



OFFICIAL AGENDA
HISTORIC PRESERVATION COMMISSION
CITY OF STARKVILLE, MISSISSIPPI
SPECIAL CALL MEETING OF WEDNESDAY, MARCH 8, 2023
2ND FLOOR CITY HALL – COMMUNITY DEVELOPMENT,
110 WEST MAIN STREET, 5:30 PM

- I. CALL TO ORDER
- II. PLEDGE OF ALLEGIANCE AND A MOMENT OF SILENCE
- III. ROLL CALL
- IV. CONSIDERATION OF THE OFFICIAL AGENDA
- V. NEW BUSINESS
 - A. DISCUSSION AND CONSIDERATION OF COA 23-01 A REQUEST FOR A CERTIFICATE OF APPROPRIATENESS AT 400 GREENSBORO STREET IN THE GREENSBORO HISTORIC DISTRICT.
- VI. ADJOURN



STAFF REPORT

To: Members of the Historic Preservation Commission
From: Daniel Havelin, City Planner (662-323-2525 ext. 3136)
Lyle McCaskey, Assistant City Planner (662-323-2525ext. 3130)
Subject: Discussion and Consideration of COA 23-01 a request for a Certificate of Appropriateness at 400 Greensboro Street in the Greensboro Historic District
Date: March 8, 2023

The purpose of this report is to provide information regarding a Certificate of Appropriateness request by Will and Stephanie Arnett for an exterior site alteration to 400 Greensboro Street within the Greensboro Historic District. The property is currently zoned TN-E with the property #118O-00-319.00. Please see attachments 1- 4.

COA REQUEST:

The applicant is requesting a Certificate of Appropriateness for a site alteration that has already been performed. The applicants added gravel to the rear yard of the property to create parking spaces. The work was performed without a Certificate of Appropriateness as required in Section 3.16.1.C.1. In the applicant statement in Attachment 4, the applicant states “that pre-existing condition was a gravel parking area”. The images from Google Earth software shown in Attachment 3, shows the area in question appearing to be lawn since at least November of 2012.

COA HISTORY:

On April 6, 2021, the Board of Aldermen approved a Certificate of Appropriateness request by Blake Morgan Douglas to construct a privacy fence at 400 Greensboro Street.

3.16.1. Criteria for issuance of certificates of appropriateness.

The Historic Preservation Commission and the Board of Aldermen shall use the following criteria in approving or denying a certificate of appropriateness:

A. General factors criteria

1. Architectural design of the existing building, structure, or appurtenance and proposed alteration
2. Historical significance of the resource
3. General appearance of the resource
4. Condition of the resource
5. Materials composing the resource
6. Size of the resource
7. The relationship of the above factors, and their effect upon the immediate surroundings and, if within a historic district, upon the district as a whole and its architectural and historical character and integrity.

B. New construction criteria

1. In advance of new construction, steps shall be taken to ensure evaluation of possible archaeological resources, as set forth in the Mississippi Antiquities Act.

2. The following aspects of new construction shall be visually compatible with the buildings and environment with which the new construction is visually related, including but not limited to: the height, the gross volume, the proportion between the width and height of the facade(s), the proportions and relationship between doors and windows, the rhythm of solids to voids created by openings in the facade, materials, textures, colors, patterns, trims, and design of the roof.
3. Existing rhythm created by existing building masses and spaces between them shall be preserved.
4. The landscape plan shall be compatible with the resource, and it shall be visually compatible with the environment with which it is visually related. Landscaping shall also not prove detrimental to the fabric of a resource, or adjacent public or private improvements like sidewalks and walls.
5. No specific architectural style shall be required.

C. Exterior alteration criteria

1. All exterior alterations to a building, structure, object, site, or landscape feature shall be compatible with the historic resource itself and other resources with which it is related, and the original design of a building, structure, object, or landscape feature shall be considered in applying these standards.
2. Exterior alterations shall not affect the architectural character or historic quality of a landmark and shall not destroy the significance of landmark sites.

