



METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

Metropolitan Historic Zoning Commission
Sunnyside in Sevier Park
3000 Granny White Pike
Nashville, Tennessee 37204
Telephone: (615) 862-7970
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STAFF RECOMMENDATION 1235 Fifth Avenue North May 21, 2014

Application: Demolition—outbuildings; New construction—infill
District: Germantown Historic Preservation Zoning Overlay
Council District: 19
Map and Parcel Numbers: 08209029200
Applicant: John Root, architect
Project Lead: Melissa Baldock, melissa.baldock@nashville.gov

<p>Description of Project: The applicant proposes to construct a two-story, mixed use development at the southwest corner of Fifth Avenue North and Monroe Street. As part of the project, a modern pergola and covered garden structure will be demolished</p> <p>Recommendation Summary: Staff recommends approval of the demolition and proposed infill with the following conditions:</p> <ol style="list-style-type: none">1. Staff review a brick and a stone sample, the material for the basement stairs, and all window and door specifications;2. HVAC units and other utilities be located at the rear of the structure or on the roof;3. Staff review any new appurtenances, including all railings, the paving material for the parking area, the dumpster enclosure design and materials, any new fences or walls, and all exterior lighting fixtures. <p>With these conditions, Staff finds that the project meets the design guidelines for demolition and new construction in the Germantown Historic Preservation Zoning Overlay.</p>	<p>Attachments A: Photographs B: Site Plan C: Elevations</p>
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Vicinity Map:



Aerial Map:



Applicable Design Guidelines:

2.0 New Construction within historic context

2.1 General Principles

- 2.1.1 Guidelines apply only to the exteriors of new construction. Public facades shall be more carefully reviewed than non-public facades. *Public facades are those that are visible from the public right of way, street or streets. Non-public facades are those not visible from the public right of way, street or streets. Facades facing the alley are generally not considered public facades.*
- 2.1.2 Construction in Historic Germantown has taken place continuously from the mid-19th through the early 20th centuries and a variety of building styles and types have resulted. New buildings should continue this tradition while remaining compatible with the existing historic context.
Because a great variety of historic building forms exist within Germantown, more flexibility in design is possible than might be the case for more architecturally homogenous historic neighborhoods.
- 2.1.3 Because new buildings should relate to an established pattern and rhythm of existing buildings, both on the same and opposite sides of the street, a dominance of the pattern and rhythm should be respected and should not be disrupted.
- 2.1.4 New construction should be consistent and compatible with existing buildings along a street in terms of height, scale, setback, relationship of materials, texture and color; roof shape; orientation; and proportion and rhythm of openings.
- 2.1.5 Reconstruction of a historic building which no longer exists may be appropriate if it meets these criteria: it was formerly located on the site on which the reconstruction is proposed; it contributed to the historic and architectural integrity of the area; it was compatible in terms of style, height, scale, massing, and materials with the buildings immediately surrounding the site; and pictorial documentation supports its accuracy.
- 2.1.7 The MHZC does not review paint colors on wood or metal surfaces.
- 2.1.8 Painting of masonry materials is reviewed by the MHZC.

2.2 Site and Building Planning

2.2.1 Setbacks

1. Maintain the prevailing setbacks from the street within a block.
2. When a definite rhythm of spacing along a street is established by existing lot and building width, infill construction shall maintain that rhythm.
3. Wings, porches, and secondary building elements should be at similar setbacks to existing context.
4. Corner Lots: New construction should appropriately address setbacks on both streets.
5. Alley Setback: Setback from any alley (rear or side) shall be a minimum of 5 feet in order to retain the historic urban street character.
6. Corner Commercial: Historic corner commercial buildings within the NR historic district were typically built to the property line/sidewalk. Setbacks for the construction of new corner commercial structures shall be compatible with this historic precedent.

2.2.2 Orientation: The orientation of a structure's primary facade shall be consistent with that of adjacent historic buildings.

2.2.3 Massing and Scale

1. In new construction, the size of a building, its mass in relation to open spaces and its windows, door openings and porches should be visually compatible with the surrounding buildings.
2. The visual mass of the building shall be at or near the same setback as buildings on adjacent sites.
3. When multiple lots or parcels are assembled within the district, buildings shall be designed to be compatible with the adjacent structures. New structures shall employ design techniques that break the facades into multiple vertical elevations.

2.2.4 Height

1. New buildings shall be constructed to a height which is compatible with the height of adjacent buildings.

Characteristics of the following shall be considered in determining compatibility of height; adjacent properties, historical precedent, height of existing historic structures within the District, location within the District, topography and view corridor.

Generally, historic single-family residential structures are one or two stories in height. Special features of limited height such as towers or turrets may be acceptable.

Greater height may be appropriate for commercial and multi-family structures, where there is a lack of historic context along a block.

Consideration may be given to the physical characteristics of a property in determining compatible heights (e.g. exceptional topographic condition, lot size and/or lot shape) In such cases, where height may be greater, height is guided by the Germantown Detailed Neighborhood Design Plan, a component of the General Plan of the Government of Nashville and Davidson County, while ensuring an appropriate transition to smaller historically significant buildings that abut or are across the street or alley from a proposed new building.

2.3 Foundations

- 2.3.1 The foundation height shall be visually compatible, by not contrasting greatly, with those of surrounding historic buildings.
- 2.3.2 For new structures, brick, limestone or split-face concrete block may be used for either pier or solid perimeter foundations. Intervening spaces may be filled with an open lattice work.
- 2.3.3 Foundation access doors shall be located on the side or rear of the building. Slab-on-grade foundations may be appropriate for commercial buildings. Slab-on-grade foundations are generally not appropriate for residential infill buildings.

2.4 Walls/Exterior Materials

- 2.4.1 Masonry materials and wood siding were primarily used in the district and should continue to be predominant. Other materials may be used if they possess characteristics similar in scale, design, finish, texture, durability, and detailing to historic materials and meet *The Secretary of the Interior's Standards*.
- 2.4.2 The relationship and use of materials, texture, details and material color of a new building's public facades shall be visually compatible with and similar to or shall not contrast conspicuously with those of adjacent historic buildings.
- 2.4.3 Large expanses of featureless wall surface are not appropriate. It is most appropriate for materials to change between the foundation to the first floor.
- 2.4.4 Exterior Insulation Finish Systems (E.I.F.S) and vinyl siding are not appropriate exterior materials.
- 2.4.5 Traditional brick colors range from dark red-orange to dark red. The use of "antique" reproduction or multi-colored brick is not permitted.
- 2.4.6 Clapboard siding should exhibit an exposure of 3 to 5". Wood or composite siding and trim (ex. Hardi-plank) are appropriate. Composite materials must match the visual and durability characteristics of wood.

