

REVISED STAFF REPORT: JUNE 11, 2025 MEETING

PREPARED BY: A.DYE

APPLICATION NUMBER: HDC2025-00264

ADDRESS: 1036 HUBBARD

HISTORIC DISTRICT: HUBBARD FARMS

APPLICANT/PROPERTY OWNER: CEARA O'LEARY & DEVIN FOOTE

DATE OF PROVISIONALLY COMPLETE APPLICATION: MAY 19, 2025

DATE OF STAFF SITE VISIT: MAY 29, 2025

SCOPE: ERECT CARRIAGE HOUSE, REAR PORCH (WORK COMPLETED WITHOUT APPROVAL)

EXISTING CONDITIONS

The property at 1036 Hubbard is located on the east side of the street, just north of West Lafayette Boulevard and adjacent to the east-west alley that serves the West Lafayette Boulevard houses. The footprint of the house is square and extends the width of the lot. A pyramidal hip roof topped with another pyramidal roof with clipped corners (both covered with asphalt shingles), creates a dormer-like appearance to the second floor exterior walls. The first floor of the house is clad in variegated brown brick and the second floor walls are clad with shake siding. A flat painted wood band circles the house and separates the two wall materials and emphasizes the division of floors. The open eaves for both roofs have exposed rafter tails.

The dominant window design on the dwelling are narrow, tall one-over-one double-hung windows. The window openings within the masonry walls have stone sills (on the façade they also have stone headers), whereas the window openings in the shake siding have very narrow window casings. A raised front entry porch with an open gable roof that is supported by square, unadorned posts was erected in 2018; it was reviewed and approved by the Commission at the December 2017 meeting.

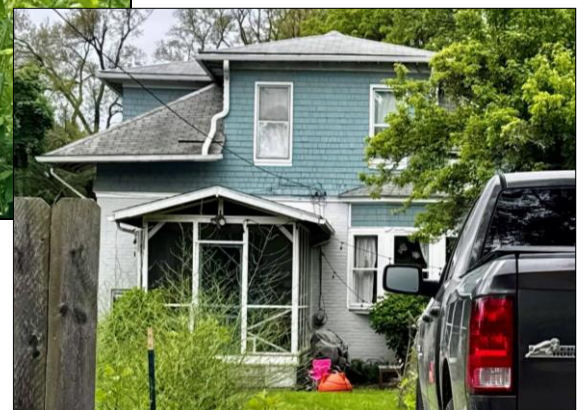
A one-story screened porch extends from the rear wall; staff did not find HDC approval for this porch. At the rear of the lot there are two concrete pads, remnants of previously demolished garages.



Above: Façade. HDC staff photo, May 2025.

Above right: Aerial view showing the complex roof forms, Eagle View, 2024.

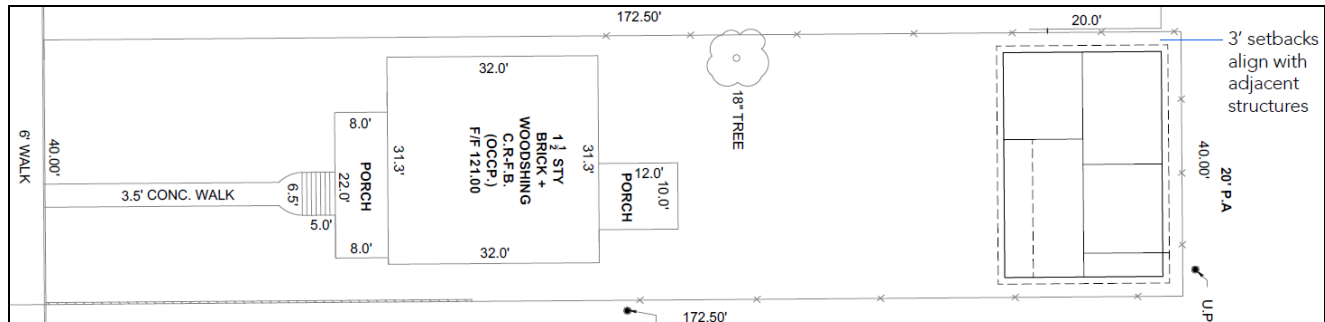
Right: Rear of house. Based on Mapillary photos, this porch was erected in 2020. HDC staff photo, May 2025.



