

## MEMORANDUM

March 2, 2016

**TO:** Landmarks Board

**FROM:** Lesli Ellis, Comprehensive Planning Manager  
Debra Kalish, Senior Assistant City Attorney  
James Hewat, Senior Historic Preservation Planner  
Marcy Cameron, Historic Preservation Planner  
William Barnum, Historic Preservation Intern

**SUBJECT:** Public hearing and consideration of an application for a Landmark Alteration Certificate to construct a 397 sq. ft. one-car garage at the Landmarked Perry White property located at 2303 Bluff St. , per section 9-11-18 of the Boulder Revised Code 1981 (HIS2014-00172).

### STATISTICS:

1. Site: 2303 Bluff St.
2. Zoning: RMX-1 (Residential-Mixed 1)
3. Lot size: 8,363 sq. ft.
4. Existing House: 2,578 sq. ft.
5. Proposed Garage: 397 sq. ft.
6. Applicant/Owner: Steve Montgomery, Madeline Vogenthaler
7. Date of Construction: 1875

### STAFF RECOMMENDATION:

If the applicant complies with the conditions listed below, staff considers the proposed construction of a new one-car garage on the property will be generally consistent with the conditions specified in Section 9-11-18, B.R.C. 1981, and the *General Design Guidelines*. Staff recommends that the Landmarks Board adopt the following motion:

*I move that the Landmarks Board adopt the staff memorandum dated March 2<sup>nd</sup>, 2016, as the findings of the board and approve a Landmark Alteration Certificate for the proposed construction and relocation shown on plans dated 03/02/2016, finding that they generally meet the standards for issuance of a Landmark Alteration Certificate in Chapter 9-11-18, B.R.C. 1981, subject to the following conditions:*

## CONDITIONS OF APPROVAL

1. The applicant shall be responsible for constructing a new one-car garage in compliance with the approved plans dated 03/02/2016, except as modified by these conditions of approval.
2. Prior to submitting a building permit application and final issuance of the Landmark Alteration Certificate, the applicant shall revise plans to:
  - a. Eliminate the half-timbered motif at the portico;
  - b. Change the man door windows to single light; and
  - c. Show a reduced amount of driveway/paving area and the use of crusher fines or similar in front of the garage.
3. Prior to submitting a building permit application and final issuance of the Landmark Alteration Certificate, the applicant shall submit the following, which shall be subject to the final review and approval of the Landmarks design review committee: window and door details, wall material details, siding material details, paint colors, roofing material details and details regarding any hardscaping on the property to ensure that the approval is consistent with the *General Design Guidelines* and the intent of this approval.

## SUMMARY:

- On January 20, 2016 the Landmarks design review committee (Ldrc) reviewed and issued a landmark alteration certificate for the property calling for modifications to remodel the attached garage to living space and to relocate the curb cut north on the property.
- On January 11, 2016, the applicant submitted Landmark Alteration Certificate to construct a new 397 sq. ft. garage on the property at 2303 Bluff Street. Because the application calls for new free-standing construction over 340 sq. ft., review by the Landmarks Board is required.
- Staff finds the proposed new construction to be generally consistent with the criteria for a Landmark Alteration Certificate found at Section 9-11-18, B.R.C. 1981, and the *General Design Guidelines*.
- This recommendation is based upon the recommendation that, pursuant to the conditions of approval, the stated conditions will be reviewed and approved by the Landmarks design review committee (Ldrc) prior to the issuance of a Landmark Alteration Certificate.

## PROPERTY HISTORY:



Figure 1. 2303 Bluff St. Tax Assessor Card photograph 1929.  
Photograph Courtesy the Carnegie Branch Library for Local History.

Constructed in 1875, the Perry White House is one of the earliest extant buildings in Boulder. The 1994 Landmark designation documentation for the Perry White House describes the property's first owners:

*This building is significant for its association with Perry White. Perry White and his wife Rachel Barlow White came to Colorado in 1860 by wagon train and homesteaded on land five miles west of Longmont at a way station called Pella. Here they planted fruit trees, berry bushes and a truck garden around their log house. White, together with George Webster, is credited with starting the first tree nursery in the area. He also had interests in mines near Springdale and in Leadville. In 1874, Perry sold his farm and bought land from Granville Berkley, Sr. and built this house at 2303 Bluff Street, then some distance from the town of Boulder. White planted an orchard and vegetable garden on the property. The Rachel White sold the house in 1891 and moved to 1824 17th Street (since demolished) where she lived until her death.*

*The Whites had four daughters: Safronia, Alice, Clarissa, and Mariette. Clarissa Barlow White married Granville Berkley, Jr. in 1869, a prominent Boulder pioneer. Granville established and operated Boulder's first ice business at 2108 Walnut Street.*

*This house was built in 1875 when this area was located outside of the city limits. As late as 1931, this house was located at the edge of the city limits. The house is a visual landmark on Bluff Street and represents the type of rural development which took place in what was far east Boulder during the 1870's.*

**DESCRIPTION:**

The property is located on the north side of Bluff St. between 23<sup>rd</sup> and 24<sup>th</sup> Streets, in the East Boulder addition to the city in the Whittier neighborhood, an identified potential local historic district. The approximately 2,578 sq. ft. house is located on an 8,363 sq. ft. lot.



*Figure 3. Location Map, 2303 Bluff St.*

The "T-shaped" brick and stone house has steep side and cross gables. Unusual decorative molded concrete keystones are found above what used to be the house's two front doors. One keystone depicts a woman's face with a small fruit and flower basket above her head. The other keystone depicts a man's face with a basket of large fruit above his head. Other window and door decorations are simple keystones. The corners of the house display decorative quoining. The front porch has simple wooden balustrades.

There have been minor alterations to the house over time. In the 1920's, a rear addition with lap siding was added to the original house. In the 1960's, the lap siding was covered with cedar shingles. Dormers were added to the front and west elevations sometime during the 1960's or 1970's. In the 1960's, a sun deck was added above the front porch. The front elevation of the house used to have two doors; the door to the west was converted to a bay window in the 1970's. In 1985 an attached garage was added to the rear of the house; this addition incorporated the molded keystone and quoin elements found on the original house. In 1993, the attic of the attached garage was converted to living space and

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a new dormer was added to the west elevation. (Source: City of Boulder Building Permit History.)

While there have been numerous alterations to the house, the original structure is still preserved and clearly delineated from newer additions. Perhaps the most compromising alterations are those made to the front porch. These alterations, however, have the potential for restoration.



