

**21-COA-0005**  
**1728 Payne St.**



**Clifton Architectural Review Committee**  
**Public Hearing**

**Bradley Fister, Historic Preservation Specialist**  
**February 24, 2021**

# Request

## Certificate of Appropriateness:

1. Demolition of an existing ~600 sq. ft. concrete block structure at the rear of the property.
2. Construction of a ten-unit multi-family condominium building (approximately 59' - 8 1/4" W x 92' - 2 3/4" D) consisting of four two-bedroom units on the first and second-floor and two two-bedroom units on the third-floor.

# Request

The proposed building is to be two-stories at the front of the building (approximately 25'-4" H) and three-stories at the rear (approximately 36'-8" H) to emulate a camelback form, as seen on neighboring buildings.

The contemporary design proposed includes the use of corrugated metal panels, IPE wood siding, and stone to break the façade up visually, and keep in scale with neighboring buildings.

# Request

The north façade facing Payne St. is staggered and set back approximately 9'-0" from the east corner to the west, to align with adjacent properties along Payne St. (also oriented at an angle), and to appear like two separate facades to keep in scale with the neighboring residences.

The front two-story portion of the building will have partial parapet walls, and railing for the second story rooftop terrace. The rear three-story portion of the building will have a flat roof with parapet walls.

# Request

3. The construction of an approximately (29' W x 13'- 6" D x 11' H) outbuilding at the rear of the property for the purposes of bike storage, and general storage for the community. The building is to have a side facing gable roof with 6:12 pitch clad with asphalt shingles, the exterior of the building is to be clad with lap siding (siding material TBD).

# Request

The south elevation will have two single carriage style garage doors flanking either side of the approximately 36” people door; west elevation will have an approximately 36” people door.

4. There is a an approximately 36” W concrete walk leading form the sidewalk to the front of the building (north façade).

# Request

The concrete walk tees and leads west and curves to run along the west elevation of the building to the rear of the building where there are dumpsters and approximately 6 parking spaces. There is also a concrete walk leading from the rear of the building (south façade) to the out-building and the parking area where it tees and runs the width of the lot in both directions connecting to the other walk.



# Site Context / Background

The building is located on the southeast side of Payne St., four lots west of the intersection with Stoll Ave. The property is zoned R5 within the Traditional Neighborhood Form District. The approximately 600 sq. ft. building is a one-story, painted cement block dwelling, with a hipped roof clad with asphalt shingles, constructed circa 1944 based on city directories and PVA records. It is surrounded by an eclectic mix of historic residential buildings, and contemporary commercial buildings of various styles, materials, and massing.



