



STAFF REPORT

This document is the staff's comparison of the Secretary of the Interiors Standards for Rehabilitation, Design Guidelines for Denver Landmark Structures and Districts, the Landmark Preservation Ordinance (Chapter 30, Revised Municipal Code) and other applicable adopted area guidelines as applied to the proposed application. It is intended to provide guidance during the commission's deliberation of the proposed application. Guidelines are available at www.denvergov.org/preservation

Project: #2025-COA-916 **LPC Meeting:** April 7, 2026
Address: 801-817 29th Street **Staff:** Krystal Marquez
Historic District: Curtis Park 'G' Historic District
Year structure built: 1887 (Period of Significance: 1870-1902)
Council District: #9 - Darrell Watson
Applicant: Jessica Burke, property owner

Project Scope Under Review:

Addition of a new single lane curb cut at 29th Street and new fencing for the entire property

Staff Summary:

801-817 29th Street is a single zone lot with 2 structures, a single family home (817 29th Street) and a duplex structure (801-803 29th Street). 817 29th Street was constructed in 1887 and is a contributing structure to the Curtis Park-G historic district. 817 29th Street is located on 29th Street adjacent to the alley and located behind 801-803 29th Street on the same zone lot.

The property owner is requesting to add a new single lane curb cut off of 29th Street for 817 29th Street, the single family home and new fencing to the entire property. 817 29th Street is located adjacent to the alley and sits right on the property line. The applicant has spoken with the Department of Transportation and Infrastructure (DOTI) and Zoning, and DOTI has determined the alley access is unsafe and is supportive of adding a new curb cut from 29th Street for this particular property. As the applicant mentions in their application, there was an area between the 2 structures on this zone lot that was used as a curb cut in the past, but it was not a legal curb cut and was never permitted or reviewed and approved.

The applicant did explore the historic district surrounding the property and has documented existing curb cuts in the area as seen in the application. Many of these curb cuts are single lane wide, though a few double wide curb cuts exist. Landmark staff encouraged a single wide curb cut rather than a double wide curb cut as typically these are found more historically within the district. Additionally, a single lane curb cut is smaller and will impact the right of way and sidewalk areas less than a double wide curb cut. Landmark Staff is only supportive of this curb cut because no alley access can be obtained safely for the property and alley access could be detrimental to the historic resource, 817 29th Street as it sits on the alley property line. Therefore, in this instance due to the site specific circumstances, Landmark is supportive of the single lane curb cut.

Excerpted from Design Guidelines for Denver Landmark Structures & Districts, March 2026

Guidelines	Meets Guidelines?	Comments
5.2.2 Plan new site features to respect the character-defining features of the historic district or individual landmark site.	Yes/No	The applicant is requesting to add a new curb cut from 29 th Street where historically there was no existing curb cut. Although the applicant is proposing to add a new readily visible curb cut that was not historically