2.5 Doors

- 2.5.1 The relationship of width to height of doors and the rhythm of solids (*walls*) to voids should be compatible with surrounding buildings. (*Exterior doors often have transoms, giving them a tall, narrow proportion.*)
- 2.5.2 Primary entrances shall be in locations similar to those used historically for primary entrances.
- 2.5.3 Door openings should be recessed (2" minimum) on masonry buildings, as they are traditionally, rather than flush with the rest of the wall.
- 2.5.4 Front doors shall be wood and at least half-glass.

2.6 Windows

- 2.6.1 The relationship of width to height of windows and the rhythm of solids (*walls*) to voids should be visually compatible with surrounding buildings. (*Exterior windows are generally tall and narrow in proportion*)
- 2.6.2 Tinted, reflective, or colored glass are generally not appropriate.
- 2.6.3 Window openings should be recessed (2" minimum) on masonry buildings, as they are traditionally, rather than flush with the rest of the wall.
- 2.6.4 For new commercial structures a significant portion of the street level façade shall be transparent (i.e., doors and windows) to provide visual interest and access for the pedestrian.
- 2.6.5 On corner commercial buildings, glazing shall address both streets.

2.6 Porches / Entrance/ Recessed Entries

- 2.6.1 Primary building entrances should be oriented towards the street.
- 2.6.2 Within the district front porches and recessed entries are common on residential and commercial buildings. New construction (specifically of single and multi family homes) shall provide an entry that utilizes elements of a porch to create a transition from the outside (*public domain*) to the inside (*private domain*).
- 2.6.3 The height of porch roofs shall be compatible, by not contrasting greatly, with those of surrounding historic buildings.
- 2.6.4 Entrances to commercial buildings should be recessed.

2.7 Roof

- 2.7.1 The roofs of new buildings should be visually compatible by not contrasting significantly with the roof shape, pitch, and orientation of surrounding buildings. (*Predominant roof shapes are gables and hips with slopes ranging from 35 to 50 degrees, 7/12 to 14/12*).
- 2.7.2 Roof-top equipment, skylights, solar panels, and roof penetrations located on or attached to the roof shall be located so as to minimize their visibility from the street. *Generally, they should be placed rear of the mid-point of the building.*
- 2.7.3 Within the district are surviving examples and/or pictorial evidence of commercial, multi-family, and institutional buildings having a low slope roof behind a parapet wall. Therefore, low slope roofs may be appropriate for buildings of similar use within the district.

2.8 Utilities / Mechanical

- 2.8.1 Utility connections such as gas meters, electric meters, electric service mast and power lines, phone, cable, satellite TV and HVAC condenser units should be located so as to minimize their visibility from the street. Exterior utilities and mechanical equipment shall generally be located in the rear or side yard and/or screened when visible from the street.
- 2.8.2 Appurtenances related to new buildings and additions, should be visually compatible with the environment established by surrounding existing buildings and the site on which they are located.

2.9 Outbuildings / Garages / Carports / Accessory Buildings

- 2.9.1 Historically, outbuildings, garages and carports were either very utilitarian in character, or (particularly with more extravagant houses) they repeated the roof forms and architectural details of the houses to which they related. Generally, either approach is appropriate for new outbuildings. Brick, weatherboard, and board-and-batten are typical siding materials. Outbuildings with weatherboard siding typically have wide corner boards and window and door casings (trim).
- 2.9.2 Outbuildings, garages, carports and accessory buildings shall be located to the rear of the property. When a definite rhythm along a street/alley is established by uniform lot and building width, infill construction shall maintain that rhythm.
- 2.9.3 The predominant vehicular access to properties within the District should continue to be through the use of alleys. Garages and carports shall be accessed from the service alley as is typical for historic buildings in the district. For most residential lots new curb cuts on

public streets are generally not appropriate. The removal of unnecessary existing curb cuts on primary streets is encouraged. It is acknowledged that in some cases alley access may not be possible or practical.

In this case, curb cuts and driveways at the public street should be minimized and the width of parking access should be limited. Curb cuts and driveways shall be located so they are visually less dominant.

- 2.9.4 The design of outbuildings, garages, carports and accessory buildings shall not be visually disruptive to the character of surrounding buildings.
- 2.9.5 The size and mass of outbuildings, garages, carports and accessory buildings in relation to open spaces and its windows and openings shall be visually compatible with the primary building and surrounding buildings.
- 2.9.6 Swimming pools are to be located in the rear yard or appropriately screened from view and set back from the street; fencing around swimming pools required by zoning ordinance must comply with these design guidelines.
- 2.9.8 Portable storage buildings less than 100 square feet are not reviewed by the MHZC.

5.0 Site Improvements/ Appurtenances

Site improvements or appurtenances include fences, walls, sidewalks, paving or driveways, parking areas, exterior lighting, utility connections, and other permanent landscape features.

Historic architecturally-significant site improvements should be maintained, and repaired using historically appropriate materials and methods.

5.1 Fences & Walls

Character-defining features of historic fences and stone retaining walls including gates, decorative pickets, finials, and hardware should be preserved. Repair rather than replace fence and wall materials. For irreparable elements replacement features shall match the original features.

- 5.1.2 Fences or walls may be utilized to demarcate property lines and screen private areas from public view.

- 5.1.3 New fences and walled areas shall be compatible with the building site and streetscape in terms of location, height, opaqueness; design, style, materials composition, scale, proportion, color and texture.

Consideration of the physical characteristics of a property and its use will be given in determining appropriate fence heights and location (e.g. exceptional topographic condition, lot location within the District (street corners etc), adjacent to non compatible use, lot size and/or shape)

Walls of solid masonry construction within the front setback are permitted up to 24" in height.

Fences shall be constructed of wood, metal or masonry. Vinyl is generally not an appropriate fencing material.

The combination of fences and walls in front setbacks shall not exceed 48". Generally side yard fences from the street to a distance of 10' behind the front (public) façade shall not exceed 48".

Side yard fences shall be located a minimum of 10' behind the front (public) façade and shall not exceed 72" in height. (Exception: Fences may be 96" in ht. when the top 24" is open in nature).

Rear yard / privacy fences shall not exceed 72". (Exception: Fences may be 96" in height when the top 24" is open in nature).

