



**Bardstown Road/Baxter Avenue Corridor
Review Overlay (BROD) District**
Report of the Urban Design Administrator
to the Committee

From: Becky Gorman, Planning and Design Coordinator
Through: David Marchal, AIA, Deputy Director / Urban Design Administrator
Date: November 12, 2019
Meeting Date: November 19, 2019

CASE INFORMATION:

Case No: 19-OVERLAY-0024
Classification: Non-Expedited

GENERAL INFORMATION:

Property Address: 2173 Eastview Avenue
Applicant: Mark Foxworth
Foxworth Architecture, PLLC
903 Lydia Street
Louisville, KY 40214
502.418.6270
mfoxworth@foxworth-arch.com
Property Owner: Julie O'Neill and Tom O'Neill
O'Neill Family Dentistry
1380 Bardstown Road
Louisville, KY 40204
502-939-9696
502-641-6171
Oneill.thomas.w@gmail.com

Project Cost: \$130,000

DESCRIPTION OF PROPOSED DEVELOPMENT:

The applicant proposes to demolish the existing deteriorated rear addition and deck and replace it with a new one-story, wood framed shed roof structure with a walk out lower-level. The structure will be clad in fiber cement board lap siding and will have metal roof panels. The foundation will be stucco over CMU block. The windows will be wood or vinyl-clad wood with a muntin pattern that matches the existing windows in the primary structure. The lower-level entry door, on the northeast elevation, will be replaced with new windows and foundation that will

match the new addition. The primary structure and new addition are proposed to be painted. There is existing parking on the northeast side of the structure.

COMPLETION OF APPLICATION:

The application was received on October 24, 2019. The application was determined to be complete and classified as requiring Non- Expedited Review by Urban Design staff on November 4, 2019. A hearing of the Bardstown Road Baxter Avenue Review Overlay Committee is scheduled for November 19, 2019 at noon.

The applicant has applied for a variance from the Land Development Code to allow the 15' maximum setback to increase to 18' to allow the new addition to align with the primary structure.

FINDINGS:

The following Principles and Design Guidelines are applicable to this proposal: **4- Building; 6- Site Planning, Parking; and 7- Historic Preservation**; the following Principles 1- Signage; 2- Sign Mounting & Placement; 3- Awning; and 5- Public Art are not applicable to the submitted proposal. Staff's findings of fact and conclusions with respect to the Principles and Guidelines are attached to this report.

Case Background

A previous case, 19-OVERLAY-0014, approved an application for a new ADA ramp on the southwest elevation, as well as, a new door to accommodate the ADA ramp.

Site Context





Subject Property (Google photo)

Existing Conditions:

The building is located on the northwest corner of Bardstown Road and Eastview Avenue. It is zoned C2 within a Traditional Marketplace Corridor Form District. This site contains a one-and-a-half-story circa 1925 Craftsman Style bungalow house that is now a commercial property. The existing building has retained integrity of design over the years, and its character contributes to that of the corridor. Any changes to the building should be sympathetic to the existing design to reinforce this character. The side elevation entry appears to have been converted from a vehicle garage entry to a person only entry at some point. The site has an existing asphalt parking area on the northeast part of the lot which is proposed to be modified internally to have parallel parking. Existing curb cuts will remain. The site is surrounded by one- and two-story residential and commercial establishments.



Southeast front elevation- Eastview Avenue
(Google photo)



Northeast side elevation-Bardstown Rd (Google photo)



Addition proposed for demolition (applicant photo)



Northeast elevation-Bardstown Rd (Google photo)



Northwest Rear elevation (applicant photo)

Conclusions

The removal of the non-sympathetic addition and construction of the new addition will bring a cohesive clean look to the structure. The new addition will be complimentary to the design of the existing building to remain and easily identifiable by the change in materials and roof form. The replacement of the side elevation lower-level entry door with new windows will bring cohesiveness to the fenestration and eliminate the steep slope that served previously as the driveway to a garage.

The existing parking lot will be modified to provide new parallel parking proposed along the side of the building. Currently, there is no landscaping between the parking area and the public sidewalk. Guidelines D and E of *Site Planning, Parking* require landscaping/screening along parking areas adjacent to public sidewalks therefore screening is recommended as a condition of approval.

Signage and exterior lighting were not submitted with the application and shall be submitted and reviewed separately.

RECOMMENDATION

The proposed changes generally comply with the applicable Design Guidelines for the BROD District.

Considering the information furnished, the Urban Design Administrator recommends **approval** of the application for an Overlay Permit with the following conditions:

1. There shall be screening of the parking area adjacent to the public sidewalk. Proposed screening and landscaping shall be submitted to staff for review and approval.
2. Any exterior lighting shall be submitted for review and approval prior to installation.
3. Proposed signage shall be submitted for review and approval prior to installation.
4. If the design or materials change after this approval, the applicant shall contact staff for review and approval prior to installation.

