



Historic Landmarks and Preservation Districts Commission

Report to the Committee

To: Individual Landmarks Architectural Review Committee
Thru: Robert Keesaer, AIA, NCARB- Urban Design Supervisor
From: Savannah Darr, Historic Preservation Specialist
Date: October 12, 2016

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Case No: 16COA1237
Classification: Committee Review

GENERAL INFORMATION

Property Address: 1810 Sils Avenue

Applicant: Clifford Ashburner
Dinsmore & Shohl, LLP
101 S. 5th Street
Suite 2500
Louisville, KY 40202
502-540-2382
clifford.ashburner@dinsmore.com

Owner: Gene W. Milner, Jr.
GATO/Milner, LLC
5125 Peachtree Industrial Blvd.
Norcross, GA 30092
770-734-5300
gmilner@milner.com

Architect/Design: Bailey Associates Architects

Estimated Project Cost: TBD

Description of proposed exterior alteration:

The applicant seeks approval to add three new parking spaces in a green area off Wibben Avenue. The new spaces will be stacked north of three existing parking spaces off the north side of the building. The new spaces would be constructed with a pervious paving material and screened with new landscaping. The applicant also seeks approval to add three new parking spaces in a green area off Page Avenue west of the driveway. These spaces will also be constructed with a pervious material and screen from public view. Furthermore two new spaces will be created behind the historic building in existing interior landscape areas (ILA).

These will also have pervious paving material. All existing parking areas will be restriped to create more efficient parking areas.

Communications with Applicant, Completion of Application

The application was received on October 7, 2016 and considered complete and requiring committee level review on October 10, 2016.

The case is scheduled to be heard by the Individual Landmarks Architectural Review Committee on October 20, 2016 at 5:30 pm, at 444 South Fifth Street, Conference Room 101.

FINDINGS

Guidelines

The following design review guidelines, approved for Individual Landmarks, are applicable to the proposed exterior alteration: **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

The property is zoned OR3 and is located in a Traditional Neighborhood Form District. The Belknap School was designated an Individual Landmark by the Landmarks Commission in early 2002 and was placed on the National Register of Historic Places by the Keeper on August 12, 1982. According to the Designation Report, the Belknap School is an outstanding example in Louisville of the eclectic style of the early twentieth century. The craftsmanship displayed in the terra cotta ornamentation on the building's exterior make it one of the city's finest examples of Sullivanesque detailing.

The Belknap School is located in a neighborhood of early twentieth century residences in the Highlands of Eastern Louisville, known also as the Belknap Neighborhood. The school property sits on one city block within this neighborhood. The boundaries of the property are Sils, Wrocklage, Page and Wibben Avenues. The School is a two-story building on a raised basement. The plan is typical of the Neo-Elizabethan style schools of the period, but the decorative elements are both classical and Sullivanesque.

Background

A previous case (C-05-81-IL) concerning this site was reviewed and approved by the Individual Landmarks ARC on July 6, 2005. A new three-story building which matches the height, scale and general style of the original building and located behind the Belknap School was approved for the site to accommodate a condominium development. The new building's front entrance is oriented toward Wrocklage. The roof of the building is a flat built-up roof, with parapet similar to the historic Belknap School building. The new building features some exterior balconies with minor projections. Additional surface parking areas were added as a part of the project. The minimum amount of parking required is 59 spaces and the actual amount of parking currently on the site is 64 spaces.

A previous case (11783-IL) concerning this site was reviewed and approved by the Individual Landmarks ARC on October 22, 2008. Three one-story garages on the existing surface parking lot; two garages located on the north side of the site facing Wibben; and one garage facing Page Avenue on the south side were approved for the site to accommodate the condominium development. The garage buildings accommodate 7-bays, 5-bays, or 4-bays. All garages were proposed to be frame constructed and sheathed in 4' fiber cement board panels. The building heights were between 9' and 10' for each garage with gable and shed roofs. Rooflines feature a raised parapet and will be sheathed with asphalt shingles. Five surface parking spaces were also approved. The COA was amended on October 22, 2009 to change the garage roof profile to a gable roof with a 6:12 pitch. The COA also amended the original COA (C-05-81-IL) to construct a second story addition on the former boiler room (bunker) located on the rear (east elevation) of the historic school building. A third floor terrace on top of the addition's roof was also proposed as well as an elevator shaft constructed on the rear (east elevation) of the building in the U-shaped inset of the building.

