

HISTORIC LANDMARK COMMISSION STAFF REPORT

**Boyington Garage
PLNHLC2011-00760
Capitol Hill Historic District
633 North Victory Road
April 5, 2012**



Planning Division
Department of Community and
Economic Development

Applicant: Steven B.
Boyington

Staff: Katia Pace, 535-6354,
katia.pace@slcgov.com

Tax ID: 08-36-230-025

Current Zone: SR-1A Special
Development Pattern Residential

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

Council District:
District 3, Stan Penfold

Community Council:
Capitol Hill Community
Council, Katherine Gardner

Lot Size: 8,727.84 square feet

Current Use:

- Single-Family Residence

Applicable Land Use

Regulations:

- 21A.34.020
- 21A.24.080
- 21A.40.050
- Historic Design Guidelines

Notification:

- Notice mailed 3/23/12
- Agenda posted on the
Planning Division and Utah
Public Meeting Notice
websites 3/23/12

Attachments:

- A. Site Plan
- B. Department Comments
- C. Photos

Request

This is a request by Steven Boyington, for additional height on an accessory structure. The property is located at 633 Victory Road, in the SR-1A (Special Development Pattern Residential) zoning district and in the Capitol Hill Historic District. The proposed height is 17 feet and 6 inches, the SR-1A allows for accessory structures that are up to 14 feet tall.

Staff Recommendation

Based on the analysis and findings of this staff report, it is the Planning Staff's opinion that with the exception of the over height, the project meets the development standards and residential design guidelines. Furthermore, it has received variances that allow for the proposed development. Staff recommends that the Commission approves this request.

If the Commission finds that the proposal does not meets the objectives of the ordinance standards and Residential Design Guidelines, then staff recommends that the Commission deny the request, or approve it with modifications.

VICINITY MAP



Background

The principal structure associated with the proposed garage is located at 633 N. Victory Road in the Capitol Hill Historic District. It was built in 1884 and is a contributing historic structure with a Victorian Eclectic Foursquare (Box) architectural style and with drop (novelty) siding. The roof of the structure has a truncated hip shape with dormer windows in the sides and front façade of the house.

The portion of the lot where the garage is being proposed received approval for a lot consolidation in 2011, and later that year the Board of Adjustment approved a Variance that allows the garage to encroach the side and front yard setbacks. The residence currently has no off street parking. The back half of the property drops off sharply with a grade greater than 60 degrees. The topography of the property prevents the construction of the garage on the rear yard.

The request is to build a 466.9 square foot detached garage. The northeast corner of the garage will encroach 5 feet in the side yard and approximately 2 feet in the front yard. In order for the garage to match the unique style of the roof of the principal structure, the applicant is requesting the height of the accessory structure to be 17 feet 6 inches instead of the 14 feet maximum required for a pitched roof accessory structure in the SR-1A zoning district.

The following is a list of the proposed materials to be used on this project:

- **Siding:** The siding will be fiber-cement 5” Dutch lap to match the existing house. The fascia will be wood painted board.
- **Roof:** The roof will be a truncated hip shape with a dormer window in the east and west elevation and two windows in the north and two in the south elevation. It will have asphalt shingles and 12 inches overhangs. The garage roof will be similar in shape to the principal structure.
- **Windows:** The windows will be clad wood windows and double hung, except for the west elevation where the windows in the bottom will be fix pane.
- **Doors:** The two auto doors will be wood paneled garage doors and glass panels on top. The people doors will be solid core panel.

Comments

Public Comments

No public comments have been received at the time of this writing.

Transportation Division Comments

The approval for the Variance was subject to compliance with the requirements made by the Transportation and Engineering Divisions (see Attachment B.) No additional conditions from these Divisions have been made.

Project Review

Zoning Considerations

The base zoning of the property is SR-1A, Special Development Pattern Residential District, the purpose of which is "to maintain the unique character of older predominantly low density neighborhoods that display a variety of yards, lot sizes and bulk characteristics." The development requirements for accessory structures and their compliance with the zoning ordinance are listed below.

Requirement	Standard	Proposed	Meet
Height	14'	17'-6"	No
Foot Print of Accessory Structure	480 ft ² , and a second structure of 120 ft ² (total of 600 ft ²)	466.9 ft ²	Yes
Exterior Wall Height	9'	8'- 10"	Yes
Building Coverage for principal and accessory structures	40% of lot area	20%	Yes
Yard Coverage	50% of the rear yard	Mostly built in the buildable area.	Yes

** Modified setbacks have been approved by Board of Adjustment.*

Analysis: The principal residence is located on the Capitol Hill Historic District. The zoning ordinance in Section 21A.24.080(D)6 allows the Historic Landmark Commission the ability to grant exceptions to height if it finds that the project meets the provision of Section 21A.34.020.