D. Demolition criteria. In considering an application for the demolition of a landmark or a historic resource within a historic district, the following shall be considered:

1. The Historic Preservation Commission shall consider the individual architectural, cultural, and/or historical significance of the historic resource.
2. The Historic Preservation Commission shall consider the importance or contribution of the resource to the architectural character of the district.
3. The Historic Preservation Commission shall consider the importance or contribution of the resource to neighboring property values.
4. The Historic Preservation Commission shall consider the difficulty or impossibility of reproducing such a resource because of its texture, design, material, or detail.
5. Following recommendation for approval of demolition, the applicant must seek approval of replacement plans, set forth in Section 3.16.1 B, prior to receiving a demolition permit and other permits. Replacement plans for this purpose shall include, but shall not be restricted to, project concept, preliminary elevations and site plans, and completed working drawings for at least the foundation plan which will enable the applicant to receive a permit for foundation construction.
6. Applicants that have received approval for demolition shall be permitted to receive a demolition permit from the Building Department, following the approval of a certificate of appropriateness by the Board of Aldermen, approval by appropriate city departments, and approval by any other agency that has jurisdiction over the resource. Permits for demolition and construction shall be issued simultaneously if requirements of the Unified Development Code are met, and the applicant provides financial proof of his ability to complete the project.

STANDARDS FOR STARKVILLE'S HISTORIC DISTRICTS RECOMMENDS:

ADDITIONS TO HISTORIC BUILDINGS

An addition to a historic structure can be visually disruptive. Before contemplating an addition look for ways to alter nonsignificant interior spaces to accommodate new needs. If that is not possible, new additions should be made in a manner that preserves the character and detailing of the historic building. A new addition should not be radically different, nor should it mimic exactly the appearance of the historic building. A new addition should be clearly differentiated from the old, so the addition reads as an addition and not as part of the historic building. A new addition to a historic building is considered to be successful if it preserves significant historic materials and features, preserves the existing historic character, and protects the historic significance by making a visual distinction between what is old and what is new.

Existing additions should be preserved if they are over fifty years old or were done without sacrifice to the architectural integrity of the historic building. However, not all additions are significant and worthy of preservation. Many later additions were poorly designed and constructed and they detracted from the original form, materials, or craftsmanship of the historic building to which they were added.

Many new additions are needed as modern bathrooms, kitchens, and additional living space. Some historic houses simply cannot accommodate the necessities of modern living within the existing exterior walls. If the house has a rear porch, an option to provide more interior space would be to enclose all or a portion of the porch, being careful not to alter the character defining features of the porch. An addition should be designed so it is secondary to the original building. It should be smaller than the original building and sited in a secondary position, such as on the rear or an inconspicuous side. It should be made of materials similar to those on the historic building. Adding a brick addition to a historic frame building is inappropriate because the texture and color of the brick will draw attention to the addition. Likewise, roof material should be similar. If siding materials on the addition matches those on the original structure, vertical trim should be used to visually differentiate the junction between old and new sections. Existing corner boards and trim elements

The scale and rhythm of features on the historic building should be incorporated into the addition design. Using similar height lines for doors and windows and a similar rhythm of the openings will help the addition harmonize with the historic building. Architectural detailing should complement rather than exactly duplicate the detailing of the historic resource. If the historic building has an elaborate Queen Anne- or Colonial Revival-style doorway, the entrance to a new addition should be compatible but plain, to keep the focus on the historic doorway.

Any new addition should be designed to be reversible without significant damage being done to the historic building or any loss of its architectural detailing. For example, if an addition or porch enclosure obscures an original window, retain the window in place and close the shutter. If built-ins in a new addition or enclosure of a porch renders an original doorway inoperable, retain the doorway and convert it into a shallow closet with shelving.

Generally, the most successful way to add space to a historic building is to construct a small hyphen or connector to the addition from the house. This results in minimal damage to the historic building and clearly differentiates the new from the old. When added to a historic house, the hyphen

sometimes takes the form of a covered walkway, which can be sided with lattice or jalousies. Connectors between historic commercial buildings and additions sometimes include glass walls, which leave the exterior wall of the historic building visible. Architectural hyphens or connectors should be recessed from the streetscape.

