Historic Landmarks and Preservation Districts Commission

Report to the Committee

To:	Butchertown Architectural Review Committee
Thru:	Cynthia Elmore, Historic Preservation Officer
From:	Katherine Groskreutz, Historic Preservation Specialist
Date:	June 2, 2021

Case No: 21-COA-0079
Classification: Committee Review

GENERAL INFORMATION

Property Addresses: 835 E. Main St. (primary), 829 E. Main St., 827 E. Main St., 825 E. Main St., 823 E. Main St., 817 E. Main St., 834 E. Washington St. and 836 E. Washington St.

Applicant:
Clifford Ashburner
Dinsmore & Shohl, LLP
101 S. 5th St., Suite 2500
Louisville, KY 40202
(502) 540-2300
clifford.ashburner@dinsmore.com

Owner:
NuLu East Main, LLC
10602 Timberwood Circle, #9
Louisville, Kentucky 40223

Architect:
Mitchell Kersting
Work Design & Architecture
1122 Rogers St.
Louisville, KY 40204
(502) 632-3232
mitchell@wrkarc.com

Estimated Project Cost: TBD

Description of proposed exterior alteration:
The applicant requests approval to demolish a one- to two-story, masonry, non-contributing commercial building located on 835 E. Main Street and 834/836 E. Washington Street

The proposed new construction project is for a new 6-story multi-use building. It will be located on northwest corner of E. Main and S. Campbell Streets and

extend up to the southwest corner of S. Campbell and E. Washington Streets. It will have a footprint of approximately 35,000 square feet with 149,292 square feet of usable space, including 10,000 square feet of retail/restaurant space. The building is proposed to have 141 dwelling units and 122 interior parking spaces. The new structure will have a slightly sloped roof that is 68'-8" on the Main Street and Campbell Street side down to 67'-6" on the Washington Street side. The design of the structure will include articulations, apartment portions of upper floors set back from the base, and exterior sheathing to include composite wood plank siding accents, perforated mesh screening, and dark and light colored EIFs wall panels with a detailed reveal pattern and black metal and glass storefront systems.

The south elevation (front) facing E. Main Street will feature storefronts along the first floor and parking on the second which will be screened by perforated metal panels. The four floors of the upper stories are dedicated to apartment spaces which are set back from the ground floor. Horizontal elements define each floor, by utilizing the same pattern of windows and balconies. There are vertical elements and façade articulation that divide the massing of the structure. The southeast corner features two-story storefront space with a main entrance at the corner and is set back from the main façade to provide outdoor dining space. The upper facades at this corner are deeply set back in and “L” shape to provide a pool deck with glass railing accessed from the third floor. Space for signage or public wall art is shown on the upper floors in the open vertical space on the far-left stairwell tower and the righthand wall overlooking the pool deck. A parking driveway entrance is located to the left with access from E. Main Street.

The east elevation facing S. Campbell Street will continue the storefront system and second floor screened parking. A parking and trash truck driveway entrance, main pedestrian apartment entrance, and bicycle storage is located approximately mid-block. Additional storefront systems then continue to and around the corner of S. Campbell and E. Washington Streets with an additional inset corner entrance to retail space. The upper four stories will have the same features as the front elevation.

The north elevation (rear) continues the storefront system and set back upper three floors around to E. Washington Street. A full height stairwell tower is broken up with windows, a man door system, and differing wall materials. An open common area with a dogrun and patio is adjacent to the first residential home at 828 E. Washington Street, and has the potential to be open to the public to utilize and act as a walkthrough to E. Main Street. The north elevation that is interior to the block is reflective of the same parking, window, and balcony patterns as the other elevations, with the upper four floors set back from the ground and second floor parking.

The west elevation does not face any street. Again, there is the same upper story elevation treatment as the others, with a second full height stairwell tower to the right facing E. Main Street and has the potential for wall signage or public art.

