

Rozelle-Annesdale Historic Conservation District Guidelines



**Rozelle-Annesdale
An Old and New Neighborhood**

Memphis, Tennessee

Purpose

Historical Conservation Guidelines (the "Guidelines") are criteria and standards that the Memphis Landmarks Commission (the "Commission") must consider in determining the appropriateness of proposed work within the district.

Appropriateness of work must be determined in order to accomplish the following goals of historic zoning, as outlined in the guidelines and bylaws of the Memphis Landmarks Commission.

- ♦ To promote the educational, cultural, and economic welfare of the people of Memphis.
- ♦ To preserve and protect the historical and architectural value of buildings and other structures.
- ♦ To assure the compatibility within the Historic District by regulating exterior design and arrangement.
- ♦ To create an esthetic appearance which complements the historic buildings or other structures.
- ♦ To stabilize and improve property values.
- ♦ To foster civic beauty and community pride.
- ♦ To strengthen the local economy.
- ♦ To establish criteria and procedures to regulate the new construction, relocation, or demolition of structures or appurtenances within any Historic District zone.
- ♦ To promote the use of Historic Districts for education, pleasure, and welfare of the present and future citizens of Memphis.

Design Guideline for New Construction and Demolition In the Rozelle-Annesdale Historic Conservation District

By state law, all design guidelines for conservation zoning must comply with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings:

- ♦ A property shall be used for its historic purpose or be placed in a new use that requires minimal changes to the defining characteristics of the building and its site and environment.
- ♦ The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
- ♦ Most properties change over time; those changes that have acquired historical significance in their own right shall be retained and preserved.
- ♦ Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved as much as practicable.
- ♦ Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
- ♦ Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest, most nondestructive means necessary.
- ♦ Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
- ♦ New additions, exterior alterations, or related new construction shall attempt to preserve historic materials that characterize the property.
- ♦ New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

I. Historical Overview

The Rozelle-Annesdale neighborhood is located in the heart of midtown Memphis. In 1830, only a few years after the City of Memphis had been chartered, Solomon Rozelle purchased 803 acres of land in the county a few miles from the still fledgling town. This purchase, along with several more in following years gave him ownership of much of what we know today as Midtown Memphis. He built his first house near an old Indian trace, later known as Pigeon Roost Road, not far from where Southern Ave. crosses Lamar today. He used his slaves to clear part of the road through his property. Solomon was active in church affairs as trustee of the First Methodist Church, and both local ministers and circuit riders held many services in his home. His grandson, Yerby Phillip Rozelle, donated land to the county for a school, which was built in 1874 at the intersection of the LaGrange and Memphis Railroad and Pigeon Roost Road.

Located along one of the routes taken by the Chickasaw Indians as they traveled from their camps in Mississippi to the river, much of the history of the area has been determined by the transportation routes offered through its boundaries. In addition to the Pontotoc Trace, later named Pigeon Roost Road and still later Lamar Ave., the earliest railroads came through the area increasing its attractiveness to settlers. The first railroad in Memphis, the LaGrange and Memphis Railroad Company, was chartered in 1835, and Solomon Rozelle granted the company a right of way along the southern border of present day Rozelle-Annesdale. The railroad managed to run its first locomotive with two passenger cars as far as White's Station in 1842, but went bankrupt shortly thereafter. The Memphis & Charleston Rail Road acquired the right-of-way in 1845. Solomon built a small station on the north side of the railroad at its intersection with Pigeon Roost Road, and the accommodation train would stop there for passengers daily. The right of way was acquired by the Memphis and Charleston Railroad Company in 1845 and operated for a number of years as a commuter type train between Memphis and Germantown. Other stations were built along the railroad at Kyle (Bellwood Station) and Rayner (Gill Station). Later, as the tracks were completed to Charleston, S.C., the line provided a valuable commercial link with Atlantic seaports.

Eli Rayner purchased a piece of property near the railroad at Gill's Station in 1853 and built a simple Greek Revival style manor house there in 1853-1856 and acquired additional property as far as Pigeon Roost Road. The full extent of his properties is unclear. During the Civil War and during the yellow fever epidemic of 1878, the grove of trees to the south of the house was used as a campground for federal soldiers and fever victims. His daughter Irene married Thomas Battle Turley, a former U.S. Senator, and Louisa married Dr. W.R. Hodges, who was himself a victim of the epidemic of 1878. Eli moved into town to live with his daughter, and the house was rented out (A.L. Aydolott) until his death in 1892 when the house was turned to face Rayner St. and the remaining property sold and subdivided. Later Mary Woods Richardson, a teacher at Central and Southside High Schools bought the house and lived there until her death in 1937. Dr. John Henry Davis, history professor at Southwestern College, then bought the house

and lived there until his death in 1969. The house has had several owners since then and was listed on the National Register of Historic Places in 1982.

Miss Anna Kay Tharp, a teacher at Southside School, grew up in the area at 1724 Nelson, the first house on the block, built in 1915 as part of the Harris Subdivision. She remembered being warned by her parents not to go near Lamar and Kyle where the gypsies camped each spring. She became an English teacher at Southside High School and remained in the house until her death. In the 1920's and 1930's malaria was still a serious problem, and in 1933 Col. Joseph LePrince, who had led the work to rid Cuba and Panama of the mosquitoes spoke to her class about taking part in the national Gorgas Essay Contest. As a result, the students formed the Howard-Krauss Society, which met weekly and worked to spread the word about the disease and how to control it. They produced posters, plays, skits, radio shows, and put up displays in downtown store windows to inform the public about the dangers of the mosquito and how the public could help to control them. When TVA began to build its lakes and dams in east Tennessee, the director of malaria education came to Memphis to meet with the class and learn how they did it. He took all their materials back with him to form the basis of the TVA campaign against malaria.

The area along Lamar developed as a residential area originally, but slowly turned commercial, and by the 1920's had become the center of the neighborhood retail activity. Both Duke Bowers, who founded the first "penny stores" in Memphis, and Clarence Saunders, who founded the Piggly Wiggly stores, the first self-service grocery stores, had stores in the area. Mr. Saunders lost the Piggly Wiggly chain and started another chain named, "Clarence Saunders - Sole Owner of My Own Name Stores." One of his stores was located at the corner of Kyle and Lamar, and the sign is still displayed on the side of the building he occupied. It is being restored by the neighborhood association.

