

HISTORIC LANDMARK COMMISSION
STAFF REPORT

Lynn F. Morgan
Major Alteration
470-08-20

253 North L Street in the Avenues Historic District
August 6, 2008



Planning and Zoning Division
Department of Community
Development

Applicant: Lynn F. Morgan,
AIA

Staff: Robin Zeigler, 535-7758,
robin.zeigler@slc.gov

Tax ID: 09-32-308-020

Current Zone: SR-1A, Special
Development Pattern Residential
District

Master Plan Designation:
Avenues Community Master
Plan, Low Density Residential

Council District: District 3;
Council Member Jergenson

Acreage: .08

Current Use: single family
residential

Applicable Land Use

Regulations:

- 21A.24.080
- 21A.34.020 (G)

Attachments:

- A. Photographs of 1998
addition
- B. Photos of existing
building
- C. Photo from Tax
Assessor
- D. Copy of Survey Forms
- E. Site Plan
- F. Drawings
- G. Photos of Block Face:
L Street from 5th
Avenue to 6th Avenue
- H. Photos of Block Face:
5th Avenue from K
Street to L Street
Avenue

REQUEST

The applicant requests approval to construct a second-story addition, carport and shed on a contributing structure at 253 North L Street. The property is on the corner of 4th Avenue and L Street and has two block faces..

PUBLIC NOTICE

On July 23, 2008, notice was mailed to all property owners within 150 feet of the subject property, meeting the minimum notification requirement. Community Council Chairs, Business Groups and others interested parties were also notified through the Planning Commission's listserv. The agenda was also posted on the Planning Division's website.

STAFF RECOMMENDATION:

Staff recommends that the Historic Landmark Commission approve the Certificate of Appropriateness for the alterations as proposed.

VICINITY MAP



COMMENTS

Public Comments:

No public comment regarding this application has been received.

City Department Comments:

Please see attachment I.

BACKGROUND, DISCUSSION AND FINDINGS:

BACKGROUND

The structure at 253 North L Street is a two and one-half story, frame, dwelling constructed c. 1936. The design of the home is International with influences of Art Moderne. The house is considered “contributing” according to a draft survey currently in process for the Avenues.

The front porch was enclosed in 1959. A partial third story addition was administratively approved in 1998. The addition was set back from the main façade and continued the design of the curved wall and window with glass block found on the original house. (Please see before-and-after photographs in Attachment A. At an earlier date the basement garage was enclosed for living space using inappropriate materials and design.) The alterations in 1998 included reorienting the driveway from Fifth Avenue, the original entrance to the garage, to the North side of the building on L Street and enclosing the garage in a more appropriate manner for the style of the house. The design of the addition won an Historic Landmark Commission Award in 1999.

The applicant proposes to continue the upper story addition and deck facing L Street, creating a cantilevered carport on the main façade over the existing relocated driveway. The addition will be the same height (14’) as

the existing structure and match the existing structure in design and materials. A glass block window and a wood double door, to match existing windows and doors, will be the main design elements. The north side of the cantilevered carport will be screened with a six foot (6') high masonry wall located on the property line. The west side of the parking area will be screened with a twelve foot (12') high, stucco sided shed that includes a thirty-six inch (36") parapet wall to obstruct the view of a rooftop HVAC system.

ZONING CONSIDERATIONS

The property is located in a SR-1A Special Development Pattern Residential District, 21A.24.080 SR.

Discussion:

REQUIRED	PROPOSED	MEET?
Minimum Lot Area And Lot Width: 5,000 square feet, 50 feet	No change.	N/A
Maximum Building and Wall Height: 16 feet	26' 6"	No
Minimum Front Yard Requirements: No greater than the established setback line of the existing building.	No change.	N/A
Corner Side Yard: Ten feet (10')	No change	N/A
Interior Side Yard: Four feet (4')	Four feet	Yes
Rear Yard: Twenty five percent (25%) of the lot depth, but not less than fifteen feet (15') and need not exceed thirty feet (30').	No change.	N/A
Maximum Building Coverage: The surface coverage of all principal and accessory buildings shall not exceed forty percent (40%) of the lot area. For lots with buildings legally existing on April 12,1995.	Forty percent (40%)	Yes
Accessory Buildings: (A) footprint of up to 480 square feet (B) maximum height and wall height: 9' (5' extra height allowed for parapet wall to screen mechanical equipment (table 21A.36.020C.)	(A) 176 (B) 9' (with 36" parapet wall for HVAC screening)	Yes

Discussion: The project meets the all of the minimum requirements for this zoning district with the exception of height. The zoning ordinance, in section 21A.24.080.D.6 allows the Historic Landmarks Commission the ability to grant exceptions to height for properties in historic overlays. The proposed height matches the existing two story house. The abutting property is one story, as are all the buildings on the block with the exception of a multi-family residence. There are multiple two-story houses in the neighborhood. Please see attachments G and H.

Finding: Although the addition does not meet the ordinance, the height does match the height of the existing building. The Historic Landmark Commission may approve the additional height.

ZONING ORDINANCE AND DESIGN GUIDELINES

21A.34.020(H)(G). **Standards For Certificate Of Appropriateness For Alteration Of A Landmark Site Or Contributing Structure:** In considering an application for a certificate of appropriateness for alteration of a landmark site or contributing structure, the historic landmark commission, or the planning director, for administrative decisions, shall find that the project substantially complies with all of the following general standards that pertain to the application and that the decision is in the best interest of the city:

1. A property shall be used for its historic purpose or be used for a purpose that requires minimal change to the defining characteristics of the building and its site and environment;

Discussion for Standard 1: The use of the structure will not change. It was constructed as a single-family dwelling and will continue to be a single-family dwelling.

Finding for Standard 1: The project meets this standard.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided;
4. Alterations or additions that have acquired historic significance in their own right shall be retained and preserved;
5. Distinctive features, finishes and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved;

Applicable Design Guidelines

8.1 Design an addition to a historic structure such that it will not destroy or obscure historically important architectural features. For example, loss of alteration of architectural details, cornices and eave lines should be avoided.

Discussion for Standard 2, 4 and 5: The project will not require the removal of character defining features, either original or of the later additions, or the removal of character defining spaces. The majority of the new addition will be attached to the 1998 addition, rather than to the original house.

It is not uncharacteristic of an International Style dwelling to have a parking garage on the primary façade.

Finding for Standard 2, 4 and 5: The proposed changes do not alter significant changes that help to tell the story of the building and have been planned in such a way as to retain the essence of the former alteration. Although the carport is not an original feature of this house, it was not uncommon for this style of house to incorporate garages on the main façade. Indeed the original garage was on the side of the house, which still reads as a primary façade since this is a corner building. A carport continues this form of an International style house while not trying to copy an original garage design.