Communications with Applicant, Completion of Application

The applicant first applied for a project on this site on February 15, 2020 as case number 20-COA-0047. Staff met virtually with the applicant and design team on April 28, 2020 to discuss design issues Staff found during the preliminary reviews, especially concerning the treatment of the main corner entrance and the E. Washington Street façades. The applicant held a public meeting with the Butchertown Neighborhood Association on May 5, 2020 to present the project and gather feedback. After that meeting, Staff received seven letters in support of the project and five opposed. During this time due to the COVID19 outbreak, the project was delayed going forward to ARC until new meeting protocol could be set up and that would allow for live public comments. During this time, Staff was informed the applicant was changing design teams, and it was determined to withdraw the previous COA since the design and application information had changed. Staff met with the applicant and new design lead on February 8, 2021 and again on March 30, 2021 to discuss the new designs based on Staff and neighborhood comments. The most significant design changes were: a main entrance was added to the primary corner; the pool and associated buildings were removed from the roof and a pool and patio was added to the newly inset space above the main corner entrance commercial space; the overall height and commercial space was reduced; parking spaces were reduced and were no longer constructed underground and instead would be on the ground and second floors; the apartments on the rear of the building surrounding existing homes on E. Washington Street were stepped further back from the property lines; the E. Washington street facing façade was given greater articulation, more windows, and multiple material treatments to help break up the massing of the stairwell wall and end apartment units; the S. Campbell/E. Washington corner commercial space was brought around with storefront windows facing E. Washington to be more pedestrian oriented along that street; and an open common area courtyard was added that could potentially be open to the public with a rolling gate.

A meeting of the Butchertown Architectural Review Committee is scheduled for 5:30pm on June 9, 2021 via WebEx videoconference.

FINDINGS

Guidelines

The following design review guidelines, approved for the Butchertown Preservation District, are applicable to the proposed project: **Demolition, Site, New Construction - Commercial, and Streetscape.** The report of the 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
From the 1892 Sanborn Maps, historically the site parcels are shown as having been a mix of uses containing residential homes and duplexes, some commercial, and multiple vacant lots at the primary corners of E. Main and S. Campbell Streets.

Currently the site is zoned CM in the Traditional Marketplace Corridor Form District and is located within the Residential Character Area of Butchertown. It consists of multiple vacant parcels from 817 to 829 E. Main Street. The existing building, which is proposed for demolition, extends from 835 E. Main down S. Campbell with the rear façade facing E. Washington street. It is a one- to -two story, masonry, commercial building in a mid-century style with large storefront glass and decorative, textured panels in vertical banding along E. Main and all enclosed painted masonry walls along S. Campbell and E. Washington Streets. Along E. Main Street the site is surrounded by two- to three-story historic masonry commercial buildings, a historic church, a five-story modern mixed used infill building, a two-story modern infill commercial space and vacant lots. A mix of one-and-a-half to three-story historic and modern infill residential homes are located along E. Washington Street

Conclusions
The proposed demolition meets the applicable Butchertown design guidelines for **Demolition**. The building is considered non-contributing and is not attached to any other structure.

The proposed new multi-family structure generally meets the applicable design guidelines for **New Construction – Commercial**, **Site**, and **Streetscape**. The applicant and design team made multiple changes to the initial design that address the concerns staff had and some of the concerns voiced by stakeholders during the public meeting with the Butchertown Neighborhood Association. Parking was moved from being subterranean to being located on the ground and second floors, which was a concern from some neighbors regarding excavation near their property. The updated design of the new structure meets the recommendations of the guidelines for spatial organization, façade organization, and compatibility of roof forms, materials, window patterns, door design, and orientation of the entrances as reflections of the historic context. The structure holds the corner and its street facing setbacks are appropriate. Multiple street trees are proposed where none currently exist.

The project only partially meets guidelines **NC3, NC4, NC12, NC13, NC14, NC15, NC16, NC22, NC34, NC37, NC38, NC41, ST1,** and **ST7**. These guidelines deal primarily with massing, height, setbacks, and parking garage design. The building is significantly taller than surrounding structures and the applicant is requesting a variance to exceed the 50’ maximum height allowed per the Land Development Code. This proposed height creates larger massing in comparison to the surrounding structures, especially the residential homes along E. Washington Street. The applicant is also requesting a waiver to remove the required 15’ landscape buffer on the rear property line abutting these homes. However, the design has tried to mitigate the additional height with four upper

floors being set back from the first two floors and no deep roof overhang on the north façade. The building treatment on the corner of S. Campbell and E. Washington Streets is pedestrian oriented and will be more open than the existing structure that has no window or door openings currently. The open common space provides a deeper buffer than required between the proposed building and the home at 828 E. Washington. The footprint of the building will be setback between approximately 8' to 11'-7" feet from the rear residential property lines, with the upper three floors stepped back slightly further. Staff recommends additional screening and buffering along the interior north façade between the proposed building and the rear residential yards, in particular the first and second floor parking and drive ramps to help soften the visual impact for the neighbors.

