



CITY OF SAVANNAH

HISTORIC PRESERVATION COMMISSION

REQUEST FOR CERTIFICATE OF APPROPRIATENESS

Petitioner: 312 West 37th LLC

MPC File No.: 26-002130-COA

Address: 21 Brady Street

PIN: 20064 26004

Zoning: TN-2

Staff Reviewer: Rohan Urs

Date: May 27, 2026

NATURE OF REQUEST:

21 Brady Street is requesting approval for construction of a detached accessory dwelling unit (ADU) located to the rear of the property within the Streetcar Historic District. The proposed one-story accessory structure has an approximate footprint of 385 square feet and includes residential living space. The principal structure on the property is contributing.

CONTEXT/SURROUNDING AREA:

The subject property is located within the Streetcar Historic District and contains a contributing residential structure. The surrounding area is characterized by detached residential buildings, accessory structures, lane-oriented development patterns, and a mixture of one-story and two-story historic residential forms.

FINDINGS:

The following standards from the Sec 7.11 - Streetcar Historic District Ordinance apply:

Visual Compatibility Criteria. To maintain the special character of the Streetcar Historic District as identified in the architectural survey and visual analysis, new construction and any material change in appearance shall be consistent with the standards, criteria and guidelines developed for the district. The applicable criteria below shall be used to assess new construction and material changes. These criteria shall not be the basis for appeal to any board, commission or administrator described in this Ordinance, or to the Mayor and Aldermen.

Height. The overall height and the height of individual components of the proposed building or structure shall be visually compatible with contributing buildings and structures to which it is visually related.

The proposed accessory dwelling unit has an approximate height of 14 feet 7 inches and remains subordinate to the contributing principal structure and surrounding residential development patterns within the district. Standard met.

Scale. *The overall scale and the scale of individual components of the proposed building or structure shall be visually compatible to the contributing buildings and structures to which it is visually related.*

The proposed one-story accessory structure maintains a modest residential scale and subordinate massing relationship appropriate for a rear-yard accessory building within the district. Standard met.

Materials. *The relationship of materials and textures of the proposed building or structure shall be visually compatible with the contributing buildings and structures to which it is visually related.*

The proposal includes fiber cement lap siding, asphalt shingles, clad wood windows, wood doors, and simple black wall-mounted lighting fixtures. The proposed material palette is visually compatible with surrounding residential structures within the district. Standard met.

Roof Shapes. *The roof shape of the proposed building or structure shall be visually compatible with contributing buildings and structures to which it is visually related.*

The proposed front-gabled roof form is compatible with traditional accessory structure roof typologies commonly found within the district. Standard met.

Streetcar Historic District Design Standards.

New Construction, Additions, and Alterations. The intent of these standards is to ensure appropriate new construction, additions, and alterations within the Streetcar Historic District. They are not intended to promote copies of the architectural designs of the past, but to encourage contemporary designs that protect and complement existing contributing resources. They are further intended to protect the historic integrity of the contributing resource.

The following design standards shall apply to new construction, additions, alterations to contributing and non-contributing resources, and site alterations, unless otherwise specified. Though certain building materials are prescribed below, the Historic Preservation Commission may approve alternative materials that are not listed as prohibited upon a showing by the applicant that the material or product is visually compatible with historic building materials and has performed satisfactorily in the local climate.

Exterior walls, New construction, alterations to non-contributing resources, and additions.

Permitted materials, Exterior walls, New construction, alterations to non-contributing resources, and additions. *Brick, stone, wood, true stucco, and wood or fiber cement siding.*

Prohibited materials, Exterior walls, New construction, alterations to non-contributing resources, and additions. *Vinyl siding, aluminum siding, rolled asphalt, EIFS, one-part stucco over insulation and/or wood or metal framing, T-111, corrugated metal, and unpainted exposed CMU blocks.*

The proposed fiber cement lap siding is a permitted material within the Streetcar Historic District. No prohibited exterior wall materials are proposed. Standard met.

Windows, New construction, alterations to non-contributing resources, and additions.

Materials, Windows, New construction, alterations to non-contributing resources, and additions.

