



City of Santa Barbara
Planning Division

Memorandum

DATE: May 25, 2017

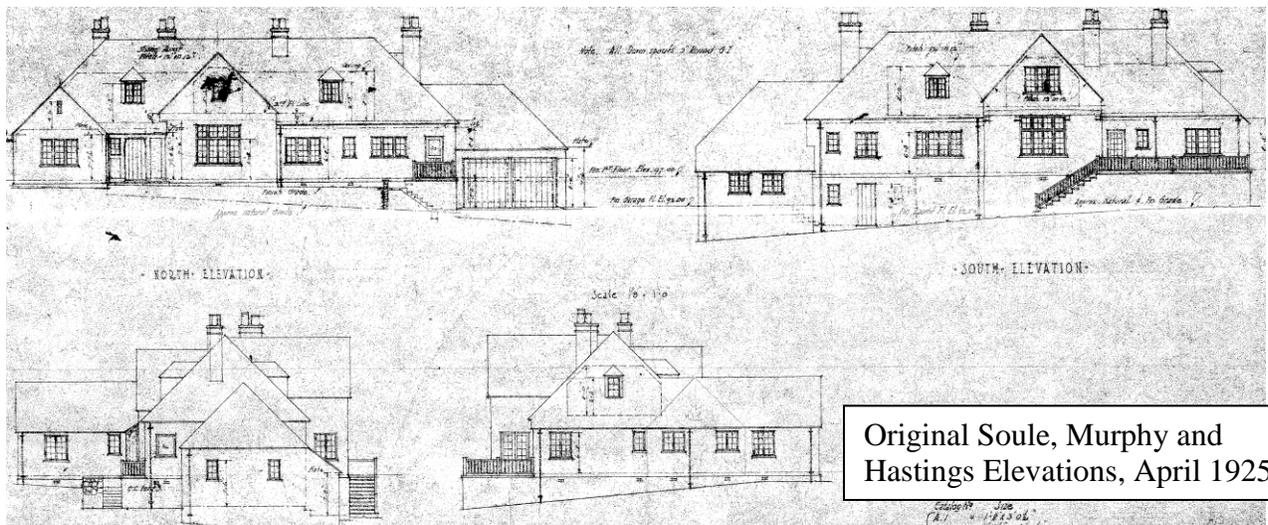
TO: Historic Landmarks Commission

FROM: Nicole Hernandez, City Urban Historian

SUBJECT: **Staff Evaluation of Revised Project with Proposals For Garage Placement**

ADDRESS: **1809 Mira Vista Avenue, a Tudor Revival style house designed in 1925 by Soule, Murphy, and Hastings.**

PROJECT: The project design has been revised with the addition of a jerkinhead roofline on the rear of the family room addition and to bring the garage forward an additional 6 inches due to concerns from the neighbor regarding placement of the proposed addition. The garage has been shifted slightly forward but will remain recessed 18 inches, rather than 24 inches as previously proposed, from the front elevation. A staff evaluation of the proposal for garage placement and consistency with the City's Historic Resource Guidelines is provided below.



I. Staff evaluation of moving the garage 6 inches toward the front elevation.

The applicant has responded to the neighbor's concerns on the project with a revised proposal that pushes the garage toward the front elevation an additional 6 inches. The garage will remain recessed 18 inches, rather than 24 inches as previously proposed, from the front

elevation; this will maintain the spatial relationship of the garage being subservient to the façade as evaluated in the Historic Structures/Sites Report. Given the minor nature of the proposed revision, staff is of the opinion that an addendum to the Historic Structures/Sites Report is not required.

The proposed project meets the Secretary of the Interior's Standards for Rehabilitation. The garage was discussed under Standard Number 2. *The historic character of a property will be retained and preserved. The removal of distinctive materials or alterations of features, spaces and spatial relationships that characterize a property will be avoided.* The proposal for the garage alteration would maintain the existing roof configuration when viewed from the street, and period appropriate garage doors would be installed to return historic integrity to the garage. The house would maintain its existing visual and spatial relationship to the public street. The key element to meeting this Standard is keeping the garage subservient from the main house so as to retain the intent of the Soule, Murphy, and Hastings design.

Historic Resource Design Guidelines from Section 3 for Parking & Driveways, Carports, and Garages.