# Site Context / Background

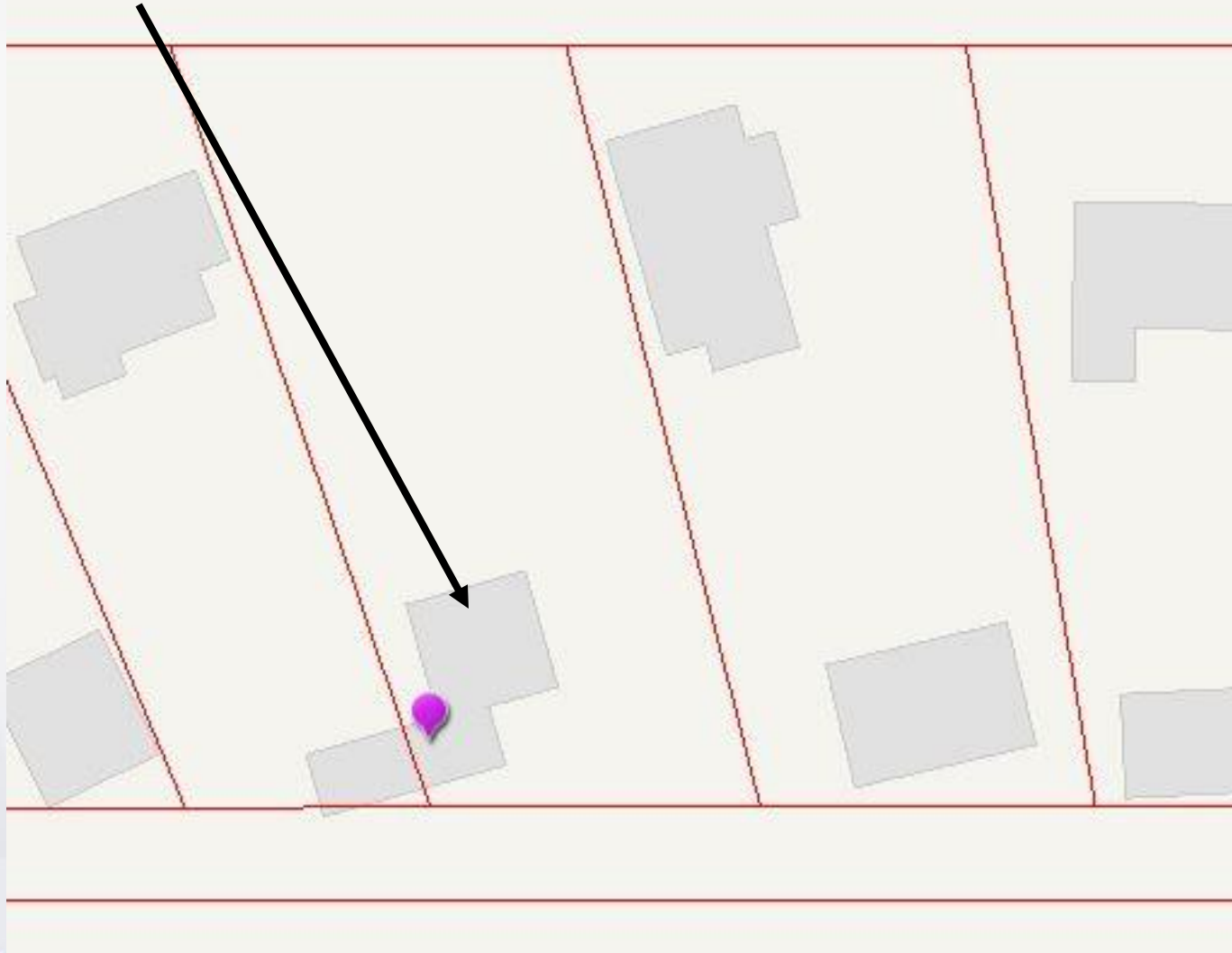
The existing building is currently marked non-contributing on the Clifton Preservation District map and is outside the Clifton National Register Historic District boundary, as well. In the evaluation of the property for this case, staff recommends to the Clifton ARC that it does qualify as historic in terms of its age. The building could be considered contributing to the Clifton Preservation District as it relates to residential development of the Clifton Preservation district in the post-World War II period/mid-Twentieth century.

# Site Context / Background

The building was constructed for Arthur P. Duggins, a retired switchman for L&N Railroad, widower, father of 2. He lived there alone until circa 1960 when he moved into Sacred Heart down the street. The building's location at the rear of the property reads as an accessory structure even though it served as a residence. It is a modest structure with limited architectural detailing.

# Site Map

1728 Payne St.



# Aerial Image





## Land Development Report

April 6, 2020 11:11 AM

[About](#) [LDC](#)

### Location

**Parcel ID:** 070B00360000  
**Parcel LRSN:** 56518  
**Address:** NONE

### Zoning

**Zoning:** R5  
**Form District:** TRADITIONAL NEIGHBORHOOD  
**Plan Certain #:** NONE  
**Proposed Subdivision Name:** NONE  
**Proposed Subdivision Docket #:** NONE  
**Current Subdivision Name:** NONE  
**Plat Book - Page:** NONE  
**Related Cases:** NONE

### Special Review Districts

**Overlay District:** NO  
**Historic Preservation District:** CLIFTON  
**National Register District:** NONE  
**Urban Renewal:** NO  
**Enterprise Zone:** YES  
**System Development District:** NO  
**Historic Site:** NO

### Environmental Constraints

#### Flood Prone Area

**FEMA Floodplain Review Zone:** NO  
**FEMA Floodway Review Zone:** NO  
**Local Regulatory Floodplain Zone or  
Combined Sewer Floodprone Area:** YES  
**Local Regulatory Conveyance Zone:** NO  
**FEMA FIRM Panel:** 21111C0027E

