



**STAFF REPORT
FOR THE HISTORIC REVIEW BOARD**


FILE NUMBER: DR-11-09

HEARING DATE: June 21, 2011

REQUEST: Garage rehabilitation and carport addition

**APPROVAL
CRITERIA:** Community Development Code (CDC) Chapter 25, Historic District

**STAFF REPORT
PREPARED BY:** Sara Javoronok, Associate Planner

Planning Director's Initials 

EXECUTIVE SUMMARY

The applicant is proposing to remodel the garage in the rear yard of 1818 6th Avenue and add a carport. The garage is located in the rear yard and faces 13th Street. The carport would be attached to it and accessed from the alley. The project is subject to the approval criteria in CDC Chapter 25, Historic District.

The subject property is located at the northeast corner of 6th Avenue and 13th Street. It is in the City's Willamette Neighborhood and local Willamette Historic District. It is also in the National Register listed Willamette Falls Neighborhood Historic District.

Staff finds that the applicant's proposal, supplemented with conditions of approval, meets the applicable criteria. Therefore, staff recommends approval.

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GENERAL INFORMATION

**APPLICANT/
OWNER:** Adam Petersen, 1818 6th Avenue, West Linn, OR 97068

SITE LOCATION: 1818 6th Ave.

**LEGAL
DESCRIPTION:** Clackamas County Assessor's Map 31E-02BA, Tax Lot 3700

SITE SIZE: 5,000 square feet

ZONING: R-5, Single Family Residential Detached and Attached Duplex

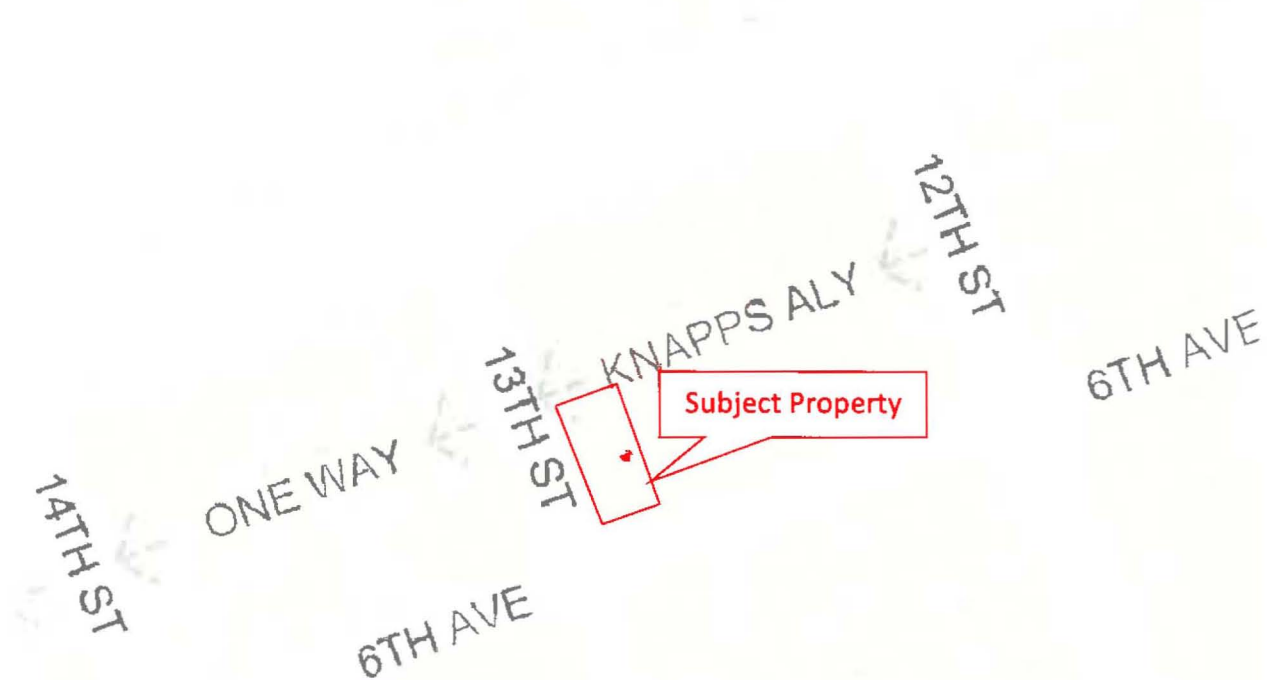
**COMP PLAN
DESIGNATION:** Medium Density Residential

