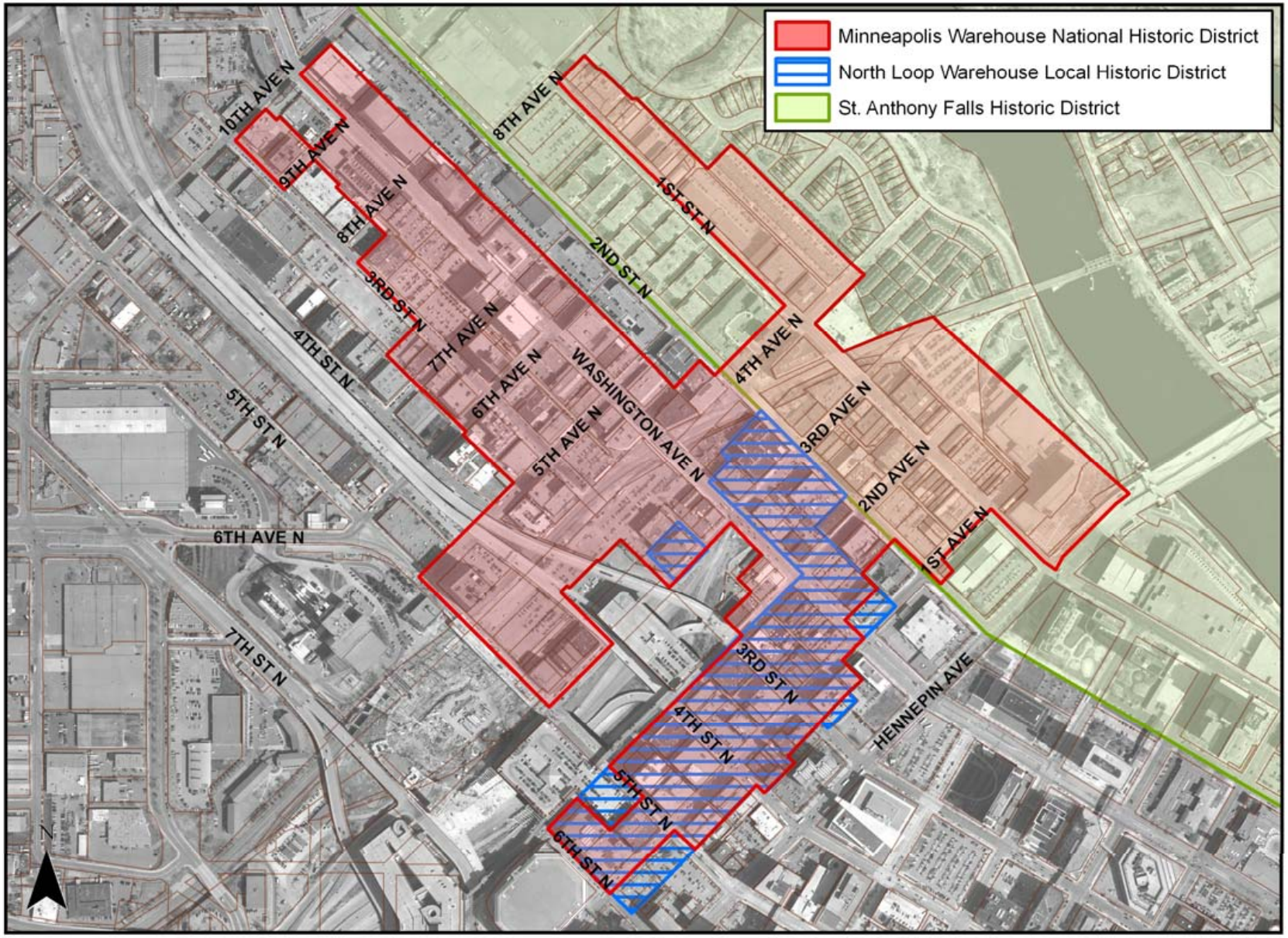
Warehouse Historic District Design Guidelines

Community Meeting 2

June 9, 2009

Minneapolis Warehouse Historic Districts



Created By: Minneapolis Community Planning and Economic Development - Planning Division: December 2008

Agenda

- Review Summary of Community Input on Character
- Discuss Draft Guiding Principles
- Discuss Compatible Design:
  - New Construction/Infill
    - Massing and Height
    - Materials
  - Alterations to Existing Structures
    - Window Replacement
    - Rooftop Additions
  - Infrastructure
    - Loading Docks
    - Street Design
    - Street Materials
  - Landscaping and Livability
    - Street Trees
    - Landscaping
    - Street Lighting
    - Street Furniture

Survey Responses From May 14th Public Meeting & Outreach

What makes up the visual character of the Historic District?

Massing & Scale

- Structures with zero setback
- Industrial Scale Structures (large, boxy massing; primarily 4-8 stories)
- Rectilinear buildings
- Buildings sit solidly on the ground; vertical linear edge along sidewalk regardless of height or width
- Variety of building widths
- Variation of height/mass within sub-areas of district
- Smaller buildings (toward the gateway district) tend to be more ornate, decorated, and have a humane proportion. Larger buildings that are deeper into the north loop (toward the viaduct) tend to be more massive
- Historical buildings w/ contemporary infill
- Mixed use properties (business & residential) w/ storefront commercial on 1st floor

Survey Responses

What makes up the visual character of the Historic District?

Architectural Details & Materials

- Building facades w/ substantial architectural elements
- 1st floor visually differentiated from second, third, etc. floors
- Primary vs. Secondary facades
- Roof appendages such as water towers, penthouses, mechanical systems
- Projecting piers, stringcourses, and cornices dominate the gateway area, while flatter, punched window facades dominate the north loop area.
- Brick/Masonry/Stone structures
- Decoration as structural (e.g., lintels, cornice, corbelling, string courses, watertables)
- Decoration as applied (e.g., capitals, carved stonework)
- Large windows
- Exterior window placement that relates to interior structure/use
- Regular pattern of windows or intentional asymmetry on front facade; more random fenestration on secondary sides
- Recessed windows and their trim create shadow lines
- Design of items comprising units
- Adaptation and improvisation are evident on almost every (historic) building
- Balconies on modern buildings

Survey Responses

What makes up the visual character of the Historic District?

Infrastructure

- Loading docks
- Street Alignment
- Historic Street Materials: Brick/Paver/Wood
- Railroad corridors (mostly functioning as alleys)
- Wide roads
- Bridges
- Pedestrian Friendly Walkways
- Minimal Greenery
- Parking lots

Other

- Remnants of mural paintings (ghost signs)
- Adult use industry

Survey Responses

What visual characteristics should be preserved?

- Respect height of current buildings (4-8 stories)
- Interesting brickwork/use of brickwork
- Match existing detail
- Delicate detail on large facades
- Buildings with architectural interest and value.
- Warehouses
- Industrial aesthetic
- Urban/Industrial feel
- Trees and other vegetation
- Cobble stones/ Brick streets/Wood streets
- Railroad remnants & former rail corridors
- Loading docks
- Street lights
- Dynamic street life- the heart pulse – of the neighborhood can be maintained
- Match existing density

Survey Responses

What visual characteristics are inappropriate?

Massing & Design

- Structures that are too large or too tall to fit in with historical characteristics; Excessive height
- Additions or buildings which are not consistent with the architectural details seen in surrounding buildings.
- Buildings setback from the R.O.W. line
- Parking in front of buildings
- Fake historic buildings
- Projecting balconies and curtain wall.
- Balconies done incorrectly
- Balconies on primary facades (perhaps differnence between new construction and existing historic structures
- Non-flat roof lines (mansard or gable roofs)
- New development that turns its back on primary street frontage
- Lack of street presence (no defined bldg entries, no windows on first and second levels,
- Big, blank walls on primary facades.
- Structures without multiple floors and a basement (low-density uses)
- Harsh or intrusive storefront or street lighting.
- Auto oriented uses-Drive-thru (e.g. Franklin Bank)

Survey Responses

What visual characteristics are inappropriate?

