



Historic Landmarks and Preservation Districts Commission

Report to the Committee

To: Individual Landmarks Architectural Review Committee
Thru: Savannah Darr, Historic Preservation Officer
From: Bradley Fister, Planning & Design Coordinator
Date: August 19, 2022 *SDarr*

Case No: 22-COA-0170
Classification: Committee Review

GENERAL INFORMATION

Property Addresses: 100 Distillery Commons

Applicant: Dan Dokovic
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Owner: Chad Middendorf
Barrell House Lofts, LLC
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Louisville, KY 40222

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Plan Prepared by: Ryan Feist
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Estimated Project Cost: TBD

Description of proposed exterior alteration:

The applicant requests approval to demolish the 3-story, masonry building, which has been designated as an Individual Landmark and is commonly known as the Nelson Distillery Warehouse (See **Site Context/Background**).

The applicant also requests approval to replace the building with a 5-story, masonry clad building, with ground level storefronts with large expanses of glass. It will be located in the area of the existing building's footprint, at the southwest corner of Lexington Road and Payne Street. The design has a similar directional emphasis, scale, mass, and volume as the existing building. It will generally follow the required setback lines, having a staggered footprint of approximately 17,426 square feet and approximately 96,077 square feet of usable space. This will include 13,130 square feet of retail/restaurant space, 56 dwelling units, and a 6,441 square foot rooftop common space.

The north elevation, which fronts Lexington Road, will feature storefronts along the first floor with horizontal elements to visually draw one from storefront to storefront. The building will be separated from the edge of pavement by way of a tree lined sidewalk that is wider than the existing sidewalk. The second, third, and fourth levels are apartment spaces having inset balconies facing the street. Balcony floors, windows, and horizontal railings, acting screening elements, define each floor utilizing the same pattern. There are vertical elements and façade articulation that divide the massing of the structure. There will be a roof top common space along the entire façade.

The east elevation facing the intersection of Lexington Road and Payne Street is set back from the corner much like the existing building. When viewing the east elevation, the staggered footprint of the building is visible. The first floor features storefronts while the three upper floors are apartments. There are vertical elements and façade articulation, that act as screening for the units as well as divide the mass of the structure. Being set back from the southeast corner allows for a large triangular patio to provide outdoor space for patrons and residents, green space, and the continuation of the broad, tree lined sidewalk.

The south elevation is visible from Payne Street and mirrors the first floor storefront system and three residential levels as seen on the south elevation. A sidewalk that runs along the north elevation connecting pedestrians to the broader sidewalk that runs along Payne Street as well as providing a landscape buffer between the storefronts and the proposed parking lot with 36 spaces. An open common area/patio is adjacent to the storefronts on the north elevation to allow for possible outdoor dining, etc.

The west elevation does not face any street. The west elevation mirrors that of the east and the staggered footprint of the building is again visible. The first floor features storefronts while the three upper floors are apartments.

Communications with Applicant, Completion of Application

The application was received on July 18, 2022. Staff met with the applicant on August 3, 2022 to review the submitted application. Staff next met with the applicant and a structural engineer on site to tour the building on August 12, 2022. The case is scheduled to be heard by the Individual Landmarks Architectural Review Committee on Wednesday, August 24, 2022 at 5:30PM, in Room 101 of the Metro Development Building at 444 S. 5th Street.

FINDINGS

Guidelines

The following design review guidelines, approved for Individual Landmarks, are applicable to the proposed project: **Demolition, Site, and New Construction - Commercial**. The report of the staff's findings of fact and conclusions with respect to these guidelines is attached to this report.

The following additional findings are incorporated in this report:

Site Context/ Background

The property is zoned as Planned Development District and within the Traditional Neighborhood Form District. The site is located at the southwest corner of Lexington Road and Payne Street in the Irish Hill neighborhood. The existing building runs parallel with Lexington Road, and is a 3-story, masonry construction, distillery warehouse. The building has brick walls approximately 3 wythe with an interconnected interior ricking system as well as tie-rods that run freely between the east and west facades. The property is bound on the west and south by another historically significant distillery building that is eligible to be designated as a local Individual Landmark. To the north, across Lexington Road, there is an apartment complex, auto repair facility, coffee shop, and gas station. To the east, across Payne Street, are Breslin Park and Cave Hill Cemetery.