- 5.1.4 Coordination of style and materials with adjacent properties is encouraged where appropriate.
- 5.1.5 In general chain link fencing is not appropriate. Black or dark green chain link fencing may be used for pet enclosures or at the rear of the lot when it is screened from public view.

5.2 Sidewalks

- 5.2.1 New sidewalks or walkways should remain visually compatible with the materials and placement of historic walkways.
- 5.2.2 Curb cuts on public streets are generally not appropriate. The removal of existing curb cuts on primary streets (where a lot can be accessed from the alley) is encouraged to bring non conforming properties into conformance.
- 5.2.3 Original sidewalks and walkways, including details such as original curbstones, brick, etc., should be preserved in their original state as closely as possible. Special care shall be taken to preserve existing specimen trees and significant landscape elements.
- 5.2.4 Pathways and walkways providing access to buildings shall be serviceable and relate to the building in scale, width, placement and material.
- 5.2.5 Brick, concrete, concrete pavers, stone, and stepping stones are appropriate walkway materials.

5.3. Paving/Driveways/Parking Areas and Parking Lots

- 5.3.1 The predominant vehicular access to properties within the District should continue to be through the use of alleys. It is acknowledged that in some cases alley access may not be possible or practical. In this case, curb cuts and driveways at the public street should be minimized and the width of parking access should be limited. Curb cuts and driveways shall be located so they are visually less dominant.
- 5.3.2 Vehicular access to new developments (specifically large lot developments) shall be executed with techniques that minimize interruption to the sidewalk network and the pedestrian environment. Cross access between parking areas to minimize street curb cuts and adjacent driveway is encouraged.
- 5.3.3 Parking structures should generally be located below or behind buildings and landscaped to mitigate their visual impact.
- 5.3.4 Parking structures that are located close to the sidewalk are encouraged to include retail uses at street level to minimize the visual impact of the structure and engage the pedestrian network - Where street level retail uses are not feasible, architectural treatments shall be used to modulate the façade breaking the mass and horizontal lines typical of parking structures. Facades of parking structures facing public streets shall have flat (non sloping) floor plates.
- 5.3.5 Shared parking facilities that efficiently utilize parking spaces are encouraged.
- 5.3.6 Garages and carports shall be accessed from the service alley as is typical in the district. For residential lots new curb cuts on public streets are generally not appropriate. Where a lot can be accessed from the alley, the removal of existing curb cuts on primary streets is encouraged.
Where an existing lot cannot be accessed from the alley executed vehicular access shall be executed with techniques that minimize interruption to the sidewalk network and the pedestrian environment.
- 5.3.7 Swimming pools are to be located in the rear yard or appropriately screened from view and set back from the street; fencing around swimming pools required by zoning or inance must comply with these design guidelines.
- 5.3.8 Portable storage buildings less than 100 square feet are not reviewed by the MHZC.

5.4 Exterior Lighting/ Miscellaneous

- 5.4.1 Dumpsters and other trash containers shall be located with techniques that minimize interruption to the sidewalk network and the pedestrian environment. The most appropriate location for dumpster and trash containers is in the rear yard or alley and screened from public view.
- 5.4.2 Exterior lighting fixtures shall be compatible in style, size, scale and material with the character of the structure and neighborhood.
- 5.4.3 Avoid spilling light onto adjacent structures, signs, or properties.
- 5.4.4 Ground mounted light fixtures/spotlights shall be screened from public view.

7.0 Demolition

7.1 General Principles

7.1.1 Since the purpose of historic zoning is to protect historic properties, the demolition of a building that contributes historically and architecturally to the character and significance of the district is not appropriate and should be avoided.

7.1.2 Demolition is considered the removal of any structure or portion of a structure that affects the visual appearance of the building from the exterior. It includes the removal of floors or sections of the building that are enclosed by the original façade.

7.2 Guidelines

7.2.1 Demolition is not appropriate if a building or a major portion of a building contributes to the architectural or historical significance or character of the district.

7.2.2 Demolition is appropriate if a building or a major portion of a building does not contribute to the historical or architectural character and importance of the district.

7.2.3 Demolition is appropriate if a building or a major portion of a building has irretrievably lost its architectural and historical integrity and importance, and its removal will result in a more historically appropriate visual effect on the district.

7.2.4 Demolition is appropriate if the denial of the demolition will result in an economic hardship on the applicant as determined by the MHZC in accordance with section 17.40.420, as amended, of the historic zoning ordinance.

7.2.5 Where demolition has been allowed, MHZC may require historic structures to be documented through photographs, a site plan and floor plans, and those significant architectural components of a building are salvaged.

Background: 1235 Fifth Avenue North is located at the southwest corner of Monroe Street and was, until recently, the side yard to the historic house at 1231 5th Avenue North (Figures 1-3). The lot at No. 1235 was recently subdivided from the lot at 1231 5th Avenue North. Currently on the lot is a modern wood pergola that is approximately fifteen feet by twenty-one feet (15' X 21') and that will be demolished. A covered garden structure along Monroe Street will also be demolished.



1235 5th Avenue North, as seen from the corner of 5th and Monroe



Figure 2. Monroe Street side of the property, showing the pergola and covered structure to be demolished.



Figure 3. The 5th Avenue North side of the property.

Analysis and Findings: The applicant proposes to construct a two-story, mixed use development at the southwest corner of 5th Avenue North and Monroe Street. As part of the project, a modern pergola and covered garden structure will be demolished.

Demolition. The project requires the demolition of a fifteen foot by twenty-one foot (15' X 21') wooden pergola and a covered garden structure along Monroe Street (Figures 4 & 5). The dates of construction for the pergola and the covered garden structure are unknown, but the structures do not appear on the 1957 Sanborn map (Figure 6). It is likely that these structures were constructed in the mid-2000s. The two structures are not historic and do not contribute to the historical or architectural character and importance of the district. Staff therefore finds that their demolition meets guideline 7.0.



Figure 4. The pergola to be demolished.



Figure 5. The covered structure to be demolished

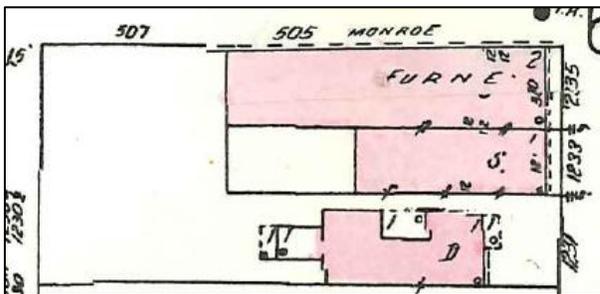


Figure 6. The 1957 Sanborn map does not show the existing pergola and covered garden structure.

