

<b>COA #</b> <b>2009-COA-441</b> <b>(CAMA)</b> <b>2009-VHP-020</b>	<b>INDIANAPOLIS</b> <b>HISTORIC PRESERVATION COMMISSION</b> <b>STAFF REPORT</b>		Hearing Date <b>APRIL 7, 2010</b>
	<b>935 Bellefontaine</b> <b>CHATHAM-ARCH MASSACHUSETTS AVENUE</b>		Continued from: January 6, 2010 December 2, 2009 November 2, 2009 October 7, 2009
<b>Applicant &amp; mailing address:</b>		<b>KEVIN STUCKWISCH</b> 935 Bellefontaine Indianapolis, IN 46202	Center Township Council District: 9 Jackie Nytes
<b>Owner:</b>		<b>Same</b>	
<b>COMBINED CASES</b>			
<b>IHPC COA:</b>	<b>2009-COA-441</b> <b>(CAMA)</b>	<ul style="list-style-type: none"> <li>• Construction of detached garage with partial 2nd floor with breezeway connector</li> <li>• Site work</li> <li>• Variances.</li> </ul>	
<b>BZA Variances:</b>	<b>2009-VHP-020</b>	<ul style="list-style-type: none"> <li>• Variances of Development Standards to allow Less rear yard/sideyard setback then the 10 foot minimum required.</li> <li>• Variance of Use to allow a residential use in an accessory structure in an I-3-U zoning district.</li> </ul>	
<b>STAFF RECOMMENDATION: Approval</b>			

<b>STAFF COMMENTS</b>
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**Background of the Property**

This odd-shaped property is made up of remnants of three lots and a vacated portion of 10<sup>th</sup> Street, which remain after the Interstate Highway was built. The applicant's house (c. 1898) is the only structure that was left after the interstate was built. The houses on the other two lots were removed. His driveway is now the vacated section of 10<sup>th</sup> St. The triangle lot north of the vacated street right-of-way is where he is proposing the new garage.

**New Garage with Partial 2<sup>nd</sup> Floor**

The proposed structure is to contain a two-car garage with a partial second floor for a workshop area. The new garage is going to be facing the street. Therefore, staff worked with the applicant to come up with a design that is compatible with the house but also appropriate in scale sitting next to the house instead of behind it. The front facing gable helps to achieve compatibility with the house. Vertical board and batten siding is proposed instead of brick, since matching the brick on the house would be difficult. The vertical siding also helps the structure appear more as an accessory structure. Staff believes the applicant designed the structure appropriately, especially given the tight constraints of the property and its unusual location.

There will be a connector to the house that is open in design. This connector provides covering for the homeowner while also showing that the two structures are related. Both structures appear as separate structures while being compatible with each other and the surrounding area. This is the last structure on the block, but there is a very similarly designed Victorian house to the south and this new design relates well to it.

### **Site Plan/Site Improvements**

The pie-shaped lot is surrounded by rights-of-way on two sides. The lot is comprised of several segments of lots that existed prior to the Interstate construction. The applicant can only site the garage on this part of the property since the house does not have a rear yard large enough to accommodate a garage nor is there adequate access to the rear of his house.

The applicant's driveway is to be modified slightly to accommodate the garage. The driveway shape will change slightly to accommodate a concrete parking area next to the proposed garage. This is to allow for the garage to be built closer to the house and for the garage to fit on the site well and is consistent with the construction of the Cultural Trail. The applicant has shown the layout for the Trail on the site plan.

### **Variances**

The applicant is requesting the following variances:

- Variance of Development Standards to allow less rear yard/side yard setback than the 10 foot minimum required.
- Variance of Use to allow a residential accessory structure in an I-3-U zoning district.

Given the site constraints and unusual split zoning of the site, staff believes the two variances are warranted. The applicant has indicated in his findings that I3U zoning is a remnant from the interstate construction and is not appropriate or recommended for this site. Also, the odd shape of the lot makes construction with a consistent 10 foot setback nearly impossible. And, since there is no structure behind the site, the lack of a setback will not make maintenance of the site difficult.

