



**SR-2 – ADVISORY STAFF REPORT (05-08-2026)**

*This advisory report, prepared by staff, represents the opinion and advice of professional staff, and does not represent nor direct the separate review and decision of the Historic District Commission. This report serves as an addendum to SR-1, an objective staff summary of the proposal and property.*

**ADDRESS:** 1475 LONGFELLOW

**MEETING DATE:** 05-13-2026

**APPLICATION NUMBER:** HDC2026-00192

**ADVISORY STAFF REPORT PREPARED BY:** B. SALIE

**STAFF OBJECTIONS TO APPROVAL:**

*This first section describes itemized conclusions/concerns, which, in staff’s professional opinion, would prevent the issue of an unconditional Certificate of Appropriateness (COA). “None” means staff has no objections and believes a COA is warranted, with no conditions. The Historic District Commission is not required to accept staff opinions or recommendations.*

1. The garage’s walls, soffits, fascia, and exterior doors shall be finished with colors that are compatible within the Historic Districts’ Color Chart System, subject to staff approval.
2. A detail section drawing with dimensions must be provided for the proposed window(s) described as having simulated divided lites.
3. Details on the proposed landscape planting beds (i.e. plant types, etc), patio at grade, and the HVAC mechanical unit must be provided.

**STAFF ANALYSIS AND DISCUSSION:** *This second section expands on the reasoning and analysis leading to staff’s conclusions given in the first section above. The Historic District Commission is not required to accept staff opinions or recommendations.*



*Staff photo taken 12/21/2023 (due to violation)*

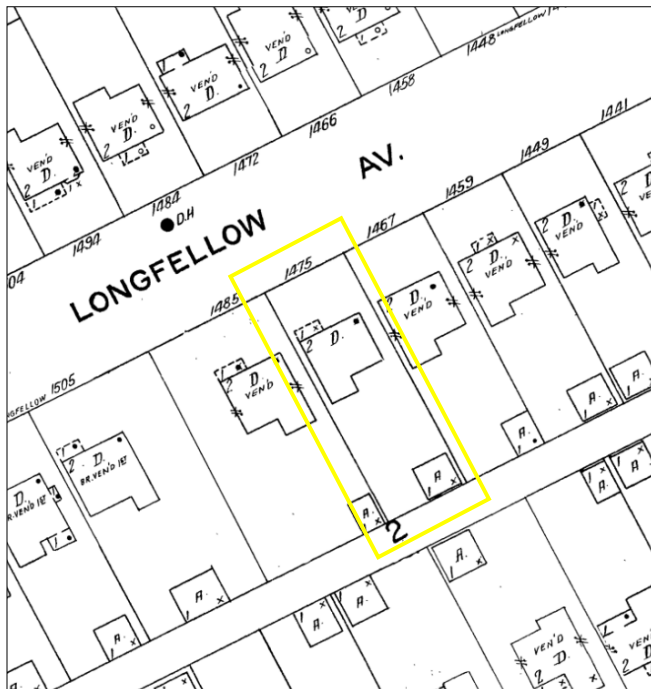


*Staff photo taken on 04/28/2026*

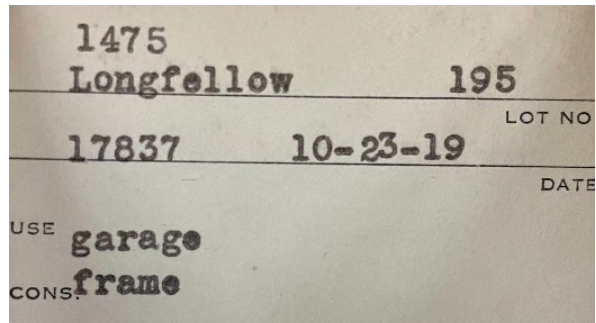


*Designation photo 1980*

**HISTORY OF THE ORIGINAL GARAGE; 1475 LONGFELLOW**



- Sanborn Map and a building permit card show that the property originally included a garage that was erected in 1919, four years after the construction of the historic-age house. The garage was constructed during the district's period of significance, identified as 1900-1930 in the National Register of Historic Places, and was present after local district designation. Therefore, the garage was likely a contributing structure within the district, assuming that it retained its historic integrity.



