

STAFF REPORT: 03/12/2025 REGULAR MEETING

PREPARED BY: D. RIEDEN

APPLICATION NUMBER: HDC2025-00093

ADDRESS: 9851 HAMILTON

HISTORIC DISTRICT: BOSTON-EDISON

APPLICANT: ADAM NOEL/ HAMILTON DETROIT LLC

PROPERTY OWNER: HAMILTON DETROIT LLC

DATE OF PROVISIONALLY COMPLETE APPLICATION: 02/17/2025

DATES OF STAFF SITE VISITS: 02/28/2025, 03/05/2025

SCOPE: CONSTRUCT PARKING LOT AND TRASH ENCLOSURE

EXISTING CONDITIONS

Built in 1920, the property at 9851 Hamilton is a 3 story, former social services building on the southeast corner of Hamilton and Glynn Court, just north of the Boston-Edison historic district. This brown-clad brick building features a parapet with peaked pediments centrally located over each entrance side of the building. Cast stone banding separates each floor and the surrounds of each window opening. The main entrance on Hamilton is recessed under an arched transom and surrounded in limestone featuring pilasters topped with statuary in small stone alcoves. "Catholic Charities" is engraved over the main doorway.

The area subject to the Commission's jurisdiction is a 24' wide paved area along the alley access, south of the building. Staff has a detailed boundary analysis in the appendix of this report. The building and any work outside of the district is NOT subject to Commission review. *(See figure 1 and Appendix A.)* The current condition of this site is an existing asphalt parking area with a trash container and an existing, large mature tree in the southwest corner of this area. Three short brick columns of concrete coping are aligned along the east edge of the parking area with an asphalt drive between two toward the curb-cut on Hamilton. Concrete-filled metal bollards are posted in between and next to the columns.



Site Photo 1, by Staff Feb. 28, 2025: (East) facing Hamilton, showing the paved area within the Boston- Edison Historic District. The red line generally divides the historic district from the remainder of the site.



Site Photo 2, by Staff Feb. 28, 2025: (Northeast corner of Hamilton and Glynn) showing the front and side elevations facing northeast. The building is outside of the Boston-Edison historic district.



Figure 1. Aerial of Parcel #06002635-9, 9851 Hamilton is outlined in yellow. The red outline shows the area INSIDE the Boston-Edison Historic District and is the area subject to Commission review.

PROPOSAL

The proposed work is the removal of the existing asphalt parking lot and the installation of a 8” concrete pad and trash enclosure and 6” concrete surface area for the remaining parking area per the attached drawings. The proposed trash enclosure would consist of CMU block construction with an aluminum gate. (See figures 2-3.)

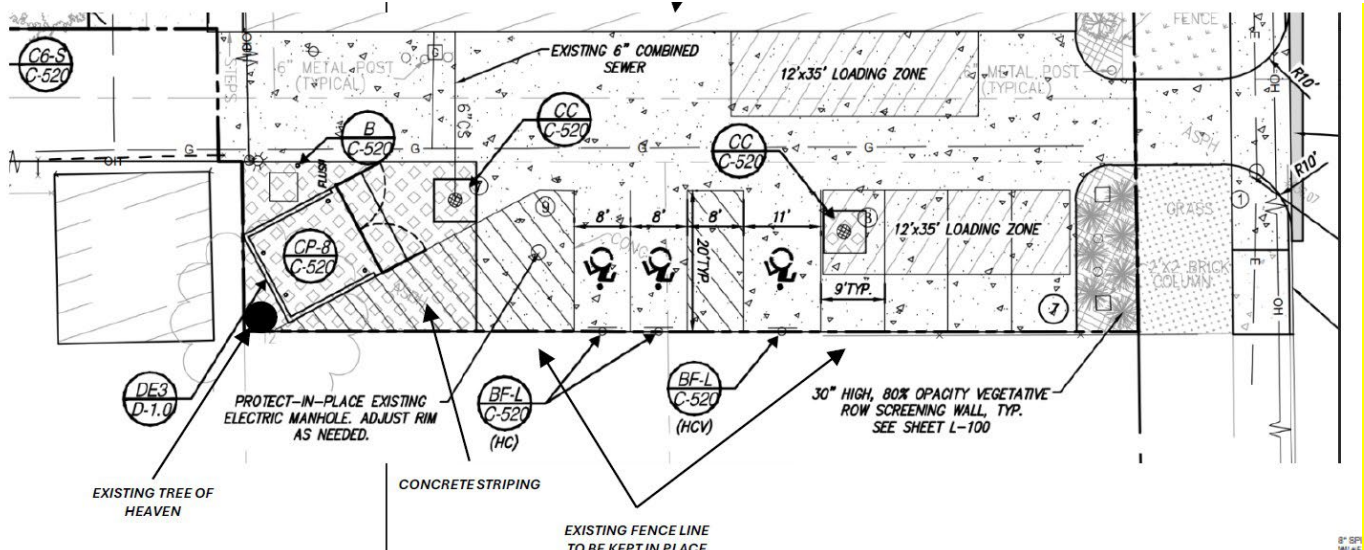


Figure 2. Proposed site plan, showing trash enclosure and concrete parking area.

STAFF OBSERVATIONS AND RESEARCH

- The Boston-Edison Historic District was established in 1973.
- In addition to a detailed boundary analysis in the appendix of this report, Staff reviewed Sanborn maps dating from 1915 to 1982 and found that the parcel at 9851 Hamilton was modified by increasing the parcel size, essentially eliminating a 10' alley and adding 24' width of land south of the alley's border.
- The Boston-Edison Elements of Design offer the following regarding alleys, drives and parking (Sec. 21-2-106):

- (8) *Relationship of textures:* “The most common relationship of textures in the district is that of a low-relief pattern of mortar joints in brick contrasted with the smooth surface of wood or stone trim.”
- (13) *Relationship of significant landscape features and surface treatments:* “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.”
- (20) *Orientation, vistas, overviews.* “...Garages are frequently oriented either toward an alley and/or the front drive or toward a side street in the case of corner lots. Almost all garages are detached and are at the rear of the lot.”

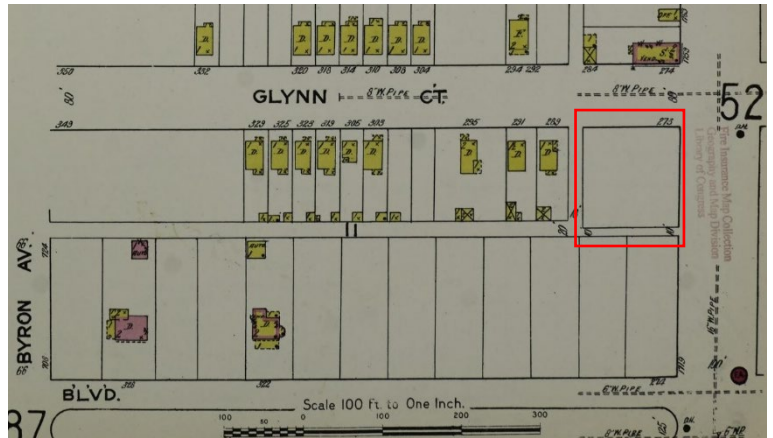


Figure 3, 1915 Sanborn, Vol 9, 86: Red box shows parcel at 9851 Hamilton. Note that the parcel protrudes 10' into the 20' alley.

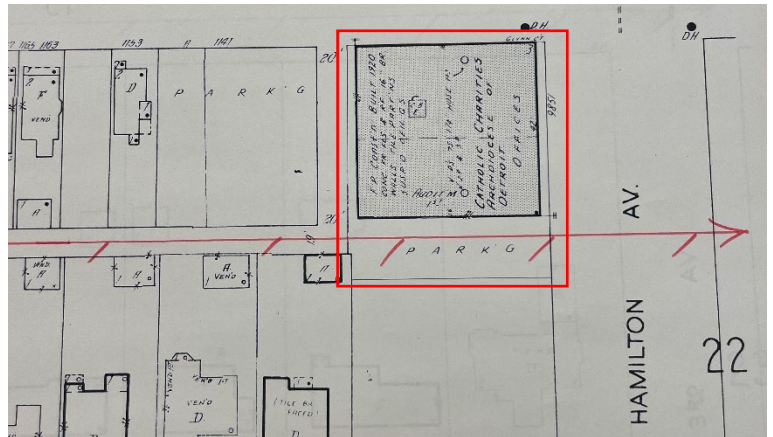


Figure 4, 1982 Sanborn, Vol 9, 21: Red box shows parcel at 9851 Hamilton extending across the 20' alley with an additional 24' width added past the south alley border. The red ink line is drawn in by BSEED to indicate location of the Boston Edison Historic District. (Source Building Safety Engineering and Environmental Department.)

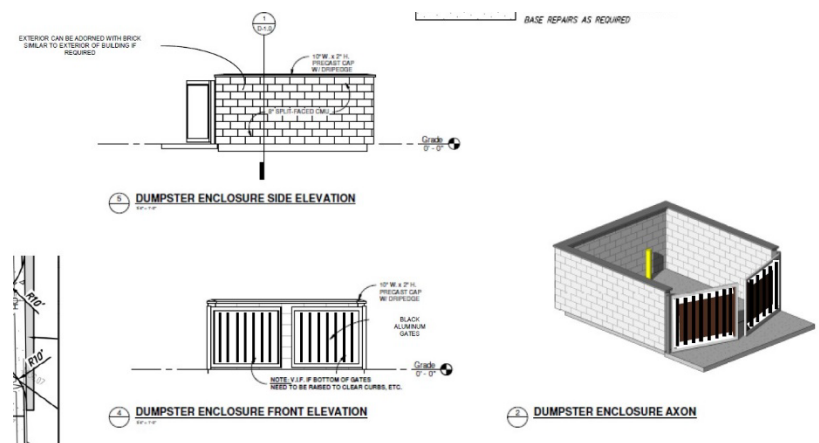


Figure 5, by applicant: Dumpster enclosure elevations and axonometric showing CMU wall with option to add brick cladding to match the building (optional) and aluminum gate.

