

HISTORIC LANDMARK COMMISSION
STAFF REPORT

RITCHEY GARAGE
New Construction PLNHLC2008-00620
144 Apricot Avenue
Capitol Hill Historic District
Hearing date: November 5, 2008



Planning and Zoning Division
Department of Community
Development

Applicant: Caitlin Ritchey

Staff: Casey Stewart 535-6260
casey.stewart@slcgov.com

Tax ID: 08-36-283-010

Current Zone: SR-1A

Master Plan Designation:
Capitol Hill Master Plan:
Low Density Residential

Council District:
District 3 – Eric Jergensen

Lot size: 7,400 sq. ft.

Current Use:
Single Family Residence

Applicable Land Use

Regulations:

- 21A.24.080 SR-1A
- 21A.34.020 (G)

Notification

- Notice mailed Oct 21, 2008
- Sign posted Oct 21, 2008
- Posted to Planning Dept and Utah State Public Meeting websites Oct 21, 2008.

Attachments:

- A. Historic Documentation
- B. Applicant's description, site plan & drawings
- C. Photographs

Request

The applicant requests approval to construct a garage. As part of the request, the applicant is requesting the Historic Landmark Commission modify the maximum height limit of fourteen feet for a pitched roof accessory structure to allow the garage to be approximately seventeen feet six inches at its highest point.

Staff opinion

It is staff's opinion that the project does not adequately meet the criteria for a certificate of appropriateness. If the commission wishes to approve the project as proposed, the following conditions should be included:

1. The location of the garage shall comply with all applicable yard and setback requirements of the Zoning Ordinance and building codes.

VICINITY MAP



Background

Project Description

This application is for construction of a detached two-car garage. The proposed location for the garage is in the rear yard two feet from the rear and east side property lines. The project is being reviewed by the Historic Landmark Commission because the garage is over height, otherwise it would have been reviewed administratively. Other aspects of the project include extending the concrete drive into the rear yard to access the proposed garage, and a rear yard six foot (6') wood picket fence.

The dwelling at the subject address is a small one-story cottage of Victorian Eclectic style constructed in 1892.

The proposed seventeen foot, six inch tall (17' 6") garage is one-and-one-half story tall and will include space for two vehicles on the first floor and storage space on the second floor. It will be approximately twenty-four feet by 20 feet (24' x 20') or four hundred and eighty (480) square feet, which is the maximum size allowed in the SR-1A district.

Siding: The siding will be brick veneer of similar color to that of the brick used for the dwelling. The dormers will be sided with HardieShingle. The fascia and soffits will be aluminum material.

Roof: The 8:12 pitched gabled roof will be Tamko or similar architectural asphalt shingles with an overhang of twelve inches (12”) and two shed roof dormers, one on each side of the peak, with a pitch of 2:12. The garage roof pitch is similar to the dwelling roof pitch.

Windows: The two windows on the north elevation (rear) will be four feet by two feet (4’ x 2’) aluminum clad exterior, wood interior four light operable casement windows; the two windows on the south elevation (front) will be four feet by three feet (4’ x 3’) aluminum clad exterior, wood interior six light operable casement windows; and the single window on the west elevation (side) will be four feet by four feet (4’ x 4’) aluminum clad exterior, wood interior eight light operable casement window. The garage windows will match the existing windows of the primary structure and will have real four, six or eight divided lights as indicated previously.

Doors: The two auto doors will be eight feet by seven feet (8’ x 7’) steel single carriage house doors with windows. The people door will be a steel ¼ light door.

Fence: Wood picket, six feet (6’) tall, surrounding rear yard only.

Driveway: Existing portion from street to side of dwelling is concrete (approved by 1992 certificate). The new portion extending to the rear yard will also be concrete.

Comments

Public Comments

No citizen comments have been received.

City Department Comments

The City’s Transportation Division reviewed the site plan and verified in the field the width between the retaining wall and the stair way as 8’ 9”. The minimum city standard is 8’ 3”. The field review indicated that the 1992 driveway was installed as approved at that time for side yard parking.

