

# HISTORIC LANDMARK COMMISSION STAFF REPORT



Planning and Zoning  
Division  
Department of Community  
Development

**Oettli Single-family Dwelling**  
New Construction Petition 470-07-41  
768 East Fifth Avenue in the Avenues Historic District  
January 16, 2008

**Applicant:**

Jonathan Oettli

**Staff:**

Janice Lew  
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janice.lew@slcgov.com

**Tax ID:**

09-32-330-006

**Current Zone:**

SR-1A (Special Development  
Pattern Residential)

**Council District:**

Three, Council Member  
Jergensen

**Acres:** .10 acres

**Current Use:**

Vacant

**Applicable City Code Land  
Use Regulations:**

- Chapter 21A.24
- Section 21A.34.020
- Chapter 21A.36
- Chapter 21A.44

**Attachments:**

- A. Photographs
- B. Submittal
- C. Public Comment

**REQUEST**

The applicant, Jonathan Oettli, requests approval to construct a single-family residence with an attached garage located at approximately 768 East Fifth Avenue. The subject property is located in the Avenues Historic District, which was locally designated as an historic district in March of 1978. The site is approximately .10 acres and is zoned SR-1A Special Development Pattern Residential, the purpose of which is "to maintain the unique character of older, predominantly single-family neighborhoods that display a variety of yards, lot sizes and bulk characteristics." The Historic Landmark Commission has final design approval authority to ensure that any new construction, redevelopment and the subdivision of lots is compatible with the character of existing development within the historic district. The zoning district allows single-family and twin homes as permitted uses.

**PUBLIC NOTICE**

Public notice was mailed on December 18, 2007 to all property owners within four hundred fifty feet (450') of the subject property which satisfies the Zoning Ordinance requirement for fourteen (14) day notice. It was also sent to interested parties on the Historic Landmark Commission's e-mail listserve and posted on the Planning Division's Web site. The applicant met with several neighboring property owners as suggested by Planning Staff. Community Council review is not required by the City Code for permitted uses and new construction within a local historic district.

**STAFF RECOMMENDATION:**

Based upon the comments, analysis and findings of fact noted in this staff report, Planning Staff recommends the Historic Landmark Commission approve the application requesting approval to construct a single-family dwelling with an attached garage located at 768 East Fifth Avenue, subject to the following conditions:

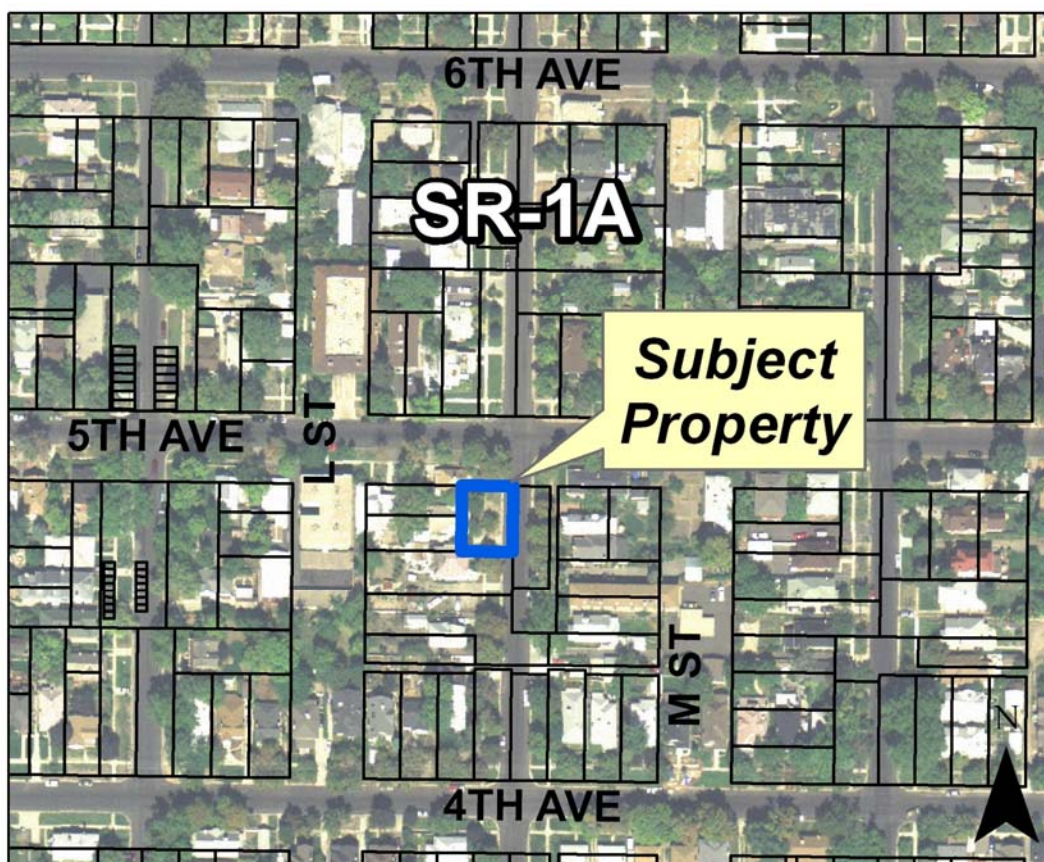
1. Approval of the final details of the design shall be delegated to Planning Staff based upon direction given during the hearing from the Historic Landmark Commission and including:
  - windows recessed mounted into the wall, and
  - a smooth finished fiber cement siding material.
2. The project must meet all applicable City requirements, unless otherwise modified within the authority of the Historic Landmark Commission, Administrative Hearing Officer, or Board of Adjustment.