3. All sites, structures and objects shall be recognized as products of their own time. Alterations that have no historical basis and which seek to create a false sense of history or architecture are not allowed;

8. Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archaeological material, and such design is compatible with the size, scale, color, material and character of the property, neighborhood or environment;
9. Additions or alterations to structures and objects shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired. The new work shall be differentiated from the old and shall be compatible in massing, size, scale and architectural features to protect the historic integrity of the property and its environment;

Applicable Design Guidelines for Standards 3, 8 and 9:

Additions

- 8.2 Design an addition to be compatible in size and scale with the main building.** Set back an addition from historically important primary facades in order to allow the original proportions and character to remain prominent. Keep the addition visually subordinate to the historic building. If it is necessary to design an addition that is taller than the historic building, set it back substantially from significant facades and use a “connector” to link it.
- 8.3 Place an addition at the rear of a building or set it back from the front to minimize the visual impact on the historic structure and to allow the original proportions and character to remain prominent.** Locating an addition at the front of a structure is inappropriate.
- 8.4 Design a new addition to be recognized as a product of its own time.** An addition shall be made distinguishable from the historic building, while also remaining visually compatible with these earlier features. A change in setbacks of the addition from the historic building, a subtle change in material, or a differentiation between historic and more current styles are all techniques that may be considered to help define a change from old to new construction. Creating a jog in the foundation between the original building and the addition may establish a more sound structural design to resist earthquake damage, while helping to define it as a later addition.
- 8.5 Design a new addition to preserve the established massing and orientation of the historic building.** For example, if the building historically had a horizontal emphasis, this orientation shall be continued in the addition.
- 8.6 Do not construct a new addition or alteration that will hinder one’s ability to interpret the historic character of the building or structure.** A new addition that creates an appearance inconsistent with the historic character of the building is inappropriate. An alteration that seeks to imply an earlier period than that of the building is inappropriate. In addition, an alteration that seeks to imply an accurate variation on the historic styles is inappropriate. An alteration that covers historically significant features is inappropriate as well.
- 8.7 When planning an addition to a building preserve historic alignments that may exist on the street.** Some roof lines and porch eaves on historic buildings in the area may align at approximately the same height. An addition shall not be placed in a location where these relationships would be altered or obscured.
- 8.8 Use exterior materials that are similar to the historic materials of the primary building on a new addition.** Painted wood clapboard and brick are typical of many traditional additions.

8.9 Minimize negative technical effects to original features when designing an addition.

Avoid construction methods, for example that would cause vibration that may damage historic foundations. New alterations should be designed in such a way that they can be removed without destroying original materials or features.

8.10 Use windows in the addition that are similar in character to those of the historic building or structure. If the historic windows are wood, double-hung, for example, new windows should appear to be similar to them. Depending on the detailing, clad wood or synthetic materials may be considered.

8.11 When constructing a rooftop addition, keep the mass and scale subordinate to the scale of the historic building. An addition shall not overhang the lower floors of the historic building in the front or on the side.

8.12 Set a rooftop addition back from the front of the building. This will help to preserve the original profile of the historically significant buildings as seen from the street. A minimum setback of 10 feet (10') is recommended. Greater flexibility may be considered in the setback of a dormer addition on a hipped or pyramidal roof.

8.13 The roof form and slope of the addition must be in character with the historic building. If the roof of the historic building is symmetrically proportioned, the roof of the addition shall be similar. Eave lines on the addition shall be similar to those of the historic building or structure. Dormers shall be subordinate to the overall roof mass and shall be in scale with historic ones on similar historic structures.

8.14 Keep a new addition physically and visually subordinate to the historic building. The addition shall be set back significantly from primary facades. A minimum setback of 10 feet (10') is recommended. The addition should be consistent with the scale and character of the historic building or structure. Large additions should be separated from the historic building by using a smaller connecting element to link the two.

8.15 Roof forms shall be similar to those of the historic building. Typically, gable, hip and shed roofs are appropriate. Flat roofs are generally inappropriate.

8.16 On primary facades of an addition, use a solid –to-void ratio that is similar to that of the historic building. The solid-to-void ratio is the relative percentage of wall to windows and doors seen on a façade.

Accessory Structures

9.2 Construct accessory buildings that are compatible with the primary structure. In general, garages should be unobtrusive and not compete visually with the house. While the roofline does not have to match the house, it is best if it does not vary significantly. Allowable materials include horizontal siding, brick, and in some cases stucco. Vinyl and aluminum siding are not allowed for the walls but are acceptable for the soffits. In the case of a two-car garage two single doors are preferable and present a less blank look to the street; however, double doors are allowed.

9.3 Do not attach garages and carports to the primary structure. Traditionally, garages were sited as separate structure at the rear of the lot; this pattern should be maintained. The allowance of attached accessory structures is reviewed on a case-by-case basis.

Accessory Structures in the Avenues: Garages in the Avenues District are simple wood or iron structures generally detached and located behind the house. Most are accessed from single-car width driveways from the street, while a few are accessed through a rear alley. New garages in the district should follow these development patterns in terms of location, size, and character.

12.4 Minimize the visual impacts of service areas as seen from the street. When it is feasible, screen service areas, especially those associated with commercial and multifamily developments, from view. This includes locations for trash containers and loading docks. Also locate service areas from view, when feasible.

12.12 Screen parking areas from view of the street. Automobile headlight illumination from parking areas shall be screened from adjacent lots and the street. Fences, walls, and plantings or a combination of these, should be used to screen parking.

Secondary Structures in the Avenues

13.7 Construct and locate secondary structures in a manner similar to those seen historically in the district. Most secondary structures were built along the rear of the lot, accessed by the alley, if one existed. This should be continued. Garages, as well as driveways, should not dominate the street space; therefore, they should be detached from the main house and located to the rear of the house, if possible. Historically, garages and stable houses in the Avenues were simple wood structures covered with a gabled or hipped roof. A new secondary structure should follow historic-precedent, in terms of materials and form.

Discussion for Standards 3, 8 and 9: The roofline of the addition matches the existing house in terms of height and design. The addition is set back from the main façade approximately eighteen feet (18'). The overall design of the addition, including an upper level deck with solid railing topped with a horizontal rod railing and the stepped fascia detail of the carport match the house in dimensions, design, height, and materials. The materials proposed for cladding, windows and doors, and railing all match the existing house. A new set of double doors, to match double doors on the existing house, give the addition the same rhythm of solid-to-voids as the historic house. The new rear window is glass block and of similar design and shape as existing glass block windows.

The carport allows for off-street parking of one vehicle, much like the original one-car garage that used to be on the other side of the house. The carport projects out from the historic building which prevents the need for uncharacteristic poles on the north side of the carport. The parking area is shielded from the abutting property to the north with a six foot (6') tall masonry wall. The abutting property to the west is shielded from auto headlights with a twelve foot (12') tall shed.

A flat roof is a character defining feature of the International and Art Moderne styles.

Finding for Standards 3, 8 and 9: The addition, carport and shed are compatible with the main structure in terms of height, massing, scale, roofline, and set back. The project is subordinate to the historic structure since it is significantly setback from the main façade or completely hidden, as in the case of the shed. The project is also compatible with the existing structure in design, materials, and the solid-to-void ratio.

The addition and carport match the house so well, in fact, that they are in danger of looking historic and creating a false sense of history. There is a unique challenge to creating a modern interpretation of a historic style that was designed to be stripped of ornament, like the International Style. The proposed project seeks to accomplish this task with severe setbacks and with a cantilevered carport. One-car garages incorporated into main facades are seen on International style homes but not necessarily carports. Although attached parking areas such as garages and carports are not appropriate, as stated in design guidelines 9.3, an attached garage is a typical feature of this style of historic architecture. This one-vehicle carport allows for a parking area on the main façade without trying to mimic an original historic garage. The cantilevered design of this carport prevents the need for posts or a solid north wall. The International style is known for not using walls as structural supports so the cantilevered style with an unattached wall to serve as a “partition” is in keeping with the elements that define this style.

