

LOCAL HISTORIC DISTRICT: Dilworth

PROPERTY ADDRESS: 2215 Dilworth Road West

SUMMARY OF REQUEST: Detached garage

APPLICANT: Kent Lineberger

The application was denied in July for accessory buildings in side yards (page 50) and driveway location (page 64). The Commission will first determine if the revised proposal has been substantially redesigned or if there is a substantial change of circumstance before allowing the application to be heard.

Details of Proposed Request

Existing Context

The principal structure is a single family Colonial Revival home constructed in 1929 and listed as a contributing structure in the Dilworth National Register of Historic Places. The parcel is irregularly shaped and part of the house is in the rear yard. The lot angles sharply on the left side. The applicant is requesting an exception to the accessory building guideline due to the configuration of the lot.

Proposal – July

The proposal is a new detached garage in the left side yard. Garage height is approximately 13'-5". Primary siding is cedar shingles with trim details to match the house.

Revised Proposal – October

1. The garage location has been moved to the furthest possible location to the rear left side of the house. On the previous plan the garage was located toward the front of the house.
2. The driveway has been extended approximately 15 feet beyond the front façade.

Policy & Design Guidelines for New Construction, page 34

New construction in Local Historic Districts has an obligation to blend in with the historic character and scale of the Local Historic District in which it is located. Designs for infill projects and other new construction within designated Local Historic Districts must be designed with the surroundings in mind. The Historic District Commission will not specify a particular architectural style or design for new construction projects. The scale, mass and size of a building are often far more important than the decorative details applied. However, well designed stylistic and decorative elements, as well as building materials and landscaping, can give new construction projects the attributes necessary to blend in with the district, while creating a distinctive character for the building. New construction projects in Local Historic Districts must be appropriate to their surroundings.

The Historic District Commission will review the building details for all new construction as part of their evaluation of new construction project proposals.

Policy & Design Guidelines – Accessory Buildings: Garages, page 50

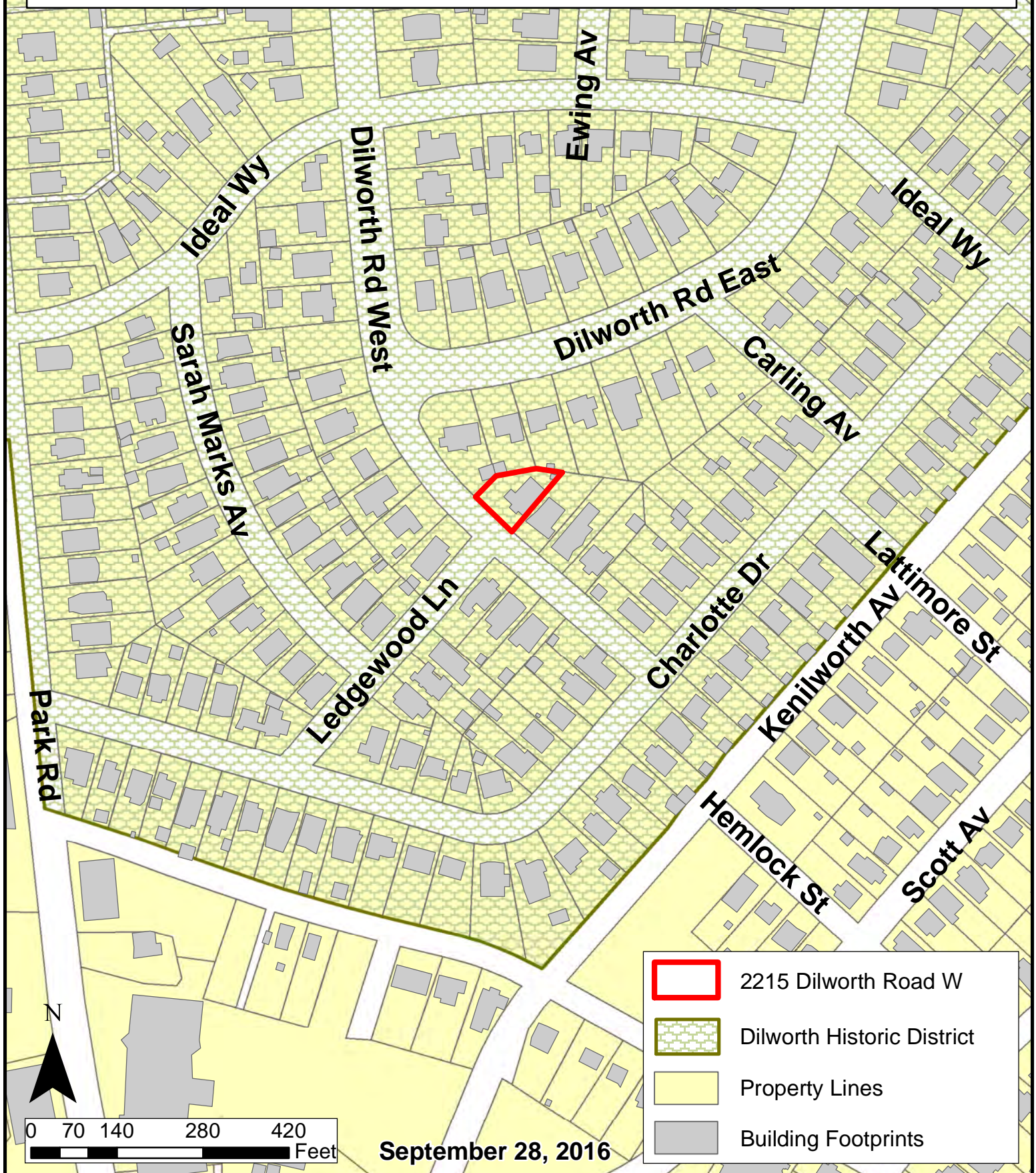
Although the main building on a lot makes the strongest statement about a property's contribution to the character of a Local Historic District, the accessory buildings that share the lot can also have a significant impact on the streetscape. The Historic District Commission recognizes that many of the older support buildings throughout Charlotte's older neighborhoods are inadequate to meet the needs of today's families and businesses.