As a working-class neighborhood, Butchertown historically developed as a high mix of land use intensities, with industrial or commercial directly adjacent to residential sites. Because of this pattern of land use development, a site like this, which is located along a historic and current high traffic commercial corridor, does not provide the same level of buffer or step down between land use intensities that can be found in more traditional neighborhoods within the city. Given the mixed-use nature of the project, the compatible materials, the high level of articulation and design features that aid to break up the overall massing, and the pedestrian oriented nature at the street level, staff finds the project to be consistent with the historic mix of uses and appropriate for the district.

RECOMMENDATION

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

1. **The first and second floor parking garage areas and drive ramp along the interior north façade shall be screened in a manner that softens the visual impact to residential homes along E. Washington. Inclusion of screens, landscaping, or green walls shall be considered with final designs to be submitted to staff for review and approval.**
2. **Final signage and exterior lighting shall be submitted to staff for review and approval.**
3. **All glazing shall be clear.**
4. **Historic concrete mix shall be used for all sidewalks, patios and other appropriate paving elements.**
5. **The removal of any trees within or immediately adjacent to a public right-of-way or within public open shall require review unless directed by the city arborist in cases of emergency or for other reasons of public safety.**
6. **Streetscape elements shall be provided to staff for review and approval prior to installation.**
7. **All Planning & Design approvals and building permits shall be obtained prior to construction.**
8. **If the design changes, the applicant shall contact staff for review and approval.**

Katherine Groskreutz
Historic Preservation Specialist

06/01/2021
Date

DEMOLITION

Design Guideline Checklist
From Economic Hardship Exemption

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

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 building is not attached to contributing 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.	NA	
DE6	Do take measures to reestablish the street wall after demolition through the use of low fences, walls, and/or vegetation.	+	The proposed new construction will reestablish the street wall

NEW CONSTRUCTION

COMMERCIAL AND INSTITUTIONAL DESIGN GUIDELINES

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

	Guideline	Finding	Comment
NC1	Make sure that new designs conform to all other applicable regulations including the Jefferson County Development Code and Zoning District Regulations.	+	The applicant is working with PDS staff to apply for a variance for the height exceeding 50' and a waiver to eliminate the 15' landscape buffer along property lines adjoining residential zoned property
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.	+	Building proposed for demolition is non-contributing
NC3	Design new construction so that the building height, scale, massing, volume, directional emphasis, and setback reflects the architectural context established by surrounding structures.	+/-	The proposed height of the development is 1 to 4 stories taller and larger in mass than the surrounding structures; the scale corresponds to the context of being located along a main commercial corridor; the proposed setbacks are similar to the existing onsite building and surrounding commercial structures
NC4	Make sure that the scale of new construction does not conflict with the historic character of the district.	+/-	See above
NC5	Select materials and design elements for new construction that are sympathetic with surrounding historic buildings in the district. Materials should be of a complementary color, size, texture, scale, and level of craftsmanship.	+	
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.	+	Proposed materials are compatible with surrounding structures and emphasize the modern design
NC7	Have new construction reinforce the human scale of historic districts by emphasizing the base of the building where this is a character-defining feature.	+	
NC8	Design infill construction that enhances the pedestrian-oriented character of historic commercial districts. Commercial buildings should have a well-defined base at the pedestrian level with details conveying a sense of horizontality and progression along the sidewalk.	+	
NC9	Design new construction in such a way that it does not disrupt important public views and vistas.	NA	
NC10	Plant canopy trees in front of any large-scale new construction to provide a visual sense of consistency along a streetscape.	+	
NC11	Reinforce existing patterns of open space and enclosure, created by circulation routes, fences, walls, lawns, and allees of trees, in designs for new construction.	+	