Finding: With the exception of the over height, the project meets the development standards for this zoning district, or have received variances that allow for the proposed development. Given the diverse architectural development of this area, staff finds that the accessory structure would fit within the context of the block and neighborhood.

Analysis and Findings

Options

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

- The Historic Landmark Commission may approve the proposal by finding that the proposal substantially complies with all applicable ordinances, design guidelines and adopted policies;
- The Historic Landmark Commission may deny the proposal by finding that the proposal does not substantially comply with applicable ordinances, design guidelines and adopted policies; or
- The Historic Landmark Commission may table the item and request additional information from the applicant and/or staff.

Standards of Review

21A.34.020(H)(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:

Standard 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.

Applicable Design Guidelines

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 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.

Policy Document, Salt Lake City Historic Landmark Commission, 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.

Analysis: Although the address of the subject property is off Victory Road the access is from Darwin Street. There are four properties facing Darwin Street between Clinton and Girard Avenues. To the north, the property adjacent to the proposed garage is a single family house build in the 1940s. To the south there is a multifamily building constructed in the 1960s and a single family home constructed in the 1950s. Across the street from this property is a small hill and then Victory Road.

Finding: There is a great discrepancy in architectural styles between the subject property and the surrounding structures and the streetscape. The scale and form of the proposed garage is compatible with the principal building. Staff finds that the proposed garage will be subordinate to the primary structure and that the project meets the intent of this standard.

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.

Applicable Design Guidelines

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.

Analysis: The proposed garage is compatible with the primary structure in general design and materials and its materials and form are appropriate for the neighborhood. Alternative materials such as fiber cement products have been approved for new construction by the Commission in the past.

Finding: The scale of the proposed garage is subordinate to the principal structure. The relationship of materials is visually compatible with the materials found in the primary structure. The project meets the intent of this standard.

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.

Applicable Design Guidelines

13.15 Maintain the traditional setback and alignment of buildings to the street, as established by traditional street patterns. In Arsenal Hill, street patterns and lot lines call for more uniform setback and siting of primary structures. Historically, the Marmalade district developed irregular setbacks and lot shapes. Many homes were built toward compass points, with the street running at diagonals. This positioning, mixed with variations in slope, caused rows of staggered houses, each with limited views of the streetscape. Staggered setbacks are appropriate in this part of the district because of the historical development. Traditionally, smaller structures were located closer to the street, while larger ones tended to be set back further.

Analysis: Similar to the historic development of this neighborhood, Darwin Street is set in a diagonal and the lot shape and the proposed setbacks are irregular. Due to the topography of the lot the garage will be built on the side of the principal structure, staggered from the principal structure.