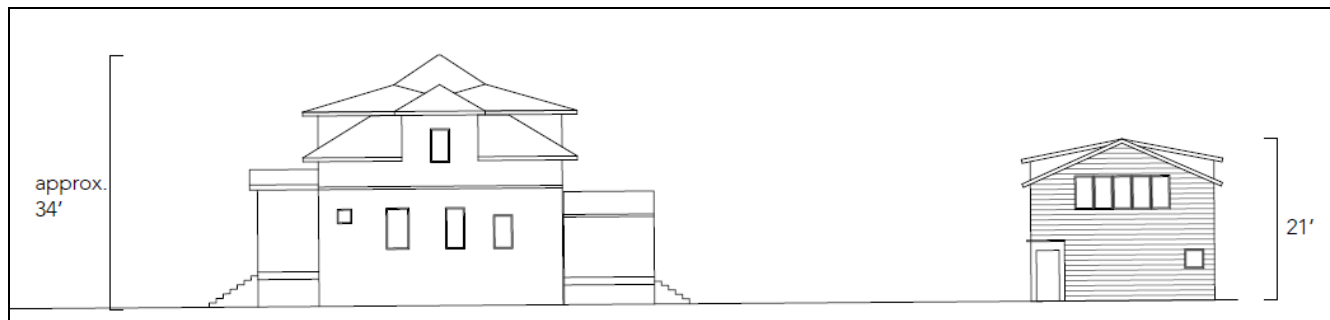
PROPOSAL

Per the submitted drawings and documents, the applicant proposes to demolish the two existing concrete pads and erect a two-car carriage house, as well as request approval for the previously erected (2020) rear porch.

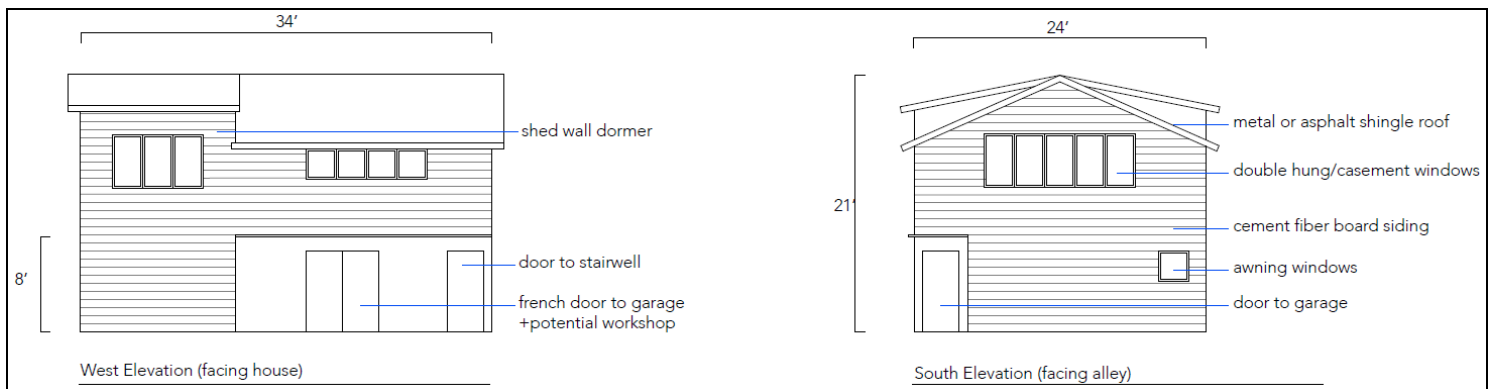
Carriage House - The structure will be clad with fiber cement lap siding; an asymmetrical side gable roof covered with metal or asphalt shingles will have differing eave heights; and the windows are small square awning and rectangular double-hung or casement units. Two, single overhead garage doors will face the alley, and a set of French doors, placed on a partially recessed first story wall, will face the rear yard.



