Department of Community Planning & Economic Development
250 South 4th Street, Room 300
Minneapolis, MN 55415-1385

Minneapolis
City of Lakes

MEMORANDUM

TO: City Planning Commission, Committee of the Whole
Heritage Preservation Commission

FROM: Lisa Steiner, Senior City Planner, (612) 673-3950

DATE: March 31, 2016

SUBJECT: North Loop Office Building, 419 Washington Avenue North

SITE DATA

Existing Zoning	B4N Downtown Neighborhood District DP Downtown Parking Overlay District
Lot Area	49,926 square feet / 1.15 acres
Ward	3
Neighborhood	North Loop
Designated Future Land Use	Mixed Use
Land Use Features	Commercial Corridor (Washington Avenue)
Small Area Plan	North Loop Small Area Plan (2010)

HISTORIC PROPERTY INFORMATION

Current Name	Vacant / Internet Exchange Building (411 Washington Ave N)
Historic Name	Heywood Manufacturing Co / Unknown
Historic Address	420-428 North 3rd Street / 411-419 Washington Ave N
Original Construction Date	1896 (Demolished 1967) / 1914
Original Architect	A.W. Spalding / Bertrand & Chamberlain
Original Builder	McDonald & Doetz / H.N. Leighton Co.
Original Engineer	Unknown
Historic Use	Paper manufacturing / Warehouse
Current Use	Surface parking lot / Offices
Proposed Use	Offices

CLASSIFICATION

Local Historic District	Minneapolis Warehouse Historic District
Period of Significance	1865 - 1930
Criteria of Significance	*Criteria 1:* The property is associated with significant events or with periods that exemplify broad patterns of cultural, political, economic or social history. *Criteria 4:* The property embodies the distinctive characteristics of an architectural or engineering type or style, or method of construction. *Criteria 6:* The property exemplifies works of master builders, engineers, designers, artists, craftsmen or architects.
Date of Local Designation	2009
Date of National Register Listing	1989
Applicable Design Guidelines	*Minneapolis Warehouse District Design Guidelines (2010)*

SITE DESCRIPTION, HISTORY, AND PRESENT USE

The subject property is located at 419 Washington Avenue North in the Minneapolis Warehouse Historic District. The parcel is an irregularly shaped through lot and consists of both an existing office building and a large surface parking lot at North Third Street and 5th Avenue North. The surface parking lot had been the site of Heywood Manufacturing, a paper manufacturer, from the late 19th century until 1967 when the building was demolished. That building had been connected by a third-level "tile bridge" to the existing building at 421-429 Washington Avenue. The existing office building at 411-419 Washington Avenue North was constructed in 1914 and was historically utilized as a warehouse. A viaduct over the railroad tracks existed historically at North Third Street but has since been demolished leaving North Third Street as a dead-end street in this location.

PROJECT DESCRIPTION

The applicant is proposing to construct a ten-story office building in the location of the existing surface parking lot. A second level skyway would be constructed to connect the new building to the third level of the existing office building that fronts on Washington Avenue. Per the zoning code definitions of height and stories, the building is 168 feet in height and 11 stories. One underground level of parking would be accessed from the existing alley and one at grade level of parking, at the rear of the property, would be accessed from North Third Street.

APPLICATIONS

Based on staff's preliminary review, the following land use applications have been identified:

Heritage Preservation Commission:

- Certificate of appropriateness for construction of building & connection to existing building

City Planning Commission:

- Conditional use permit to increase maximum height
- Site plan review

Additional applications may be required, depending on the plans that the applicant formally submits.

APPLICABLE POLICIES

This property is located within the boundaries of the 2010 North Loop Small Area Plan. In this area, the plan notes that appropriate building types include housing, commercial, and industrial structures of two to ten stories. The plan states that new development should be geared toward the removal of surface parking lots and other underdeveloped sites and continue the mix of commercial, residential, and industrial uses in the area.

The proposal meets many of the applicable design guidelines in the *Minneapolis Warehouse District Design Guidelines.* The building is located within the Twentieth-Century Warehouse area, which establishes a required height of between 2 and 10 stories. North Third Street is identified in the design guidelines as a "Commercial Street" while 5th Avenue North is identified as a "Freight Street."

FEEDBACK REQUESTED

The applicant and staff are seeking initial feedback regarding the overall proposal. Formal applications have not been submitted. Staff seeks the input of both commissions on the proposed height of the building, as the elevator overruns and mechanical equipment cause the building to exceed its maximum height for both zoning and preservation. Additionally, staff seeks feedback regarding the proposed skyway connection to the existing building and the design features and materials of the proposed building.

Specific to the historic district design guidelines, staff would like feedback regarding a few of the guidelines that are not being met with the proposal, specifically the height of the building, the vehicular access on North Third Street, and the location of the pedestrian entrance on an identified "Freight Street."

419 WASHINGTON AVE N COMMITTEE OF THE WHOLE:

APPLICABLE DESIGN GUIDELINES FROM *MINNEAPOLIS WAREHOUSE DISTRICT DESIGN GUIDELINES*

GUIDELINES FOR INFRASTRUCTURE AND PUBLIC REALM

THE WAREHOUSE DISTRICT STREET SYSTEM: COMMERCIAL STREETS, FREIGHT STREETS, AND MIXED STREETS

Requirement:

1.10. Streets and alleys shall not be interrupted by new structures or buildings that cut off views and access through the corridor.

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.

Advisory:

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.

DESIGN AND MATERIALS FOR THE PUBLIC REALM:

Requirement:

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.

SKYWAYS:

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.

DESIGN GUIDELINES FOR NEW BUILDINGS ON INFILL SITES

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.

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

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.

MASSING

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.

SCALE

Requirement:

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.

RHYTHM:

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 façade 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.

FENESTRATION - BUILDING ENVELOPE:

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.

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.

MATERIALS:

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-shinny 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.

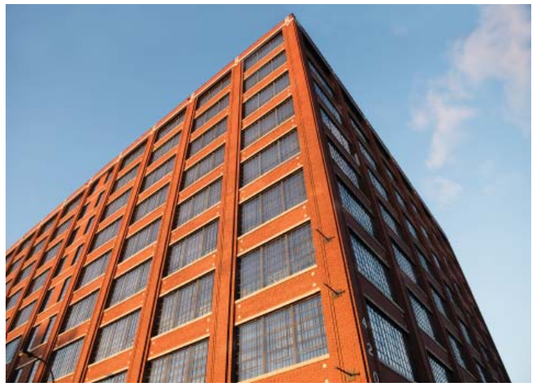
Other Considerations:

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

3.78. Exposed metals will be considered as a principal material.

North Loop Office Building

419 Washington Avenue N



Committee of the Whole Submittal
3.31.2016

DJR
ARCHITECTURE INC.

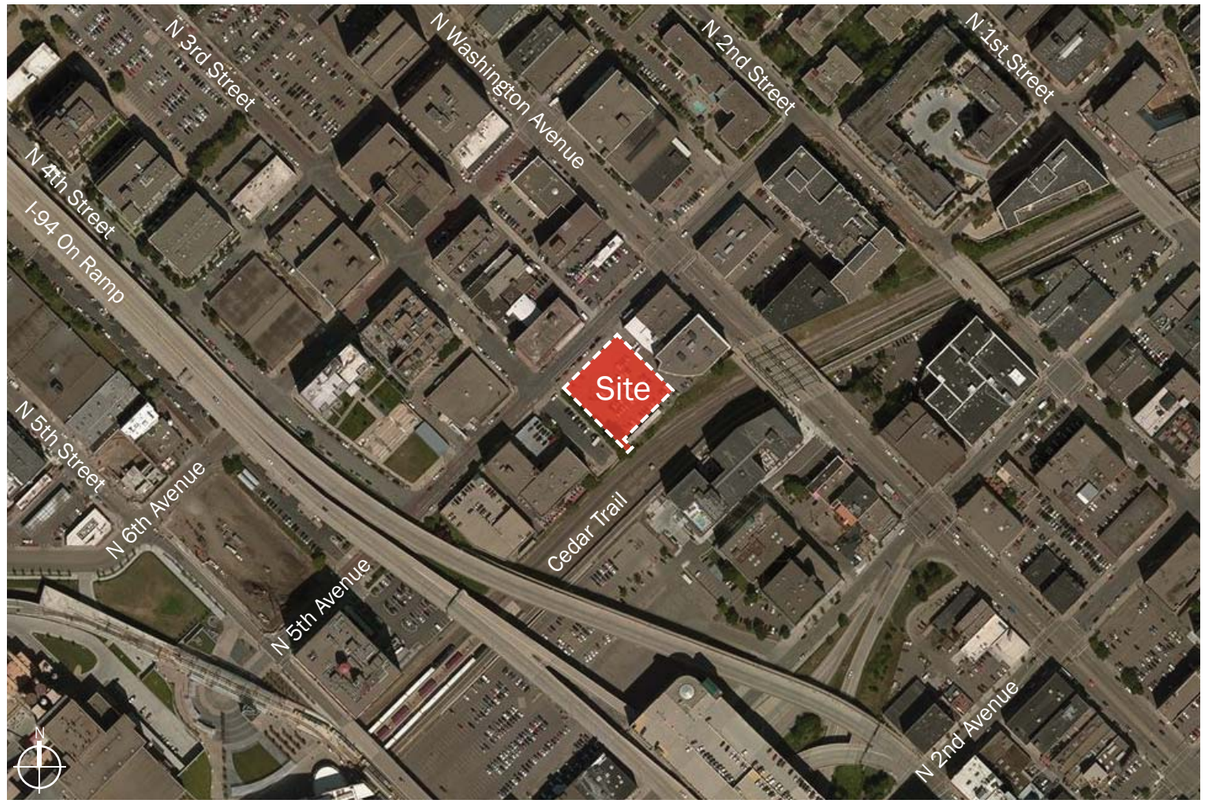
Contents

Introduction- Project Information

Development Description

The project proposes a 10-story office building with ground floor retail and limited on-grade and below grade parking. The project site is off N 5th Avenue and N 3rd Street and located behind the Internet Exchange Building-- a 4-story brick warehouse building that fronts Washington Avenue N and occupies the eastern end of the parcel. The project aims to provide a modern office experience with open office opportunities. The building has an offset core to maintain an open and flexible floor plate. The exterior is a modern interpretation of the historic character of the district with brick veneer and larger divided lite windows that provide optimal openings for daylighting and visual connections for tenants.

