



Historic Landmarks and Preservation Districts Commission

Report to the Committee

To: Cherokee Triangle Architectural Review Committee
Thru: Cynthia Elmore, Historic Preservation Officer
From: Savannah Darr, Historic Preservation Specialist
Date: January 5, 2018

Case No: 17COA1285
Classification: Committee Review

GENERAL INFORMATION

Property Address: 1006 Cherokee Road

Applicant: Stan Snyder
Vertrees Condominiums Council
1006 Cherokee Road, Unit 5
Louisville, KY 40204
502-419-5963
Stan.snyder@gmail.com

Owner: Leslie Butler, Treasurer
Vertrees Condominiums Council
1006 Cherokee Road, Unit 4
Louisville, KY 40204
502-553-1048
Lesliebutler81@gmail.com

Architect: Luckett & Associates
119 S. Sherrin Avenue, Suite 250
Louisville, KY 40207
502-584-6048

Estimated Project Cost: \$68,000

Description of proposed exterior alteration:

The applicant seeks approval to construct a new 3-car, masonry garage (21'-4" by 32'-4") where a previous historic garage was located. The new garage design will replicate the historic garage with modern materials, but it will have one single door opening and one double door opening on the alley side. There will be vertical vinyl siding located over the garage door openings. The yard side will

have two pedestrian doors rather than the three that were on the historic garage, and the yard side will have a similar brick parapet cap. The roof will be covered with asphalt shingles and will have ogee gutters. The historic garage was demolished after it was declared an emergency demolition by Chief Building Inspector Allen Porter. The new garage design is similar to the garage located on the northern half of the property that was constructed circa 2002 with two double car doors.

Communications with Applicant, Completion of Application

The application was received on December 29, 2017 and considered complete and requiring committee level review on January 2, 2018. Staff consulted with the applicant prior to submittal. The case is scheduled to be heard by the Cherokee Triangle Architectural Review Committee (ARC) on January 10, 2018 at 4:30 pm, at 444 South Fifth 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** 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, zoned R6, is located within the Traditional Neighborhood Form District one lot south of the intersection of Highland Avenue and Cherokee Road. The three-story masonry condo complex is surrounded by other masonry buildings of varying architectural styles.

On December 15, 2017, staff approved a COA (17COA1272) to construct a new garage to replace the demolished historic garage. The new garage mimicked the design of the historic garage with modern materials and had three separate car entries and garage doors.

In 2002, the Cherokee Triangle ARC approved a COA (C-02-53-CT) to construct a new garage on the northern half of the property on the rear alley. This garage design matched the historic garage that was located to the south except it had two double car doors instead of single car doors and used modern materials.

Conclusions

The proposed garage construction generally meets the Cherokee Triangle Design Guidelines for **Garage** and **New Construction-Residential**. The design of the new garage mimics the design of the historic garage with the use of modern materials. However, one single car door and one double car door are proposed for the alley side. This does not meet **Garage** Design Guidelines for Openings nor does it meet **New Construction-Residential** Design Guideline

NC40, which calls for single car openings and no double or triple garage doors. In 2002, the Cherokee Triangle ARC approved the garage on the northern half of the property with two double garage doors creating precedent on this alley for double garage doors. Furthermore, the applicant states that turning a car into single garage doors on this portion of the alley is difficult with grade changes on adjacent Bardstown Road properties. Based on these factors, staff recommends approval of this COA application.

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 double garage door shall be designed to appear like two single carriage style doors.
2. 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, 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.

1/5/18

Date



Savannah Darr
Historic Preservation Specialist

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) Corner boards and trim	

			around openings.	
		NA	Board and batten siding	
		+	Brick	
		NA	Stucco over frame or concrete block	
		NA	Cast stone, molded concrete block	
		NA	Aluminum and vinyl siding (3" or 4" exposure)	
		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
		NA	Metal roofing	
		+	Half-round or Ogee gutters	Ogee gutters
		NA	Approved Gable-end element	
		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	NA	Simple gable roofs (6-in-12 minimum slope) with gable end vent	
		+	Hipped, shed, and flat roofs with parapets	
		NA	Intersecting gables	
		+	Overhanging eaves	
		+	Half-round/ogee gutters	Ogee gutters
		NA	No low-pitched gable roofs (less than 6-in-12 slope)	
		+	No flush eaves	
		+	No roofs without gutters	
Openings	Garage	+/-	Single-car openings	One single car and one double car door are proposed. There is precedent of double car doors with the 2002 garage on the northern half of the property.
	Doors	+	Surface area of door broken up by articulated panels or stiles and rails to reduce scale	
		+/-	No double and triple doors	One single car and one double car door are proposed. There is precedent of double car doors with the 2002 garage on the northern half of the property.
		+	No flush garage doors (they accentuate the large size of the openings)	
	Windows	NA	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
NC1	Make sure that new designs conform to all other municipal regulations, including the Jefferson County Development Code and Zoning District Regulations.	NSI	
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.	+/-	The historic structure was declared an emergency demolition and thus demolished.
NC3	Design new construction so that the building height, directional emphasis, scale, massing, and volume reflect the architectural context established by surrounding structures.	+	
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.	+	Brick
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.	+	Materials are appropriate
NC7	Design new construction to reinforce the human scale of historic districts where this is a character-defining feature.	+	
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.	+	All of these are existing prior to this application
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.	+	This will be constructed in the same footprint as the demolished historic garage.

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.	+	Design of garage fits the organization of the alley
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).	+	The garage will replicate the size and design of the historic garage but with modern materials.
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.	NA	No windows proposed
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.	NA	Garage
NC15	Design new construction so that the orientation of the main entrance is the same as the majority of other buildings on the street	+	
NC16	Incorporate paved walks between sidewalks and the front entrances for new construction located on streets where this is a character-defining feature.	NA	Already existing walks and drives
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.	+	The garage will replicate the size and design of the historic garage but with modern materials.
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.	NA	
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.	+	This will be constructed in the same footprint as the demolished historic garage.
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.	+	This will be constructed in the same footprint as the demolished historic garage.
NC24	Ensure that the roofs of new buildings relate to those of neighboring historic structures in pitch, complexity, and visual appearance of materials.	+	The garage will replicate the size and design of the historic garage but with modern materials.

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.	+	The garage will replicate the size and design of the historic garage but with modern materials.
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.	+	The garage will replicate the size and design of the historic garage but with modern materials.
NC27	Design new construction to emphasize the existing cornice line on each block where this is a character-defining feature.	+	
NC28	Integrate mechanical systems into new construction in such a way that rooftops remain uncluttered.	NA	
NC29	Make provisions for screening and storing trash receptacles when designing new construction.	+	
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.	NA	Brick
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.	+	
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.	+	
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.	NA	Garage
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.	+	The garage will replicate the size and design of the historic garage but with modern materials.

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.	+	This will be constructed in the same footprint as the demolished historic garage.
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.	NA	
NC40	Use of smaller, single garage doors rather than expansive double or triple doors is preferred.	+/-	One single car and one double car door are proposed. There is precedent of double car doors with the 2002 garage on the northern half of the property.
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.	+	The garage will replicate the size and design of the historic garage but with modern materials.
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.	+	Shed roof
NC43	Design new construction so that access to off-street parking is off alleys or secondary streets wherever possible.	+	
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	