#### Protected Waterways

**Potential Wetland (Hydric Soil):** NO  
**Streams (Approximate):** NO  
**Surface Water (Approximate):** NO

#### Slopes & Soils

**Potential Steep Slope:** NO  
**Unstable Soil:** NO

#### Geology

**Karst Terrain:** YES

### Sewer & Drainage

**MSD Property Service Connection:** NO  
**Sewer Recapture Fee Area:** NO

### Services

**Municipality:** LOUISVILLE  
**Council District:** 9  
**Fire Protection District:** LOUISVILLE #4  
**Urban Service District:** YES





The proposed work for this project includes the demolition of an existing structure at the rear of the property. It is a painted CMU building that is currently vacant. See attached photos of site and structure:



Site with existing accessory structure at rear of property





Existing Residence

The proposed new work consists of a 10 unit multi-family condo building that is two stories at the front of the building and three stories at the rear. This emulated camel back form is meant to relate to the neighboring shotgun homes that are typical along Payne Street. The new structure would be of a more contemporary design consisting of corrugated metal panels, IPE wood siding and stone. The property would take advantage of four on street parking spaces directly in front of the property as well as a bicycle (interior and exterior) and vehicle parking lot in the rear of the property with alley access.

The North façade facing Payne street is partially set back to provide more variety from the street. The varied front façade setback is designed to align with the adjacent buildings along the South side of Payne street which are oriented at an angle. The intent of partially setting back the façade is so that it appears more like two separate facades that would be more in scale with the neighboring residences than a massive, large wall. In addition to physically setting the façade back, there are also a variety of materials to break up the façade and help keep the building in scale with the neighboring buildings.

The front, two story portion of the building would have partial parapet walls and railing with a roof terrace above, while the rear roof would be flat with slightly varying heights and partial parapet walls. While the roof would be a departure from the neighboring buildings, this stretch of Payne Street has a wide variety of designs, materials and roof lines.



North Side of Payne Street





South Side of Payne Street

Images showing proposed structure and the variety of architectural styles along this stretch of Payne Street

The front, two story portion of the building is 25'-4", while the rear portion is 36'-8" tall. Though this building would be taller than the adjacent buildings at it's highest point (towards the rear), we have designed it to minimize the height difference as much as possible. The emulated camel back form will keep the proposed building in scale with the neighboring homes from the Payne Street perspective. The North side of Payne street is elevated a couple feet from the South side of Payne street, so that would also help to minimize the height difference between the proposed structure and the two story buildings across the street.

We have included some of the multi-family structures in the vicinity. There are a variety of designs, some of which are not oriented to Payne Street. We wanted to try to

engage more with Payne Street and the pedestrian scale with the street facing façade of the proposed building. The proposed building would be somewhat similar in width (approximately 3-4 feet wider) and height at the front facade to 1900-1902 Payne Street.