Ground floor retail along N. 5th Avenue will activate the street level. The base and top are articulated by arched brick openings and the south side facing the downtown area is dominated by a recessed balcony. Additional building amenities include a roof deck patio.



Aerial Photo

Project Team

Owner

North Loop Partners LLC
510 N 1st Avenue #200
Minneapolis, MN 55403
612.332.8323

Architect

DJR Architecture, Inc.
333 N Washington Avenue #210
Minneapolis, MN 55401
612.676.2700

Site Information

Address (Official)

419 Washington Avenue N
Minneapolis, MN 55401

Area

1.12 Acres (48,998 sqft)

Overlay Designation

Twentieth Century Warehouse

Legal Designation

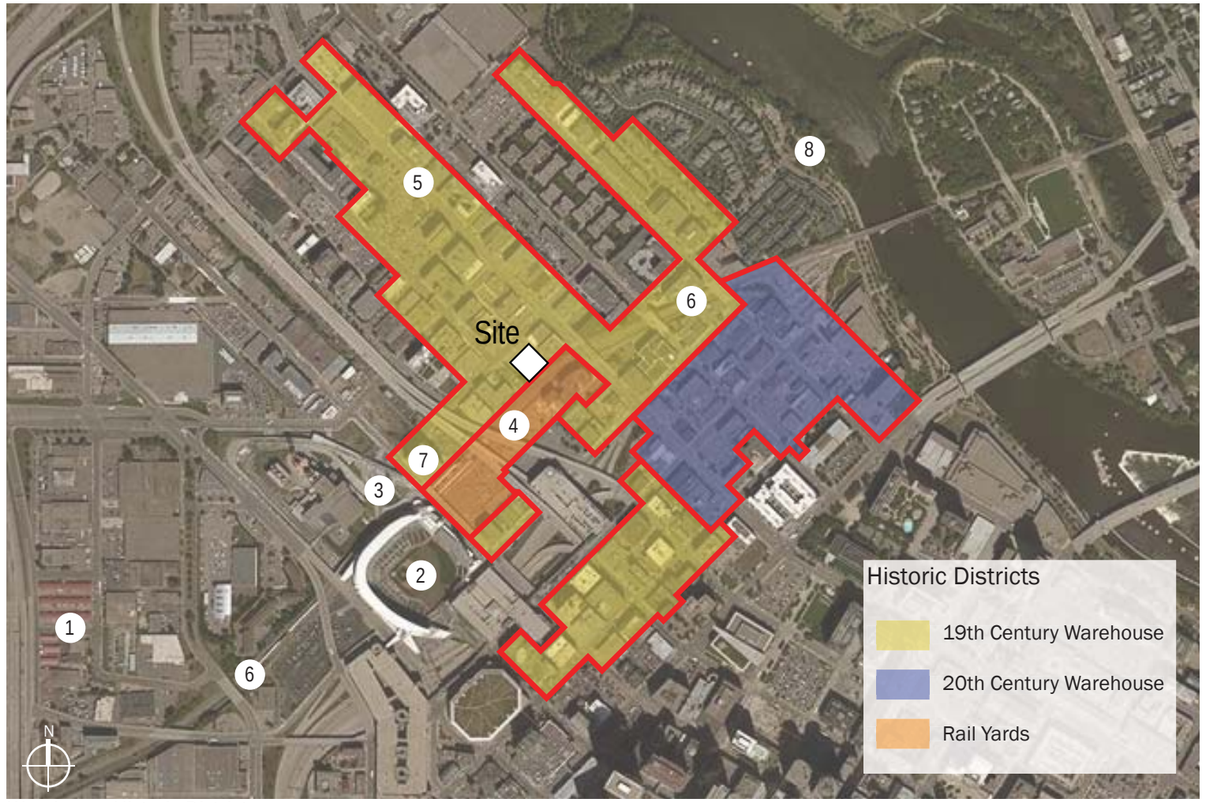
Lots 5 thru 8 Incl also all lots 11 and 12 and that part of Lot 10 lying sely of fol desc line beg at a pt on nely line of said lot 10 dis

Site Analysis- Surrounding Uses and Nodes

1. Minneapolis Farmer's Market

2. Target Field

3. Target Field Station



Warehouse Historic District

4. North Star Commuter Train

5. Washington Avenue

8. North Loop Playground and Mississippi River Parkway

7. Ford Center

6. Cedar Lake Trail

Site Analysis- Zoning and Adjacent Uses

Zoning Areas

Key

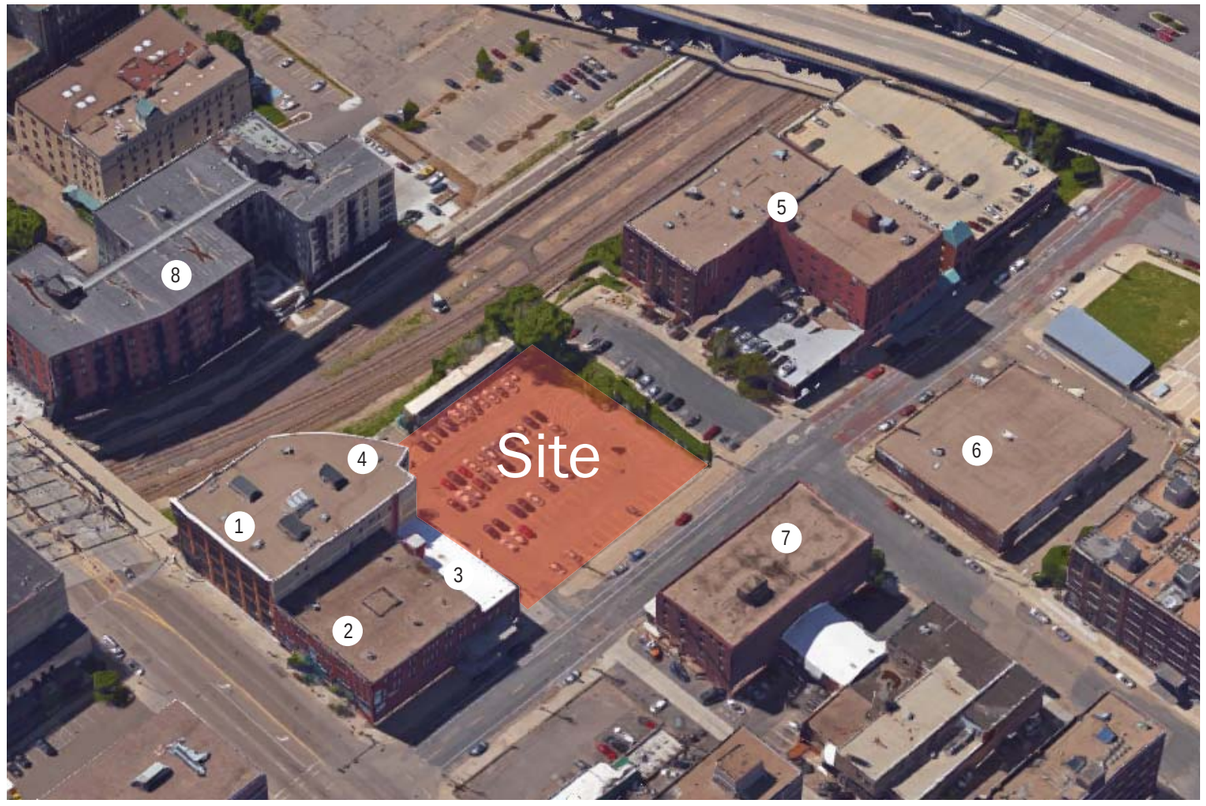
- B4N- Downtown Neighborhood District
- B4S-2- Downtown Service District
- C3A- Community Activity Center District

Usages & Transportation

Key

- Site
- Mixed-Use
- Parking Lot/ Garage
- Office
- Retail/ Food & Beverage
- Multi-Family
- Nice Ride Station
- Bus Line
- Bus Station
- North Star Train
- Train Station

