FINAL AGENDA
ZOOM Meeting of the
Historic District Commission of the Town of Greenwich
Wednesday, July 8, 2020 7:00pm

ZOOM CONFERENCE
Link: https://greenwichct.zoom.us/j/96104904636?pwd=WWtmeForaVIBTFZlMmVDeUcwc093dz09

Dial-in: 646 518 9805
Webinar ID: 961 0490 4636
Password: 9780475

1. CERTIFICATE OF APPROPRIATENESS
   0 Strickland Road [to be designated #33 Strickland road]
   Cos Cob, CT 06807
   Owner: Flouty Family Limited Partnership
   Represented by Heagney, Lennon & Slane, LLP
   Architect: Aris Crist Architects

   Continuation of meeting from February 12, 2020 concerning stipulations outlined from December 11, 2019 HDC meeting that include but not limited to incorporation of new design elements into portions of present structure and reconstruction/salvage of portions of present structure.

2. Demolitions

3. Minutes

4. Other Business

The Town complies with all applicable federal and state laws regarding non-discrimination, equal opportunity, affirmative action, and providing reasonable accommodations for persons with disabilities. If you require an accommodation to participate, please contact the Commissioner of Human Services at 203-622-3800 or alan.barry@greenwichct.org as soon as possible in advance of the event.
**Project summary.**

Construct an architecturally and historically appropriately designed carriage house whose outline is based on the existing structure but is transformed into the Second Empire carriage house that Amos Mead Brush might have built adjacent to his grand house had his financial circumstances been better at that time.

Retain the overall form, massing, and siting of the existing structure. Incorporate dormers, windows and doors that are architecturally and historically appropriate for that period.

To reestablish the architectural relationship of the proposed carriage house to the Second Empire main house at 31 Strickland Rd. by incorporating the details and character that would have been designed by the same project builder/architect in 1873 for a Second Empire structure; by incorporating the similar features of the Mansard roof proportions, overhangs, siding, and roofing to be reflective of the main house at 31 Strickland Rd, and to strengthen the hierarchical relationship of the proposed carriage house as a secondary structure to the main house which would have been subservient to it but similar in character.

Maintain the Strickland Road streetscape.

**Materials, finishes and design features:**
(See annotations on plan A 2 )

- The sloping sweep of the Mansard roof is in keeping with the sweep on the original portion of the house at 31 Strickland Road and will be clad with cedar shakes, as currently found beneath the asphalt on the existing structure. Cedar was most likely the original roofing material and is a historically and architecturally appropriate choice for that period. The shallow, upper portion of the roof will have an EPDM membrane roofing to mimic the black tar coating that was used at that time to shed
water. The adjacent house roof seems to have the same covering. This part of roof is virtually invisible from Strickland rd.

- The exterior walls will have 5/8” beveled cedar clapboard siding, primed and painted

- The windows shown on are two over two lites, similar to the present windows in the existing structure.

A feature of the front wall elevation, inspired by and a reflection of the structure being replaced, are two fixed wall panels mimicking barn doors, located on either side of the front door. These panels are an integral part of the wall and will be painted the same color.

- Exterior paint proposed is White Dove, a historically appropriate color.

- The massing of the proposed carriage-house is intended to approximate the outline of the existing structure and what might have been built by the original owner of the property who built the dwelling at #31 Strickland. There is historical evidence suggesting the owner had financial difficulties and might have built a cheap interim structure at that time, but which had deteriorated over the years through neglect and had been poorly repaired.

- The overall design is intended to recreate the hierarchical order of the main house and it’s supporting secondary structures; The features of the proposed carriage-house are to accentuate the secondary nature of its function thus the attenuated level of detailing compared to the original main house at 31 Strickland Road, which is both historically and architecturally appropriate.
Historical and Architectural background:

The property of Amos Mead Brush: Main house and Carriage House – c1873 – 1878

In 1873 Mr. Amos Brush built a grand Second Empire style home at #31 Strickland Rd. which is very similar to another contemporary house in Greenwich owned by Mr. Frances Tomes at the time. Amos lived in his house for only five years. In 1878, a newspaper notice announced, “Amos M. Brush, general store, is in bankruptcy” We can surmise that the construction of a structure for his carriages and horses was completed prior to 1878 but at a cost and a design well below that of his main house probably due to his dwindling financial situation.