Design guideline 8.15 states that the roof form should be similar to other buildings in the neighborhood and that flat roofs are generally inappropriate. This historic building is of a different style than the majority of historic buildings in the neighborhood. Its flat roof is a character defining feature of its style and is therefore appropriate.

6. Deteriorated architectural features shall be repaired rather than replaced wherever feasible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, texture and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historic, physical or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other structures or objects;

Discussion for Standard 6: No repairs are planned.

Finding for Standard 6: This standard is not applicable to the project.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible;

Discussion for Standard 7: The proposed work does not include any treatments of existing materials.

Finding for Standard 7: This standard is not applicable to the project.

10. Certain building materials are prohibited including the following:

- a. Vinyl or aluminum cladding when applied directly to an original or historic material, and
- b. Any other imitation siding material designed to look like wood siding but fabricated from an imitation material or materials;

Applicable Design Standards for Additions

13.9 Use primary materials on a building that are similar to those used historically.

Appropriate building materials include: brick, stucco, and wood. Building in brick, in sizes and colors similar to those used historically, is preferred. Jumbo or oversized brick is inappropriate. Using stone, or veneers applied with the bedding plane in a vertical position, is inappropriate.

Stucco should appear similar to that used historically. Using panelized products in a manner that reveals large panel modules is inappropriate. In general, panelized and synthetic materials are inappropriate for primary structures. They may be considered on secondary buildings.

Discussion: The proposal does not include vinyl, aluminum or any type of faux siding material. The addition and shed will be sided with stucco to match the original house.

Finding: The project meets this standard.

11. Any new sign and any change in the appearance of any existing sign located on a landmark site or within the H historic preservation overlay district, which is visible from any public way or open space shall be consistent with the historic character of the landmark site or H historic preservation overlay district and shall comply with the standards outlined in part IV, chapter 21A.46 of this title;

Discussion: The proposed work does not include signage.

Finding: This standard is not applicable to this project.

12. Additional design standards adopted by the historic landmark commission and city council.

Policy Document, Salt Lake City Historic Landmark Commission, Original document adopted on February 1, 1984.

9.0 Driveways. Where a new driveway which will replace lawn and/or landscaping is being proposed, the Historic Landmark Commission shall approve drive strips with lawn in between rather than a solid hard surfaced drive to mitigate the change from greenery to hard surfacing. Additional landscaping may be required. The Historic Landmark Commission may require this treatment in cases where solid hard surfaced driveways are being replaced, upgraded, or resurfaced.

Discussion: The current driveway is solid concrete and will remain as such.

Finding: The original driveway appears to have had a drive strip that filled in at a later date. Since this is not the original driveway, staff does not recommend creating a drive strip as it may create a false sense of history. The project meets this standard.

15. Additions. Additions on historic residential structures are sometimes a necessary part of maintaining the viability of historic properties and districts. However, new additions should be designed in such a manner that they preserve the historic character of the primary structure. In general, large additions and those which effect the primary elevation of the residence have a greater potential to adversely affect the historic integrity of a historic house. Furthermore, because the roofline of a historic home is a character-defining feature, additions that require the alteration of the roofline of the original, early, or historic portion of the house should be avoided. Thus, in the following instances, the full Historic Landmark Commission should review proposals for additions that involve the following actions:

A. If an addition is substantially visible from the street;

- B. If the footprint of the addition equals fifty (50) percent or larger of the existing footprint of the house; or
- C. If the addition requires a change in roofline (excluding dormers) of the primary structure.

Discussion: The project is substantially visible from the street.

Finding: Because the addition meets one of the requirements for Historic Landmark Commission review of additions, the application was not reviewed by Staff.

17. Carports. Carports are generally not allowed on contributing structures in an historic district or on a landmark site, or when visible from the street or public right-of-way on a non-contributing structure in an historic district. Carports are allowed when staff determines that they will not have an adverse affect on the streetscape within an historic district and are associated with a non-contributing structure. In the event that the staff determines that approving a carport would have an adverse effect on a property, streetscape or environment within an historic district, the property owner can appeal the staff's decision to the full Historic Landmark Commission.

Discussion: The proposed carport is a lateral addition, readily visible from the street and will be attached to a contributing structure in the Avenues Historic District.

Finding: A one-car garage was often incorporated into the main façade of houses designed in the International style; therefore a one-car covered parking area or carport is appropriate on the main façade of this house.

Because the addition is setback substantially from the street and the main façade of the house, staff does not believe that the carport will negatively impact the historic character of the neighborhood or the home.

