



Commission of Architectural Review

5. COA-137123-2023	Final Review	Meeting Date: 10/24/2023
Applicant/Petitioner	Catherine Easterling	
Project Description	Rehabilitate an existing auto-garage and surrounding site.	
Project Location		
Address: 2018 East Broad Street		
Historic District: Shockoe Valley		
<p>High-Level Details:</p> <ul style="list-style-type: none"> • The applicant plans to rehabilitate the exterior and interior of the historic building in order to make it a viable repair shop once again. • Plans for this project include repairing historic windows and replacing newer windows. • The applicant will be replacing the boiler room roof and the main building roof to ensure that both buildings are structurally sound. • As part of this project, the applicant will be removing the large billboard from the east side and adding landscaping around the site. • New signage will be added to the front of the building, which will not be internally illuminated. • Overgrowth on the east side of the lot will be cleared. Additional parking and an employee break area will be added to the east side of the site. 		
Staff Recommendation	Approval, with Conditions	
Staff Contact	Annie Delaroderie, anne.delaroderie@rva.gov , 804-646-6335	
Previous Reviews	<p>In February 2021, the Commission of Architectural Review reviewed, commented, and approved plans for the development of the site. The plans included the demolition of the front garage addition and construction of new townhomes on the east side of the property. The applicants did not start that project and instead sold the property.</p> <p>In May 2018, the Commission of Architectural Review approved plans for the demolition of the mid-century, flat-roofed addition and rehabilitation of the main building.</p>	

Conditions for Approval	<p>Staff Recommends:</p> <ul style="list-style-type: none"> • The front brick addition remain unpainted. • That all painted masonry, be professionally and gently cleaned before the start of any paint projects. • Final paint colors be submitted for Administrative Review and Approval. • Final garage door materials and colors be submitted for Administrative Review and Approval. • Final materials and colors of the new pedestrian doors be submitted for Administrative Review and Approval. • Final signage for the building meet the Standards for Signage in the Guidelines, and the final design be submitted for Administrative Review and Approval. • Staff recommends final materials and colors for the fence be submitted for Administrative Review and Approval. • Actual brick be used as pavers rather than stamped, colored concrete; final hardscaping materials submitted for administrative review and approval. • Brick repairs be completed in-kind, matching the color, composition, and mortar joint profiles to the original as closely as possible. • Any subsequent conditions issued by the National Park Service or DHR in compliance with the Historic Tax Credit regulations be submitted for administrative review and approval
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Staff Analysis

Guideline Reference	Reference Text	Analysis
Standards For Rehabilitation: Commercial Construction, page 58.	<i>2. Retain all original building elements and repair as needed.</i>	In order to maintain the historic character and appearance of historic buildings, it is preferable to preserve as many original building elements as possible. The garage located at 2018 East Broad Street has been vacant for the past four years. The applicant plans to rehabilitate the exterior and interior of the primary building. The mid-century addition will be rehabilitated for an updated office space. The applicant plans to repair deteriorated masonry, throughout the building. <u>Staff recommends that brick repairs be completed in-kind, matching the color, composition, and mortar joint profiles to the original as closely as possible.</u>
Paint, page 63	<i>1) Do not paint historic brick or stone masonry that has not previously been painted. Painting previously unpainted masonry is historically inaccurate and is not permitted. Property owners who wish to remove paint from masonry should work with a qualified contractor knowledgeable in the use of non-abrasive cleaners.</i>	On the original portion of the building, the applicant plans to repaint previously painted masonry. Unpainted historic masonry will remain unpainted. The applicant plans to paint non-historic masonry at the front addition. The front addition was constructed in the 1960s with CMU on the sides and brick on the south side. According to our guidelines, the unpainted brick section should remain unpainted. <u>Staff recommends that the front</u>

