

**MINUTES OF HISTORIC PRESERVATION COMMISSION MEETING
CITY OF KENNESAW
Council Chambers
May 19, 2023
8:00 AM**

- I. Call to Order / Roll Call
- Chairman calls the meeting to order at 8:01 a.m.
 - Roll Call: Kevin Whipple, Patrick Gallagher, Rachel Butler, Mike Ferguson, Sharon Blandford, and John Greene
 - Staff present : Darryl Simmons (Zoning Administrator) and Albert Trevino (Assistant Zoning Administrator and Planner)
 - Speakers present: Kevin Whipple (Vice President of CSC Design, Inc.) and Miranda Taylor (Economic Development Specialist)
- II. Approval of Meeting Minutes from March 17, 2023 (Regular Meeting) and April 17, 2023(Special Call)
- Chairman Whipple calls for a motion to approve meeting minutes from March 17th and April 17th as submitted
 - Motion of approval by Commissioner Ferguson
 - Second by Vice-Chair Gallagher
 - Chairman Whipple proceeds with a roll call for approval.
 - **All in favor, 5-0. Both Meeting minutes are approved.**
- III. Financial Report
- Mr. Darryl Simmons comes to the podium and states “The final balance is \$23,378 in addition to the \$1000 that is budgeted under planning and zoning for additional training.”
 - Commissioner Butler asks for clarification on the use of the funds in the account.
 - Mr. Simmons states the \$23,000 will be used to help out structures in the district and they are still looking for ways to leverage that money and add to it through grants and other federal/state programs. The \$1,000 is for regular administrative expenses like training or education.
 - Chairman Whipple asks if there are any questions or comments on the financial report as submitted. After no response he proceeds to calls for a motion to approve the financial report.
 - Motion of approval by Commissioner Blandford.
 - Second by Commissioner Butler.
 - Chairman Whipple proceeds with a roll call for approval.
 - **All in favor, 5-0. Financial report approved.**
- IV. New Business
- A. COA2023-08 – 2820 Cherokee Street (20013802010) Depot Park**
- Chairman Whipple and Commissioner Butler recuse themselves before presentation.
 - Mr. Trevino comes to the podium and introduces the new business item. He states “This project located at 2820 Cherokee Street is our Historic Depot Park. The structure that is for

discussion and for recommendation is for the Historic train depot station. The applicant on this project is CSC Design Inc. This is currently an active construction site right now and the improvement is for a brand new amphitheater, new restrooms, updating the nearby historic Carrie House, and updates to the deck leading to the train depot. The project was approved back on June 17, 2022 with a few conditions.

- o Condition 1: 80% complete construction documents be presented to identify any changes from the design phase
 - o Condition 2: Preliminary site landscape plan be presented.
 - o Condition 3: Final colors and new side entry door designs and specifications for the restrooms be presented.
 - o Condition 4: If concrete decking for the train depot is a cost saving that information needs to be presented to the Commission as well as colors and concepts.
 - o Condition 5: Any structural changes to the train depot be presented.
- Mr. Trevino continues that we are here because some issues have been identified when the deck was removed. The applicant has come before you today to go further into details about what they discovered.
- Mr. Kevin Whipple (Vice President of CSC Design, Inc.) comes to the podium and gives a presentation showing the details on the site plans for the Depot Station. He states “As previously submitted, we are working on the depot park phase eight across the train tracks over there. To go back to the other conditions that were part of the original approval, we will be submitting to you elevations of the restrooms with the final paint colors. We're still going back and forth with the city a little bit on that. There have been no other modifications to the other components of the depot Park phase eight project that includes the Carrie House, the amphitheater, the restrooms outside of paint color, and we're going to talk about the depot itself here in just a minute. So just as a little update as to the project, you've probably seen the construction going on its all fenced off. The Carrie House interior improvements are proceeding with no issues. They're about to start on some of the deck repair that was in the originally submitted drawings for the Carrie House. The Amphitheatre stage itself, the structural steel, should be on site hopefully next week and so you'll start to see that go vertical, which would be pretty exciting. They poured the slab for the restrooms. Wednesday or Thursday of last week so that's also going to start to go vertical here pretty soon. The main item that we're here to talk about is the train depot itself. So as originally submitted, the intent for the depot was just to replace the existing deck that went around the back kind of third of the depot. This floor plan here kind of shows the extents of the original deck. Cherokee Street is to your plan left and the tunnel underneath Main Street is plan right. You can see the deck that extends around the main rectangle of the depot on the plan north side, the plan east side and part of the plan South side. When the deck was removed, it became evident that there was significant structural damage to that portion of the underside of the depot. That was that the deck abutted too, so we had not just rot on the true board and batten siding, but we also had termite damage. There is rot damage to the structural beams that support the freight side of the depot, which is the raised portion. The depot is split between a lower level, which is the museum portion which you access on grade, and then there's like a 28 inch floor change inside the depot to the taller freight portion, which you see that big green door on the top left photo. That is basically what the freight portion of the depot was and that deck was there to access that higher portion of the depot. As part of the deck removal, we had a structural analysis performed of the grade and conditions underneath the depot itself. It's very tight underneath there so our structural engineer had to kind of scurry as best he could. There are portions of the depot that are truly inaccessible and that portion is the museum, which sits closest to Cherokee Street and is on grade. The floor framing system actually resides below grade, so it is wood basically sitting on dirt or on some concrete runners and any water that gets underneath there, which has been an issue just kind of sits in this mud pit, and has nowhere to go. To our understanding from talking