- The application states that the proposed trash enclosure shall be “split-faced CMU” with an alternate to add brick cladding to match the building. Staff observed that CMU is present in the alley with a garage, such as the one located in the 1140 W. Boston alley. However, staff observed that this garage received a Certificate of Appropriateness with the condition that staff review the proposed brick cladding, which is not currently present. It is staff’s opinion that due to the public visibility of this trash enclosure and because it is located within the series of garages in the alley with brick cladding as an intended material, the brick cladding option (to closely match the building) should be applied to a potential approval of this proposal. (See Appendix B for details on the 1140 W. Boston COA, figure 5 and site photo 3.)



Site Photo 3, by Staff Feb. 28, 2025: (Southwest view of alley, west of proposed parking area) showing existing CMU garage at 1140 W. Boston.

- “Tree of Heaven”, *Ailanthus altissima*, is a fast-growing invasive species that is not native to Michigan. Located at the southwest corner of the site with a 8-10” diameter trunk, this tree is likely reached this size within a 10-15 year timeframe and has an expected lifespan of 30-50 years. Staff has the opinion that although this is a mature growth tree of substantial size, it is not of historic significance nor of historic age. The impact of the proposed concrete trash enclosure would likely shorten the tree’s lifespan if kept in place, and so staff offers the opinion that its removal would be appropriate. (See site photo 4.)



Site Photo 4, by Staff Feb. 28, 2025: (Southeast corner of existing parking area) showing existing dumpster, tree of heaven, and asphalt parking.

- Staff requested the following information, which has not been received at the time of this report:
 - Height of the trash enclosure.
 - Confirmation on retention of the existing 3 brick columns.
 - Confirmation on species of what appears to be a proposed evergreen planting along side the entrance the parking lot.



Site Photo 5, by Staff Feb. 28, 2025: (View from southeast corner of existing parking area toward northeast) showing asphalt parking.

- Staff received confirmation from the applicant that the current fence along the south edge of the property is not to be disturbed and is not on their property (therefore, it is not included in this application).

ISSUES

- With the exception to the use of CMU material for the enclosure, staff has no issue with the material and design of the parking area. Staff recommends cladding the enclosure with brick compatible with the existing building and to be consistent with the Boston-Edison Elements of Design.

RECOMMENDATION

Section 21-2-78, Determination of Historic District Commission

Recommendation 1 of 1, Certificate of Appropriateness

Staff recommends that the proposed work will be appropriate according to the Secretary of Interior's Standards for Rehabilitation and the Boston-Edison Historic District's Elements of Design, with the condition that:

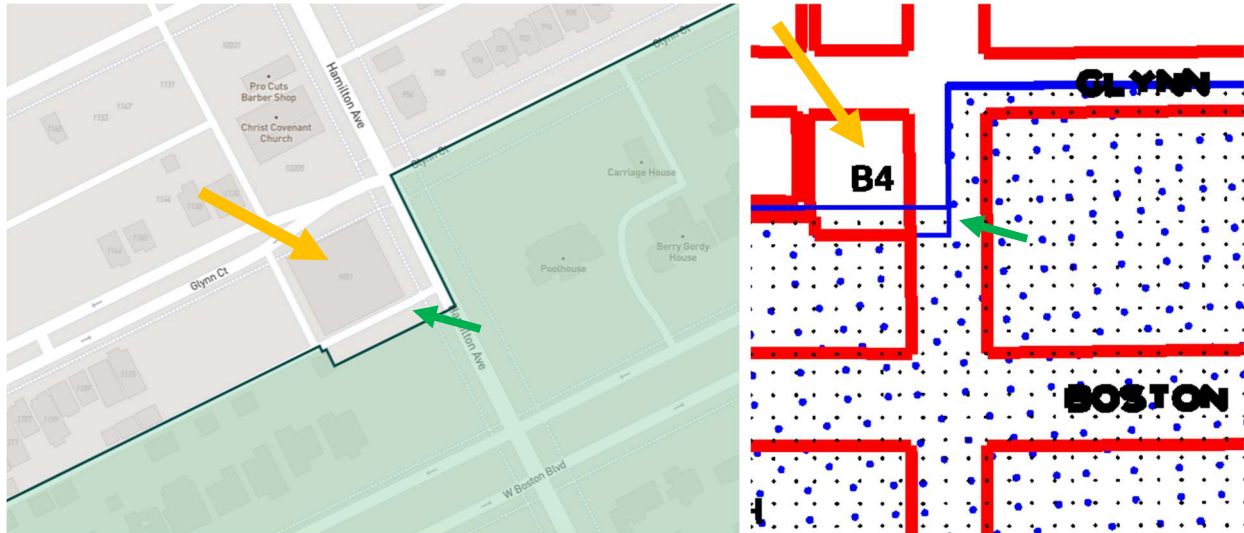
- Brick cladding compatible with the building is used on the trash enclosure and will be submitted for review by HDC staff.

APPENDIX A:
HISTORIC BOUNDARY ANALYSIS OF 9851 HAMILTON WITH
RESPECT TO THE BOSTON-EDISON HISTORIC DISTRICT

Historic District Boundary Analysis:

9851 Hamilton. with respect to the Boston-Edison Historic District.

Garrick Landsberg, Planning and Development Department, February 20, 2025



The subject property, 9851 Hamilton, is identified by the orange arrow in the Local Historic Districts GIS Map, above left, and the Chapter 50 zoning map (enlarged), above right. At left, the extent of the historic district is indicated by a green zone with a black boundary. At right, the historic district is indicated by purple dots with a purple boundary. Note the ambiguity between the maps (and the “double boundary line” in the zoning map) indicated by the small green arrows.

This analysis responds to questions concerning the south 24 feet of the parcel at 9851 Hamilton. The GIS layer for the city’s public historic districts map appears to specifically *exclude* this 24 foot depth from the Boston-Edison Historic District, consistent with the boundary of the subject parcel.

For the parcel identified as 9851 Hamilton, per the assessor’s office, the following legal description is given (portion in red highlighted):

W HAMILTON LOTS 10 THRU 17 AND VAC ALLEYS ADJ ADAMS & PECKS 2ND N END SUB L17 P13 PLATS, W C R 6/120 ALSO N 24 FT LOTS 453 & 454 BOSTON BLVD SUB L29 P23 PLATS, W C R 6/149 159.92 IRREG COMBINED ON 03/18/2024 FROM 06004346., 06002635-7, 06002638., 06002639.;

Per Section 21-2-106 of the 2019 Detroit City Code, the boundaries of the Boston-Edison Historic District are as follows, in their entirety:

The area includes both sides of Boston Boulevard, Chicago Boulevard, Longfellow Avenue, and Edison Avenue from Woodward Avenue center line to Linwood Avenue center line; said property description being described as the Voight Park Subdivision - Lots 188-461, 465-510; Atkinson's Subdivision - Lots 24-48 (even numbers only); E. W. Voight Subdivision - Lot 96; Boston Boulevard Subdivision - Lots 76-116, 126-167, 176-270, 277-283, 290-355, 361-378, 383-437, 442-454; Guerolds Subdivision - Lots 17-24; Lewis Park Subdivision - Lots 17-30; Jackson Park Subdivision - Lots 17-31; Joy Farm Subdivision - Lots 683-1076; Voight's Park, Boston Boulevard, Chicago Boulevard, Longfellow Avenue and Edison Avenue from Woodward Avenue to Linwood Avenue.



The current legal parcel at 9851 Hamilton is outlined in yellow. The “24 foot portion” excluded from 1130 West Boston, and part of 9851 Hamilton, is outlined in red. This portion in the red box is within the historic district.

For the parcel identified as 1130 West Boston, directly adjacent and to the south of the subject property, per the assessor’s office, the following legal description is given:

N BOSTON BLVD 452 453&454 EXC N 24 FT BOSTON BLVD SUB L29 P23 PLATS, W C R 6/149 186.75 IRREG. NEZ HOMESTEAD CERT #NH2011-0007 RELATED PARCEL #27110007.

Note that the above description for 1130 West Boston *excludes* the north 24 feet of lots 453 and 454 of the Boston Boulevard Subdivision, which are in turn specifically *included* in the description for 9851 Hamilton on the previous page. Per the boundary description of the Boston-Edison Historic District given on the previous page (Section 21-2-106(b)), lots 453 and 454 of the Boston Boulevard Subdivision are included without limitation (i.e., “Boston Boulevard Subdivision – Lots...442-454”).

