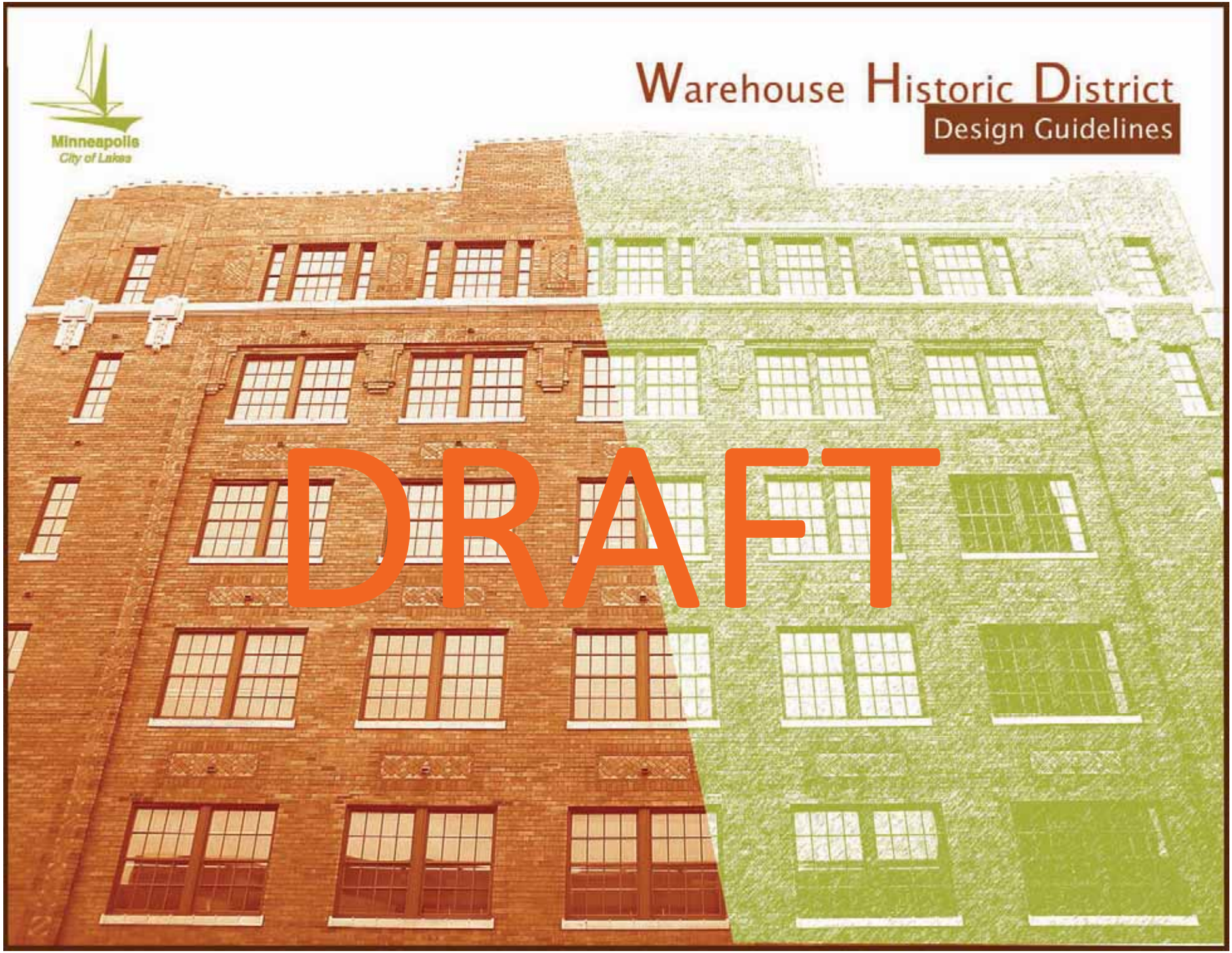
Minneapolis
City of Lakes

Warehouse Historic District

Design Guidelines



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Warehouse Historic District

DESIGN GUIDELINES

Minneapolis Heritage Preservation Commission

_____, 2009

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Acknowledgements

Historic Preservation Commission

Technical Advisory Committee

City of Minneapolis CPED - Planning

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1. Introduction & Administrative Process

The Warehouse Historic District was listed on the National Register of Historic of Places (NRHP) in 1989. The District is historically significant as an area of early commercial growth during the development of the city's warehouse and wholesaling district which expanded during the late 19th and early 20th centuries when Minneapolis became a major distribution and job center for the upper Midwest. 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 20th century.

On January 13, 2009 the Heritage Preservation Commission (HPC) nominated the NRHP Minneapolis Warehouse Historic District for local designation and the subsequent merger of the national and local districts. In conjunction the merger, the following design guidelines were prepared to serve as a tool to protect the integrity of this historic district. Property improvements to parcels within the historic district shall comply with these design guidelines. Documentation of the planning process used to develop these guidelines has been compiled in a separate report, which is available upon request to the City's Planning Division.

A THE MINNEAPOLIS WAREHOUSE DISTRICT – AN OVERVIEW

The Warehouse Historic District covers a 65 year period of growth and change in Minneapolis, between 1865 and 1930, that culminated in the development patterns, landscapes, buildings and other structures we see in the area today. 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 five 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 were paramount to the growth of the area. Two major industries grew and prospered in this area, 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, which in 1908 Minneapolis was the largest distribution point in the world for agricultural implements. The success of the commerce and industries in the area are reflective of the western agrarian expansion of the United States that was facilitated by the railroad industry.

As with any 65 year period of time the area evolved and grew. Fueled by the access to commerce generated by the railroad, the area grew from the area around 2nd Street North and 2nd Avenue North along two primary axes: Southwest along the Burlington Northern Rail lines as reflected in the growth along 3rd Avenue through 1st 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 1st Street North, Washington Avenue and 3rd Street North.

Moving out from the old center of the district along theses axes the expansion of the industries is evidenced in the size, scale and design of the structures. Structures were large rectilinear boxes built for warehousing and manufacturing. The structures were work horses 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 in the district.

The industrial landscape shaped the identity of the area with its loading docks, streets, rail corridors and bridges. These features and the spatial relationships they create are as important to defining the character of the area as the structures. The period of significance runs from 1865 to 1930 chronicling the rise of the industries that built the area.

DISTINCTIVE CHARACTER AREAS

The Minneapolis Warehouse District has many homogenous elements, however due to the evolution of development and scale of the buildings some of the areas have a unique feeling.

Nineteenth Century Warehouse – This area is bounded by 3rd Avenue North to the west and 1st Avenue North to the east. It includes properties

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fronting 2nd Avenue North, 1st Street North, 2nd Street North, and Washington Avenue North. This area was adjacent to former city center of Bridge Square and by the early 1860s the areas along 1st Street North and Washington Avenue North started attracting commercial development. In 1867 this section of Washington Avenue was home to two agricultural implement dealers. 1st Street North was home to a bank, a hotel, stores and taverns. There are four remaining contributing structures from 1865 to the mid 1880s. During the expansion of the railroad 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 compared to 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 – The growth of the warehouse district was triggered by the railroad expansion in Minneapolis. Warehouse buildings were constructed along rail yards first and then moved beyond these areas serviced by spur lines and streets. 1st Street North was built up in the late 1890s along the Chicago St. Paul Minneapolis and Omaha Rail line and the Northern Pacific Rail line.

