

Buckheit, Lani

From: Sheikhal, Monet
Sent: Tuesday, January 18, 2022 11:10 AM
To: Buckheit, Lani
Cc: Maloney, Mike
Subject: Late Correspondence for LMA21-001
Attachments: LMA21-001 - Historic Report - 12-14-2021.pdf

Follow Up Flag: Follow up
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Dear Zoning Administrator the purpose of this email is to document the addition of a Historic Report to the project file, which was not available previously.

The historic report has been mentioned in the resolution but was not provided online for the public review. Staff is including this report as a late correspondence.

Thanks,

Monet Sheikhal | City Planner

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ARCHITECTURAL History Services

John W. Murphey
Architectural Historian/Researcher/Planner
San Francisco Bay Area, California
Santa Fe, New Mexico

December 14, 2021

RECEIVED

By Monet Sheikhalı at 5:22 pm, Dec 14, 2021

Ron King
615 Polk Street
Santa Rosa, CA 95401

RE: 615 Polk Street: Minor Landmark Alteration Permit Review (Garage) and Architectural
Compatibility (Accessory Dwelling Unit)

Dear Mr. King:

As requested, I have reviewed drawings and a plan for a proposed Garage at 615 Polk Street. They were evaluated for their adherence to the Santa Rosa Preservation Ordinance and the H combining district and West End Preservation District character-defining elements standards.

The scope of the review was informed by a May 28, 2021, email communication between City of Santa Rosa planner Monet Sheikhalı and project contractor Gary Ottinger and reflects criteria applied under 20-58.060 Landmark Alteration Permits, specifically for a new accessory structure.

The Secretary of the Interior's *Standards for Rehabilitation* were applied to determine the Garage's potential effect on the Contributing status of the historic house and its compatibility with the neighborhood and district.

At the end of this report, a separate brief discussion evaluates a proposed Accessory Dwelling Unit for its architectural compatibility.

In summary, the proposed Garage adheres to the Preservation Ordinance and the H-combining district and West End Preservation District standards. It is consistent with City of Santa Rosa preservation policies and the *Secretary of the Interior's Standards for the Treatment of Historic*

Properties and the Standards for Rehabilitation. Its construction will not harm the character-defining features of the Contributing resource, the streetscape, or the district as a whole. The proposed Accessory Dwelling Unit appears to meet the criteria of architectural compatibility with the historic dwelling.

A. Historic Resource and Background

Constructed in c.1907, the Araise-King Residence is a one-story, single-family home located in the West End Preservation District, to which it is a Contributor. The house is situated near the center of the 600 block of Polk Street, facing DeMeo Park. It is flanked by one- and two-story structures of similar vintage, form, materials, and architectural details. The parcel includes an undeveloped lot south of the primary house, which is proposed for the Garage location (Figures 7 & 8).

Following its platting in 1875, the H. T. Hewetts' Addition (later Hewett's Addition) opened several rectilinear residential blocks. Block 12, holding the subject property, experienced later development.

The area attracted Italian immigrants who worked locally or at nearby farms. Peter Araise, a farm laborer, is the first known occupant of the property. Early residents were mainly renters, including Italian immigrant Americo Chicca, who was arrested in 1922 for manufacturing bootleg liquor on the property. In the 1930s, Angelo Cognazzo operated an accordion studio in the home, and was an instructor for Mercury Records artist Dick Contino. The current owner acquired the property in 1981.

Existing Conditions

The 1,032-square-foot house has a roughly rectangular plan, with a dominant pyramidal roof volume at the front and a lower hipped roof structure at the rear (Figure 9). It is clad with horizontal wood channel siding with a tongue-and-groove connection. Trim consists of simple corner boards and modest window casings.

It presents to the street a symmetrical façade of centered door flanked by tall sash windows. Secondary elevations have less articulation (Figures 10-14). Behind the house along the north property line are two non-historic storage sheds (Figure 15). One is a rectangular

plywood structure (Figure 16), the other is a front-gabled, bevel-sided frame structure (Figure 17).

Alterations

The current, flat-roof front porch is non-historic, replacing a hipped roof structure. Other observed alterations include:

- Replacement of all windows
- Insertion of a sliding glass door
- Enclosure of northwest porch
- Likely areas of replaced siding
- Removal of chimneys
- Introduction of a ventilated soffit system
- Other small alterations

Otherwise, the house has retained its overall form, plan, and historical appearance. This is evident when comparing the footprint shown on the 1908/1950 Sanborn Fire Insurance Map (Figure 4).

