



METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

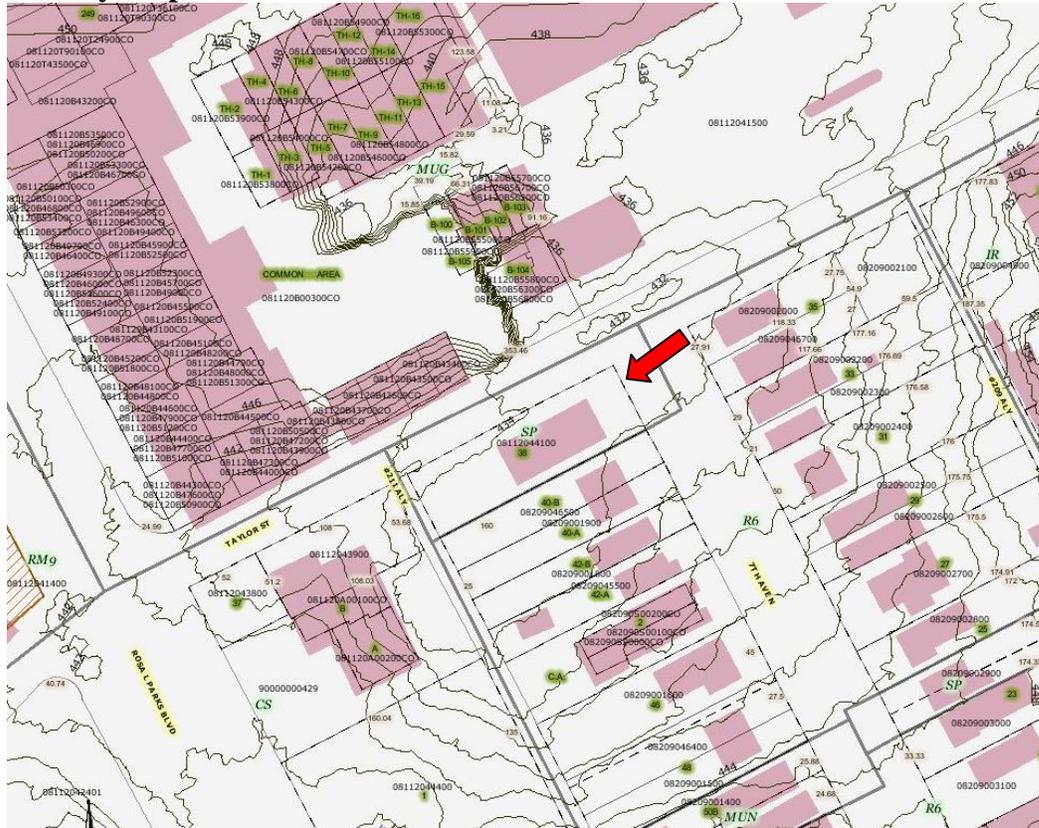
Metropolitan Historic Zoning Commission
Sunnyside in Sevier Park
3000 Granny White Pike
Nashville, Tennessee 37204
Telephone: (615) 862-7970
Fax: (615) 862-7974