1. New garages cannot be located in front or side yards.
2. New garages must be constructed using materials and finishes that are in keeping with the main building they serve, and that are appropriate to the district.
3. Designs for new garages must be inspired by the main building they serve. Building details should be derived from the main structure.
4. Garages must be of a proper scale for the property, and must have an appropriate site relation to the main structure on a lot and to structures on surrounding properties.
5. Garage doors that are substantially visible from any street must be of a style and materials that are appropriate to the building and the district. Stamped metal and vinyl doors are considered to be inappropriate, and are discouraged.

Staff Analysis

The Commission will determine if an exception should be granted for locating the accessory building in the side yard. The Commission will also determine if the garage meets the guidelines for new construction.

Charlotte Historic District Commission - Case 2016-250
Accessory Structure
HISTORIC DISTRICT: DILWORTH



2215 Dilworth Road West Switzer Carriage House

Re-Submittal: HDC 2016-250

Existing Conditions



POLARIS SITE PLAN



Existing Conditions



Front



Left – Neighbors' Garages



Rear



Right – Sunroom/Porch

Approaches



Approach – Heading South



Approach – Heading North



Approach – Heading South



Approach – Heading North

Context – Front Facing Garages



2300 Dilworth Rd W



2325 Charlotte Dr (view from Dilworth Rd W)



2227 Sarah Marks Dr & 2216 Dilworth Rd W



455 Rensselaer

Context – Front Facing Garages



1630 Dilworth Rd W



2121 Dilworth Rd W

Context – Parking Pads & Short Driveways



2100 Dilworth Rd W



925 Ideal Way



2143 Sarah Marks Dr & 2133 Sarah Marks Dr



2120 Dilworth Rd E

First Plan Review - July

Project Description - July

The project proposed is a single-car carriage house in the “side yard” of this irregular lot. The existing rear-yard storage shed is to be removed, and is currently non-compliant by its location. It would be impossible to rebuild any functional shed in this rear yard again or to enable parking for a vehicle. The primary function of the structure will be to house an antique auto in a protected shelter and for its continued restoration efforts.

Instead of extending the length of the house to create an open porte-cochere shelter, we propose a smaller carriage house structure to be offset behind the face of the home, and angled the faces differently from the home, so it will recede into the landscape and also partially screen the two visible existing garages (Dilworth Rd E lots) that back up to the angled lot line.

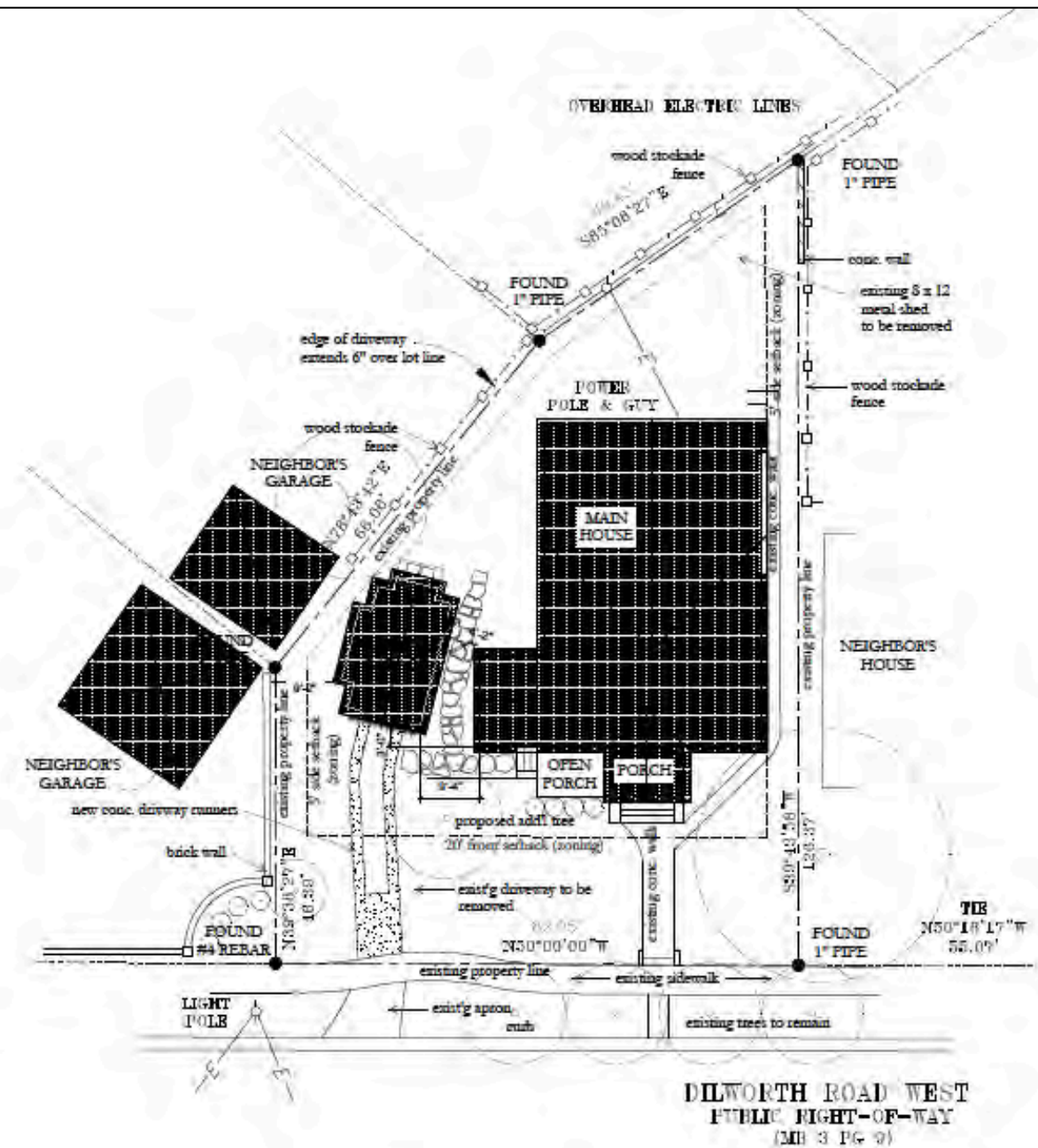
We will re-create a concrete-runner driveway to keep the softened approach across the side lawn, and also locate additional new vegetation to further tuck and screen the carriage house from approaching viewpoints.

