



Historic Landmarks and Preservation Districts Commission

Report to the Committee

To: Cherokee Triangle Architectural Review Committee
Thru: Savannah Darr, Historic Preservation Officer
From: Priscilla Bowman, Historic Preservation Specialist
Date: September 1, 2023 *SDarr*

Case No: 23-COA-0187
Classification: Committee Review

GENERAL INFORMATION

Property Address: 2511 Ransdell Ave

Applicant: Charles Williams
Charlie Williams Design, Inc.
1626 Windsor Place
Louisville, KY 40204
(502) 459-1810
charliewilliamsdesign@gmail.com

Owner: Jason + Lisa Powell
2511 Ransdell Avenue
Louisville, KY 40204

Estimated Project Cost: \$150,000.00

Description of proposed exterior alteration:

The applicant requests approval to construct a new two-story carriage house. As there is no rear alley, the carriage house will be situated in the rear yard with a driveway from Ransdell, which currently exists. It will be a 32 ft x 22 ft structure with a two-car garage on the ground floor and a living space on the second floor. The CMU foundation will be stuccoed to the ground level. The building will be clad in 4" smooth vinyl or composite siding, which will match the existing primary house in dimension, texture, and color. The proposed carriage house will have an asphalt shingle gable roof with two shed dormers located on the north and south side façades. The roof will have aluminum Ogee gutters and aluminum drip edges.

The south façade (yard side) will have a carriage style double garage door on the first level. To the east, there will also be two ¼ lite pedestrian doors. A shed

overhang supported by two posts will be situated above the entry doors. The second level will have a shed dormer with two 9-lite casement windows. The east façade will contain a set of double-leaf, solid panel, pedestrian egress doors on the first level and one three-over-one double-hung window on the second level. On the north façade (rear), the first level will not have any window or door openings. The second level will be comprised of a large, shed roof dormer with four three-over-one double-hung windows. The west façade will not have any window or door openings.

Communications with Applicant, Completion of Application

The application was received on July 13, 2023 and considered completed and requiring committee level review on July 17, 2023. The case is scheduled to be heard by the Cherokee Triangle Architectural Committee Review (ARC) on September 6, 2023 at 4:30pm in the Metro Development Center (444 S. 5th Street, Room 101).

FINDINGS

Guidelines

The following design review guidelines, approved for the Cherokee Triangle Preservation District, are applicable to the proposed exterior alteration: **Garage** and **New Construction–Residential**. The report of the Commission Staff's findings of fact and conclusions with respect to these guidelines is attached to this report.

The following additional findings are incorporated in this report:

Site Context/ Background

The property is located on the north side of Ransdell Avenue, four lots east of Ray Avenue. It is zoned R5 Residential Single-Family and is within the Traditional Neighborhood Form District. The site contains a circa 1910, 2½ - story, hipped roof, residential building clad in wood siding. The masonry garage was likely built in the 1920s-1930s. The property is surrounded by other residential buildings of varying heights and architectural styles.

Previous COA (23-COA-0075) was approved by staff on April 11, 2023 for the request to demolish a detached, one-story, two-car, masonry, shed roof garage due to severe damage from a fallen tree.

Conclusions

The proposed carriage house generally meets the applicable Cherokee Triangle Preservation District design guidelines for **New Construction – Residential** and **Garage**. The proposed carriage house is replacing a previous single-story garage which was demolished via Landmarks approval (23-COA-0075). The scale, massing, materials, and roof forms make the building subordinate to the primary structure, and the general appearance echoes the primary historic structure. The proposed 4" smooth vinyl or composite siding will echo the appearance of the siding of the existing historic home. The proposed 3-over-1

double-hung windows also mirror the existing 3-over-1 windows of the historic main home. The proposed 3-over-1 double-hung windows and the 9-lite casement windows match the primary structure and are common designs in the district. Although there is no predominant roof form that exists, the proposed gable roof matches some of the gable roofs of the existing rear secondary structures on the block. Additionally, the two shed dormers have slightly lower slopes to reduce height and emphasize secondary nature.

There is no rear alley, so the proposed carriage house will be located behind the main home. It will be accessed from an existing driveway that connects to the front street (Ransdell Avenue). NC39 states, "Garage doors should not face the street, and access should be along the side yard." However, this garage will be so inset on the lot, that the doors will not be highly visible from Ransdell Avenue. Furthermore, NC40 and the Garage Guideline call for single door openings rather than a single two-car opening. Again, the siting of the garage will make the doors not highly visible unlike on an alley. Most of the other garages in the area are accessed similarly with similar constraints. For these reasons, staff recommends approval of this carriage house design.