Massing and Scale. The infill for 1235 5th Avenue North is proposed to be a two-and-a-half story commercial structure. The structure will be thirty-six feet (36') wide (along 5th Avenue North) and ninety-nine feet (99') deep (along Monroe Street). It will have a footprint of approximately three thousand, five hundred and sixty-four square feet (3,564 sq. ft.), and will cover approximately forty-five percent (45%) of the lot. The facades along Fifth Avenue North and Monroe Street will be broken up vertically into different elements, with slightly different heights and differences in detailing. On the roof will be both a stair bulkhead and an elevator bulkhead. The elevator bulkhead will be the same height as the rear stair element and will have a metal canopy. Staff finds that the proposed massing and scale of the structure matches the varied immediate context, which contains new and old residential structures, new multi-family developments, and new and old commercial structures. Staff finds that the new infill meets guideline 2.2.3.

Height. The proposed new structure will be two-stories plus a raised basement, necessitated by the raise in grade towards the back of the lot. The primary corner portion of the structure will be thirty-seven feet, six inches (37'6") tall, while the flanking side portions will be thirty six feet (36') tall. The rear twenty-three feet (23') of the Monroe Street façade contains a stairwell; it is three stories and forty-two feet (42') tall. By comparison, most of the structures in the immediate context are between twenty and forty-two feet (20' – 42') tall, not including some churches and large industrial complexes that are even taller. Across 5th Avenue North from this site, the Commission approved in 2013 a new multi-unit development that is approximately thirty-eight feet, eight inches (38'8") tall from grade. Staff finds that the height, while slightly taller than the guidance of a maximum height of thirty-five feet (35'), meets the design guidelines because it is within the range of nearby building heights, and the design guidelines do allow for additional height for features such as stair towers. Staff finds that the project meets guideline 2.2.4.

Orientation and Setbacks. The new infill will have a primary entrance at the corner of Fifth Avenue North and Monroe Street. The entrance will be chamfered and recessed at the ground floor, although the upper story is not chamfered, providing a cover for the entryway. Along Monroe Street there will be a recessed entry towards the rear of the structure and there will be a six foot (6') deep area for outdoor dining, accessed via three double storefront-type doors. The building will address both Fifth Avenue North and Monroe Street appropriately.

The new structure will meet all base zoning setbacks. The bulk of the structure along Fifth Avenue North will be five feet (5') from the sidewalk line. The structure will be set back eight feet, four inches (8'4") from the sidewalk line towards the south part of the Fifth Avenue North façade to allow for a stairwell down to the basement level. This will also help the structure transition from the residential streetscape to the south to the commercial corner. The 1957 Sanborn map shows that the previous structure on the site, which was likely commercial or industrial, also was set back about five feet (5') from the sidewalk.

At the corner of Fifth Avenue North and Monroe Street, entry stairs will extend to the sidewalk level. Along Monroe Street, the structure is set back between five and six feet (5'-6'). This will allow for a handicap access ramp and outdoor dining seating on a platform, which in turn will help the structure engage Monroe Street. The rear of the infill will be over sixty-five feet (65') from the rear property line, and the south side of the structure will be set four feet, four inches (4'4") from the interior property line.

By comparison, the one-story residential structure at 1231 Fifth Avenue North is set back more than nineteen feet (19') from the sidewalk, whereas commercial structures in the area typically have no setback from the sidewalk. Staff finds that the proposed short setbacks of the new infill will help it transition from the residential structures along Fifth Avenue North to a more commercial setting, and will help the project better address Monroe Street by allowing for a handicap access ramp and outdoor dining platform. In addition, historic commercial buildings in residential areas often met the street rather than matching residential setbacks. The storefront design wraps around the building before becoming a largely blank wall approximately twenty-feet (20') from the front property line, assuring that the neighboring residential building does not have a blank wall aligning their front yard. Staff finds that the setbacks and orientation are consistent with the urban character of Germantown, and meet guidelines 2.2.1.5 and 2.2.2.

Foundation. The infill will have a four foot (4') tall foundation along Fifth Avenue North. This foundation height will decrease along Monroe Street as the site slopes upwards. The historic residential structures along the west side of Fifth Avenue North, adjacent to the site, also have foundations that are between three and four feet (3' – 4') tall (Figure 7). Staff therefore finds the foundation height to be appropriate. The foundation will be brick and will be delineated along the Fifth Avenue North façade with a soldier course and along Monroe Street with the handicap access ramp and platform for outdoor dining. Staff finds that the structure's proposed foundation meets guideline 2.3.



Figure 7. The houses and 1229 and 1231 5th Avenue North also have tall foundations.

Materials. The primary exterior material will be brick, with extensive brick ornamental details along Fifth Avenue North and the front portion of the Monroe Street façade. Staff asks to review a brick sample. A cornerstone will be laid at the foundation level, and

staff asks to review a stone sample. The stairs leading to the corner entry will be concrete, and will have a metal railing. The material of the stairs leading to the basement was not indicated on the drawings, and staff asks to approve that material. The windows on the ground floor will be accordion bi-fold windows, while the windows on the upper floor will be double hung metal clad windows. At the top of the building will be continuous metal coping. The material for the roof will not be visible because the roof will be flat. The stair enclosure and the elevator bulkhead will be cementitious stucco. The canopy overhangs will be metal. The materials of the doors were not indicated, and staff asks to approve all windows and doors. Staff would also like to review the material and design of the railings for the balconies, dining platform area, and handicap access ramp. With the aforementioned final staff reviews of materials, staff finds that the proposed materials meet guideline 2.4.

Doors, Windows. The design of the main entry door at the corner is not visible on the plans because it is recessed and the one to the basement entrance is also not visible because it is below grade. Staff asks that the main entry door(s) be primarily glass and that the applicant submit a detail for the basement entry and main entrance prior to issuance of the permit. The other secondary doors are more utilitarian in design and are appropriate. The proposed window pattern along both Fifth Avenue North and Monroe Street matches the historic context. There are no large expanses without a window or door opening, with the exception of the interior façade that will be minimally visible from the public right-of-way. The windows on the second story are no taller than those on the ground floor and the windows are all vertically oriented. On the Monroe Street façade, there are four second-story doorways with shallow “Juliet” balconies. The balconies are no more than one foot, four inches (1’4”) deep, and because they are so shallow, staff finds that they are appropriate. Modestly scaled balconies were recently approved by the Commission for a multi-use project at the corner of Sixth Avenue North and Taylor Street. Staff finds that the infill’s doors and windows will meet guidelines 2.5 and 2.6.

