

MEGAN BARRY
MAYOR



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

114 Lindsley Park Drive

May 17, 2017

Application: New construction-infill

District: Lockeland Springs-East End Neighborhood Conservation Zoning Overlay

Council District: 06

Map and Parcel Number: 08309045000

Applicant: John Root, rootArch

Project Lead: Jenny Warren, jenny.warren@nashville.gov

Description of Project: Application is to construct a new single-family residence on a vacant lot.

Recommendation Summary: Staff recommends approval with the following conditions:

1. The finished floor height shall be consistent with the finished floor heights of the adjacent historic houses, to be verified by MHZC staff in the field;
2. Staff approve the final details, dimensions and materials of windows, doors, garage doors, porch railing, porch posts, driveway material, masonry, rear awnings and railings, and walkway material prior to purchase and installation; and
3. The HVAC shall be located behind the house or on either side, beyond the mid-point of the house.

Staff finds that the project meets II.B of the *Lockeland Springs-East End Neighborhood Conservation District: Handbook and Design Guidelines*.

The Commission does not have the authority to approve the use. This recommendation is for the design of the building based on the proposed use.

Attachments

A: Photographs

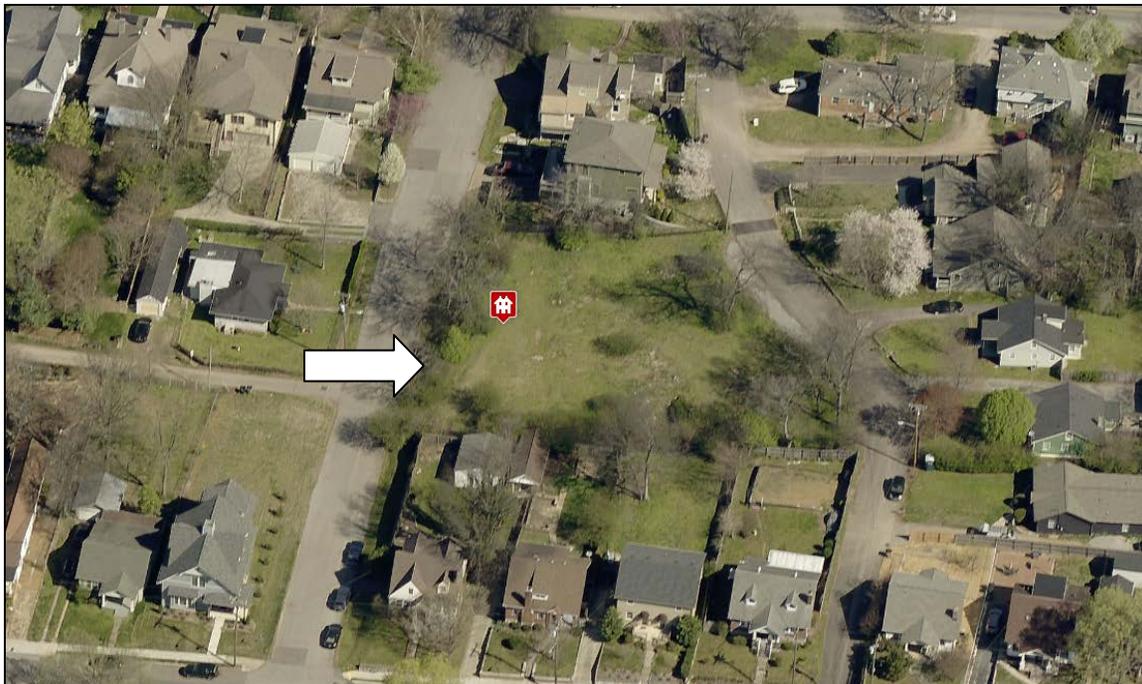
B: Site Plan

C: Elevations

Vicinity Map:



Aerial Map:



Applicable Design Guidelines:

II.B. New Construction

1. Height

New buildings must be constructed to the same number of stories and to a height which is compatible with the height of adjacent buildings.

The height of the foundation wall, porch roof, and main roofs should all be compatible with those of surrounding historic buildings.

Infill construction on the 1400 -1600 blocks of Boscobel Street may be up to two-stories.

For those lots located within the Five Points Subdistrict of the Five Points Redevelopment District new buildings shall not exceed 2 stories and 30' in height. A third story and 15' may be added provided that is for residential use only and is compatible with existing adjacent historic structures. The third story must be stepped back at least 10' from façade planes facing a residential subdistrict, an existing house (regardless of use), and public streets. All front and side building walls shall be a minimum of 20' in height. For multi-story buildings, the minimum first floor height shall be 14' from finished floor to finished floor. Exception: buildings with first floor residential use, minimum first floor height shall be 12'.

For those lots located within the Corner Commercial Subdistrict of the Five Points Redevelopment District new buildings shall not exceed 2 stories and 30' in height. An additional story may be added to a building provided that, where it is adjacent to a detached house or a residential subdistrict, it is set back a minimum of 25' from the building wall or 50' from the property line. Three story building height shall not exceed 45'. All front and side buildings walls shall be a minimum of 16' in height and at the build-to line. For multi-story buildings, the minimum first floor height shall be 14' from finished floor to finished floor.

For those lots located within the Residential Subdistrict of the Five Points Redevelopment District shall not exceed 3 stories .

2. Scale

The size of a new building and its mass in relation to open spaces; and its windows, doors, openings, and porches should be visually compatible with surrounding historic buildings.

Foundation lines should be visually distinct from the predominant exterior wall material. This is typically accomplished with a change in material.

3. Setback and Rhythm of Spacing

4. Since construction in an historic district has usually taken place continuously from the late nineteenth and early twentieth centuries, a variety of building types and styles result which demonstrate the changes in building tastes and technology over the years. New buildings should continue this tradition while complementing and being compatible with other buildings in the area.

In Lockeland Springs-East End, historic buildings were constructed between 1880 and 1950. New buildings should be compatible with surrounding houses from this period.