In 1918, shortly after returning from France during World War I, Peter Lunati opened a garage at 1656 Lamar just across the street from the Famous Cafe and a Mr. Bowers store. He grew tired of daily crawling down into a pit underneath the automobiles in order to work on them, but that was how it was done. One day while getting a haircut at the barbershop across the street, he got an idea from the pump used to lift the barber chair. He went next door to the Famous cafe for lunch; he drew out a diagram on a napkin and began to work on a model lift using compressed air, which was available in most garages. By 1925, he had completed his working model at the garage and went into business as the Automobile Rotary Lift Company. The company prospered and is known today as Dover Elevator. It was invented right here.

In 1920

II. New Construction and Additions

A. General Principles

1. These guidelines shall apply only to the exteriors of buildings and to areas of lots that are visible from the public right-of-way
2. The public facades - both front and street-related elevations - of proposals for new buildings shall be more carefully reviewed than other facades.
3. Construction in the area occurred primarily in the years between 1870 and 1940, and the buildings possess a wide variety of styles and types which reflect both the period in which they were built and the personal taste of the builders.
4. New buildings should be compatible with the other historic buildings on the same street or in the nearby area in terms of style, height, scale, setback, rhythm, massing, and materials and other design characteristics of existing buildings, on both the same and opposite sides of a street.. The dominance of that pattern and rhythm of design characteristics must be respected and not disrupted
5. More weight shall be given to compatibility with existing buildings, which are products of the original and predominant period of construction on a street as opposed to existing buildings constructed as infill development after the original period of construction but prior to the designation of this district as a Historic Conservation District.

B. Design Characteristics for New Construction - Residential

New construction should be consistent with the architecture and styling of the existing buildings along a street in terms of the following design characteristics:

1. **Height**
 - a. New buildings should be constructed to the same number of stories or approximate height, which is compatible with the height of surrounding buildings.
 - b. The height of new construction should be consistent with the predominant pattern of the street on which it is located.
2. **Scale and Massing**

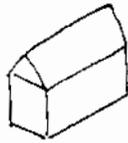
The size of a new building should be visually compatible with the surrounding buildings in form and roof shape.

The BASICS - RESIDENTIAL BUILDINGS

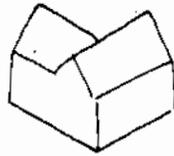
Components

The components of a house are specific to its particular style and distinguish it from other architectural styles and periods. Components usually fall into these categories:

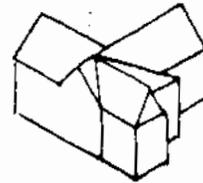
* Form



Rectangular



Ell-shape



Asymmetrical

* Height



1 story



1 & 1/2 story



2 story

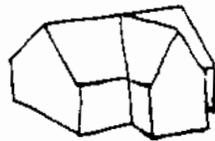


2 & 1/2 story

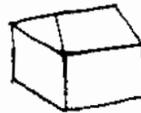
* Roof Shape



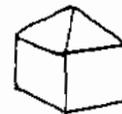
Gable



Cross Gable



Hipped



Pyramidal

* Buildings Material



Wood

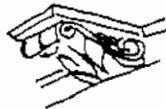


Brick



Stone

* Architectural Features



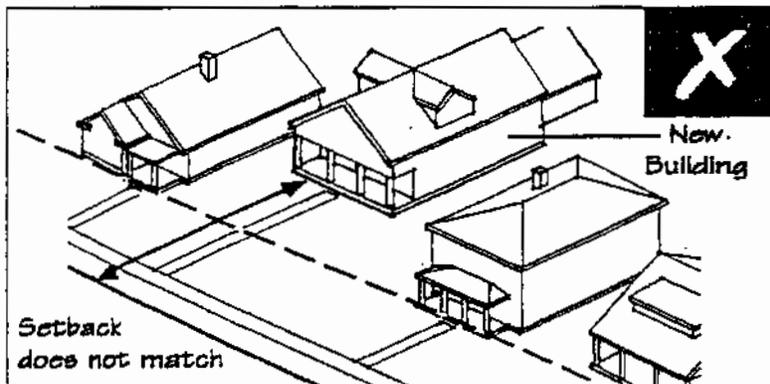
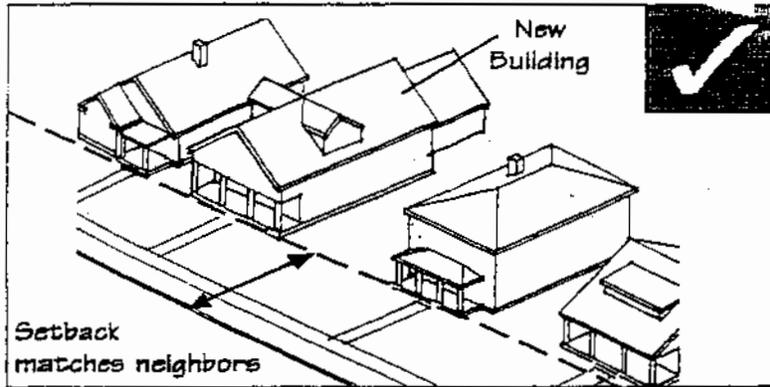
Brackets



