The City of Spartanburg Board of Architectural Design & Historic Review

AGENDA
August 8th, 2024, at 5:30 P.M.
Spartanburg County Council Chambers
366 N. Church Street – Spartanburg, SC 29303

(Please Note: Items as they appear on the Docket may or may not be considered in the order as they are presented. The Chairman will announce any changes after the roll call)

I. Call To Order.

II. Roll Call.

III. Freedom of Information Act Compliance – Public notification of the City of Spartanburg's Board of Architectural Design & Historic Review meeting has been published, posted and mailed in compliance with the Freedom of Information Act and the requirements of the City of Spartanburg's Zoning Ordinance.

IV. Approval of Agenda.

V. Disposition of Minutes from the July 11th, 2024, Meeting.

VI. Old Business:

1. COA: 24-004-00018: Certificate of Appropriateness for Major Works – 400 Hampton Dr (TMS: 7-16-02-141.00) in the Hampton Heights Neighborhood Historic District. The applicant is seeking approval to pave the parking area for tenants. The property is located in the R-8 SFD (General Residential – Single-Family District) zoning district. Owner/Applicant: Phuoc Do and Theresa Phan Contractor: Work, Inc.

2. COA: 24-004-00029: Certificate of Appropriateness for Major Works – 516 Peronneau St (TMS: 7-16-02-120.00) in the Hampton Heights Neighborhood Historic District. The applicant is seeking approval to install paved driveway. The property is located in the R-8 SFD (General Residential – Single-Family District) zoning district. Owner/Applicant: Matt Johnston and Kimberly Rostan Contractor: Manello Construction.

VII. New Business: None.

VIII. Election of new Chair and Vice Chair for the Board.

IX. Staff Updates:

X. Adjournment.

For more information, please contact the City of Spartanburg Planning Department at planning@cityofspartanburg.org or call (864) 596-2068.

Meeting Minutes of the Board of Architectural Design and Historic Review
Thursday, July 11th, 2024, at 5:30 PM
Spartanburg County Council Chambers

The City of Spartanburg Board of Architectural Design and Historic Review (HARB) met in County Council Chambers on Thursday, July 11th, 2024, at 5:30 PM with the following members in attendance: **Bill Michels, Mark Olencki, Michael Pittillo, Kenneth Brown, and James Gaffney.** Representing the Planning Department - **Martin Livingston, Community Director, Fredalyn Frasier, Planning Director, Nan Zhou, Planner II, and Oksana Holbrooks, Administrative Assistant.**
Special Staff Announcement: Ms. Frasier announced serving Board Member Tina Wilson passed away April, 20th, 2024. An exerpt from her obituary was read into the record.

Roll Call:

Mr. Michels: Bill Michels
Mr. Brown: Kenneth Brown
Mr. Olencki: Mark Olencki
Mr. Gaffney: James Gaffney
Mr. Pittillo: Michael Pittillo

Mr. Gaffney: Based on Freedom of Information Act Compliance public notification City of Spartanburg's Board of Architectural Design and Historic Review meeting has been published, posted, and mailed in compliance with the Freedom of Information Act and the requirements of the City of Spartanburg Zoning Ordinance.

Approval of Agenda:
A motion was made by Mr. Brown, seconded by Mr. Olencki, to approve the agenda. The motion was approved with a vote of 5-0.

Approval of Meeting Minutes from May 9th, 2024.
A motion was made by Mr. Michels, seconded by Mr. Pittillo to approve the agenda. The motion was approved with a vote of 5-0.

Old Business: None.

New Business:

Certificate of Appropriateness for Major Works – 400 Hampton Dr. (TMS # 7-16-02-141.00) in the Hampton Heights Neighborhood Historic District. The applicant is seeking approval to pave the parking area for tenants. The property is located in the R-8 SFD (General Residential – Single-Family District) zoning district. Owner/Applicant: Phuoc Do and Theresa Phan; Contractor: Work, Inc.

Project Description and History

The project site is an approximately 11,736 square foot lot in the Hampton Heights Historic District. The site abuts West Hampton Avenue to the north boundary and Hampton Drive to the east boundary. The lot currently contains one two-story structure, known as *The Alexander Apartment*, that was built in 1956. The structure has open front porches on both floors with a brick foundation. The structure has

a hipped roof. Since this apartment complex was built prior to the adoption of the current City of Spartanburg Zoning Ordinance, it is a non-conforming use.

The applicant is requesting to pave the parking lot on the right side of the building to provide onsite parking for tenants due to the limited parking along Hampton Drive near the apartment complex.

Analysis
Zoning Ordinance and Historic Design Manual Consistency
The project site is in the Hampton Heights Historic District which has design guidelines used to evaluate the appropriateness of proposed changes in local historic districts to protect the visual qualities of historic properties that reflect the history and heritage of that community. These guidelines are outlined in the Design Guidelines for the City of Spartanburg Historic Districts and Landmarks. The purpose of the Design Guidelines is to provide property owners guidance for the preservation and protection of historic and architecturally valuable districts and sites in the City. The project is also subject to Section 510 of the City of Spartanburg Zoning Ordinance, **Historic Preservation**. This section allows the Board to review applications involving historic structures and districts and issue a Certificate of Appropriateness subject to the Standards listed in the Ordinance.

Findings
Certificate of Appropriateness, Section 510.6 (C)

1. ***The character and appropriateness of the design***
   Hampton Heights Design Guidelines – Landscape states that "……new surfaces should be compatible with these [concrete, asphalt, and brick] predominant materials. The use of driving lanes, designed to facilitate only the car's wheels, is a historic treatment which is encouraged to retain porous surface. Parking should be located in the side yard and rear yard spaces and not extend beyond the front setback line of historic buildings. Plant materials and enclosures should be utilized for screening parking areas. Paving of parking areas should be accomplished without the loss of existing vegetation or the creation of large impervious surfaces.
   The use of porous pavers as a paving surface is encouraged. Parking should be addressed in a manner that does not distract from the overall character of the district. parking to serve private residential lots shall be accommodated on-site. It is preferable to expand an existing driveway for parking, rather than to add a separate parking pad. Plant materials can be added around parking spaces to visually buffer the parking from the street."

   - The proposed driveway and parking lot are concrete with some existing vegetation surrounding the parking lot.

2. ***The scale of the buildings***
   The scale of the primary building will not be affected. Paving the driveway and parking lot will not affect the scale of the two-story apartment complex building.

3. ***The texture and materials***
   The proposed material for the driveway and parking lot will be concrete.

4. ***The relationship of such elements to similar features of structures in the immediate surroundings***
   Currently, the immediate surrounding properties from the project site all have either a pre-existing concrete, gravel, or brick driveway in the front or side yard.

5. ***If the property is in a Historic District, the extent to which the alteration or construction would be harmonious with the Historic District***
   Hampton Heights Design Guidelines clearly state the recommended placement of the parking lot, the appropriate materials for the new surface, and the planting vegetation.
   - Constructing a concrete driveway and a parking area to the side yard will accommodate the parking needs of the tenants and would be harmonious with the immediate surrounding properties that have a pre-existing concrete driveway.
   - However, the proposed material for the driveway and parking lot does not meet the Hampton Heights Design Guidelines.

Applicant:
Phuoc Do, Owner.

Public Speakers:
Linda Powers Bilanchone, 182 W Hampton Ave.
Brad Steinecke, 482 Pinckney Ct.
Donna Pleanbe Burdette, 465 Hampton Dr.
Steve Battocchio, 175 W Hampton Ave.
Niko Gilman, 460 Hampton Dr.
Sandy Battocchio, 175 W Hampton Dr.
Kathy Taylor, 495 Hampton Dr.

Discussion:
The proposed project needs survey for elevation for property. Parking along the street seems to be of growing problem in the neighborhood. Having extra available parking would seem to benefit the surrounding properties.

A motion was made by Mr. Michels, seconded Mr. Brown to table the Certificate of Appropriateness until the next meeting for a storm water study, determination of curb cut, and a parking plan are presented by a vote of 5-0.

Certificate of Appropriateness for Major Works – 265 S. Spring Street (TMS: 7-12-114-204.00) in the Hampton Heights Neighborhood Historic District. The applicant is seeking approval to install a new utility pole, a new small cell equipment along with components and hardware. The property is located in the R-8 SFD (General Residential – Single-Family District) zoning district. Owner/Applicant: Verizon Wireless / Brian Deye Contractor: Justin Sullens.

Project Description and History
The project site is located near the corner of Beta Way and S. Spring Street. The applicant is seeking to seeking approval to install a new utility pole, a new small cell equipment along with components and hardware in the city right of way. The project does not involve housing construction of any type of housing activity. These small cell sites are designed to provide better cell service coverage in densely populated areas and can be seen in several areas in downtown Spartanburg.

Analysis
Zoning Ordinance and Historic Design Manual Consistency
The project site is located in the Hampton Heights Neighborhood Historic District which has design guidelines for development. These guidelines are outlined in the Beaumont Village Design Guidelines for the City of Spartanburg Historic District Preservation Principles and Approaches. The purpose of the Guidelines is to provide property owners guidance for the preservation and protection of historic

and architecturally valuable districts and sites in the City. The project is also subject to Section 510 of the City's Zoning Ordinance, Historic Preservation. This section allows the Board to review applications involving historic structures and districts and issue a Certificate of Appropriateness subject to the Standards listed in the Ordinance.

The project site has a zoning designation of R-8 SFD, General Residential -Single-Family District, which allows for single family dwelling units. Section 510.6 of the City of Spartanburg Zoning Ordinance list standards for reviewing Certificate of Appropriateness. Specifically, Section 510.6 (C)(2) states that in reviewing applications for new construction or alteration, the board shall consider the U.S. Secretary of the Interior's Standards for Rehabilitation and the five criteria listed in the findings.

This item is appearing before the HARB due to section **510.10 Effect On Municipal and Public Utilities.** All City departments and public utility companies shall be required to obtain approval from the Board in accordance with this Ordinance prior to widening or constructing streets or initiating any changes within the Historic Districts with regard to the character of street paving, sidewalks, parkways, trees, utility installation, lighting, walls, fences, structures, and buildings on property or easements owned or franchised by the City of Spartanburg or public utility companies.

Findings
Certificate of Appropriateness, Section 510.6 (C)

a. The character and appropriateness of the design –
The project site is located approximately mid-block on Carlise Street. The applicant is seeking approval to install a new utility pole and a new small cell equipment along with components and hardware in the city right of way. The project does not involve housing construction of any type or housing repair.

b. The scale of the buildings –
The scale of the building does not apply to this activity since it is in the city right of way. The utility pole and equipment would be visible from the street and would not have any effect on any existing structures.

c. The texture and materials –
The texture and materials do not apply. The poles will be wood poles similar to the nearby streetlights and other utility poles in the neighborhood.

d. The relationship of such elements to similar features of structures in the immediate surroundings –
There are other utility poles in the neighborhood including wood utility and light poles and metal light poles. This pole will be similar in nature but shorter than a regular utility pole and taller than the light pole with equipment attached to the pole.

e. If the property is in a Historic District, the extent to which the alteration or construction would be harmonious with the Historic District –
There is no indication that the character of the neighborhood would change due to the installation of the utility pole. Only two scattered site poles are proposed in the neighborhood in strategic locations. This pole location will be in the right of way between two properties.

Applicant:
Brian Deye, Verizon Wireless.

Ishmael Relkadi, Verizon Wireless.

Public Speakers:
Jarett Bond, 310 Hydrick St.
Kathy Taylor, 495 Hampton Dr.
Jenni & Jeremy Gilbert, 268 W Hampton Ave.
Michael Arend, 551 Pinckney Ct.

Discussion:
Having a cell tower in a Historic District seems very inappropriate. The proposed project will not be harmonious with the surrounding areas.

A motion was made by Mr. Michels, seconded Mr. Olencki to deny the Certificate of Appropriateness as presented by a vote of 5-0.

Certificate of Appropriateness for Major Works – 216 Carlisle Street (TMS: 7-12-14-186.00) in the Hampton Heights Neighborhood Historic District. The applicant is seeking approval to install a new utility pole, a new small cell equipment along with components and hardware. The property is located in the R-8 SFD (General Residential – Single-Family District) zoning district. Owner/Applicant: Verizon Wireless / Brian Deye Contractor: Justin Sullens.

Project Description and History
The project site is located approximately mid-block on Carlise Street between Hydrick street and the end of the cul-de-sac. The applicant is seeking to s seeking approval to install a new utility pole, a new small cell equipment along with components and hardware in the city right of way. The project does not involve housing construction of any type of housing activity. These small cell sites are designed to provide better cell service coverage in densely populated areas and can be seen in several areas in downtown Spartanburg.

Analysis
Zoning Ordinance and Historic Design Manual Consistency
The project site is located in the Hampton Heights Neighborhood Historic District which has design guidelines for development. These guidelines are outlined in the Beaumont Village Design Guidelines for the City of Spartanburg Historic District Preservation Principles and Approaches. The purpose of the Guidelines is to provide property owners guidance for the preservation and protection of historic and architecturally valuable districts and sites in the City. The project is also subject to Section 510 of the City's Zoning Ordinance, Historic Preservation. This section allows the Board to review applications involving historic structures and districts and issue a Certificate of Appropriateness subject to the Standards listed in the Ordinance.

The project site has a zoning designation of R-8 SFD, General Residential -Single-Family District, which allows for single family dwelling units. Section 510.6 of the City of Spartanburg Zoning Ordinance list standards for reviewing Certificate of Appropriateness. Specifically, Section 510.6 (C)(2) states that in reviewing applications for new construction or alteration, the board shall consider the U.S. Secretary of the Interior's Standards for Rehabilitation and the five criteria listed in the findings.

This item is appearing before the HARB due to section **510.10 Effect On Municipal and Public Utilities.** All City departments and public utility companies shall be required to obtain approval from the Board in accordance with this Ordinance prior to widening or constructing streets or initiating any changes within the Historic Districts with regard to the character of street paving, sidewalks, parkways,

trees, utility installation, lighting, walls, fences, structures, and buildings on property or easements owned or franchised by the City of Spartanburg or public utility companies.

Findings
Certificate of Appropriateness, Section 510.6 (C)

a. The character and appropriateness of the design –
The project site is located approximately mid-block on Carlise Street. The applicant is seeking approval to install a new utility pole and a new small cell equipment along with components and hardware in the city right of way. The project does not involve housing construction of any type or housing repair.

b. The scale of the buildings –
The scale of the building does not apply to this activity since it is in the city right of way. The utility pole and equipment would be visible from the street and would not have any effect on any existing structures.

c. The texture and materials –
The texture and materials does not apply. The poles will be wood poles similar to the nearby streetlights and other utility poles in the neighborhood.

d. The relationship of such elements to similar features of structures in the immediate surroundings –
There are other utility poles in the neighborhood including wood utility poles and metal light poles. This pole will be similar in nature but shorter than a regular utility pole and taller than the light pole with equipment attached to the pole.

e. If the property is in a Historic District, the extent to which the alteration or construction would be harmonious with the Historic District –
There is no indication that the character of the neighborhood would change due to the installation of the utility pole. Only two scattered site poles are proposed in the neighborhood in strategic locations. This pole location will be in the right of way between two properties.

Applicant:
Brian Deye, Verizon Wireless
Ishmael Relkadi, Verizon Wireless.

Public Speakers:
Jenni & Jeremy Gilbert, 268 W Hampton Ave.

Discussion:
Having a cell tower in a Historic District seems very inappropriate. The proposed project will not be harmonious with the surrounding areas. The proposed location of cell tower may be a safety hazard and obstruction of view for oncoming vehicles.

A motion was made by Mr. Michels, seconded Mr. Olencki to deny the Certificate of Appropriateness as presented by a vote of 5-0.

Certificate of Appropriateness for Major Works – 516 Peronneau St. (TMS # 7-16-02-120.00) in the Hampton Heights Neighborhood Historic District. The applicant is seeking approval to install paved driveway. The property is located in the R-8 SFD (General Residential – Single-

Family District) zoning district. Owner/Applicant: Matt Johnston and Kimberly Rostan; Contractor: Manello Construction

Project Description and History

The project site is an approximately 1.71 acre lot in the Hampton Heights Historic District. The site abuts Peronneau Street to the east boundary and South Hampton Drive to the south boundary. The lot currently contains one two-story single-family structure constructed in 1911. The house is a free classic Queen Anne house that has a cross-gabled, flared roof; the gable ends are clad in shingles and feature diamond-shaped windows. The front porch was restored during renovations in 2005, and based on evidence under the porch roof, the corner porch posts were doubled. The bay on the north side of the house has exposed brackets. The garage is original, though the doors had to be replaced using renovations. A previous owner purchased the house in 2000 and restored the exterior of the house and the garage and cleared the interior. The current owner purchased the house in 2008 and made some renovations to the interior of the house, including opening up the attic space for use, and have taken steps to secure LEED certification.

The applicants request to replace the existing gravel driveway with a concrete driveway to match the existing concrete partial driveway. The current driveway is half concrete and half gravel.