STAFF RECOMMENDATION
1329 Seventh Avenue North
May 20, 2015

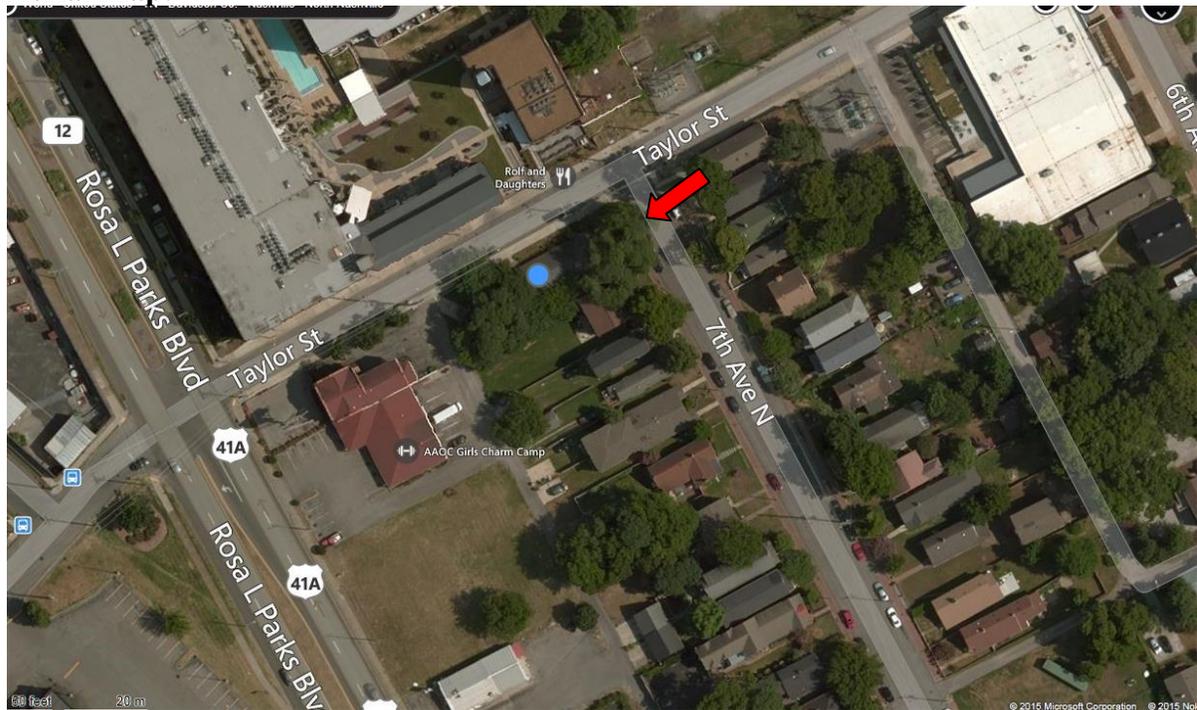
Application: Demolition; New construction—infill
District: Germantown Historic Preservation Zoning Overlay
Council District: 19
Map and Parcel Number: 08112044100
Applicant: Manuel Zeitlin
Project Lead: Melissa Baldock, melissa.baldock@nashville.gov

<p>Description of Project: Application is to demolish a non-contributing building and to construct a multi-unit residential development. The project requires a rezoning to a Specific Plan (SP). This proposal is for approval of the overall massing only and, if the rezoning is approved by the Planning Commission, the applicant will return for final approval of details.</p> <p>Recommendation Summary: Staff recommends approval of the massing with the conditions that:</p> <ul style="list-style-type: none"> • There be no parking on the inside of unit 5; and, • If the SP is approved by the Planning Commission, the applicant will return to the Commission with a second application for review of materials; windows and doors; porches, balconies and awnings; appurtenances and utility locations; and the overall detailing of the proposal. <p>With these conditions, Staff finds the massing of the project to meet the design guidelines for new construction in the Eastwood Neighborhood Conservation 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.

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.

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: 1329 Seventh Avenue North is located at the corner of Seventh Avenue North and Taylor Street (Figures 1 & 2). Currently on the site is a non-contributing structure constructed c. 1950. Application is to demolish a non-contributing building and to construct a multi-unit residential development. The project requires a rezoning to a Specific Plan (SP). This proposal is for approval of the overall massing only and, if the rezoning is approved by the Planning Commission, the applicant will return for final approval of details.



Figures 1 & 2 show the site at 1329 Seventh Avenue North, at the corner of Taylor Street.

Analysis and Findings: Application is to demolish a non-contributing building and to construct a multi-unit residential development.

Demolition: The National Register nomination for the Germantown Historic District lists the existing structure at 1329 Seventh Avenue North as a non-contributing quadplex, “1950s, nondescript brick veneer on concret [sic] block.” Staff therefore finds that its demolition meets Section 7.2.2 for appropriate demolition and does not meet Section 7.2.1 for inappropriate demolition.

Setbacks: On Seventh Avenue North, the new development will be situated at the sidewalk line, eight feet (8’) from the property line. On Taylor Street, the façade of the development varies, and will be between one foot and seven feet, six inches (1’-7’6”) from the sidewalk, or between nine feet and fifteen feet, six inches (9’-15’6”) from the property line. Staff finds that the placement of the new development near the sidewalk/property line is appropriate for a multi-unit development on a corner lot in Germantown. Across Taylor Street from the site is the former Werthan factory site, and

that complex has structures located both on the sidewalk line and recessed eight to ten feet (8'-10') from the sidewalk, similar to what is proposed.

Along Seventh Avenue North, the new infill will be eight feet, five inches (8'5") from the interior lot property line. However, the majority of the development will be twenty feet (20') from the side property line in order to allow vehicular access and parking on the interior of the lot. At the rear, the development will be eighteen feet (18') from the alley. Staff finds that the proposed setbacks meet Sections 2.0 and 2.2.1 of the design guidelines.