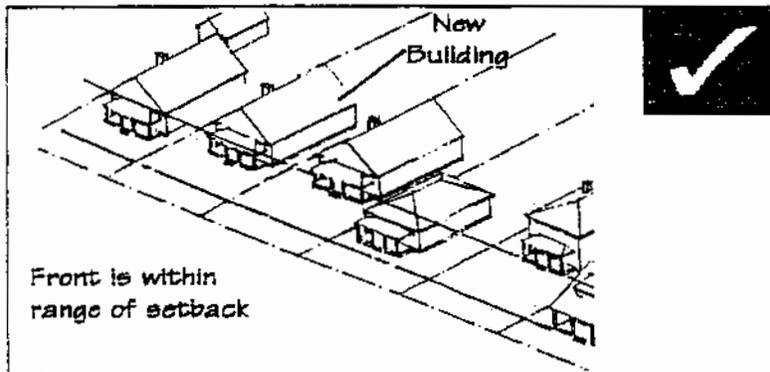
Vergeboard

3. **Setbacks and Rhythm of Spacing**

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



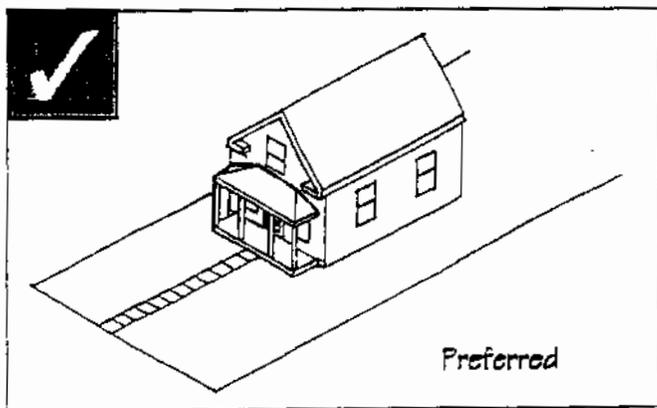
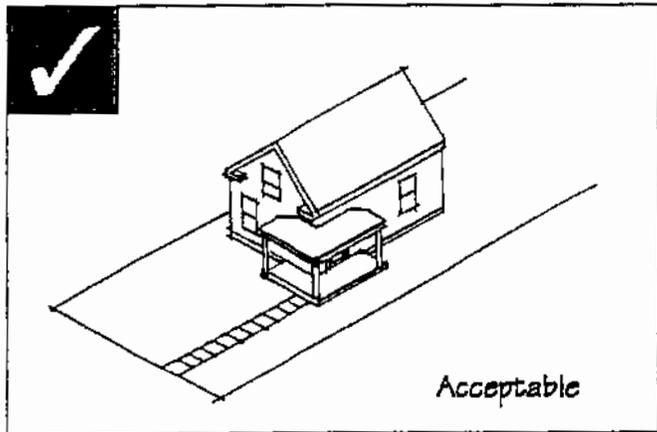
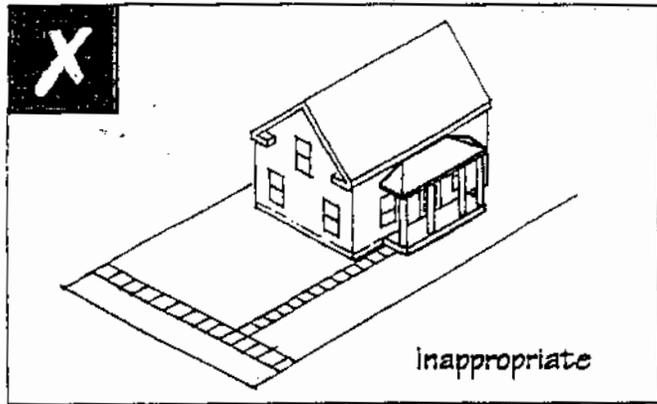
In areas where building setbacks are uniform, a new building should be placed in general alignment with its neighbors.



In some areas, setbacks vary, but generally fall within an established range. A greater variety in setbacks is appropriate in this context.

4. Orientation

- a. The site orientation of new buildings should be consistent with that of existing buildings along the street and should be visually compatible.
- b. The front of the building should face the street and should clearly identify the front door.



When altering a building or when constructing a new primary structure, consider locating the primary entrance to face the street.

5. Relationship of Materials, Textures, and Details

- a. The relationship and use of material, texture, and details of a new building's principal facades should be visually compatible with and similar to those of adjacent buildings.
- b. The common historic material found in the district are stone, brick, stucco, clapboard or lap wood siding, spilt face concrete block, and metal or asphalt shingles roofing.
- c. New compatible materials shall be reviewed by the Commission for their compatibility with historic material prior to approval for use in new construction.

6. Proportion and Rhythm of Openings

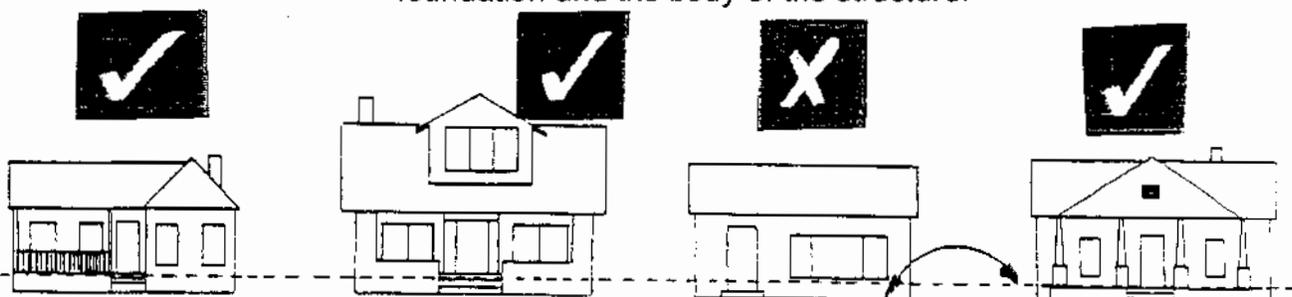
The relationship of width to height of windows and doors, and the rhythm of solids to voids in the new buildings should be visually compatible with the surrounding buildings.

7. Roof Shape

The roofs of new buildings should be visually compatible with the roofs of existing buildings this can be achieved by not contrasting greatly with the roof shape and orientation of surrounding buildings.

8. Foundations

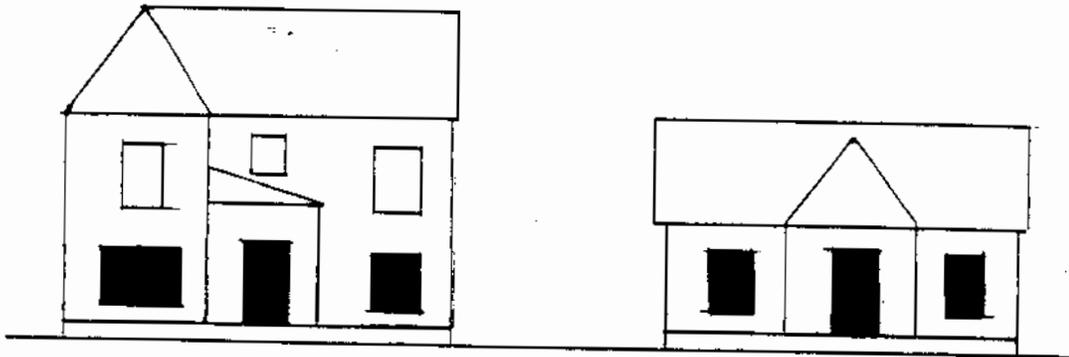
- a. New buildings should be constructed on a raised foundation that is compatible with the foundation height of the surrounding existing structures.
- b. Contrasting materials or a belt course should be used to assist in creating the difference between the raised foundation and the body of the structure.



