

# Minneapolis Warehouse Historic District Design Guidelines



Prepared for the  
Minneapolis Heritage Preservation Commission  
Minneapolis, MN

By  
City of Minneapolis  
Community Planning & Economic Development (CPED)  
Planning Division

February 23, 2010

## **Acknowledgements**

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Barbara Johnson, City Council President	Elizabeth Glidden
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## **Introduction**

The Minneapolis Warehouse Historic District is historically significant as an area of commercial development during the early growth of the city and the region. The city's warehouse district developed during the late nineteenth and early twentieth centuries when Minneapolis became a major distribution and jobbing center for the upper Midwest. The commercial development of the warehousing industries was facilitated by the connections to markets created by the railroads. The interconnectedness of these industries manifests itself physically throughout the district from grade changes to building locations to the design and orientation of the buildings.

The district is also architecturally significant for its concentration of commercial buildings designed by the city's leading architects in styles that evolved from the Italianate Style of the 1860s to the curtain-wall structures of the early twentieth century.

The district contains a variety of resources ranging from buildings to bridges to railroad corridors to streets and alleys. These buildings, structures, and sites together create the cultural landscape which conveys the history and significance of this area. It is important to recognize how all of these resources come together to form the character of the district.

The following design guidelines were prepared to serve as a tool to protect the integrity of this historic district. The design guidelines will steward the district's resources so that they can continue to convey their significance for future generations to come. The guidelines allow for sensitive and compatible changes that will allow the district to maintain its growth as an urban neighborhood that supports a variety of commercial, industrial and residential uses.

## **The Minneapolis Warehouse Historic District – An Overview**

In 1978, the City of Minneapolis designated the North Loop Minneapolis Warehouse Historic District as a local historic district. The designation focused on the wholesaling portion of the warehouse industry. In 1989, the Minneapolis Warehouse Historic District was listed on the National Register of Historic Places (NRHP). The 1989 NRHP district contained a larger geographic area than the 1978 locally designated district. This was due to NRHP district covering the entire warehousing industry in Minneapolis and its connection to the railroad industry. In 2009, the City of Minneapolis expanded the boundaries of the local warehouse district to match the boundaries of the NRHP district resulting in the local designation of the Minneapolis Warehouse Historic District.

The Minneapolis Warehouse Historic District's period of significance covers a 65-year period of growth and change in Minneapolis, between 1865 and 1930, that culminated in the extant development patterns, landscapes, buildings and other structures within the district. The development in this area was significantly influenced by the introduction of the railroad to this area in 1867. By the early 1900s, the area was serviced by six different railroad companies, each with separate rail yards and associated structures located within or adjacent to the Warehouse Historic District.

The access to goods, people, and new territories created by the introduction of the railroads in the area was paramount to its growth. Two of the subsets of the warehousing industry that grew and prospered in this area were the jobbing or wholesaling industry, which in 1919 became a billion dollar industry in Minneapolis and was larger than the milling industry and the agricultural implement or farm equipment industry. In 1908, Minneapolis was the largest distribution point in the world for agricultural implements. The success of the commerce and

industries in the district is reflective of the northwestern agrarian expansion of the United States that was facilitated by the railroad industry.

The infrastructure of the public realm – the streets, alleys, and rail corridors – shaped the built form of the area. They were the primary form generators of the district and the features and spatial relationship they create are significant to defining the heritage of the district. The introduction of the rail corridors and rail yards modified the existing street grid and resulted in new building configurations to facilitate direct access to rail. The grade of the district was modified and bridges constructed to accommodate the railroads. In new buildings adjacent to the rail corridors and rail yards, this resulted in locating loading docks and canopies on street facades of buildings rather than on alleys as was customary in other parts of the district and downtown.

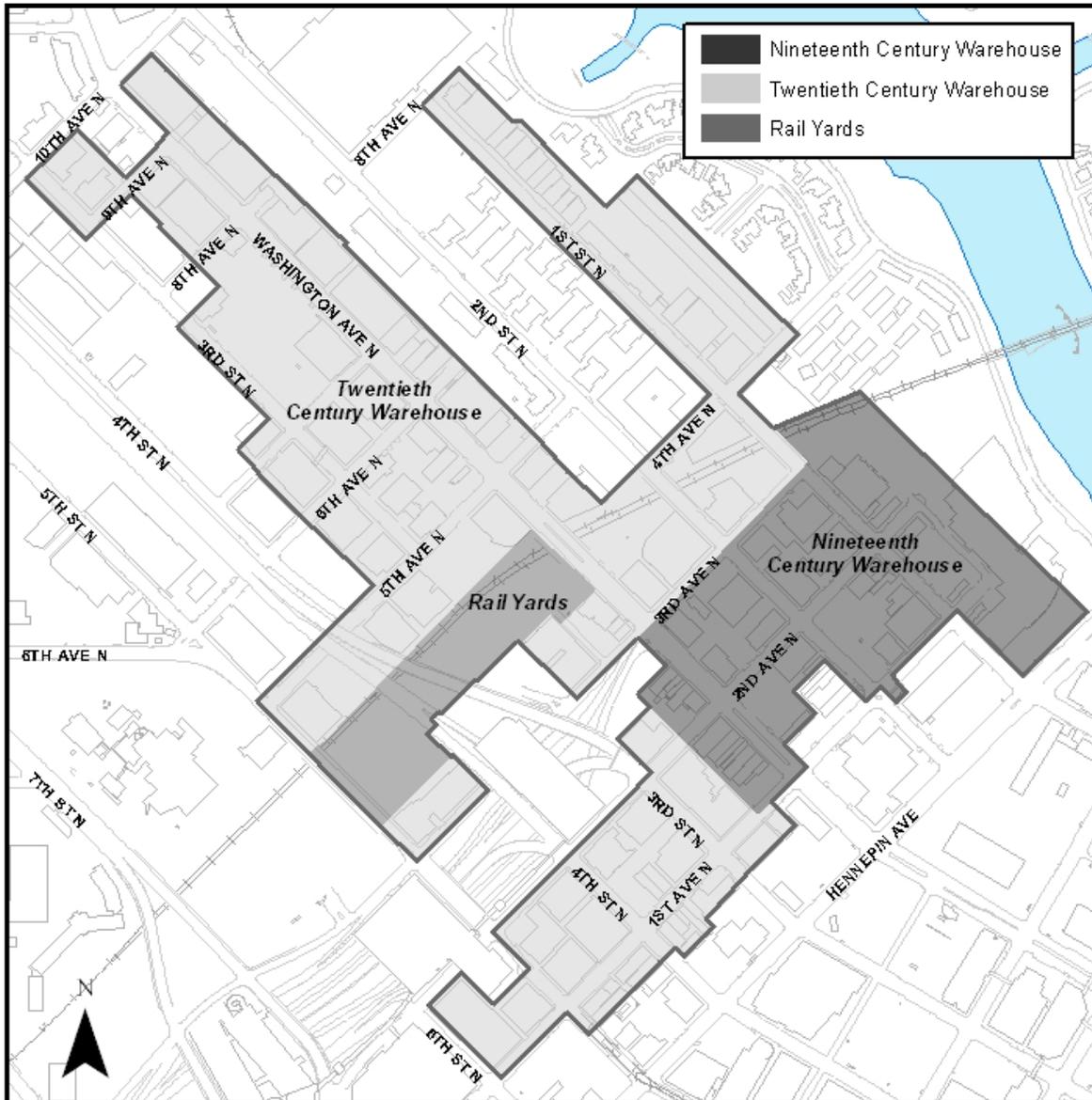
The area evolved and grew. Fueled by the access to commerce generated by the growth of the railroads, the district grew from the area around Second Street North and Second Avenue North along two primary axes: southwest along the Great Northern Railroad (known today as the Burlington Northern Santa Fe) Rail lines as reflected in the growth along Third Avenue North through First Avenue North; and northwest along the Soo Line Railroad, Northern Pacific Rail lines, and spur lines off of the Great Northern Rail lines as reflected in the growth along First Street North, Washington Avenue and Third Street North.

Moving out from the old center of the district along these axes the expansion of the industries is evidenced in the size, scale and design of the large rectilinear structures built for warehousing and manufacturing. The structures were workhorses designed for an industrial purpose, but the wealth generated by the businesses and industries that built these structures often afforded these boxy structures ornate details.

The expansion and growth of the industries and their structures illustrates the evolution of industry needs, construction technologies, and architecture over the period of significance and results in several identities within the district.

## Distinctive Character Areas of the Minneapolis Warehouse District

The evolution of the district over the period of significance has resulted in development patterns that share a discrete geographic boundary. These geographic areas have their own character based on the development patterns and scale of the buildings. These distinctive character areas are the Nineteenth Century Warehouse Area, Twentieth Century Warehouse Area, and the Rail Yards Area. Portions of the guidance included in these design guidelines are specifically directed toward these distinct geographic areas.



**Nineteenth Century Warehouse Area:** This area is bounded by Third Avenue North to the west and First Avenue North to the east. It includes properties fronting Second Avenue North, First Street North, Second Street North, and Washington Avenue North. This area was adjacent to the former city center of Bridge Square, and by the early 1860s the areas along First Street North and Washington Avenue North started attracting commercial development.

In 1867, this section of Washington Avenue was home to two agricultural implement dealers. First Street North was home to a bank, a hotel, stores and taverns. During the expansion of the railroad in the 1880s many of the original structures were razed and new structures were constructed, but due to the original platting and presence of existing structures the new infill structures more resembled the original development pattern of this area than the new and larger warehouses that were being constructed in other parts of the district. The character of the area is defined by these smaller scale structures.

**Twentieth Century Warehouse Area:** Fueled by the access to commerce generated by the railroads, the district grew from the Nineteenth Century Warehouse area along two primary axes: southwest and northwest. Southwest along the Burlington Northern Rail lines, as reflected in the growth along Third Avenue North through First Avenue North; and northwest along the Soo Line, Northern Pacific Rail lines, and spur lines off of the Burlington Northern Rail lines as reflected in the growth along First Street North, Washington Avenue and Third Street North.

As one moves out from the Nineteenth Century Warehouse Area of the district along these axes the size, scale and design of the structures are indicative of the expansion of the industries. The growth of the industry was also reflected in individual businesses that grew too big for their buildings and demanded larger buildings to accommodate their growing businesses. They assembled larger sites, comprised of multiple smaller lots, to accommodate this rapid growth. The footprints of the buildings were not the only aspect of the building to grow; their heights grew as well. The growth of the industries in the late nineteenth and early twentieth century coincided with improvements in building technology that allowed for taller structures.

These buildings were large rectilinear boxes built for warehousing and manufacturing. The buildings were workhorses designed for an industrial purpose, but the wealth generated by the businesses and industries that built these buildings often afforded the architects who designed these boxy buildings to embellish their buildings with ornate details. The scale of these new structures creates a different feeling than the character of the Nineteenth Century Warehouse area.

**Rail Yards Area:** The Minneapolis Warehouse Historic District contains the former rail yard for the Great Northern (now known as Burlington Northern Santa Fe-BNSF) & Minneapolis St. Louis Railroads (now known as Union Pacific). The area also contains the active BNSF rail corridor. This area is bounded by Washington Avenue to the north and Fifth Street North to the south and follows the former alignment of Fourth Avenue North prior to the railroads.

The 1890 settlement of a lawsuit led to the creation of the landscape of this area. The grade was lowered for the Great Northern and Minneapolis & St. Louis rail yards. The rail yards were separated from the rail corridor by an additional grade change supported by a stone retaining wall. The lowering of the grade necessitated additional access to the rail yards and resulted in the formation of Traffic Street. The original rail corridor and rail yards crossed Washington

Avenue North, Third, Fourth, and Fifth Streets North at-grade. This made reliable access to the land to the west of the rail yards very difficult. The lowering of the rail corridor and rail yards grade resulted in the bridging of the site. This bridging reconnected this portion of the city and provided improved access to the land that resulted in additional commercial development for the warehousing and manufacturing industries.