with the city, the floor of the museum, the lower portion was replaced more than eight years ago, and it was actually replaced from inside the museum. They ripped the original floor out, replaced the floor joists, put a floor back down because they couldn't get access to it from any other way. Once this structural damage was uncovered, we realized that we already had water intrusion issues underneath the museum itself, and we had structural issues with the freight portion of the depot. It was decided that in order to save this historic city asset, the best solution would be to raise the depot up and set it on our new foundation. Very similar to the Carrie House, which sits on the other side of the property, you see it sits on a big tall concrete foundation. The Carrie House was actually relocated from its original location as part of the street realignment projects back in the day. Our proposed solution here is to lift the depot up. We're going to pour a new roughly 30 inch tall concrete foundation wall around the main structure and the perimeter of the depot. We're then going to set the depot back down on this new foundation. The crawl space will be totally encapsulated to keep water from getting back in underneath that depot. We will have to do some structural repairs to some of the beams that are unsalvageable around the depot. We don't know the full extent of that at this time until the depot is lifted up and we can actually get access to see more of the damage. The site plan can give you a little bit of context. The depot sits on the lower left corner, the rectangle directly to the right is the new restroom building. This is the new proposed deck layout around the depot. We have stairs that will access from the main depot park itself. We'll have entry stairs at two locations and we will still have the ramp in its current configuration. Between us and the restrooms to get access to the main level of the deck. This will give us ADA access to the museum portion. We then incorporate another set of stairs and another ADA ramp to get from the main deck elevation up to the freight. The biggest change is obviously we're raising the whole depot up, setting it on a new foundation and we're expanding the scope of the deck replacement to kind of a new deck design to account for ADA access to both the lower and upper levels and to just kind of let it tie in a bit better. We have planters located on each side of the entry stairs that go up to deck. The elevations show the deck being raised up approximately 30 inches. It will have a pressure treated post and pre finished aluminum rail system which is identical to what we proposed on the Carrie House. It will have led CAP lights on each of the posts, just for ambient lighting. There is site lighting provided by site light poles throughout the park itself. We aren't really proposing any additional site lighting. Well, here's some details of the different stairs and ramp. We have a little mechanical screening that we have to do on the Cherokee side. There's an existing mechanical unit or two that sit over there. These are now going to be raised up and put on top of the deck, and then we're going to screen them with a composite wood material. This is the planter design and these will be clad in a composite wood material similar to a tracks same material we're going to use for the decking of the depot as well. We're trying to find materials that will be longer lasting than the normal five quarter deck boards that were out there. We're using tracks for the main deck surface and where we have some horizontal siding like around the planters and around the mechanical screening we're going to use the same composite material.

- Commissioner Ferguson asks if the ramps will be made out of the tracks also.
- Mr. Whipple says “Yes the ramps would be out of tracks and then we have them designed to kind of terminate into a concrete kind of lip at the end because it's always tough to terminate those ramps at grade. So yes, they will be made out of tracks for The Walking surface as well”.
- Commissioner Ferguson asks if the ramp to access the higher level only from Main Street side.
- Mr. Whipple responds “the ramp to access the higher level is actually from the track side from the CSX track side of the building. It would face Burger Fi and part of the reason for that is the ramp has to extend a little bit past the depot main building. We put the ramp on the back track side so we can put the nicer looking kind of stairs up to the freight on the park facing side of the depot. You would come up 1 ramp and actually turn and then go