### **Chatham-Arch Massachusetts Avenue Preservation Plan**

- *If vacant lots should ever be developed, historic buildings lost or if non-contributing buildings should ever be demolished or lost, new development should reinforce the existing mixed use commercial areas.*
- *Much of the land along Massachusetts Avenue is zoned CBD-2 which is an appropriate zoning classification for this mixed-use commercial corridor. Some parcels are zoned C-4 and I-3-U, which are intense and inappropriate zoning classifications that do not support mixed use development.*

<b>STAFF RECOMMENDED MOTIONS</b>
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#### **2009-COA-441 (CAMA):**

**To approve a Certificate of Appropriateness for construction of a garage with partial second floor, a connector, site improvements and variances all per the submitted documentation and subject to the following stipulations:**

- 1) **Construction must not commence prior to approval by IHPC staff of final construction drawings. *Approved: \_\_\_\_\_ Date: \_\_\_\_\_***
- 2) **A pre-construction meeting between IHPC staff, the designer, the owner, and the contractor/construction manager must be held prior to commencement of construction. *Approved: \_\_\_\_\_ Date: \_\_\_\_\_***
- 3) **The construction site must be field-staked with no offsets and reviewed by IHPC staff prior to commencement of construction. *Approved: \_\_\_\_\_ Date: \_\_\_\_\_***
- 4) **Siding and trim materials must be solid wood and must have a smooth texture, free of major imperfections. No rough-sawn finishes are permitted. Siding exposure and pattern shall match the historic house.**
- 5) **All utility wires and cables must be relocated underground. No installation of utilities, meters or mechanical equipment shall commence prior to IHPC staff approval.**

- 6) Work on exterior details must not commence prior to the approval by IHPC staff of each element. These may include, but are not limited to: doors, windows, railings, foundations, exterior light fixtures, colors, roofing, fencing, landscaping, etc.
- 7) Any changes to the approved design must be approved by IHPC staff prior to starting work.

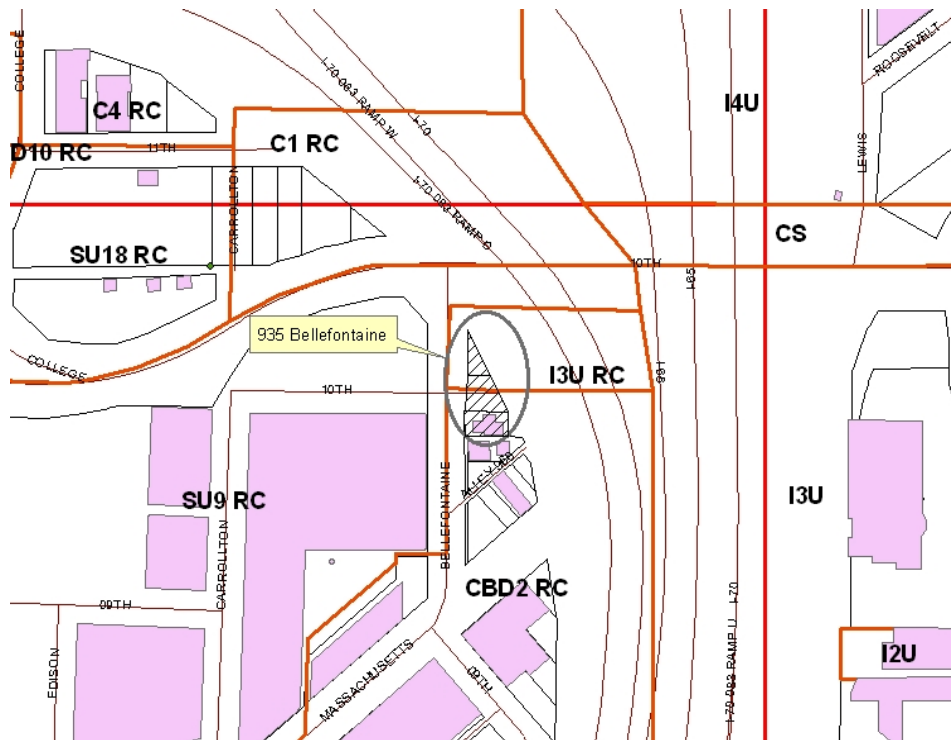
Note: Stipulations 1, 2, and 3 must be completed prior to the issuance of any building permits.

