

Existing Garages, Carriage Houses and Outbuildings

Some historic properties contain outbuildings including servants' quarters, sheds, carriage houses, and auto-mobile garages. These were often built with construction techniques and materials to match the primary dwelling. Although some are not original, many have architectural significance. These buildings should be preserved and maintained.

NOTE: For new garages see New Construction Guidelines.

A. Garages, carriage houses or outbuildings that contribute to a property's historic character, or are original to a property shall be preserved and maintained. Original features should be repaired to match the original.

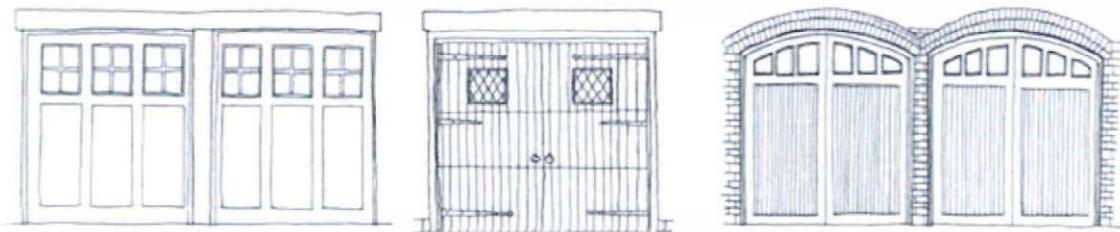
B. Garages, carriage houses or outbuildings original to a property should not be moved or relocated to another part of the lot.

C. Original doors should be maintained, but may be retrofitted with modern hardware and custom garage door openers.

D. Doors deteriorated beyond repair may be replaced with new doors. These should match original doors with features such as raised panels and glass window sections. Many styles appropriate for historic buildings are available with overhead opening, but the look of original swing doors. In general, flush metal doors are not appropriate. Translucent doors should not be used.

E. For architectural features visible from the street on garages, carriage houses, and outbuildings, refer to appropriate sections of this guide.

F. Non-original doors: If the door to be replaced is not original to the secondary structure, a door that is appropriate to the architectural period should be selected.



Examples of appropriate garage doors for historic properties

Building Additions to Existing Garages, Carriage Houses and Outbuildings

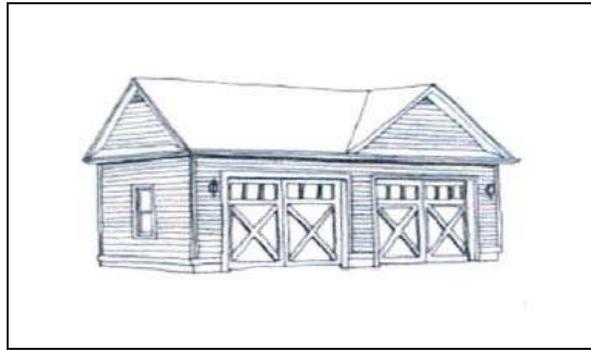
It is critical that additions to historic garages are in keeping with the original style of the existing building. If the garage is not original and is not in the style of the primary building, consider a new garage in an appropriate style.

NOTES: For changes (not additions) to existing outbuildings see Existing Garages, Carriage Houses and Outbuilding section.

For new garages see New Construction Guidelines.

A. In many cases, single car garages were built when most houses only had one automobile. Today many households have more than one automobile. If an owner wishes to build an addition in order to accommodate additional vehicles, said addition should be compatible in appearance to the original garage or carriage house.

B. Compatibility includes but is not limited to roof lines, roof pitch, overhangs, dormers, siding material, garage doors and service doors. For any new door included in addition, refer to appropriate sections of this guide.



Example of an appropriate garage addition for historic properties.

