

6.2.10 Constructing New Garages and Accessory Structures



PURPOSE AND INTENT

Garages and accessory structures can make an important contribution to the character of an historic neighborhood. Although high style "carriage houses" did exist historically, garages and other accessory structures were typically relatively simple structures architecturally, with little decorative detail. Quite often these structures reflected a simplified version of the architectural style of the house itself, and were finished in similar materials.

Unfortunately, many historic garages and accessory structures have not survived to the present day, perhaps because the structures were often built flush with the ground, without a raised foundation. Therefore, many homeowners in historic areas may need to confront the issue of designing a new secondary structure.

For the rehabilitation of existing garages and accessory structures, follow the same guidelines throughout this section as you would for the rehabilitation of a residential structure. The guidelines in this section are specifically targeted towards the addition or reconstruction of accessory structures on historic properties. It will also be useful to consult the Setting guidelines of this section to determine the placement, dimensions, and massing of such structures on lots with existing historic buildings.

GUIDELINES

- .1 New accessory structures and garages should be similar in character to those which historically existed in the area.
- .2 Basic rectangular roof forms, such as hipped or gabled roofs, are appropriate for most garages.
- .3 New garages or accessory structures should be designed not to compete visually with the historic residence.
- .4 Detached garages are preferred. Attached garages should be located to the rear of the house.
- .5 New garages should be located behind the line of the rear wall of the house whenever possible.
- .6 New accessory structures, such as greenhouses or gazebos, should not take up more than 50% of the back yard area.

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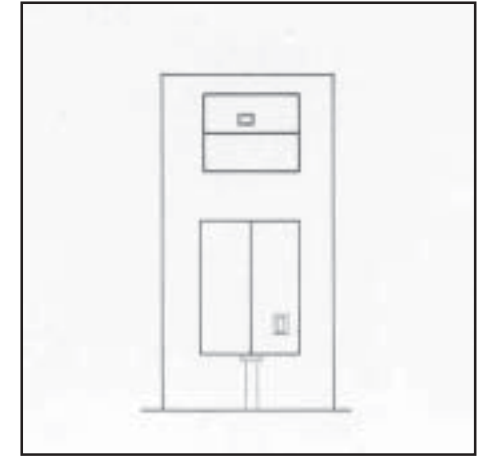
Notes on text:

Consider revising this paragraph to add information on garages and accessory structures that are usually found in your specific HPOZ area. On the styles page, you can insert additional photos of typical accessory structures.

When customizing guidelines in this section, please be aware that not all of the guidelines will apply to your HPOZ area. Some are also contradictory. Guidelines that do not apply may be deleted. In addition, certain guidelines that are more general may be developed in more detail specific to your HPOZ.

Use of words and phrases such as 'strongly discouraged', 'should', 'shall', 'may', etc. indicate how strongly the HPOZ board will, and the applicant should, adhere to a particular guideline. Those words and phrases may be changed to suit your particular HPOZ area's concerns.

Additional graphics:



Building footprint of accessory structure to the rear of principal structure.

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ADMINISTRATIVE PROCEDURES

EXEMPTIONS

.1 Work involving accessory structures that are not visible from the public right of way shall be exempt from review

.2

WORK REVIEWED BY PLANNING STAFF

.1 The review of ordinary maintenance and repair applications as defined in Section 12.20.3.G for work solely within this section shall be delegated to the Director of Planning.

.2 The review of all work on accessory structures not visible from the public way shall be delegated to the Director of Planning for review under these guidelines.

GENERAL BACKGROUND AND ADVICE TO THE APPLICANT

If an historic garage or accessory structure exists, it should be treated in the same way as any other historic structure for the purposes of rehabilitation. If, however, an historic accessory structure is missing and must be replaced, or a new structure is desired, the first consideration is where the new structure will be placed.

Typically, garages were historically placed to the rear of the house, with access from the street or an alleyway. Please consult the Site Design section of these guidelines for more information on garage placement. Other accessory structures, such as gazebos, potting sheds, and greenhouses, were historically placed in the rear or rear side yards, and new accessory structures should follow this pattern.

The style of new accessory structures should be designed as a simplified version of the architectural style of the main house, in the same or compatible materials, but with more restrained level of detail.

Please refer to the Appendix for additional assistance and resources.

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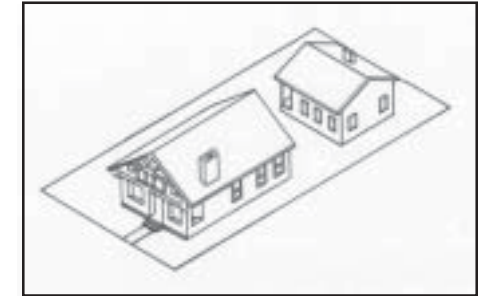
Be sure to reference the correct code section. Check with Planning Staff to confirm.

Finish with any background information or advice that the reader might find useful. A reference section at the end of this document will identify other places to find preservation information.

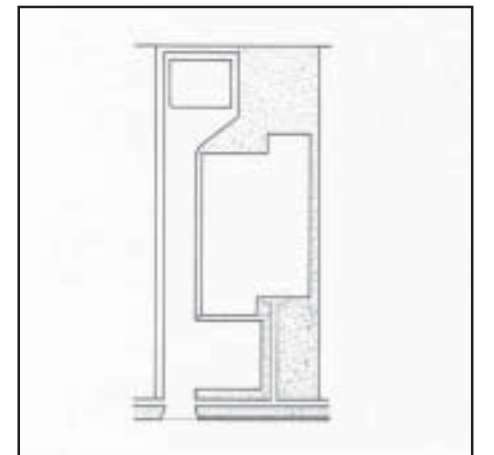
You may wish to include general advice, recurring problems and locally unique solutions, and if desired, even explain the rationale behind a particularly controversial or complicated local preservation issue specific to your community.

There will be an opportunity to list preservation resources, contacts, and directories in the appendix. In this way, the appendix may be updated as appropriate without requiring resubmittal of the entire document to the City Planning Commission for approval.

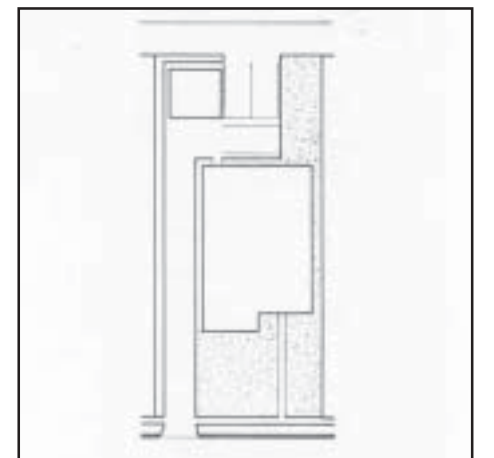
Additional graphics:



Accessory dwelling units are often found to the rear of primary structures.



Drives may lead only to garages. The paving of the front yard in this instance is inappropriate.



This parcel has parking access via the drive and directly off the alley at rear.