**OPTIONS**

The Historic Landmark Commission has the following options regarding this proposal:

1. The Historic Landmark Commission can approve the proposal by finding that the proposal substantially complies with all applicable ordinances and design guidelines;
2. The Historic Landmark Commission can deny the proposal by finding that the proposal does not substantially comply with applicable ordinances and design guidelines;
3. The Historic Landmark Commission can table the request for further review of the design of the proposal.

## VICINITY MAP



## BACKGROUND, ANALYSIS AND FINDINGS:

### BACKGROUND/PROPOSAL

The 1911 Sanborn Map shows that this vacant lot was once the site of a one-story brick home. The applicant proposes to build a new one-and-a-half-story single-family dwelling with an attached garage on a legal complying lot that is approximately fifty-eight feet (58') wide and seventy-four feet (74') deep for a total of 4,292 square feet in lot area. The plans are for a house with 2,329 square feet of living area (not including a 1,190 sf unfinished basement level). The house contains four bedrooms and two full baths. The building footprint is almost square (37' x 42') in form, with a cross-gabled roof that gives the house a traditional appearance.

The front elevation is shown with a brick veneer and fiber cement cladding. The other elevations are sided with the fiber cement material alone. Aluminum soffit and fascia are also shown on the drawings. Mostly vinyl double-hung windows are proposed with fiber cement trim. The proposed design of the doors would be wood panel. The roof material proposed is an architectural grade asphalt shingle. The drawings also show an attached two-car garage with two single-width wood doors that face Fifth Avenue to the north. The remainder of the lot would be landscaped.

When reviewing this proposal, the Historic Landmark Commission will consider the standards for new construction in Section 21A.34.020 of the Zoning Ordinance and the *Design Guidelines for Residential Historic Districts* as it relates to new construction. It should be noted that a non-complying lot as to lot area or lot frontage that was in legal existence prior to April 12, 1995, shall be considered a legal complying lot. Pursuant to Section 21A.36.020 of the Zoning Ordinance, legal complying lots in residential districts shall be approved for the development of a single-family dwelling regardless of the size of the lot subject to complying with all

yard area requirements of the R-1/5,000 Zoning District (Section 21A.36.020). The subject lot is a legal complying lot.

**PUBLIC COMMENT:**

Attachment B includes the written comments received regarding this project. Generally, the comments received express the following issues:

- Building height, the intent of the SR-1A zoning district with respect to determining allowable height and limiting the building height to twenty-three feet (23'). *The building height had been reduced to 26'3".*
- Concerns about locating an attached garage on the front of a building. *A single car width door design is proposed for the two-car garage which is set back from the front plane of the building wall.*
- Minimizing the impact of the proposed building on adjacent property by modifying the side yard setbacks to allow for a greater separation from the home to the east. *The applicant has shifted the building location closer to the western property boundary.*
- Design and compatibility with the character of the neighborhood in terms of height, massing and lot coverage.
- Planning Staff received a letter from Shane Carlson of the Greater Avenues Community Council regarding the inclusion of nonconforming buildings in the determination of building height. *This issue will be discussed with the City Council's Infill Subcommittee to get direction on future amendments to the compatible infill standards.*