SECRETARY OF THE INTERIOR'S RECOMMENDATIONS -NEW ADDITIONS TO HISTORIC BUILDINGS

Recommended:

Placing functions and services required for the new use in non-character-defining interior spaces rather than constructing a new addition.

Not Recommended:

Expanding the size of the historic building by constructing a new addition when the new use could be met by altering non-character defining interior spaces.

Recommended:

Constructing a new addition so that there is the least possible loss of historic materials and so that character defining features are not obscured, damaged, or destroyed.

Not Recommended:

Attaching a new addition so that the character-defining features of the historic building are obscured, damaged, or destroyed.

Recommended:

Locating the attached exterior addition at the rear or on an inconspicuous side of a historic building; and limiting its size and scale in relationship to the historic building.

Not Recommended:

Designing a new addition so that its size and scale in relation to the historic building are out of proportion, thus diminishing the historic character.

Recommended:

Designing new additions in a manner that makes clear what is historic and what is new.

Not Recommended:

Duplicating the exact form, material, style, and detailing of the historic building in the new addition so that the new work appears to be part of the historic building. Imitating a historic style or period of architecture in new additions, especially for contemporary uses such as drive-in banks or garages.

Recommended:

Considering the attached exterior addition both in terms of the new use and the appearance of other buildings in the historic district or neighborhood. Design for the new work may be contemporary or may reference design motifs from the historic building. In either case, it should

always be clearly differentiated from the historic building and be compatible in terms of mass, materials, relationship of solids to voids, and color.

APPENDIX B: LANDSCAPE RECOMMENDATIONS (p.131-132)

SIDEWALKS, WALKWAYS, DRIVEWAYS, COURTYARDS, AND PATIOS

Paved sidewalks, walkways, driveways, courtyards, and patios are all landscape features that are associated with urban buildings. Rural communities generally had graveled drives and graveled walks, with brick used sparingly as an exterior paving material.

In more urban areas, brick was the most common paving material in the nineteenth century, and it was typically laid without mortar on a bed of sand. The use of concrete as a paving material for sidewalks, walkways, and driveways began in the early twentieth century.

REPLACEMENT, ALTERATION, AND INSTALLATION

If repairing historic paving is not possible, new paving should be installed to match the deteriorated original paving in color and size.