Analysis

Zoning Ordinance and Historic Design Manual Consistency

The project site is in the Hampton Heights Historic District which has design guidelines to evaluate the appropriateness of proposed changes in local historic districts to protect the visual qualities of historic properties that reflect the history and heritage of that community. These guidelines are outlined in the Design Guidelines for the City of Spartanburg Historic Districts and Landmarks. The purpose of the Design Guidelines is to provide property owners guidance for the preservation and protection of historic and architecturally valuable districts and sites in the City. The project is also subject to Section 510 of the City of Spartanburg Zoning Ordinance, **Historic Preservation**. This section allows the Board to review applications involving historic structures and districts and issue a Certificate of Appropriateness subject to the Standards listed in the Ordinance.

Findings

Certificate of Appropriateness, Section 510.6 (C)

1. The character and appropriateness of the design

Hampton Heights Design Guidelines – Landscape states that "……the established pattern of walks and drives within the district should be continued. Existing paving materials of concrete, asphalt, and brick should be repaired, where feasible. New surfaces should be compatible with these [concrete, asphalt, and brick] predominant materials. The use of driving lanes, designed to facilitate only the car's wheels, is a historic treatment which is encouraged to retain porous surface. Parking should be located in the side yard and rear yard spaces and not extend beyond the front setback line of historic buildings.

Plant materials and enclosures should be utilized for screening parking areas. Paving of parking areas should be accomplished without the loss of existing vegetation or the creation of large impervious surfaces. The use of porous pavers as a paving surface is encouraged. Parking should be addressed in a manner that does not distract from the overall character of the district. parking to serve private residential lots shall be accommodated on-site. It is preferable to expand an existing driveway for parking, rather than to add a separate parking pad. Plant materials can be added around parking spaces to visually buffer the parking from the street."

• The proposed driveway is an extension of the existing concrete/cement driveway behind the public right of way. Existing planting vegetation is along the driveway.

2. ***The scale of the buildings***
   The scale of the primary building will not be affected. Replacing/installing a driveway will not affect the scale of the primary structure.

3. ***The texture and materials***
   The proposed material for the replacement of the gravel driveway will be concrete/cement.

4. ***The relationship of such elements to similar features of structures in the immediate surroundings***
   Currently, the immediate surrounding properties from the project site have either a pre-existing concrete driveway/pad or a two-strip concrete driveway in the front yard.

5. ***If the property is in a Historic District, the extent to which the alteration or construction would be harmonious with the Historic District***
   Hampton Heights Design Guidelines clearly state the recommended placement and material of the driveway. The allowable driveway options presented in the design guideline include gravel/crushed stone driveway or a two-strip concrete driving lane.

Applicant:
Matt Johnston, Owner.
Frank Manello, Manello Construction.

Public Speakers:
None.

Discussion:
NA.

A motion was made by Mr. Michels, seconded Mr. Brown to table the Certificate of Appropriateness until next meeting. Board member Michael Pittillo, a physician, had to leave due to emergency medical call. The meeting lost quorum and deliberation ended. The case will move to the August meeting agenda as a continuation.

The meeting was adjourned at 7:34 PM.

_____
James Gaffney, Chairman

PO Box 1749 • Spartanburg, SC 29304 • Phone: (864) 596-2068 • email: planning@cityofspartanburg.org
website: www.cityofspartanburg.org

TO: The Board of Architectural Design and Historic Review

RE: Certificate of Appropriateness for Major Works – 516 Peronneau Street (TMS# 7-16-02-120.00) in the Hampton Heights Historic District. The applicant is seeking approval of a Certificate of Appropriateness to install paved driveway. The property is located in the R-8/SFD (General Residential - Single Family District).
Owner / Applicant: Matt Johnston and Kimberly Rostan; Contractor: Manello Construction

Date: August 8, 2024

Project Description and History
The project site is an approximately 1.71 acre lot in the Hampton Heights Historic District. The site abuts Peronneau Street to the east boundary and South Hampton Drive to the south boundary. The lot currently contains one two-story single-family structure constructed in 1911. The house is a free classic Queen Anne house that has a cross-gabled, flared roof; the gable ends are clad in shingles and feature diamond-shaped windows.

The front porch was restored during renovations in 2005, and based on evidence under the porch roof, the corner porch posts were doubled. The bay on the north side of the house has exposed brackets. The garage is original, though the doors had to be replaced using renovations. A previous owner purchased the house in 2000 and restored the exterior of the house and the garage and cleared the interior. The current owner purchased the house in 2008 and made some renovations to the interior of the house, including opening up the attic space for use, and have taken steps to secure LEED certification.

The applicants request to replace the existing gravel driveway with a concrete driveway to match the existing concrete partial driveway. The current driveway is half concrete and half gravel.

Analysis
Zoning Ordinance and Historic Design Manual Consistency
The project site is in the Hampton Heights Historic District which has design guidelines to evaluate the appropriateness of proposed changes in local historic districts to protect the visual qualities of historic properties that reflect the history and heritage of that community. These guidelines are outlined in the Design Guidelines for the City of Spartanburg Historic Districts and Landmarks. The purpose of the Design Guidelines is to provide property owners guidance for the preservation and protection of historic and architecturally valuable districts and sites in the City.

The project is also subject to Section 510 of the City of Spartanburg Zoning Ordinance, **Historic Preservation**. This section allows the Board to review applications involving historic structures and districts and issue a Certificate of Appropriateness subject to the Standards listed in the Ordinance.

REVIEW UPDATE

Following the July 11, 2024 HARB meeting City Planning Staff and Mr. Donnie Love, the City Historic Preservation Advisor, held two meetings to review site conditions and design options for the driveway and walkway.

Mr. Love's findings are detailed in the attached letter and provide the following guidance:

Major vs Minor Work Clarification:
The review of the guidelines clarifies the issue. The guidance provided in Section 10.2.3 is considered a recommendation and not a guideline. At the end of Section 5, the Format for Guidelines defines a recommendation as "being less critical to the protection of the District but still a desirable process or procedure to adhere to when possible" or a minor work. In this case, since the proposed driveway change is in the front of the house and contrary to the recommendation, it should be within the Board's responsibility to review. Typically changes to character defining features are not considered minor works. The walk would be considered a minor work as it is less important than the drive.

Driveway Treatment:
While installing a full concrete driveway in place of the existing gravel is not appropriate, the proposal of driveway tracks combined with brick pavers could be considered as one alternative, extending the length of the drive until it reaches the rear corner of the house where it could transition to all concrete. The applicant proposes like for like replacement of the existing concrete driveway apron.

Walkway:
The applicant proposes maintaining the original placement of the walkway and incorporating concrete or floating pavers; based on review it would be considered a minor work as stated it is less important than the drive. The realignment of the walkway would be considered major work.

Findings
Certificate of Appropriateness, Section 510.6 (C)

1. ***The character and appropriateness of the design***
   Hampton Heights Design Guidelines – Landscape states that "……the established pattern of walks and drives within the district should be continued. Existing paving materials of concrete, asphalt, and brick should be repaired, where feasible. New surfaces should be compatible with these [concrete, asphalt, and brick] predominant materials.

   The use of driving lanes, designed to facilitate only the car's wheels, is a historic treatment which is encouraged to retain porous surface. Parking should be located in the side yard and rear yard spaces and not extend beyond the front setback line of historic buildings.

   Plant materials and enclosures should be utilized for screening parking areas. Paving of parking areas should be accomplished without the loss of existing vegetation or the creation of large impervious surfaces. The use of porous pavers as a paving surface is encouraged. Parking should be addressed in a manner that does not distract from the overall character of the district. parking to serve private residential lots shall be accommodated on-site. It is preferable to expand an existing driveway for parking, rather than to add a separate parking pad. Plant materials can be added around parking spaces to visually buffer the parking from the street."
   - The proposed driveway is an extension of the existing concrete/cement driveway behind the public right of way. Existing planting vegetation is along the driveway.

2. ***The scale of the buildings***
   The scale of the primary building will not be affected. Replacing/installing a driveway will not affect the scale of the primary structure.

3. ***The texture and materials***
   The proposed material for the replacement of the gravel driveway will be concrete/cement.

4. ***The relationship of such elements to similar features of structures in the immediate surroundings***
   Currently, the immediate surrounding properties from the project site have either a pre-existing concrete driveway/pad or a two-strip concrete driveway in the front yard.

5. ***If the property is in a Historic District, the extent to which the alteration or construction would be harmonious with the Historic District***
   Hampton Heights Design Guidelines clearly state the recommended placement and material of the driveway. The allowable driveway options presented in the design guidelines include gravel/crushed stone driveway or a two-strip concrete driving lane.

Submitted by:

Nan Zhou

Nan Zhou, AICP
City Planner II
City of Spartanburg Planning Department

Attachments:
Guideline Review Letter Conditions of
Approval Application
Photos – Site Photos
Supporting Documents from the Applicant

DONALD L. LOVE JR, ARCHITECT, AIA
608 Otis Boulevard, Spartanburg, SC · 864.415.0459
lovejrd@gmail.com

August 1, 2024

Fredalyn Frasier
City of Spartanburg
Planning Director

Re: 516 Peronneau Street

Dear Ms. Frasier,

As a follow up to our meeting July 25, 2024, at 516 Peronneau Street in the Hampton Heights Historic District, I have reviewed the Guidelines for the Historic District as they apply to new walks and driveways in general, and whether the work should be considered a major or a minor work.

On June 18, 2024, I provided a recommendation responding to the applicant's request to install a concrete driveway to replace the existing gravel driveway that runs from the street to the rear yard. The issue was discussed at the July HARB meeting, but a final decision was not made. Last week, the property owners requested a meeting onsite so that they could provide additional information. Design drawings were provided for review at the meeting.

The Guidelines reference walks and drives in Section 3.2.2 "Streetscape Characteristics and Materials" which states "All of these walks are constructed of concrete with brick occasionally used as an accent material" and "Drives are constructed of concrete as well as unpaved with gravel. Driveway tracks, narrow paved strips that allow a paved surface for wheels with open space in between, are also common". Section 10.2.3 "Walks and Drives" states "Existing paving materials of concrete asphalt and brick should be repaired where feasible. New surfaces should be compatible with these predominate materials. The use of driving lanes, designed to facilitate only the car's wheels, is a historic treatment which is encouraged to retain porous surfaces." The adjacent example photograph also states that "driveway tracks or driving lanes, (are) a historic treatment that should be retained."

At the meeting July 25, 2024, we discussed options for the driveway and the walkway as well as whether or not either should be considered a major work. Review of the guidelines clarifies the issue. The guidance provided in Section 10.2.3 is considered a recommendation and not a guideline. At the end of Section 5, the Format for Guidelines defines a recommendation as "being less critical to the protection of the District but still a desirable process or procedure to adhere to when possible" or a minor work. In this case, since the proposed driveway change is in the front of the house and contrary to the recommendation, it should be within the Board's responsibility to review. Typically changes to character defining features are not considered minor works. The walk would be considered a minor work as it is less important than the drive.

As previously stated, installing a full concrete driveway in place of the existing gravel is not appropriate, however, driveway tracks combined with brick pavers could be considered as one alternative, extending the length of the drive until it reaches the rear corner of the house where it could transition to all concrete.

Please let me know if you have any questions or require any additional information.

Regards,

DLove

Donald L. Love, Jr, Architect, AIA

CONDITIONS OF APPROVAL

516 Peronneau Street (TMS# 7-16-02-120.00) - Hampton Heights Historic District
Certificate of Appropriateness for Major Works

1. If one or more of the following conditions is not met with respect to all its terms, then this approval may be revoked.

2. Design must meet the Hampton Heights Historic District residential design guidelines.

3. All plans for future construction which are not covered by this review shall be submitted to the City Planning Department for review and approval.

4. Major modifications to plans or exceptions to completion may be granted only by the City authority which approved the project.

5. This permit shall be exercised **within six months** of the date of final approval, or it shall become null and void.

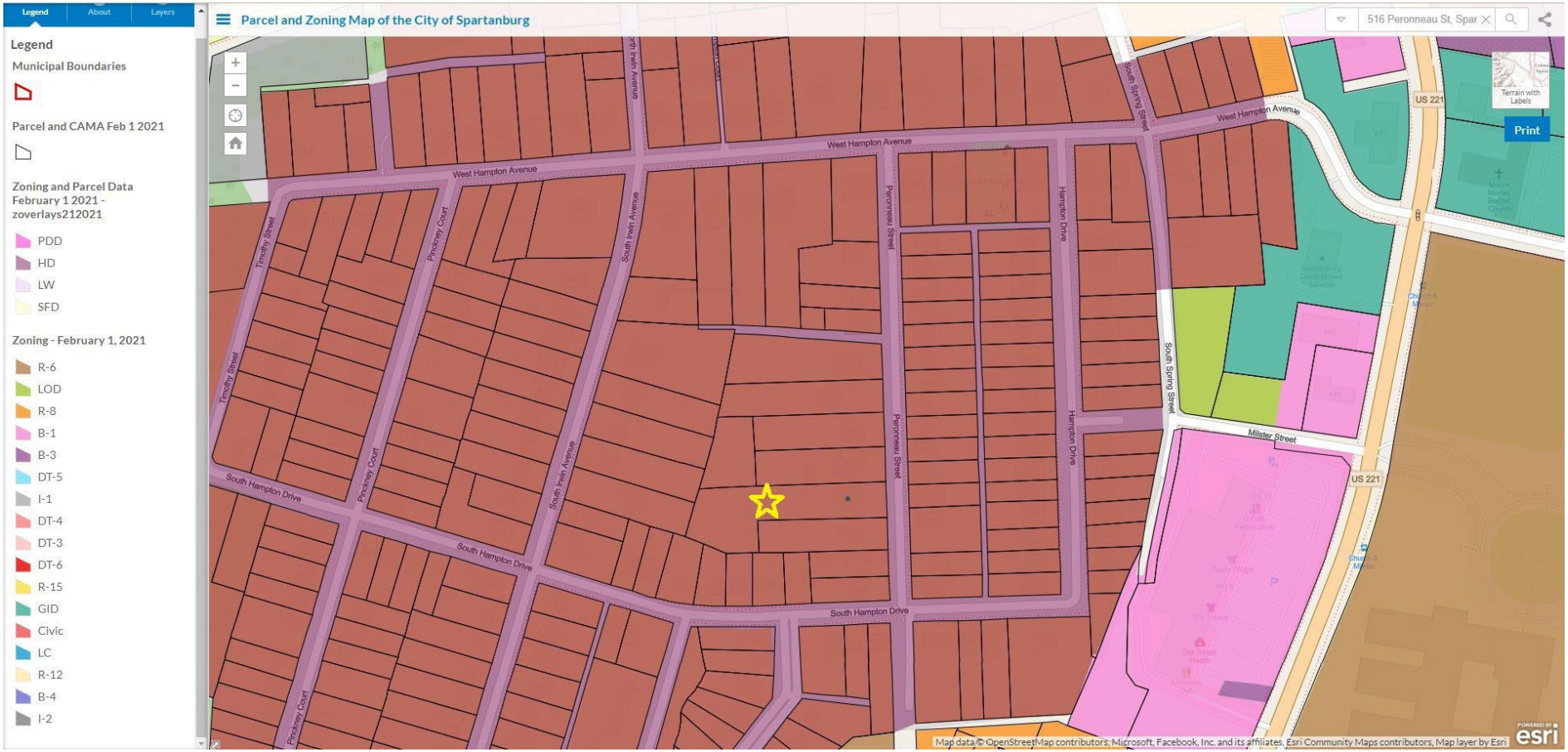
   Extensions may be granted with permission of the Board.

6. A building permit shall be obtained from the Building Department prior to commencement of work.

7. The development of the site shall be in substantial accordance with the approved plans submitted and on file in the Spartanburg City Planning Department.