Foundations

9. Building Mass, Scale, and Form:

- a. A building should appear similar in mass and scale to those historic single-family structures nearby in terms of the height of the foundation wall, porch roof, and main roofs.
- b. A front elevation should appear similar in scale and width to that seen traditionally on the surrounding street.
- c. Roofs, dormers, and eave depths should be similar to those of the historic houses on the street.
- d. Floor to ceiling heights should be maintained for new construction.



Floor to ceiling heights should be maintained for new construction.

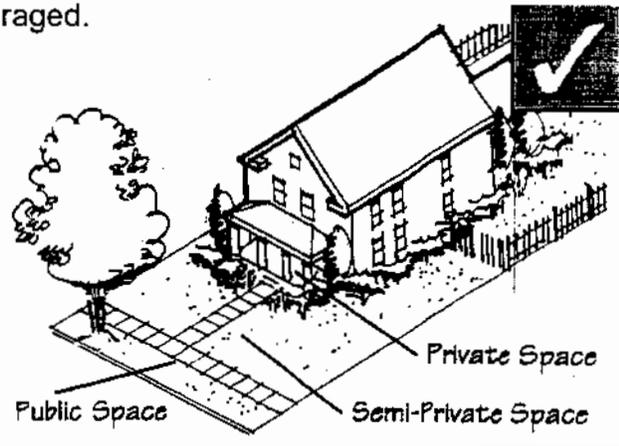
10. Building Materials:

- a. Masonry materials such as stone and brick that appear similar in character to that seen traditionally may be used.
- b. Horizontal lap siding may also be considered as a primary building material or as an accent.
- c. Roof materials may be either metal or composite shingles and shall convey a scale and texture similar to those used traditionally.

11. Architectural Character:

- a. New buildings should use architectural features common to traditional buildings in the neighborhood, and contemporary interpretations of historic styles are strongly encouraged.
- b. Decks should not be seen from the street.
- c. Maintain the traditional character of a front yard.
- d. Minimize the amount of hard surface paving for patios, terraces or drives in front yards.

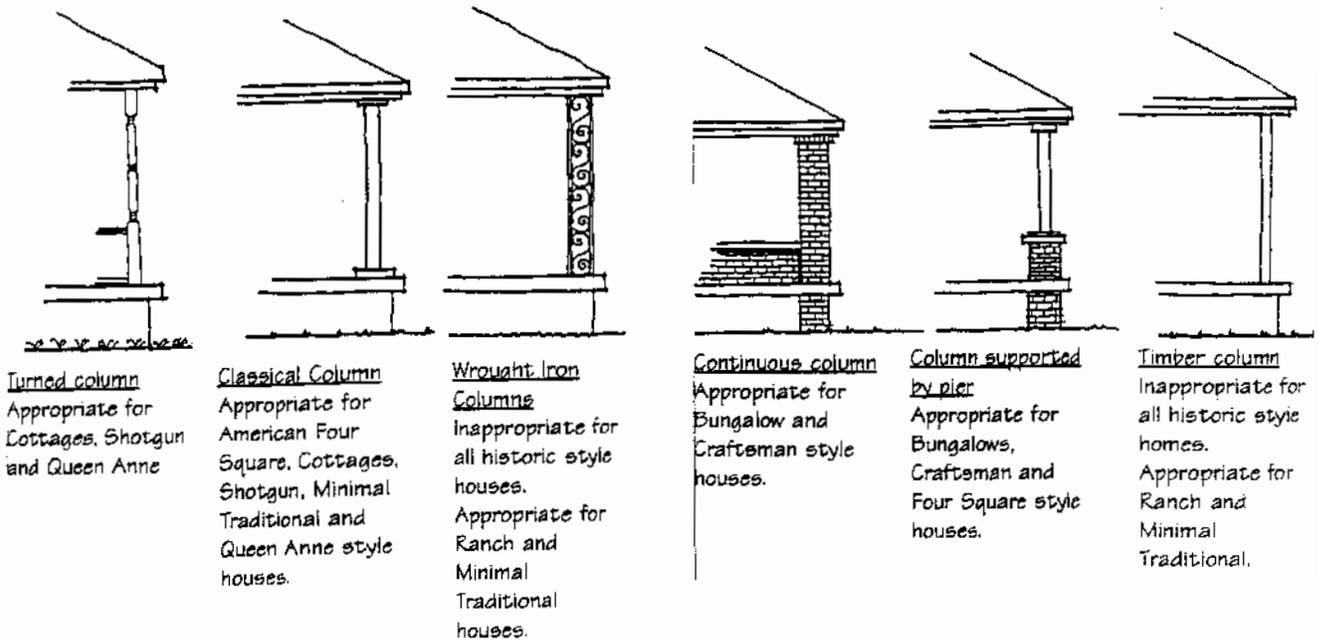
- e. Enclosing a front lawn such that it is not visible from the street is discouraged.



12. Porches

Respect the established hierarchy of public and private spaces.