Site plan and elevations. Applicant documents.

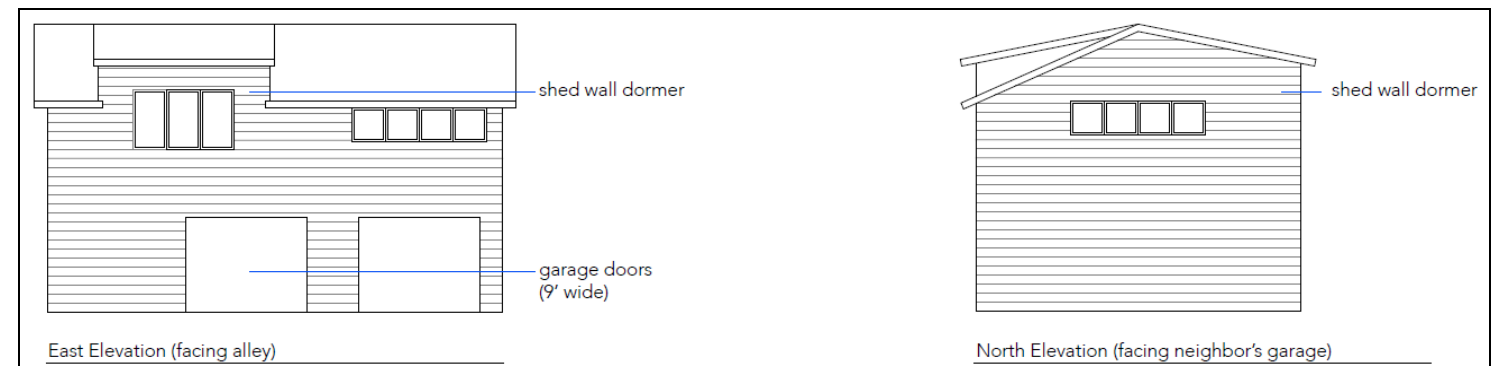


View (looking north) of south walls of house and proposed garage.



West elevation – faces rear of house

South elevation – faces east-west alley



East elevation – facing north-south alley

North elevation – facing garage at 1044 Hubbard

Rear Porch

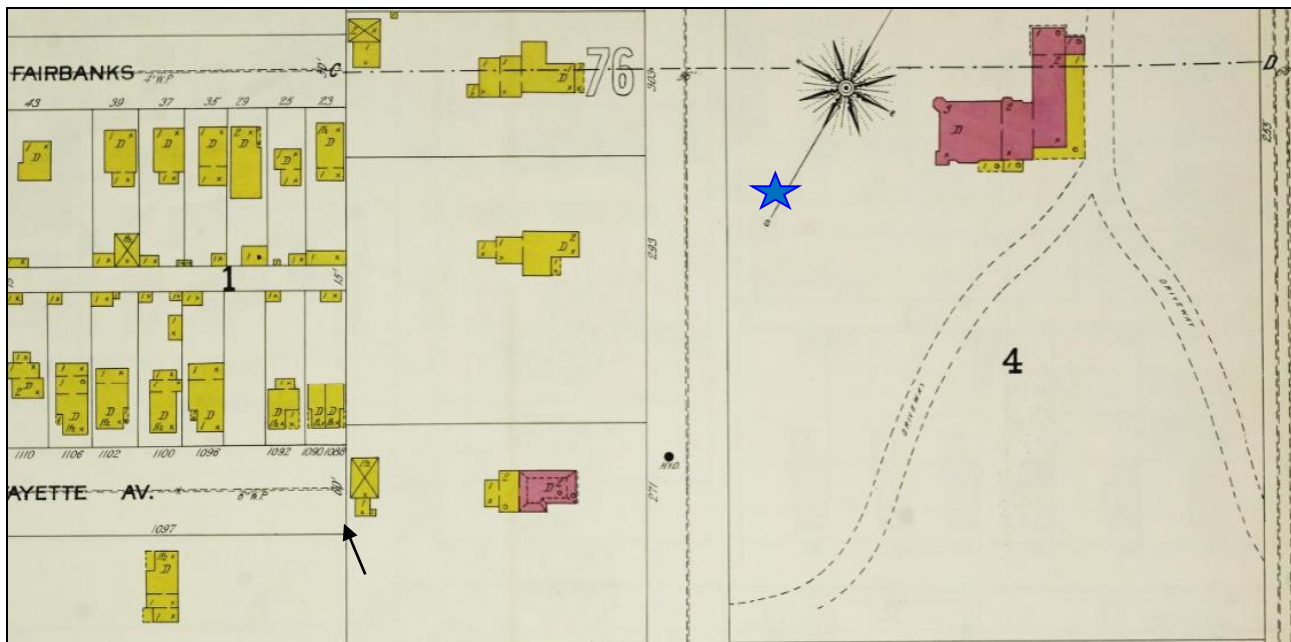
- Dimensions: 11'-10" deep x 10'-0" wide x 11'-10" high.