New Garages and Outbuildings

A. Secondary buildings shall be smaller in scale than the primary dwelling.

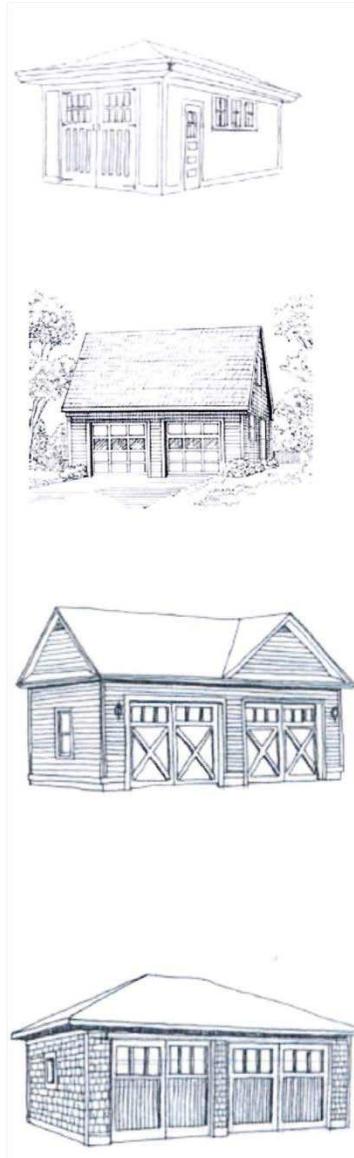
B. Secondary buildings should be built at traditional locations for outbuildings in the legally designated districts. These include at rear lot lines, adjacent to alleys and at the rear side of a dwelling.

C. New secondary buildings shall be compatible in design, shape, and materials, with the associated primary building.

D. Exterior materials of secondary buildings should match or be compatible with those of the primary building. If not visible from the street, secondary buildings may have exterior substitute siding materials such as cement board, aluminum or vinyl.

E. For doors on new garages, refer to appropriate sections of this guide.

Secondary buildings include garages, sheds, and other outbuildings. New construction of secondary buildings such as garages and sheds is acceptable as long as they are appropriate in design and sited in traditional locations. Construction materials should be similar to those of the primary dwelling.



Examples of appropriate new garages.

Parking

Aurora's Historic Districts were largely platted and developed in the days of horse drawn vehicles and in the early days of the automobile. Some streets were laid out with rear alleys. Garages and carriage houses were generally located directly adjacent to the alleys or in rear yards served by a driveway.

Many of these original early outbuildings were replaced or converted to garages. Today, vehicular access to historic houses is by driveways off the street or through rear alleys.

The addition of garages and parking places in areas other than rear yards is not consistent with traditional streetscape design. Rear yards were not paved for unenclosed parking areas. The intent of these Guidelines is to provide for residential and commercial parking without altering the historic streetscape, or creating situations where historic side and rear yards are eliminated. By limiting the paved areas, damage to historic buildings due to storm water runoff is also mitigated.

A. Front yard areas shall not be paved, covered with blacktop or transformed into an area for surface parking lots. Unpaved areas of a lot shall not be paved without the submission of an acceptable plan approved by the Aurora Preservation Commission. New parking lots incompatible with the character of the neighborhood shall not be introduced.

B. New off-street parking areas, for residential and commercial properties shall be landscaped around the perimeter of the parking area for screening purposes, and a landscape plan shall be submitted for approval indicating the species, age, and location of the planting material.

C. When existing off-street parking areas are resurfaced, they shall comply with the provisions of the above new off-street parking areas.

D. Driveways shall be limited to a single lane where visible from the street, and allowed to increase towards the rear of the lot where it shall be screened with landscaping or other approved materials. Exceptions are if the driveway was originally two-lane, or if the length does not allow the curvature from one land to two. The original driveway design, material, and placement, where known, should be preserved.

E. Driveways in front or side yards should be of brick, concrete, or concrete tracks (two parallel narrow strips of concrete with grass in between - also called "ribbon drives"). Asphalt parking areas are also acceptable. Textured concrete designed to look like brick pavers is another acceptable material.

F. Driveways shall not be poured closer than six inches to foundation walls as it causes damage to foundations and walls.

G. Driveway approaches shall be limited to single lane widths to increase the parkway landscaping. Widths at sidewalks shall not exceed 10 feet, and the taper to the road shall not exceed 14 feet.



Appropriate perimeter landscaping of parking area