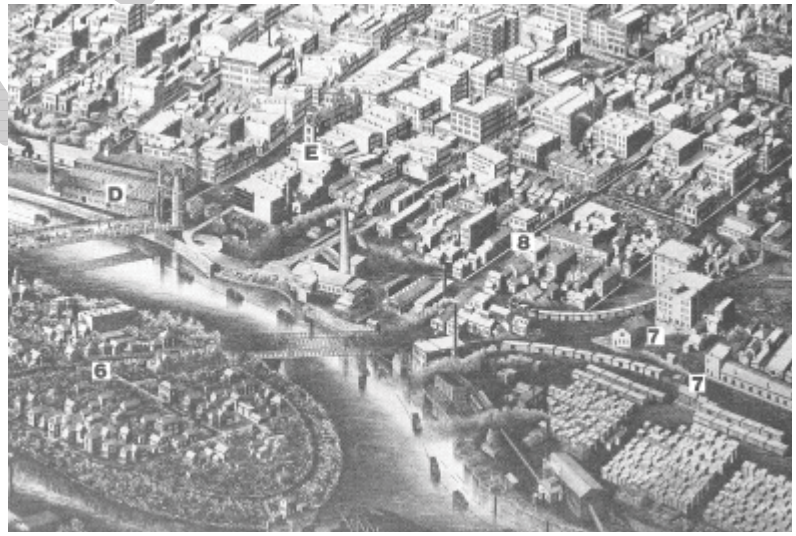
The warehouses constructed along 3rd Avenue North South of Washington Avenue were constructed along the Great Northern Rail line and the Minneapolis St. Louis Rail line.

Development along Washington Avenue North came in the early 1900 and was serviced by the Soo Line which ran between Washington Avenue North and Second Street North. Additional development on the south side of Washington Avenue and along 3rd and 4th Street North were serviced by spur lines from the Great Northern Rail line.

As the district evolved and grew so did the demand in the utility of the structures. The widths and heights of the structures grew to handle the industry needs. The scale of these new structures create a different feeling than the character of the Original Warehouse area.

Rail yards – The Warehouse Historic District contains the former rail yard for the Great Northern (now known as Burlington Northern) & Minneapolis St. Louis Railroads (now known as Union Pacific). This area is bounded by Washington Avenue to the North and 5th Street North to the south and follows what would be 4th Avenue North prior to the railroads. This area contained multiple freight depots, train sheds, and offices for the two railroad companies. The area is a former river bed and was situated below the common grade of the rest of the district. The rail yards were spanned by bridges that for 3rd, 4th and 5th Street North. The bridges, depots, buildings and most of the rail lines were removed prior to the national designation of district in 1989, only two tracks operated by the Burlington Northern Railroad remain active today. The rest of area is currently used for surface parking and is the site of a renewed rail expansion for commuter rail and potentially high speed rail as part of a multimodal transit station. The area is spanned by two bridges that are part of the viaduct system that connects Downtown to Interstate 94.

This area contains a portion of the only rail yard in downtown that has not been developed. Development of other rail yards have connected those yards with surrounding development leaving it indistinguishable from the other areas of the City and not offering 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.



Warehouse Historic District – excerpt from City bird's-eye view, 1885

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Minneapolis Warehouse District aerial image - 1953

Hotel/Store – 1883

Moline, Milburn & Stoddard Company- 1886

McDonald Brothers Company- 1900

Butler Brothers Building -1906

Minneapolis Iron Store – 1916

Minneapolis Warehouse Historic District – Aerial Map

B. WAREHOUSE HISTORIC DISTRICT CHARACTER ASSESMENT

The character of the Warehouse Historic District predominantly developed in the late 1800's and early 1900's may best be characterized as an eclectic collage of period styles. The predominant architectural styles include; the Chicago Commercial style, Italianate, Queen Anne style, Richardsonian Romanesque, Classical Revival, and early 20th century commercial. Separate from the style, the following general characteristics personify the historic district.

Massing and Scale. The past industrial and rail uses have created a unique grid system with predominant block size of 330 feet by 330 feet, and larger linear super blocks superimposed on former rail lines. The varying block sizes and changes in uses and industry needs over time have resulted in a variety of building masses including a collage of narrow deep footprints on narrow lots to larger monolithic rectilinear footprints on larger sites.

Contemporary Uses. New residential uses have adopted a perimeter block pattern with buildings built to line and semi-private courtyards to the rear of the building. In general, buildings range from two to four story loft buildings on narrow lots to linear or square warehouse office, commercial or industrial buildings up to twelve stories tall. Roofs are predominantly flat with parapets.

Materials. The historic building materials are predominantly masonry brick, with stone bases, trim around openings, and cornices. A variety of brick colors including red, grey, beige and tan are seen. This is one of the most prominent visual characteristic of the historic warehouse district.

Rhythm. Historic buildings and structures within the district have door and window openings that are vertically proportioned and symmetrically arranged and grouped. The prevalence of double hung windows and other elements such as cornices, and trims add to visual rhythm. The repetition of these fenestrations and details creates a visual unity on the street which results in a strong character.

Loading Docks. As a result of the district's prior predominant warehouse use, the first floor of a number of historic buildings led directly to semi public loading areas. Generally, this area was developed as a raised platform to accommodate loading. Loading docks project from the facade of the building plane and typically, they have rectangular doorways with rolling overhead or horizontal sliding doors. Many loading docks were covered by steal awnings. This unique but prominent feature is a major visual element in the district.

Industrial Infrastructure. Traces of earlier cobblestone, wood block and brick streets appear. However, the predominant characteristic is that of eighty feet wide asphalt, automobile oriented right-of-ways. Wide concrete sidewalks and striped crosswalks constitute the pedestrian environment. Street lights and trees exist on most blocks. Railway bridges are another distinguishing characteristic of the district.

Architectural Features and Details. Buildings in the Warehouse Historic District are characterized by specific architectural features. Arguably, these features define the district's character and historic context. The following architectural features contribute to this character: defined horizontal building base of natural stone, paneled wood or metal; decorative entablature with sculpted details of a material different from the primary building material; stone or brick corbelled cornices; simple brick or stone columns or pilasters; stone or corbelled brick wall frieze; stone medallions; fully glazed transparent transom windows with mutins at regular intervals; horizontal wood or metal sign band; metal fire escapes; metal hanging awnings associated with entryways; metal building lighting fixtures; patterned brick masonry walls; natural stone trims with sculpted details for horizontal façade elements such as cornices, fascia or lintels; stone tracery and carved details; rooftop elements such as water towers or elevator towers.

1st Avenue North at 4th Street North, 1904

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Loading docks and adaptive reuse

Brick and stone details

Rectangular box shaped buildings built to line

Simple articulation and massing

Contemporary residential uses

Consistency in building details

Mix of historic architectural styles

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C. WHAT ARE 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. 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 buildings and ensuring that new infill construction will compliment the historic district and not detract from its ability to convey its significance.

The guidelines promote context sensitive designs within the district. The intent is to encourage development that is compatible with the existing historic context. These design guidelines are meant to serve as tool for property owners, residents, and contractors as they provide primary guidance in planning projects that are sympathetic to the character of the historic district. For the city's Historic Preservation Commission and planning staff, it offers a basis for evaluating proposals for new development or alterations within the district.

Approach

The design guidelines for private properties are organized into two main categories: 1) Guidelines for Existing Properties; and, 2) Guidelines for Additions and New Construction. Generally, a conservation focused approach based on *The Secretary of the Interior's Standards for the Treatment of Historic Properties* has been used to prepare the design guidelines for existing properties, and a design character coding method based on historic planning and design features prevalent in the historic district has been used to draft the guidelines for the additions and new construction category.

Guiding Principles

The following guiding principles were developed collectively by the Technical Advisory Committee for this process and 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 -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 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.

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Washington Avenue at 10th Ave N, looking east. 1956

D. WHY ARE THE WAREHOUSE DISTRICT DESIGN GUIDELINES NECESSARY?

"Protecting this country's heritage—from fishing villages to city neighborhoods, from barns to courthouses, from historic bridges to older schools, from urban parks to rural landscapes—will help make America a better place... Preservation ensures that future generations will have a past to appreciate. Preservation is more than just saving buildings, a house museum here and there. It's about creating and enhancing environments that support, inform, and enrich the lives of all Americans..." Richard Moe, 7th President, National Trust for Historic Preservation.