5. Reconstruction may be appropriate when it reproduces facades of a building which no longer exists and which was located in the historic district if: (1) the building would have contributed to the

historical and architectural character of the area; (2) if it will be compatible in terms of style, height, scale, massing, and materials with the buildings immediately surrounding the lot on which the reproduction will be built; and (3) if it is accurately based on pictorial documentation.

6. Because new buildings usually relate to an established pattern and rhythm of existing buildings, both on the same and opposite sides of a street, the dominance of that pattern and rhythm must be respected and not disrupted.
7. New construction should be consistent with existing buildings along a street in terms of height, scale, setback, and rhythm; relationship of materials, texture, details, and color; roof shape; orientation; and proportion and rhythm of openings.

The setback from front and side yard property lines established by adjacent historic buildings must be maintained. When a definite rhythm along a street is established by uniform lot and building width, infill new buildings should maintain that rhythm.

The Commission has the ability to reduce building setbacks and extend height limitations of the required underlying base zoning for new construction, additions and accessory structures (ordinance no. 17.40.410).

Appropriate setback reductions will be determined based on:

- *The existing setback of the contributing primary buildings and accessory structures found in the immediate vicinity;*
- *Setbacks of like structures historically found on the site as determined by historic maps, site plans or photographs;*
- *Shape of lot;*
- *Alley access or lack thereof;*
- *Proximity of adjoining structures; and*
- *Property lines.*

Appropriate height limitations will be based on:

- *Heights of historic buildings in the immediate vicinity*
- *Existing or planned slope and grade*

Infill construction on the 1400 - 1600 blocks of Boscobel Street may have widths up to 40'.

4. Relationship of Materials, Textures, Details, and Material Colors

The relationship and use of materials, textures, details, and material color of a new building's public facades shall be visually compatible with and similar to those of adjacent buildings, or shall not contrast conspicuously.

T-1-11- type building panels, "permastone", E.F.I.S. and other artificial siding materials are generally not appropriate. However, pre-cast stone and cement fiberboard siding are approvable cladding materials for new construction; but pre-cast stone should be of a compatible color and texture to existing historic stone clad structures in the district; and cement fiberboard siding, when used for lapped siding, should be smooth and not stamped or embossed and have a maximum of a 5" reveal.

Shingle siding should exhibit a straight-line course pattern and exhibit a maximum exposure of seven inches (7").

Four inch (4") nominal corner boards are required at the face of each exposed corner.

Stud wall lumber and embossed wood grain are prohibited.

Belt courses or a change in materials from one story to another are often encouraged for large two-story buildings to break up the massing.

When different materials are used, it is most appropriate to have the change happen at floor lines.

Clapboard sided chimneys are generally not appropriate. Masonry or stucco is appropriate.

Texture and tooling of mortar on new construction should be similar to historic examples.

Asphalt shingle is an appropriate roof material for most buildings. Generally, roofing should not have strong simulated shadows in the granule colors which results in a rough, pitted appearance; faux shadow lines; strongly variegated colors; colors that are too light (e.g.: tan, white, light green); wavy or deep color/texture used to simulate split shake shingles or slate; excessive flared form in the shingle tabs; uneven or sculpted bottom edges that emphasize tab width or edges, unless matching the original roof.

Primary entrances should be 1/2 to full-light doors. Faux leaded glass is inappropriate. Generally front doors should be 1/2 to full-light. Faux leaded glass is inappropriate.

5. Roof Shape

The roofs of new buildings shall be visually compatible, by not contrasting greatly, with the roof shape and orientation of surrounding buildings.

Roof pitches should be similar to the pitches found in the district. Historic roofs are generally between 6/12 and 12/12.

Roof pitches for porch roofs are typically less steep, approximately in the 3-4/12 range.

Generally, two-story residential buildings have hipped roofs.

Generally, dormers should be located on the roof. Wall dormers are not typical in the historic context and accentuate height so they should be used minimally and generally only on secondary facades. When they are appropriate they should be no wider than the typical window openings and should not project beyond the main wall.

Infill construction on the 1400 -1600 blocks of Boscobel Street may have flat roofs or roofs with a minimal slope.

6. Orientation

The site orientation of new buildings shall be consistent with that of adjacent buildings and shall be visually compatible. Directional expression shall be compatible with surrounding buildings, whether that expression is vertical, horizontal, or non-directional.

Porches

New buildings should incorporate at least one front street-related porch that is accessible from the front street.

Side porches or porte cocheres may also be appropriate as a secondary entrance, but the primary entrance should address the front.

Front porches generally should be a minimum of 6' deep, have porch racks that are 1'-3' tall and have posts that include bases and capitals.

Parking areas and Driveways

Generally, curb cuts should not be added.

Where a new driveway is appropriate it should be two concrete strips with a central grassy median.

Shared driveways should be a single lane, not just two driveways next to each other. Sometimes this may be accomplished with a single lane curb cut that widens to a double lane deeper into the lot.

Duplexes

Infill duplexes shall have one or two doors facing the street, as seen on historic duplexes. In the case of corner lots, an entrance facing the side street is possible as long as it is designed to look like a secondary entrance.

In the case of duplexes, vehicular access for both units should be from the alley, where an alley exists. A new shared curb cut may be added, if no alley and no driveway exists, but the driveway should be no more than 12' wide from the street to the rear of the home. Driveways should use concrete strips

where they are typical of the historic context. Front yard parking or driveways which end at the front of the house are not consistent with the character of the historic neighborhoods.

7. Proportion and Rhythm of Openings

The relationship of width to height of windows and doors, and the rhythm of solids (*walls*) to voids (*door and window openings*) in a new building shall be compatible, by not contrasting greatly, with surrounding *historic* buildings.

Window openings on the primary street-related or front façade of new construction should be representative of the window patterns of similarly massed historic structures within the district. In most cases, every 8-13 horizontal feet of flat wall surface should have an opening (window or door) of at least 4 square feet. More leniencies can be given to minimally visible side or rear walls.

Double-hung windows should exhibit a height to width ratio of at least 2:1.

Windows on upper floors should not be taller than windows on the main floor since historically first floors have higher ceilings than upper floors and so windows were typically taller on the first floor.

