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## Historic Landmarks and Preservation Districts Commission

### Report to the Committee

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To: Cherokee Triangle Architectural Review Committee  
Thru: Cynthia Elmore, Historic Preservation Officer   
From: Becky Gorman, Historic Preservation Specialist  
Date: September 7, 2018

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**Case No:** 18COA1204  
**Classification:** Committee Review

#### GENERAL INFORMATION

**Property Address:** 2026 Midland Avenue

**Applicant:** Charlie Williams  
Charlie Williams Design, Inc.  
1626 Windsor Place  
Louisville, KY 40204  
502.459.1810  
[charliewilliamsdesign@gmail.com](mailto:charliewilliamsdesign@gmail.com)

**Owner:** James Conti III  
2026 Midland Avenue  
Louisville, KY 40204  
513.765.9264  
[jimconti@gmail.com](mailto:jimconti@gmail.com)

**Estimated Project Cost:** \$50,000

#### Description of proposed exterior alteration:

The applicant seeks approval to demolish the existing garage.

The applicant seeks approval to construct a new two-story carriage house with two double garage doors with two-story bay and to the east a 3' inset for a single car garage bay. The structure will be 54'-0" wide and 24'-0" deep. The carriage house will have a concrete block foundation and exterior walls on the east, south, and west will be clad in 4" exposure smooth face vinyl siding, and north wall clad

in 4" exposure smooth face fiber cement lap siding. The main roof will be hipped and the east side roof will be a half-hip. It will have a 6:12 pitch and be clad in Weathered grey shingles. All windows will be one-over-one double hung Marvin Ultrex fiberglass windows.

The alley side elevation of the carriage house will contain 2 double car garage door openings with carriage style garage doors and one single car garage opening with a carriage style door. The upper story will contain 4 one-over-one double hung windows spaced equidistant over the double garage doors and a pair of one-over-one double hung windows over the single garage door.

The east elevation features 2 one-over-one double hung windows in the upper story.

The yard side elevation will feature two 15-lite French doors with shed roofs, a person door, and a garage door opening on the first story. The upper story will have 7 one-over-one double hung windows.

The west elevation has no features.

### **Communications with Applicant, Completion of Application**

The application was received on August 20, 2018 and considered complete and requiring committee level review on August 27, 2018. The case is scheduled to be heard by the Cherokee Triangle Architectural Review Committee (ARC) on September 12, 2018 at 4:30 pm, at 444 S. 5<sup>th</sup> Street, Conference Room 101.

## **FINDINGS**

### **Guidelines**

The following design review guidelines, approved for the Cherokee Triangle Preservation District, are applicable to the proposed exterior alteration: **Garage**, **New Construction-Residential**, and **Site**. 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 circa 1905 two-story wood frame structure is located on the south side of Midland Avenue two lots east of the alley. It zoned R5B and is in a Traditional Neighborhood Form District. It is surrounded by 2½ and 3 story wood and masonry homes built in the same period.

### **Conclusions**

**Demolition of existing garage:** The extant accessory structure is in a state of severe deterioration. A structural assessment report performed by National General Consultants, LTD, an engineering and design firm, was provided by the applicant. It notes structural damage caused by fire that has weakened the roof

structure and caused inward bowing of the structure. Due to the deficiencies of structural stability, overall deterioration, and safety concerns regarding the current condition of the structure, the report recommends demolition. The structure has been evaluated and determined by a preservation professional to be considered non-contributing due to its lack of historic and material integrity. Staff recommends approval of the demolition of the structure.

**New Construction:** The proposed carriage house generally meets the Cherokee Triangle design guidelines for **Garage, New Construction-Residential, and Site**. The 1905 Sanborn map shows a variety of accessory structures ranging in height and width. The accessory structure for this lot was a 2 story wood frame stable. It is likely that the extant structure is the remnant of the original stable. This is a particularly wide lot and the structure did not extend the width of the lot. Today, the alley has an eclectic mix of accessory structures ranging from 1- to 2-stories in height, 1 to 3 car garages, and a carriage house. There are alley structures that are 2-stories in height, but not as wide as the proposed carriage house, and there are one story structures along the alley that extend the width of their lot. The proposed structure will be set back 5' from the alley and be in line with other alley structures. The structure meets the architectural context of the alley in location and the materials are complimentary to those in the district. The size, massing, and scale are slightly larger than the structures along the alley, but the slight setback of the single garage bay breaks up the massing, as do the windows and articulated carriage doors.