right up the other ramp. A part of that reasoning is we're improving access to the freight room with the thought of things like pictures with Santa. You have an entrance on one side and then you kind of go through the freight and exit out the backside to help with some of the flow. These are just typical details showing that bottom right photo with this two sets of stairs. That is what you would see from the park side looking at the stairs that go from the deck up to the freight room. It would be covered in screen with that tracks on that lower portion where you see the framing to form the stairs and the landing. The top ramp is the one that runs between the depot and the restrooms. That's the one that goes from grade up to the main level of the deck. The image below is the ramp that's on the trackside, and that runs from the deck up to the freight room. It's a lot of circulation and a small amount of area unfortunately, but it's the cards we were dealt once we realized the structural issues and degradation of the existing foundation of the depot. The different materials that are proposed on the left hand side is the tracks we haven't at this time finalized the color, but it will likely be able to imagine one of the brown tones. The intent is to repaint the depot, but we're going to be matching the exact same colors that are on there right now. That was a city request to just have the depot repainted. It's going to be the same yellow with green accents. These are structural details but the intent is that this deck will basically be restating or only attached to the new concrete sub wall and not physically attached to the depot at all. As we realized that was part of the issue originally with that original deck. Being up against the depot that allowed water to get trapped between the depot and the deck and cause some of the degradation as well as limited access for termite treatment. There will be no physical attachment and that goes for the hand rails and guardrails as well. Currently there are hand rails that are screwed into the side of the depot. All of our hand rails right now are free standing, so they'll be mounted to the deck itself and not to the depot. At the depot right now are actually steel beams that are going to be lifted and jacked up using steel beams that are going to run from the park side to the track side, through the underside of the foundation. You're going to see the depot floating in the air about 6 feet for a while, if not more. We then have to go underneath it with the bobcat and pull out all of the unsuitable dirt and silt that's been built up over the years. Then we're going to bring back new dirt, new gravel and a membrane and put it over the dirt inside the foundation walls. Once the Depot is laid back down on that foundation, those steel beams will slide out and where those pockets were for the steel beams, we turn those into foundation vents to allow for air movement almost identical to what you see over at the Carrie House. For the most part, where the previous trim board was located up against the building that will be covered with our ramps, but it will be visible now that we've got the deck down. Our proposed solution for that is basically, replace and repair the damage from this trim board down. We're proposing to go back with a Hardy fiber cement panel and Hardy or fiber cement battens as well. It's a more suitable material for longevity and we didn't want to try and match exactly with what was here because we want it to be known that this was a replacement detail for HPC guidelines as well. It's all going to get painted out to match from top to bottom, so we're trying to keep it as historical as we can, but understanding that that area was just a complete loss of those materials. I am happy to answer any questions."

- Vice-Chairman Gallagher asks if there was any analysis done to the depot instead of jacking it up and then replacing it with a concrete foundation.
- Mr. Whipple responds "We looked at multiple different options because lifting this whole thing up was not really our go to but the issue is we have no access. We would have to lift the building up in some form or fashion. The concern is that we don't want to create a true basement condition and we would get into plumbing issues. We're hopeful when it gets lifted out there isn't any additional degradation of the rim joists around the perimeter of the building, but we just don't know until it's lifted up and we can get our eyes on it".
- Commissioner Greene asks if you're looking at the finished product from the ground to the deck, is there some kind of screening because it's it lifted up fairly high.