Single-light sashes are appropriate for new construction. If using multi-light sashes, muntins should be fully simulated and bonded to the glass, and exhibit an interior bar, exterior bar, as well as a spacer between glass panes.

Four inch (nominal) casings are required around doors, windows and vents on non-masonry buildings.

Trim should be thick enough to extend beyond the clapboard. Double or triple windows should have a 4" to 6" mullion in between.

Brick molding is required around doors, windows and vents within masonry walls but is not appropriate on non-masonry buildings.

9. Appurtenances

Appurtenances related to new buildings, including driveways, sidewalks, lighting, fences, and walls, shall be visually compatible with the environment of the existing buildings and sites to which they relate.

Utilities

Utility connections such as gas meters, electric meters, phone, cable, and HVAC condenser units should be located so as to minimize their visibility from the street.

Generally, utility connections should be placed no closer to the street than the mid point of the structure.

Power lines should be placed underground if they are carried from the street and not from the rear or an alley.

Public Spaces

Landscaping, sidewalks, signage, lighting, street furniture and other work undertaken in public spaces by any individual, group or agency shall be presented to the MHZC for review of compatibility with the character of the district.

Generally, mailboxes should be attached to the front wall of the house or a porch post. In most cases, street-side mailboxes are inappropriate.

Background: The area that is now Lindsley Park Drive was initially the driveway to the Adrien V. S. Lindsley’s 1840, Italianate style, Springside Mansion. A Union supporter, Lindsley permitted his estate to serve as an unofficial headquarters for generals George Thomas and James Wilson during the Civil War. Beginning in 1887, owners of large estates in the area began to subdivide and sell off their land holdings. The property located at 114 Lindsley Park Drive is lot no. 23 of the Lindsley Park Addition Subdivision recorded in 1925. (Figure 1). At that time Lindsley Park Drive was Helen Drive.

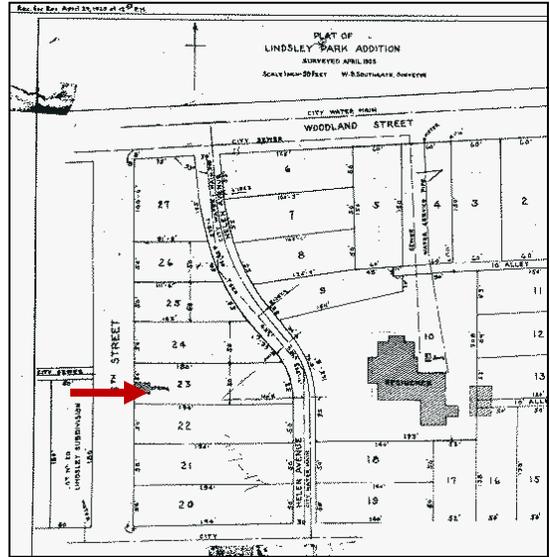


Figure 1: Lindsley Park Addition Subdivision (1925)

The site is vacant and has double frontage on Lindsley Park Drive and South Fifteenth Street. In addition, the lot slopes down approximately twenty-eight feet (28’) from Lindsley Park Drive to South Fifteenth Street. (Figures 2 and 3). The Commission first heard this application in March 2017. This report analyzes a new version of the proposal.



Figure 2: View of lot from Lindsley Park Drive



Figure 3: View of Lindsley Park Drive from the interior of the lot

Analysis and Findings:

Height & Scale: The proposed infill is one and one-half stories at the front and three stories at the rear, due to the steep grade of the lot. The overall height of the building, facing Lindsley Park Drive, is approximately twenty-eight feet, four inches (28’ 4”) from the front grade (this represents a four inch reduction from the previous proposal, which had a height of 28’ 8”). All of the historic homes on Lindsley Park Drive have the massing of one and one and one-half story homes and are between sixteen and twenty-six feet tall. 106 Lindsley Park Drive was approved in March at approximately twenty-seven feet, six inches (27’ 6”) tall.

Overview West Side of the Lindsley Park Drive

Lot #	114	110	106	104
Approximate grade	498	495	491	493
Approximate height	~28'	~27'	~27'6"	~26'6"

East side of Lindsley Park Drive

Lot #	113	111	109	107	105
Approximate grade	511	509	507	505	504
Approximate height	~16'7"	~19'5"	~19'	~25'9"	~23'6"

There are three eave heights readily visible from the front: projecting bay, middle massing and central cross-gable. Previously the middle massing and projecting bay had eave heights of approximately seventeen feet (17') from finished floor. The projecting gable and middle massing are now approximate twelve feet (12') from finished floor. This was accomplished by lowering the ceiling heights from 10' on the previous proposal to 9' with a 30" knee wall. (The overall massing is also controlled by changing floor levels on the interior of the house.) The third component, the cross gable, extends beyond the two side walls and has an eave height of sixteen feet (16') from the front grade. Although this eave height is tall for a one and one-half story building the cross gable reads more as a projecting bay, rather than a principal massing. It does not begin until approximately twenty-feet back from the front wall on the left side, its closest point, and is only approximately twenty-three feet (23') wide. The overall eave and ridge heights are further mitigated by a projecting front bay with a low eave height, a wrap-around porch which pushes some of the massing towards the middle of the building, the break-up of the roof massing into smaller components and the fact that the house sits lower than the street.

At the rear, facing South Fifteenth Street, the house steps down from three-stories to a single-story. Previously, this first rear-story was fifteen feet (15') tall, the revised drawings have lowered the height to eleven feet four inches (11'4") above grade. The overall height on the rear elevation remains at forty feet (40') above rear grade at its highest point. The elevation steps back twice and this tallest portion of the house is setback twenty-six feet (26') from the garage façade, helping to mitigate the impact of the height.



Figure 4: 104 Lindsley Park Drive from South Fifteenth Street. Three new homes are proposed to the right of 104.

Staff finds the proposed infill is appropriate and meets sections II.B.1 and 2.



Figure 5: Historic context on left compared to two-story home approved in 2009 on the right. The three new homes proposed will be on the right, just beyond the green two-story home.

