



---

## Historic Landmarks and Preservation Districts Commission

---

### Report to the Committee

---

To: Cherokee Triangle Architectural Review Committee  
Thru: Cynthia Elmore, Historic Preservation Officer *CE*  
From: Savannah Darr, Historic Preservation Specialist  
Date: March 9, 2018 **updated April 6, 2018**

---

**Case No:** 18COA1033  
**Classification:** Committee Review

#### GENERAL INFORMATION

**Property Address:** 2009 Baringer Avenue

**Applicant:** Richard Rowland  
2009 Baringer Avenue  
Louisville, KY 40204  
502-341-5125  
[rick.rowland@gmail.com](mailto:rick.rowland@gmail.com)

**Owner:** same as applicant

**Estimated Project Cost:** \$70,000

#### Description of proposed exterior alteration:

The applicant seeks approval to demolish the existing one-story, frame garage in the rear alley behind the main house.

The applicant seeks approval to construct a two-story carriage house (28' by 22') on the same footprint of the existing garage. The carriage house will have a concrete block foundation, exterior walls clad in board and batten, and a 6:12 pitch front gabled roof clad in asphalt shingles. The alley side (north elevation) of the carriage house will contain a double garage door (16' wide) and a small, golf cart garage door (5' wide). The garage doors will replicate carriage style doors. The upper story will contain three 1/1 double hung vinyl windows. The east elevation of the carriage house will be comprised of two 1/1 double hung vinyl windows on the upper story with an entry door leading to a balcony that wraps to the yard side of the carriage house. There will be two skylights in the roof of the east elevation. The yard side (south elevation) will contain a garage door (10' wide) and an entry door on the first story while the upper story will have a sliding vinyl window and sliding doors that lead to the balcony. Wood stairs lead from

the balcony area down to the rear yard. The balcony railings will contain metal balusters. Two skylights will be located in the roof of the west elevation. There are no other windows or doors proposed for that side of the carriage house. Goose neck lights are proposed for the exterior of the carriage house. A wooden gate is proposed for the east side of the garage to block the rear yard from the alley.

**Updated drawings submitted March 28, 2018:** The upper story of the alley side (north elevation) will contain two sets of paired 4/4 double hung vinyl windows. A horizontal band of trim will be placed on all elevations between the first and second stories to break up the massing. The balcony was removed from the east elevation of the carriage house. The fenestration pattern was also changed on the elevation to include two 4/4 double hung vinyl windows. The upper story of the yard side (south elevation) was altered to include a sliding glass door and a fiberglass entry door. The rest of the elevation details remained the same.

The applicant also seeks approval to replace the existing paving stones along the front sidewalk with a new 2' tall retaining wall using stone that matches the foundation of the house. Furthermore, the existing concrete stairs will be repoured to match.

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

The application was received on February 28, 2018 and considered complete and requiring committee level review on March 5, 2018. The case was heard by the Cherokee Triangle Architectural Review Committee (ARC) on March 14, 2018 at 4:30 pm, at 444 S. 5<sup>th</sup> Street, Conference Room 101. Committee member Orr moved to continue the case in order for the applicant to address comments. Committee member Jackson seconded the motion, which carried with four ayes. **The applicant submitted new drawings on March 28, 2018. The case is scheduled to be heard April 11, 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: **Demolition, 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 property is located on the north side of Baringer Avenue three lots east of Bardstown Road. It is zoned R5B within the Traditional Neighborhood Form District. The site contains the two-and-a-half-story American Foursquare house in

the Craftsman style, and is bound by an alley to the north, similar houses to the east and west, and Baringer Avenue and similar houses to the south.

The existing garage was likely constructed in the 1950s. Sanborn Fire Insurance Maps (attached) show a previous two-story garage with a smaller footprint. The existing garage is wider and only one-story tall.

There are no previous COAs for this property.