**ZONING DISTRICT CONSIDERATIONS:**

All proposed work must comply with height, yard and bulk requirements of the SR-1A Zoning District which includes:

SR-1A Zoning District

- **Minimum lot area:** 5,000 square feet. This lot is a legal complying lot with approximately 4,292 square feet in lot area.
- **Maximum height of a pitched roof building:** Twenty-three feet (23') measured to the ridge of the roof, or the average height of other principal buildings on the block face. *It should be noted that building height for initial construction of a building shall be measured as the vertical distance between the top of the roof and the established grade at any given point of building coverage.* The proposed height of the building varies with the topography of the site and measures approximately twenty-six feet (26') from the ridge of the roof to grade on the front facade. The applicant has provided graphic documentation establishing the existing development pattern of the surrounding area included as Attachment B of this staff report. The average height of other principal buildings on the block face is approximately twenty-seven feet (27'). Thus, the proposed new construction is compatible with the height of other buildings in the immediate neighborhood. A discussion regarding scale and form is included on page 4 of this staff report.
- **Maximum exterior wall height adjacent to interior side yards:** Sixteen feet (16') for exterior walls placed at the building setback established by the minimum required yard. For lots with cross slopes where the topography slopes, the downhill exterior wall height may be increased by one-half foot (0.5') for each one foot (1') difference between the elevation of the average grades on the uphill and downhill faces of the building. The proposed exterior wall height at the setback lines varies in height from eleven feet (11') on the uphill (north side) face of the building to approximately fourteen feet (14') from grade on the downhill side (south side) and complies with this requirement.
- **Front yard setback:** The minimum depth of the front yard for all principal buildings shall be equal to the average of the front yards of existing buildings within the block face. Where there are four (4) or more SR-1 principal buildings with front yards on a block face, the average shall be calculated

excluding one property with the smallest front yard setback and excluding the one property with the largest front yard setback. The plans included as Attachment B of this staff report indicate that the average of the front yards as measured from the sidewalk to the front façade of existing buildings within the block face is approximate twelve feet (12'). The site plan shows a front yard setback of twelve feet (12') which is consistent with the average setback on the block face.

- **Interior side yard setback:** Four feet (4') on one side and ten feet (10') on the other. The proposed side yard setbacks are consistent with these requirements.
- **Rear yard setback:** The rear yard setback is 25% of the lot depth, or twenty feet (20'), whichever is less. The lot is approximately seventy-four feet (74') deep which would require a minimum rear yard setback of 18.5 feet. The proposed site plan shows approximately twenty-one feet (21') to the rear lot line and meets this standard.
- **Building coverage:** Forty percent (40%) of the lot area. The proposed primary structure has a building footprint of approximately 1,554 square feet which equals 36% and meets the lot coverage maximum requirement.
- **Off-street parking:** Two (2) parking spaces for each dwelling unit. The proposed project has two (2) stalls and meets this standard.
- **Standard for attached garages:** The width of an attached garage facing the street may not exceed fifty percent (50%) of the width of the front façade of the house. The width of the garage is equal to the width of the garage door, or in the case of multiple garage doors, the sum of the widths of each garage door plus the width of any intervening wall elements between garage doors. The proposed width of the garage doors is approximately 18.5 feet which is less than fifty percent (50%) of the forty-two foot (42') wide front façade of the house and meets this standard.

**Finding:** The final site and building designs comply with the code requirements of the Zoning Ordinance which will be verified prior to building permit issuance.

## OVERLAY DISTRICT AND DESIGN GUIDELINE CONSIDERATIONS

For determinations regarding certificates of appropriateness for new construction, the Historic Landmark Commission must consider the Zoning Ordinance criteria (Section 21A.34.020H) and the *Design Guidelines for Residential Historic Districts*.