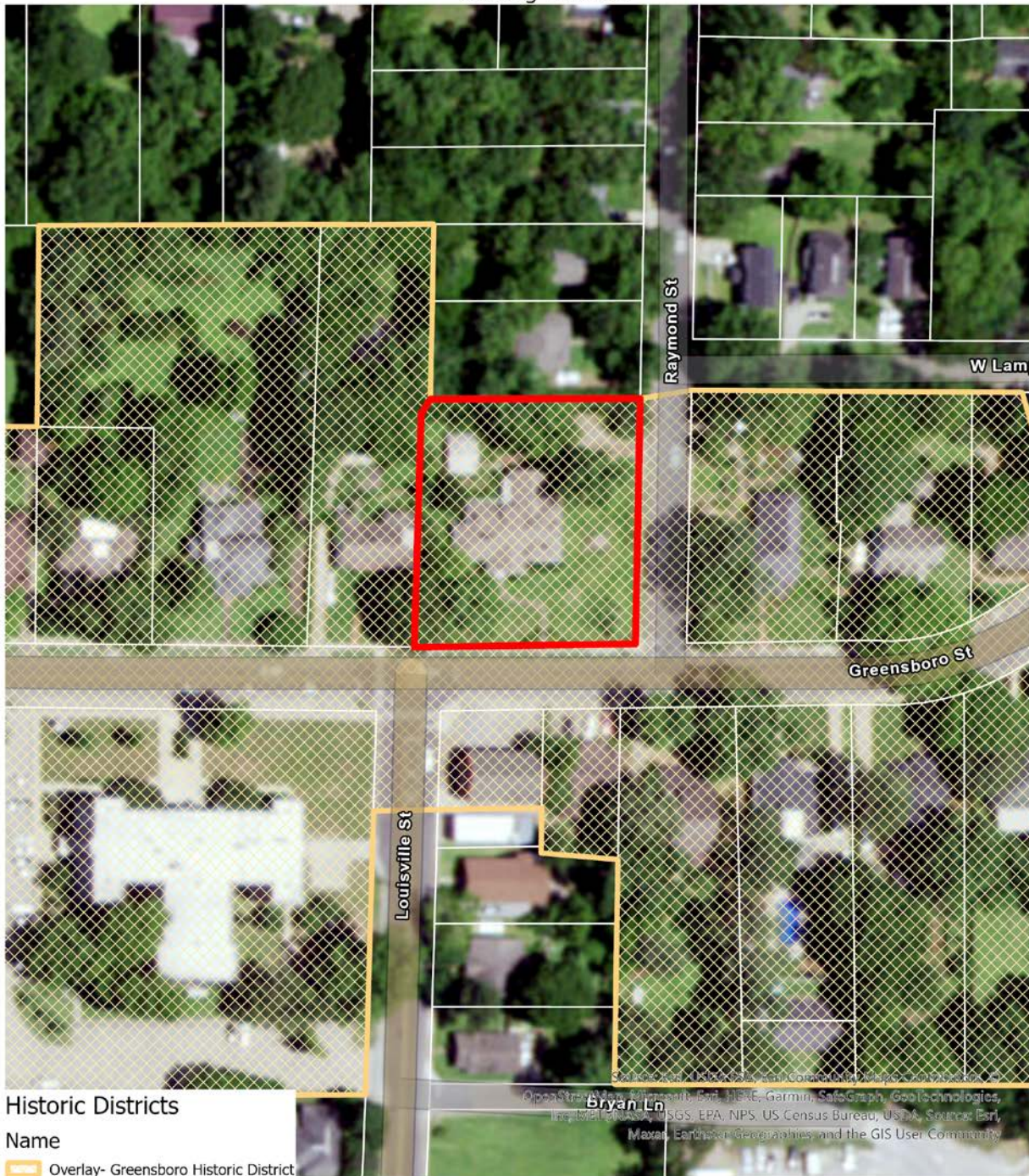
Driveways and parking areas paved with concrete are usually additions to historic buildings built before 1920. Excepting patios and courtyards, the installation of new paving is generally a response to the growing number of cars. In accommodating new driveways, parking areas, and walkways, property owners should consider the historic character of the site and the setting, as well as the materials used for paving. New paved driveways and parking areas need to be as unobtrusive as possible.

Install new paved driveways or parking areas in the least conspicuous part of the historic property. Circular driveways or parking areas should not be installed in front of historic buildings, unless historically documented. The paving of a long gravel driveway is also inappropriate because it gives historic properties a modern subdivision appearance. Asphalt is not an appropriate paving material for driveways and parking areas on historic properties. Also inappropriate is concrete stamped to resemble brick or cobblestone paving. Recommended paving materials are red brick, concrete, and exposed-aggregate concrete.

Concrete driveway strips were very popular in the early twentieth century and should be maintained if existing as they are historic in nature and provide less of a visual impact than a full driveway of concrete.

New brick sidewalks, walkways, and driveways for historic properties, should have butt-jointed bricks, or bricks laid without mortar joints. Brick paving is easier to maintain and repair without mortar joints. Bricks can be laid in sand atop a concrete base to provide a level surface. Historically, herringbone was the most popular brick paving pattern. Normally bricks in this pattern were held in place by a border of bricks laid on end.