Homes in the immediate historic context range from sixteen feet to twenty-six feet (16'-26') tall. Given the historic height context, as well as the change in grade on site that allows for three (3) stories at the rear, and places the front wall of the proposed house ten feet lower than the front facades across the street, staff finds that the twenty-eight foot (28') ridge height is appropriate for the context.

The new infill will have a maximum width of thirty-four feet (34'); however, the building width at the front setback is eighteen feet (18') with a sixteen foot (16') wide side porch. The proposed building does not bump out to the full width until approximately twenty-eight feet (28') behind the front wall of the infill. Historic buildings in the immediate

vicinity on similar lots range from thirty to thirty-three feet (30'-33') wide. Staff finds that the proposed building width is appropriate in this case, as the building will not read as the full thirty-four feet (34') at the front elevation, as nearly half of the width is comprised of a covered porch.

The plan also includes an attached garage that is accessed from a proposed driveway off South Fifteenth Street at the rear. The attached garage is located at basement level and the vehicular access is on the rear elevation, which meets the criteria for when attached garages may be appropriate.

Staff finds the proposed massing is compatible with the scale of the immediate historic context, which includes one and one-and-one-half (1-1.5) story homes. For these reasons, staff finds that the infill meets sections II.B. 1 and 2 for infill.

Setback & Rhythm of Spacing: The proposed infill meets all base zoning setbacks. The side setbacks will be ten feet (10') on the right side and six feet (6') on the left side. At twenty-three feet (23'), the front setback will be consistent with the infill at 104 Lindsley Park Drive that was approved by the Commission in 2009, which is appropriate as there are no historic homes on this side of Lindsley Park Drive. The rear setback will be approximately ninety feet, five inches (90'-5"). The project meets section II.B.1.c.

Materials:

	Proposed	Color/Texture/ Make/Manufacturer	Approved Previously or Typical of Neighborhood	Requires Additional Review
Foundation	Concrete Block	Split Face	Yes	
Cladding	Cement board siding	5" reveal	Yes	X
Secondary Cladding	Cedar shingles	Stained	Yes	
Roofing	Architectural Shingles	Graphite	Yes	
Trim	Cement board	Painted	Yes	X
Front Porch floor/steps	Concrete	Natural Color	Yes	
Front Porch Posts	Wood	Painted		
Rear Railing	Not indicated	Not indicated		X
Windows	Not indicated	Not indicated	Unknown	X
Principle Entrance	Half light	Not indicated	Yes	X
Side/Rear doors	Full light and screened	Not indicated	Yes	X
Driveway	Not indicated	Not indicated	Unknown	X
Walkway	Not indicated	Not indicated	Unknown	X
Garage Door	Not indicated	Not indicated	Unknown	X
Chimney	Masonry	Not indicated		X
Rear Awnings	Not indicated	Not indicated		X

The infill will have a split-faced CMU foundation, cement board siding with a cedar shingle accent, and an asphalt shingle roof. The reveal of the siding will be five inches (5") as required by the design guidelines. The finish for the siding and trim is not noted, so staff recommends a condition that the siding and trim have a smooth finish. With the condition that staff review the windows, doors, garage doors, driveway material, masonry, rear awnings and railings, and walkway material prior to purchase and installation and that the finish on all siding and trim be smooth, staff finds that the project meets section II.B.1.d.

Roof form: The roof will be a clipped cross-gabled with a primary roof pitch of 12:12. The proposed side dormer in the earlier proposal has been removed. Staff finds that the roof form and pitches are compatible with the historic context and meet section II.B.1.e.

Orientation: The proposed structure is oriented toward Lindsley Park Drive, with a six feet (6') deep partial width front porch that is located on the right side of the front of the infill that wraps the corner. The infill includes a walkway that connects to the street. The plan also includes an attached garage that is accessed from a proposed driveway off South Fifteenth Street at the rear. The attached garage is located at basement level and the vehicular access is on the rear elevation, which meets the criteria for when attached garages may be appropriate.

Staff finds this to be consistent with the historic context and that the proposed infill will meet section II.B.1.f.

Proportion and Rhythm of Openings: Most of the windows on the proposed infill are generally twice as tall as they are wide, thereby meeting the historic proportions of openings. The plan includes a smaller horizontal window on the left side façade. Staff, however, finds that this window could be appropriate given its location and the change in grade on site as it will not likely be visible from the street. There are no large expanses of wall space without a window or door opening. Staff finds the project's proportion and rhythm of openings to meet Section II.B.1.g.

Appurtenances & Utilities: The infill includes a walkway leading from the street to the front porch. The driveway will be located from the rear of the lot with a curb cut from South Fifteenth Street. The location of the HVAC and other utilities was not noted on the plans. Staff asks that the HVAC be located on the rear façade, or on a side façade beyond the midpoint of the house, to ensure that the project meets section II.B.1. i.

Recommendation:

Staff recommends approval of the proposed infill, with the following conditions:

1. The finished floor height shall be consistent with the finished floor heights of the adjacent historic houses, to be verified by MHZC staff in the field;
2. Staff shall approve the final details, dimensions and materials of windows, doors, garage doors, driveway material, masonry, rear awnings and railings, and walkway material prior to purchase and installation; and
3. The HVAC shall be located behind the house or on either side, beyond the midpoint of the house.

Staff finds that the revised proposal meets the established scale of one to one and a half story historic homes in the immediate area and meets sections II.B of the design guidelines for the Lockland Springs-East End Neighborhood Conservation Zoning Overlay for new construction and infill.

The Commission does not have the authority to approve the use. This recommendation is for the design of the building based on the proposed use.