SITE MAP – 516 Peronneau Street

Zoning Map – 516 Peronneau Street



Front of Property

Left Side of Property

Right Side of Property

Properties to the Right Side of the Project Site

Property Directly Across from the Project Site

Property in the Immediate Surrounding of the Project Site

Property in the Immediate Surrounding of the Project Site

Property in the Immediate Surrounding of the Project Site

Property to the Left Side of the Project Site

UPDATED 8/6/24

Certificate of Appropriateness (COA) Supplemental Materials

Description of Proposed work [same text from Certificate of Appropriateness form]

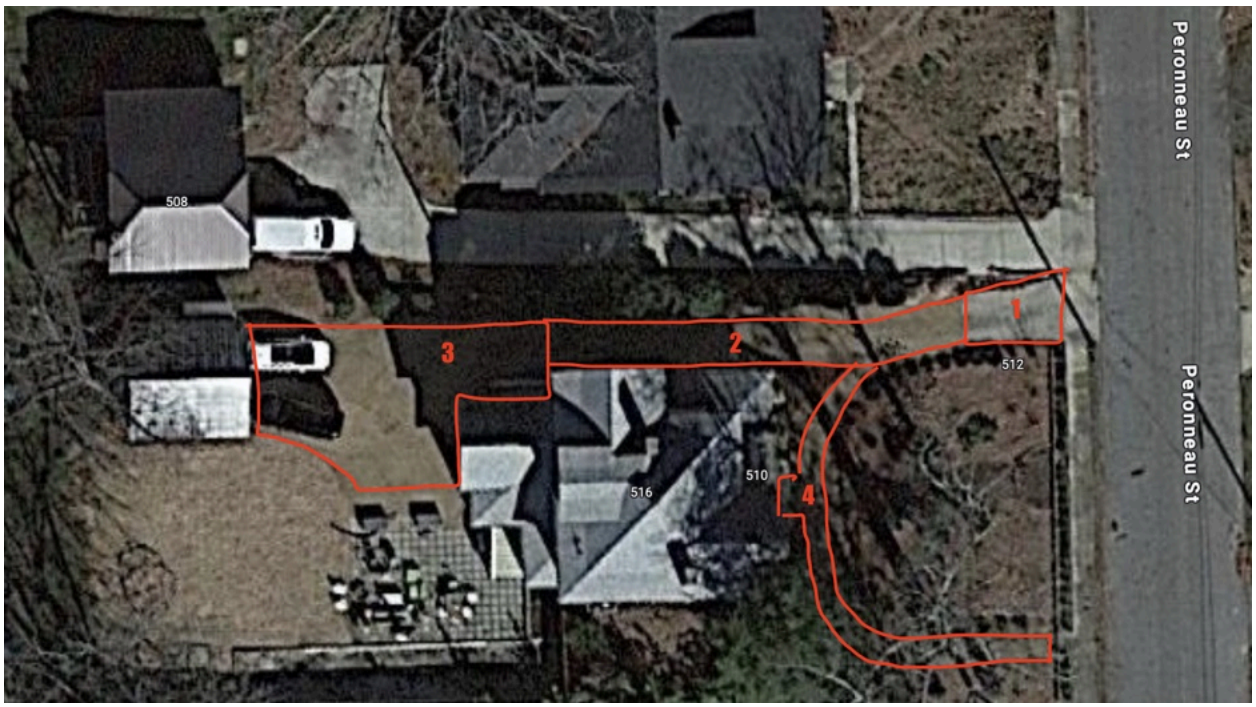
[1] Driveway apron — Top 25’ adjacent to sidewalk is currently concrete. We are proposing a like-for-like replacement to fix damage.

[2] Middle section — This single-lane section of driveway is currently non-original, non-porous gravel. For this portion of the driveway most visible from the street, we are proposing a historic treatment of two tire strips with a permeable paver center section. To manage stormwater the driveway would be bounded by small, historic cement swales with integrated curbs on either side.

[3] End section — This area between the house and garage includes spaces for 2 cars to park with room for both to turn around. This section is currently non-original, non-porous gravel. We would like to convert this to cement with extensive drains to manage stormwater problems.

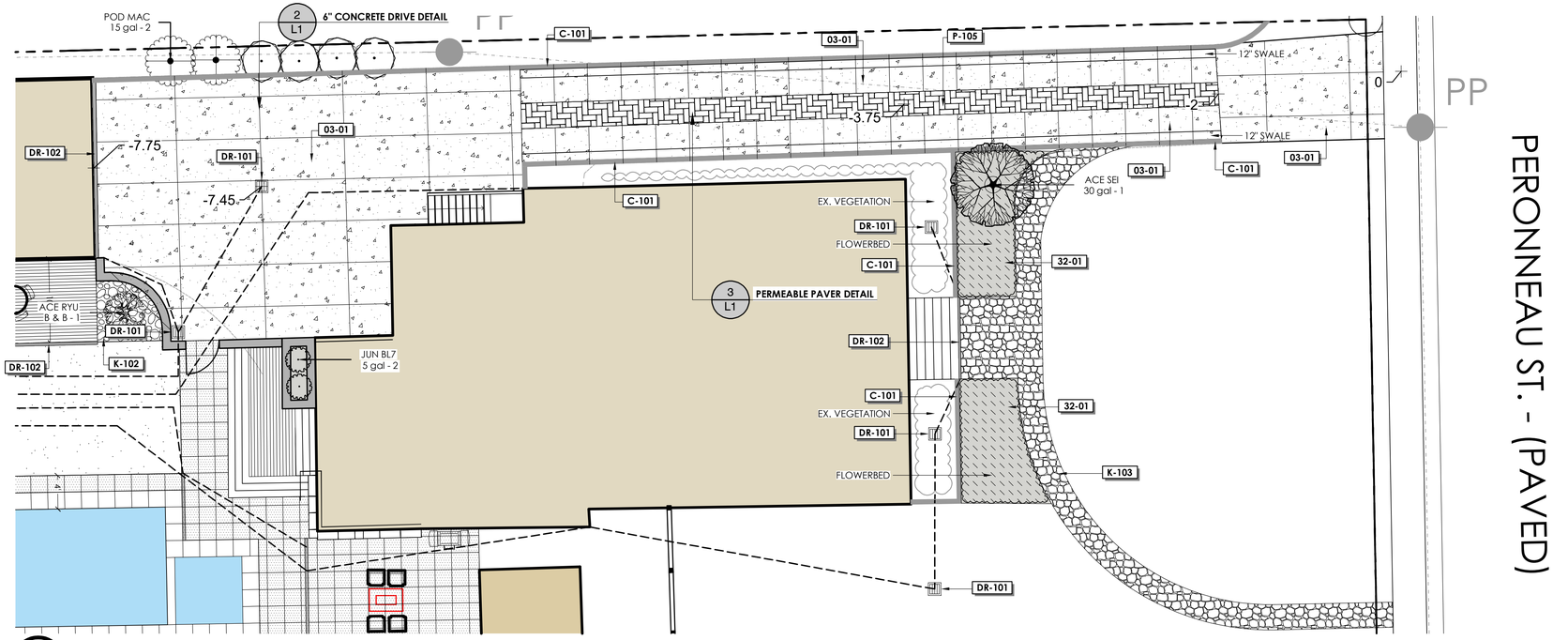
[4] Curved front walkway — This section is currently non-original, non-porous gravel. We would like to convert this to non-grouted, floating flagstone with added drains to manage stormwater.

REMOVED FROM PROPOSAL

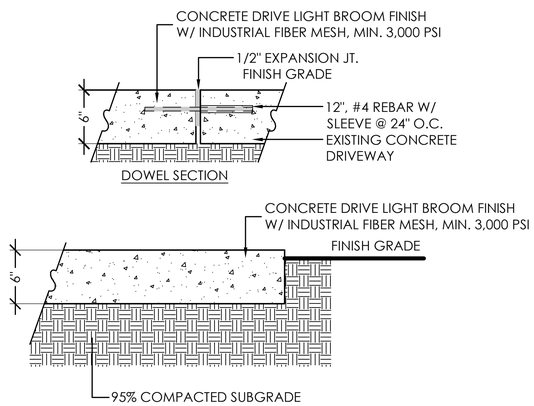


Satellite view from Google Maps showing rough section outlines. Proposed work would directly mirror the adjacent driveway, which was fully poured with concrete several years ago.

This drawing is the property of The LandArt Design Group, Inc. and contains proprietary information furnished with the understanding that it is not to be modified, copied, reproduced or used by others except as required for this specific project without written authorization by The LandArt Design Group, Inc.



1 L1 **OVERALL PLAN**
SCALE: 1" = 8'

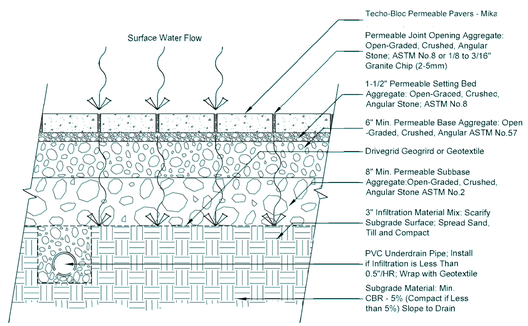


2 L1 **6" CONCRETE DRIVE DETAIL**
SCALE: 1/8" = 1'-0"

PERMEABLE PAVER
REF: CS_COM_Permeable_Partial_Infiltration_Underdrain_Med_Duty

CROSS SECTION

Permeable Paver Detail - Partial Infiltration - With Underdrain - Medium Duty



Note:
This cross section is intended for preliminary design purposes only. Confirm site conditions and consult with a qualified design professional or installer prior to installation.

3 L1 **PERMEABLE PAVER DETAIL**
SCALE: N.T.S.

REFERENCE NOTES SCHEDULE

SYMBOL	03 CONCRETE DESCRIPTION	QTY
03-01	NEW BROOM FINISHED CONCRETE DRIVEWAY	2,215 SF
SYMBOL	32 EXTERIOR IMPROVEMENTS DESCRIPTION	QTY
32-01	TRIPLE HAMMERED HARDWOOD MULCH (3" THICK)	2.71 CY
32-03	IPE DECK	202 SF
32-04	IPE DECK LANDING	74 SF
32-05	HANDRAIL	34 LF
32-06	CORTEN EDGING	48 LF
SYMBOL	CURB DESCRIPTION	QTY
C-101	6" CURB	265 LF
SYMBOL	DRAINAGE DESCRIPTION	QTY
DR-101	18"X18" SQUARE DRAIN	5
DR-102	TRENCH DRAIN	73 LF
DR-105	12" DRAIN PIPE	315 LF
DR-106	6" DRAIN PIPE	684 LF
SYMBOL	ROCK DESCRIPTION	QTY
K-102	WHITE RIVER ROCK - 1-3" SIZE	477 SF
K-103	FLAGSTONE WALKWAY	349 SF
SYMBOL	PAVING DESCRIPTION	QTY
P-101	2'X2' FIREROCK PAVERS (COLOR: OYSTER)	762 SF
P-105	TECHO-BLOC, INC. MIKA 03 (PERMEABLE) 90° HERRINGBONE PATTERN	240 SF

SYMBOL	SITE FURNISHINGS DESCRIPTION	QTY	MANUFACTURER
S-101	LOLL DESIGN - JUT 18 PLANTER	3	
S-102	LOLL DESIGN - SLOPE 24 PLANTER	2	
S-103	LOLL DESIGN - SQUARE 24 PLANTER	2	
S-104	LOLL DESIGN - JUT 24 PLANTER	2	
S-105	LOLL DESIGN - SLOPE 18 PLANTER	1	
SYMBOL	WALL DESCRIPTION	QTY	
W-101	52" HGT. STUCCO WALL	25 LF	
W-102	48" HGT. STUCCO PLANTER (HEIGHT OF DECK)	21 LF	

LIGHTING SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
▼	FX LUMINAIRE CC SMALL SCALE UP LIGHT USED FOR SMALL SCALE ELEMENTS. 5.9IN. L X 1.6IN. D STRAIGHT SHROUD. ORDER CODE: CC, BRASS, (AB) ANTIQUE BRONZE, 3-PRONG SPIKE LAMP: CC-1LED, 2W	2.4VA, 2700K, BEAMSPREAD: SPOT	7

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SIZE
TREES					
	ACE RYU	1	ACER PALMATUM `RYUSEN` / RYUSEN JAPANESE MAPLE	B & B	7-8`
	ACE SEI	1	ACER PALMATUM `SEIRYU` / SEIRYU JAPANESE MAPLE	30 GAL	
	CHA FRG	2	CHAMAECYPARIS OBTUSA `FERNSPRAY` / FERNSPRAY HINOKI FALSE CYPRESS	15 GAL	
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	
SHRUBS					
	JUN ALG	3	JUNIPERUS RIGIDA `ALL GOLD` / SHORE JUNIPER	5 GAL	
	JUN BL7	2	JUNIPERUS SQUAMATA 'BLUE STAR' / BLUE STAR JUNIPER	5 GAL	
	MUH CAP	5	MUHLENBERGIA CAPILLARIS / PINK MUHLY GRASS	3 GAL	
	MUH WHC	4	MUHLENBERGIA CAPILLARIS `WHITE CLOUD` / WHITE MUHLY GRASS	3 GAL	
	POD MAC	2	PODOCARPUS MACROPHYLLUS / YEW PINE	15 GAL	
GROUND COVERS					
	ZOY ZEO	5,537 SF	ZOYSIA X ZEON® / ZEON® ZOYSIA	SOD	

NOTE:
THE BASE INFORMATION FOR THIS DRAWING HAS BEEN COMPILED FROM A VARIETY OF SOURCES AT VARIOUS TIMES AND AS SUCH IS INTENDED TO BE USED ONLY AS A CONCEPTUAL GUIDE. ALL PROPERTY LINES, TRACT DIMENSIONS AND DESCRIPTIONS ARE FOR GRAPHIC PURPOSES ONLY, AS AN AID TO SITE LOCATION AND POSSIBLE POTENTIAL LAND USE. ANY PERSON DESIRING TO DETERMINE ACTUAL COMMITMENTS SHOULD EXAMINE THE APPROPRIATE PLATS, DEED RESTRICTIONS, COVENANTS, AND PLANNING AND ZONING REGULATIONS APPLICABLE TO SPECIFIC PORTIONS OF THE PROPERTY.

811 Know what's below. Call before you dig.
http://www.call811.com/
YOU ARE REQUIRED TO CALL AT LEAST 3 WORKING DAYS BEFORE YOU DIG

SITE AND DRAINAGE PLAN

0 8 16 24 feet
SCALE: 1" = 8'

Filename: F:\Projects\19081\19081-00\Pdata\MK-Site and Drainage.dwg
Plot Time: 7/31/2024 12:38:25 PM

MATT JOHNSTON & KIM ROSTAN RESIDENCE
516 PERONNEAU STREET
SPARTANBURG COUNTY, SOUTH CAROLINA

LANDART
landscape architecture
847 E Main St / Spartanburg, SC 29302
phone 864.585.7500 / fax 864.585.3808
LandArtDesignGroup.com / info@landartdesigngroup.com

SHEET TITLE:
SITE AND DRAINAGE PLAN

JOB #:
19081-00

DATE:
01/19/23

DRAWN:
EV

APPROVED:
TP

REVISIONS:
1. REV. PER OWNERS COMMENTS 04/12/23
2. REV. PER OWNERS COMMENTS 04/27/23
3. REV. PER OWNER MEETING 05/10/23
4. REV. PER OWNER COMMENTS 05/17/23
5. REV. PER OWNER COMMENTS 07/06/23
6. REV. PER OWNER COMMENTS 07/24/24

The LandArt Design Group, Inc. No. 178 — South Carolina Certificate of Authorization

State of South Carolina — Registered Landscape Architect — No. 850 — William T. Pitts

SHEET
L1
OF L1

Flooding and stormwater management

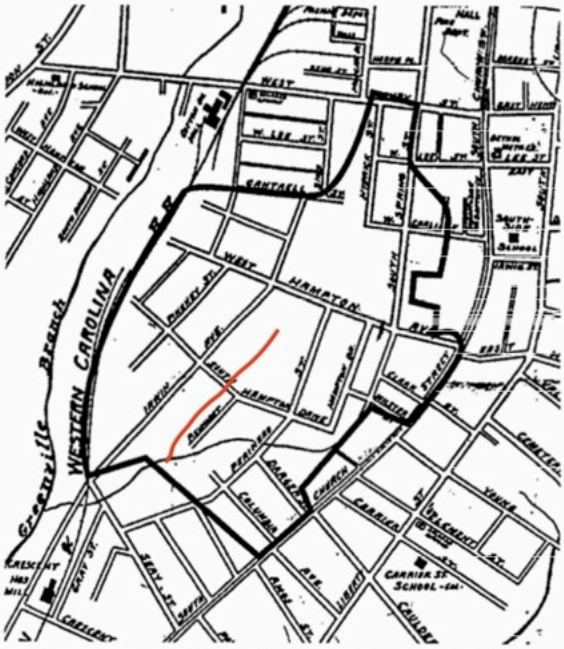
The original layout of our neighborhood heavily revolved around the waterways and tributaries… one of which is mentioned in 3.2.1 of the Guidelines and runs directly through our backyard. The approximate location of the tributary in our backyard is sketched in red.

3.2 Landscape Resources

3.2.1 Layout/Original Plan

The Hampton Heights Residential Historic District is laid out in an informal grid pattern that responds to physical characteristics of the area. The street pattern within the district is generally oriented north-south and east-west. Church Street, which bounds the district on the east in a north-south direction, is situated on a major ridge line. West Hampton Avenue, situated at the center of the district, is the primary historic corridor extending east to west. The roadway for Hampton Avenue at approximately thirty-two feet wide is the most spacious in the district. Most of the avenue is situated on a ridge overlooking the surrounding district. West Hampton Avenue is characterized by architecturally-significant residences sited on large, irregular lots. The ridge line along West Hampton Avenue extends to Irwin Avenue and Peronneau Street, making these streets prominent roadways in the district as well. Large-scale, irregular lots with architecturally-significant residences also characterize development on these two streets. The pattern of land subdivision in other areas of the district includes smaller lots laid out in a more regular grid pattern with more modest style residences.

The system of creeks and drainage ways has been an important factor in the district's overall design. Tributaries to Fair Forest Creek are located within rear yard spaces of many of the residential lots. Tributaries are found in the rear yards between Irwin Avenue and Peronneau Street, between Carlisle Street and Brookwood Terrace, and southeast of Morningside Drive.



1923 Sanborn Map of Hampton Heights Residential District illustrates irregular pattern of layout and system of creeks and drainage ways.

During heavy rains, we get extensive stormwater flowing through our yard as seen in the below videos. Without our intervention, this stormwater has three very negative impacts to the neighborhood. 1) Water enters our historic structure, causing the section of house closest to the driveway to subside considerably, 2) the historic garage structure continually floods, and 3) a large portion of the rains runs off the side yard jeopardizing our neighbor's structure.