The carriage house has been designed to intentionally appear to be something created over the history of the property, but not necessarily at the same time as the home. It is proposed to relate to the home in roof pitch, with window and casing / trim details, and with the brick foundation wall and the roofing shingle material. Windows will be wood, SDL type, and the carriage doors will be TDL grids. The siding is to be cedar shingles, painted a deeper color than the home will be painted, so it further recede visually behind the home and into the yard. Rafter tails will be exposed with the t&g wood roof decking visible. The custom carriage house doors, gate to the rear yard, side trellis, and over-the-door arbor/trellis, will all further add visual appeal, and allow climbing flowers to engage the structure with the landscape.

This shelter will allow the owners to keep their third car sheltered under roof, instead of under a car-cover out on the lawn / driveway, and to free up space along Dilworth Road from additional autos, where the turn radius at Ledgewood Lane is already tight for cars, much less the school bus that makes that turn directly in front of the home, with cars parked on either side of the street typically.

While it is understood that garages are not allowed in side yards, we hope that given the nature of this oddly-shaped lot in this location, and given the prospect of creating a visually compatible and enhancing structure in this setting, that you will find this proposal acceptable.

Proposed



First Plan Review – Right & Front Elevations



PROPOSED RIGHT ELEVATION

scale 1/2" = 1'-0"

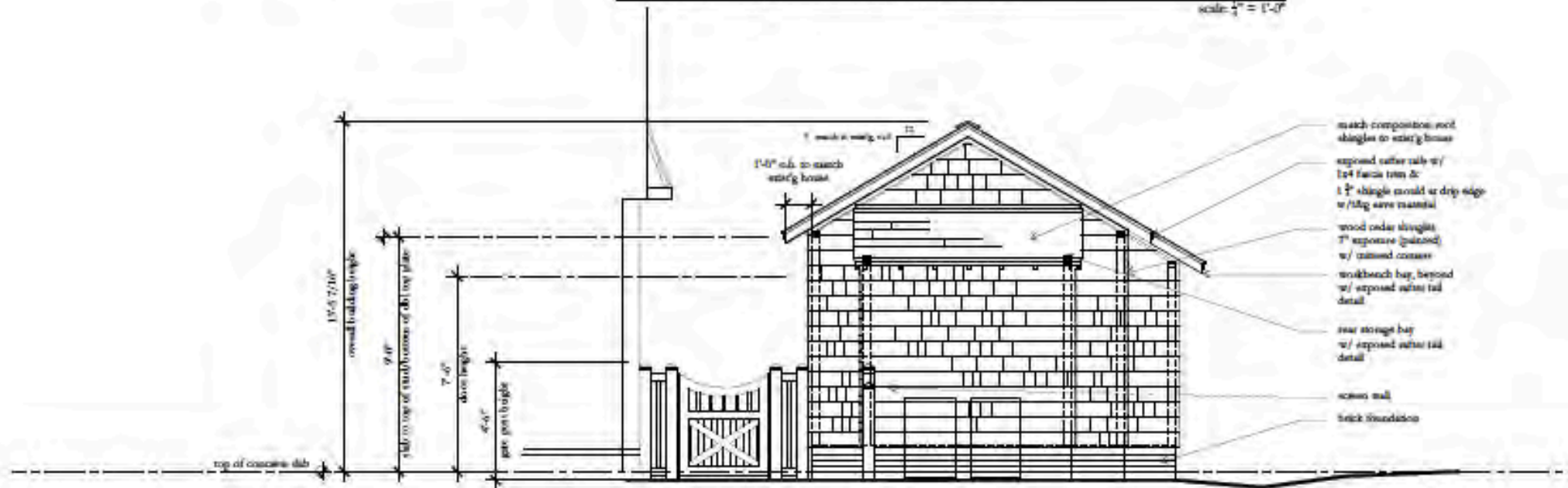


PROPOSED FRONT ELEVATION

scale 1/2" = 1'-0"