11/15/19

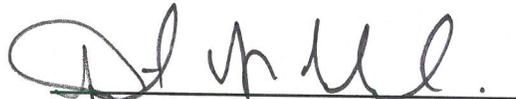
 Date



 Becky Gorman
 Planning & Design Coordinator

11/15/19.

 Date



 David Marchal, AIA
 Urban Design Administrator

4 Building

Checklist

Existing structures along the Bardstown Road/Baxter Avenue Corridor are encouraged to be renovated and reused. The Overlay Staff can assist a licensed architect or design professional to develop designs that adaptively reuse these structures to meet the needs of new businesses and services. The Overlay Staff will also assist the applicant through the review and approval process.

- + Meets Guidelines NA Not applicable
- Does not meet Guidelines TBD To be determined; insufficient information
- +/- Meets Guidelines with conditions as noted

Guideline	Finding	Comment
A Existing structures along the Corridor are encouraged to be renovated and reused. The Overlay Staff can assist a licensed architect or design professional to develop designs that adaptively reuse these structures to meet the needs of new businesses and services. The Overlay Staff will also assist the applicant through the review and approval process.	+	The existing bungalow structure is being renovated into a dental office.
B Buildings should be "pedestrian- friendly". Design building facade elements that promote a pedestrian-friendly environment include building to the edge of sidewalk, large storefront window openings at the ground floor, awnings, canopies, and lighting.	NA	
C All storefront windows and doors at ground level shall have clear glass or light window tinting. Severe window tinting or mirrored glass is not permitted unless pre-approved by staff for "special conditions". Examples	NA	

	of "special conditions" may include restaurant kitchen areas, storage space, and restrooms that would need to be hidden from public view.		
D	New structures should be located at the front property line. Building sites should provide side yards wide enough to allow for maintenance of the building unless common party walls are provided on the lot line.	NA	
E	High quality materials and historically appropriate architectural details at the ground floor/street level of buildings can both accent buildings, and provide visual interest for pedestrians and motorists.	+	The proposed materials are complimentary to the primary structure but differentiate the new addition.
F	New structures greater than three stories high may be permissible if taller portions are set back from the street frontage so that overall sight lines are compatible, and if the increased height is not intrusive towards adjacent structures.	NA	
G	A visual terminus, such as a cornice at the top of a wall helps articulate the architecture, and gives it a completed finished look.	NA	
H	Roof forms that are inconsistent with the character of the Corridor include single pitch (shed) roofs, curving roofs. Flat roof forms with parapets are well-suited to the character and image of the Corridor.	+	The proposed shed roof on the new addition is complementary to the existing structure.
I	Outdoor eating or temporary seating located within public sidewalk areas must receive staff approval prior to installation. A 4' wide pedestrian zone is required in the public "right-of-way" sidewalk area.	NA	
J	All new mechanical equipment that is visible from a public right-of-way should be installed to have a minimal impact on adjacent properties and from public view. Replacement of existing mechanical equipment is considered general maintenance and will not require a staff review. Additional permits and approvals by other government agencies or authorities may be required.	NA	
K	Permanent service counters, service bars, decks, or similar structures may not be constructed in front of a building's primary street facing façade.	NA	

6 Site Planning, Parking

Checklist

Site planning is an important part of any project. Your site should incorporate attractive and maintainable landscaping to enhance the hardscape of the building. Plants can be used in minimizing the visual impact of parking lot and service areas along BROD.

+ Meets Guidelines

NA Not applicable

- Does not meet Guidelines

TBD To be determined; insufficient Information

+/- Meets Guidelines with conditions as noted

Guideline	Finding	Comment
A Development plans shall minimize the adverse visual impact of utility lines on the Corridor. Underground lines or service from the alley, where feasible, is encouraged.	NA	
B Combining existing, small, under-utilized lots to create shared parking areas that are more efficient and more accessible is strongly encouraged.	NA	
C Parking areas and drive-thru's should be located to the side or rear of structures.	+	The existing parking area on the northeast side of the building will be utilized. Parking will be reconfigured as parallel parking next to the building.
D Parking areas adjacent to the public sidewalks must use landscaping, trees, colonnades or other construction, to maintain the building line created by structures along the sidewalk. Side parking lots which exceed 40% of the total linear lot frontage adjacent to right-of-way shall provide a 36" high masonry, stone, or concrete wall that makes reference to a similar design within the surrounding area extending from the principal structure across the front of the parking area. Surface parking lots with no principal structure shall provide the 36" wall as described. The 36" tall wall can wrap around any existing or proposed monument signage to	TBD	As the parking lot will be modified, there is an opportunity for screening and is recommended. See conditions of approval.