120-DAY PERIOD: The application was complete on May 24, 2011. Therefore, the 120-day application processing period ends on September 21, 2011.

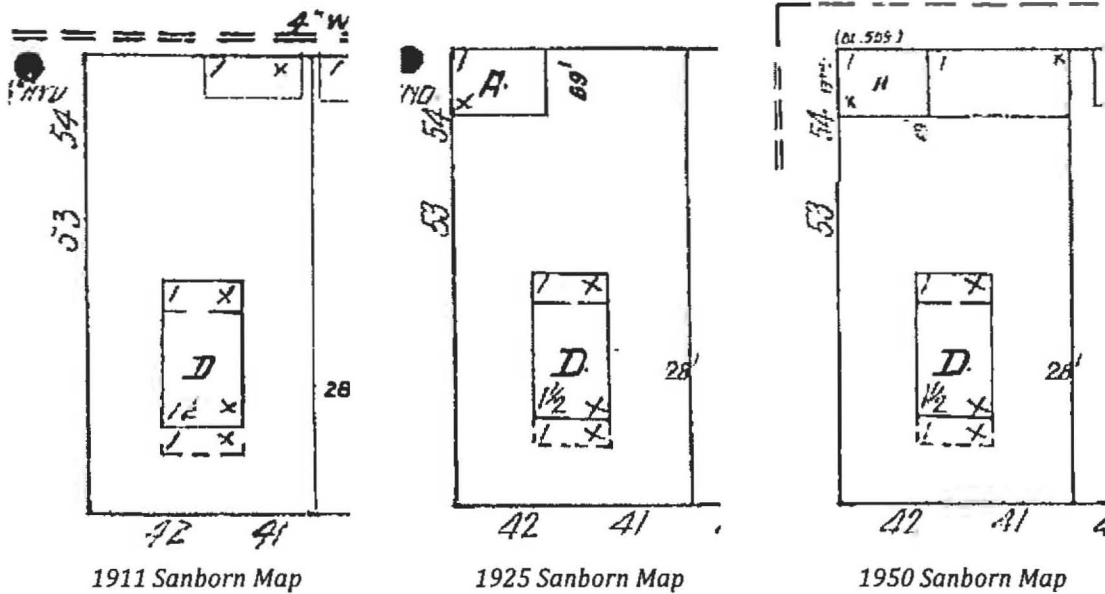
PUBLIC NOTICE: Public notice was mailed to the Willamette Neighborhood Association and to affected property owners on June 6, 2011 and the application has been posted on the City's website. Therefore, notice requirements have been satisfied.

BACKGROUND

As previously noted, the property is located in the Willamette neighborhood at 1818 6th Avenue, which is at the northeast corner of the intersection of 6th Avenue and 13th Street. It is in the local Willamette Historic District and the National Register Willamette Falls Historic District.



Site Conditions. The lot currently accommodates a 1½ story single family house and a detached accessory structure/garage. The property was included in the 1984 Clackamas County Cultural Resources Inventory and the 2006 Reconnaissance Level Survey of the Willamette Falls Neighborhood Historic District. The survey forms are attached as Exhibit HRB-5. The house first appears on the 1911 Sanborn Map (an excerpt is shown on the following page) as a 1½ story residence with a single story front porch and a single story rear addition. The footprint of the house is the same on the 1925 and 1950 Sanborn maps. The 1911 Sanborn map shows a single story accessory structure in the eastern half of the rear yard along the rear lot line. On the 1925 Sanborn Map, there is an accessory structure in the western half of the rear yard on the rear lot line. Per the 1950 Sanborn Map, there is an accessory structure along the entire length of the rear lot line, and it appears that the western portion of the accessory structure was added to the existing eastern section.