Site Analysis- Surrounding Buildings



Aerial Photo

3. 425 Washington Avenue N

4. 419 Washington Avenue N

5. 401 3rd Street N

4. 505 3rd Street N

1. 419 Washington Avenue N

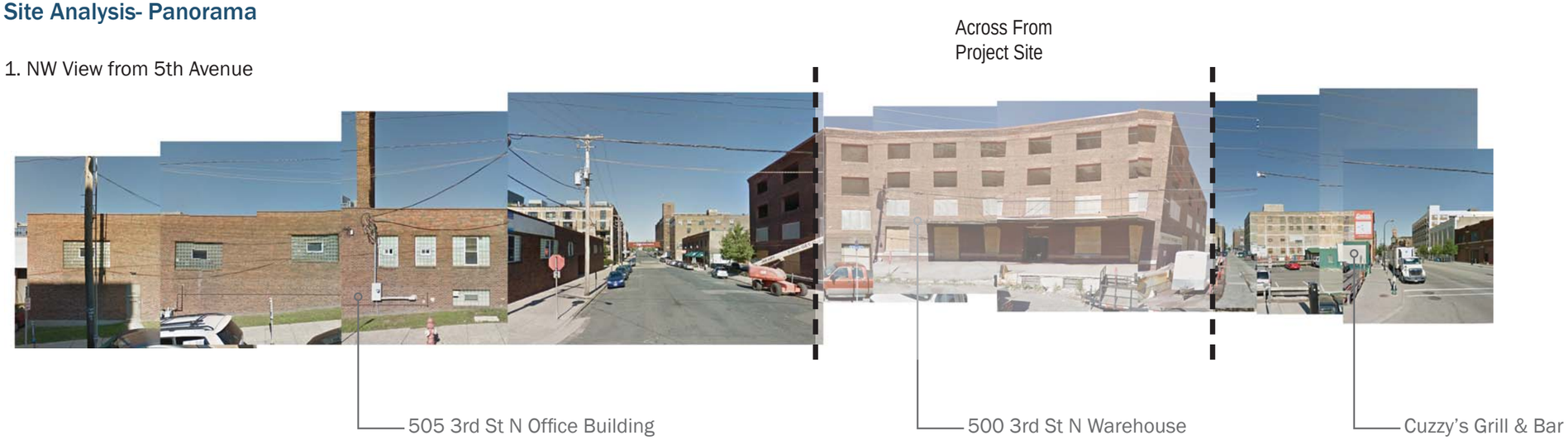
2. 425 Washington Avenue N

7. 500 3rd Street N

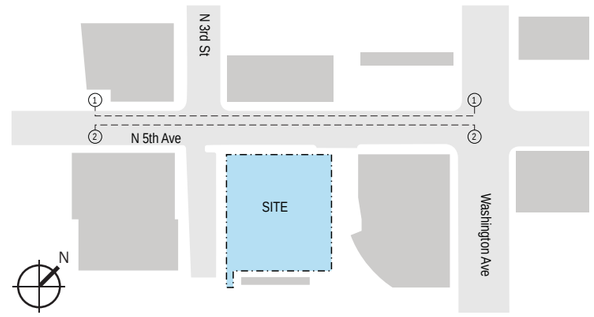
8. 337 Washington Avenue N

Site Analysis- Panorama

1. NW View from 5th Avenue



2. SE View from 5th Avenue



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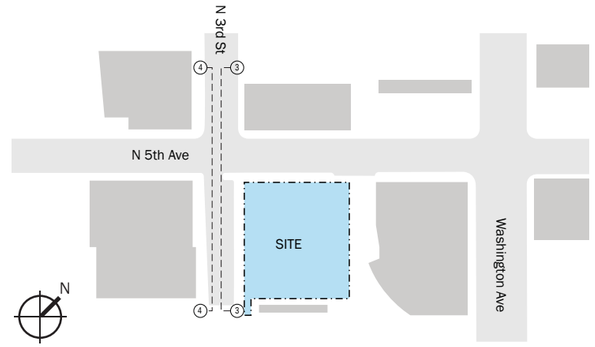
Site Analysis- Panorama

3. NE View from 3rd Street

4. SW View from 3rd Street

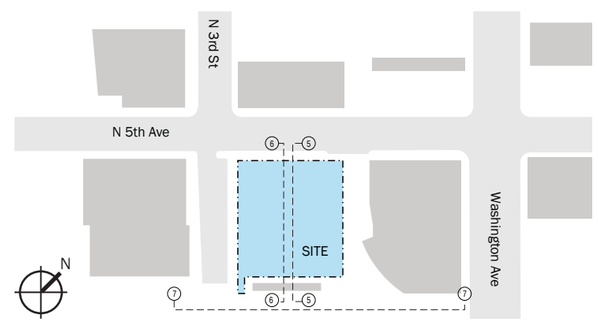


Site Analysis- Panorama

5. NE View from Site

6. SW View from Site

7. NW View from Cedar Lake Trail



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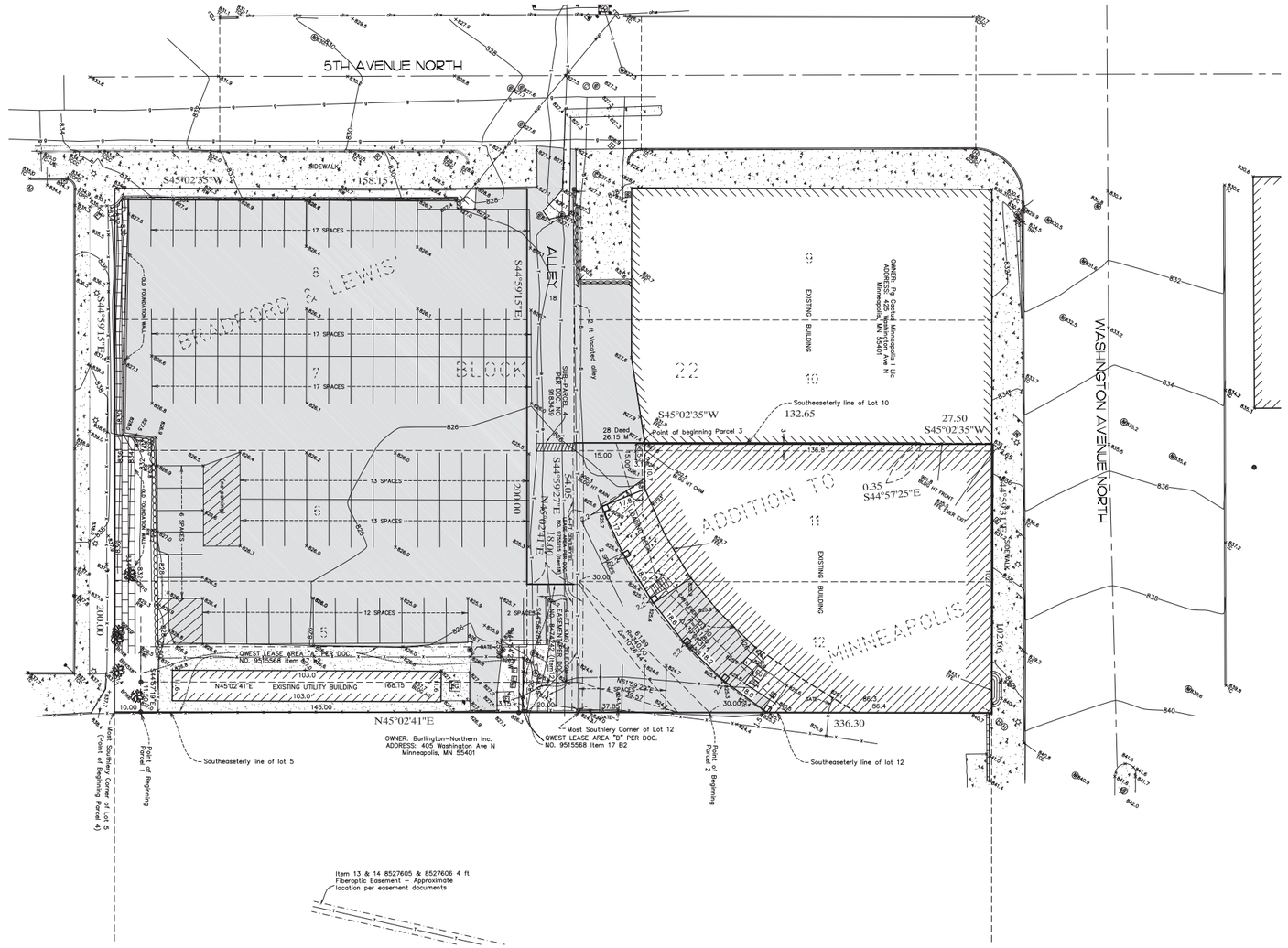
Site Analysis- Survey

ALTA/ACSM LAND TITLE SURVEY ~for~ CPM DEVELOPMENT, LLC

PROPERTY ADDRESS: #419 Washington Ave N. Minneapolis, MN 55401 PID# 22-029-24-13-0149



NORTH

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

LEGEND

- DENOTES IRON MONUMENT FOUND
- DENOTES IRON MONUMENT SET
- DENOTES DECIDUOUS TREE
- DENOTES SIGN
- DENOTES UTILITY POLE
- DENOTES FIBER/COMMUNICATIONS MANHOLE
- DENOTES BOLLARD
- DENOTES ELECTRIC HANDHOLE
- DENOTES ELECTRIC METER/TRANSFORMER
- DENOTES AUTO-SPRINKLER
- DENOTES GAS METER
- DENOTES PAY-PARKING KIOSK
- DENOTES ELECTRIC HANDHOLE
- DENOTES CATCH BASIN
- DENOTES ELECTRIC GENERATOR
- DENOTES STREET LIGHT
- DENOTES SANITARY SEWER MANHOLE
- DENOTES STORM SEWER MANHOLE
- DENOTES FIRE HYDRANT
- DENOTES MISCELLANEOUS MANHOLE
- DENOTES EXISTING CONTOUR
- DENOTES BOULDER/KEYSTONE RETAINING WALL
- DENOTES CONCRETE/BLOCK WALL
- DENOTES OVERHEAD WIRE
- DENOTES UNDERGROUND ELECTRIC
- DENOTES UNDERGROUND TELECOM/FIBER OPTIC
- DENOTES SANITARY SEWER
- DENOTES STORM SEWER
- DENOTES EXISTING METAL FENCE
- DENOTES EXISTING CHAIN LINK FENCE
- DENOTES CONCRETE
- DENOTES BITUMINOUS
- DENOTES GRAVEL
- DENOTES EXISTING ELEVATION
- DENOTES DECIDUOUS TREE

BENCHMARK

BASIS FOR ELEVATION: NAVD 88 (VIA REAL TIME GPS MEASUREMENTS UTILIZING MINNESOTA DEPARTMENT OF TRANSPORTATION VRS NETWORK)

SITE BENCHMARK TOP NUT HYDRANT OF IN THE SOUTH QUAD OF 5TH AND WASHINGTON.

BASIS FOR BEARINGS: NAD83 (1996) (VIA REAL TIME GPS MEASUREMENTS UTILITIZING MINNESOTA DEPARTMENT OF TRANSPORTATION VRS NETWORK).

SURVEYOR NOTE:

Boundary Survey has been retraced by a Survey done by Bolton and Menk, Inc. Job No. TS98.0255.