Adapting buildings to meet changing needs is a part of the evolution of the Warehouse Historic District as we see it today. However, as alterations to properties are being considered, there is a principal need that these alterations are compatible with the surrounding historical context. It is the intent that property alterations shall not detract from the historic integrity of the property.

These design guidelines are meant to serve as a tool to promote design that is compatible with the unique architectural features and qualities of the historic district. It is not intended to be a regulatory burden on property owners and developers of properties within the district but a useful guide to context sensitive property development.

F. WHAT PROJECTS ARE SUBJECT TO REVIEW?

All external alterations to properties within the historic district shall be subject to review under these design guidelines. External alterations include; alterations to the public/private infrastructure, site, building or signs and it may relate to existing structures additions or new construction. Interior improvements that do not affect the external appearance of a property shall not be subject to these guidelines.

Based on the intent and scope of the project outlined (including maintenance and repair) in the application to Minneapolis Development Review, HPC staff will determine whether the project falls in to the category of improvements to existing buildings or in the addition or construction of new buildings category. Consequently the proposal will be checked for compliance with the specific design guidelines pertaining to the category of proposed improvements as outlined in these design guidelines.

G. WHAT SHOULD AN APPLICATION SUBMITTAL INCLUDE?

Heritage Preservation is governed by Title 23, Section 599 of the Minneapolis Code of Ordinances. Please consult section 599.160 of the ordinance, which outlines the general application procedures.

For specific questions related to implications of these guidelines and guidance, please contact HPC staff in the City's Planning Division.

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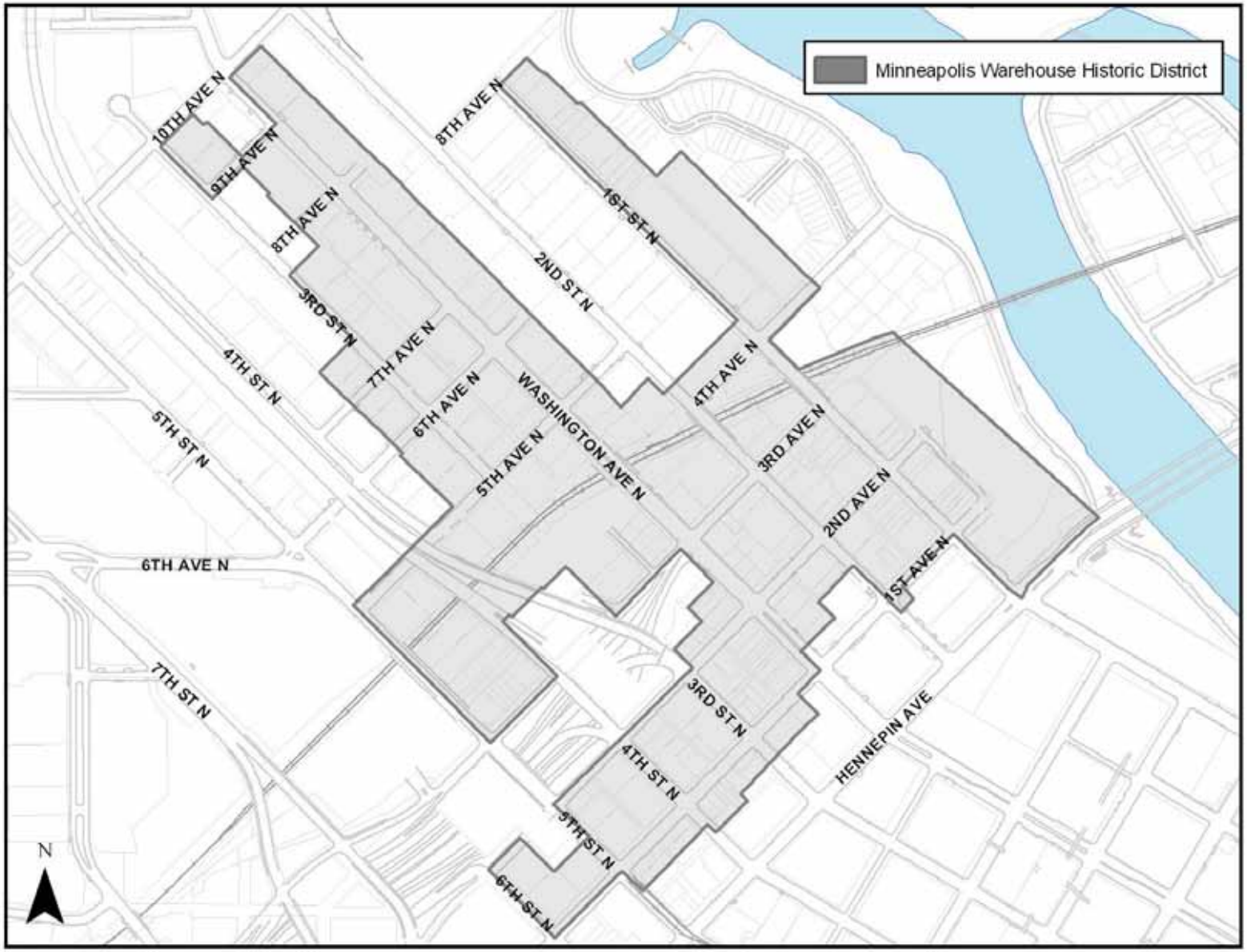
Minneapolis Warehouse Historic District Boundary and Streets



2 Design Guidelines

The intent of the regulatory guidelines outlined in this section is to preserve the integrity and character of the Warehouse Historic District. This section is organized as follows:

A. STREET, ALLEY, AND INFRASTRUCTURE DESIGN GUIDELINES

B. PROPERTY GUIDELINES

PART 1 Design Guidelines for Alterations to Existing Properties

1. General Guidelines from the Secretary of Interior Standards
2. Specific Guidelines for Improvements to Existing Properties

PART 2 Design Guidelines for New Construction & Additions

1. Site Design Guidelines
2. Building Design Guidelines
3. Other Considerations

A. STREET, ALLEY, AND INFRASTRUCTURE DESIGN GUIDELINES

The overall character of the Warehouse district is defined not only by the historic buildings and their sites, but also by the network of streets, sidewalks, rail corridors and alleys that connect and relate those buildings and sites. The street infrastructure, surface materials, dimensions, and street furnishings all play a role in establishing the district character. The public right-of-way design guidelines apply to all public space including roadways and streets within the historic district. The intent is to create a pedestrian oriented and context sensitive public realm.

1. Primary and Secondary Street System

- Preserve the existing rectilinear street grid system punctuated by mid-block alleys.
- For the purposes of these guidelines, the street system within the district is classified into primary and secondary streets based on primary function, current use patterns and visual qualities. *See map showing primary and secondary streets.*
- On primary streets, pedestrian priorities shall take precedence over other functions such as vehicular access and industrial or commercial service activities. The primary street shall serve as the main public street where pedestrian activities, primary building access and entryways are located. The main aspects for consideration when improving a primary street shall include: provision for adequate sidewalks; treatment of historic loading docks to create a pedestrian environment; and on-street parking, street trees, street amenities, pedestrian lighting and other features that further pedestrian activity and building access.
- On secondary streets, historic industrial infrastructure and vehicular access shall take precedence over pedestrian activities. The secondary street in addition to serving as secondary pedestrian access shall serve as the main side for service and internal property access. The main aspects to be considered when improving a secondary street include: proper management of vehicular and service access to the property; adaptive reuse of historic loading docks to reflect its service function; and, on-street parking, sidewalks, street amenities, pedestrian lighting and other features that further both pedestrian activity and service access.
- Although primary and secondary streets have established priorities, every effort shall be made to accommodate all functions when feasible, when improvements are proposed.