Attachment 1
CAO 23-01 Aerial



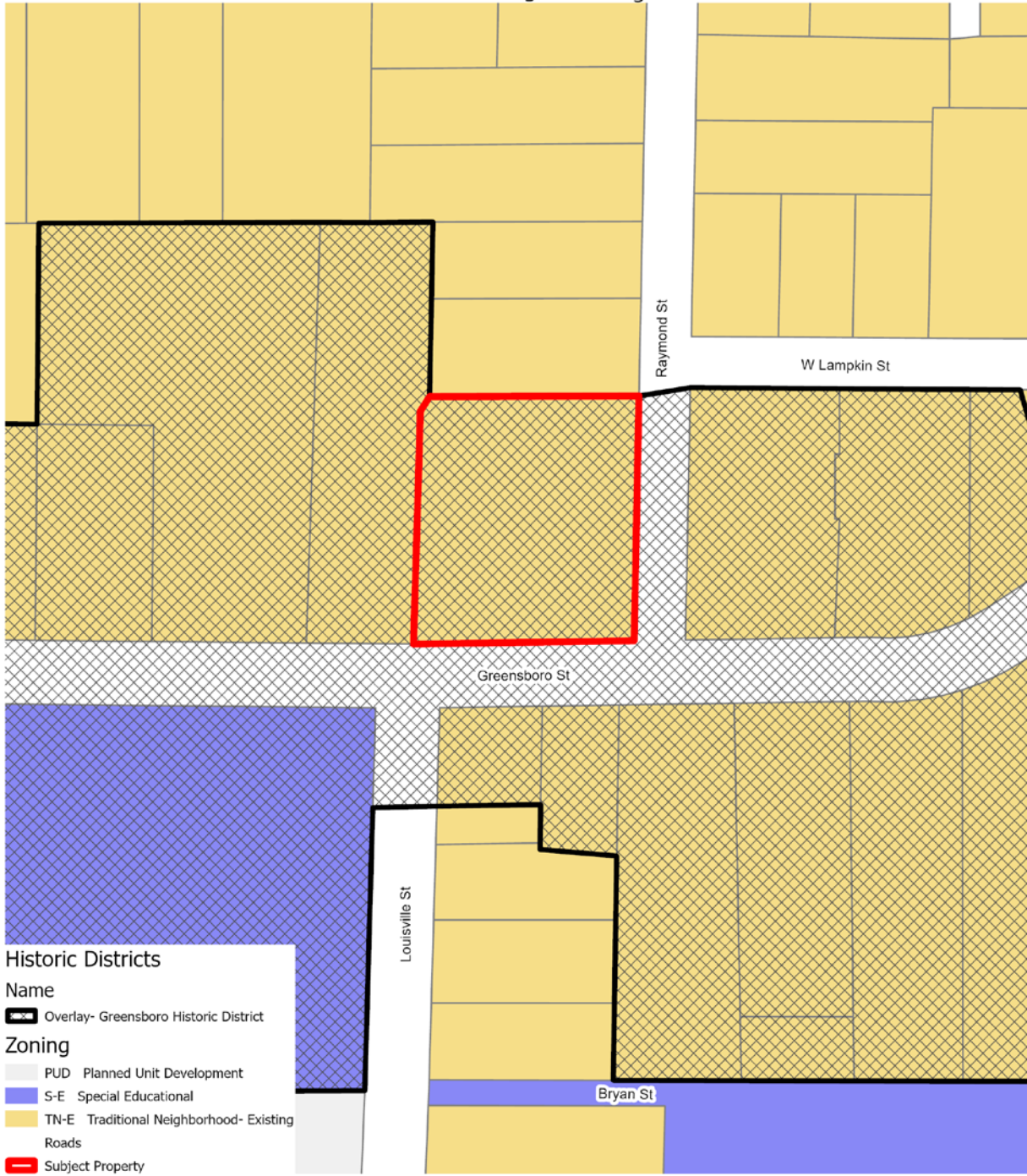
Historic Districts

Name