Architectural elevation drawing of a building facade. The drawing includes the following annotations and dimensions:

- Dimensions:**
 - Overall building height: 13'-5 7/16"
 - Slab to top of first/bottom of old top plate: 1'-0"
 - First bay slab to top of stud/bottom of old top plate: 6'-0"
 - Stud bay height: 7'-0"
- Annotations:**
 - Storage bay, beyond w/ exposed rafters tail detail
 - Workbench bay w/ exposed rafters tail detail
 - W/ porch panel to screen roll out case beyond
 - Exposed rafters tails w/ 1x4 fascia trim & 1 3/4" shingle mould at drip edge w/ shingle wave material
 - Match composition roof shingles to existing house
 - Gonowack/Burn light created over carriage doors
 - Roof end posts w/ (2) 2x4 wd. beams w/ 2 x 4 truss members & 2x2 plant tralls between columns & wall
 - Wood cedar shingles 7" exposure (painted) w/ painted corners
 - (2) 2-0 x 3-4 casement windows w/ 2 studs between, trim to match existing house
 - Block foundation

$$\text{scale}_{-1}^{\text{m}} = 1.0^{\text{m}}$$

$$\text{scaling: } \frac{1}{n} = O(0)$$

First Plan Review – Streetscape



PROPOSED STREET ELEVATION

scale: 1/8" = 1'-0"

[illegible]

Architectural drawing of the Proposed Carriage House Roof Plan. The plan shows a rectangular building with a central ridge vent and multiple gables. Key features include:

- 7:12 pitch** for the main roof sections.
- 4:12 pitch** for the rear gable.
- 7:10 pitch** for the side gable.
- match ridge vent** annotation.
- match composite asphalt shingles to existing house** annotation.
- dashed line indicates walk below** annotation.
- EXISTING HOUSE** label for the adjacent structure.
- DRIVEWAY** label for the access on the left.
- PROPOSED CARRIAGE HOUSE ROOF PLAN** title.
- scale: 1/4" = 1'-0"** at the bottom right.
- North Arrow** pointing towards the top right.

Revised Plans – October

Project Description – Update

This updated application is in response to the denial of the original project presented at the HDC meeting on July 13, 2016. The application was denied by a motion passed 6 votes to 2 citing these *Historic District Policy and Design Guidelines* (transcript, page 11-12):

Parking Areas, page 63

1. Developed parking areas are not allowed in the front yard of residential uses.
2. Parking should be located to the side or rear of the property if at all possible.

Driveways, page 64

1. In smaller scale residential uses, driveways that stop at the original building facade are viewed by the HDC as front yard parking pads, and thus are prohibited. All driveways for residential uses should extend to at least the rear building line.

Accessory Buildings, page 50

1. New garages cannot be located in front or side yards.

Also from the transcript is an exchange between three committee members during deliberations about the revisions that would be needed for a future approval to this application (page 12-13):

MS. HINDMAN: If they were to move the work area to the sides to make it back further and to comply with the whole car length back, if it worked, would that be a significant change?

MR. RUMSCH: Yes. Oh, yeah. Yeah. Because then it wouldn't be violating our policies. Yes.

MR. RISTAINO: Yeah. I agree with -- and I agree with what Damon was saying, is that if it could be pushed back one car length and you could get two cars parked, one in the garage and one in front of it, less likely to always have one parked in the front yard. If it could be done.

Project Description – Update

This revised application accommodates these concerns by sliding the proposed footprint back as far as possible into the rear side yard and relocating the workspace bump out. The new location and revised structure provide four major improvements:

1. The structure now starts more than 15' behind the front house facade, and 30' feet from the front setback.
2. A full car length can now be accommodated on the carriage tracks in front of the structure and entirely behind the front facade. (One vehicle can be stored in the carriage house and another on the carriage tracks without passing the front facade of the house.)
3. The new location further obscures the structure's view from the front yard and street elevation.
4. In addition to the existing vegetation on the left side approach, two flowering trees have been added to the right to create a tunnel-like effect, which further screens the structure and allows it to visually recede into the landscaping.

The original proposed aesthetic design remains the same, with materials, features, scale, and site relation that are historically accurate and complementary for both the main building and the district overall.

The revised location now adheres to all guidelines except for Accessory Buildings (pg 50 #1). Though historically there was a garage behind the house, the unconventional lot shape renders it impossible to build a functional garage in the rear yard due to the 50% impermeable coverage rule (*Guidelines*, pg 39) as well as the extremely narrow curve behind the house (too tight to safely maneuver a car with existing fencing and property lines).