The Nelson Distillery Warehouse was built circa 1895/1896. It is adjacent to the Williams Distillery warehouse and the Central Distillery warehouse, all of which were a part of the Anderson-Nelson Distillery Company. The warehouse was used continually by the various companies that owned the distillery until it was abandoned in 1979. Kinetic Corporation purchased the property from the distillery in 1995. In 2014, the property was purchased by the current owner Barrel House Lofts, LLC who listed the building in the National Register of Historic Places as part of their attempts to repurpose the warehouse for general storage, barrel storage, and housing. However, these plans did not come to fruition. Meanwhile, citizens petitioned the Landmarks Commission to locally designate the building as an Individual Landmark. It was designated in 2020 with the entire parcel as the boundary. The designation report is attached.

Conclusions—Demolition

Like many buildings, the Nelson Distillery Warehouse was purpose built. Unlike other buildings though, this particular building has an exterior and interior structure that are interconnected. Many warehouse buildings are able to be adaptively

reused as they are not typically reliant upon the interior skeleton to support the exterior and vice versa. The brick on this structure acts as a carapace and provides the necessary lateral support to the interconnected interior ricking system. The interior ricking system is constructed of dimensional lumber that sit on brick footings that run the length of the structure. The ricking system in this building is tied into the exterior masonry walls at several points including the window openings, which further provide the aforementioned lateral support.

The roof in this building is connected to the ricking system as well as the masonry walls and relies on both for the required structural support. The ricking system has rotted and lost a large number of the cross supports that are needed to transfer the loads from the roof and exterior forces. The roof has failed in several large sections and is contributing to the failure of the masonry walls as seen in the vertical cracking on all facades. The cracks extend through the arched headers of the windows that are designed to disperse the weight load, and the bricks are beginning to break away from them. A past attempt to repoint the exterior of the building with inappropriate mortar mix has likely played a part in the amount of water damage too.

In order to repair the building, the entire roof structure would need to be reconstructed; all exterior walls would need new, appropriate tuckpointing; all window and door openings would need to be repaired and new units installed; and lastly, an internal structural system would need to be installed to ensure the building remains structurally stable. The current wood rick system is rotted and not salvageable as a system. To adaptively reuse the building, the entire rick system would need to be removed as it fills every square foot. Once the rick system is removed, the building's historic integrity is threatened.

The Demolition Design Guidelines state, "Unless the City (Metro Louisville Government) has determined that it poses an imminent threat to life or property, do not demolish any historic structure or part of a historic structure that contributes to the integrity of any historic district, or any individual landmark or part of an individual landmark unless:

- 1) The demolition will not adversely affect the landmark's distinctive characteristics taken as a whole, retained over time."
- 2) "The demolition will not adversely affect the district's importance as a unified entity composed of interrelated resources united historically or aesthetically by plan or physical development."
- 3) "The proposed replacement structure and development will strengthen the viability of the district as a whole." (See attached Economic Hardship Exemption and Guidelines for Demolition)

There is severe deterioration to the building, likely due to its vacancy and deferred maintenance. These factors likely exacerbated the water infiltration, which then led to the general structural failure of the building. However, the building is not an imminent threat to public safety. It does need a lot of maintenance and structural work to ensure that it does not become an imminent threat. As for historic integrity,

the overall structure retains its form, massing, and historically significant details on the exterior. However, there have been modifications over time, including the installation of cross ties in an attempt to support the east and west facades, the replacement of historic wood windows with metal windows, and the bricking in of several historic window openings. The interior integrity is becoming comprised as the rick system continues to deteriorate. The building is adjacent to other historic buildings that were part of the Anderson-Nelson Distillery complex, which are distinctive to the Irish Hill area, but are not part of this Individual Landmark designation boundary.

The design guidelines do not permit demolition of any Individual Landmark that is not posing an imminent threat to public safety. While this building is deteriorating rapidly, at this time, it has not been determined that it is in immediate danger of collapsing or poses an imminent threat. In its current condition, it retains aspects of historic integrity. For these reasons, staff has to recommend denial of the demolition request. Economic hardship cannot be considered at this stage of the process.

RECOMMENDATION—DEMOLITION

On the basis of the information furnished by the applicant, staff recommends that the application for a Certificate of Appropriateness be **denied** for the demolition of the Nelson Distillery Warehouse. By denying the demolition, the new construction is also denied as it cannot occur without the demolition.

However, should the ARC determine that the proposed demolition meets the design guidelines, then staff finds the following:

Conclusions—New Construction

The application for New Construction generally meets all the design guidelines for **Site** and **New Construction Commercial**, other than NC2, which states not to demolish contributing structures in a historic district to make way for new, or large-scale construction. See discussion above about the demolition.

