

PENNGROVE MAIN STREET DESIGN GUIDELINES

County of Sonoma

December 14, 2010



Acknowledgements

The County of Sonoma offers its' sincere appreciation to the many individuals, committee members, and commissioners who have generously dedicated their time and talents to the preparation of the Penngrove Main Street Design Guidelines.

Design Review Committee

Don MacNair
Jim Henderson
Blake Hillegas, Staff

Landmarks Commission

Dana Di Ricco
Heather B. Hines
Holly L. Hoods
Shawn Montoya
Nancy Simpson

Special Thanks to the following individuals:

Tom Richman
Martin Sessi

PENNGROVE MAIN STREET DESIGN GUIDELINES

The Penngrove Main Street Design Guidelines were adopted by the Sonoma County Board of Supervisors on December 14, 2010.

Sonoma County Board of Supervisors

Valerie Brown, First District
Mike Kerns, Second District
Shirlee Zane, Third District
Paul Kelley, Fourth District
Efren Carrillo, Fifth District

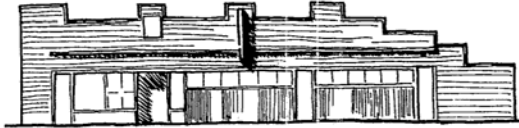
Sonoma County Planning Commission

Richard Fogg, First District
Don Bennett, Second District
Komron Shahhosseini, Third District
Dennis Murphy, Fourth District
Pamela Davis, Fifth District

Permit and Resource Management Department

Pete Parkinson, Director
Jennifer Barrett, Deputy Director Planning
Yolanda G. Solano, Planner

- 1. HORIZONTAL WOOD SIDING
- 2. ATTACHED + PROJECTING SIGNS
- 3. ASYMMETRICAL FACADE
- 4. PARTLY RECESSED ENTRANCE



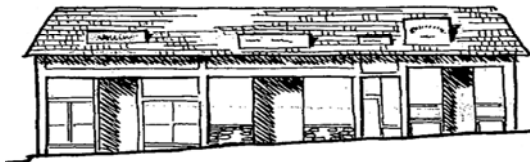
- 1. TWO-STORY OR TALL STRUCTURES
- 2. NARROW RECTANGLES + SYMMETRICAL
- 3. VERTICAL EMPHASIS
- 4. MATERIALS: STUCCO/CONCRETE
- 5. PACE RHYTHM

NEO-CLASSICAL WITH APPLIED FALSE COLUMNS + RECESSED ENTRANCE

FALSE FRONT RECESSED ENTRANCE



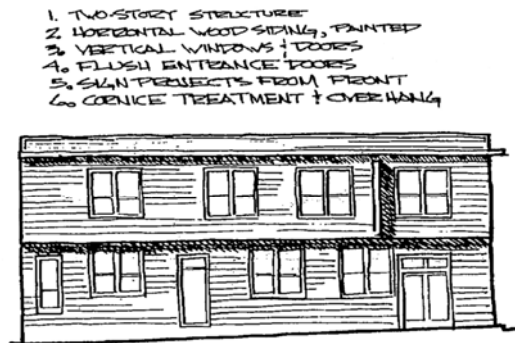
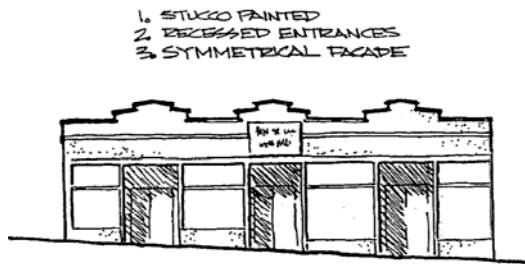
- 1. MIXED WINDOW SIZE + SHAPES
- 2. MIXED MATERIALS PLYWOOD, STUCCO, STONE
- RECESSED ENTRANCES



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PURPOSE

The purpose of the Penngrove Main Street Design Guidelines is to preserve the historic resources and traditional character of Penngrove’s Main Street and promote a walkable, mixed-use, and economically viable commercial district. These Guidelines were adopted with the expectation that they would encourage investment in the community’s business district by providing some assurance that future development would occur consistent with the goals of preserving and improving Penngrove’s Main Street.