	<p>2) <i>Review is required if your wish to change the paint color of painted brick. If you wish to paint previously painted brick the same color, no review by staff or CAR is necessary.</i> 3) <i>Colors associated with the colors of brick are strongly encouraged and are preferable to less appropriate colors (white, green, blue).</i></p>	<p><u>brick addition remain unpainted. Staff recommends that all painted masonry, be professionally and gently cleaned before the start of any paint projects. Staff recommends final paint color be submitted for Administrative Review and Approval.</u></p>
<p>Building Elements: Windows, page 69:</p>	<p><i>Windows add light to the interior of the building, provide ventilation and allow a visual link to the outside. Windows also help define a building's style. 1) Retain all original windows, and ensure that hardware is in good shape, reusing serviceable window hardware and locks. 2) Painted surfaces should be adequately painted, caulk and glazing putty should be intact and in good condition. 3) Windows should be weather-stripped ensuring that all joints are tight and sealed to prevent the damaging effects of water infiltration. 5) Original masonry openings for windows and doors should be maintained. Infilling original masonry openings is strongly discouraged. 6) Original windows should be repaired by patching, splicing and consolidating, otherwise reinforcing them.</i></p>	<p>The applicant proposes preserving and repairing the historic steel windows in-kind. Repairing the historic steel windows will maintain the building's architectural integrity and historic character. The applicant plans to replace the non-historic windows along the front addition with multilight aluminum windows that are similar to the historic, steel windows on the east and west elevations. Replacing the non-historic windows will tie in the addition with the rest of the building. The applicant would like to restore the historic window opening at the rear alley elevation. Restoring the historic window on the north side will add additional light into the building and will allow for the removal of the modified bricks.</p>
<p>Building Elements: Porches, Windows and Doors, page 71:</p>	<p><i>Porches, windows and doors not only help define a building's architectural style, but they are also a primary focus of any historic structure. 4) Do not remove or radically change entrances or porches important in defining a building's overall character.</i></p>	<p>The mid-century addition on the front of the building covers the historic entrance to the building. The addition was built much later than the primary building but is now a historic element. It is necessary to alter the front entrance of the building to make it accessible.</p> <p>The applicant plans to replace the front and rear garage doors with new gridded garage doors. <u>Staff recommends final garage door materials and colors be submitted for Administrative Review and Approval.</u></p> <p>The applicant plans to install a new pedestrian door at the rear alley, immediately adjacent to the garage door. <u>Staff recommends final materials and colors of the new door be submitted for Administrative Review and Approval.</u></p>
<p>Building and Site Accessibility: Handicap Accessibility, page 79</p>	<p><i>The Americans With Disabilities Act (ADA) of 1990 mandates that all properties open to the public, whether historic or not, must be made accessible to people with physical disabilities. 2) Emphasis should be placed on providing access within the same circulation route used by the general public. 4) As a general rule, historic doors should not be replaced nor should door frames on primary entrances be widened, as this may alter an important feature of the historic</i></p>	<p>The applicant plans to replace the non-historic paired doors at the front addition with a new ADA-compliant single door and sidelight. <u>Staff recommends final materials and colors of the new door be submitted for Administrative Review and Approval.</u></p> <p>The applicant proposes installing a modest entry ramp with a picket railing for ADA-compliant access to the building. The ramp will be located along the</p>

