DESIGN REVIEW COMMITTEE
AGENDA ITEM

AGENDA DATE: DECEMBER 18, 2013

TO: Chair Fox and Members of the Design Review Committee

THRU: Leslie Aranda Roseberry, Planning Manager

FROM: Marissa Moshier, Historic Preservation Planner

SUBJECT: DRC NO. 4707-13 – Herman Residence

SUMMARY

The applicant proposes to construct a 177 square foot addition at the rear of a contributor to the National Register of Historic Places Old Towne historic district and to relocate an existing one car garage on the property. Relocation of the garage requires final approval by the Planning Commission.

RECOMMENDED ACTION – RECOMMENDATION TO PLANNING COMMISSION

Staff recommends that DRC recommend approval to the Planning Commission as conditioned.

BACKGROUND INFORMATION

Applicant:	Christine Herman
Property Owner:	Christine Herman
Property Location:	815 E. Palmyra Avenue
Existing General Plan Land Use Element designation:	Low Density Residential (2-6 DU/AC)
Existing Zoning Classification:	R-1-6
Old Towne:	Yes, contributing building
Specific Plan/PC:	N/A
Site Size:	7,000 sq. ft.
Circulation:	E. Palmyra Avenue is a collector street
Surrounding land uses and Zoning:	R-1-6
Previous Applications/Entitlements:	None
Associated applications:	None
Previous DRC Review:	November 20, 2013
Mills Act Contract:	Yes
Associated Code Enforcement Case:	None

PUBLIC NOTICE

No Public Notice was required for this project.

ENVIRONMENTAL REVIEW

Categorical Exemption: The proposed project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per State CEQA Guidelines 15331 (Class 31 – Historical Resource Restoration/Rehabilitation), because it consists of rehabilitation of the contributing building in conformance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties (Secretary's Standards)*. There is no public review required.

PROJECT DESCRIPTION

The applicant proposes to construct a 177 square foot addition at the rear of a 1,240 square foot contributing building. The existing Floor Area Ratio (FAR) is 0.21; the proposed FAR is 0.24. The proposed addition has an offset gable roof with wood rafter tails and bargeboard to match the contributing building. Based on DRC comments, the applicant clarified the proposed ceiling height of the addition and studied options for retaining the outriggers on the rear elevation of the contributing building. To accommodate a top plate height of 7 feet, 7 inches in the addition, the applicant is proposing to remove the outrigger on the west corner of the contributing building. The outrigger on the east corner will be retained, along with the eaves and bargeboard of the contributing building.

Based on DRC comments, the applicant has clarified that the proposed bargeboards, eaves, rafter tails, and window trim on the addition will match the materials, design and dimensions of those elements on the contributing building. Single light wood casement and multi-light wood double-hung windows are proposed for the addition, trimmed in wood to match the historic windows. The new window on the addition north elevation will meet egress requirements. One existing window and the glass block on the east elevation of the contributing building will be infilled with wood siding to match the historic siding. In the contributing building, the applicant proposes to replace existing non-historic aluminum sliding and louvered windows with wood windows reflecting the design of existing historic windows. Existing window openings and trim will be retained.

The applicant proposes that the addition be clad in wood lap siding to match the contributing building. The applicant prefers to salvage the existing siding from the rear elevation of the contributing building and re-installed it at a ½ inch offset from the contributing building. To achieve the offset, the starter course of siding on the addition will be ripped to ½ inch smaller than the starter course on the contributing building.

The applicant also proposes to relocate a 266 square foot garage on the property to accommodate construction of the addition. The garage will be relocated approximately 32 feet to the north, toward the rear property line. The existing driveway will be retained and extended to

accommodate the relocated garage. Based on DRC comments, the applicant has clarified that the proposed new foundation for the relocated garage will be concrete slab.

EXISTING SITE

The 7,000 square foot property is developed with a 1,240 square foot, one story single-family residence and a detached 266 square foot, one car garage. The residence was constructed in 1922 and is identified as a contributor to the National Register-listed historic district. The garage appears to have been constructed within the period of significance for the historic district and retains sufficient integrity to be considered a contributing historic structure on the property.

EXISTING AREA CONTEXT

The property is located on the north side of the 700-800 block of E. Palmyra Avenue in the National Register-listed Old Towne historic district. The 700-800 block of E. Palmyra Avenue is developed primarily with one and one-and-a-half story, single-family residences. The north side of the block contains seven contributing buildings and five non-contributing buildings. The south side of the block contains no contributing buildings.