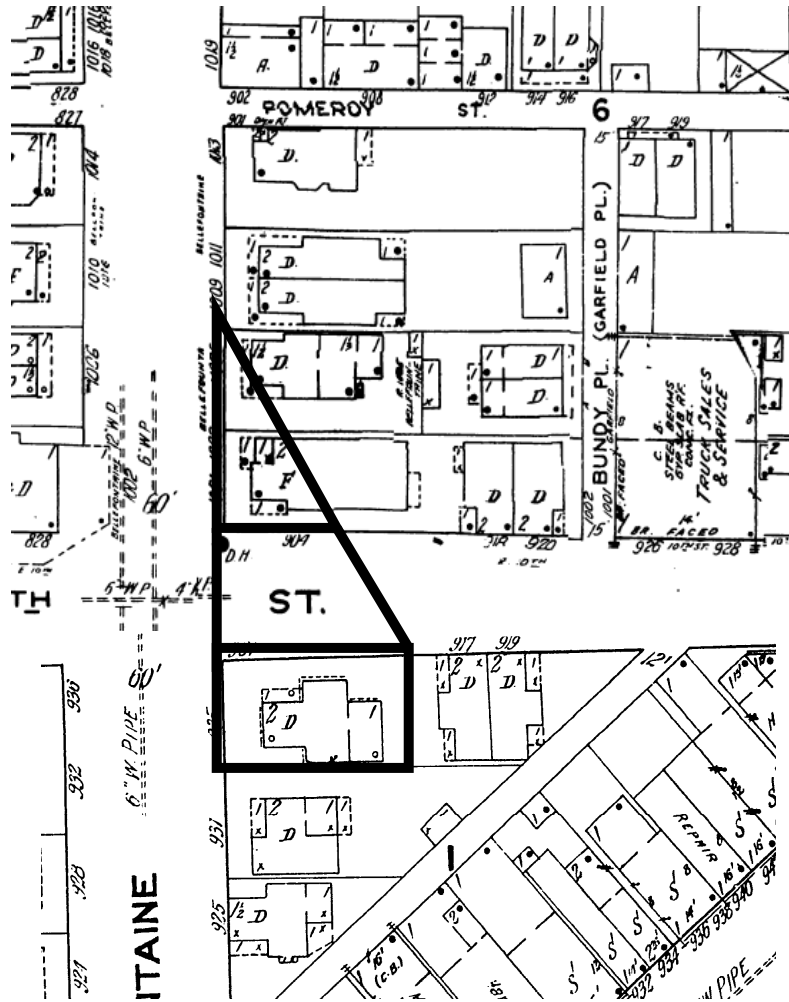
**VARIANCE PETITION #2009-VHP-020:**

**To approve:**

- Variance of Development Standards to allow less rear yard/side yard setback then the 10 foot minimum required.
- Variance of Use to allow a residential accessory structure in an I-3-U zoning district.

**Staff Reviewer: Meg Purnsley**

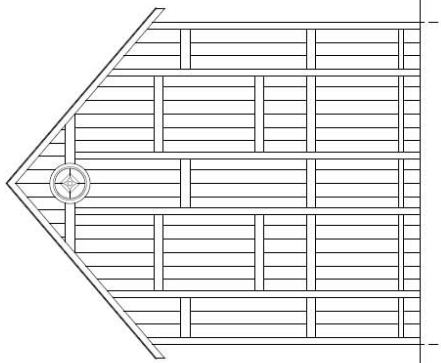




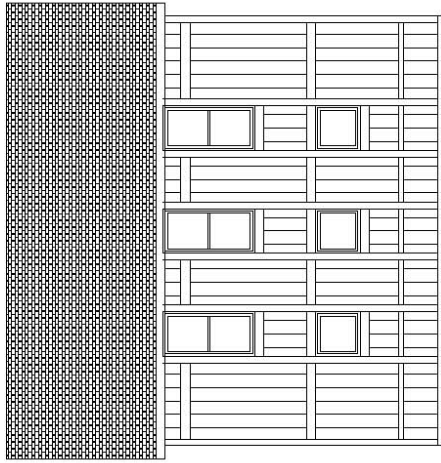
Above: 1915 Sanborn map of original lot layouts (applicant's house is present)  
 Below: Aerial view of site