The site no longer contains buildings, and only one rail line is active at this time, but the alteration to the landscape created by the railroads on the site is extant. Located within the site is the North Star Commuter Rail Station. The station currently connects to the Hiawatha Light Rail Line at street level. Future plans for this site include an expanded rail station with connection for multiple modes of transit and transportation. The site's original design intent of the lowered grade remains intact. The lowered grade relative to the adjacent properties is a significant feature on the site. This feature exemplifies the transformative power of the railroads on the landscape of the district and is emblematic of the interconnectedness of the railroads and the warehouse industry in the commercial growth of Minneapolis in the late nineteenth and early twentieth centuries.

## **Purpose and Organization of the Warehouse Historic District Design Guidelines**

The Warehouse Historic District design guidelines are a set of design standards that have been created to protect the integrity and character of the district and to ensure that new development is integrated in a manner that is sensitive to the historic character of this particular place. The guidelines were developed to help steward the district so that it can convey its significance for generations to come. They provide this stewardship through informing alterations to historic features and ensuring that new infill construction will complement the historic district and not detract from the district's overall ability to convey its significance.

The design guidelines promote the maintenance of and sensitive alterations to the existing infrastructure and buildings to continue their prolonged use. The design guidelines promote context sensitive designs for new buildings within the district. The intent is to encourage development that is compatible within the existing historic context. This is accomplished by identifying the design measures of the historic buildings and offering guidance as to how those measures are incorporated into new buildings.

The design guidelines are meant to serve a wide audience including property owners, residents, architects, engineers, contractors and city staff. The design guidelines are a required regulatory tool for use by city officials to make legal findings regarding alterations within the district. The design guidelines are a tool for property owners, neighborhood organizations and other partners to use when contemplating new projects. The design guidelines are a tool to be used by architects and developers in the design of new projects. They also serve as a tool for researchers or others interested in the design of the district. The design guidelines were developed to meet the needs of all these groups. They were developed to be an accessible educational document that can be used by anyone interested in understanding the design elements of the district and the interconnectedness of these design features.

## **Requirements, Advisory, & Other Considerations**

The specific guidance offered in the following document is organized into three categories: *Requirements*, *Advisory* and *Other Considerations*. This organization is intended to provide clarity on what guidance is required and what guidance is meant to provide additional information. Guidelines in the *Requirement* group must be met. They explain what should or should not be done. Guidelines in the *Advisory* group are just that, advisory. They are included to educate the user of the guidelines about what is encouraged or would be generally appropriate. Guidelines in the *Other Considerations* group provide a process to follow if the guidelines in the Requirement group cannot be met. These guidelines suggest that under specific circumstances variances from the required guidelines will be considered.

## Guiding Principles of the Design Guidelines

The following guiding principles were developed collectively by the public who participated in the planning process.

Mission: Protect the Integrity of the Warehouse Historic District

1. **Collective Impression.** The character of the district is created by the collective impression of numerous elements that date from the period of significance, 1865 to 1930. In addition to buildings, these elements include railway corridors, streets, alleys, retaining walls, loading docks, signs, structures and other features.
2. **Industrial Heritage.** The historic character of the district is largely based in its historic industrial uses. Alterations in the district should reflect this industrial heritage, while allowing for the livability improvements necessary to support a growing urban neighborhood.
3. **Compatible Design.** New construction in the district shall be compatible with the historic district. Compatibility is the ability of different components, whether similar or dissimilar, to function together and stand together without disharmony or conflict. New structures shall be true to themselves and not replicate existing structures.
4. **Distinctive Features.** Distinctive features, finishes, materials, spaces, construction techniques or examples of craftsmanship that characterize a property shall be preserved, and alterations to such features shall be avoided.
5. **Compatible Infrastructure.** The introduction of infrastructure including plantings, trees and amenities shall be thoughtfully integrated with the fabric of the district and preserve the relationships between the buildings and historical landscape features of the district.
6. **Clear Purpose and Application.** The guidance offered by the design guidelines will be clear enough to provide a reasonable assurance of review expectations, while allowing for creativity in design.

## Part I: Guidelines for Infrastructure and Public Realm

*The following guidelines in this section are for properties located in the Nineteenth and Twentieth Century Warehouse Areas. Guidance specific to properties located within the Rail Yards Area are located in the Rail Yards Area Section of this document.*

The primary form and general character of the Warehouse Historic District is set by the pattern of rail infrastructure such as rail corridors and rail spurs, interlaced with the public realm network of streets, loading docks, public sidewalks and alleys. While the buildings are often considered the character defining features of an area, their location, configuration and design are defined by the system of infrastructure they served and were served by. The system of infrastructure connects buildings and sites to one another within the district creating the overall spatial relationships that defines the character of the Warehouse Historic District as a whole. Each component of infrastructure, its location, materials, dimensions, and function plays a role in establishing this collective character of the district.

The design guidelines for infrastructure and public realm apply to both public and private property and spaces within the historic district. The intent of the following guidelines is to maintain the existing network to ensure ongoing economic use of properties within the district, to encourage compatible re-use of rail spurs that are no longer in operation, and to maintain and rationalize a pedestrian oriented public realm, one that is compatible with the historic context and respects the integrity of the historic infrastructure.

### Rail Infrastructure Network: Rail Corridors & Rail Spurs

The boundaries of the Minneapolis Warehouse Historic District contain the Great Northern Rail Corridor (now known as the Burlington Northern Santa Fe (BNSF) Rail Corridor. The Great Northern Rail Corridor runs through the Warehouse Historic District along the Fourth Avenue North Rail Corridor, from the Mississippi River to Fifth Street North. This rail corridor remains an active rail line for the Burlington Northern Santa Fe railroad. It is also currently being used for the Northstar commuter train. The corridor has also been identified as a potential route for future commuter and inter-city rail lines.

The district also contains two railroad spur lines that accessed the Great Northern Rail Corridor. These include the spur line that runs between Washington Avenue North and Third Street North and the spur line between Third Street and Fourth Streets North. Both the spur lines run from the Great Northern Rail Corridor to the east to Tenth Avenue North to the west. The railroad spur corridors are no longer in use by trains and in many locations the tracks have been removed. However, the width of these corridors and the relationship between them and between the buildings and their design remain. These features represent the interconnectedness of the railroads and the industries and are an important character defining feature of the district.

Information on the treatment of these features within the **Rail Yards Area** can be found in that section of the guidelines.

#### *Requirements:*

- 1.1. The location and width of existing railroad corridors and spurs shall be preserved in place.

- 1.2. Railroad corridors and spurs shall not be interrupted by new buildings, structures, or other objects that cut off views and access through the corridor.
- 1.3. Railroad corridors shall not be covered.
- 1.4. Bridgeheads, bulkheads, and retaining walls from the period of significance shall be not retained and not demolished.

*Advisory:*

- 1.5. Wherever possible, tracks within existing railroad corridors shall be preserved in place.
- 1.6. The adaptive reuse of non-active rail spur corridors to provide public green space or other amenities for use and enjoyment of the surrounding neighborhood is encouraged.
- 1.7. If necessary, bridgeheads, bulkheads, and retaining walls from the period of significance can be sensitively incorporated into new development so long as they are kept intact and used as an interpretive feature.

### **The Warehouse District Street System: Commercial Streets, Freight Streets, and Mixed Streets**

Throughout the period of significance (1865-1930), the system of streets, blocks, and alleys in the area of the city that would become the Minneapolis Warehouse Historic District was modified by the introduction of various forms of infrastructure that were integrated into the neighborhood in order to accommodate the movement and distribution of raw materials and finished goods. A pattern of rail lines, rail spurs, public streets, alleys, loading docks and sidewalks evolved in such a way as to suit the specific location requirements of each business, while also joining properties together into a network of inter-related commerce. Three main patterns evolved in the ways in which buildings were constructed on city blocks to facilitate regular access to transportation networks, both the rail infrastructure and the street system. Taken together, this delineation of streets encompassed a unique character based on the interplay of industrial and commercial activity as embodied in the existing fabric of building orientation, location of loading docks, canopies, and building entrances.

In the 1800s, the system of streets, blocks, and alleys in the area was modified by the introduction of rail infrastructure. Construction of rail corridors, rail yards and rail spurs interrupted the otherwise deliberate pattern of blocks, streets and alleys as they were originally platted prior to the commercial development in the area. Many streets were closed to accommodate the new rail yards and rail corridors. The closure of the streets resulted in the formation of uninterrupted blocks, commonly referred to as superblocks. This interruption of the street grid is most evident in the area west of the Fourth Avenue North Rail Corridor where the later period of growth in the district occurred. The land adjacent to the rail yards and rail spur lines became prime real estate for the warehousing and manufacturing industries of the district. The building sites that adjoined rail yards and rail spur lines developed differently than sites that were not adjacent to any rail infrastructure.

Building sites along rail yards were built with direct rail access on the rear of the buildings to facilitate the transfer of materials from the rail cars into warehouse buildings. While adjacency to the rail yards allowed easy transfer of goods from rail cars; the businesses also required a location to transfer materials that were distributed by vehicles other than rail cars. On more

traditional blocks, loading areas in the rear of buildings along alleys serve this purpose. However, due to the superblocks created by the rail yards only one facade of the buildings was accessible, the front facade. As a result the front of buildings served as the primary pedestrian entrance as well as the non-rail freight distribution access.

Building sites along rail spur lines presented similar challenges to sites along rail yards. However, the blocks retained their original pattern of being interrupted by intersecting streets. The intersecting streets allowed buildings to have frontage along two streets. Buildings oriented their primary pedestrian entrance along one street facade and their non-rail freight distribution access along the other street facade.

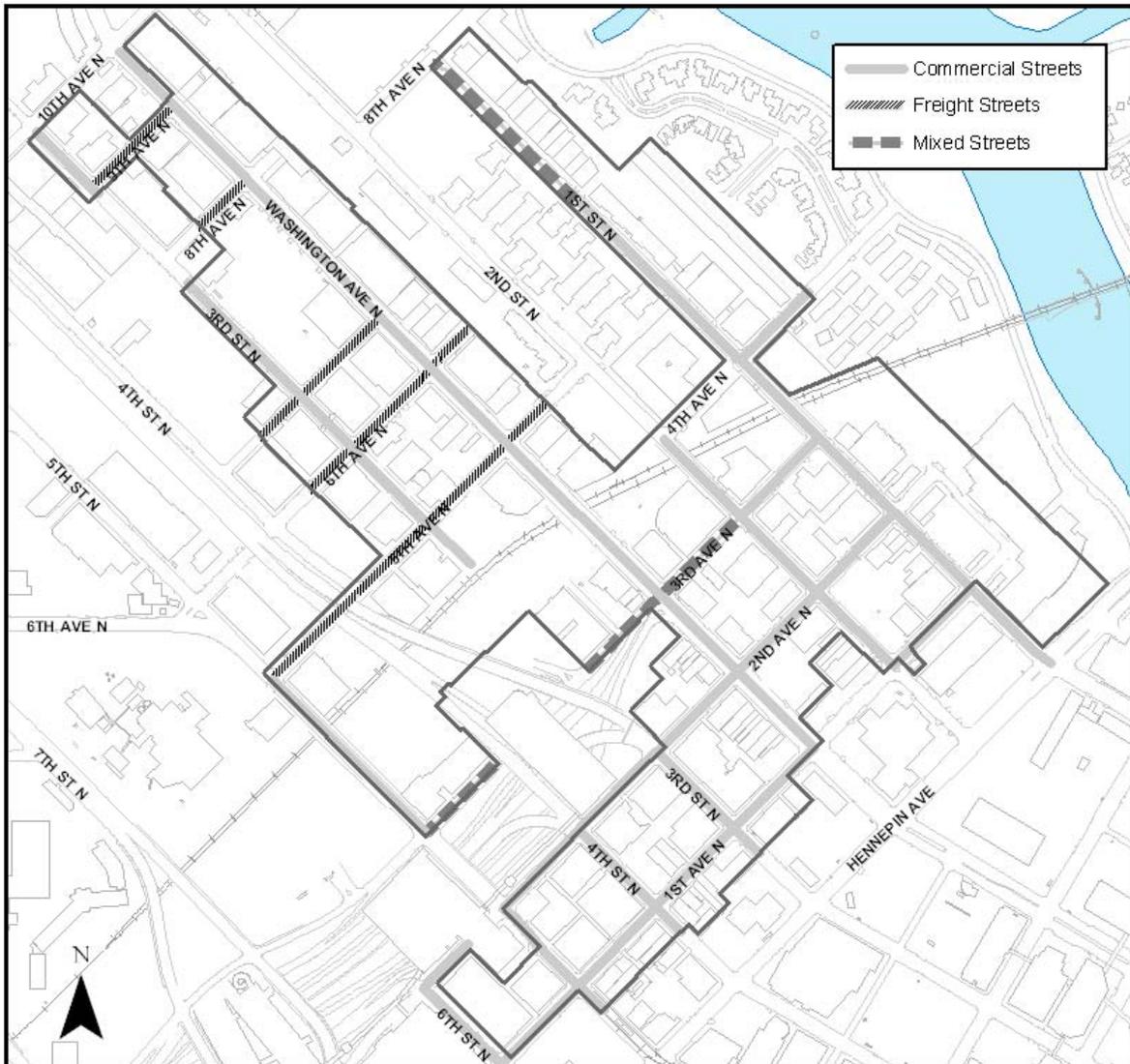
On more traditional blocks in the district (those that had not been interrupted by rail infrastructure), alleys continued to serve as the main access point for the transfer of goods between buildings and vehicles. In the areas of the district where rail lines had not interrupted the traditional form of city blocks, buildings were oriented so that their primary pedestrian entrance was located on the front facade of a major public street while freight and loading areas were located on the back of the building in the alley.