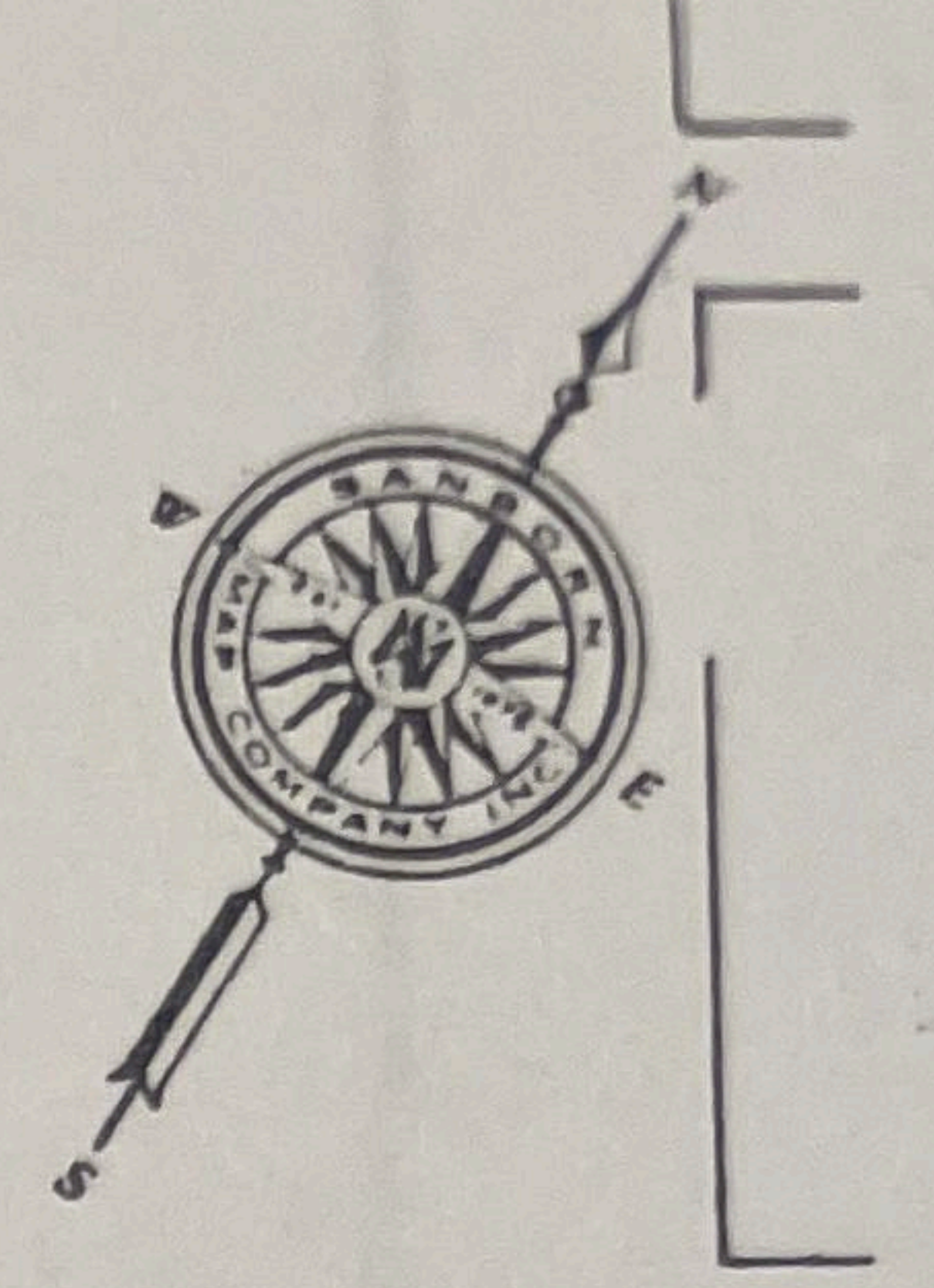
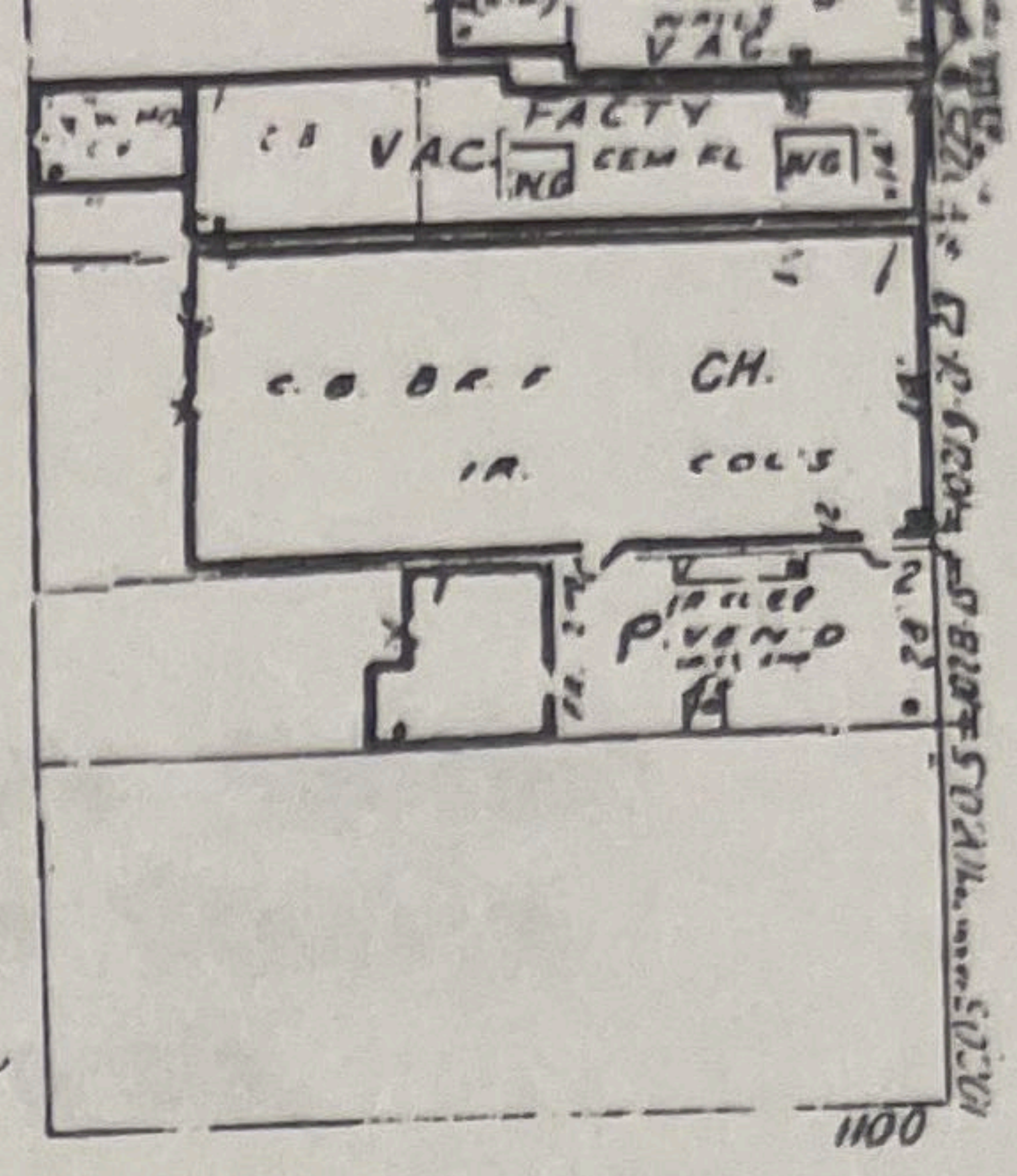
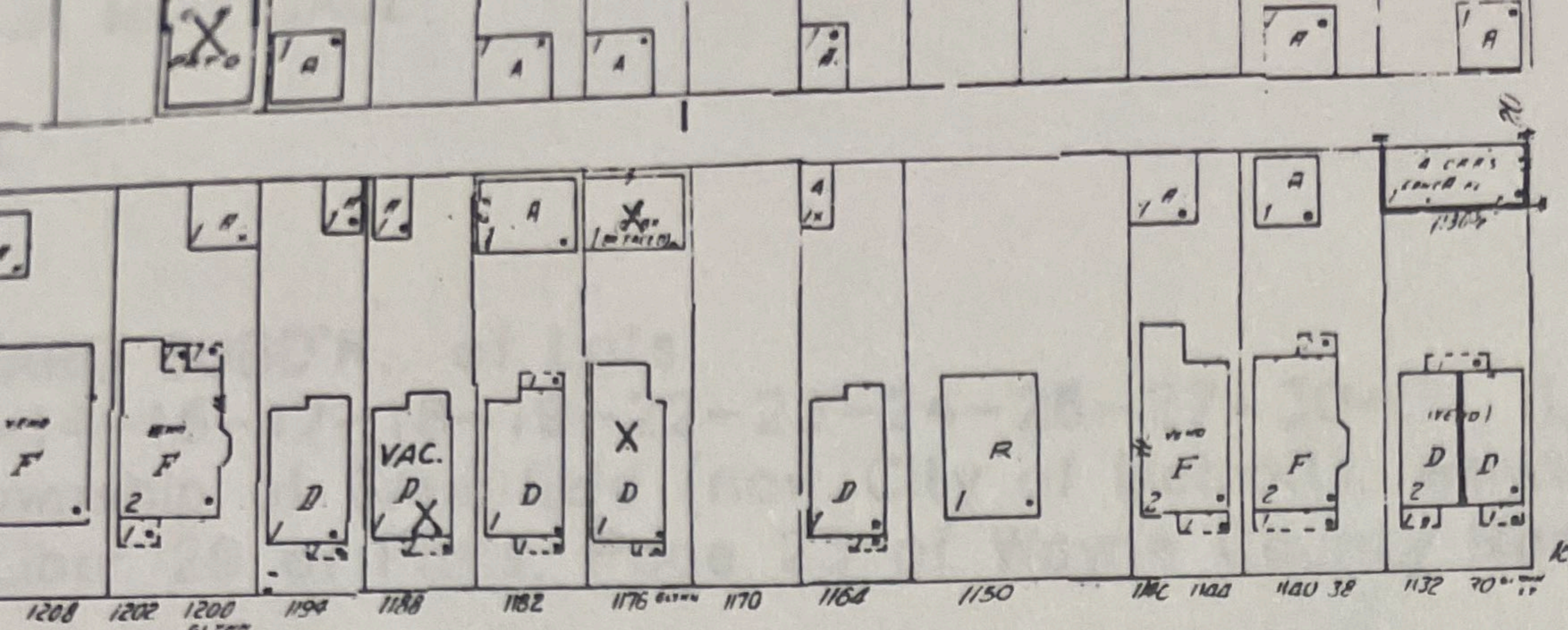
As such, our analysis is that the full extent of Lots 453 and 454, including the southern 24 feet of the parcel now known as 9851 Hamilton, are within the boundaries of the Boston-Edison Historic District. The GIS map layer is incorrectly drawn to exclude the subject parcel in its entirety.