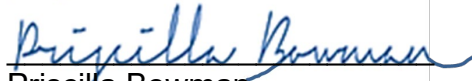
RECOMMENDATION

On the basis of the information furnished by the applicant, staff recommends the application for a Certificate of Appropriateness be **approved with the following conditions**:

1. **All grade level concrete shall be of historic concrete mix.**
2. **CMU foundation shall be stuccoed where visible.**
3. **Cut sheets for the windows and doors shall be submitted to staff for review and approval prior to installation.**
4. **Windows shall not have reflective or insulating film or smoked, tinted, or reflective glass.**
5. **Exterior lighting shall be directed down and away from neighboring properties.**
6. **Mechanical systems shall be integrated into new construction in such a way that rooftops remain uncluttered.**
7. **Provisions shall be made for screening and storing trash receptacles.**
8. **Incorporate storm-water management provisions into the design of new construction, so that any related runoff will not adversely impact nearby historic resources.**
9. **Make sure that new designs conform to all other municipal regulations, including the Jefferson County Development Code and Zoning District Regulations.**
10. **If the design or materials change, the applicant shall contact staff for review and approval.**

The foregoing information is hereby incorporated in the Certificate of Appropriateness as approved and is binding upon the applicant, their successors, heirs or assigns. This Certificate does not relieve the applicant of

responsibility for obtaining the necessary permits and approvals required by other governing agencies or authorities.


Priscilla Bowman
Historic Preservation Specialist

08-11-2023

Date

NEW CONSTRUCTION

RESIDENTIAL DESIGN GUIDELINES

+	Meets Guidelines	NA	Not Applicable
-	Does Not Meet Guidelines	NSI	Not Sufficient Information
+/-	Meets Guidelines with Conditions as Noted		

	Guideline	Finding	Comment
NC1	Make sure that new designs conform to all other municipal regulations, including the Jefferson County Development Code and Zoning District Regulations.	+	See conditions of approval.
NC2	Do not demolish contributing structures in a historic district to make way for new or large-scale construction. Non-contributing buildings are identified in each of the district or individual landmark designations or National Register nominations.	NA	A previous single-story garage was demolished via Landmarks approval after a tree fell on it.
NC3	Design new construction so that the building height, directional emphasis, scale, massing, and volume reflect the architectural context established by surrounding structures.	+	Design is similar to the existing historic primary structure.
NC4	Make sure that the scale of new construction does not conflict with the historic character of the neighborhood.	+	
NC5	Incorporate materials and design elements that complement the color, size, texture, and level of craftsmanship seen in surrounding buildings.	+	The proposed 4" smooth vinyl or composite siding will echo the appearance of the siding of the existing historic home. The proposed 3-over-1 double-hung windows also mirror the existing windows of the historic main home.
NC6	Do not use materials in new construction that are visually incompatible with surrounding historic buildings within the district. Materials to be avoided include: ornamental pierced concrete masonry screens and walls, "antiqued" brick, wrought-iron porch columns, chain-link fencing, exterior carpeting, jalousie windows, glass block, picture windows, unpainted wood, and asphalt siding.	+	
NC7	Design new construction to reinforce the human scale of historic districts where this is a character-defining feature.	NA	
NC8	Design new construction in such a way that it does not disrupt important public views and vistas.	+	
NC9	Reinforce existing patterns of open space and enclosure, created by circulation routes, fences, walls, lawns, and allees of trees, in designs for new construction.	+	