Project Review

Zoning considerations

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

Discussion:

REQUIRED	PROPOSED	MEET?
Accessory Structure Maximum Building Height: maximum height for pitched roof = 14’	17’ 6”	No
Setback Minimums: 1’ from property line and 10’ from closest main structure	2’ from side lot line and 2’ from rear lot line / The closest main structure is at least ten feet away	Yes / Yes
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.	6%	Yes
Accessory Buildings: footprint of up to 480 square feet	480	Yes

Discussion: The project meets the minimum requirements for this zoning district with the exception of height and distance to nearest dwelling. 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 ten-foot requirement between accessory buildings and primary buildings is listed as a recommended condition of approval, if the commission wishes to approve the project, because the Commission cannot alter that. The two car, two door detached garage on the adjacent property to the west is approximately 13 feet tall with one story. The proposed garage would be the tallest garage on the block and the only one with dormers and windows.

Finding: The height of the garage is out of character with the surrounding properties.

Revisions made by applicant

Since the original application, the applicant has reduced the garage footprint from 24' x 26' to 24' x 20' and reduced the height from 19' 6" down to 17' 6", although the proposed height still exceeds the 14-foot limit.

Analysis and Findings

Zoning Ordinance

21A.34.020(H). *Standards For Certificate Of Appropriateness For 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.

Discussion for Standard 1: With the proposed height, the garage will be similar in height to the dwelling on the lot, in which case the garage will compete visually with the principal building. With respect to other garages in the vicinity, there are few detached garages and most of them comply with the height limit or are close to it. The proposed width is a common width for two car garages around the city and would be compatible with the area. Overall, this garage is not compatible with surrounding garages due to its proposed height.

Finding for Standard 1: The project does not meet this standard.

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.

Discussion for Standard 2: Many of the materials that have been used traditionally in accessory structures are those utilized in the construction of primary buildings. Windows were common in early garages and the dormers will help to identify it as a contemporary building. In the case of a two-car garage two single doors are preferable. Wood garage doors, brick and asphalt shingles are typically approved materials for accessory structures.

Finding for Standard 2: The project meets this standard.

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.

Discussion for Standard 3: Generally, garages and outbuildings should be located on the rear of a lot to be consistent with historic precedent. The property owners addressed this issued by locating the accessory structure behind the primary structure; however as mentioned in the first standard, the proposed garage competes visually with the principle dwelling because of the similar heights. The 14 foot height limit in the SR-1A is clearly intended to keep the accessory structures subordinate visually to the principal buildings. With a complying height, the proposed garage would clearly satisfy this third standard. and keeping the design simple.

Finding for Standard 3: The project does not adequately meet this standard.

Design Guidelines

Applicable Design Guidelines 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 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.

Finding: The materials proposed for this garage are compatible with the primary structure however the proposed height creates competition with the primary structure. The project does not comply with this design guideline.

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.

Standards for New Construction

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.

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.

Discussion of Design Guidelines: The proposed garage is compatible with the primary structure in general design and materials and its materials and form are appropriate for the neighborhood. The proposed roofing is a new material but acceptable in historic districts since it is an interpretation of earlier roofing materials but does not seek to mimic early materials. The aluminum soffit is acceptable for new construction because of its low profile, in other words, it is not used for a character defining feature such as the cladding. The location of the garage is appropriate for the neighborhood and its location makes it subordinate to the primary structure; however the proposed height competes visually with the height of the primary structure. The design of the structure follows historic precedents but is not so close to the design of the primary structure that it would be confused for an original garage. In addition, the use of materials and the design of doors and windows will identify it as a contemporary structure. The project meets this standard.

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

The Historic Landmark Commission recognizes that garages are a necessary part of maintaining the viability of historic properties and districts, and accessory structures have always been features in the historic landscape of Salt Lake City. However, garages, when not designed to be compatible with the primary structure or when not visually subordinate to the primary structure, can have an adverse effect on the historic character of a district. For this reason, the Historic Landmark Commission should review garages with the following characteristics:

- a. The garage is larger than 600 square feet;
- b. The garage creates a substantial presence on the streetscape because it would be located on a corner lot or visible from a public way;
- c. It is more than one-story in height; or
- d. It will be used for an auxiliary use that could lead to disruptive activity in a neighborhood.

(Adopted by HLC on 6/21/2000)

Discussion: The proposed garage is not more than 600 square feet, does not create a substantial presence on the street, or have an auxiliary use. However, the proposed garage is more than one story and is taller than allowed by ordinance. The neighboring garage is closer to fourteen feet (14') tall, although there is one across the street that is approximately seventeen (17') tall and located right against the street making it very prominent. This is not typically found throughout the historic districts and should not be used as supporting cause for the proposed garage.

Finding: The project is presented to the Historic Landmark Commission for review, rather than obtaining administrative review because the garage is over height. With the few detached garages that are in the neighborhood it is difficult to define general pattern and without an established pattern, the ordinance should be enforced as intended.

