



## Agenda Items #3

### Application 2024-03-CA

#### DETAILS

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**Location:**

1573 Fearnway Street

**Summary of Request:**

Demolish non-historic garage and construct a new garage structure

**Applicant (as applicable):**

Ben Cummings

**Property Owner:**

Brad and Linda Jensen

**Historic District:**

Old Dauphin Way

**Classification:**

Contributing

**Summary of Analysis:**

- The existing garage was built in the late twentieth century and does not contribute to the historic integrity of the property.
- The proposed new garage/carport would be located to the rear of the main residence.
- The scale of the proposed structure is larger than typical historic accessory structures, yet employs techniques approved under the Guidelines to visually reduce its massing.
- All materials comply with the Guidelines.
- All proposed site improvements would be approvable administratively.

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## PROPERTY AND APPLICATION HISTORY

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Old Dauphin Way Historic District was initially listed in the National Register in 1984 under Criterion C for significant architecture and community planning. The district includes most nineteenth-century architectural styles and shows adaptations of middle-class domestic designs of the nineteenth century to the regional, Gulf Coast climate. It includes “fine examples of commercial, institutional, and religious structures as well as 20<sup>th</sup>-century apartments.”

Cross-gabled, English cottage revival, masonry residence in the Fearnway neighborhood – undergone a couple of additions/changes to the rear

The property at 1573 Fearnway Street, is a c. 1930 masonry Tudor Revival dwelling with intersecting gable roofs. The structure has undergone multiple additions and alterations, mainly to the rear. According to historic maps, the structure was initially rectangular in form. Originally a one-and-a-half story residence, the rear portion of the house was eventually raised to accommodate a full second story. Other alterations to the rear include a shed roof board and batten addition and screened in porch. A detached garage structure located southeast of the residence appears to be a later twentieth century addition.

This property has appeared once before the Architectural Review Board. In 2008, an application was approved to remove a rear deck and construct a screen porch; enlarge a board and batten rear addition; and construct an arbor connecting the house to the garage.

## SCOPE OF WORK

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1. Demolish existing non-historic garage.
2. Construct new enclosed garage structure flanked by carport areas to the north and south.
  - a. The proposed structure would be located to the west (rear) of the main structure. It would measure 34'-0" wide by 64'-0" deep. The structure would sit 17'-0" east of the west property line.
  - b. The enclosed garage portion would measure 34'-0" wide by 24'-0" deep. Each open carport area would measure 20'-0" deep.
  - c. The height of the enclosed garage would be 10'-0" at the side walls with a roof height of approximately 20'-4".
  - d. The garage and carports would rest on a concrete slab foundation.
  - e. The open carport areas would each be topped by a slightly sloping roof supported by four (4) paired 8x8 timber columns with timber wrap trim detail on the lower third of each pair. The column pairs would be evenly spaced across the north and south elevations. The height of the open carport areas would measure 8'-7" high at the outer ends and approximately 12'-0" high at the inside ends adjacent to the enclosed garage.
  - f. The garage structure would be covered by a gable roof, with shed roof projections covering the flanking carports. The roofing structure would be clad in Galvalume 5 V-crimp metal roofing.
  - g. The walls would be clad in a combination of board and batten cementitious siding on the top portion of the elevations, with cementitious clapboard siding covering the lower 4'-0" feet along the elevations.
  - h. The north and south elevations would mirror each other with one (1) 9'-0" wide by 7'-0" high upward action sectional garage door located on the west end of each elevation; and a pair of doors, each measuring 2'-6" wide by 6'-8" high located on the east end of the elevations.
  - i. The east and west elevations would mirror each other with two (2) six-over-six wood windows measuring 2'-8" wide by 5'-0", evenly spaced and centered on the elevations. A 2' x 2' two-over-two fixed window would be located in the gable.
  - j. Timber frame awnings would top the six-over-six windows. Each awning would project 3'-0" from the west wall at a 45-degree angle and would be supported by 4x4 timber brackets. 5 V-Crimp metal roofing would top the awnings.

3. Install site improvements
  - a. A new concrete driveway would be installed along the west side of the structure and would open up to a paved parking area to the rear of the dwelling.
  - b. A 5'-0" wide brick walkway would connect the house to the east side of the carport, jogging along the east side of the proposed parking area.

## **APPLICABLE STANDARDS** (*Design Review Guidelines for Mobile's Historic Districts*)

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1. **12.0** Demolition Guidelines
  - Consider the current significance of a structure previously determined to be historic.
  - Consider the condition of the structure in question. Demolition may be more appropriate when a building is deteriorated or in poor condition.
  - Consider whether the building is one of the last remaining positive examples of its kind in the neighborhood, county, or region.
  - Consider the impact that demolition will have on surrounding structures, including neighboring properties, properties on the same block or across the street or properties throughout the individual historic district.
  - Consider whether the building is part of an ensemble of historic buildings that create a neighborhood.
  - Consider the future utilization of the site.
  - If a development is proposed to replace a demolished historic structure, determine that the proposed replacement structure is consistent with the guidelines for new construction in historic districts.
2. **9.1** Design an accessory structure to be subordinate in scale to that of the primary structure.
  - If a proposed accessory structure is larger than the size of typical historic accessory structures in the district, break up the mass of the larger structure into smaller modules that reflect traditional accessory structures.
3. **9.2** Locate a new accessory structure in line with other visible accessory structures in the district.
  - These are traditionally located at the rear of a lot.

**ACCEPTABLE ACCESSORY STRUCTURE MATERIALS** Materials that are compatible with the historic district in scale and character are acceptable.

These often include:

- » Wood frame
- » Masonry
- » Cement-based fiber siding
- » Installations (Pre-made store-bought sheds, provided they are minimally visible from public areas)

**UNACCEPTABLE ACCESSORY STRUCTURE MATERIALS** Materials that are not compatible with the historic district in scale and character are unacceptable.