*Figure 4. South (front) elevation of 2303 Bluff St., 2016.*



*Figure 5. West elevation of 2303 Bluff St., 2016.*

### **PROPOSED ADDITION**

Drawings show a 397 sq. ft. garage to be constructed at the northeast corner of the existing 2,578 sq. ft. house. The 1985 garage addition is located in the north wing of the house and taking access from 23<sup>rd</sup> Street. In January of 2016, the Ldrc approved remodeling the rear addition of the house to provide for more living area and relocating the curb cut north on the property.

The floor area of the existing house is calculated to be approximately 2,578 sq. ft. with the estimated lot coverage estimated at 1,639 sq. ft. on the 8,363 sq. ft. lot. The application states with the proposed garage, the total floor area (FAR) for the will be 2,975 sq. ft. where the maximum floor area for this property is 4,081 sq. ft

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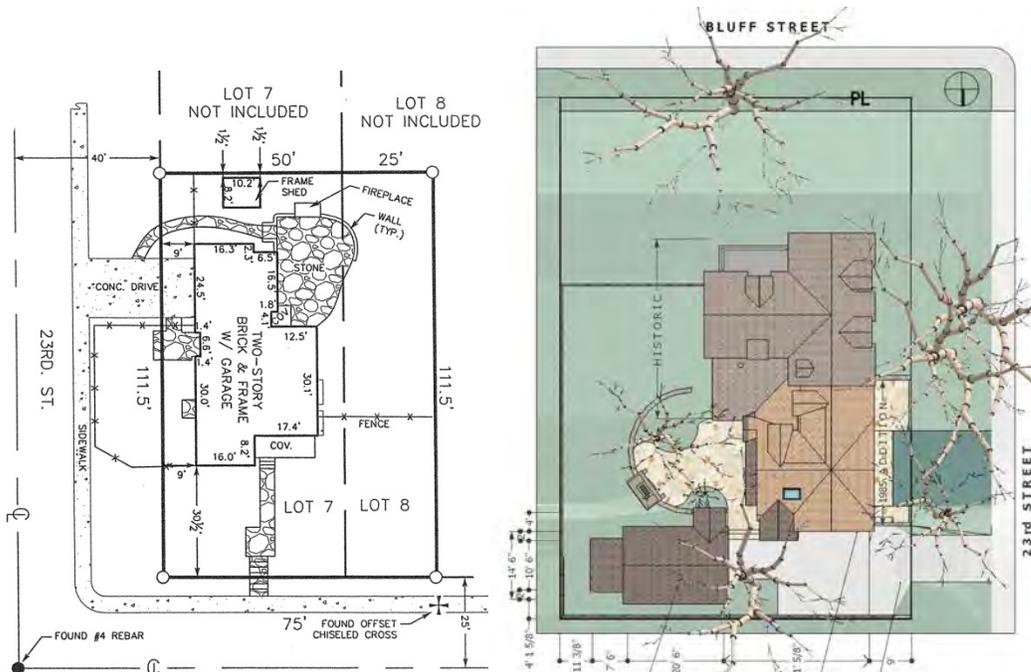


Figure 7. April 4<sup>th</sup>, 2015 (left) and Proposed Site Plans (right). Not to scale

In plan, the southeast corner of the proposed garage is shown to be located approximately 8' from the northwest corner of the house. A large concrete driveway/apron is shown to link the garage to the new curb cut.



Figure 8. Proposed West Elevation



Figure 9. Proposed South Elevation (façade)



Figure 10. Proposed North Elevation (façade)



Figure 11. Proposed East Elevation



*Figure 12. Proposed Northwest View*



*Figure 13. Proposed View from Bluff St.*

Elevations show the 397 sq. ft. one-car garage to be simply designed with a gable roof with pitch similar in proportion to the main house. The west face of the garage is shown to be located approximately 50' east of the west property line and to be accessed by way of a new curb-cut at the northwest. A simulated two-leaf door is shown to be set slightly asymmetrically on this face below a centrally located four light window set in the gable end. There is no adjacent alley and the

unadorned north face of the garage is set back approximately 4' from the north property line.

A small shed-roof addition is proposed at the east side of the garage. The east face of the shed is shown to feature a set of three, 2/2 double-hung windows while the south elevation of this portion of the building is shown to be accessed an eight-light man door. Three double hung windows, a small portico enclosing a similar man-door is proposed on the main portion at the south elevation. Plans call for the new building to be sheathed in wood shingle.



*Figure 22. South and East Elevations of proposed garage.*



*Figure 24: North and West Elevations of proposed garage.*

### **CRITERIA FOR THE BOARD'S DECISION**

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Subsections (b) and (c) of Section 9-11-18, B.R.C. 1981, set forth the standards the Landmarks Board must apply when reviewing a request for a Landmark Alteration Certificate.

- (b) Neither the Landmarks Board nor the City Council shall approve a Landmark Alteration Certificate unless it meets the following conditions:

- (1) The proposed work preserves, enhances, or restores and does not damage or destroy the exterior architectural features of the landmark or the subject property within an historic district;
  - (2) The proposed work does not adversely affect the special character or special historic, architectural, or aesthetic interest or value of the landmark and its site or the district;
  - (3) The architectural style, arrangement, texture, color, arrangement of color, and materials used on existing and proposed constructions are compatible with the character of the existing landmark and its site or the historic district;
  - (4) With respect to a proposal to demolish a building in an historic district, the proposed new construction to replace the building meets the requirements of paragraphs (b)(2) and (3) above.
- (c) In determining whether to approve a Landmark Alteration Certificate, the Landmarks Board shall consider the economic feasibility of alternatives, incorporation of energy-efficient design, and enhanced access for the disabled.

## **ANALYSIS**

*1. Does the proposed application preserve, enhance, or restore, and not damage or destroy the exterior architectural features of the landmark or the subject property within an historic district?*

Staff finds that, provided the listed conditions are met, the proposed construction of a new one-car garage will preserve the historic character of the property and be consistent with the *General Design Guidelines* (see Design Guidelines Analysis section).

*2. Does the proposed application adversely affect the special character or special historic, architectural, or aesthetic interest or value of the district?*

Staff finds that, provided the listed conditions are met, the proposed application will not adversely affect the special character or special historic, architectural, or aesthetic interest or value of the landmark property as it will be generally compatible with the *General Design Guidelines* in terms of mass, scale, height, design and color (see Design Guidelines Analysis section).