*ABOVE: Sanborn Map Volume 9*

*RIGHT: Building Permit Card*



*Image taken from Eagle view, dated March 19<sup>th</sup>, 2018*

- An aerial view from 2018 shows the historic-age garage still standing, prior to new ownership. Structures removed in violation, without approval from the Historic District Commission typically require a rebuild of the same architectural style, massing, and materials. Based on the aerial view, the historic-aged garage appears to have had a gable roof, light colored walls and a window opening at the west facing side.
- Still, staff could not find evidence of when the garage was removed from the property and cannot confirm what material(s) and style may have been included. The current homeowner(s) and the previous homeowner also have no record of the previous garage or when it was removed, stating in an application dated April 30<sup>th</sup>, 2025: “*There is no garage on the property. At one point in time there was likely a garage, but there was no garage when we purchased the property 18 months ago.*”
- Therefore, staff is basing its analysis of compatibility based on the surrounding context and of stylistic patterns of garages within the Boston Edison historic district.

### **CASE STUDY OF BOSTON-EDISON GARAGES**

- Through an on-site study of remaining historic-age garages within the district (conducted on May 4<sup>th</sup>, 2026), staff observed that many Boston-Edison garages are detached from the main house, with only a few instances where the garage is attached or a part of the historic house (seen on 9500 LaSalle).
- On streets like Longfellow, the houses are in close proximity to one another, with a typical spacing of ten to fifteen feet between the homes (*Ref. Elements of Design #5: Rhythm of spacing of buildings on streets*)
  - Driveways are often narrow; garages were typically built at the rear and designed to be accessed through backyard alleyways. As a result, many garages are only partially visible

from the street or sidewalk. Many garage doors would often face the alleyways as opposed to the rear of the home, or would have garage doors on both sides.

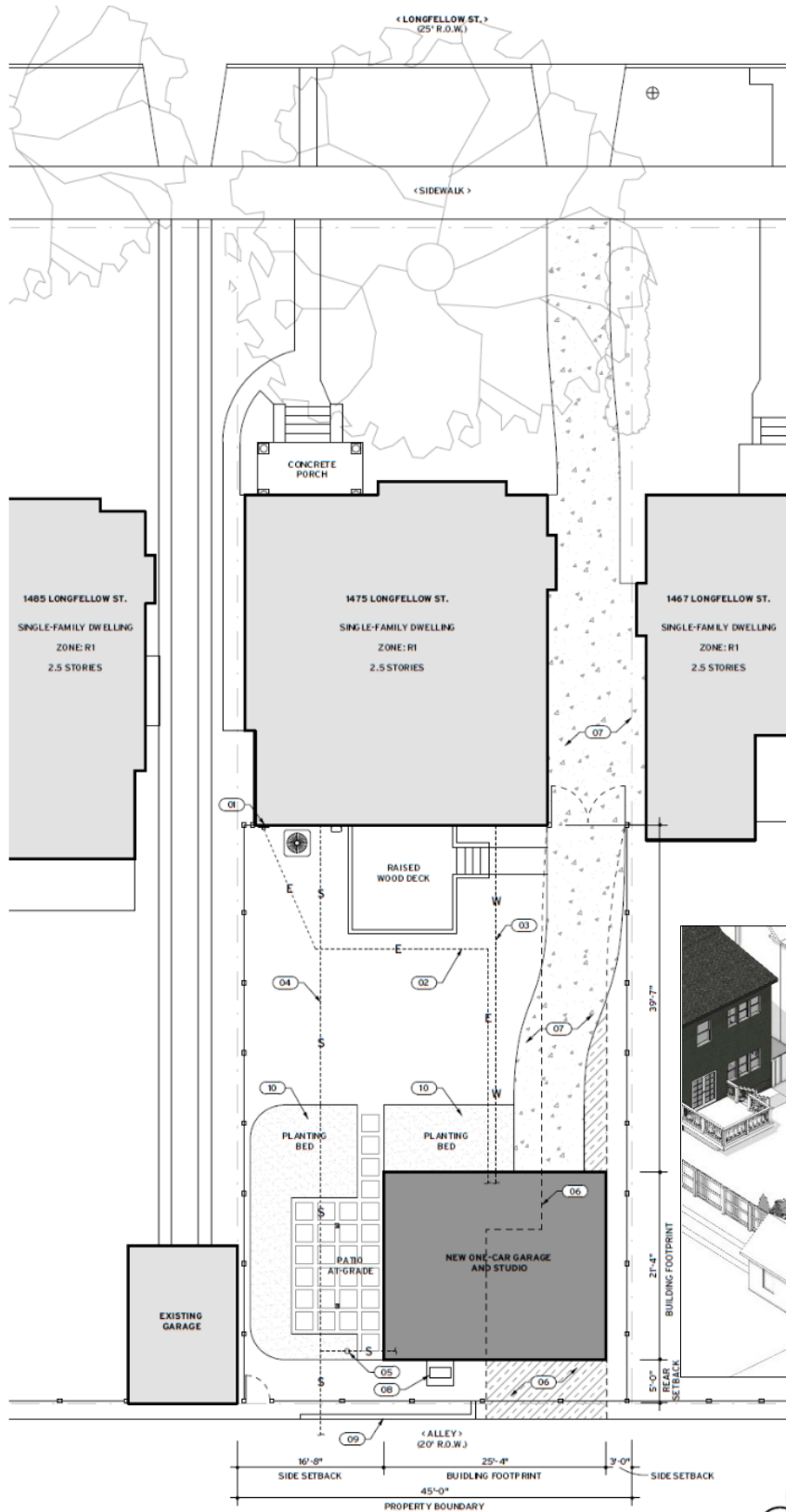
- Presently, most of the district’s alleyways are not in drivable condition. Consequently, the alley facing garage door has become less practical and some parcels have used fencing to separate the rear of the property from the alleyway. Several driveways also appear to have been widened for access from the main street.
- The Boston Edison garages are often simple in shape and will typically complement the main house in material or color. Where there are dormers on the garage, it will relate to the shape, style and color of the dormers on the main house. Garages will often mimic the roof shape of the main house (ex. a hip roof for a hip roof, a gable roof for a gable roof)
- 2245 Chicago Boulevard, located one street away, is an English Tudor style house. It has a large front facing gable sheathed in stucco with decorative half-timbering, and a brown brick veneer that covers the remainder of the exterior. The historic-age garage matches the stucco and wood board detail as opposed to the brick, which includes the historic wood garage doors. Here, the hip roof mimics the hip roof on the main house.