Conclusion:

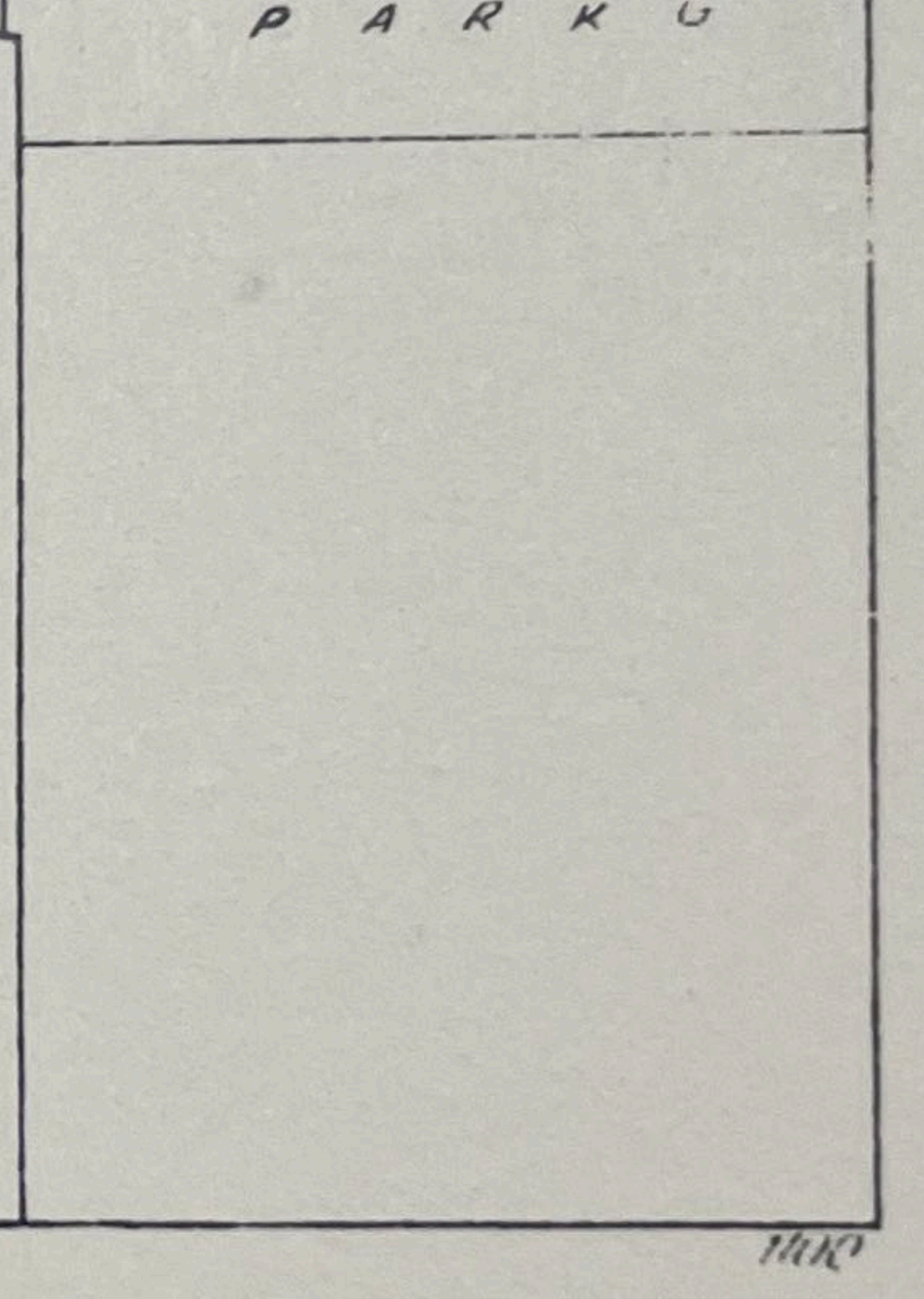
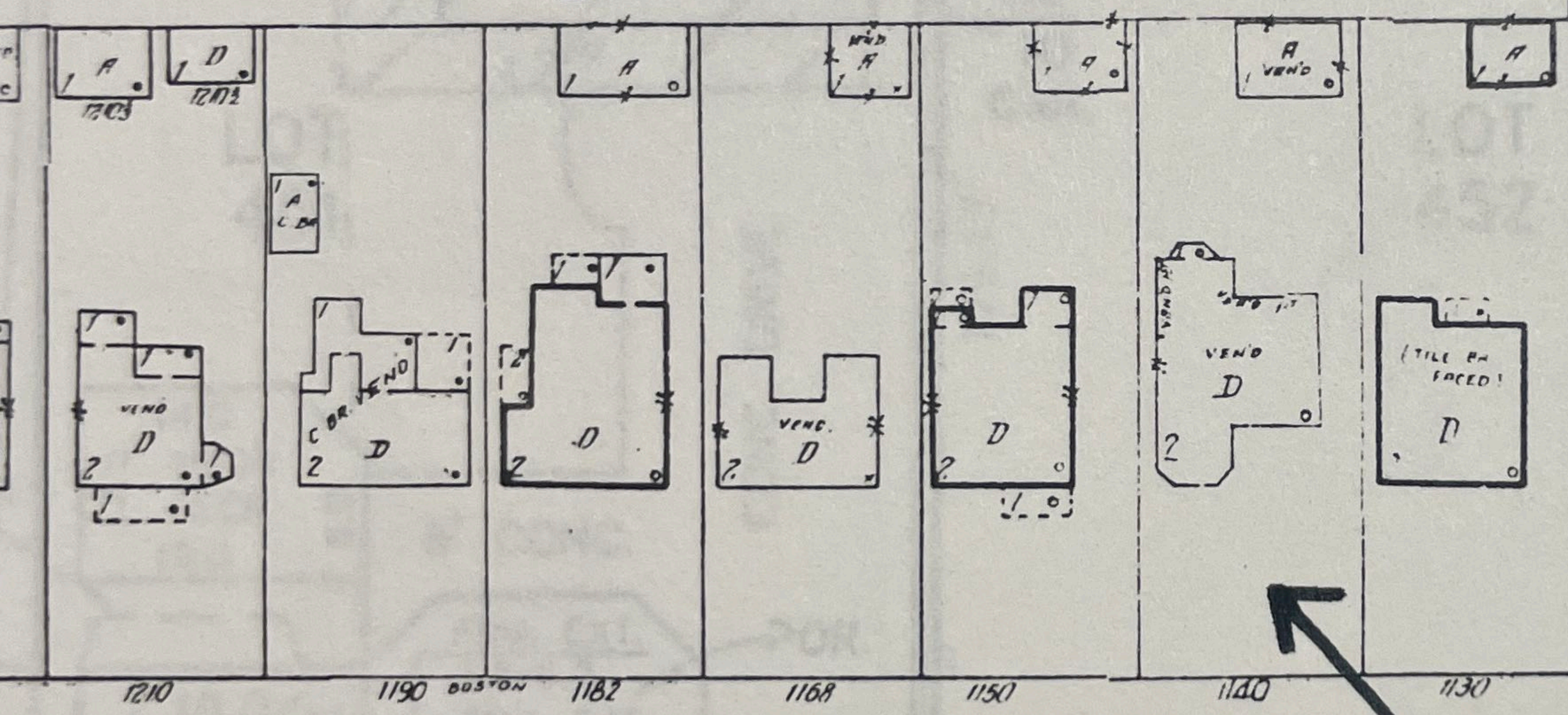
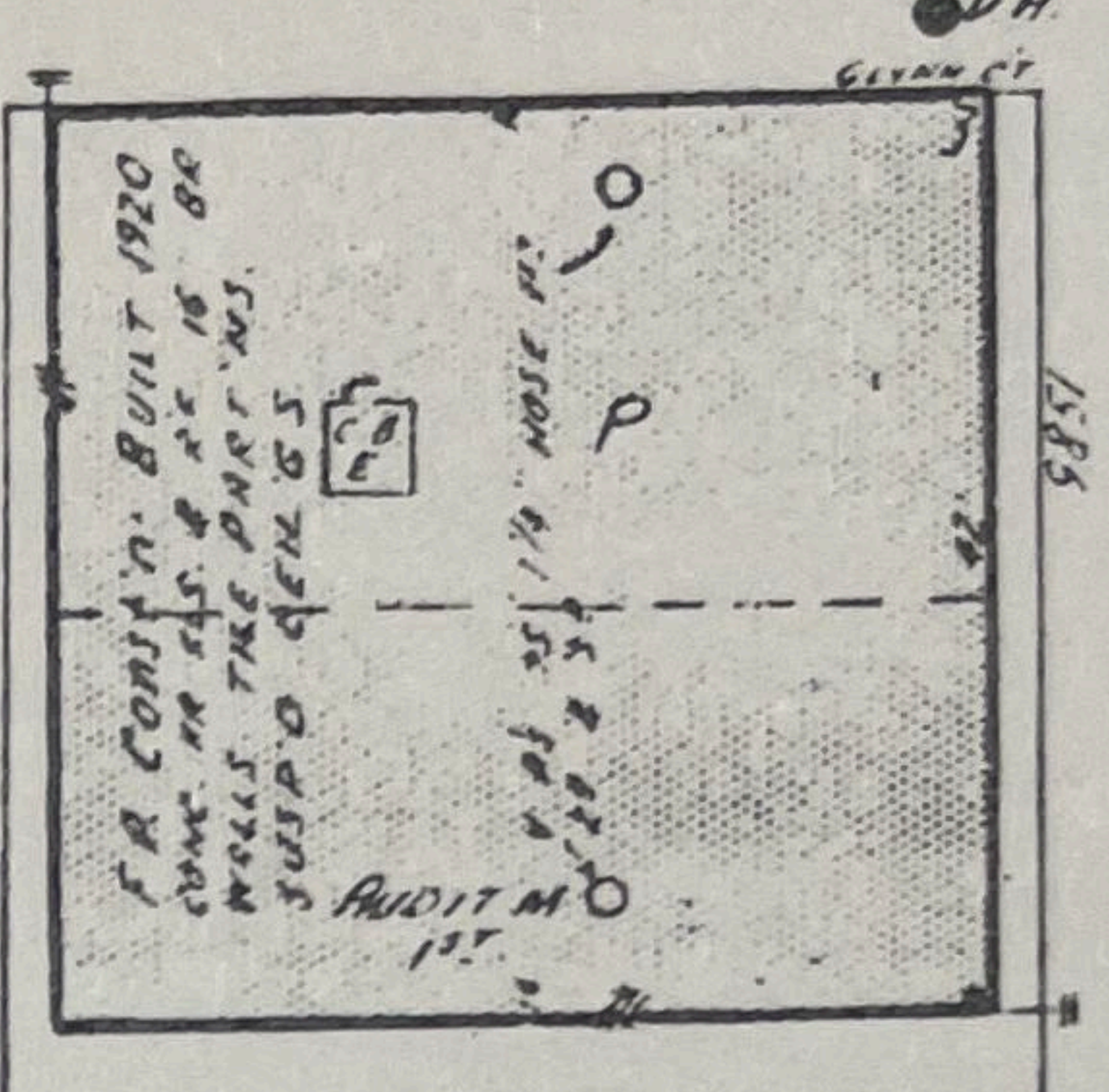
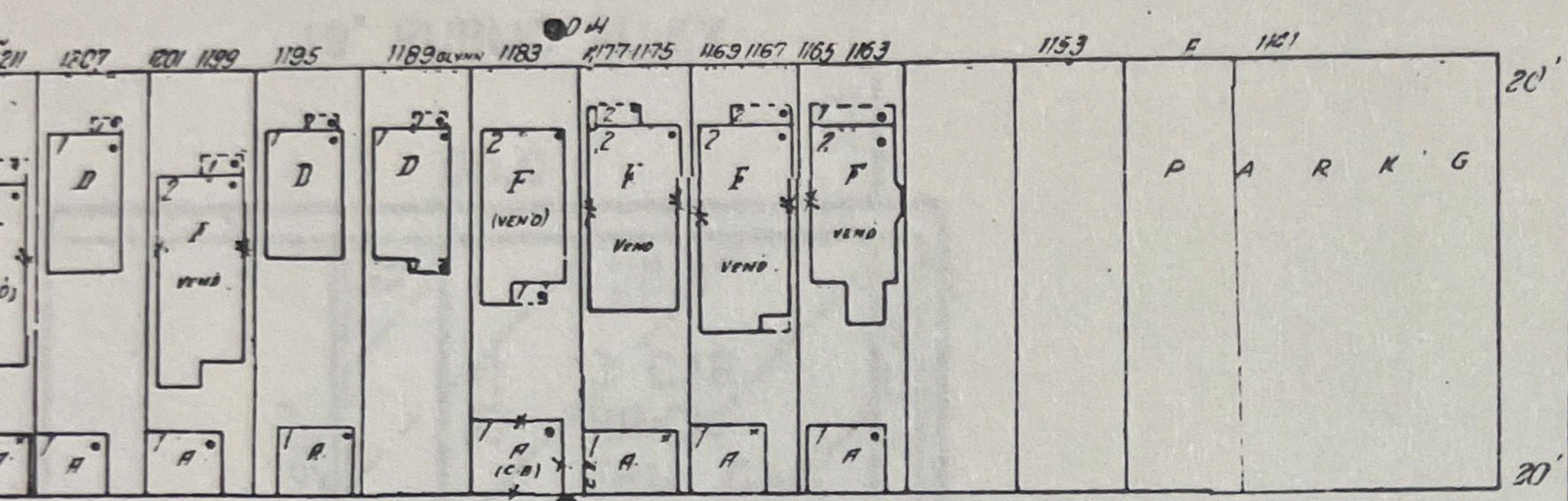
The southernmost 24 feet of the subject parcel at 9851 Hamilton, that being the northern 24 feet of Lots 453 and 454 of the Boston Boulevard Subdivision, is within the Boston-Edison Historic District, and therefore any *work* (as defined by Section 21-2-2 of the City Code) on that small portion of the parcel only is subject to review and approval by the Historic District Commission under Division 4 of Chapter 21 (*Permit for Work within District*). The remaining substantial portion of the subject parcel is outside of the district and thus not subject to Commission review for permitting purposes.