These often include:

- » Metal (except for a greenhouse)
- » Plastic (except for a greenhouse)
- » Fiberglass (except for a greenhouse)

## **STAFF ANALYSIS**

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The dwelling at 1573 Fearnway is a contributing resource to the Old Dauphin Way Historic District. The application under review seeks approval to demolish the existing garage located to the south (rear) of the historic structure and to construct a new freestanding garage and carport structure.

When demolition of a structure is proposed, the *Guidelines* direct that the condition and significance of that structure be considered along with the impact that the demolition will have on the street. The cinder block garage proposed for demolition at 1573 Fearnway is not historic and was likely constructed in the late twentieth century. It does not contribute to the historic or architectural character of the property and its deletion would not impair the integrity of the property. (12.0)

The *Guidelines* require new accessory structures to be subordinate in scale to that of the primary structure. At approximately 21'-0", the height of the proposed building is taller than most one-story accessory structures. The rear portion of the main residence has been raised to a full two-story height and measures over 24'-0" high, making the proposed garage/carport subordinate in height. Although the proposed garage/carport structure expresses a somewhat larger footprint than typical historic accessory structures in the surrounding area, its design breaks the structure into smaller scaled modules with the enclosed garage in the middle with flanking carports. This design technique, along with the spacing between the main residence and the garage/carport on the large lot serves to visually reduce the massing and create more compatible proportions. (9.1)

Accessory structures should be placed behind or to the side of the primary structure on a property and be composed of materials that are compatible with the primary structure and the district. (9.2) The proposed structure would be placed to the rear the existing house, in accordance with the *Guidelines*. The structure would employ materials considered approvable under the *Guidelines*. The metal roof may be considered incongruous with the primary historic structure.

# Site Location – 1573 Fearnow Street

## ARCHITECTURAL REVIEW BOARD VICINITY MAP



APPLICATION NUMBER 4 DATE 1/15/2025  
APPLICANT Ben Cummings on behalf of Brad and Linda Jensen  
PROJECT Demolish existing detached garage. Construct a new one-and-a-half story garage and carport structure



## Site Photos – 1573 Fearnway Street

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1. View of property, looking SE



2. View of south (rear) elevation, looking NE



3. View of existing garage, looking E



4. View of rear elevation and garage, looking NE





**DRAFT**  
NOT FOR CONSTRUCTION  
**DRAFT**

**A NEW GARAGE**  
for  
**BRAD & LINDA JENSEN**  
1573 FEARNWAY  
MOBILE, AL 36604

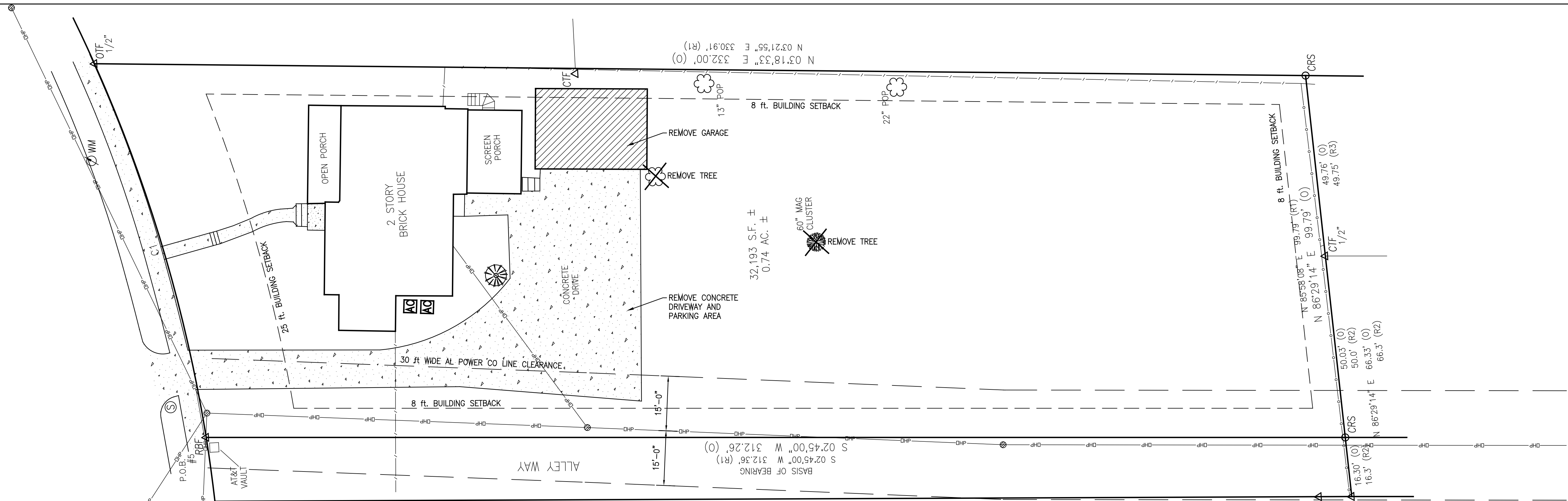
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REVISIONS
MARK   DATE

SHEET NAME  
**SITE PLANS - OVERALL**  
PROJECT NO. 2024-02B  
DATE 2024  
SHEET NO.