According to the historic surveys, the residence was constructed in 1898 and it is vernacular in type. It is 1½ stories, has an asphalt shingle roof, rake and corner boards in the gable, shiplap siding, and mostly 1/1 light windows. It has a front porch with simple posts, railing, and balustrade, which appear to be replacements since the 1984 survey. There is a single story c. 1960 addition and porch to the rear.

The accessory structure/garage is located to the rear and is along the rear lot line. It extends across roughly the western three-fourths of the rear yard. It is a single story with an asphalt shingle roof, exposed rafter tails, a false front that faces 13th Street and shingle siding. On the 13th Street elevation there is a man door to the north and a carriage style opening to the south. The alley, or north elevation, has a padlocked opening with horizontal wood siding. The east elevation has unpainted shingles and it appears that an addition or carport was removed from this side. On the south elevation, facing the rear of the house, there is a wood entry door and 3-light wood window.



Front elevation



Front/West and Side/North elevations of garage



Front/West and Side/South elevations



Side/South elevations



Side/East and Rear/North elevations



Interior View, garage door



Interior view, garage and man door



Interior view, existing wall between sections of the garage

Project Description. The applicant is proposing changes to the existing garage. The changes are as follows: replacing the footing with new footing and a slab, reinforcing the structural framing, adding a carport to the east and removing 3' from the east side of the

structure, adding an entry porch on the south side facing the rear of the house, adding and changing the windows and entryways, replacing the roof, framing in the double door opening on the alley wall, adding exterior lighting, and repairing damaged siding.

Surrounding Land Use. The parcel is surrounded by a mix of general commercial properties and single-family homes that are zoned R-5.

DIRECTION FROM SITE	LAND USE	ZONING
North	General Commercial	GC
East	Single-family residential	R-5
South	Single-family residential	R-5
West	Single-family residential	R-5



Public comments. Staff has not received any comments from the public.

Comments from outside agencies. Staff contacted the State Historic Preservation Office (SHPO) regarding the garage to discuss the structure’s significance. The correspondence with SHPO is attached as Exhibit HRB-6.

ANALYSIS

CDC Chapter 25, Historic District, applies to this project. Specifically, the criteria in Section 25.060, 25.070, and 25.080 are applicable.

Staff encouraged the applicant to maintain the man and garage doors on the front elevation of the garage, which faces 13th Street. The presence of two doors on this elevation is a character defining feature of the garage. Other character defining features include its location in the rear yard, single-story, and gabled roof with a false front. However, Sanborn Maps and photographs show that there have been numerous changes to the structure that have affected its integrity. In addition, the applicant has demonstrated that it was not possible to have both a standard size man and garage door on this elevation. Staff finds that the criteria are met since it was not possible for the applicant to maintain the two opening and have standard size door openings (see Finding #9).

RECOMMENDATION

Staff recommends approval of the application subject to the following conditions:

1. Site Plan and elevations. With the exception of modifications required by these conditions, the project shall conform to the plans labeled Option A.1-A.3 or Option B.1-B.3 in Exhibit HRB-3.
2. Windows. The windows shall be as shown and described in Exhibit HRB-3.
3. Entryways/Doors. The entryways and doors shall be as shown and described in Exhibit HRB-3.

Notes to applicant.

- Expiration of Approval. This approval shall expire three years from the effective date of this decision.
- Additional Permits Required. Your project may require the following additional permits:
 - Public improvement permit: contact Pat in Engineering at (503) 723-5501 or prich@westlinnoregon.gov
 - Public works permit: contact Pat in Engineering at (503) 723-5501 or prich@westlinnoregon.gov
 - On-Site Utilities: contact the Building Division at (503) 656-4211, jnomie@westlinnoregon.gov. (Electrical permits are through Clackamas County, not the City of West Linn.)
 - Building permit: contact the Building Division at (503) 656-4211, jnomie@westlinnoregon.gov.
 - Final inspection, for occupancy: Call the Building Division's Inspection Line at (503) 722-5509.

