

626 Bourbon

ADDRESS:	626 Bourbon	APPLICANT:	John C. Williams
OWNER:	The Marie Laveau Foundation	SQUARE:	61
ZONING:	VCE	LOT SIZE:	1280 sq. ft.
USE:	Commercial – retail	OPEN SPACE	
DENSITY		Required:	384 sq. ft.
Allowed:	1 Unit	Existing:	None
Existing:	None	Proposed:	None
Proposed:	No change		

ARCHITECTURAL / HISTORICAL DESCRIPTION OF PROPERTY

Rating: Main building: yellow, contributes to the character of the district

This unusual 2-story building began as a 1-story building, constructed between 1876 and 1896. Then in the 20th century (c. 1920) a frame second floor was added, and a new porch (now infilled) was added.

Vieux Carré Commission Meeting of **06/17/2020**

DESCRIPTION OF APPLICATION: 06/17/2020
Permit # 17-06727-VCGEN **Lead Staff: Erin Vogt**

Proposal to rebuild and increase height of roof of main building to improve drainage, per application & materials received 02/24/17 & 06/01/2020, respectively.

STAFF ANALYSIS & RECOMMENDATION: 06/17/2020

The existing roof was approved for removal and reconstruction under the permit issued on 07/12/2018, due to rot and deterioration of the roof structure. Upon further study, the applicant is proposing to rebuild the roof 14” taller than existing in order to improve the drainage in the internal gutters on the St. Peter and Toulouse sides of the building. The structure will be reinforced by creating a knee wall under the gutter, independent from the roof rafter support, and increasing the pitch of the gutters slightly to enable easy flow of rainwater. The pitch of the roof will not be changed.

The applicant submitted a report from Mosaic Engineering and Consulting regarding the proposed alterations to the roof height and drainage. The report states:

“The current design shows a continuous, flat gutter being provided along the hidden eaves of the facility’s a-frame roof structure. A small parapet hides the eave and gutter on one eave while an adjacent masonry wall encloses the other gutter on the other side of the building. [...]

It is Mosaic’s professional opinion that the replacement of the original detail would not be a good idea as the flat gutter system will most likely lead to standing water and debris collection within the gutters. Over time, the debris and standing water will create holes in the copper and associated seams, leading to hidden rot and other deterioration due to moisture penetration. [...] Mosaic understands that a second opinion has been suggested in which the entire roof structure is raised roughly 20 inches [Staff note: this calculation was revised after the letter was written; the roof will only be raised 14”]. The gutters would still be hidden, constructed of copper, and would still drain only at each end; however, the additional roof height would allow at least a ¼-inch per foot slope to be built into the gutters. This drainage would eliminate the standing water and greatly reduce the potential for debris to build up within the gutter system. In turn, this would increase the longevity of the drainage system and overall life span of the completed repairs.”