Project Description – Update

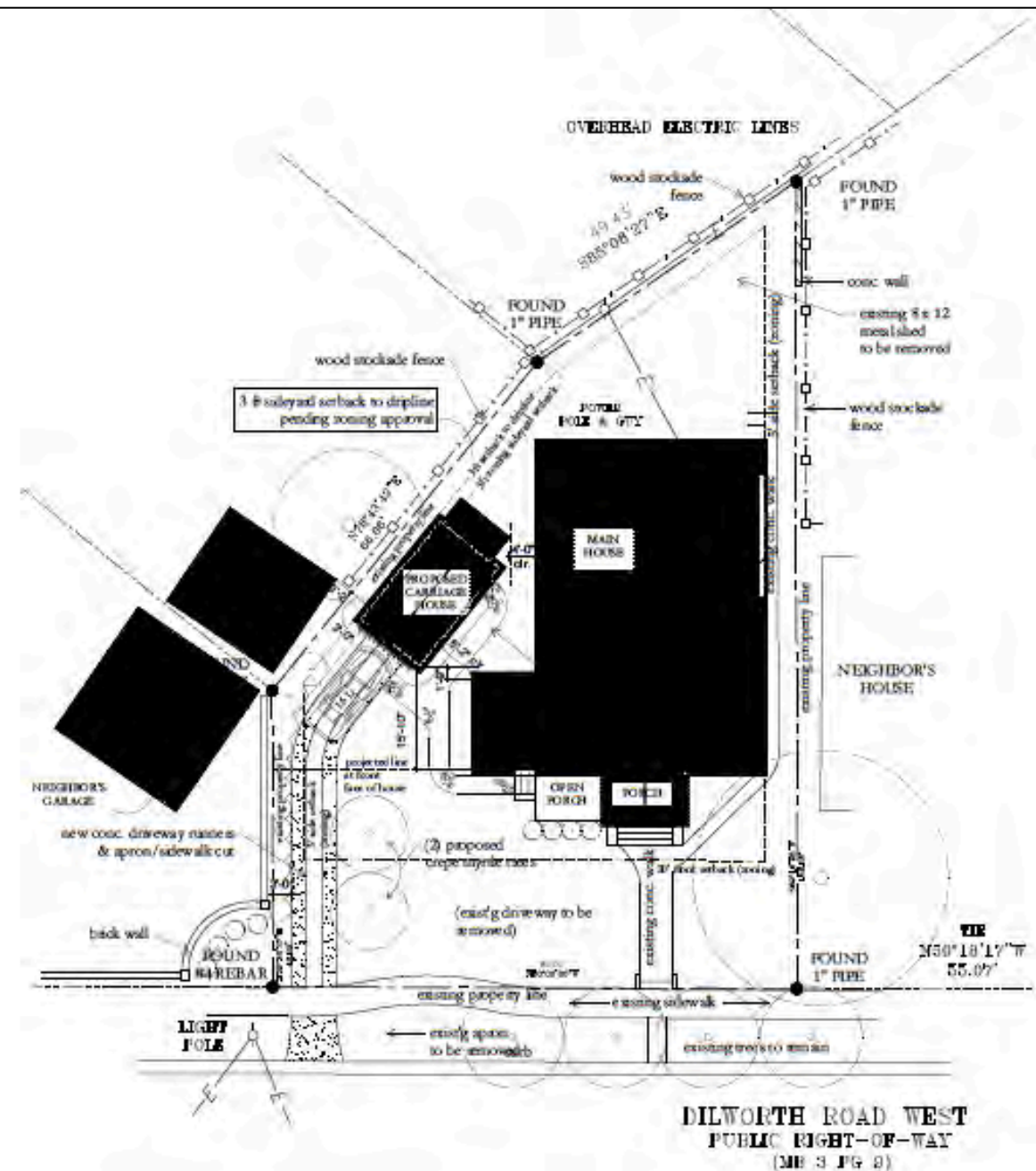
In line with the sentiment expressed on the page 15 of the guidelines, “The HDC also recognizes that each property in Charlotte’s Local Historic Districts has unique qualities, and there are circumstances that warrant exceptions to their adopted policies,” we feel the highly irregular shape of this lot warrants reconsideration as a hardship to Accessory Buildings (page 50 #1). Similarly challenging lots have resulted in multiple exceptions within the immediate neighborhood, as documented by the accompanying photos, which show examples of front-facing garages, front parking pads, and driveways that end in the side yard.

As the guidelines (page 50) state, “The Historic District Commission recognizes that many of the older support buildings throughout Charlotte’s older neighborhoods are inadequate to meet the needs of today’s families and businesses.” We are not seeking to detract from the historic character of the house or lot, only to respectfully adapt it to meet modern needs (vehicle preservation, workbench area, outdoor equipment storage).

We hope you’ll find the revisions satisfactory and appreciate your consideration.

Thank you,
Jackson and Christine Switzer

October



Revised Plans – Right & Front Elevations

July

October



PROPOSED RIGHT ELEVATION

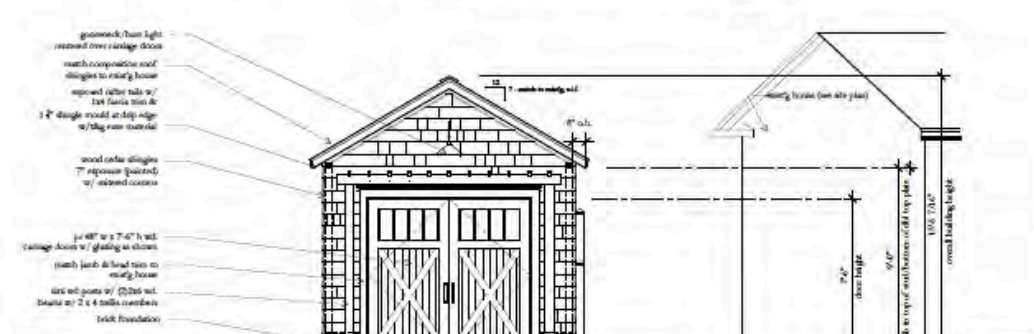
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PROPOSED FRONT ELEVATION