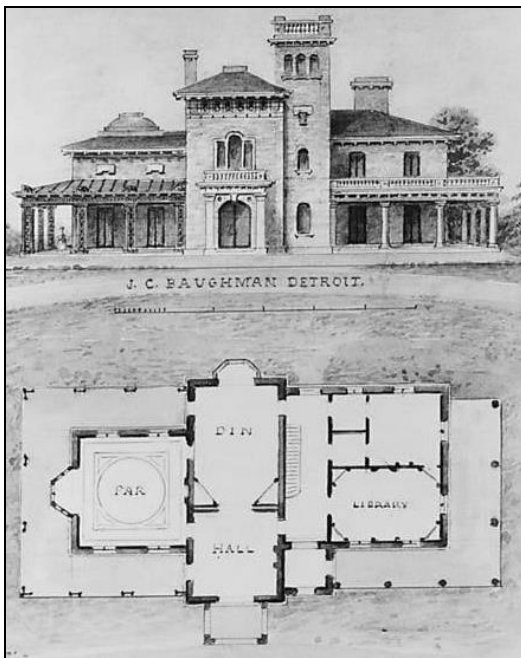
Applicant photos

STAFF OBSERVATIONS AND RESEARCH

- The Hubbard Farms Historic District was enacted on November 23, 2001.



This 1897 Sanborn map shows Lafayette Avenue ending at the rear of a residential lot facing Hubbard. The large property at right, which extended the width between Hubbard and Vinewood, was erected in 1856 for John C Baughman, friend and brother-in-law of Bela Hubbard. Architect Alexander Jackson Davis designed the Baughman house and Bela Hubbard's house (which was directly to the east, whose lot covered the land between Vinewood and West Grand Boulevard) as Italian villas. The only remaining physical remnant of this estate are the raised yards on the east side of Hubbard. The blue star denotes the approximate location of 1036 Hubbard, the subject property.



Facade and plan, J.C. Baughman House, Alexander Jackson Davis. This drawing is in the collection of The Met.



Daniel Scotten, tobacco magnate and real estate entrepreneur, purchased the house from Baughman. The year of purchase is not known, but Scotten was identified as owner when featured in the 1884 book, "History of Detroit and Michigan", by Silas Farmer. Scotten died in 1899 and left his estate to his daughter. The house was demolished within about 10-15 years after his death, and the lot subdivided. Undated photo, Burton Collection.



This 1921 Sanborn map shows a portion of the southern half of the Baughman-Scotten property (which extended further south to about where the Fisher Freeway runs now). The property was subdivided into differently-sized lots for single-family dwellings. 1036 Hubbard is boxed in red.