Video showing flooding at front of house
https://drive.google.com/file/d/17SLugmq6tJHBTheIwDJQP81PzH03NCyR/view?usp=sharing

Video showing flooding along side and in back of house
https://drive.google.com/file/d/17N-WqFCIarXOPoLcVQJ7SBmJv9UztRAs/view?usp=sharing

Without our intervention, after washing through and near the historic structures, which has resulted in flooding, property damage and a subsided foundation, the storm water all eventually flows down to the historic tributary between Irwin and Peronneau Streets.

5.2 Preservation Methods

Preservation is defined as the taking of steps to retain a building, district, object or site as it exists at the present time. This often includes an initial stabilization effort necessary to prevent further deterioration as well as more general maintenance work. But "preservation" has become the term most often used when referring to a wide range of conservation practices. Following is a list and definition of the four principle preservation methods. The condition of the property, degree of authenticity desired, and the amount of funding available usually dictate the method used to preserve a historic property. Although "rehabilitation" and "restoration" might sound alike, the end result is quite different.

Stabilization entails making a building weather resistant and structurally safe, enabling it to be rehabilitated or restored in the future.

Stabilization techniques include covering the roof and windows so that rainwater cannot penetrate, removing overgrown vegetation, exterminating, carrying out basic structural repairs, securing the property from vandalism, and other steps to prevent additional deterioration of the property. This approach is usually taken on a building not currently in use to "mothball" it until a suitable use is found.

Rehabilitation involves undertaking repairs, alterations, and changes to make a building suitable for contemporary use, while retaining its significant architectural and historical features.

Rehabilitation often includes undertaking structural repairs, updating the mechanical systems (heating and air conditioning, electrical system, and plumbing), putting on additions for bathrooms, repairing damaged materials such as woodwork and roofing, and painting.

Rehabilitation can accommodate the adaptive use of a building from residential to office or commercial use. Physical changes, such as additions for offices, parking lots, and signage, may result.

If a rehabilitation is sensitive, those changes are made in a way that does not detract from the historic character and architectural significance of the building and its setting.

Restoration includes returning a building to its appearance during a specific time in its history by removing later additions and changes, replacing original elements that have been removed, and carefully repairing parts of the building damaged by time.

Restoration is a more accurate and often more costly means of preserving a building. It entails detailed research into the history, development, and physical form of the property; skilled craftsmanship; and attention to detail.

Reconstruction entails reproducing, by new construction, the exact form and detail of a vanished building, or part of a building, as it appeared at a specific time in its history.

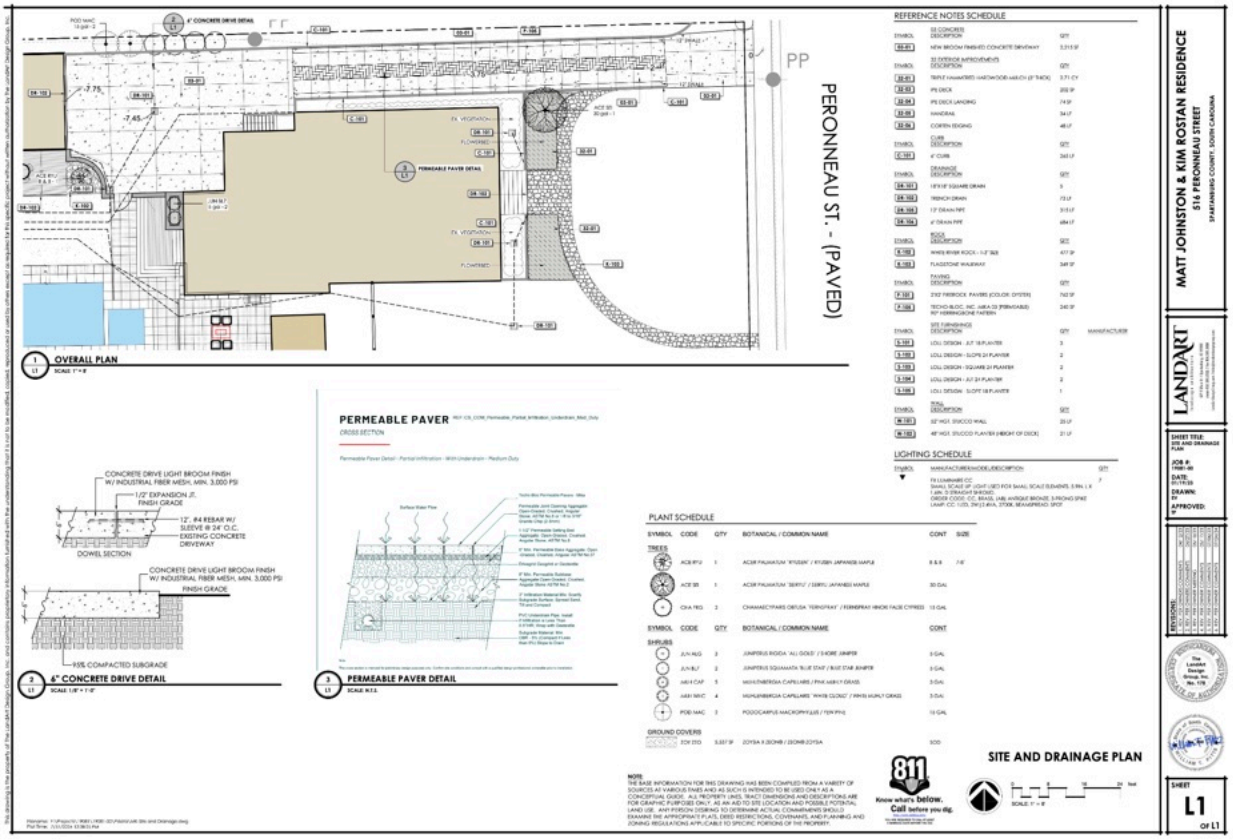
Historic preservation is broken down into several steps in the Guidelines (pg. 54). Before even attempting **rehabilitation** or **restoration**, the first step is **stabilization.** The 4 requests in this proposal all address **stabilization** of historic structures (house, garage, and neighboring properties).

To stop stormwater from destabilizing our historic structures, we strategically located large drains around the house and at the base of the driveway, trenched them hundreds of feet through yard (in blue), terminating all the way down into the main water tributary (in red) at the back of our property.

Rough sketch of drainage pipes buried deep in the yard, terminating in the tributary at the back of our property.

Architectural plan for proposed major work

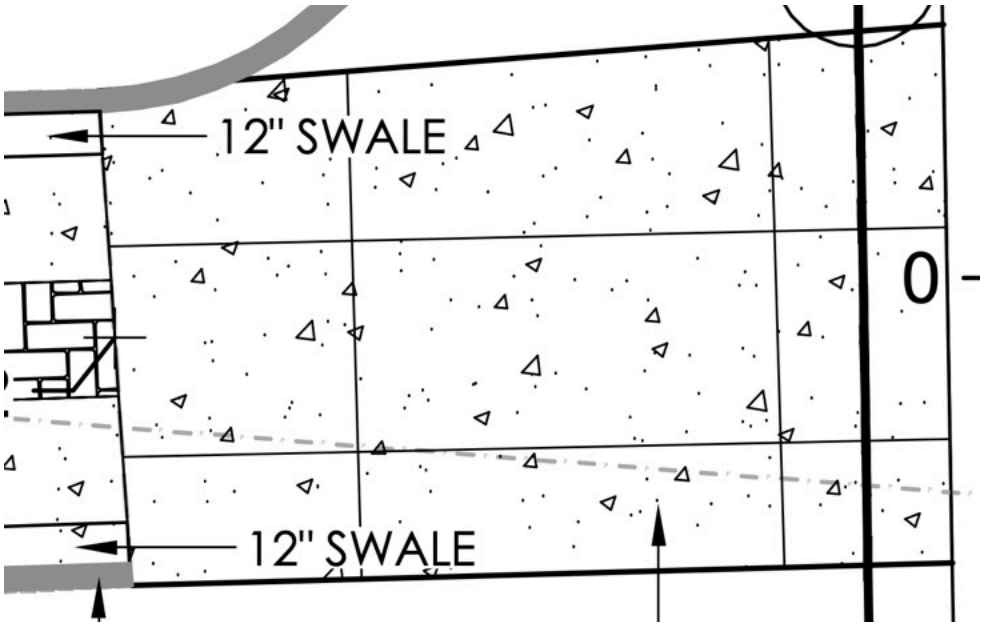
Close ups will be shown in the individual proposals for each section of driveway below. Please see separate PDF for a higher resolution version of this plan.



Description of Proposed work – Additional Materials and Photos.

[1] Driveway apron — Top 25’ adjacent to sidewalk is currently concrete. We are proposing a like-for-like replacement to fix the damaged concrete.
Section 10.2.3 “Walks and Drives” states “Existing paving materials of concrete asphalt and brick should be repaired where feasible.

Section 10.2.3 of the Guidelines titled “Walks and Drives” states, “Existing paving materials of concrete asphalt and brick should be repaired where feasible.”



Close-up of architectural plan detailing repairs to existing cement apron section.

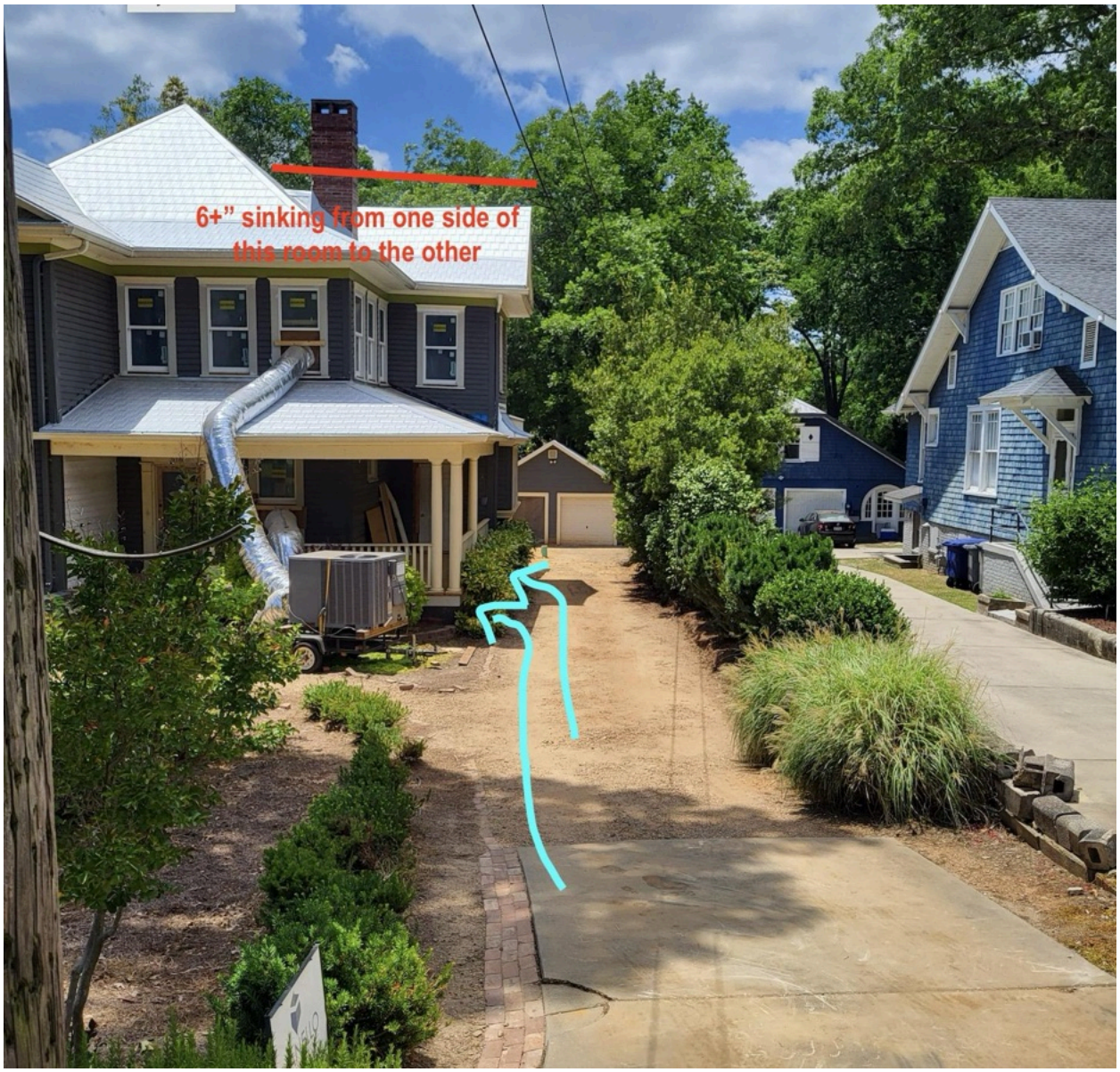
View from street down the driveway.

View of top section looking towards street.

Close up of one of the damaged areas. We would also like to widen this concrete pad by a 2 feet. Delivery trucks like Amazon and UPS would always run off the side of the driveway, which is why it eventually eroded and broke. I added a few rows of red brick to stabilize, but we would like a more permanent solution.

[2] Middle section — This single-lane section of driveway is currently non-original, non-porous gravel. For this portion of the driveway most visible from the street, we are proposing a historic treatment of two tire strips with a permeable paver center section. To manage stormwater the driveway would be bounded by small, historic cement swales with integrated curbs on either side.

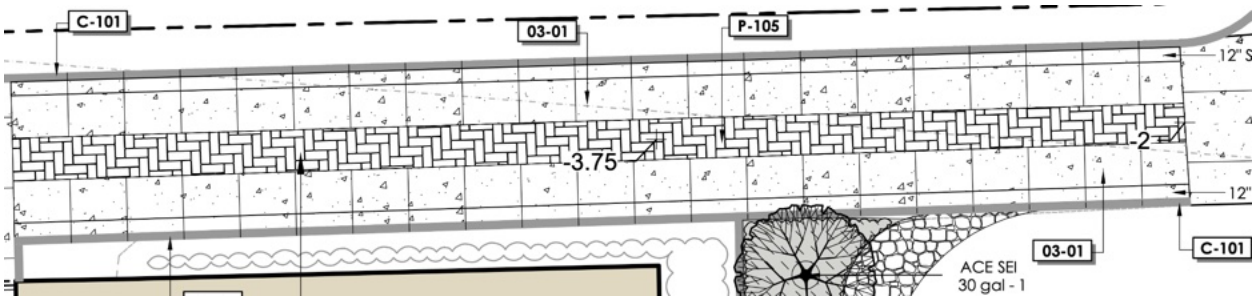
The portion of our historic structure boarding this section of driveway has already badly subsided (more than 6”). In our original presentation to HARB on July 11th, we proposed this section of driveway to be all concrete to guide stormwater past our still-sinking structure.



I

The July 11th meeting was cut short due to time, but not before one of the board members proposed switching this single-lane section to two tire strips with a central paver section. Based on this input, we arranged an in-person meeting at the property attended by Fredalyn Frasier and Nan Zhou from the city and Donnie Love, who is an advisor to the city, on Thursday, July 25th. Working together we found a solution which should both protect the structure and follow the recommended historic guidelines. Our proposal for this middle section of the driveway incorporates these elements:

- Two tire strips – Section 10.2.3 of the Guidelines titled “Walks and Drives” states, “The use of driving lanes, designed to facilitate only the car’s wheels, is a historic treatment which is encouraged to retain porous surfaces.”
- Permeable pavers – The center section between the tire strips would be constructed of a permeable based with specialized permeable pavers to allow for some porousness as recommended in Section 10.2.3 of the Guidelines above.
- Small swales on either side of the driveway – this is a historic treatment found throughout the neighborhood, often bordering driveways and walkways. In our case, these small, shallow swales will guide stormwater past the at risk historic structure.
- Integrated curbs – During the hardest rainstorms like those pictured in the videos above, these curbs will help contain any stormwater that overwhelms the small swales.