Infrastructure

- A cold industrial feel
- A belief that greenery is somehow inappropriate.
- Boulevard grass
- Excessive greenspace
- Narrow walks
- Poor sidewalks and curb cuts which are not conducive for wheelchair accessibility. Dilapidated buildings
- Fast-moving traffic.
- Highway viaducts
- One-way streets
- Mess of power lines
- Inappropriate public infrastructure that obstruct historic structures

Uses

- Large open parking lots
- Uses inappropriate to a primarily residential neighborhood (e.g. strip joints)
- Structures/Uses that are too commercial (e.g. large billboards)

Survey Reponses

Additional Comments

- I am concerned that "visual" is the only thing you are analyzing. This historic district also has a lot to do with use. Don't restrict height; it wasn't restricted when these buildings were built. Preserve, don't prevent new architecture.
- Northing in this neighborhood should look remotely close to Skyscape, Grant Park, etc.
- Color: Is it necessary to dictate this? Colors today are weathered. Differentiate between historic and new construction?

Draft Guiding Principles

Mission: Protect the Integrity of the Historic District

- The character of the district is created by the collective impression of numerous disparate elements that have been woven together. These elements include the historic landscape of railways, streets, alleys, retaining walls, loading docks, signs, structures and other features.

- The historic character of the district is 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.

- The design of 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.

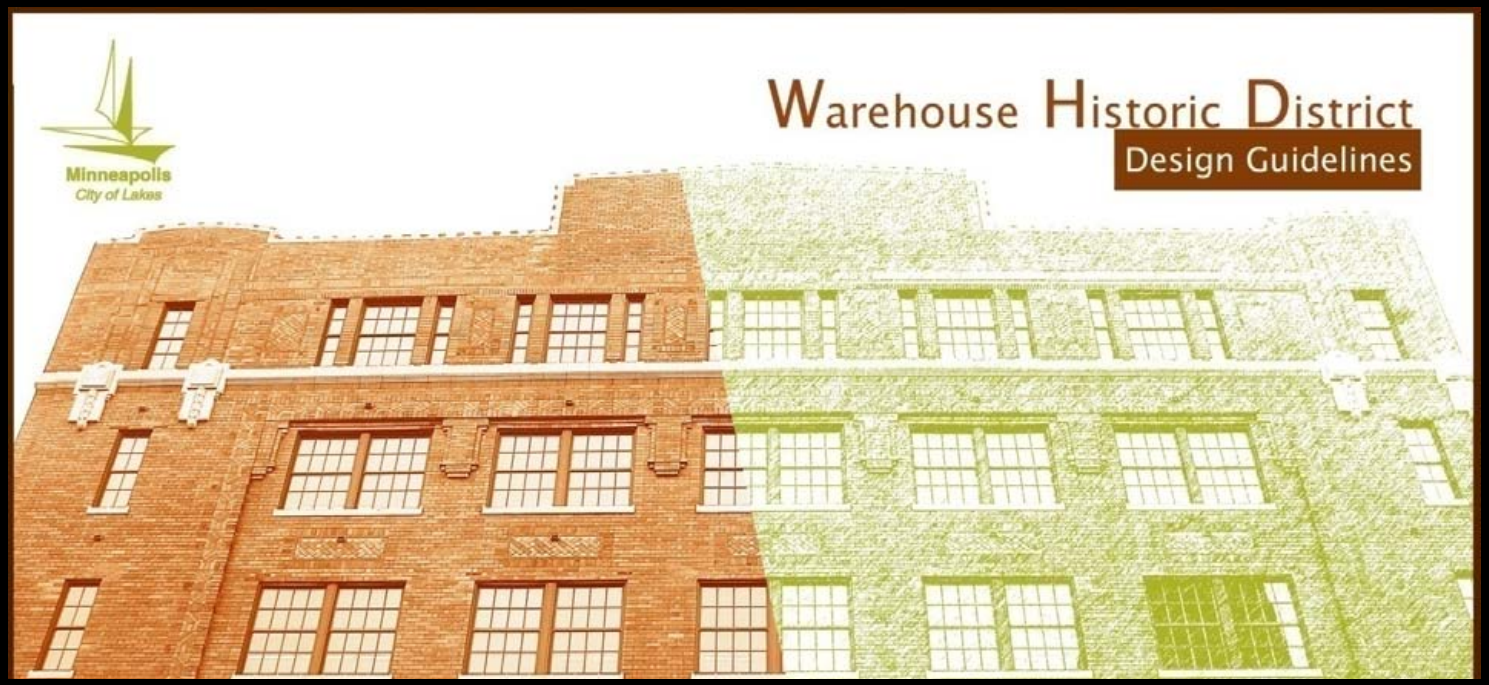
Draft Guiding Principles

- The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

- The introduction of infrastructure including, plantings, trees and amenities shall be sensitively integrated and compatible with the fabric of the district and preserve the relationships between the buildings and landscape features of the district.

- The character of the area does not end at the boundaries of the historic district. Alterations adjacent to the district should be sensitive to the surrounding context of the area.

- The guidance offered by the design guidelines will be clear enough to provide a reasonable assurance of review expectations, while allowing for compatible creativity in design.