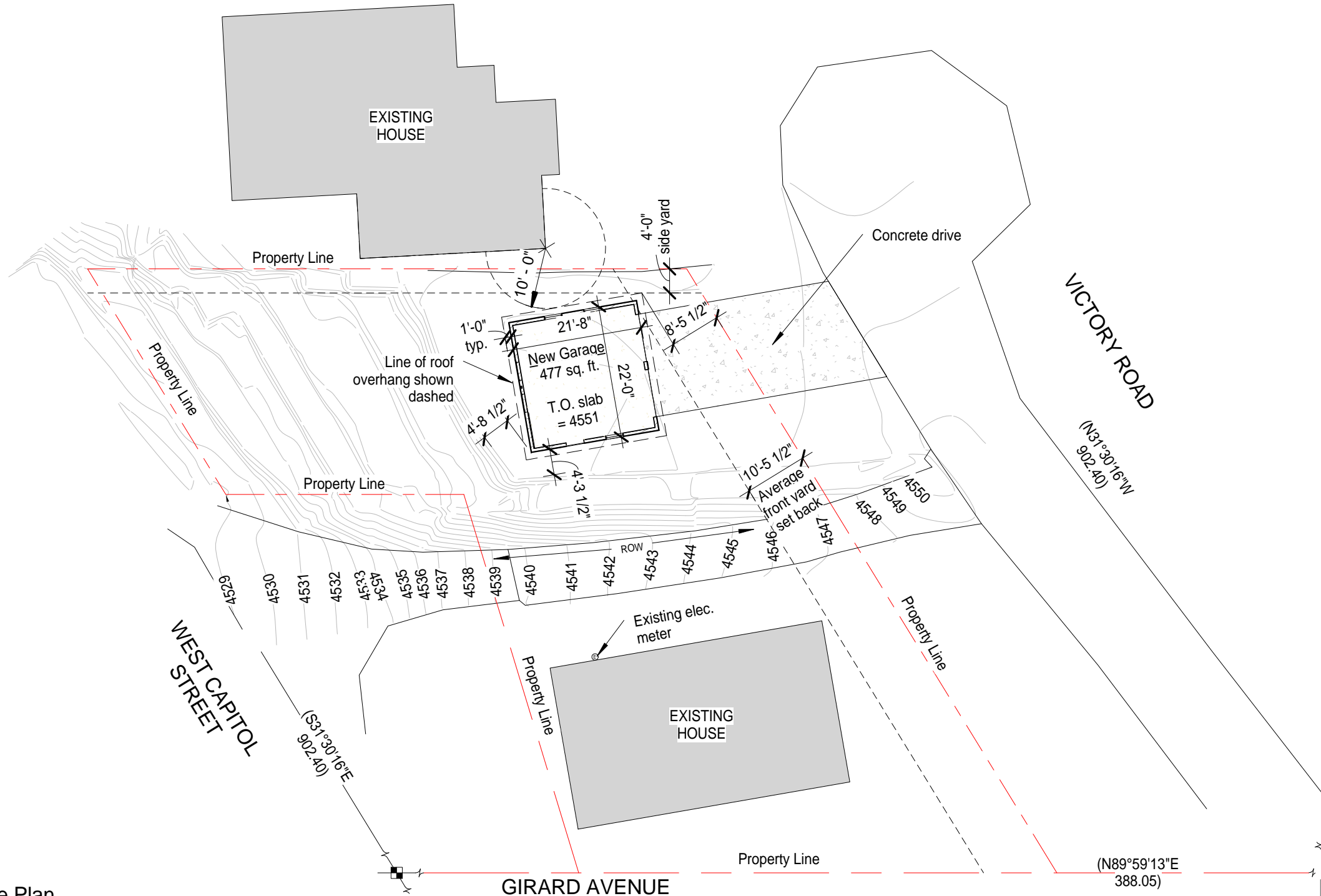
Finding: Staff finds that the proposed garage is compatible with the development pattern of the neighborhood. The proposed project complies with the intent of this standard.

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).

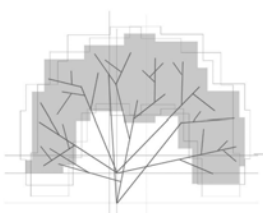
Finding: This application has no subdivision issues.

**Attachment A
Site Plan**



1 Site Plan
1" = 20'-0"

Preliminary



DESIGN INTERFACE LLC

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1059 EAST 900 SOUTH
SALT LAKE CITY | UTAH 84105
OFFICE 801.533.0100 | FAX 801.533.0100

