

CITY OF AURORA  
OHIO  
**Landmark Commission**  
Meeting Minutes  
March 21, 2019

The Landmark Commission met in a scheduled meeting Thursday, March 21, 2019 in the Council Chambers at City Hall. John Kudley called the meeting to order at 6:30 p.m.

**ROLL CALL:** Present: John Kudley  
Jason Coleman  
Tim Holder  
Absent: Jeff Clark  
Lauren Broderick  
Richard Fetzer, Historical Society Advisor  
Also Present: Meredith Davis, Ass't. Director, Planning, Zoning & Building Division  
Ron Lowe, Advisor to Landmark Commission  
Marie Lawrie, Secretary

**AMENDMENTS TO THE AGENDA:**

None

**APPROVAL OF MINUTES:**

There were not enough members present that were in attendance on January 17, 2019 to adopt the meeting minutes. They will be considered at the next meeting.

There were not enough members present that were in attendance on February 21, 2019 to adopt the meeting minutes. They will be considered at the next meeting.

**OLD BUSINESS:**

**13 NEW HUDSON ROAD, DGWM LLC – ADDITION TO THE DEPOT BUILDING**

The representatives for this project were not present when this project was first called, however; later in the meeting they were available to present the revised plans to the members.

George Clemens, Architect and Brian Kuck, Project Manager, both of Clemens Pantuso Architecture were present at the meeting. Gail Demmings, property owner was also present. They were seeking a Certificate of Appropriateness to erect an addition on the depot building. This was there 3<sup>rd</sup> time presenting to the Landmark Commission.

Mr. Holder asked for an explanation of why the addition would be a different color than the existing train station. He designed this to be compatible, but clearly distinguishable from the original building.

The louvers on the rear (east) elevation were discussed. They will attempt to put them on a track to allow movement when needed to create privacy or block strong sunlight. If it is practically impossible to allow movement, a track would be installed to look as if it could slide. Additional louvers will be installed across the gables on the ends of the addition. One half of the gable will have glass installed behind the louvers and one half will have a solid wall due to the mechanicals on the second story. The color for the louvers is an intermediate gray on smooth cedar. It was explained that it will have a more modern look at night. Light will show through only half of the gable due to the wall material behind them.

The color scheme was discussed. The color of the existing depot is a greenish gray on the bottom and a greener color on the stucco portion of the top of the depot. It was stated the top of the depot may be repainted to match the bottom color. The addition will be more neutral. An off-white is planned for the siding. The roof of the existing building is a charcoal asphalt shingle. The roof of the addition will be a charcoal standing seam metal roof.

Mr. Kudley asked for clarification with the breezeway connection. To accommodate shifting the building back 11 feet from the road, the connection increased in size and purpose. An informal conference area was created rather than a stretched out entrance piece. The breezeway will have a flat roof. An anodized aluminum material will be used for the storefront and canopy of the breezeway. The dividers of the breezeway glass panels will be the same material. The reason for this light color is to make the breezeway as transparent as possible to keep the depot as visible as they can. The tallest window of the breezeway was discussed. This piece of glass will be installed under the eave and be taller than the other pieces, without a freeze board at the top. This will allow a visual of the brackets of the train station. The entrance will be constructed between brackets, as not to disturb them or cut into them.

Mr. Kudley asked about the railing of the ramp area. The rational was to provide ADA access, but to keep that as transparent as possible. The rail will be stainless steel cable. Mr. Lowe asked about the foundation for this. Mr. Clemens stated that the ramp will be painted Brazilian hardwood plank on a concrete foundation. The color will match the existing depot siding color. The ramp will have oiled decking. Mr. Lowe and Mr. Kudley agreed that the railing will not hurt the look of the building and will be mostly transparent and will not block your view of the station. Mr. Holder and Mr. Coleman agreed.

The landscape plan was discussed. The walkway will start with a stone paver portion. A stone and brick mix will be used on the rear patio and seat wall. The color discussed was a tan/gray mix. This walkway is more decorative than a concrete walk. Mr. Lowe was in favor of the planned entry to the building.

Lighting was discussed. Two groups of lighting were proposed. One group was described as invisible, meaning that fixtures will be recessed or hidden in the landscaping. It was described as down-lighting on the depot itself and up-lighting on the addition. This light would gently graze the buildings and not harshly spotlight the structure.

There are 3 existing post lights near the parking lot. Ms. Demming stated that these posts were purchased years ago in Evanston, Illinois when a section of historic district was renovated and the antique lights were for sale. The plans call for 2 additional post lights. They will either be special order to match, or if the cost of that is exorbitant, as close of a match as possible. LED lights will be installed into the existing poles.