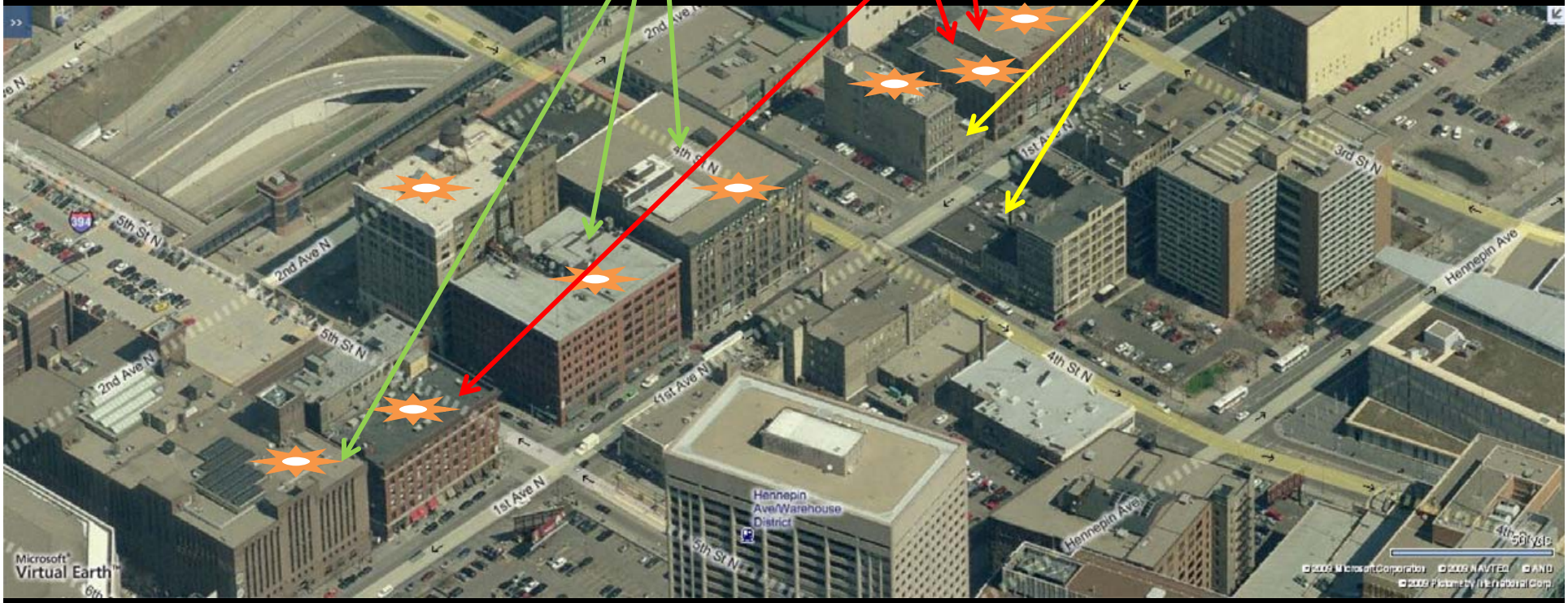


Compatible Design

Massing & Height

Massing

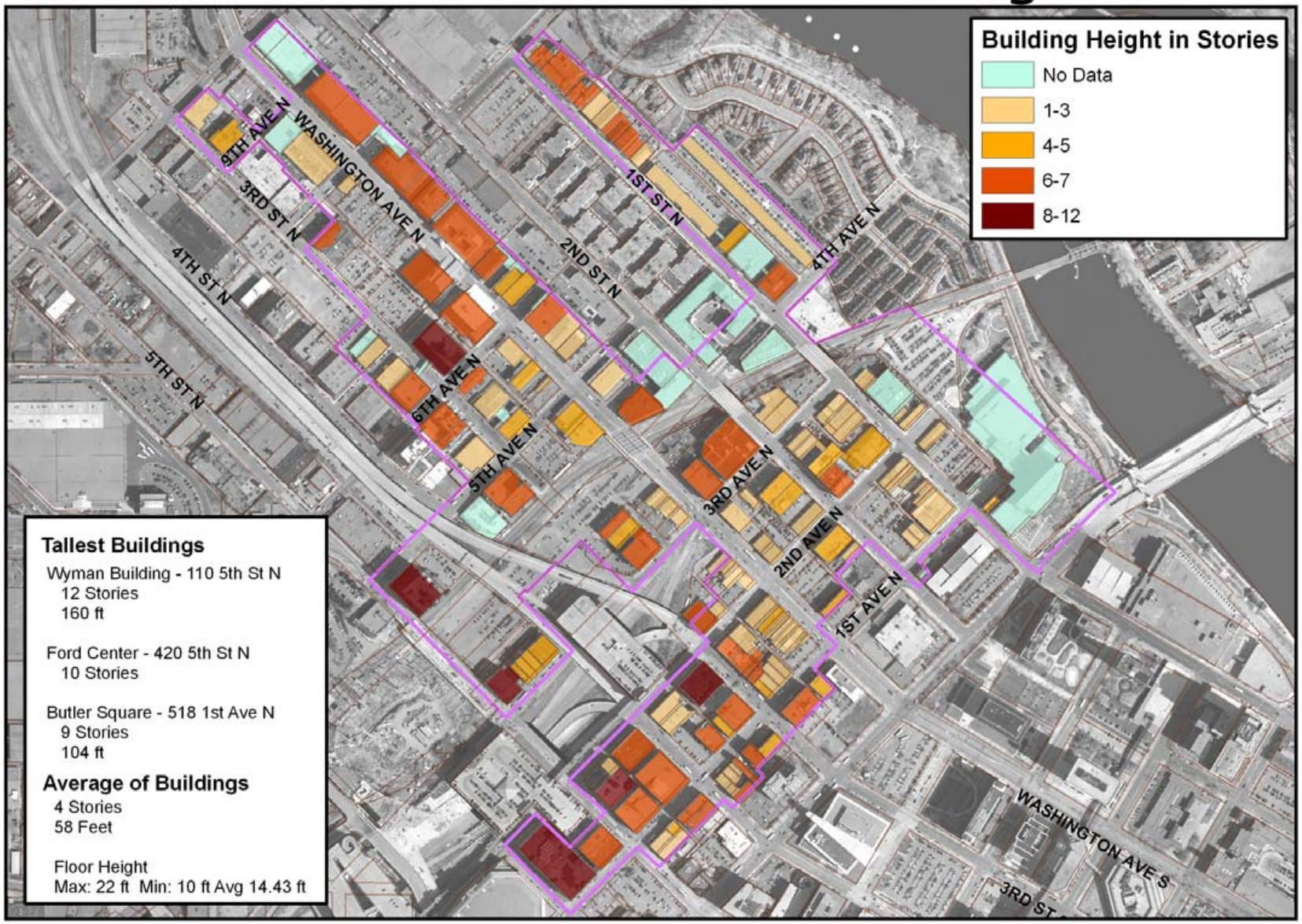
Height ranging from 7/8 stories 5 stories 2 stories



