



Project Name & Address: 946 Jenifer Street
Application Type(s): Certificate of Appropriateness for demolition and new construction
Legistar File ID # [72858](#)
Prepared By: Heather Bailey, Preservation Planner, Planning Division
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Summary

Project Applicant/Contact: Philip Ashby
Requested Action: The Applicant is requesting that the Landmarks Commission approve a Certificate of Appropriateness for a garage replacement and addition of an ADU.

Background Information

Parcel Location/Information: The subject property is a contributing resource to the Third Lake Ridge Local Historic District.

Relevant Ordinance Sections:

41.18 STANDARDS FOR GRANTING A CERTIFICATE OF APPROPRIATENESS

A certificate of appropriateness shall be granted only if the proposed project complies with this chapter, including all of the following standards that apply.

- (1) New Construction or Exterior Alteration. The Landmarks Commission shall approve a certificate of appropriateness for exterior alteration or construction only if:
 - (a) In the case of exterior alteration to a designated landmark, the proposed work would meet the Secretary of the Interior's Standards for Rehabilitation.
 - (b) In the case of exterior alteration or construction of a structure on a landmark site, the proposed work would meet the Secretary of the Interior's Standards for Rehabilitation.
 - (c) In the case of exterior alteration or construction on any property located in a historic district, the proposed exterior alteration or construction meets the adopted standards and guidelines for that district.
 - (d) In the case of any exterior alteration or construction for which a certificate of appropriateness is required, the proposed work will not frustrate the public interest expressed in this ordinance for protecting, promoting, conserving, and using the City's historic resources.
- (2) Demolition or Removal. In determining whether to approve a certificate of appropriateness for any demolition or removal of any landmark or structure within a historic district, the Landmarks Commission shall consider all of the following, and may give decisive weight to any or all of the following:
 - (a) Whether the structure is of such architectural or historic significance that its demolition or removal would be detrimental to the public interest and contrary to the general welfare of the people of the City and the State.
 - (b) Whether a landmark's designation has been rescinded.

- (c) Whether the structure, although not itself a landmark structure, contributes to the distinctive architectural or historic character of the historic district as a whole and therefore should be preserved for the benefit of the people of the City and the State.
- (d) Whether demolition or removal of the subject property would be contrary to the policy and purpose of this ordinance and/or to the objectives of the historic preservation plan for the applicable historic district as duly adopted by the Common Council.
- (e) Whether the structure is of such old and unusual or uncommon design, method of construction, or material that it could not be reproduced or be reproduced only with great difficulty and/or expense.
- (f) Whether retention of the structure would promote the general welfare of the people of the City and the State by encouraging study of American history, architecture and design or by developing an understanding of American culture and heritage.
- (g) The condition of the property, provided that any deterioration of the property which is self-created or which is the result of a failure to maintain the property as required by this chapter cannot qualify as a basis for the issuance of a certificate of appropriateness for demolition or removal.
- (h) Whether any new structure proposed to be constructed or change in use proposed to be made is compatible with the historic resources of the historic district in which the subject property is located, or if outside a historic district, compatible with the mass and scale of buildings within two hundred (200) feet of the boundary of the landmark site.

Prior to approving a certificate of appropriateness for demolition, the Landmarks Commission may require the applicant to provide documentation of the structure. Documentation shall be in the form required by the Commission.

41.27 STANDARDS FOR NEW STRUCTURES

- (1) General
 - (a) Primary Structures

The design for a new structure in a historic district shall be visually compatible with other historic resources within two hundred (200) feet in the following ways:

 1. Building Placement. When determining visual compatibility for building placement, the Landmarks Commission shall consider factors such as lot coverage, setbacks, building orientation, and historic relationships between the building and site.
 2. Street Setback. When determining visual compatibility for street setbacks, the Landmarks Commission shall consider factors such as the average setback of historic resources on the same block face within two hundred (200) feet, and the setback of adjacent structures.
 3. Visual Size. When determining visual compatibility for visual size, the Landmarks Commission shall consider factors such as massing, building height in feet and stories, the gross area of the front elevation (i.e., all walls facing the street), street presence, and the dominant proportion of width to height in the façade.
 4. Building Form. When determining visual compatibility for building form, the Landmarks Commission shall consider factors such as building type and use, roof shape, symmetry or asymmetry, and its dominant vertical or horizontal expression.
 5. Architectural Expression. When determining visual compatibility for architectural expression, the Landmarks Commission shall consider factors such as the building's modulation, articulation, building planes, proportion of building elements, and rhythm of solids to voids created by openings in the façade.
 - (b) Accessory Structures
 1. Comply with requirements for new primary structures with other historic accessory structures serving as comparables.
 2. Minimally visible from the developed public right-of-way, or be minimally visible from the front of the property for corner lots.
 3. Clearly be secondary to the primary structure.
- (3) Exterior Walls
 - (a) General

1. Materials used for new structures shall be similar in design, scale and architectural appearance to materials that date to the period of significance on historic resources within two hundred (200) feet, but differentiated enough so that it is not confused as a historic building.
- (4) Roofs
- (a) Form
 1. Roof form and pitch shall be similar to the form and pitch of the roofs on historic resources within two hundred (200) feet.
 - (b) Materials
 1. Roof materials shall replicate materials found on historic resources within two hundred (200) feet.
- (5) Windows and Doors
- (a) General
 1. Door and window styles should both match the style of the new structure and be compatible with those on historic resources within two hundred (200) feet.
 - (f) Garage Doors
 1. Garage doors shall be similar in design, scale, architectural appearance, and other visual qualities prevalent within the historic district.
- (6) Entrances, Porches, Balconies and Decks
- (a) Porch Elements
 1. Entrances and porches shall be of a size and configuration consistent with the historic resources in the district.
 2. The primary entrance for the structure shall be located on the front elevation, or, structures on a corner lot may have a corner entrance.
- (7) Building Systems
- (c) Lighting and Electrical Systems
 1. Decorative light fixtures shall be compatible in style and location with the overall design of the building.