This document is intended to provide clear, concise design guidance to assist property owners, business owners, architects, and designers in the development of project plans. The Guidelines are used by project review staff and decision making boards and commissions as a tool to evaluate development proposals and provide direction to applicants.



The traditional Main Street concept encourages historic preservation and design elements which create a visually interesting pedestrian oriented environment.

PENNGROVE MAIN STREET DESIGN GUIDELINES

THE DESIGN REVIEW PROCESS

Design Review is conducted by a committee comprised of a professional architect and landscape architect who volunteer their time to serve the community. A County land use planner is also appointed to serve on the committee.

The design guidelines are intended to provide a fundamental framework for superior project design and are used by the Design Review Committee as a tool to evaluate projects.

Design Review is considered a collaborative process that facilitates communication and problem solving. Design Review meetings are open to the public and conducted in a roundtable fashion to encourage a constructive exchange of ideas.

To begin with, a preliminary review is conducted by the Design Review Committee during an open meeting. The applicant is then provided with a written summary of the meeting's outcome including a list of the committee's recommendations. The applicant is asked to respond to the committee's comments at a subsequent meeting by either revising the project plans in accordance with the committee's recommendations or demonstrating the superiority of an alternative approach, appropriate in light of the project's particular circumstances. Final design review approval is required prior to building permit issuance.

Compliance

The Design Review Committee may approve departures from the design guidelines when the applicant has demonstrated that an alternative approach would result in a superior project and would adequately accomplish the objectives of the guidelines, complement the character of the natural and built environment, contribute to a pedestrian friendly atmosphere, and would not adversely affect the community in which the project would be located. A request for departure from the guidelines must accompany the project application and specifically describe how the project accomplishes each objective set forth above.



**GEOGRAPHIC
EXTENT**

The Penn Grove Main Street Design Guidelines apply to all properties which adjoin Main Street or have a Main Street access, and are located between Old Redwood Highway and Adobe Road.

PENNGROVE MAIN STREET DESIGN GUIDELINES

PUBLIC AND PRIVATE REALMS

Over time, Main Street has become a short-cut for commuters rumbling through to avoid the congestion of Old Redwood Highway. An attractive, pedestrian friendly Main Street could capture some of these cut-through commuters as retail customers.