New Garage

Steve Boyington

633 North Victory Road
Salt Lake City, Utah 84103

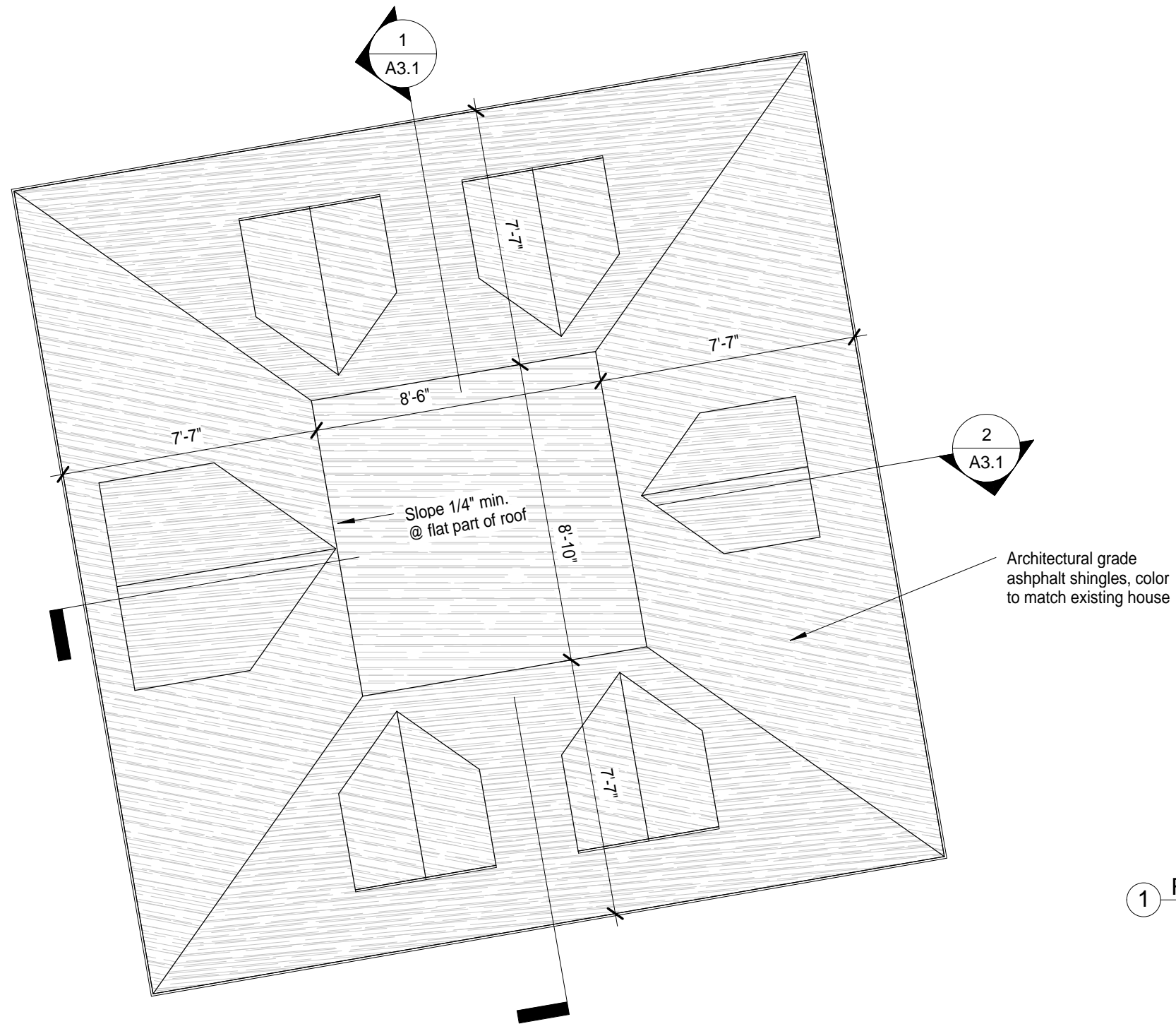
Revision Schedule		
No.	Description	Date

Site Plan

Project Name:	New Garage
Date:	December 6, 2011
Drawn By:	Author
Checked By:	Checker
Project Number:	2011.007
Scale:	1" = 20'-0"

A1.1

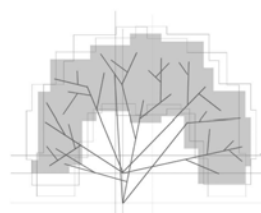
SHEET NUMBER



1 Roof Plan
1/4" = 1'-0"



Preliminary



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New Garage

Steve Boyington

633 North Victory Road
Salt Lake City, Utah 84103

Revision Schedule		
No.	Description	Date

Roof Plan

Project Name:	New Garage
Date:	December 6, 2011
Drawn By:	Author
Checked By:	Checker
Project Number:	2011.007
Scale:	1/4" = 1'-0"

A1.6

SHEET NUMBER



② North Elevation
1/4" = 1'-0"



① East Elevation
1/4" = 1'-0"

- Architectural grade asphalt shingles - match slope at roof of existing house
- Painted wood fascia board
- Fiber cement siding - Double 1-5" dutch lap to match Clad Wood existing house
- Window (typ.)
- Trim color to match existing house
- Painted Wood Trim