Attachment A
Photos of 1998 Addition

Published Date: July 31, 2008



Before 1998 addition



After 1998 addition



Before 1998 addition



After 1998 addition

Attachment B
Photos of existing building

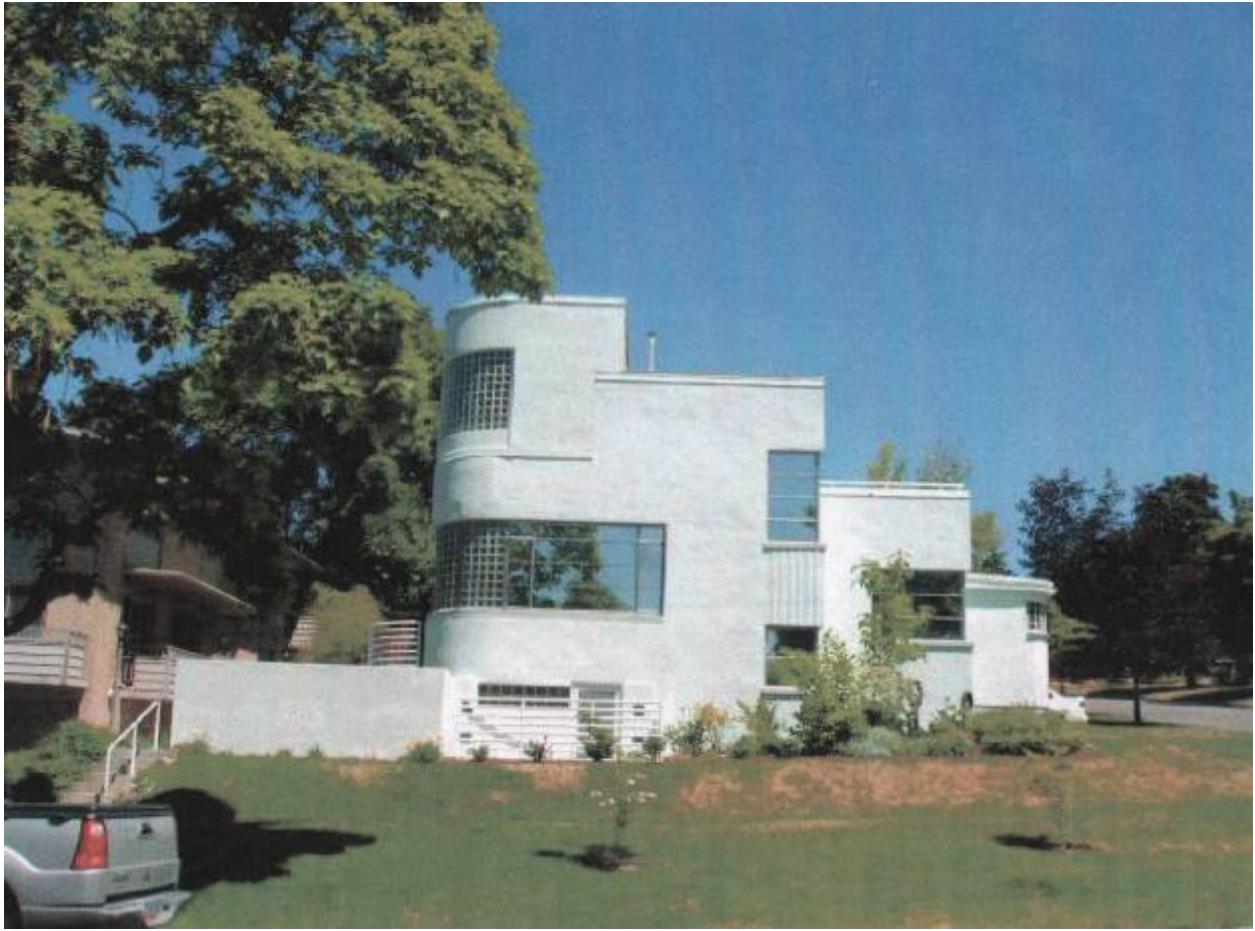
Published Date: July 31, 2008











Attachment C
Photos from Tax Assessor

Published Date: July 31, 2008



Attachment D
Copy of Survey Form

Published Date: July 31, 2008

Property Type: 112

Utah State Historical Society
Historic Preservation Research Office

Site No. _____

BATCH KEY
1804044261

Structure/Site Information Form

IDENTIFICATION 1

Street Address: 00253 L ST

UTM: 13074 13075

Name of Structure:

T. 01.0 N R. 01.0 E S. 32

Present Owner: KALAWAIA*ECHO* & DU RAN LYNDA K
253 L ST

Owner Address: SALT LAKE CITY,
UTAH 84103

Year Built (Tax Record): 1936 Effective Age: 1940 Tax #: 04 1274001

Legal Description 01 Kind of Building: RESIDENCE

COM AT SE COR LOT 1, BLK 82, PLAT D, SLC SUR; W 3 2/3 RDS; N 3 1/2 RDS; E 3 2/3 RDS; S 3 1/2 RDS TO BEG. 4167-496

STATUS/USE 2

Original Owner:

Construction Date:

Demolition Date:

Original Use:

Present Use:

Building Condition:

Integrity:

Preliminary Evaluation:

Final Register Status:

- Excellent
- Good
- Deteriorated

- Site
- Ruins

- Unaltered
- Minor Alterations
- Major Alterations

- Significant
- Contributory
- Not Contributory

- Not of the
Historic Period

- National Landmark
- National Register
- State Register
- District
- Multi-Resource
- Thematic

DOCUMENTATION 3

Photography:

Date of Slides:

Slide No.:

Date of Photographs:

Photo No.:

Views: Front Side Rear Other

Views: Front Side Rear Other

Research Sources:

- Abstract of Title
- Plat Records/Map
- Tax Card & Photo
- Building Permit
- Sewer Permit

- Sanborn Maps
- City Directories
- Biographical Encyclopedias
- Obituary Index
- County & City Histories

- Newspapers
- Utah State Historical Society
- Personal Interviews
- LDS Church Archives
- LDS Genealogical Society

- U of U Library
- BYU Library
- USU Library
- SLC Library
- Other

Bibliographical References (books, articles, records, interviews, old photographs and maps, etc.):

Researcher:

Date:

Street Address:

Site No:

4
ARCHITECTURE

Architect/Builder:

Building Materials:

Building Type/Style:

Description of physical appearance & significant architectural features:
(Include additions, alterations, ancillary structures, and landscaping if applicable)



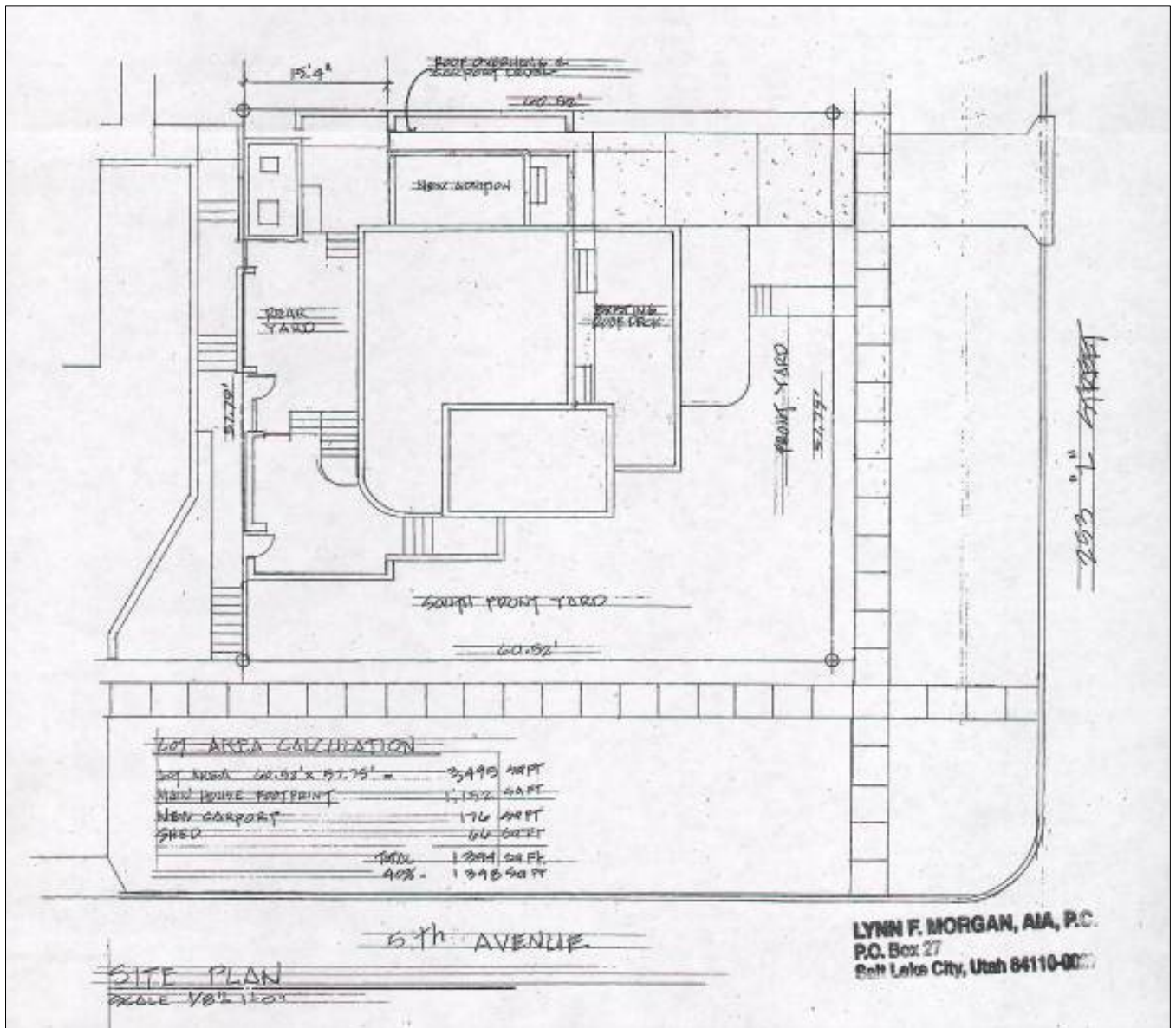
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HISTORY