**SP-1**

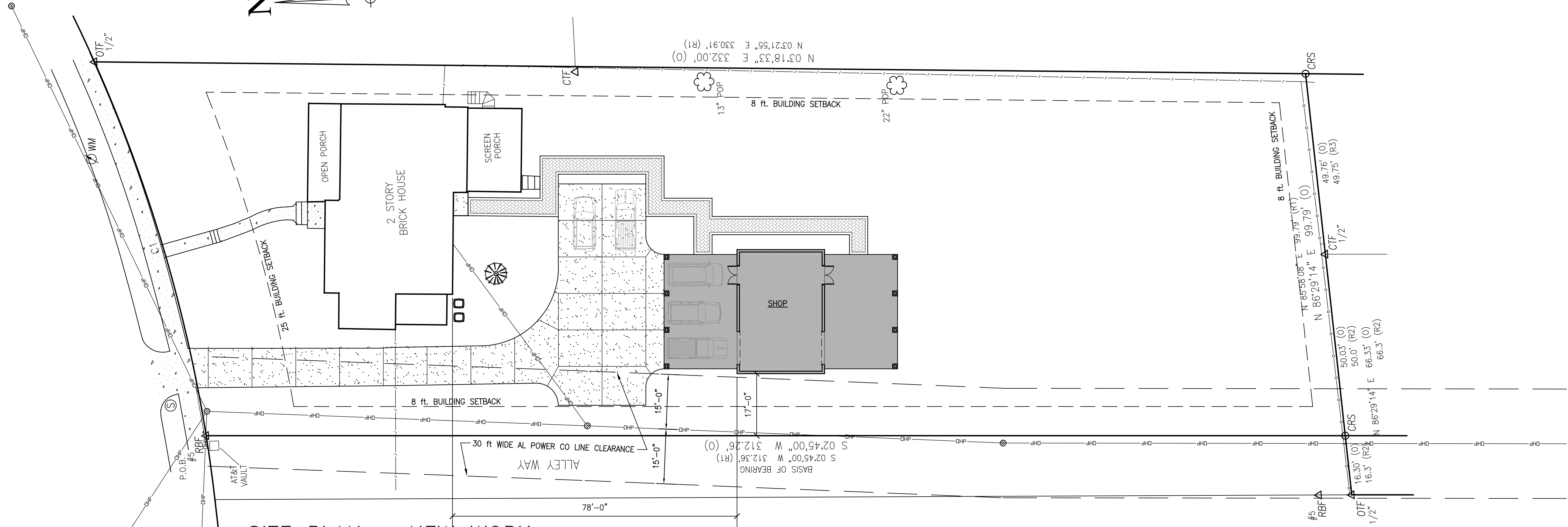
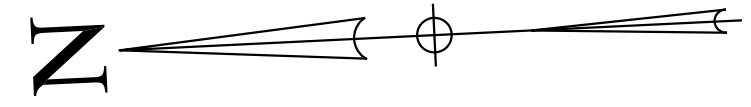
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HALF SCALE SHEET IS 11" x 17"



**SITE PLAN - EXISTING**

0 4' 8' 16' 24' 32' 40' 48'

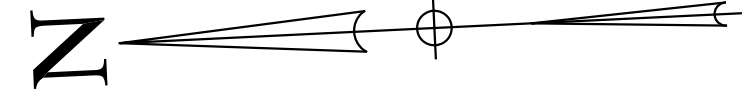
SCALE: 1/16" = 1'-0"



**SITE PLAN - NEW WORK**

0 4' 8' 16' 24' 32' 40' 48'

SCALE: 1/16" = 1'-0"





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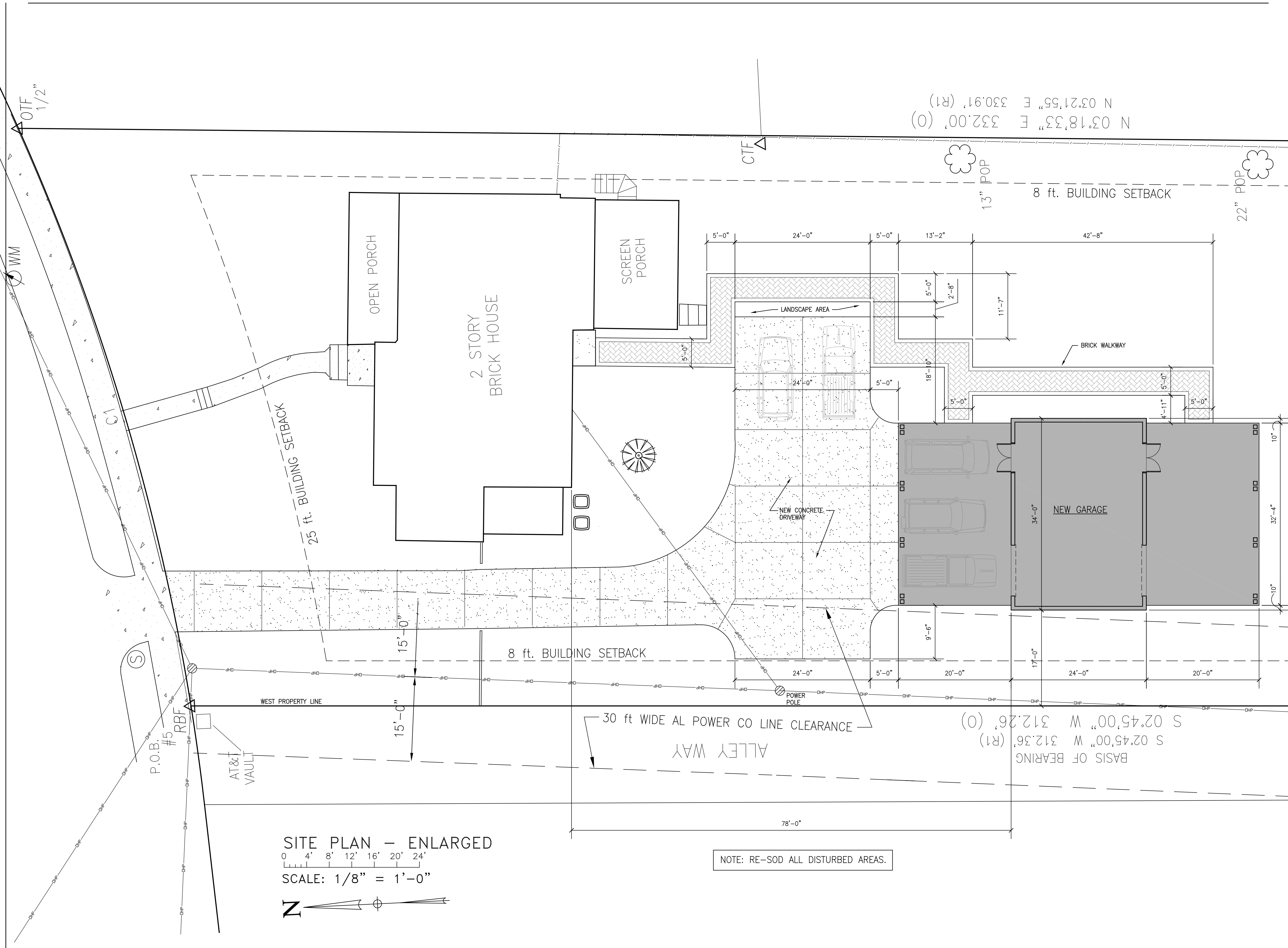
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REVISIONS	MARK	DATE

SHEET NAME  
**SITE PLAN - ENLARGED**  
PROJECT NO. 2024-02B  
DATE 2024  
SHEET NO.