APPENDIX B:

1140 W. BOSTON – 2002 APPLICATION – HDC #02-204 FOR GARAGE

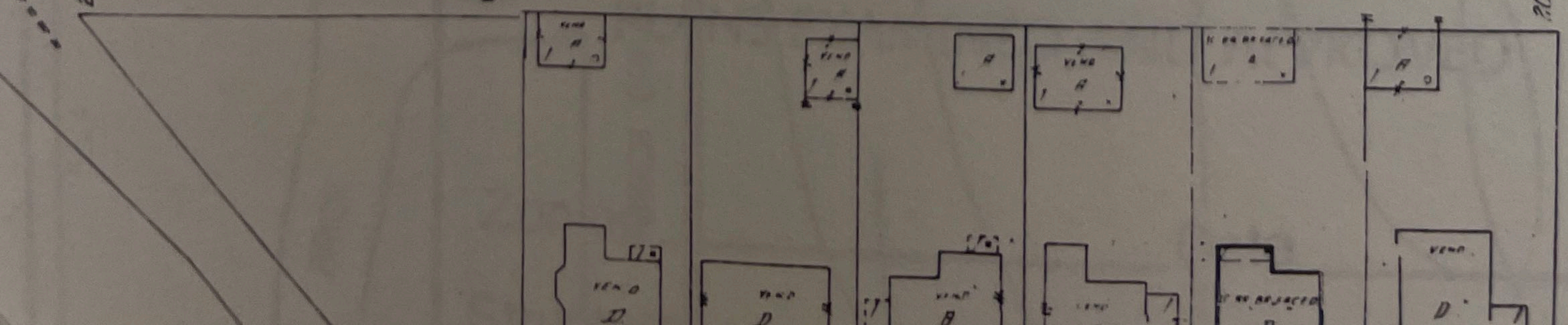
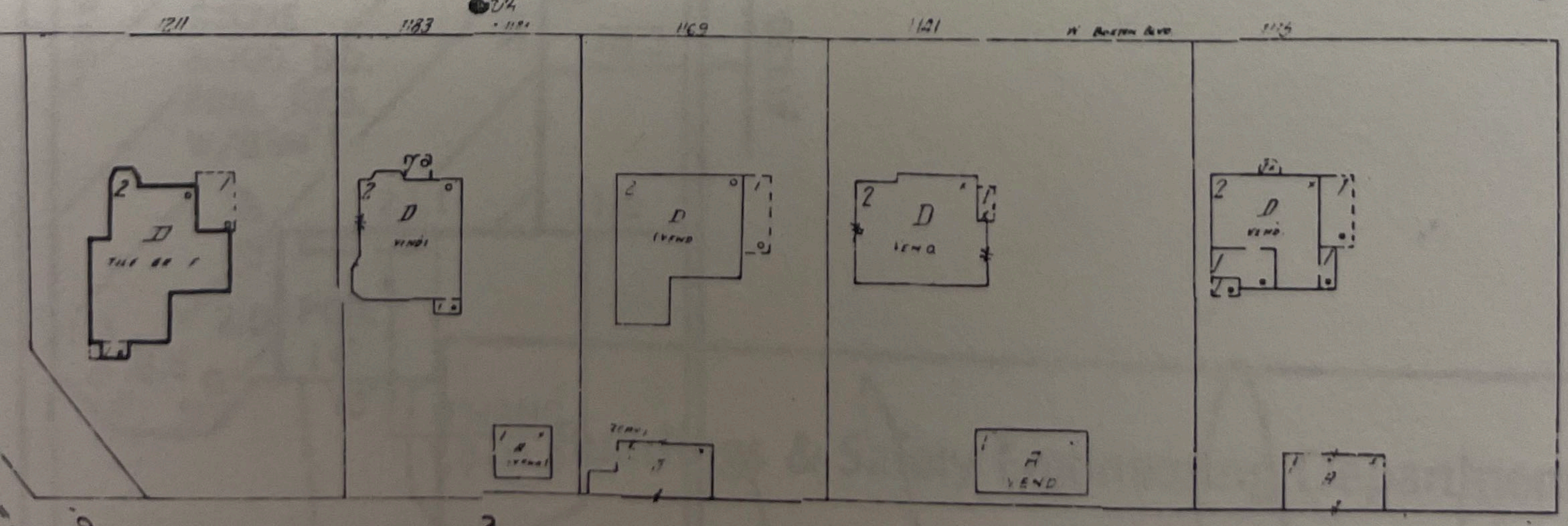


GLYNN CT



W. BOSTON BLVD

1140



HAMILTON AV

22

8" W.P.P.