	maintain visibility.		
E	Adequate perimeter landscaping, fencing, or a combination of both is required to help screen parked vehicles from full public view. The screening height shall be 36" above finished grade of parking lot. This height will enable drivers of vehicles to safely see and avoid other pedestrians and vehicles while screening most of the parked vehicles' mass.	TBD	As the parking lot will be modified, there is an opportunity for screening and is recommended as a condition of approval.
F	New development projects should provide adequate and significant screening to adjacent residential structures. Opaque landscape buffers and other forms of screening shall be used to minimize noise and lighting impact.	NA	
G	Intensity, location, color, and direction of outdoor lighting shall be sensitive to nearby residential areas.	TBD	No lighting is proposed. See conditions of approval.
H	Fencing and screening shall be constructed of materials compatible with the principal structure.	NA	
I	Chain link fencing must not be visible from Bardstown Road/Baxter Avenue.	NA	
J	The number and width of curb-cuts on the Corridor should be minimized to promote pedestrian circulation. Existing continuous curb-cuts should be reduced to widths necessary for vehicular traffic.	+	The existing curb cut is being utilized.
K	Patios, plazas, or outdoor spaces, constructed, created, or installed in front of a structure that replaces existing turf and/or landscaped areas, shall use permeable pavers, pervious concrete, or equivalent permeable hard surface to reduce water runoff from the property.	NA	
L	Minimum 4'-0" wide landscape buffer area containing a 36" minimum height (at maturity) screen shall run along 90% of the lineal area in front of the patio, plaza, or outdoor space that faces the street. This landscape buffer area shall include permanent landscaping material such as trees (minimum 1-3/4" caliper size at time of planting), shrubs (minimum 18" height at time of planting), groundcover, and /or perennials. Fences, planters, and/or walls (maximum height of 36") are permitted within the landscape buffer area. Landscape buffer plantings shall be installed prior to occupancy or use of the patio, plaza, or outdoor space.	NA	
M	Existing trees located within the property or adjacent property along the street, alley, or access easement shall be preserved and protected unless the City Arborist determines they are not healthy or are dangerous and should be removed. Removed trees should be replaced with appropriate trees approved by the City Arborist. The replacement trees shall be sized at a minimum of 1-3/4" caliper (at time of planting). Replacement tree(s) shall be planted within three months of the tree(s) removal or during the next planting season, whichever comes first.	NA	
N	The construction or installation of a deck or structure built off the ground and over existing landscaped areas in front of a building's primary façade is prohibited. Balconies located on the second or third floors of buildings that are cantilevered or bracketed, scaled to match the building's façade, and utilize contextual materials are appropriate.	NA	

7 Historic Preservation

Checklist

Historic buildings (65 years of age or older) help to anchor the BROD to our community's history. Buildings can serve as reminders to future generations how Louisville's citizens lived and worked in the past while serving business and residential requirements today through adaptive reuse. These buildings can serve as future adaptive reuse opportunities. Contributing historical structures are structures that have unique designs, are constructed with unusual materials, or served the public in a manner that was important to the local area. Such structures also add character to the pattern of established development in the Corridor. Given the significant role of historic structures in the Corridor, demolition of any structure will entail stringent review.

+ Meets Guidelines

NA Not applicable

- Does not meet Guidelines

TBD To be determined; insufficient information

+/- Meets Guidelines with conditions as noted

Guideline	Finding	Comment
A Changes to the exterior of contributing historical structures and other structures within the Corridor which were constructed in the last 65 years and that have not been significantly altered shall be reviewed in accordance with the standards established for contributing historic structures by the U.S. Secretary of the Interior, but the Planning and Design Director or Committee may relax these standards in the interest of accomplishing the intentions of the guidelines	+/-	The proposed changes to the circa 1925 structure generally meet the Secretary Standards with the exception of painting the brick. The new addition is complimentary to primary structure.
B The design of new or substantially remodeled structures which are adjacent to contributing historic structures should be compatible with them and should incorporate similar design details or references where appropriate.	NA	
C No application to demolish any contributing historical structure or structure built within the last 65 years shall be approved by the Urban Design Administrator unless the applicant demonstrates to the satisfaction of Urban Design Administrator and the Historic Preservation Officer: 1) That the rehabilitation of a structure or construction of a new structure will have a greater positive impact on the District's economic vitality and appearance than would preservation of the structure proposed to be demolished and the rehabilitation of the structure or the construction of the new structure would not be possible or economically feasible without the demolition of the structure proposed to be demolished; or 2) That the applicant cannot obtain a reasonable economic return from the property or structure unless the contributing historical structure or structure constructed within the fast 65 years is demolished in accordance with the application.	NA	