### **Conclusions**

The proposed garage demolition generally meets the Cherokee Triangle design guidelines for **Demolition**. The existing garage was likely constructed in the 1950s (see **Site Context/Background** above). The garage was evaluated by a preservation professional for its significance and integrity. It is a basic form that does not contain architectural or historic significance. The garage does not contribute to the integrity of the Cherokee Triangle Preservation District. Furthermore, the building has exceeded its use and the replacement structure will better serve the property.

The proposed carriage house construction generally meets the Cherokee Triangle design guidelines for **Garage, New Construction-Residential**, and **Site**. The proposed carriage house will be the first to be constructed on this specific alley. Therefore, it will be taller than the surrounding one-story garages. However, there is height precedent on this alley with the four-story masonry church structure at the corner of the alley and Bardstown Road, which is only three lots down. The width of the proposed carriage house matches the existing garage proposed for demolition. There is also precedent on this alley for double garage door openings rather than single door openings.

The proposed front yard retaining wall generally meets the Cherokee Triangle design guidelines for **Site** as long as the height were reduced to the current height of approximately 6"-10". The Cherokee Triangle ARC has set precedent in the District for approving curbing rather than retaining walls as the retaining walls change the slope of the front yard and the overall streetscape. The retaining walls on either side of this yard did not receive Certificates of Appropriateness and their age is unknown. Thus, they do not set the precedent for this block of Baringer Avenue.

### **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 front yard retaining wall shall only be 6"-10" in height.
2. The front concrete stairs, new rear walkways, and concrete apron shall be historic concrete mix.
3. The carriage house construction shall not damage the brick alley (see attached drawing detail)

4. The concrete block foundation shall be covered with stucco or another cementitious product within 6 months of completed carriage house construction.
5. All wood elements of the carriage house balcony and entry gate shall be opaque stained or painted within 6 months of completed construction.
6. The height of the wood entry gate shall not exceed 7' tall.
7. The applicant and/or their representative shall make provisions for screening and storing trash receptacles when designing new construction.
8. 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 nearby historic resources.
9. 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.
10. The new construction shall meet the setback requirements of the Land Development Code.
11. If the design or materials change, the applicant and/or their representative 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.*

4/10/18  
Date

Savannah Darr  
Savannah Darr  
Historic Preservation Specialist

# 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.	+	The demolition will not impact any other structures
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.	NA	
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.	+/-	The vacant area will soon house a new structure
DE6	Do take measures to reestablish the street wall after demolition through the use of low fences, walls, and/or vegetation.		

# 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)	Corner boards and trim around openings.
		+	Board and batten siding	
		NA	Brick	
		+	Stucco over frame or concrete block	See conditions of approval
		NA	Cast stone, molded concrete block	
		NA	Aluminum and vinyl siding (3" or 4" exposure)	
		+	No painted concrete block.	
		+	No un-painted concrete block.	
		NA	No T-111 plywood.	
	Roof	+	Asphalt, fiberglass, wood, vinyl, or slate shingles.	Asphalt shingles
		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
		NA	Hipped, shed, and flat roofs with parapets	
		NA	Intersecting gables	
		+	Overhanging eaves	
		+	Half-round or Ogee gutters	
		NA	No low-pitched gable roofs (less than 6-in-12 slope)	
		NA	No flush eaves	
		NA	No roofs without gutters	