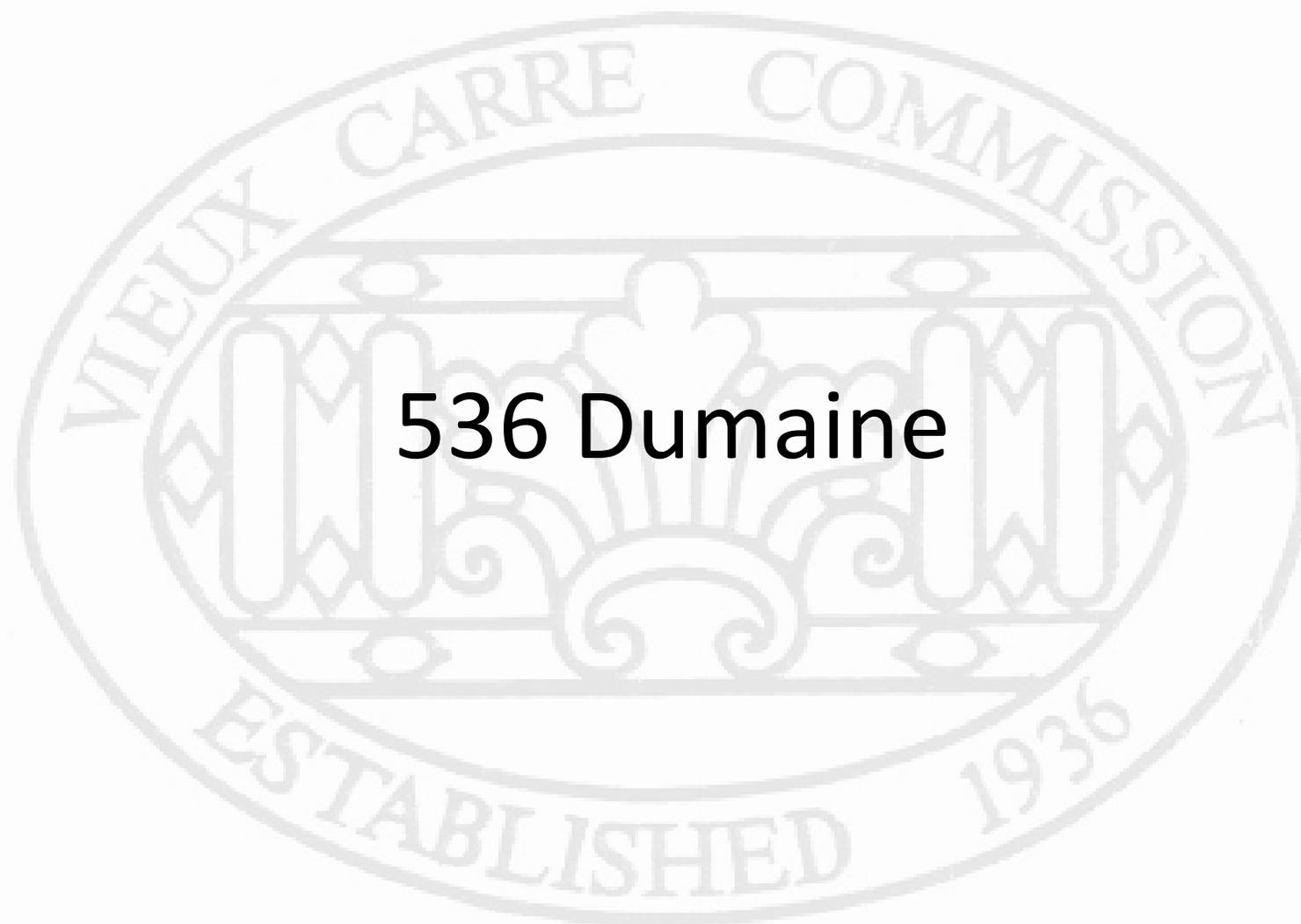
The applicant has confirmed that the roof does not need to be raised by 20” to achieve adequate drainage and has submitted revised drawings that propose to increase the height of the roof by 14”. On 5/22/2020, staff inspected a mockup of the increased roof height and was confident that the roof would not be visible from the street. On 06/10/2020, the Committee recommended **conceptual approval** of the additional roof height to improve the drainage conditions at this building and avoid future rot and deterioration.

Staff notes that the recommendation for conceptual approval carries a proviso that the applicant must receive approval from all applicable regulatory agencies and boards, and that any necessary waivers must be obtained before permits will be issued. The French Quarter has been established as an Interim Zoning District for one year as we study appropriate allowable heights for the District. Previously, the entire French Quarter could build up to 50’-0” in height under the CZO, which the VCC believes is too high for some areas of the District, particularly the residential overlay districts. For the duration of the IZD, a property’s allowable height is limited to its existing height, and all increases proposed by property owners

must be reviewed on an individual basis by pursuing a waiver with the Board of Zoning Adjustments. Staff notes that the IZD is not meant to imply that any height increase is inappropriate; it simply allows the VCC to apply additional scrutiny where it is needed. The applicant must receive approval from the BZA, and all permitting agencies such as Safety and Permits and Zoning, before any permits will be issued by the VCC. Given that the motivations for increasing the height of this building are: motivated by drainage concerns; will not make the building inappropriately tall in its context, or; increase the occupiable square footage in the building (as there will be insufficient head height for occupancy), staff recommends the Commission **approve** the proposed height increase and forward a **positive recommendation** to the BZA.