Context Photos:



104 Lindsley Park Drive – non-contributing (infill approved by MHZC in 2009)



105 Lindsley Park Drive – contributing



107 Lindsley Park Drive - contributing



MARCH SUBMISSION



MAY SUBMISSION



EXISTING HOUSE

106 LINDSLEY PARK

DRIVEWAY

SCREEN PORCH

DECK

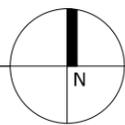
PORCH @ 500'

114 LINDSLEY PARK

NOTE:
 THIS SITE PLAN IS DIAGRAMMATIC AND SHOULD BE USED FOR REFERENCE ONLY. EXACT LOCATIONS OF RESIDENCE, SETBACKS, EASEMENTS, BUFFERS, TOPOGRAPHIC INFORMATION AND PROPERTY DIMENSIONS SHOULD BE ASSIGNED AND VERIFIED BY A LICENSED SURVEYOR AND BY AUTHORIZED MUNICIPAL AGENCIES HAVING GOVERNMENTAL AUTHORITY.

114 LINDSLEY PARK
 NASHVILLE, TN 37206
 PARCEL # 08309045000
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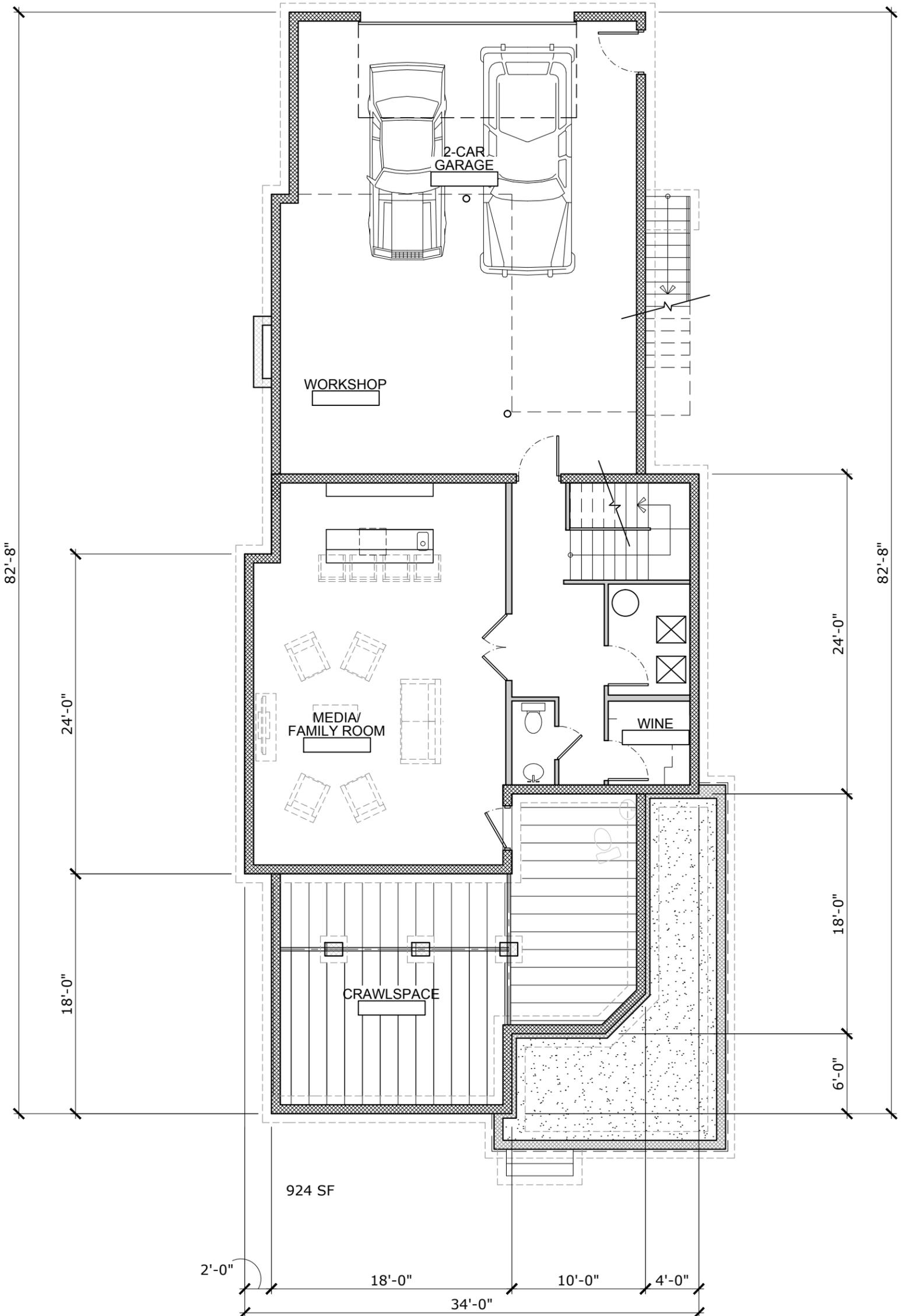
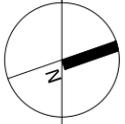
ARCHITECTURAL SITE PLAN - 114 LINDSLEY PARK



BASEMENT FLOOR PLAN - 114 LINDSLEY PARK

1/8" = 1'-0"