The proposed structure meets the requirements of the Land Development Code for maximum height, FAR, and Private Yard Area. The structure's footprint is slightly smaller than the main house.

## **RECOMMENDATIONS**


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

1. Proceed with demolition in a manner that will not threaten the integrity of existing historic structures.

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

1. The new construction shall conform to all other municipal regulations, including the Louisville Metro Land Development Code and Building Codes.
2. Any exposed concrete block foundation shall be covered with stucco or another cementitious product within 6 months of completing the carriage house construction.
3. The applicant and/or their representative shall make provisions for screening and storing trash and recycling receptacles.

4. The applicant and/or their representative shall incorporate storm-water management provisions into the design of new construction so that any related runoff will not adversely impact adjacent properties and nearby historic resources.
5. The applicant and/or their representative shall integrate mechanical systems into new construction in such a way that rooftops remain uncluttered and fixtures, such as air conditioning units and satellite dishes, are located on secondary elevations where they do not detract from the character of the site.
6. The new garage apron shall be installed using historic concrete mix.
7. Any exterior lighting shall be submitted to staff for approval.
8. If the design or materials change, the applicant and/or their representative shall contact staff for review and approval prior to installation.

  
\_\_\_\_\_  
Becky Gorman  
Historic Preservation Specialist

9/7/18  
\_\_\_\_\_

Date

## DEMOLITION

### Design Guideline Checklist From Economic Hardship Exemption

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

#### *Introduction*

Unless the city has determined that it poses an imminent threat to life or property, do not demolish any historic structure or part of a historic structure that contributes to the integrity of any historic district, or any individual landmark or part of an individual landmark.

#### *Demolition by Neglect*

The deteriorated condition of a historic building attributable to the owner's failure to provide proper maintenance over an extended period of time will not be considered a mitigating circumstance in evaluations of economic hardship. Hardship that is attributable to a building's being allowed to deteriorate will be considered self-imposed; restoration costs incurred to remediate such neglect will not be considered.

|     | Guideline   | Finding | Comment                    |
|-----|---|---------|----------------------------|
| DE1 | Do not demolish existing non-contributing buildings and additions in a manner that will threaten the integrity of existing contributing structures.   | NSI     | See conditions of approval |
| DE2 | Do take steps to assure the integrity of a wall exposed to the elements by the removal of a non-historic addition.  | NA      |                            |
| DE3 | Do remove non-historic interior finishes such as plaster, drywall, or paneling that may be exposed as a result of the removal of non-historic additions.  | NSI     |                            |
| DE4 | Do infill non-historic openings in historic walls, exposed as a result of the removal of the non-historic finishes.   | NA      |                            |
| DE5 | Do landscape areas that are left vacant as the result of removals of non-contributing buildings and additions. Topography should be made consistent with that of adjacent properties. The slope and grades of land left vacant after demolition should continue and be consistent with those features on adjacent properties. | NA      |                            |
| DE6 | Do take measures to reestablish the street wall after demolition through the use of low fences, walls, and/or vegetation.   | NA      |                            |

# 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  |
|------------------|------------------|----|---|---|
| <b>Location</b>  |                  | +  | Rear-yard location                            |   |
|                  |                  | +  | Align with adjacent secondary structures      |   |
|                  |                  | +  | Use to define and enclose rear yard           |   |
|                  |                  | +  | Minimize paving                               |   |
| <b>Materials</b> | Walls            | NA | Horizontal wood siding (3" or 4" exposure)    |   |
|                  |                  | NA | Board and batten siding                       |   |
|                  |                  | NA | Brick   |   |
|                  |                  | +  | Stucco over frame or concrete block           | See conditions of approval.                           |
|                  |                  | NA | Cast stone, molded concrete block             |   |
|                  |                  | +  | Aluminum and vinyl siding (3" or 4" exposure) | Fiber cement lap siding is proposed on the yard side. |
|                  |                  | +  | No painted concrete block.                    |   |
|                  |                  | +  | No un-painted concrete block.                 |   |
|                  |                  | +  | No T-111 plywood.                             |   |