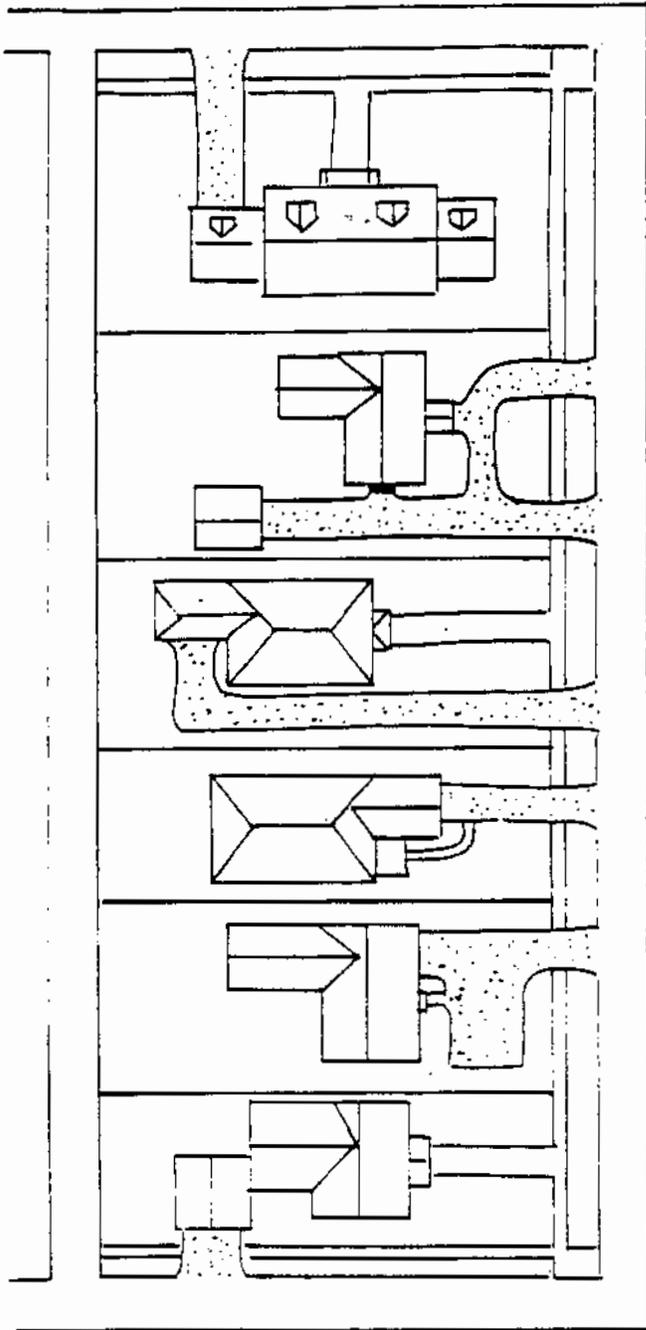
- a. Front porch should be at least eight feet in depth.
- b. Enclosing front porches is discouraged



13. Parking

- a. Parking areas should be located to the rear or to the rear side of a building and should be consistent in material and size with the properties in the nearby area.
- b. A front yard parking pad is not historically compatible and should not be considered
- c. Ribbon paving, or concrete are appropriate materials for driveways

- d. Driveways should maintain a similar width to those found historically.



NO - Orientation towards side street.

NO - Circular driveway in front of house.

YES - Driveway to rear garage.

NO - Garage attached to front of house.

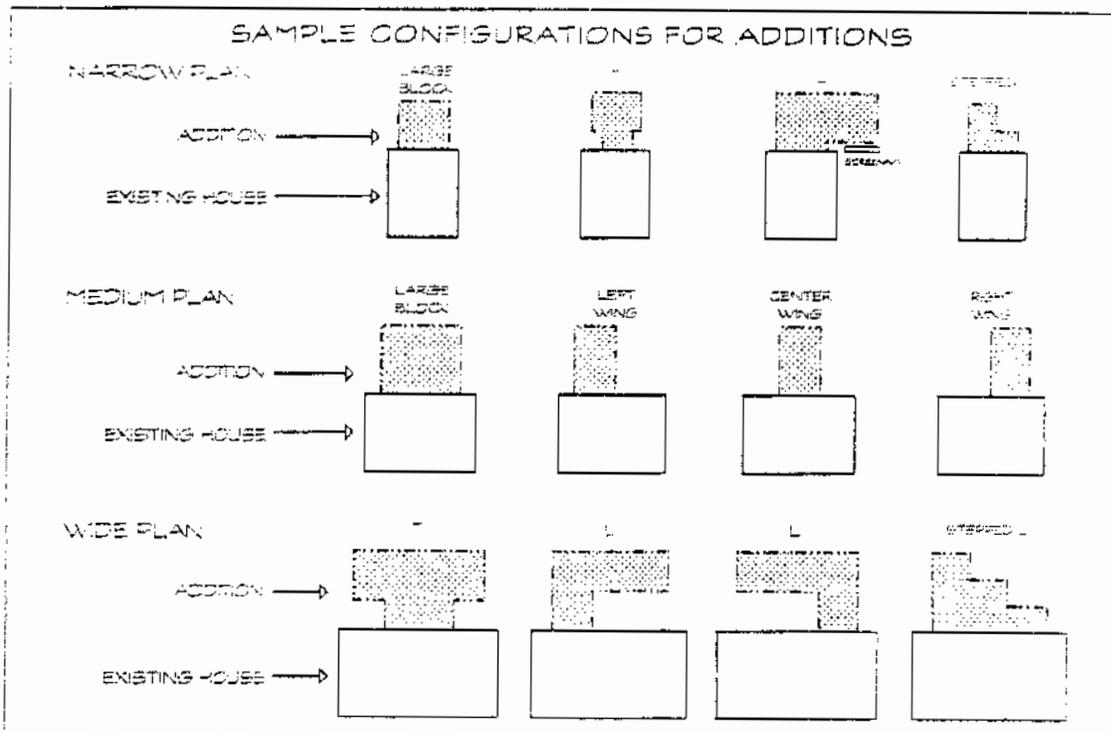
NO - Parking area in front of house.

YES - Access to garage off side street.

C. Habitable Additions to Existing Buildings -Residential

Habitable additions are defined as the addition of heated/air conditioned space to the existing structure. This may include but is not limited to the following: the use of attic space as new rooms, side or rear porch enclosures or a new addition.

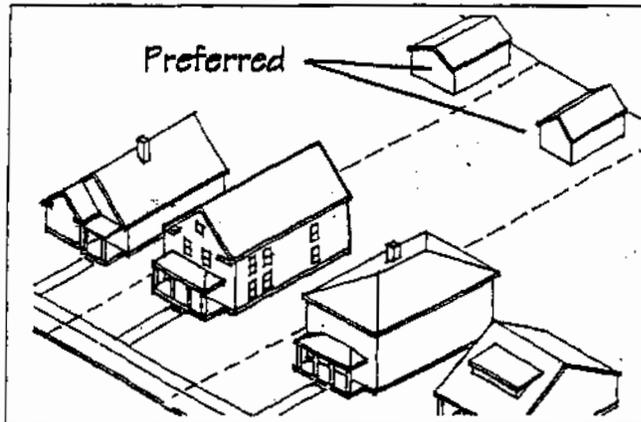
1. Habitable additions should be located to the rear of existing buildings in ways that do not disturb the principle facade.
 - a. additions not seen from the public right of way will not be reviewed by the Landmarks Commission.
2. New additions to the front of existing buildings are not compatible with the historic structures and should be discouraged. Additions that are attached to the principal building on the lot should be placed at or towards the rear of the principle building.
3. Additions should be compatible with the existing building in scale, material, and texture and should not contrast with the existing facade.
4. Additions should be subservient in scale and massing to the main structure.