*3. Is the architectural style, arrangement, texture, color, arrangement of color, and materials used on existing and proposed structures compatible with the character of the historic district?*

Staff finds that, provided the listed conditions are met, the proposed construction of a new one-car garage will be generally compatible with the architectural form, arrangement, texture, color, arrangement of color, and materials will be generally compatible with the character of the landmark property in terms of mass, scale, height, setback, and design (see Design Guidelines Analysis section).

4. Does the proposal to demolish the building within the Mapleton Hill Historic District and the proposed new construction to replace the proposed demolished building meet the requirements of paragraphs 9-11-18(b)(2), 9-11-18(b)(3) and 9-11-18(b)(4) of this section?

Not applicable.

**DESIGN GUIDELINES ANALYSIS:**

Chapter 9-11, Historic Preservation, B.R.C. 1981, sets forth the standards the Landmarks Board must apply when reviewing a request for a Landmark Alteration Certificate. The Board has adopted the *General Design Guidelines* to help interpret the historic preservation chapter. The following is an analysis of the proposed new construction with respect to relevant guidelines. Design guidelines are intended to be used as an aid to appropriate design and not as a checklist of items for compliance.

The following is an analysis of the proposal’s compliance with the appropriate sections of the *General Design Guidelines*.

**General Design Guidelines**

<b>7. GARAGES &amp; OTHER ACCESSORY STRUCTURES</b>			
<b>7.2 New Accessory Buildings</b>			
<i>New accessory buildings should follow the character and pattern of historic accessory buildings. While they should take design cues from the primary buildings, they must be subordinate in size, massing, and detailing. Alley buildings should maintain a scale that is pleasant to walk along and comfortable for pedestrians.</i>			
<b>Location and Orientation</b>			
.1	<i>It is inappropriate to introduce a new garage or accessory building if doing so will detract from the overall historic character of the principal building, and the site, or if it will require removal of a significant historic building element or site feature, such as a mature tree.</i>	The proposed construction of a new garage is generally in keeping with the design of the main house, and location at the rear will not impact the character of the principal building or the landmark site.	<b>Yes</b>

.2	<i>New garages and accessory buildings should generally be located at the rear of the lot, respecting the traditional relationship of such buildings to the primary structure and the site.</i>	The property takes access from 23 <sup>rd</sup> Street. Location of new garage behind house is appropriate.	<b>Yes</b>
.3	<i>Maintain adequate spacing between accessory buildings so alleys do not evolve into tunnel-like passageways.</i>	No alley	<b>N/A</b>
.4	<i>Preserve a backyard area between the house and the accessory buildings, maintaining the general proportion of built mass to open space found within the area.</i>	Construction of proposed one-car garage will not affect general proportion of built mass to open space of the property or streetscape. Currently, there is little yard space at the rear of the property. Consider reducing the amount of driveway and parking apron area and using soft (crusher fines) material, (review details at the Ldrc).	<b>Maybe</b>
<b>Mass and Scale</b>			
.5	<i>New accessory buildings should take design cues from the primary building on the property, but be subordinate to it in terms of size and massing.</i>	Proposed design relates to existing house and garage; size and massing are appropriate.	<b>Yes</b>
.6	<i>New garages for single-family residences should generally be one story tall and shelter no more than two cars. In some cases, a two-car garage may be inappropriate.</i>	Proposed one-car garage is one-story tall. Massing proportionate to built mass and open space on property.	<b>Yes</b>
.7	<i>Roof form and pitch should be complementary to the primary structure.</i>	Roof form is complementary to the main house.	<b>Yes</b>
<b>Materials and Detailing</b>			
.8	<i>Accessory structures should be simpler in design and detail than the primary building.</i>	As shown, garage is simpler than main house in design, material, and detailing. Staff recommends simplifying design to remove half timbering at portico, (review details at the Ldrc).	<b>Yes</b>
.9	<i>Materials for new garages and accessory structures should be compatible with those found on the primary structure and in the district.</i>	Proposed materials (wood shingle, windows, and doors) will be compatible with character of landmark. Details not provided on	<b>Maybe</b>

	<i>Vinyl siding and prefabricated structures are inappropriate.</i>	siding at rear shed. Staff considered windows on doors should be simplified to single lights. Review details of windows doors (including garage door) at Ldrc.	
.10	<i>Windows, like all elements of accessory structures, should be simpler in detailing and smaller in scale than similar elements on primary structures.</i>	Proposed design of windows on appears to be compatible in terms of window type, size and detailing with similar elements on the primary building.	<b>Yes</b>
.11	<i>If consistent with the architectural style and appropriately sized and located, dormers may be an appropriate way to increase storage space in garages.</i>	N/A	<b>N/A</b>
.12	<i>Garage doors should be consistent with the historic scale and materials of traditional accessory structures. Wood is the most appropriate material and two smaller doors may be more appropriate than one large door.</i>	Garage doors appear to be consistent in terms of scale and materials. Review final details at Ldrc.	<b>Maybe</b>
.13	<i>It is inappropriate to introduce features or details to a garage or an accessory building in an attempt to create a false historical appearance.</i>	Proposed design does not attempt to recreate a false historic appearance.	<b>Yes</b>
.14	<i>Carports are inappropriate in districts where their form has no historic precedent.</i>	Carport not proposed.	<b>N/A</b>

**FINDINGS:**

Provided the conditions outlined in the staff recommendation are met, staff recommends that the Landmarks Board approve the application and adopt the following findings:

1. The proposed new construction will meet the standards in 9-11-18 of the Boulder Revised Code 1981.
2. The proposed construction will not have an adverse effect on the value of the landmark property, as it will be generally compatible in terms of mass, scale, or orientation with other buildings in the district.
3. In terms of mass, scale, and orientation, the proposal will be generally

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consistent with Section 9-11-18, B.R.C.1981, and the *General Design Guidelines*.