**SP-2**

FULL SCALE SHEET IS 22" x 34"  
HALF SCALE SHEET IS 11" x 17"



**SITE PLAN - ENLARGED**  
SCALE: 1/8" = 1'-0"

NOTE: RE-SOD ALL DISTURBED AREAS.

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**A NEW GARAGE**  
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1573 FEARNWAY  
MOBILE, AL 36604

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REVISIONS	
MARK	DATE

SHEET NAME  
**FLOOR PLAN**

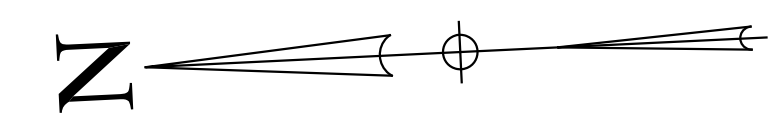
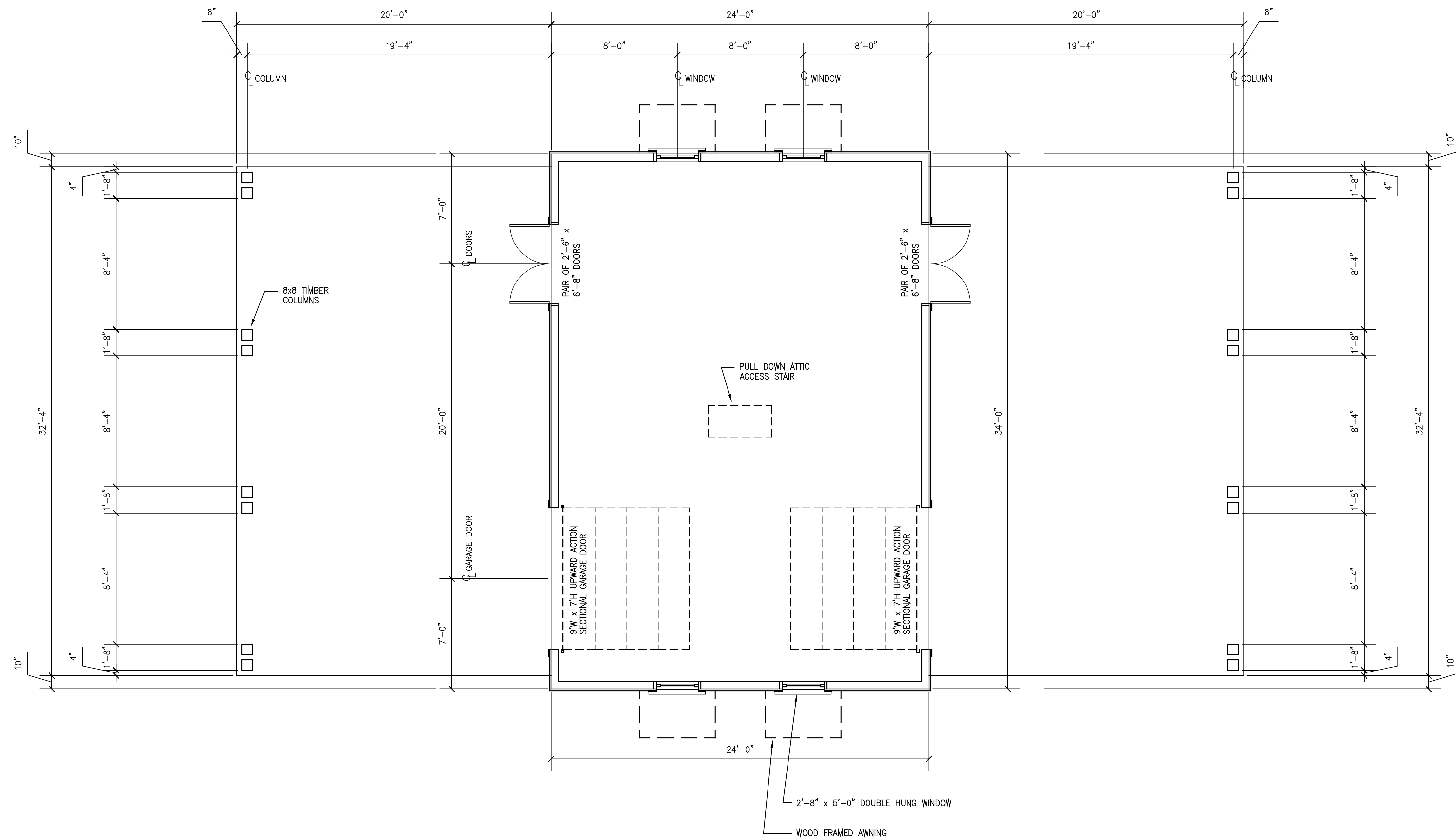
PROJECT NO. 2024-02B

DATE 2024

SHEET NO.