Character-Defining Features

The character-defining features of the house include its massing, roof shape, siding, and front façade fenestration.

B. Project

Garage

Based on June 25, 2020 plans prepared by GO Construction, the proposed Garage is a roughly 600-square-foot frame structure with a rectangular, front-gabled form (Figure 23). The medium-pitch roof building is situated 48' back on the lot, with its façade positioned near the west elevation of the historic house. It will be located 9'-4" south of the primary home. Its highest point is 15'-9", several feet below the peak of the historic residence.

The Garage will present to the street a simple, symmetrical façade dominated by a metal, sectional overhead door with frosted upper lights. Trim is limited to barge and corner boards. A

louvered vent is arranged at the gable peak. It will be clad with a Hardie Plank 8 ¼” smooth lap siding. The siding complements the house’s similar cladding but has a different finish and exposure to distinguish it from the historic material. It will be painted in a harmonizing blue-gray tone.

C. West End Preservation District

Compatibility to Streetscape and District Characteristics

As proposed, the Garage is compatible with the Polk Street streetscape and the character-defining features of the West End Preservation District.

As defined in the code, the West Preservation District, “is significant as a predominantly single-family residential neighborhood made up of modest houses on narrow, deep lots. Although a variety of architectural styles are found within the neighborhood, as listed below, homes are predominately bungalows and Queen Anne or Colonial cottages. Although not uniform, front setbacks are generally similar, with some articulation on any given blockface.”

As discussed in the code (20-28.040 Historic (-H) combining district), the design of the proposed Garage attempts to align with the following district and neighborhood elements:

H combining district

- Garages and parking are located to the rear of the property.

West End Preservation District

- Single-car, detached garages are located behind the house, often close to or on the side property line.

Historically a multi-stall stable sat along the west property line. Although converted to other use, the stable stayed on the property at least through 1950 (Figure 4).

The 600 block of Polk Street and intersecting blocks represents a typical early auto-oriented neighborhood. Historically, narrow paved drives along the side lot line led to a small, one-bay, sometimes two-bay, auto barn.

Observed historic and recent garages along the streetscape and intersecting roads show a variety of placements along the lot. While many are situated behind the house, others sit parallel to the house or at the front of the lot (Figures 18-22).

Given modern code restrictions regarding setback, the placement of the Garage at mid-lot position is compatible with the streetscape and district character-defining elements.

D. Minor Landmark Alteration Criteria

Zoning Code Section 20-58.060 Landmark Alteration permits, requires that the review authority consider the following criteria to the extent applicable, in determining whether to grant or deny a Landmark Alteration Permit:

1. The proposed changes are consistent with applicable zoning standards except as directed by Zoning Code Section 20-12.020.

The proposed Garage is compatible with the City of Santa Rosa Zoning Code and the specific standards for the applicable district.

2. Whether the proposed change implements the General Plan and any applicable specific plan.

The project implements the goals of the General Plan. The parcel is designated R-1-6, Single-Family Residential, allowing for one dwelling and one second unit, as per Section 20-42.14. The project would not increase the permitted density.

The project is within the Downtown Station Area Specific Plan (2020) boundary; however, the DSAP does not regulate single-family detached housing development.

The parcel is additionally part of the West End Preservation District. As discussed elsewhere, the proposed work meets the standards outlined in Section 20.28.040.E.

3. The consistency of the proposed change with the original architectural style and details of the building;

The existing historic dwelling is a one-story, pyramidal roof, frame cottage with a rear hipped roof volume. It exhibits no particular architectural style but is more reflective of time, form, and method of construction. Its character-defining features are its one-story form, pyramidal roof, and symmetrical primary façade fenestration. Its characteristic details are its wood siding and corner boards.

The proposed Garage will harmonize with the existing home, presenting a similar simple form and exterior cladding. The selected Hardie Plank siding is compatible with the historic dwelling but, through its modern fabrication and different profile, does not entirely mimic it. In this way, the Garage is consistent.

4. The compatibility of the proposed change with any adjacent or nearby landmark structures or preservation district structures that have been identified as contributors to the respective district;

Set back from the street, the Garage will not detract from the existing historic streetscape. Adjacent historic properties will not be affected by its presence. A similarly positioned non-historic garage is located on the adjacent south parcel, at 611 Polk Street (Figure 20).

