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## Historic Landmarks and Preservation Districts Commission

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### Report to the Committee

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To: Clifton Architectural Review Committee  
Thru: Cynthia Elmore, Historic Preservation Officer   
From: Becky Gorman, Historic Preservation Specialist  
Date: June 28, 2018

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**Case No:** 18COA1107  
**Classification:** Committee Review

#### GENERAL INFORMATION

**Property Address:** 220 Pope Street

**Applicant:** Michael Leigh  
220 Pope St  
Louisville, KY 40206  
502.468.5293  
[michaeltleigh@gmail.com](mailto:michaeltleigh@gmail.com)

**Owner:** same as applicant

**Estimated Project Cost:** \$3,000

#### Description of proposed exterior alteration:

The applicant seeks approval to demolish the existing garage and create a parking area by building a retaining wall out of precast form concrete block approximately 20" in from the rear property line.

#### Communications with Applicant, Completion of Application

The application was received on May 18, 2018. The application was considered complete and requiring Committee Review on May 21, 2018. Staff made a visit to the site on Friday June 8, 2018 and met with a representative of the owner.

The case is scheduled for a hearing at the regular meeting of the Clifton Architectural Review Committee on July 11, 2018 at 5:30p.m., at Metro Development Center, 444 South Fifth Street in conference room 101.

## **FINDINGS**

### **Guidelines**

The following design review guidelines, approved for the Clifton Preservation District, are applicable to the proposed exterior alteration: **Demolition 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 west side of Pope Street, 3 lots south of the intersection with Embury Ave. The site is zoned R5A within the Traditional Neighborhood Form District. The one-story frame shotgun house with a two-story camelback is surrounded by other shotgun and camelback structures, as well as two-story frame houses.

### **Conclusions**

The proposed garage demolition generally meets the Clifton design guidelines for Demolition and Site. This will increase the permeable surface and usable yard space between the house and the new parking area.

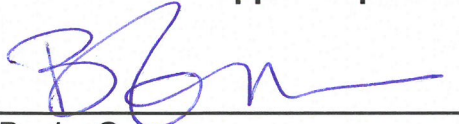
There are accessory structures along the alley and two garages, but mostly the rear yard areas off the alley are used for parking. The alley context has changed over time as shown on the Sanborn maps from 1892-1951. Most of the accessory structures either no longer exist or have been replaced with surface parking areas. Staff has determined that the existing structure is not the same structure on the Sanborn maps, and that its construction date is likely 1950s or 1960s. The existing garage is a frame structure with a concrete foundation. The quality of construction is of minimalist craftsmanship and utilitarian. The structure was recently resided with vinyl; and it appears to have been re-roofed with new shingles. The yard side, now has a person door in the center and two 1-over-1 double hung vinyl windows. (Note: There is no prior COA for this work.) There is a very steep drive apron into the 1 car garage door opening that is centered on the alley side façade. A previous owner attempted to stabilize the structure by installing a post directly in the center of the garage making the space unusable for parking a car. The structure lacks historic significance due to its minimalist and utilitarian construction and younger age. The structure lacks historic integrity as materials and openings have been changed over time. Therefore, the garage has been determined as non-contributing to the district by a preservation professional.



## RECOMMENDATION

On the basis of the information furnished by the applicant, staff recommends that the application for a Certificate of Appropriateness be approved with the following conditions:

1. Stairs and any additional details for the retaining wall and surface of the parking area shall be submitted to staff for final review and approval.
2. Any changes shall be submitted to staff for review and approval prior to installation.



Becky Gorman  
Historic Preservation Specialist

6/28/18  
Date

## Attached Documents / Information

1. Staff Guideline Checklists

## Demolition

Clifton Design Guideline Checklist

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

	Guideline	Finding	Comment
	The Metro Landmarks Standard Design Guidelines for Economic Hardship Exemption and Guidelines for Demolition also apply to an application for a Certificate of Appropriateness for demolition within the Clifton Preservation District, and associated application for an economic hardship exemption, with the following exception:  The Standard Design Guidelines for Demolition DE1-DE6 are replaced in their entirety with the following:		
DE1	Any structure in part or in whole 50 years old or older within the Clifton boundary should be preserved. The Landmarks staff will evaluate the demolition request. All demolition proposals must include photographic documentation by the property owner as part of the application submitted to Landmarks. Historic elements cannot be removed until after approval has been obtained.	-	The structure is over 50 years old but is considered non-contributing to the district.
DE2	With approval, when demolishing a non-historic structure or addition, the existing non-historic building or addition should not be demolished in a manner that will threaten the structural integrity of any existing historic structure.	+	Detached accessory structure
DE3	With approval, when demolishing an addition to an historic structure, be mindful that a wall of the existing structure will be left exposed visually, and to the deteriorating effects of weather. Take steps to insure the structural integrity of this newly exposed wall.	NA	