|                       |            |     |  |  |
|-----------------------|------------|-----|--|--|
|                       | Roof       | +   | Asphalt, fiberglass, wood, vinyl, or slate shingles.                                     | Asphalt shingles are proposed.   |
|                       |            | NA  | Metal roofing  |  |
|                       |            | +   | Half-round or Ogee gutters   |  |
|                       |            | NA  | Approved Gable-end element   |  |
|                       |            | NA  | No membrane roofing on sloped roofs.   |  |
| <b>Building Forms</b> | 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)   | 6:12 pitch is proposed for a hipped roof.  |
|                       |            | +   | Hipped, shed, and flat roofs with parapets   | Hipped roof proposed with a half-hip on the east side.                           |
|                       |            | NA  | Intersecting gables  |  |
|                       |            | +   | Overhanging eaves  |  |
|                       |            | +   | Half-round or Ogee gutters   |  |
|                       |            | +   | No low-pitched gable roofs (less than 6-in-12 slope)                                     | 6:12 pitch is proposed for a hipped roof.  |
|                       |            | +   | No flush eaves   |  |
|                       |            | +   | No roofs without gutters   |  |
| <b>Openings</b>       | Garage     | +   | Single-car openings  | Two double garage door openings and one single garage door opening are proposed. |
|                       | Doors      | +   | Surface area of door broken up by articulated panels or stiles and rails to reduce scale |  |
|                       |            | +/- | No double and triple doors   | Two double garage door openings and one single garage door opening are proposed. |
|                       |            | +   | No flush garage doors (they accentuate the large size of the openings)                   |  |
|                       | Windows    | +   | Use window openings to break up wall surface   |  |
|                       |            | NA  | Security grills installed on the inside face of the windows                              |  |

# NEW CONSTRUCTION

## RESIDENTIAL DESIGN GUIDELINES

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

| Guideline | Finding | Comment |
|-----------|---------|---------|
|-----------|---------|---------|

|             |  |     |  |
|-------------|--|-----|--|
| <b>NC1</b>  | Make sure that new designs conform to all other municipal regulations, including the Jefferson County Development Code and Zoning District Regulations.  | +   | This will be evaluated during the building permit process. See conditions of approval.   |
| <b>NC2</b>  | 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  |  |
| <b>NC3</b>  | Design new construction so that the building height, directional emphasis, scale, massing, and volume reflect the architectural context established by surrounding structures.   | +/- | The structure meets the architectural context of the alley in location and the materials are complimentary to those in the district. The size, massing, and scale are slightly larger than the structures along the alley but the slight setback of the single garage bay breaks up the massing, as do the windows and articulated carriage doors. |
| <b>NC4</b>  | Make sure that the scale of new construction does not conflict with the historic character of the neighborhood.  | +/- | Scale is slightly larger than other carriage houses. See conclusions.  |
| <b>NC5</b>  | Incorporate materials and design elements that complement the color, size, texture, and level of craftsmanship seen in surrounding buildings.  | +   |  |
| <b>NC6</b>  | 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. | +   |  |
| <b>NC7</b>  | Design new construction to reinforce the human scale of historic districts where this is a character-defining feature.   | +   |  |
| <b>NC8</b>  | Design new construction in such a way that it does not disrupt important public views and vistas.  | NA  |  |
| <b>NC9</b>  | Reinforce existing patterns of open space and enclosure, created by circulation routes, fences, walls, lawns, and allees of trees, in designs for new construction.  | +   |  |
| <b>NC10</b> | 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  |  |
| <b>NC11</b> | 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  |  |
| <b>NC12</b> | 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).   | +   |  |