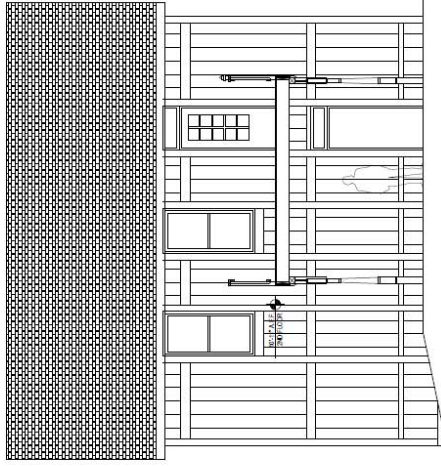




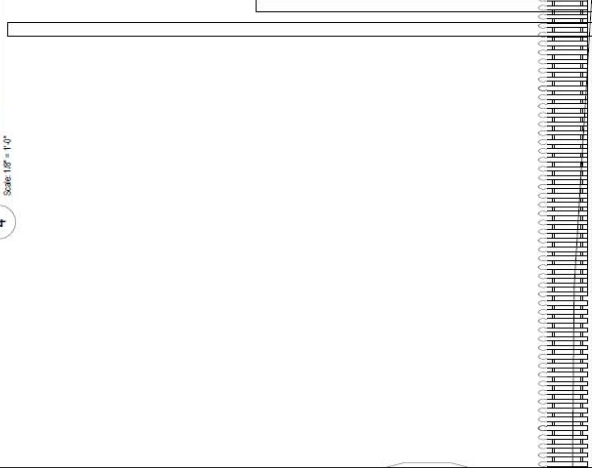
4 East Elevation  
Scale: 1/8" = 1'-0"



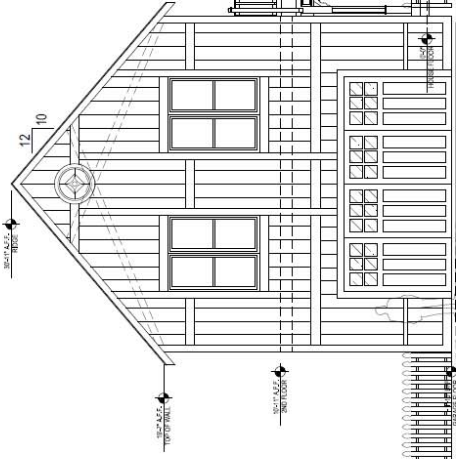
3 North Elevation  
Scale: 1/8" = 1'-0"



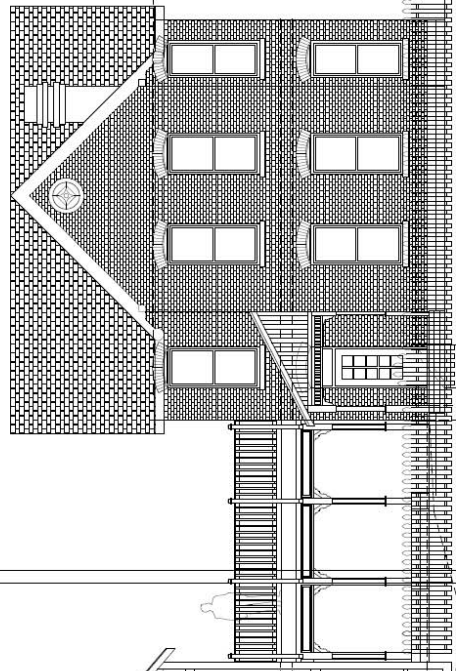
2 South Elevation  
Scale: 1/8" = 1'-0"



1 West Elevation (Bellevue St)  
Scale: 1/8" = 1'-0"



3 East Elevation (Bellevue St)  
Scale: 1/8" = 1'-0"



2 South Elevation (Bellevue St)  
Scale: 1/8" = 1'-0"

Stuckisch Residence, 935 Bellefontaine Street





**Above: Applicant's residence on the site**



**Above: Proposed location of garage**