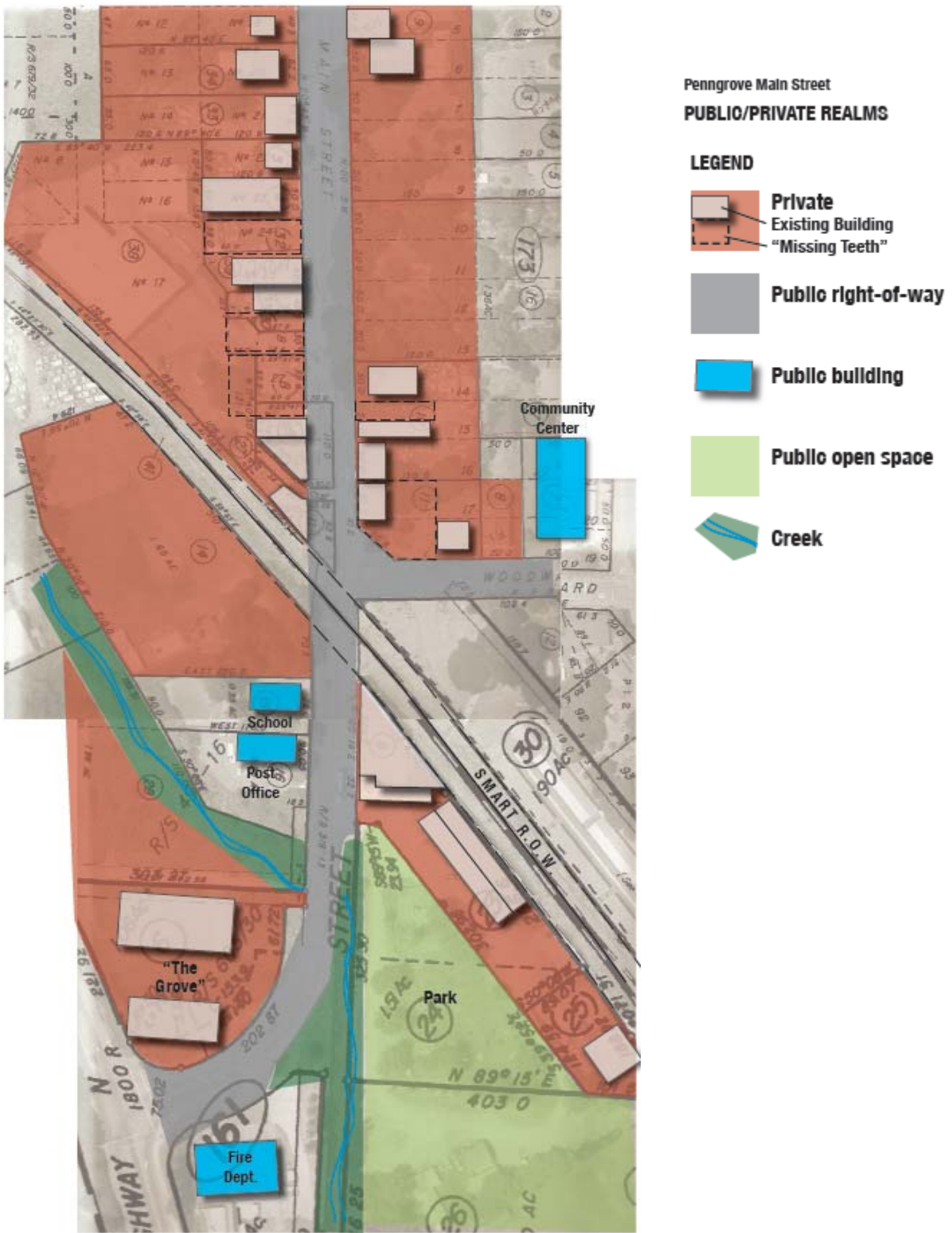
The successful revitalization of Main Street Penngrove, however, requires a coordinated plan for both the public and private realms. The public realm consists of Main Street 60' right-of-way, a portion of the SMART train right-of-way, Lichau Creek, and a community park owned by the Penngrove Social Firemen.

There is currently a continuous sidewalk on the west side of Main Street, but only a short section of sidewalk has been provided along the eastern Main Street frontage. The addition of public amenities such as benches, bicycle racks, street trees, and planters would greatly enhance the public sidewalk.

The private realm consists of the privately owned properties abutting Main Street. In the past few decades there has been little investment to the private buildings along Main Street. Some properties are vacant, their original structures having been torn down to provide parking lots. These vacant lots are “missing teeth” that degrade the economic vitality of the street and the quality of the pedestrian experience. Providing a creative alternative method of satisfying standard commercial parking requirements—while ensuring that the need for parking is adequately met—may help to alleviate this condition.

Much of the project area has been designated a Historic District. The historic buildings found along the Main Street corridor contribute substantially to Penngrove’s unique character and identity. Providing for the rehabilitation and adaptive reuse of Main Street’s historic buildings would facilitate the district’s revitalization by creating a visually rich streetscape that encourages private investment.

PENNGROVE MAIN STREET DESIGN GUIDELINES



Public and Private Realms

PENNGROVE MAIN STREET DESIGN GUIDELINES

STREET DESIGN

Currently, only the west side of Main Street has continuous sidewalks, on-street parking, and street lights. In addition, there are few pedestrian and bicycle amenities provided, and the railroad crossing at the intersection of Woodward Avenue and Main is rough, noisy, and creates a deterrent to cyclists.

Main Street should be designed to effectively balance all modes of transportation including vehicular, bicycle, and pedestrian. The design should allocate adequate space for wide pedestrian sidewalks, street furniture, and bicycle racks. On-street parking supports a vibrant retail district and should be provided on both sides of the street.

Vehicular travel lane widths should be minimized to promote safe traffic speeds and to enable wider sidewalks. Intersections should be as compact as possible and curb extensions used where possible to reduce pedestrian crossing distances and improve pedestrian visibility. Curb extensions also serve to narrow the travel lanes, resulting in a desirable traffic calming effect, but should not project beyond the parking stall into the bicycle or travel lane.