Window casings and sashes shall be made of PVC, metal, wood or clad wood material.

Window glass shall be transparent with no dark tints or reflective effects (except for stained glass windows). This provision does not preclude the use of Low Emissivity or laminated glass.

Solid vinyl windows are prohibited.

The proposal includes clad wood double-hung windows with transparent glazing. Solid vinyl windows are not proposed. Standard met.

Configuration, Windows, New construction, alterations to non-contributing resources, and additions.

Windows shall be taller than they are wide, except for accent windows, which may be round or other shapes.

Windows shall be single-hung, double-hung, triple hung, awning, or casement, except for accent windows which may also be fixed or hopper.

Simulated divided light windows shall be permitted provided that the muntin is 7/8 inches or less, the muntin profile shall simulate traditional putty glazing, the lower sash rail shall be wider than the meeting and top rails, and there shall be a spacer bar in between double panes of glass. Between-the-glass, snap-in or applied muntins shall not be permitted.

Framing members shall be covered with appropriate trim; trim shall feature a header, surrounds, and pronounced sill where appropriate.

Window sashes shall be inset a minimum of three (3) inches from the façade of a building, except for wood frame buildings.

Bay windows shall extend to the ground unless they are oriel, beveled or are supported by brackets.

All residential facades visible from a street shall incorporate transparent features (windows and doors) over a minimum of 30% of the ground floor façade.

Retail uses shall incorporate transparent features (windows and doors) over a minimum of 70% of the ground floor façade.

All other nonresidential facades shall incorporate transparent features (windows and doors) over a minimum of 50% of the ground floor façade.

The proposed windows are vertically proportioned double-hung windows consistent with the residential character of the district. Manufacturer specifications reference grille systems between glass; however, submitted elevations do not clearly indicate divided-lite configurations. Any simulated divided lite windows shall comply with the applicable Streetcar Historic District standards. Standard met.

Doors/Entrances, New construction, alterations to non-contributing resources and additions.

Doors/Entrances, Materials, New construction, alterations to non-contributing resources and additions.

Doors shall be made of glass, wood, clad wood or steel (without wood grain simulation).

Doors shall not have a decorative diamond inset or half-moon inset.

Doors/Entrances, Configuration, New construction, alterations to non-contributing resources and additions.

Entrances shall face the primary street on which the building is located (normally the street from which it takes its address).

Entrances on corner lots shall be oriented in the same direction as entrances of adjacent buildings, toward the corner of the intersection, or based on historic precedent.

Angled entrances shall only be permitted at intersections of streets or lanes.

There shall be a primary entrance along the primary street at intervals no greater than 60 feet.

The proposed wood entry door maintains a traditional residential appearance compatible with the accessory structure and district context. The entrance orientation is appropriate for the site layout and rear-yard accessory structure condition. Standard met.

Roof, New construction, alterations to non-contributing resources and additions.

Roof, Materials, New construction, alterations to non-contributing resources and additions.

Roof coverings shall be standing seam metal, v-crimp, slate or equivalent synthetic, or architectural asphalt or similar shingles.

Metal roofs shall have a metal drip edge covering all edges.

Roof, Configuration, New construction, alterations to non-contributing resources and additions.

Shed and porch roofs, subordinate and attached to the primary building, shall be pitched between 2:12 and 6:12.

Where historically appropriate, flat roofs may be utilized.

Gable and hip roof shall be symmetrically pitched between 4:12 and 10:12.

Skylights and roof vents may be permitted if integrated into roof design.

Pergolas and roof decks shall not be permitted on the street façade.

Eaves shall extend no less than 12 inches beyond supporting walls.

Gable end rakes shall overhang at least eight (8) inches.

Eaves and rakes on accessory buildings and dormers shall overhang at least eight (8) inches.

Soffits shall be placed perpendicular to the building wall, not sloping in plane with the roof (except for gable end rakes).

Applied mansard roofs shall not be permitted.

The proposed architectural asphalt shingles and front-gabled roof form are compatible with traditional residential accessory structures within the district. The proposed roof pitch and overhang conditions are consistent with the requirements of the Streetcar Historic District standards. Standard met.

