

New Construction

COMMERCIAL AND INSTITUTIONAL DESIGN GUIDELINES

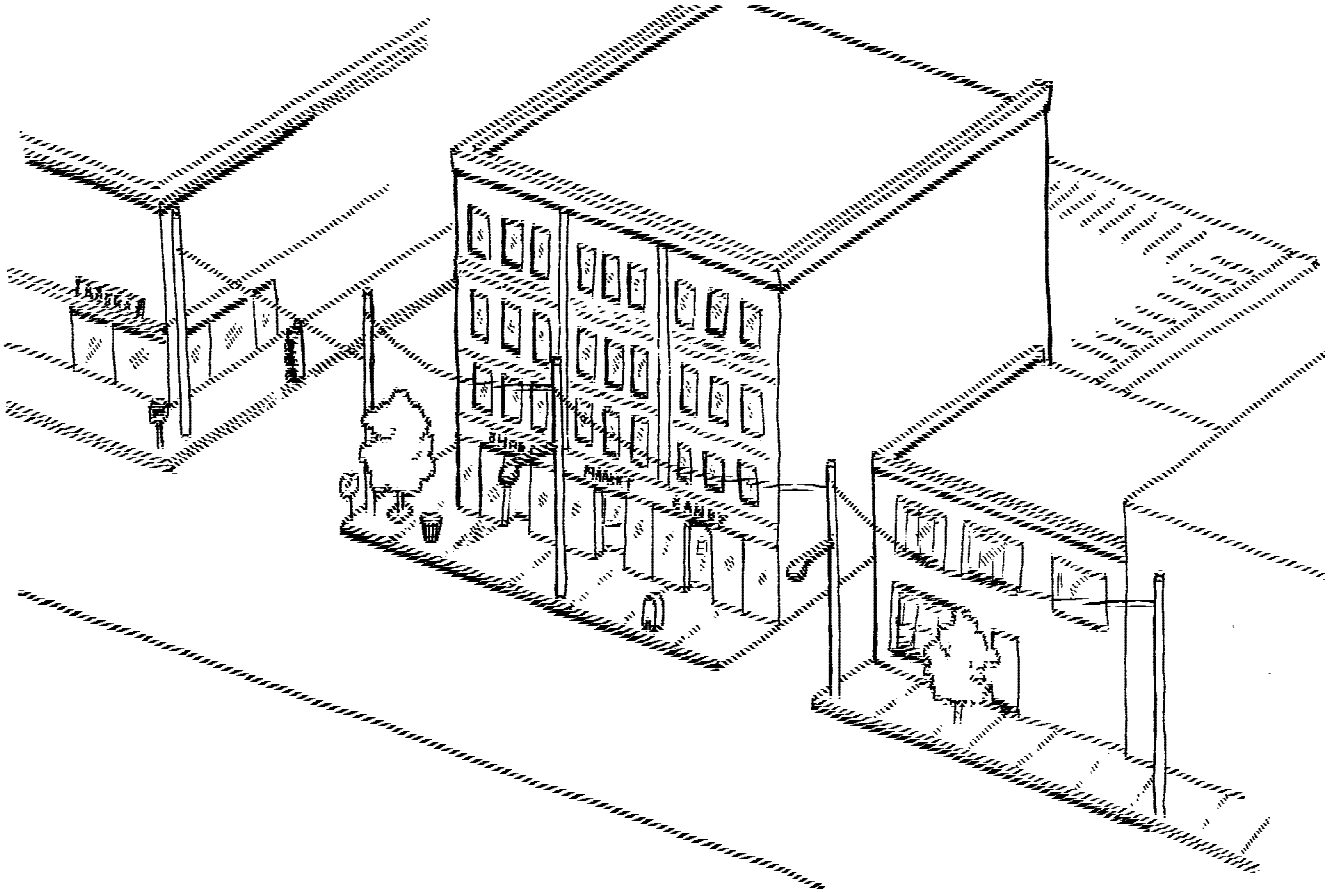
- NC1* Make sure that new designs conform to all other applicable regulations including the Jefferson County Development Code and Zoning District Regulations.
- NC2* Do not demolish contributing structures in a historic district to make way for new or large-scale construction. Non-contributing buildings are identified in each of the district or individual landmark designations or National Register nominations.
- NC3* Design new construction so that the building height, scale, massing, volume, directional emphasis, and setback reflects the architectural context established by surrounding structures.
- NC4* Make sure that the scale of new construction does not conflict with the historic character of the district.
- NC5* Select materials and design elements for new construction that are sympathetic with surrounding historic buildings in the district. Materials should be of a complementary color, size, texture, scale, and level of craftsmanship.
- NC6* Do not use materials in new construction that are visually incompatible with surrounding historic buildings within the district. Materials to be avoided include: ornamental pierced concrete masonry screens and walls, "antiqued" brick, wrought-iron porch columns, chain-link fencing, exterior carpeting, jalousie windows, glass block, picture windows, unpainted wood, and asphalt siding.