NC12	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.	+/-	The proposed project uses compatible exterior façade materials and spatial organization; the proposed design presents a scale and massing that is visually out of context with the surrounding residential and some commercial structures
NC13	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.	+/-	Proposed window and door patterns somewhat exceed the existing pattern exhibited in surrounding structures in both volume and organizational rhythm but reflects the modern design and is pedestrian oriented; cornice lines, columns, and storefronts are emphasized along the base
NC14	Design new construction so that the building mass has a similar sense of lightness or weightiness as surrounding historic structures. Mass is determined by the proportion of solid surfaces (walls) to voids (window and door openings).	+/-	Due to its height, the structure presents a pattern of windows and doors that somewhat exceed the normal fenestration pattern adopted by many of the surrounding buildings; the set back of the upper stories and the inset at the upper corner helps mitigate the mass
NC15	Maintain historic patterns of window and door proportion and placement in designs for new construction.	+/-	Proposed window and door patterns somewhat exceed the existing pattern exhibited in surrounding structures in both volume and organizational rhythm but reflects the modern design and is pedestrian oriented
NC16	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.	+/-	Large storefront glass is similar to other commercial structures; the upper windows are solid glass and do not have any muntin configuration which reflects the modern design
NC17	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.	+	
NC18	Design new construction so that the orientation of the main entrance is the same as the majority of other buildings on the street.	+	
NC19	Retain the character-defining features of a historic building when undertaking accessibility code-required work.	NA	
NC20	Investigate removable or portable ramps as options to providing barrier-free access.	NA	
NC21	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 way that does not damage historic fabric and is as unobtrusive as possible.	NA	All ground level entrances are at grade

NC22	Design infill construction so that it is compatible with the average height and width of surrounding buildings. The rhythm of the façade should also reflect the characteristic rhythm of existing buildings on the street. Vertical elements (doors, columns, and storefronts) should be spaced approximately every 20 to 40 feet at the pedestrian level.	+/-	The proposed structure exceeds the established average height of the surrounding buildings and thus presents a building mass greater than the established historic context; the set back of the upper stories and inset upper corner of the structure help mitigate the effect on surrounding structures; the rhythm is similar to surrounding commercial structures and vertical columns and wall breaks are spaced along the facades at the pedestrian level
NC23	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.	+	The proposed structure has a similar floor-to-floor height as surrounding commercial/mixed use structures; the floor-to-floor height is not consistent and is not a character defining feature along this portion of E. Main Street
NC24	Incorporate set-back upper stories into designs for new construction that exceed the established cornice line.	+	A set back in the upper stories occurs on a majority of all the façades
NC25	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. New construction should be built out to the property lines where this is a character-defining feature.	+	
NC26	Historic commercial properties have long been anchors in Louisville's preservation districts. Construction of commercial properties on vacant corner lots should preferably be built to the corner with an entrance oriented to the corner.	+	
NC27	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.	+	
NC28	Ensure that the roofs of new buildings relate to those of neighboring historic structures in pitch, complexity, and visual appearance of materials.	+	
NC29	Follow the precedent set by adjacent buildings when designing rooflines for infill construction. Where the predominate form is flat, built-up roofs are preferred. Where the predominate 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.	+	Flat roof matches surrounding structures along E. Main Street
NC30	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.	+	
NC31	Design new construction to emphasize the existing cornice line on each block where this is a character-defining feature.	+	
NC32	Integrate mechanical systems into new construction in such a way that rooftops remain uncluttered.	+	Will not see the rooftop from the street
NC33	Make provisions for screening and storage of trash receptacles when designing new construction.	+	
NC34	Use an exterior sheathing that is similar to those of other surrounding historic buildings.	+/-	Glass and composite wood siding is similar; patterned EIFs, concrete, and textured metal panels are compatible and reflect the modern design
NC35	Use masonry types and mortars that are similar to surrounding buildings in designs for new construction.	NA	

NC36	Do not use modern "antiqued" brick in new construction.	NA	
NC37	Design parking garages so that they relate closely to adjacent structures. Their facades should reflect the hierarchical organization and design elements seen on surrounding buildings.	+/-	The proposed parking garage is internally located within the perimeter envelop of the building and is screened on primary façades; see conditions of approval
NC38	Design new construction so that access to off-street parking is off alleys or secondary streets wherever possible.	+/-	No alley access; parking garage entrances are located at the far west end along E. Main and the middle of S. Campbell streets
NC39	Generally, leave at least 20 percent of a parking lot's surface area unpaved and planted. All parking lots must meet the minimum requirements of the city's Development Code. Perimeter landscaping, fencing, colonnades, or other construction that visually continues the building line along open sidewalks is encouraged.	NA	
NC40	Generally speaking, parking should be located in the rear.	NA	
NC41	Design required new parking in such a way that it is as unobtrusive as possible and minimizes the impact on the historic setting. Shared parking areas among groups of businesses is encouraged.	+/-	Located internally on the ground and second floors; screened from the street by ground floor commercial space and decorative perforated metal panels on primary façades; see conditions of approval
NC42	Do not build additional surface parking lots within the West Main Preservation District.	NA	
NC43	Incorporate storm-water management provisions into the design of new construction, so that any related runoff will not adversely impact nearby historic resources.	+	
NC44	Do not create additional open space within the West Main Historic District.	NA	