Attachment 'A'

Applicant's description, site plan and drawings

Please Answer the Following Questions (Use an Additional Sheet if Necessary):

Please describe your proposed construction:

My husband and I would like to build a garage in our back yard. We are submitting a Special Exception Request because the plans that we have are for a garage that is 24'x26'x20'. Other than the additional size and height, the proposed garage would comply with all of the standards and building requirements. We have been working with Kenney Nichols and Virginia Ulibarri from ASWN+ Architects. This is to ensure that the plans are sensitive to the character of the Historic District and that the garage will be appropriate in size and material in relation to our house and neighborhood. Because our house is small, we would like to be able to have adequate room for storage in the garage. We plan on storing bike, camp, and snowboard equipment, in addition to yard maintenance equipment such as a lawn mower, weed whacker, snow blower, ladders etc. ~~Due~~ Due to the fact that some of the neighboring properties have two houses (and in one case two houses and a garage) on the same amount of property that we own, we feel that there is a precedent for the special exception.

The Marmalade District is an up-and coming area. (Continued on sheet attached.)
Specifically describe how your proposal meets the standards for approval as stated in Section 21A.52 of the Zoning

Ordinance:

A. Compliance with Ordinance and District Purposes:

The garage will not be used as living quarters or for commercial use.

B. No Substantial Impairment of Property Value:

The garage will not impair the property value. If anything, it will increase the value of our property and our neighbors' property.

C. No Undue Adverse Impact:

This is not an issue. It should enhance the character of the area.

D. Compatible with Surrounding Development:

This is not an issue.

E. No Destruction of Significant Features:

This is not an issue.

F. No Material Pollution of Environment:

The garage use and development will not cause material air, water, soil or noise pollution, or any other types of pollution.

G. Compliance with Standards:

The garage will comply with all of the standards and building requirements.

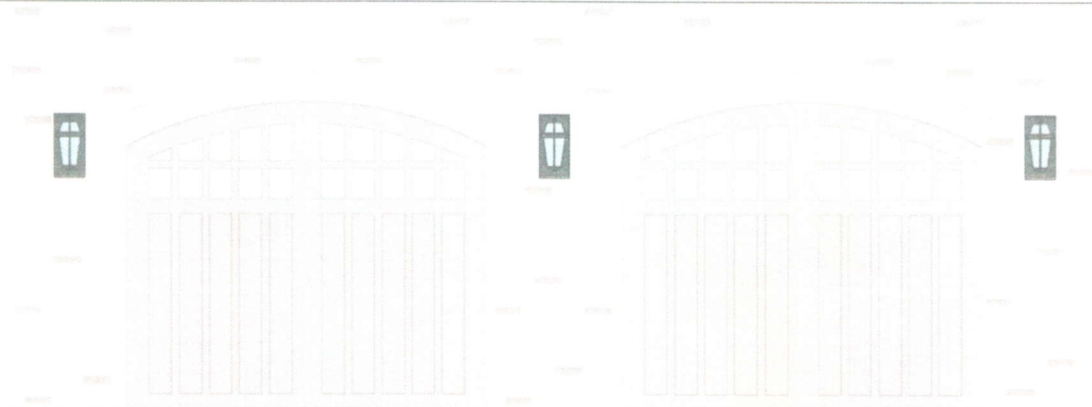
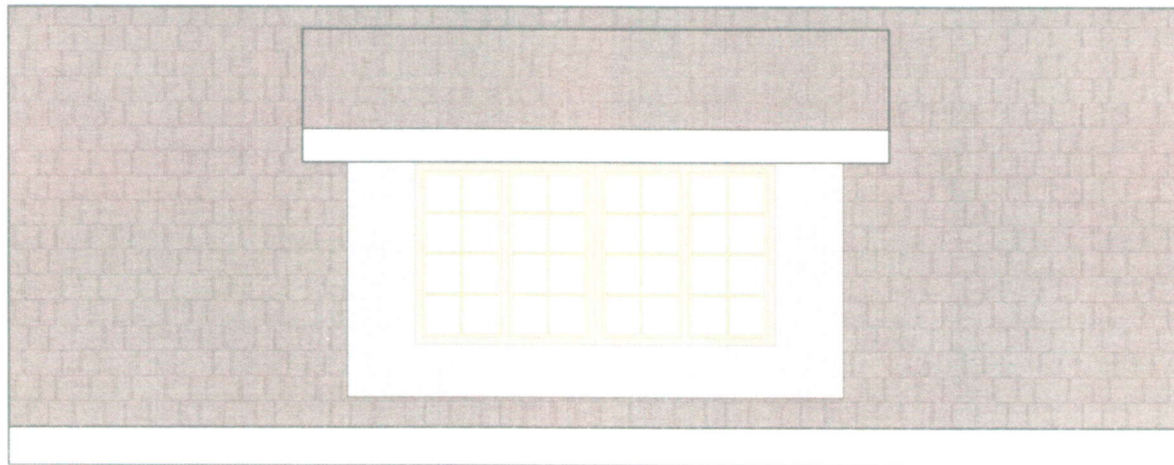
Proposed Construction Description Continued.