Roofs: The new infill’s roof will be flat, which is typical for commercial structures in Germantown. Because it is flat, its material will not be visible. Staff finds that the infill’s roof meets guideline 2.7.

Utilities/Mechanical: The location of the utilities and the mechanical systems were not indicated on the site plan, and staff asks that they be located at the rear of the structure or on the roof.

Site Improvements/Appurtenances: No changes to the iconic brick Germantown sidewalks along Fifth Avenue North and Monroe Street were indicated on the plans. Parking for the structure will be located at the rear of the site. The parking will be accessed via the alley and via a new sixteen-foot (16’) wide curb cut along Monroe Street. The angle of the parking entrance along Monroe Street necessitates that it be wider than what the Commission typically requests. Staff finds that the proposed new curb cut is appropriate because it is located towards the back of the property, near the alley, and therefore it will have less impact on the streetscape. Staff asks to review the

paving material for the parking lot. Behind the new infill will be the trash and recycling dumpsters, surrounded by an enclosure. Staff asks to review the materials and design of the dumpster enclosure. No other fences and walls were indicated on the plans. Staff also asks to review all exterior lighting before it is installed. With the aforementioned staff reviews, staff finds that the proposed site improvements and appurtenances meet guideline 5.0.

Signage: Signage is not a part of the current application. Any signage for the building will have to be reviewed and permitted separately from this application.

Recommendation Summary: Staff recommends approval of the demolition and proposed infill with the following conditions:

1. Staff review a brick and a stone sample, the material for the basement stairs, and all window and door specifications;
2. HVAC units and other utilities be located at the rear of the structure or on the roof;
3. Staff review any new appurtenances, including all railings, the paving material for the parking area, the dumpster enclosure design and materials, any new fences or walls, and all exterior lighting fixtures.

With these conditions, Staff finds that the project meets the design guidelines for demolition and new construction in the Germantown Historic Preservation Zoning Overlay.

Context photos:



1231 5th Avenue North is on the left and the site at 1235 5th Avenue North is on the right.



Historic houses along the west side of 5th Avenue North, just south of the site.



New construction, approved by MHZC, across 5th Avenue North from the site, at the southeast corner of 5th Avenue North and Monroe Street.



Infill construction across the street from 1231 and 1235 5th Avenue North.



Vacant lot across Monroe Street from the site, at the northwest corner of 5th Avenue North and Monroe Street



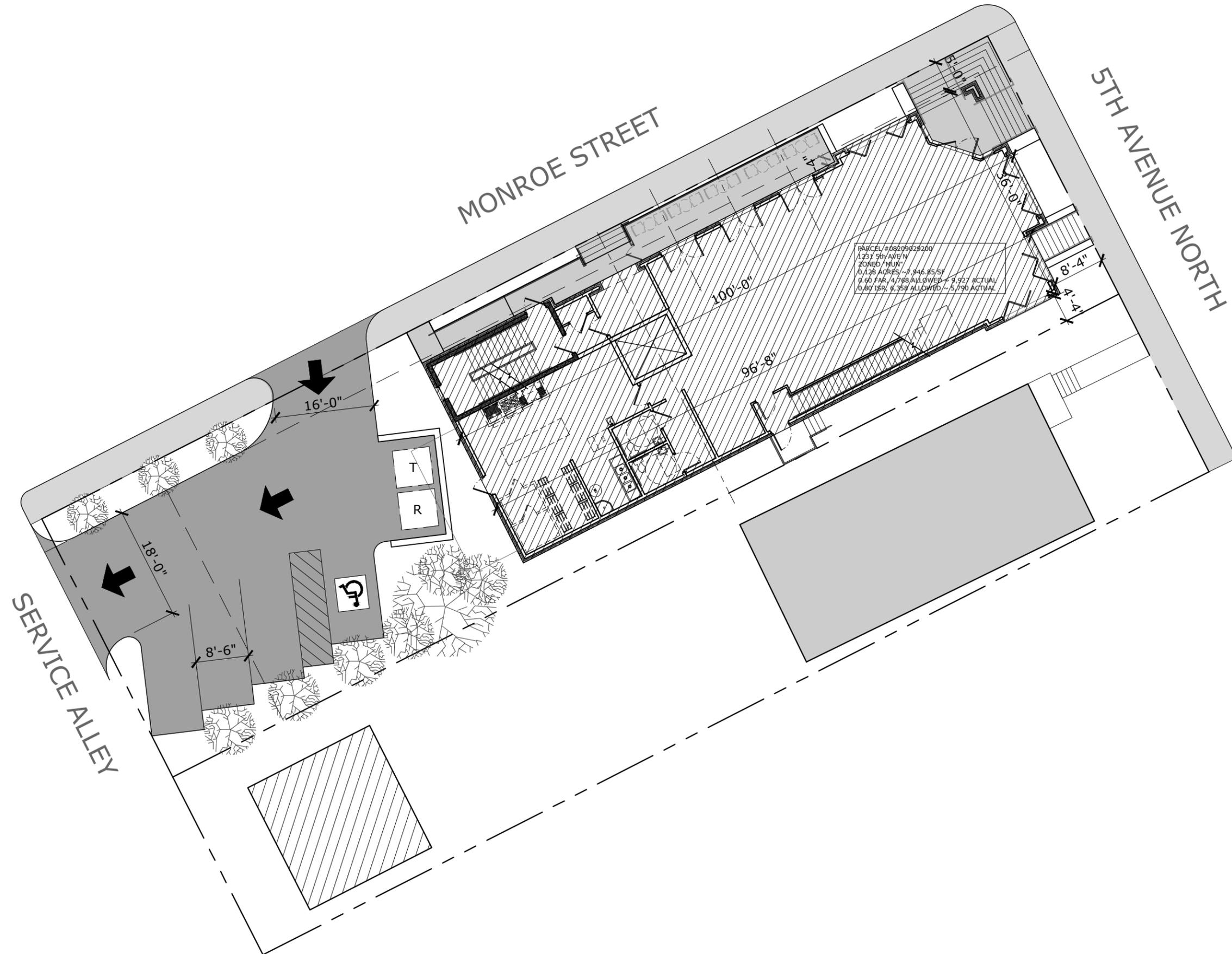
Non-contributing commercial structure catty-corner from the site, at the northeast corner of 5th Avenue North and Monroe Street



Looking west along Monroe Street, towards 6th Avenue North (the site is seen on the left).