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**ATTACHMENTS:**

- A: Tax Assessors Card
- B: Photographs
- C: Applicant's Materials
- D: Plans, Elevations and Massing Model

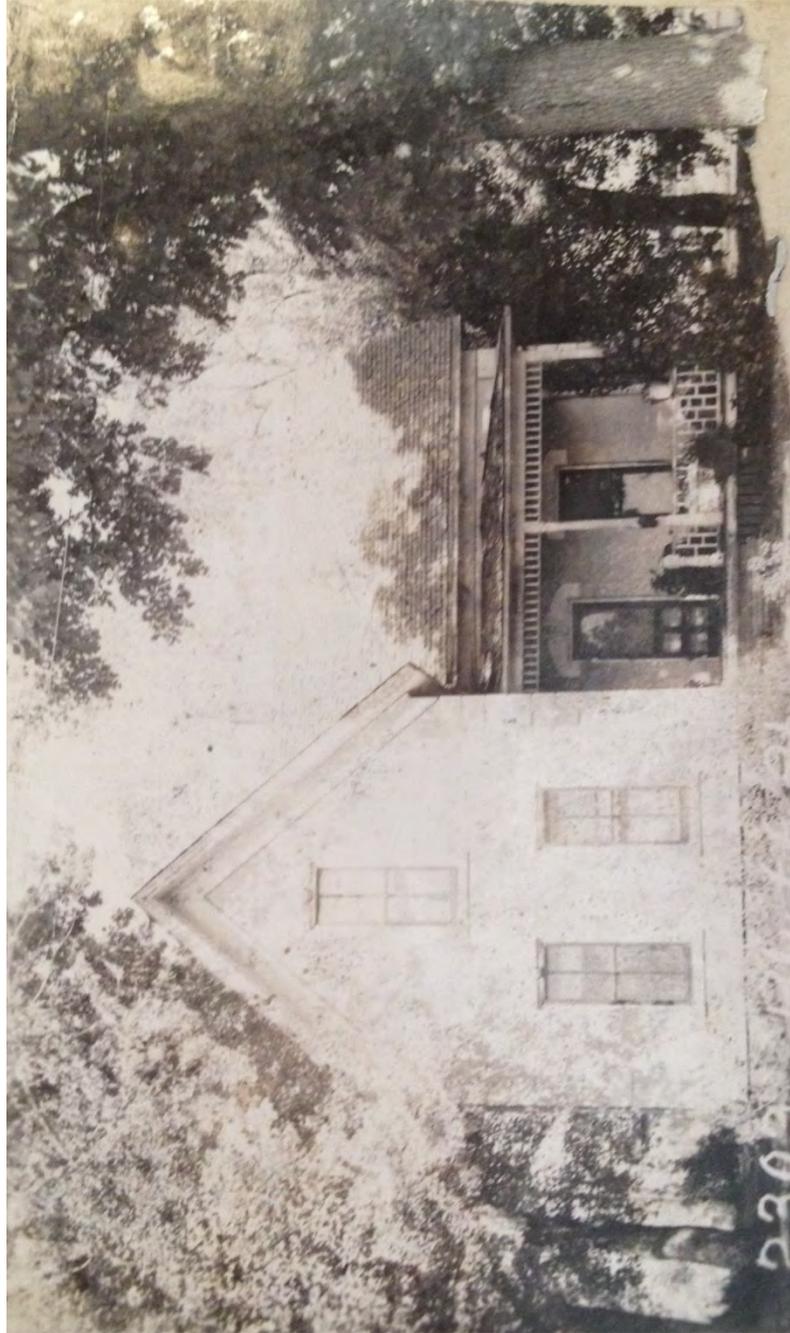


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CLASS OF BUILDING	HEIGHT	ROOF	LIGHT	DESCRIPTION
1—Single Residence 2—Duplex 3—Rowing, Apt., Crt. 4—Flat or Terrace 5—Apartment House 6—Hotel 7—Store Building 8—Office Building 9—Hospital or Sanitarium 10—Bank Building 11—Theatre 12—Warehouse 13—Factory 14—Public Garage 15—Private Garage 16—Hotel or Gr. House 17—Hotel 18—Hotel or Gr. House 19—Postoffice 20—Barn or Stable	No. of Stories <b>FOUNDATION</b> Brick Concrete Stone Wood Tile <b>BASEMENT</b> Quarter Half Three-Quarter Full Cement Floor Finished Walls and Ceiling Laundry <b>EXTERIOR</b> Common Brick Pressed Brick Wire Cut Brick Glazed Brick Wood Siding Wood Shingles Cement Stucco Concrete, Reinforced Stone Corrugated Iron Terra Cotta Tile <b>OUTSIDE TIER</b> Wood Terra Cotta Stone Galv. Iron Concrete	Wood Shingle Composition Shingle The Tin Gravel Prepared Paper Sheet Iron Copper Concrete Tile Clay Tile Slate Asbestos Shingle Tin <b>STYLE</b> Gable Hip Flat Gambrel Mansard Lowpitch <b>PLUMBING</b> Old Style Modern No. Bath Tubs No. Shower Baths No. Toilets No. Lavatories No. Urinals No. Laundry Tubs No. Sinks Sanitary Closets Cess Pool <b>HEATING</b> Stove Hot Air Hot Water Steam No. Fireplaces No. Dummy Fireplaces Air Conditioned <b>FUEL</b> Coal Oil Gas Electricity	Electricity Gas Oil <b>PRIVATE GARAGE</b> Size Construction Floor Roof Heat <b>BEDS AND BATHS</b> Size Construction Floor Heat <b>LOCAL IMPROVEMENTS</b> Street Paving Alley Paving Sidewalks Curbing Water Storm Sewer Sanitary Sewer Electricity Gas Telephone <b>MISCELLANEOUS</b> Sign Wall Board Buffet Cabinet Book Case Beam Ceiling Incinerator Sky Light Refrigerator or Cooler Bay Windows Dormer Windows Porch	ROOMS Living Room Dining Room Kitchen Breakfast Room Bed Room Bath Room Toilet Room Shower Room Sleeping Porch Sun Room Den Storage Room Office Halls <b>FINISH</b> Unfinished Plastered, Plain Plastered, Ornate Papered Painted or Tinted Softwood Floor Hardwood Floor Hardwood Finish Tile Marble or Onyx Wall Board Sheetrock Ceiling Wainscoting Metal Ceiling <b>REMARKS</b>

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**Attachment B: Current Photographs**



2303 Bluff St., view of south (front) elevation, 2016.



2303 Bluff St., view of west elevation, 2014.

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2303 Bluff St., Location of proposed garage, 2016



2303 Bluff St., view of south east corner, 2016.



January 11, 2016

To: Landmarks Preservation Advisory Board  
City of Boulder, CO

From: Steve Montgomery, Architect  
for the Owners: Peter Hoglund & Madeline Vogenthaler  
2303 Bluff Street, Boulder, CO 80304

Re: New Garage  
The Perry White House Landmark  
2303 Bluff Street, Boulder, CO

**LAC REQUEST**

The Owners of 2303 Bluff Street are proposing to construct a new one-car garage on their property.