EVALUATION CRITERIA

Orange Municipal Code (OMC) Section 17.10.070 establishes the general criteria the DRC should use when reviewing the project. This section states the following:

The project shall have an internally consistent, integrated design theme, which is reflected in the following elements:

1. **Architectural Features**.
    a. The architectural features shall reflect a similar design style or period.
    b. Creative building elements and identifying features should be used to create a high quality project with visual interest and an architectural style.
2. **Landscape**.
    a. The type, size and location of landscape materials shall support the project's overall design concept.
    b. Landscaping shall not obstruct visibility of required addressing, nor shall it obstruct the vision of motorists or pedestrians in proximity to the site.
    c. Landscape areas shall be provided in and around parking lots to break up the appearance of large expanses of hardscape.
3. **Signage**. All signage shall be compatible with the building(s) design, scale, colors, materials and lighting.
4. **Secondary Functional and Accessory Features**. Trash receptacles, storage and loading areas, transformers and mechanical equipment shall be screened in a manner, which is architecturally compatible with the principal building(s).

ANALYSIS/STATEMENT OF THE ISSUES

Issue 1 – Relocation of Garage

According to the Orange Municipal Code, demolition is defined as "an act or process that destroys, moves or razes in whole or in part a building, structure, or site or permanently impairs its structural or architectural integrity" (OMC 17.04.023). Provisions of the demolition review process apply to the demolition of:

1) Any structure within an established historic district that is over one hundred twenty (120) square feet in area.
2) Any structure listed in the National Register at any location within the City (OMC 17.10.090 A).

The applicant proposes to relocate the one car garage approximately 32 feet north of its existing location. Because moving the 266 square foot building is considered demolition under the Ordinance's definition, the project requires final approval by the Planning Commission.

The *Secretary of the Interior's Standards for the Treatment of Historic Properties* (*Secretary's Standards*) generally do not recommend relocation of historic buildings, if the relocation would destroy "the historic relationship between buildings and the landscape" (*The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings*, p.102). The Old Towne Design Standards are silent on relocating historic accessory structures, so Staff relied on the *Secretary's Standards* for this project review.

The garage will be relocated within the existing site. The proposed location reflects the historic pattern of accessory structures on residential properties in the Old Towne historic district. The orientation of the garage in relation to E. Palmyra Avenue will remain the same, and the existing driveway will be retained and extended to serve the relocated garage. The garage will be relocated intact, under the review of a qualified structural engineer to ensure that the bracing and relocation method will not impair the structural or architectural integrity of the building. In response to DRC comments from November 20, 2013, the applicant clarified that the new foundation for the relocated garage will be concrete slab to avoid creating a gap under the existing doors.

The proposed relocation is compatible with the historic streetscape, will not result in losses to the building's integrity of design, materials, workmanship, feeling or association, and will not destroy the historic relationship between the contributing building and the garage. The relocation appears to be in conformance with the *Secretary's Standards*.

Issue 2 – Compatibility of Addition

The applicant is proposing a 177 square foot addition to the rear of the contributing building. To address DRC comments from the November 20, 2013 meeting about the proposed top plate

height of the addition, the applicant studied centering the ridge of the proposed addition gable roof on the ridge of the contributing building. In order to match the roof slope of the contributing building, this option for the addition required that both the east and west elevations be inset from the corners of the contributing building. This proposal reduced the total square footage of the addition and allowed the retention of both outriggers on the rear elevation of the contributing building. The resulting floor plan contained a jog in the west wall of the new bedroom, which reduced the functionality of the new bedroom for the property owner and resulted in a top plate height of 7 feet, 3 inches in the addition.

Based on this study of alternatives, the applicant is again proposing the offset addition reviewed by DRC on November 20, 2013 with clarifications to the proposed ceiling height of the addition. The proposed top plate height in the addition is 7 feet, 7 inches from the floor line. The new bedroom ceiling will be framed to match the top plate height in the addition. The proposed window header height is 6 feet, 8 inches from the floor line. This proposal retains the outrigger at the east corner of the contributing building. If it were to be retained, the outrigger on the west corner of the contributing building would likely be resting on the addition roof. The applicant proposes to remove the outrigger on the west corner of the contributing building. While Staff continues to recommend the retention of as much historic material as possible, it is Staff's opinion that the applicant has adequately studied options for retaining both outriggers on the rear elevation of the contributing building and has developed a plan that appropriately balances functionality of the proposed addition with retention of historic materials.

The applicant is proposing that the addition be clad in wood lap siding to match the contributing building. The applicant prefers to salvage the existing siding from the rear elevation of the contributing building and re-installed it on the addition at a ½ inch offset from the contributing building to differentiate the addition from the contributing building.