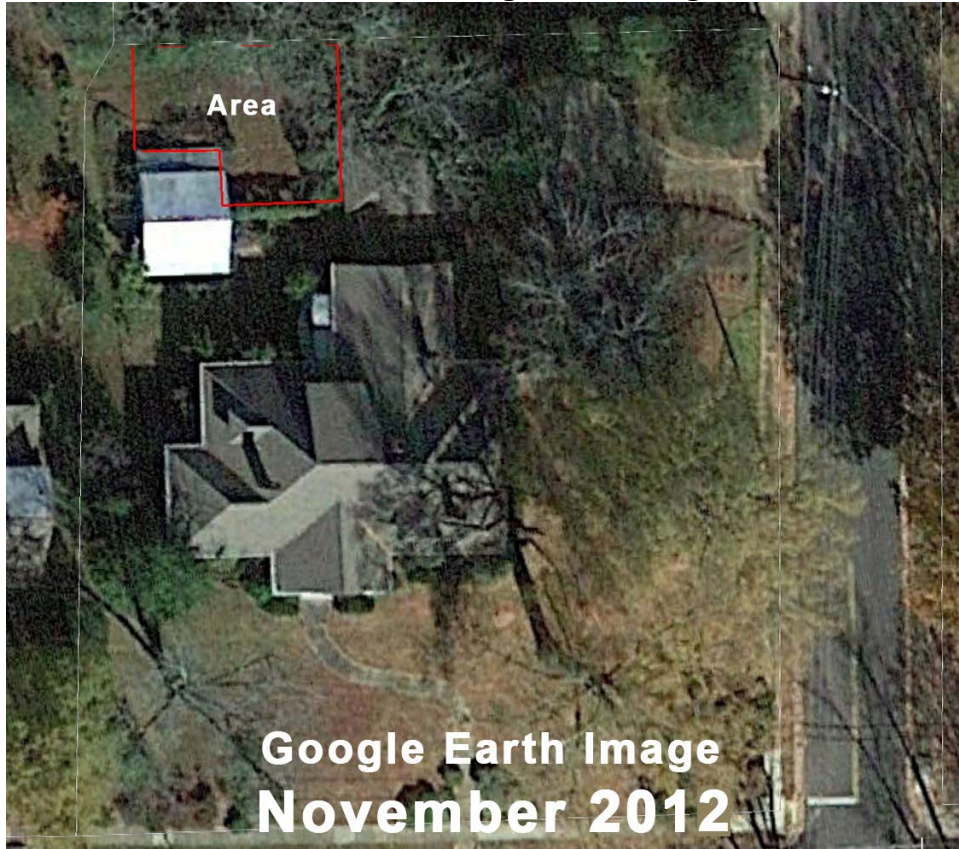
- Overlay- Greensboro Historic District
- Subject Property