New 12" x 18" decorative sconce fixtures were planned to be installed on the depot at varying heights to illuminate the ramp to the entrance. Two of them would be visible through the glass breezeway to highlight the brackets. Recessed lighting under the depot eaves may be extended and wrap around the east side of the original structure to provide light to someone exiting the breezeway from the rear door.

Windows were discussed on the barn-style addition. The architect designed the larger windows on the south and east sides to mimic the small windows on the west elevation using the horizontal and vertical trim pieces. The windows will be French casing that swing out.

The foundation was discussed. The color of the addition foundation will match the existing structure. The depot has painted wood to grade. Wood to grade would not be appropriate construction for the new addition.

Gutters and downspouts were discussed. These will match in color to the metal roof. A 16 inch flat panel, standing seam roof was confirmed. The corner boards of the roof will be omitted. The rake board will be of the same material and color as the roof. The fireplace chimney will be a galvanized color. The height will be determined by the manufacturers installation instructions.

The glass of the vestibule was discussed in detail. Mr. Clemens stated that the nature sun I-89 glass would be best. This coated glass offers higher light transmittal and is less reflective than other glass types.

The flat roof of the breezeway was discussed. It was stated to be an internal drain system. No mechanicals will be installed on that roof. All mechanicals will be interior mezzanine mounted.

The sign over the vestibule was discussed. The sign will be the green of the company logo. It will be constructed of dimensional aluminum of a pin construction. The front of the letters will be green and the sides will remain aluminum to match the fascia. The upper case letters were stated to be 8-9 inches tall. The overall size of the sign was likely to be 80 inches wide by 9 inches tall. Currently a sign exists on the depot that reads "Aurora Station" and that sign will remain. The font was not definite.

Based on comments made in other meetings pertaining to the proposed addition, Mr. Lowe gave an overall perspective on the building. In the town center many additions have been erected on the buildings. He spoke about the different styles throughout the area.

He mentioned that structures were moved and many have had additions. The structures in the center of town have had additions that match the home. The depot building in the station district stands alone. It has no additions. Some of the rules that have been applied to a structure such as this include attaching the addition in a fashion that clearly defines the original structure. He stated that the barn structure addition for this project makes sense in historical context. The ice house was located east of the Bowen Block building, as well as other barns in this area. Agricultural goods, including cheese traveled along this rail and came out of this station, stored in similar structures. In terms of the overall height of the structure, it is just a few feet higher than the depot itself. He determined the difference in height might be approximately 5'3". He reiterated that the scale and style of this addition work well. This addition will not be confused with the original structure. The majority of the historic structure will be visible. They will be saving all the brackets on the building by adding the expansion in this manner. This new portion could be removed at any time and the original train station will still be there. That is the test that would be used on an addition such as this. This will represent a change to the area that will be positive. The project has been reviewed for three meetings and represents a very nice addition. Mr. Coleman and Mr. Holder agreed.

Mr. Kudley also agreed. He reviewed the standards put forth by the Secretary of Interior's Standards for Rehabilitation. This document provides guidelines for the purpose of updating a property to a contemporary use while preserving significant features. He explained that it detailed constructing an addition that would complement the original building without trying to copy it. He acknowledged the effort put in by the applicants, including coming on a preliminary basis for feedback at the start of the planning stages of the project.

Deb Conti, 234 S. Chillicothe Road was in attendance to make public comment. She stated she has been to many meetings pertaining to this project and that what has been accomplished at Landmark is amazing. She mentioned several barns of the area, some of which are longer in existence. She did some research and stated that between Eggleston Road and the depot seven barns exist. She stated that she agrees that the barn-style addition is appropriate. She mentioned the number of 2-story buildings located currently in the Station District. She further stated that the proposed addition formats into the surrounding area.

Ms. Demming stated that she is dedicated to keeping everything as historic as possible, but that you do have to look to the future and expand the business.

**MOTION: To issue a Certificate of Appropriateness for the addition, as submitted and discussed at this meeting**

Mr. Kudley moved, Mr. Coleman seconded, and the motion carried on a 3-0 roll call vote.  
Yeas: Mr. Kudley, Mr. Coleman, Mr. Holder  
Nays: None

**59 SOUTH CHILLICOTHE RD. SEAN BARBINA WINDOW TO DOOR ALTERATION**

The applicant was not present to answer questions when this project was first called. Members agreed that there was not enough information submitted to issue a Certificate of Appropriateness.

**MOTION: To contact the applicant to obtain more information about the project**

Mr. Kudley moved, Mr. Coleman seconded, and the motion carried on a 3-0 roll call vote.

Yeas: Mr. Kudley, Mr. Coleman, Mr. Holder

Nays: None

Sean Barbina, homeowner came forward later in the meeting to discuss his request. Mr. Kudley asked how access would be gained to the ground level from this door. He also stated that there was not enough information provided to know if this door would appropriately match the other doors of the home.