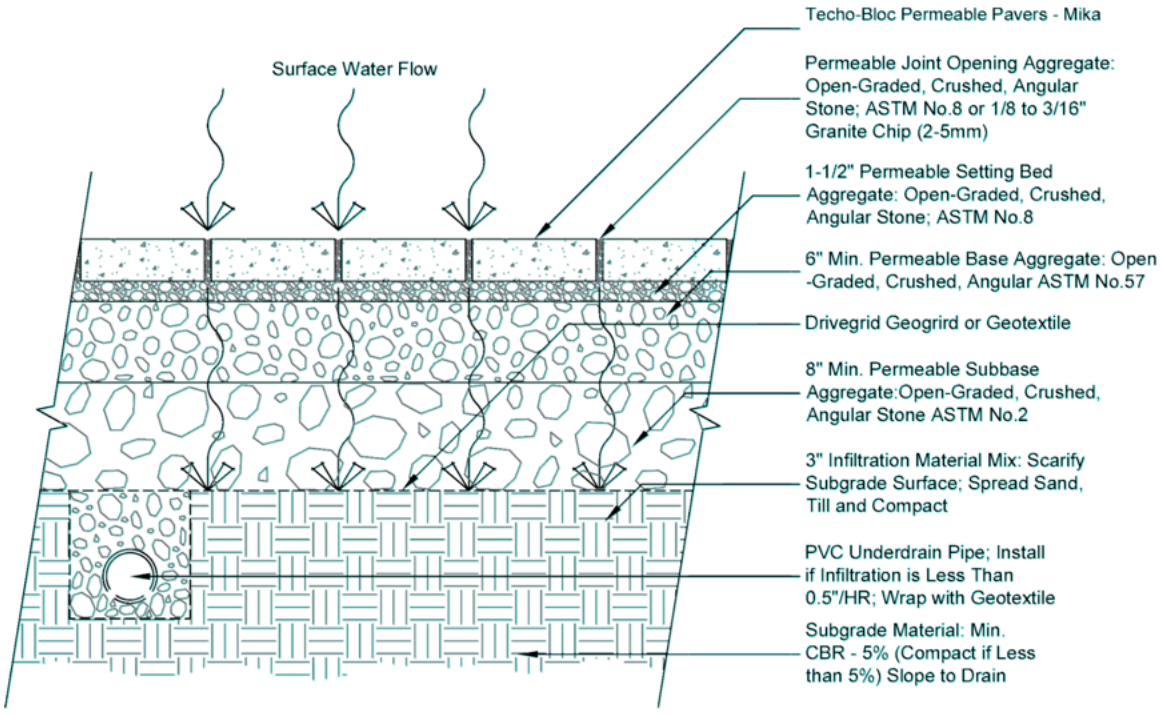
Close-up of architectural plan detailing single-lane section that will receive historic two tire-strip solution with permeable pavers in the center area.

PERMEABLE PAVER

REF: CS_COM_Permeable_Partial_Infiltration_Underdrain_Med_Duty

CROSS SECTION

Permeable Paver Detail - Partial Infiltration - With Underdrain - Medium Duty



Detail of permeable paver installation to allow some level of porousness.

[3] End section — This area between the house and garage includes spaces for 2 cars to park with room for both to turn around. This section is currently non-original, non-porous gravel. We would like to convert this to cement with extensive drains to manage stormwater problems.

In that back section of driveway [3] we are prepped for a trench drain in front of the garage, a smaller drain near the stucco wall, and a central 12” catch basin to manage stormwater runoff.

View of back section of driveway facing northwest.

We conducted an informal survey of houses with garages in Hampton Heights to identify the predominant materials used for driveways in the neighborhood.

HOUSES WITH 2-CAR GARAGES	**LIST OF HOUSES WITH 2-CAR GARAGES**
Total of [13] 2-car garages (both historic garages and more modern structures) ● [9] all-cement driveways – 69% ● [2] blacktop – 15% ● [1] gravel – 8% ● [1] mix of 2-tire strips+large cement slab in front of garage – 8% Total of [7] *ORIGINAL* 2-car garages ● [5] all-cement – 71% ● [1] blacktop – 14% ● [1] gravel – 14%	● 508 Peronneau St — original 2-car garage, all cement driveway. ● 189 S Hampton Dr. — original attached 2-car garage, all cement driveway. ● 546 Pinckney Court — original 2-car garage, all cement driveway. ● 592 S. Irwin Ave. — 2-car garage, all cement driveway. ● 539 S. Irwin Ave. — 2-car garage, cement, apron all blacktop driveway. ● 509 S. Irwin Ave. — original 2-car garage, all cement driveway. ● 266 Hampton Court — original2-car garage, all cement driveway. ● 175 W Hampton Dr — non-original 2-car garage, all cement driveway. ● 251 W Hampton Dr. (Ringo) — newly built 2-car garage, cement apron, two tire strips along the house, full cement pad in front of new garage with turnaround space. ● 245 W. Hampton Ave. — original 2-car garage, cement, apron all gravel driveway. ● 276 South Spring St. — original 2-car garage, converted to auxiliary dwelling, cement apron, all blacktop driveway. ● 259 Hydrick St. — newly constructed 2-car garage, all cement driveway. ● 277 Hydrick St.— non-original 2-car garage, all cement driveway.

HOUSES WITH 1-CAR GARAGES	**LIST OF HOUSES WITH 1-CAR GARAGES**
Total of [12] 1-car garages ● [4] all-cement driveways – 33% ● [3] blacktop – 25% ● [2] gravel – 17% ● [1] paver – 8% ● [1] 2-tire strips with full cement pad in front of garage – 8% ● [1] cement apron and all cement near house, switching to 2-tire strips in the way back behind house – 8%	● 503 Peronneau St — Newly built 1-car garage, all cement driveway. ● 510 Hampton Dr — original/old 1-car garage, cement apron, all paver driveway. ● 551 Pinkney Court — original 1-car garage, cement apron, all blacktop driveway. ● 598 S. Irwin Ave. — large/non-original barn with 1 garage door, cement apron, all gravel driveway. ● 589 S. Irwin Ave. — original 1-car garage, cement apron, all gravel driveway. ● 498 S. Irwin Ave. — original 1-car garage, all cement driveway. ● 476 S. Irwin Ave. — original 1-car garage, cement apron, all blacktop driveway. ● 200 W. Hampton Ave. — original 1-car garage/barn, cement, apron, all gravel driveway. ● 182 W. Hampton Ave. — original 1-car garage, cement, apron and full cement drive along yard and house, switches to 2 strips in the way back, leading up to the single car garage. ● 286 South Spring St. — original 1-car garage, converted to a shed, cement apron, two tire stripes, ending with full cement pad in front of garage/shed. ● 280 South Spring St.— original 1-car garage, cement, apron all blacktop driveway. ● 283 Hydrick St. — non-original 1-car garage, all cement driveway.

To summarize the results above:

- All 2-car garages in the neighborhood had a solid surface in front of the garage.
- Cement is by far the predominant material used for driveways in Hampton Heights.
- There are no historic examples of 2-tire strip driveways directly in front of 2-car garages.

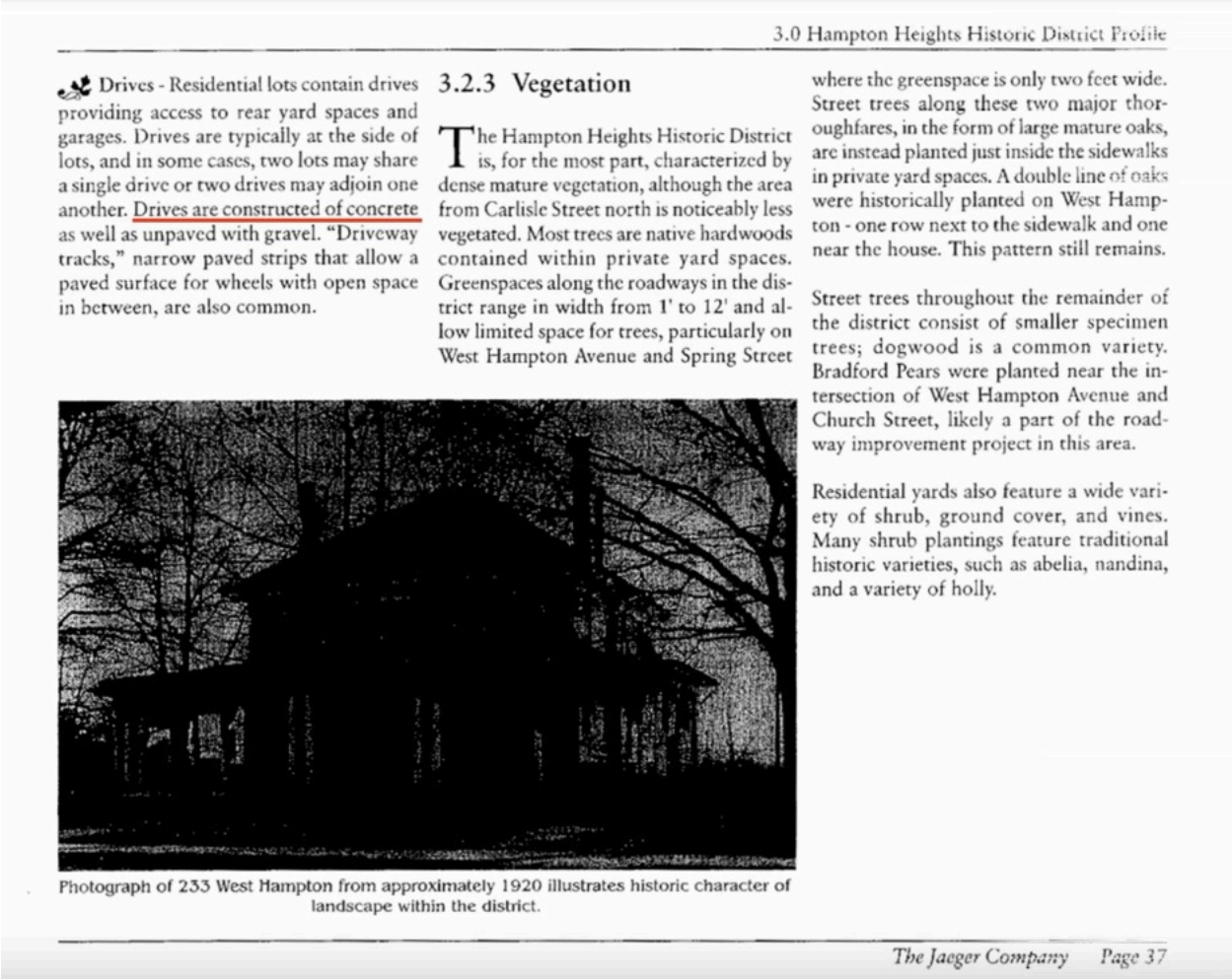
[4] Curved front walkway — This section is currently non-original, non-porous gravel. We would like to [illegible] with curved, floating flagstone with added drains to manage stormwater.

REMOVED FROM PROPOSAL

THIS PART OF OUR PROJECT WAS RECLASSIFIED AS MINOR WORK 8/6/24 AND HENCE REMOVED FROM THIS PROPOSAL.

SUPPORTING MATERIALS

For houses with garages, cement is by far the predominant material used for driveways in Hampton Heights.



3.0 Hampton Heights Historic District Profile

Drives - Residential lots contain drives providing access to rear yard spaces and garages. Drives are typically at the side of lots, and in some cases, two lots may share a single drive or two drives may adjoin one another. Drives are constructed of concrete as well as unpaved with gravel. "Driveway tracks," narrow paved strips that allow a paved surface for wheels with open space in between, are also common.

3.2.3 Vegetation

The Hampton Heights Historic District is, for the most part, characterized by dense mature vegetation, although the area from Carlisle Street north is noticeably less vegetated. Most trees are native hardwoods contained within private yard spaces. Greenspaces along the roadways in the district range in width from 1' to 12' and allow limited space for trees, particularly on West Hampton Avenue and Spring Street where the greenspace is only two feet wide. Street trees along these two major thoroughfares, in the form of large mature oaks, are instead planted just inside the sidewalks in private yard spaces. A double line of oaks were historically planted on West Hampton - one row next to the sidewalk and one near the house. This pattern still remains.

Street trees throughout the remainder of the district consist of smaller specimen trees; dogwood is a common variety. Bradford Pears were planted near the intersection of West Hampton Avenue and Church Street, likely a part of the roadway improvement project in this area.

Residential yards also feature a wide variety of shrub, ground cover, and vines. Many shrub plantings feature traditional historic varieties, such as abelia, nandina, and a variety of holly.

Photograph of 233 West Hampton from approximately 1920 illustrates historic character of landscape within the district.

The Jaeger Company *Page 37*

Section 3.2.2 specifically lists concrete 1st when discussing the profile of the houses in Hampton Heights, implying that it is not only appropriate and original for the neighborhood, but also the predominant material used; this description correlates with the data regarding prevalence of concrete on page 11.

5.3 United States Secretary of the Interior's "Standards for Rehabilitation"

The U.S. Secretary's Standards for Historic Preservation Projects were initially developed for use by the Secretary of the Interior in evaluating the appropriateness of work proposed for properties listed in the National Register of Historic Places. Revised in 1990, the "Standards for Rehabilitation" are considered the basis of sound preservation practices. They allow buildings to be changed to meet contemporary needs while ensuring that those features that make buildings historically and architecturally distinctive are preserved. They have meaningful application to virtually every type of project involving historic resources.

The "Standards for Rehabilitation" provide the framework for these design guidelines and will be used by the Board of Architectural Design and Historic Review in reviewing applications for Certificates of Appropriateness. These standards are listed as follows:

1 A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

2 The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

3 Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

4 Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5 Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.

6 Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

7 Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

8 Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

Section 5.3 Step 3 above highly discourages using historic materials/styles where they did not originally exist.

There is no record of our driveway originally being cement, gravel, or having the 2-tire strips. Section 10.2.3 title “Walks and Drives”, specifically states that, “New surfaces should be compatible with these predominant materials.” When taking all these factors and recommendations into account, we believe the most appropriate solution would be cement as that is by far the predominant driveway material used for houses in Hampton Heights with garages.

10.2.3 Walks and Drives

Photograph illustrates an example of "driveway tracks" or driving lanes, a historic treatment that should be retained.

Photograph illustrates raised yard effect with central walks, another historic landscape treatment to retain.

Recommendation - The established pattern of walks and drives within the district should be continued. Existing paving materials of concrete, asphalt, and brick should be repaired, where feasible. New surfaces should be compatible with these predominate materials. The use of driving lanes, designed to facilitate only the car's wheels, is a historic treatment which is encouraged to retain porous surfaces.

10.2.4 Enclosures

Hampton Heights Historic District is characterized by open front yard spaces that blend together to create a continuous lawn. The location of front yard fences is disruptive to this historic pattern. Enclosures, including fences as well as vegetative hedges, are sometimes used as side yard separations between lots.

Fences are also used in the rear yard of residential spaces. Rear fencing does not disrupt the visual continuity of the spaces between structures. Rear fencing is appropriate within the neighborhoods of the local district. Rear fencing also assists in buffering obtrusive traffic noise at major intersections within the district. The Spring Street Extension is an example of an area where a rear yard buffer is necessary to shield traffic noise and views.

Guideline - Fences are discouraged in front yard spaces of the district but are appropriate in rear yard spaces and along side yard boundary lines. Rear yard fences shall be coordinated with existing city codes. Suggested materials for rear yard fencing include vegetation, wood and chain link. Vines are suggested to "soften" the appearance of chain link fencing. If wood fencing is used, the paint color and design shall be compatible with the architecture of the adjacent residence. Fence heights can range from 4' to 6' depending on the reason for the enclosure.

Example of side yard fencing in Hampton Heights.

View of rear yards fronting Spring Street Extension, where enclosure to buffer traffic is highly desirable.

City of SPARTANBURG south carolina

Planning Department

PO Box 1749 • Spartanburg, SC 29304 • phone: (864) 596-2068 • email: planning@cityofspartanburg.org
website: www.cityofspartanburg.org

Certificate of Appropriateness (COA)
Historic Properties

Owner: Matt Johnston & Kimberly Rostan Phone: 608-217-1424, 608-213-5700

Address: 516 Peronneau St. Email: mpjohnst@gmail.com

City: Spartanburg State: SC Zip: 29306

Applicant: Matt Johnston & Kimberly Rostan Phone: 608-217-1424, 608-213-5700

Address: 516 Peronneau St. Email: mpjohnst@gmail.com

City: Spartanburg State: SC Zip: 29306

Contractor: Manello Construction Phone: 864-597-9982

Address: 151 Cove Rd. Email: fwmanello@gmail.com

City: Inman State: SC Zip: 29349

Address of Property: 516 Peronneau St., Spartanburg, SC 29306

Tax Map Number: 7-16-02-120.00 Zoning District D3

Please select the activity requested:

- [x] Alteration of Structure/Property
- [x] Repair of Structure/Property
- [ ] Addition to Existing Structure
- [ ] New Construction on Vacant Lot
- [ ] Demolition of Structure
- [ ] Other

Fees and Payments can be made using the Permit Number and the City of Spartanburg Payment Portal.

To the best of my knowledge, the information on this application and all additional documentation is true, factual and complete. I hereby agree to abide by all conditions of any approvals granted by the City of Spartanburg. I understand that such conditions shall apply to the subject property only and are a right or obligation transferable by sale. I hereby authorize the staff of the Planning Department to inspect the premises of the above-described property.

Applicant: Signature: Kimberly A. Rostan Date: 6/21/24

Staff Use Only / Received by: _____

Date Received: _____ **Time:** _____ **Permit Number:** _____

City of SPARTANBURG south carolina

Planning Department

PO Box 1749 • Spartanburg, SC 29304 • phone: (864) 596-2068 • email: planning@cityofspartanburg.org
website: www.cityofspartanburg.org

Certificate of Appropriateness (COA)
Additional Items

Please attach to this Application nay of the applicable items:

- [x] Site Plans or Surveys
- [x] Photographs of Existing property
- [ ] Photographs of Changes requested
- [x] Detail Drawing(s), Floor Plans(s) or Sketch(es)
- [x] Material(s) and Sample(s)
- [ ] Other

Description of Proposed work (attach extra sheets as needed):

[1] Driveway apron — Top 25' adjacent to sidewalk is currently concrete. We would like to repour this top section to address damage. [2] Middle section — Single lane section of driveway from concrete apron continuing along side of porch. This section is currently non-original, non-porous gravel. We request to convert this to cement to manage storm water causing the house to subside. [3] End section — This large area behind the house includes spaces for 2 cars to park in front of garage with room for both to turn around. This section is currently non-original, non-porous gravel. We would like to convert this to cement with proper drains to manage excessive storm water problems. [4] Front walkway — This section is currently non-original, non-porous gravel. We would like to convert this to a non-grouted, flagstone pathway with added drains to manage storm water.