Preliminary

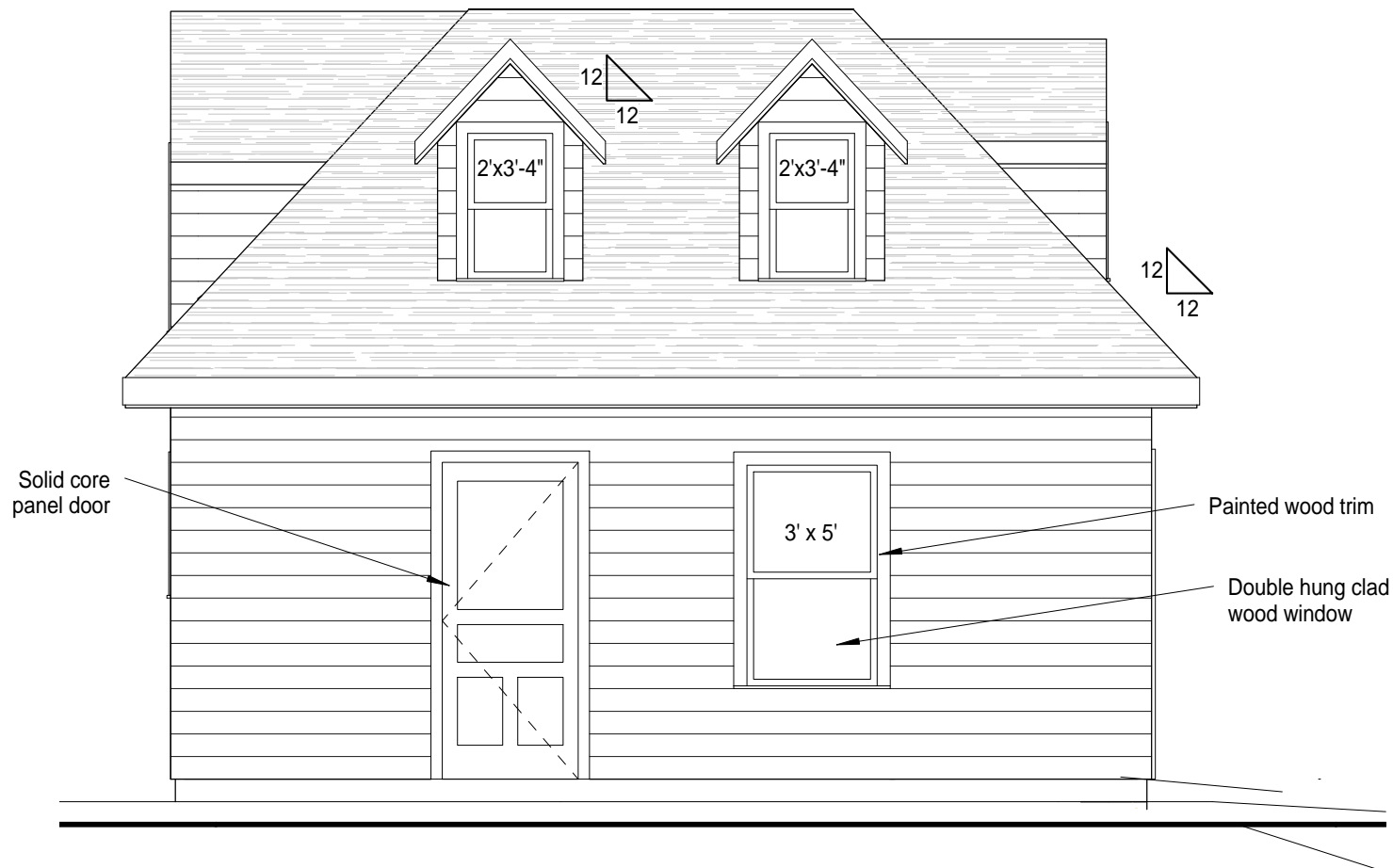


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New Garage
Steve Boyington
633 North Victory Road
Salt Lake City, Utah 84103

Revision Schedule		
No.	Description	Date

Elevations		A2.1 SHEET NUMBER
Project Name:	New Garage	
Date:	December 6, 2011	
Drawn By:	Author	
Checked By:	Checker	
Project Number:	2011.007	
Scale:	1/4" = 1'-0"	

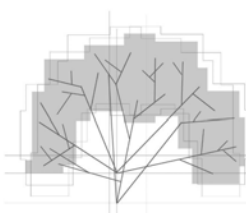


② South Elevation
1/4" = 1'-0"



① West Elevation
1/4" = 1'-0"