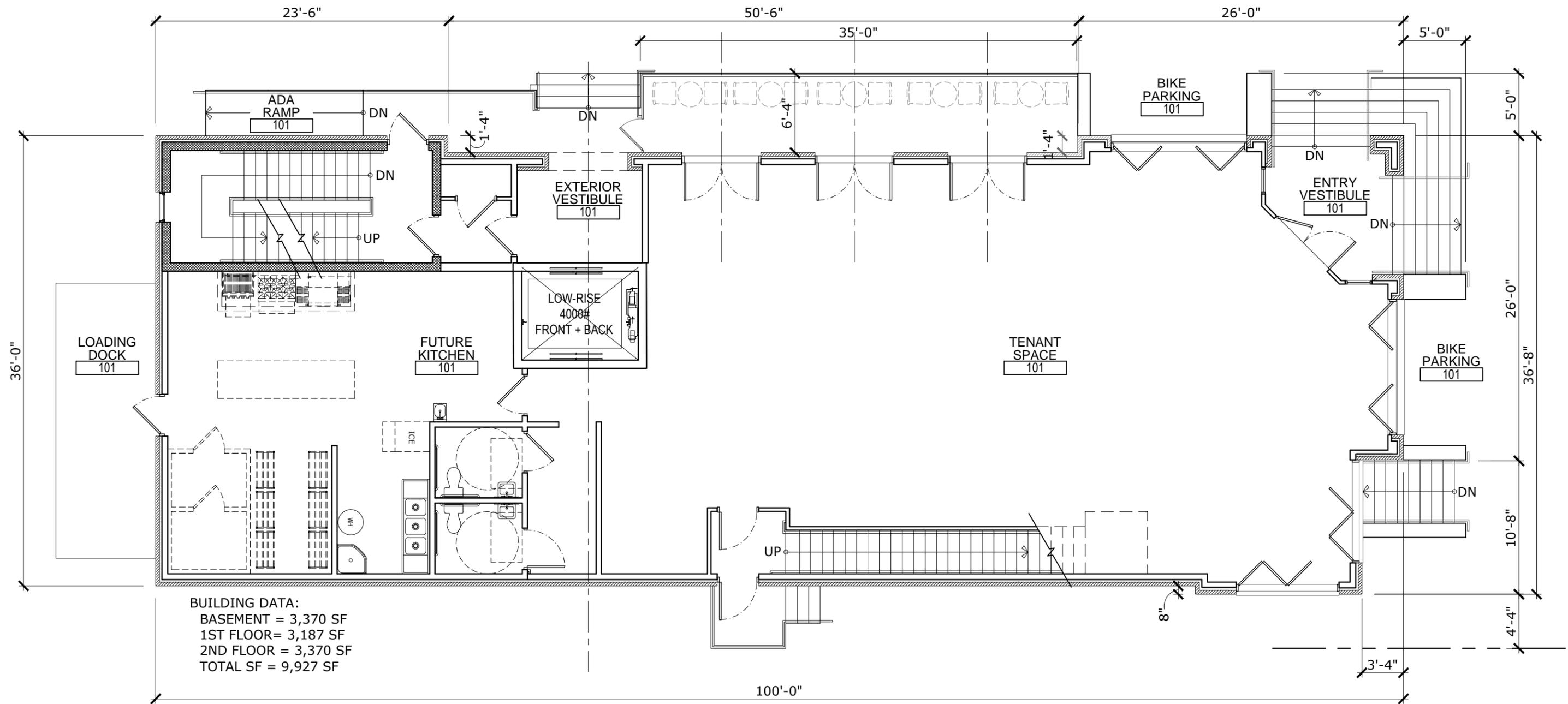
The north side of Monroe Street, looking west towards 6th Avenue North. The site is located across Monroe Street from here.



ARCHITECTURAL SITE PLAN

1/16" = 1'-0"