Please read and initial the following statements:

X_____ I am the owner of the property, or

_____ I am acting on behalf of the owner(s) of this property and have attached a letter from the owner(s) indicating their knowledge of this application.

_____ The information on this application represents an accurate description of the proposed work.

_____ I have omitted nothing that might affect the decision of the Historic Architect Review Board.

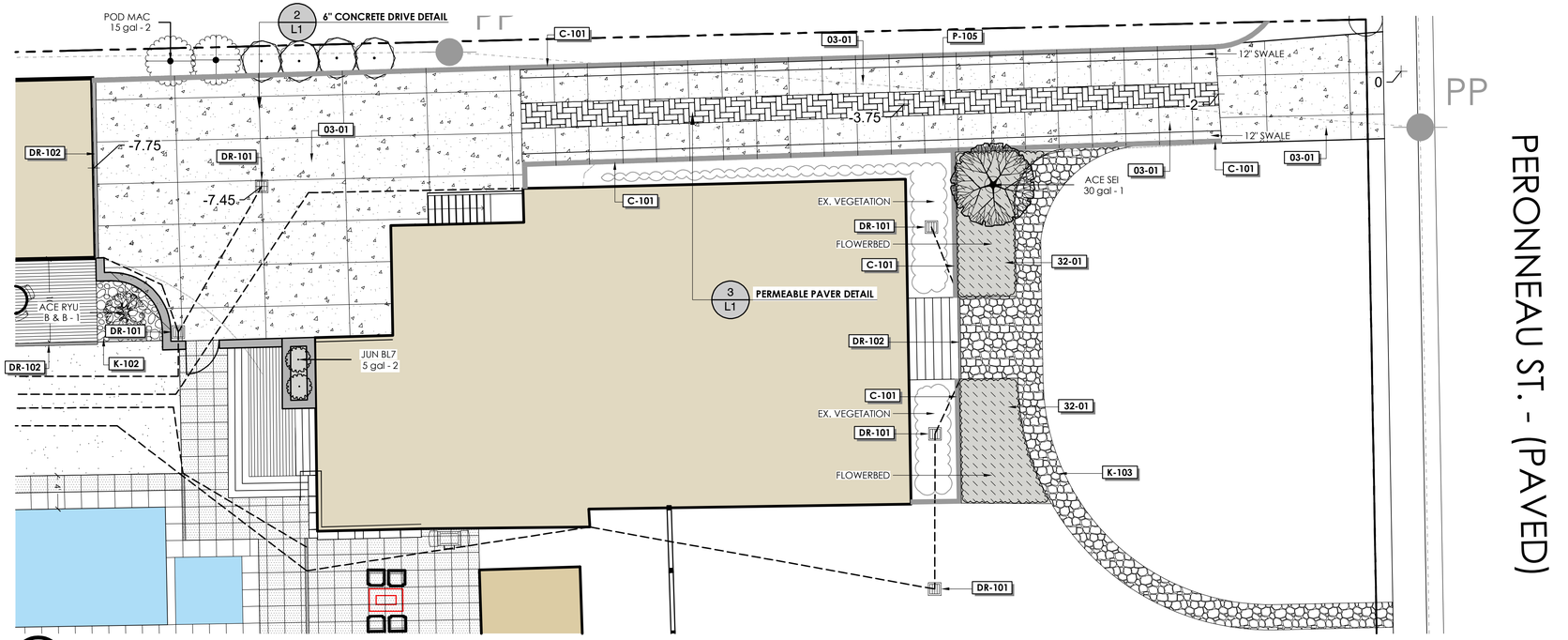
_____ I will attend (or send a representative to attend) the public hearing of this application before the Historic Architect Review Board.

_____ I understand that issuance of a Certificate of Appropriateness is not an authorization to begin work.

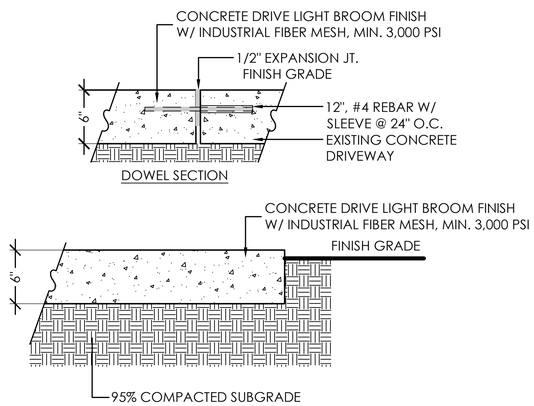
Staff Use Only:

Received by: _____ ____ **MCOA - Minor** _____ **COA - Major**

This drawing is the property of The LandArt Design Group, Inc. and contains proprietary information furnished with the understanding that it is not to be modified, copied, reproduced or used by others except as required for this specific project without written authorization by The LandArt Design Group, Inc.



1 L1 **OVERALL PLAN**
SCALE: 1" = 8'

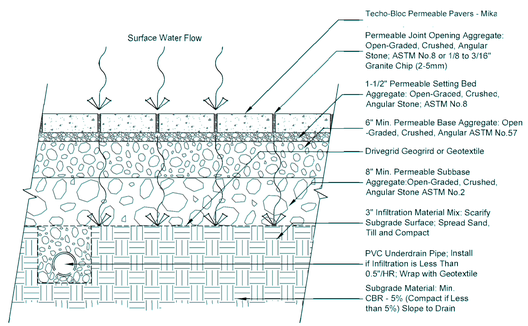


2 L1 **6" CONCRETE DRIVE DETAIL**
SCALE: 1/8" = 1'-0"

PERMEABLE PAVER
REF: CS_COM_Permeable_Partial_Infiltration_Underdrain_Med_Duty

CROSS SECTION

Permeable Paver Detail - Partial Infiltration - With Underdrain - Medium Duty



Note:
This cross section is intended for preliminary design purposes only. Confirm site conditions and consult with a qualified design professional or installer prior to installation.

3 L1 **PERMEABLE PAVER DETAIL**
SCALE: N.T.S.

REFERENCE NOTES SCHEDULE

SYMBOL	03 CONCRETE DESCRIPTION	QTY
03-01	NEW BROOM FINISHED CONCRETE DRIVEWAY	2,215 SF
SYMBOL	**32 EXTERIOR IMPROVEMENTS DESCRIPTION**	**QTY**
32-01	TRIPLE HAMMERED HARDWOOD MULCH (3" THICK)	2.71 CY
32-03	IPE DECK	202 SF
32-04	IPE DECK LANDING	74 SF
32-05	HANDRAIL	34 LF
32-06	CORTEN EDGING	48 LF
SYMBOL	**CURB DESCRIPTION**	**QTY**
C-101	6" CURB	265 LF
SYMBOL	**DRAINAGE DESCRIPTION**	**QTY**
DR-101	18"X18" SQUARE DRAIN	5
DR-102	TRENCH DRAIN	73 LF
DR-105	12" DRAIN PIPE	315 LF
DR-106	6" DRAIN PIPE	684 LF
SYMBOL	**ROCK DESCRIPTION**	**QTY**
K-102	WHITE RIVER ROCK - 1-3" SIZE	477 SF
K-103	FLAGSTONE WALKWAY	349 SF
SYMBOL	**PAVING DESCRIPTION**	**QTY**
P-101	2'X2' FIREROCK PAVERS (COLOR: OYSTER)	762 SF
P-105	TECHO-BLOC, INC. MIKA 03 (PERMEABLE) 90° HERRINGBONE PATTERN	240 SF

SYMBOL	SITE FURNISHINGS DESCRIPTION	QTY	MANUFACTURER
S-101	LOLL DESIGN - JUT 18 PLANTER	3	
S-102	LOLL DESIGN - SLOPE 24 PLANTER	2	
S-103	LOLL DESIGN - SQUARE 24 PLANTER	2	
S-104	LOLL DESIGN - JUT 24 PLANTER	2	
S-105	LOLL DESIGN - SLOPE 18 PLANTER	1	
SYMBOL	**WALL DESCRIPTION**	**QTY**	
W-101	52" HGT. STUCCO WALL	25 LF	
W-102	48" HGT. STUCCO PLANTER (HEIGHT OF DECK)	21 LF	

LIGHTING SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
▼	FX LUMINAIRE CC SMALL SCALE UP LIGHT USED FOR SMALL SCALE ELEMENTS. 5.9IN. L X 1.6IN. D STRAIGHT SHROUD. ORDER CODE: CC, BRASS, (AB) ANTIQUE BRONZE, 3-PRONG SPIKE LAMP: CC-1LED, 2W	2.4VA, 2700K, BEAMSPREAD: SPOT	7

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SIZE
TREES					
	ACE RYU	1	ACER PALMATUM `RYUSEN` / RYUSEN JAPANESE MAPLE	B & B	7-8`
	ACE SEI	1	ACER PALMATUM `SEIRYU` / SEIRYU JAPANESE MAPLE	30 GAL	
	CHA FRG	2	CHAMAECYPARIS OBTUSA `FERNSPRAY` / FERNSPRAY HINOKI FALSE CYPRESS	15 GAL	
SYMBOL	**CODE**	**QTY**	**BOTANICAL / COMMON NAME**	**CONT**	
SHRUBS					
	JUN ALG	3	JUNIPERUS RIGIDA `ALL GOLD` / SHORE JUNIPER	5 GAL	
	JUN BL7	2	JUNIPERUS SQUAMATA 'BLUE STAR' / BLUE STAR JUNIPER	5 GAL	
	MUH CAP	5	MUHLENBERGIA CAPILLARIS / PINK MUHLY GRASS	3 GAL	
	MUH WHC	4	MUHLENBERGIA CAPILLARIS `WHITE CLOUD` / WHITE MUHLY GRASS	3 GAL	
	POD MAC	2	PODOCARPUS MACROPHYLLUS / YEW PINE	15 GAL	
GROUND COVERS					
	ZOY ZEO	5,537 SF	ZOYSIA X ZEON® / ZEON® ZOYSIA	SOD	

NOTE:
THE BASE INFORMATION FOR THIS DRAWING HAS BEEN COMPILED FROM A VARIETY OF SOURCES AT VARIOUS TIMES AND AS SUCH IS INTENDED TO BE USED ONLY AS A CONCEPTUAL GUIDE. ALL PROPERTY LINES, TRACT DIMENSIONS AND DESCRIPTIONS ARE FOR GRAPHIC PURPOSES ONLY, AS AN AID TO SITE LOCATION AND POSSIBLE POTENTIAL LAND USE. ANY PERSON DESIRING TO DETERMINE ACTUAL COMMITMENTS SHOULD EXAMINE THE APPROPRIATE PLATS, DEED RESTRICTIONS, COVENANTS, AND PLANNING AND ZONING REGULATIONS APPLICABLE TO SPECIFIC PORTIONS OF THE PROPERTY.

811 Know what's below. Call before you dig.
http://www.call811.com/
YOU ARE REQUIRED TO CALL AT LEAST 3 WORKING DAYS BEFORE YOU DIG

SITE AND DRAINAGE PLAN

0 8 16 24 feet
SCALE: 1" = 8'

Filename: F:\Projects\19081\19081-00\Pdata\MK-Site and Drainage.dwg
Plot Time: 7/31/2024 12:38:25 PM

MATT JOHNSTON & KIM ROSTAN RESIDENCE
516 PERONNEAU STREET
SPARTANBURG COUNTY, SOUTH CAROLINA

LANDART
landscape architecture
847 E Main St / Spartanburg, SC 29302
phone 864.585.7500 / fax 864.585.3808
LandArtDesignGroup.com / info@landartdesigngroup.com

SHEET TITLE:
SITE AND DRAINAGE PLAN

JOB #:
19081-00

DATE:
01/19/23

DRAWN:
EV

APPROVED:
TP

REVISIONS:
1. REV. PER OWNERS COMMENTS 04/12/23
2. REV. PER OWNERS COMMENTS 04/27/23
3. REV. PER OWNER MEETING 05/10/23
4. REV. PER OWNER COMMENTS 05/17/23
5. REV. PER OWNER COMMENTS 07/06/23
6. REV. PER OWNER COMMENTS 07/24/24

The LandArt Design Group, Inc. No. 178 — SOUTH CAROLINA — CERTIFICATE OF AUTHORIZATION

State of South Carolina — Registered Landscape Architect — No. 850 — WILLIAM T. PITTS

SHEET
L1
OF L1

UPDATED 8/6/24

Certificate of Appropriateness (COA) Supplemental Materials

Description of Proposed work [same text from Certificate of Appropriateness form]

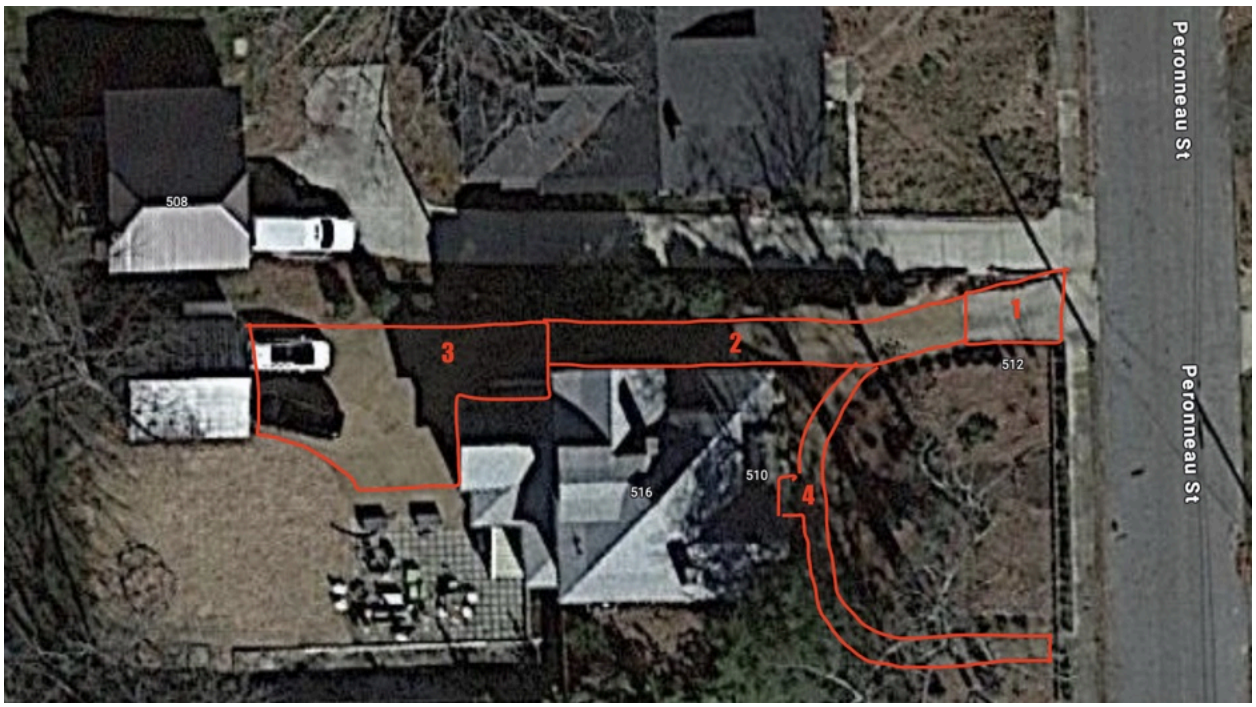
[1] Driveway apron — Top 25’ adjacent to sidewalk is currently concrete. We are proposing a like-for-like replacement to fix damage.

[2] Middle section — This single-lane section of driveway is currently non-original, non-porous gravel. For this portion of the driveway most visible from the street, we are proposing a historic treatment of two tire strips with a permeable paver center section. To manage stormwater the driveway would be bounded by small, historic cement swales with integrated curbs on either side.

[3] End section — This area between the house and garage includes spaces for 2 cars to park with room for both to turn around. This section is currently non-original, non-porous gravel. We would like to convert this to cement with extensive drains to manage stormwater problems.

[4] Curved front walkway — This section is currently non-original, non-porous gravel. We would like to convert this to non-grouted, floating flagstone with added drains to manage stormwater.

REMOVED FROM PROPOSAL



Satellite view from Google Maps showing rough section outlines. Proposed work would directly mirror the adjacent driveway, which was fully poured with concrete several years ago.