*Photos taken by staff on 05/04/2026*

- The historic age garage at 2080 Edison follows brick to brick. Whereas the garage located at 2271 Edison does not follow brick to brick but instead seems to copy the wood siding at the dormers. While the pyramid hip roof shape does not match the gable roof on the main house, it seems to complement the roof pitch and dormers.
- Staff observed many alterations to garages within the district:
  - Some houses are without a garage, similar to 1475 Longfellow. Some garages are dilapidated, caving in, and completely beyond repair. Other garages appear to maintain their historic framework, though it is common to find garages sheathed in contemporary materials such as wood lap siding, non-historic garage doors, asphalt shingle roofs, etc.

## SITE & LOCATION



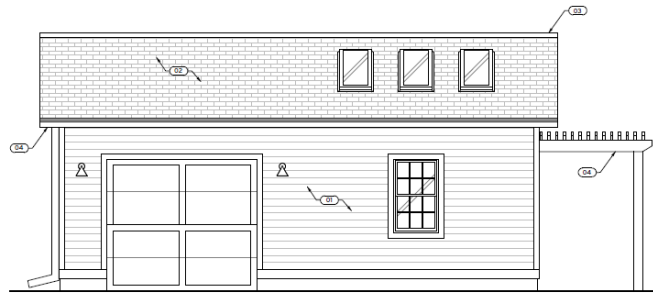
1 SITE PLAN  
SCALE 1/8"=1'-0"

- The property's narrow driveway is gated with a wood fence, which runs from the back of the house, around the rear property lines. The garage, which will be built on grade, will have a total height of 13'-8 1/4" that is minimally visible from the public right-of-way (i.e. street and sidewalk).
- The proposed addition fits within the footprint of the concrete slab on grade which suggests the original location of the historic age garage.
- The 3D Rendering below shows the garages' minimal visibility from the alley, as the 6'-0" tall wood fence blocks the view of most of the garage.



ABOVE: 3D Rendering provided by applicant.  
LEFT DRAWING: Site Plan provided by applicant.