**A1.1**

FULL SCALE SHEET IS 22" x 34"  
HALF SCALE SHEET IS 11" x 17"



**FLOOR PLAN**  
0 3' 6' 9' 12'  
SCALE: 1/4" = 1'-0"

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REVISIONS	
MARK	DATE

SHEET NAME  
**ROOF PLAN**

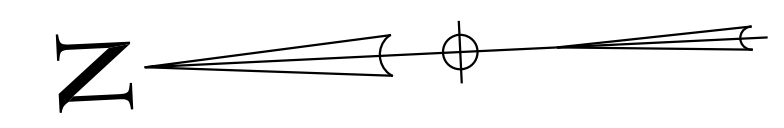
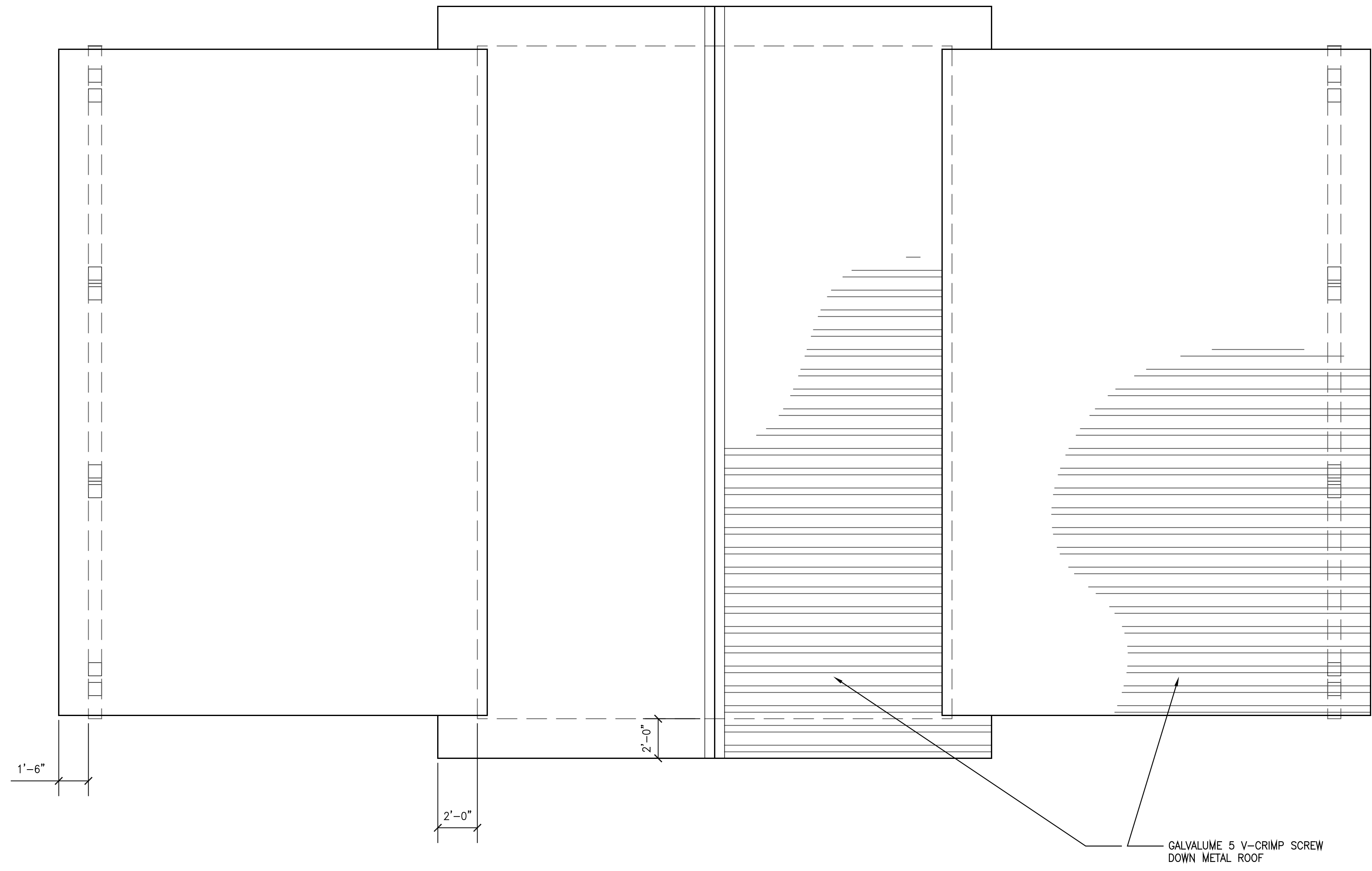
PROJECT NO. 2024-02B

DATE 2024

SHEET NO.

**A1.2**

FULL SCALE SHEET IS 22" x 34"  
HALF SCALE SHEET IS 11" x 17"



**ROOF PLAN**  
0 3' 6' 9' 12'  
SCALE: 1/4" = 1'-0"

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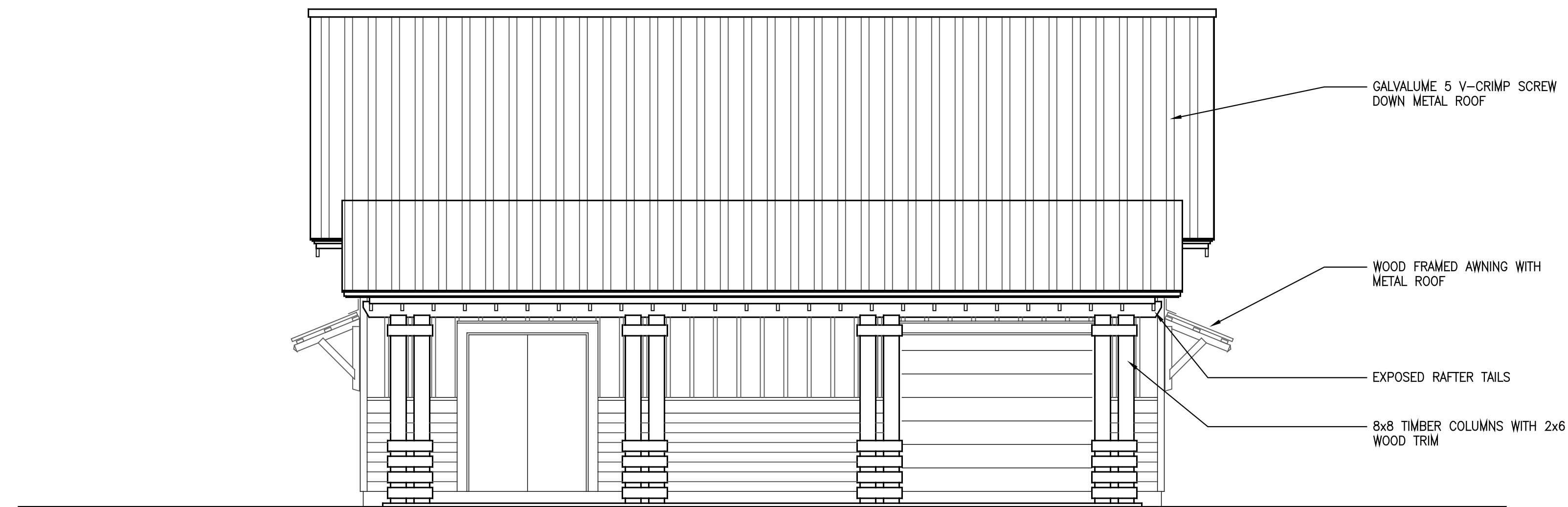
REVISIONS	
MARK	DATE