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New Garage

Steve Boyington

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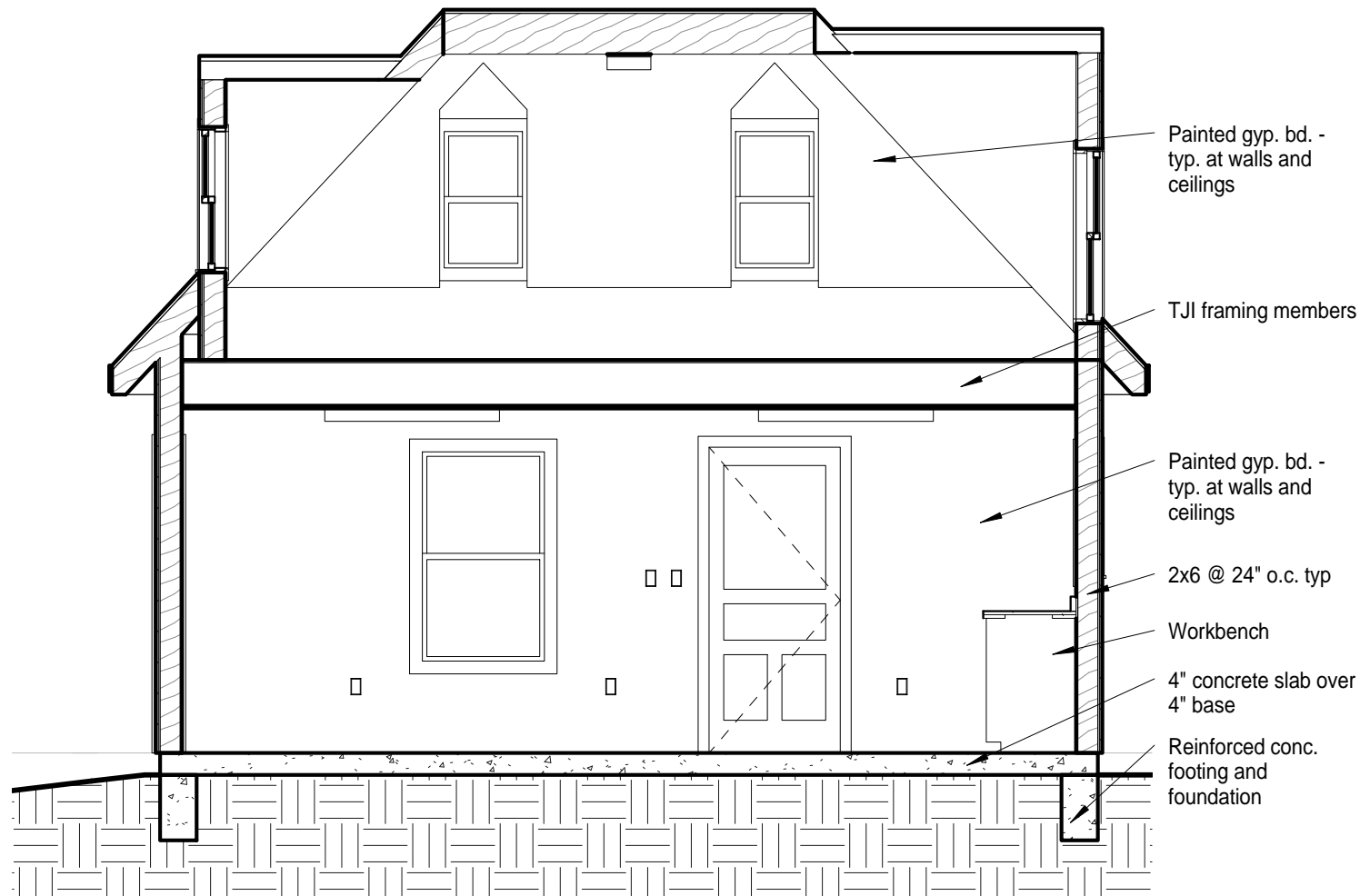
Revision Schedule		
No.	Description	Date