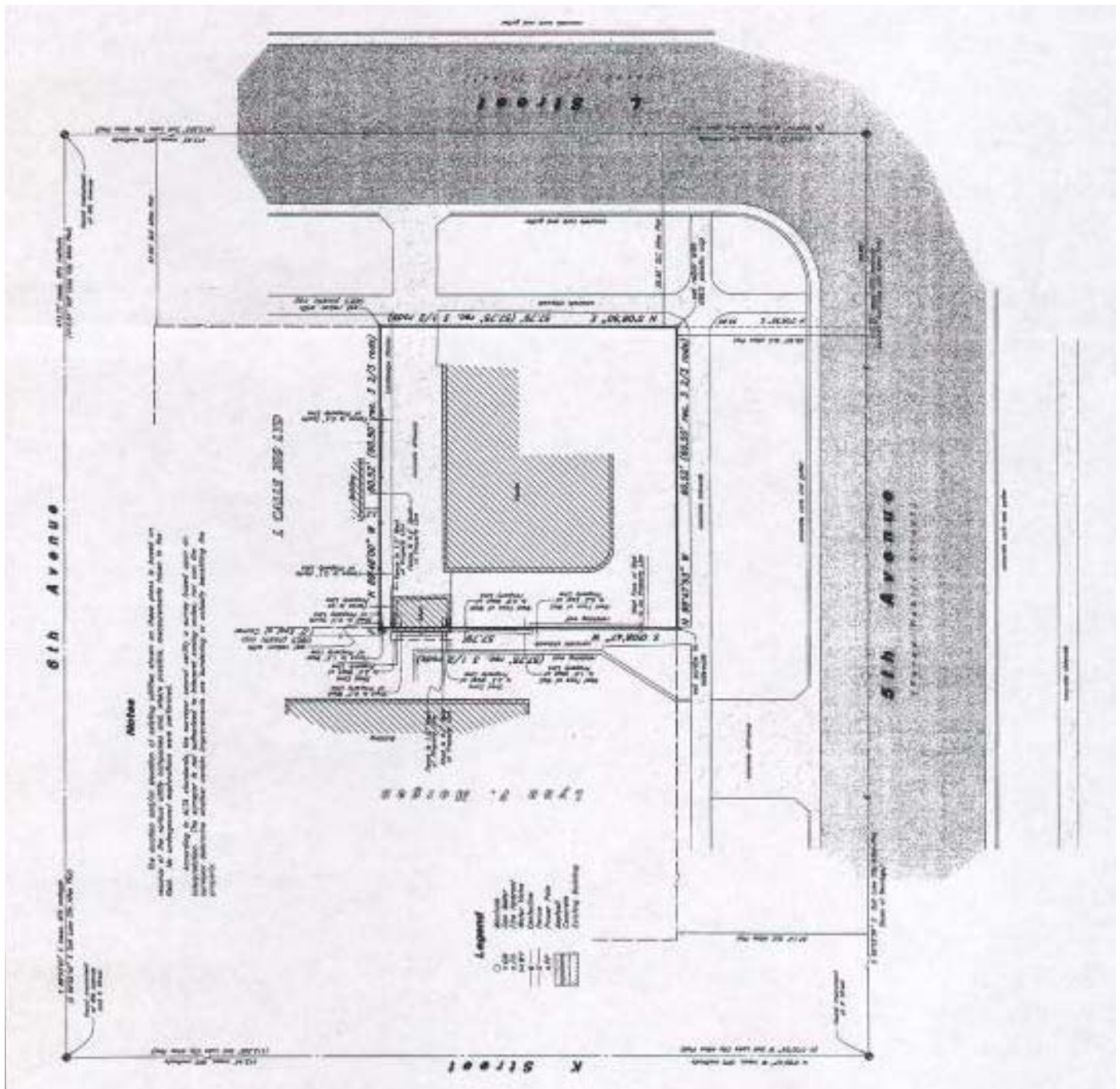
Statement of Historical Significance:

Construction Date:

Attachment E
Site Plan

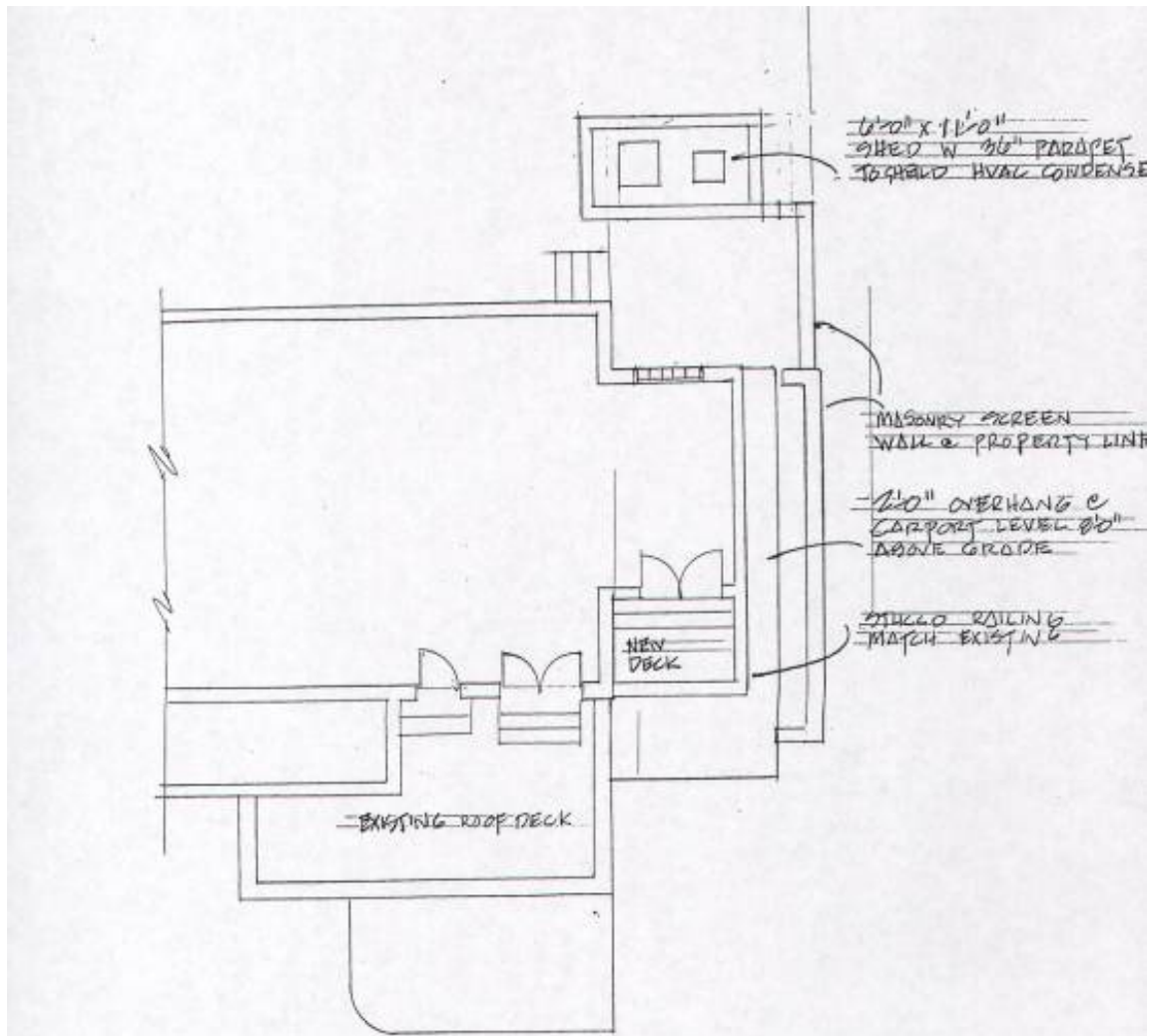
Published Date: July 31, 2008



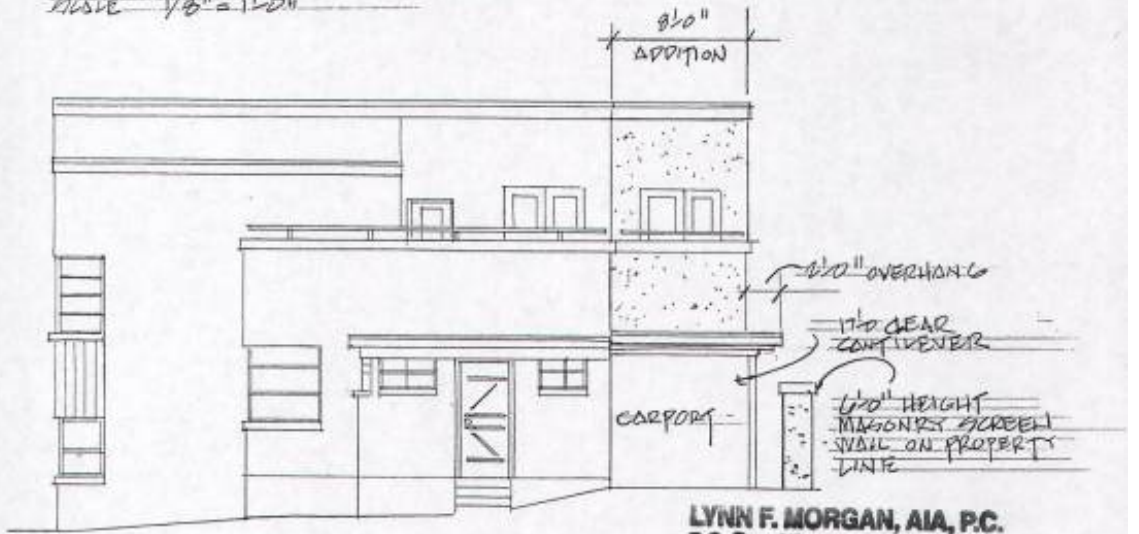


Attachment F
Drawings

Published Date: July 31, 2008

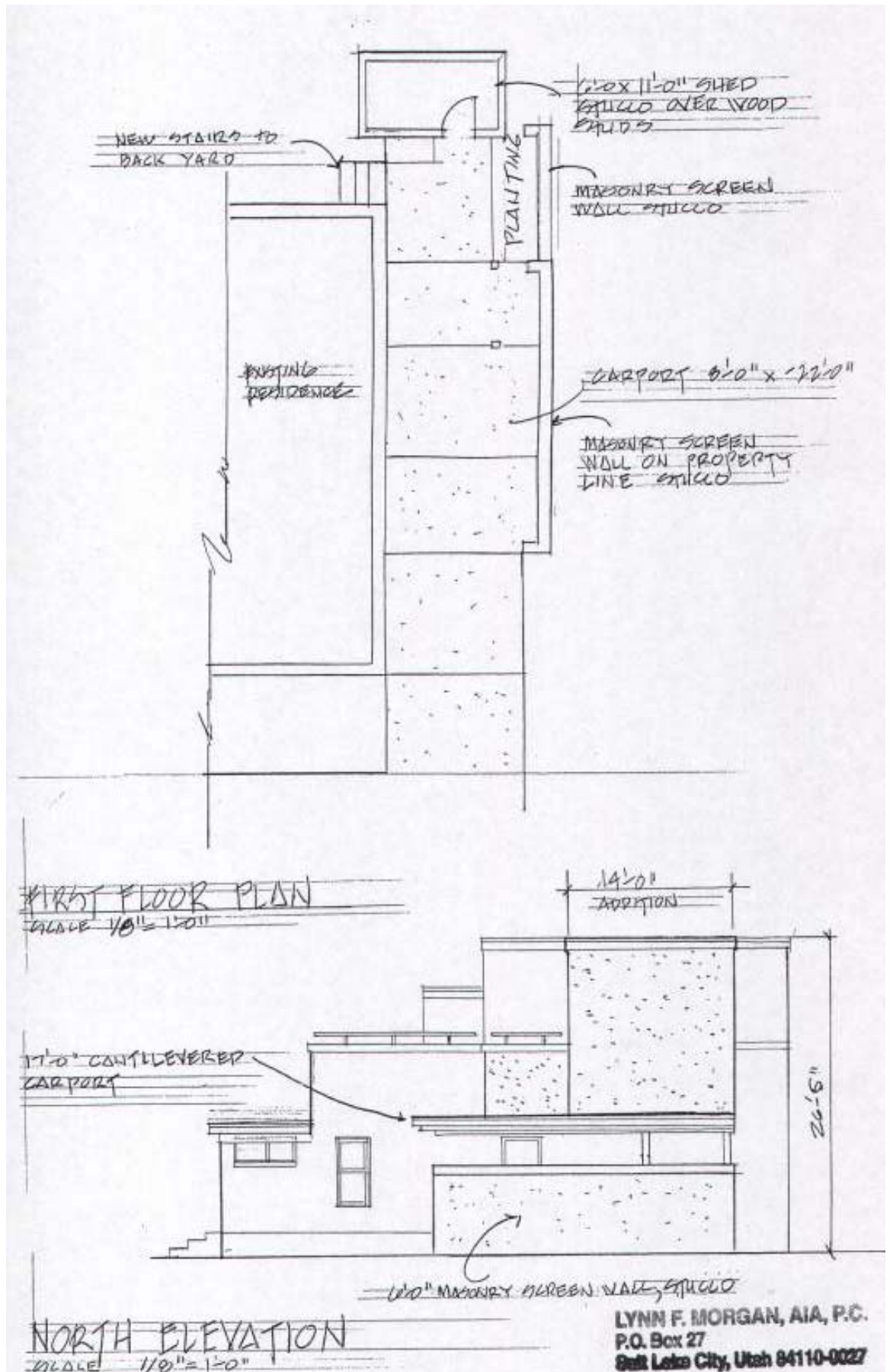


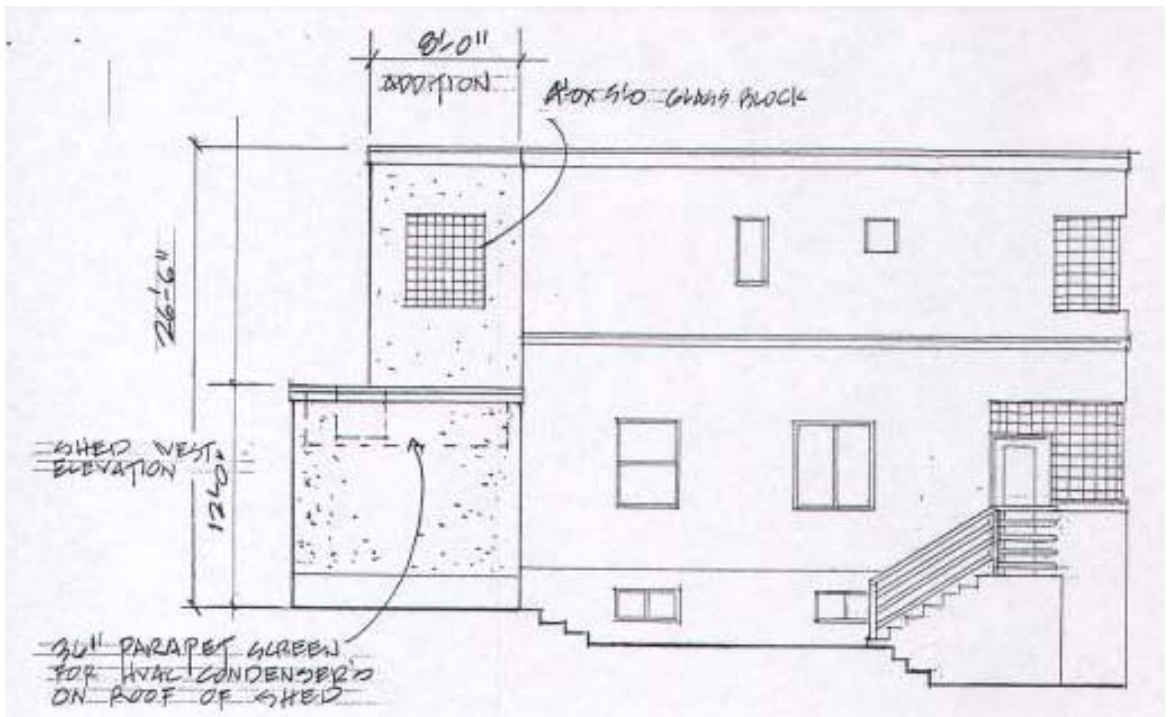