D. Outbuildings and Fencing - Residential

1. Front yard fencing is not compatible with the Historic District and should be discouraged.

2. Where such fencing is installed, it should utilize historically compatible materials and designs and should not visually disrupt the historic character of the adjacent properties.
3. Backyard and side yard privacy fencing consistent with these guidelines shall be allowed.
4. Appropriate fencing materials are wood and iron/metal.



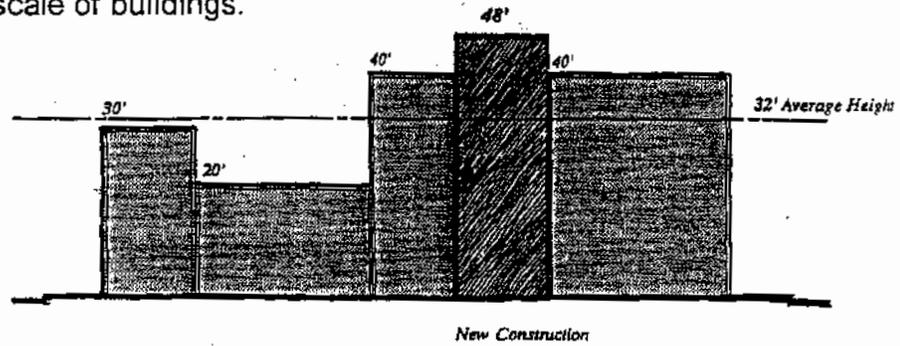
Locating a secondary structure in the center of the rear yard will reduce the amount of outdoor livable space and is therefore discouraged

5. Carports, garages, sheds, or other similar structures ("outbuildings") should be simple in form and character, and should be compatible with the main structure and nearby outbuildings.
6. The materials should be compatible with the main structure.
7. The outbuildings should have compatible architectural details.
8. Freestanding, detached outbuildings are prohibited on the front or side of the property

E. Design Characteristics for New Construction – Commercial

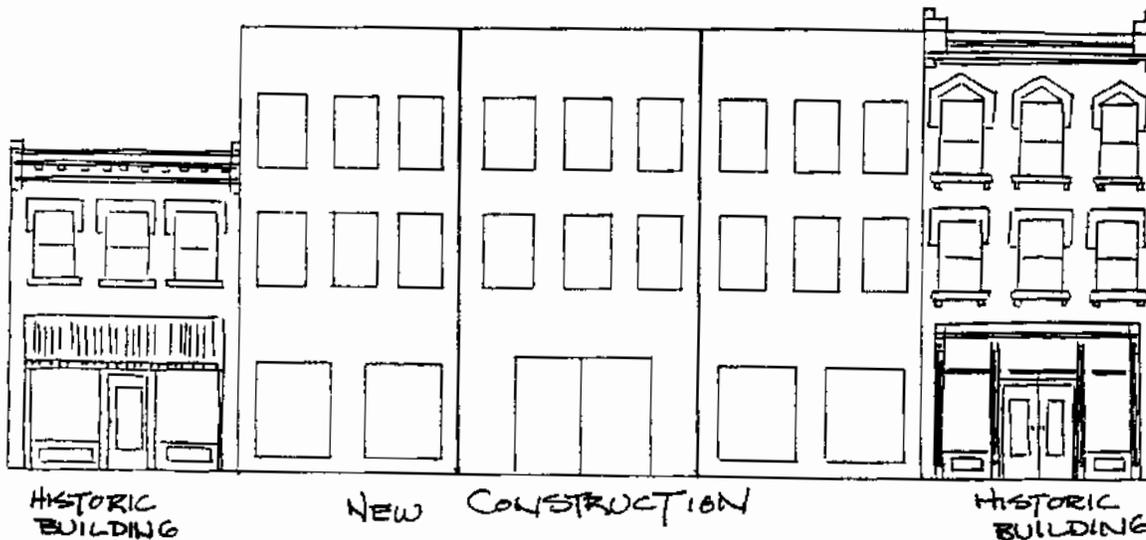
1. Height

- a. New Buildings should be constructed to a compatible number of stories with the surrounding buildings
- b. New construction should be no more than 50 percent taller than the average streetwall height to maintain the general height and scale of buildings.

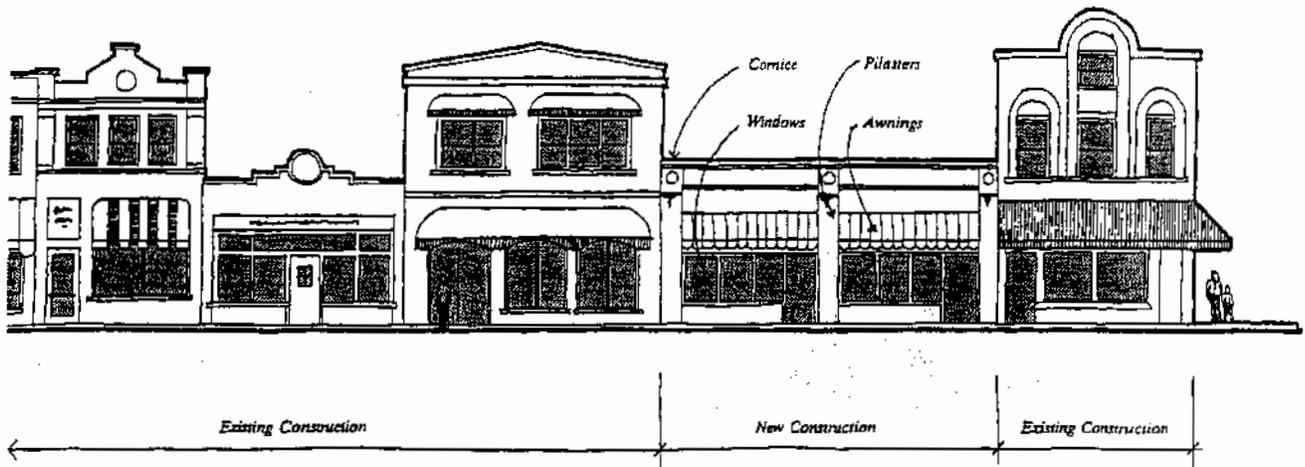


2. Setback and Rhythm of Spacing

- c. New commercial buildings should sit on the back edge of the sidewalk.
- d. Windowless walls along the sidewalk should be avoided where possible. Design interest should be added to blank walls. For example, arches, variation of materials, piers, murals or planter could add visual interest to otherwise blank walls.
- e. Buildings covering more than one standard lot should have vertical divisions to maintain the streetscape rhythm.