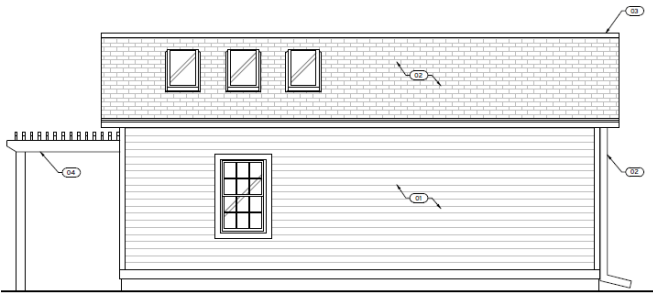




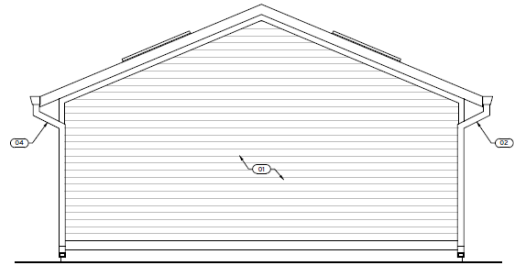
1 NORTH ELEVATION (REAR YARD)  
SCALE: 3/8"=1'-0"



2 WEST ELEVATION (SIDE YARD)  
SCALE: 3/8"=1'-0"



3 NORTH ELEVATION (REAR YARD)  
SCALE: 3/8"=1'-0"



4 WEST ELEVATION (SIDE YARD)  
SCALE: 3/8"=1'-0"

*Elevation drawings for proposed carriage house, submitted by applicant.*

### ELEMENTS OF DESIGN

- Per the districts Elements of Design, Sec. 21-2-106, the proposed garage adheres to the following design principles:
  - (7) *Relationship of materials.* The majority of houses are faced with brick, **while many are partially or totally stucco.** There are some stone buildings, sometimes combined with stucco; clapboard is rare and is extremely rare as the sole material. **Roofing includes slate, tile, and asphalt shingles.** Wood shingle roofs were once common and have generally been replaced with asphalt. Wood shake does not exist and there is no known evidence that it was ever used in the district. Stone trim is common. **Wood is almost universally used for window frames and other functional trim and is used in many examples for all trim.**
    - The proposed garage roof material type is black asphalt shingles. The aluminum clad wood windows at the sides, and aluminum frame skylights are appropriate material types for new construction in a historic district.
  - (8) *Relationship of textures.* The most common relationship of textures in the district is that of a low-relief pattern of mortar joints in brick contrasted with the smooth surface of wood or stone trim. There are a few houses with rough or rusticated stone surfaces. The use of stucco or concrete, with or without half-timbering, as a contrast to brick surfaces, is not unusual. Tile, slate, or wood shingle roofs have particular textural values where they exist. Asphalt shingles generally have little textural interest, even in those types which purport to imitate some other variety.

- The garage will use fiber cement lap siding with a smooth finish, a contemporary reinterpretation of wood siding typically accepted for new construction buildings in historic districts.

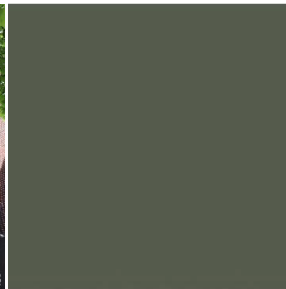
*(9) Relationship of colors.*

*a. Natural brick colors, such as red, yellow, brown, and buff, predominate in wall surfaces. Natural stone colors also exist. **Where stucco or concrete exists, it usually remains in its natural state, or is painted in a shade of cream.** Roofs are in natural colors (tile and slate colors, natural and stained wood colors), and asphalt shingles are predominantly within this same dark color range. **Paint colors often relate to style. The buildings derived from Classical precedents, particularly those of Neo-Georgian style, generally have woodwork painted white, cream, or in the range of those colors including "putty;" doors and shutters are frequently dark green or black.***

- There is no record of HDC approval for the dark charcoal (B:11 Grayish Olive) paint color applied to the stucco on the main house. A staff photo taken April 24<sup>th</sup>, 2024 shows the stucco was still C:1 Light Blueish Gray at the time, same as the 1980 designation photo.



*Photo taken by staff 04/27/2026*



**B:11 Grayish Olive**  
**MS: 5GY 4/2**



*3D Rendering provided by applicant*

*b. Colors known to have been in use on similar buildings of this style in the 18<sup>th</sup> Century or early 20<sup>th</sup> Century may be considered for appropriateness. Buildings of Medieval inspiration, notably Neo-Tudor, generally have painted woodwork and window frames of a dark brown or cream color. Half timbering is almost always stained dark brown. **The original colors of any building, as determined by professional analysis, are always acceptable for a house, and may provide guidance for similar houses.***

- The general street view of Longfellow offers houses with red/brown brick veneers. These are generally English-Tudor style homes with cream stucco, cream window trim, etc. The two adjacent houses have dark brown brick veneers with a light cream window trim, and light-colored window sills.
- Majority of houses on Longfellow Street, which appear to follow *HDC Color Chart System C & D*, only suggest B:11 as a suitable color choice for trim or shutters. Suitable color choices for the body of the house include A:4 Pale Yellow, C:1 Light Blueish Gray, and C:4 Yellowish White.