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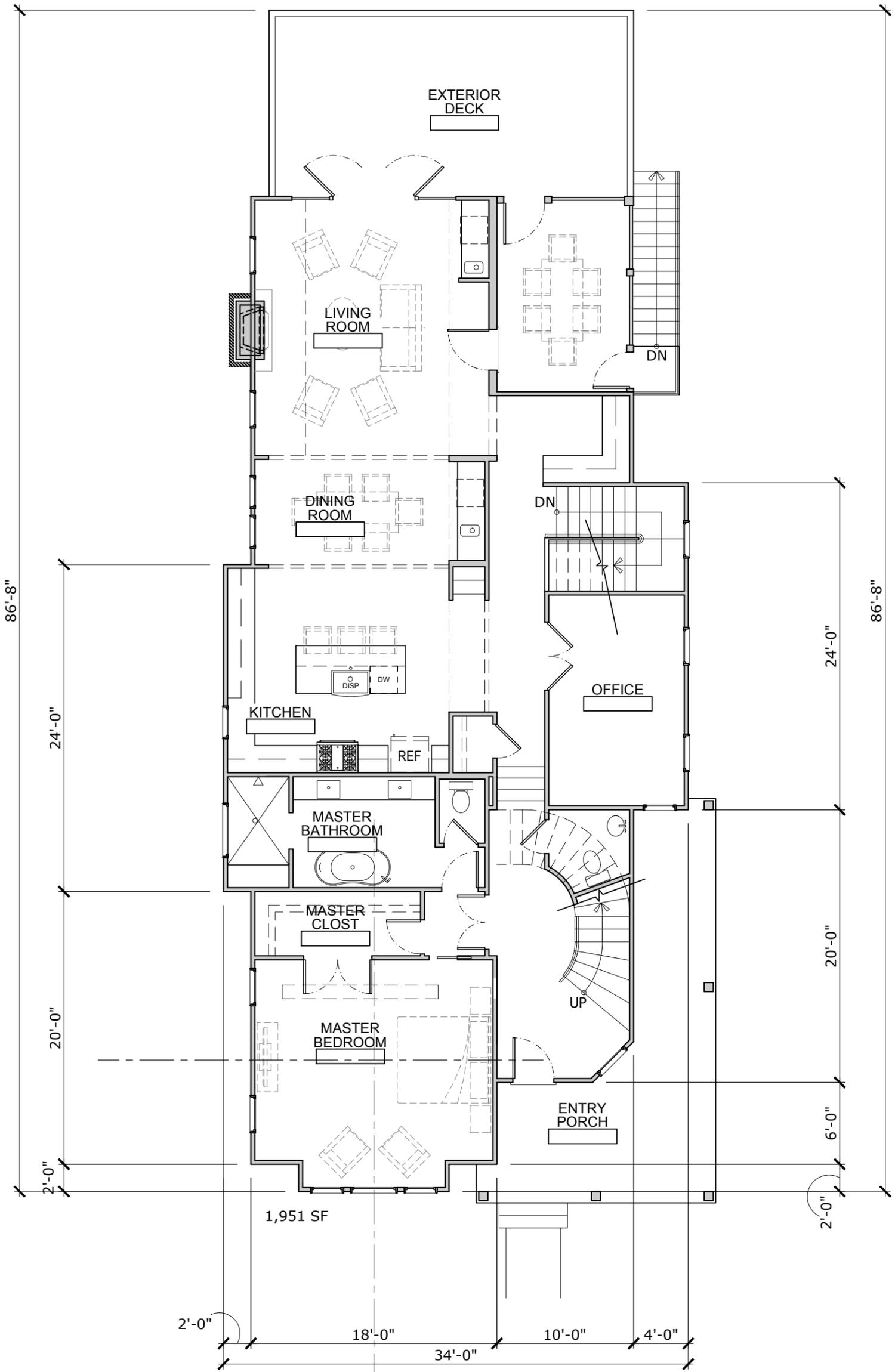
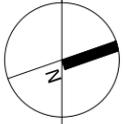
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FIRST FLOOR PLAN - 114 LINDSLEY PARK

1/8" = 1'-0"

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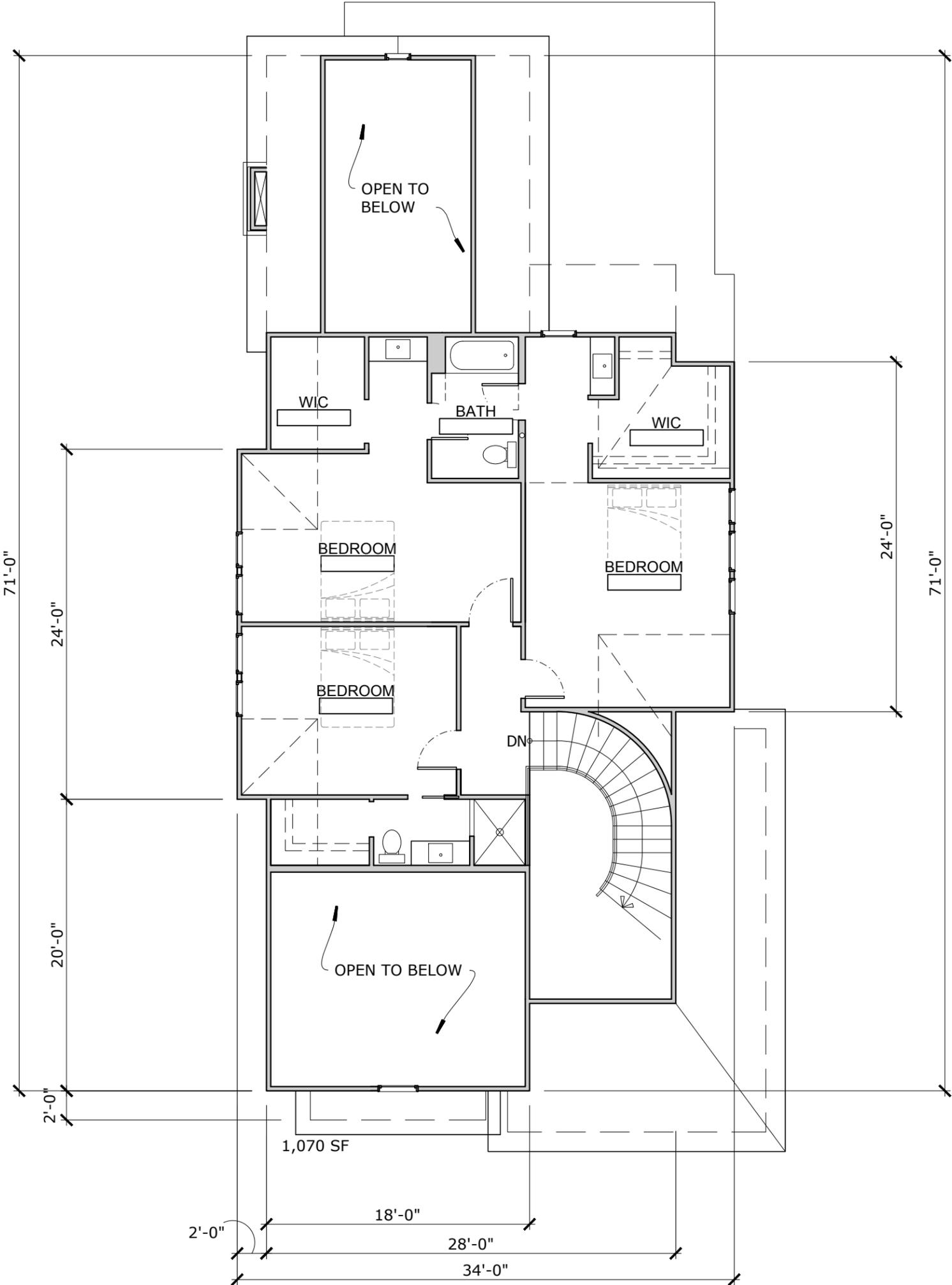
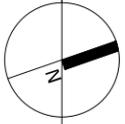