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| <b>NC13</b> | 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.  | +  |  |
| <b>NC14</b> | 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.   | +  |  |
| <b>NC15</b> | Design new construction so that the orientation of the main entrance is the same as the majority of other buildings on the street   | +  |  |
| <b>NC16</b> | Incorporate paved walks between sidewalks and the front entrances for new construction located on streets where this is a character-defining feature.   | NA |  |
| <b>NC17</b> | Retain the character-defining features of a historic building when undertaking accessibility code-required work.  | NA |  |
| <b>NC18</b> | Investigate removable or portable ramps as options to providing barrier-free access.  | NA |  |
| <b>NC19</b> | 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 |  |
| <b>NC20</b> | Design infill construction so that it is compatible with the average height and width of surrounding buildings.   | +  | The proposed height of the carriage house is consistent with other carriage houses and two story structures in the alley. The width of the proposed structure is slightly wider than those in the alley. |
| <b>NC21</b> | 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.   | +  |  |
| <b>NC22</b> | 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.   | +  |  |
| <b>NC23</b> | 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.  | +  |  |
| <b>NC24</b> | Ensure that the roofs of new buildings relate to those of neighboring historic structures in pitch, complexity, and visual appearance of materials.   | +  |  |
| <b>NC25</b> | 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. | +  |  |
| <b>NC26</b> | 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.  | +  |  |



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| <b>NC27</b> | Design new construction to emphasize the existing cornice line on each block where this is a character-defining feature.   | NA  |  |
| <b>NC28</b> | Integrate mechanical systems into new construction in such a way that rooftops remain uncluttered.   | NSI | See conditions of approval.  |
| <b>NC29</b> | Make provisions for screening and storing trash receptacles when designing new construction.   | NSI | See conditions of approval.  |
| <b>NC30</b> | 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.  | +   |  |
| <b>NC31</b> | 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  |  |
| <b>NC32</b> | Incorporate stone or cast-stone sills and lintels into new construction designs on blocks where such elements are character-defining features.   | NA  |  |
| <b>NC33</b> | Do not use modern "antiqued" brick in new construction.  | NA  |  |
| <b>NC34</b> | 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.  | +   | Concrete block foundation will be stuccoed (see conditions of approval). |
| <b>NC35</b> | 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  |  |
| <b>NC36</b> | 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  |  |
| <b>NC37</b> | Design new garages or other secondary structures so that they complement the scale, roof form, setback, and materials of adjacent secondary structures.  | +   | See conclusions.   |
| <b>NC38</b> | 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.  | +   | See conclusions.   |
| <b>NC39</b> | 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.   | NA  |  |
| <b>NC40</b> | Use of smaller, single garage doors rather than expansive double or triple doors is preferred.   | +   | Both are proposed and are articulated with carriage style doors.         |
| <b>NC41</b> | 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.   | +   |  |

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| <b>NC42</b> | 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. | +   |  |
| <b>NC43</b> | Design new construction so that access to off-street parking is off alleys or secondary streets wherever possible.   | +   | Carriage house is proposed off the rear alley. |
| <b>NC44</b> | 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.                    |

# SITE

## Design Guideline Checklist

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

|            | <b>Guideline</b>   | <b>Finding</b> | <b>Comment</b>   |
|------------|--|----------------|--|
| <b>ST1</b> | Consider the relationships that exist between the site and structure when making exterior alterations. Changes to one will affect the other. A primary goal should be to maintain a complementary relationship.  | +              |  |
| <b>ST2</b> | Retain established property line patterns and street and alley widths. Any replatting should be consistent with original development patterns.   | NA             |  |
| <b>ST3</b> | Use paving materials that are compatible with adjacent sites and architectural character.  | +              | See conditions of approval.  |
| <b>ST4</b> | Restore and reuse historic paving materials for streets and sidewalks such as brick and hexagonal pavers and limestone curbing. Maintain original curbing whenever possible. The historic relationship between the road surface and edging should be preserved. Any replacement should use historic materials. If replacement with original materials is not technically or economically feasible, a substitute material may be used if it duplicates the color, texture, and visual appearance of the original. | NA             |  |
| <b>ST5</b> | Maintain brick, stone, or poured concrete steps wherever present. If replacement is required, original materials should be used. New construction should incorporate steps on blocks where they are a character-defining feature.  | NA             |  |
| <b>ST6</b> | Do not harm historic resources through road widening or underground utility repair.  | NA             |  |
| <b>ST7</b> | Locate driveways, parking areas, and loading docks to the side and rear of properties. Access from alleys is preferred.  | +              | Parking will be in the proposed carriage house off the rear alley. |