FILLING GAPS IN PRESERVATION DISTRICTS IS A SENSITIVE ISSUE



- NC7* Have new construction reinforce the human scale of historic districts by emphasizing the base of the building where this is a character-defining feature.
- NC8* Design infill construction that enhances the pedestrian-oriented character of historic commercial districts. Commercial buildings should have a well-defined base at the pedestrian level with details conveying a sense of horizontality and progression along the sidewalk.
- NC9* Design new construction in such a way that it does not disrupt important public views and vistas.
- NC10* Plant canopy trees in front of any large-scale new construction to provide a visual sense of consistency along a streetscape.

**CONSIDERATIONS FOR DESIGNING NEW CONSTRUCTION
IN A HISTORIC COMMERCIAL DISTRICT**



- Do buildings in that location have a consistent setback from the street?
- Do buildings share a consistent height, cornice line, or roof form?
- Are existing buildings vertical or horizontal in character?
- How do buildings relate to one another? Are they joined together or regularly spaced?
- What building materials or design features do existing buildings have in common?
- How will construction affect existing pedestrian and vehicular circulation patterns—streetscape issues and parking?

NC11 Reinforce existing patterns of open space and enclosure, created by circulation routes, fences, walls, lawns, and allees of trees, in designs for new construction.

NC12 Design infill construction that reinforces the spatial organization established by surrounding buildings. The character of historic streetscapes relies heavily on the visual continuity established by the repetition of similarly-designed facades.

NC13 Design infill construction in such a way that the facade's organization closely relates to surrounding buildings. Window and door openings should be similar in size to their historic counterparts, as should the proportion of window to wall space. Cornice lines, columns, and storefronts are other important character-defining facade elements.

FITTING IN



Too Low and Horizontal



Too Tall and Vertical

Buildings that are too tall and narrow or too low and expansive for their surroundings disrupt the streetscape. Carefully assess existing conditions around a lot before planning a new design.

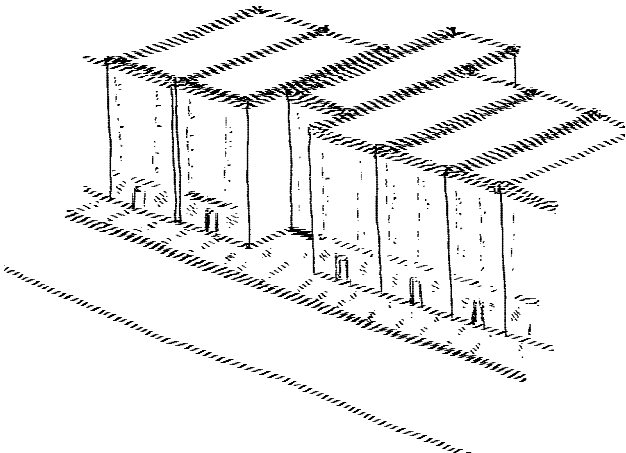
- NC14* Design new construction so that the building mass has a similar sense of lightness or weightiness as surrounding historic structures. Mass is determined by the proportion of solid surfaces (walls) to voids (window and door openings).
- NC15* Maintain historic patterns of window and door proportion and placement in designs for new construction.
- NC16* Develop designs for new construction using windows that are sympathetic to the window patterns of surrounding buildings. Use of comparable frame dimensions, proportions, and muntin configurations is encouraged.
- NC17* Develop designs for new construction using front doors that are sympathetic to the door patterns of surrounding buildings. Use of comparable frame dimensions, proportion, and panel and light configuration is encouraged.
- NC18* Design new construction so that the orientation of the main entrance is the same as the majority of other buildings on the street.
- NC19* Retain the character-defining features of a historic building when undertaking accessibility code-required work.
- NC20* Investigate removable or portable ramps as options to providing barrier-free access.
- NC21* Locate handicapped access ramps on secondary elevations wherever possible. If locating a ramp on the primary facade is required, it should be installed in a way that does not damage historic fabric and is as unobtrusive as possible.
- NC22* Design infill construction so that it is compatible with the average height and width of surrounding buildings. The rhythm of the facade should also reflect the characteristic rhythm of existing buildings on the street. Vertical elements (doors, columns, and storefronts) should be spaced approximately every 20 to 40 feet at the pedestrian level.
- NC23* Design new construction to have a floor-to-floor height that is within 10 percent of adjacent historic construction where the

floor-to-floor height is relatively consistent, and a character-defining feature.

NC24 Incorporate set-back upper stories into designs for new construction that exceed the established cornice line.

NC25 Maintain the historic rhythm of the streetscape. The space between new construction and existing structures should fall within 20 percent of the average spacing for the block. New construction should be built out to the property lines where this is a character-defining feature.

LINE UP



Where buildings are built to the property line, infill construction should also be built-out.

NC26 Historic corner commercial properties have long been anchors in Louisville's preservation districts. Construction of commercial properties on vacant corner lots should preferably be built to the corner with an entrance oriented to the corner.

NC27 Maintain historic setback patterns. In order to maintain the continuity of the streetscape, setbacks for new construction should either match that of adjacent buildings where all share the same setback or be within 20 percent of neighboring structures in areas with varied setbacks.