**There are no changes requested on the Historic Residence.**

**NEED**

We have made a separate LAC application to convert the existing two-car garage into a Family Room.

To replace the two-car garage that we're remodeling, we would like to build a one-car New Garage in the rear of the property.

Re: FAMILY ROOM REMODEL

Currently the main living areas of the home can only access the rear yard of the property by going through either a bedroom or the existing garage. This makes it difficult to join the indoor and outdoor activities during daily living - such as access for outdoor cooking, monitoring children, and enjoying the garden area. To resolve this problem we hope to convert the existing two-car garage into a Family Room that will link the Kitchen, Dining & Living spaces of the house to the really nice rear outdoor patio area.

The proposed New Garage is designed to park only one car with adjacent bicycle storage, to provide a small shop area on the east end and to provide household storage in a low loft area.

ARCHITECTURE / LANDSCAPE DESIGN  
2207 MAPLETON AVENUE  
BOULDER, COLORADO 80304  
303.443.4414  
stevemontgomery@earthlink.net

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**HISTORY**

The current buildings consist of the Historic Residence and the 1985 Addition built onto the north side of the Historic Residence. The first floor of the 1985 Addition is a two car garage and the second floor is a bedroom.

In 1985 BOZA approved the 1985 Addition with a side yard setback variance of 9'-0" from the west property line facing 23rd Street (where 25' is required), and a 20'-0" rear yard setback from the north property line (where 25' is required).

In July, 2015 the Landmarks Board DRC approved the addition of New Roof Dormers on a portion of the 1985 Addition's 2nd Floor (HIS 2015-0194) and BOZA approved a side yard setback variance for the dormers of 17'-6" (where 25' is required). *A construction permit application has been made for this dormer work.*

**Re: SEPERATE PERMITS**

We have, simultaneous to this New Garage application, made a separate application to the DRC on 1/5/16 (# HIS-2016-00001) to allow several modifications that will facilitate the conversion of the existing garage on the 1st Floor of the 1985 Addition into a Family Room. A new driveway & parking location to replace the existing garage is proposed in the DRC Family Room modification LAC. This application is currently under review.

Separating the applications allows the Garage approval process to proceed on its own time schedule independent of the Family Room modifications.

Differentiating the LAC applications allows us to move more quickly through Landmarks DRC for the minor requests on the Family Room and consequently to a more timely application to BOZA for approval of one Family Room roof item, and to make a timely application for a building permit so that the Family Room can be built *in coordination with the new 2nd Floor dormer work that will soon receive a building permit.*

The separate applications allow the Board to focus on the New Garage uniquely, without distractions on the minor Family Room details that the DRC can best handle.

The proposed New Garage work is contingent on the DRC's approval to build a new driveway, but is otherwise physically disconnected from the proposed remodeling of the existing garage into a Family Room. We will apply for a separate construction permit for the New Garage if approved.

In the attached sketches of the Garage, the Family Room modifications illustrated are as presented to the DRC.

**PLANNING NOTES**

Zoning: RMX-1

Lot Size: 8,362.5 s.f.

Floor Area:

<u>Existing</u>	
(includes new 108 s.f. below previously approved dormers)	2,578 s.f.
<u>Proposed New Garage</u>	<u>397 s.f.</u>
<u>Total Floor Area</u>	<u>2,975 s.f.</u>
Allowed Floor Area: 3,992 s.f.	

Building Coverage:

<u>Existing</u>	1,639 s.f.
<u>Proposed New Garage</u>	<u>397 s.f.</u>
<u>Total Building Coverage</u>	<u>2,036 s.f.</u>
Allowed Building Coverage: 4,081 s.f.	

Building Coverage within the 25' rear setback:

<u>Existing 1985 Addition</u>	99 s.f.
<u>Proposed New Garage</u>	<u>397 s.f.</u>
<u>Total Coverage w/in 25' rear setback</u>	<u>496 s.f.</u>
Allowed Coverage w/in 25' rear setback on an historic landmark: 500 s.f.	

Setbacks:

Existing Res.

West side yard from 23rd St	9'-0"
East side yard	23'-6"
North rear yard	20'-0"
South front yard	30'-6"

Proposed New Garage Setbacks:

West side yard from 23rd St	31'-0" (25' min. req'd)
East side yard	6'-11" (1' or 3' min. req'd)
North rear yard	4'-1" (1' or 3' min. req'd)
South front yard	92'-6" (55' min req'd)

Building Height:

Historic Res.	24'-0" above grade
1985 Addition	19'-4" above grade
Proposed New Garage	16'-1" above grade
	appx. 17'-6" above lowest pt. (20' max allowed)

Solar:

RMX-1 Zoning, Solar Access Area II, 25' solar fence  
 Proposed Garage casts no shadow beyond solar fence.

## **DISCUSSION**

### **1. Construction of a new detached one-car Garage structure.**

The property is located in the Whittier neighborhood in the RMX-1 zoning classification.

This is a large property consisting of 1 1/2 city lots. The existing structures are located close the west property line leaving a broad side yard outdoor area on the east side of the property.

RMX-1 is a high density classification. There is a duplex home on the adjacent properties to the north and east, and across the street to the west of the subject property. Even with our addition of the New Garage the subject property will still be of low density, occupying only 50% of the allowable building coverage for this lot.

Garages are typical in the Whittier neighborhood, most of which are accessed from alleys behind the properties. Many of the neighborhood garages are two story structures, some with accessory dwelling units above.

There is not an alley behind the subject property so access to a garage must be made from the side yard.

The new Garage is subordinated to the main residence by its generous setbacks, by its small size, and by its simple detailing.

The New Garage is setback 31'-0" from the west (side) property line along 23rd Street (22'-0" behind the west facade of the home) and 92'-6" from the south front property line (62'-0" behind the south facade of the home).

To avoid an existing tree the access driveway to the New Garage must be located south of the tree, hugging the north face of the existing 1985 Addition. This necessary driveway location determines the garage door location, which must align with the driveway. The necessary door location then determines the New Garage location. The New Garage ends up being setback from the north property line 4'-1".

The New Garage is a small, one-story structure. It is broken into three elements:

- 1.) A main element of a 14'-6" x 21'-6" one-car and bike parking area under a 12:12 pitch gable-end roof, with an unfinished loft storage space (6'-0" ht.) and ladder access.
- 2.) An 10'-6" x 7'-6" shop space under a shed roof on the east end.
- 3.) A 5'-0" x 4'-0" outdoor Porch on the south facade with a 12:12 pitch gable end roof.