SITE

Design Guideline Checklist

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

	Guideline	Finding	Comment
ST1	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.	+/-	The proposed height of the development is 1 to 4 stories taller and larger in mass than the surrounding structures; the scale corresponds to the context of being located along a main commercial corridor
ST2	Retain established property line patterns and street and alley widths. Any replatting should be consistent with original development patterns.	+	
ST3	Use paving materials that are compatible with adjacent sites and architectural character.	NSI	See conditions of approval

ST4	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.	NSI	See conditions of approval
ST5	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.	NA	
ST6	Do not harm historic resources through road widening or underground utility repair.	NA	
ST7	Locate driveways, parking areas, and loading docks to the side and rear of properties. Access from alleys is preferred.	+/-	No alley access; parking garage entrances are located at the far west end along E. Main and the middle of S. Campbell streets; utility and trash access is located on side and rear
ST8	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.	+	Site is flat
ST9	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.	NA	
ST10	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.	NA	
ST11	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	
ST12	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.	NA	
ST13	Install only historically-compatible iron fencing under 2'-5" in height where there is demonstrable historic precedent.	NA	
ST14	Do not install front-yard fencing where there is no historic precedent.	NA	
ST15	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.	+	The rear common area fencing is setback from the E. Washington street facade
ST16	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.	+	Fence will be perforated metal screen
ST17	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.	NSI	See conditions of approval
ST18	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.	NSI	See conditions of approval

ST19	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	Parking is internal to the building
ST20	Use high-pressure sodium or metal halide lights to create a soft illumination where site or streetscape lighting is desired.	NSI	See conditions of approval
ST21	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.	+	
ST22	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.	+	There are few trees onsite currently; street trees will be added along all three street facing facades
ST23	Ensure that all proposed cellular towers and associated fixtures will be properly screened from view.	NA	
ST24	Install utility lines underground whenever possible.	+	

STREETSCAPE

AND PUBLIC OPEN SPACE

Design Guideline Checklist

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

	Guideline	Finding	Comment
SS1	Maintain original curbing whenever possible. 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.	NSI	See conditions of approval
SS2	Restore and reuse historic paving materials, such as brick and hexagonal pavers and limestone curbing, whenever possible.	NA	
SS3	Retain historic circulation patterns, gateways, entrances, artwork, and street furniture, wherever they are character-defining features, especially in pedestrian courts.	+	
SS4	Limit the installation of street furniture, such as street lights, garbage cans, bus shelters, telephone booths, and kiosks, to avoid overly-cluttered streetscapes. Street furniture should be durable, easy to maintain, and of a simple traditional design that is not falsely historical. If reproduction fixtures are desired for elements such as benches and streetlights, their design should be based upon historic precedent as established by photographic or pictorial evidence.	NA	See conditions of approval
SS5	Do not carry out excavations or regrading adjacent to a historic building or site, which could cause the foundation to shift or destroy significant archeological resources.	NA	
SS6	Use understated fixtures when installing any type of exterior lighting. Fixtures should not become a focal point.	NSI	See conditions of approval

SS7	Use high-pressure sodium or metal-halide lights to create a soft illumination where site or streetscape lighting is desired.	NSI	See conditions of approval
SS8	Canopy street trees help define the streetscape and should be retained unless they pose a safety hazard. 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 in cases of emergency or for other reasons of public safety.	+	Street trees are proposed; see conditions of approval
SS9	Enhance established street tree patterns by planting additional trees along public rights-of-way and on private property. Select native deciduous species as canopy trees or trees appropriate to the period and character of the district. Consult with the city forester to determine what tree species are suitable for placement near overhead wires.	+	
SS10	Take the health and shape of trees into account when pruning. Overpruning should be avoided.	NSI	
SS11	Install public utility lines underground whenever possible.	+	