	<p><i>design. 5) When it is not possible to modify an existing entrance, a new entrance may be made, or an existing opening may be altered to create a new entrance.</i></p> <p>Ramps: <i>Ramps are often the most common means of making a building entrance accessible. Permanent ramps should be designed in such a way as to complement the existing architectural elements of a structure.</i></p>	southeast part of the façade and will not detract from the historic building.
Building Elements: Roofs, page 66:	<p><i>As the ‘cover’ to protect the rest of a structure from the elements, the roof is arguably the most important building component. Routine maintenance is critical to retaining the physical integrity of the roof and the main structure.</i></p> <p><i>4) New elements such as vents or skylights should not be added to the front façade of a roof. These elements should be located in roof areas hidden from primary views.</i></p>	The applicant proposes to replace the existing asphalt shingle roof with a new asphalt shingle roof. The new roof will look similar to the current roof, but a small amount of insulation may be added to the interior of the roof. The applicant plans to replace the metal boiler room roof material with a consistent roof material (either corrugated metal or standing seam metal).
Standards for Signage, page 73:	<p><i>Well-designed signs can enhance the vitality of any commercial setting by creating complimentary architectural elements along the street.</i></p> <p><i>Designs for signs in City Old and Historic Districts should reflect the pedestrian scale of the District. Signs within a district should be modest in size and addressed to pedestrians and slower vehicular traffic</i></p>	The applicant plans to install a flat wall or painted wall sign at the front of the historic building in a traditional sign location. The signage will not be internally illuminated, and will either be spot lit or halo lit. A photograph from 1954, shows that the building historically had several signs. <u>Staff recommends that final signage for the building meet the Standards for Signage in the Guidelines, and the final design be submitted for Administrative Review and Approval.</u>
Administrative Approval Guidelines for Hardscaping	<p>2. Materials</p> <p><i>The following hardscaping materials are acceptable in City Old and Historic Districts:</i></p> <ul style="list-style-type: none"> • <i>Brick</i> • <i>Granite</i> • <i>Gravel</i> 	The application states that brick pavers will be used on-site and in the northwest corner of the parking lot within a sitting area. <u>Staff recommends that actual brick be used as pavers rather than stamped, colored concrete; final hardscaping materials submitted for administrative review and approval.</u>

<p>Standards For Site Improvements: Parking Lots, page 77.</p>	<p><i>If developed without regard to their visual impact, parking lots can detract from historic structures and the Districts' streetscapes. While their use and location is regulated by the City Zoning Ordinance, the Commission is authorized to require that both the placement and screening of these paved areas be designed in such a way as to have a minimal impact on their surroundings.</i></p> <p><i>1) Parking lots should be broken up as much as possible with interior landscaped islands and should be well-screened from the public-right-of-way and adjacent properties. Appropriate screening may include landscaping, walls, fences or berms. If a vegetative screen is chosen, the type and numbers of shrubs and trees should ensure a high density screen between parking lot and street.</i></p> <p><i>2) Commercial parking should be confined to the sides and rears of buildings.</i></p>	<p>The applicant plans to repave and stripe the existing parking lot. The parking lot will be extended to the area along the east side of the building. This area along the east side of the building was originally used for parking but has become overgrown in recent years. The applicant may need to do some grading to reduce the slope of this section.</p>
<p>Standards For Site Improvements: Fences and Walls, page 78.</p>	<p><i>Fences and walls help define property lines and outdoor spaces. Wood is the most common material for rear yard fencing throughout most City Old and Historic Districts. But the City also has an unusually high number of cast-iron fences and brick walls. 1) Original fences and walls should be retained and maintained whenever possible. 2) Existing brick or stone walls, boxwood hedges wooden picket fences and cast or wrought iron fences should not be removed or replaced with contemporary features.</i></p>	<p>The low brick wall along the portions of the site will be replaced with a new, low brick-faced wall. The historic masonry retaining wall will be maintained and repaired in kind. Failing sections of the brick wall at the back of the lot will be rebuilt.</p>
<p>Standards For Site Improvements: Fences and Walls, page 78.</p>	<p><i>6) A new fence or wall should be constructed using materials and designs appropriate to the District. Height restrictions are governed by the Zoning Ordinance. 7) Fences in Old and Historic Districts located along main thoroughfares shall be painted or opaquely stained a color or colors complementary to the main structure. 8) Chain-link fences, split-rail fences and concrete block walls are not appropriate in any City Old and Historic District.</i></p>	<p>The chain link fence and barbed wire will be replaced with a more appropriate powder-coated picket fence. The fence and matching gate will enclose the east portion of the lot. The applicant proposes to construct an 8' fence for this section. Staff recommends final materials and colors for the fence be submitted for Administrative Review and Approval.</p>
<p>Standard for Site Improvements: Landscaping, page 76.</p>	<p><i>Landscaping is an essential component of any well-designed urban streetscape, and it is a crucial component to the preservation of structures throughout the City.</i></p> <p><i>8) Landscape design should enhance the streetscape and contribute a strong aesthetic along street frontages. Appropriate landscaping should buffer the visual severity of surface parking lots from view.</i></p>	<p>New shrubs, trees and planting sections will be added to the east section of the lot.</p>

It is the assessment of staff that, with the conditions above, the application is consistent with the Standards for Rehabilitation and New Construction outlined in Section 30-930.7 (b) and (c) of the City Code, as well as with the Richmond Old and Historic Districts Handbook and Design Review Guidelines, specifically the pages cited above, adopted by the Commission for review of Certificates of Appropriateness under the same section of the code.