*H. Standards for Certificate of Appropriateness Involving New Construction or Alteration of a Noncontributing Structure. In considering an application for a certificate of appropriateness involving new construction, or alterations of noncontributing structures, the historic landmark commission, or planning director when the application involves the alteration of a noncontributing structure, shall determine whether the project substantially complies with all of the following standards that pertain to the application, is visually compatible with surrounding structures and streetscape as illustrated in any design standards adopted by the historic landmark commission and city council and is in the best interest of the city.*

### 1. Scale and Form.

- a. Height and Width. The proposed height and width shall be visually compatible with surrounding structures and streetscape;*
- b. Proportion of Principal Facades. The relationship of the width to the height of the principal elevations shall be in scale with surrounding structures and streetscape;*
- c. Roof Shape. The roof shape of a structure shall be visually compatible with the surrounding structures and streetscape; and*

*d. Scale of a Structure. The size and mass of the structures shall be visually compatible with the size and mass of surrounding structure and streetscape.*

**Analysis:** The development pattern of the Avenues Historic District reflects a varying topography with smaller blocks in a regular grid pattern, dense residential character and yards that have natural slopes which are sometimes quite steep. The surrounding buildings on the north and south sides of Fifth Avenue are shown on the panoramic photograph which will be presented at the meeting. Overall, one- to two-story buildings, built during the late 1800’s to the early 1900’s, with similar setbacks and side yards form the streetscape. An analysis of the composition of the block relating to building height that includes both sides of Fifth Avenue follows:

| <b>Building Height (26)</b> |                            |                          |                    |
|-----------------------------|----------------------------|--------------------------|--------------------|
| <b>Percent 1-story</b>      | <b>Percent 1.5-stories</b> | <b>Percent 2-stories</b> | <b>Percent 2.5</b> |
| 46% (12)                    | 30% (8)                    | 20% (5)                  | .03% (1)           |

Most of the buildings on Fifth Avenue are single-family residential structures and present a typical range of styles, types and materials. To the east of the subject property is a one-and-a-half-story hip roofed bungalow that measures approximately 23.5 feet in height. To the west, the closest structure is a two car garage. The building associated with the garage is a one-story brick bungalow duplex with a hip roof that measures approximately fifteen feet (15') in height. Two two-story apartment buildings (ca.1950) are also located on the block. These hip roofed buildings measure approximately thirty-four feet (34') to the ridge of the roof. The yards of the buildings on the block face have natural slopes and their height may be higher on sides of the building that do not face the street. The average height for the block face is calculated from the building height of all principal buildings on the block face and includes the two apartment buildings. The residential buildings on the north side of Fifth Avenue are similar in size and character ranging in height from one- to two-stories including; two (2) one-story buildings, three (3) one-and-a-half-story buildings, and two (2) two-story buildings. These buildings, however, may appear taller due in part to the slope of the area.

A 6:12 roof pitch is the minimum roof pitch suggested in the City’s design guidelines. At staff’s recommendation and meeting input from neighbors, the applicant has redesigned the roof form which now has a 10:12 pitch. To mitigate potential impacts to neighboring properties, the height of the main ridge, the tallest portion of the building, will be reduced to 26’3" which is consistent with the 27' average height of other principal buildings on the block face. A height of thirty-four feet (34') was originally presented.

The lots of this block vary in width from 41 feet to 107 feet. The subject property has a lot width of approximately fifty-eight feet (58'). As mentioned above, the proposed building footprint would be approximately forty-two feet (42') wide and thirty-seven feet (37') deep. These dimensions are similar to other residential structures found on this block and in the neighborhood. The adopted design guidelines offer the following guidance on the scale and form of compatible new construction:

**Standards for New Construction**

***Mass and Scale***

**11.4 Construct a new building to reinforce a sense of human scale.** A new building may convey a sense of human scale by employing techniques such as these:

- Using building materials that are of traditional dimensions.
- Providing a one-story porch that is similar to that seen traditionally.
- Using a building mass that is similar in size to those seen traditionally.

- Using a solid-to-void that is similar to that seen traditionally, and using window openings that are similar in size to those seen traditionally.

**11.5 Construct a new building to appear similar in scale to the scale that is established in the block.** Subdivide larger masses into smaller “modules” that are similar in size to buildings seen traditionally.

**11.6 Design a front elevation to be similar in scale to those seen traditionally in the block.** The front shall include a one-story element, such as a porch. The primary plane of the front should not appear taller than those of typical historic structures in the block. A single wall plane should not exceed the typical maximum facade width in the district.

### *Height*

**11.7 Build to heights that appear similar to those found historically in the district. This is an important standard which should be met in all projects.**

**11.8 The back side of a building may be taller than the established norm if the change in scale will not be perceived from public ways.**

### *Width*

**11.9 Design a new building to appear similar in width to that of nearby historic buildings.** If a building would be wider overall than structures seen historically, the facade should be divided into subordinate planes that are similar in width to those of the context.

