



Bardstown Road/Baxter Avenue Corridor Review Overlay District

Report of the Overlay Staff to the Committee

To: Bardstown Road Overlay District Committee
Thru: Robert Keesaer, NCARB, Urban Design Administrator
From: Becky P. Gorman, Historic Preservation Specialist
Date: June 25, 2015

Case No: 14BROD1014
Classification: Non-Expedited

GENERAL INFORMATION

Property Address: 1064-1066 Bardstown Road

Applicant: Blake Rutland
Pfeffer-Torode Architecture
521 8th Avenue South, Suite 103
Nashville, TN 37203

Owner: Andrew Stone
Priam Ventures Fund I, LP
1510 16th Ave S.
Nashville, TN 37212

Architect: Same as Applicant

Estimated Project Cost: \$2.0M

Description of proposed exterior alteration:

The applicant seeks approval to revise the previously approved two-story addition to a one-story addition. The design is reduced to accommodate the new scale but maintains the originally approved materials.

Communications with Applicant, Completion of Application

The revised elevations were submitted via email on June 5, 2015. As per a conversation with Committee Chair John Warmack, it was determined the proposal should be reviewed by the BROD committee. The revised project is scheduled for a hearing at the regular meeting of the Bardstown Road/Baxter Avenue Corridor Review Overlay District Committee on June 30, 2015 at Noon at Metro Development Center located at 444 S. Fifth Street.

FINDINGS

Guidelines

The following design guidelines, approved for the Bardstown Road/Baxter Avenue Corridor Review Overlay District, are applicable to the proposed exterior alteration: **Building Design**. The report of the Design 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 site is located on the south side of Bardstown Road the second lot west from the corner intersection of Grinstead Drive and Bardstown Road. The structure is surrounded by one story commercial and restaurant buildings and 1-1 ½ story residential structures, zoned C2 and in a Traditional Marketplace Corridor. Sanborn maps show the site with a livery stable. The structure was used as an auto repair shop and listed in the 1930 Caren's Directory as an Oldsmobile/Viking dealership. There is some belief that there was a relation to Studebaker as well.

1. Case #14BROD1014 was approved with conditions as follows: Brick corbelling inset on South façade shall remain.
2. Original transom over store front entry to remain.
3. Replacement window unit for front façade garage door shall reflect the look of a garage door.
4. Soffit lighting on front façade of new addition.
5. 3 panel door system for person door on north elevation as shown in rendering.
6. Front façade windows to remain, to be cleaned, resealed and repainted as shown in elevations submitted.
7. Outdoor seating surface materials shall be submitted to staff for approval prior to installation.
8. Window tint shall be submitted to staff for approval prior to installation.
9. All signage shall be submitted to staff for approval prior to installation.
10. Proposed site lighting shall be directional down lighting and light spread shall be maintained on site
11. If side parking lots exceed 40% of the total linear lot frontage adjacent to right-of-way then applicant 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. See Guideline Site Planning, Parking #4. See condition #12.
12. Additional screening for parking and additional landscaping required as per committee discussion including obtaining a parking waiver for first parking spot on the north elevation.
 13. Submit additional study of the north and south elevations taking committee member comments under consideration. This will be staff approvable with consultation from the chair.


CONCLUSIONS

There is a reduction in the use of wood panel slat wall which pulled the elevations together nicely in the previous proposal. The revised elevations maintain the feel of the originally proposed design. The new design meets the Building Design guidelines.

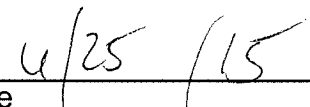
RECOMMENDATION

Considering the information furnished, the Urban Design Administrator finds that the proposal substantially complies with the Design Guidelines of the Overlay and therefore recommends approval of the application for an overlay permit.

The foregoing information is hereby incorporated in the overlay district permit as approved and is binding upon the applicant, his successors, heirs or assigns. This permit does not relieve the applicant of responsibility for obtaining the necessary permits and approvals required by other governing agencies or authorities.



Becky P. Gorman
Historic Preservation Specialist



Date

Building Design

- + Meets Design Guidelines
- Does Not Meet Design Guidelines Information

NA Not Applicable
NSI Not Sufficient

| SPECIFICATIONS | DESIGN REVIEW GUIDELINES | REVIEW RESULTS |
|--------------------------------|---|--|
| 1. Existing Structures | Existing structures along the Bardstown Road / Baxter Avenue corridor are encouraged to be renovated and reused. | + |
| 2. Pedestrian -Friendly | Design building façade elements that promote pedestrian – friendly environment include; building to the edge of sidewalk, large storefront window openings at the ground floor, awnings, canopies, and lighting. | + |
| 3. Storefront Windows | 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 of 'special conditions' may include restaurant kitchen areas, storage space, and restrooms that would need to be hidden from public view. | + Front façade windows to remain. New north elevation tinting to be approved by staff prior to installation. |
| 4. Building Setback | New structures should be located at the front of the 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 |
| 5. Building Materials | 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. | + New addition is a modern commercial design and is appropriate for this structure. |
| 6. Building Height | 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 increased height is not intrusive towards adjacent structures. | +Structure is increased by 1 stories. |
| 7. Building Façade Details | A terminus, such as a cornice at the top of a wall helps articulate the architecture, and gives it a completed finished look. | + |
| 8. Roofs | Roof forms that are inconsistent with the character of the Bardstown Road / Baxter Avenue Corridor include: single pitch (shed) roofs, curving roofs. Flat roof forms with parapets are well-suited to the character and image of the Bardstown Road / Baxter Avenue Corridor. | + |
| 9. Outdoor Eating Areas | Outdoor eating or temporary seating located within public sidewalk areas must receive staff approval prior to installation. A 4'-0" wide pedestrian zone is required in the public "Right of Way" sidewalk area. | + outdoor seating on the property north elevation |
| 10. Mechanical Equipment | 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. | NSI |
| 11. Permanent Service Counters | Permanent service counters, service bars, decks, or similar structures may not be constructed in front of a building's primary street facing façade. | NA |