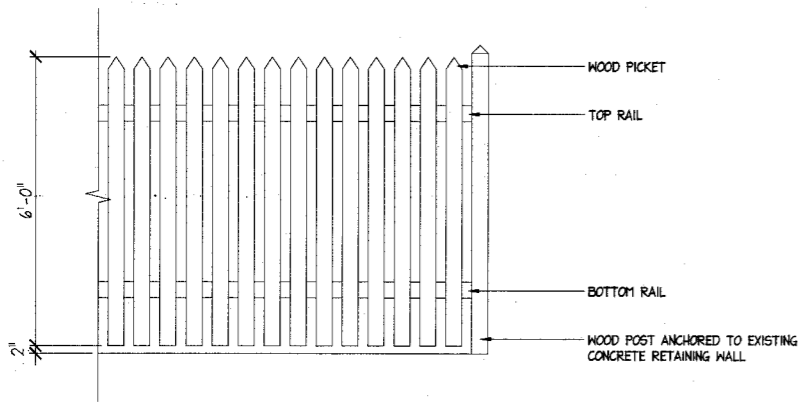
Unfortunately, some of the properties surrounding our house are vacant and not maintained.

My husband and I are confident that the proposed garage would add to the character and charm of our historic neighborhood, and ideally it would set a precedent for the improvement of the neighboring properties.

RITCHEY GARAGE

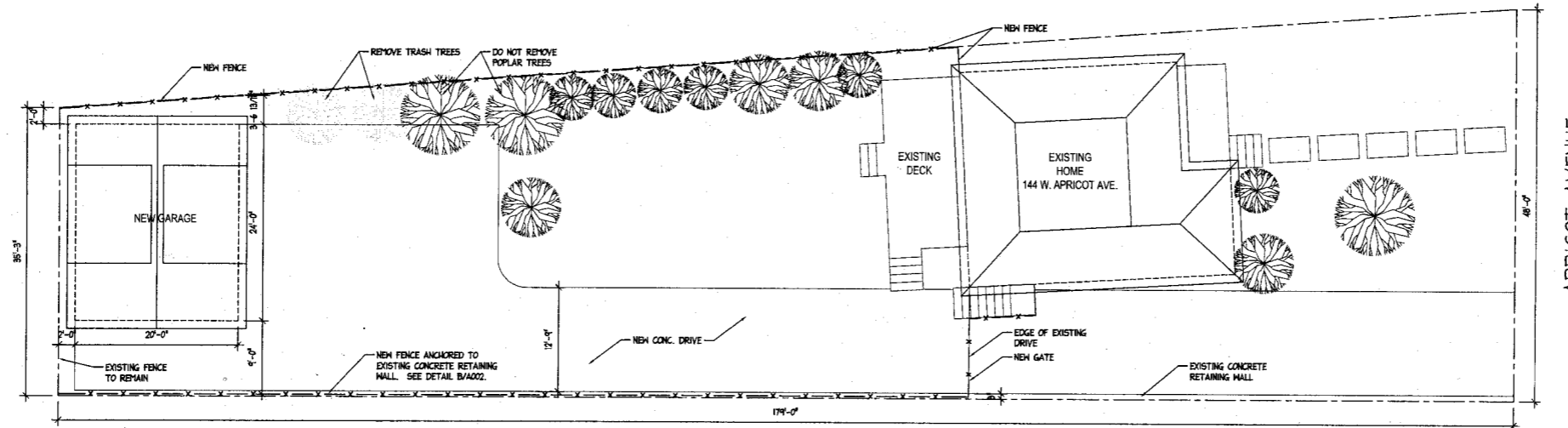
144 APRICOT AVENUE
SALT LAKE CITY, UTAH 84103





B WOOD PICKET FENCE

SCALE: 1/2" = 1'-0" (24"x36")
 SCALE: 1/4" = 1'-0" (11"x17")