6" W.P.P.

8" W.P.P.

6" W.P.

125'

3

20'

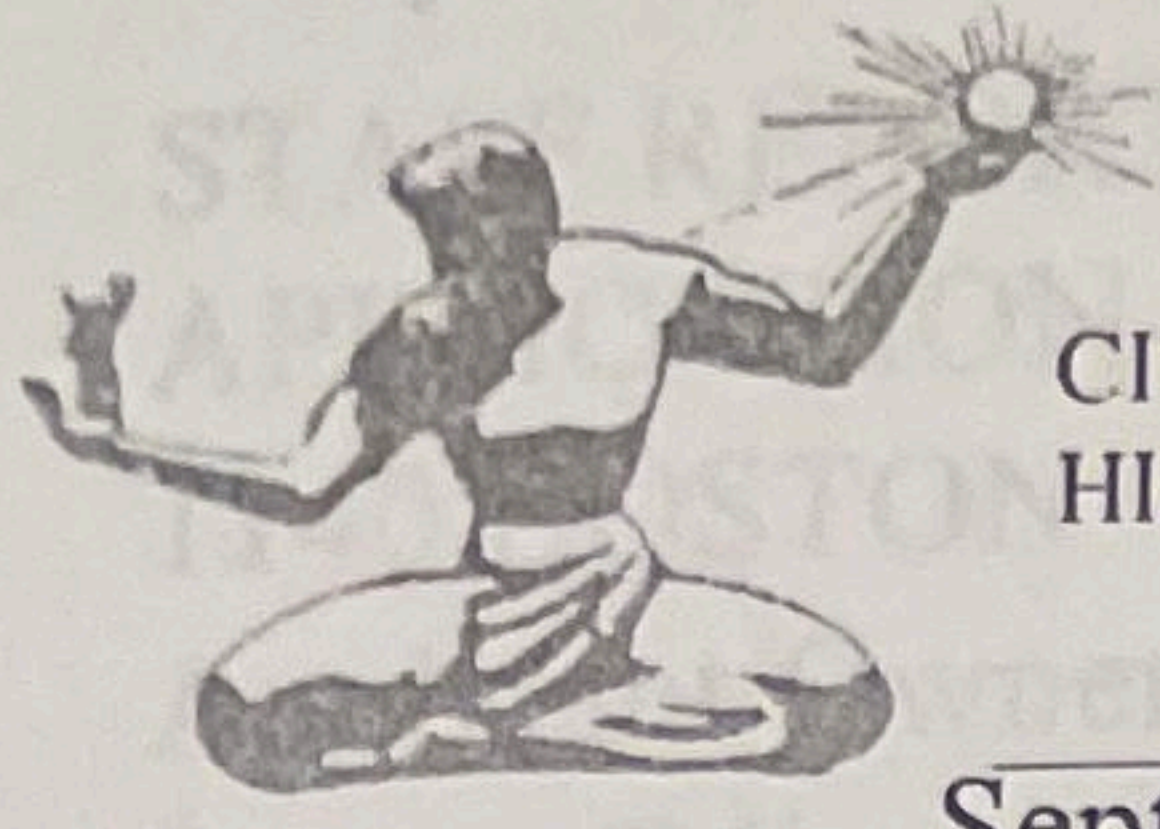
W. Boston Blvd

DH

DH

DH

DH



CITY OF DETROIT
HISTORIC DISTRICT COMMISSION

65 CADILLAC SQ., SUITE 1300
DETROIT, MICHIGAN 48226
PHONE 313-224-6536
FAX 313-224-1310

September 13, 2002

CERTIFICATE OF APPROPRIATENESS

Kenneth Cook
1140 W. Boston
Detroit, MI 48202

RE: Application Number 02-204; 1140 Boston; Boston Edison Historic District

Dear Mr. Cook:

Pursuant to Section 5(10) of the Michigan Local Historic District Act, as amended, being MCL 399.205, MSA 5-3407(5)(10) and Section 25-2-20 of the 1984 Detroit City Code, the Detroit Historic District Commission has reviewed the above-referenced application for building permit and has issued a Certificate of Appropriateness effective as of September 14, 2002, provided the following condition is met:

- 1) Staff must approve brick and shingle color samples.

The work is appropriate for the following reasons:

The construction of a three-car garage meets "The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" standard number 9, "New additions, exterior alternations, or related new construction shall not destroy historic material that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, scale, and architectural features to protect the historic integrity of the property and its environment."

Please retain this Certificate of Appropriateness for your files. You should now proceed to obtain a building permit from the City of Detroit Buildings and Safety Engineering Department. Approval by the Detroit Historic District Commission does not waive the applicant's responsibility to comply with any other applicable ordinance or statute. If you have any questions regarding the foregoing, please telephone the Detroit Historic District Commission at 224-6536.

On Behalf of the Commission:

Kristine M. Kidorf
Staff
Detroit Historic District Commission

copy: Shanker Warriar, B&SE



STAFF REPORT FOR 9-11-02 MEETING
APPLICATION NUMBER 02-204
1140 BOSTON
Applicant/Owner: Kenneth Cook
Boston Edison Historic District

PROPOSAL

The applicant proposes to construct a three-car garage. The construction of the garage has already been started. The proposed garage would be 32' wide by 24' deep by 12' high. The concrete slab on which the proposed garage would be constructed was the location of the previous garage which was destroyed in a storm during the winter. The proposed garage would have three 9' x 8' garage doors on the driveway side. It would have an entry door, on the east side of the garage. Three 16" w x 8" h glass block windows would be located on the rear wall near the top of the garage. The proposed garage would have a hipped roof with asphalt shingle to match the house. The proposed garage would be faced with brick to match the house on the façade and sides and concrete block on the alley side (rear).

TREATMENT LEVEL AND ELEMENTS OF DESIGN

Boston Edison Historic District is designated at the rehabilitation treatment level.

- (7) Relationship of materials. The majority of houses are faced with brick, while many are partially or totally stucco. Roofing includes slate, tile and asphalt shingles. Wood shingle roofs were once common and have generally been replaced with asphalt. Wood is almost universally used for window frames and other functional trim and is used in many examples for all trim.
- (8) Relationship of textures. The most common relationship of textures in the district is that of a low-relief pattern of mortar joints in brick contrasted with the smooth surface of wood or stone trim. Asphalt shingles generally have little textural interest, even in those types which purport to imitate some other variety.
- (9) Relationship of colors. Natural brick colors (such as red, yellow, brown, buff) predominate in wall surfaces. Natural stone colors also exist. Roofs are in natural colors (tile and slate colors, natural and stained wood colors), and asphalt shingles are predominantly within this same dark color range. Paint colors often relate to style. Buildings of medieval inspiration (notably neo-tudor) generally have painted woodwork and window frames of a dark brown or cream color. Half timbering is almost always stained dark brown. The original colors of any building, as determined by professional analysis, are always acceptable for a house, and may provide guidance for similar houses.
- (13) Relationship of significant landscape features and surface treatments. 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. Alleys run east-west down the center of the blocks, with the exception of the north-south alleys behind the Woodward Avenue frontage.
- (20) Orientation, vistas, overviews. Garages are frequently oriented either toward an alley and/or the front drive or toward a side street in the case of corner lots. Almost all garages are detached and are at the rear of the lot.