Examination of tax records for this secondary structure (sometimes referred to as “barn”) reveal a depreciation in value – representing NO improvements. Further, when taking into account examination of 1920 Sanborn Atlas and Childe Hassam painted images of neighboring Brush structures, the Brush family did not perform any noticeable improvements to any structures – allowing neglect to become their distinguishing characteristic. Tax records in the '60s reveal that improvements had occurred to the secondary structure under its new owner, such improvements would have included new siding and asphalt on the Mansard roof, etc. These 1960s alterations on the carriage/barn explain the use of 3/8 finger-jointed siding and not the traditional 5/8 found on structures built in the late 19th century.

The building’s original purpose to store a horse and carriage/buggy on partial dirt ground has disappeared. The proposed development is to repurpose the form of a better designed carriage house into a new residence. The continuum of the proposed design being presented perpetuates the historic character of the property and retain the spatial relationships.
SITE DEVELOPMENT PLAN

33 STRICKLAND ROAD
COS Cob, CT

Prepared for:
FLOUTY FAMILY LIMITED PARTNERSHIP

INTERNATIONAL ARCHITECTURAL ENGINERNG, INC.
300 TOWER 2 - 288 HIGHWAY 27
MORRISTOWN, NJ 07960
PH: 973.365.1700
FAX: 973.365.1710
WWW.INTARCH.NET

GREEN SPACE:
Location Survey dated February 06, 2020, Site Development Plan uploaded 02/07/2020

SITE DEVELOPMENT PLAN

F-203-557-8944
E: jim@kousidisengineering.com
10-B First Street, Norwalk, CT 06855