Santa Barbara's historic neighborhoods were developed when the automobile was in its infancy and the streetscapes were minimally affected by the car. While auto dependency is a fact of modern life and lack of parking is a critical issue, minimizing the visual impacts of the necessary accommodations for automobiles is important if we are to succeed in preserving the traditional flavor of our older neighborhoods. Prior to World War II, parking was an ancillary and utilitarian use which was typically designed to be in the rear of the house or subservient to the front elevations of the house. Garages sitting proud of a house and dominating streetscapes was a pattern that developed in the 1950s when the car culture became a dominant element of daily life.

15.2 Avoid locating parking, garages, or carports in front yards of the property.

The project meets this guideline as the garage is set back from the main façade of the house.

15.6 Locate driveways along the side of the property, and parking areas, garages and carports to the rear of a structure. Screen these areas with fencing or landscaping.

Although Soule, Murphy and Hastings did not design the garage to be a separate building on the rear of the property as typically seen in 1920s streetscapes, the garage was designed to be subservient to the house on the side elevation. The proposed project meets the intent of this guideline because the front elevation of the house remains the dominant element on the streetscape as the garage remains recessed 18 inches from the front elevation with a hedge to screen it from the architecture of the house.

15.19 Maintain the character-defining features of a historic garage such as the primary materials, roof materials, roof form, window and door openings and architectural details.

The project meets this guideline as the garage will retain its roof form and it will have a period appropriate garage door that will return historic integrity to the Structure of Merit building.

15.10 Locate replacements of historic garages in the same location of the original.

The project meets this guideline as the garage still sits behind the main façade of the building as designed by Soule, Murphy, and Hastings.

15.11 Design new or replacement garages to reflect the architecture of the main structure.

The garage will reflect the architecture of the main structure as it will retain the roofline and the spatial relations of the structure designed by Soule, Murphy, and Hastings.

15.12 Design garages and parking facilities to be as minimally visible from the street as possible and preferably located to the rear of the property, utilizing the traditional relationships to the site and development pattern of the neighborhood.

The project meets this guideline as it is retaining its traditional relationship to the site by remaining subservient and recessed from the front façade.

15.13 Consider sectional wood garage doors which mimic traditional swing-out carriage house doors. Avoid use of metal or fiberglass “coil-up” doors or overly elaborate garage doors, which may call attention to the subordinate garage structure where they can be seen from any public right-of-way.

The project meets this guideline by proposing period appropriate wood, carriage style garage doors.

URBAN HISTORIAN RECOMMENDATION: The proposed revised project submitted by applicant would not have a negative impact to the Structure of Merit.

II. Staff Evaluation of Alternative Proposal presented through Public Comment

The neighbor of 1809 Mira Vista Avenue has also submitted an alternative plan proposal through Public Comment with a letter submitted to the Historic Landmarks Commission (HLC). This alternative proposal moves the garage 8-9 feet forward in front of the façade of the house. Staff does not support this alternative proposal as per the following rationale:

Moving the garage 8-9 feet in front of the front elevation of the house would result in the garage dominating the front elevation of the house and the streetscape, which may have negative impact to the historic resource.

The alternative project does not meet Secretary of the Interior Standard number 9 in that it will destroy the historic spatial relationship that characterizes the property because the garage is currently subservient to the façade of the Tudor Revival house. If the HLC finds the alternative plan viable, the revised plan is a significant design change and would need to be evaluated by the project Historian as an addendum to the Historic Structures/Sites Report that was accepted by the Historic Landmarks Commission on May 3, 2017.

The alternative project does not meet the following Draft Historic Resource Design Guidelines that were accepted by the HLC.

Section 3 for Parking and Driveways, Carports and Garages as previously referenced above:

Guideline 15.2. -Avoid locating parking, garages, or carports in front yards of the property.

Guideline 15.6- Locate driveways along the side of the property, and parking areas, garages and carports to the rear of a structure. Screen these areas with fencing or landscaping.

Guideline 15.10- Locate replacements of historic garages in the same location of the original.

Guideline 15.12- Design garages and parking facilities to be as minimally visible from the street as possible and preferably located to the rear of the property, utilizing the traditional relationships to the site and development pattern of the neighborhood.

URBAN HISTORIAN RECOMMENDATION: The proposed alternate plan to relocate the garage forward 8-9 feet in front of the front elevation of the house may have a negative impact to the Structure of Merit.