**Commercial Streets:** In most cases commercial streets represent the traditional development patterns of downtown Minneapolis where the buildings developed a public facade by locating primary entrances along all the street facing facades and used the alleys for the loading and distribution of goods. These streets include all streets not designated as freight streets.

**Freight Streets:** Freight streets are indicative of the change in building orientation due to the block's adjacency to rail spur lines. These streets possess the non-rail freight distribution infrastructure of loading docks and canopies. Building access along these streets is traditionally less public and more commercial or industrial in nature.

**Mixed Streets:** Mixed streets represent a blend of the commercial activity and primary building access found on commercial streets with the non-rail freight distribution infrastructure of loading docks and canopies. They result from the adjacency of building to rail yards. Along these mixed streets, intersecting streets do not exist, leaving only one facade of a building adjacent to a public street. This one facade had to accomplish all the building access and distribution needs not provided by the freight rail access on the rear of the buildings. These streets served as the primary building access side of buildings as well as secondary freight and service access found on freight streets or in alleys in other parts of the district.

## Map of Commercial, Freight, & Mixed Street System



The following guidelines recognize the development pattern and function of the character of streets and provide guidance on how to retain and reinforce this character as the area transitions from historic industrial uses to a mix of uses.

### *Requirements:*

- 1.8. The existing rectilinear street grid system punctuated by mid-block alleys shall be preserved.
- 1.9. The location and width of existing street and alley rights-of-way shall be preserved in place.
- 1.10. Streets and alleys shall not be interrupted by new structures or buildings that cut off views and access through the corridor.

- 1.11. Loading docks and canopies dating from the period of significance shall be preserved and retained.
- 1.12. On commercial streets, Street Design: The main aspects for consideration when improving a commercial street shall include provisions for amenities that further pedestrian activity and building access.
- 1.13. On commercial streets, Building Design: When rehabilitating or constructing a new building the primary building access and entryways shall be located on commercial streets.
- 1.14. On freight streets, Street Design: The main aspects to be considered when improving freight streets shall include the preservation of historic loading docks and canopies to reflect their service function and proper management of vehicular and service access to the property.
- 1.15. On freight streets, Building Design: When rehabilitating or constructing a new building the secondary building access, commercial, or industrial access shall be located on freight streets. The freight street shall serve as the primary service and vehicular access and internal property access.
- 1.16. On mixed streets, Street Design: The main aspects for consideration when improving a mixed street shall include the preservation of historic loading docks and canopies while including provisions for adequate pedestrian space.
- 1.17. On mixed streets, Building Design: When rehabilitating or constructing a new building the primary building access and entryways shall be located on mixed streets.

*Advisory:*

- 1.18. On all streets, the narrowing of vehicular right-of-way to accommodate sidewalks around loading docks to create more pedestrian friendly activity is encouraged.
- 1.19. On mixed and freight streets, the addition of railings or the alterations to the slope of the loading docks is appropriate to create an accessible, pedestrian-friendly environment.
- 1.20. On commercial and mixed streets, where possible, add street trees, street amenities, pedestrian lighting and other features that further pedestrian activity and building access.
- 1.21. Wherever alleys are not in use for the conveyance of freight or property access to and from buildings, the alleys could be adapted to provide public green space and amenities for use and enjoyment of the surrounding neighborhood.

**Design and Materials for the Public Realm:** Many of the streets and alleys in the district have been reconstructed or repaved over the years. Contemporary streets have been constructed of concrete or asphalt with concrete sidewalks. However, there are currently several known streets, segments of streets, and alleys that contain original historic paving systems. These systems include brick pavers, cobblestone, and wood pavers. In one of these locations a section of granite curb is still intact. Railroad tracks from the Great Northern Railroad Spur lines remain intact in both Fifth and Sixth Avenues North.

*Requirement:*

- 1.22. Original historic street paving materials shall be maintained and preserved.
- 1.23. Existing railroad tracks located in streets, alleys, or corridors shall be maintained or reinstalled when improvements are made.
- 1.24. Loading docks shall be preserved. Their heights or widths shall not be altered.
- 1.25. The visual corridors created by the public and private roadways, bridges, alleys, and former rail corridors or other infrastructure are significant and shall be preserved.
- 1.26. New or replacement street furnishings such as street lights and street furniture shall be compatible with the character of the historic district in terms of location, design, materials, color, and scale.
- 1.27. Transit shelters, such as bus stops, will be considered if they are compatible in scale and design to the industrial character of the district.

*Advisory:*

- 1.28. On streets, sidewalks, or alleys where historic paving materials are not present standard bituminous and concrete street materials are appropriate.
- 1.29. Reconfiguring of public right-of-way to make infrastructure more pedestrian or other transportation modal friendly is appropriate as long as the historic features are not removed, the visual corridor is not interrupted and the spatial relationships of the district are not affected.
- 1.30. Right-of-way designs that narrow vehicular drive lanes to accommodate wider public sidewalks and retain the full size and configuration existing loading docks are encouraged.
- 1.31. All streets systems shall be designed for pedestrian and vehicular safety, and ADA compliance.
- 1.32. Contemporary styles, such as metal with a painted finish, are considered appropriate for designs for street furnishings.

*Other Considerations:*

- 1.33. Replacement of historical paving materials will be considered if evidence is produced that the materials are too deteriorated to repair. A compatible substitute material will be considered if using historical materials is not technically or economically feasible.
- 1.34. New or replacement paving materials that help with storm water management will be considered.

**Street Landscape, Parks & Open Spaces:** The historic industrial landscape did not include parks, open spaces, street trees, boulevard plantings or other purposely designed greenspaces. However, these features are key components of an urban neighborhood, such as the one that has developed within and around the Warehouse Historic District. The following guidelines do not prohibit the development of parks or other open spaces, nor do they dictate the design of these features. The following offers guidance on locating such features so that they can reinforce the development patterns of the district. Mid-block locations for parks and open spaces are preferred over locations adjacent to street intersections. Building walls at street intersection are essential in reinforcing the corridor feeling created by the street wall in the district.

For developing parks, play spaces, and community gardens as part of a development please see the Site Design Guidelines in the New Buildings Design Guideline section.

*Requirement:*

- 1.35. Street trees shall not be located directly in front of entrances of historic buildings.
- 1.36. The location of street trees shall be centered within or between bays of buildings.

*Advisory:*

- 1.37. Parks and open space that reinforce the street wall are encouraged.
- 1.38. Mid-block parks and open spaces adjacent to public streets are appropriate.

*Other Considerations:*

- 1.39. Landscape grass strips, planting beds, and grass boulevards are not recommended in most locations within the district. These features will be considered on a case by case basis.
- 1.40. Parks and open spaces located adjacent to the intersections of streets will be considered.

**Skyways:** Public skyways or enclosed building connections are not part of the historical development patterns of the Nineteenth and Twentieth Century Warehouse Character Areas. They never spanned streets and rarely covered alleys. Existing skyway features within the district were built outside the district's period of significance. Skyways interrupt the historic visual corridor and spatial relationship created by the public right-of-way and building locations.

*Requirement:*

- 1.41. Skyways over streets, alleys, rail spur lines or rail corridors or other areas that interrupt historic visual corridors shall not be allowed unless there is evidence from the period of significance of bridging or other connections over these features.
- 1.42. Existing industrial bridges and conveyance systems between buildings shall be preserved.

**Maintenance:** Routine maintenance and repair of historic features prevents the need for wholesale replacement, which will better help preserve the historic resources and character of the area.

*Requirement:*

- 1.43. Infrastructure improvements shall be coordinated to the maximum extent possible to reduce visual clutter and limit disruptions.

*Advisory:*

- 1.44. Routine maintenance and repair of the public rights-of-way and alleys is encouraged to be undertaken with an understanding of the importance of preserving the district's distinctive features.
- 1.45. Safety and ADA compliance shall be a consideration for maintenance and repair activities of the public rights-of-way and alleys.

## Part II: Design Guidelines for Existing Buildings

The existing building design guidelines cover all of the buildings constructed within the district's period of significance (1865-1930) located in the Nineteenth and Twentieth Century Warehouse Areas of the Minneapolis Warehouse District. Buildings constructed outside the period of significance will be governed by the Design Guidelines for New Buildings on Infill Sites.

The following guidelines specify best practices for retaining the physical form and historic character of the existing buildings in the district. They provide direction on techniques and procedures to ensure the longevity of these historic resources. The intent of the guidelines is to make certain that the existing buildings continue to serve a mix of uses in a way that is compatible with the historic fabric of the buildings and the district.

**General Guidance:** Preservation is the preferred treatment for improving existing buildings from the period of significance. No matter the proposed treatment, maintaining and preserving original materials is preferred over introducing new materials. The exception is when original materials are too deteriorated to provide a sound building envelope.

*Requirement:*

- 2.1. Character defining features such as loading docks, water towers, fire escapes and chimneys shall be preserved.
- 2.2. Distinctive architectural features shall be preserved.
- 2.3. Existing buildings in the district are oriented to provide two kinds of access: pedestrian access from the street and sidewalk and freight access from side streets, alleys, or rail spurs. The existing orientation of each building shall be maintained and preserved.
- 2.4. A building's original pedestrian entrance shall remain and shall be used as the building's primary entrance.
- 2.5. Building entrances shall not be reoriented so that freight entrances and loading docks are used as primary building entrances.
- 2.6. ADA accessibility shall be made within the interior of the building using the existing primary building entrance.
- 2.7. All buildings and structures shall be maintained to prevent demolition by neglect.
- 2.8. Regular maintenance and repair is preferred over the replacement of any historic materials or features.
- 2.9. Only replace features that are missing or proven beyond repair with the same kind of materials. Replacement with a substitute material will be considered if the form and design of the substitute material is proven durable and conveys the visual appearance of the original material.
- 2.10. Original or historically significant painted signs (ghost signs) on the sides of building shall be retained.