A previous case (16COA1111) concerning this site was reviewed and approved by the Individual Landmarks ARC on June 8, 2016. The new dumpster location and screening in the parking lot and the removal of a side retaining wall along Wibben were approved. However, the proposed parking plan was denied by the Individual Landmarks ARC. The four corners of green space on the site are a character defining feature, thus the alteration of those would not be appropriate. The ARC told the applicant to come back with a parking plan that would better fit the site. The new plan was reviewed and approved by the Development Review Committee (DRC) of the Planning Commission on October 5, 2016 with a compromise from the Belknap Neighborhood Association represented by attorney John Salomon.

Conclusions

The Belknap School site is a difficult site to develop as it is bound by streets on all four sides and surrounded by residences. The six new spaces will be located off the side and rear elevations of the property in small green areas. The historic street frontage along Sils Avenue will not be affected by this change as the parking area is set back at least 120' from Sils Avenue. The four corners of green space, which the Individual Landmarks ARC considers a character-defining feature of the site, shall be undisturbed by the proposed parking. Furthermore, the Belknap Neighborhood Association, who strongly opposed the previous parking plans, agreed that this was an appropriate compromise. The proposed pervious paving material will help with water drainage on the site, and the perimeter of the parking area will be screened with landscaping. The proposed parking areas generally meet the **Site** guidelines.

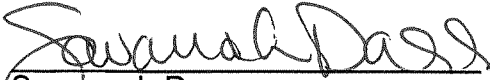
RECOMMENDATION

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. The new parking area shall only be as large as necessary to meet LDC parking requirements.

2. The new parking area shall be well-screened with vegetation meeting LDC requirements.
3. The applicant shall contact staff if the design changes.

The foregoing information is hereby incorporated in the Certificate of Appropriateness as approved and is binding upon the applicant, his 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.


Savannah Darr
Historic Preservation Specialist

10/12/16
Date

SITE

Design Guideline Checklist

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

	Guideline	Finding	Comment
ST1	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.	+	The change is located in the rear and sides of the building
ST2	Retain established property line patterns and street and alley widths. Any replatting should be consistent with original development patterns.	+	
ST3	Use paving materials that are compatible with adjacent sites and architectural character.	+	Asphalt already on site and surrounding streets. Pervious paving is compatible with this.
ST4	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	
ST5	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	
ST6	Do not harm historic resources through road widening or underground utility repair.	NA	
ST7	Locate driveways, parking areas, and loading docks to the side and rear of properties. Access from alleys is preferred.	+	Rear of main building
ST8	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.	+	The new parking areas will not negatively affect the grades on the side elevations
ST9	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.	NA	
ST10	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	

ST11	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	
ST12	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	
ST13	Install only historically-compatible iron fencing under 2'-5" in height where there is demonstrable historic precedent.	NA	
ST14	Do not install front-yard fencing where there is no historic precedent.	NA	
ST15	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	
ST16	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	
ST17	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.	+	
ST18	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	
ST19	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.	+	See 15DEVPLAN1193 for requirements and decisions on landscaping
ST20	Use high-pressure sodium or metal halide lights to create a soft illumination where site or streetscape lighting is desired.	NA	
ST21	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.	NA	
ST22	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.	+	No trees should be disturbed.
ST23	Ensure that all proposed cellular towers and associated fixtures will be properly screened from view.	NA	
ST24	Install utility lines underground whenever possible.	NA	