1729 Payne Street  
Estimated 32'-2" from Sidewalk to top of roof





1733 Payne Street

Estimated 30'-0" from Sidewalk to top of roof



1827-1829 Payne Street





1916 Payne Street





1900-1902 Payne Street

# Site Photos



North Side of Payne Street



# Site Photos



Enlarged view of the proposed building and the buildings across Payne Street

# Site Photos



# Site Photos



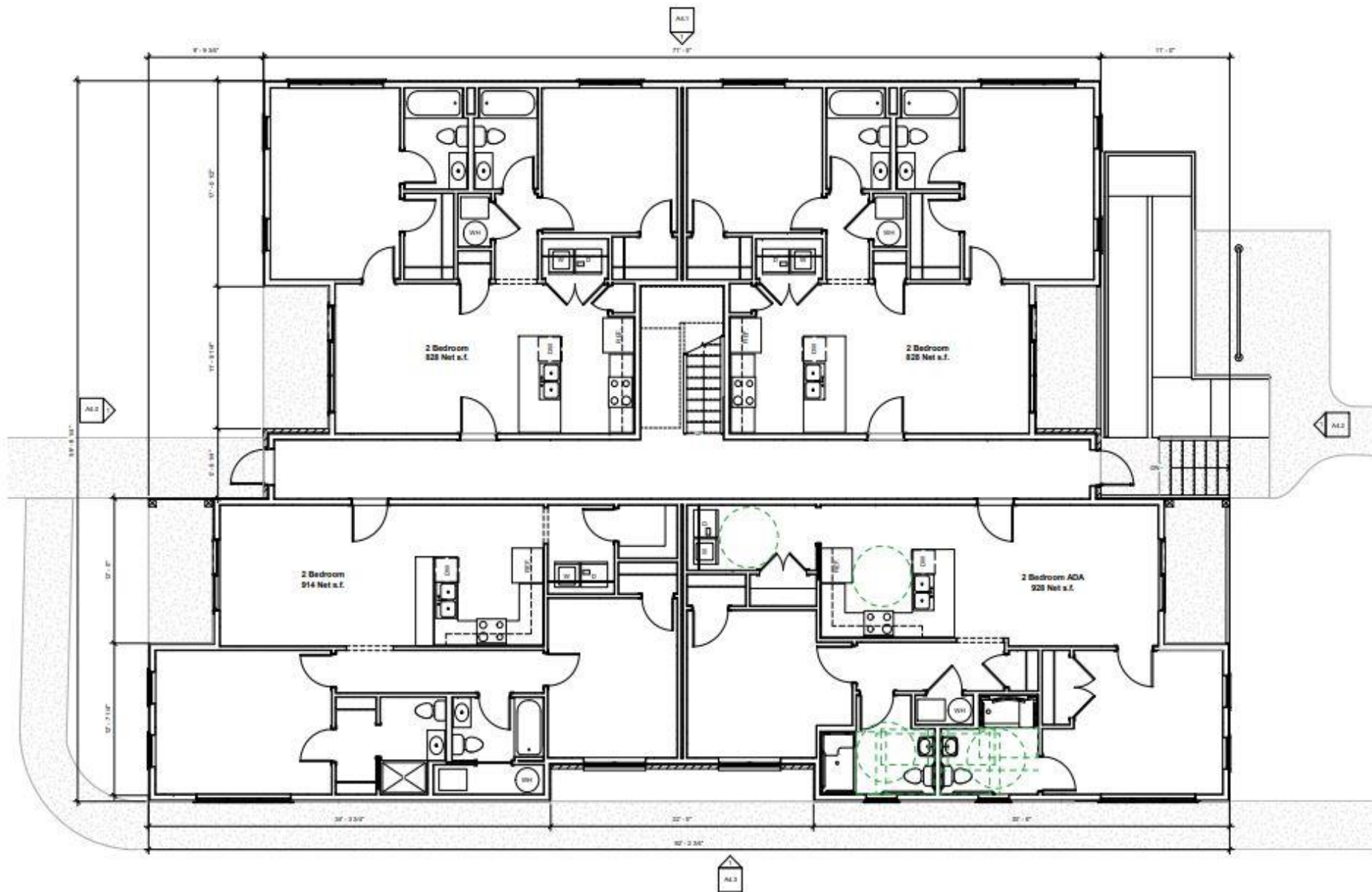


# Site Photos

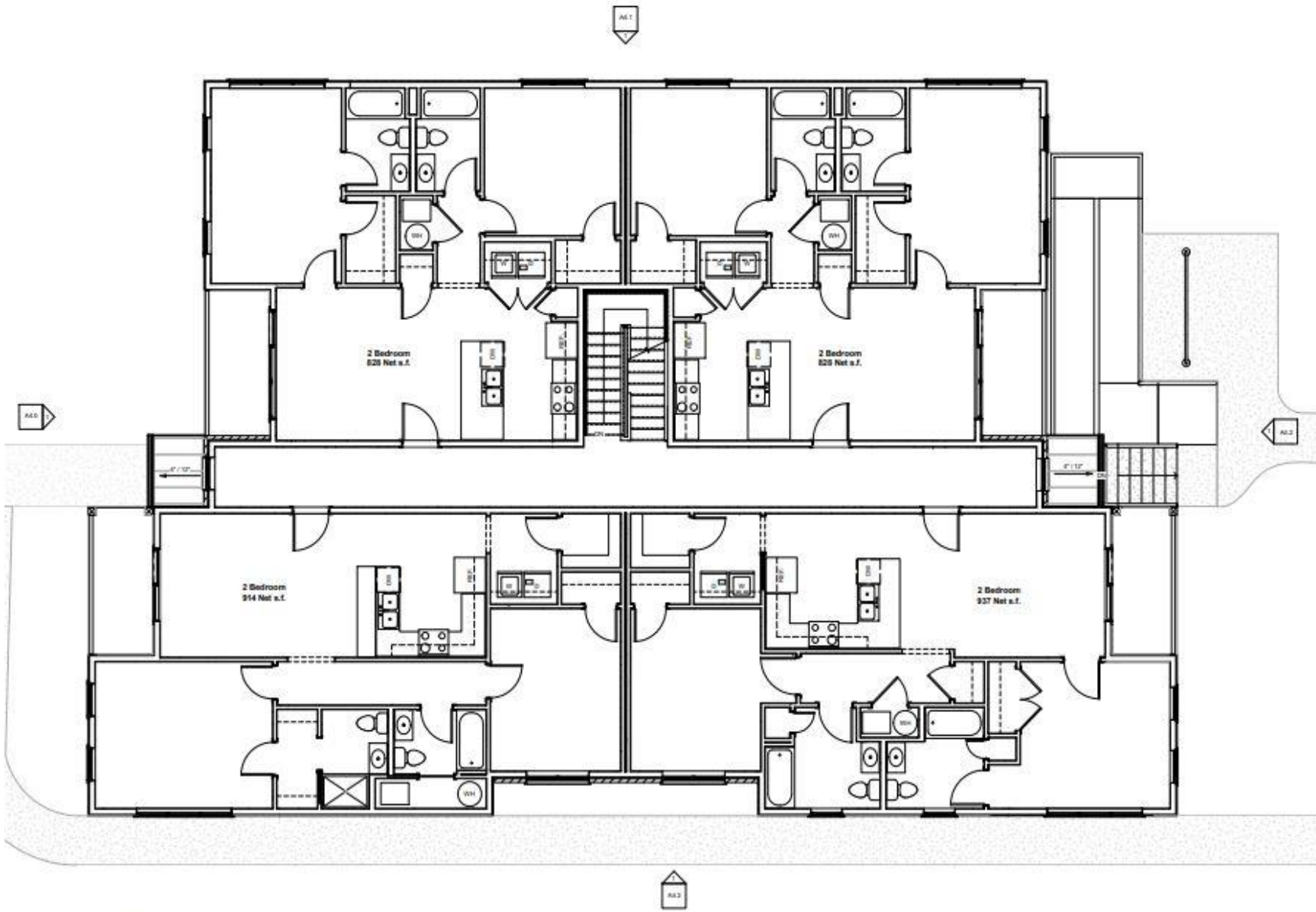








First Floor  
1/4" = 1'-0"



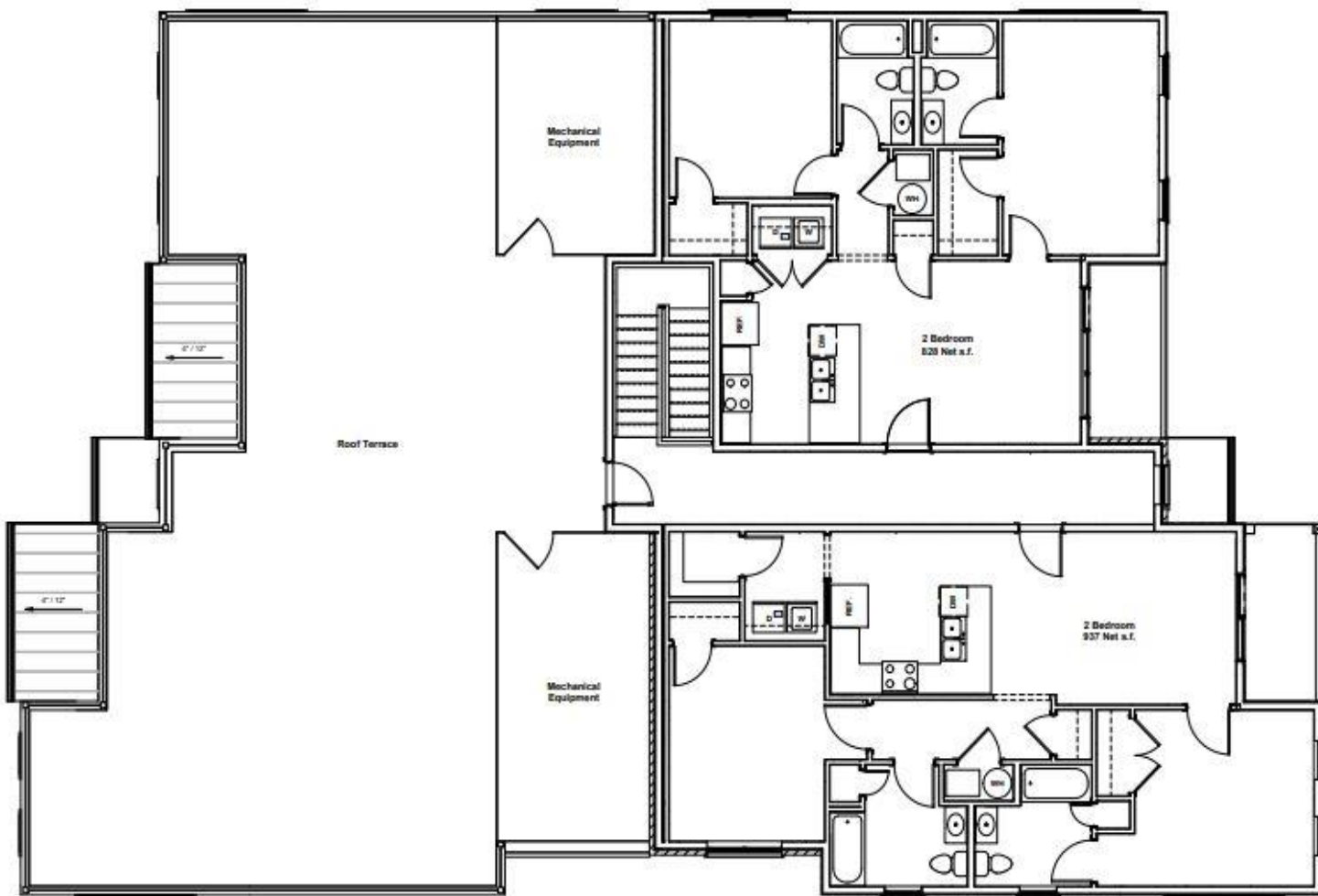
Second Floor  
1/4" = 1'-0"