APPLICABLE REGULATIONS AND ASSOCIATED SUPPLEMENTAL FINDINGS

DR-11-09

CHAPTER 25, HISTORIC DISTRICT

25.060 CRITERIA FOR EXTERIOR ALTERATION AND NEW CONSTRUCTION

- A. *Except as provided pursuant to CDC 25.100, no person may alter the exterior of any structure in an Historic District in a manner as to affect its exterior appearance, nor may any new structure be constructed in an Historic District, unless the site and evaluation drawings are approved by the Historic Review Board.*
- B. *Exterior remodeling as governed by this chapter shall include any change or alteration in design or other exterior treatment excluding painting.*
- C. *For new home construction or exterior alterations of structures in an Historic District, the criteria to be used by the Historic Review Board in reaching the decision shall include the following:*
 - 1. *The purpose of the Historic District as set forth in CDC 25.040.*
 - 2. *The policies of the West Linn Comprehensive Plan.*
 - 3. *The economic use of the structure in an Historic District and the reasonableness of the proposed alteration and their relationship to the public interest in the structure's or landmark's preservation or renovation. (Applicable to commercial only.)*
 - 4. *The value and significance of the structure or landmark in an Historic District. (Applicable to remodeling only.)*
 - 5. *The physical condition of the structure or landmark in an Historic District. (Applicable to remodeling only.)*
 - 6. *The general compatibility of exterior design, arrangement, proportion, detail, scale, color, texture and materials proposed to be used with an existing structure in an Historic District.*
 - 7. *Pertinent aesthetic factors as designed by the Historic Review Board.*
 - 8. *Economic, social, environmental and energy consequences related to LCDC Goal No. 5. (Ord. 1594 § 1 (Exh. A), 2010)*

FINDING NO. 1: The applicant's proposal will be reviewed by the Historic Review Board. Staff finds that the value, significance, physical condition, compatibility, and aesthetic impacts of this contributing residence have been considered and will be impacted as little as possible. The criteria are met.

25.070 APPROVAL CRITERIA FOR REMODELS, NEW HOME AND ACCESSORY STRUCTURE CONSTRUCTION

- B. Siting.
 - 1. Front yard:
 - a. *The front yard setback shall be the distance measured from the front property line to the dominant vertical face of the building, exclusive of any porches or front landings, equal to the average of the front setbacks of adjacent homes. For corner lots, the setback shall be the average between the adjacent house to the side and 20 feet.*
 - b. *Unenclosed porches with no living space above may encroach six feet further from the dominant vertical face of the building.*

2. Side yard: Five feet shall be the standard; however, where adjacent structures encroach into the required side yard, the Planning Director may reduce one of the side yards to a minimum of three feet to center a new structure between existing buildings, provided no space between buildings is reduced below eight feet. To encourage sidewall variation, "pop outs," including chimneys, may intrude 18 inches into side yard setback.
3. Side street: 10 feet for both developed and undeveloped street. To encourage sidewall variation, "pop outs," including chimneys, may intrude 24 inches into side street yard setback after every 400 square feet of sidewall.
4. Rear yard: The rear yard setback shall be a minimum of 20 feet, except for accessory structures (non-dwelling or non-accessory dwelling units (ADU)), which may be sited to within three feet of the side or rear property lines. See section on ADUs for ADU setbacks.
5. Orientation: New home construction on corner lots must orient the front of the house to the avenue and not the street.
6. Lot coverage: 50 percent. Unlike the rest of West Linn, lot coverage shall apply to the new and remodeled primary dwellings, attached and detached garages, all accessory buildings and ADUs. Decks, paved and impermeable surfaces (patios and driveways etc.) shall not be included. Underlying zone (e.g., R-5) lot coverage shall not apply.