- Mr. Whipple says “Because we’re wrapping this entire foundation with this deck, you won’t actually see the concrete. There’s only a perimeter rim joist that’s a 2 by 12, actually a couple 2 by twelves. So you’ve only got maybe 12 to 18 inches between the bottom of the rim joist and grade. Our intention is to run some 2 by 6 pressure treated timbers that are going to be stained to match the same color as the deck and that’s really just to prevent people or kids from going underneath there. It’s very tight, but we’re going to screen that around the whole perimeter and we will have an access location for the city maintenance staff as well.”
- Vice-Chair Gallagher states a question regarding the change in the deck configuration that encompasses the entire perimeter of the depot and references section 6.5.03 of the HPC guidelines that says new decks and balconies must not obscure significant character finding features of the historic building.
- Mr. Whipple responds “Unfortunately we’re up against some code requirements in that regard. The original deck I believe was 20, something inches above grade, and that doesn’t require a guardrail. Now we are 30 inches above grade, which requires a guardrail around the perimeter for fall protection and safety. We looked at a couple of different options and that’s one reason we located that ramp that goes from the main deck to the freight on the back of the building because it’s a necessity for ADA. We wanted to keep that look from the main park where most of the patrons will be looking at the depot a bit more unobscured, but they can still see the depot through that. We also tried to use thin aluminum ballisters for the infill versus normal 1 by 1 pickets, so that it’ll be a little bit thinner material and you can see through it a bit better. We did the best we could when relating to ADA fire and building codes since the deck unfortunately is estimated 30 inches. It might be a little bit higher. We don’t know for sure until we get all that work done so we’re going on some assumptions”.
- Mr. Simmons chimes in and says it’s been a struggle with historic restoration in Kennesaw and balancing that with ADA and some of the Fed requirements and the fire marshal. The design was not to obscure the natural the architectural features, but at the same time that some of the requirements was non-negotiable as far as ADA. He thinks this was the best solution that would balance the two while highlighting the architectural character of the Depot, but at the same time not exposing the city to any ADA or access problems with the fire Marshall.
- Mr. Whipple states “We have also indicated to the general contractor in these construction documents, I’m not don’t recall the section, but there’s a section of the HPC for when the structure is moved and the requirements for that. Since we’re not moving this off of its original site, we’re just going to lift it and set it back down. We did request and require the reference to the section of the HPC regarding Habs level photography, so we will have the general contractor conduct photography of both the exterior and the interior. We, as the architects, already have a lot of that photography as well, but we have indicated that the GC is required to provide that just in case during this move something should happen. We’ve got the photographic evidence to show how it needs to be put back and or those photos can be put in the archive for record as well with the city”.
- Vice-Chair Gallagher asks the post lights takes away from the historic characteristics of the building and was there any thought to using building carriage mount lighting or as opposed to lighting along on posts.
- Mr. Whipple states “the intention was to not touch anything on the depot except for some outlets. There is a lot of exterior wall box outlets attached to the outside of the depot so those are being pulled out and replaced to be flush mounted. Nothing else is being touched on the Depot itself. The post cap lights is limited to the new construction portion only and it will match what was proposed and approved on the Carrie House for the perimeter of the deck and for the ramp that it is existing up to the Carrie House from Sardis. The long ramp that extends up that was added for ADA, will have the same post cap lights so that it would tie these pieces together. It’s more of just some character lighting and it might be a little bit

of path lighting, but the true lighting for the property as part of the park design is by using sight light poles that match what's already constructed in the previous phases of the park”.

- Commissioner Ferguson asks if the planters will be changed every season and the plants that are in them.
- Mr. Whipple says Public Works will be responsible for the planters and will be in charge of changing out the plants in them every season.
- Vice-Chairman Gallagher asks if there are any other questions from the Commissioners. After no response he calls for a motion.
- Motion by Commissioner Greene to approve the application as presented.
- Seconded by Commissioner Ferguson.
- **All in favor, 4-0. Motion approved.**

V. COAA Approval by City Staff and HPC Chair

A. COAA2023-07 - 2971 Moon Station Road– Administratively reviewed and approved on September 15, 2020, 2023.

- Mr. Trevino talks about the applications that have been approved between the April’s meeting to present day for Certificate of Appropriateness. He states the application didn’t trigger a full body approval and staff felt it could go through administratively. He states “This application came before you all on September 15th of 2020 and their request was for a brand new single family home. In the rear of the home, it included a detached garage as well as a little pad for carport so this is an amendment to their plan. They decided to go with an open wood beam carport with the metal roof. The applicant assured us that the metal on the roof will match the metal that is currently on the home. The wood and seams would also match the little accents on the primary house as well, so this was administratively approved.

VI. Public Comments

- Mr. Andrew Bramlett comes up to the podium to give an update on the Historic downtown talking tour. He says that is has been approved by the Events Committee and is scheduled for both September 22, 2023 at 2pm and 6pm and September 23, 2023 at 10am and 2pm. He says he has to get with the communications department about announcing this event on the city website. He will come back with an update on the budget for this project.

VII. Staff Comments

A. Update on Historic District standards consultant

- Mr. Simmons informs the Commissioners that a consultant has been chosen for the rewriting on the HPC and CBD zoning standards. The company Ethos is out of Savannah, Georgia and has a lot of experience with rewriting design guidelines. They have done design standards for the city of Richmond Hill, Thompson, and Savannah Georgia. The cost of the consultation is well below budget and we are looking at \$6,000-\$8,000. We are looking forward to working with this team and will keep the Commission updated on the progress as we proceed through this project.
- Mrs. Miranda Taylor comes up to the podium and talks to the Commission about updating the sign ordinance for our historic downtown area to create more appealing building signs. In other city downtown areas across the country, they have marquees and lighted signs on their buildings and it would be great to see things like this for Kennesaw.
- Mr. Trevino comes up to the podium and talks to the Commission about subscribing to the city's public portal website in order to get city communications. He walked them through a step by step on how to complete this.

- VIII. Adjourn
- Time: 8:57 a.m.