2. Street, Alley, Sidewalk and Crosswalk Materials

Most streets in the district have been reconstructed or repaved over the years. These contemporary streets are constructed of concrete or asphalt with concrete sidewalks. There are currently five known streets or segments of streets that contain the original historic paving systems. These systems include brick pavers, cobblestone, and wood pavers (see map). In one of these locations a section of granite curb is still intact and in another of section railroad track remains.

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- Original historic materials shall be maintained and preserved wherever feasible.
- Replacement of historical paving materials is appropriate if evidence is produced that the materials are too deteriorated to repair. A compatible substitute material may be considered if using historical materials is not technically or economically feasible.
- Where historic materials are not present standard bituminous and concrete street materials are appropriate.
- Decorative patterns or material treatments are not appropriate.

3. Street, Alley, Sidewalk & Crosswalk Design

- The visual corridors created by the public and private roadways, bridges, alleys, and former rail corridors or other infrastructure shall be preserved.
- Reconfiguring of public right of way to make infrastructure more pedestrian or other modal friendly is appropriate as long as the historic visual corridor is not interrupted and the spatial relationships of the district are not affected.
- All streets systems shall be designed for pedestrian and vehicular safety, and ADA compliance.

4. Street Landscape

The historic industrial landscape did not include trees, boulevard plantings or other greenscapes within the public right of way. However, much like the many of the buildings in the district that have been appropriately rehabilitated to accommodate the change in uses from an industrial area to an urban neighborhood so can the public right of way. Achieving a successful street landscape program will require long-term planning and thoughtful selection of replacement species in consultation with the City's Preservation and Design Team and Public Works Department. The following guidelines apply.

- Street trees are appropriate in the district; however they shall not be located in front of entrances of historic buildings.
- Whenever possible, the location of street trees shall be centered within or between bays of buildings.
- Columnar shaped street trees with a fine texture of leaves and branches less dense foliage suitable in an urban context is considered most appropriate.
- Street tree grates and curbing are appropriate.
- Landscape grass strips, planting beds, and grass boulevards are not appropriate within the historic district.

Washington Avenue N. – edited image showing trees and crosswalks (Base Image Source: Google Maps)

5. Street Furnishings

- New or replacement street furnishings such as street lights, street furniture, street signs shall be compatible with the character of the historic district in terms of location, design, materials, color, and scale.
- Contemporary style, metal street furnishings with a paint finish is considered most appropriate.
- Transit shelters when permitted shall be compatible in scale and design to the industrial character of the district.

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6. Parks and Open Spaces

- Parks and open spaces when permitted as the primary use on a property shall be located such that it does not deter from the historic industrial character of the neighborhood.
- Parks and open spaces along primary streets shall be allowed provided they reinforce the solidity of the street façade line.
- Pocket parks, play spaces and community gardens may be allowed on empty lots between buildings as a temporary urban infill provided they meet the above design criteria.
- Pocket parks, play spaces and community gardens if and when proposed with new construction shall be master planned and located to the rear of the property.

7. Skyways

- Skyways over streets, alleys, rail corridors or other areas that interrupt historic visual corridors are not appropriate.
- Where determined appropriate skyways shall be compatible in scale and design to the industrial character of the district.
- Visually "light" materials such as transparent glass and structural metal are encouraged to minimize the visual impact or interference to the historic building facades.
- Contemporary style, metal structural frames with a paint finish and clear transparent glass are the most appropriate materials for skyways.

8. Railroad Corridors

- Existing railroad corridors shall be preserved and not covered or interrupted. These include the active Burlington Northern Railroad tracks active in the 4th Avenue North Trench, excluding multimodal loading tracks and the historic Great Northern spur corridors running between Washington and 3rd Street North and 3rd Street North and 4th Street North.

Preserve historic rail corridors

9. Maintenance

- Routine maintenance and repair of the public rights-of-way and alleys should be undertaken with an understanding of the importance of preserving the district's distinctive features.
- Safety and ADA compliance shall be the main consideration for maintenance and repair activities of the public rights-of-way and alleys.
- Infrastructure improvements shall be coordinated to the maximum extent possible to reduce visual clutter limit disruptions.

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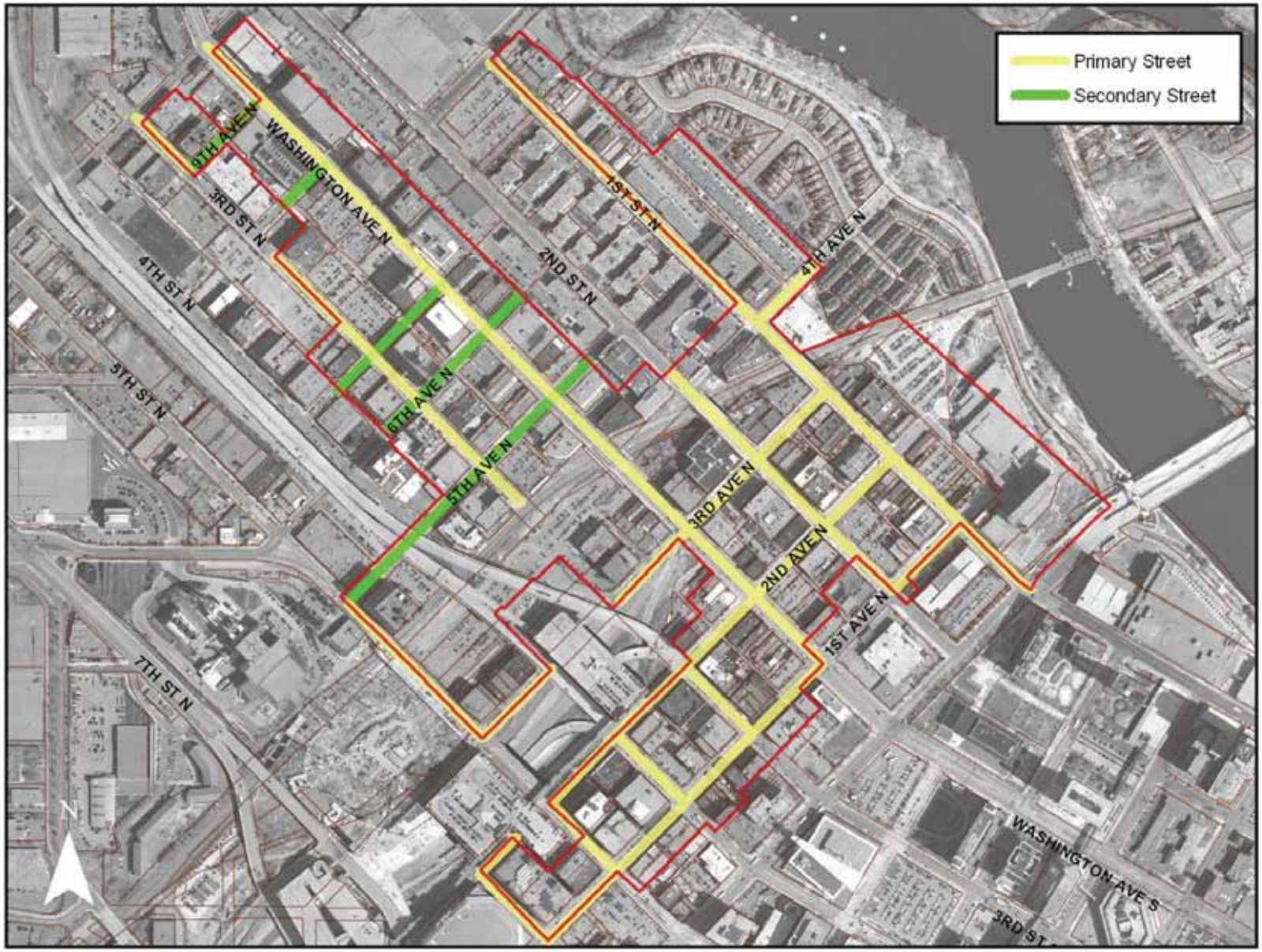
Primary and Secondary Street Classification



B. PROPERTY GUIDELINES

Proposed improvements to private properties will be categorized either as improvements to existing properties, whereby they shall comply with the guidelines under Part 1 – Design Guidelines for Existing Properties, or as new construction or addition, whereby they shall comply with the guidelines under Part 2 - Design Guidelines for New Construction & Additions.