The ridge height of the proposed New Garage is 16'-1", well below the 24'-0" ridge height of the Historic Residence. The height of the adjacent 1985 Addition is 19'-4". The wall plate height of the garage door is 8'-1". The wall plate height along the north property line at the shed roof eave is 6'-7".

The New Garage satisfies all of the requirements of the Planning Code and will not require other City approvals.

The proposed New Garage also satisfies all of the General Historic Guidelines for new accessory buildings.

The guidelines of Chapter 7.2 of the General Guidelines are listed below with comments regarding our proposal.

## **GUIDELINES**

### **7.2 New Accessory Buildings**

*New accessory buildings should follow the character and pattern of historic accessory structures. While they should take design cues from the primary structure, they must be subordinate to the primary structure in size, massing, and detailing. Alley buildings should maintain a scale that is pleasant to walk along and comfortable for pedestrians.*

Like the Historic Residence the proposed New Garage has a steep-pitched gable-end roof. The Garage Roof is sloped at a 12:12 pitch. The Historic Residence roof is sloped at a 14:12 pitch.

The siding on the New Garage's main element is wood shingles. The shingle siding material is less elaborate than the brick veneer of the Historic Residence and the 1985 Addition. It resembles wood the shingle siding on the one-story element of the Historic Residence.

The columns supporting the roof above the man-door are straight shaft 6x6 wood columns, simpler than the turned wood columns of the Historic Residence. Concealed connectors will be used between the column and the timber beam which they support. Simple wood brackets between the columns and the supported beam will provide structural strength and slight ornament. The columns will be painted to match the existing trim color used on the house.

#### **Location and Orientation**

1 It is inappropriate to introduce a new garage or accessory building if doing so will detract from the overall historic

character of the principal building and the site, or if it will require removal of a significant historic building element or site feature, such as a mature tree.

The New Garage is in the rear yard in a location where an historic garage or a carriage house would have been located.

By detaching the Garage function from the main residence an historically appropriate hierarchy is created between the major historic forms of the residence and the subordinate accessory/carriage/garage function.

The new Garage is in a subordinate position to the residence. The New Garage is visually concealed from the residence by its deep setbacks. It is setback 31'-0" from the west (side) property line and 92'-6" from the front property line.

The New Garage will benefit the historic character of the property. The New Garage replaces the inappropriate existing two-car garage in the 1985 Addition with a smaller garage of historic proportions and of secondary stature.

The new Garage is visually concealed from Bluff St. by the distance of the 92'-6" setback from the south (front) property line.

- .2 New garages and accessory buildings should generally be located at the rear of the lot, respecting the traditional relationship of such buildings to the primary structure and the site.

The proposed New Garage is in the rear yard.

- .3 Maintain adequate spacing between accessory buildings so alleys do not evolve into tunnel-like passageways.

N.A.

- .4 Preserve a backyard area between the house and the accessory buildings, maintaining the general proportion of built mass to open space found within the area.

The new Garage is separated from the historic Residence by 24'-0". The area between the Historic Residence and the New Garage is an existing paved patio. The New Garage is separated from the 1985 Addition by 8'-3".

#### Mass and Scale

- .5 New accessory structures should take design cues from the primary structure on the site, but be subordinate to it in terms of size and massing.

The New Garage's gable-end and shed roof types and its roof pitches are similar to the Historic Residence and the 1985 Addition.

- .6 New garages for single-family residences should generally be one story tall and shelter no more than two cars. In some cases, a two-car garage may be inappropriate.

The New Garage is a one story structure.  
The New Garage is for one car and for bicycle storage.

- .7 Roof form and pitch should be complimentary to the primary structure.

As previously noted, the roof of the proposed New Garage compliments the steep gable-end roofs of the main residence.

**Materials and Detailing**

- 8 Accessory structures should be simpler in design and detail than the primary building.

The New Garage form is a simple "gable-end with shed roof" design, detailed with vernacular 1x4 door and window casing.

- 9 Materials for new garages and accessory structures should be compatible with those found on the primary structure and in the district. Vinyl siding and prefabricated structures are inappropriate.

The shingle siding on main element of the New Garage is similar to the shingle siding on the one-story portion of the Historic Residence.

The shed roofed Shop element on the east has wood beveled lap siding with a 3" reveal, which is an appropriate historic material.

The scale of the New Garage is reduced by the use of different siding materials.

- 10 Windows, like all elements of accessory structures, should be simpler in detailing and smaller in scale than similar elements on primary structures. See Sections 3.7 and 4.5 for additional direction.

The windows proposed are wood double-hung windows. They are small in size and appropriate for the accessory buildings' subordinate scale.

- 11 If consistent with the architectural style and appropriately sized and located, dormers may be an appropriate way to increase storage space in garages. See Section 3.5 and 4.5 for additional direction.

There are no dormers on the proposed New Garage. There is an attic storage space which is 6' high under the ridge. The attic storage is accessed by a ladder.

- 12 Garage doors should be consistent with the historic scale and materials of traditional accessory structures. Wood is the most appropriate material, and two smaller doors may be more appropriate than one large door.

We are proposing one 9'-0"W x 7'-0"H overhead, wood garage door with glass lights in the upper panel. The door will be trimmed to appear to be a two carriage house doors when in the closed position.

- 13 It is inappropriate to introduce features or details to a garage or an accessory building in an attempt to create a false historical appearance.

The detailing on the garage is simple painted wood 1x4 trim on the window & door casing and corner boards. The fascia board is 1x6 wood trim. There are no elaborate details. The only ornaments are the brackets on the Porch columns.

14. Carports are inappropriate in districts where their form has no historic precedent.

N.A.

We hope the Board will find our proposed New Garage acceptable. Please call me or the Owners if you have further questions.

Thanks,

Steve Montgomery  
Architect  
303-443-4414

**Exhibits**

1. Property ILC & Vicinity Map
2. Garage Site Plan
3. Garage Plan
4. Garage Only Architectural Elevations, Sections
5. Elevations of Entire Structure
6. West Views from 23rd Street
7. East Views
8. South Views from Bluff Street
9. Existing Photos - West Views from Bluff Street
10. Existing Photos - Garage Location Views
11. Existing Photos - Views from Bluff Street

Memo to the Landmarks Board  
 Re: Landmark Alteration Certificate for 2303 Bluff St.