ROOF PLAN
SCALE 1/8" = 1'-0"



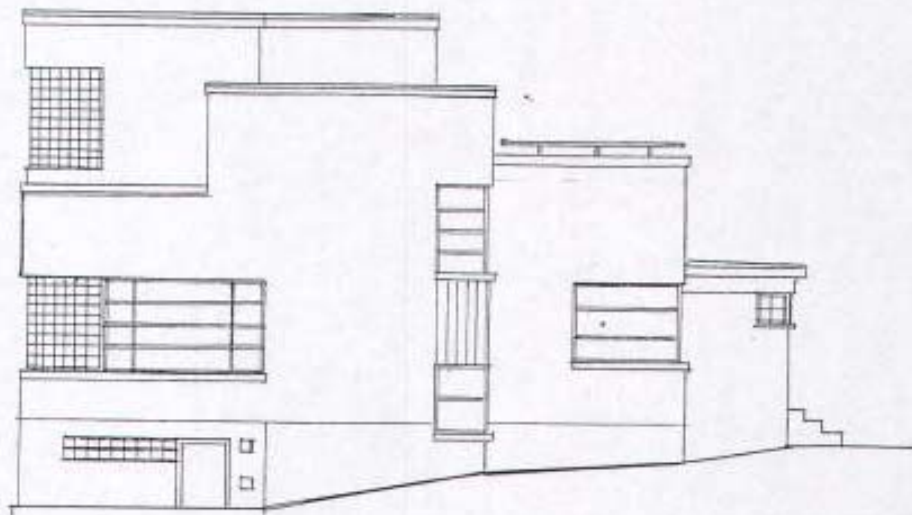
EAST ELEVATION
SCALE 1/8" = 1'-0"

LYNN F. MORGAN, AIA, P.C.
P.O. Box 27
Salt Lake City, Utah 84110-0027

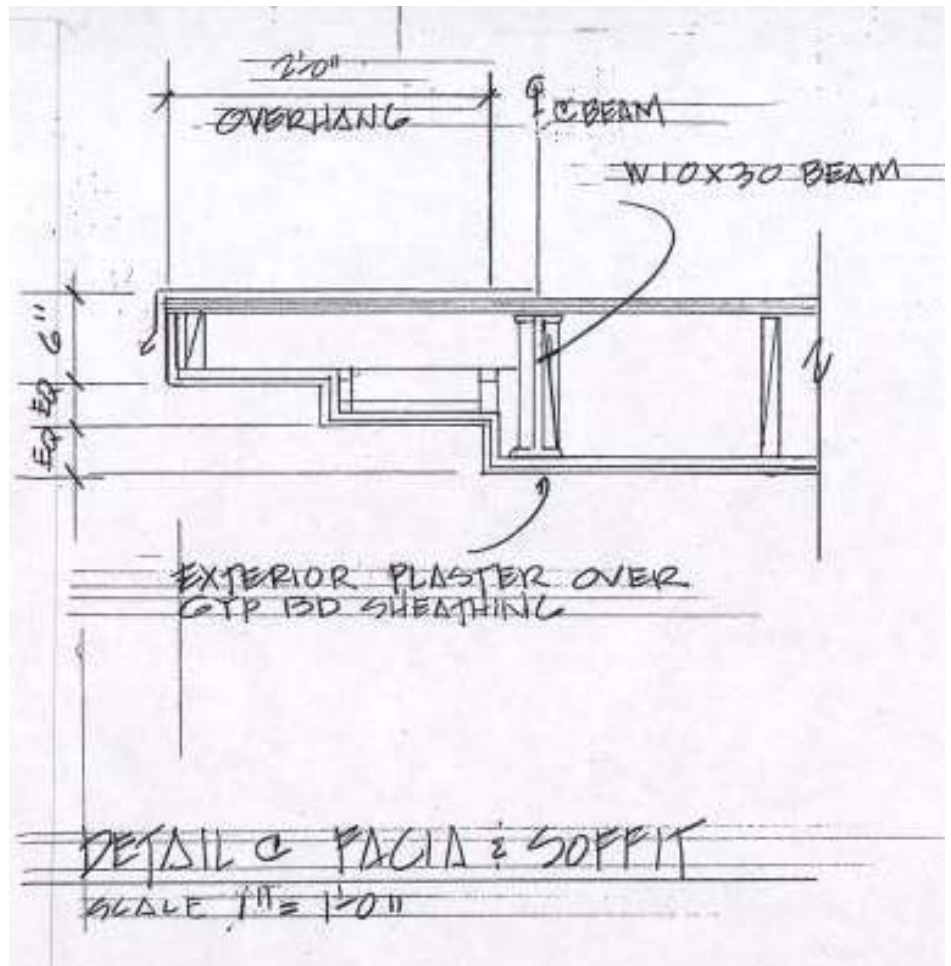
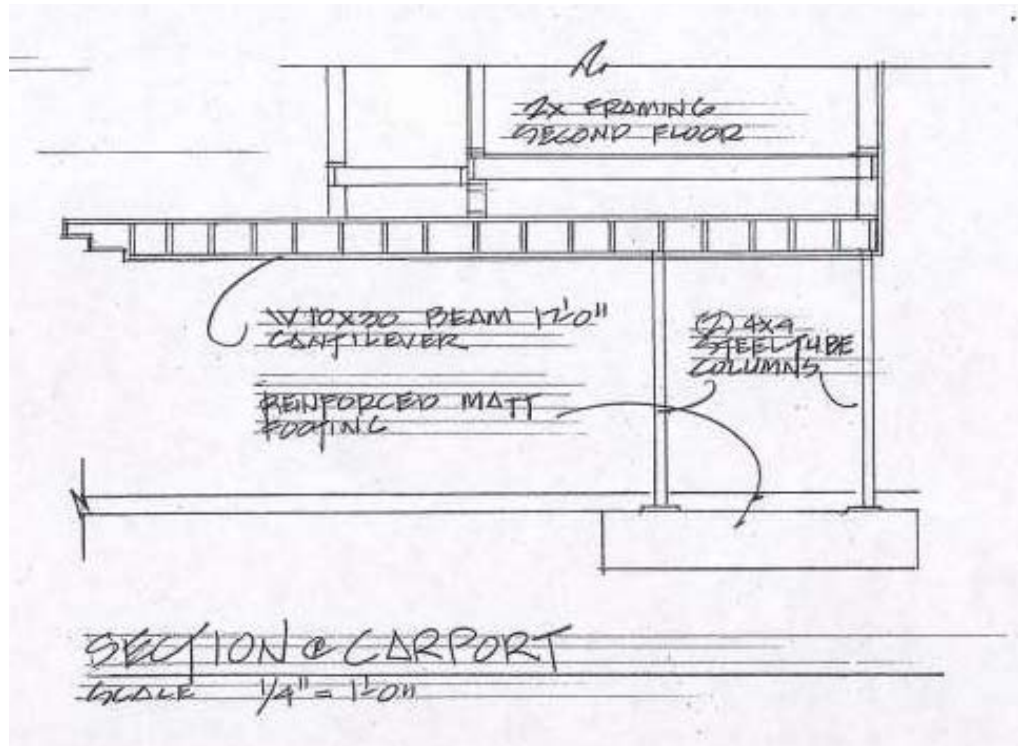