Analysis and Conclusion

The property at 946 Jenifer contains a Foursquare form house constructed in 1924. Located behind the property is a two-stall, concrete block garage. The proposal is to demolish the existing garage and replace it with a new garage that would have an accessory dwelling unit located below the vehicle space. The property has significant grade change in the back of the property, so the basement-level unit would be accessed externally by a stair that would wrap down to a walkout basement space.

The existing garage is a simple, utilitarian structure and is not architecturally or historically significant to the property or the district. While the current garage has a front facing gable roof, the new accessory structure is proposed to have a hipped roof, which is the same style of roof as the principal structure. The vehicle doors are simple and of a style typically seen on historic garages in the district. The building is proposed to be clad in stucco to replicate the cladding on the house, and the vehicle door would be flanked by simple Craftsman-style lighting.

The stone retaining wall for the stair (located on the southwest side of the building) leading to the rear of the new accessory building would not be visible from the developed public right-of-way. A pedestrian door matching the new doors on the house is proposed at the top of the stair, leading to the garage space. A simple metal railing would be affixed to the side of the structure, leading to a rear patio space, which would be enclosed in the stone retaining wall. The only window openings are on the rear, with two three-over-one light, double-hung windows on the garage level, then a bank of three three-over-one light, double-hung windows on the basement level adjacent to a doorway. The entrance door would replicate the style found on the house and be covered with a full-light stormdoor.

A discussion of relevant standards follows:

41.18 STANDARDS FOR GRANTING A CERTIFICATE OF APPROPRIATENESS

- (2) Demolition or Removal. In determining whether to approve a certificate of appropriateness for any demolition or removal of any landmark or structure within a historic district, the Landmarks Commission shall consider all of the following, and may give decisive weight to any or all of the following:
 - (a) The existing garage is not of such architectural or historic significance that its demolition or removal would be detrimental to the public interest.
 - (b) N/A
 - (c) The garage structure does not contribute to the distinctive architectural or historic character of the historic district such that it should be preserved.
 - (d) Demolition of this garage would not be contrary to the policy and purpose of this ordinance.
 - (e) The garage is not of such old and unusual or uncommon design, method of construction, or material that it could not be reproduced or be reproduced only with great difficulty and/or expense.
 - (f) Retaining the garage would promote not the general welfare of the people of the City and the State by encouraging study of American history, architecture and design or by developing an understanding of American culture and heritage.
 - (g) There is evidence of some areas of the concrete block walls shifting and longterm these would be structural concerns, but it does not appear that the condition of the building is due to neglect on the part of the property owner.
 - (h) The proposed replacement structure appears to the standards for the historic district.Staff does not believe that additional photographic documentation is needed prior to the demolition of the existing garage.

41.27 STANDARDS FOR NEW STRUCTURES

- (1) General
 - (a) Primary Structures

The design for a new structure in a historic district shall be visually compatible with other historic resources within two hundred (200) feet in the following ways:

 - 1. Building Placement. The proposed new structure would be located at the rear of the property, which is where these structures are located in the district.
 - 2. Street Setback. N/A
 - 3. Visual Size. The visual size of the new accessory structure is in keeping with the size of other accessory structures in the district.
 - 4. Building Form. The small form of the building that will appear as a single-story structure from the developed public right-of-way, which is typical of accessory structures.
 - 5. Architectural Expression. The rhythm of solids and voids for the front of the garage is typical of historic garages within 200 feet. The location of windows on the rear of the structure is in keeping with the architectural vocabulary of the structures on the property and for accessory structures in the vicinity.
 - (b) Accessory Structures
 - 1. The new structure appears to comply with requirements for new primary structures with other historic accessory structures serving as comparables.
 - 2. The new garage will be minimally visible from the developed public right-of-way.
 - 3. The small scale and height of the new accessory structure allows it to read as clearly secondary to the principal structure.
- (3) Exterior Walls
 - (a) General
 - 1. The stucco cladding of the garage will replicate the style of cladding on the principal structure.
- (4) Roofs
 - (a) Form
 - 1. The form and pitch of the roof is reflective of the style of the roof for the principal structure.
 - (b) Materials
 - 1. The roofing will match that found on the house.

- (5) Windows and Doors
 - (a) General
 - 1. The proposed door and window styles on the new structure will replicate those found on the historic house.
 - (f) Garage Doors
 - 1. The simple garage doors are typical of those found on historic resources in the district.
- (6) Entrances, Porches, Balconies and Decks
 - (a) Porch Elements
 - 1. The vehicle entrance for the garage is on the front of the structure and the pedestrian door is on the side, as is typical for these types of buildings. The basement-level accessory structure is located on the back of the structure.
 - 2. The accessory building has two different uses and the front of the garage has its primary entrance on the front of the structure with the dwelling unit having its entrance door on the back with a clearly demarked stair located on the side of the accessory structure.
- (7) Building Systems
 - (c) Lighting and Electrical Systems
 - 1. The decorative light fixtures on the front of the garage are compatible in style and location with the overall design of the building.

Recommendation

Staff believes that the standards for granting a Certificate of Appropriateness have been met and recommends the Landmarks Commission approve the project as proposed.