Improvement Priorities

- ◆ A continuous pedestrian sidewalk on both sides of Main Street.
- ◆ Decorative street lights, street trees, and bicycle racks along the public sidewalk.
- ◆ Sharrow pavement markings and “Share the Road” signs.
- ◆ A smooth, bicycle friendly rail crossing at the intersection of Woodward Avenue and Main Street.
- ◆ Parallel parking pavement markings on both sides of Main Street, from Old Redwood Highway to Adobe Road.

RECOMMENDED STREET CROSS SECTION

The recommended Main Street cross section, illustrated on page 8, includes the following features:

- ◆ Ten-foot wide pedestrian sidewalks on both sides of Main Street.
- ◆ On-street parallel parking on both sides of Main Street.
- ◆ One 13-foot wide shared travel lane in each direction.
- ◆ Decorative street lights aligned with the end of the adjacent on-street parking space.
- ◆ Street trees aligned with the end of the adjacent on-street parking space.
- ◆ Bicycle racks located on the sidewalk at every other street light.



Class III Bike Route Sign.

Main Street as Class III Bicycle Route

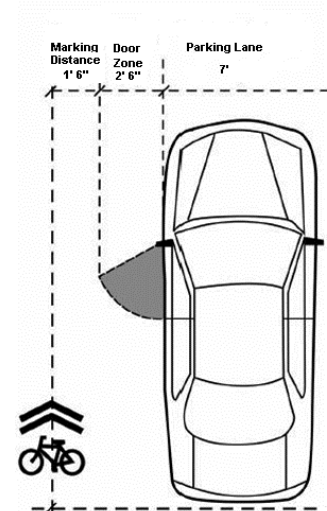
A Class III Bikeway allows a bicyclist to share the lane of travel with motorists. Roadways designated as Class III Bikeways have usually been modified to enhance bicycle safety and convenience. These modifications may include the addition of signage, pavement markings, loop detectors, and various traffic calming measures.



Shared-use arrow (Sharrow) pavement marking.