VICINITY MAP

CITY OF MINNEAPOLIS, MN

ACRE LAND SURVEYING
Serving Twin Cities Metro area and beyond
763-458-2997 acrelandsurveys@gmail.com

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JOB #15315

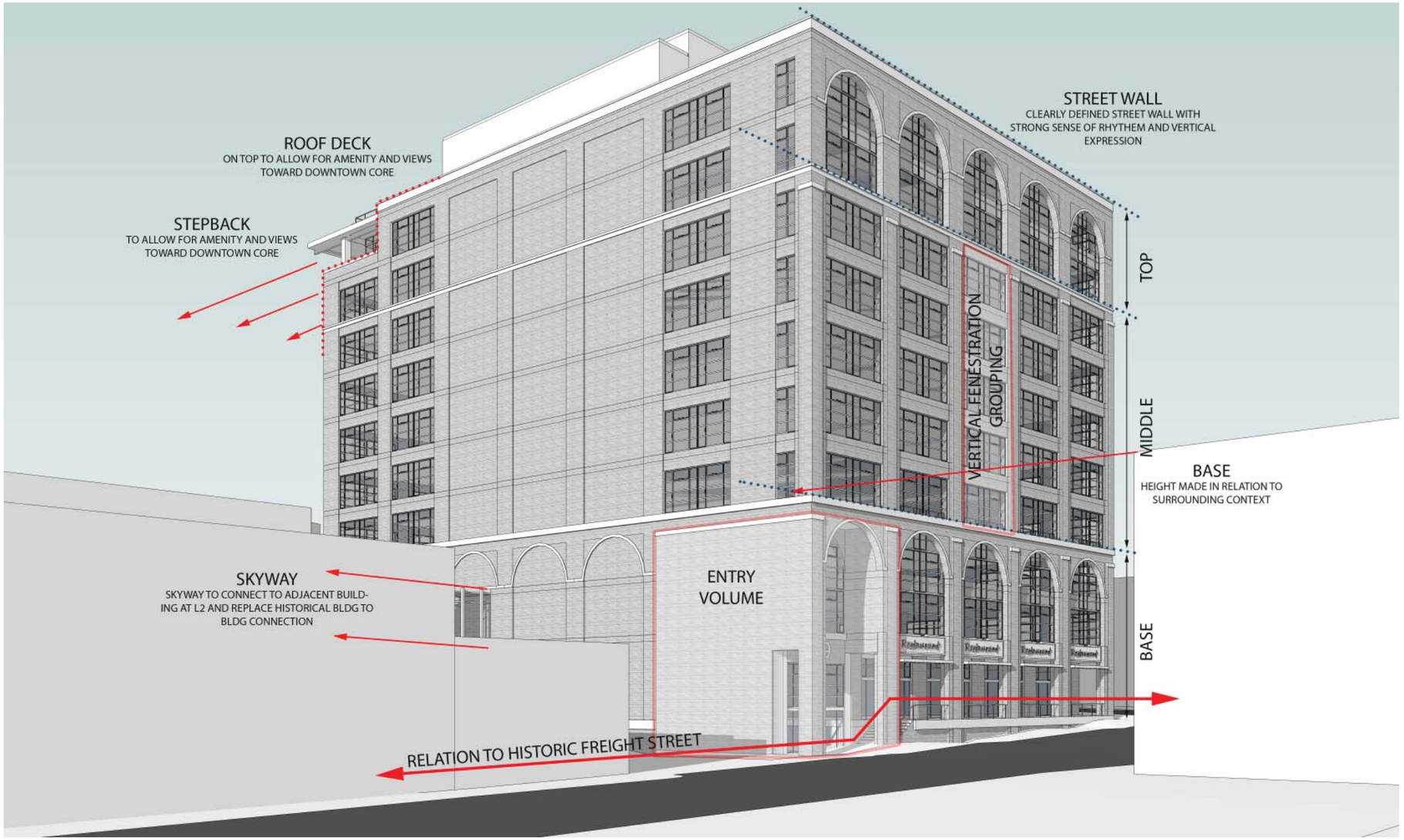
(SHEET 1 OF 2 SHEETS)

Proposed Project

Committee of the Whole Submittal
3.31.2016

DJR
ARCHITECTURE INC.

Massing



Concept Diagram

Massing Concept

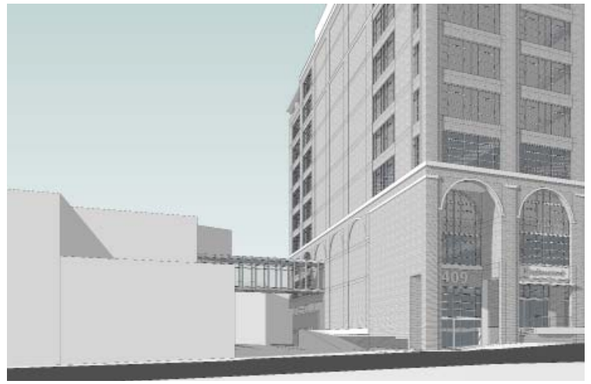
The massing concept of the proposed development is based on respecting the design guidelines of the Warehouse Historic District while providing a strong relation to the existing surrounding context. The overall shape of the mass is made with a clearly defined street wall with no deep modulation on N. 5th Avenue as well as N. 3rd Street. The building is divided vertically with a clear delineation of Base, Middle, Top. An Entry Volume is accentuated on the North corner of the building to give a strong sense of arrival to the development. N. 5th Avenue is defined as an historic freight street and an elevation change in the ground floor plate has been made to respect the integrity of the street. There is a step back on the top floor of the rear of the building, adjacent to the Rail Yards which is done to allow for amenity on the top floor with views the downtown core. The massing reflects the character of the surrounding twentieth century warehouses, will infill the urban fabric and expand the richness of the Historic Warehouse District.

Images

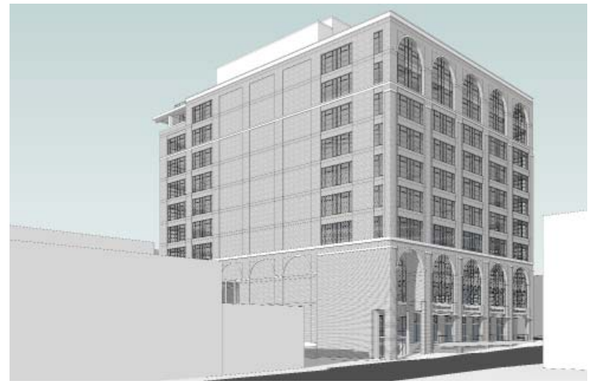
View from N 5th Avenue

Aerial Photo

Aerial Photo

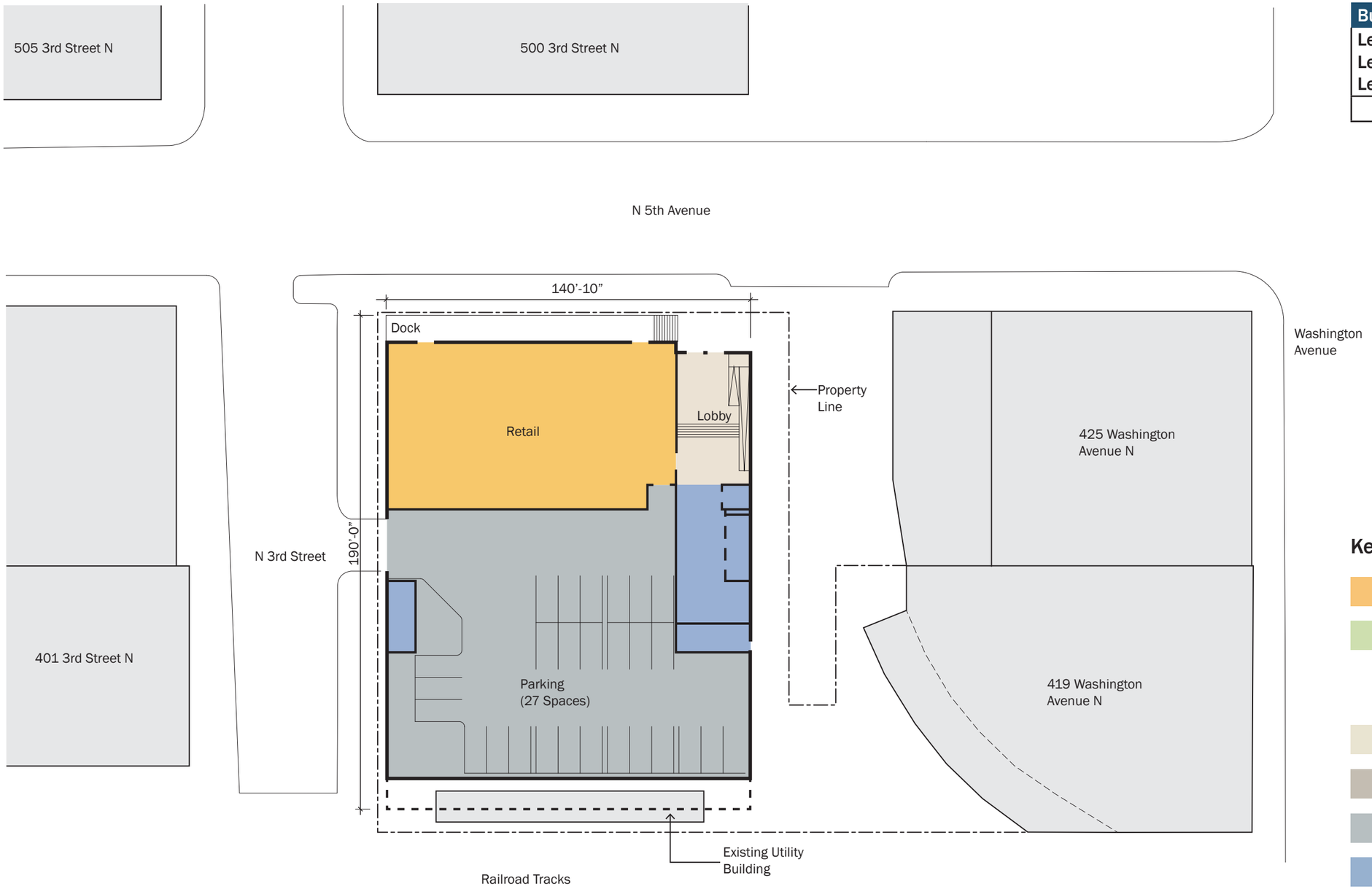


Skyway connecting to existing Building



Approach from N 5th Avenue

Site Plan



Building Summary
Level P1- 23,844 GSF
Level 1- 23,663 GSF
Level 2-10- 26, 758 GSF/floor
Total- 261,571 GSF

Key

- Retail
- Office
- Public Area
- Back of House/ MEP & Service
- Parking
- Core

Zoning Matrix

Parcel ID	Parcel Area
1. 22-029-24-13-0149 419 Washington Avenue N Minneapolis, MN 55401 Neighborhood: North Loop Ward 3- Jacob Frey Zoning: B4N- Downtown Neighborhood District and Minneapolis Warehouse Historic District Overlay and Downtown Parking Overlay	1.12 Acres 48,998 sf
Total Lot Area	**48,998 sf**