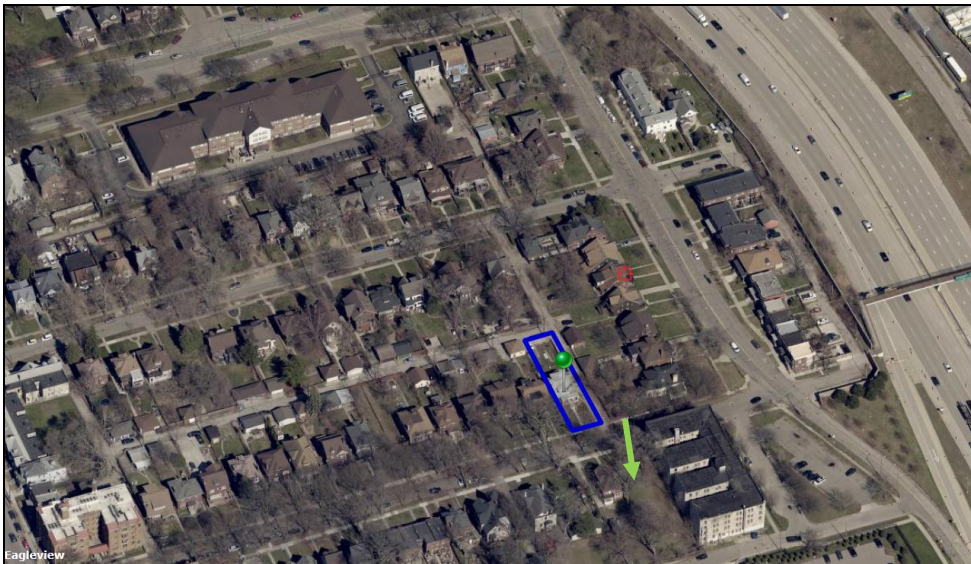
1036	
Hubbard	38
245	2-17-10
USE Dwelling	LOT NO DATE
CONS Brick Ven.	
REMARKS	O. K.
Lafayette	Porter
	0-296
FORM C OF D-38-C	RECORD CARD

Permit card for dwelling; a separate permit was issued in 1924 for a wood-framed garage. No further information on the second garage, nor demolition of both garages was located.



This 1950 Sanborn map shows the street layout that remains today, as the development of the Fisher Freeway to the direct south.

Interestingly, the house at 1091/293 Hubbard (green arrow) was in existence at the time of the Baughman/Scotten house; this is how staff identified the location of 1036 Hubbard on the 1897 map. This house, which in 1950 was adjacent the Hotel Yorba, was demolished in 1976 and is the empty lot visible in the below aerial photo (indicated by arrow).



This current aerial photo, with 1036 Hubbard boxed in blue, offers a clear view of the density of this late 19th - early 20th century neighborhood. North is to image left; the Fisher Freeway bounds the vicinity to the right.

General Application Observations

- The application is missing detailed dimensioned drawings that show all trim and material finishes, as well as a dimensioned section drawing. Staff requested these so the Commission can more fully understand the proposal.
- Also missing are material or visual samples/cut sheets for all exterior materials, windows, doors and lighting. Staff also requested these so the Commission can understand how the materiality and finish of the wall and roof surfaces will work together, as well as relate to the historic house.

Rear Porch

- Staff notified the applicant that the previously erected rear porch requires HDC approval; the applicant/owner agreed to add it to this application. On June 6, staff received a one-page document explaining the design details and its 2020 erection, as well as photos of the completed work. It is staff's opinion the screen porch is compatible with the house in massing, location and design. However, the remaining unfinished wood elements (balustrade, stairs and wood wing wall) should be painted to match the painted wood porch framing and railing baluster.

Carriage House

- While reviewing the proposed carriage house structure, the Commission must consider the Secretary of the Interior's Standards for Rehabilitation, the district's Elements of Design, as well as National Park Service guidelines related to new construction.

Secretary of the Interior Standards for Rehabilitation #9 and #10:

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.

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.

Staff comment: The review of the carriage house should primarily be in the context of its appropriateness and compatibility with the property's historic house; and secondly with the adjacent/surrounding garages (i.e., its environment). It is staff's opinion the current design does not meet Standard 9 but does meet Standard 10 – both of which are discussed in detail below.

- The National Park Service document, *New Construction within the Boundaries of Historic Properties*, offers further descriptive analysis of Standards 9 and 10, and are italicized below:

Related new construction – including buildings, driveways, parking lots, landscape improvements and other new features – must not alter the historic character of a property.

Staff comment: The new building, due to its freestanding placement and rear yard location, will not alter the historic character of the property.