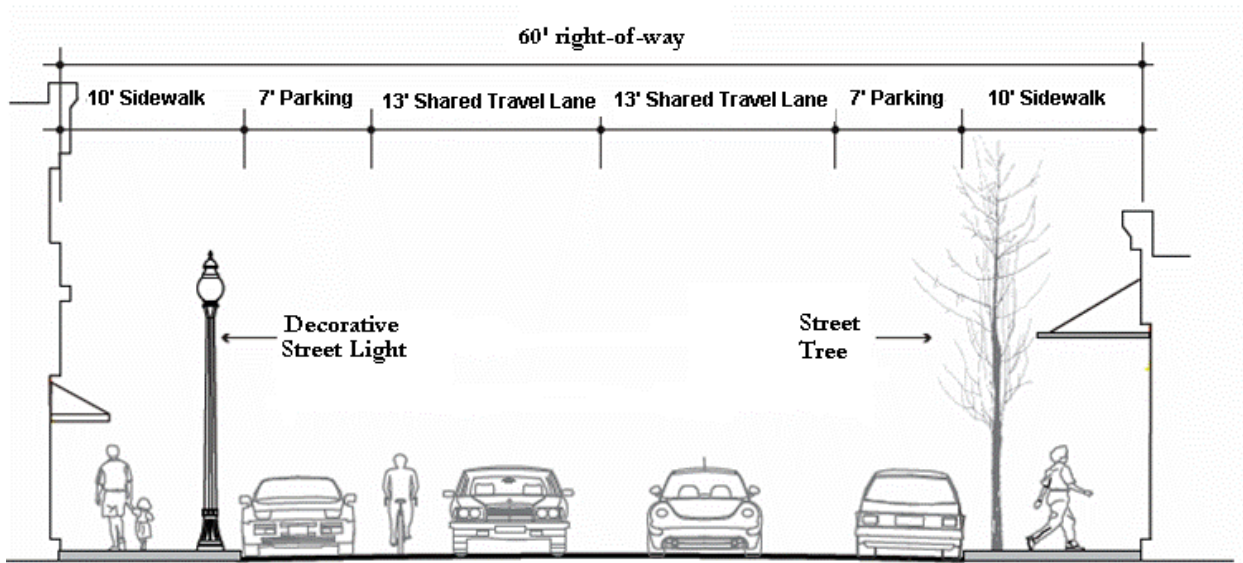
Sharrow Pavement Markings

On-street parking increases the potential for conflicts between automobiles and bicycles. Bicyclists generally ride in the area between the moving vehicles and parked cars where they are subject to the hazard of opening car doors and vehicles exiting parking spaces. Sharrow pavement markings have been shown to be an effective means of alerting motorists that the full travel lane is to be shared by both vehicles and bicycles thereby reducing the rider’s risk of being “doored.” The shared use symbol also encourages the safe co-existence of automobiles and bicycles by reducing the perception that the bicyclist is improperly obstructing traffic. The Sharrow stencil is generally placed between 11 and 12 feet from the edge of the curb in order to mark the position on the road where a bicyclist may safely ride to avoid the car door hazard zone.