SHEET NAME  
**EXTERIOR ELEVATIONS**

PROJECT NO. 2024-02B  
DATE 2024  
SHEET NO.

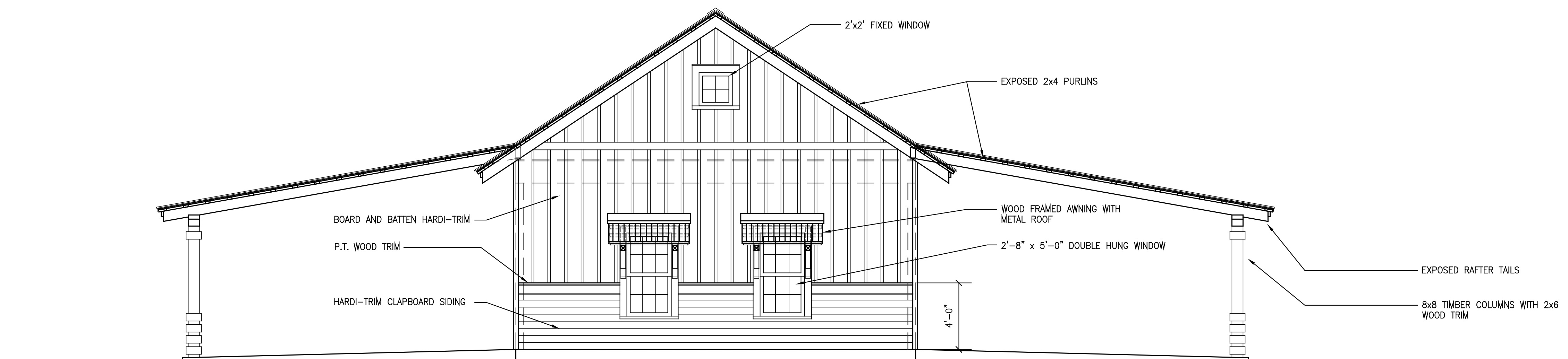
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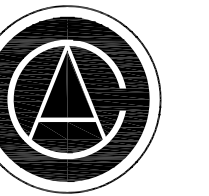
NORTH & SOUTH ELEVATIONS (both elevations are similar)

0 3' 6' 9' 12'  
SCALE: 1/4" = 1'-0"



EAST & WEST ELEVATIONS (both elevations are the same)

0 3' 6' 9' 12'  
SCALE: 1/4" = 1'-0"