**Facade Materials:** For guidance on wood and glass storefront materials see Fenestration: Storefront and Display areas

*Requirement:*

- 2.11. Water proofing and water repellent coatings shall not be used unless there is evidence of past water retention.
- 2.12. Abrasive cleaning techniques, such as sandblasting, soda blasting, or high-pressure water wash shall not be used under any circumstances.
- 2.13. Facade cleaning methods that are considered to be gentle, non-abrasive methods such as a low pressure (100 psi or less) water wash shall be used.
- 2.14. Painting of currently painted masonry facades is allowed.
- 2.15. Painting of unpainted masonry facades shall not be allowed.
- 2.16. Mortar joints shall only be repointed where there is evidence of a moisture problem or when a substantial amount of the mortar is missing.
- 2.17. Mortar joints shall be cleared with hand tools. The use of electric saws and hammers to remove mortar can seriously damage the adjacent brick and are inappropriate.
- 2.18. Replacement mortar shall duplicate the original mortar's composition, color, texture, joint width, and joint profile.
- 2.19. When patching an area of historic brick wall, the original brick and mortar shall match the original brick and mortar in material, color, profile, dimension, and texture.

*Other Considerations:*

- 2.20. Chemical cleaning will be considered only in consultation with CPED. Consultation includes an agreement on the area to test the treatment, reviewing the results, and developing an agreed upon process to complete the cleaning.

**Fenestration – Windows:** Windows are an important character defining feature of existing buildings. Original windows can often be repaired instead of being replaced. Simple modifications, that are sensitive to the original fabric, can often be made to improve their thermal capacity.

*Requirement:*

- 2.21. Original and historically significant windows shall be retained and repaired.
- 2.22. All decorative trim around the windows shall be retained, including lintels, pediments, moldings or hoods and if replacements are proven necessary, the original profile shall be replicated.
- 2.23. Clear transparent glass shall be used to replace missing panes or in full window replacement unless historical documentations show other treatments. Low emission coatings will be considered if they are not reflective or tinted.
- 2.24. Windows on primary facades shall not be removed or blocked to install air conditioning, mechanical equipment, louvers, or for any other reason.

- 2.25. New or expanded window openings on primary facades are not allowed, unless it is to restore an historical window opening and evidence is provided to support the opening.

*Other Considerations:*

- 2.26. New window openings on secondary facades will be considered.
- 2.27. Replacement windows will be considered if evidence is provided that significant numbers of the historical or original windows have been previously removed. A survey of the existing windows is required to document their condition and type.
- 2.28. Replacement windows will be considered if evidence is provided that original or historically significant windows cannot be feasibly repaired. A survey of the existing windows is required to document their condition and type.
- 2.29. When considering the replacement of historically significant windows, new windows shall be compatible in material, type, style, operation, sashes, size of lights and number of panes of the existing windows in that location.
- 2.30. True divided lights are required when replacing a divided light window.
- 2.31. Where true divisions are not possible, applied muntins, with an interstitial spacer will be considered. Applied muntins shall be installed on both sides of the glass.
- 2.32. Internal muntins, sandwiched between two layers of glass, alone are not allowed.
- 2.33. Replacement windows shall be finished with a painted enamel finish. Anodized or other unfinished treatments are not allowed.

**Fenestration – Entryways:**

*Requirement:*

- 2.34. Original or historically significant entryways and doorway configurations shall be retained.
- 2.35. Original or historic features of the entryway and storefront including trim and other architectural features shall be retained.
- 2.36. When replacement is proven necessary, a door style that is similar in material and design to that used originally shall be used. If historic photos or models are not available, the new replacement door shall be of simple design, with an open transparent glass panel and a transom.
- 2.37. Original loading dock doors, which were typically overhead or sliding, shall be maintained when feasible. Filling the opening with glass or another treatment that preserves the wall opening will be considered.
- 2.38. New openings or entryways on elevations that face public streets are not allowed.
- 2.39. ADA accessibility shall be accommodated within the interior of the building using the existing primary entrance. If this is proven infeasible then alternative entryways will be considered to allow for accessibility. Exterior ramping is not allowed on elevations facing a public street.

*Advisory:*

- 2.40. If original entryways were altered, the preferred treatment is to restore them to their original condition based on historic photos or other evidence.

*Other Considerations:*

- 2.41. Replacement doors will be considered if evidence is provided that original doors cannot be feasibly repaired.
- 2.42. Replacement features of the entryway and storefront such as trim that replicate existing features will be considered.
- 2.43. New openings or entryways on elevations that face a public street will be considered if evidence is provided that the new opening or entryway keeps with the original fenestration pattern and no other feasible alternative exists.

**Fenestration - Storefronts & Display Areas:**

*Requirement:*

- 2.44. Original or historically significant storefronts and display areas shall be retained.
- 2.45. The size of original storefronts or display areas shall not be altered.
- 2.46. Windows and doors shall not be blocked with opaque materials.
- 2.47. Original features such as the columns or piers that support the storefront framing, shall not be altered, obscured or removed.
- 2.48. Dropped ceilings in the interior of the building shall be set back at least ten (10) feet from exterior entryways or windows as to minimize visual impact from the street.

*Advisory:*

- 2.49. If an original storefront has been altered, the preferred treatment is to restore them to their original condition based on historic photos or other evidence.

*Other Considerations:*

- 2.50. When the original design is not available through historic plans or photos for the replacement of a storefront, a contemporary profile will be considered, but existing original storefronts in the district should be as a reference for materials, scale, size of members and proportion.

**Fenestration – Balconies:**

*Requirement:*

- 2.51. Balconies on the street facing facades of buildings are not allowed.
- 2.52. Balconies shall maintain the fenestration patterns of the building.

*Advisory:*

- 2.53. Details which reflect the industrial heritage of the area are most appropriate for balconies and railings.

*Other Considerations:*

- 2.54. Balconies on facades that do not face public streets will be considered. They shall be setback one structural bay from the primary facade(s).

**Fenestration – Canopies & Awnings:**

*Requirement:*

- 2.55. Existing canopies over loading docks, entrances, or other features shall be retained.

**Loading Docks:** Loading docks are an important character defining feature of the district. Their existence reflects the industrial heritage of the district. The location and dimensions of loading docks, whether on streets or in alleys, must be retained. It is not appropriate to remove, lower, or narrow them.

Loading areas that are integrated into the rear of the building are common along rail spurs and rail yards. These features were created to accommodate to and from freight rail cars. These are important character defining features and reflect the interdependence of the railroad and warehouse and manufacturing industries within the district.

For more information on the relationship of loading docks and street and alley infrastructure see the Guidelines for Infrastructure and the Public Realm section.

*Requirement:*

- 2.56. Loading docks and their associated canopies shall be preserved. Their location, height, width, and length shall be retained.
- 2.57. Railings on loading docks, when required, shall be designed as new additions with simple vertical or horizontal members which reflect the industrial heritage of the area.
- 2.58. Loading areas that are integrated into buildings shall remain open and not be fully enclosed with opaque materials.

*Advisory:*

- 2.59. A poured concrete base with a poured concrete slab is appropriate repair or replacement materials for loading docks.
- 2.60. Creative and adaptive reuse of integrated loading areas is encouraged to highlight these unique features.

*Other Considerations:*

- 2.61. The enclosure of loading areas that are integrated into buildings with glass or grill work will be considered.

**Roofs & Parapets:**

*Requirement:*

- 2.62. The original building roofline including the cornice, parapet, and other elements shall be retained and not altered.

- 2.63. Rooftop decks and equipment including HVAC, wind or solar power equipment that projects above the roofline shall be set back from the primary building elevation(s) one structural bay. They shall not be visible from the street. More visible locations will be considered if evidence is provided of structural load needs.
- 2.64. The repair of roofs with modern roofing materials, such as rolled rubber or asphalt, is allowed and shall not be visible from the street.

*Other Considerations:*

- 2.65. The installation of green roofs will be considered, if evidence is provided to indicate the existing structural supports can support the proposed treatment.
- 2.66. When a parapet or cornice is missing, replacements will be considered based on historic photos or other evidence.
- 2.67. Where parapet caps are missing, metal coping with an appropriate painted finish will be considered.

**Rooftop Additions:** Buildings from the period of significance had flat roofs with a parapet wall. Most roofs have small penthouses for stairs or elevators. The roofs of many of the buildings contain water towers, tanks, and chimneys, which should be retained. Rooftop additions are rarely appropriate on buildings. Rooftop additions on buildings that are less than four stories are not allowed due to their visibility. In cases where a rooftop addition is allowed the guidelines are intended to minimize visibility of the addition from the public street by limiting its footprint, scale, height and mass. This minimizes alterations to the historic character of the building, the surrounding historic district, streetscape or other adjacent structures.

*Requirement:*

- 2.68. A new rooftop addition shall be set back a minimum of one structural bay or 15 feet, whichever is greater, from all sides of the building. This setback does not constitute a standard right, but a baseline, additional setbacks may be required to meet the intent of the guidelines.
- 2.69. The height of the rooftop addition shall be limited to one story and shall not exceed 14 feet in height measured from the structural roof deck of the existing building. The height includes stair and elevator penthouses and rooftop mechanical equipment proposed on top of the addition.
- 2.70. The design of rooftop additions shall be clearly differentiated from the historic building in a way that does not detract from the character of the historic building or the district.

*Other Considerations:*

- 2.71. Roof top additions to contributing buildings are rarely appropriate. A rooftop addition will be considered if visibility and site line studies indicate that the addition is minimally visible from any public right-of-way.

### **Building Additions to the Side & Rear of Existing Buildings:**

*Requirement:*

- 2.72. Additions shall not be located on character defining facades of the front, rear, or sides of a property.
- 2.73. New additions shall be limited in the size to preserve the relationship with the existing building. The new addition shall not exceed the height, width, or depth of the existing building.
- 2.74. New additions built along the public right-of-way shall be treated as new construction and shall comply with Part III of this document, Design Guidelines for New Buildings on Infill Sites.

*Other Considerations:*

- 2.75. Additions to non-character defining facades will be considered on a case by case basis.

### **Accessory Structures:**

*Requirement:*

- 2.76. Accessory structures including but not limited to storage buildings and dumpster enclosures shall not be visible from the public right of way and shall not obscure the building's features.
- 2.77. Accessory structures shall be compatible to the primary building or structure. Such compatibility shall be determined by architectural style, colors, materials and finishes.

## Part III: Design Guidelines for New Buildings on Infill Sites

The intent of the Design Guidelines for New Buildings on Infill Sites section is to encourage compatible design that reinforces key character defining features of the district. Compatibility is the ability of different components, whether similar or dissimilar, to function together and stand together. New buildings shall not replicate existing buildings. The following design guidelines establish a framework for making design decisions that will reinforce the key character defining elements of the district while allowing for creativity and flexibility in new designs.

There are seven key measures of design found in the existing buildings in the Warehouse Historic District. These include: *Street wall, Massing, Scale, Rhythm, Fenestration, Materials, and Architectural Details*. These measures can be found in each of the buildings in the district and develop a collective vocabulary of design within the district. The designs of the features reveal an evolution over the period of significance of the district, 1865 to 1930. This evolution in design corresponds with the age of the building. Likewise, the age of the buildings corresponds with the geographic development patterns described in the Introduction of this document (See Distinctive Character Areas of the Minneapolis Warehouse Historic District p. XX). The Nineteenth and Twentieth Century Warehouse Areas represent the geographic boundaries of the industry and design evolution.

The guidelines have been grouped into two sections: Infill Site Design and Building Design. The Infill Site Design guidelines address the building location and orientation. They address the *Street Wall* measure of design. The New Building Design guidelines address the design of the building. They address the remaining six measures of design: *Massing, Scale, Rhythm, Fenestration, Materials and Architectural Details*.

### INFILL SITE DESIGN

The intent of the following site design guidelines is to ensure that new buildings and infill development reinforce the historic development patterns and street wall of the district. The following guidelines adhere to the street and block typologies introduced in the Design Guidelines for the Public Realm, which include Commercial, Freight, and Mixed streets. The street and block typologies provide requirements on the orientation of buildings along the three street types.