5. The consistency and/or compatibility of the proposed textures, materials, fenestration, decorative features and details with the time period of the building's construction;

The Garage's design (a single-story, rectangular plan, medium pitch, front gable form) is consistent with other non-historic garages added to the district. In height and plan, it does not detract from the historic dwelling.

Its principal cladding, a Hardie Plank siding, is compatible with the home, but because of its modern manufacturing technique and different face and profile, will not present a false historical development.

6. Whether the proposed change will destroy or adversely affect important architectural features;

The Garage will not directly attach to the historic house. Because of this, it will not adversely impact its architectural form or character-defining features.

7. Consistency with applicable Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings (2017 Revision); and

Secretary of Interiors Standards for Rehabilitation

The City of Santa Rosa applies the federal *Standards for Rehabilitation* to determine if a project is consistent with the goals of the Preservation Ordinance.

Applicable to the project under review are Standards 1, 2, 3, 9 and 10.

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.

The property has been used as a single-family residence from the house's construction date to the present. The proposed Garage will not alter this use.

Historically, it included a stable at the back of the property (Figure 4). The Garage will reintroduce this type of structure onto the property, albeit for gas-powered vehicles.

Modern-day zoning does not allow it to be placed in its original position. Therefore, the Garage is situated near the center of the lot. Other garages in the district are placed at this position.

The Garage's proposed location will enable the historic structure to continue to maintain its dominant spatial position on the property.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

The proposed Garage does not involve the removal of historic materials and/or alteration of character-defining features which make the property a Contributor to the district. The siting of the Garage alters a portion of an open side yard (Figure 8), which does not bear upon the historical quality or characteristics of the Contributing resource.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

The Garage is designed as a simple, front-gabled, medium-pitch roof structure. This modern functional form, along with its position and size of its openings, will distinguish it as a contemporary structure.

No conjectural features are part of its design. While its cladding, a Hardie Plank channel siding, is meant to harmonize with the home, its particular features and finish will differentiate it from the house.

The Garage's basic form, fenestration, and cladding material will distinguish it from the house and older garages in the district. In this way, its design prevents a false sense of historical development.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

As stated above, the proposed work will not directly attach to or affect the historic house. With its massing, scale, size, and architectural features, the Garage was designed to protect the historic integrity of the Contributing resource, streetscape, and adjacent landmark homes, and the district.

10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

As an uncomplicated, freestanding frame structure, the Garage could be removed without causing harm to the historic house or the characteristics of the Contributing property.

8. Other matters, criteria and standards as may be adopted by resolution of the CHB.

No other criteria or standards are known to apply.

E. Accessory Dwelling Unit

A 508-square-foot Accessory Dwelling Unit is proposed to replace one of the storage sheds along the north property line. The side-gabled structure includes an entrance hall that connects to the northwest corner of the historic dwelling.

Applying Section 20-42.130, Accessory Dwelling, (1), the proposed structure exhibits architectural compatibility with the primary dwelling by:

(A) Color

The cladding and trim colors match the historic residence.

(B) Siding material and pattern

The siding is of a similar horizontal channel form as the historic residence.

(C) Architectural features

Architectural features, including fenestration pattern, trim, and door, and window selection, are compatible with the historic dwelling.

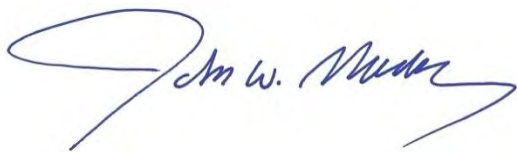
Conclusion

The proposed Garage will adhere to the Preservation Ordinance and the West End Preservation District character-defining elements standards. It is consistent with City of Santa Rosa preservation policies and the *Secretary of the Interior's Standards for the Treatment of Historic Properties* and the *Standards for Rehabilitation*. Therefore, the project will have no significant impact on the historic integrity of the Contributing resource and the district as a whole.

The proposed Accessory Dwelling Unit appears to meet the three criteria of architectural compatibility with the historic dwelling.

Please contact me if you have any questions or comments.

Sincerely,



John W. Murphey
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John W. Murphey meets the Code of Federal Regulations, 36 CFR Part 61 in Architectural History and History, and is listed in the California Historical Resources Information System in the area of Architectural History. Murphey is additionally listed in the New Mexico State Historic Preservation Office Directory as qualified in Architectural History and History and is approved to work in all City of Santa Fe historic and archaeological districts. Murphey is designated on the Oklahoma SHPO Consultant List in the areas of Architectural History and History and is approved to work in the State of Maryland.