$$(\text{colz})_1^* = \frac{1}{2} \omega$$


PROPOSED RIGHT ELEVATION

scale: $\frac{1}{x} \rightarrow 1^{\frac{1}{x}} \rightarrow 1^{\frac{1}{x}}$



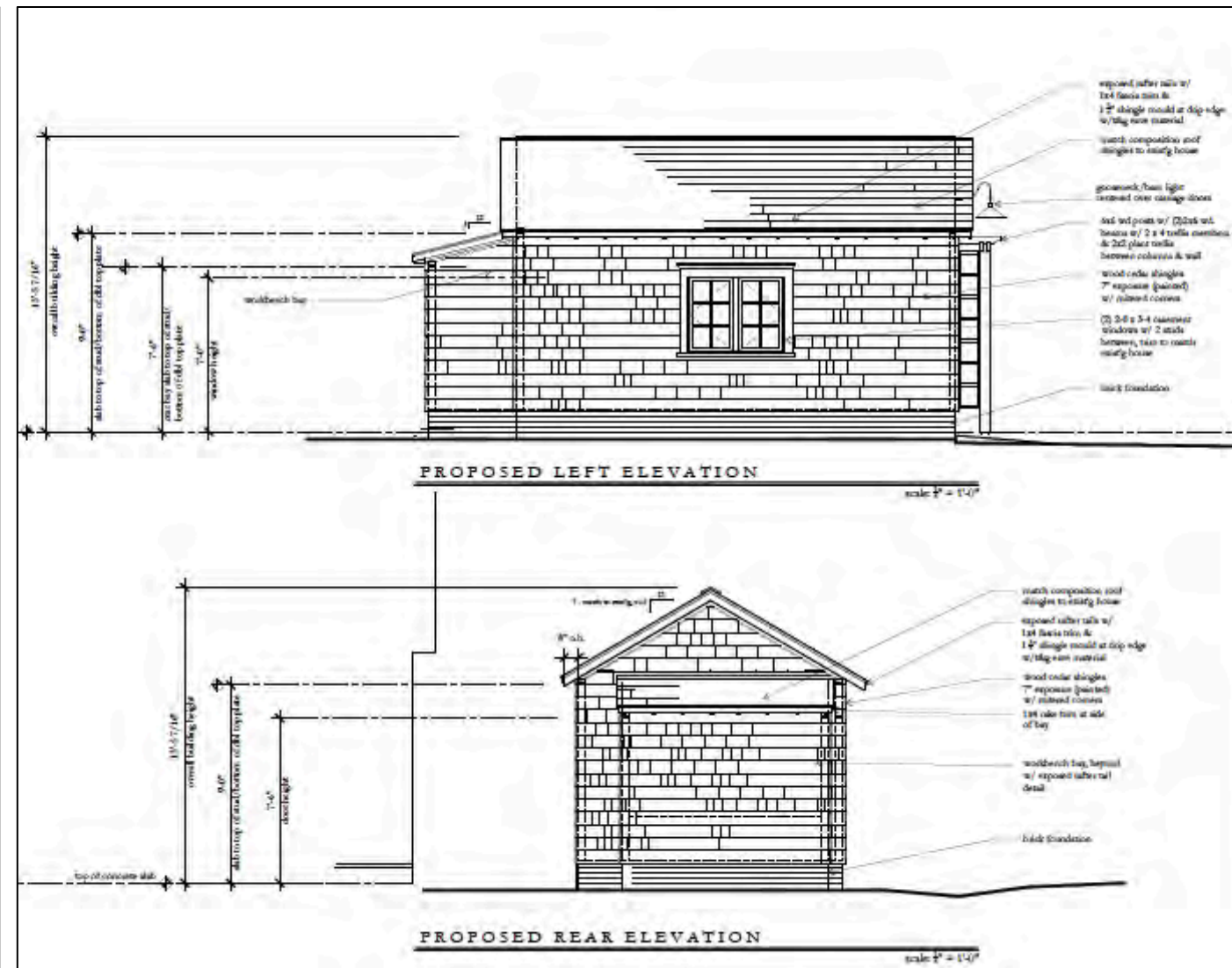
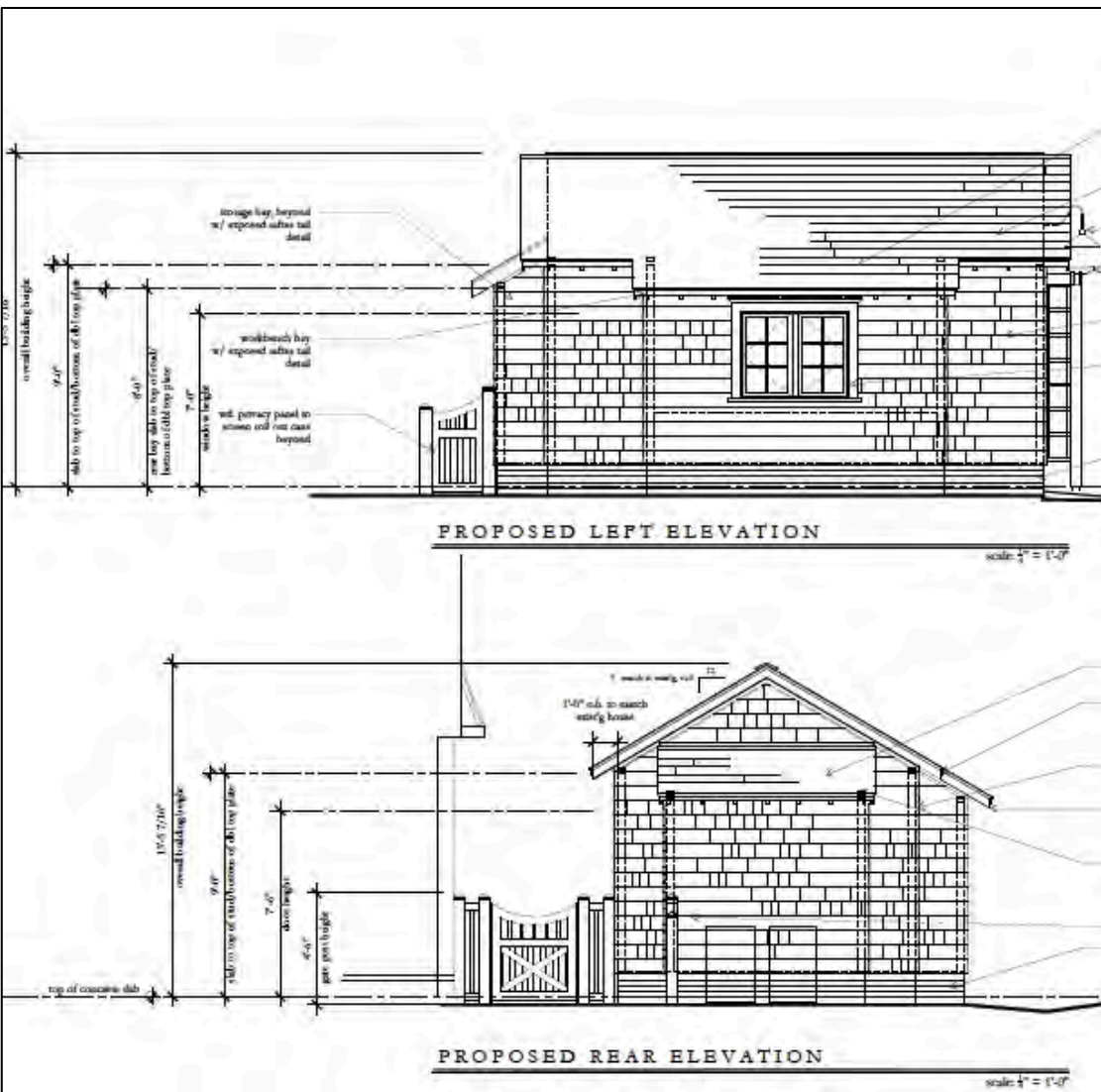
PROPOSED FRONT ELEVATION