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.

Staff comment: As the alley connecting Hubbard and Vinewood is adjacent to the historic house, the front and south-side walls are primary elevations, fully visible from the public right-of-way. The proposed carriage house is set back from the north and south side lot lines, is located at the alley with as great a distance from the house as possible and coincides with the historic locations of the property's early 20th century garages. The placement of the carriage house will not obscure the public views of the historic house.

Protecting the historic setting and context of a property, including the degree of open space and building density, must always be considered when planning new construction on a historic site. This entails identifying the formal or informal arrangements of buildings on the site, and whether they have a distinctive urban, suburban, or rural character. For example, a historic building traditionally surrounded by open space must not be crowded with dense development.

Staff comment: The building will be located within an urban residential setting in which it is common that parcels include a single primary dwelling and a detached secondary/auxiliary building to the rear of the lot. As depicted in the historic Sanborn Maps, 1036 Hubbard originally included two detached garages to the rear of the historic house. The new carriage house will be sited in the same location as the original garages, thus maintaining the property's original residential character and arrangement of buildings.

In properties with multiple historic buildings, the historic relationship between buildings must also be protected. Contributing buildings must not be isolated from one another by the insertion of new construction.

Staff comment: The rear lot location of the carriage house offers a similar relationship with the adjacent historic houses and their respective auxiliary buildings. The historic streetscape of closely placed dwellings remains intact.

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.

Staff comment: Staff recommends revisions to the design. The applicant states that the carriage house will "incorporate the wall dormer that is a notable feature of the existing main house." Staff appreciates the applicant's effort to mimic the partially extending second story walls of the historic house; however, the resulting varying roof pitches and eave heights, and a partially recessed first floor wall (creating a garrison-like effect to this structure), none of which are features on the historic house or surrounding historic garages, creates disproportionate wall and roof patterns for each side of the new structure. The carriage house must be subordinate to the lot's historic house. Copying or modifying distinctive character-defining features of the historic house, thus creating new, distinctive features for the carriage house creates an incompatible design within this historic environment.

Design considerations include the use of a symmetrical gable or hip roof; traditional hip or shed roof dormers inset from the roof edge, similar to adjacent historic garages; one-over-one double-hung and square awning windows, and exterior walls that extend to grade. These suggested design considerations are further supported by the following elements of design.

- Elements of Design for Hubbard Farms - staff listed the elements that are relevant to this application, underlining added for emphasis.

1) Height. Detached garages are generally one to one-and-one-half stories tall.

Staff comment: The carriage house, even at two stories, is lower in height than the historic house which sits on a raised foundation. Also, many of the surrounding historic garages have steeply pitched roofs, so it's possible the ridges of those roofs may not be much lower than the proposed ridge (which has a lower/shallower pitched roof) of the carriage house.

- 3) ***Proportion of openings within the façade.*** Generally, window openings in the district are predominantly taller than wide; several windows are frequently grouped into combinations wider than tall. Window openings are most often subdivided, the most common window type being double-hung sash...

Staff comment: The applicant suggested double-hung or casement windows for the taller than wide windows. The dominant window operation on the house is double-hung, so double-hung (and not casement) is the compatible option for the taller-than-wide windows on carriage house. The house has at least one square window on three of the four sides of the house, so using square windows on the carriage house, whether single or grouped openings, is compatible for the new construction.

- 7) ***Relationship of materials.*** Brick and wood are the primary building materials originally used... Wood trim is most commonly used for window, porch, and functional elements as well as decorative trim; some lintels and sills also exist.

Staff comment: The dominant wall cladding proposed for the carriage house is cementitious lap siding. Lap siding is a compatible treatment for this new structure, as lap siding was commonly used in the early 20th century for garages, even when the house had brick veneer (additionally, this house has wood shake siding at the second floor). However, additional details - including dimension of lap exposure, surface finish (smooth), and window casings and wall trim – must be detailed on dimensioned elevation drawings. Staff will inquire about the secondary wall material at the recessed wall and sides of the extended second floor side walls depicted on the current drawings.