1st Ave. N

Simple rectangular “box” massing

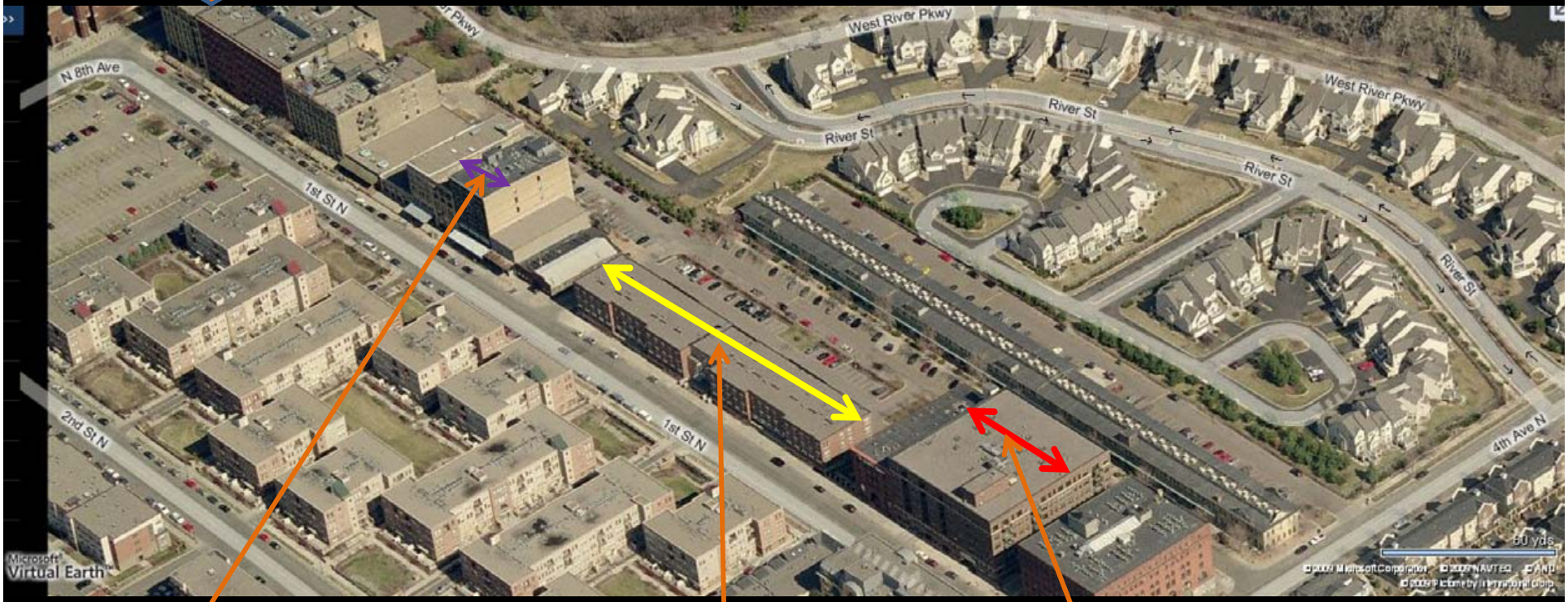
Warehouse Historic District: Height



Scale

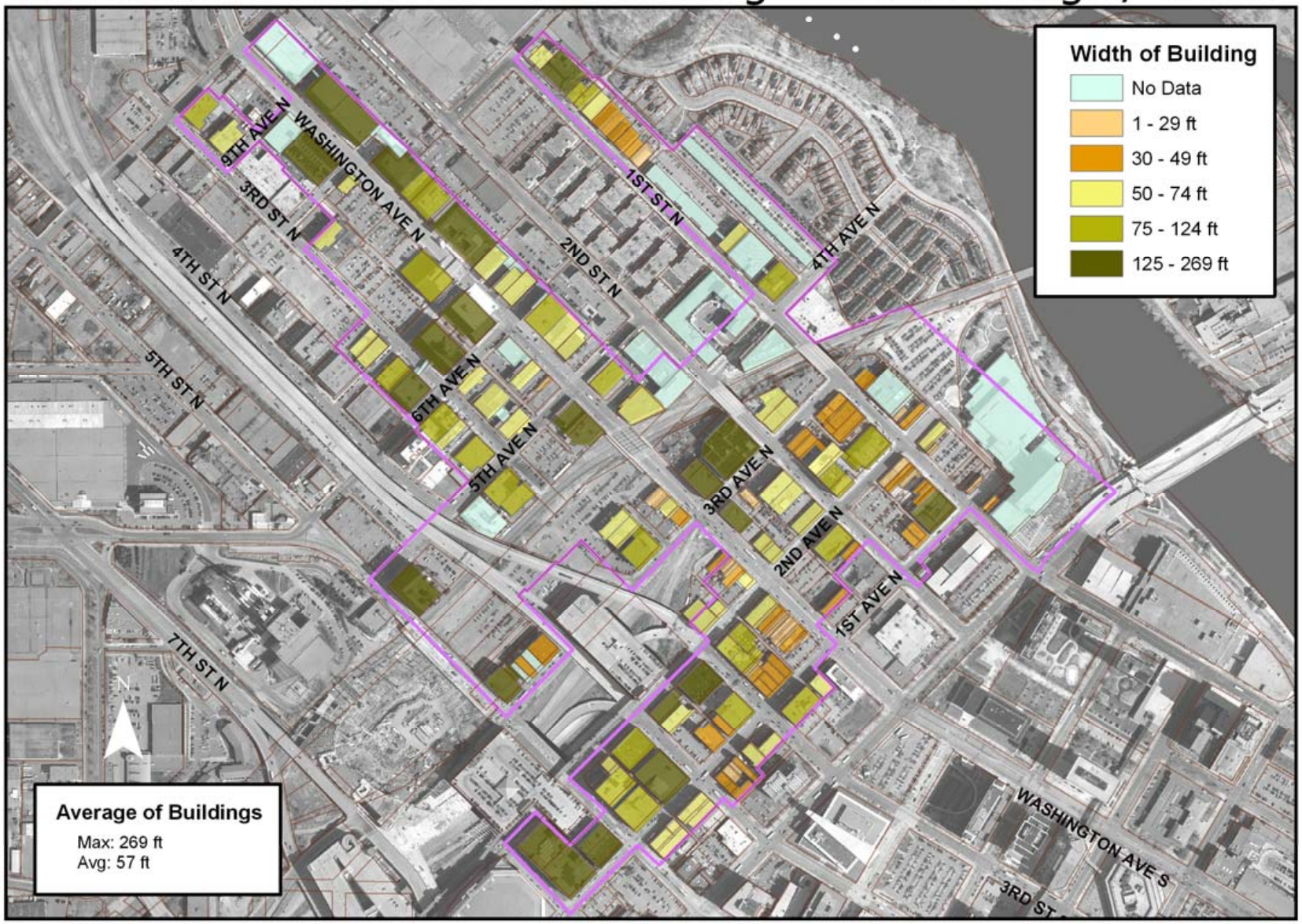
Collage of period styles

1st St. N



Width less than 50’ (S) Width greater than 100’ Width between 50’ and 100’ (M)

Warehouse Historic District: Building Street Frontage / Width



Massing & Height

Secretary of the Interior Standards for Rehabilitation – Guidelines for Setting

Recommended

- New work should be compatible with the historic character of the setting in terms of size, scale design, material, color, and texture.

Not Recommended

- Introducing new construction into historic districts that is visually incompatible or that destroys historic relationships within the setting.

Adopted Policy and Regulations

NLNA Neighborhood Guidelines
- Relate to adjacent buildings and context
- Defers to Zoning and DTE-NL Plan

DTE-NL Master Plan
- Medium - 5-13 stories
- Multimodal station site between 5th and 4th Street at high - 14 stories plus

Zoning Ordinance
- Downtown (B4 C&S)
  - FAR of 4 or 8
- Industrial
  - 4 Stories or 56'
- Downtown Height Overlay
  - Wash. to 2nd Street – 8 stories/112 '
  - North of 2nd St – 6 stories/84'

North Loop Warehouse Historic District
- Max 10 Stories
- Min 2 Stories

St. Anthony Falls Historic District
- North First Street Warehouse: 4-6 stories
- North First Street Hotel: 2 to 4 stories

What is Appropriate Massing?