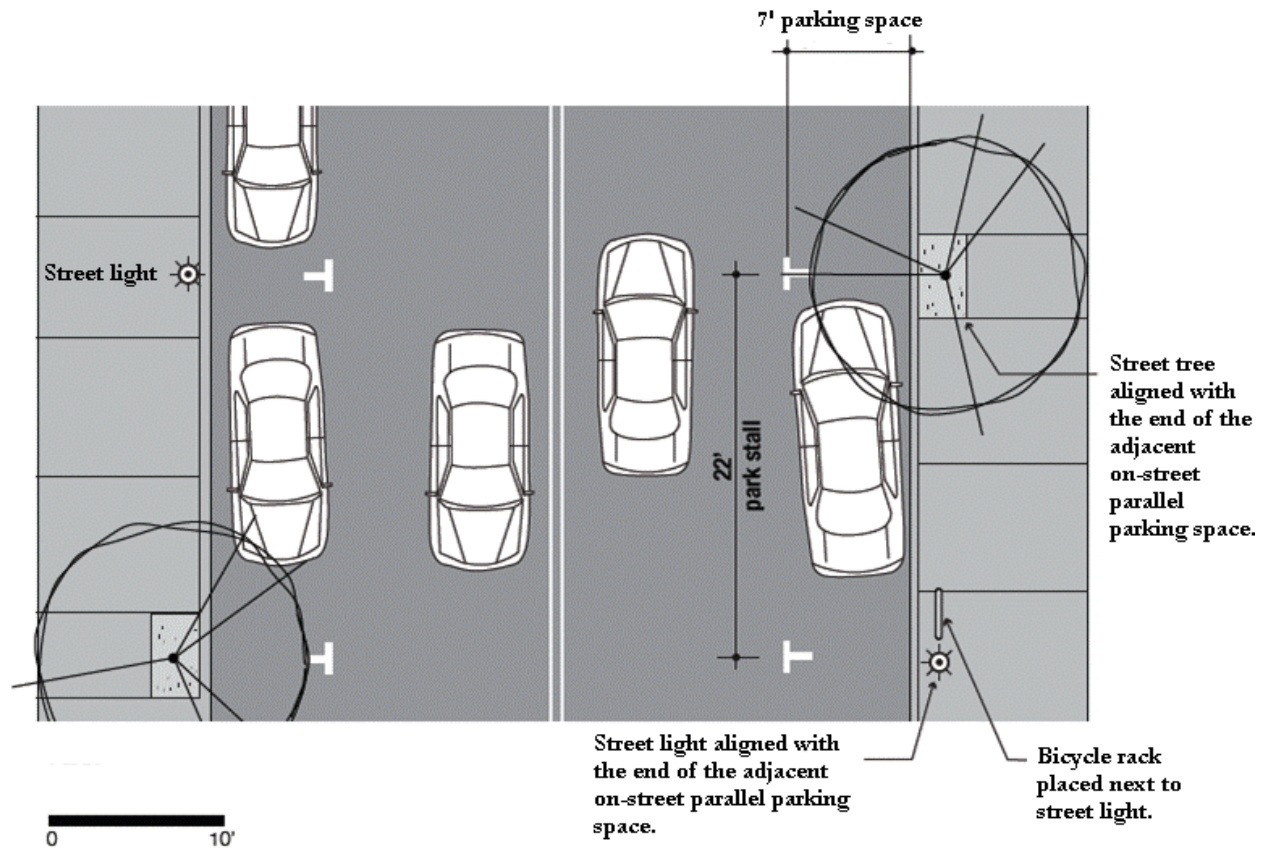


Sharrow pavement markings are placed outside of the door hazard zone.

PENNGROVE MAIN STREET DESIGN GUIDELINES



Recommended Street Section



Recommended Main Street

PEDESTRIAN STREET LIGHT

The recommended pedestrian street light is a traditional-style fixture with modern energy efficient technology. The lamp should be full-cutoff to minimize glare and Dark Sky Compliant to protect the night-sky by minimizing urban sky glow.

The street light selected should be designed to minimize glare, trespassing light, urban sky glow, and the inefficient use of energy. Glare shields should be used when necessary to avoid the trespass of light into the windows of adjacent residential buildings.

The recommended street lamp has the following features:

- ◆ Illuminating Engineering Society (IES) Full-Cutoff reflector systems.
- ◆ Optical grade acrylic lenses that will not yellow when exposed to UV radiation from the sun and metal halide lamps.
- ◆ All cast aluminum construction and stainless steel hardware for corrosion resistance.
- ◆ Traditional luminaire form with a decorative post base.



Traditional Street Lights compliment the historic character of the area.

PENNGROVE MAIN STREET DESIGN GUIDELINES

HISTORIC DISTRICT

The Penngrove Historic District was established in 1984 in order “to preserve the architectural and historic character of the community.” The historic district includes most of the properties located along Penngrove’s Main Street, which extends north from Old Redwood Highway to Adobe Road.

The Penngrove Area Plan identified several properties which were considered to contribute to the character of the Historic District. A list of all parcels located within the ambit of the Penngrove Main Street Design Guidelines has been included in Appendix B of this document. The specific properties which are considered to be contributors to the historic nature of the district are specified on the parcel list.

However, all properties located within the boundaries of the Penngrove Historic District (HD) have the potential to affect the architectural integrity of the District. Therefore, all projects proposed within the District’s boundaries, whether consisting of new construction or exterior modifications to existing structures, must be reviewed by the County Landmarks Commission.

Identifying Historic Structures

Providing for the preservation of historic resources serves to maintain the unique heritage and identity of the community. Historic preservation also contributes to the quality of life by promoting pedestrian friendly conditions, social interaction, and an interesting, aesthetically pleasing built environment.

A building is considered to be historically significant when it embodies the distinctive characteristics of a particular type of construction or is representative of a certain time period or region. A structure may also be deemed a historic resource if it is found to be associated with significant historical events or people. Finally, historical significance may be found when a building represents the work of an architectural master, or possesses exceptional artistic value.



Hotel Penngrove constructed in 1906.



The mercantile building, which dates back to 1870, is the current location of the Penngrove Market.



The Evert building was constructed in 1895 and moved to its present location prior to 1922.



The bank building, constructed in 1922, stands next to the Evert building (pictured above).

STANDARDS FOR HISTORIC STRUCTURES



In about 1924, the Poultry Producers of Central California established its business in Pennngrove.



Frank Borba purchased the blacksmith shop in 1909. Borba's Blacksmithing and Horseshoeing shop remained in operation until 1946.

All modifications proposed to be made to historic structures located within the Pennngrove Historic District should be evaluated for conformance with *The Secretary of the Interior's Standards for the Treatment of Historic Properties* (see Appendix C). The Secretary's Standards promote the retention of a property's historic significance through the preservation of character defining architectural materials and features. The Secretary's Standards are used by the Landmarks Commission when reviewing proposed modifications to historic structures.

*The Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings*¹ are used in conjunction with the Secretary's Standards, and offer a number of recommendations for applying the standards to a project involving historic structures.