VIEUX CARRÉ COMMISSION ACTION:

06/17/2020



536 Dumaine

ADDRESS:	536 Dumaine	APPLICANT:	Toni DiMaggio
OWNER:	William Kerins & Ruth Boulet	SQUARE:	22
ZONING:	VCR-2	LOT SIZE:	4,820 sq. ft.
USE:	Residential	OPEN SPACE-	
DENSITY-		ALLOWED:	8 Units
		REQUIRED:	1,446 sq. ft.
ALLOWED:	8 Units	EXISTING:	1,762 sq. ft.
EXISTING:	2 Units	PROPOSED:	No Change
PROPOSED:	No change		

ARCHITECTURAL/HISTORICAL DESCRIPTION:

Historical rating: Main and Service Buildings: Green - of Local Architectural or Historical Significance
Carriageway Façade: Unrated

Unusual in its intactness, this site of an early industrial-residential complex extended from Dumaine to Madison Street and, as early as 1828, included a bakery establishment (Paul Dedunnes Poincy Bakery, 1828; U.S. Bakery, 1860s). The main building on Dumaine Street is a non-altered (with exception of wrought iron gallery), two-story Creole style brick dwelling. The original exterior carriageway entrance (830 Dumaine), already filled in with 20th century construction, was destroyed in December, 1988 by a bus accident.

An extant contract of 1830 identifies William Brand, the architect of the Hermann-Grima House, as the builder of the two buildings at 529 Madison Street. This contract noted that the front structure was to be used as the bakery and the rear building as a flour store. A cross-walk/bridge was specified in the contract to connect the two buildings. Today this bridge is replaced with brown-rated construction.

In 1901, the following improvements were described at the site: "The old and well-established bakery, store and warehouse, 532-36 Dumaine, containing stores, dining room, kitchen, bedroom in main building, and buildings in yard and rear, with oven capacity for baking at each batch of a large quantity of bread..."

Vieux Carré Commission Meeting of

06/17/20

DESCRIPTION OF APPLICATION:

06/17/20

Permit # 20-30378-VCGEN

Lead Staff: Nick Albrecht

Proposal to retain gallery work which exceeded previously approved scope of work, per application & materials received 06/02/2020 and as per Architecture Committee deferral of 06/09/2020.

STAFF ANALYSIS & RECOMMENDATION:

06/17/20

The Architecture Committee moved to forward this application to the full Commission following their review at the 06/10/2020 meeting in order to get feedback from the Commission regarding the situation.

A permit was issued for the renovation of this building on 06/12/2019 which included the installation of new synthetic decking at the gallery. On 03/24/2020 staff observed work underway which exceeded the scope of the approved plans. The observed work included the installation of all new metal structure under the gallery and the complete removal of the gallery railing. A Stop Work Order was posted as a result of the observed work. At the last Architecture Committee meeting the contractor stated that following the removal of the decking they discovered that the underlying metal framework was in poor condition. VCC staff was not informed of the discovery or the change in plans for the work.

Following the Stop Work Order, staff began conversing with the applicant regarding the work that had been done that was not shown in the approved plans. Staff expressed concerns regarding the strength of the connection between the historic outriggers and the new outriggers, the observed variation in one outrigger to the next and the overall appearance of this condition, the use of a "C" channel at the perimeter of the gallery, and the tall vertical metal pieces in the location of the gallery railing.

Regarding the structural integrity of the connection, the contractor relayed through the applicant that the connection is significantly stronger than the metal itself. Regarding the other visual aspects of the work, the applicant proposes various methods to attempt to minimize any differences from the previously existing. This includes grinding down the connection between the old outrigger stub and the new metal, reinstalling the existing railing, and wrapping the new "C" channel in wood.