Figures



Figure 1. Façade, south side of the Repair Shop at 2018 East Broad Street.



Figure 2. West side of the Repair Shop at 2018 East Broad Street.



Figure 3. North side of the Repair Shop at 2018 East Broad Street.



Figure 4. View of the north and west sides of 2018 East Broad Street, from the public alley.

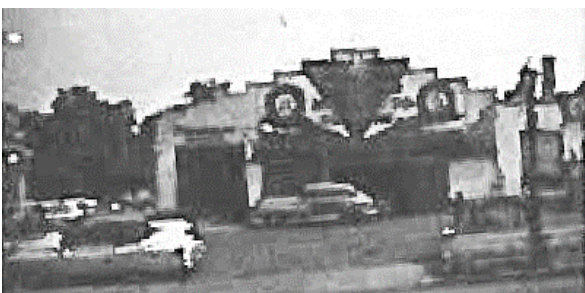


Figure 5. Photograph of the building from the 1950s, from the 1956 Real Estate Assessor card.

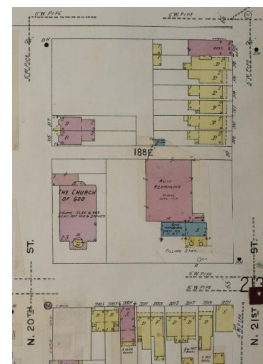


Figure 6. Sanborn Map from 1950 showing the property at 2018 East Broad Street.



Figure 7. View of the east and north sides of 2018 East Broad Street, from the public alley.



Figure 8. View of deteriorated masonry on the north side of the building.



Figure 9. View of the painted masonry on the south side of the building. This side will be cleaned, the graffiti removed and repainted.



Figure 10. View of the east side of the building. The boiler room can be seen on the left side of the photograph. The open, shed section, north of the boiler room will be removed. The steel windows on the west and east sides will be kept in place and repaired.



Figure 11. View of the garage door on the north side of the building. This garage door and the one on the south side will be replaced. The applicant plans to add a pedestrian door and a window, east of this garage door.



Figure 12. View of the front parking area and east side which will have additional spaces.



Figure 13. Masonry and brick wall at the southwest corner of the site. This wall will be replaced with a new, low brick wall.



Figure 14. Small masonry wall at the southwest corner of the building. This wall will be replaced with a low, brick wall.



Figure 15. View of the historic wall at the northeast corner of the lot. The historic masonry retaining wall will be maintained and repaired in kind. Failing sections of the brick wall will be rebuilt.

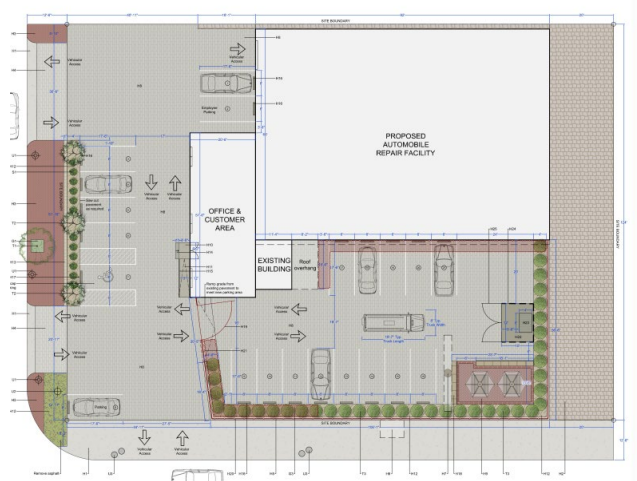


Figure 16. Aerial view of the proposed landscaping around the site and planned exterior hardscaping.