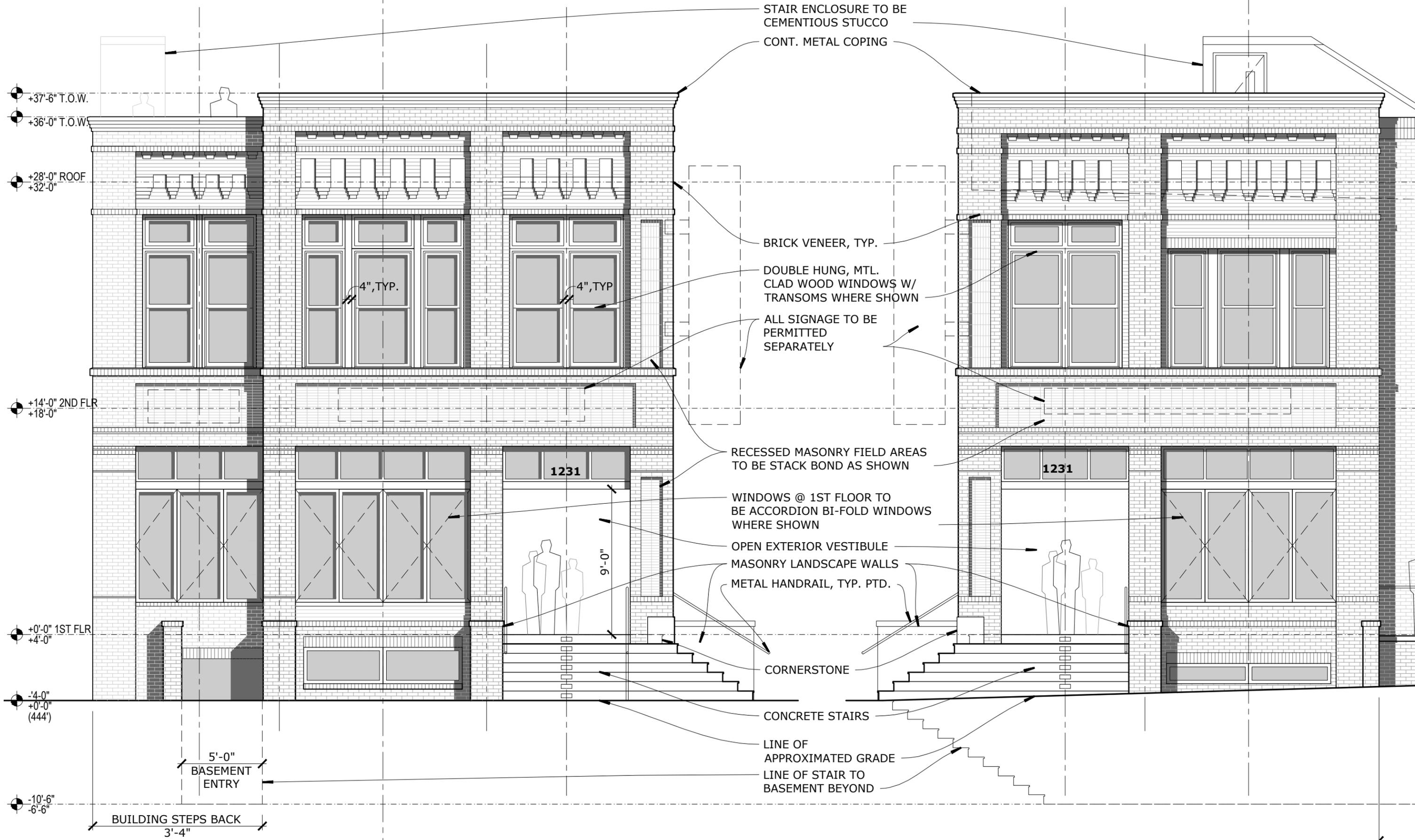




1ST FLOOR PLAN

1/8" = 1'-0"





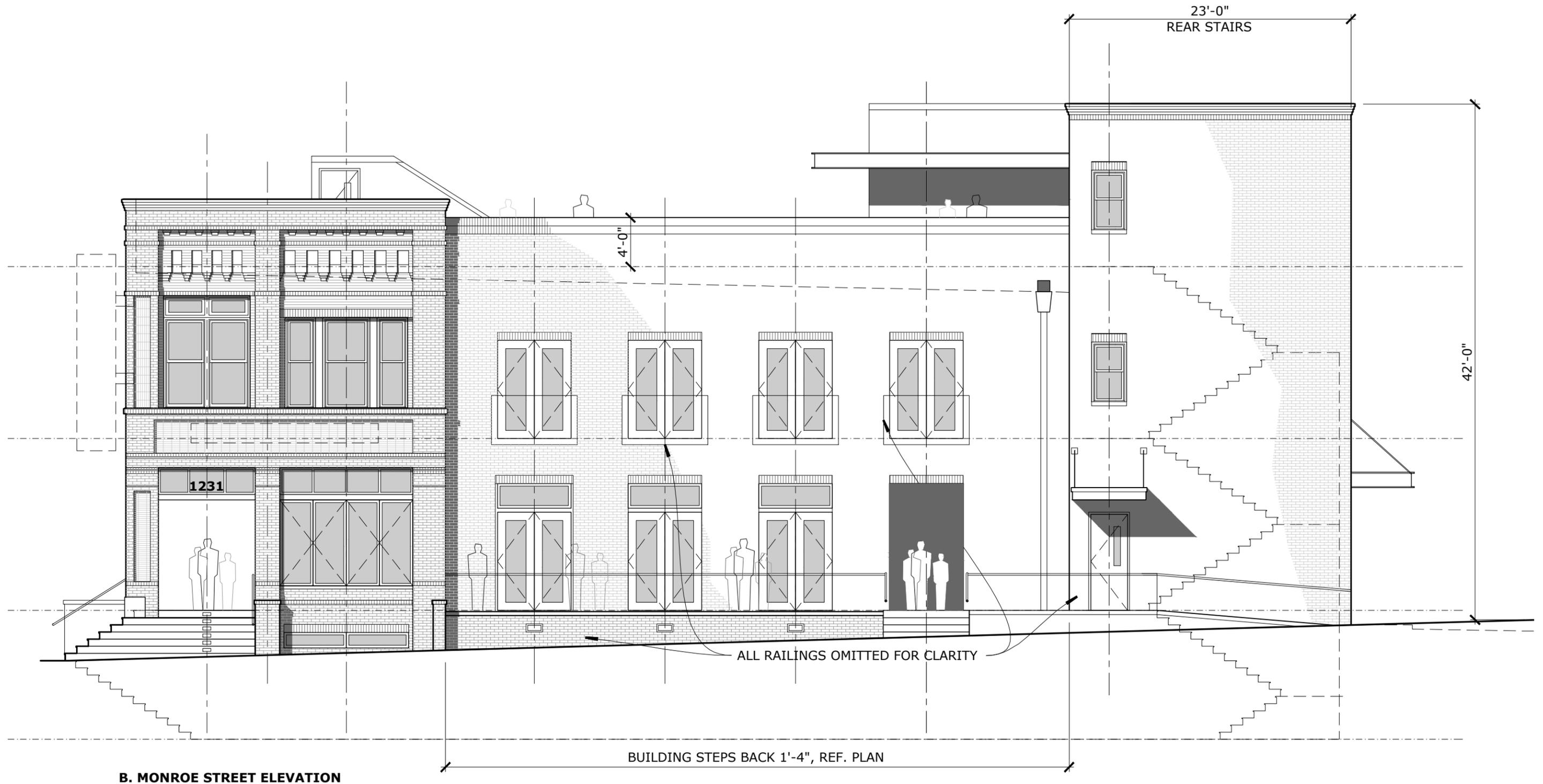
A. 5TH AVENUE NORTH ELEVATION

B. MONROE STREET ELEVATION

EXTERIOR ELEVATIONS

3/16" = 1'-0"