### *Building form standards*

**11.11 Use building forms that are similar to those seen traditionally on the block.** Simple rectangular solids are typically appropriate.

**11.12 Use roof forms that are similar to those seen traditionally in the block.** Visually, the roof is the single most important element in an overall building form. Gable and hip roofs are appropriate for primary roof forms in most residential areas. Shed roofs are appropriate for some additions. Roof pitches should be 6:12 or greater. Flat roofs should be used only in areas where it is appropriate to the context. They are appropriate for multiple apartment buildings, duplexes, and fourplexes. In commercial areas, a wider variety of roof forms may occur.

### *Proportion of building façade elements*

**11.13 Design overall facade proportions to be similar to those of historic buildings in the neighborhood.** The “overall proportion” is the ratio of the width to height of the building, especially the front facade. See the discussions of individual districts and of typical historic building styles for more details about facade proportions.

## **Design Standards for the Avenues Historic District**

**13.8 Design new buildings to be similar in scale to the scale that was seen traditionally on the block.** Historically, most houses in the Avenues appeared to have a height of one, one-and-one-half or two stories. Front facades should appear similar in height to those seen historically in the block. Taller portions should be set back farther on the lot. Story heights should appear similar to those seen historically. Use architectural details to convey a sense of the traditional scale of the block.

**Finding:** The proposed one-and-a-half-story building is similar in terms of height, width, proportion of principal façade and scale with other buildings on the block and within the Avenues Historic District.



Given the eclectic architectural development of this neighborhood and the range of shapes found historically, the proposed house form fits into the overall character of the neighborhood.

## 2. Composition of Principal Facades.

*a. Proportion of Openings. The relationship of the width to the height of windows and doors of the structure shall be visually compatible with surrounding structures and streetscape;*

*b. Rhythm of Solids to Voids in Facades. The relationship of solids to voids in the facade of the structure shall be visually compatible with surrounding structures and streetscape;*

*c. Rhythm of Entrance Porch and Other Projections. The relationship of entrances and other projections to sidewalks shall be visually compatible with surrounding structures and streetscape; and*

*d. Relationship of Materials. The relationship of the color and texture of materials (other than paint color) of the facade shall be visually compatible with the predominant materials used in surrounding structures and streetscape.*

**Analysis:** Traditionally, windows and doors in residential neighborhoods were similar in scale and proportion. Most house styles have a similar proportion of solid-to-void. These characteristics contribute to the visual continuity of the area when repeated down the street. The fenestration pattern shown on the drawings is more conventional, with a regular placement of windows and uniformity of window sizes and openings. The majority of the windows are vertical one over one vinyl sash units which should be set into the wall in order to provide a greater sense of wall depth. The front entry is characterized by a traditional porch element that faces the street and protects the entrance of the house. The amount of glass in relation to wall material on the primary façade is similar to that seen on historic buildings in the Avenues Historic District.

The use of materials that will reinforce established material patterns in the neighborhood is preferred. Historically, masonry, stucco and wood materials characterized the Avenues District. Alternative materials such as fiber cement products and vinyl windows have been approved for new construction by the Commission in the past, when the siding has a smooth finish to match the appearance of historic wood siding and the size, proportion and profile of the windows are similar to those seen historically. The design guidelines recommend the following with respect to the composition of principal facades.

### **Standards for New Construction**

#### ***Solid-to-void-ratio***

**11.10 Use a ratio of wall-to-window (solid to void) that is similar to that found on historic structures in the district.** Large surfaces of glass are inappropriate in residential structures. Divide large glass surfaces into smaller windows.

#### ***Rhythm and spacing***

**11.14 Keep the proportions of window and door openings similar to those of historic buildings in the area.** This is an important design standard because these details strongly influence the compatibility of a building within its context. Large expanses of glass, either vertical or horizontal, are generally inappropriate on new buildings in the historic districts.

#### ***Materials***

**11.15 Use building materials that contribute to the traditional sense of scale of the block.** This will reinforce the sense of visual continuity in the district.

**11.16 New materials that are similar in character to traditional materials may be acceptable with appropriate detailing.** Alternative materials should appear similar in scale,

proportion, texture and finish to those used historically. They also must have a proven durability in similar locations in this climate. Metal products are allowed for soffits and eaves only.

### *Architectural Character*

**11.17 Use building components that are similar in size and shape to those found historically along the street.** These include windows, doors, and porches.