While the Secretary's Standards provide comprehensive guidance for a variety of issues, the following overarching principles should be kept in mind.

Preservation of historic structures

1. Respect the historic design of the existing building when planning modifications to the exterior of a historic structure.
2. Protect and maintain significant features and stylistic elements of the historic structure.
3. Preserve key, character-defining features of the property, such as windows, doors, porches and ornamentation.
4. Repair deteriorated historic features, and replace only those elements that cannot be repaired.

New Construction in historically sensitive areas

1. Infill projects should be sensitive to the architectural character of nearby historic properties.
2. New structures should relate to the general size, shape, and proportions of the historic context.

¹ The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings; www.nps.gov/history/hps/tps/standards/index.htm.

ACCESSIBILITY REQUIREMENTS

The Americans with Disabilities Act (ADA) requires that all newly constructed facilities, including private businesses that are open to the public, meet the requirements of the ADA Standards for Accessible Design. Renovations or modifications to existing structures are also subject to ADA requirements when the proposed alterations affect the usability of the building. In addition, the regulations require existing structures to remove physical barriers to access when removal is readily achievable (i.e. when removal of barriers can be accomplished without much difficulty or expense).

Accessibility requirements may be satisfied by alternative provisions when an existing structure is a qualified historical building.¹ The California Historical Building Code² provides alternative regulations to facilitate access by persons with disabilities in cases where strict compliance with standard regulations would threaten the historical significance or character-defining features of a historical structure.

The goal is to provide a high level of accessibility without compromising significant features or the overall character of the property. Therefore, all proposed changes should be evaluated for conformance with *The Secretary of the Interior's Standards for the Treatment of Historic Properties*³ (see Appendix C) which stresses the importance of retaining and protecting the materials and features that convey a property's historical significance.



An accessibility ramp should be compatible with the historic building in terms of scale and materials. The historically significant front stairs of this structure were pulled forward to allow space for a side access ramp. The low wall in front of the ramp is constructed of masonry which matches the building.



An automatic door provides a practical means of meeting accessibility requirements.

¹ A qualified historical building is any building, site, object, place, location, district or collection of structures, and their associated sites, deemed of importance to the history, architecture or culture of an area by an appropriate local, state or federal governmental jurisdiction. This shall include historical buildings or properties on, or determined eligible for, national, state or local historical registers or inventories, such as the National Register of Historic Places, California Register of Historical Resources, State Historical Landmarks, State Points of Historical Interest, and city or county registers, inventories or surveys of historical or architecturally significant sites, places or landmarks.

² 2007 California Historical Building Code, California Code of Regulations, Title 24, Part 8

³ *Secretary of the Interior's Standards for the Treatment of Historic Properties*. Washington, D.C.: Preservation Assistance Division, National Park Service, U.S. Department of the Interior, 1995.

TRADITIONAL MAIN STREET DESIGN CONCEPTS

The Traditional Main Street concept connotes a vibrant pedestrian oriented environment conducive to shopping, dining, and strolling. Shops oriented towards the street, large storefront windows, broad sidewalks, street trees, and benches are common elements which contribute to the warmth and charm of the quintessential downtown.

Penngrove's Main Street is currently graced by many historic structures which define its character, setting it apart from other communities in Sonoma County. Preserving and enhancing Main Street's existing historic flavor would allow downtown Penngrove to grow in a way that captures and propagates the community's gracious historic charm.

The following design standards and guidelines are intended to ensure the preservation of Penngrove's existing historic character, promote a pedestrian friendly environment, encourage community interaction, and enhance the visual quality of this unique commercial district.

BUILDING PLACEMENT

1. New buildings should be placed at the back of the public sidewalk to create a consistent street edge. However, a front set back of up to 15 feet may be considered to accommodate wider sidewalks, recessed entrances, arcades, plazas, sidewalk cafes, and other pedestrian oriented amenities.
2. A building's front (street facing) elevation should extend across the entire front of the parcel (zero side yard) in order to achieve a continuous array of storefronts. However, an inviting, well-lit, mid-block pedestrian walkway providing access from the sidewalk to a rear parking lot is encouraged.
3. Natural features, such as mature trees and creeks, should be preserved and incorporated into the site design of new projects as a valuable project asset.