Mr. Barbina reported that the muntin pattern of the upper door match the windows on the home. The lower portion of the door has some detailing. He explained that the lower portion of the door recesses and the other doors of the home have details that protrude out. The door was described as an insulated, stamped door. It was reportedly 40 inches from the bottom of the door to ground level with 4 steps to a concrete landing. At the landing the egress turns 90 degrees to existing stone steps. Siding was relocated to fill in the difference in size between the window and door. He stated that this is the new entrance to the house coming from the relocated driveway. The back room was repurposed to be a mudroom/lounge space with walk-in closet. It is located near a bathroom, which Mr. Barbina said makes a great entrance. He stated that the ultimate goal was to extend the existing porch the length of the house and erect a staircase off of that heading south and turning into the driveway. He stated that he has that sketched up but won't be releasing those drawings. Mr. Kudley stated that a railing may be required and asked for a drawing. Mr. Barbina stated that he is leaving next week.

Ms. Davis told the board members that the work has been completed. Mr. Barbina confirmed that the door has already been installed. Mr. Kudley stated that this was not the first time that the applicant did work without approval. He remembered that Mr. Barbina removed a side elevation porch without a Certificate of Appropriateness. Mr. Barbina explained that he did not intend to remove the porch, but as he started maintenance on the porch, he discovered rotten floorboards and joists. Mr. Kudley stated that talking about plans for the home at a prior meeting and getting an actual approval for the project are two different things. Mr. Barbina stated that he understood that. He further explained that his circumstances have changed. He needed to get things done quickly to put the house up for sale. His wife has relocated to South Carolina and he and the children are ready to relocate in the next few days.

Mr. Coleman asked the applicant if approval of the change from window to door is part of the real estate transaction. Mr. Barbina stated that the house was sold "as-is". Mr. Kudley asked Mr. Lowe to advise the members on what happens now. Mr. Lowe stated that from the road, Mr. Barbina did a very nice job. Mr. Barbina stated that he submitted this project to the Building Department before he did the work. He was on the agenda for February, 2019 and he did not attend the meeting.

**MOTION: To DENY the Certificate of Appropriateness, as submitted**

Mr. Kudley moved, Mr. Holder seconded, and the motion was DENIED on a 3-0 roll call vote.

Yeas: None

Nays: Mr. Kudley, Mr. Holder, Mr. Coleman

Mr. Barbina asked what the board members would like him to do. Mr. Kudley explained that they would have the Planning, Zoning, and Building Division together with the Law Department handle this matter. Mr. Lowe explained that a door has been installed without approval and without adequate drawings for the landing and railings. No changes to the elevation were approved. He stated that the door may have to be blocked off unless the residential building official has another idea. Mr. Barbina stated that the property has not officially transferred. Closing on the sale was stated to be scheduled for March 23, 2019. It was decided that a plan review of what has been submitted will be a priority in the morning and a plan review will be forwarded to Mr. Barbina immediately. Mr. Barbina stated that he did a lot of work to this home. He further stated that he did not mean for this to happen this way. Mr. Lowe agreed that he did fine work on the home, but stated that Mr. Barbina was aware that he needed approval for this exterior change. Mr. Barbina stated that he 100 percent knew he needed approval, but needed to do other things for his family.

Mr. Coleman asked if he got some advice that this change would be needed as a selling point for this house. Mr. Barbina stated that he knows it was a big selling point of this home. He continued that from the use and the approach of the house, it was a big selling point. He stated that he regrets it happened this way, but can't change that. He needed to get this entrance done to sell the house and he is willing to adjust this project, if necessary. Mr. Kudley asked why he did not come to the February meeting if the job was on a tight schedule. Mr. Barbina stated that he simply forgot.

**MISCELLANEOUS:**

 Railroad Tracks next to 13 New Hudson Road – DWGM LLC

Mr. Kudley had a conference call with the Transportation Board along with the representatives of the Norfolk Southern Railroad, pertaining to the proposed abandonment of the railway. It has been written into the memorandum of understanding that Norfolk Southern will provide a historic marker for the train station district. Mr. Kudley requested that the Landmark Commission and the Aurora Historical Society be included in the writing of the text. He also reviewed the drawing of the section of railroad to be left intact, which was 456 feet. He requested an extension to the wood line, which would be another 50 feet. He is

awaiting an answer. That would be aesthetically pleasing, rather than an abrupt ending.

 Condolences to Ron Lowe

On behalf of the Landmark Commission, Mr. Kudley extended sincere condolences to Ron Lowe on the passing of his mother.

**ADJOURNMENT:**

**MOTION: To adjourn the meeting.**

Mr. Coleman moved to adjourn at 8:03 p.m. Mr. Holder seconded, and the motion carried on a unanimous voice vote.

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John Kudley – Vice Chairman

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Marie Lawrie - Secretary