	Guideline	Finding	Comment
DE4	With approval, when demolishing an addition to an historic structure, a wall that was once an interior wall may be exposed. Remove the interior finishes and make the wall suitable to be an exterior wall that matches the historic exterior of the structure.	NA	
DE5	With approval, when demolishing an addition to an historic structure, interior openings (such as door openings) will be revealed to the exterior. Retain evidence of exterior door, window openings, or architectural features not incorporated into the interior of the addition. Leave the window or door frame intact. Compatible exterior construction materials should be used.	NA	
DE6	The approved removal of a non-historic structure or an addition to an historic structure will create a new land area as a result of their demolition. Take steps to grade and landscape according to the existing topography and landscaping of the historic property and to be consistent with the slope and grade of adjacent properties.	+	The space will be graded for rear parking off the alley. A retaining wall be needed for the parking area.
DE7	The approved removal of an addition to an historic structure may change the look of the street-facing façade of the existing historic structure. Take measures to re-establish the street-facing wall through the use of low fences, walls, and/or vegetation.	NA	
DE8	<p>Where demolition of an historic structure has been approved, or in the event of an emergency Metro-ordered demolition, documentation of the structure to be demolished will be required. The staff or ARC may set the degree of documentation required according to several factors: primary vs. secondary structure, historic value, and historic contribution to the Clifton neighborhood. Documentation may be subject to the following requirements:</p> <ol style="list-style-type: none"> <li>1. Measured floor plans for the first and each additional story, and drawings of exterior elevations showing views of the front and one side. These drawings shall be drawn at the standard architectural scale of 1/4 or 1/8 inch per foot. Measurements should be accurate to the nearest 1/4 inch and should indicate rough openings. Representative examples of original trim and other finish details shall also be measured. Drawing shall be on acid-free paper and indicated original vs. added construction. Additions 50 years old or older shall be shown by dashed lines for exterior walls only. If a primary structure has been approved for demolition, the ARC may require the above. If this is the case, the applicant is advised to hire a professional to fulfill these requirements. If a secondary structure is approved for demolition, the ARC may amend these requirements to require less-stringent documentation (examples: property-owner supplied drawings, drawn by hand).</li> <li>2. Digital photographs showing: the physical relationship to surrounding resources (streetscape); each façade; typical exterior details (e.g., moldings, brackets, rafter ends, brick patterns); typical interior details (e.g., door/window surrounds, staircases, mantels); typical construction details where visible; exterior landscape features; and outbuildings. A contact sheet shall be printed from the digital files on archival paper and submitted (along with the digital files on acceptable electronic media) to the Metro Landmarks Staff. If a primary structure has been approved for demolition, the committee may require the above. If this is the case, the applicant is advised to hire a professional to fulfill these requirements. If a secondary structure is approved for demolition, the ARC may amend these requirements to</li> </ol>	NA	



	Guideline	Finding	Comment
	require less-stringent documentation (examples: property-owner generated digital photographs in an acceptable electronic media).		

