

**CERTIFICATE OF APPROPRIATENESS**

**Application Date:** November 22, 2016

**Applicant:** Alex Ridgway, Brickmoon Design for Alex and Kate Roessler, owners

**Property:** 536 Granberry St, Lot 6, Block 2, Freeland Subdivision. The property includes a historic 1,000 square foot, one-story wood frame single-family residence and a detached three-story garage apartment situated on an 11,900 square foot (50' x 293') interior lot.

**Significance:** Contributing Bungalow residence, constructed circa 1929, located in the Freeland Historic District.

**Proposal:** Relocation – Residence

The existing residence is setback 7'-6" from the north (side) property line. The neighbor's fence is 2' north of the north (side) property line which allows access to 536 Granberry's rear garage via a shared driveway. If the neighbor to the north were to reclaim the 2' of their property and close the shared driveway, 536 Granberry would not have enough space to access their garage, which is 6" from the north property line. The applicant proposes to:

- Shift the structure 6'-6" to the south to allow for permanent access to the garage. The new driveway will measure approximately 13' wide.
- After relocation, the residence will be setback 14' from the north (side) property line and 5'-5" from the south (side) property line. The existing front (west) setback of 18' will not be changed.
- The applicant will retain the original brick piers and planters, which will be deconstructed for relocation and reconstructed in the new location. Any increase in height as a result of foundation repair will be the subject of a separate COA.

See enclosed application materials and detailed project description on p. 3-11 for further details.

**Public Comment:** No public comment received at this time.

**Civic Association:** No comment received.

**Recommendation:** Approval

**HAHC Action:** Approved

*All materials in exterior walls, including windows, siding, framing lumber, and interior shiplap must be retained except where removal or replacement has been explicitly approved by HAHC. Shiplap is an integral structural component of the exterior wall assembly in balloon framed structures and its removal can cause torqueing, twisting and collapse of exterior walls. Shiplap may be carefully shored and removed in small portions to insulate, run wire or plumbing, and should be replaced when the work is complete. Maintenance and minor in-kind repairs of exterior materials may be undertaken without HAHC approval, but if extensive damage of any exterior wall element is encountered during construction, contact staff before removing or replacing the materials. A revised COA may be required.*

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**Basis for Issuance:** HAHC Approval  
**Effective:** December 14, 2016



**PLANNING &  
DEVELOPMENT  
DEPARTMENT**

COA valid for two years from effective date. COA is in addition to any other permits or approvals required by municipal, state and federal law. Permit plans must be stamped by Planning & Development Department for COA compliance prior to submitting for building or sign permits. Any revisions to the approved project scope may require a new COA.



(3) For contributing structures being relocated outside of the historic district, in addition to the criteria of item (2) of this section, the applicant must also establish that the relocation is necessary to prevent an unreasonable economic hardship pursuant to the criteria of section 33-247(c) of this Code.:

- (1) That the property is incapable of earning a reasonable return, regardless of whether the return is the most profitable return, including without limitation, regardless of whether the costs of maintenance or improvement of the property exceed its fair market value;
- (2) That the owner has demonstrated that the property cannot be adapted for any other use, whether by the current owner, by a purchaser or by a lessee, that would result in a reasonable return;
- (3) That the owner has demonstrated reasonable efforts to find a purchaser or lessee interested in acquiring the property and preserving it, and that those efforts have failed; and
- (4) If the applicant is a nonprofit organization, determination of an unreasonable economic hardship shall instead be based upon whether the denial of a certificate of appropriateness financially prevents or seriously interferes with carrying out the mission, purpose, or function of the nonprofit corporation
- (4) The relocation is necessary to protect the landmark, contributing structure or potentially contributing structure from demolition resulting from a public improvement project;



INVENTORY PHOTO



CONTEXT AREA



534 Granberry – Contributing – 1931 (neighbor)



542 Granberry – Contributing – 1927 (neighbor)



532 Granberry – Contributing – 1925 (neighboring)  
North setback: 2'-6" South setback: 10'-2"



546 Granberry – Contributing – 1931 (neighboring)  
South setback: ≈11'



548 Granberry – Contributing – 1931 (neighboring)



525 Granberry (aka 605 E 5 1/2) – Contributing – 1923 (across street)



527 Granberry – Contributing – 1923 (across street)



529 Granberry – Contributing – 1923 (across street)



531 Granberry – Contributing – 1925 (across street)  
North setback: 15'-2" South setback: 8'-7"



533 Granberry – Contributing – 1925 (across street)  
South setback: 16'-2"



535 Granberry – Contributing – 1922 (across street)  
North setback: 3'-9" South setback: 20'



537 Granberry – Contributing – 1922 (across street)



539 Granberry – Contributing – 1923 (across street)



541 Granberry – Contributing – 1925 (across street)



**STREET VIEW**



Existing driveway shared  
with neighbor to the north

### PROJECT DETAILS

**Setbacks:** The residence is setback 7'-6" from the north (side) property line, 10'-11" from the south (side) property line, and 17'-8" from the west (front) property line. The two-story ca. 2012 garage is setback 6" from the north (side) property line.

The neighbor's fence is 2' north of the north (side) property line which allows access to 536 Granberry's rear garage via a shared driveway. If the neighbor to the north were to reclaim the 2' of their property and close the shared driveway, 536 Granberry would not have enough space to access their garage, which is 6" from the north property line. The applicant proposes to shift the structure 6'-6" to the south to allow for permanent access to the garage.

After the relocation, the residence will be setback 14' from the north (side) property line, 5'-5" from the south (side) property line, and 18' from the west (front) property line.

**Exterior Materials:** All exterior materials will be retained during relocation. The applicant will retain the original brick piers and planters, which will be deconstructed for relocation and reconstructed in the new location. The piers are 21" wide, 21" deep, and 8' tall. Any increase in height as a result of foundation repair will be the subject of a separate COA.

*All additional changes will be the subject of a separate COA.*