ACTIVITIES CONSIDERED AS ALTERATIONS TO EXISTING PROPERTIES

Generally, any exterior remodeling or alteration to an existing property so classified by Minneapolis Development Review's with the exception of new additions shall comply with the Guidelines for Existing Properties. These activities include but are not limited to replacing and or repairing windows, roofing, retaining walls, fence, egress windows, tuckpointing, concrete, sidewalk, stoop and stairs, driveways and loading docks.

ACTIVITIES CONSIDERED AS NEW CONSTRUCTION & ADDITIONS

New construction is any property improvement or development resulting in a new building or structures on a site. Additions are any improvements to any existing buildings or sites resulting in new and additional built space.

PART 1 - Design Guidelines for Improvements to Existing Properties

A. GENERAL GUIDELINES FROM THE SECRETARY OF INTERIOR STANDARDS

Generally, a conservation approach based on *The Secretary of the Interior's Standards for the Treatment of Historic Properties shall* apply for all improvements to existing properties within the Warehouse Historic District. The Secretary of the Interior's Standards for the Treatment of Historic Properties prepared by the National Parks Service set adequate standards and procedures and is used throughout country. Applicants are strongly encouraged to use this document as a guide when working on historic properties. This technical document is available online at http://www.nps.gov/history/hps/tps/standards/index.htm. Alternatively, a hard copy of this document may be purchased by contacting the City of Minneapolis, CPED Planning, Preservation and Design Team.

See Appendix B for general design guidelines excerpted from *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* that are applicable *to* improvements to existing properties within the Warehouse District.

B. SPECIFIC GUIDELINES FOR ALTERATIONS TO EXISTING PROPERTIES

The following specific guidelines, above and beyond the Secretary of Interior Standards shall apply for improvements to existing properties within the historic district.

1. General

- Regular maintenance and repair is preferred over the replacement of any historic materials or features.
- Replace features that are missing or proven beyond repair with the same kind of materials. Replacement with a substitute material may be considered if the form and design of the substitute material is proven durable and conveys the visual appearance of the original material.
- Distinctive architectural and character defining features such as loading docks and water towers shall be preserved and not removed or covered up.

2. Facade Materials

- Preserve original facade materials.
- If the original material already is obscured with a newer, inappropriate material, uncover it if feasible.

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Preserve original facade materials

- If façade cleaning is to be considered, gentle, non-abrasive methods such as a low pressure water wash is most inappropriate.
- Chemical cleaning may only be considered if a test patch is first reviewed and negative effects are not found.
- Water proofing and water repellent coatings may not be used unless there is evidence of past water retention.
- Sandblasting shall not be used under any circumstances.
- Painting of masonry facades is appropriate only if the façade has been painted previously or if the façade is in a deteriorated state that cannot withstand weather.
- Stripping paint layers to retrieve details using the gentlest means possible, being careful not to damage architectural details and finishes is also appropriate
- Repoint only those mortar joints where there is evidence of a moisture problem or when a substantial amount of the mortar is missing.
- Mortar joints should be cleared with hand tools as using electric saws and hammers to remove mortar can seriously damage the adjacent brick.
- Duplicate the old mortar, composition, color, texture and joint width as appropriate.
- When patching an area of historic brick wall, match the original brick and mortar in color, profile, variegation and texture.

3. Roofs and Parapets

- The original roofline including the cornice, parapet, and other elements shall be retained. Altering a historic roof, parapet or cornice is inappropriate.
- When a parapet or cornice is missing, replacements shall be undertaken based on historic photos or other evidence.
- Original masonry copings shall be maintained and when missing, metal coping with an appropriate painted finish is appropriate.
- Repair of roofs with modern roofing materials such as rolled rubber or asphalt are appropriate if not visible from the street.
- Rooftop equipment that projects above the roofline shall be set back from the primary building elevation(s) and not be visible from the street.
- Roof top additions to contributing buildings are rarely appropriate. A new addition shall be stepped back from the building wall. It shall not be visible from the primary façade(s) for a distance of 150 feet away. The addition's visibility from secondary facades shall be minimized.
- Where a roof top addition is deemed appropriate the height of the addition shall be limited to one story and shall not exceed 14 feet in height.
- Roof top additions shall be designed in a manner that is contextually sensitive in terms of massing, and detail, but yet be sufficiently different in materials and style to clearly distinguish the new addition from the existing historic structures.

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Retain roofline, cornice, parapet, and other elements

4. Windows

- Preserve the character and integrity of historically significant windows.
- Original or historically significant windows shall be retained and repaired. If significant numbers of the historical or original windows have been previously removed replacement windows may be considered. If evidence is provided that original or historically significant windows cannot be feasibly repaired, replacement windows may be considered.
- When considering the replacement of historically significant windows new windows shall be compatible in type, style, sashes, size of lights and number of panes of the windows on the same floor of the historic building.
- True divided lights are encouraged when replacing a divided light window. Where true divisions are not possible, snap-in mutins may be considered. Snap-in mutins should be installed on both sides of the glass.
- Internal mutins, sandwiched between two layers of glass, are inappropriate.
- All decorative trim around the windows should be retained, including lintels, pediments, moldings or hoods and if replacements are necessary, the original profile shall be replicated.
- Replacement windows shall be constructed of wood or metal with a painted enamel finish. Anodized or other unfinished treatments are in appropriate.
- Clear transparent glass shall be used unless historical documentations show other treatments.
- Plastic and plexiglass, opaque, reflective, metallic finishes and tinted materials are considered inappropriate.
- Windows on primary facades shall not be removed or blocked to install air conditioning, mechanical equipment, louvers, or for any other reason.
- New or expanded window openings on primary facades are inappropriate, unless it is to restore an historical window opening and evidence is provided to support the opening.
- Adding new openings to secondary facades may be appropriate.

Preserve historically significant windows

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5. Entryways

- Preserve historically significant entryways and doorway configurations.
- Original doors and door hardware shall be used when they can be repaired and reused in place.
- Altering the shape and size of entryways are inappropriate.
- New openings or entryways on principal elevations, those elevations that face primary and secondary streets, are considered inappropriate.
- If entryways have already been altered, consider restoring them to their original condition based on historic photos or other evidence.
- When replacement is necessary, a door style that is similar in material, design and hardware to that used originally shall be used.
- If no historic photos or models are available, the new replacement door shall be of simple design, with an open transparent glass panel and a transom where glass shall make up at least two-thirds of the door.
- Original or historic features of the entryway and storefront including, trims and other architectural features shall be retained and if a replacement is necessary, historic details shall be replicated.
- Original loading dock doors, which were typically overhead or sliding, should be maintained when feasible. Filling the opening with glass or another treatment that that preserves the opening may be considered as an appropriate alternative.

6. Storefronts and Display Areas

- Preserve the historic character of the ground floor storefront and display areas.
- Altering the size of the historic storefronts or display areas or blocking it with opaque materials is inappropriate.
- If the storefront or loading bay is altered already, restoring it to the original design is preferred.
- If evidence of the original design is unavailable, a contemporary interpretation of similar ground floors that convey the character of typical storefronts, including the transparent character of the display window is considered appropriate.
- Features such as the columns or piers that support the storefront framing, should not be altered, obscured or removed.
- Interior dropped ceilings shall be set back at least 5 feet from exterior entryways or windows so it is not visible from the street.