The proposed new construction design generally maintains the same general height, scale, massing, volume, directional emphasis, and setbacks that are seen in surrounding structures and historically on the site. It is generally not in conflict with the existing adjacent buildings and others.

The placement and design of the infill project is organized in close relation to the surrounding buildings. This helps reinforce existing design patterns of open space and enclosure as well as circulation patterns historically on the site. The regular window and door patterns seen on the extant building are recreated here in a modern way. There are storefront entrances that front both Lexington Road and Payne St.

The brick veneer cladding relates to the neighboring historic structures too. For example, the red/orange color brick and the vertical elements on all facades are reminiscent of the building currently on the site. When viewed from a distance the

overall form and profile of the elevation references the Nelson Distillery Warehouse; eluding to a front facing gabled roof with full monitor. This is done without replicating the existing structure but through the use of similar heights, articulated roof lines, and materials. This feature also works to reinforce the human scale and pedestrian oriented character of the historic block as a whole.

The applicant shall submit a comprehensive landscape and lighting plan that meets the design requirements for the new construction, includes perimeter landscaping, and includes new parking landscaping. The design for the lighting and landscape plans shall be as unobtrusive as possible and minimize the impact of the lighting and parking on the historic setting and surrounding historic structures. Generally, at least 20% of the proposed parking lot surface area must be unpaved and planted.

RECOMMENDATION—NEW CONSTRUCTION AND DEMOLITION

Based on the documentation and information furnished by the applicant in the application and contingent upon an approval of the proposed demolition by the Individual Landmarks ARC, staff recommends **approval** of the new construction **with the following conditions:**

1. **The existing building shall not be demolished until construction permits for the new building are ready to be issued by the Office of Construction Review.**
2. **The property owner shall support the local designation of the adjacent historic Distillery Commons buildings as an Individual Landmark and initiate the process of designating no later than two months after any approved Certificate of Occupancy for the new building.**
3. **The applicant shall pay for the installation of a Kentucky Historical Society historical marker to be placed in front of what was the distillery warehouse prior to occupancy of the new construction.**
4. **The applicant shall incorporate a history of the site and community as a whole inside the new construction.**
5. **Final landscaping details shall be submitted to staff for review and approval. The plan must include the parking lot and show proposed and existing trees and landscaping. A copy of the LDC required Landscape Plan will suffice.**
6. **Prior to installation, final exterior lighting fixture details shall be submitted to staff for review and approval and shall include cut sheets for all exterior lighting fixtures.**
7. **Signage was not reviewed as part of this application. Signage shall be reviewed and approved under a separate application(s) prior to installation.**
8. **The billboard located at the corner of Lexington Road and Payne Street shall be removed at the time of demolition of the existing building.**
9. **All window glazing shall be clear.**
10. **The applicant shall position fixtures, utilities, and mechanical equipment, such as HVAC equipment and units, satellite dishes, and**

- overhead wiring, on secondary elevations where they do not detract from the character of the site.
11. The applicant shall provide a plan to staff for waste receptacles and their screening prior to construction.
 12. Historic concrete mix shall be used for all sidewalks, patios and other appropriate paving elements.
 13. The removal of any trees within or immediately adjacent to a public right-of-way or within public open shall require review unless directed by the city arborist in cases of emergency or other reasons of public safety.
 14. Any and all streetscape elements shall be provided to staff for review and approval prior to installation.
 15. If the design or scope of the project changes in any way, the applicant shall contact staff for review and approval.

Bradley Fister
 Bradley Fister
 Planning & Design Coordinator

08/19/2022
 Date

SITE

Design Guideline Checklist

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

	Guideline	Finding	Comment
ST1	Consider the relationships that exist between the site and structure when making exterior alterations. Changes to one will affect the other. A primary goal should be to maintain a complementary relationship.	+	The relationship between the site and proposed new construction is generally complimentary
ST2	Retain established property line patterns and street and alley widths. Any replatting should be consistent with original development patterns.	NA	
ST3	Use paving materials that are compatible with adjacent sites and architectural character.	NSI	This needs to be clarified