Elevations

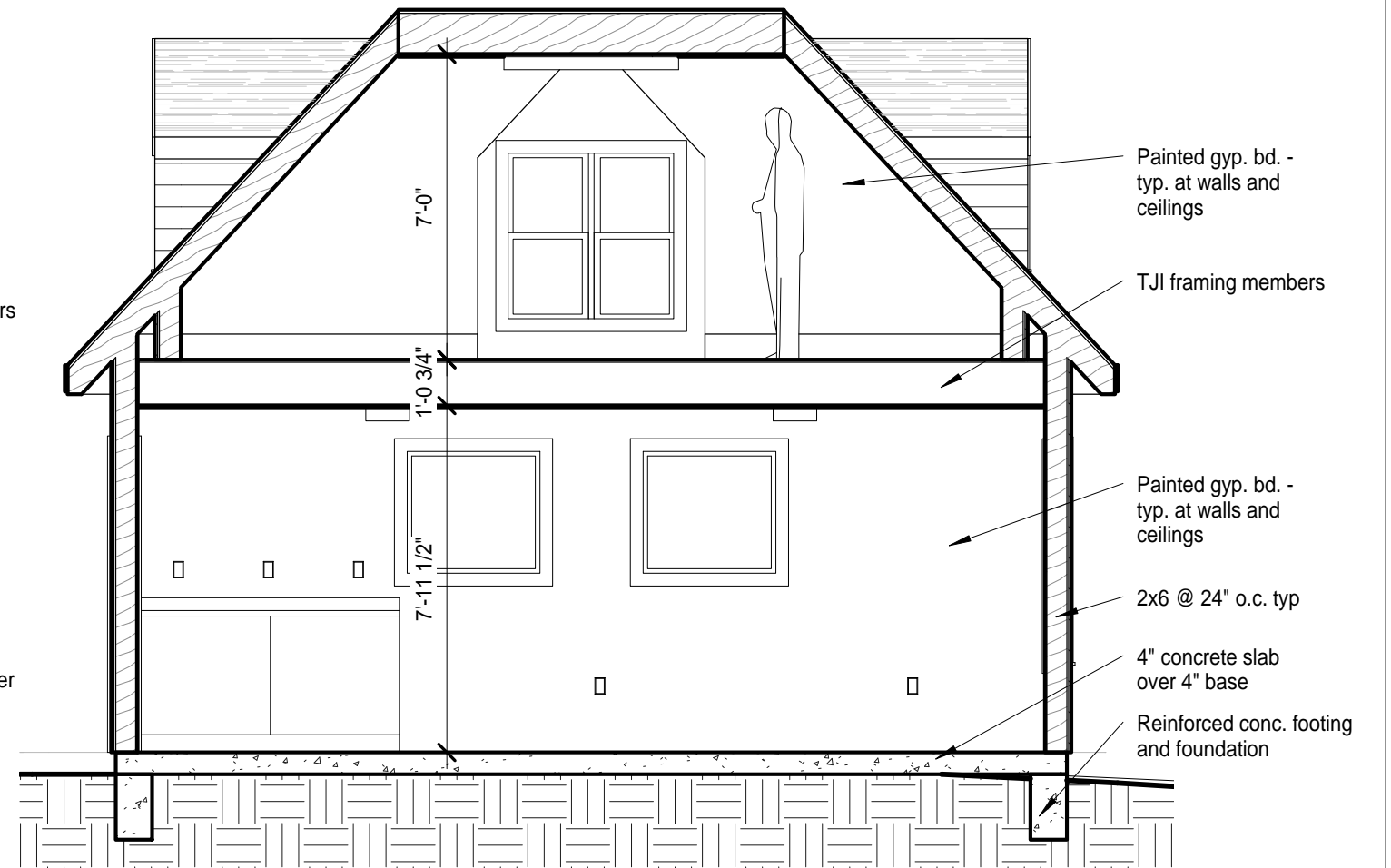
Project Name:	New Garage
Date:	December 6, 2011
Drawn By:	Author
Checked By:	Checker
Project Number:	2011.007
Scale:	1/4" = 1'-0"

A2.2

SHEET NUMBER

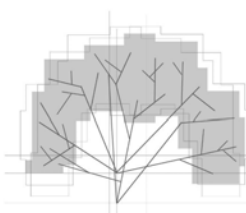


2 East / West Section
1/4" = 1'-0"



1 North / South Section
1/4" = 1'-0"

Preliminary



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New Garage

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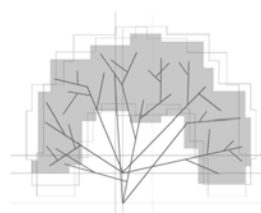
Revision Schedule		
No.	Description	Date

Building Sections

Project Name:	New Garage
Date:	December 6, 2011
Drawn By:	Author
Checked By:	Checker
Project Number:	2011.007
Scale:	1/4" = 1'-0"

A3.1

SHEET NUMBER



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New Garage

Steve Boyington

633 North Victory Road
Salt Lake City, Utah 84103

Revision Schedule		
No.	Description	Date

Rear Perspective

Project Name:	New Garage
Date:	December 6, 2011
Drawn By:	Author
Checked By:	Checker
Project Number:	2011.007
Scale:	

A3.2

SHEET NUMBER

**Attachment B
Department Comments**

From: Walsh, Barry
To: Pace, Katia
Cc: Young, Kevin; Weiler, Scott; Butcher, Larry
Subject: RE: PLNBOA2011-00690 Boyington Variance
Date: Wednesday, December 07, 2011 2:28:13 PM

December 7, 2011

Katia Pace, Planning

Re; PLNBOA2011- 00690 Garage Setback at 635 North Victory Road.

The division of transportation review comment and recommendations are as follows:

The garage setback is shown at 10.45' from property line. Future development of the public way will require a restriction of parking in front of the garage if vehicles encroach on public sidewalks or into the defined roadway. Please provide a profile of drive access from center line of Victory Road in order to review the elevation of garage and the grades of the proposed drive access. The building elevation suggest and upper level of the garage, please indicate proposed access to garage loft, stairs etc are not to conflict with a standard stall area or access.

All work with in the public right of way is subject to a public way permit.

Please show the new easement for the existing gravel drive on the site plan.