Attachment 2
CAO 23-01 Zoning



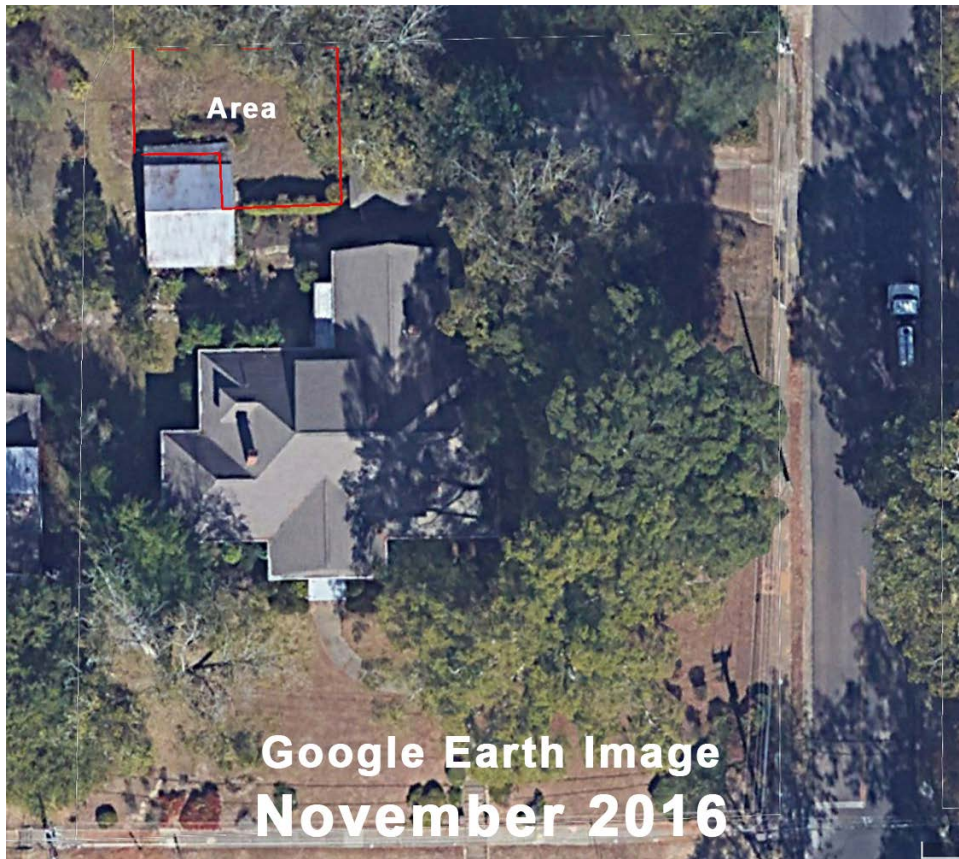
Attachment 3- Google Earth Images



**Google Earth Image
November 2012**



**Google Earth Image
December 2015**



Attachment 4- Applicant Statement

Applicant Statement

This application is for a Certificate of Appropriateness to be issued to add gravel to the existing gravel parking spots [in the rear yard of the home], located at 400 Greensboro Street [the parking spots are not readily observable from the street]. The homeowner has already performed the work under the good faith belief that the work performed was merely routine maintenance, for which a COA is not necessary. However, the City Planner advised that, in his opinion, he believed a Certificate of Appropriateness should be requested to approve the work done. Thus, the homeowner is voluntarily making this application to approve the work that has already been performed [adding gravel to an existing parking area in the rear of the home].

Pre-Existing Conditions

The pre-existing condition was a gravel parking area, next to the shed in the rear of the homeowner's property, which has access through a rear double gate in the seven to eight foot privacy fence [which was built prior to the homeowner's purchasing of the home]. A photograph of the rear parking area prior to the work being performed is attached as Exhibit 1.

Exhibit 1. View of rear parking area, prior to addition of gravel.



The existing gravel in the parking spots between the metal roof shed and the carport had diminished to a point that additional gravel was needed to maintain these spots. Thus, the homeowner added gravel to these existing areas, so that the parking area may be used to access the shed and backyard if necessary. The homeowner also added cross ties to act as parking space boundaries, to prevent contact with the metal fence in between the parking spaces and the home.

Past Use

The homeowners have been advised that these parking spots were historically used by Ms. Betsy Stark's hired help when she owned the property. The previous homeowner advised that the space was used when they owned the property as well, and they installed a double gate in the seven to eight foot privacy fence they built in 2021.

Current Condition

The work was performed in November 2022 by the homeowner, which consisted of placing gravel over the existing gravel base, which had deteriorated. The homeowner used like material to replace, or add to, existing material. A photograph of the current condition is attached as Exhibit 2.

Exhibit 2. Current condition after work performed in November 2022.



The gravel parking spaces are located wholly within the rear yard of the subject property, and are behind a seven to eight foot privacy fence and gate. The topography of the lot being raised also provides a sight barrier to anyone traveling down Raymond Street. The area cannot be seen from Greensboro Street. The homeowners keep the gate shut, except when in use. A photograph of the current condition from Raymond Street is attached as Exhibit 3.

Exhibit 3. Current condition with view from Raymond Street [taken February 10, 2023].



The homeowners do not believe there is any impact upon the architectural design of the existing home and outbuildings on the property, and is consistent with the original use of the site. Thank you in advance for your consideration of our request for a COA.

Sincerely,

Will and Stephanie Arnett