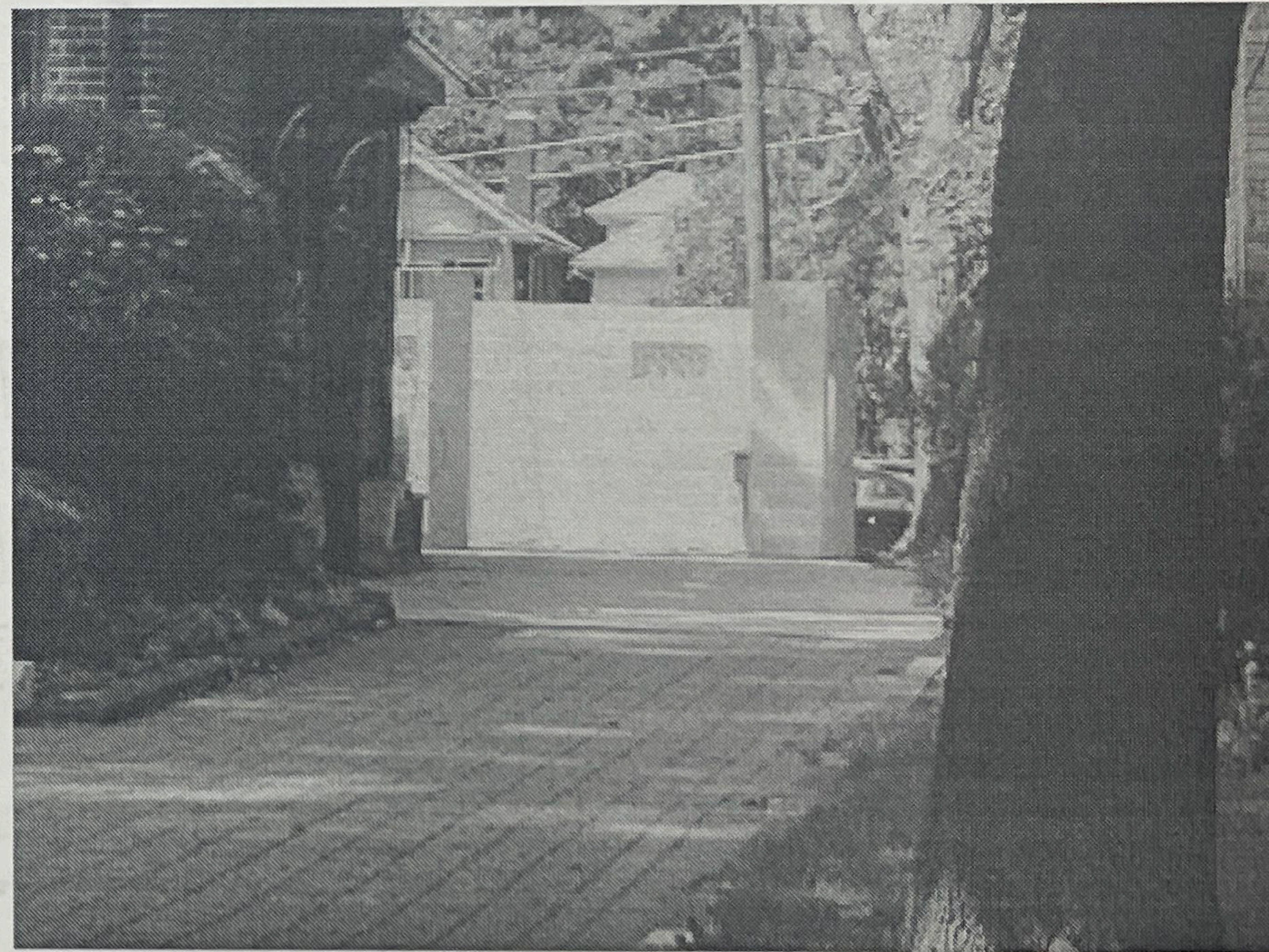
RECOMMENDATION

The garage will be in the same location, and of a similar configuration and materials as the previous garage. Although glass block windows would not be approved for an existing garage, for the rear wall of new

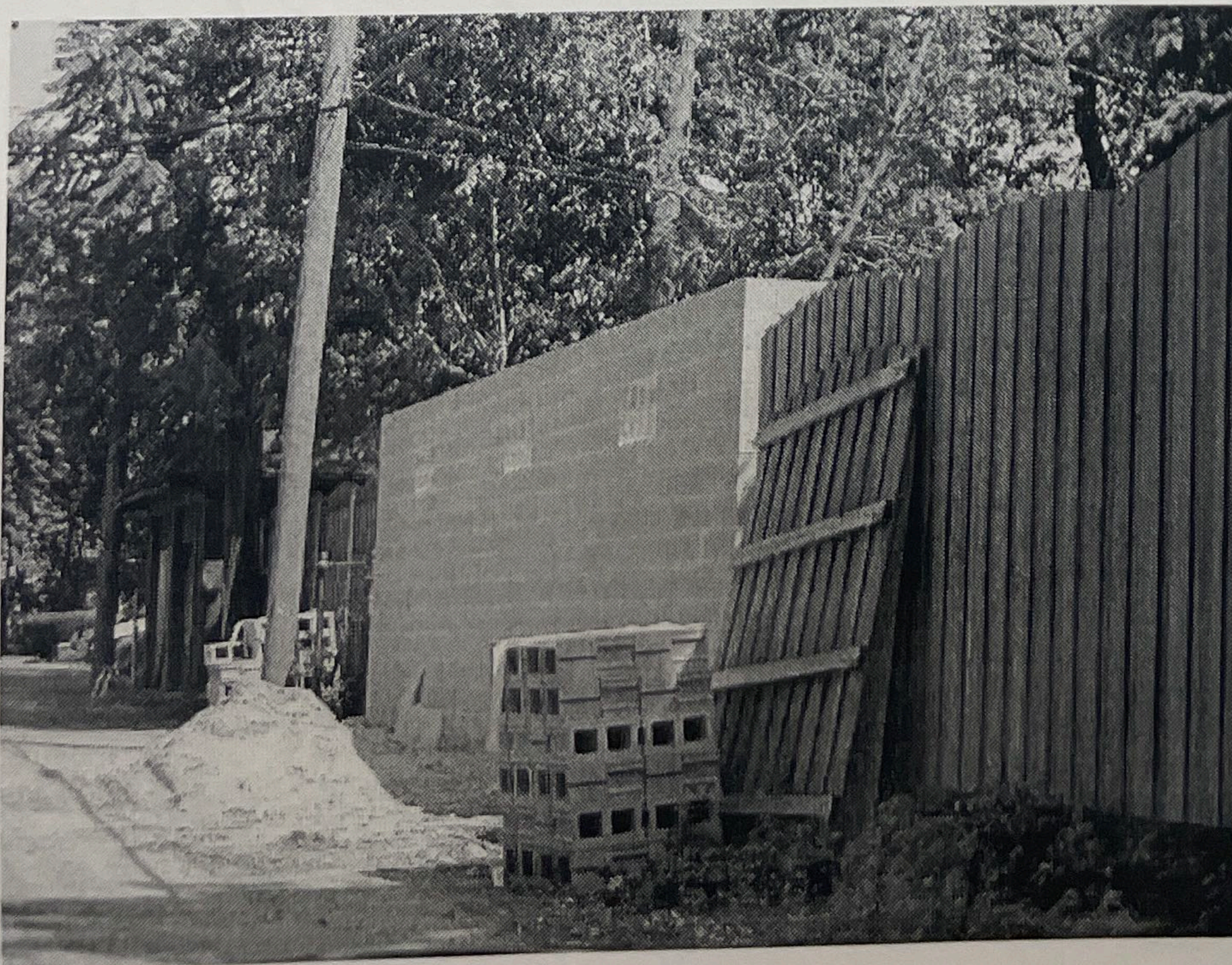
construction it is compatible. Therefore, I recommend the Commission issue a Certificate of Appropriateness. The work meets "The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" standard number 9, "New additions, exterior alternations, or related new construction shall not destroy historic material that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, scale, and architectural features to protect the historic integrity of the property and its environment."



1140 W. Boston



1140 W. Boston - View of garage from the front of the house.



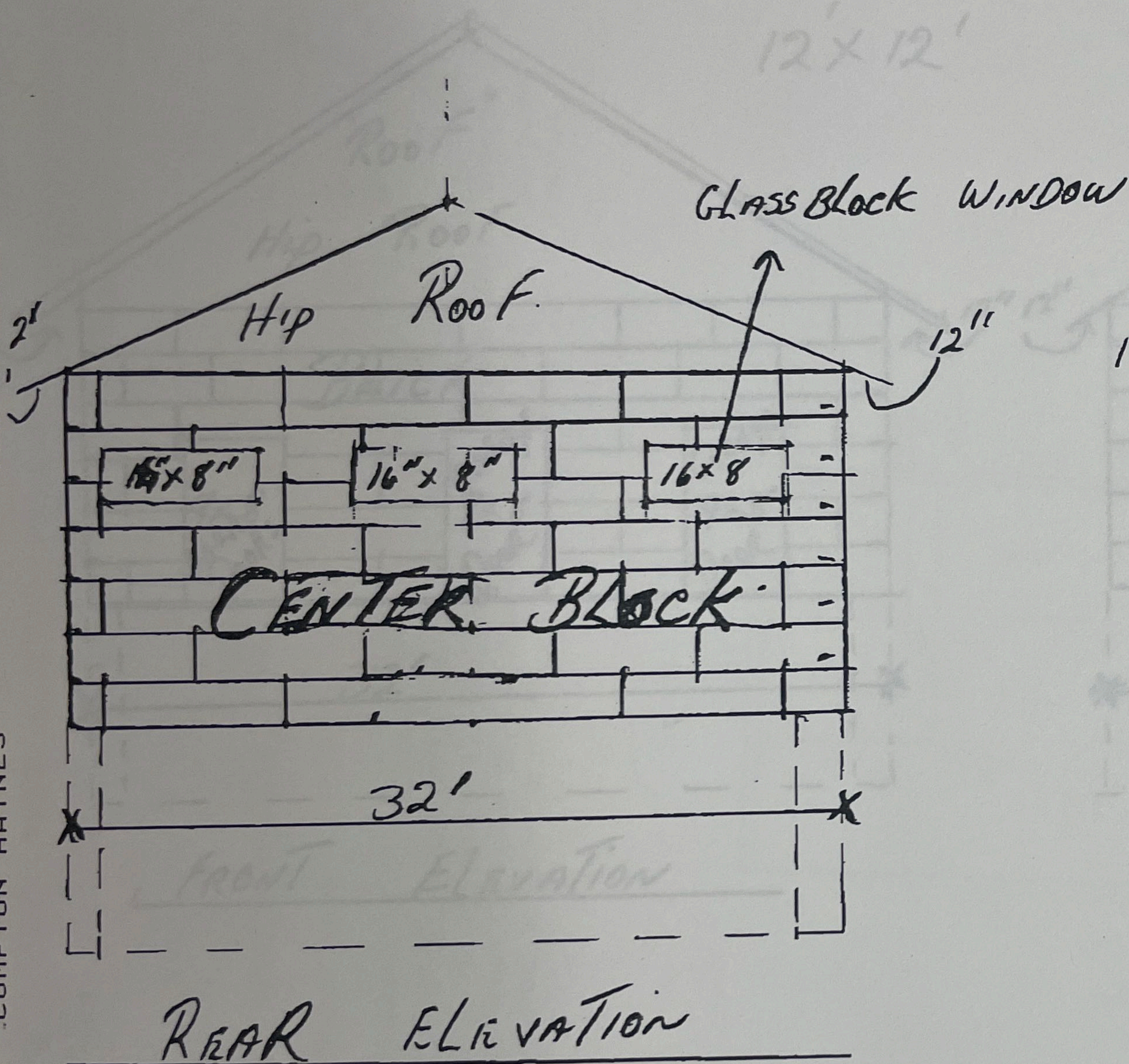
1140 W. Boston - View garage looking east from alley