Illustrations

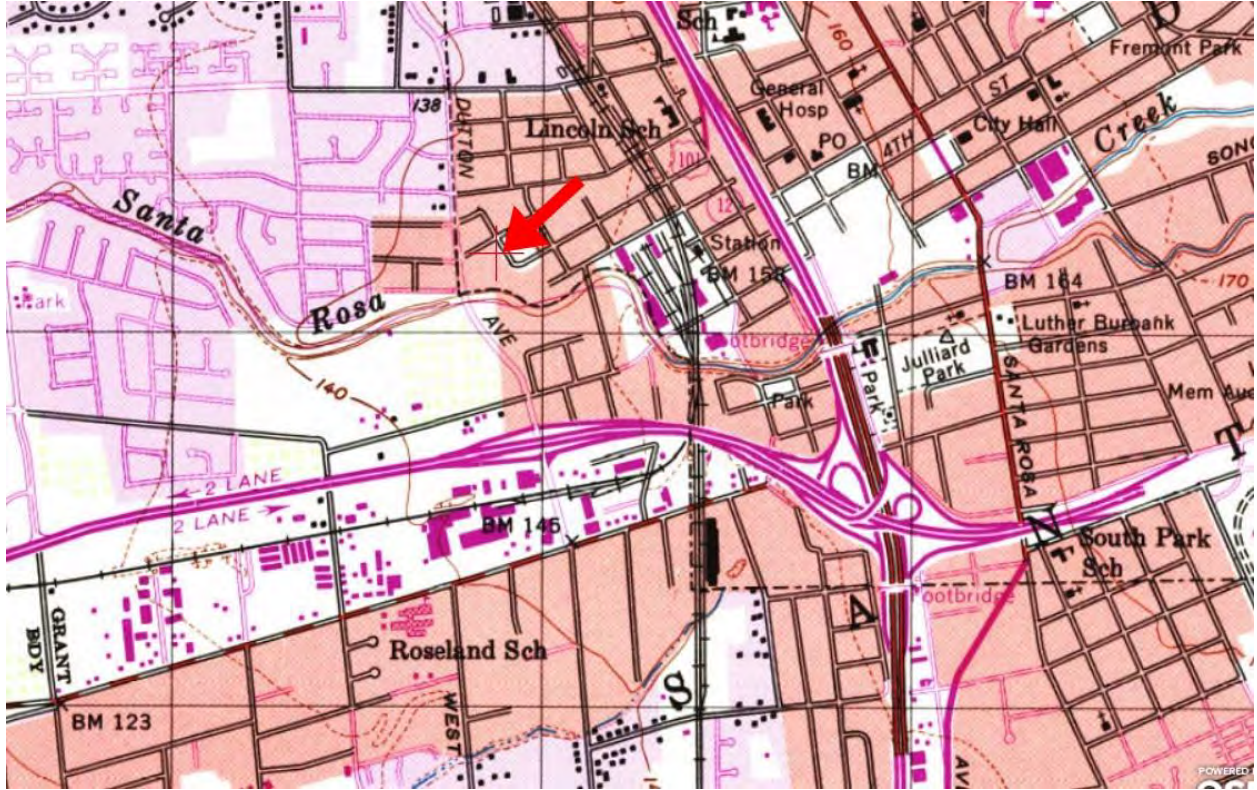


Figure 1: Project Location.

“Santa Rosa, Cal.”, USGS 1:24,000-scale topographic map.