Orientation: The primary entrance to the structure will be at the corner of Seventh Avenue North and Taylor Street, at a chamfered corner. Such corner entrances are a typical feature for corner historic commercial properties. Along Taylor Street, there are a series of entrances to the town house units. These entrances are recessed approximately seven feet (7') behind stoops. Vehicular access to the site will be from the alley, which is appropriate. Staff finds that the development's orientation meets Sections 2.0 and 2.2.2 of the design guidelines.

Height, Massing and Scale: Along Taylor Street, the new development will be three stories in height, and approximately thirty-nine feet (39') tall. Staff finds this to be appropriate as this portion of the building is across the street from the Werthan complex, which ranges from one to four stories along Taylor Street. Seventh Avenue North is more residential in character, and on that street, the new development is two stories in height, with a recessed third story. Along Seventh Avenue North, the development will be thirty feet (30') tall at the street. The third story will be recessed six feet (6') from the front of the building, and will bring the total height to approximately thirty-eight feet (38') tall. Staff finds that the height, massing and scale of the proposed development provide a transition from the residential character of Seventh Avenue North to the larger-scale industrial character of the Werthan site along Taylor Street. Staff finds that the proposed development meets Sections 2.0, 2.2.3, and 2.2.4 of the design guidelines.

Foundations: The new structure will be built close to grade and will not have a change in material to differentiate from the foundation to the floor above. Staff finds this low foundation line and the brick to grade to be appropriate for a multi-unit, multi-use development like this one. Staff finds that the development meets Sections 2.0 and 2.3 of the design guidelines.

Windows and Doors. The window and door pattern is consistent with other commercial and multi-unit residential structures in Germantown. The fenestration pattern on the Seventh Avenue North façade and the eastern part of the Taylor Street façade relates to the industrial window patterns of the Werthan complex. Along Taylor Street, the windows are more residential in style. The corner entry door will be a double, all glass door with a transom and sidelights, which is appropriate. The doors to the townhouses are drawn as all glass. Staff finds that the development meets Sections 2.0, 2.5, and 2.6 of the design guidelines.

Porches and Entries: The primary entrance to the development will be at the corner of Seventh Avenue North and Taylor Street, at a chamfered corner with a flat awning above a double-door. Chamfered corner entrances are a common feature of historic commercial structures. Each townhouse along Taylor Street will have its own recessed entry behind a stoop, which creates a transition from the outside to the inside. There will be third-story balconies on the Taylor Street elevation. Staff finds that the proposed stoops and entries meet Sections 2.0 and 2.6 of the design guidelines.

Roof: The new development will primarily have a flat roof behind a parapet, which is a common roof configuration for commercial and multi-family residential structures in Germantown. A portion of the stepped-back upper level along 7th Avenue North will have a butterfly roof, which is uncommon but not likely to be seen from the public right-of-way. Staff finds that the development's roof form meets Sections 2.0 and 2.7 of the design guidelines.

Site Improvements: Since Germantown is an historic preservation overlay, staff recommends obtaining additional information on all site improvements, including, but not limited to, fencing/walls, sidewalk changes, exterior lighting, signage, bike racks, and railings.

Paving/Driveways/Parking Areas: Parking for the site will largely be accommodated on the interior of the lot and will not be visible from the street. No new curb cuts will be added on either Seventh Avenue North or Taylor Street, and vehicular entry to the site will be from the alley. The site plan shows two parking spaces at the corner of Taylor Street and the alley, which will be visible, but are appropriate because they are located at the rear of the site at the alley. In addition, they are screened with a railing and bike parking.

The drawings shown optional parking within unit 5, which if implemented would mean that the windows would open into a garage rather than living space as only four feet (4') usable space would be left over with the potential of being finished conditioned space. Staff does not recommend that parking be on the ground floor without being screened with conditioned space as it does not meet the intent of sections 5.3.3 and 4 which require that parking structures be located behind or below buildings and that parking structures close to the sidewalk include retail uses at the ground level to engage the pedestrian network. Although this is not a large parking structure, the result of a disengagement from the pedestrian network is the same.

With the condition that the ground floor of unit 5 be conditioned space, rather than parking, Staff finds that the development's parking meets Section 5.3 of the design guidelines.