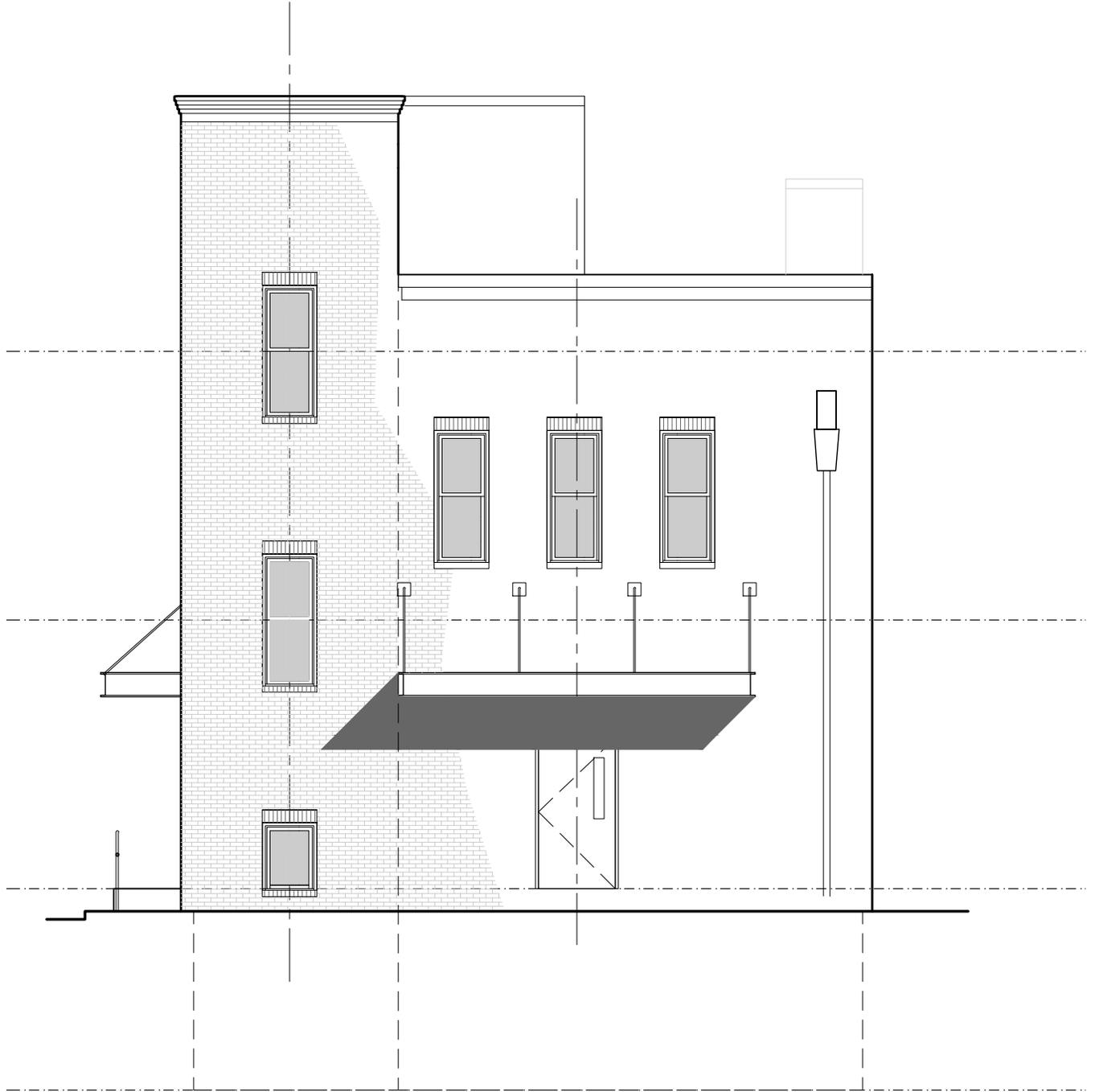




EXTERIOR ELEVATIONS

1/8" = 1'-0"



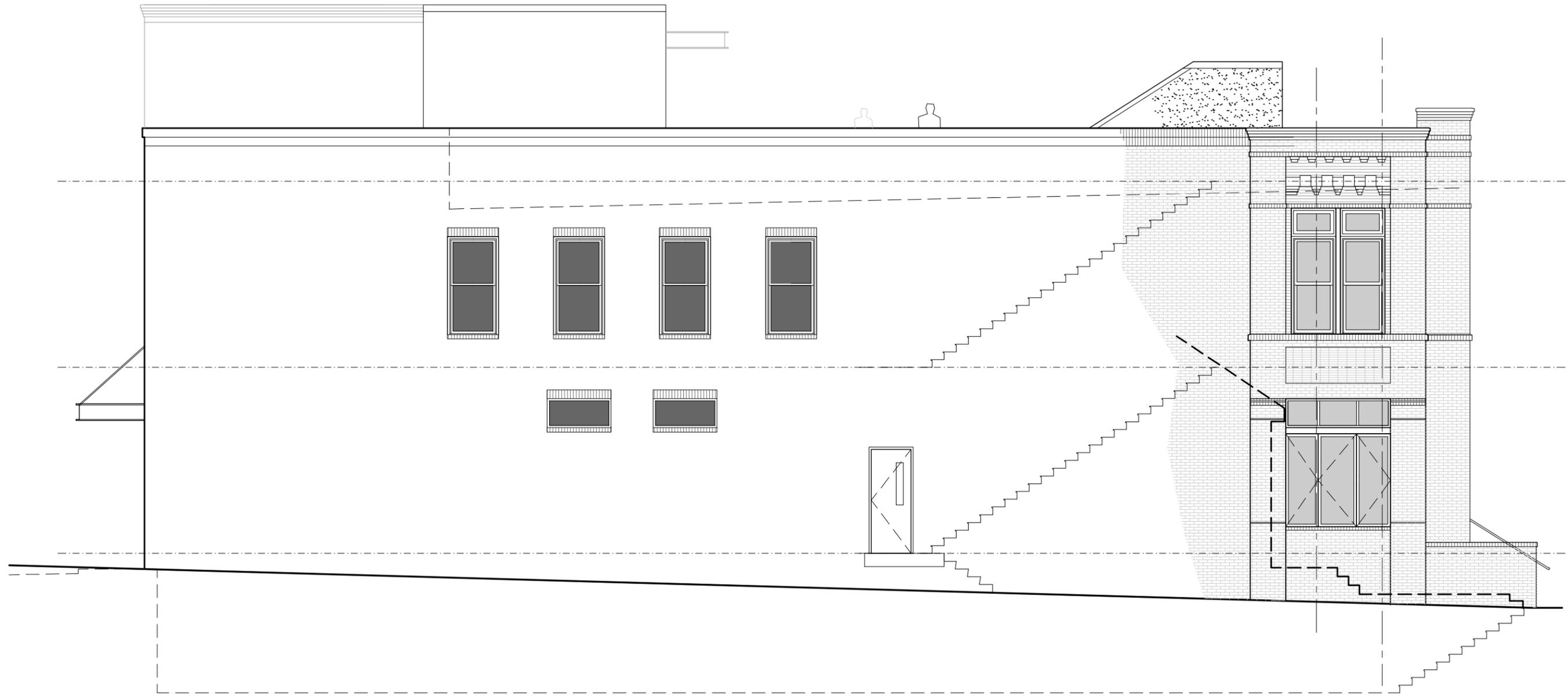


C. ALLEY ELEVATION

EXTERIOR ELEVATION

1/8" = 1'-0"





D. SOUTH ELEVATION