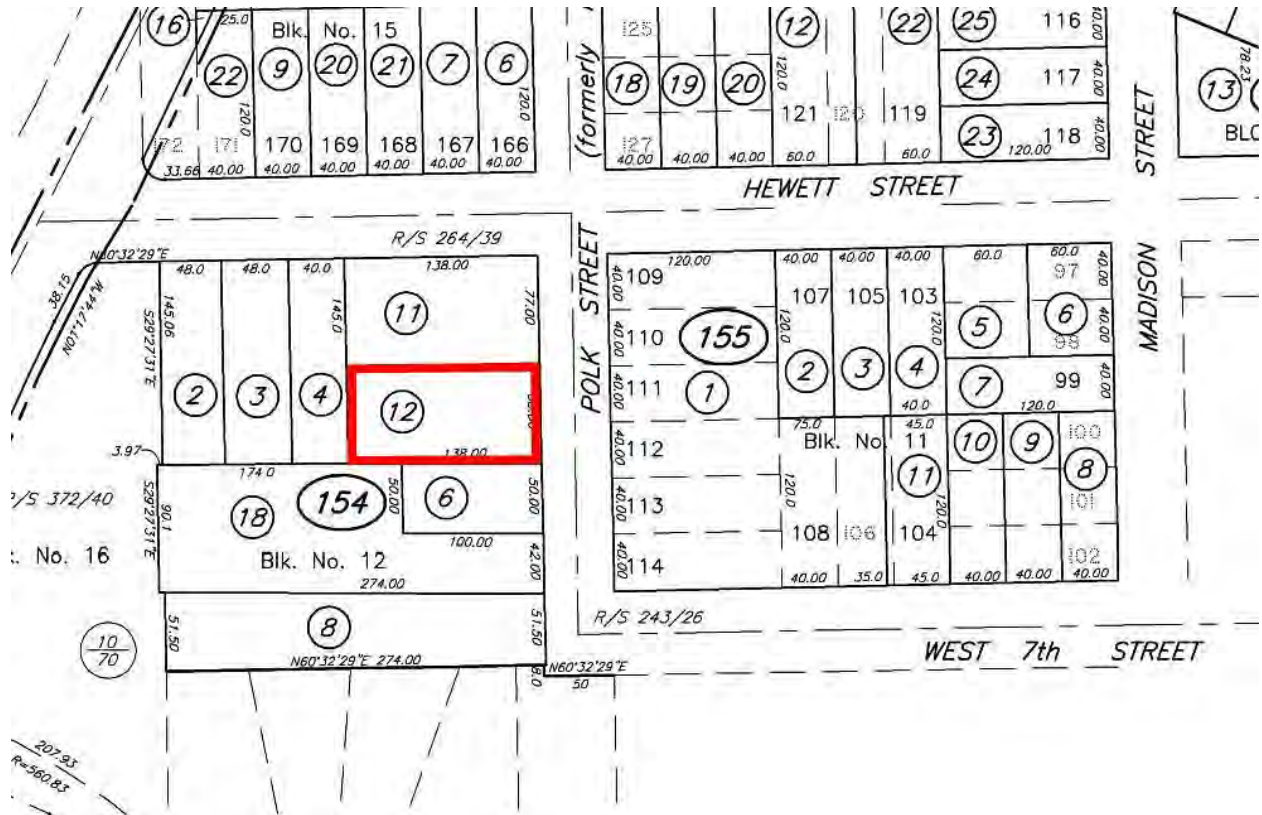


Figure 2: Project Location.
County Assessor's Map, Book 10, Page 15.



Figure 3: Project Location Aerial, 2021.
Courtesy City of Santa Rosa GIS Information.



Figure 4: 615 Polk Street.
 Sanborn Fire Insurance Map, 1908-1950, sheet 55.
 1908 edition designates rear structure as a stable.



**Figure 5: Copy of 1989 survey photograph of 615 Polk Street.
Anne Bloomfield.**

Existing Conditions



**Figure 6: 600 block, Polk Street streetscape.
Camera facing northwest. December 9, 2021.**



Figure 7: 615 Polk Street parcel.
Camera facing northwest. December 9, 2021.



Figure 8: 615 Polk Street, open lot.
Camera facing northeast. December 9, 2021.



**Figure 9: 615 Polk Street, east, primary facade.
Camera facing southwest. December 9, 2021.**



**Figure 10: 615 Polk Street, east and south elevations.
Camera facing northwest. December 9, 2021.**



**Figure 11: 615 Polk Street, south elevation.
Camera facing northwest. December 9, 2021.**



**Figure 12: 615 Polk Street, west and south elevations.
Camera facing northeast. December 9, 2021.**



**Figure 13: 615 Polk Street, west elevation.
Camera facing northeast. December 9, 2021.**



**Figure 14: 615 Polk Street, north elevation.
The foreground represents an enclosed porch.
Camera facing northeast. December 9, 2021.**



**Figure 15: 615 Polk Street, ancillary structures.
Camera facing southwest. December 9, 2021.**



Figure 16: 615 Polk Street, shed.
Camera facing northeast. December 9, 2021.