A4.1

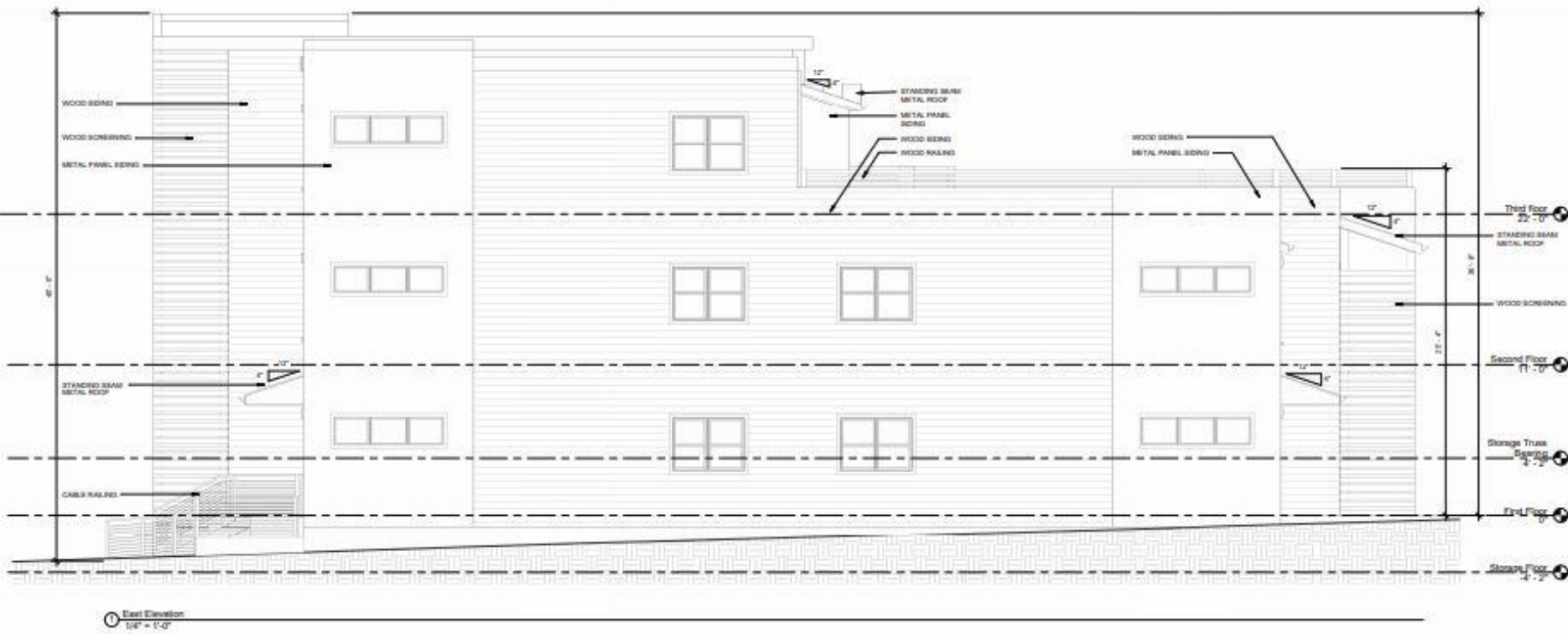
A4.0

A4.2

A4.3

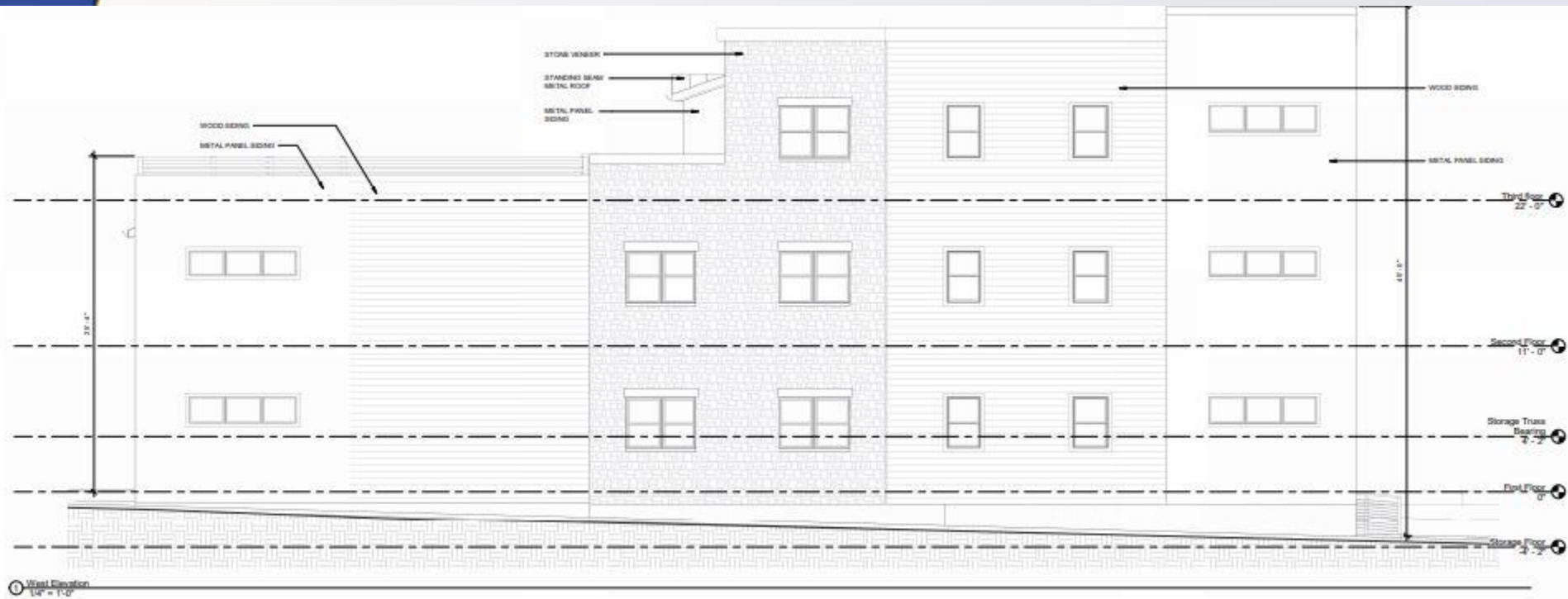














# Conclusion

The proposed changes generally meet the Clifton Preservation District for **Demolition, New Construction - Residential, Garage and Site**. The extant building aligns more with the setbacks of the neighboring auxiliary structures, and not the primary structures on the adjacent lots. The building's placement at the rear of the lot makes it difficult to have any private yard. This is a modest structure characteristic of the construction of accessory structures during the time period.