Preserve historic character of the ground floor and storefronts

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7. Loading Docks

- Preserve or reuse loading docks when feasible.
- If repair or replacement of a loading dock is deemed necessary, then it should be replaced in kind.
- Partial removal of loading docks for pedestrian connectivity may be considered on primary streets.
- Poured concrete and brick with a poured concrete slab are appropriate materials for loading docks.
- Railings on loading docks shall be designed as new additions and a range of compatible designs which reflect the industrial heritage of the area are considered appropriate.

Preserve or reuse loading docks

8. Porches and Balconies

- The addition of balconies to the primary façade of a contributing structure is inappropriate
- Balconies on secondary facades may be considered
- Porches and balconies shall maintain the fenestration patterns of the building.
- Balconies shall be visually "light" using metal railings with appropriate details.
- Details which reflect the industrial heritage of the area are most appropriate for balconies and railings.

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PART 2 – Design Guidelines for New Construction & Additions

New construction and additions to existing historic structures within the Warehouse Historic District shall comply with the following design guidelines.

A. SITE DESIGN GUIDELINES

Site design criteria establish the building in context and its relationship to the public street and roadway. As a result these criteria are important to the overall historic character of the district. The historic character of the area is defined by structures that are built out to the property lines that adjoin public right of way. Building entrances front primary streets with loading docks and other service areas located in the rear of the structures or along secondary streets. The consistent location of the buildings creates a solid street wall which develops a corridor feeling that is integral to the character of the area. The intent of the site design guidelines is to further the industrial warehouse theme and character of the district in terms of site planning and design.

1. Building Placement

- The primary building or structure shall be built within 5 feet of the lot line (right-of-way line). A maximum setback of five feet is allowed to include recessed entryways.
- Building shall be oriented such that principal facades and entrances face public streets.
- A perimeter block pattern with buildings built to line and semi-private courtyards to the rear of the building is appropriate.
- Corner entrances on buildings are appropriate only at the intersections of two streets and chamfered corners shall be restricted to the first floor only.
- Existing porches and historic loading docks shall be integrated to the furthest extent possible by configuring these spaces as features or amenities such as outdoor seating or entry ways.
- Side courtyards, seating areas and spaces that support pedestrian activities are may be considered as long as they do not interrupt the historic rhythm of the block face.
- When stormwater management systems are required, they shall be master planned and located to the rear of buildings
- Fences and grade separations between the building and public right-of-way are inappropriate.
- Chain link fences are inappropriate.

Built-to-line building placement

2. Setbacks

- A build-to-line layout is considered appropriate along street frontages. Recesses are appropriate on first floors when they are associated with entryways,
- The following setbacks shall apply within the district.

Front setback:	0 to 5 feet on all floors
Side setbacks:	0 to 10 feet on all floors or up to 20 feet to accommodate side courtyards

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3. Parking and Vehicular Access

- No parking shall be located along a principal facade or between the building and the right-of-way.
- Parking shall be located below grade or to the rear of the buildings and is encouraged to maintain access off alleys where feasible.
- Mid-block alleys for all vehicular and service area access shall be encouraged to service individual properties.
- If a driveway access from the primary street is deemed necessary, adjacent properties shall be encouraged to use combined driveways to limit street access points.
- Opportunities for shared parking and vehicular access shall be explored to the greatest extent possible.

4. Site Lighting

- Contemporary metal, rounded or square fixtures compatible with the style of the building are encouraged. Such compatibility shall be determined by architectural style, colors, materials and finishes.
- The types of lights and fixtures shall be such as to avoid over-exposure of buildings, spill lighting and incompatibility between site uses.

5. Loading, Service and Storage Areas

- Loading areas, dumpsters, trash receptacles, heating ventilation air conditioning equipment, above ground tanks, utility boxes and meters shall not be visible from the public right of way and shall not obscure the building's features. Appropriate locations include roof tops (setback from building wall), indoors or on the rear of a property and not visible from the public right of way.

6. Accessory Structures

- Accessory structures including but not limited to storage buildings and dumpster enclosures shall be compatible to the primary building or structure. Such compatibility shall be determined by architectural style, colors, materials and finishes.

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B. BUILDING DESIGN GUIDELINES

This section guides new development and additions to existing buildings or structures. The intent of the building design guidelines is to promote context sensitive designs that are compatible with the historic buildings and structures that exist in the district. Modern interpretations of historic architectural styles are encouraged as long as they are contextually relevant. The objective of guidelines below is to promote creativity and flexibility in design without prescribing architectural styles but rather lay down a framework that promotes compatible design.

Building and structures in the Warehouse Historic District have distinct design attributes that generate the district's character. These design aspects may be categorized into two sets of attributes, those that generate the building's overall form and those that project the building's details. The attributes that generate the building's form include; site planning considerations and, general building design criteria such as scale, massing, height, fenestration, articulation, roofs, porches, balconies, materials and other universal design components. The attributes that project the building's details include building decorations and ornamentations that may be unique to the district. Collectively, the two sets of attributes define the historic district's design paradigm. It is important to note the significance of both these sets of design attributes. The overall form attributes are addressed in detail in the guideline requirements below. The building detail attributes are discussed in section 1 B Warehouse District Character Assessment under Architectural Features and Details. Although these guidelines do not stipulate design details for new construction or additions, considering the historic context, all property improvement proposals shall be encouraged to incorporate sufficient and appropriate design detail that reflect the district's historic character.

<u>Primary Considerations – Architectural Character</u>

1. Scale and Massing

The intention of the scale and massing standards is to ensure context sensitive design within the district. The existing structures within the district are designed with a rectangular shape and volume. The massing, or height and width, of the buildings is primarily a product of when a building was constructed and where it was constructed. Structures constructed between 1865 and 1890 were typically two to four stories, built on narrow lots that were less than 40 feet wide. As time passed the industries grew resulting in the need for larger buildings. This demand for larger buildings was supported with new building technologies and architectural styles. This change in building massing is most evident in the buildings located near the end of the axes of growth along Washington Avenue and 1st Avenue North. These structures range in height from six to twelve stories with building widths ranging from 70 to 150 feet wide.

While the massing and height of the buildings in the district vary throughout the district all the buildings share many other common elements of scale, articulation, fenestration, materials, and other features. These common elements as they relate to scale include the story heights from floor to floor and height to width ratio of a building.

The height of the first stories of the structures ranged from 14 to 21 feet floor to floor and the height of the upper stories ranged from 10 to 14 feet floor to floor. It is important for new construction to have similar story heights as it helps new construction to relate to the context of adjacent historic structures.

The height to width ratio of a building relates to its scale and massing. A narrow and tall building may have the similar volume as a wide and short building, but their proportions are different and they may alter the character or context of their settings. There are anomalies, but nearly all the buildings exhibit a ratio between 0.5 to 1.5, and an average of about a 1 to 1 ratio. So a 50 foot tall building could be between 100 feet wide and 30 feet wide.

- Buildings shall be rectangular in shape and volume and exhibit a clean, symmetrical massing with vertical accentuation.
- Both single large building facades up to 160 feet (half the size of a standard city block) wide and individual facades as small as 40 feet wide are considered appropriate.
- Internal atriums and courtyards with monitors are considered appropriate for buildings that do not require large footprints.

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- A perimeter block pattern with buildings built to line and semi-private courtyards in the rear of the building are an appropriate pattern for new development.
- Facades or portions of facades that are stepped back are considered inappropriate.