Zoning District Standards (FAR)	Allowable	Proposed
FAR	-Minimum of 2 -No maximum FAR	**Level P1-** 2,304 GFA **Level 1-** 10,834 GFA **Typ. Level 2-10-** 214,064 GFA (26,758 GFA/floor) **Existing Structure-** 62,368 sf
Total GFA **Total FAR**		**289,570 GFA** **5.90**

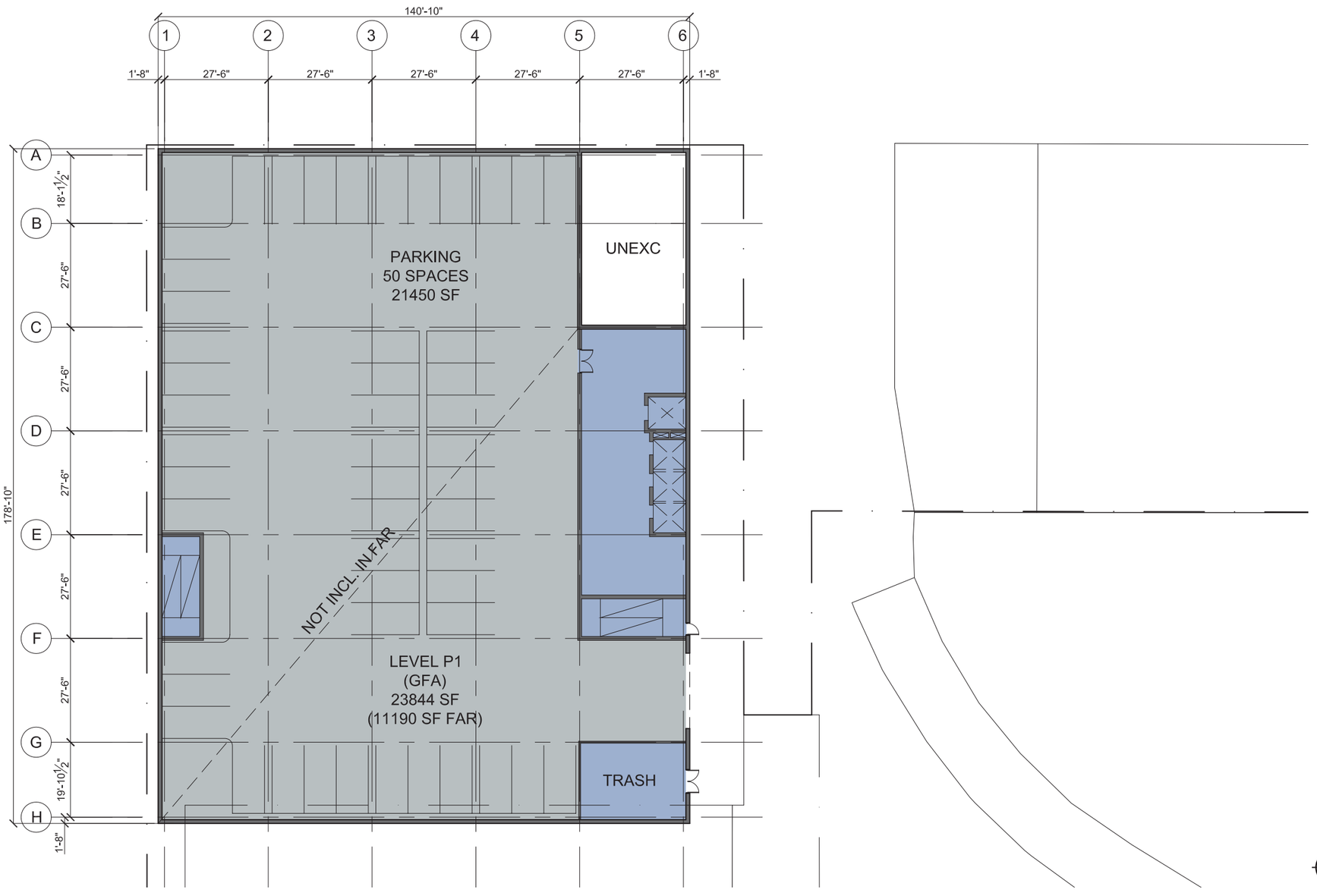
Zoning District Standards (Building Height)	Allowable	Proposed
Max Building Height	-10 story Max- historic overlay -B4N Max is 140 ft	
Total Building Height	**140 ft**	**140 ft**

Zoning District Standards (Total Parking Stalls)	Allowable	Proposed
Retail stalls Office stalls	-No Min, Max of 1:500 sf -No Min, Max of 1:1000 sf	
Total Parking Stalls	**0 stalls**	**77 stalls**

Proposed Building Summary	Allowable	Proposed
Level P1	-	**Parking-** 21,450 GSF **Core-** 2,394 GSF
Level 1	-	**Parking-** 12,829 GSF **Retail-** 7,021 GSF **Core-** 3,813 GSF
Level 2-10 (total)	-	**Office-** 187,360 GSF (23,420 GSF/floor) **Core-** 26,704 GSF (3,338 GSF/floor)
Office+Retail+Core **Total Parking** **Total GSF**		**227,292 GSF** **34,279 GSF** **261,571 GSF**

Floor Plans- Parking 1

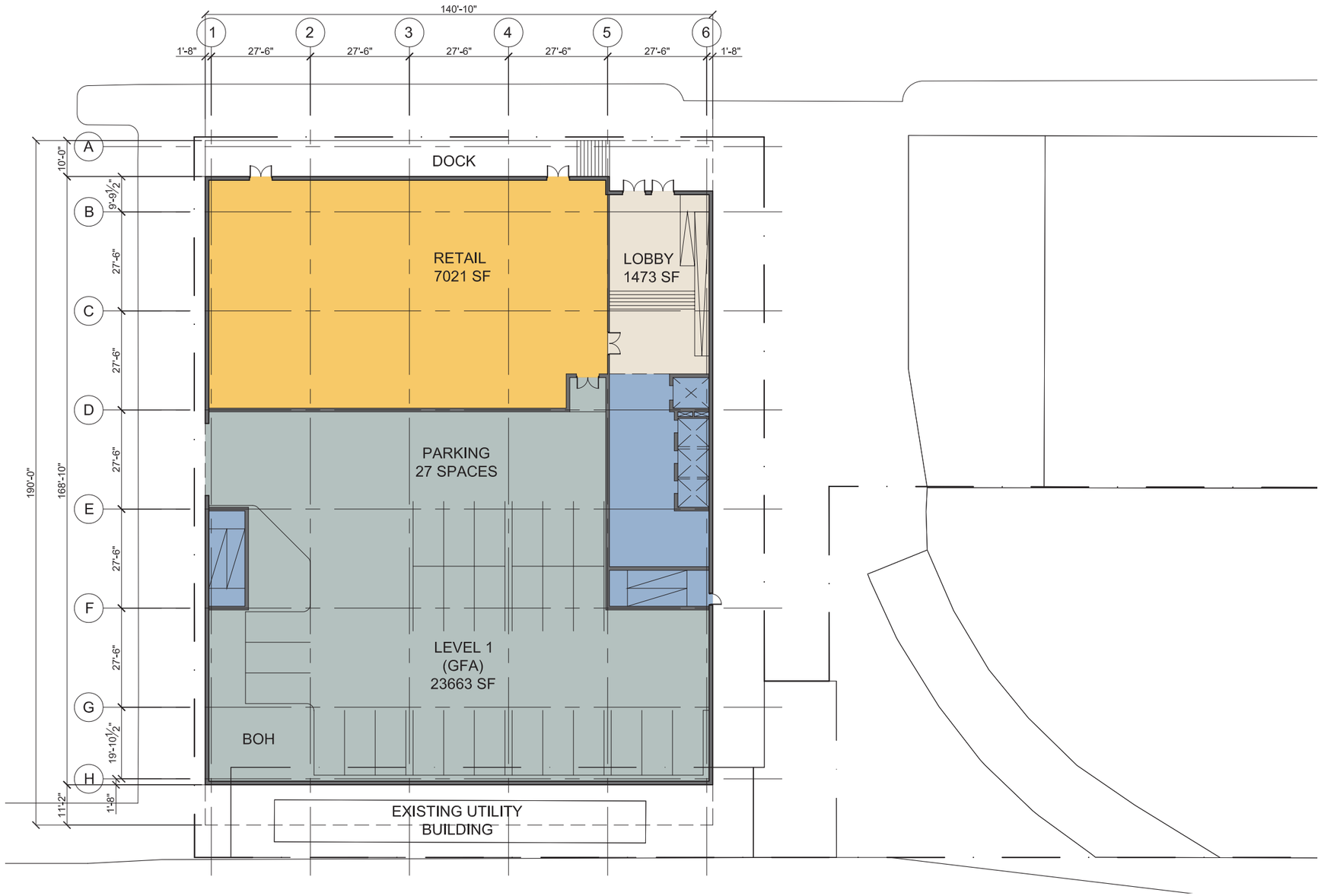
Level P1 Summary
Parking- 21,450 GSF
Core- 2,394 GSF
Total- 23,844 GSF