**11.18 If they are to be used, design ornamental elements, such as brackets and porches to be in scale with similar historic features.** Thin, fake brackets and strap work applied to the surface of a building are inappropriate uses of these traditional details.

**11.19 Contemporary interpretations of traditional details are encouraged.** New designs for window moldings and door surrounds, for example, can provide visual interest while helping to convey the fact that the building is new. Contemporary details for porch railings and columns are other examples. New soffit details and dormer designs also could be used to create interest while expressing a new, compatible style.

**11.20 The imitation of older historic styles is discouraged.** One should not replicate historic styles, because this blurs the distinction between old and new buildings, as well as making it more difficult to visually interpret the architectural evolution of the district. Interpretations of historic styles may be considered if they are subtly distinguishable as new.

### *Windows*

**11.21 Windows with vertical emphasis are encouraged.** A general rule is that the height of the window should be twice the dimension of the width in most residential contexts. See also the discussions of the character of the relevant historic district and architectural styles.

**11.22 Frame windows and doors in materials that appear similar in scale, proportion and character to those used traditionally in the neighborhood.** Double-hung windows with traditional depth and trim are preferred in most districts. (See also the rehabilitation section on windows as well as the discussions of specific historic districts and relevant architectural styles.)

**11.23 Windows shall be simple in shape.** Odd window shapes such as octagons, circles, diamonds, etc. are discouraged.

## **Design Standards for the Avenues Historic District**

### *Materials*

**13.9 Use primary materials on a building that are similar to those use 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.

**Finding:** The design of the proposed project meets the standards of the ordinance in terms of this standard. The proposed house is visually compatible with the surrounding buildings and streetscape in



terms of proportion of openings, rhythm of solids to voids in facades, rhythm of entrance porch and other projections and relationship of materials.

3. Relationship to Street.

*a. Walls of Continuity. Facades and site structures, such as walls, fences and landscape masses shall, when it is characteristic of the area, form continuity along a street to ensure visual compatibility with the structures, public ways and places to which such elements are visually related;*

*b. Rhythm of Spacing and Structures on Streets. The relationship of a structure or object to the open space between it and adjoining structures or objects shall be visually compatible with the structures, objects, public ways and places to which it is visually related;*

*c. Directional Expression of Principal Elevation. A structure shall be visually compatible with the structures, public ways and places to which it is visually related in its orientation toward the street; and*

*d. Streetscape-Pedestrian Improvements. Streetscape and pedestrian improvements and any change in its appearance shall be compatible to the historic character of the landmark site or H historic preservation overlay district.*

**Analysis:** The proposed house is sited on the lot in a similar fashion as other homes in the vicinity and would contribute to the established wall of continuity of the street. In the Avenues, side yards are generally small and nonexistent in some cases. The design of the new home respects the rhythm of spacing and structures on the street by maintaining typical setbacks between adjacent structures and the street. Although the house is located on a noncomplying lot with respect to lot area (4,292 sf), the established wall of continuity and orientation of the building will be consistent with the streetscape. To accommodate adjacent property owner concerns, the applicant shifted the building location closer to the western property boundary. However, a mature tree will be lost as a result of this modification.

The contemporary nature of this project is most apparent in the design of the proposed attached two-car garage. The garage would be within the main mass of the house, and the doors are slightly set back from the front plane of the building wall. Generally, the Commission has not allowed attached garages for new construction unless there is some reason relating to the size or topography of a property that would not make a detached and set back garage feasible. The Historic Landmark Commission has also allowed attached garages in other cases in which access was located on a secondary elevation. In this case, if a detached garage were located toward the rear of the property, the change in grade may require retaining and much less space would be available for a back yard. Between 2002 and 2007, the Historic Landmark Commission approved the following new single-family dwellings with an attached garage (photographs will be provided at the meetings):

| Single-family Dwellings with an Attached Garage |               |                   |                                  |                   |
|---|---------------|-------------------|----------------------------------|-------------------|
| Address   | Year Approved | Lot configuration | Location of doors                | Door design       |
| 98 W. Apricot Avenue                            | 2002          | Corner lot        | Secondary elevation              | Double width door |
| 466 N. Wall Street                              | 2004          | Interior lot      | Secondary elevation              | Two single doors  |
| 1159 E. Second Avenue                           | 2006          | Corner lot        | Primary and secondary elevations | Two single doors  |
| 715 N. West Capitol Street                      | 2006          | Interior lot      | Secondary elevation              | Two single doors  |
| 183 E. Fourth Avenue                            | 2007          | Corner lot        | Secondary elevation              | Double width door |

An attached garage with doors on the primary facade in this case may be appropriate given the topography, single-car width door design, the lot is not accessible from an alley to the rear of the property and the substandard size of the lot. The proposed double width driveway, however, is wider than has typically been approved in this neighborhood. Most garages in the Avenues Historic District are accessed from single-car width driveways from the street. In this case, the prominence of the proposed driveway has been reduced by tapering it.