**Attachment D: Plans, Elevations and Massing Model**

**LEGAL DESCRIPTION**  
 (PROVIDED BY FIDELITY NATIONAL TITLE CO.)  
 DEED RECORDED ON 4/30/2013 AT REC. NO. 3308396

THE SOUTHERLY 111.5 FEET OF LOT 7,  
 AND THE SOUTHERLY 111.5 FEET OF THE WEST  
 $\frac{1}{4}$  OF LOT 8,  
 BLOCK 191,  
 EAST BOULDER,  
 COUNTY OF BOULDER,  
 STATE OF COLORADO,  
 THE PLAT OF WHICH IS RECORDED IN PLAT  
 BOOK 2 AT PAGE 46.

**Flatirons, Inc.**  
 Surveying, Engineering & Geomatics  
 3825 IRIS AVE, Ste 395  
 BOULDER, CO 80301  
 PH: (303) 443-7001  
 FAX: (303) 443-9830  
 www.flatironsinc.com

SCALE 1" = 30'

**Notes:**

- 1-FIDELITY NATIONAL TITLE CO. COMMITMENT NO. 515-F0511323-170-LLO WAS USED TO HELP IDENTIFY EASEMENTS OF RECORD THAT MAY AFFECT THE SUBJECT PROPERTY, THERE MAY BE EASEMENTS OR RIGHTS OF WAY NOT SHOWN ON THIS CERTIFICATE THAT AFFECT THE SUBJECT PROPERTY.
- 2-AN IMPROVEMENT SURVEY PLAT IS RECOMMENDED TO DEPICT MORE PRECISELY THE LOCATIONS OF THE IMPROVEMENTS SHOWN HEREON.
- 3-THE FENCES ARE NOT COINCIDENT WITH THE LOT LINES AS SHOWN HEREON.

**IMPROVEMENT LOCATION CERTIFICATE**

*John B. Guyton* 4/6/15  
 John B. Guyton, Colorado L.S. #18408

I hereby certify that this improvement location certificate was prepared for RE/MAX OF BOULDER AND FIDELITY NATIONAL TITLE CO., that it is not a Land Survey Plat or Improvement Survey Plat, and that it is not to be relied upon for the establishment of fence, building or other future improvement lines. This certificate is valid only for use by RE/MAX OF BOULDER AND FIDELITY NATIONAL TITLE CO. and describes the parcel's appearance on APRIL 3, 2015. I further certify that the improvements on the above described parcel on this date, APRIL 3, 2015, except utility connections, are entirely within the boundaries of the parcel, except as shown, that there are no encroachments upon the described premises by improvements on any adjoining premises, except as indicated, and that there is no apparent evidence or sign of any easement crossing or burdening any part of said parcel, except as noted.

**NOTICE:** This Improvement Location Certificate is prepared for the sole purpose of use by the parties stated herein, the use of this Improvement Location Certificate by any person or entity other than the person or entity certified to without the express permission of Flatirons, Inc. is prohibited. This certificate is only valid for 90 days from the signature date. It is not a Land Survey Plat as defined by C.R.S. 38-51-102(13) or an Improvement Survey Plat as defined by C.R.S. 38-51-102(9). It does not establish property corners. A more precise relationship of the improvements to the boundary lines can be determined by a Land Survey or Improvement Survey. The improvements are generally situated as shown and only apparent (visible at the time of fieldwork) improvements and encroachments are noted. Flatirons, Inc. and John B. Guyton will not be liable for more than the cost of this Improvement Location Certificate, and then only to the parties specifically shown herein. Acceptance and/or use of this Improvement Location Certificate for any purpose constitutes acknowledgment and agreement to all terms stated herein.

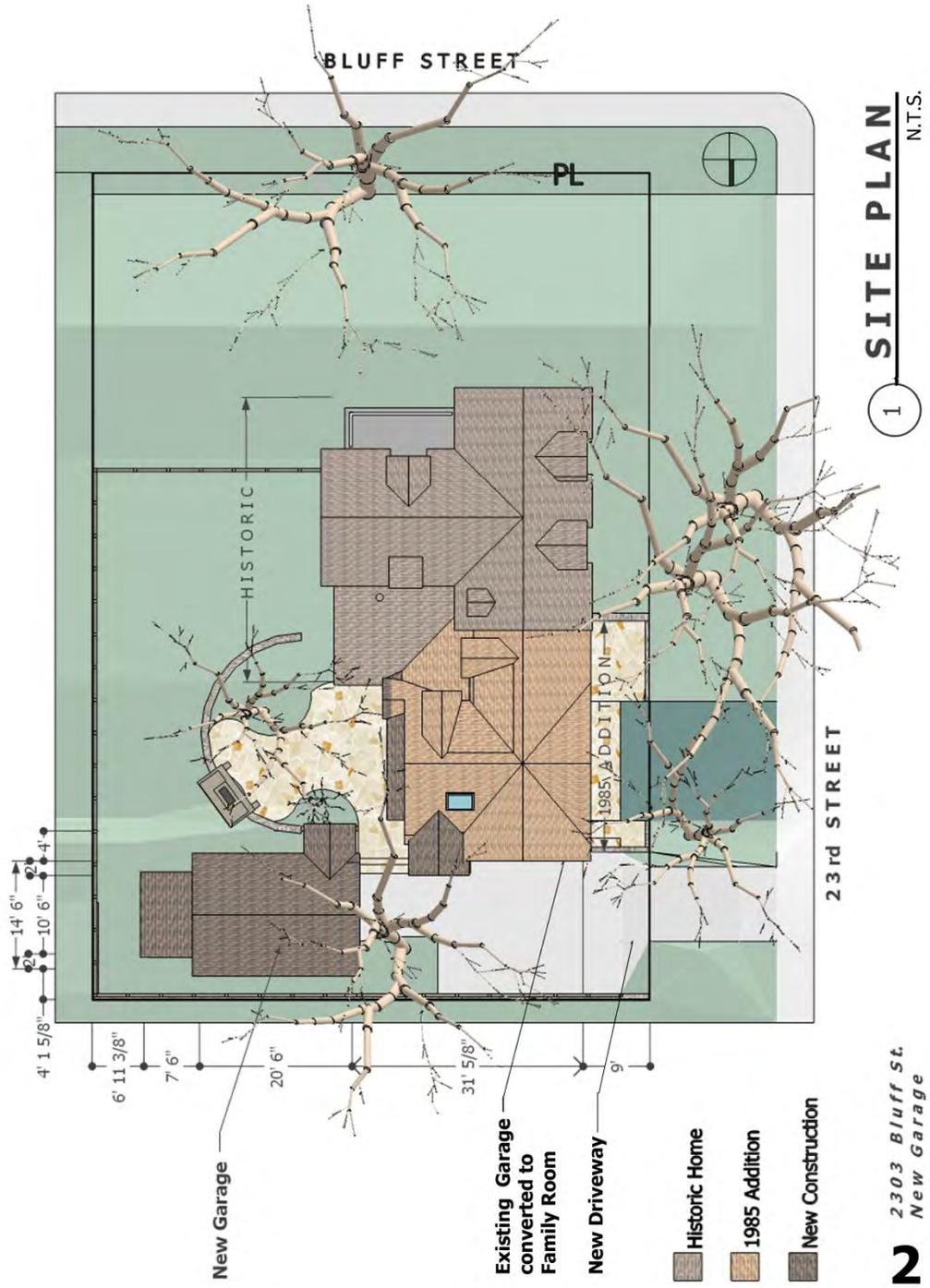
Flatirons No. 12-863-379 Title Co. No. 515-F0511323-170-LLO Borrower: MADELINE ROSENBERG VOGENTHALER AND PETER ELIS HOLLAND  
 Drawn BY: BECKETT Copyright 2015 FLATIRONS, INC.