A SITE PLAN

SCALE: 1" = 10'-0" (24"x36")
 SCALE: 1" = 20'-0" (11"x17")



DESIGNER
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 6512 S. RIVER EDGE LANE
 MURRAY, UT 84123
 801-652-6266

RITCHEY GARAGE
 144 APRICOT AVENUE
 SALT LAKE CITY, UTAH 84103

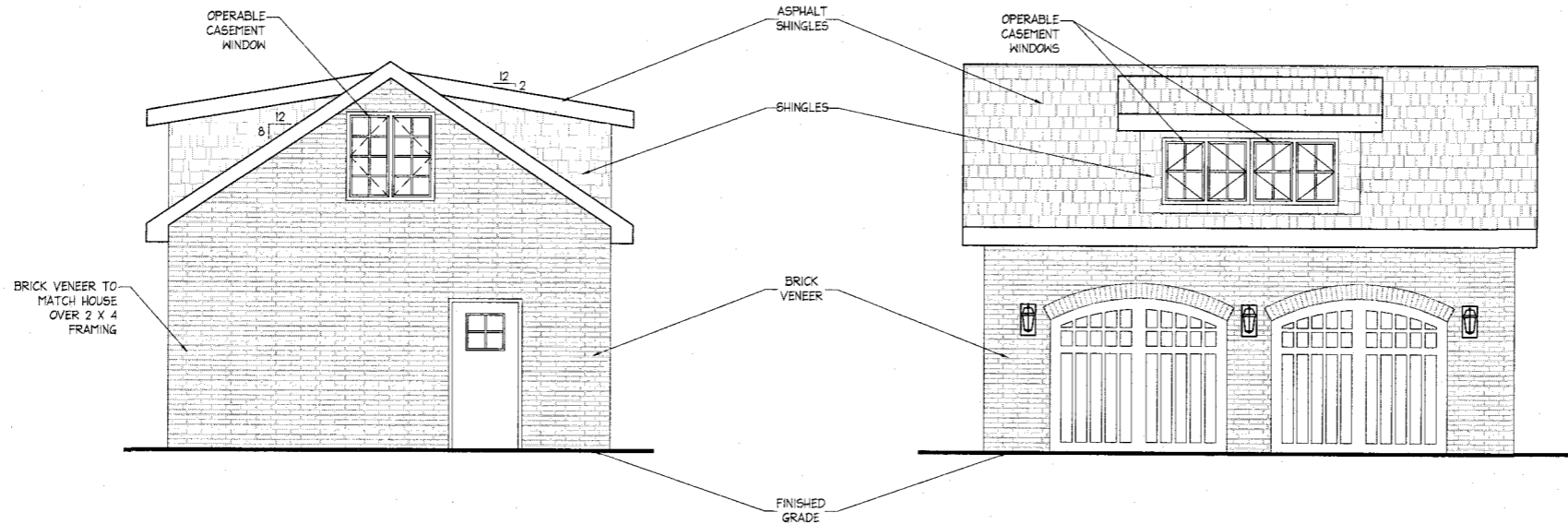
PROJECT NUMBER:
 001

REVISIONS:
 REVISION
 SEPTEMBER 22, 2008

DATE:
 JULY 22, 2008

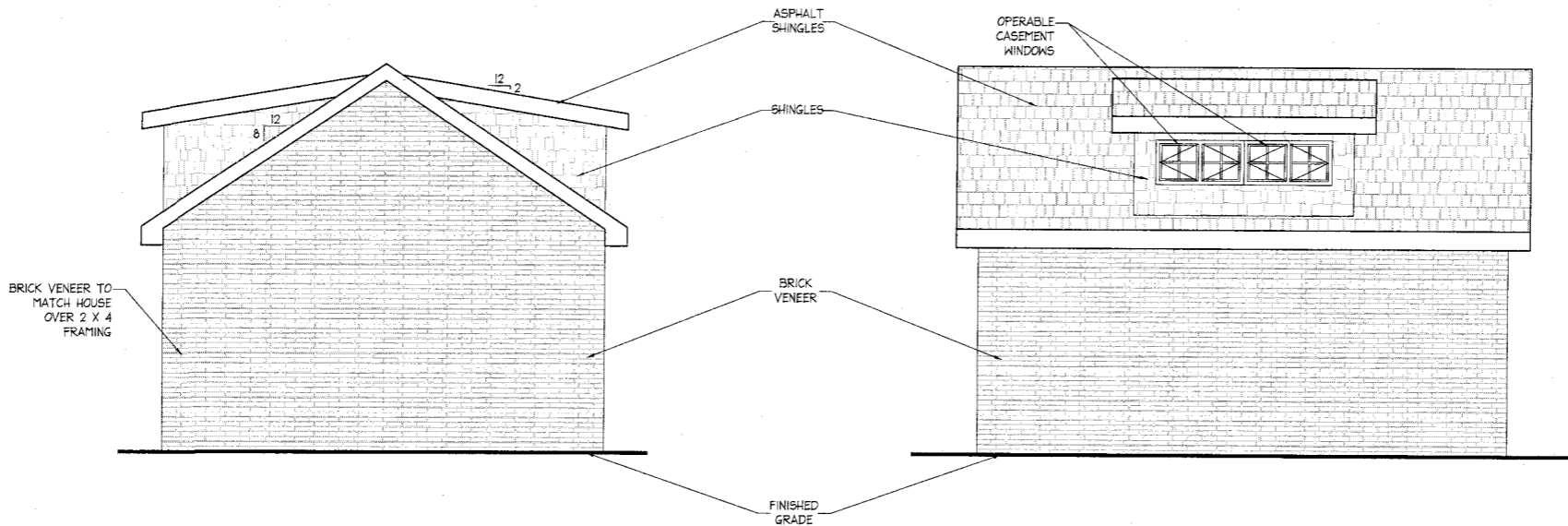
SHEET NO.

A002



A WEST ELEVATION
