dominant tree, it is virtually extinct in the district. Replacement trees should be characteristic of the area and period. Plantings of new trees should be directed to "tree lawns" and medians. If american elm is planted, it should be disease resistant. Straight side driveways leading from the street to rear garages are the norm, although access to garages is also off the alley, especially in areas of the district that were developed earlier. On corner lots, garages and driveways often face the side streets. These driveways are paved in asphalt, concrete, or brick. Side lots are not uncommon for the larger properties in the district, and a number of these form a part of the original site plan for the residence. Such side lots are usually landscaped and are often fenced at or near the setback line. The width of tree lawns varies from block to block. Street pavements are now asphalt. Cut stone curbs still exist in areas of the district where they have not yet been replaced with concrete, primarily east of the John C. Lodge freeway. Public sidewalks are concrete. Some tree lawns/berms have been covered with concrete in parts of the district, which may represent encroachment on city property. The resulting wide sidewalks are not appropriate in the district. The ample one hundred and twenty-five (125) foot street right-of-ways of west boston boulevard and Chicago boulevard are

ample, and each have two (2) narrow pavements divided by the large graded grassy median strips which are planted with evergreens and deciduous trees. The other east-west streets, Longfellow street and Edison Boulevard, are sixty-six (66) feet wide. The Detroit Lighting Commission's ornamental poles ("o.p.") with cast iron bases (pattern #10 and cast iron panel pattern #16a) and wooden shafts are placed at regular intervals primarily on the medians on Boston boulevard and Chicago boulevard, and on the tree lawns on other east-west streets. Lighting on the north-south side streets consists of steel poles, some of which are fluted, with either ornate pendants or simple cranes. There are historic upright poles along the periphery of Voight park. Concrete and brick entrance piers exist at Woodward Avenue and Longfellow Street. Alleys run east-west down the center of the blocks, with the exception of the north-south alleys behind the Woodward Avenue frontage.

- 4) *Relationship of open space to structures.* Open space in the district occurs in the form of vacant land, a city park, side lots, and grassy median strips in the boulevards. There are no houses facing Woodward Avenue. Ample open space is provided at Woodward Avenue and Boston Boulevard, creating a park-like entrance into the district. The John C. Lodge freeway is depressed and forms a visual and physical gap in the district. All houses have rear yards as well as front yards. Where an original or early arrangement of house and grounds included, and still includes, landscaped lots which form part of the landscaping plan for the residence, such landscaped lots are significant landscape features.

RECOMMENDATION

Staff recommends the Commission issue a Certificate of Appropriateness to increase the garage height from one-story to two-stories, keeping the same colors, materials, and footprint that was approved by the Commission in the Certificate of Appropriateness issued on June 12, 2008. These changes meet the Secretary of the Interior's Standards for Rehabilitation standard number 9: New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment."

Issue Date

10/27/08

5/17/09

7/14/09

5/11/09

6/26/10

10/27/08

5/17/09

7/14/09

5/11/09

6/26/10

10/27/08

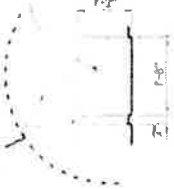
5/17/09

7/14/09

5/11/09

6/26/10

TYP EIFS OR GIBBS ACCENT
SIMULATED STUCCO FINISH
EXTERIOR INSULATION FINISH
SYSTEM (EIFS) ACCENT (C4 COLOR)

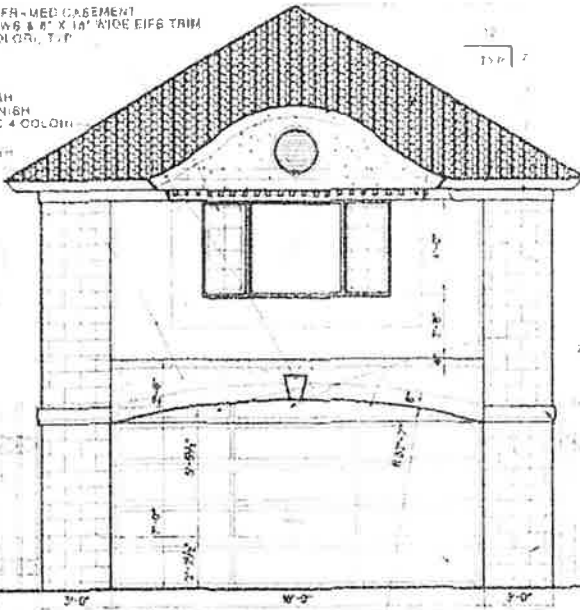


WOOD FR-MED CASEMENT
WINDOWS & 6" X 14" WIDE EIFS TRIM
(C4 COLOR), TYP.

SIMULATED STUCCO FINISH
EXTERIOR INSULATION FINISH
SYSTEM (EIFS) ACCENT (C4 COLOR)

SIMULATED STUCCO FINISH
EXTERIOR INSULATION FINISH
SYSTEM (EIFS)
MATCH NATURAL
LIMESTONE COLOR

ORNAMENTAL WROUGHT
IRON FENCE
(B19 COLOR)



DIMENSIONAL SHINGLE ROOFING
TO SUBMIT SAMPLES TO ARCHITECT
FOR COLOR COORDINATION

WOOD FACIA & TRIM
(C4 COLOR)

COLGIBS 0611640

WOOD FACIA & TRIM
(C4 COLOR)

FIXED PANEL (MATCH GARAGE DOOR)

2ND FLOOR LEVEL 0.107'-5.31"

ORNAMENTAL WROUGHT
IRON FENCE (B19 COLOR)

C4S1 STONE (SMOOTH FACE) BAND
NATURAL LIMESTONE COLOR

C4S1 STONE (SMOOTH FACE) MASONRY
NATURAL LIMESTONE COLOR, TYP.