- 9) ***Relationship of colors.*** Natural brick colors (red, brown, orange, buff) predominate on brick wall surfaces. Stucco is usually cream, off white, or pale yellow in color... Wooden elements of bungalows and Arts and Crafts influenced buildings tend to be painted in earth tones.

Staff comment: The proposed color schemes are compatible with the historic house and the wide-ranging colors of Hubbard Farms structures.

- 10) ***Relationship of architectural details.*** Architectural details generally relate to style... Prairie, and Arts and Crafts, style buildings tend to be simply stated, with architectural interest derived from the arrangement of elements and quality of design.

Staff comment: When looked at closely, the first and second floor roofs of the historic house are very similar: hip roofs with uniform at each floor roof pitches, consistent eave heights, and exposed rafter tails. The partial width, extending second floor walls on each side of the house continue the wall plane from the first floor.

Regarding the proposed structure, the inset wall and varying eave heights and roof pitches create a uniquely busy design form for the carriage house and is atypical of the historic house and surrounding historic garages.

- 11) ***Relationship of roof shapes.*** Roof shapes are generally related to style. Bungalows, Arts and Crafts influenced and Prairie-style houses have shallow roofs.

Staff comment: The asymmetrical roof includes one section with a more steeply pitched plane and is not compatible with the surrounding uniformly pitched historic gable and hip roofed garages.

ISSUES

- The varying roof pitches and eave heights, and a partially recessed first floor wall (creating a garrison-like effect to the structure), create an incompatible shape and massing that is in contrast with the early 20th century house surrounding site and conflicts with Standard 9 which states “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”.
- In an attempt to replicate, in a modified form, a distinctive character-defining feature of the historic house, new, distinctive features were created for the carriage house that are atypical of the historic house and the adjacent historic garages. Therefore, the proposed design and massing are not subordinate to the historic house and the lot’s historic environment.
- The asymmetrical roof includes one section with a more steeply pitched plane and is not compatible with the consistent roof pitches on the historic house nor the surrounding historic gable and hip roofed garages.
- As mentioned, the application is missing detailed dimensioned drawings that show all trim and material finishes, as well as a dimensioned section drawing.

- Also missing are material or visual samples/cut sheets for all exterior materials, windows, doors and lighting. Staff requested that these be submitted for review, so the Commission can understand how the materiality and finish of the wall and roof surfaces will work together, as well as relate to the historic house.

RECOMMENDATIONS

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

Recommendation 1 of 2, Denial – Carriage House

Staff recommends that the proposed design for the carriage house will be inappropriate according to the Secretary of the Interior's Standards for Rehabilitation and the Hubbard Farm Historic District's Elements of Design, specifically:

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.

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.

and

Elements of Design #10 and #11.

For the following reasons:

- The varying roof pitches and eave heights, and a partially recessed first floor wall (creating a garrison-like effect to this structure), create an incompatible shape and massing that is in contrast with the early 20th century house and conflicts with Standard 9 which states “*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*”.
- In an attempt to replicate, in a modified form, a distinctive character-defining feature of the historic house, new, distinctive features were created for the carriage house that are atypical of the historic house and the adjacent historic garages. Therefore, the proposed design and massing are not subordinate to the historic house and the lot's historic environment.
- The asymmetrical roof includes one section with a more steeply pitched plane and is not compatible with the consistent roof pitches on the historic house nor the surrounding historic gable and hip roofed garages.
- ~~The application does not include detailed dimensioned drawings that show all trim and material finishes, nor does it include a dimensioned section drawing.~~
- ~~The application does not include material or visual samples/cut sheets for any exterior materials, windows, doors, or lighting that are necessary for the Commission to understand how the materiality and finish of the wall and roof surfaces will work together and relate to the historic house.~~

Recommendation 2 of 2, Certificate of Appropriateness: Erection of rear porch

Staff recommends that the rear porch, as erected, will be appropriate according to the Secretary of the Interior's Standards for Rehabilitation and the Hubbard Farms Historic District's Elements of Design, with the condition that:

- The unpainted elements will be painted to match the existing painted porch framing and railing baluster.