 SCALE: 1/4" = 1'-0" (24"x36")
 SCALE: 1/8" = 1'-0" (11"x17")

B SOUTH ELEVATION
 SCALE: 1/4" = 1'-0" (24"x36")
 SCALE: 1/8" = 1'-0" (11"x17")



C EAST ELEVATION
 SCALE: 1/4" = 1'-0" (24"x36")
 SCALE: 1/8" = 1'-0" (11"x17")

D NORTH ELEVATION
 SCALE: 1/4" = 1'-0" (24"x36")
 SCALE: 1/8" = 1'-0" (11"x17")

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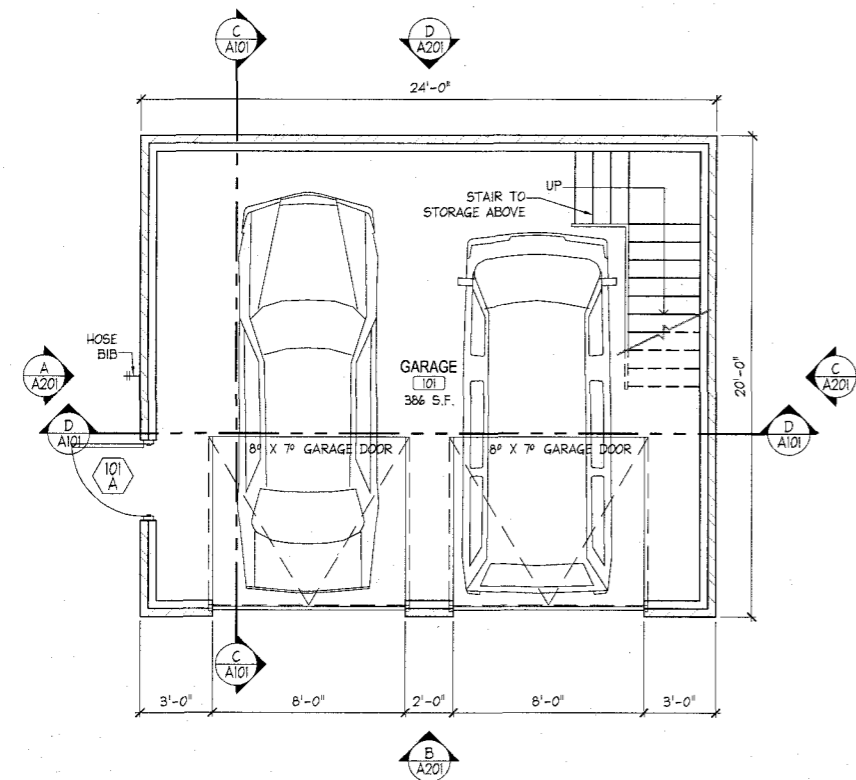
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001