Accessory Structures. (including garages, carports and accessory dwellings units, excluding fuel canopies). In addition to compliance with the Visual Compatibility Criteria and the Victorian Historic District Design Standards, accessory structures shall also comply with the requirements set forth in Sec. 8.7, Accessory Structures and Uses, and the following standards:

New accessory structures shall be located in the rear yard.

New accessory structures shall be in scale with other contributing accessory structures on the lane.

The height and mass of the primary building shall not be exceeded by any new accessory structure on the same parcel.

Accessory structures shall not be more than two (2) stories tall.

Garage openings shall not exceed 12 feet in width.

New accessory structures may have up to a five (5) foot lane setback to allow a turning radius into the garage.

Side yard setbacks for new accessory structures shall be a minimum of three (3) feet.

The proposed accessory dwelling unit is located within the rear yard, remains subordinate in height and mass to the contributing principal structure, and maintains a compatible accessory building scale and development pattern within the district. The proposed structure is one story in height and complies with the applicable accessory structure standards. Standard met.

The following standards from the Sec 8.7 - Accessory Structures and Uses apply:

Accessory Dwelling Units (not including Caretaker's Dwelling Unit). One (1) accessory dwelling unit shall be permitted as an accessory use to a principal dwelling located in the A-1, RSF-, RTF-, RMF-, TR-, TN-, TC-, D- and PD districts. Such use is not required to be included in the gross residential density calculations. Manufactured homes, shipping containers, recreational vehicles, and travel trailers shall not be used as accessory dwelling units. For such use, the following shall apply:

Accessory Dwelling Units, Location.

The unit may be attached to or detached from the principal dwelling.

When the unit is attached, it shall share a common wall with and have a separate entrance from the principal dwelling or be connected by a covered walkway. When the unit shares a common wall with the principal dwelling, the entrance to the unit shall be located along the side or rear façade of the dwelling. An attached accessory dwelling unit shall meet the setback standards for the principal dwelling.

Detached accessory dwelling units shall meet the same side-yard setback requirement as the principal structure. Such units shall be separated from the principal structure by at least 10 feet.

The proposed accessory dwelling unit is detached from the principal structure and located within the rear yard consistent with the established development pattern of the site. Standard met.

The proposed setback variance associated with the rear property line condition has been separately approved and is not part of the current HPC review.

Accessory Dwelling Units, Building Size.

The building footprint of the accessory dwelling unit shall be a maximum of 40% of the building footprint of the principal dwelling not to exceed 700 square feet.

The accessory dwelling unit shall contain no more than one (1) bedroom.

The proposed accessory dwelling unit footprint is approximately 385 square feet, which is below the maximum permitted footprint of 40 percent of the principal structure footprint and below the 700 square foot maximum permitted by ordinance. Standard met.

Accessory Dwelling Units, Architectural Style. *Such use shall be designed in a similar architectural style as the principal dwelling. If the site is located within an overlay district, the standards of the overlay district shall apply.*

The proposed accessory dwelling unit incorporates residential proportions, compatible materials, and a simple gabled roof form visually compatible with the contributing principal structure and surrounding district context. Standard met.

Accessory Dwelling Units, Height.

Accessory dwelling units shall not exceed 25 feet or the height of the principal building, whichever is less.

Any portion of an accessory dwelling unit over 15 feet in height shall be located at least 15 feet from a rear property line that does not abut a lane.

The proposed accessory dwelling unit height remains below the maximum permitted height and remains subordinate to the principal structure. Standard met.

Staff Report - Certificate of Appropriateness
MPC File No. 26-002130-COA
21 Brady St.
May 27, 2026

STAFF RECOMMENDATION:

Approve the New Construction part 1 and 2 at 21 Brady Street with the following condition to be met, as the proposal is otherwise visually compatible and meets the applicable standards:

- 1. The grille details to be provided to ensure the windows do not have grilles set between panes.**

MW: CC: RU

Note: This recommendation could change subject to new information provided at the Historic Preservation Commission meetings. Final decisions will be made by the Historic Preservation Commission at the public hearing based on information provided at the meeting, as well as information submitted for the staff recommendation.