**Street wall:** The orientation and location of buildings are important character defining features in the district. During the late Nineteenth and early Twentieth Centuries, commercial buildings were typically built to the front property line to maximize their entire building envelope. The buildings in the Warehouse Historic District follow this building location pattern. The warehousing and manufacturing industries that were housed in many of the buildings often maximized their building envelope to accommodate their growing businesses. The consistent location of the buildings sets a solid wall where the building wall meets the public right-of-way. This building placement is the underpinning for the consistent street wall corridor feeling, which is an important context to the character of the district.

#### **Street wall - Building Placement on Site:**

##### *Requirement:*

- 3.1. The building shall be built to the property line adjacent to the public right-of-way (zero setback). A maximum setback of five feet is allowed for recessed entryways.

- 3.2. Fences and grade separations between the building and public right-of-way are inappropriate and shall not be allowed.
- 3.3. Chain link fences are not allowed.
- 3.4. When stormwater management systems are required, they shall be master planned and located to the rear of buildings

*Advisory:*

- 3.5. A perimeter block pattern with buildings built to line and private or semi-private courtyards to the rear of the building is appropriate.

*Other Considerations:*

- 3.6. Side courtyards, seating areas and spaces that support pedestrian activities are will be considered as long as they do not interrupt the historic rhythm of the block face. A setback of up to 20 feet will be considered.

**Access Points - Pedestrian Interface:**

*Requirement:*

- 3.7. Buildings shall be oriented such that principal facades and entrances face public streets.
- 3.8. Primary building entrances shall be located along commercial or mixed Streets.
- 3.9. Secondary building entrances shall be located along freight Streets.

*Other Considerations:*

- 3.10. Corner entrances on buildings will be considered only at the intersections of two commercial streets and chamfered corners shall be restricted to the first floor only.

**Access Points -Vehicular Interface & Parking:**

*Requirement:*

- 3.11. Vehicular access to a site shall be obtained using existing alleys.
- 3.12. New vehicular access to a site shall not be made from commercial or mixed streets.
- 3.13. Parking shall be located below grade or to the rear of the buildings.
- 3.14. Off-street parking shall not be located along a principal facade or between the building and the right-of-way.
- 3.15. Opportunities for shared parking and vehicular access shall be explored to the greatest extent possible.

*Other Considerations:*

- 3.16. New vehicular access from freight streets will be considered.

**Access Points - Loading Areas:***Requirement:*

- 3.17. Loading areas shall be located to the rear of the property, accessed through alleys or by freight streets.

**Accessory Structures:***Requirement:*

- 3.18. Accessory structures including but not limited to storage buildings and dumpster enclosures shall not be visible from the public right of way and shall not obscure the building's features.
- 3.19. Accessory structures shall be compatible to the primary building or structure. Such compatibility shall be determined by architectural style, colors, materials and finishes.

**DESIGN FOR NEW BUILDINGS**

The intent of the Design for New Buildings guidelines is to encourage compatible design that reinforces key character defining features of the district. Compatibility is the ability of different components, whether similar or dissimilar, to function together and stand together. New buildings shall not create false history by replicating existing buildings. The following design guidelines establish a framework for making design decisions that will reinforce the key character defining elements of the district while allowing for creativity and flexibility in new designs.

**Massing:** The buildings of the Warehouse Historic District generally possess similar massing. The volume or shape of the buildings is not made up of a complex collection of volumes; it is made up of one singular rectangular volume. Small ancillary additions can be found for access or mechanical penthouses on their roofs. The rooftop penthouses are minimally visible from the public rights-of-way and do not significantly alter the general massing of the buildings.

*Requirement:*

- 3.20. Buildings shall have a singular rectangular shape and volume.
- 3.21. Building facades or portions of facades that are stepped back along street facing facades are not allowed.

*Other Considerations:*

- 3.22. Building facades or portions of facades that are stepped back will be considered if the proposed massing for the overall buildings is demonstrated to be compatible with the design of surrounding historic buildings within the district. The proposed massing shall be superior in design to the required singular rectangular volume.

**Scale:** The buildings of the Nineteenth and Twentieth Century Warehouse Areas represent a chronology in the rise of the warehousing industry in Minneapolis and showcase the evolution architectural design and structural engineering in Minneapolis. This evolution is most apparent in the scale of the buildings in the district. The warehousing and manufacturing industry needs of the businesses located within the district evolved from the 1870s to the early 1900s. The footprints of the buildings grew to accommodate the growth of the industries. The expanded footprints required the consolidation of originally platted parcels.

Structural technologies also evolved during this time. Structural technologies moved from load bearing masonry walls, to designs with heavy timbered interior supports, to reinforced concrete designs between the 1870s and early 1900s. This evolution in structural technologies made it feasible to increase the size of structures. This resulted in the variations in building scale within the district based on when a building was constructed.

The Nineteenth Century Warehouse Area represents the early history of the district, when widths of the buildings were narrow and the height was between two and five stories tall. The similarity of the thin and relatively tall scale of the buildings is an embodiment of the original platting of the area on narrow, deep lots. This building scale is most evident on Washington Avenue North between First and Second Avenues North.

The Twentieth Century Warehouse Area represents the later history of the district when width of the buildings grew up to half city block and their heights were typically between four and ten stories tall. Examples of buildings exhibiting this larger scale can be found on Washington Avenue North between Fifth and Ninth Avenues North.

*Requirement:*

Nineteenth Century Warehouse:

- 3.23. Height of buildings shall be between two (2) and six (6) stories.
- 3.24. The first floor height shall be between 14 and 18 feet and upper story height between 10 and 14 feet.

Twentieth Century Warehouse:

- 3.25. Height of buildings shall be between two (2) and ten (10) stories.
- 3.26. The first floor height shall be between 14 and 21 feet and upper story height between 10 and 14 feet.

*Advisory:*

- 3.27. Consider the footprints of the adjacent buildings along the block face to develop a design for new a new building that is compatible with the scale of surrounding buildings.

**Rhythm:** The rhythm of the buildings in the district is created by architectural elements that provide an overall vertical directional emphasis. The composition of the building facades are arranged with a defined base, middle and top. The buildings are horizontally segmented into these three parts through the treatment of materials on the ground floors, horizontal banding and cornices. In designing new buildings this horizontal segmentation can be more subtle than the historical examples within the district.

The buildings are divided into vertical bays by the grouping of window openings and architectural details. The massing and scale along with the vertical orientation of the bays and defined base, middle and top create an overall vertical accentuation to the buildings.

The rhythm of bays and vertical orientation did not significantly evolve as the buildings and industries evolved between 1865 and 1930. The buildings all share a similar rhythm of a base, middle, and top with vertical bays that create an overall vertical accentuation to the buildings.

*Requirement:*

- 3.28. Building facades shall display a defined base, top and middle portions, differentiated by variations in architectural treatment, materials or details. An appropriate facade composition of base, middle and top is:

Base: The portion from grade level to the top of the first floor or to the top of the second floor if the second floor is designed as a mezzanine

Top: The portion above the window of the upper most floor to the top of the parapet

Middle: The portion between the base and the top

- 3.29. Deeply modulated vertical or horizontal articulation shall not be allowed.
- 3.30. Fenestration shall be grouped into vertical bays.
- 3.31. Buildings shall have flat roofs.
- 3.32. Crenellated parapets, undulating roof lines, sloped (hip or gable) roofs are inappropriate and shall not be allowed.
- 3.33. Rooftop equipment, decks, or penthouse structures that project above the roof line including, antennas, or other service devices or equipment such as solar panels or wind turbines, shall be set back from the primary building facade(s) by one structural bay on all sides of the building. The equipment, decks, or penthouses shall not be visible from the right of way adjacent to the primary facade(s).

*Advisory:*

- 3.34. Simple facade articulation with a symmetrical arrangement of fenestration in recognizable groups is appropriate.
- 3.35. Flat roofs, with capped parapets and corbelled cornices are appropriate.
- 3.36. Green or living roofs are appropriate.

**Fenestration:** The fenestration of the buildings refers to the location, spacing and design of windows, storefronts, and doors. The windows of all the buildings are symmetrically arranged and grouped. As noted in the rhythm section, the grouping of windows and storefronts follow a vertical bay layout from story to story that helps create vertical accentuation to the buildings. The shape of the windows are taller than they are wide, which further advances the vertical accentuation of the overall building designs.

The buildings in the district represent a chronology of the rise of warehousing. The collection of buildings in the district documents the evolution of the industries, the structural technologies, and architectural design. The changes in structural technologies and architectural design are evident in the design of the windows on the buildings within the district.

Due to the masonry construction of the buildings in the Warehouse Historic District the windows were typically setback the width of at least one brick from the face of the building wall. This non-flush window placement creates shadow lines. The shadow lines and facade details created by the recessed window openings provide unique relief to buildings and add another level of detail and visual character to the building.

Traditionally windows were double hung. The double hung window is predominant in both the Nineteenth and Twentieth Century Warehouse areas. These double hung windows ranged from large one-over-one windows to multiple paned divided light double hung windows. Around 1910 the design of windows for these industrial buildings in the district changed along with construction and structural technologies. The use of reinforced concrete reduced the need for the exterior walls of the building to support the structural loads of the buildings. This allowed for a new window type: the Chicago Style divided light window. One Chicago Style divide light window could be used to provide light into the building instead of grouping multiple double hung windows together. The use of this new type of window was used in the last phase of warehousing and manufacturing growth in the district and can be found in the buildings along Washington Avenue North around Sixth and Seventh Avenues North.

**Fenestration - Building Envelope:** The intention of the following fenestration requirements is to achieve a solid to void ratio (ratio of opaque materials [walls] to transparent materials [windows, doors, and other openings]) that is compatible with the character of the district.

*Requirement:*

- 3.37. The total first floor street facing facade glazed fenestration shall range between 50% and 75% of first floor facade area.
- 3.38. The total facade fenestration shall range between 35% and 60% of total facade area.
- 3.39. Louvers or other openings in the facades for mechanical equipment such as fireplace, heating ventilation air condition (HVAC) and laundry vents are not appropriate and shall not be permitted on primary (street facing) facades.

*Advisory:*

- 3.40. A simple rectangular fenestration pattern is appropriate.

### **Fenestration – Windows:**

#### *Requirement:*

- 3.41. Windows shall be compatible with the surrounding historic buildings in their alignment, type and proportion.
- 3.42. Window frames and mullions shall match the scale of the window opening and glazed area and be compatible with the color and materials of the facade.
- 3.43. Clear glass or non-reflective low emission glass or coatings shall be used.
- 3.44. Continuous horizontal or vertical bands of windows shall not be allowed.

#### *Advisory:*

- 3.45. Real single or double hung windows at regular intervals, and in a size and number that compliments the building are appropriate (see Fenestration- Building Envelope: guidelines 3.37 and 3.38)
- 3.46. The appropriate height to width proportion of individual windows is 4:1 to 3:1.
- 3.47. Twin windows or two windows separated by a minimum 4 inch wide mullion within a window opening are appropriate.
- 3.48. Commercial style divided light and contemporary interpretations of this style are appropriate.
- 3.49. Arched windows are appropriate.
- 3.50. Windows with details such as lintels and sills are appropriate and encouraged.
- 3.51. Windows are encouraged to be setback from the facade of the building.

### **Fenestration – Entryways:**

#### *Requirement:*

- 3.52. Entryways shall be in scale with the building
- 3.53. Entryways shall have a design that is rectilinear or arched in shape.
- 3.54. Doors and entryways shall be vertically proportioned.

### **Fenestration - Storefronts & Display Areas:**

#### *Requirement:*

- 3.55. Storefronts shall match the scale of the building (see Fenestration- Building Envelope: guidelines 3.37).
- 3.56. Storefronts shall be divided into bays that follow the rhythm of the building.

### **Fenestration – Balconies:**

*Requirement:*

- 3.57. Balconies shall maintain the entryway and window fenestration patterns of the building.
- 3.58. Projecting balconies on secondary facades shall be set back one structural bay from the primary (street facing) facade(s).
- 3.59. Balconies shall not project beyond the building wall of the structure on primary (street facing) facade(s).