Key

- Retail
- Office
- Public Area
- Back of House/ MEP & Service
- Parking
- Core

Floor Plans- Level 1

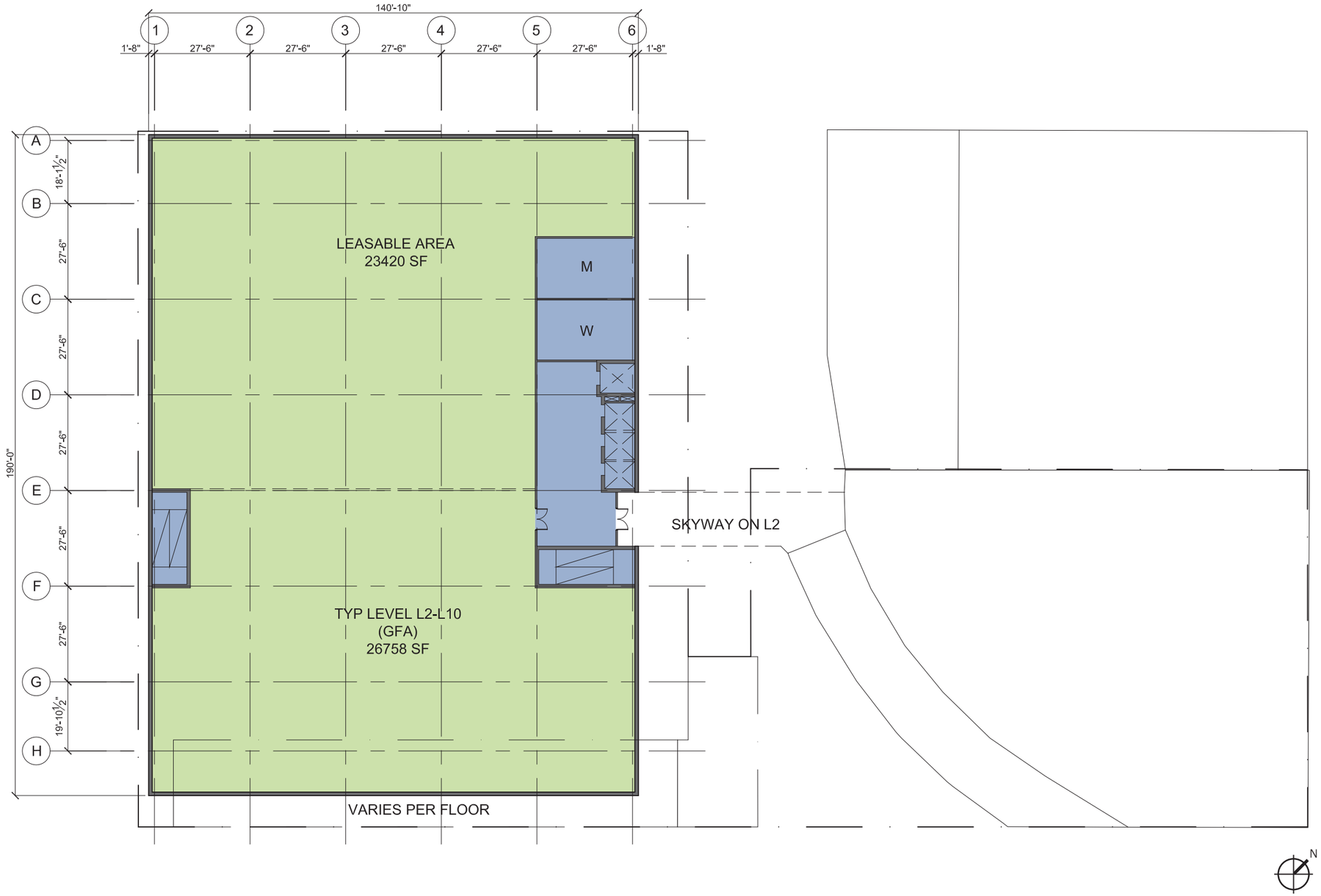


Level 1 Summary
Parking- 12,829 GSF
Retail- 7,021 GSF
Core- 3,813 GSF
Total- 23,663 GSF

Key

- Retail
- Office
- Public Area
- Back of House/ MEP & Service
- Parking
- Core

Floor Plans- Level 2-10

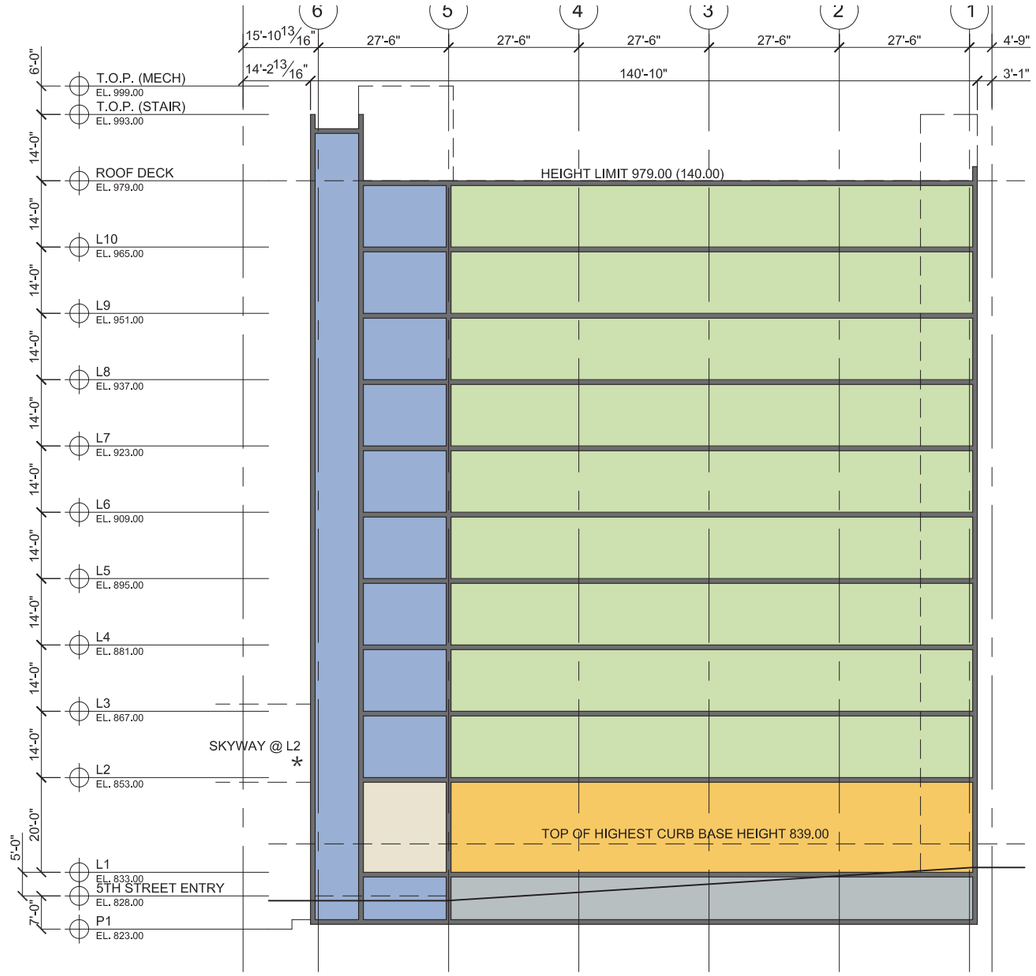


Levels 2-10 Summary
Office- 23,420 GSF
Core- 3,338 GSF
Total- 26,758 GSF/floor

Key

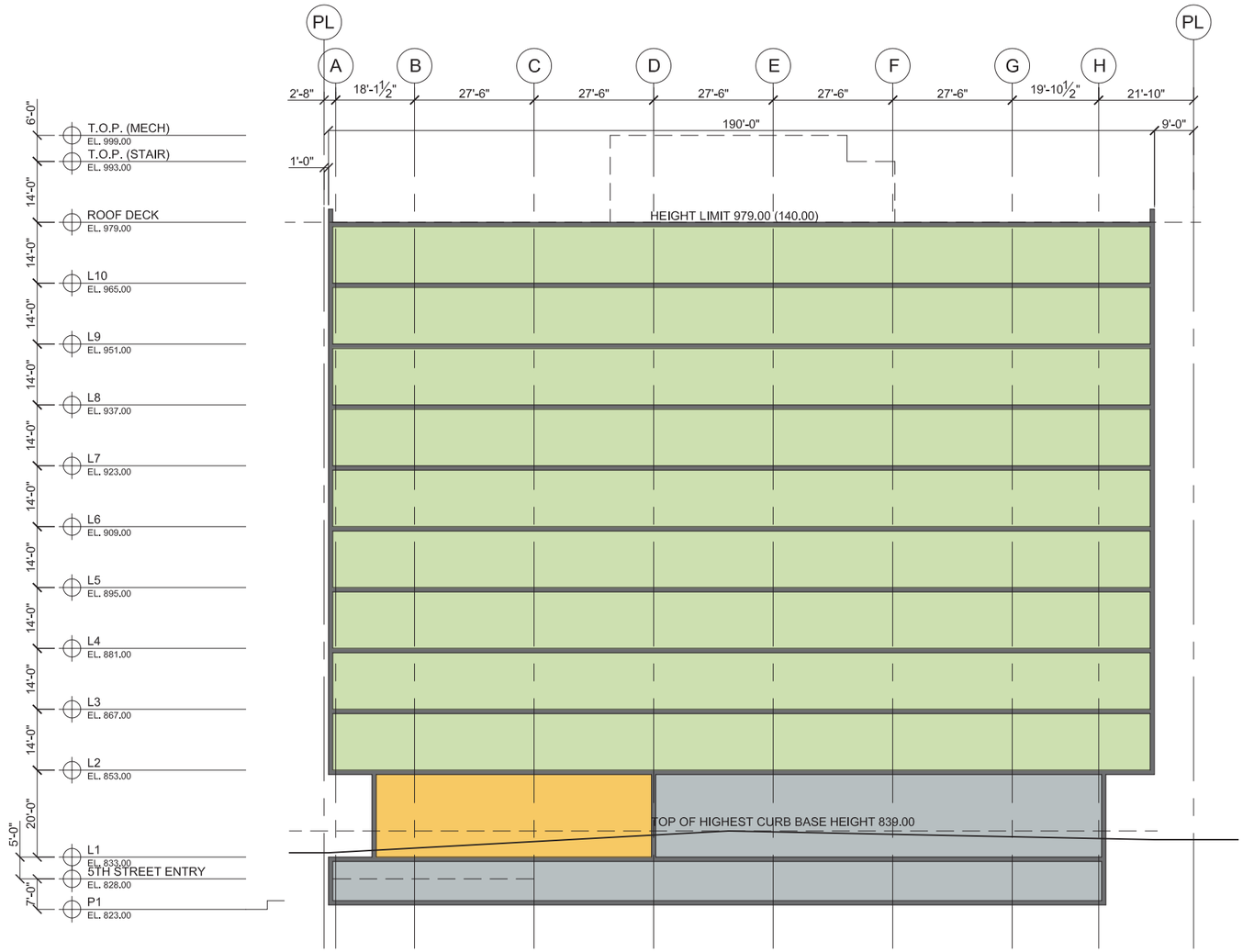
- Retail
- Office
- Public Area
- Back of House/ MEP & Service
- Parking
- Core