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| <b>ST8</b>  | Maintain original front yard topography, including grades, slopes, elevations, and earthen berms where present. New construction should match the grade of adjacent properties. Do not recontour front-yard berms into stepped terraces, using railroad ties, landscape timbers, or any other historically-inappropriate material for retaining walls. | NA  |  |
| <b>ST9</b>  | Do not carry out excavations or regrading within or adjacent to a historic building, which could cause the foundation to shift or destroy significant archeological resources.   | +   | Excavations for new carriage house are not too close to adjacent historic buildings. |
| <b>ST10</b> | Do not install masonry walls in street-visible locations unless they are used to retain earth at changes in grade, screen service areas, or unless a historic precedent exists.  | NA  |  |
| <b>ST11</b> | Use materials that match existing sections of historic fencing in material, height, and detail when carrying out limited replacement projects. If an exact match cannot be made, a simplified design is appropriate.   | NA  |  |
| <b>ST12</b> | Use materials that match the existing character of the original when replacing retaining walls or curbing. If an exact match cannot be made, a simplified design is appropriate.   | NA  |  |
| <b>ST13</b> | Install only historically-compatible iron fencing under 2'-5" in height where there is demonstrable historic precedent.  | NA  |  |
| <b>ST14</b> | Do not install front-yard fencing where there is no historic precedent.  | NA  |  |
| <b>ST15</b> | Install any rear- or side-yard privacy fencing so that it is set back from the side wall at least two feet and presents the finished side out. Any privacy fencing should be less than seven feet in height. Contact the Department of Inspections, Permits, and Licenses regarding additional restrictions on fencing at corner properties.           | NA  |  |
| <b>ST16</b> | Do not install chain-link, split-rail, or woven-wood fencing, or concrete block walls in areas that are visible from a public way. Opaque fencing, such as painted or stained pressure-treated wood, may be permitted with appropriate design.   | NA  |  |
| <b>ST17</b> | Use understated fixtures when installing any type of exterior lighting. Fixture attachment should be done so as not to damage historic fabric. Fixtures should not become a visual focal point.  | NSI | See conditions of approval.  |
| <b>ST18</b> | Do not light parking areas or architectural features in a harsh manner. Generally, an average illumination level of 1.5 to 2.0 foot-candles will be sufficient. Light should be directed down and away from neighboring properties.  | NA  |  |
| <b>ST19</b> | Parking lots of a certain size should have a portion of the parking area dedicated to plantings that will soften the expanse of paving. See the Jefferson County Development Code - Requirements for Landscaping and Land Use Buffers for specific requirements.   | NA  |  |
| <b>ST20</b> | Use high-pressure sodium or metal halide lights to create a soft illumination where site or streetscape lighting is desired.   | NA  |  |
| <b>ST21</b> | Position fixtures, such as air conditioning units, satellite dishes, greenhouse additions, and overhead wiring, on secondary elevations where they do not detract from the character of the site. Try to minimize noise levels to adjacent properties.   | +   | See conditions of approval.  |

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|-------------|---|----|--|
| <b>ST22</b> | Preserve large trees whenever possible and enhance established street tree patterns by planting additional trees along public rights-of-way. Consult the city arborist to determine what tree species are suitable for placement near overhead wires. Select and place street trees so that the plantings will not obscure historic storefronts once mature. Removal of trees within or immediately adjacent to a public right-of-way or within public open spaces requires review unless directed by the city arborist for emergency or public safety reasons. | NA |  |
| <b>ST23</b> | Ensure that all proposed cellular towers and associated fixtures will be properly screened from view.   | NA |  |
| <b>ST24</b> | Install utility lines underground whenever possible.  | NA |  |