REVISIONS:
 REVISION
 SEPTEMBER 17, 2006

DATE:
 JULY 22, 2006

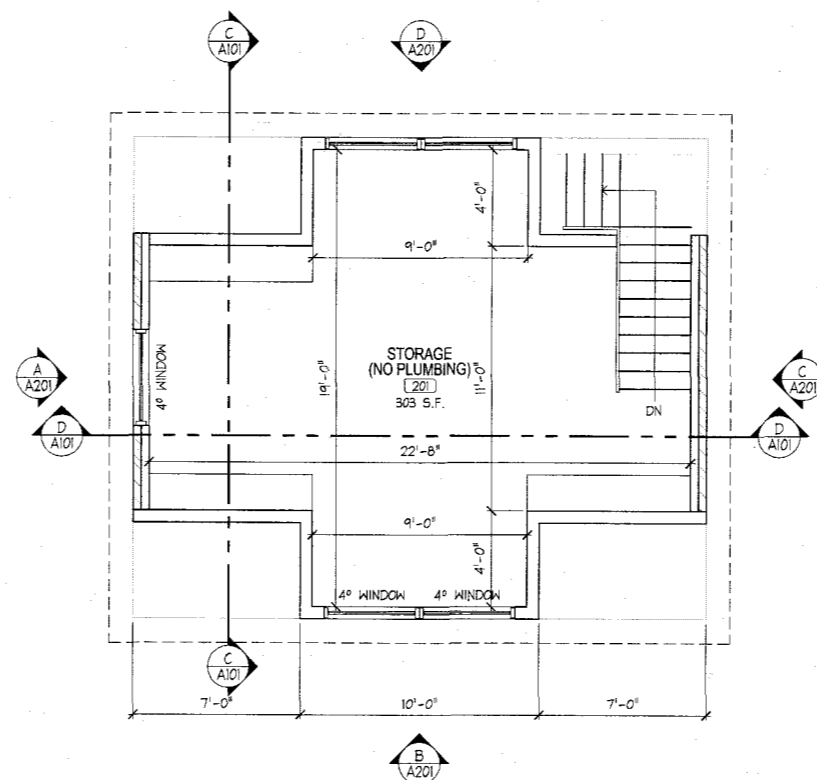
SHEET NO.

A201



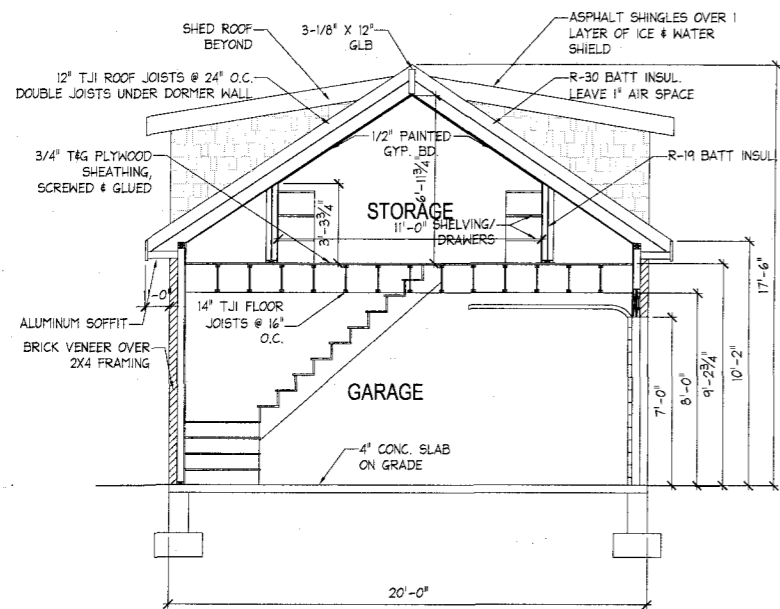
A MAIN LEVEL

SCALE: 1/4" = 1'-0" (24"x36")
SCALE: 1/8" = 1'-0" (11"x17")