*Advisory:*

- 3.60. Simple, functional, rectilinear balconies are appropriate.
- 3.61. *Other Considerations:*
- 3.62. Fully recessed balconies will be considered for primary and secondary facades of new construction if evidence is provided that the building wall maintains the feeling of a solid building wall.

**Fenestration - Canopies & Awnings:**

*Requirement:*

- 3.63. Canopies and awnings shall complement the fenestration patterns of the building.
- 3.64. Awnings shall be attached above the fenestration but below the cornice, sign panel, or below the transom of the storefront.
- 3.65. The awning area, in elevation, shall not exceed 20% of the first floor facade elevation area.
- 3.66. Curved and back-lit awnings or canopies shall not be allowed.

*Advisory:*

- 3.67. Metal canopies, compatible with the industrial heritage of the area are considered appropriate.
- 3.68. Solid fabric awnings associated with first floor entryways or windows and above or below transom windows are appropriate.

**Materials:** The building materials are one of the most prominent visual characteristics of the district. The existing buildings in the district were built of masonry construction. The predominant material is brick though many of the buildings have stone and terracotta details.

The buildings generally have one predominant material and color with a secondary material or color used for trims or accents. The colors of the masonry include red, grey, brown and tan.

Typically the primary (street facing) facades of building were generally clad in one material type and color. This material was typically a more high style masonry material. The secondary (non-street facing) facades were typically clad in a different, more common masonry material.

*Requirement:*

- 3.69. Building facades that face a public street shall have one principal material, excluding door and window openings, and may have up to one additional material for trims and details. Permitted materials include, but are not limited to brick, stone, terracotta, painted metal, hardy board panels, poured concrete and precast concrete.
- 3.70. Vinyl, wood, and hardy board lap siding, stucco, EIFS, exposed metals and materials with shiny finishes shall not be allowed for facade materials.

*Advisory:*

- 3.71. Having one principal facade material and color on primary (street facing) facades and another material or color for secondary (non-street facing) facades is appropriate.
- 3.72. One color is appropriate per building facade and one secondary color is appropriate for accents, trims and details.
- 3.73. Painted (non-shiny metallic colors) metal, wood and glass are appropriate for windows, doors and entryways.
- 3.74. Base facade colors that match standard brick colors namely terracotta red, grey, brown and tan are appropriate.
- 3.75. Appropriate colors for building accents, trims and details are shades of native sandstone or limestone, tan, beige or grey.
- 3.76. Appropriate trim colors for door frames, window frames handrails and external metal features, are black, and dark tones of blue, red, brown, or green.

*Other Considerations:*

- 3.77. Glass curtain wall will be considered as a principal material.

**Architectural Details:** The architectural details of the buildings in the Warehouse Historic District are a product of the architectural styles of the buildings, the mechanical or industrial needs of the uses the buildings contained and the wealth generated by the industries, which allowed for the designers of these buildings to embellish the buildings with ornate details. The architectural details provide an additional level of relief and interest to the facades of the buildings. These details add to the character of the individual buildings and the overall character of the district.

The replication or incorporation of similar details in new buildings is not required or even encouraged. The intent of discussing architectural details is to encourage designers of new buildings to understand how these details were used in the district and to invoke thoughtful use of details that provide interest to the facades of the new buildings. The use of details shall be appropriate to the design perspective of the proposed building and not try to replicate historic buildings.

*Advisory:*

- 3.78. Architectural details and features are encouraged to create interest to the facade of new buildings.

## Part IV: Rail Yards Area

The Rail Yards Area is different from the rest of the Warehouse Historic District. This is the site of the former rail yard for the Great Northern (now known as the Burlington Northern Santa Fe-BNSF) and the Minneapolis & St. Louis Railroads (now known as the Union Pacific). The area also contains a portion of the active BNSF rail corridor. Historically, the site contained railroad depots, sheds, offices and railroad tracks. It did not contain warehousing, manufacturing or other buildings or structures found in the other parts of the district.

This area contains a portion of the only rail yard in downtown Minneapolis that has yet to be developed. Development of other rail yards have resulted in building designs that leave the former rail yard indistinguishable from the other areas of the City and do not offer any clues to the importance of what was once there. It is important to convey the significance of this area in new development and provide for a visual context that sets this area off from the adjacent historic buildings.

### Significance

The site is significant for the manipulation of the grade, which was a result of the 1890 settlement of a lawsuit between the railroads and the City of Minneapolis. This feature exemplifies the transformative power of the railroads on the landscape of the district and is emblematic of the interconnectedness of the railroads and the warehouse industry in the commercial growth of Minneapolis in the late nineteenth and early twentieth century. This physical alteration allowed the warehouse district and the City to be more connected and helped facilitate the further growth of warehousing, manufacturing, and the rail industry in the area. The significant feature of the site is the lowered grade relative to the adjacent properties and the bridging and other connections the lowered grade subsequently required.

### SITE DESIGN

**Corridors:** The area contains three distinct corridors that represent the railroad activity in the area and the connections created by the lowered grade of the site. The following guidelines provide guidance on how to preserve and interpret these features in the rail yard character area.

*Requirement:*

- 4.1. A 30 foot wide corridor over the existing BNSF rail corridor shall remain open to visual access and not decked over or built over by buildings.

*Advisory:*

- 4.2. Alterations to the width of the active BNSF rail corridor to accommodate train infrastructure are appropriate if the 30 foot wide corridor is retained.
- 4.3. Bridging and skyways over the corridor or rail yard are appropriate (more guidance provided under Connections: 4.7 – 4.12).

The bridging of the rail yard and corridor for Third and Fourth Streets North was integral to reconnecting the area west of the rail yards area with the rest of downtown. The bridging of the streets allowed for the view corridors to remain uninterrupted along these street corridors, while freight depots were constructed underneath the bridges. The viaducts erected over the site for Third and Fourth Streets North have been removed. The site is now bisected by the

Interstate 94 viaducts that connect to Third and Fourth Streets North on the east side of the rail yards. However, the view corridors for Third and Fourth Streets North remain.

*Requirement:*

- 4.4. The 80 foot wide Third Street North View Corridor shall remain unobstructed to the sky and be preserved through the site. New development in the rail yard is allowed below the historic bridge deck height, but shall not encroach on this feature above that level.
- 4.5. The Fourth Street North Corridor shall be preserved through the site. The corridor is obscured by the current I-94 Viaducts. The preservation of this corridor can be done interpretatively through design and it is not required to remain unobstructed like the Third Street North Corridor.

*Advisory:*

- 4.6. Reconstructing a bridge over the rail yards and rail corridor at Third Street North is strongly encouraged.

**Connections:** In 1890, the grade of the rail corridor and the rail yards were lowered and the bridges were constructed to facilitate better connections through and to the Rail Yard Area. These alterations facilitated the further growth of the railroad, warehousing, manufacturing and other industries in the warehouse district. Allowing connections to and through the site in future development is in keeping with the spirit, intent and outcome of the design of this historic feature.

The Washington Avenue North steel truss bridge is the only existing bridge to remain in the district. The Third, Fourth and Fifth Streets North bridges have all been replaced or removed. The Washington Avenue North bridge steel superstructure is original; however it sits on concrete deck, supports and abutments that were replaced in the early twenty-first century.

*Requirement:*

- 4.7. The Washington Avenue North steel truss bridge superstructure shall remain on the site.
- 4.8. The Third Street North bridge abutment on the west side of the rail corridors is intact and shall be preserved in place.
- 4.9. Skyways or bridges are allowed over the BNSF rail corridor.
- 4.10. Decking over the BNSF corridor is not allowed.
- 4.11. The number of skyways or bridges that are allowed is not specified. The width of the skyways or bridges shall not exceed the historic width of the viaducts that bridged the area. When the skyways and bridges exceed the width of the viaducts or their number is too great they create a decked feel and the design, feeling, and association of the corridor is lost.

*Other Considerations:*

- 4.12. Skyways between new construction and historic buildings on the east side of the Rail Yards Area will be considered if connecting to a secondary facade and it will not conceal or damage the freight transfer features of these buildings.

**Grade Separation:** The lowered grade of the rail yards and even lower grade of the active rail corridor are integral character defining features of the district. Development in the rail yards area will likely occur at multiple levels with the connections and access at the current rail yards grade level, connections and access at the bridge deck height of Fifth Street North and rail access at the level of the active rail corridor. The multiple levels of activity are in keeping with the character of the rail yard area. The historic grade elevations of the rail yards area are encouraged to be incorporated into the design of new construction.

*Requirement:*

- 4.13. The lowered elevations in the Rail Yard Area shall not be lost in the development of the area.

*Advisory:*

- 4.14. Design interpretation, visual, or physical access is encouraged to convey the lower elevation of the area.

## **DESIGN FOR NEW BUILDINGS**

The rail yards contained brick freight depots, covered sheds and railroad office buildings. The buildings were long and narrow, built to accommodate trains and railcars. The buildings exhibited a variety of forms with gabled and flat roofs, and brick and steel exterior materials. The depot and rail yard facilities were removed prior to the listing of the district on the National Register of Historic Places in 1989.

Development of other rail yards downtown have integrated those yards with surrounding development by developing the buildings to the traditional building forms of the surrounding district. New development in the rail yards area should be true to itself and not be designed to resemble warehouse buildings or freight houses.

It is important that new construction offset itself through design in this area, but it is important that new construction preserve the features of the site outlined in the Site Design Guidelines.

**Setbacks:** In the Nineteenth and Twentieth Century Warehouse Areas the street wall created by the built-to-line building location and fenestration patterns of the buildings is an important character defining feature. Only the Washington Avenue North portion of the Rail Yards Area is along a street where a distinct street wall is evident and was historically represented by a former building wall.

The east boundary of the rail yards area abuts buildings in the Twentieth Century Warehouse character area of the district. The rear of these buildings contains integrated designs to accommodate freight transfer from railroad cars. These features are important to defining the character of the district. Constructing new buildings immediately adjacent to the rear of these buildings would obscure these important character defining features.

*Requirement:*

- 4.15. The Washington Avenue North street wall shall be reinforced with new development along this portion of the site. A built-to-line setback of zero feet is required.

- 4.16. No specific setback shall be required for buildings or other features along Fifth Street North. There was never a street wall there to protect.
- 4.17. A separation shall be maintained between new buildings or structures and the historic buildings on the east side of Rail Yards Area. Skyways over this separation will be considered per the guidelines in Connections (4.7-4.12).

**Building Height:** The height of new buildings can affect the relationships of the district. The following guideline exists to ensure that the relationships and context are preserved and not lost due to the height of new buildings.

*Requirement:*

- 4.18. The height of new buildings shall not exceed 20 stories.

*Other Considerations:*

- 4.19. Additional height will be considered if evidence is provided that shows the additional height is compatible with adjacent historic resources and the other contexts of the district.

There are no other guidelines addressing building design or materials. Buildings shall stand apart from the design of the adjacent historic buildings. It is important to recognize that the buildings in the district have lasted over 100 years. New construction in this area should be designed to last for the same.

## APPENDIX A - GLOSSARY OF TERMS

**Americans with Disabilities Act (ADA)** - Public law enacted in 1990 guaranteeing rights for people with disabilities to have equal access to facilities and services

**Architectural Conservation** – Is the process through which the material, historical and design integrity of the building or structure are prolonged through planned interventions

**Architrave** - The molding around a door or window. It also refers to the lowest part of an entablature that rests immediately on the capitals of the columns.

**Articulation** – Articulation of a façade accentuates visible aspects of different parts of a building, breaking it down into many distinct pieces, sometimes obscuring the sense of the whole building

**Balcony** - An open platform, recessed or projecting from the wall of a building and surrounded by a balustrade or railing or parapet.