Flooding and stormwater management

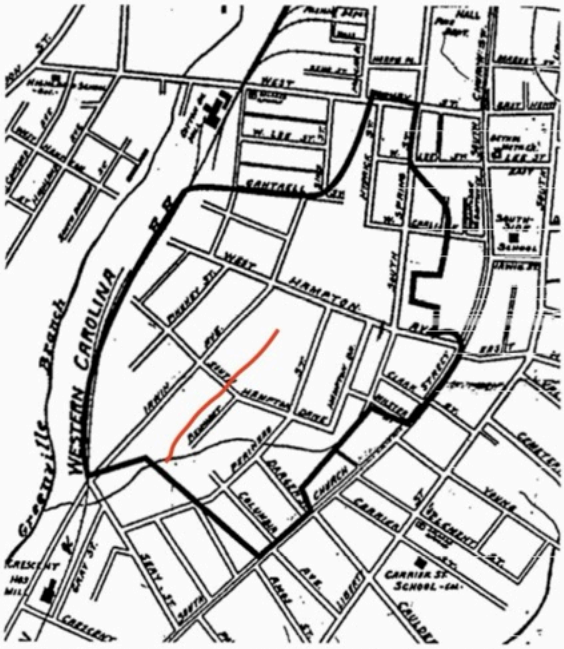
The original layout of our neighborhood heavily revolved around the waterways and tributaries… one of which is mentioned in 3.2.1 of the Guidelines and runs directly through our backyard. The approximate location of the tributary in our backyard is sketched in red.

3.2 Landscape Resources

3.2.1 Layout/Original Plan

The Hampton Heights Residential Historic District is laid out in an informal grid pattern that responds to physical characteristics of the area. The street pattern within the district is generally oriented north-south and east-west. Church Street, which bounds the district on the east in a north-south direction, is situated on a major ridge line. West Hampton Avenue, situated at the center of the district, is the primary historic corridor extending east to west. The roadway for Hampton Avenue at approximately thirty-two feet wide is the most spacious in the district. Most of the avenue is situated on a ridge overlooking the surrounding district. West Hampton Avenue is characterized by architecturally-significant residences sited on large, irregular lots. The ridge line along West Hampton Avenue extends to Irwin Avenue and Peronneau Street, making these streets prominent roadways in the district as well. Large-scale, irregular lots with architecturally-significant residences also characterize development on these two streets. The pattern of land subdivision in other areas of the district includes smaller lots laid out in a more regular grid pattern with more modest style residences.

The system of creeks and drainage ways has been an important factor in the district's overall design. Tributaries to Fair Forest Creek are located within rear yard spaces of many of the residential lots. Tributaries are found in the rear yards between Irwin Avenue and Peronneau Street, between Carlisle Street and Brookwood Terrace, and southeast of Morningside Drive.



1923 Sanborn Map of Hampton Heights Residential District illustrates irregular pattern of layout and system of creeks and drainage ways.

During heavy rains, we get extensive stormwater flowing through our yard as seen in the below videos. Without our intervention, this stormwater has three very negative impacts to the neighborhood. 1) Water enters our historic structure, causing the section of house closest to the driveway to subside considerably, 2) the historic garage structure continually floods, and 3) a large portion of the rains runs off the side yard jeopardizing our neighbor's structure.

Video showing flooding at front of house
https://drive.google.com/file/d/17SLugmq6tJHBTheIwDJQP81PzH03NCyR/view?usp=sharing

Video showing flooding along side and in back of house
https://drive.google.com/file/d/17N-WqFCIarXOPoLcVQJ7SBmJv9UztRAs/view?usp=sharing

Without our intervention, after washing through and near the historic structures, which has resulted in flooding, property damage and a subsided foundation, the storm water all eventually flows down to the historic tributary between Irwin and Peronneau Streets.

5.2 Preservation Methods

Preservation is defined as the taking of steps to retain a building, district, object or site as it exists at the present time. This often includes an initial stabilization effort necessary to prevent further deterioration as well as more general maintenance work. But "preservation" has become the term most often used when referring to a wide range of conservation practices. Following is a list and definition of the four principle preservation methods. The condition of the property, degree of authenticity desired, and the amount of funding available usually dictate the method used to preserve a historic property. Although "rehabilitation" and "restoration" might sound alike, the end result is quite different.

Stabilization entails making a building weather resistant and structurally safe, enabling it to be rehabilitated or restored in the future.

Stabilization techniques include covering the roof and windows so that rainwater cannot penetrate, removing overgrown vegetation, exterminating, carrying out basic structural repairs, securing the property from vandalism, and other steps to prevent additional deterioration of the property. This approach is usually taken on a building not currently in use to "mothball" it until a suitable use is found.

Rehabilitation involves undertaking repairs, alterations, and changes to make a building suitable for contemporary use, while retaining its significant architectural and historical features.

Rehabilitation often includes undertaking structural repairs, updating the mechanical systems (heating and air conditioning, electrical system, and plumbing), putting on additions for bathrooms, repairing damaged materials such as woodwork and roofing, and painting.

Rehabilitation can accommodate the adaptive use of a building from residential to office or commercial use. Physical changes, such as additions for offices, parking lots, and signage, may result.

If a rehabilitation is sensitive, those changes are made in a way that does not detract from the historic character and architectural significance of the building and its setting.

Restoration includes returning a building to its appearance during a specific time in its history by removing later additions and changes, replacing original elements that have been removed, and carefully repairing parts of the building damaged by time.

Restoration is a more accurate and often more costly means of preserving a building. It entails detailed research into the history, development, and physical form of the property; skilled craftsmanship; and attention to detail.

Reconstruction entails reproducing, by new construction, the exact form and detail of a vanished building, or part of a building, as it appeared at a specific time in its history.

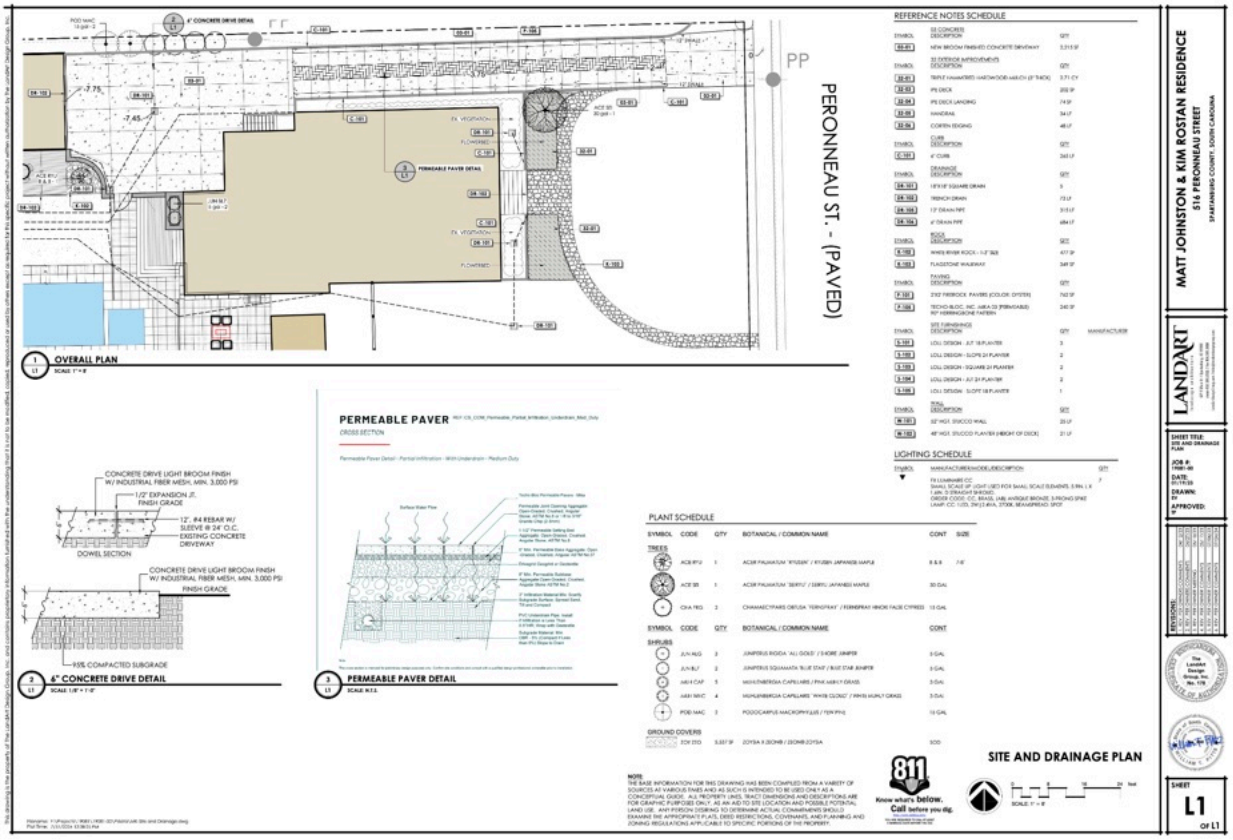
Historic preservation is broken down into several steps in the Guidelines (pg. 54). Before even attempting **rehabilitation** or **restoration**, the first step is **stabilization.** The 4 requests in this proposal all address **stabilization** of historic structures (house, garage, and neighboring properties).

To stop stormwater from destabilizing our historic structures, we strategically located large drains around the house and at the base of the driveway, trenched them hundreds of feet through yard (in blue), terminating all the way down into the main water tributary (in red) at the back of our property.

Rough sketch of drainage pipes buried deep in the yard, terminating in the tributary at the back of our property.

Architectural plan for proposed major work

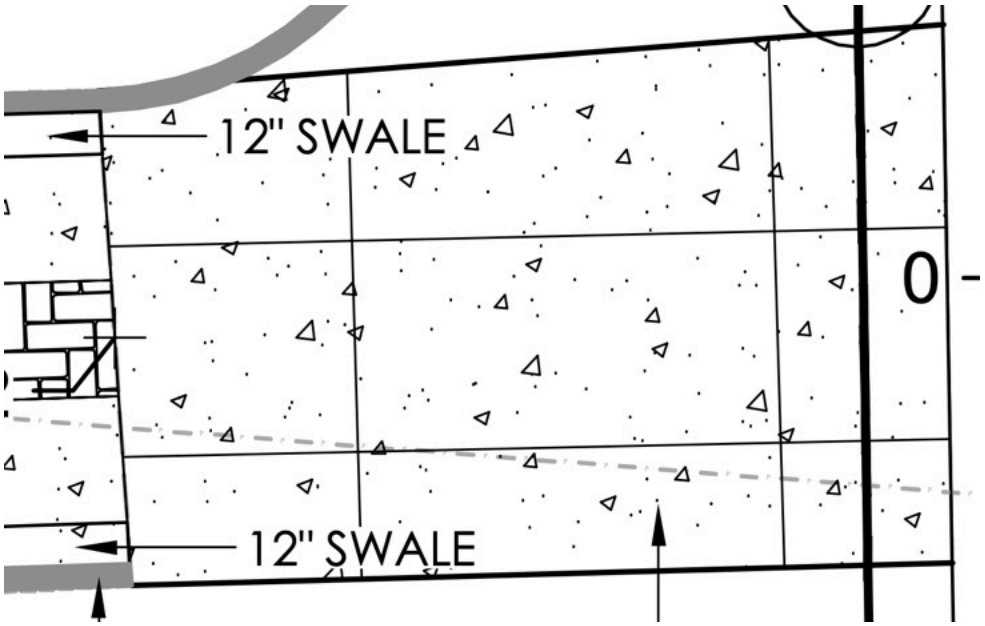
Close ups will be shown in the individual proposals for each section of driveway below. Please see separate PDF for a higher resolution version of this plan.



Description of Proposed work – Additional Materials and Photos.

[1] Driveway apron — Top 25’ adjacent to sidewalk is currently concrete. We are proposing a like-for-like replacement to fix the damaged concrete.
Section 10.2.3 “Walks and Drives” states “Existing paving materials of concrete asphalt and brick should be repaired where feasible.

Section 10.2.3 of the Guidelines titled “Walks and Drives” states, “Existing paving materials of concrete asphalt and brick should be repaired where feasible.”



Close-up of architectural plan detailing repairs to existing cement apron section.

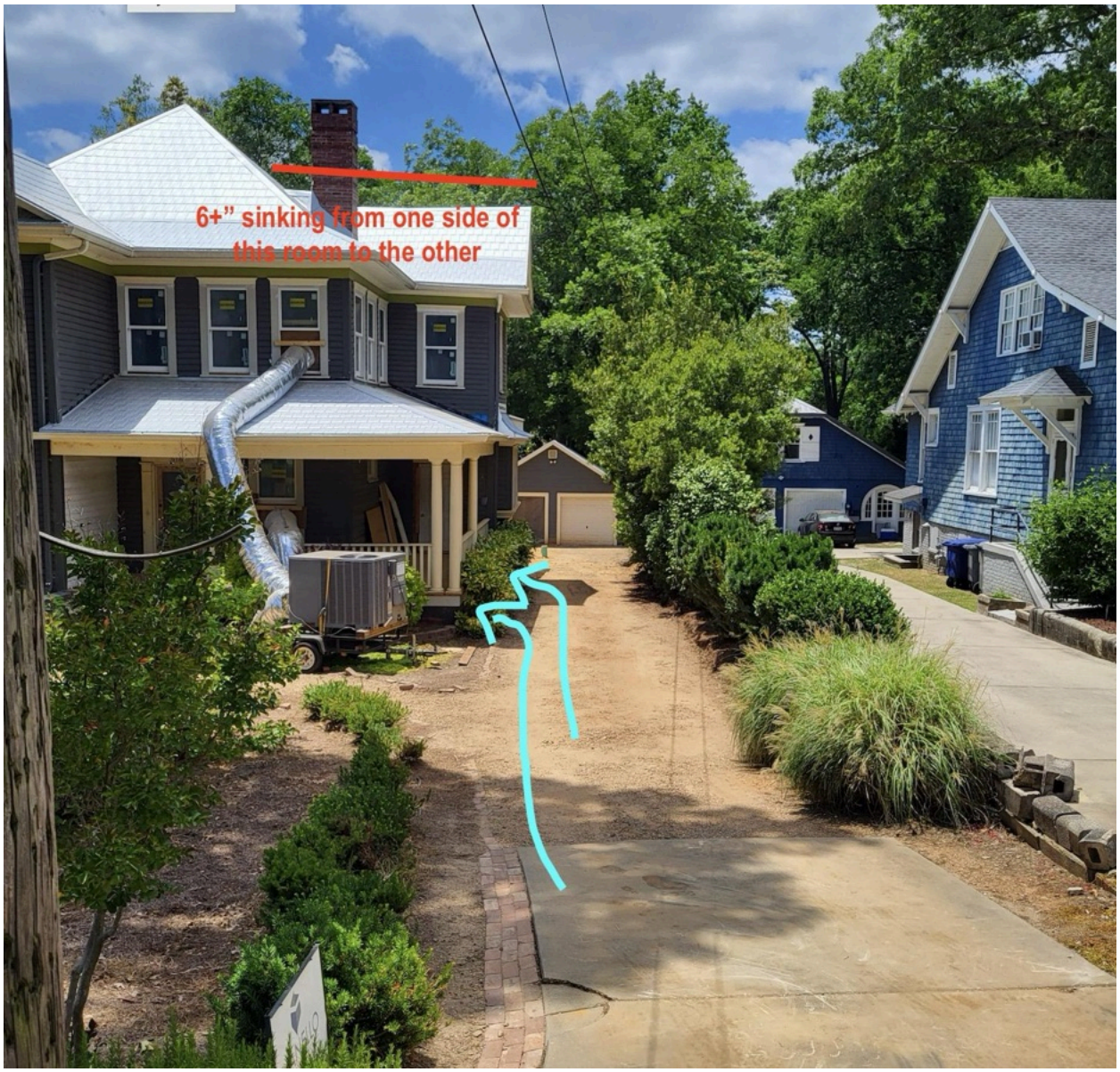
View from street down the driveway.

View of top section looking towards street.

Close up of one of the damaged areas. We would also like to widen this concrete pad by a 2 feet. Delivery trucks like Amazon and UPS would always run off the side of the driveway, which is why it eventually eroded and broke. I added a few rows of red brick to stabilize, but we would like a more permanent solution.

[2] Middle section — This single-lane section of driveway is currently non-original, non-porous gravel. For this portion of the driveway most visible from the street, we are proposing a historic treatment of two tire strips with a permeable paver center section. To manage stormwater the driveway would be bounded by small, historic cement swales with integrated curbs on either side.

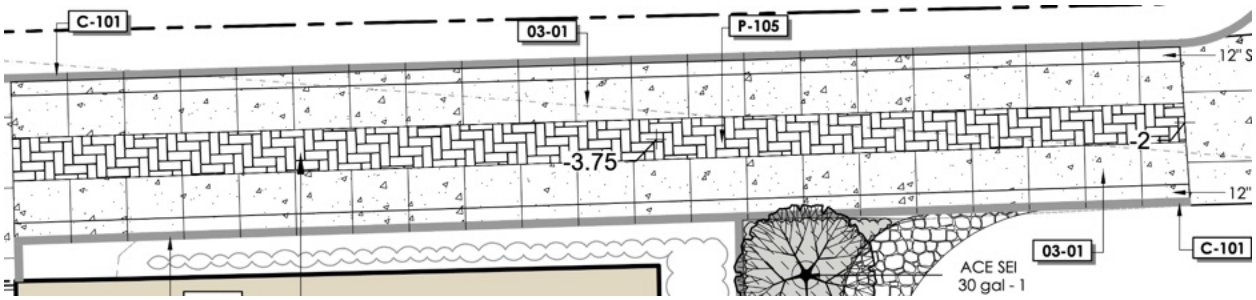
The portion of our historic structure boarding this section of driveway has already badly subsided (more than 6”). In our original presentation to HARB on July 11th, we proposed this section of driveway to be all concrete to guide stormwater past our still-sinking structure.



