CITY OF DOVER
HISTORIC DISTRICT COMMISSION
April 21, 2016

The Regular Meeting of the City of Dover Historic District Commission was held on Thursday, April 21, 2016 at 3:00 PM with Chairman Salkin presiding. Members present were Chairman Salkin, Mr. Scrafford and Ms. Horsey. Mr. Jackson and Mr. McDaniel were absent.

Planning Office Staff members present were Mrs. Melson-Williams, Mr. Cook, and Mrs. Purnell.

APPROVAL OF AGENDA

The agenda was approved by acclamation. Mr. Jackson and Mr. McDaniel were absent.

ADOPTION OF MINUTES OF THE REGULAR HISTORIC DISTRICT COMMISSION MEETING OF FEBRUARY 18, 2016

The minutes of February 18, 2016 was approved by acclamation of the members present. Mr. Jackson and Mr. McDaniel were absent.

COMMUNICATIONS & REPORTS

Summary of 2015 Activity

Mrs. Melson-Williams stated that included in the packet was a Summary of the 2015 and 2016 applications that came before the Historic District Commission. The only updated activity change for 2015 was related to the South Bradford Streetscape Improvement Project. In early April, City Council granted authorization to execute the Transportation Enhancement Program Agreement which is one of the steps in initiating the project design phase of the project. For 2016, the Historic District Commission will be considering the second formal application of the year.

Summary of Architectural Review Certifications for 2016

Mrs. Melson-Williams stated that to date there has been thirteen (13) Permits with activities in the Historic District that includes building interior and exterior projects, roof, signage, and fence Permits. Eight (8) of the Permits were approved by Staff including two (2) that was heard by the Historic District Commission. There were three (3) of the Permits that involved interior items that were not visible from the public street which required no Architectural Review. Two of the applications were related to the property at 527-529 South State Street parking lot and fence project that came before the Historic District Commission.

Responding to Chairman Salkin's question on the length of time a person has to exercise their Permit, Mrs. Melson-Williams stated that once a Permit is issued a person has six (6) months to make progress. There is the ability to seek additional timeframe on the Building Permit. However, the Boyles' property went through a Site Plan process with the Planning Commission so they had three (3) years to finalize their plans. Ultimately, it is two (2) years plus the one (1) year extension which was obtained.

Department of Planning & Inspections Update

Mrs. Melson-Williams stated that the only update which was included in the packet was

information on the Historic Preservation Workshop-Preservation 50 from 1966-2016 that is scheduled for Saturday, April 30, 2016 in Smyrna, Delaware. The workshop celebrates the 50th Anniversary of the National Historic Preservation Act.

NEW BUSINESS

Review of Permits Referred to Commission
Mrs. Melson-Williams stated that there were none. She worked closely with a recent Sign Permit application and expects their submission of the application to come in this week.

NEW APPLICATIONS
HI-16-02 Carriage House at 2 Kings Highway NE – Public Hearing and Review for Action on the Architectural Review Certification associated with the construction of a carriage house replica to replace an existing detached garage at 2 Kings Highway NE. The proposed 2-story structure would function as a garage, workshop, and pool guest area. The property is zoned R-10 (One-Family Residence Zone) and is subject to the H (Historic District Overlay Zone). The property is located at the corner of Kings Highway NE where Kings Highway and Division Street merge, south of the intersection with Maple Lane. The owner of record is Samuel Ryan Halpern. Address: 2 Kings Highway NE. Tax Parcel: ED-05-077.05-04-44.00-000. Council District 2.

Mrs. Melson-Williams gave a brief overview of the application.

Representative: Mr. Cameron Llewellyn, Tidemark Construction.

Presentation

Mr. Llewellyn stated that he was contacted by the owner regarding the old garage and asked what could be done with the garage. After their discussions and sessions, they decided on a three car garage. Above the garage would be a flex room that includes a bathroom. Currently the existing garage is 4-foot off the alley and they would like to stay there. Above the workshop would be a family room with an aluminum railing deck. Overall, the proposed two-story carriage house structure would function as a garage, workshop, and pool guest area. The Carriage House is to have a brick veneer foundation and watertable with white painted fiber cement horizontal siding and asphalt shingle roof.

Responding to Chairman Salkin's question whether it would be white and not gray, Mr. Llewellyn stated that it would be white. The program that was used renders a grayish color, but again it would be white in color unless otherwise stated.

Mr. Llewellyn stated that the structure is not visible from the street with the tree cover, but they still want to make sure that the rear alley has access to the back of Woodburn who also has a reconstructed Carriage House. They wanted a Carriage House that is in harmony with the other surrounding structures.

Responding to Mr. Scrafford's question whether the studio was 4 foot, Mr. Llewellyn stated yes and the existing garage is also 4 foot from the property line.

Mr. Scrafford commented that the new garage seemed to butt up against something that surrounds the pool, Mr. Llewellyn stated that there is a concrete apron around the pool which will be replaced next year and is not a part of this review. It will be done in brick as opposed to concrete.