NC10	Design infill construction that reinforces the spatial organization established by surrounding buildings. The character of historic streetscapes relies heavily on the visual continuity established by the repetition of similarly-designed facades.	NA	
NC11	Design infill construction in such a way that the façade's organization closely relates to surrounding buildings. Window and door openings should be similar in size to their historic counterparts, as should the proportion of window to wall space. Cornice lines, columns, and storefronts are other important character-defining facade elements.	NA	
NC12	Design new construction so that the building mass has a similar sense of lightness or weight as surrounding historic structures. Mass is determined by the proportion of solids (walls) to voids (window and door openings). Historic window proportions are generally two-and-one-half (height) by one (width).	+	
NC13	Develop designs for new construction using windows that are sympathetic to the window patterns of surrounding buildings. Use of comparable frame dimensions, proportions, and muntin configurations is encouraged.	+	3/1 double-hung and 9-lite casement windows are proposed, which match the primary structure and are common in the district.
NC14	Develop designs for new construction using front doors that are sympathetic to the door patterns of surrounding buildings. Use of comparable frame dimensions, proportion, and panel and light configuration is encouraged.	+	
NC15	Design new construction so that the orientation of the main entrance is the same as the majority of other buildings on the street	+	The main entrance faces the rear yard of the property. The garage of the proposed carriage house will be accessed via the existing driveway to the west of the main home, which connects to the front street (Ransdell Avenue). Most of the other garages in the area are accessed similarly.
NC16	Incorporate paved walks between sidewalks and the front entrances for new construction located on streets where this is a character-defining feature.	NA	
NC17	Retain the character-defining features of a historic building when undertaking accessibility code-required work.	NA	
NC18	Investigate removable or portable ramps as options to providing barrier-free access.	NA	
NC19	Locate handicapped access ramps on secondary elevations wherever possible. If locating a ramp on the primary façade is required, it should be installed in a manner that does not damage historic fabric and is as unobtrusive as possible.	NA	
NC20	Design infill construction so that it is compatible with the average height and width of surrounding buildings.	NA	
NC21	Design new construction to have a floor-to-floor height that is within 10 percent of adjacent historic construction where the floor-to-floor height is relatively consistent, and a character-defining feature.	+	

NC22	Maintain the historic rhythm of the streetscape. The space between new construction and existing structures should fall within 20 percent of the average spacing for the block.	NA	
NC23	Maintain historic setback patterns. In order to maintain the continuity of the streetscape, setbacks for new construction should either match that of adjacent buildings where all share the same setback or be within 20 percent of neighboring structures in areas with varied setbacks.	+	
NC24	Ensure that the roofs of new buildings relate to those of neighboring historic structures in pitch, complexity, and visual appearance of materials.	+	The proposed gable roof matches existing rear secondary structures on the block; The two shed dormers have slightly lower slopes to reduce height and emphasis secondary nature.
NC25	Follow the precedent set by adjacent buildings when designing rooflines for infill construction. Where the predominant form is flat, built-up roofs are preferred. Where the predominant form is complex and steeply pitched, that is preferred. In blocks characterized by shallow-pitched roofs and pronounced overhangs with exposed rafters, these elements should be incorporated.	NA	The neighboring rear secondary structures have diverse roof forms. There is no predominant roof form that exists.
NC26	Design new construction so that the orientation of the main roof form is parallel with the majority of other roofs on the street, where roof forms are relatively consistent and a character-defining feature.	NA	
NC27	Design new construction to emphasize the existing cornice line on each block where this is a character-defining feature.	NA	
NC28	Integrate mechanical systems into new construction in such a way that rooftops remain uncluttered.	NSI	See conditions of approval
NC29	Make provisions for screening and storing trash receptacles when designing new construction.	NSI	See conditions of approval
NC30	Use an exterior sheathing that is similar to those of other surrounding historic buildings. While use of wood siding is preferred, vinyl siding may be used for new construction, but only in areas where the predominate historic construction material is wood.	+	4" smooth vinyl or composite siding will be used to match the primary structure.
NC31	Use masonry types and mortars that are similar to surrounding buildings in designs for new construction. Red brick is the most common masonry material found throughout the city's historic districts.	NA	
NC32	Incorporate stone or cast-stone sills and lintels into new construction designs on blocks where such elements are character-defining features.	NA	
NC33	Do not use modern "antiqued" brick in new construction.	NA	
NC34	Design new construction to have a raised masonry foundation, which is compatible in proportion and height with surrounding buildings. Foundation materials may be of a warm-toned poured concrete, split-face concrete block, or stuccoed concrete block that has a uniform, textured appearance.	+	The proposed carriage house will have a stuccoed concrete block foundation to grade.