**Balustrade** - A row of repeating balusters and small posts that support the upper rail of a railing.

**Band course** - A projecting, horizontal element separating parts of a wall surface, especially in masonry construction

**Bay** - A regularly repeated unit of space on the façade of a building, often formed or suggested by dimensions of the structural framework

**Casing** - The flat wood trim on the surface of the wall surrounding a window or door, often with bands of molding around the perimeter

**Columnar Trees** – Trees that usually have tightly ascending branches with narrow branch angles and short branches. Trees with this shape are valued for their narrow width that enables them to be planted in tight spaces where there is not enough room for a tree with a spreading branch structure

**Corbel** - An architectural member or a series of masonry courses which progressively projects upward and or outward from a wall

**Cornice** - Molded projections extending across the top of a wall, or forming the top element of a door or window frame

**Corridor** - A designated strip of land between two locations within which rail, highway and pedestrian traffic, topography, environment and other characteristics are located for transportation purposes

**Cresting** - A horizontal ornamental element at the top of a parapet or roof ridge, usually made of metal or occasionally of terra cotta

**Design Coding** – A method of drafting design guidelines by codifying and regulating fundamental architectural characteristics such as height, massing, setbacks etc., as opposed to dictating architectural styles

**Display Areas** – Portions of the storefront where merchandize, products and services are displayed in a manner that is visible from the street

**Entablature** - A series of horizontal elements at the top of a wall; in classical architecture consisting of an architrave, frieze, and cornice

**Entryway** – A passage or opening on a building or structure, usually along a public street, that provides access to the given building or structure

**Façade** - Any of the exterior faces of a building; often refers to the architectural front, which is distinguished from other walls by its degree of elaboration or the location of the principal entrance

**Fascia** - A flat, horizontal band on a wall surface; often a plain element with little molding at the top edge of a wall

**Fanlight** - A semicircular window over a door

**Fenestration** - Any opening in a building's envelope including windows, doors and skylights

**Frieze** - An architectural ornament consisting of a horizontal sculptured band between the architrave and the cornice

**Ghost Sign** - Old hand painted advertising or signage that has been preserved on a building for an extended period of time

**Hip roof** - A roof that slopes inward from all four exterior walls, forming a pyramid

**Historic Designation** - Is the process by which a site, structure, or area is officially recognized as having historical, architectural, or archaeological significance.

**Hood** - A projecting element that covers a wall opening such as a window or door; often supported by brackets at each end

**Joint** - The space between masonry units in a wall, usually filled with mortar to attach the units

**LEED** - LEED stands for Leadership in Energy and Environmental Design created by The United States Green Building Council (USGBC) as a rating system for green building. Green building refers to the design, construction, and operation of buildings in an environmentally friendly way.

**Light** - An individual pane of glass in a window or door

**Lintel** - A horizontal structural element in a wall that spans a window or door opening; in a masonry building, often distinguished by a contrasting material

**Louvers** - A set of parallel slats in a door, window or wall to admit air and keep out rain direct sunshine, and noise

**Mansard** - A roof with two slopes on each side, the lower slope typically being almost vertical

**Monitor** - A raised section at the top of a roof, usually with glazing in its vertical sides to allow illumination of the center of a building

**Mullion** - A structural or non structural element which divides a window or other opening into two or more lights

**Mutin** - A secondary framing member that holds individual panes of glass within a window or glazed door

**National Register of Historic Places** - Is the official Federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering and culture

**Non-metallic** - A product or component that is not made of a metal material

**Opaque** - A surface that neither reflects nor emits light

**Parapet** - A wall-like barrier at the edge of a roof, terrace, balcony or other structure

**Pavers** - Stone, brick, concrete or other materials used for sidewalks, walkways, patios, and driveways

**Pediment** - The triangular gable end of a building, framed by a horizontal cornice and the raking (diagonal) cornices of the roof eaves, or a similar form used above a door or window

**Perimeter Block** -A city block development pattern, where buildings are built-to-line, and entrances face the street, with semi-private courtyards to the rear of the buildings

**Pilaster** - A vertical projection on a wall, usually rectangular in cross-section and often with a capital and base, that appears to be supporting building elements

**Pitch** - The slope of a building element in relation to the horizontal, especially in a roof

**Pointing** - The material with which joints in a masonry wall are filled. Also the process of placing mortar in a masonry joint as the units are laid up; re-pointing refers to removing an outer portion of deteriorated mortar and re-filling the joint with new mortar.

**Porch** - A structure attached to the exterior of a building often forming a covered entrance

**Precast** - Members or components especially of concrete; cast into form before being transported to the site of installation

**Railing** - A barrier consisting of a horizontal bar and supports

**Rake Board** - A diagonal trim element following the slope of a gable or roof, where it meets an exterior wall Also known as raking cornice, raking course or raking molding.

**Recess** - A portion of surface or facade set back from the plane of the primary surface or facade

**Sash** - The perimeter frame of a window, including the horizontal rails and vertical stiles, that holds the glass panes; it may be movable or fixed

**Setback** - On a parcel of land, the distance between the street and the front of a building, or between a building and the side or back property lines

**Side Light** - A narrow rectangular window to the side of a door or wider window

**Soffit** - The exposed undersurface of an overhead element, such as an arch or roof eave

**Storefront** - The front side of a nonresidential establishment, facing the street and which usually contains display windows

**Street Furniture/Furnishings** - Is a collective term for objects and pieces of equipment installed on streets and roads for various purposes, including but not limited to benches, bollards, streetlamps, street lighting, traffic lights, traffic signs, bus stops, and waste receptacles

**Tracery** - Ornamental curved patterns in windows, doors and other openings often made of wood, stone or cast iron

**Transom** - A window above a doorway, separated by a horizontal crossbar, or a secondary window similarly set above a larger window

**True Divided-Light Sash** -A window with individual panes of glass separated by mutins

## **APPENDIX B – GENERAL GUIDELINES FOR the Treatment of Historic Properties**

Specific reconstruction techniques are outlined in *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings*. Property owners and developers are strongly encouraged to review and use this document when improving their properties

Detailed information and techniques for the treatment of historic properties are discussed in *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings*. Topics covered in this 182 page manual broadly include technical information and guidelines on building exteriors, building interiors, building site and special requirements

### **GUIDELINES FOR PRESERVATION**

1. A property will be used as it was historically, or be given a new use that maximizes the retention of distinctive materials, features, spaces, and spatial relationships. Where a treatment and use have not been identified, a property will be protected and, if necessary, stabilized until additional work may be undertaken.
2. The historic character of a property will be retained and preserved. The replacement of intact or repairable historic materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate, and conserve existing historic materials and features will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. The existing condition of historic features will be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair or limited replacement of a distinctive feature, the new material will match the old in composition, design, color, and texture.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

## **GUIDELINES FOR REHABILITATION**

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will 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.

## **GUIDELINES FOR RESTORATION**

1. A property will be used as it was historically or be given a new use which reflects the property's restoration period.
2. Materials and features from the restoration period will be retained and preserved. The removal of materials or alteration of features, spaces, and spatial relationships that characterize the period will not be undertaken.
3. Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate and conserve materials and features from the restoration period will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.

4. Materials, features, spaces, and finishes that characterize other historical periods will be documented prior to their alteration or removal.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize the restoration period will be preserved.
6. Deteriorated features from the restoration period will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials.
7. Replacement of missing features from the restoration period will be substantiated by documentary and physical evidence. A false sense of history will not be created by adding conjectural features, features from other properties, or by combining features that never existed together historically.
8. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
9. Archeological resources affected by a project will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
10. Designs that were never executed historically will not be constructed.

#### **GUIDELINES FOR RECONSTRUCTION**

1. Reconstruction will be used to depict vanished or non-surviving portions of a property when documentary and physical evidence is available to permit accurate reconstruction with minimal conjecture, and such reconstruction is essential to the public understanding of the property.
2. Reconstruction of a landscape, building, structure, or object in its historic location will be preceded by a thorough archeological investigation to identify and evaluate those features and artifacts which are essential to an accurate reconstruction. If such resources must be disturbed, mitigation measures will be undertaken.
3. Reconstruction will include measures to preserve any remaining historic materials, features, and spatial relationships.
4. Reconstruction will be based on the accurate duplication of historic features and elements substantiated by documentary or physical evidence rather than on conjectural designs or the availability of different features from other historic properties. A reconstructed property will re-create the appearance of the non-surviving historic property in materials, design, color, and texture.
5. A reconstruction will be clearly identified as a contemporary re-creation.
6. Designs that were never executed historically will not be constructed.

## APPENDIX C- List of Contributing and Non-Contributing Resources

ID#	Address	Status	Resource Type
1	90 Hennepin Avenue	Noncontributing	Building
2	100 1st Avenue North	Contributing	Building
3	116 1st Avenue North	Contributing	Building
4	120 1st Avenue North	Contributing	Building
5	128 1st Avenue North	Noncontributing	Site
6	246 1st Avenue North	Contributing	Building
7	248-250 1st Avenue North	Contributing	Building
8	254 1st Avenue North	Contributing	Building
9	256 1st Avenue North	Contributing	Building
10	300 1st Avenue North	Contributing	Building
11	314 1st Avenue North	Contributing	Building
12	318-322 1st Avenue North	Contributing	Building
13	330 1st Avenue North	Noncontributing	Site
14	400 1st Avenue North	Contributing	Building
15	416-430 1st Avenue North	Contributing	Building
16	500-514 1st Avenue North	Contributing	Building
17	518 1st Avenue North	Contributing	Building
18	241 1st Avenue North	Contributing	Building
19	315 1st Avenue North	Contributing	Building
20	317 1st Avenue North	Noncontributing	Site
21	319 1st Avenue North	Contributing	Building
22	321 1st Avenue North	Contributing	Building
23	323-325 1st Avenue North	Contributing	Building
24	327 1st Avenue North	Contributing	Building
25	415 1st Avenue North	Contributing	Building
26	24 2nd Avenue North	Noncontributing	Site
27	100 2nd Avenue North	Contributing	Building
28	212 2nd Avenue North	Noncontributing	Building
29	216 2nd Avenue North	Noncontributing	Site
30	254 2nd Avenue North	Contributing	Building
31	245 2nd Avenue North	Noncontributing	Building
32	419 2nd Avenue North	Contributing	Building
33	100 3rd Avenue North	Noncontributing	Site
34	116 3rd Avenue North	noncontributing	Building
35	126 3rd Avenue North	Contributing	Building
36	200-218 3rd Avenue North	Contributing	Building
37	250 3rd Avenue North	Contributing	Building
38	400 3rd Avenue North	Contributing	Building
39	410 3rd Avenue North	Contributing	Building
40	414 3rd Avenue North	Contributing	Building
41	418 3rd Avenue North	Contributing	Building
42	107 3rd Avenue North	Contributing	Building
43	127 3rd Avenue North	Contributing	Building
44	219 3rd Avenue North	Contributing	Building
45	56 4th Avenue North	Contributing	Building
46	4th Avenue North Bridge	Contributing	Structure
47	111 4th Avenue North	Noncontributing	Building

<b>ID#</b>	<b>Address</b>	<b>Status</b>	<b>Resource Type</b>
48	409 5th Avenue North	Noncontributing	Site
49	300 6th Avenue North	Contributing	Building
50	30 1st Street North	Contributing	Building
51	100 1st Street North	Contributing	Building
52	102 1st Street North	Noncontributing	Site
53	104 1st Street North	Noncontributing	Site
54	110 1st Street North	Noncontributing	Site
55	120 1st Street North	Noncontributing	Site
56	124 1st Street North	Contributing	Building
57	126 1st Street North	Noncontributing	Building
58	200 1st Street North	Contributing	Building
59	206 1st Street North	Contributing	Building
60	212 1st Street North	Noncontributing	Building
61	224 1st Street North	Contributing	Building
62	1st Street North Bridge	Noncontributing	Structure
63	400 1st Street North	Contributing	Building
64	408 1st Street North	Noncontributing	Building
65	420 1st Street North	Contributing	Building
66	428 1st Street North	Noncontributing	Building
67	602 1st Street North	Noncontributing	Building
68	614 1st Street North	Contributing	Building
69	616 1st Street North	Contributing	Building
70	620 1st Street North	Contributing	Building
71	624 1st Street North	Noncontributing	Building
72	700 1st Street North	Noncontributing	Building
73	702-708 1st Street North	Contributing	Building
74	710-722 1st Street North	Contributing	Building
75	724 1st Street North	Contributing	Building
76	113 1st Street North	Contributing	Building
77	115 1st Street North	Contributing	Building
78	117 1st Street North	Noncontributing	Site
79	119 1st Street North	Noncontributing	Building
80	121 1st Street North	Contributing	Building
81	123 1st Street North	Noncontributing	Building
82	125 1st Street North	Contributing	Building
83	213 1st Street North	Noncontributing	Site
84	217 1st Street North	Contributing	Building
85	221 1st Street North	Contributing	Building
86	28 2nd Street North	Contributing	Building
87	128 2nd Street North	Noncontributing	Site
88	200 2nd Street North	Contributing	Building
89	212 2nd Street North	Contributing	Building
90	222 2nd Street North	Contributing	Building
91	2nd Street North Bridge	Noncontributing	Structure
92	119 2nd Street North	Contributing	Building
93	129 2nd Street North	Contributing	Building
94	215 2nd Street North	Contributing	Building
95	219 2nd Street North	Contributing	Building
96	223 2nd Street North	Noncontributing	Site