Sincerely,

Barry Walsh

Cc Kevin Young, P.E,
Scott Weiler, P.E.
Larry Butcher, permits
File

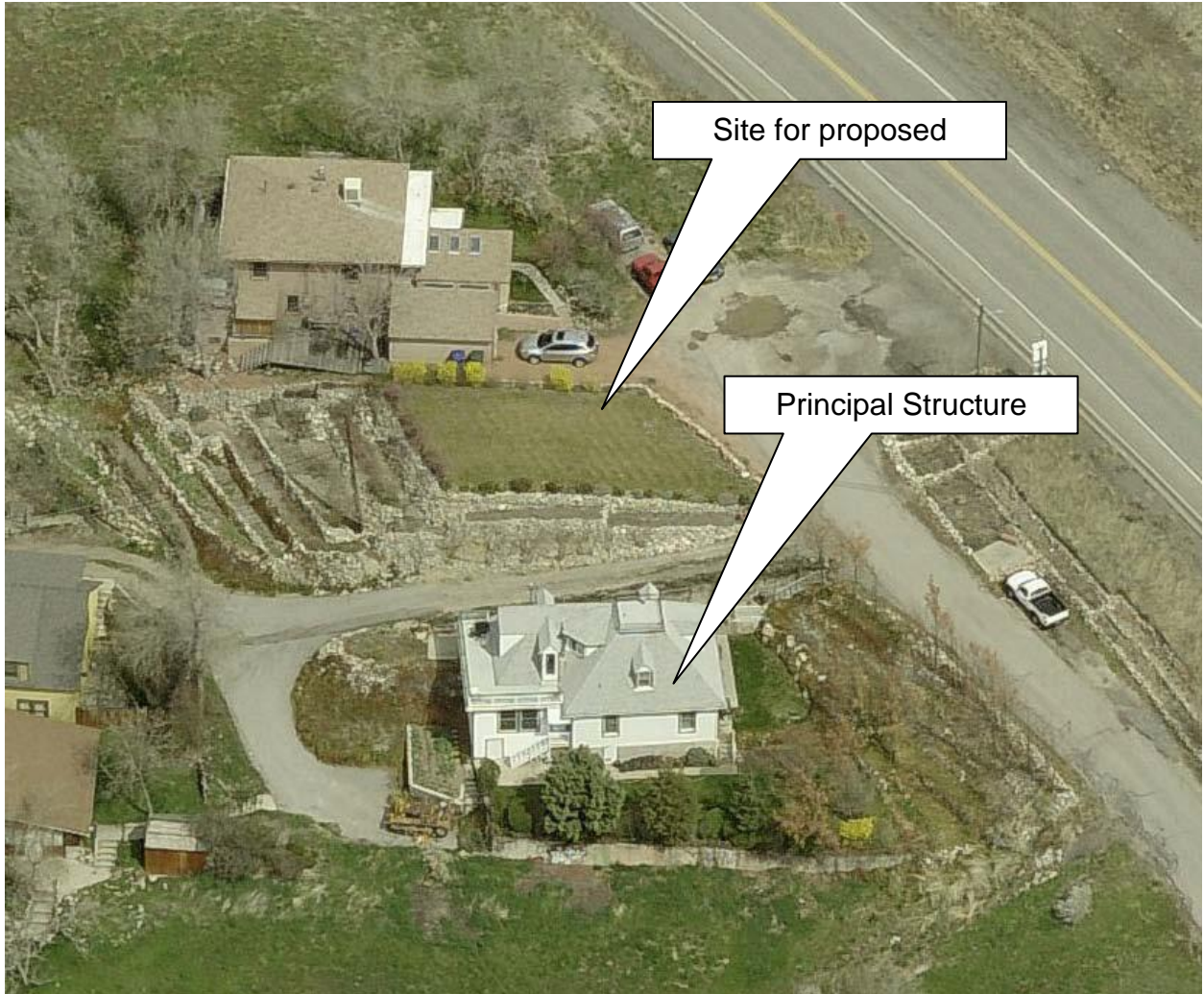
From: Weiler, Scott
To: Pace, Katia
Cc: Walsh, Barry
Subject: RE: PLNBOA2011-00690 Boyington Variance
Date: Wednesday, December 07, 2011 6:06:05 PM

Katia,

I've visited this site before and decided that public way improvements are not practical for just this frontage but as Barry pointed out, if the driveway work extends into the public way of Darwin Street, a Permit to Work in the Public Way must be obtained.

Thanks,
Scott

**Attachment C
Photos**



Properties in the Block



Subject Property

View looking North



View looking South