ALLEY

0-8-06714 07-0110

2 CAR RUBBER SLABS GARAGE
DOOR & TRIM (B6 COLOR)

LIVE OF 12'748"
07/20/11/10

(GARAGE- EAST ELEV.)

SIMULATED
FINISH
COLOR

INTERLOCKING PAVER TERRACE & STEPS
(COLOR BY ARCHITECT)

(B) BAND
COLOR
SECTION

STUCCO FINISH
OR SIMULATED FINISH
(EIFS) ACCENT (C4 COLOR)
STUCCO FINISH

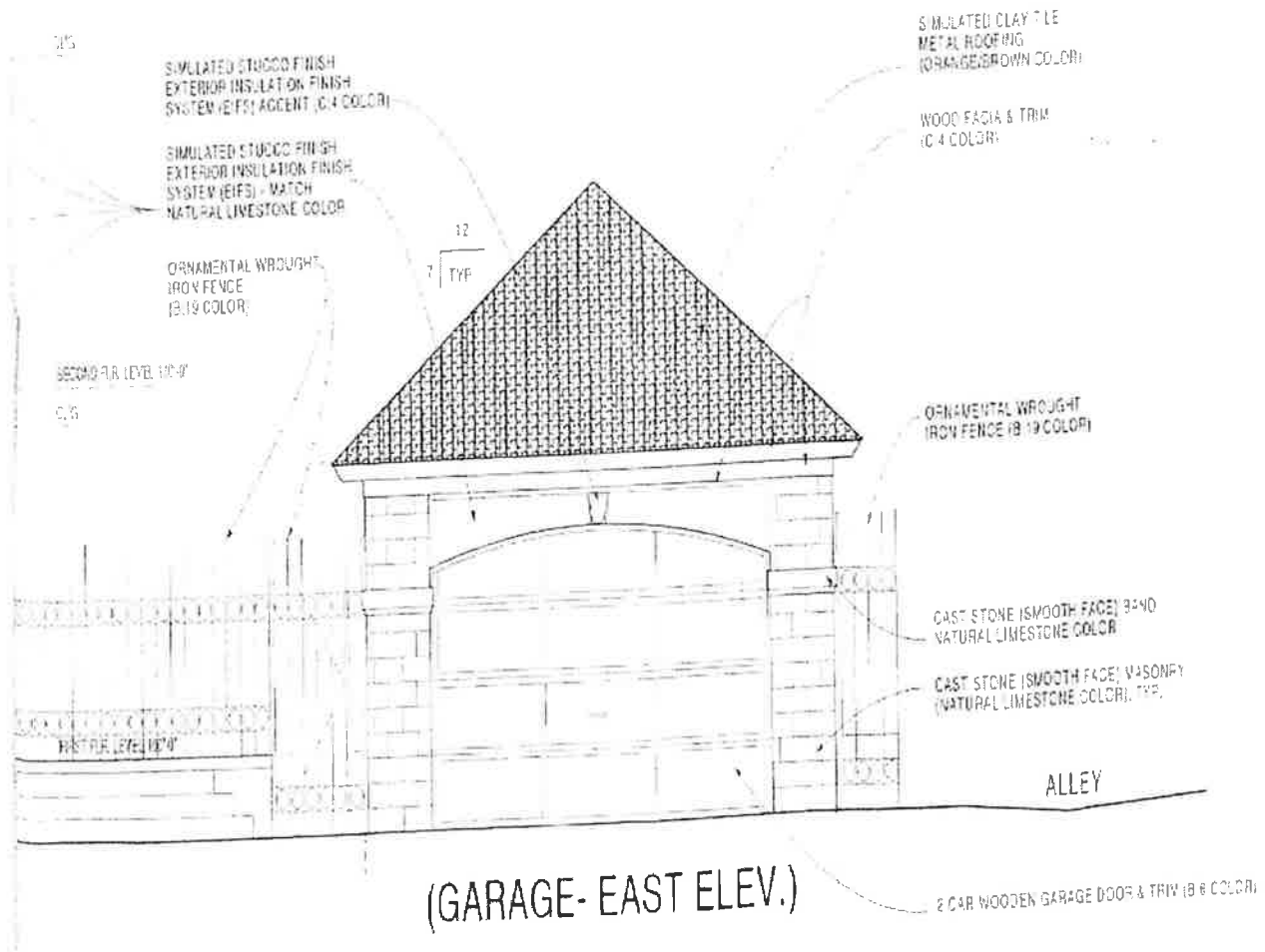
Key Plan



Project Adminstr
D. PIJFOND
Project Arch/Eng
D. PIJFOND
Designed
D. PIJFOND
Drawn
D. PIJFOND
Checked
D. PIJFOND
Approved
D. PIJFOND
Scale
1/4" = 1' 0"
10/27/08

1200 Longfellow Proposed Two-Stories, Two-Car Detached Garage

CAST STONE (SMOOTH FACE) BAND
NATURAL LIMESTONE COLOR



(GARAGE- EAST ELEV.)

1200 Longfellow – The HDC Approved a One-Story, Two-Car Detached Garage June, 2008