

RIVER DISTRICT DESIGN COMMISSION

MEETING OF

December 12, 2019

Members Present

Peyton Keesee
George Davis
Andrew Hessler
Adam Jones
R J Lackey

Members Absent

Courtney Nicholas
John Ranson

Staff

Lisa Jones
Ken Gillie
Ryan Dodson
Stan Rush

Chairman Davis called the meeting to order at 4:00 p.m.

ITEMS FOR PUBLIC HEARING

Mr. Davis opened the Public Hearing.

- 1. Request a Certificate of Appropriateness at 508 Memorial Drive to allow for a 13' x 26' metal carport installed without RDDC approval at the basement level on the west side of the building.*

Present on behalf of this request was Ed Whitlow, owner of Danville Appliance. Mr. Whitlow stated I was not aware that I had to get approval and had it done then after the fact I found out we had to go through this process.

Mr. Davis joked well you should have immediately torn it down then and you should have come, got approval, and put it back up.

Mr. Whitlow stated I think you already have pictures showing what it looks like.

Mr. Jones stated how recent have you put it up?

Mr. Whitlow stated a month and a half.

Mr. Hessler stated I would say that I drive by there on the way to work almost every day and I never actually noticed the addition. It is somewhat in keeping with the flow of the existing building. It was not something that stood out to me.

Mr. Davis stated so you did not notice that it was there and if you had not known about it before driving by you probably would not have paid any attention to it.

Mr. Keesee stated were you ever given a packet or a letter from the City?

Mr. Whitlow stated not to my knowledge.

Mr. Davis closed the Public Hearing.

Mr. Keesee made a motion that this structure meets the guidelines as presented and to issue a Certificate of Appropriateness. Mr. Davis seconded the motion. The motion was approved by a 4-0-1 vote. (Mr. Lackey abstained)

2. *Request a Certificate of Appropriateness at 401 Bridge Street to approve the following:*

Install new exterior storefront doors as described in DHR Part II Application.

Install concrete landing at North (rear) elevation as shown on Plans.

Install new corrugated roof at North (rear) elevation overtop loading dock and new landing assembly.

Remove exterior fire escape stairs at West elevation.

Remove bridge spanning overtop Bridge Street and connecting 401 Bridge Street to 400 Bridge Street.

Install hand/guard-rail at North (rear) elevation stairs and loading dock as shown on plans and attached representative photos of proposed handrail design.

Mr. Davis opened the Public Hearing.

Present on behalf of this request was Ross Fickenscher and Gary Shifflett; we are the two project sponsors for 401 Bridge Street. Mr. Fickenscher stated the application has a number of items including yes the first item storefront doors are proposed to be installed upon the rear of the building at the Newton Landing parking lot. The Department of Historic Resources and National Park Service have approved the storefront doors and all of the items that we are requesting. We have a clean part two approval by both parties. The storefront doors are going to be black in color and somewhere the construction make up as you will see on many of our other projects including a number of lofts, the Continental, 600 Craghead and Inman.

Mr. Shifflett stated the storefront openings are going in existing openings. We are not opening up any new holes in the building.

Mr. Davis stated on this particular item the storefront doors they are going to be on the Worsham Street Bridge side and on the backside?

Mr. Fickenscher stated the doors will only be located on the rear of the building at the lowest level on the Worsham Bridge side that you mentioned. There will be a storefront assembly that will be two-fixed panel of pieces of glass in an existing opening. On the first floor of the Worsham Bridge, side will be the main entrance. The existing door is a wood door that does not operate at this stage and it is going to be replaced. Again, all of this is consistent with the work that we have done elsewhere.

Mr. Jones stated is the going to become the new main entrance to the building?

Mr. Fickenscher stated one of the main entrances yes.

Mr. Lackey stated what kind of doors are you putting in?

Mr. Fickenscher stated they are called storefront but that is a trade name for metal frame with singular piece of large glass that goes in it. It is similar from what you see storefront and that is where the trade in comes from.

Mr. Davis stated there already is a landing, just kind of dilapidated.

Mr. Shifflett stated someone moved part of the rear loading dock at some point. Which it leaves one of the bay doors extended with nothing below it. We want to create a structure there with stairs that will access the loading dock door, which is one of the storefront door that we are talking about. We are rebuilding part of the missing loading dock. It gets a little technical our desire to use a steel structure rather than a concrete and that the loading dock use to extend through the entire rear exterior. Half of it was removed and we have decided that we want to put some of it back. The Park Service particularly in a situation like this unless you are going to create 100% of the item and exactly to spec they would rather there be some diffraction in from what you are putting on and what was there originally. It is unique and somewhat different in some ways. This skill structure would be similar to the stair landing that you see in front of Ballard Brewing along 600 Craghead.

Mr. Davis stated it is just replacing the roof that is already there?

Mr. Fickenscher stated correct.

Mr. Shifflett stated I like the old rustic look and not the new shiny look on a building like this. We are going to try to keep the majority of that roof and there are some bad places. I think this was put in in case we had to change it all, but I'm trying to stay away from that. There will be pieces replaced but not everything.

Mr. Fickenscher stated the West elevation is the Worsham Street side of the building. There is an existing fire escape with landings located on that side of the building. The fire escape we proposed to remove is in disrepair and is unable to be used appropriately for the code. There is visual evidence that the fire escape was installed after the windows were weathered and the fire escape is not original to the building. The windowpanes are there within the brick, that determines that there were windows there originally. What we are proposing to do is simply refer back to the original building.

Mr. Davis stated next item to remove bridge on 401 Bridge Street.

Mr. Fickenscher stated this bridge was installed in 1974 and the building was built in 1910. The bridge has been by virtue of age determine to be not historic. The department of Historic Resources and National Park Services approved of our plan to remove the bridge. The bridge is in disrepair and requires some structural mitigation. The bridge covers four windows on two different levels of the building. The bridge currently has no use and it stands between two buildings that are owned by two different properties. There is not a joint use by connected properties as it was when it was installed. Our plans for multifamily use of Bridge Street does not include the bridge. The bridge is not compatible with that use. We plan to remove it.

Commissioners expressed concern about whether or not the bridge was iconic enough to save. This was tabled pending revised proposal by applicant.

Mr. Lackey made a motion to table the bridge portion of this request until the next meeting. Mr. Keese seconded the motion. The motion was approved by a 5-0 vote.

Mr. Hessler made a motion that the first item does not meet the approval of the guidelines but should be issued a Certificate of Appropriateness given that it is a minor deviation. Mr. Kessler seconded the motion. The motion was approved by a 5-0 vote.

Mr. Hessler made a motion all remaining items should be granted a Certificate of Appropriateness and that they meet the guidelines. Mr. Lackey seconded the motion. The motion was approved by a 5-0 vote.

Mr. Davis closed the Public Hearing.

APPROVAL OF MINUTES

The November 14, 2019 minutes were approved by a unanimous vote.

With no further business, the meeting adjourned at 5:35 p.m.

Approved By: