

DESIGN REVIEW COMMITTEE AGENDA ITEM

AGENDA DATE: MARCH 20, 2013

To: Chair Fox and Members of the Design Review Committee

THRU: Leslie Aranda Roseberry, Planning Manager FROM: Daniel Ryan, Historic Preservation Planner

SUBJECT: DRC NO. 4584-11 – BONHAM GARAGE

SUMMARY

The applicant proposes to reduce the overall size of an unpermitted 495 square foot two-car garage to a 250 square foot one car garage constructed at the rear of the property. The existing unpermitted garage is constructed on the west property line and is attached to the existing one car garage that takes access off of Van Bibber Avenue. The new one-car garage will be setback 15'-8.5" from the alley on the north, with a sliding gate at the property line. The proposed new 13'-0" X 19'-3" one-car garage will be 250 square feet in area and have a five foot side yard setback on the west.

RECOMMENDED ACTION - FINAL DETERMINATION

Staff recommends the Design Review Committee provide the applicant with direction and feedback on the proposal.

BACKGROUND INFORMATION

Applicant/Owner: Karl R. Bonham

Property Location: 575 E. Van Bibber Avenue Old Towne Orange Historic District

General Plan Designation: Low Density Residential (2 to 6 Du/Ac)

Zoning Classification: R1-6 (Single-Family Residential District)

Existing Development: Contributing 1920 Craftsman Bungalow

Property Size: .16 Acre (6,900 sq. ft.)

Associated Applications: None Previous DRC Review: None

PUBLIC NOTICE

No Public Notice was required for this project.

ENVIRONMENTAL REVIEW

The proposed project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per State CEQA Guideline 15303— (Class 3 New Construction or Conversion of Small Structures).

PROJECT DESCRIPTION

The applicant has constructed a 495 square foot (18' X 27'-5") two-car garage without permits. The existing site has an original one-car detached garage that takes access off of Van Bibber Avenue. The new garage is constructed on the west property line attached to the existing garage on the south and 15'-8.5" from the north property line at the alley. The 18' X 27'-5" garage has a flat roof that slopes to the west with wood lap siding. The applicant proposes to remove the west wall of the construction to provide a five-foot side yard on the south and reduce the footprint of the building from 495 to 250 square feet in area to make a new one car garage that meets setbacks.

The area of all of the existing and proposed accessory buildings on the site exceeds 50% of the area of the principal residence by approximately 50 square feet. The proposal however, will require two Administrative Adjustments; one for exceeding the allowed 50% coverage for accessory structures by 10% or 50 square feet in area for all accessory structures on a lot and an adjustment for a reduced interior garage depth of 19'-3" rather than the required 20 foot depth. The applicant proposes to reduce the overall size of the unpermitted 495 square foot two car garage to a one-car 250 square foot garage. The proposal is to leave the existing 18' X 27'-5" roof in place over the new building foot print of 13' X 19'-3". This will create a six foot overhang to function as a patio cover on the east side of the garage, an eight foot breezeway on the south (which connects with the original garage) and a two-foot eave is proposed on the north elevation (no eave is proposed on the west elevation of the new one-car garage). The new one-car garage will have wood lap siding and a flat roof with boxed fascia, a man door and two windows on the west elevation.

EXISTING SITE

The City's Historic Building Survey lists the property as a contributing one-story, 1920 Bungalow. The existing residence has an estimated area of 1,006 square feet and the original one car detached garage has 303 sq. ft. The existing residence and the garage are contributing resources to the site. In 2009, the owner was cited for constructing a new 495 sq. ft. garage/workshop without plans or permits by Code Enforcement. This structure was constructed on the west property line, exceeded the allowed area for accessory structures on the property, and the proposed design did not conform to the Old Towne Design Standards. The existing 303 square foot one-car garage is attached to the south side of the unpermitted garage and takes access off of Van Bibber Avenue.

EXISTING AREA CONTEXT

Of the 12 residential lots on the north side of the 500-600 block of East Van Bibber Avenue, 11 buildings are contributing historic buildings except for 525 E. Van Bibber which is non-

contributing. All are one-story residences, situated on 6,900 square foot lots. All residences are Bungalow styled residences except for the subject property which is a Craftsman Bungalow. Construction dates range from 1917 to 1930, with the subject property being constructed in 1920. The subject property, without the unpermitted construction, has a Floor Area Ratio of .19 FAR. With the proposed changes, the proposed floor area ratio is estimated at .23 FAR. The FAR for this section of Van Bibber ranges from .11 to .25 FAR resulting in an average .18 FAR.