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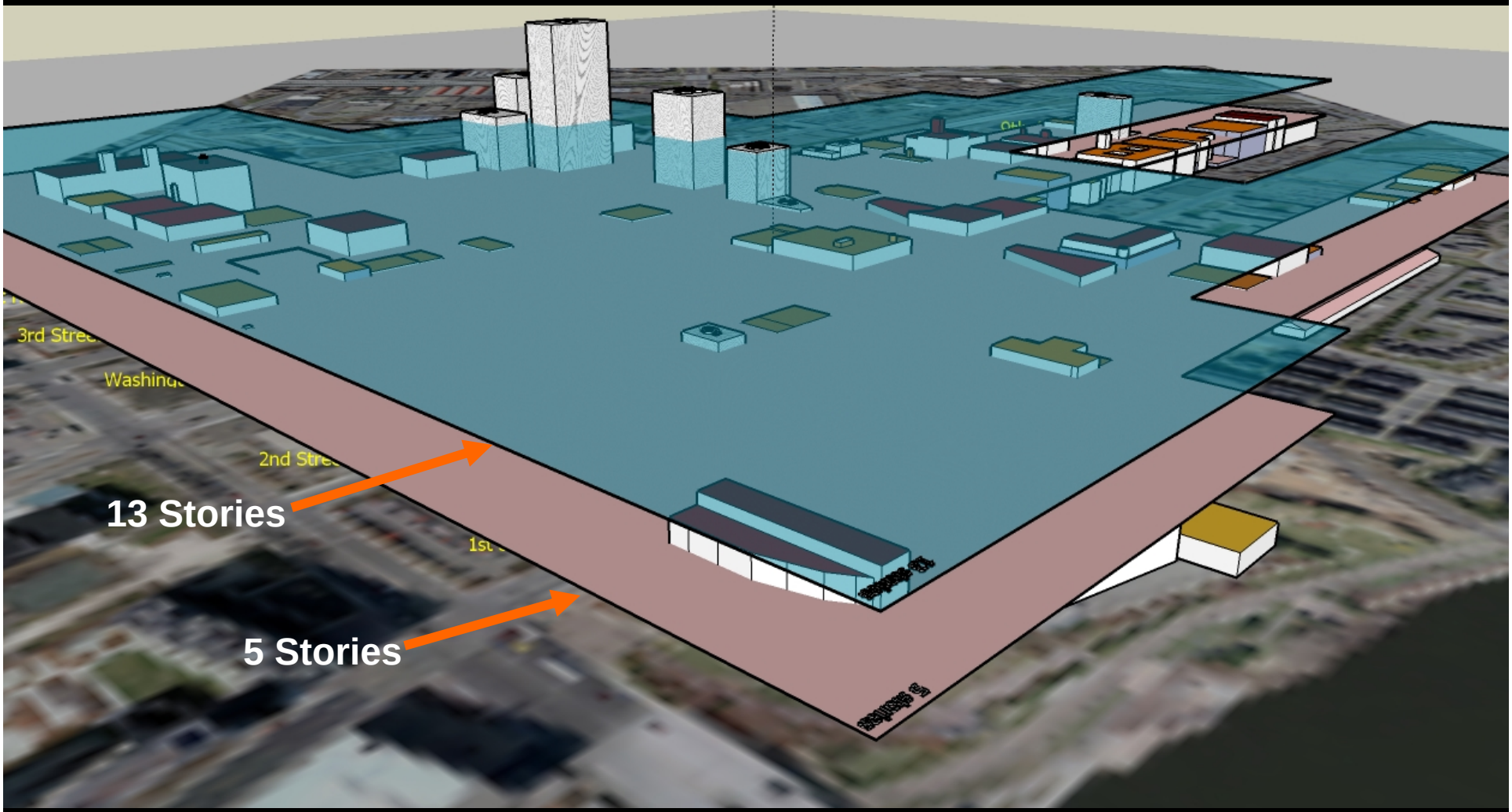
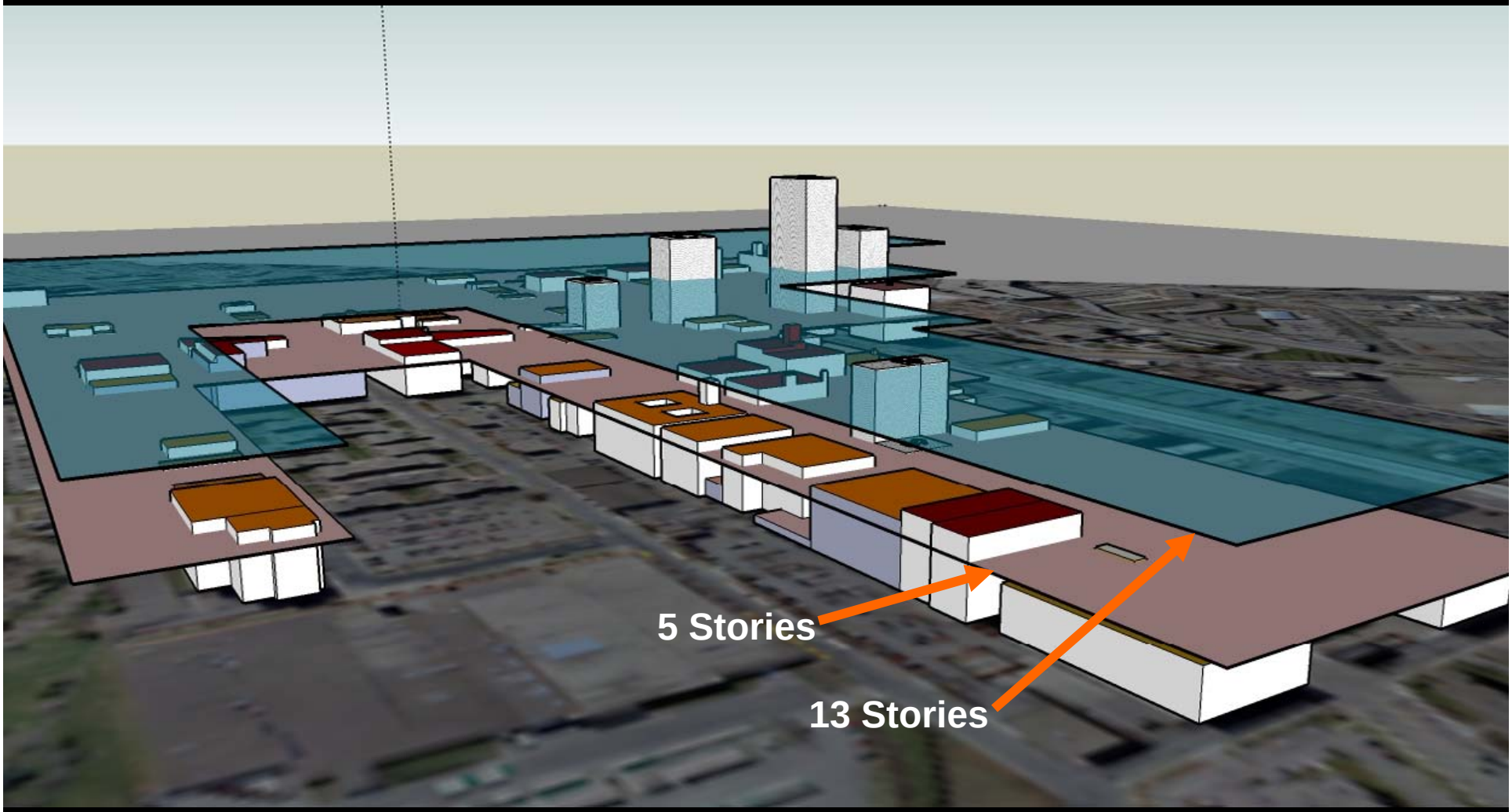
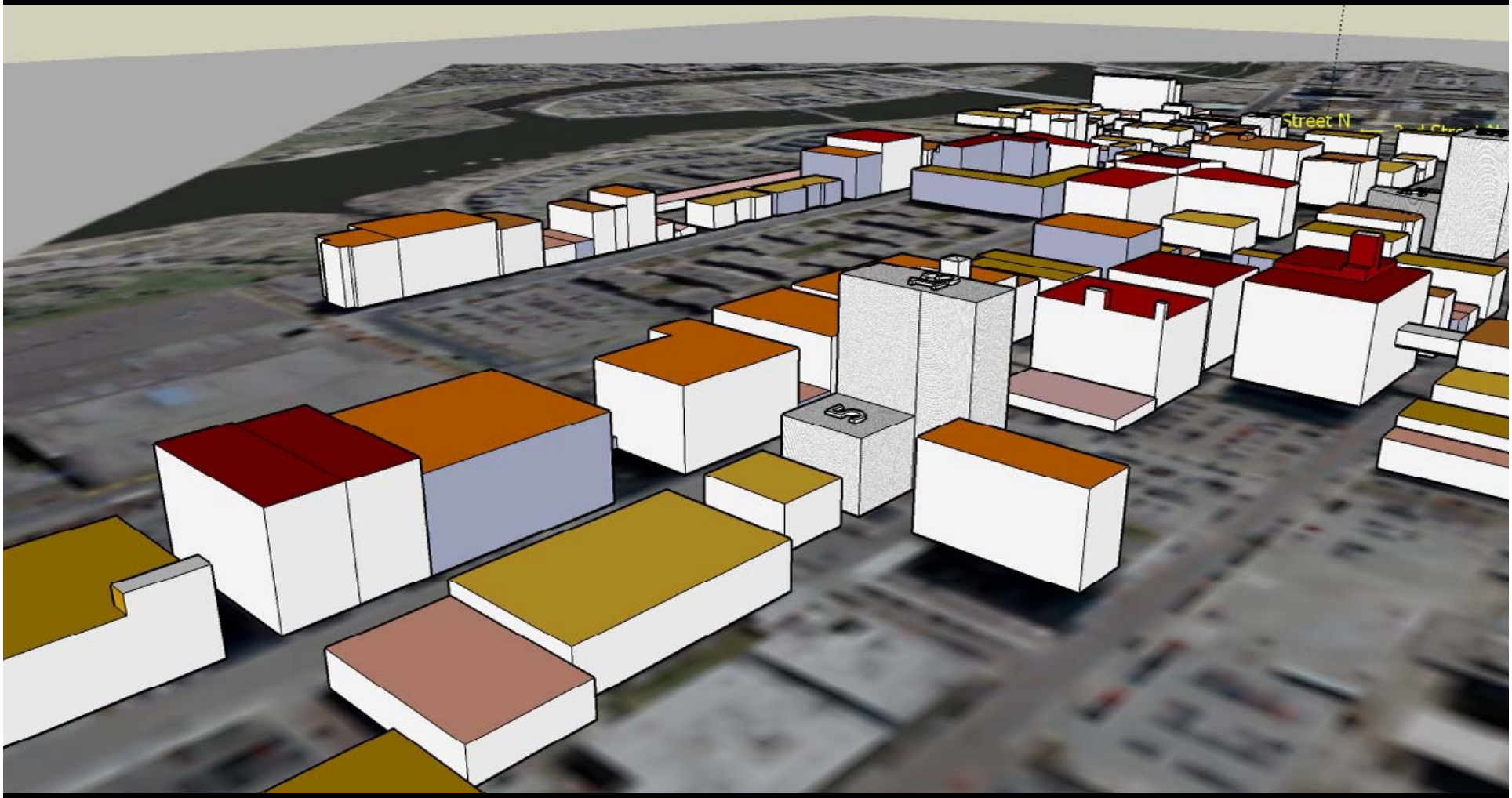