ST4	Restore and reuse historic paving materials for streets and sidewalks such as brick and hexagonal pavers and limestone curbing. Maintain original curbing whenever possible. The historic relationship between the road surface and edging should be preserved. Any replacement should use historic materials. If replacement with original materials is not technically or economically feasible, a substitute material may be used if it duplicates the color, texture, and visual appearance of the original.	NA	
ST5	Maintain brick, stone, or poured concrete steps wherever present. If replacement is required, original materials should be used. New construction should incorporate steps on blocks where they are a character-defining feature.	NA	
ST6	Do not harm historic resources through road widening or underground utility repair.	NA	
ST7	Locate driveways, parking areas, and loading docks to the side and rear of properties. Access from alleys is preferred.	+	Drive and parking are proposed to be located on the side and rear
ST8	Maintain original front yard topography, including grades, slopes, elevations, and earthen berms where present. New construction should match the grade of adjacent properties. Do not recontour front-yard berms into stepped terraces, using railroad ties, landscape timbers, or any other historically-inappropriate material for retaining walls.	+	Front yard topography shall generally remain the same per submission
ST9	Do not carry out excavations or regrading within or adjacent to a historic building, which could cause the foundation to shift or destroy significant archeological resources.	+	Applicant shall take appropriate precautions in regard to the adjacent historic property
ST10	Do not install masonry walls in street-visible locations unless they are used to retain earth at changes in grade, screen service areas, or unless a historic precedent exists.	NA	
ST11	Use materials that match existing sections of historic fencing in material, height, and detail when carrying out limited replacement projects. If an exact match cannot be made, a simplified design is appropriate.	NA	
ST12	Use materials that match the existing character of the original when replacing retaining walls or curbing. If an exact match cannot be made, a simplified design is appropriate.	NA	
ST13	Install only historically-compatible iron fencing under 2'-5" in height where there is demonstrable historic precedent.	NA	
ST14	Do not install front-yard fencing where there is no historic precedent.	NA	
ST15	Install any rear- or side-yard privacy fencing so that it is set back from the side wall at least two feet and presents the finished side out. Any privacy fencing should be less than seven feet in height. Contact the Department of Inspections, Permits, and Licenses regarding additional restrictions on fencing at corner properties.	NA	
ST16	Do not install chain-link, split-rail, or woven-wood fencing, or concrete block walls in areas that are visible from a public way. Opaque fencing, such as painted or stained pressure-treated wood, may be permitted with appropriate design.	NA	
ST17	Use understated fixtures when installing any type of exterior lighting. Fixture attachment should be done so as not to damage historic fabric. Fixtures should not become a visual focal point.	NSI	Applicant shall submit cut sheets for all exterior lighting and a lighting plan to staff for approval prior to installation
ST18	Do not light parking areas or architectural features in a harsh manner. Generally, an average illumination level of 1.5 to 2.0 foot-candles will be sufficient. Light should be directed down and away from neighboring properties.	NSI	Applicant shall submit cut sheets for all exterior lighting and a lighting plan to staff for approval prior to installation

ST19	Parking lots of a certain size should have a portion of the parking area dedicated to plantings that will soften the expanse of paving. See the Jefferson County Development Code - Requirements for Landscaping and Land Use Buffers for specific requirements.	NSI	Applicant shall submit a landscape plan.
ST20	Use high-pressure sodium or metal halide lights to create a soft illumination where site or streetscape lighting is desired.	NSI	Applicant shall submit cut sheets for all exterior lighting and a lighting plan to staff for approval prior to installation
ST21	Position fixtures, such as air conditioning units, satellite dishes, greenhouse additions, and overhead wiring, on secondary elevations where they do not detract from the character of the site. Try to minimize noise levels to adjacent properties.	NSI	See conditions of approval
ST22	Preserve large trees whenever possible and enhance established street tree patterns by planting additional trees along public rights-of-way. Consult the city arborist to determine what tree species are suitable for placement near overhead wires. Select and place street trees so that the plantings will not obscure historic storefronts once mature. Removal of trees within or immediately adjacent to a public right-of-way or within public open spaces requires review unless directed by the city arborist for emergency or public safety reasons.	NA	
ST23	Ensure that all proposed cellular towers and associated fixtures will be properly screened from view.	NA	
ST24	Install utility lines underground whenever possible.	NA	

NEW CONSTRUCTION

COMMERCIAL AND INSTITUTIONAL DESIGN GUIDELINES

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

	Guideline	Finding	Comment
NC1	Make sure that new designs conform to all other applicable regulations including the Jefferson County Development Code and Zoning District Regulations.	TBD	Zoning and building code reviews are currently ongoing.
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.	-/+	See conclusions and site context/background for further information.