Rectangular shape and volume with symmetrical massing (Source: Bing Maps)

2. Building Height

To preserve the integrity of the warehouse district's character and to balance land use patterns in the peripheral areas, the following height standards shall apply, based on geographical location.

Location	Permissible Height
Nineteenth Century Warehouse: Bounded by 3rd Avenue North to the west and 1st Avenue North to the east. It includes properties fronting 2nd Avenue North, 1st Street North, 2nd Street North and Washington Avenue	Minimum – 2 stories* Maximum – 6 stories* *First story height between 14 to 18 feet and upper story height between 10 to 14 feet
Twentieth Century Warehouse: Areas not included in the Original Warehouse or Rail Yards	Minimum – 2 stories* Maximum – 10 stories* *First story height between 14 to 21 feet and upper story height between 10 to 14 feet
Rail Yards: Bounded by Washington Avenue to the North and 5th Street North to the south and follows what would be 4th Avenue North prior to the railroads	Minimum – 2 stories Maximum – 20 stories

3-D model showing existing buildings overlaid with a 10 story height reference plane

3. Façade and Architectural Style

- A simple architectural rhythm and a repetition of design theme(s) is appropriate.
- Building facades shall have sufficient detail that compliments the character of the historic district.
- Additions to contributing structures shall be designed in a manner that are contextually sensitive in terms of massing, and detail, but yet be sufficiently different in materials and style to clearly distinguish the new addition from the existing historic structures.

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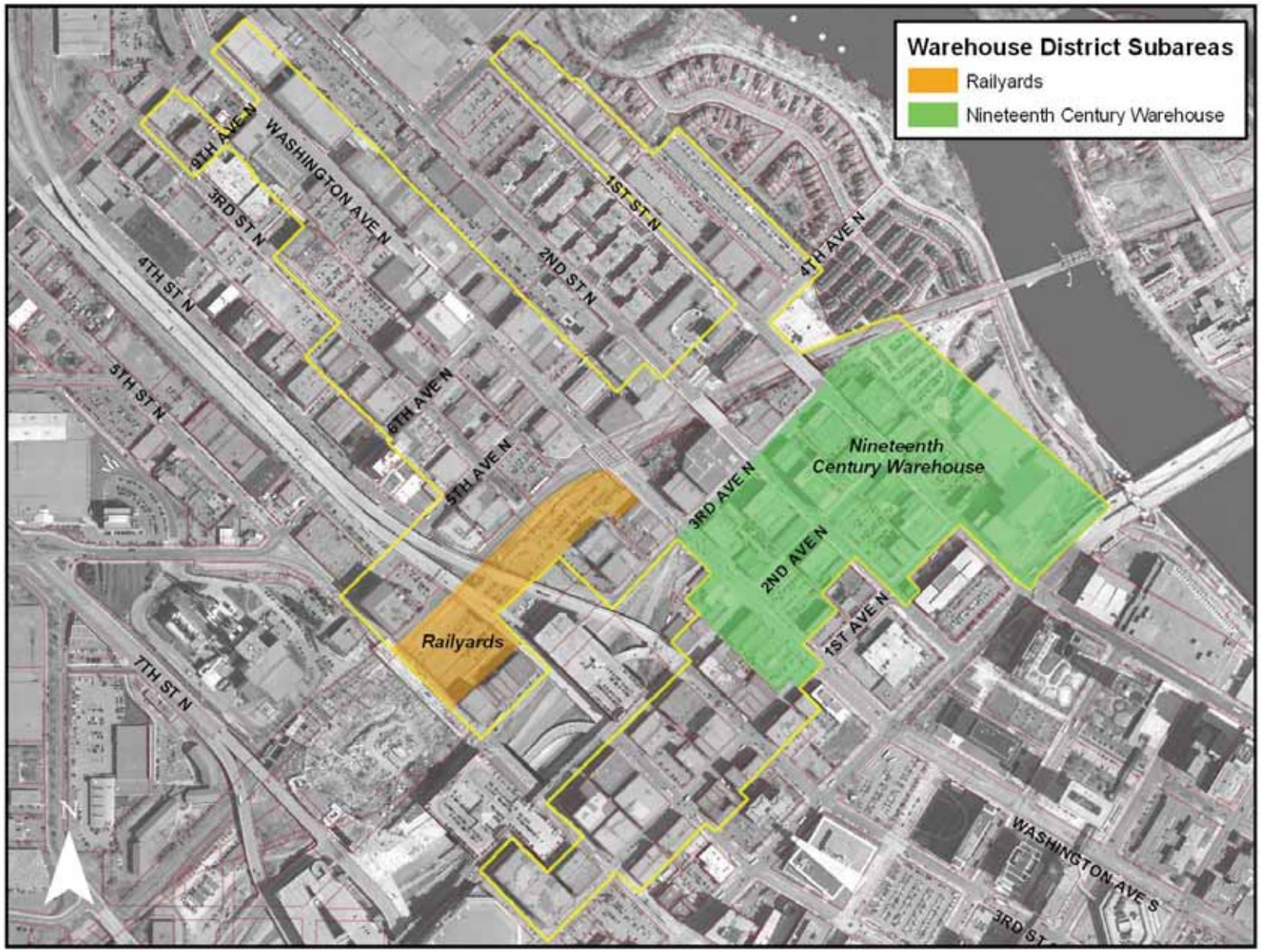
Minneapolis Warehouse Historic District Subareas for Permissible Heights



4. Articulation

- Simple façade articulation with a, rhythmic arrangement of fenestrations in recognizable groups is appropriate.
- Rectangular, box buildings with horizontal articulation utilizing building details such as cornices, friezes, trims and other details are appropriate.
- Continuous horizontal elements such as a cornice or frieze shall clearly define the base, middle and top middle portions of the façade.
- Building facades shall display a defined base, top and middle portions with sufficient detail, differentiated by variations in architectural treatment and or materials. An appropriate façade composition of base, middle and top is:

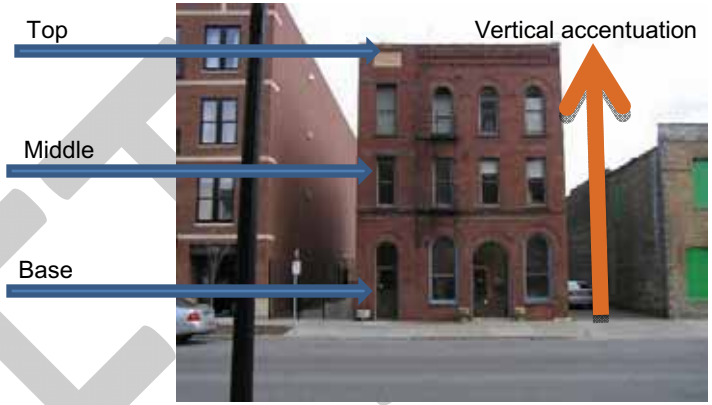
  Base: The portion from grade level to the top of the first floor

  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

- Deeply modulated vertical or horizontal articulation is inappropriate.
- A new rooftop floor addition to a contributing historic structure shall be stepped back from the building wall. It shall not be visible from the primary façade(s) for a distance of 150 feet away. The addition's visibility from secondary facades shall be minimized.

5. Fenestration



Simple façade articulation with defined base, middle and top

The intention of the fenestration requirements is to achieve a solid to void ratio (ratio of opaque materials (walls) to transparent materials (windows and door openings) that is compatible with the character of the district.

- A simple rectangular fenestrations pattern is appropriate.
- Fenestrations shall be of a punched nature, recessed from the primary face of the façade.
- The total first floor glazed fenestration shall range between 50% and 75% of first floor façade area.
- The total facade fenestration shall range between 35% and 60%

Simple rectangular fenestrations in symmetrical

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of total façade area.

- Louvers or other openings in the facades for mechanical equipment such as fireplace and laundry vents shall not be considered fenestration and shall not be permitted on primary facades.