FINDING NO. 2: Criteria 1-5 do not apply. For lot coverage, the existing coverage is 1,486 square feet, which is which is 30 percent. The carport would add approximately 230 square feet, increasing the lot coverage approximately 4 percent to 34 percent. The applicable criterion is met.

- C. Parking. Parking in Willamette Town traditionally was handled from the alleys or along the "streets" (as opposed to avenues). Detached garages along the alleys or "streets" characterizes many homes in the district. Alleys were established to provide for access to off-street parking, including garages.
 1. Standards, garages.
 - a. Garages shall be accessed from the alley. Where no alley exists, access to a garage may be from the street.
 - b. Garage remodels and new construction must match house or existing garage building materials. Damaged or deteriorated non-conforming garages must be reconstructed/relocated in accordance with this code where remodeling or rebuilding costs exceed 50 percent of the full replacement cost in current dollars.
 - c. Typically, the garage roof pitch was not as steep as the house. Some architectural styles of garages have lower pitched roofs. Garage roof pitch shall not exceed house roof pitch.
 - d. Garages located within the rear yard may have a zero-foot side yard setback so long as it is constructed with one-hour fire walls, with no openings in wall and no overhang, per City building standards. The three-foot rear setback shall still apply.
 2. Standards, parking.
 - a. No residential lot shall be converted solely to parking use.
 - b. All vehicle access and storage (i.e., boats, camper shells, trails, recreational vehicles, etc.) shall be stored or parked in the rear of the property as opposed to the front or side yards.
 - c. On corner lots or where homes face streets, the parking and storage shall be located on the alley side of the house.
 - d. No front yard curb cut shall be established unless it is determined by the City Engineer that all reasonable access alternatives have been exhausted.
 - e. The parking provisions of CDC 26.050(B) shall apply to any non-conforming uses of a structure (i.e., bed and breakfast). These provisions would not apply to General Commercial zone uses in the Historic District.

FINDING NO. 3: The existing garage is non-conforming and the applicant is not making changes that will increase non-conformity. The applicant is proposing shingle siding for the existing garage and the carport wall, which will match the existing siding. The applicant is not proposing to alter the existing roof pitch. The carport will have a zero foot side yard setback and a 3' foot rear yard setback. The criteria in #2 do not apply. The applicable criteria are met.

D. Building height. (Note: Buildings in Willamette Town vary in height; most evident are one and one-half story Victorians and bungalows. Some buildings reach two stories, and there are several single-story structures as well.)

1. No building shall exceed the height of 28 feet to the dominant gable or roof ridge line as measured per Chapter 02 CDC. This restriction shall apply regardless of the existing or finished grade of the site.
2. In order to transition in scale, new houses that are taller than homes adjacent to them must have the predominant roof ridge line extending perpendicular to the front property line so that the roof slopes down on the sides to effect that transition. Dormers are allowed on that sloping roof area facing the adjacent home(s) but cannot constitute more than 25 percent of the roof as measured lineally or horizontally (e.g., if roof is 50 feet long the dormer(s) cannot be more than 25 percent of that distance or 12.5 feet long in total). Also, the dormer height must be at least two feet below the gable ridge line height.
3. Cupolas and towers are not excluded from the aforementioned height limitation.
4. Alteration of roof pitches or raising or lowering a structure's permanent elevation, when constructing a foundation, shall be avoided.
5. The original height of the structure's front elevation shall be preserved. Additions to the rear portion of the house shall be allowed where those additions do not compromise the character of the front elevation or the scale or significantly modify the mass of the house as seen from the right-of-way.

FINDING NO. 4: Criteria 2-5 do not apply. The existing garage is 16'6' tall and will not increase in height. The proposed carport is 13' 6' tall. The applicable criterion is met.

F. Signs and lighting. Signs, lighting, and other appurtenances such as walls, fences and awnings shall be visually compatible with the scale and traditional architectural character of the historic building.