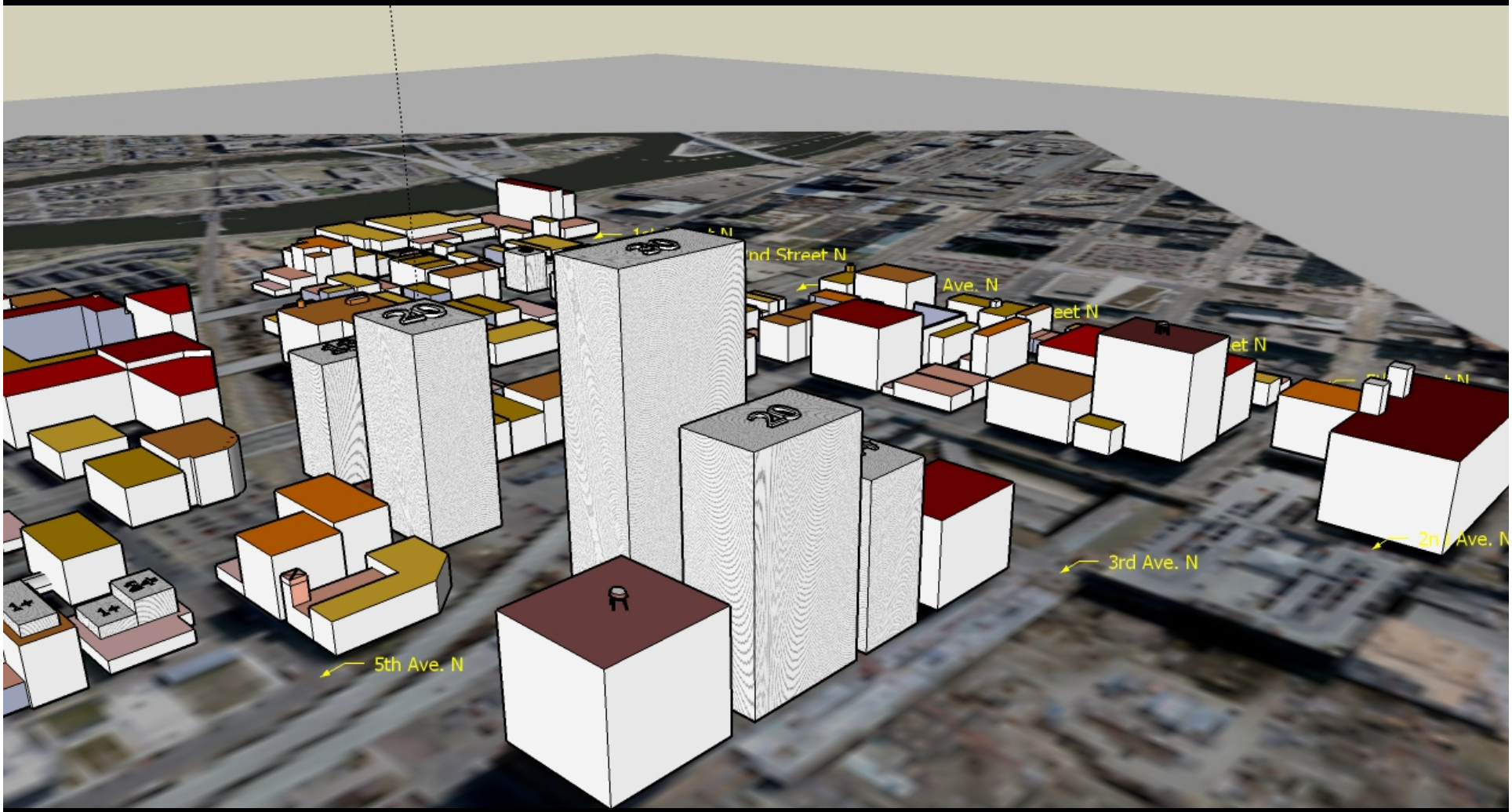
What is Appropriate Massing?



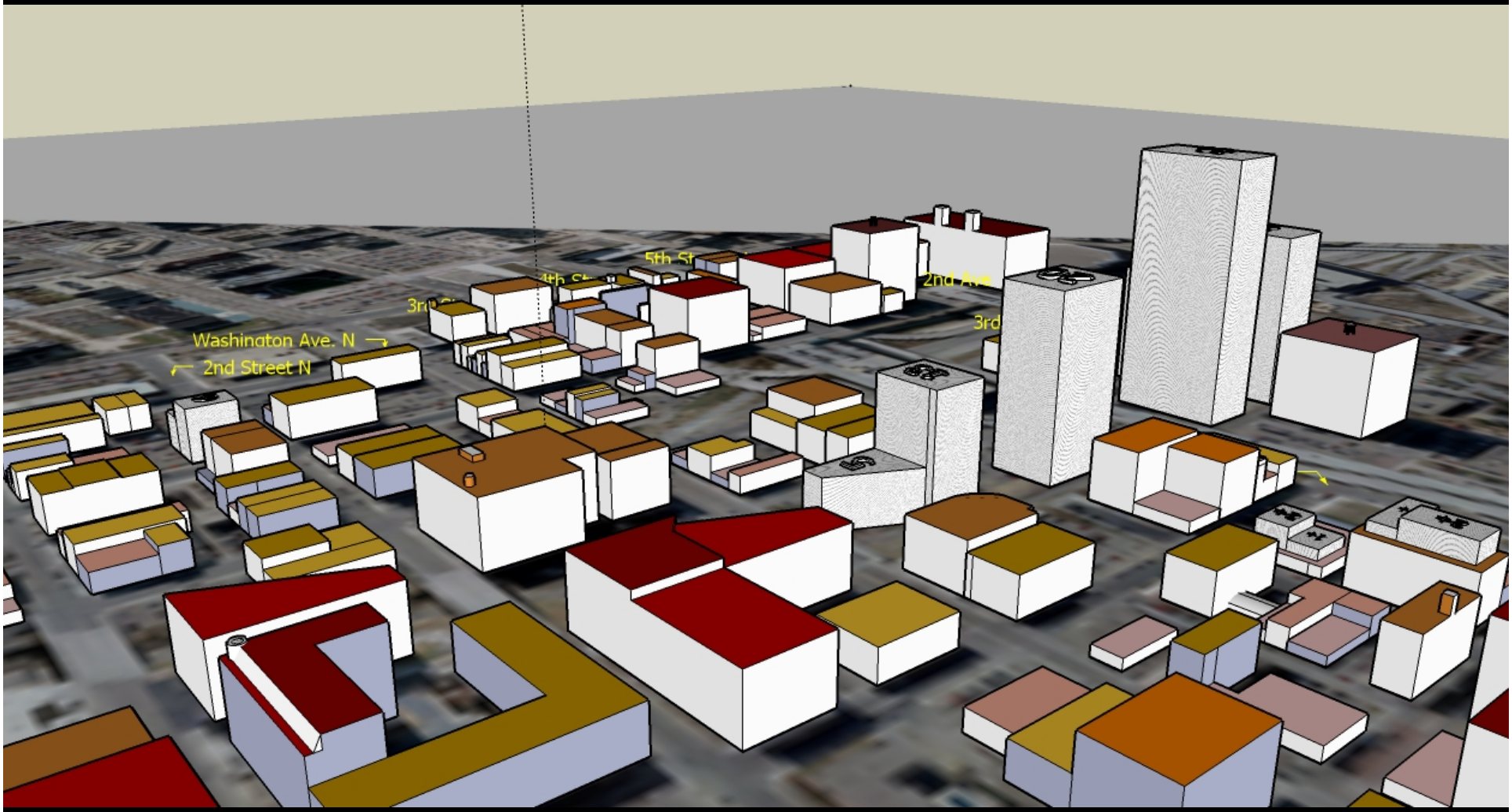
What is Appropriate Massing?
Scenario 1: Washington Avenue North



What is Appropriate Massing?
Scenario 2: The Multi-Modal Station



What is Appropriate Massing?
Scenario 3: The "Cut"



What is Appropriate Massing?
Scenario 4:
2nd Street N and 2nd Avenue N

Materials

What materials are appropriate?

Materials

Secretary of the Interior Standards for Rehabilitation – Guidelines for Setting

Recommended

- New work should be compatible with the historic character of the setting in terms of size, scale design, material, color, and texture.

Not Recommended

- Introducing new construction into historic districts that is visually incompatible or that destroys historic relationships within the setting.