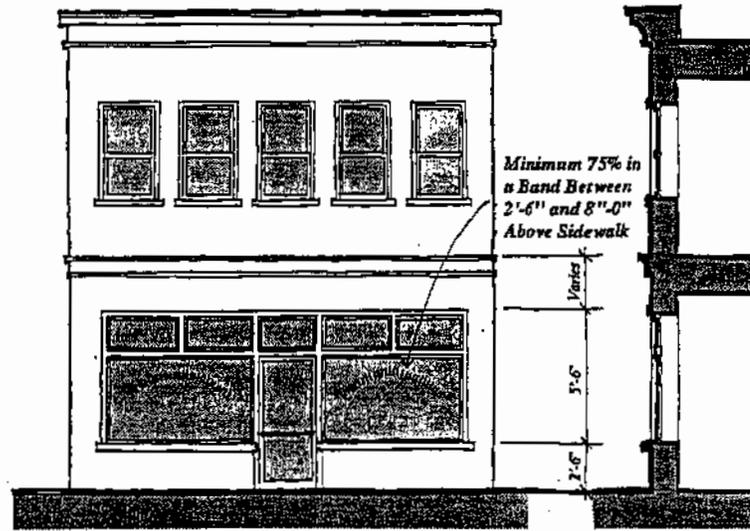


Buildings Covering Several Lots Should Have Vertical Divisions To Maintain Streetscape Rhythm.



3. Relationship of Materials, Textures and Details

- a. At least 75% of the façade area between 2' and 8' above the sidewalk should be clear windows.

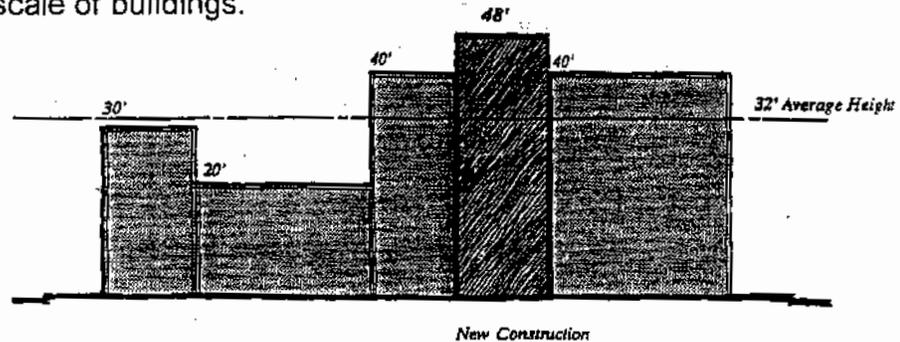


- b. New buildings should be constructed of durable and easily maintained material, which are consistent with materials of surrounding buildings.
- c. Cornices, window hoods, transoms, display windows and bulkhead panels are all part of a well-designed storefront.
- d. Awnings, which complement the architectural character of the building or storefront, are encouraged.
- e. Continuous awning, which conceal or conflict with architectural character of building, such as awning, which obscure important architectural elements are inappropriate.
- f. Exterior service, trash and storage areas should not be visible from the street and sidewalk

E. Design Characteristics for New Construction – Commercial

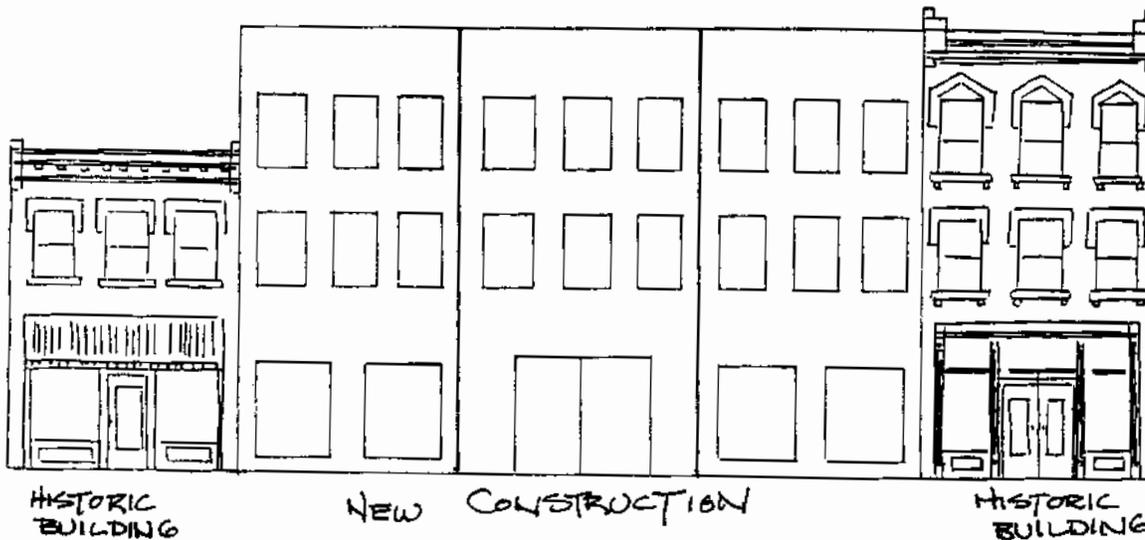
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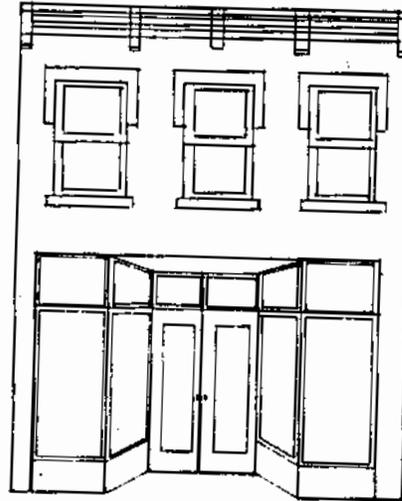
Buildings Covering Several Lots Should Have Vertical Divisions To Maintain Streetscape Rhythm.