<b>Openings</b>	Garage	+/-	Single-car openings	One single car opening and one double car opening proposed. There is precedent on this alley for double garage door openings
	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 opening and one double car opening proposed. There is precedent on this alley for double garage door openings
		NA	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.
<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.	+	A preservation professional determined that the existing garage structure is non-contributing
<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.	+/-	See conclusions
<b>NC4</b>	Make sure that the scale of new construction does not conflict with the historic character of the neighborhood.	+	Scale is consistent with other carriage houses in the District.
<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.	+	
<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.	+	Similar to what is in the rear yard now
<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.	+	
<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	Garage on the rear alley
<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).	+/-	See conclusions
<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.	NA	Garage on the rear alley
<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.	NA	
<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	Garage on the rear alley
<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.	+/-	See conclusions
<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.	NA	
<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.	+	Setback will be same as previous garage and fits the alley
<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.	+	The predominate roof type on the alley is front gable.
<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.	+	
<b>NC27</b>	Design new construction to emphasize the existing cornice line on each block where this is a character-defining feature.	NA	Garage on the rear alley
<b>NC28</b>	Integrate mechanical systems into new construction in such a way that rooftops remain uncluttered.	NSI	
<b>NC29</b>	Make provisions for screening and storing trash receptacles when designing new construction.	NSI	
<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.	+	Board and batten
<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.	+	Concrete block is prevalent in the alley
<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	Garage on the rear alley
<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.	+	
<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.	+	
<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.	+/-	One single car opening and one double car opening proposed. There is precedent on this alley for double garage door openings
<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.	+	
<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.	+	6:12 roof pitch
<b>NC43</b>	Design new construction so that access to off-street parking is off alleys or secondary streets wherever possible.	+	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	