The applicant is proposing single-light wood casement and multi-light wood double-hung windows in the addition, trimmed to match the historic windows. Based on DRC comments, the applicant has clarified that the bargeboards, eaves, rafter tails, and window trim on the proposed addition will match these historic elements in design, dimensions, and materials. One existing window and the glass block on the east elevation of the contributing building will be infilled with wood siding to match the historic siding. The proposed mass, scale, and placement of the rear addition limit its impact on the contributing building and on the streetscape of the historic district. The proposed materials and features of the proposed addition are compatible with the design and materials of the contributing building.

<u>Issue 3 – Window Replacement</u>

The applicant is proposing to replace non-historic aluminum sliding and louvered windows in the contributing building with wood windows. The existing window openings and trim will be retained, and the proposed window sashes generally reflect existing historic windows on the contributing building.

STAFF RECOMMENDATION AND REQUIRED FINDINGS

The courts define a "Finding" as a conclusion which describes the method of analysis decision makers utilize to make the final decision. A decision making body "makes a Finding," or draws a conclusion, through identifying evidence in the record (i.e., testimony, reports, environmental documents, etc.) and should not contain unsupported statements. The statements which support the Findings bridge the gap between the raw data and the ultimate decision, thereby showing the rational decision making process that took place. The "Findings" are, in essence, the ultimate conclusions which must be reached in order to approve (or recommend approval of) a project. The same holds true if denying a project; the decision making body must detail why it cannot make the Findings.

1. *In the Old Towne Historic District, the proposed work conforms to the prescriptive standards and design criteria referenced and/or recommended by the DRC or other reviewing body for the project (OMC 17.10.070.F.1).*

   The proposed relocation of the garage retains the historic pattern of setbacks for accessory structures in the Old Towne historic district and is compatible with the contributing building and the historic streetscape. Relocation of the garage based on a plan developed by a qualified structural engineer will retain the building's integrity of design, materials, workmanship, feeling and association. The proposed addition incorporates materials consistent with the architectural style and character of the contributing building, and the mass, scale, and design of the addition are compatible with the contributing building and with the historic district.

2. *In any National Register Historic District, the proposed work complies with the Secretary of the Interior's standards and guidelines (OMC 17.10.07.F.2).*

   Projects found to be in conformance with the Old Towne Design Standards are considered to be in conformance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*. The proposed rear addition retains historic materials and features that characterize the contributing building. Proposed materials and features of the addition are compatible with the contributing building. Relocation of the garage retains the typical historic setbacks for accessory structures in the historic district and does not negatively impact the spatial relationships that characterize the contributing building and the historic streetscape.

3. *The project design upholds community aesthetics through the use of an internally consistent, integrated design theme and is consistent with all adopted specific plans, applicable design standards, and their required findings (OMC 17.10.07.F.3).*

   As the project is located within the Old Towne historic district, the proposed work must conform with the prescriptive standard and design criteria referenced and/or recommended by the Design Review Committee. As described above, the project conforms with the Old Towne Design Standards.

4. *For infill residential development, as specified in the City of Orange Infill Residential Design Guidelines, the new structure(s) or addition are compatible with the scale,*

massing, orientation, and articulation of the surrounding development and will preserve or enhance existing neighborhood character (OMC 17.10.07.F.4).

As the *City of Orange Infill Residential Design Guidelines* do not apply to projects located within the Old Towne historic district, this finding does not apply.

CONDITIONS

The approval of this project is subject to the following conditions:

1. All construction shall conform in substance and be maintained in general conformance with plans labeled Attachment 2 (dated December 12, 2013) and as recommended for approval by the Design Review Committee with conditions of approval.
2. A qualified structural engineer and house mover shall review the garage and provide a plan for bracing and relocation prior to the issuance of a building permit to ensure that the garage can be relocated intact and with minimal loss of historic material.

The following code provisions are applicable to this project and are include for information only. This is not a complete list of requirements and other code provisions may apply to the project.

- Prior to issuance of building permits, the applicant shall pay all applicable development fees, including but not limited to: City sewer connection, Orange County Sanitation District Connection Fee, Transportation System Improvement Program, Fire Facility, Park Acquisition, Sanitation District, and School District, as required.
- Building permits shall be obtained for all construction work, as required by the City of Orange, Community Development Department's Building Division. Failure to obtain the required building permits will be cause for revocation of this design review permit.
- All structures shall comply with the requirements of Municipal Code – Chapter 15.52 (Building Security Standards), which related to hardware, doors, windows, lighting, etc. (Ord. 7-79). Approved structural drawings shall include sections of the security code that apply. Specifications, details, or security notes may be used to convey the compliance.
- These conditions shall be reprinted on the first page of the construction documents when submitting to the Building Department for the plan check process.

ATTACHMENTS

1. Location Map
2. Drawings, dated December 12, 2013
3. Photographs
4. Copy of Committee Member Wheeler's comments from DRC meeting on November 20, 2013

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