The Guidelines generally are against the removal of viable historic fabric and favor repairs over replacement. Staff finds it unfortunate that the metal framework of the gallery was completely replaced

without benefit of VCC review or approval and potentially viable historic fabric removed in favor of new materials. The Architecture Committee was also concerned regarding the removal of potentially viable historic fabric and questioned what recourse the VCC may have in this and similar situations where contractors greatly exceed the approved work.

Staff requests commentary from the Commission regarding this situation.

VIEUX CARRÉ COMMISSION ACTION: 06/17/20

Architecture Committee Meeting of **06/10/2020**

DESCRIPTION OF APPLICATION: 06/10/2020
Permit # 20-30378-VCGEN **Lead Staff: Nick Albrecht**

Review of proposed changes to gallery structure and details, per application & materials received 06/02/2020.

STAFF ANALYSIS & RECOMMENDATION: 06/10/2020

A permit was issued for the renovation of this building on 06/12/2019 which included the installation of new synthetic decking at the gallery. On 03/24/2020 staff observed work underway which exceeded the scope of the approved plans. The observed work included the installation of all new metal structure under the gallery and the complete removal of the gallery railing. A Stop Work Order was posted as a result of the observed work.

Following the Stop Work Order staff began conversing with the applicant regarding the work that had been done that was not shown in the approved plans. Staff expressed concerns regarding the strength of the connection between the historic outriggers and the new outriggers, the observed variation in one outrigger to the next and the overall appearance of this condition, the use of a “C” channel at the perimeter of the gallery, and the tall vertical metal pieces in the location of the gallery railing.

Regarding the structural integrity of the connection, the contractor relayed through the applicant that the connection is significantly stronger than the metal itself.

Regarding the appearance of the outriggers and the “C” channel, the applicant proposes to grind down the projecting remnant of the outriggers to make the transition between the old and new outrigger as seamless as possible without compromising the structural integrity of the connection. For the “C” channel, the applicant proposes to wrap the metal in wood with matching beaded boards on both the front and back sides of the metal. It does not appear any wood is proposed for the underside of the metal where it spans from one post to the next.

The applicant noted that the vertical metal pieces in the railing location were installed long to provide adequate extra material for the railing installation. The applicant stated that the railings would be installed at the same height and would not be raised.

The Guidelines generally are against the removal of viable historic fabric and favor repairs over replacement. Staff finds it unfortunate that the metal framework of the gallery was completely replaced without benefit of VCC review or approval and potentially viable historic fabric removed in favor of new materials. However, given the circumstances, staff does not see reasonable alternatives to the proposed retentions.

Staff seeks clarification of the treatment at the underside of the metal “C” channel but otherwise finds the proposal approvable.

ARCHITECTURAL COMMITTEE ACTION: 06/10/2020

Ms. DiMaggio recused herself prior to the reading of the report.

Mr. Albrecht read the staff report with Mr. Perez from Ultimate Ironworks present on behalf of the application. Mr. Fifield asked the Committee if there were any comments or questions. Mr. Bergeron asked staff what recourse the VCC possessed in situations like this where people simply go overboard and historic fabric is removed. Mr. Block stated that there was a permit for decking, but the question here is about structure. Mr. Albrecht concurred, there was a decking permit and that the applicant exceeded the scope. Mr. Fifield stated that he shared Mr. Bergeron's concerns about the loss of historic fabric and the structure. Mr. Perez stated that he was not sure why the proposal did not go before the VCC. He went on to say that once the decking was removed, they realized that the structural elements had been previously altered and that they feared leveling the existing structure. Mr. Fifield stated that sometimes you need to fix the inside instead of the outside. He asked the applicant if they had considered this and examined the interior. The applicant stated that they had and the interior was completely repaired. Satisfied, the Committee moved on to the next agenda item.

No public comment

Motion and Discussion:

Mr. Bergeron made the motion to defer the matter to the full Commission. Mr. Fifield seconded the motion and the motion passed unanimously.