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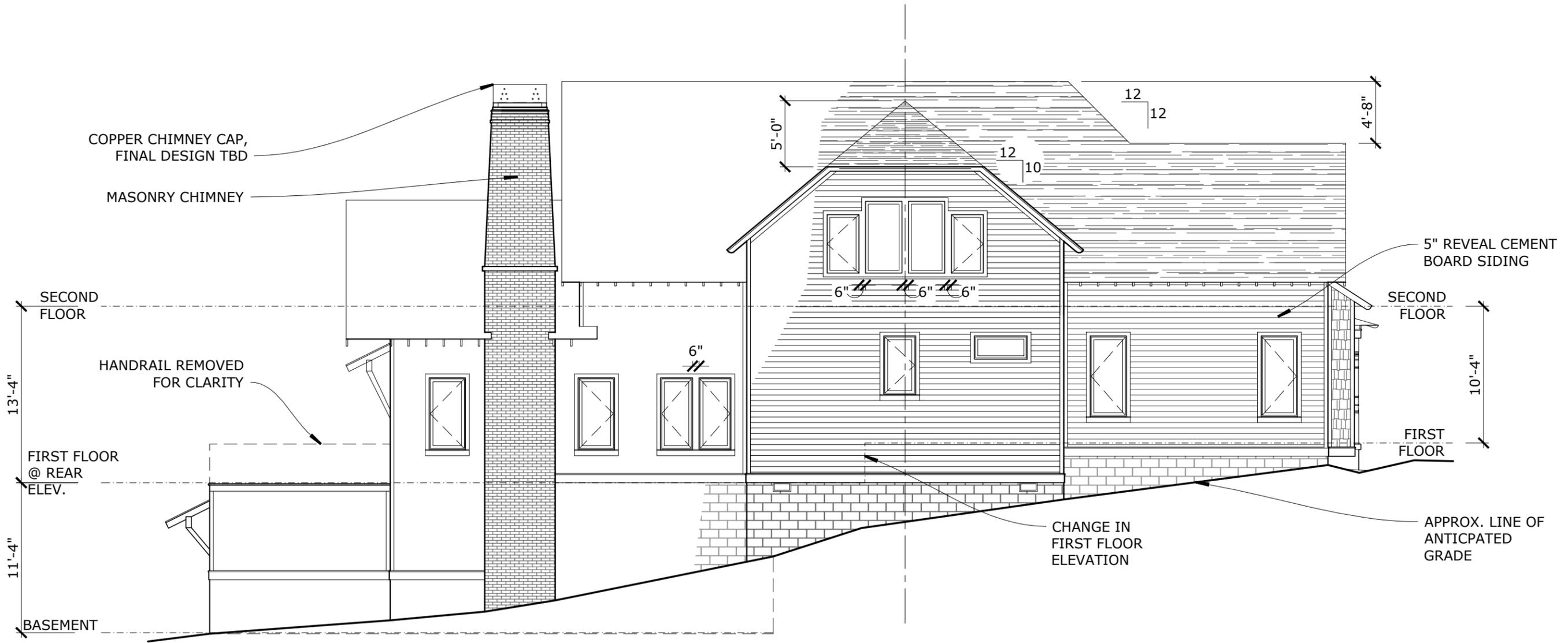
SECOND FLOOR PLAN - 114 LINDSLEY PARK