The design guidelines offer the following guidelines for siting new construction:

### **Standards for New Construction**

#### ***District Street Patterns***

**11.1 Respect historic settlement patterns.** Site new buildings such that they are arranged on their sites in ways similar to historic buildings in the area. This includes consideration of building setbacks, orientation and open space, all of which are addressed in more detail in the individual district standards.

**11.2 Preserve the historic district's street plan.** Most historic parts of the city developed in traditional grid patterns, with the exception of Capitol Hill. In this neighborhood the street system initially followed the steep topography and later a grid system was overlaid with little regard for the slope. Historic street patterns should be maintained. See specific district standards for more detail. The overall shape of a building can influence one's ability to interpret the town grid. Oddly shaped structures, as opposed to linear forms, would diminish one's perception of the grid, for example. In a similar manner, buildings that are sited at eccentric angles could also weaken the perception of the grid, even if the building itself is rectilinear in shape. Closing streets or alleys and aggregating lots into larger properties would also diminish the perception of the grid.

#### ***Building Orientation***

**11.3 Orient the front of a primary structure to the street.** The building should be oriented parallel to the lot lines, maintaining the traditional grid pattern of the block. An exception is where early developments have introduced curvilinear streets, like Capitol Hill.

### **Design Standards for the Avenues Historic District**

#### ***Streetscape Standards***

**13.3 Minimize the use of curb cuts in the Avenues District.** In an effort to preserve the character of the sidewalk and adjoining streetscape, avoid installing new curb cuts, whenever feasible. Historically, the use of curb cuts was quite limited. New curb cuts will interrupt the continuity of the sidewalks, and will potentially destroy historic paving material where it exists.

#### ***Setback***

**13.4 Keep the front setback of a new structure in line with the range of setbacks seen historically on the block.** In general, larger, taller masses should be set back farther from the front than smaller structures.

**13.5 Maintain similar side yard setbacks of a new structure or an addition to those seen traditionally in the block.** Follow the traditional building pattern in order to continue the historic character of the street. Consider the visual impact that the new construction and additions will have on neighbors along side yards. Consider varying the setback and height of the structure along the side yard to minimize impacts of abrupt changes in scale in these areas.

**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 streetscape; therefore, they should be detached from the main house and located to the rear of the house, if possible. Historically, garages and carriage 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.

### **Standards for 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 case stucco. Vinyl and aluminum siding are not allowed for the wall but are acceptable for the soffits. In the case of a two-car garage 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 carport to the primary structure.** Traditionally, garages were sited as a separate structure at the rear of a lot; this pattern should be maintained. The allowance of attached accessory structures is reviewed on a case-by-case basis.

**Finding:** The directional expression, front setback of the principal façade and rhythm of spacing are consistent with other buildings with frontage on Fifth Avenue and the historic district. The main façade of the building is located toward Fifth Avenue and consistent with the typical alignment of the surrounding buildings on the block. The proposed garage is attached to the main portion of the house, but this may be acceptable given the substandard size of the lot and that the doors are slightly set back from the front plane of the wall. The prominence of the attached garage will be reduced by using single garage doors instead of a full width double door. The proposed project meets the intent of this standard.

#### 4. Subdivision of Lots.

*The planning director shall review subdivision plats proposed for property within an H historic preservation overlay district or of a landmark site and may require changes to ensure the proposed subdivision will be compatible with the historic character of the district and/or site(s).*

**Finding:** This application has no subdivision issues as the lot was determined to be a legal complying lot by the Planning Division on August 30, 2007.

# **Exhibit A Photographs**

**Exhibit B**  
**Submittal**

**Exhibit C**  
**Public Comment**

# **Exhibit D**

## **Public Comment**



**Exhibit E**  
**October 24, 2007 Planning Commission Minutes**