**Figure 17: 615 Polk Street, storage unit.
Camera facing north. December 9, 2021.**

Comparative Photographs



**Figure 18: 613 Madison Street, historic garage.
December 9, 2021.**



**Figure 19: 128 Hewett Street, historic garage.
December 9, 2021.**



**Figure 20: 611 Polk Street, contemporary garage.
December 9, 2021.**



**Figure 21: 618 Madison Street, cotemporary garage.
December 9, 2021.**



**Figure 22: 117 West Seventh, contemporary carport.
December 9, 2021.**

Drawings and Plans

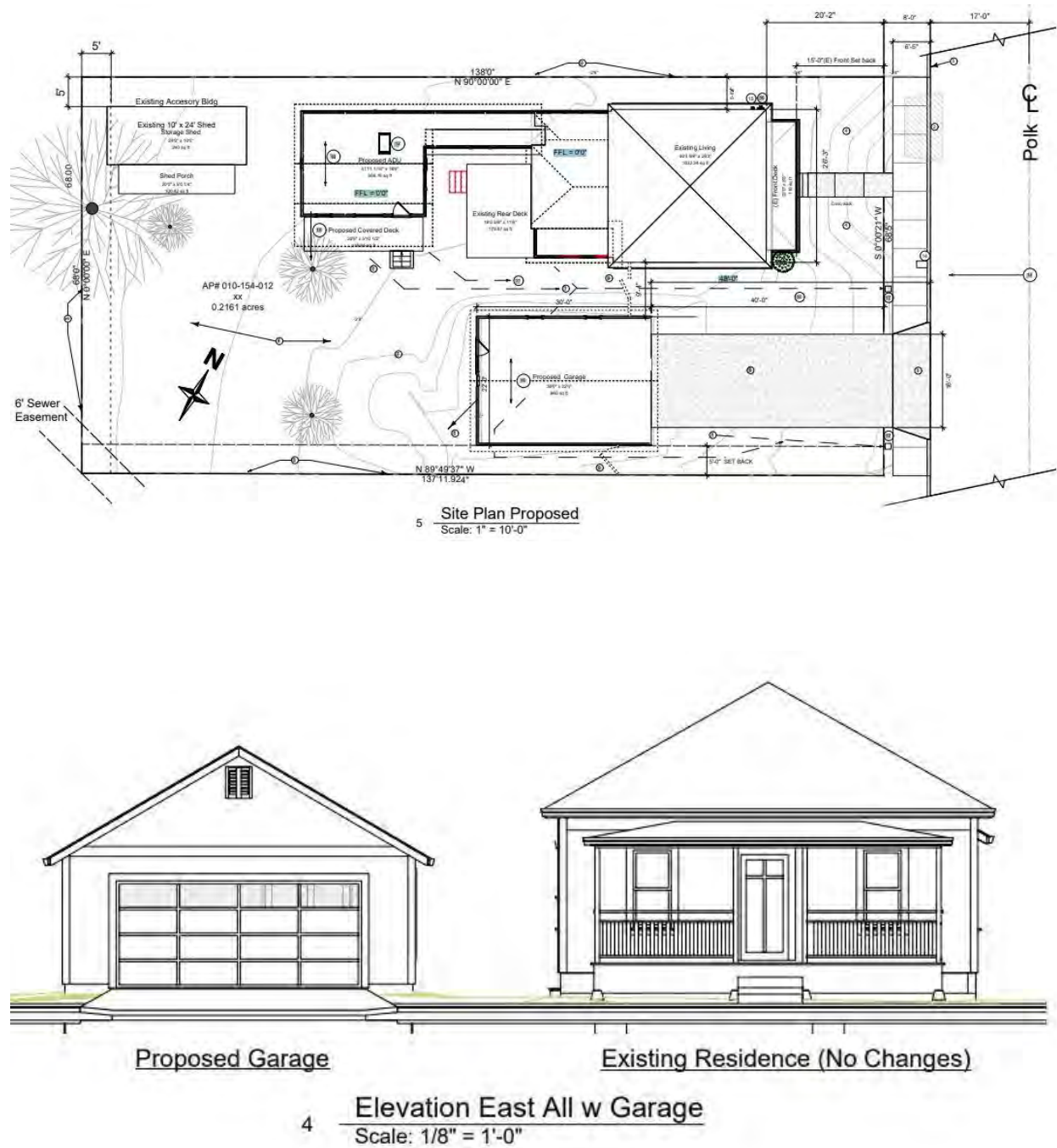


Figure 23: Proposed Garage.
Taken from June 25, 2020, plan set.
Courtesy GO Construction.



Figure 24: Proposed Accessory Dwelling Unit.
Taken from June 25, 2020, plan set.
Courtesy GO Construction.