Recommendation Summary: Staff recommends approval of the massing with the conditions that:

- There be no parking on the inside of unit 5; and,

- If the SP is approved by the Planning Commission, the applicant will return to the Commission with a second application for review of materials; windows and doors; porches, balconies and awnings; appurtenances and utility locations; and the overall detailing of the proposal.

With these conditions, Staff finds the massing of the project to meet the design guidelines for new construction in the Eastwood Neighborhood Conservation Zoning Overlay.

Context Photos:



Buildings to the left along Seventh Avenue North



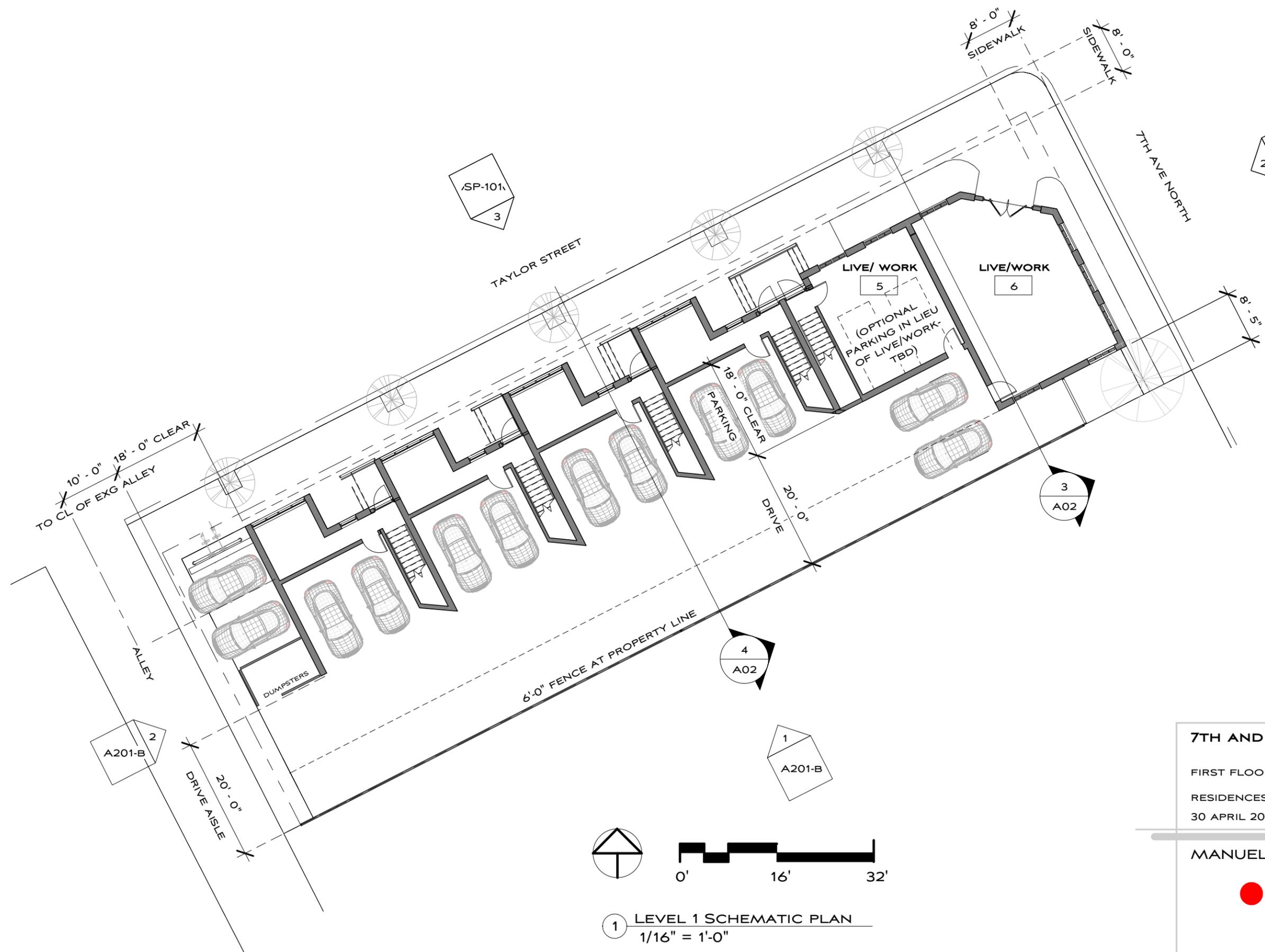
Buildings across the street on Seventh Avenue North



Werthan lofts, across Taylor Street from the site



Taylor Street, catty-corner from the site.