WEST ELEVATION
SCALE 1/8" = 1'-0"



SOUTH ELEVATION
SCALE 1/8" = 1'-0"



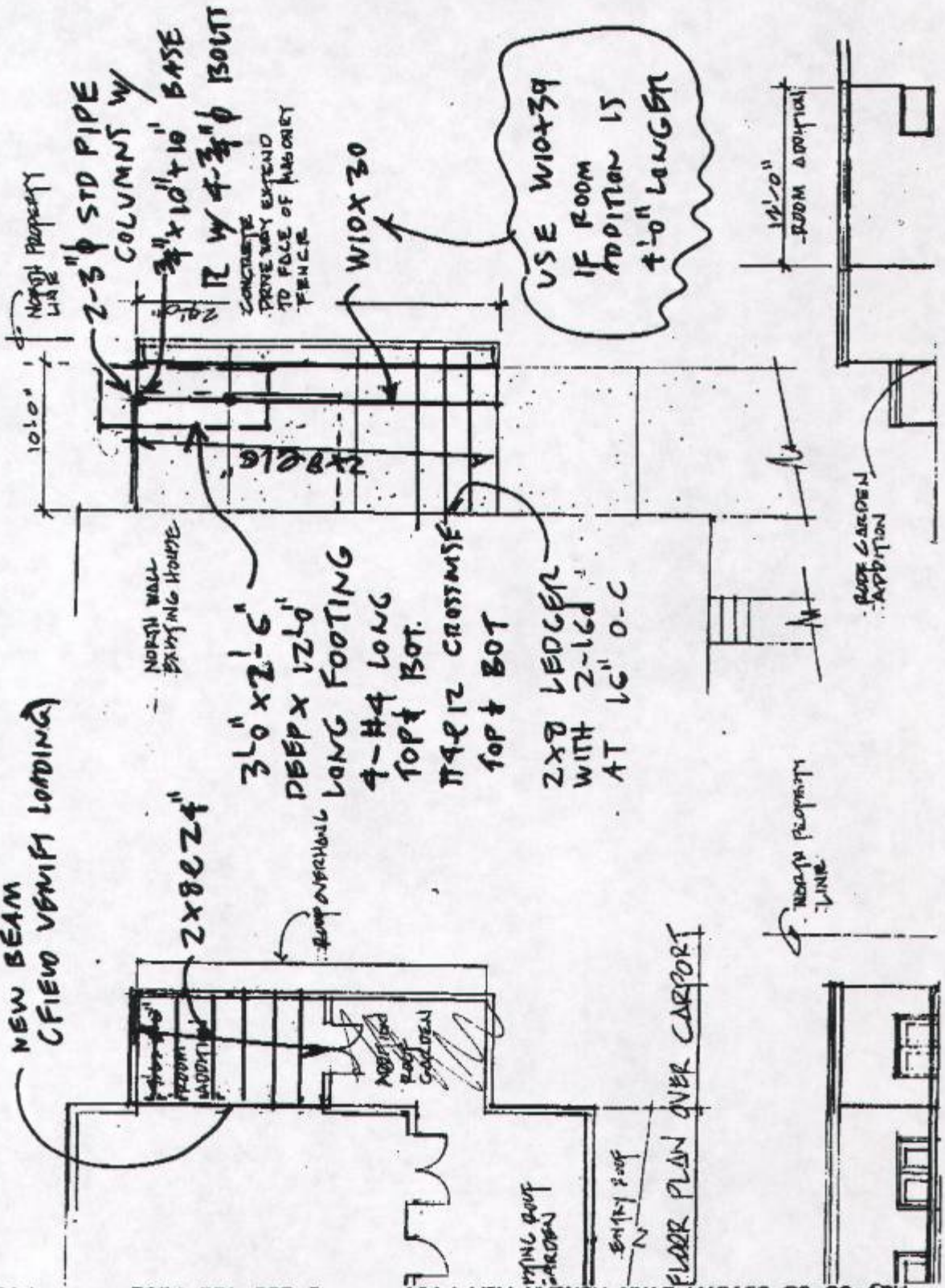
FAKED TO WLM 966-7162 5/05/08

NEW BEAM
(FIELD VERIFY LOADING)

P.01

1 B01 466 7162

MAY-05-08 09:57A LYNN MORGAN AIA P.C.



Attachment G
Photos of Block Face
L Street from 5th Avenue to 6th Avenue

Published Date: July 31, 2008







Attachment H
Photos of Block Face
5th Avenue from K Street to L Street Avenue

Published Date: July 31, 2008









Attachment I

Division Comments

Published Date: July 31, 2008

From: Brown, Ken
Sent: Wednesday, June 25, 2008 9:53 AM
To: Zeigler, Robin; Butcher, Larry
Subject: RE: 253 North L Street

Robin,

It appears that this property is in an SR-1A zone in which the building height of a flat roof addition would be limited to sixteen feet (16'0"). This proposal shows twenty six feet six inches (26'-6"). Of course this condition could also violate the maximum exterior wall height provisions for exterior walls in the interior side yards. It is difficult to tell without a site plan. Without a site plan, it is also difficult to tell which side is the front yard, the corner side yard, the interior side yard and the rear yard and whether this proposal meets the setback requirements, distance to property line requirements of the building code, maximum building coverage, etc.

These are my thoughts.

Ken Brown
SLC Senior Development Review Planner
Salt Lake City Corporation
Tel. (801) 535-6179
Fax (801) 535-7750
ken.brown@slcgov.com