I

The July 11th meeting was cut short due to time, but not before one of the board members proposed switching this single-lane section to two tire strips with a central paver section. Based on this input, we arranged an in-person meeting at the property attended by Fredalyn Frasier and Nan Zhou from the city and Donnie Love, who is an advisor to the city, on Thursday, July 25th. Working together we found a solution which should both protect the structure and follow the recommended historic guidelines. Our proposal for this middle section of the driveway incorporates these elements:

- Two tire strips – Section 10.2.3 of the Guidelines titled “Walks and Drives” states, “The use of driving lanes, designed to facilitate only the car’s wheels, is a historic treatment which is encouraged to retain porous surfaces.”
- Permeable pavers – The center section between the tire strips would be constructed of a permeable based with specialized permeable pavers to allow for some porousness as recommended in Section 10.2.3 of the Guidelines above.
- Small swales on either side of the driveway – this is a historic treatment found throughout the neighborhood, often bordering driveways and walkways. In our case, these small, shallow swales will guide stormwater past the at risk historic structure.
- Integrated curbs – During the hardest rainstorms like those pictured in the videos above, these curbs will help contain any stormwater that overwhelms the small swales.



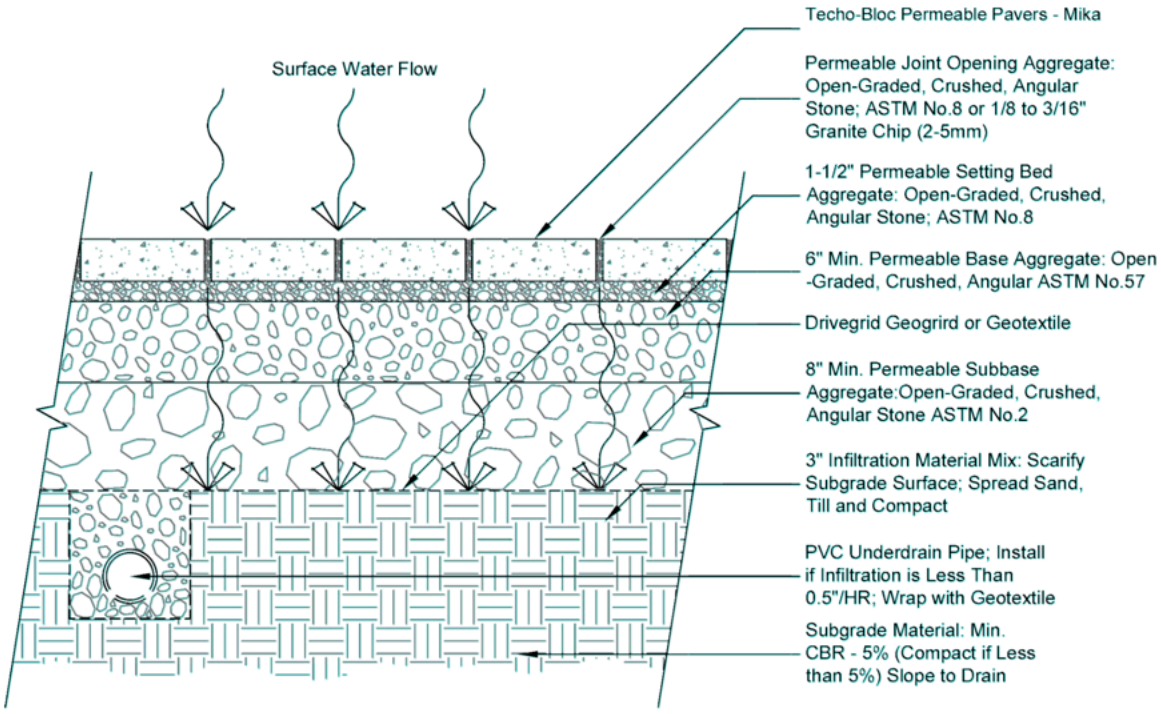
Close-up of architectural plan detailing single-lane section that will receive historic two tire-strip solution with permeable pavers in the center area.

PERMEABLE PAVER

REF: CS_COM_Permeable_Partial_Infiltration_Underdrain_Med_Duty

CROSS SECTION

Permeable Paver Detail - Partial Infiltration - With Underdrain - Medium Duty



Detail of permeable paver installation to allow some level of porousness.

[3] End section — This area between the house and garage includes spaces for 2 cars to park with room for both to turn around. This section is currently non-original, non-porous gravel. We would like to convert this to cement with extensive drains to manage stormwater problems.

In that back section of driveway [3] we are prepped for a trench drain in front of the garage, a smaller drain near the stucco wall, and a central 12” catch basin to manage stormwater runoff.

View of back section of driveway facing northwest.

We conducted an informal survey of houses with garages in Hampton Heights to identify the predominant materials used for driveways in the neighborhood.

HOUSES WITH 2-CAR GARAGES	**LIST OF HOUSES WITH 2-CAR GARAGES**
Total of [13] 2-car garages (both historic garages and more modern structures) ● [9] all-cement driveways – 69% ● [2] blacktop – 15% ● [1] gravel – 8% ● [1] mix of 2-tire strips+large cement slab in front of garage – 8% Total of [7] *ORIGINAL* 2-car garages ● [5] all-cement – 71% ● [1] blacktop – 14% ● [1] gravel – 14%	• 508 Peronneau St — original 2-car garage, all cement driveway. • 189 S Hampton Dr. — original attached 2-car garage, all cement driveway. • 546 Pinckney Court — original 2-car garage, all cement driveway. • 592 S. Irwin Ave. — 2-car garage, all cement driveway. • 539 S. Irwin Ave. — 2-car garage, cement, apron all blacktop driveway. • 509 S. Irwin Ave. — original 2-car garage, all cement driveway. • 266 Hampton Court — original2-car garage, all cement driveway. • 175 W Hampton Dr — non-original 2-car garage, all cement driveway. • 251 W Hampton Dr. (Ringo) — newly built 2-car garage, cement apron, two tire strips along the house, full cement pad in front of new garage with turnaround space. • 245 W. Hampton Ave. — original 2-car garage, cement, apron all gravel driveway. • 276 South Spring St. — original 2-car garage, converted to auxiliary dwelling, cement apron, all blacktop driveway. • 259 Hydrick St. — newly constructed 2-car garage, all cement driveway. • 277 Hydrick St.— non-original 2-car garage, all cement driveway.

HOUSES WITH 1-CAR GARAGES	**LIST OF HOUSES WITH 1-CAR GARAGES**
Total of [12] 1-car garages ● [4] all-cement driveways – 33% ● [3] blacktop – 25% ● [2] gravel – 17% ● [1] paver – 8% ● [1] 2-tire strips with full cement pad in front of garage – 8% ● [1] cement apron and all cement near house, switching to 2-tire strips in the way back behind house – 8%	• 503 Peronneau St — Newly built 1-car garage, all cement driveway. • 510 Hampton Dr — original/old 1-car garage, cement apron, all paver driveway. • 551 Pinkney Court — original 1-car garage, cement apron, all blacktop driveway. • 598 S. Irwin Ave. — large/non-original barn with 1 garage door, cement apron, all gravel driveway. • 589 S. Irwin Ave. — original 1-car garage, cement apron, all gravel driveway. • 498 S. Irwin Ave. — original 1-car garage, all cement driveway. • 476 S. Irwin Ave. — original 1-car garage, cement apron, all blacktop driveway. • 200 W. Hampton Ave. — original 1-car garage/barn, cement, apron, all gravel driveway. • 182 W. Hampton Ave. — original 1-car garage, cement, apron and full cement drive along yard and house, switches to 2 strips in the way back, leading up to the single car garage. • 286 South Spring St. — original 1-car garage, converted to a shed, cement apron, two tire stripes, ending with full cement pad in front of garage/shed. • 280 South Spring St.— original 1-car garage, cement, apron all blacktop driveway. • 283 Hydrick St. — non-original 1-car garage, all cement driveway.

To summarize the results above:

- All 2-car garages in the neighborhood had a solid surface in front of the garage.
- Cement is by far the predominant material used for driveways in Hampton Heights.
- There are no historic examples of 2-tire strip driveways directly in front of 2-car garages.

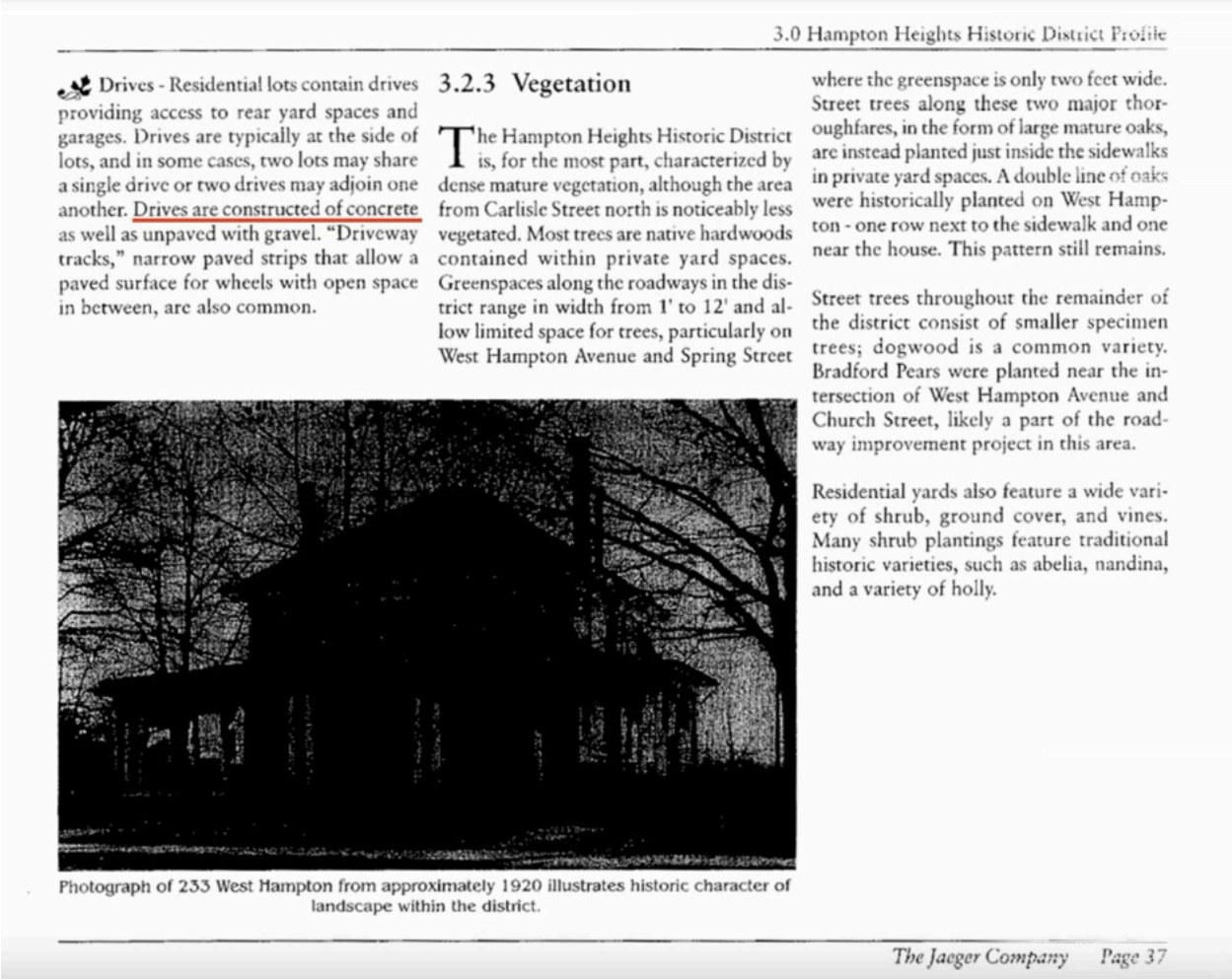
[4] Curved front walkway — This section is currently non-original, non-porous gravel. We would like to convert this to non-grouted, floating flagstone with added drains to manage stormwater.

REMOVED FROM PROPOSAL

THIS PART OF OUR PROJECT WAS RECLASSIFIED AS MINOR WORK 8/6/24 AND HENCE REMOVED FROM THIS PROPOSAL.

SUPPORTING MATERIALS

For houses with garages, cement is by far the predominant material used for driveways in Hampton Heights.



3.0 Hampton Heights Historic District Profile

Drives - Residential lots contain drives providing access to rear yard spaces and garages. Drives are typically at the side of lots, and in some cases, two lots may share a single drive or two drives may adjoin one another. Drives are constructed of concrete as well as unpaved with gravel. "Driveway tracks," narrow paved strips that allow a paved surface for wheels with open space in between, are also common.

3.2.3 Vegetation

The Hampton Heights Historic District is, for the most part, characterized by dense mature vegetation, although the area from Carlisle Street north is noticeably less vegetated. Most trees are native hardwoods contained within private yard spaces. Greenspaces along the roadways in the district range in width from 1' to 12' and allow limited space for trees, particularly on West Hampton Avenue and Spring Street where the greenspace is only two feet wide. Street trees along these two major thoroughfares, in the form of large mature oaks, are instead planted just inside the sidewalks in private yard spaces. A double line of oaks were historically planted on West Hampton - one row next to the sidewalk and one near the house. This pattern still remains.

Street trees throughout the remainder of the district consist of smaller specimen trees; dogwood is a common variety. Bradford Pears were planted near the intersection of West Hampton Avenue and Church Street, likely a part of the roadway improvement project in this area.

Residential yards also feature a wide variety of shrub, ground cover, and vines. Many shrub plantings feature traditional historic varieties, such as abelia, nandina, and a variety of holly.

Photograph of 233 West Hampton from approximately 1920 illustrates historic character of landscape within the district.

The Jaeger Company *Page 37*

Section 3.2.2 specifically lists concrete 1st when discussing the profile of the houses in Hampton Heights, implying that it is not only appropriate and original for the neighborhood, but also the predominant material used; this description correlates with the data regarding prevalence of concrete on page 11.

5.3 United States Secretary of the Interior's "Standards for Rehabilitation"

The U.S. Secretary's Standards for Historic Preservation Projects were initially developed for use by the Secretary of the Interior in evaluating the appropriateness of work proposed for properties listed in the National Register of Historic Places. Revised in 1990, the "Standards for Rehabilitation" are considered the basis of sound preservation practices. They allow buildings to be changed to meet contemporary needs while ensuring that those features that make buildings historically and architecturally distinctive are preserved. They have meaningful application to virtually every type of project involving historic resources.

The "Standards for Rehabilitation" provide the framework for these design guidelines and will be used by the Board of Architectural Design and Historic Review in reviewing applications for Certificates of Appropriateness. These standards are listed as follows:

1 A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

2 The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

3 Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

4 Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5 Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.

6 Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

7 Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

8 Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

Section 5.3 Step 3 above highly discourages using historic materials/styles where they did not originally exist.

There is no record of our driveway originally being cement, gravel, or having the 2-tire strips. Section 10.2.3 title “Walks and Drives”, specifically states that, “New surfaces should be compatible with these predominant materials.” When taking all these factors and recommendations into account, we believe the most appropriate solution would be cement as that is by far the predominant driveway material used for houses in Hampton Heights with garages.

10.2.3 Walks and Drives

Photograph illustrates an example of "driveway tracks" or driving lanes, a historic treatment that should be retained.

Photograph illustrates raised yard effect with central walks, another historic landscape treatment to retain.

Recommendation - The established pattern of walks and drives within the district should be continued. Existing paving materials of concrete, asphalt, and brick should be repaired, where feasible. New surfaces should be compatible with these predominate materials. The use of driving lanes, designed to facilitate only the car's wheels, is a historic treatment which is encouraged to retain porous surfaces.

10.2.4 Enclosures

Hampton Heights Historic District is characterized by open front yard spaces that blend together to create a continuous lawn. The location of front yard fences is disruptive to this historic pattern. Enclosures, including fences as well as vegetative hedges, are sometimes used as side yard separations between lots.

Fences are also used in the rear yard of residential spaces. Rear fencing does not disrupt the visual continuity of the spaces between structures. Rear fencing is appropriate within the neighborhoods of the local district. Rear fencing also assists in buffering obtrusive traffic noise at major intersections within the district. The Spring Street Extension is an example of an area where a rear yard buffer is necessary to shield traffic noise and views.

Guideline - Fences are discouraged in front yard spaces of the district but are appropriate in rear yard spaces and along side yard boundary lines. Rear yard fences shall be coordinated with existing city codes. Suggested materials for rear yard fencing include vegetation, wood and chain link. Vines are suggested to "soften" the appearance of chain link fencing. If wood fencing is used, the paint color and design shall be compatible with the architecture of the adjacent residence. Fence heights can range from 4' to 6' depending on the reason for the enclosure.

Example of side yard fencing in Hampton Heights.

View of rear yards fronting Spring Street Extension, where enclosure to buffer traffic is highly desirable.