1 LEVEL 1 SCHEMATIC PLAN
1/16" = 1'-0"

7TH AND TAYLOR
FIRST FLOOR PLAN
RESIDENCES
30 APRIL 2015

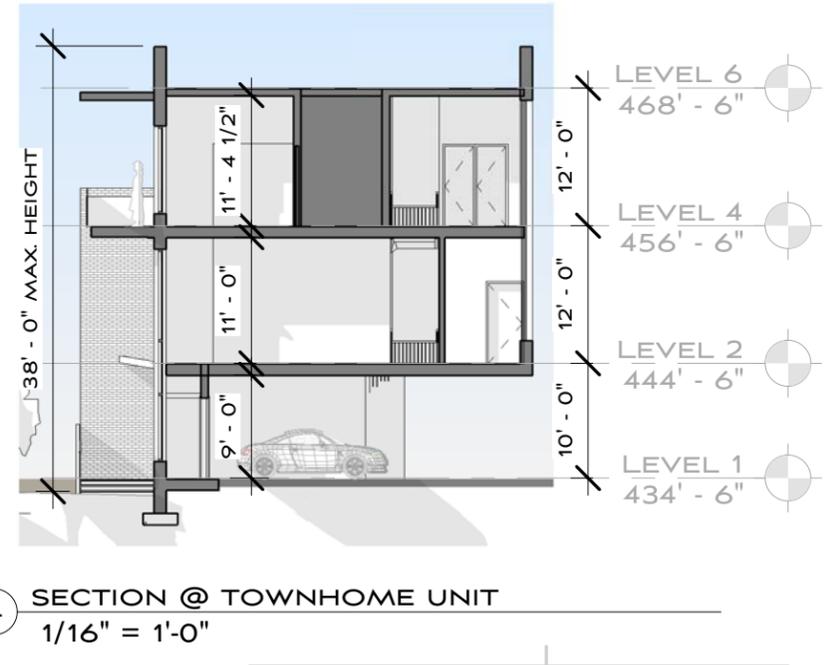
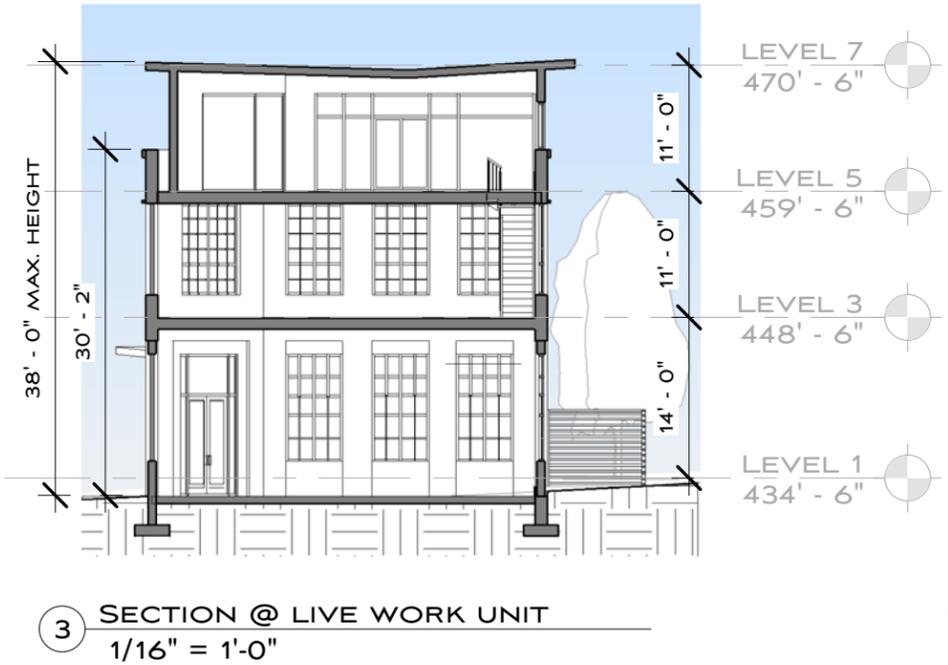
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MANUEL ZEITLIN ARCHITECTS



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7TH AND TAYLOR

ELEVATIONS

RESIDENCES

30 APRIL 2015

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① LEVEL 3
 1/16" = 1'-0"