THE BASICS - COMMERCIAL BUILDINGS

THE BODY:

Upper Facade

Storefront



DECORATIVE FEATURES:

Cornice

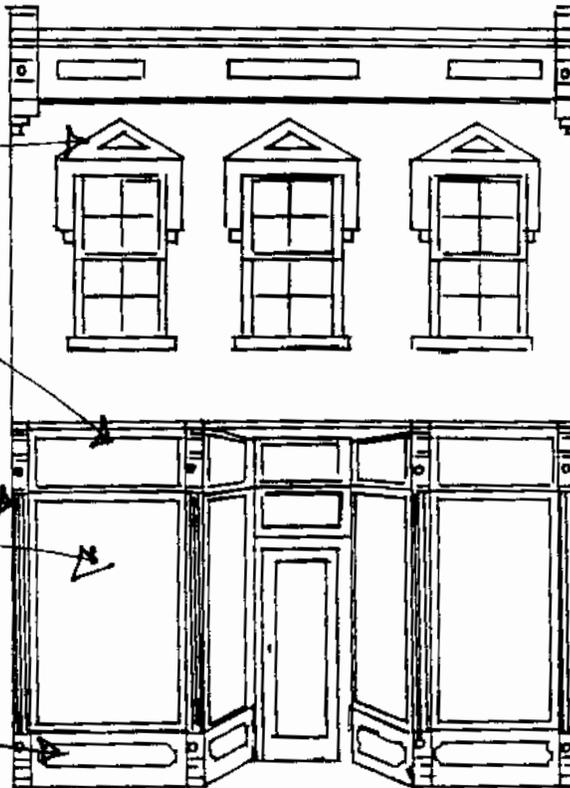
Window Hoods

Transom

Cast Iron Columns

Display Windows

Bulk Head Panels

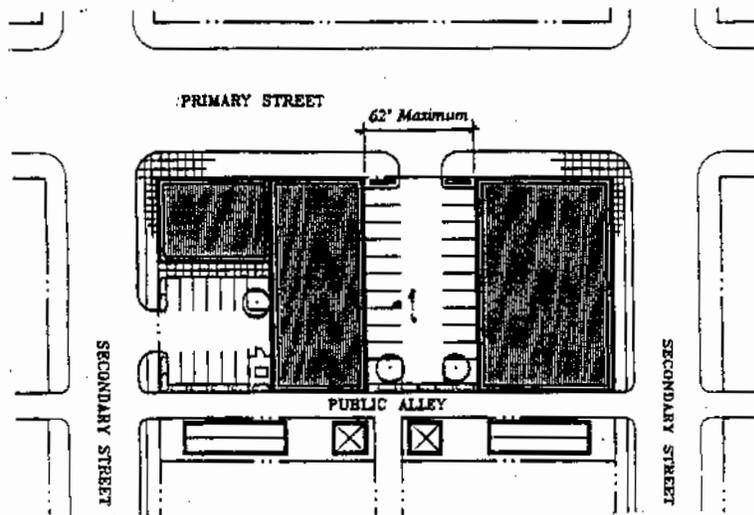


4. Building Mass, Scale and Form:

- a. A commercial building should have a foundation (base), a storefront (middle) and a cornice (top). A modern adaptation of an historic storefront is acceptable.
- b. Storefront windows should be clear glass. Tinted or reflective glass is undesirable

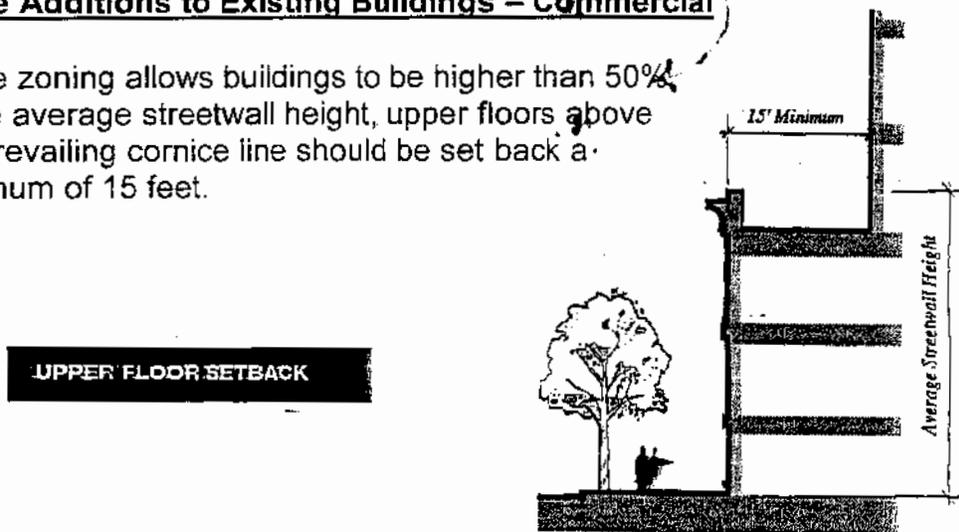
5. Parking

- a. Parking should, in general, be located at the rear of buildings. In some cases, parking areas at the sides of buildings are acceptable, provided that the frontage of the parking area is no wider than approximately 62 feet.
- b. New commercial parking (ie. Non-accessory parking lots) lots should not be permitted along pedestrian-oriented commercial streets.



F. Habitable Additions to Existing Buildings – Commercial

- 1 Where zoning allows buildings to be higher than 50% of the average streetwall height, upper floors above the prevailing cornice line should be set back a minimum of 15 feet.



III Demolition

A. General Principles:

1. The term "demolition" is defined as the complete or partial tearing down of a building or structure or the removal of a building or structure from the district, and the Landmarks Commission must deem such proposed demolition appropriate.

B. Guidelines for Demolition:

1. Since the purpose of historic zoning is to protect historic properties, the demolition of a building or structure is inappropriate if that structure contributes historically or architecturally to the character and significance of the district.
2. Demolition is not appropriate if the proposed reuse and new construction would diminish or detract from the predominately single-family character of the district.
3. Demolition is appropriate when the structure is on record as being unsound and there is a professional written report stating the reasons the property is structurally not sound.

IV Relocation

A. General Principles

1. The term "relocation" is defined as moving a building into or out of the district or from one site to another within the district. Such relocation of a building or structure shall be considered and reviewed as a demolition of the building or structure.

B. Guidelines for Relocation

1. A building may be moved into the district if it maintains a sense of architectural unity in terms of style, height, scale, massing, materials, quality of construction, texture, and setback with existing historical structures along the street and otherwise complies with the guidelines set forth in this document.
2. A building may be moved from one location to another within the district if it complies with all the requirements set forth above and meets with the approval of the Commission.