# Conclusion

The Clifton Demolition Guidelines refer to the Standard Design Guidelines, *Economic Hardship Exemption and Demolition Guidelines* for guidance to evaluate a proposed loss of an historic building. Given that the building was constructed in an accessory structure location, the overall Clifton Preservation District would still be intact and retain its distinctive characteristics. Additionally, the proposed development will create a primary structure on the site which will add to the overall vitality of the district.

# Conclusion

Per **DE1** and **DE8** the applicant shall complete the **Kentucky Historic Properties Survey Forms** and provide them to staff and the SHPO, along with photographic documentation (including interior) prior to demolition. Per **DE2** the applicant shall take precautions on removal of the historic structure to prevent damage to neighboring resources. Staff also asks to be notified of an excavation schedule for the site and if archaeological discoveries such as artifacts, features, and other archaeological deposits are found during demolition and new construction.

# Conclusion

The proposed **New Construction-Residential**, is a contemporary design that emulates the traditional camel back form seen along Payne St. and throughout the district. The new 10-unit condominium building will require a zoning change, if approved by the committee, and will be required to adhere to all applicable regulations per **NCR1**. The proposed new construction is in contradiction to **NCR2** since it will require the demolition of an existing contributing structure. Given its location, the existing building does read as a secondary structure on the site.



# Conclusion

- The building design attempts to mitigate **NCR3** by it being 2 stories in the front with a staggered façade to maintain the existing site line as well as the historic setback per **NCR21**. Proposed materials help break up the visual weight of the design. The scale of the proposed building though taller than neighboring buildings, further adds to the eclectic historic character of the district per **NCR4**. The proposed material choices for the building attempt to meet **NCR5** with use of contemporary materials in a muted color pallet.

# Conclusion

Proposed materials are sympathetic to the size, texture, scale and level of craftsmanship of the surrounding buildings. The proposal is creative in design as **NCR6** encourages. Though the building is large in scale, its form and placement helps to reinforce the human scale of the neighborhood per **NCR7**. The staggered height and front façade generally meets **NCR8** and **NCR9** which encourages not to disrupt important public views, and to reinforce circulation routes. **NCR10** and **NCR 21** by maintaining both the angle and the historic setback of adjacent buildings on the street.

# Conclusion

**NCR11** is generally met since the proposed design does not imitate a historic style or period of architecture. The building is larger than the surrounding buildings and generally contradicts **NCR18**. The proposal generally meets **NCR12** with its use of materials designed to help break up the building visually as is seen along the street in the existing buildings. **NCR14**, **NCR15** and **NCR16** are generally met with the orientation of the front façade, the walk leading from the sidewalk to the front door, and the proposed design of the front door.

# Conclusion

**Garage Design Guidelines G2 and G10** are generally met by the design being complementary in size and form to adjacent structures. The garage / out building is located at the rear of the property, has alley access and proposes parking in the rear for vehicles which meets **G8 and G9**, so it will not be easily seen from the street. The simple, side facing gable roof is similar in orientation to the roofline of the neighboring buildings and will be clad with asphalt shingles per **G12 and G13**. The walls will be clad with lap siding (siding material TBD).



# Conclusion

Per **Site** Design Guideline **ST1** applicant shall use historic mix concrete for any sidewalks, curbing, or apron installed in public view. The applicant proposes 6 parking spaces to be located at the rear of the property which meets **ST5**.

# Recommendations

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

- 1. Wrecking permits shall not be acquired until all Landmarks approvals for the project have been met.**

# Recommendations

2. Kentucky Historic Properties Survey Forms shall be completed by a professional with photographic documentation (including interior) for the building prior to demolition.
3. Staff shall be notified of an excavation schedule for the site and if archaeological discoveries such as artifacts, features, and other archaeological deposits are found during demolition and new construction.
4. Elevation drawings of all new construction, manufacturer's information on materials, exterior paving materials, and a landscaping plan shall be submitted as a new COA application prior to construction.

# Recommendations

5. The proposed lap siding for garage / out building shall have a 3” or 4” reveal depth, and material choice submitted to staff for approval prior to instillation.
6. Any visible poured concrete shall be of historic mix.
7. Storm-water management systems in new construction design and water runoff shall not adversely impact nearby historic resources.



# Recommendations

8. Applicant shall design storage for waste receptacles to be hidden from view.
9. All other required permits and approvals shall be obtained prior to the start of both the demolition and new construction.
10. If the design or materials change, the applicant shall contact staff for review and approval.