$$\text{rate} = \frac{1}{4} = 0.25$$

Revised Plans – Left & Rear Elevations

July

October



Revised Plans – Streetscape

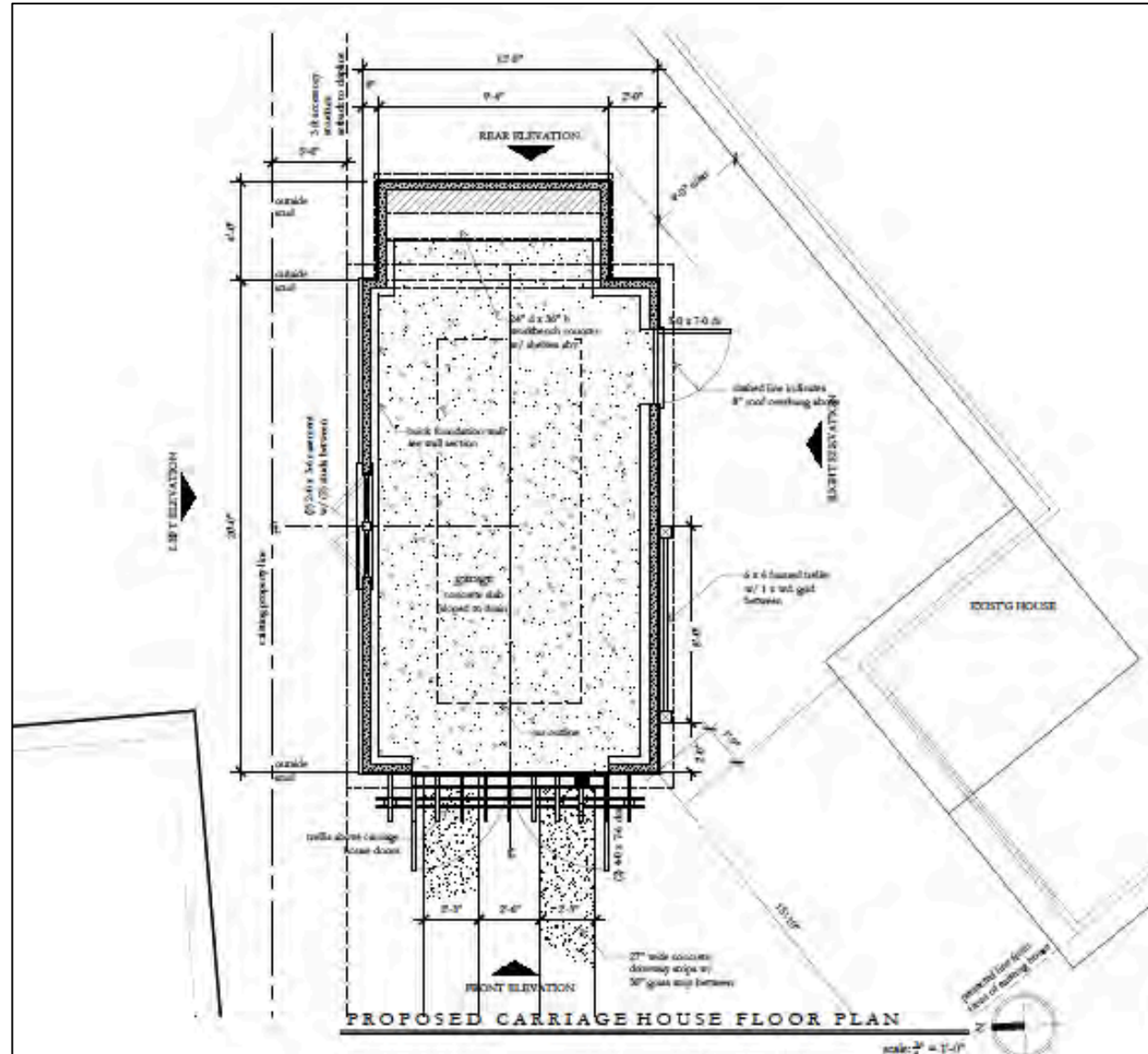
July



October

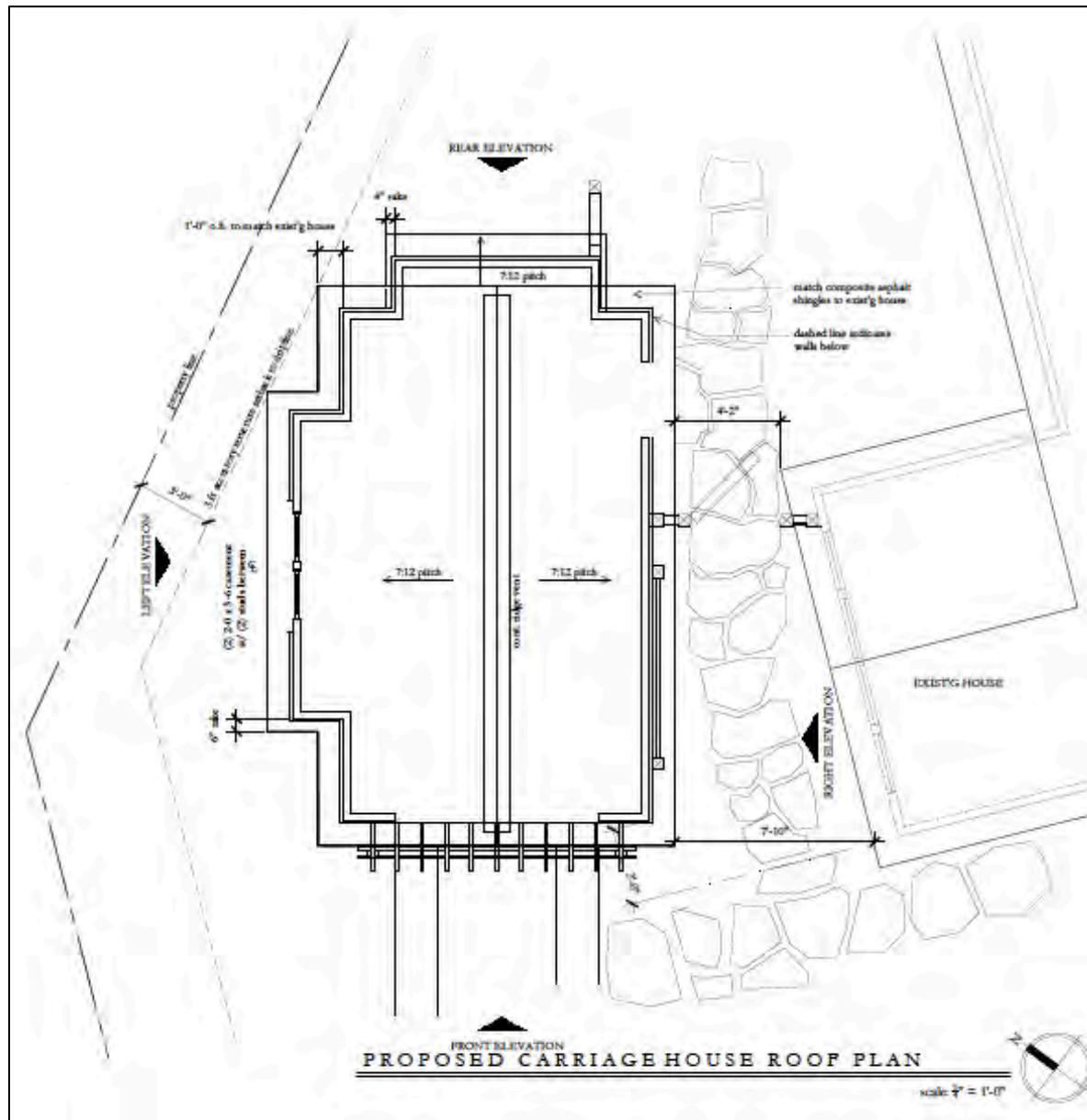


October



Revised Plans – Roof plan

July



October

