



CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

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April 8, 2019

CHAIR AND CULTURAL HERITAGE COMMISSIONERS
City of Long Beach
California

RECOMMENDATION:

Approve a Certificate of Appropriateness request for the remodel and one-story addition (262 square feet) to an existing single-family home and the construction of an 812-square-foot, three-car garage with a new 540-square-foot second floor unit at the rear of the existing garage at 520 Junipero Avenue. The existing primary residence is a contributing property in the Rose Park South Historic District. (District 2)

APPLICANT: Stephanie Osorio/Jeff Jeannette
Jeannette Architects
296 Redondo Avenue
Long Beach, CA 90803
(Application No. COAC1902-03)

THE REQUEST

The applicant requests approval of a Certificate of Appropriateness to allow the remodel and one-story addition (262 square feet) to an existing single-family home and the construction of an 812-square-foot, three-car garage with a new 540-square-foot second floor unit at the rear of the existing garage.

BACKGROUND

The subject property is located on the east side of Junipero Avenue between East 6th Street to the north and East 5th Street to the south (Exhibit A – Location Map). The site is located within the R-3-S Zoning District (Three Family Residential District) and is currently developed with one single-family residence with a detached one-car garage.

Based on City records, the original primary residence consists of a 1,138-square-foot one-story residence with a detached one-car garage built in 1924. The property is a contributing structure within the Rose Park South Historic District (District).

The existing primary residence is designed in the Craftsman architectural style. The house has a gable roof, composition roof shingles, horizontal wood siding, wood windows, exposed rafter tails at the side elevations, and a wraparound porch. The

historic building materials and feature remain intact. A City building permit and Certificate of Appropriateness was issued in 2008 to replace a non-historic aluminum window with a new wood frame sash window and install a wood paneled door at the rear elevation. In 2017, a City building Permit and Certificate of Appropriateness was issued to complete an interior foundation retrofit with no modifications to the exterior of the building.

ANALYSIS

The proposed project requires approval of the CHC because the size of the new addition exceeds 250 square feet and the addition would add a new second story unit over the new here-car garage. To be granted approval, the project must comply with the Secretary of the Interior's Standards and meet the criteria for a Certificate of Appropriateness.

The proposed one-story addition (262 square foot master bedroom) to the primary dwelling would be the rear (east elevation) of the historic structure. The addition would maintain a 5-foot setback along the north elevation and the interior elevation of the addition would align with the outermost façade projection at the existing back porch (Exhibit C – Plans, Renderings & Photographs). The new addition would feature a 2-1/2-foot stepback in the building elevation from the exterior façade of the original elevation.

The existing primary residence features changes in ridgeline height for the gable roof. The overall height of the existing primary residence is approximately 16-feet measured from existing grade to the highest ridge of the existing roof. The secondary gable at the rear of the home measures 14-feet in height, measured from the existing grade to the highest ridge. The proposed addition would be at the rear of the structure and feature a stepdown in ridge height from the existing rear ridge. The proposed addition would align with the existing gable at the rear and measure 13-feet-10 ½-feet in height, creating a minor stepdown in ridge height.

The new three-car garage (812 square feet) would be attached and built to the rear of the existing one-car garage and vehicular access would be maintained from the 15-foot-wide alley at the rear. The addition of the garage would require relocation of the rear wall of the existing garage approximately 1-foot to ensure that a standard size parking space can be accommodated in the new garage. The new second unit would be primarily located above the new garage area, and approximately 40 square feet of the second-floor unit would be located above the existing garage. The garage and second-story unit would align with the existing 6-1/2-foot side setback from the south property line, in line with the outermost wall of the existing one-car garage. The new construction would maintain a 10-foot side setback (measured to outermost stairway) to the north property line and 12-feet to the rear property line (20 feet to the centerline of alley). The new unit will maintain a 9-foot separation distance from the primary structure.

The second story would align with the exterior walls of the new garage on the north, south, and rear elevations. The east elevation of the second-story unit will be stepped back to accommodate a second-floor deck with open trellis at the entry for the new unit.

The proposed height of the new garage with new second-floor unit would be 21-feet-11 3/8-inches. While the height of the rear structure would exceed the height of the primary structure (16 feet), the height has been reduced below the maximum allowed for the R-3-S zone.¹

The properties to the north and south of the subject site feature two-story structures. The proposed two-story structure would be compatible with the existing historic structure and the context of the surrounding properties.

The five residential properties within the 500 block of Junipero Avenue were constructed between 1923 and 1963, with three of the 5 structures built in the 1920s. Two of the five properties 500 Junipero Avenue (corner of Junipero and 5th Street) and 530 Junipero Avenue (abutting subject property to north) consist of non-contributing two-story apartment buildings built in 1959 and 1963. The structures are built with flat front building walls and buildings occupy a majority of the property. The subject property and adjacent property to south at 514 Junipero Avenue are one-story Craftsman style buildings. The property at 514 Junipero Avenue has a two-story rear unit located in approximately similar location as the proposed project. While records for a year built date were inconclusive, staff has determined that the rear structure at 514 Junipero Avenue was constructed between 1911 (County Assessor records) to 1943 (Verified to built by 1943 Sanborn Maps). One other property at the corner of Junipero Avenue and East 6th Street has a 2-story Spanish style 4-unit apartment building constructed in 1923.