Sections



East- West Section

*Connection at 3rd Level of Existing Building



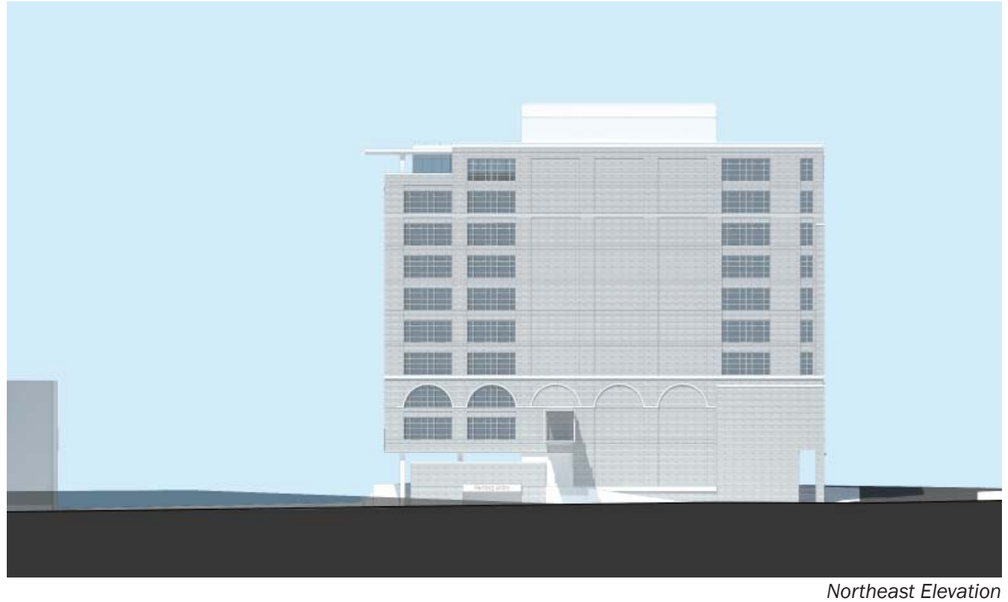
North-South Section

Key

- Retail
- Office
- Public Area
- Back of House/ MEP & Service
- Parking
- Core

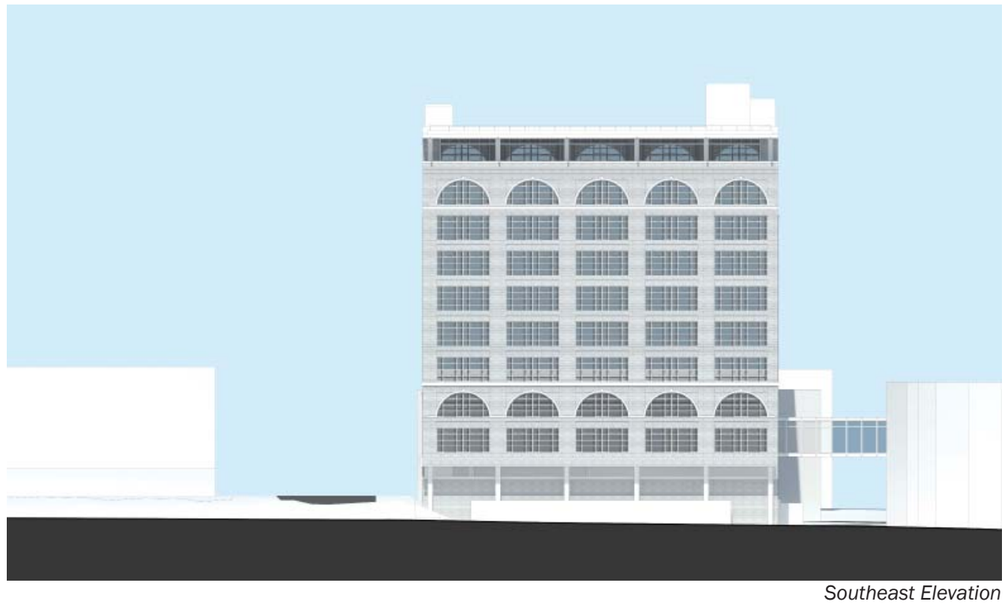
DJR ARCHITECTURE INC.

Elevations

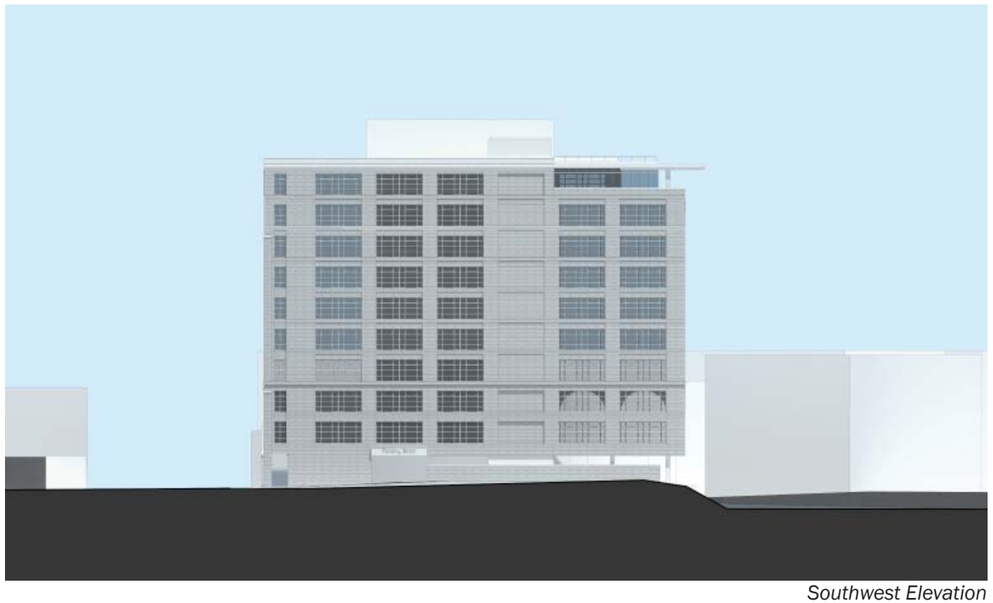


Northeast Elevation

Northwest Elevation

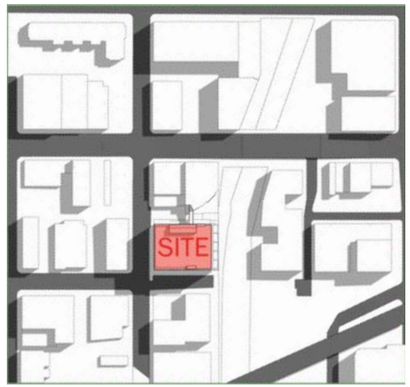
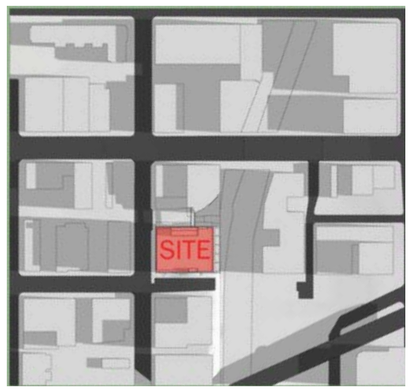
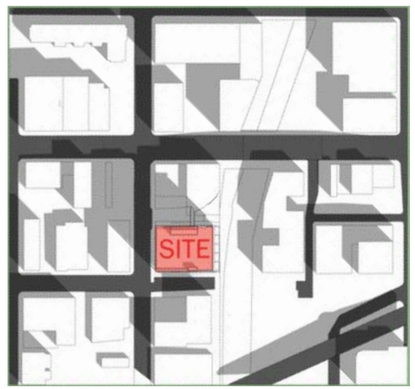


Southeast Elevation



Southwest Elevation

Shadow Study

	9am	Noon	3pm
Spring/Fall Equinox March 20	 *March 21 at 9am*	 *March 21 at Noon*	 *March 21 at 3pm*
Summer Solstice June 21	 *June 21 at 9am*	 *June 21 at Noon*	 *June 21 at 3pm*
Winter Solstice December 22	 *December 21 at 9am*	 *December 21 at Noon*	 *December 21 at 3pm*

DJR ARCHITECTURE INC.

Design Guidelines

North View

Section I- Guidelines for Infrastructure and Public Realm

No.	Type	Requirement- Rail Yards Area	Conformance	Departure
1.1	R	The location and width of existing railroad corridors and spurs shall be preserved in place.	X	
1.2	R	Railroad corridors and spurs shall not be interrupted by new buildings, structures, or other objects that cut off views and access through the corridor.	X	
1.3	R	Railroad corridors shall not be covered.	X	
1.4	R	Bridgeheads, bulkheads, and retaining walls from the period of significance shall be retained and not demolished.	X	
1.5	A	Wherever possible, tracks within existing railroad corridors shall be preserved in place.	N/A	
1.6	A	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.	X	
1.7	A	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.	N/A	

No.	Type	Requirement- Character of Street	Conformance	Departure
1.8	R	The existing rectilinear street grid system punctuated by mid-block alleys shall be preserved.	X	
1.9	R	The location and width of existing street and alley rights-of-way shall be preserved in place	X	
1.10	R	Streets and alleys shall not be interrupted by new structures or buildings that cut off views and access through the corridor.	X	
1.11	R	Loading docks and canopies dating from the period of significance shall be preserved and retained.	X	
1.12	R	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.	X	
1.13	R	On commercial streets, Building Design: When rehabilitating or constructing a new building the primary building access and entryways shall be located on commercial streets.		X
1.14	R	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.	X	
1.15	R	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.		X

No.	Type	Requirement- Character of Street	Conformance	Departure
1.16	R	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.	N/A	
1.17	R	On mixed streets, Building Design: When rehabilitating or constructing a new building the primary building access and entryways shall be located on mixed streets.	N/A	
1.18	A	On all streets, the narrowing of vehicular right-of-way to accommodate sidewalks around loading docks to create more pedestrian friendly activity is encouraged.	N/A	
1.19	A	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.	X	
1.20	A	On commercial and mixed streets, where possible, add street trees, street amenities, pedestrian lighting and other features that further pedestrian activity and building access.	X	
1.21	A	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.	N/A	