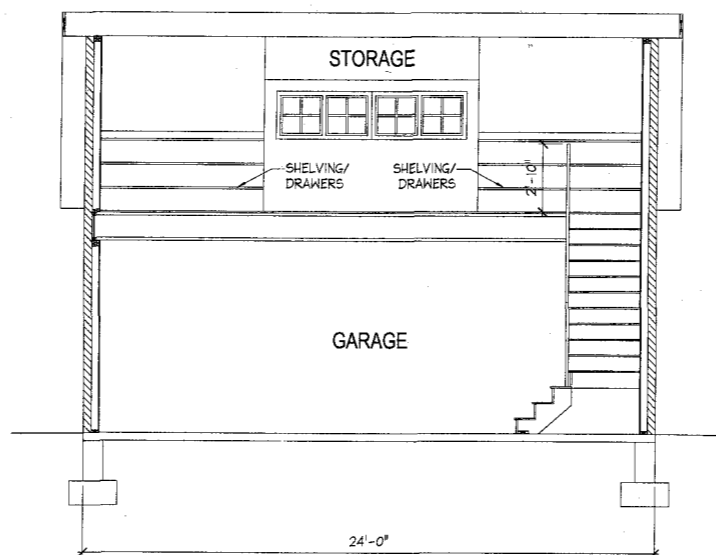
B UPPER LEVEL

SCALE: 1/4" = 1'-0" (24"x36")
SCALE: 1/8" = 1'-0" (11"x17")



C CROSS SECTION (LOOKING EAST)

SCALE: 1/4" = 1'-0" (24"x36")
SCALE: 1/8" = 1'-0" (11"x17")



D CROSS SECTION (LOOKING NORTH)

SCALE: 1/4" = 1'-0" (24"x36")
SCALE: 1/8" = 1'-0" (11"x17")

GENERAL NOTES

1. ALL DIMENSIONS ARE TO FINISH FACE OF WALL UNO.
2. ALL CONSTRUCTION MUST ADHERE TO THE CURRENT IRC, NEC, IECC, AND IBC CODES.

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RITCHEY GARAGE
144 APRICOT AVENUE
SALT LAKE CITY, UTAH 84103

PROJECT NUMBER:
001

REVISIONS:
REVISION
SEPTEMBER 22, 2008

DATE:
JULY 22, 2008

SHEET NO.

A101

Attachment 'B'
Historic Documentation

Utah State Historical Society

Property Type:

Historic Preservation Research Office

Site No. _____

Structure/Site Information Form

IDENTIFICATION 1

Street Address: 144 Apricot Ave

UTM: 11368 11369

Name of Structure:

T. 01.0 N R. 01.0 W S. 36

Present Owner: Larson, Carl W.
520 N Main

Owner Address: SLC, UT 84103

Year Built (Tax Record): 1901
Legal Description 01

Effective Age: 1925
Kind of Building: residence

Tax #: 04 2529

com 144 ft W of SE cor lot 2 blk 16 Plat E SLC sur W 48 ft 179 ft E 35 1/4 ft S
E'ly 181 1/4 ft to beg

STATUS/USE 2

Original Owner: Louie Platts Batley

Construction Date: 1892

Demolition Date:

Original Use: dwelling

Present Use: dwelling

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: 1978

Slide No.:

Date of Photographs: 1979

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.):

"Building List", Salt Lake Tribune, January 1, 1892, p.18
Salt Lake County Plat Records, 1860-1940
Sanborn Maps, SLC, 1898, 1911, 1930, 1969
Stenhouse, SLC Directory, 1892-93
Polk, SLC Directory, 1893
"Louie Platts Batley", Deseret News, April 26, 1948 p.19

Researcher: Henry Whiteside

Date: 10/79

Street Address: 144 Apricot Ave

Site No:

4
ARCHITECTURE

Architect/Builder:

Building Materials: brick stone foundation sills

Building Type/Style: Victorian Eclectic

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

This is a small one story Victorian cottage, probably of pattern book design. The house has a basic "T" plan and has a hipped roof. Relieving arched window heads and classical porch motifs (Tuscan supports) are some of the decorative features of the house. The rear frame lean-to has a shed roof.

5
HISTORY

Statement of Historical Significance:

Construction Date: 1892

This house was built for Louie Platts Batley in 1892. She was born July 4, 1872 in Salt Lake City the daughter of Emily Price and John Platts, early resident on the block. She married George Batley, a barber, in December of 1889 and had two children by him. They lived in this house until they built the house at 140 Apricot in 1910.

Assessor's Photo—date unknown



1995 Survey Photo



Attachment 'C'
Photographs



Garage will be located slightly left of photo center (in back of house on right). Garage at left of photo is detached, two car, approximately 13 feet tall, facing Apricot Avenue.



Top: This garage belongs to our neighbors directly West of our house.
Bottom: This garage belongs to our neighbors across the street from our house (their driveway is directly across from ours).
Bottom: This garage is directly South of the garage pictured in the middle. It belongs to someone on Quince Street.



Top: The back of our house
Bottom: Looking from our driveway into the backyard- the garage would be in the very back next to the wooden fence.