FINDING NO. 5: The applicant is proposing two exterior light fixtures. One is a gooseneck fixture that will be located above the entry to the garage. The other is a wall mounted light that will be located outside the rear entry to the garage. The fixtures are visually compatible with the scale and architectural character of the garage.

H. Windows. Window sizes vary considerably in the district. Windows on the primary and secondary structures are wood sash, usually a double hung type. Victorian styled structures typically have narrower, vertically-oriented windows. Bungalow styled structures from the "Craftsman" era (1905 - 1930) may have wider windows with mullions across the top of larger paned areas. Most windows have fairly wide trim boards, usually five inches. Standards:

1. Historic window sashes and frames shall be repaired rather than replaced unless the approval authority determines that repair is not possible. In that case, the replacement shall match the old window sash and frame in design, texture, materials, and other visual qualities. Existing replacement windows shall be replaced with windows that match the original window in design, texture, and other visual qualities, and, where possible, materials, as determined by the approval authority. Windows in new construction and

additions shall be compatible with the massing, size, scale, and architectural features of the structure. Wood windows are preferred.

- 2. Aluminum windows are prohibited unless they were the original materials and meet dimensional standards.*
- 3. Windows shall be surrounded by exterior trim on the top and sides; window trim shall be at least four and one-half inches minimum width unless the original window was less.*
- 4. Window replacements shall match the visual qualities of original windows.*
- 5. Storm windows should follow the standards for windows and shall have a mullion that matches the divide between the upper and lower window sashes. The color should match underlying trim.*

FINDING NO. 6: The applicant is proposing two windows, both on the south elevation facing the rear of the house. They will be Jeld-Wen Builders Wood Clad windows and will have simulated divided lights. One window will have 4/4 lights and the other window will have 4/1 lights.

- I. Entryways. Porches are a key architectural feature on most homes in Willamette Town. Frequently, the porch and entryway creates a dominant architectural feature on the main facade. On corner lots, the entry usually faces the east-west avenues. Front doors are often notably detailed; many contain glass panes or carvings. Standards:*
 - 1. Buildings shall have a permanently protected entry. Awnings are not permanent protection.*
 - 2. All main entrances should face the avenues.*
 - 3. Flush (flat) doors are prohibited.*
 - 4. Doors with windowed areas are recommended. Front porch enclosure of any dwelling unit may not be enclosed. Back porches may be enclosed.*

FINDING NO. 7: There are several entries on the structure. On the west, or 13th Street elevation, the applicant is proposing to replace the existing man and garage doors with a single carriage-style garage door. The applicant will frame in the existing double door opening on the north elevation and replace it with shingles to match the existing siding. On the south elevation, facing the rear of the house, there will be a single man door with a 4 light window on the top half of the door. The east elevation, facing the adjacent house, will have a single solid man door. The criteria are met.

- J. Siding and exterior finish. Standards:*
 - 1. Horizontal wood siding shall be the primary exterior finish.*
 - 2. Shingles should only be used in conjunction with horizontal wood siding.*
 - 3. Single color exteriors are discouraged. Stained exteriors are not recommended.*

FINDING NO. 8: The applicant is proposing to repair the existing shingle siding. The applicant will frame in the double door opening with horizontal wood siding on the north wall and replace with shingles to match the remainder of the exterior. The east side of the carport will be sided with shingles to match the rest of the structure. The criteria are met since the applicant is repairing the existing material.

- K. Roofscape. Standards:*
 - 1. Roofs shall have a pitch of at least 8:12 to maintain the pattern of steep roof pitches. The Historic Review Board will consider deviations from the 8:12 to 12:12 standard for additions to the main body of the house so long as it is consistent with a particular architectural style.*
 - 2. Roofing materials should be asphalt composite shingles. Milled cedar shingles may only be used if they are replacing milled cedar shingles or if they were the original material. Cedar shakes were not used in period construction.*
 - 3. Alternating or checkerboard shingles are not permitted.*

FINDING NO. 9: The applicant is not proposing altering the pitch of the existing garage, which is 8.25:12. The proposed pitch of the carport is 4.8:12. The lower pitch roof is appropriate for the carport. The proposed roof is asphalt composition shingle and will match the existing roof on the house. The criteria are met.