**CUMMINGS**  
ARCHITECTURE  
CORP

One Houston Street  
Mobile, Alabama 36606  
TEL 251.433.9600

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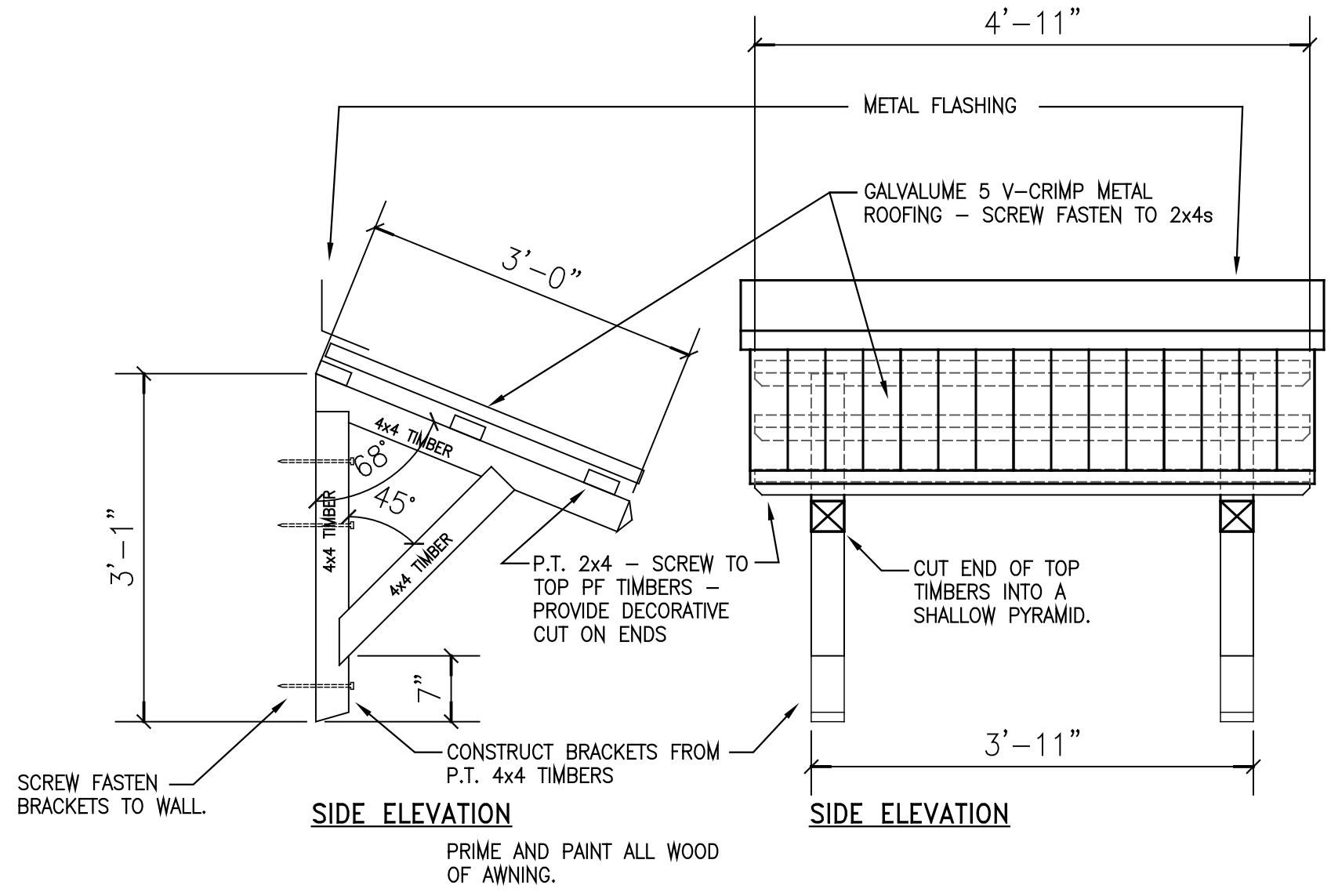
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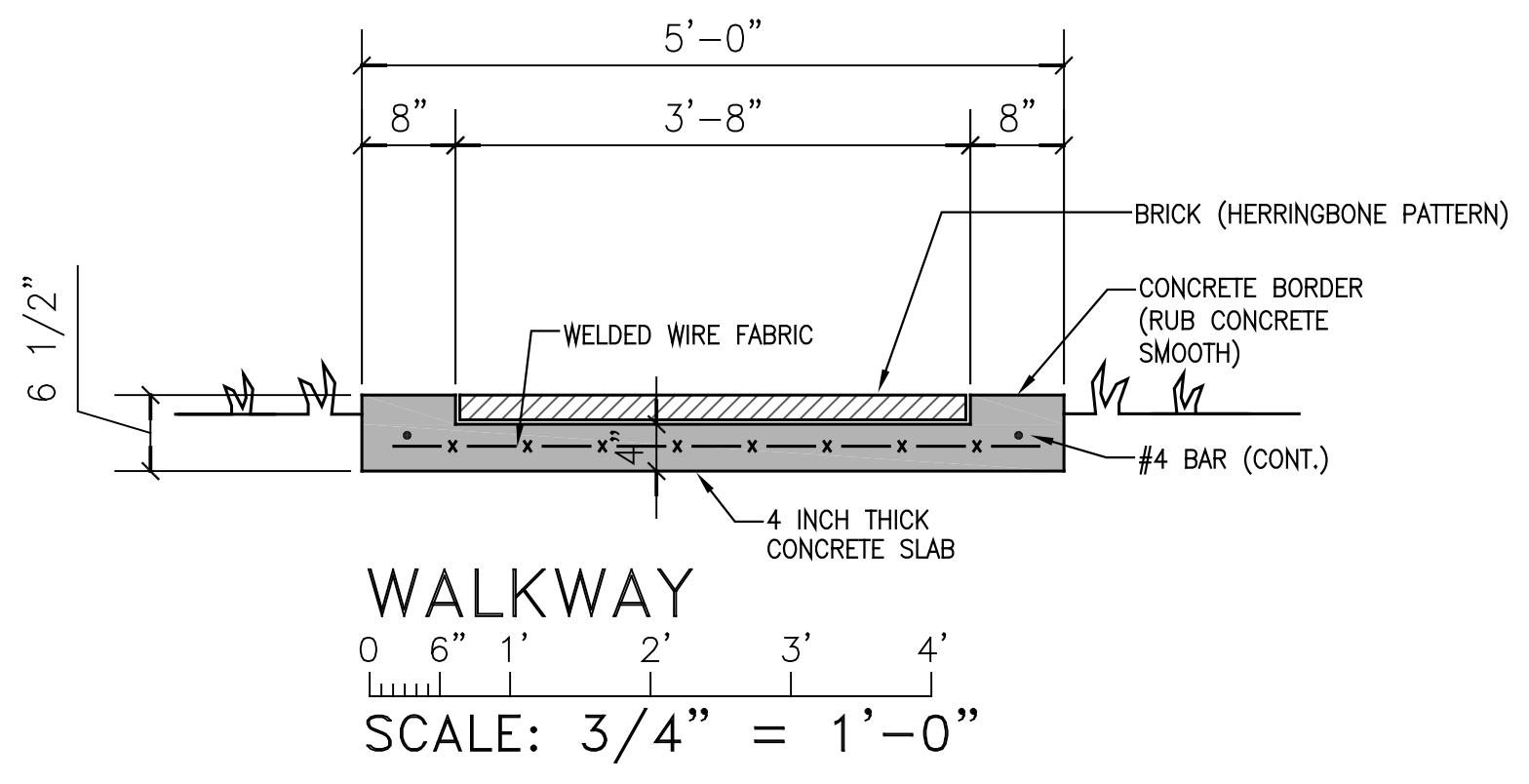
REVISIONS	MARK	DATE

SHEET NAME  
**WALL SECTION**  
PROJECT NO. 2024-02B  
DATE 2024  
SHEET NO.