Responding to Mr. Scrafford's question if it will all fit together since the step seems to terminate there, Mr. Llewellyn stated that it will all fit together.

Responding to Chairman Salkin's question whether he was completely eliminating the garage and the pad which could shift the structure a foot to the north and a foot to the west, Mr. Llewellyn stated that anything is possible. There are a considerable number of utilities, underground sprinkler systems, and conduits that currently come back to the garage. If it is moved anywhere north or west, they will open up another complete can of worms that would have to be moved. They are trying to reuse any many pieces of the current infrastructure and not turn this into the cost of building the whole mansion.

Mr. Scrafford would be concerned if it was not on an alley. Mr. Llewellyn stated that the other structure that is further north is already 4 foot. The chain-link fence is out board of the building.

Responding to Mr. Scrafford's question whether there was consistency of the height with the carriage house across the alley, Mr. Mr. Llewellyn stated yes with the one across the alley and behind the Governor's House. He stated that one is 31 feet and the other is 34 feet. This proposal is to the ridge and does not count the chimney.

Responding to Mr. Scrafford's question whether there was a fairly steep roof, Mr. Llewellyn stated correct as he referred to the presented elevations. They are emulating the roof pitch of the other two (2) carriage houses.

Responding to Mr. Scrafford's question whether they had a problem using the architectural asphalt shingles that was recommended, Mr. Llewellyn stated that they have proposed a 50-year architectural roof shingles. Mrs. Melson-Williams stated that the plan drawings stated asphalt shingles which could be the straight 3-tab or architectural shingles.

Responding to Mr. Scrafford's question regarding the use of half-round gutters and round downspouts in metal as opposed to the corrugated downspouts, Mr. Llewellyn stated that he upon speaking to the owner has no issue with the half-round gutters and round downspouts in metal.

Responding to Mr. Scrafford's question regarding replanting or if the City asked for anything new, Mr. Llewellyn stated that nothing was being taken out. Mrs. Melson-Williams stated that the City did not ask for any new trees, but that is part of the screening of this from the street. Mr. Llewellyn stated that the vegetation is very mature.

Responding to Mr. Scrafford's question whether they planned to use anything of the existing garage, Mr. Llewellyn stated absolutely not. The slab is in poor condition and they are not sure the condition of the foundation.

Responding to Mr. Scrafford's question whether the demolition will be complete, Mr. Llewellyn

stated yes.

Responding to Mr. Scrafford's question regarding how they plan to tie it into the alley, Mr. Llewellyn stated currently there is an apron of brick pavers and they will be returned (referred to photos).

Responding to Mr. Scrafford's question if the Historic District Commission was informed that the contractor and owner of the property will be evaluating future replacement of the chain-link fence, Mr. Llewellyn stated yes.

Mr. Scrafford recommended that Mr. Llewellyn review the *Design Standards and Guidelines* for the fence.

Mr. Scrafford questioned the grill under the overhang, Mr. Llewellyn stated that it does not lie under the overhang.

Responding to Chairman Salkin if the aluminum railing was black, Mr. Llewellyn stated correct.

Ms. Horsey commented if the height is going to be allowed, as she referred to the old brick carriage houses, she was concerned about the height of the windows being out of proportion. Another example at the corner of Water and State Street, was modified; at the time it was not done to what was specified and it looks totally out of character. She did not want this project to become the same way even though it may be so called "hidden" it really isn't hidden. It is a very important property to do the right thing. She asked if there was a way that it could be modified (maybe the height) and maybe the windows could be extended. She referred to the elevation and scale of the gable and the current brick structure on the photo presented. She stated that it was out of character and has nothing to do with history. She stated if the contractor was willing to bend a little that she would also. It is important to consider to do the right thing.

As Mr. Scrafford referred to the photos (of existing buildings) presented, he stated that the two windows near the roof line if you were inside the building would be short and the two (2) windows on the right are on the gable end. Mr. Llewellyn stated that the roof line cuts into the space. Mr. Scrafford stated that the ceiling of the building is probably slightly above the top of the windows. The photo presented shows a room with a roof on the top and the wall was lowered.

Ms. Horsey stated that the proportion was off on the window design and would like to see it corrected.

Mr. Llewellyn stated that in the other structures when you walk to the side of the second floor you will hit your head on something and with the new project they would like to avoid that. The vision for the room is an arcade room and to have a larger window that is removable. The proportion is absolutely different and it was one of the challenges in the design phase for what the owner wants to do in the future.

Responding to Ms. Horsey whether the one elevation was going to happen or the larger window, (design presented in two ways on the drawings) Mr. Llewellyn stated the larger window.

Chairman Salkin's questioned whether all the windows were changed to that style, reviewing the elevations that they received, the windows matched the doors of the garage.

Mr. Llewellyn agreed with the Historic District Commission, but stated that the owner preference is to put in the arch tops.

Responding to Chairman Salkin's question as to what else was different, Mr. Llewellyn stated that the windows will appear different because the software used will not render what the architect drew for the owner. The elevations you have were presented so that the Historic District Commission could have a better idea of what it looks like in real life.