NC3	Design new construction so that the building height, scale, massing, volume, directional emphasis, and setback reflects the architectural context established by surrounding structures.	+/-	The overall scale is in line with what was on the site previously, it is generally not in conflict with the existing adjacent buildings and others in the area.
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.	+	See conclusions and site context/background for further information.
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.	+	
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.	+	The way the sidewalk is enlarged along Lexington Road and Payne Street, works to reinforce the human scale and create a pedestrian oriented character of the historic block as a whole.
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.	+	There are no important views and vistas that will be disrupted.
NC10	Plant canopy trees in front of any large-scale new construction to provide a visual sense of consistency along a streetscape.	NSI	A landscape plan needs to be submitted.
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.	NSI	A landscape plan needs to be submitted.
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 façade's organization closely relates to surrounding buildings. Window and door openings should be similar in size to their historic counterparts, as should the proportion of window to wall space. Cornice lines, columns, and storefronts are other important character-defining facade elements.	+	While the current design is modern, it has complementary elements like those listed.
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).	+	The proposed fenestration is more modern to match the architecture; however, it contains the same sense of lightness as the historic structure did.
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.	NA	
NC20	Investigate removable or portable ramps as options to providing barrier-free access.	NA	
NC21	Locate handicapped access ramps on secondary elevations wherever possible. If locating a ramp on the primary façade is required, it should be installed in a way that does not damage historic fabric and is as unobtrusive as possible.	+	All entrances appear to provide ground level access, without a need for an ADA ramp.
NC22	Design infill construction so that it is compatible with the average height and width of surrounding buildings. The rhythm of the façade should also reflect the characteristic rhythm of existing buildings on the street. Vertical elements (doors, columns, and storefronts) should be spaced approximately every 20 to 40 feet at the pedestrian level.	+	Though the overall scale is in keeping with what is currently on the site.
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.	NA	
NC25	Maintain the historic rhythm of the streetscape. The space between new construction and existing structures should fall within 20 percent of the average spacing for the block. New construction should be built out to the property lines where this is a character-defining feature.	+	
NC26	Historic commercial properties have long been anchors in Louisville's preservation districts. Construction of commercial properties on vacant corner lots should preferably be built to the corner with an entrance oriented to the corner.	NA	
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.	+	The new building has a setback that generally matches the building currently on the site.
NC28	Ensure that the roofs of new buildings relate to those of neighboring historic structures in pitch, complexity, and visual appearance of materials.	+	There are a mix of roof types on this block. The proposed flat roof will be complementary and seen from a distance looks like a front gabled roof with full monitor like was there previously.

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.	+	There are a mix of roof types on this block. The proposed flat roof will be complementary and seen from a distance looks like a front gabled roof with full monitor like was there previously.
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.	+	Is generally in keeping with where the current roof is.
NC31	Design new construction to emphasize the existing cornice line on each block where this is a character-defining feature.	NA	
NC32	Integrate mechanical systems into new construction in such a way that rooftops remain uncluttered.	+	See conditions of approval
NC33	Make provisions for screening and storage of trash receptacles when designing new construction.	NSI	See conditions of approval
NC34	Use an exterior sheathing that is similar to those of other surrounding historic buildings.	+	The proposed brick is a nod to the material on the site now and the adjacent properties.
NC35	Use masonry types and mortars that are similar to surrounding buildings in designs for new construction.	+	The proposed brick is a nod to the material on the site now and the adjacent properties.
NC36	Do not use modern "antiqued" brick in new construction.	NA	
NC37	Design parking garages so that they relate closely to adjacent structures. Their facades should reflect the hierarchical organization and design elements seen on surrounding buildings.	NA	
NC38	Design new construction so that access to off-street parking is off alleys or secondary streets wherever possible.	+	The off-street parking is located on Payne St. adjacent to an existing parking lot.
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.	NSI	The applicant shall submit a landscape plan to address this.
NC40	Generally speaking, parking should be located in the rear.	+/-	Parking is also located on the side where the main entry is located. The building is situated too close to the rear property line for parking.
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.	NSI	The applicant shall submit a landscape plan
NC42	Do not build additional surface parking lots within the West Main Preservation District.	NA	
NC43	Incorporate storm-water management provisions into the design of new construction, so that any related runoff will not adversely impact nearby historic resources.	NSI	See conditions of approval
NC44	Do not create additional open space within the West Main Historic District.	NA	