## Site

### Clifton Design Guideline Checklist

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

	Guideline	Finding	Comment
<b>ST1</b>	Paving materials (concrete, brick, paver stones, cobblestones, asphalt, gravel, stone, permeable or pervious materials) that are compatible with adjacent sites and architectural character should be used for private sidewalks, drives, and roadways.	+	Gravel is proposed for the rear parking area.
<b>ST2</b>	Historic paving materials for streets, alleys, sidewalks, and curbing (brick, hexagonal pavers, cobblestones, limestone, granite, or natural stone) should be protected, maintained, restored, and reused. The historic relationship between the road surface and edging should be preserved. Replacement with historic materials is encouraged. 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. See Masonry M13 guideline for cement mortar mix recipe.	NA	
<b>ST3</b>	Steps on private property made of brick, stone, or poured concrete should be maintained wherever present. If replacement is required, original materials should be used. New construction should incorporate steps where they are a character-defining feature.	NA	
<b>ST4</b>	Paving companies and utility contractors shall not harm historic resources during road or underground utility repair projects.	NA	
<b>ST5</b>	Driveways, parking areas, and loading docks should be constructed or located to the side and rear of properties. Alley access is preferred.	+	
<b>ST6</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 re-contour front yard berms into stepped terraces. Do not use railroad ties, landscape timbers, or any other historically inappropriate material for retaining walls.	NA	
<b>ST7</b>	Excavations, trenching or re-grading adjacent to a building or site should be performed cautiously so as not to cause the foundation to shift or destroy significant archeological resources. Every reasonable effort shall be made to protect and preserve architectural resources affected by, or adjacent to, any project.	NA	
<b>ST8</b>	Masonry walls in street-visible locations should not be installed unless they are used to retain earth at changes in grade, screen service areas, or unless an historic precedent exists.	+	The retaining wall for the parking area off of the alley will be constructed out of precast form concrete block.
<b>ST9</b>	Retaining wall and curbing should match the existing character of the original materials when carrying out limited replacement projects. If an exact match cannot be made, a simplified design is appropriate.	+	The retaining wall will be constructed in the rear yard to create a parking area off the alley.
<b>ST10</b>	Fencing should match existing sections of fencing in material, height, design, and detail when carrying out limited	NA	



	Guideline	Finding	Comment
	replacement projects. If an exact match cannot be made, a simplified design is appropriate.		
<b>ST11</b>	Iron fencing should be installed, historically compatible, and of a similar height where there is a demonstrable historic precedent.	NA	
<b>ST12</b>	Front yard fencing should not be installed where there is no historic precedent.	NA	
<b>ST13</b>	Rear yard or side yard privacy fencing should be installed with the finished side out and a side wall setback from the front of the house of at least two feet. Privacy fencing should be less than seven feet in height. Refer to the Land Development Code or contact the Department of Codes and Regulations regarding additional restrictions on fencing at corner properties.	NA	
<b>ST14</b>	Chain-link fencing painted black or dark color may be installed in residential front yards or along commercial corridors at the street where there is an historic precedent. Split-rail, woven-wood fencing, opaque fencing, painted or stained pressure-treated wood fencing, or recycled or reclaimed materials may be permitted with appropriate design. Synthetic or composite fencing that is durable may be considered.	NA	
<b>ST15</b>	Exterior lighting fixtures should not be falsely historical. The fixture should be attached to the exterior in a way as to not damage historic fabric.	NA	
<b>ST16</b>	Exterior lighting for parking areas, architectural features, or other site areas should be directed down and away from neighboring properties. Energy-efficient lights should be used to create a soft illumination and to minimize the impact to adjacent properties. Reference the Land Development Code for illumination restrictions.	NA	
<b>ST17</b>	Parking lot design requires a portion of the parking area to be landscaped or buffered from adjoining properties. Reference the Land Development Code for specifics on parking lot design, maneuvering, landscaping, and buffering requirements.	NA	
<b>ST18</b>	Auxiliary fixtures, such as air conditioning units, satellite dishes, rain barrels, greenhouse additions, and overhead wiring, should be located on secondary elevations (side or rear) so they do not detract from the street-address façade and the character of the site.	NA	
<b>ST19</b>	Trees in front yards should be preserved. Established street tree patterns should be enhanced by planting additional trees along the public rights-of-way in the grass area between the street and sidewalk. Consult the city arborist or Frankfort Avenue Street Tree Master Plan to determine tree species that are suitable for placement near overhead wires. Removal of trees within or immediately adjacent to a public right-of-way or within public open spaces requires review by Landmarks staff unless directed by the city arborist for emergency or public safety concerns.	NA	
<b>ST20</b>	Cellular towers and associated fixtures should be strategically located to minimize the impact on historic view shed(s), screened from public view, and should not damage historic elements when attached to structures.	NA	
<b>ST21</b>	Utility lines should be installed underground whenever possible.	NA	
<b>ST22</b>	The concrete mixture should match the existing or historic concrete mixture when repairing or replacing sidewalks or installing new sidewalks in the public right-of-way. Contact the Landmarks staff for the appropriate mixture and specifications.	NA	