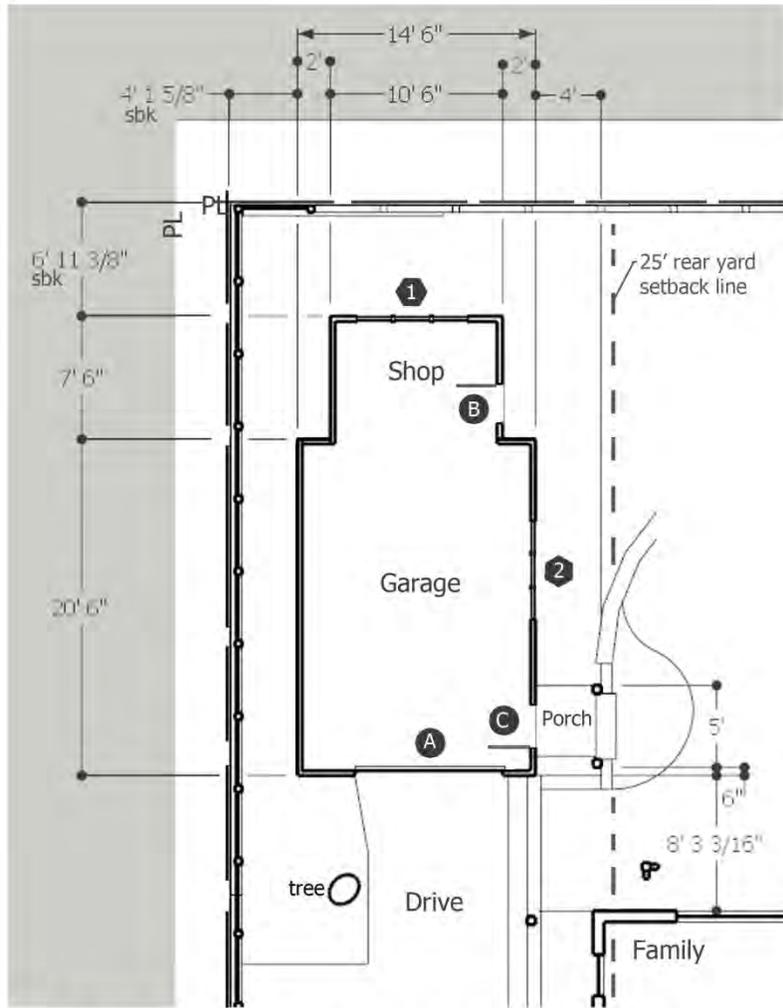
(303) 443-7001

FLATIRONS, INC.

Boulder, Colorado

2303 Bluff St.  
 New Garage **1**





1

**NEW GARAGE PLAN**

1/8"

**WINDOWS & DOORS**

- 1 (3) 2<sup>0</sup>2<sup>6</sup> wood dbl. hung, by MARVIN
- 2 (3) 1<sup>9</sup>2<sup>6</sup> wood dbl. hung, by Marvin
- A 9<sup>0</sup>7<sup>0</sup> overhead wood gar. door by Designer Doors w/ glass windows in upper panel
- B 2<sup>6</sup>7<sup>0</sup> wood, left h., two panel - glazed six light upper over wood lower panel
- C 2<sup>6</sup>7<sup>0</sup> wood, right h., two panel - glazed six light upper over wood lower panel

2303 Bluff St.  
New Garage

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**1** NEW GARAGE ELEVATIONS



**2** NEW GARAGE SECTION

2303 Bluff St.  
 New Garage

**4**

Memo to the Landmarks Board  
Re: Landmark Alteration Certificate for 2303 Bluff St.



WEST ELEVATION



SOUTH ELEVATION



NORTH ELEVATION



EAST ELEVATION

New Garage

New Garage

New Garage

**5**  
2303 Bluff St.  
New Garage

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Re: Landmark Alteration Certificate for 2303 Bluff St.



WEST VIEW - Residence from 23rd Street



WEST VIEW - Looking down new driveway at New Garage



NORTHWEST VIEW

2303 Bluff St.  
New Garage

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Re: Landmark Alteration Certificate for 2303 Bluff St.



SOUTHEAST VIEW



EAST VIEW



EAST VIEW

2303 Bluff St.  
New Garage

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VIEW FROM BLUFF STREET



VIEW FROM BLUFF STREET

2303 Bluff St.  
New Garage

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Memo to the Landmarks Board  
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EXISTING WEST ELEVATION - View from 23rd Street.  
The 16' garage door and driveway will be removed. The new driveway accessing the New Garage will be in the left of the picture.



EXISTING WEST ELEVATION - View from 23rd Street.  
The new driveway will be in the left of the picture.

2303 Bluff St.  
New Garage

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Memo to the Landmarks Board  
Re: Landmark Alteration Certificate for 2303 Bluff St.



EXISTING VIEW FROM BLUFF STREET.  
The New Garage is not visible at this angle.



EXISTING VIEW FROM BLUFF STREET.  
Because of the steep front grade change only the roof of the New Garage will be visible in the far background.

2303 Bluff St.  
New Garage

**11**