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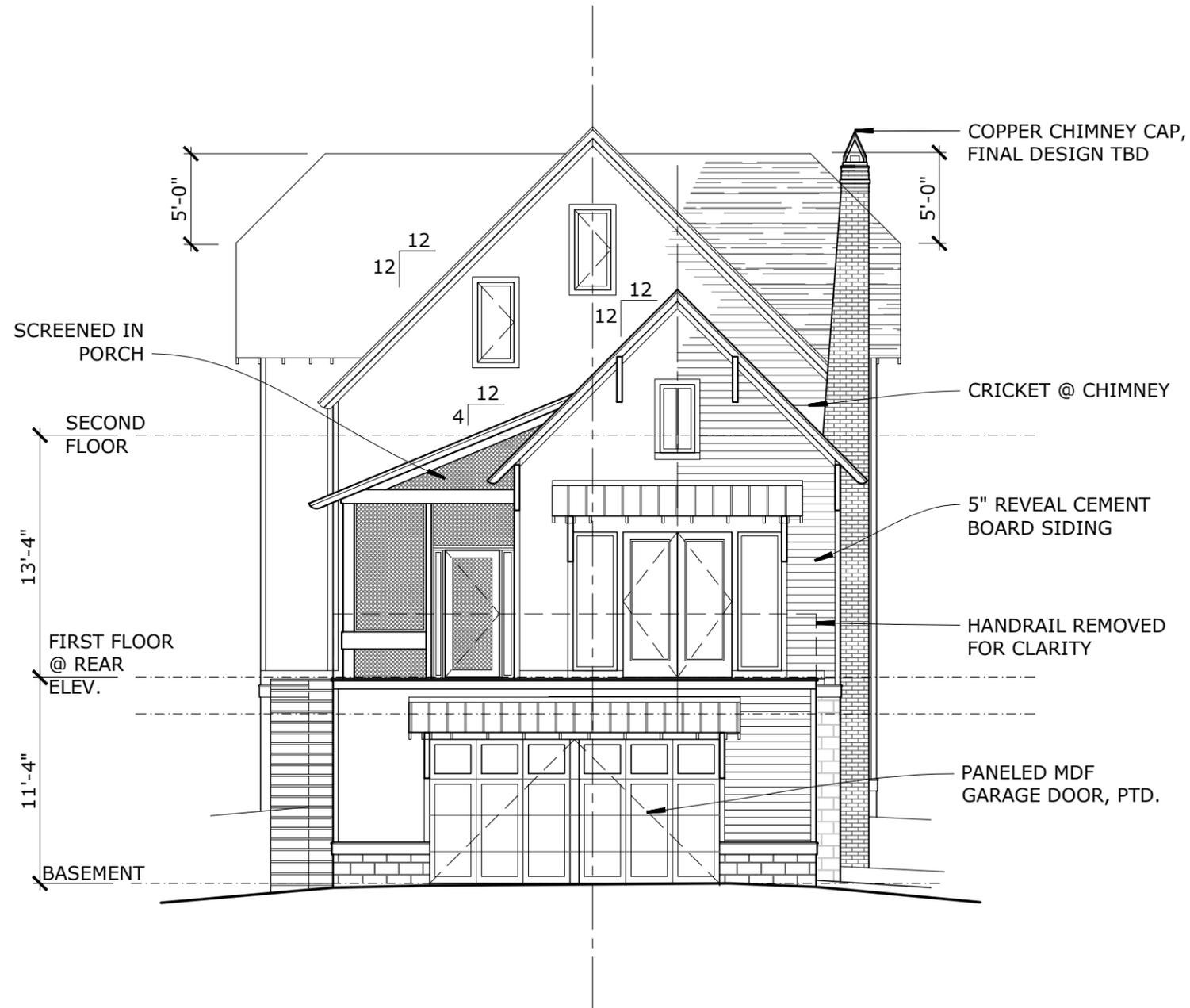
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SOUTH ELEVATION - 114 LINDSLEY PARK



04.25.17



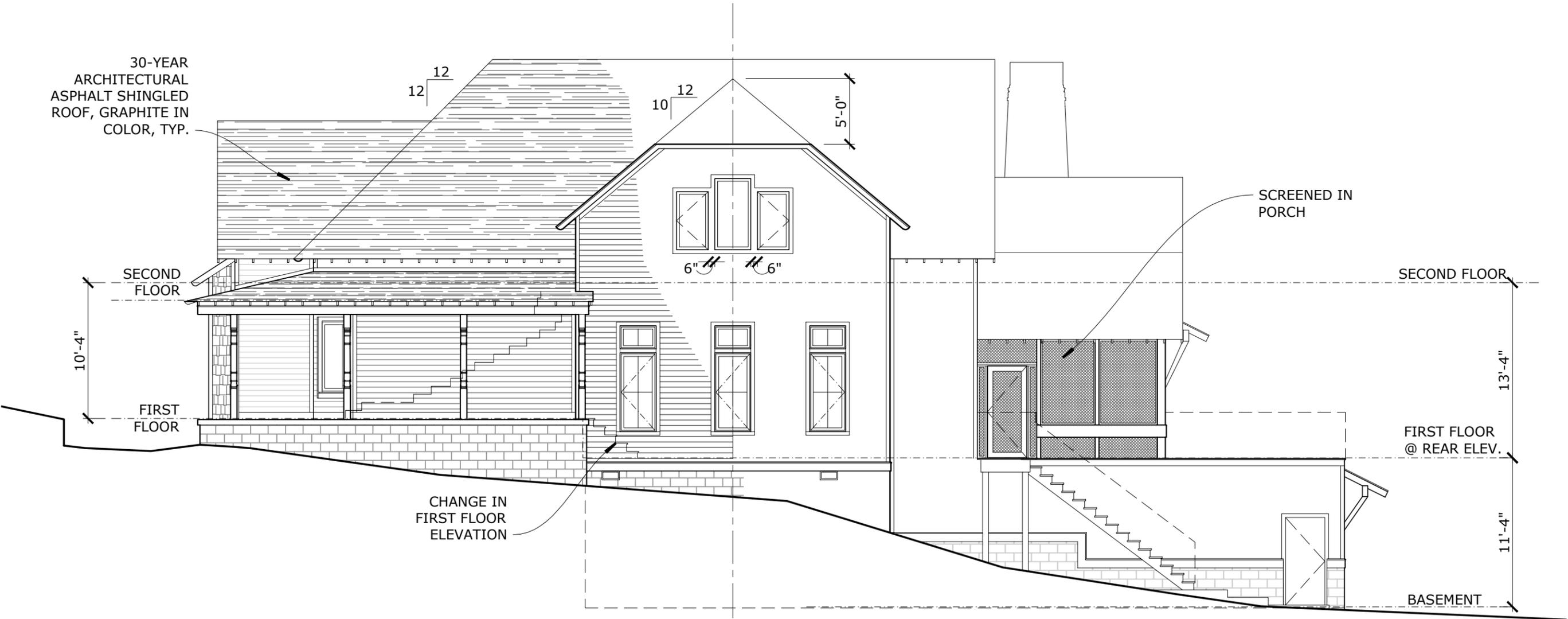
WEST ELEVATION - 114 LINDSLEY PARK



04.25.17

THESE DRAWINGS SHALL NOT BE REPRODUCED OR REUSED WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE ARCHITECT. ALL DESIGNS AND INTELLECTUAL PROPERTY SHALL REMAIN EXCLUSIVELY OWNED BY THE ARCHITECT.

30-YEAR ARCHITECTURAL ASPHALT SHINGLED ROOF, GRAPHITE IN COLOR, TYP.



SECOND FLOOR

10'-4"

FIRST FLOOR

CHANGE IN FIRST FLOOR ELEVATION

SCREENED IN PORCH

SECOND FLOOR

13'-4"

FIRST FLOOR @ REAR ELEV.

11'-4"

BASEMENT

NORTH ELEVATION - 114 LINDSLEY PARK