NC35	Incorporate front porches on blocks where they are character-defining features. Design of new porches should be compatible with the form, scale, and detailing of surrounding buildings. On blocks where porch columns are prevalent, new columns should always consist of a base, shaft, and capital, and convey the appearance of actually holding up the porch roof.	NA	
NC36	Design porches on newly-constructed buildings so that the floor is even with or a maximum of one step below the corresponding floor of the house, the ceiling is even with that of adjacent rooms, the floor is at least 6' deep, the rhythm of the porch bays matches the facade's pattern of solids and voids, and the porch fascia board matches the height of the window head.	NA	
NC37	Design new garages or other secondary structures so that they complement the scale, roof form, setback, and materials of adjacent secondary structures.	+	
NC38	Site new garages adjacent to alleys where present. Review the garage prototype insert that identifies styles appropriate to preservation districts when planning a garage construction project.	NA	There is no rear alley. The proposed carriage house will be accessed from the existing driveway that connects to the front street (Ransdell Avenue).
NC39	Where no alleys exist, garages should be sited at the rear of the property behind the main house. Garage doors should not face the street, and access should be along the side yard. Landscape screening along the driveway is encouraged.	+/-	There is no rear alley. The proposed carriage house will be located in the rear, north side of the property behind the main home. It will be accessed from an existing driveway that connects to the front street (Ransdell Avenue).
NC40	Use of smaller, single garage doors rather than expansive double or triple doors is preferred.	+/-	One double door is proposed. It will be a carriage style door to break up the massing. However, as this garage is set in the rear yard, the door won't be highly visible.
NC41	Orient the roofline of a new garage so that it is parallel with the main house or follow the predominant pattern of existing secondary structures where such a pattern exists.	+	
NC42	Roof pitch should be no less than one in six. Where the roof form of the main house is character-defining, owners are encouraged to echo the form of the main house.	+	The main gable has a 12/12 roof pitch. Both of the shed dormers have roughly 12/3.5 roof pitches.
NC43	Design new construction so that access to off-street parking is off alleys or secondary streets wherever possible.	+/-	There is no rear alley. The proposed carriage house will be accessed from the existing driveway that connects to the front street (Ransdell Avenue).
NC44	Incorporate storm-water management provisions into the design of new construction, so that any related runoff will not adversely impact nearby historic resources.	NSI	See conditions of approval

GARAGE

Design Guideline Checklist

+	Meets Guidelines
-	Does Not Meet Guidelines
+/-	Meets Guidelines with Conditions as Noted
NA	Not Applicable
NSI	Not Sufficient Information

Design Element	Building Feature		Approved	Comments
Location		+	Rear-yard location	
		+	Align with adjacent secondary structures	
		+	Use to define and enclose rear yard	
		+	Minimize paving	
Materials	Walls	NA	Horizontal wood siding (3" or 4" exposure)	
		NA	Board and batten siding	
		NA	Brick	
		NA	Stucco over frame or concrete block	
		NA	Cast stone, molded concrete block	
		+	Aluminum and vinyl siding (3" or 4" exposure)	4" vinyl or composite siding is proposed
		NA	No painted concrete block.	
		NA	No un-painted concrete block.	
		NA	No T-111 plywood.	
	Roof	+	Asphalt, fiberglass, wood, vinyl, or slate shingles.	Asphalt shingles
		NA	Metal roofing	
		+	Half-round or Ogee gutters	Aluminum Ogee gutters
		+	Approved Gable-end element	Window on east elevation
		NA	No membrane roofing on sloped roofs.	
Building Forms	Main Block	+	Simple, rectangular, prismatic volumes	
		NA	Ell-shaped buildings	
		NA	Slightly-projecting bays	
		NA	Cantilevered, second floors	
		+	No overly-elaborate volumes	
	Roof	+	Simple gable roofs (6-in-12 minimum slope)	Gable roof with two shed dormers
		NA	Hipped, shed, and flat roofs with parapets	
		NA	Intersecting gables	
		+	Overhanging eaves	
		+	Half-round or Ogee gutters	Aluminum Ogee gutters
		+	No low-pitched gable roofs (less than 6-in-12 slope)	Main gable has a 12/12 pitch. Both shed dormers have approx. 12/3.5 pitches.
		+	No flush eaves	
		+	No roofs without gutters	Aluminum Ogee gutters
Openings	Garage	+/-	Single-car openings	One two-car opening proposed.
	Doors	+	Surface area of door broken up by articulated panels or stiles and rails to reduce scale	See conclusions

		+/-	No double and triple doors	Two single-car openings proposed.
		+	No flush garage doors (they accentuate the large size of the openings)	
	Windows	+	Use window openings to break up wall surface	All elevations, except the west elevation as its fire rated, will have windows.
		NA	Security grills installed on the inside face of the windows	