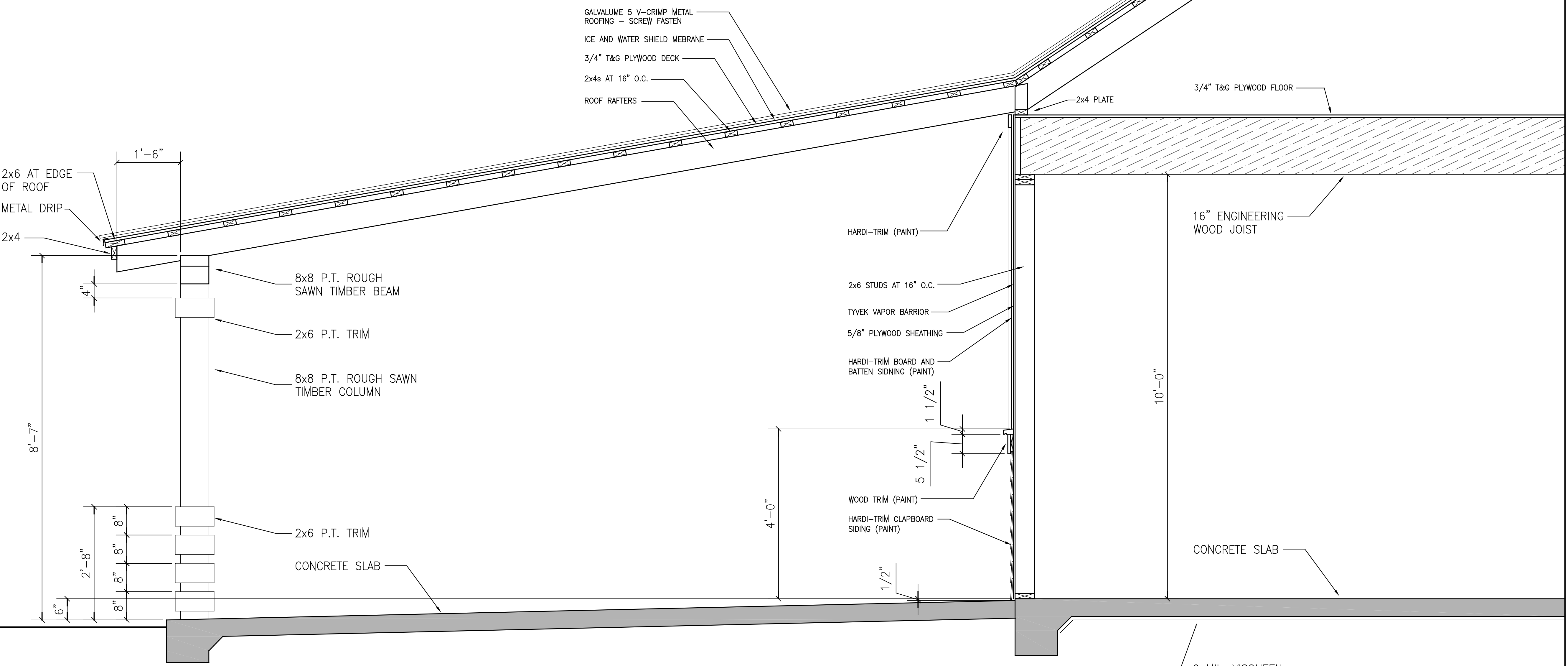
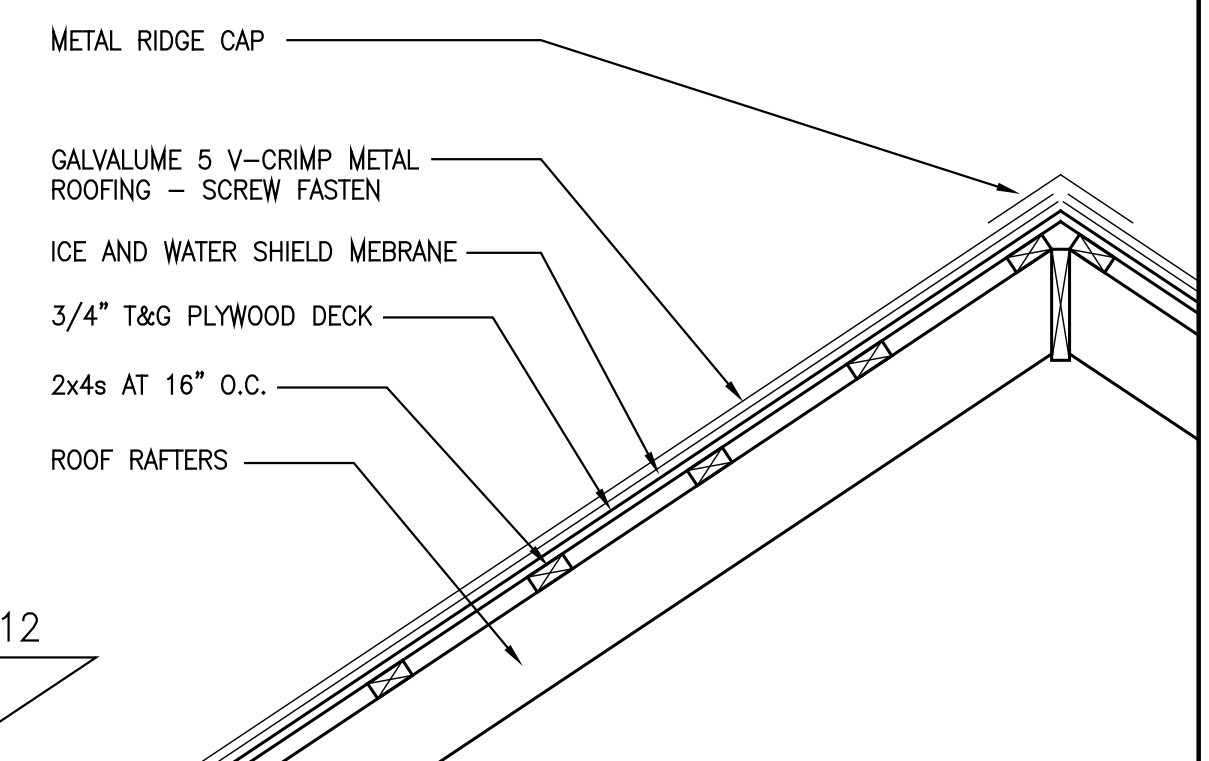
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HALF SCALE SHEET IS 11" x 17"



**AWNING DETAILS**  
SCALE: 3/4" = 1'-0"



**WALKWAY**  
SCALE: 3/4" = 1'-0"



**WALL SECTION**  
SCALE: 3/4" = 1'-0"