# SITE

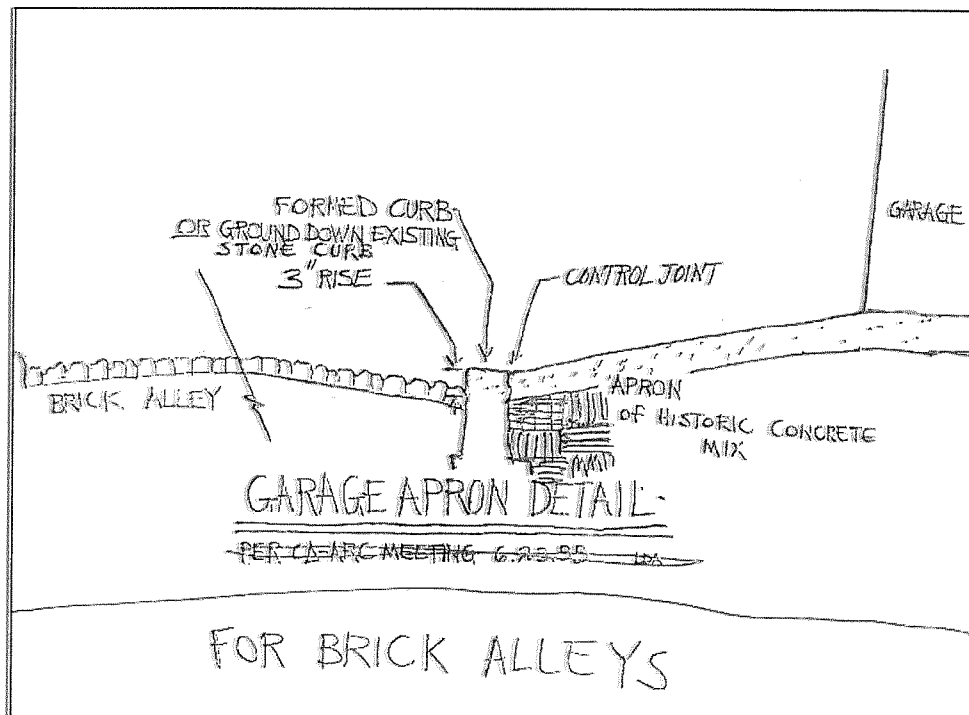
## Design Guideline Checklist

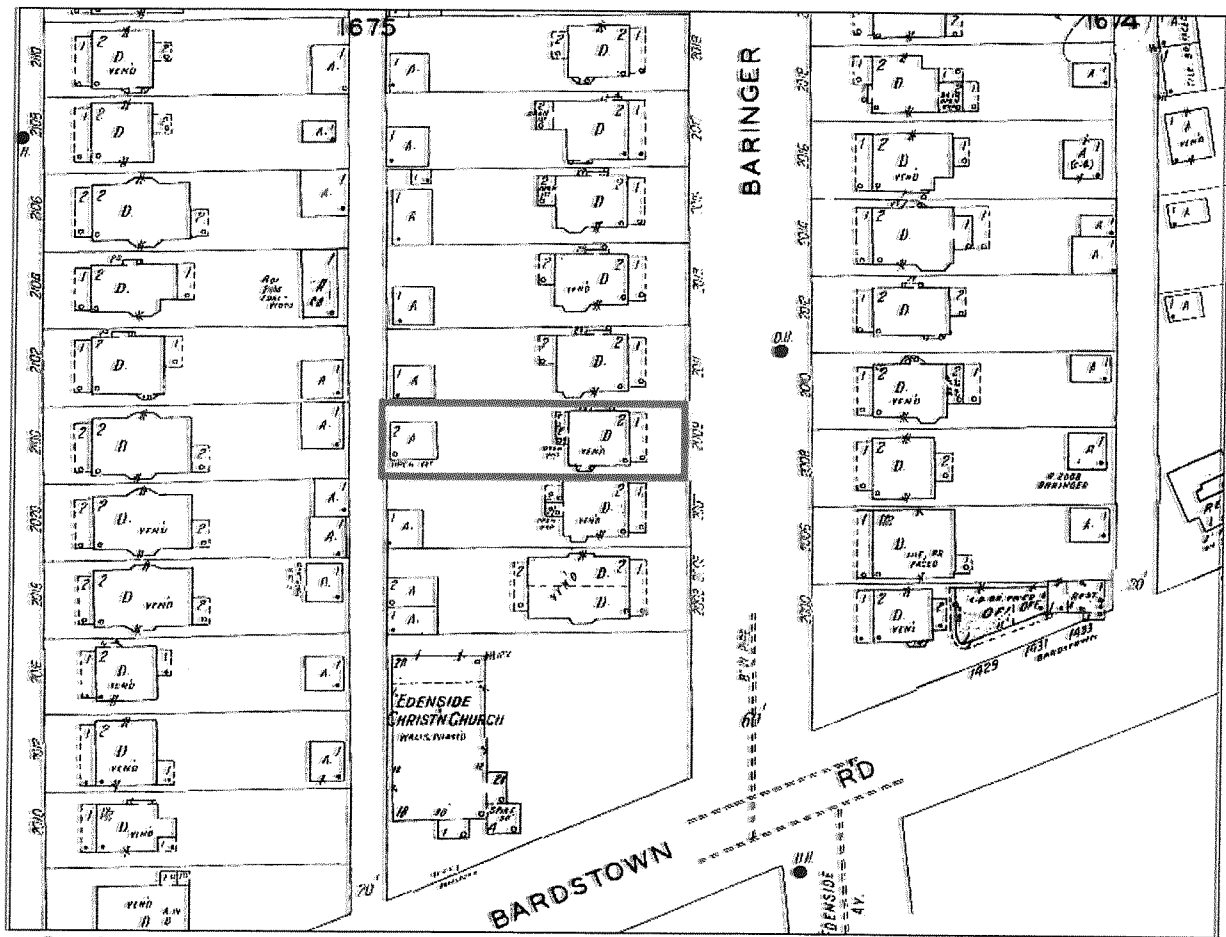
- + Meets Guidelines
- Does Not Meet Guidelines
- +/- Meets Guidelines with Conditions as Noted
- NA Not Applicable
- NSI Not Sufficient Information

	Guideline	Finding	Comment
<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.	+	The front concrete stairs will be repoured to match
<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 proposed carriage house off the rear alley
<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.	+/-	See conclusions
<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.	+/-	See conclusions
<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.	+/-	See conclusions
<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.	+/-	Adding a wooden gate to the east side of the garage for entry to rear yard.
<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.	+	See conditions of approval
<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.	+	Goose neck lights are proposed for the carriage house

<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.	+	Goose neck lights are proposed for the carriage house
<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
<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	





Sanborn Fire Insurance Map, Louisville 1928-Feb. 1951, Vol. 6, Sheet 662