Window Styles

Two Prevalent Styles in the District

- Single/Double Hung with and without divided lights

- Commercial- Divided Light with centered awning

Single/Double Hung

Commercial Divided Light

Windows

Secretary of the Interior Standards For Rehabilitation – Guidelines for Windows

Not Recommended

- Removing or radically changing windows which are important in defining the overall historic character of the building so that, as a result, the character is diminished
- Changing the number, location, size or glazing pattern of windows, through cutting new openings, blocking-in windows, and installing replacement sash which does not fit the historic window opening
- Changing the historic appearance of windows through the use of inappropriate designs, materials, finishes, or colors which radically change the sash, depth of reveal, and muntin configuration; the reflectivity and color of the glazing; or the appearance of the frame

FOR RENT

Simulated Divided Lights

True Divided Light

Three Replacement Window Types

Replacement Window Considerations

- Different Historic Window Types
- Replacements:
  - Divided Lights v. Simulated Divided Lights v. Other designs
  - Operable v. Fixed
  - Color
  - Materials

Additions

Secretary of the Interior Standards For Rehabilitation – Guidelines for Additions- "Interpreting the Standards"

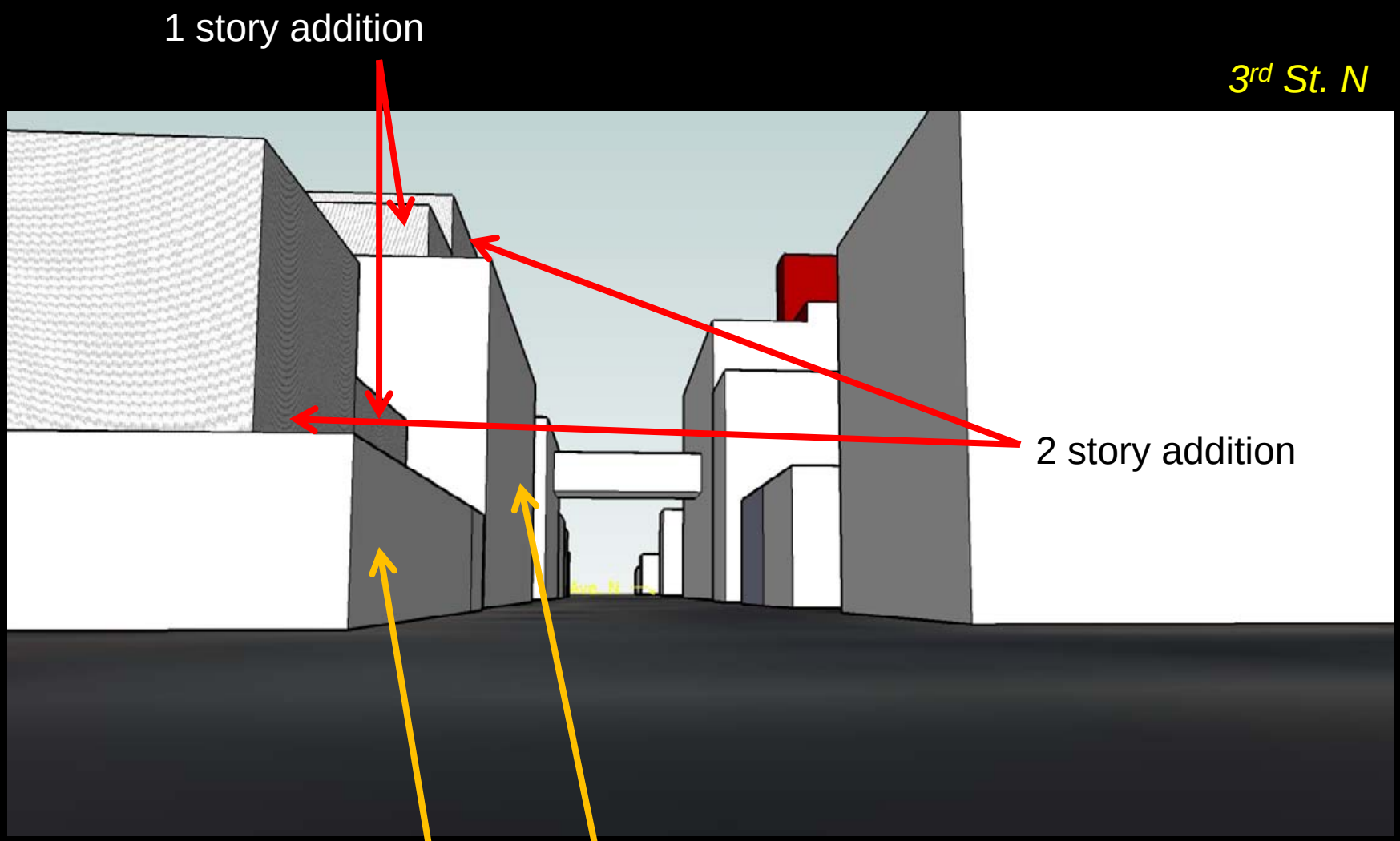
- Rooftop Additions to Buildings
  - Rooftop additions are almost never appropriate for buildings that are less than four stories high.
  - Generally, rooftop additions should not be more than one story in height, and are more compatible on buildings that are adjacent to taller buildings or dense urban environments.
  - Not visible from primary/significant facades
  - Minimally visible from non-significant facades

428 Washington Avenue North

222 2nd Street N

618 Washington Avenue

Additions – *Visibility from street level*



Infrastructure

Loading Docks • Street Design • Street Materials

6th Ave. N

Infrastructure

Secretary of the Interior Standards For Rehabilitation – Guidelines for Setting

Recommended:

- Identifying, retaining, and preserving building and landscape features which are important in defining the historic character of the setting.
- Repair will also generally include the replacement in kind--or with a compatible substitute material--of those extensively deteriorated or missing parts of features when there are surviving prototypes, such as porch balustrades or paving materials.

Infrastructure

Secretary of the Interior Standards For Rehabilitation – Guidelines for Setting

Not Recommended:

- Removing or radically changing those features of the setting which are important in defining the historic character.
- Destroying the relationship between the buildings and landscape features within the setting by widening existing streets, changing landscape materials or constructing inappropriately located new street or parking.
- Using a substitute material for the replacement part that does not convey the visual appearance of the surviving parts of the building or landscape, or that is physically, chemically, or ecologically incompatible.

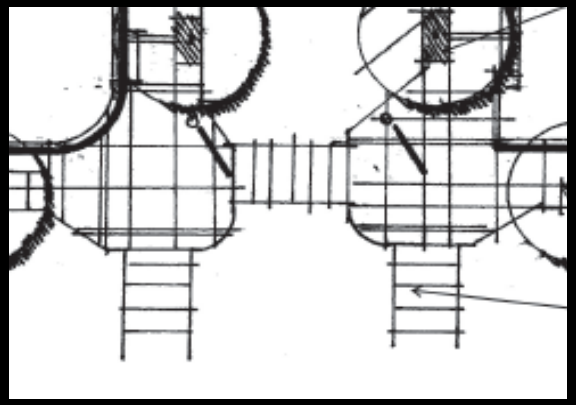
Loading Docks - Considerations

Should they remain?

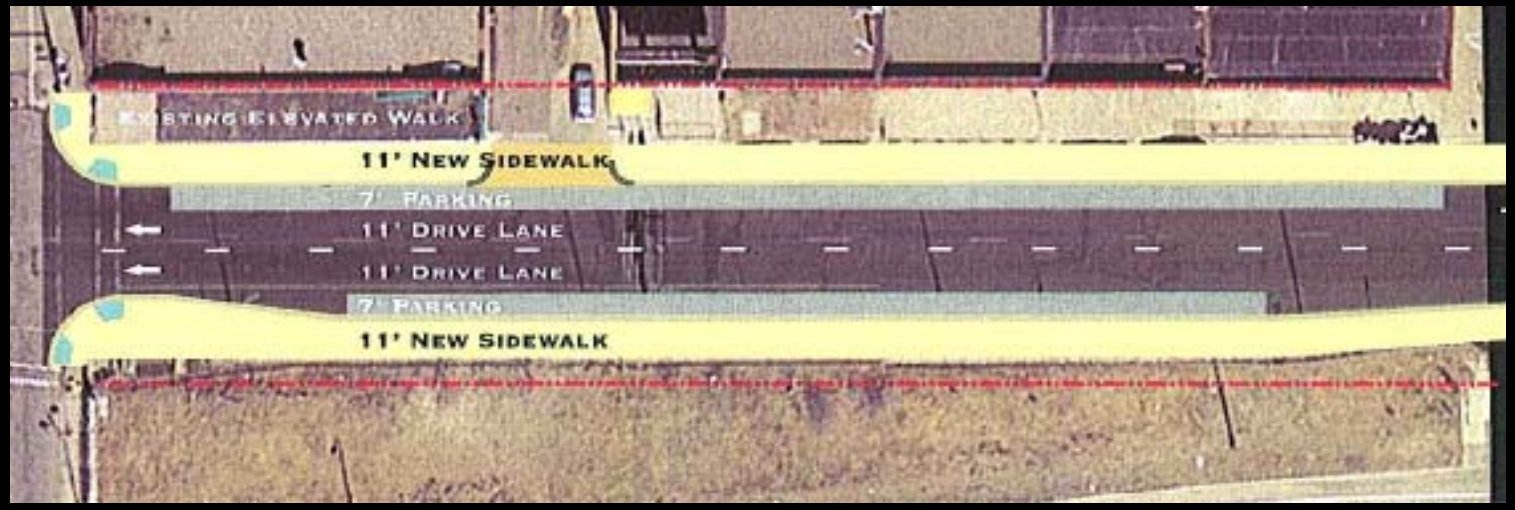
Should their depth remain the same?