6. Windows

- Windows shall be vertically proportioned. The height to width proportion of individual windows shall be 4:1 or 3:1. Twin windows within a window opening are appropriate.
- Real single or double hung windows at regular intervals, and in a size and number that compliments the building are appropriate (see fenestration requirements)
- Commercial style divided light and contemporary interpretations of this style are appropriate.
- Windows shall be set back by at least 6 inches from the face of the façade.
- Windows with adequate details such as stone lintels and sills are appropriate and encouraged.
- Arched windows are appropriate and shall be continued for the entire story they are located on
- Transom windows on the first floor are appropriate and encouraged.
- Window frames shall have a paint finish, be at least 2 inches wide, and match the scale of the opening and glazed area.
- Continuous horizontal or vertical bands of windows are inappropriate.
- Clear glass shall be used unless historical documentations show other glass treatments.

Punched window openings for shadow lines

Hung windows and divided light windows

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Recessed entryways and divided storefronts and display areas

7. Entryways

- Doors and entryways shall be vertically proportioned and exhibit sufficient details compatible with the doors entryways in the district.
- Entryways shall be rectilinear, large, clear, arched or flat, vertical in proportion and face the primary street.
- Entryways accentuated with stone tracery and details including but not limited to columns, pilasters and entablatures, are appropriate.
- Large double entryway door units with side lights and transoms (French door), compatible with the size and scale of the building façade are appropriate.
- Doors shall be recessed at least 12 inches from the primary face of the façade.
- Entry way frames shall be at least 2 inches wide, and match the scale of the opening and glazed area.

8. Storefronts and Display Areas

Many of the buildings in the district were designed with commercial storefronts, but not all of the buildings incorporated this feature. New construction in the district is not required to have traditional storefronts.

The intention of the storefront and display area requirements is to generate appropriate size, proportion, placement and style of display areas in conjunction with the solid masses of exterior façade to establish visual character.

- First floor facades for storefronts shall be divided into bays and correspond with window openings above.
- Storefronts shall be of an appropriate size and proportion and match the scale of the building (see fenestration requirements).
- The placement and style of display areas shall be subtle, compliment the façade design and not overbear the architectural
- Display areas shall not exceed 30% of the ground floor glazed fenestration area.
- Frame elements that have a substantial depth are preferred.

9. Porches and Balconies

The intention of these requirements is to balance contemporary spatial needs with the visual characteristics associated with its historical use.

- Simple, usable, rectilinear balconies or porches are appropriate subject to the following:
- Porches and balconies shall maintain the entryway or window fenestration patterns of the building.
- Balconies are preferable on secondary facades.

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Recessed balconies and balconies on secondary facades

- Balconies that project beyond the building wall of the structure are not appropriate on primary facades or primary streets.
- Fully recessed balconies may be considered on primary and secondary facades of new construction.
- Projecting balconies shall be visually "light" using metal railings with appropriate details.
- Details which reflect the industrial heritage of the area are most appropriate for balconies and railings.

10. Façade Materials

- Building facades shall have one primary base material, excluding door and window openings and one additional material for trims and details.
- Brick and native stone are the preferred base façade materials.
- Other appropriate primary base façade materials include, painted metal and concrete.
- Siding, glass curtain walls, stucco, EIFS, and exposed metals are inappropriate.
- Painted metal, wood and glass are appropriate for windows, doors and entryways.
- Painted metal trims and embellishments are appropriate.
- Materials shall closely match the recommended colors and character - see appropriate façade colors below.
- Exterior façade materials shall be durable

11. Facade Color Scheme

- One primary base color is allowed per building façade and one secondary color is permitted for accents, trims and details.
- Base façade colors that match standard brick colors namely terracotta red, brown, tan, and grey are most appropriate.
- The most appropriate colors for building accents, trims and details are shades of and native sandstone or limestone, tan, beige or grey
- The most appropriate trim colors for door frames, window frames handrails and external metal features, are black, and dark tones of blue, red, brown, or green.

Simple building color scheme

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12. Roofs, Parapets and Cornices

- New roofs, parapets and cornices shall be compatible in terms of size and details with those on historic buildings adjacent to the new construction or addition.
- Flat roofs, with capped parapets and corbelled cornices are appropriate.
- Crenellated parapets, undulating roof lines, sloped (hip or gable) roofs are inappropriate.
- Roof top equipment that projects 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 façade(s) and not be visible from the right of way adjacent to the primary façade(s),

Flat roofs with horizontal articulation

Cornices and parapets with appropriate detail

13. Awnings and Canopies

- A solid awning or canopy, associated with only first floor entryways or windows are appropriate.
- Awnings shall be attached above the fenestration but below the cornice or sign panel.
- Curved and back-lit awnings or canopies are considered inappropriate.
- The awning or canopy shall not exceed 20% of the first floor façade elevation area.

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C. SIGNS

The overall impression of the historic district is significantly impacted by the collective image of signs.

Signs shall be regulated as per the Minneapolis Heritage Preservation Commission Design Guidelines for On-Premise Signs and Awnings. The following additional sign guidelines shall apply within the Warehouse Historic District.

- The following sign types are considered appropriate: wall sign on a sign panel, window sign, awning sign and projecting sign.
- Signs shall be compatible in scale and design to the industrial character of the district.
- Signs shall be located on flat un-ordained parts of a façade, including above doors and windows.
- Signs shall be parallel or perpendicular to the building façade.
- Signs that interfere with the sight lines of adjoining buildings are inappropriate
- Up-lit or down-lit signs are appropriate and encouraged.
- Highly ornate signs are inappropriate.
- Historic painted signs on the sides of building shall be retained.
- New signs similar to historic painted signs in place of modern applied signs are appropriate.
- The following sign types are prohibited within the historic district: freestanding sign, flashing or blinking signs, changeable message boards and signs, reverse illuminated plastic signs, balloon signs, reader boards, changeable copy signs, billboards, pole signs, portable signs, angle signs and roof signs.

Sign types and appropriate sign locations

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D. OTHER CONSIDERATIONS

- Improvements to existing historic structures, new construction and additions shall be accessible and ADA compliant.
- Internal courtyards and rear service and access areas, when planned, shall be well designed and landscaped to increase livability within the historic district considering the recent change in uses to residential.
- Stormwater management systems, when installed, shall incorporate appropriate landscape features, elements and be designed as amenities.
- Incorporation of energy efficiency equipment, and green infrastructure though beyond the scope of these design guidelines are highly encouraged when hidden from public view at street level. Simple methods include but are not limited to, installing energy star compliant equipment and appliances, incorporation of solar energy harnessing systems and installation of rainwater collection systems.
- LEED certification for buildings within the Historic Preservation framework is highly desirable and encouraged.
- All buildings and structures shall be adequately maintained to prevent demolition by neglect.

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APPENDIX A - GLOSSARY OF TERMS

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

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

Brick corbel - A series of masonry courses, each stepping progressively outward from the face of a building to create a decorative element

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

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

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

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

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

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. LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality.

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

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

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

Parapet - The part of a vertical wall that extends above the adjacent roof

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

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.

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

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

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APPENDIX B – GENERAL GUIDELINES FOR PRESERVATION, REHABILITATION, RESTORATION AND RECONSTRUCTION

Source Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines, 1995. (http://www.nps.gov/history/local-law/arch_stnds_8_2.htm#top#top)

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.

Specific preservation techniques are outlined in Property owners and developers are strongly encouraged to review and use this document when improving their properties

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.

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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.

Specific rehabilitation 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

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.

Specific restoration 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

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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.

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.

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APPENDIX C - LIST OF CONTRIBUTING AND NON- CONTRIBUTING STRUCTURES

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APPENDIX D – HISTORIC ARCHITECTURAL STYLES

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