LEGEND

GENERAL NOTES:
1. A HIGHWAY PERMIT IS REQUIRED FOR ALL WORK WITHIN THE TOWNS OF GREENWICH, FAIRFAX, MIDDLETOWN,
   AND SOUTHPORT.
2. ALL EXISTING CONDITIONS, TOPOGRAPHY AND UTILITY INFORMATION HAS BEEN OBTAINED FROM A MAP
   LOCATION SURVEY ENTITLED "ZONING LOCATION SURVEY" FOR FLOUTY FAMILY PARTNERSHIP LLC, DATED FEBRUARY 06, 2020.
3. INFORMATION ON EXISTING UTILITIES HAS BEEN COMPILED FROM VARIOUS SOURCES INCLUDING UTILITY
   COMPANY RECORDS, MUNICIPAL RECORD MAPS AND FIELD SURVEY AND IS NOT GUARANTEED CORRECT OR
   ACCURATE.
4. ALL CONSTRUCTION SHALL COMPLY WITH TOWN OF GREENWICH REQUIREMENTS, THE STATE OF
   CONNECTICUT BASIC BUILDING CODE AND THE CONNECTICUT GUIDELINES FOR SOIL AND EROSION AND
   STABLE STORMWATER MANAGEMENT. THE TOWN OF GREENWICH DRAINAGE MANUAL FEBRUARY 2012 AS AMENDED.
5. PRIOR TO ANY EXCAVATION THE CONTRACTOR AND/OR APPLICANT, IN ACCORDANCE WITH PUBLIC ACT 77-
   250, SHALL BE REQUIRED TO CONTACT "CALL BEFORE YOU DIG" AT 1-800-922-4455 FOR MARK-OUT OF
   LOCATION SURVEY DEPICTING "AS-BUILT"
6. PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY, CERTIFICATION MAY BE REQUIRED BY A
   REGISTERED PROFESSIONAL ENGINEER TO THE SATISFACTION OF THE ENGINEERING DIVISION, THAT
   ALL EXISTING CONDITIONS, TOPOGRAPHY AND UTILITY INFORMATION HAS BEEN OBTAINED FROM A MAP
   LOCATION SURVEY DEPICTING "AS-BUILT"
7. REMOVE STUMPS AND BRUSH FROM SITE, OR CHIP AND USE DURING LANDSCAPING. DO NOT BURY STUMPS
   IN LAYERS NOT TO EXCEED 8" IN THICKNESS. THE DRY DENSITY AFTER COMPACTION SHALL NOT BE LESS
   THAN 95% OF THE STANDARD PROCTOR TEST AND DONE IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM
   11. AREAS OF ASPHALT PAVEMENT THAT ARE DISTURBED BY THE CONSTRUCTION OF THIS PROJECT SHALL BE
   REPAIRED. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETERMINING ACTUAL LOCATIONS AND
   ELEVATIONS OF ALL UTILITIES INCLUDING SERVICES.
8. ALL INFILTRATION SYSTEMS MUST MEET THE STORMWATER INFILTRATION/RECHARGE DESIGN REQUIREMENTS IS
   THE CONTROL STRUCTURE SO ALL FLOW CONTROL DEVICES CAN BE ACCESSED FOR MAINTENANCE.
9. EACH BMP TO BE INSTALLED SHALL HAVE THE SOILS BENEATH THE BMP SCARIFIED OR TILLED TO IMPROVE
   INFILTRATION.
10. THE CONTRACTOR MUST CONSTRUCT THE BIORETENTION AREA FOLLOWING THE SPECIFICATIONS IN APPENDIX
    B OF THE TOWN OF GREENWICH DRAINAGE MANUAL. THERE MUST BE AT LEAST A 2 FOOT SEPARATION
    BETWEEN THE INFILTRATORS AND THE CONTROL STRUCTURE. ALL DETENTION/RETENTION SYSTEMS MUST USE A STRUCTURE SUCH AS A MANHOLE FOR
    CONTROL STRUCTURE. ALL DETENTION/RETENTION SYSTEMS MUST USE A STRUCTURE SUCH AS A MANHOLE FOR
    ELEVATIONS OF ALL UTILITIES INCLUDING SERVICES.
11. EARTH SLOPES SHALL BE NO STEEPER THAN 2:1 (HORZ.:VERT.).
12. GRADE AWAY FROM BUILDING WALLS AT 2% MINIMUM (TYPICAL).
13. TO OBTAIN THE CERTIFICATE OF OCCUPANCY THE SUBMITTAL MUST INCLUDE THE FOLLOWING:
    - ENTITLED "ZONING LOCATION SURVEY" FOR FLOUTY FAMILY PARTNERSHIP LLC, DATED FEBRUARY 06, 2020,
    - GREEN SPACE:
      - Location Survey dated February 06, 2020, Site Development Plan uploaded 02/07/2020
      - Information on existing utilities has been compiled from various sources including utility company records, municipal record maps and field survey.
    - Earthwork & Grading:
      - No slopes exceeding 4%.
      - Paving shall blend to existing grade and the edge of the concrete pavement smoothly with
    - Earthwork & Grading:
      - No slopes exceeding 4%.
      - Paving shall blend to existing grade and the edge of the concrete pavement smoothly with
14. FILL OR TOPSOIL SHALL NOT BE PLACED NOR COMPACTED WHILE IN A FROZEN OR MUDDY CONDITION OR
   THAN 95% OF THE STANDARD PROCTOR TEST AND DONE IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM
15. EARTH SLOPES SHALL BE NO STEEPER THAN 2:1 (HORZ.:VERT.).
16. GRADE AWAY FROM BUILDING WALLS AT 2% MINIMUM (TYPICAL).
17. ALL EXCESS MATERIALS SHALL BE REMOVED FROM THE SITE AND DISPOSED OF LEGALLY.
18. FLEXIBLE FAMILY LIMITED PARTNERSHIP

STANDARD NOTES:
1. A HIGHWAY PERMIT IS REQUIRED FOR ALL WORK WITHIN THE TOWNS OF GREENWICH, FAIRFAX, MIDDLETOWN,
2. ALL EXISTING CONDITIONS, TOPOGRAPHY AND UTILITY INFORMATION HAS BEEN OBTAINED FROM A MAP
   LOCATION SURVEY DEPICTING "AS-BUILT"
3. LEVEL OF MATERIALS IS REQUIRED FOR ALL WORK WITHIN THE TOWNS OF GREENWICH, FAIRFAX, MIDDLETOWN,
   AND SOUTHPORT.
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