EVALUATION CRITERIA

Orange Municipal Code (OMC) Section 17.10.070 establishes the general criteria the Design Review Committee 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

<u>Issue 1 – Architectural Design:</u>

The new garage will be set back 5' from the westerly property line and attached to the existing garage with a breezeway. The 5' setback will create an offset to break up the existing (and unpermitted) long building form. The flat roof of the propped garage is similar in height at 9'10" to the shed roof height of 9'6" of the existing garage and would not dominate either the existing garage or residence. The breezeway acts as a line of demarcation between the existing and new garage. The streetscape of Van Bibber shows a mix of roof forms on accessory buildings, including flat roofs. Although minimally visible from the street, the roof form on the accessory structure would be in keeping with the accessory structure roof forms on the street.

The applicant proposes to clad the proposed garage in siding to match the existing garage.

The windows and door of the proposed garage are not detailed on the plans, so staff has added a condition that the windows shall be wood and match the existing. The condition also requires the door be of a style which matches or complements the style of the existing residence.

The Floor Area Ratio (FAR) of the proposed project is .22 FAR and is within the range for the block. The design of the proposal is not visible from the street and is somewhat visible from the alley.

ADVISORY BOARD RECOMMENDATION

None

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.

The Findings are applied as appropriate to each project. Based on the following Findings and statements in support of such Findings, staff recommends the DRC approve the project with recommended conditions.

- 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 garage is at the rear of the property with a complimentary roof form to the structures on-site. The proposed garage is minimally visible from the street and alley and will not impact the streetscape. The proposed breezeway creates a line of demarcation and building form break along the westerly side. The height of the proposed garage is lower than the primary structure and a few inches higher than the low point of the existing garage roof. The proposed garage will be clad in siding matching the existing structures. Staff has added a condition to ensure that the windows shall be wood to match the existing residence and the door shall match in style as well.
- 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).
 - The design of the proposed garage is complimentary to the structures on-site. The proposed garage is minimally visible from the street and alley and will not impact the

streetscape. The proposed breezeway creates a line of demarcation and building form break along the westerly side. The height of the proposed garage is lower than the primary structure and a few inches higher than the low point of the existing garage roof. The proposed garage will be clad in siding matching the existing structures. Staff has added a condition to ensure that the windows shall be wood to match the existing residence and the door shall match in style as well.

- 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).
 - The roof form, exterior siding as proposed, as well as the windows and door as conditioned will provide a level of uniformity to the site while still providing a line of demarcation through the use of the breezeway. The original structures and the proposed garage will be separate in nature to preserve the existing character.
- 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).

This project is not an infill residential development; therefore, 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 and exhibits labeled Exhibit A in the staff report, including modifications required by the conditions of approval, and as recommended for approval by the Design Review Committee. Any change to the exterior of the building from the approved plans shall be subject to review and approval by the Design Review Committee.
- 2. The applicant shall comply with the City's Municipal Code Title 7 Environment-Water Quality and Storm Water Discharges that prohibit certain discharges from going into the public storm drain system. These prohibited discharges include but are not limited to:
 - Non-storm water discharges such as washing of pavement, sidewalks and other residential activities that result in the discharge of water and other fluids to the public storm drain system.
 - Over-watering of plants and lawns that result in excessive runoff into the public right-of-way.
 - Grass clippings and other residential debris that are allowed to flow into the public right-of-way.
 - Fertilizer and pesticides that are applied prior to rain events and result in the runoff into storm drain system.
- 3. The windows shall be wood trimmed to match the existing residence. The man door shall match or be compatible with the style of the existing residence.

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

- The applicant agrees to indemnify, hold harmless, and defend the City, its officers, agents and employees from any and all liability or claims that may be brought against the City arising out of its approval of this permit, save and except that caused by the City's active negligence.
- The applicant shall comply with all Federal, State and local laws, including all City regulations. Violation of any of those laws in connection with the use will be cause for revocation of this permit.
- Except as otherwise provided herein, this project is approved as a precise plan. After any application has been approved, if changes are proposed regarding the location or alteration of any use or structure, a changed plan may be submitted to the Community Development Director for approval. If the Community Development Director determines that the proposed change complies with the provisions and the spirit and intent of the approval action, and that the action would have been the same for the changed plan as for the approved plan, the Community Development Director may approve the changed plan without requiring a new public hearing.
- Prior to the 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, Police Facility, Park Acquisition, Sanitation District, and School District, as required.
- Construction permits shall be obtained for all construction work, as required by the City of Orange, Community Development Department's Building Division and Public Works Grading Division. Failure to obtain the required building permits will be cause for revocation of this permit.
- All structures shall comply with the requirements of Municipal Code Chapter 15.52 (Building Security Standards), which relates 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 or second page of the construction documents when submitting to the Building Department for the plan check process.
- If not utilized, project approval expires twenty-four months from the approval date. Extensions of time may be granted in accordance with OMC Section 17.08.060.

ATTACHMENTS

- 1. Vicinity Map
- 2. Subject Property Photographs, dated December 15, 2011
- 3. Large scale site, elevation and floor plans, dated January 14, 2013

CC: Karl R. Bonham 575 E. Van Bibber Avenue Orange, CA 92886

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