Despite the visibility of the proposed second-floor at the rear, the massing of the new second story has been sensitively designed with Craftsman features typical of the district, and modest scale that would not disrupt the visual continuity of the street consisting of primarily two-story structures and would be compatible with the overall character found in the surrounding neighborhood context.

The design of the new addition, garage, and second unit would match the material and design proposed for the primary dwelling. All new structures will include wood siding, wood windows, eaves and rafter tails, outlookers, gable roof system, belly band trim, and composition roof shingles.

The proposed addition to the primary residence would be located at the rear of the primary structure and would not be highly visible from the street. The proposed second-floor rear unit will be visible from the street, but the proposed design features a reduced height that fits within the context of the surrounding properties. The scale and context of the adjacent properties varies in structure height and style. The property to the south features a single-family home, at a similar scale to the existing primary residence, at the front and a detached two-story structure to the rear. The properties the north and east (across the alley) are developed with two-story apartment buildings.

¹ The R-3-S zone establishes a maximum building height of 25 feet, 2 stories.

The new second-floor unit would be visible from the public right-of-way, but features a design and reduced height that is compatible with the character established for the historic property and the context of the surrounding properties.

The Secretary of Interior's Standards for Rehabilitation, Standard No. 2 states that "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 addition to the primary residence would require modifications to the historic building, but those modifications would be limited to the rear elevation. The overall historic character of the primary structure would be retained with the rear addition, as the majority of the existing structure would remain in place. In addition, the new garage and second-floor unit would be constructed to involve minor modifications to the existing one-car garage. Those modifications are limited to the rear wall of the garage and the construction of approximately 40 square feet of the second floor over the rear portion of the garage. Due to the spacing between the buildings and context of the surrounding properties, the overall spatial relationship of site would be maintained with the approval of the project. The proposed addition to the primary dwelling would be compatible in the scale and massing established for the primary residence.

The Secretary of the Interior's Standards for Rehabilitation, Standard No. 9 states that "new work shall be differentiated from the old and shall be compatible with the massing, size, scale and architectural features..." The new addition to the primary structure would feature compatible design and materials, and will include a stepback on the north elevation and a stepdown in roof height to differentiate the addition. The new garage and second unit will be completely detached from the primary residence. The new structure will feature consistent materials, such as wood siding, gable roof, wood windows, outlookers, but will also feature a deck with a trellis that further differentiates the style from the design of the primary structure.

The Secretary of Interior's Standards for Rehabilitation, Standard No. 10 states that "New additions and adjacent or related new construction shall 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." The new addition would be designed in a manner that limits modifications to the historic structure. Additionally, the new three-car garage and second-floor unit was designed around the location of the one-car garage. The design of the garage and new unit would not require substantial modification to the one-car garage. Therefore, if the new garage and second-floor unit would be removed in the future, the essential form and integrity of the garage would be unimpaired.

The proposed one-story addition and new garage and second-floor unit over the garage fits within the context of the historic property. The new construction does not present conflicts with the Secretary of the Interior's Standards, as the massing and the visibility of the second unit includes setbacks, design, and massing that are compatible with the historic property. The second-floor unit has been reduced in overall height to complement the primary residence. As proposed, the contextual design of the new one-story addition, three-car garage, and second-floor unit would meet the Secretary of the

Interior's Standards for Rehabilitation or be consistent with the Rose Park South Historic District Design Guidelines.

RECOMMENDATION

Based on all the findings above, staff determined that the proposed rear addition to the primary structure, new three-car garage, and second-floor unit meet the requirements set forth in the Secretary of the Interior's Standards for Rehabilitation, Guidelines for Rehabilitating Historic Buildings, and the Rose Park South Historic District Ordinance. The Rose Park South Historic District Design Guidelines allow the construction of new secondary dwellings, but emphasize adhering to the guidance for contributing buildings, such as compatibility with historic character, minimizing the height of second stories, and contextual placement.

Staff supports the approval of the Certificate of Appropriateness for the remodel and one-story addition (262 square feet) to an existing single-family home and the construction of an 812-square-foot, three-car garage with a new 540-square-foot second-floor unit at the rear of the existing garage. The required findings can be made in the affirmative for the proposed improvements, as these improvements are compatible in design and the overall scale and massing of the new construction fits within the context of the District. Staff recommends approval of the Certificate of Appropriateness (Exhibit D – Findings).

ENVIRONMENTAL REVIEW

In accordance with Section 15301(e) and 15303(a), Guidelines for Implementation of the California Environmental Quality Act (CEQA), environmental review is not required for construction of small additions to single-family residences and construction of new small structures.

PUBLIC HEARING NOTICE

Public notices were distributed on March 20, 2019. As of this date, no written correspondence has been received in response to this project.

CULTURAL HERITAGE COMMISSION

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Respectfully submitted,



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PROJECT PLANNER



ALEJANDRO PLASCENCIA
PRESERVATION PLANNER



CHRISTOPHER KOONTZ, AICP
PLANNING BUREAU MANAGER

CK:AP:mc

Attachments: Exhibit A – Location Map
Exhibit B – Plans, Renderings & Photographs
Exhibit C – Findings & Conditions of Approval