25.080 ADDITIONAL ARCHITECTURAL SPECIFICS FOR NEW CONSTRUCTION AND REMODELING

Many houses in Willamette are rich in architectural detail. Certain architectural components are used in fairly specific ways. Standards:

- A. Distinguishing original qualities defining a structure's character shall not be destroyed. Removal or alteration of historic (i.e., original) materials or distinctive architectural features should be avoided when possible.*
- B. Houses and other structures shall be recognized as products of their own time. Alterations that have no historical basis or which seek to create an earlier appearance shall be avoided.*
- C. Distinctive stylistic features, or examples of skilled craftsmanship which characterize a structure, shall be maintained or restored, if possible.*
- D. Deteriorated architectural features shall be repaired rather than replaced, whenever possible.*
- E. In the event replacement is necessary, new materials should match the material being replaced in composition, design, color, texture, and other visual qualities.*
- F. Alterations to the rear of a house, or to other portions not visible from the public right-of-way (exclusive of alleys), need not adhere to the design standards contained herein.*
- G. Contemporary designs for alterations and additions would be acceptable if the design respects the building's original design, and it is compatible with the original scale, materials, window and door opening proportions of the structure.*
- H. Wherever possible, new additions or alterations to structures shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the original structure could be restored.*

FINDING NO. 10: Standard A: Character defining features, or distinguishing original qualities, of the existing garage are its location in the rear yard, single story, gabled roof with a false front, and front elevation entry doors. Per the Sanborn maps, the front elevation of the structure appears to have been in its current location since between 1911 and 1925, but there have been other significant changes. Based on an inspection from the interior, it is apparent that the doors have been replaced, but the location of the openings does not appear to have been altered. Other changes include the removal and extension at various points in time of the length of the structure and the enclosure and alteration in size of various windows.

The proposed plans call for altering the front elevation by removing the man door and then centering and enlarging the garage door to accommodate a 9' carriage style garage door. This changes the character of the façade. However, it is not possible to have a standard size man door (36" width) and a standard size garage door (8' or 9' width) given the width of the existing garage. The elevation must be altered for the structure to serve as a functioning garage. While staff would prefer to not see this change, it is not possible for the garage to function as a garage without this change. The proposed garage door is carriage style in appearance and consistent with the architectural character of the residence.

Standard B: The applicant is not proposing changes that do not have a historical basis or seek to create an earlier appearance.

Standard C: The applicant is proposing to replace the existing garage doors. However, these doors are not historic and the proposed replacement door, while an overhead door, has an appearance consistent with the existing doors.

Standard D: The applicant is proposing to repair deteriorated features as possible, including the shingle siding, rather than replace. The applicant is also proposing two salvaged doors for the side and rear entries.

Standard E: The replacement doors and windows generally match the existing materials in terms of composition, design, color, texture, and other visual qualities.

Standard F: The alterations to the front or west elevation of the garage are visible from the public right-of-way and adhere to the design standards. The other elevations adhere as well.

Standard G: The addition of the carport to the rear is generally visible only from the alley and Option A and Option B respect the original design of the garage and are compatible with its scale, materials, window and door openings.

Standard H: The proposed changes to the garage do not alter the form of the structure. It has had numerous changes over the years that affect its integrity, particularly the changes to the sides and rear. Its front elevation has also changed over the years and the current doors are not historic. The proposed changes will affect the front elevation, but without these changes the structure could not function as a garage. The proposed garage door for the front elevation has an appearance that is generally consistent with the style of doors used during the original period of construction (see examples within the correspondence in Exhibit HRB-6).

The standards are met.