How to allow for accessibility?

Street Design - Considerations

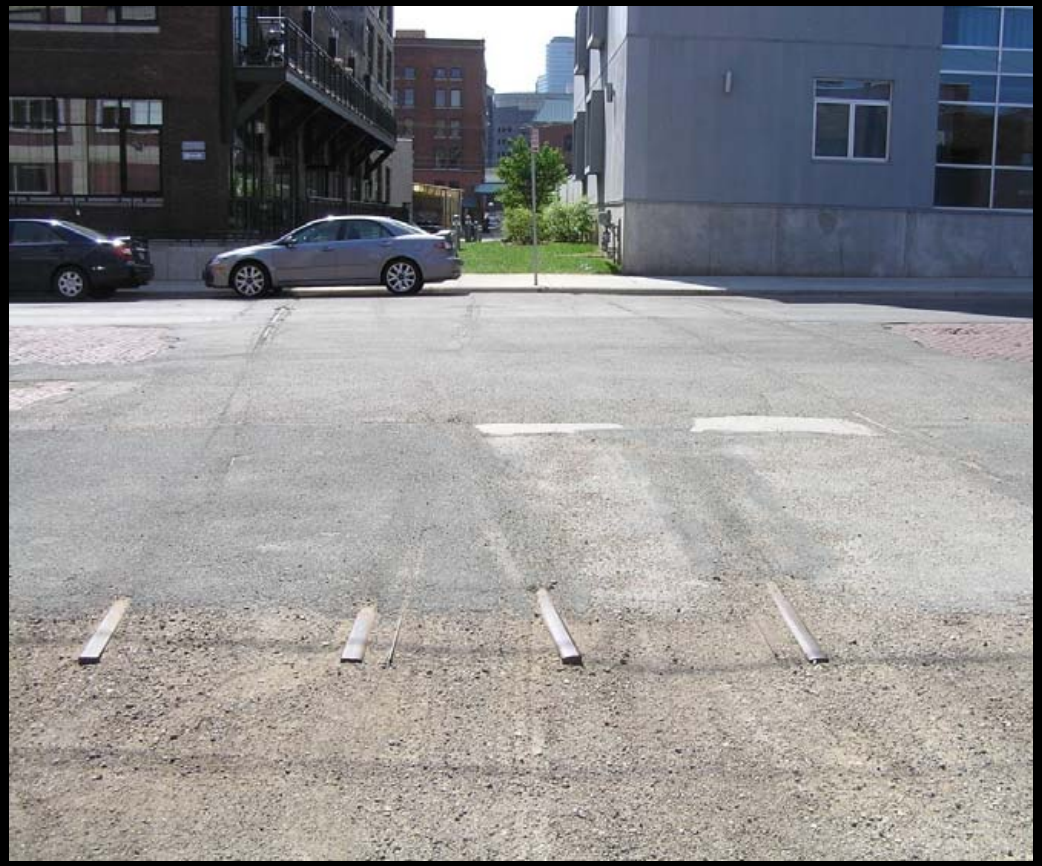


- Are bump-outs appropriate?
- Special treatment of crosswalks and intersections?
- Sidewalks adjacent to loading docks?



Historic Street Materials

Other Features



Street Materials - Considerations

Preserve & Replace Remaining Historic Materials in kind?

- Brick
- Cobblestone
- Wood
- Granite curbing

Use Compatible Substitute Material?

Use Historic or Compatible Substitute at Intersections or Crossings?

Use Standard Concrete and Bituminous Materials?

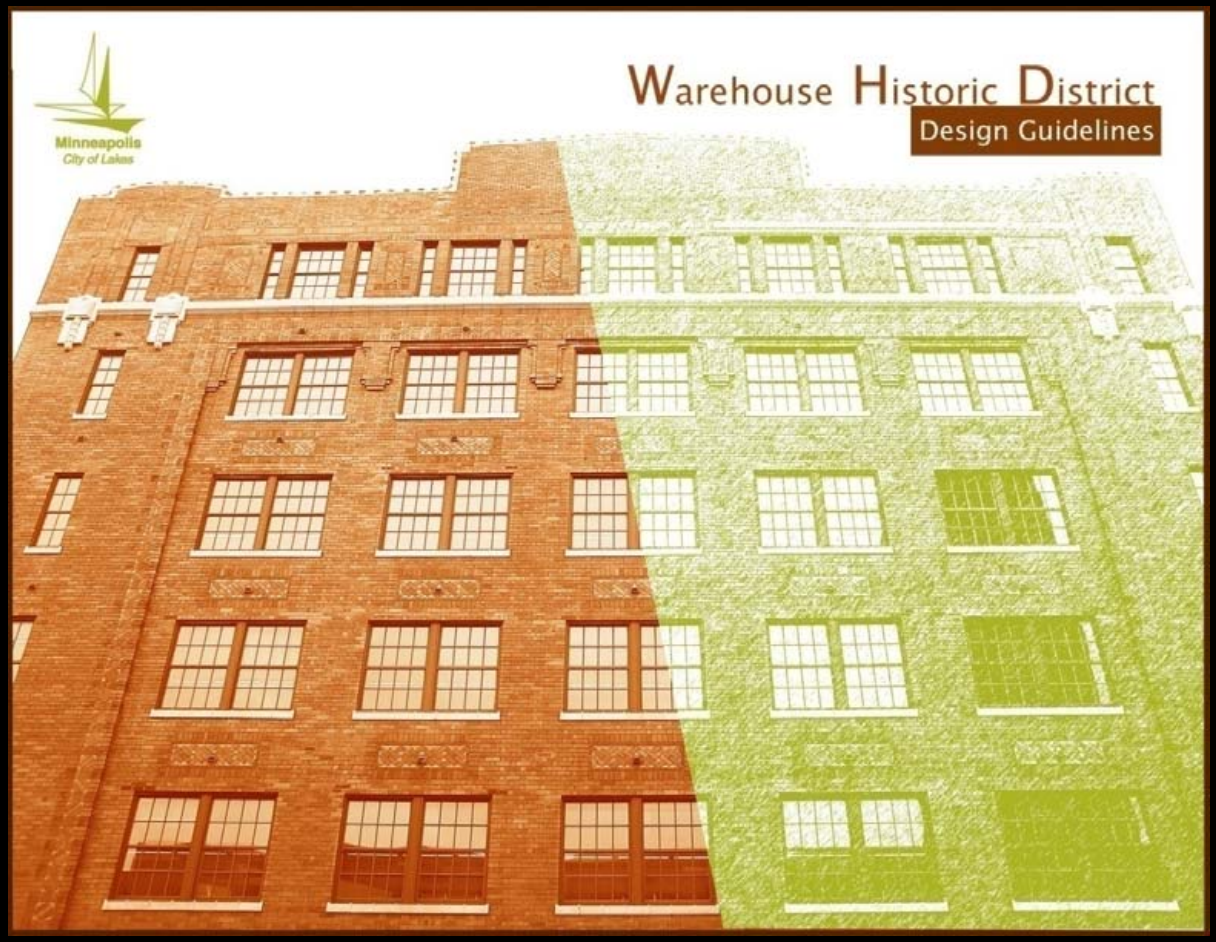
Landscape & livability

Are street trees, pedestrian lighting, crosswalks etc. appropriate?

What is appropriate site landscaping?

Next Steps

- July 9, 2009: Community Meeting to
  Review Draft Design Guidelines
- Approval Process For Designation & Design Guidelines (August-November)
  - SHPO Review (60 Days)
  - CPC Review/CPC Hearing (30 days)
  - HPC Designation & Design Guidelines Hearing: October 16th
  - Z&P Designation Hearing: November 5th
  - City Council Hearing: November 13th



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