

## 9.0 ACCESSORY STRUCTURES

### Policy:

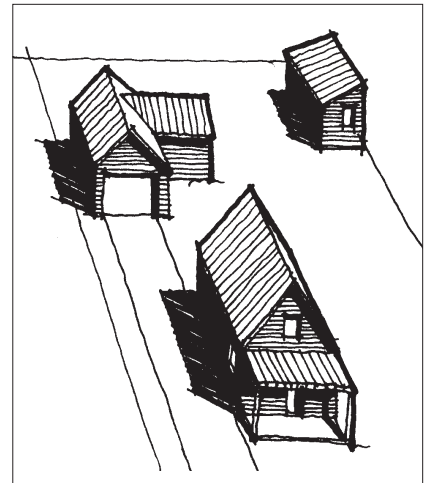
Historic accessory structures should be preserved when feasible. This may include preserving the structure in its present condition, rehabilitating it or executing an adaptive use so that the accessory structure provides new functions.

### Background

Accessory structures include garages, carriage houses or sheds. Traditionally these structures were important elements of a residential site. Because secondary structures help interpret how an entire site was used historically, their preservation is strongly encouraged.

#### *History of Secondary Structures*

Studies of secondary structures indicate that the garage has been a natural evolution from the barn and carriage house, structures which have been built to shelter transportation. When the automobile arrived, it was often stored in the carriage house. Later, however, as the automobile became prevalent, the garage took on a building form of its own. According to "Garages in Salt Lake City's Avenues District," many characteristics of the garage were adapted to accommodate the car. For instance, due to fear of its potential flammability, the garage was detached from the house and located a distance from it, usually along an alley, if one existed. Also, various fire resistant materials were used in garage walls, including: vitrified brick, cast concrete, pressed metals or hollow tile. Roof materials included slate, metal, terra cotta, wood, asphalt and asbestos. Originally garage doors were similar to those seen customarily on barns--double doors that slide horizontally. The use of double doors eventually gave way to a vertically rolling garage door, which was the prototype for the electric garage door. The location of the garage itself shifted as automobile owners became less worried about the threat of flammability. During the 1920s, homeowners began to build garages to the side of their house; eventually the garage became part of the facade of the house.



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## For additional information:

Miller, Lisa. "Garages in Salt Lake City's Avenues Historic District." Published by the Utah Heritage Foundation.

Preservation Tech Notes 1100: *Doors #1: Historic Garage and Carriage Doors: Rehabilitation Solutions*. Washington, D.C.: Technical Preservation Services Division, National Park Service, U.S. Department of the Interior.

## ***ACCESSORY STRUCTURES, continued...***

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### **Preserving or Rehabilitating Historic Accessory Structures**

#### *Primary Materials*

Many of the materials that have been used traditionally in secondary structures are those employed in the construction of primary buildings. This is addressed in the preceding chapters. In preserving or rehabilitating secondary structures, it is important that the character-defining materials be preserved.

#### *Roof forms and materials*

Traditionally secondary structures had gabled or shed roofs. Roofing materials included slate, metal, terra cotta, wood, asphalt and asbestos. Property owners are encouraged to use traditional roof forms and materials if undertaking more extensive projects, such as converting a secondary structure to a new use. However, because accessory structures are often subordinate to the main house, greater flexibility in the treatment of accessory structures may be considered.



*A variety of roof forms were historically used for garages, including gable, shed and flat roofs.*



*Preserve historic accessory buildings when feasible.*

## ***STANDARDS FOR ACCESSORY STRUCTURES***

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### **9.1 Preserve a historic accessory building when feasible.**

When treating a historic accessory building, respect its character-defining features such as primary materials, roof materials, roof form, historic windows, historic doors and architectural details. Avoid moving a historic secondary structure from its original location.



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***ACCESSORY STRUCTURES, continued...*****9.2 Construct accessory buildings that are compatible with the primary structure.**

In general, garages should be unobtrusive and not compete visually with the house. While the roofline does not have to match the house, it is best if it does not vary significantly. Allowable materials include horizontal siding, brick, and in some cases stucco. Vinyl and aluminum siding are not allowed for the walls but are acceptable for the soffits. In the case of a two-car garage two single doors are preferable and present a less blank look to the street; however, double doors are allowed.



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**9.3 Do not attach garages and carports to the primary structure.**

Traditionally, garages were sited as a separate structure at the rear of the lot; this pattern should be maintained. The allowance of attached accessory structures is reviewed on a case-by-case basis.



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