Responding to Mr. Scrafford's question of which window is going to be installed once the carriage house is built, Mr. Llewellyn pointed it out on the photo. The window will be taller and go almost to the floor. It would go lower to the second floor deck. He continued to explain his plans for the window placement to the Historic District Commission for clarity. He stated that one of the windows on the architect drawing was not correct.

Responding to Mr. Llewellyn's question whether the Historic District Commission thinks it should be square corner garage doors like the ones behind Woodburn, Mr. Scrafford stated that he thought when it was stated that the project was going to be a carriage house that the doors would look like carriage doors. Mr. Llewellyn stated that other example is a carriage house with square top doors.

Mr. Scrafford stated that he would have no problem with the look. The only issue of difference is the window above the doors and the rendering does not look like the window on the design.

Chairman Salkin stated that he thought the objective was to be consistent with the house.

Responding to Chairman Salkin's question whether it could be expected to be the carriage house doors seen on the architectural drawing and with a window similar to what is there now but elongated (taller) Mr. Llewellyn stated exactly. Mr. Scrafford stated that it will look like a door, only it will be a window. Mr. Llewellyn stated that it will be consistent with all the other windows.

Chairman Salkin commented that the drawings show three different types of windows. Mr. Llewellyn agreed. The owner architect did this because if you look at the back of the house they match.

Mr. Scrafford commented that there were five (5) remaining rectangle windows on the right side on the new construction that are consistent. He asked if there was a problem and if everyone was happy. Chairman Salkin commented that there are a lot of rectangle windows on the existing studio and carriage houses.

Mr. Scrafford confirmed that on the front and rear elevation the windows and garage doors will be arched according to the plans.

Responding to Chairman Salkin's question whether there will be two (2) different types of arched windows with the ones that face the house to match the house and the one on the back to match the

garage doors, Mr. Llewellyn stated correct.

Ms. Horsey asked for clarification regarding a door on the plan, Mr. Llewellyn stated that the pool equipment will go there and he was not sure if that door was going to be installed. The mechanical equipment for the pool currently sits under the lattice structure so it is not out in plain view. He will be speaking with the Chief Building Inspector Greg Akers about this. The electrical disconnect needs to have a three (3) foot open area in front of it. One of the ways that can be accomplished is to have a door opening.

Responding to Mr. Scrafford's question whether it needed to be confirmed with the Fire Marshal as to what the utility room can be used for, Mr. Llewellyn stated right. It is the owner's intent to find a way to completely secure all of the pool equipment under the stairs so it is not visible from the alley. There is limited area on the property when you look at the four walls of the garage. This would be the only opportunity to hide the equipment. They have spoken to Bill Byler and Greg Akers as to what could and could not be done.

Mr. Scrafford commented that there was another door behind the grill that goes into the garage and asked if it would be compatible with the other door, Mr. Llewellyn stated yes.

Responding to Chairman Salkin's question regarding the specs of the doors and garage doors materials, Mr. Llewellyn stated the overhead garage door is insulated and looks like an old carriage house door. They are new Anderson doors with fiberglass and metal straps.

Responding to Ms. Horsey's question regarding the opening of the Anderson doors, Mr. Llewellyn stated that they open in sections.

Mrs. Melson-Williams stated that Staff wanted to know what was south of the garage where the lattice/pool equipment is and what will happen to the fence. Mr. Llewellyn stated the fence has to be terminated to the corner of the building in order for the swimming pool to be code compliant. It has to stay until he does the new fence.

Chairman Salkin opened the public hearing.

Mrs. Melson-Williams stated that she had a written item for the public record. It is dated for April 21, 2016 from, Mr. Todd Stonestifier, of 115 North State Street, Dover, Delaware 19901 who stated that he supports the proposal at Kings Highway.

Mrs. Melson-Williams read the written item.

Responding to Ms. Horsey's question regarding the use of half-round gutters and round downspouts in metal, Mr. Llewellyn stated that the owner was informed.

Chairman Salkin closed the public hearing after seeing no one else wishing to speak.

Chairman Salkin questioned if there was any additional correspondence for the record. There was none.

Mr. Scrafford moved to approve application HI-16-02 for an Architectural Review Certificate for the Carriage House project at 2 Kings Highway NE subject to the representation of the applicant to comply with Staff and Historic District Commission comments. The motion was seconded by Ms. Horsey and unanimously carried 3-0. Mr. Jackson and Mr. McDaniel were absent.

OLD BUSINESS

Certified Local Government (CLG) Program: Update on Application for Grant Funding for FY2016

Mrs. Melson-Williams stated that the application for Grant Funding for FY 2016 is due next Friday, April 29, 2016. Staff is in the process of working on the grant application. They are proposing to utilize the grant funding for the *Design Standards and Guidelines* update and seeking consulting help in the next year to work on that project. The grant funding is over $10,000 and requires a City match of roughly $6800. She will keep them posted on all updates.

The meeting was adjourned by acclamation.

Meeting adjourned at 4:01 PM

Sincerely,

Maretta Savage-Purnell
Secretary