No.	Type	Requirement- Design and Materials for the Public Realm	Conformance	Departure
1.22	R	Original historic street paving materials shall be maintained and preserved.	X	
1.23	R	Existing railroad tracks located in streets, alleys, or corridors shall be maintained or reinstalled when improvements are made.	N/A	
1.24	R	Loading docks shall be preserved. Their heights or widths shall not be altered.	X	
1.25	R	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.	X	
1.26	R	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..	X	
1.27	R	Transit shelters, such as bus stops, will be considered if they are compatible in scale and design to the industrial character of the district.	N/A	
1.28	A	On streets, sidewalks, or alleys where historic paving materials aren't present standard bituminous and concrete street materials are appropriate	X	
1.29	A	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.	X	
1.30	A	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.	X	
1.31	A	All streets systems shall be designed for pedestrian and vehicular safety, and ADA compliance.	X	
1.32	A	Contemporary styles, such as metal with a painted finish, are considered appropriate for designs for street furnishings.	X	
1.33	O	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.	X	
1.34	O	New or replacement paving materials that help with storm water management will be considered.	X	

No.	Type	Requirement- Street Landscape, Parks, and Open Spaces	Conformance	Departure
1.35	R	Street trees shall not be located directly in front of entrances of historic buildings.	X	
1.36	R	The location of street trees shall be centered within or between bays of buildings.	X	
1.37	A	Parks and open space that reinforce the street wall are encouraged.	N/A	
1.38	A	Mid-block parks and open spaces adjacent to public streets are appropriate.	N/A	
1.39	O	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 base basis.	X	
1.40	O	Parks and open spaces located adjacent to the intersections of streets will be considered.	N/A	

No.	Type	Requirement- Skyways	Conformance	Departure
1.41	R	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.	X	
1.42	R	Existing industrial bridges and conveyance systems between buildings shall be preserved.	N/A	

No.	Type	Requirement- Maintenance	Conformance	Departure
1.43	R	Infrastructure improvements shall be coordinated to the maximum extent possible to reduce visual clutter and limit disruptions.	X	
1.44	A	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.	X	
1.45	A	Safety and ADA compliance shall be a consideration for maintenance and repair activities of the public rights-of-way and alleys.	X	

Section III- Design Guidelines for New Buildings on Infill Sites

No.	Type	Requirement- Street Wall- Building Placement on Site	Conformance	Departure
3.1	R	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.	X	
3.2	R	Fences and grade separations between the building and public right-of-way are inappropriate and shall not be allowed.	X	
3.3	R	Chain link fences are not allowed.	X	
3.4	R	When stormwater management systems are required, they shall be master planned and located to the rear of buildings	X	
3.5	A	A perimeter block pattern with buildings built to line and private or semi-private courtyards to the rear of the building is appropriate.	X	
3.6	O	Side courtyards, seating areas and spaces that support pedestrian activities 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.	X	

Design Guidelines

No.	Type	Requirement- Access Points- Pedestrian Interface	Conformance	Departure
3.7	R	Buildings shall be oriented such that principal facades and entrances face public streets.	X	
3.8	R	Primary building entrances shall be located along commercial or mixed streets.		X
3.9	R	Secondary building entrances shall be located along freight streets.	X	
3.10	O	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.	X	

No.	Type	Requirement- Street Wall- Building Placement on Site	Conformance	Departure
3.11	R	Vehicular access to a site shall be obtained using existing alleys.	X	
3.12	R	New vehicular access to a site shall not be made from commercial or mixed streets.		X
3.13	R	Parking shall be located below grade or to the rear of the buildings.	X	
3.14	R	Off-street parking shall not be located along a principal facade or between the building and the right-of-way.	X	
3.15	R	Opportunities for shared parking and vehicular access shall be explored to the greatest extent possible.	X	
3.16	O	New vehicular access from freight streets will be considered.	X	

No.	Type	Requirement- Loading Areas	Conformance	Departure
3.17	R	Loading areas shall be located to the rear of the property, accessed through alleys or by freight streets.	X	

No.	Type	Requirement- Accessory Structures	Conformance	Departure
3.18	R	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.	X	
3.19	R	Accessory structures shall be compatible to the primary building or structure. Such compatibility shall be determined by architectural style, colors, materials and finishes.	X	

No.	Type	Requirement- Massing	Conformance	Departure
3.20	R	Buildings shall have a singular rectangular shape and volume.	X	
3.21	R	Building facades or portions of facades that are stepped back along street facing facades are not allowed.	X	
3.22	O	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.	X	

No.	Type	Requirement- Scale	Conformance	Departure
3.23	R	**Nineteenth Century Warehouse-** Height of buildings shall be between two (2) and six (6) stories.	N/A	
3.24	R	**Nineteenth Century Warehouse-** The first floor height shall be between 14 and 18 feet and upper story height between 10 and 14 feet.	N/A	
3.25	R	**Twentieth Century Warehouse-** Height of buildings shall be between two (2) and ten (10) stories.	X	
3.26	R	**Twentieth Century Warehouse-** The first floor height shall be between 14 and 21 feet and upper story height between 10 and 14 feet.	X	
3.27	A	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.	X	

No.	Type	Requirement- Rhythm	Conformance	Departure
3.28	R	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	X	
3.29	R	Deeply modulated vertical or horizontal articulation shall not be allowed.	X	
3.30	R	Fenestration shall be grouped into vertical bays.	X	
3.31	R	Buildings shall have flat roofs.	X	
3.32	R	Crenellated parapets, undulating roof lines, sloped (hip or gable) roofs are inappropriate and shall not be allowed.	X	
3.33	R	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).	X	
3.34	A	Simple facade articulation with a symmetrical arrangement of fenestration in recognizable groups is appropriate.	X	
3.35	A	Flat roofs, with capped parapets and corbelled cornices are appropriate.	X	
3.36	A	Green or living roofs are appropriate.	X	

No.	Type	Requirement- Fenestration- Building Envelope	Conformance	Departure
3.37	R	The total first floor street facing facade glazed fenestration shall range between 50% and 75% of first floor facade area.	X	
3.38	R	The total facade fenestration shall range between 35% and 60% of total facade area.	X	
3.39	R	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.	X	
3.40	A	A simple rectangular fenestration pattern is appropriate.	X	

No.	Type	Requirement- Fenestration- Building Envelope	Conformance	Departure
3.41	R	Windows shall be compatible with the surrounding historic buildings in their alignment, type and proportion.	X	
3.42	R	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.	X	
3.43	R	Clear glass or non-reflective low emission glass or coatings shall be used.	X	
3.44	R	Continuous horizontal or vertical bands of windows shall not be allowed.	X	
3.45	A	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)	N/A	
3.46	A	The appropriate height to width proportion of individual windows is 4:1 to 3:1.	X	
3.47	A	Twin windows or two windows separated by a minimum 4 inch wide mullion within a window opening are appropriate.	X	
3.48	A	Commercial style divided light and contemporary interpretations of this style are appropriate.	X	
3.49	A	Arched windows are appropriate.	X	
3.50	A	Windows with details such as lintels and sills are appropriate and encouraged.	X	
3.51	A	Windows are encouraged to be setback from the facade of the building.	X	

No.	Type	Requirement- Fenestration- Entryways	Conformance	Departure
3.52	R	Entryways shall be in scale with the building	X	
3.53	R	Entryways shall have a design that is rectilinear or arched in shape..	X	
3.54	R	Doors and entryways shall be vertically proportioned.	X	

No.	Type	Requirement- Storefronts & Display Areas	Conformance	Departure
3.55	R	Storefronts shall match the scale of the building (see Fenestration- Building Envelope: guidelines 3.37).	X	
3.56	R	Storefronts shall be divided into bays that follow the rhythm of the building.	X	

No.	Type	Requirement- Balconies	Conformance	Departure
3.57	R	Balconies shall maintain the entryway and window fenestration patterns of the building.	N/A	
3.58	R	Projecting balconies on secondary facades shall be set back one structural bay from the primary (street facing) facade(s).	N/A	
3.59	R	Balconies shall not project beyond the building wall of the structure on primary (street facing) facade(s).	N/A	
3.60	A	Simple, functional, rectilinear balconies are appropriate.	N/A	
3.62	O	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.	X	

No.	Type	Requirement- Fenestration- Canopies & Awnings	Conformance	Departure
3.63	R	Canopies and awnings shall complement the fenestration patterns of the building.	X	
3.64	R	Awnings shall be attached above the fenestration but below the cornice, sign panel, or below the transom of the storefront.	X	
3.65	R	The awning area, in elevation, shall not exceed 20% of the first floor facade elevation area.	X	
3.66	R	Curved and back-lit awnings or canopies shall not be allowed.	X	
3.67	A	Metal canopies, compatible with the industrial heritage of the area are considered appropriate.	X	
3.68	A	Solid fabric awnings associated with first floor entryways or windows and above or below transom windows are appropriate.	X	

No.	Type	Requirement- Materials	Conformance	Departure
3.69	R	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.	X	
3.70	R	Vinyl, wood, and hardy board lap siding, stucco, EIFS, exposed metals and materials with shiny finishes shall not be allowed for facade materials.	X	
3.71	A	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.	X	
3.72	A	One color is appropriate per building facade and one secondary color is appropriate for accents, trims and details.	X	
3.73	A	Painted (non-shinny metallic colors) metal, wood and glass are appropriate for windows, doors and entryways.	X	
3.74	A	Base facade colors that match standard brick colors namely terracotta red, grey, brown and tan are appropriate.	X	
3.75	A	Appropriate colors for building accents, trims and details are shades of native sandstone or limestone, tan, beige or grey.	X	
3.76	A	Appropriate trim colors for door frames, window frames handrails and external metal features, are black, and dark tones of blue, red, brown, or green.	X	
3.77	O	Glass curtain wall will be considered as a principal material.	X	
3.78	O	Exposed metals will be considered as a principal material.	X	

No.	Type	Requirement- Architectural Details	Conformance	Departure
3.79	R	Architectural details and features are encouraged to create interest to the facade of new buildings.	X	