<b>ID#</b>	<b>Address</b>	<b>Status</b>	<b>Resource Type</b>
97	108 Washington Avenue North	Contributing	Building
98	116 Washington Avenue North	Noncontributing	Site
99	118 Washington Avenue North	Noncontributing	Site
100	126 Washington Avenue North	Noncontributing	Site
101	200-204 Washington Avenue North	Contributing	Building
102	208 Washington Avenue North	Noncontributing	Building
103	214 Washington Avenue North	Noncontributing	Site
104	224 Washington Avenue North	Contributing	Building
105	300-312 Washington Avenue North	Contributing	Building
106	326 Washington Avenue North	Noncontributing	Site
107	Washington Avenue North Bridge	Contributing	Structure
108	410 Washington Avenue North	Contributing	Building
109	428 Washington Avenue North	Contributing	Building
110	500 Washington Avenue North	Noncontributing	Site
111	508 Washington Avenue North	Contributing	Building
112	520 Washington Avenue North	Contributing	Building
113	528 Washington Avenue North	Contributing	Building
114	600 Washington Avenue North	Contributing	Building
115	606 Washington Avenue North	Contributing	Building
116	618 Washington Avenue North	Contributing	Building
117	700 Washington Avenue North	Contributing	Building
118	716 -718 Washington Avenue North	Contributing	Building
119	730-750 Washington Avenue North	Contributing	Building
120	800 Washington Avenue North	Contributing	Building
121	828 Washington Avenue North	Noncontributing	Building
122	101 Washington Avenue North	Noncontributing	Site
123	107 Washington Avenue North	Contributing	Building
124	109-111 Washington Avenue North	Contributing	Building
125	113-115 Washington Avenue North	Contributing	Building
126	117 Washington Avenue North	Contributing	Building
127	119 Washington Avenue North	Contributing	Building
128	121-123 Washington Avenue North	Contributing	Building
129	125-129 Washington Avenue North	Contributing	Building
130	201 Washington Avenue North	Noncontributing	Building
131	207-209 Washington Avenue North	Noncontributing	Building
132	211 Washington Avenue North	Contributing	Building
133	213 Washington Avenue North	Contributing	Building
134	215 Washington Avenue North	Contributing	Building
135	301 Washington Avenue North	Noncontributing	Building
136	307 Washington Avenue North	Contributing	Building
137	315-317 Washington Avenue North	Noncontributing	Building
138	401 Washington Avenue North	Contributing	Site
139	419 Washington Avenue North	Contributing	Building
140	425 Washington Avenue North	Contributing	Building
141	501 Washington Avenue North	Noncontributing	Site
142	507 Washington Avenue North	Noncontributing	Building
143	515 Washington Avenue North	Contributing	Building
144	525 Washington Avenue North	Noncontributing	Building
145	607 Washington Avenue North	Contributing	Building

<b>ID#</b>	<b>Address</b>	<b>Status</b>	<b>Resource Type</b>
146	701 Washington Avenue North	Contributing	Building
147	729 Washington Avenue North	Noncontributing	Site
148	753 Washington Avenue N	Noncontributing	Site
149	761 Washington Avenue North	Contributing	Building
150	801 Washington Avenue North	Contributing	Building
151	24 3rd Street North	Contributing	Building
152	110 3rd Street North	Contributing	Building
153	112 3rd Street North	Contributing	Building
154	114-122 3rd Street North	Contributing	Building
155	128 3rd Street North	Contributing	Building
156	200 3rd Street North	Contributing	Building
157	206 3rd Street North	Contributing	Building
158	314 3rd Street North	Contributing	Building
159	320 3rd Street North	contributing	Building
160	Third Street North Viaduct	Noncontributing	Structure
161	420 - 428 3rd Street North	Noncontributing	Site
162	500 3rd Street North	Contributing	Building
163	510-520 3rd Street North	Contributing	Building
164	530 3rd Street North	Contributing	Building
165	618 3rd Street North	Contributing	Building
166	246 7th Avenue North	Noncontributing	Site
167	722 3rd Street North	Noncontributing	Site
168	728 3rd Street North	Noncontributing	Site
169	748 3rd Street North	Contributing	Building
170	900 3rd Street North	Contributing	Building
171	918 3rd Street North	Contributing	Building
172	21 3rd Street North	Contributing	Building
173	25 3rd Street North	Noncontributing	Site
174	123 3rd Street North	Contributing	Building
175	329 3rd Street North	Noncontributing	Building
176	401 3rd Street North	Contributing	Building
177	505 3rd Street North	Noncontributing	Building
178	519 3rd Street North	Contributing	Building
179	525 3rd Street North	Contributing	Building
180	615 3rd Street North	Contributing	Building
181	701 3rd Street North	Contributing	Building
182	18 4th Street North	Contributing	Building
183	20 4th Street North	Contributing	Building
184	118 4th Street North	Contributing	Building
185	130 4th Street North	Contributing	Building
186	Fourth Street North Viaduct	Noncontributing	Structure
187	25 4th Street North	Contributing	Building
188	27 4th Street North	Contributing	Building
189	123 4th Street North	Contributing	Building
190	22 5th Street North	Contributing	Building
191	26 5th Street North	Contributing	Building
192	110 5th Street North	Contributing	Building
193	126 5th Street North	Noncontributing	Building
194	300 5th Street North	Contributing	Building

<b>ID#</b>	<b>Address</b>	<b>Status</b>	<b>Resource Type</b>
195	Fifth Street North Bridge	Noncontributing	Structure
196	420 5th Street North	Contributing	Building
197	1st Avenue North, between the Federal Reserve Bank and 1st Street N	Contributing	Structure
198	1st Avenue North, between 1st and 2nd Streets North	Contributing	Structure
199	1st Avenue North, between Washington Avenue North and 3rd Street North	Contributing	Structure
200	1st Avenue North, between 3rd Street North and 4th Street North	Contributing	Structure
201	1st Avenue North, between 4th and 5th Streets North	Contributing	Structure
202	1st Avenue North, between 5th and 6th Streets North	Contributing	Structure
203	2nd Avenue North, from alley to 1st Street North	Contributing	Structure
204	2nd Avenue North, from 1st to 2nd Streets North	Contributing	Structure
205	2nd Avenue North, from 2nd Street North to Washington Avenue North	Contributing	Structure
206	2nd Avenue North, from Washington Avenue North to 3rd Street North	Contributing	Structure
207	2nd Avenue North, from 3rd to 4th Streets North	Contributing	Structure
208	2nd Avenue North, from 4th to 5th Streets North	Contributing	Structure
209	3rd Avenue North, from 1st to 2nd Streets North	Contributing	Structure
210	3rd Avenue North, from 2nd Street North to Washington Avenue North	Contributing	Structure
211	3rd Avenue North, from Washington Avenue North to 3rd Street North	Contributing	Structure
212	3rd Avenue North, from 4th to 5th Streets North	Contributing	Structure
213	4th Avenue North, from 56 4th Avenue North to 1st Street North	Contributing	Structure
214	5th Avenue North from district boundary to Washington Avenue North	Contributing	Structure
215	5th Avenue North, from Washington Avenue North to 3rd Street North	Contributing	Structure

<b>ID#</b>	<b>Address</b>	<b>Status</b>	<b>Resource Type</b>
216	5th Avenue North, from 3rd to 4th Streets North	Contributing	Structure
217	5th Avenue North, from 4th to 5th Streets North	Contributing	Structure
218	6th Avenue North, from district boundary to Washington Avenue North	Contributing	Structure
219	6th Avenue North, from Washington Avenue North to 3rd Street North	Contributing	Structure
220	6th Avenue North, from 3rd Street North to district boundary	Contributing	Structure
221	7th Avenue North, from Washington Avenue North to 3rd Street North	Contributing	Structure
222	7th Avenue North, from 3rd Street North to district boundary	Contributing	Structure
223	8th Avenue North, from Washington Avenue North to district boundary	Contributing	Structure
224	9th Avenue North from Washington Avenue North to 3rd Street North	Contributing	Structure
225	1st Street North, between 1st and 2nd Avenues N	Contributing	Structure
226	1st Street North, between 2nd and 3rd Avenues North	Contributing	Structure
227	1st Street North, between 4th and 8th Avenues North	Contributing	Structure
228	2nd Street North, between 1st and 2nd Avenues North	Contributing	Structure
229	2nd Street North, between 2nd and 3rd Avenues North	Contributing	Structure
230	Washington Avenue North, between 1st and 2nd Avenues North	Contributing	Structure
231	Washington Avenue North, between 2nd and 3rd Avenues North	Contributing	Structure
232	Washington Avenue North, between 5th and 6th Avenues North	Contributing	Structure
233	Washington Avenue North, between 6th and 7th Avenues North	Contributing	Structure
234	Washington Avenue North, between 7th and 8th Avenues North	Contributing	Structure
235	Washington Avenue North, between 8th and 9th Avenues North	Contributing	Structure

<b>ID#</b>	<b>Address</b>	<b>Status</b>	<b>Resource Type</b>
236	Washington Avenue North, between 9th and 10th Avenues North	Contributing	Structure
237	3rd Street North, between district boundary and 2nd Avenue North	Contributing	Structure
238	3rd Street North, between BN Railroad line and 5th Avenue South	Contributing	Structure
239	3rd Street North, between 5th and 6th Avenues North	Contributing	Structure
240	3rd Street North, between 6th and 7th Avenues North	Contributing	Structure
241	3rd Street North, between 7th Avenue North and district boundary	Contributing	Structure
242	4th Street North from district boundary to 2nd Avenue North	Contributing	Structure
243	5th Street North between roughly 1st and 2nd Avenues North	Contributing	Structure
244	Traffic Street	Contributing	Structure
245	405 Washington Avenue North	Contributing	Structure
246	Great Northern Spur line Corridor between Washington Avenue North and 3rd Street North	Contributing	Structure
247	Great Northern Spur line Corridor between 3rd and 4th Streets North	Contributing	Structure
248	Alley Block 55 between Washington Avenue and 3rd Street North bounded by 1st and 2nd Avenues North	Contributing	Structure
249	Alley Block 60 between 3rd and 4th Streets North bounded by 1st and 2nd Avenues North	Contributing	Structure
250	Alley Block 83 between 4th and 5th Streets North bounded by 1st and 2nd Avenues North	Contributing	Structure
251	Alley Block 35 between 2nd Street North and Washington Avenue North bounded by 1st and 2nd Avenues North	Contributing	Structure
252	Alley Block 24 between 1st and 2nd Streets North bounded by 1st and 2nd Avenues North	Contributing	Structure
253	Alley Block 25 between 1st and 2nd Streets North bounded by 2nd and 3rd Avenues North	Contributing	Structure
254	Alley Block 34 between 2nd Street North and Washington Avenue North bounded by 2nd and 3rd Avenues North	Contributing	Structure

# Warehouse Historic District: Resource Index Map