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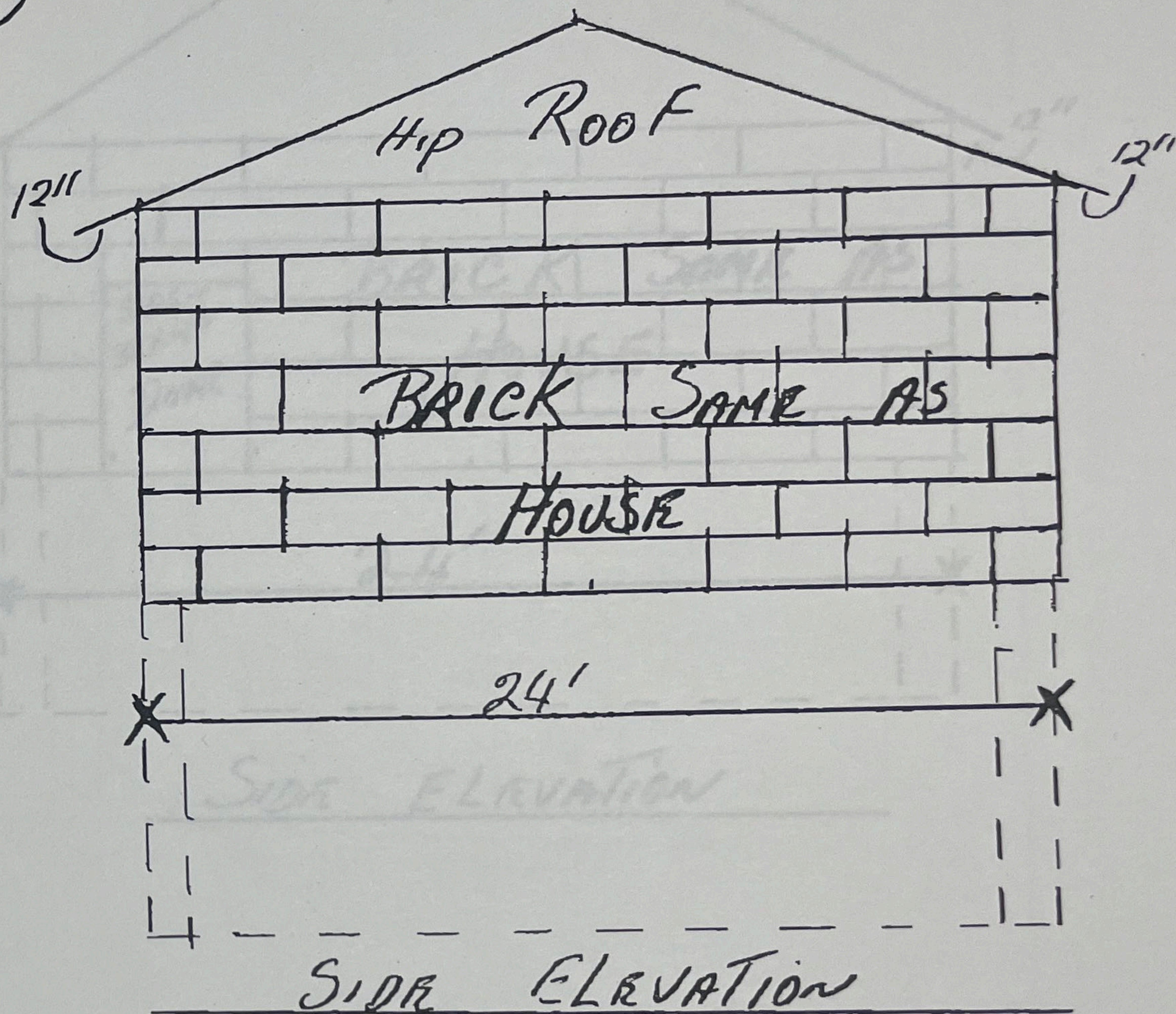
12/11/2011

Hip Roof
12' x 12'



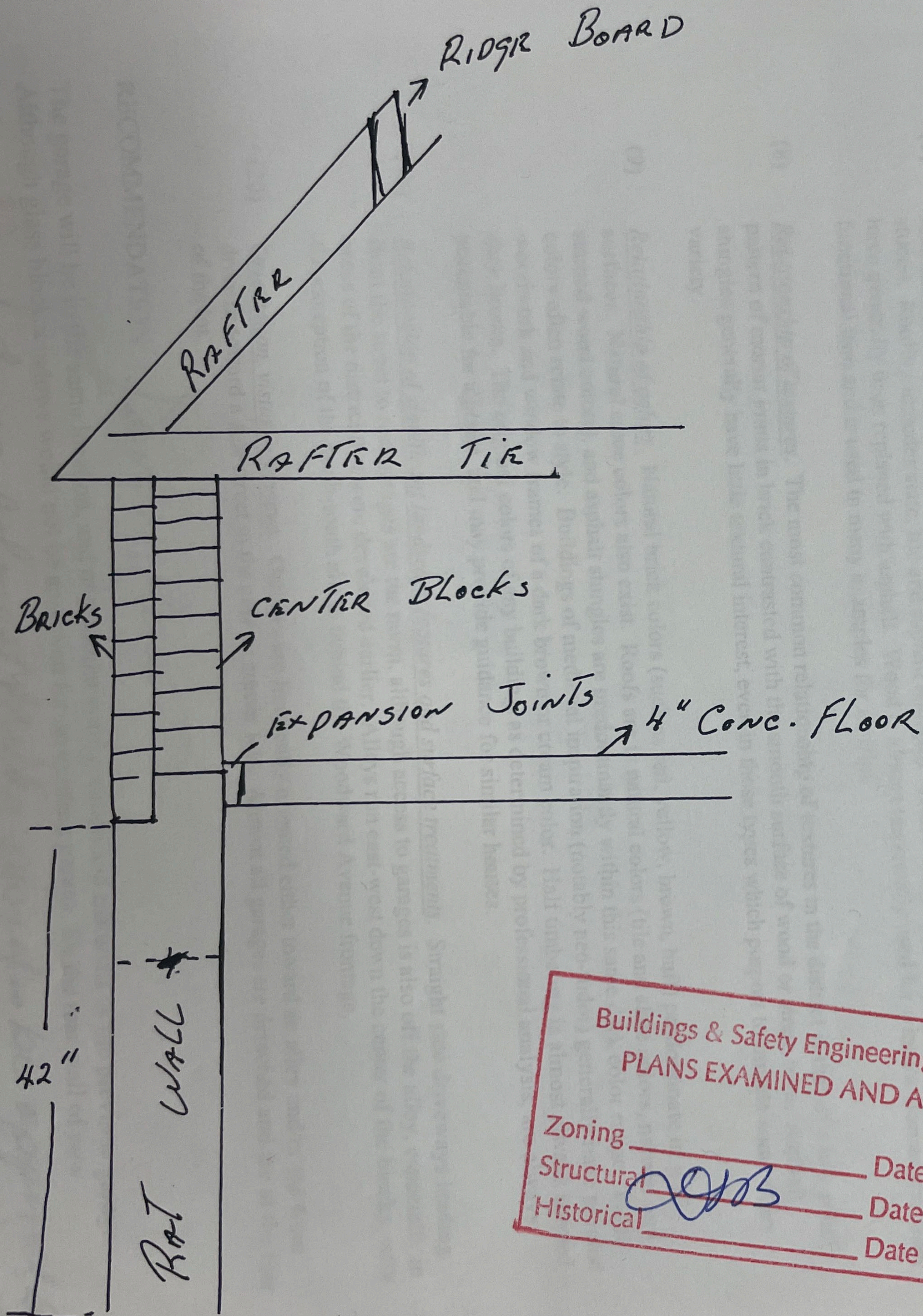
REAR ELEVATION

Hip Roof 12 x 12



SIDE ELEVATION

1140 W. Boston Blvd.
1140 W. Boston Blvd



Roof

RAFTER - 2x8 @ 16" OL

RIDGE BOARD - 1x10

RAFTER TIE - 2x4

HIP RAFTER - 2x8

Roof Sheathing 5/8 OSB

.15 W.T. FRLT

245 W.T. ASPHALT

THREE GARAGE DOORS

9x8

THREE GLASS BLOCKS
IN REAR OF BUILD

24" x 8" 6 FT FROM

THE BOTTOM

Buildings & Safety Engineering Department
 PLANS EXAMINED AND APPROVED
 Zoning _____ Date _____
 Structural OSB Date 8/12/02
 Historical _____ Date _____

130