(11) *Relationship of roof shapes. A variety of roof shapes exist in the district, depending on building style. Shallow hipped roofs with dormers, roofs with triangular gables, and steep hipped roofs predominate. A few Gambrel roofs exist. Complex arrangements of the gabled and/or the hipped types, with subsidiary or transverse roofs, are not unusual. Dormers are common. Flat roofs are present only as subsidiary roofs on residential structures. **Garage roofs generally reflect the style and pitch of the roof on the main house.***

- The proposed garage matches the low-end gable roof seen on the main house.

(18) *Relationship of lot coverage. Lot coverage ranges from approximately 40 percent to ten percent or less in the case of homes with large yards. Most homes are in the 25 percent to 35 percent range of lot coverage.*

### THE GARAGE AS NEW CONSTRUCTION

- Per the Secretary of Interior's Standards for Rehabilitation:
  - 9) *New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.*
    - The style and size complement the historic house and does not impact the historic integrity of the property and its environment.
    - The new construction will be partially hidden from the public right of way and clearly differentiate from the size and architectural features of the historic house.
  - 10) *New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*
    - If the garage is removed in the future, the historic house and its materials will not be affected.
- Per on the National Parks Service Guidelines for *New Construction within the Boundaries of Historic Properties*:
  - *Related new construction – including buildings, driveways, parking lots, landscape improvements and other new features – **must not alter the historic character of a property.** A property's historic function must be evident even if there is a change of use.*
  - *The location of new construction should be considered carefully in order to follow the setbacks of historic buildings and to avoid blocking their primary elevations. **New construction should be placed away from or at the side or rear of historic buildings and must avoid obscuring, damaging, or destroying character-defining features of these buildings or the site.***
  - *As with new additions, the massing, size, scale, and architectural features of new construction on the site of a historic building must be compatible with those of the historic building. When visible and in close proximity to historic buildings, the new construction must be subordinate to these buildings. **New construction should also be distinct from the old and must not attempt to replicate historic buildings elsewhere on site and to avoid creating a false sense of historic development.***

- *The limitations on the size, scale, and design of new construction may be less critical the farther it is located from historic buildings.*
  - The proposed garage is a clear contemporary design and avoids creating a false sense of historic architecture, while at the same time using a style that compliments existing garages within the district. The proposed materials are compatible with the historic district material types, which include aluminum-clad wood windows, steel frame doors, K-style aluminum gutters, and a wood pergola.
- *As with additions, maximizing the advantage of existing site conditions, such as wooded areas or drops in grade, that limit visibility is highly recommended.*

### CONCLUSION

- It is staff’s opinion that the proposed garage will be a suitable addition to the property within the Boston-Edison historic district and will not impact the historic integrity of the property due to the following reasons:
  - The garage will be minimally visible from the public right-of-way (i.e. street and sidewalk) due to its location at the rear of the property.
  - The proposed materials are compatible material types for construction within the Boston Edison historic district.
  - The garage does not alter the historic character of the property and if removed in the future will not impact any historic materials on the main house.

**STAFF RECOMMENDATION:** *This third and final section takes staff’s itemized “objections” identified in the first section, and presents them in the form of “conditions” in support of a proposed approval recommendation or “reasons” in support of a proposed denial recommendation, in the form required by Section 21-2-78 of the City Code. The Historic District Commission is not required to accept staff opinions or recommendations.*

#### Section 21-2-78, Determinations of Historic District Commission

#### **Recommendation 1 of 1, Certificate of Appropriateness: Erect garage**

Staff recommends that the proposed work will be appropriate according to the Secretary of the Interior’s Standards for Rehabilitation and the Boston-Edison Historic District’s Elements of Design, with the condition that:

1. The garage’s walls, soffits, fascia, and exterior doors shall be finished with colors that are compatible within the Historic Districts’ Color Chart System, subject to staff approval.
2. A detail section drawing with dimensions must be provided for the proposed window(s) described as having simulated divided lites.
3. Details on the proposed landscape planting beds (i.e. plant types, etc), patio at grade, and the HVAC mechanical unit must be provided.