NC28 Ensure that the roofs of new buildings relate to those of neighboring historic structures in pitch, complexity, and visual appearance of materials.

NC29 Follow the precedent set by adjacent buildings when designing rooflines for infill construction. Where the predominate form is flat, built-up roofs are preferred. Where the predominate form is complex and steeply pitched, that is preferred. In blocks characterized by shallow-pitched roofs and pronounced overhangs with exposed rafters, these elements should be incorporated.

NC30 Design new construction so that the orientation of the main roof form is parallel with the majority of other roofs on the street where roof forms are relatively consistent and a character-defining feature.

NC31 Design new construction to emphasize the existing cornice line on each block where this is a character-defining feature.

NC32 Integrate mechanical systems into new construction in such a way that rooftops remain uncluttered.

NC33 Make provisions for screening and storage of trash receptacles when designing new construction.

NC34 Use an exterior sheathing that is similar to those of other surrounding historic buildings.

NC35 Use masonry types and mortars that are similar to surrounding buildings in designs for new construction.

NC36 Do not use modern "antiqued" brick in new construction.

NC37 Design parking garages so that they relate closely to adjacent structures. Their facades should reflect the hierarchical organization and design elements seen on surrounding buildings.

NC38 Design new construction so that access to off-street parking is off alleys or secondary streets wherever possible.

NC39 Generally, leave at least 20 percent of a parking lot's surface area unpaved and planted. All parking lots must meet the minimum requirements of the city's Development Code. Perimeter landscaping, fencing, colonnades, or other construction that visually continues the building line along open sidewalks is encouraged.

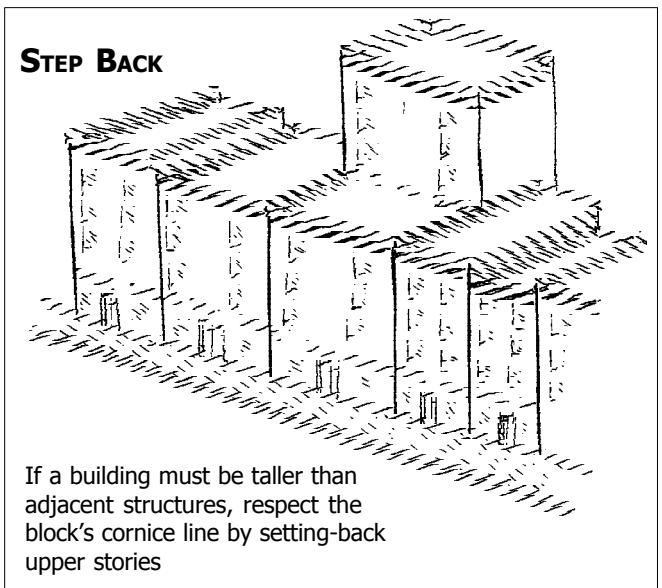
NC40 Generally speaking, parking should be located in the rear.

NC41 Design required new parking in such a way that it is as unobtrusive as possible and minimizes the impact on the historic setting. Shared parking areas among groups of businesses is encouraged.

NC42 Do not build additional surface parking lots within the West Main Preservation District.

NC43 Incorporate storm-water management provisions into the design of new construction, so that any related runoff will not adversely impact nearby historic resources.

NC44 Do not create additional open space within the West Main Historic District.



TOPPING IT OFF—FLAT ROOFS WITH ORNATE CORNICES DEFINE THE CHARACTER OF WEST MAIN STREET



ACCOMMODATING THE AUTOMOBILE



This West Main Street parking garage uses historically-inspired facade elements to blend in with its neighbors.

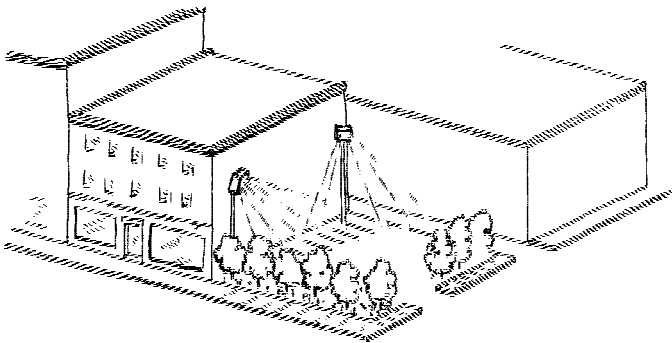
STOREFRONTS TIE STREETSAPES TOGETHER



In Parkland, storefronts unify buildings of varying heights and forms.

PARKING CONSIDERATIONS

Historic buildings should never be demolished for parking lots.



Parking lots developed on vacant land should:

- be accessed off secondary streets and alleys;
- allocate space for plantings;
- have restrained lighting; and
- include street trees, fencing, colonnades, or other elements to maintain the building line.

ROOF-TOP CLUTTER



Rooftops should not be magnets for mechanical or communications clutter that can disrupt public views. Consider views from the street when positioning such equipment.