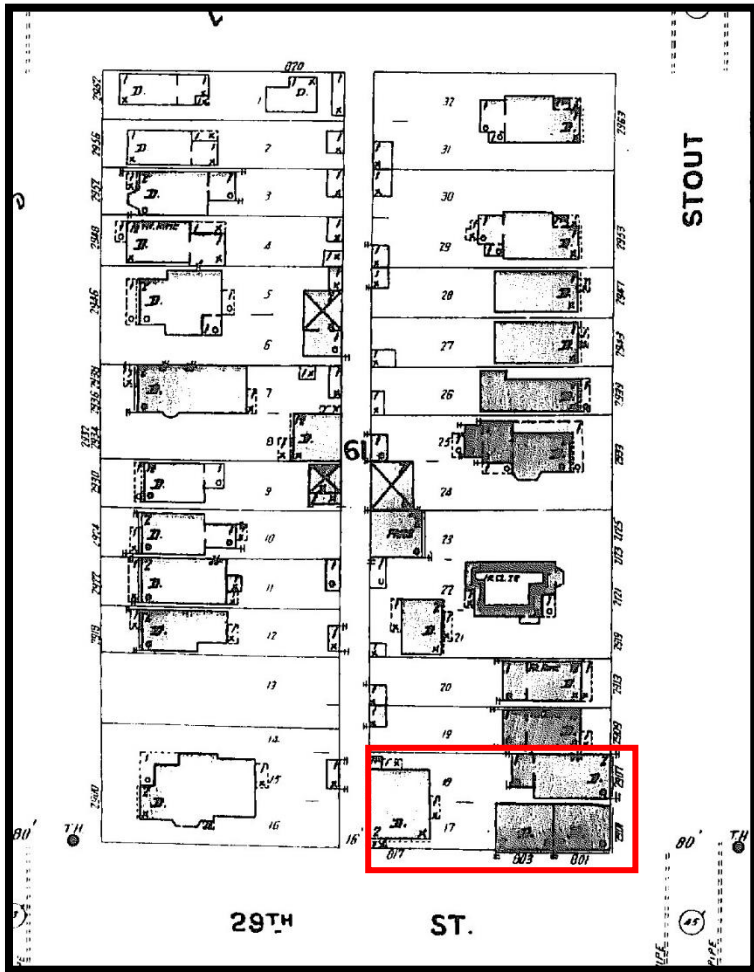
<p>a. When introducing a new site feature or modifying an existing feature, such as a stairway, fence or retaining wall, respect historical patterns in terms of placement, proportions and design compatibility with surrounding historic context.</p> <p>b. When designing a new walkway or path, use colors, styles and finishes similar to those seen in nearby historic walkways.</p> <p>c. Avoid introducing new site features that convey a false sense of history.</p> <p>d. Avoid introducing new readily visible site features, such as curb cuts, which were not historically present on the property, or prevalent in the historic district.</p> <p>e. Minimize impermeable surfaces in front yard landscape areas.</p> <p>f. Use decorative modular pavers, a cellular paving system or recycled historic site materials (such as stone or brick) to minimize the visual impacts of a larger paved surface area.</p> <p>g. Avoid introducing topographic features, such as berms, that were not historically present, especially if other front yard areas on the street do not include similar features.</p>		<p>present on the property, simple single wide curb cuts have historically been found in the historic district. A single lane curb cut specifically for the single family house at 817 29th Street is appropriate in this instance as no alley access can safely be obtained for the property and it matches other curb cuts found in the historic district.</p>
<p>5.3.4 Locate a rear-yard fence consistent with historical patterns of the property and surrounding historic district.</p> <p>a. Locate a rear-yard fence return behind the front corner of a historic primary structure.</p> <p>b. Use rear-yard fence types and materials traditionally found in the historic context, such as simple iron or wooden solid- or open-picket fences. Rear-yard fences may be vertically or horizontally oriented. Only use stone, brick, or a stucco wall if it is compatible with the historic property and surrounding historic context.</p> <p>c. Design new fences to be simple, a traditional height, and designed to blend with the historic building and surrounding historic context.</p> <p>d. Locate a rear-yard fence along traditional lot lines. If a non-traditional fence, such as</p>	<p>Yes</p>	<p>The new rear yard fencing for the property is located behind the front facades of both buildings. The new fence will be made of wood with a vertical orientation.</p> <p>The new fencing will be simple and follow traditional lot lines while also internally creating private outdoor spaces for each of the units on the property.</p>

a dog run, is proposed, locate in a way as to be concealed from public view.		
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Basis: The new single lane curb cut will match others found in the historic district (5.2.2) and the new fencing will use materials and design that matches other fences found in the historic district (5.3.4).

Suggested Motion: I move to APPROVE application #2025-COA-916 for the new curb cut and fencing at 801-817 29th Street, as per design guidelines 5.2.2, 5.3.4, presented testimony, submitted documentation and information provided in the staff report.

1904 Sanborn Map with 817 29th Street outlined in red



END