A continuous street wall located at the rear of the public sidewalk provides visual interest and supports a pedestrian friendly environment.



A mid-block pedestrian walkway facilitates the use of parking areas located to the rear of the building. Architectural detailing, awnings, windows, planters, and lighting invites pedestrian use.

PENNGROVE MAIN STREET DESIGN GUIDELINES

BUILDING ORIENTATION

1. New buildings should be oriented towards the main street.
2. The primary building entrance should face the street and be directly accessible from the public sidewalk.
3. New buildings proposed for street corners should capitalize on this prominent location by orienting the building towards the corner and providing a corner entrance. The corner portion of the building should be accentuated with enhanced architectural detailing.

BUILDING ENTRIES

Recessed entries are features of Penngrove's historic Main Street and are encouraged as a common element of a traditional commercial storefront. In addition, recessed entries accentuate the building entrance, maximize display areas, and provided protection from the weather.

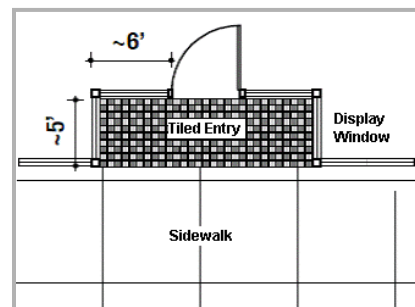
1. A building's primary entrance should be oriented to the public street. All building elevations which front onto a public street should have at least one public entrance.
2. Building entries should be clearly defined by providing architectural features and/or variations in building color and materials to accentuate the building's entrance. Features which provide protection from the weather, such as awnings and recessed entries, should be provided at all building entrances.
3. Commercial storefronts should incorporate recessed entries. The recessed entry area should be large enough to provide adequately sized display windows.
4. The recessed entry area should be provided with decorative floor tiles which complement the building facade.



This building has been designed to capitalize on its prominent street corner location by providing a corner entrance and accentuating the corner portion of the building with an awning.



Recessed entries are a common feature of a traditional Main Street storefront.



Recessed building entries should be provided with decorative paving.

PEDESTRIAN CIRCULATION

1. Convenient pedestrian walkways should be provided to connect a site with neighboring properties and districts whenever doing so would enhance the area’s pedestrian circulation system. New development should be designed to facilitate future connections with anticipated development in the surrounding area.

SIDEWALK AMENITIES

1. Street furniture, such as benches and trash receptacles, should be provided along the public sidewalk. Café tables may also be placed on the sidewalk when it can be shown that pedestrian movement would not be affected and emergency access would not be impaired.
2. The style of the street furniture selected should be consistent with Main Street’s historic character.
3. Coordinating trash and recycling receptacles should be provided near benches. The style of the containers should complement the area’s historic character and be consistent throughout the Main Street commercial district.
4. Planters, flower pots, and window boxes should be provided to accentuate entryways and visually enhance storefronts and sidewalks.
5. Existing newspaper dispensers should be replaced with decorative newspaper racks that consolidate the clutter of multiple dispensers into a single unit.
6. Bicycle racks should be provided along the public sidewalk, preferably near a street light.
7. Street trees planted along the sidewalk should be aligned with the end of the adjacent parallel parking space to avoid conflicts with car doors.
8. Sidewalk tree wells should be at least 3’ x 6’ in size and structural soil should be used to provide the pore space necessary for healthy tree root growth.
9. Tree grates and guards are encouraged to protect trees from damage and extend the walking surface for pedestrians.
10. The Chanticleer Pear (Pyrus Calleryana) is the recommended street tree for the Main Street corridor.



Benches and potted plants create a welcoming streetscape.



Decorative newspaper racks reduce visual clutter.



Coordinating trash and recycling containers, which complement the district’s historic character, should be placed along the sidewalk.

PENNGROVE MAIN STREET DESIGN GUIDELINES

BUILDING MASS, SCALE, AND RHYTHM

Main Street is currently lined by one and two-story buildings which exhibit a traditional pedestrian scale. Careful consideration must be paid to the height, mass, and scale of all new development if Main Street's historic character is to be preserved.

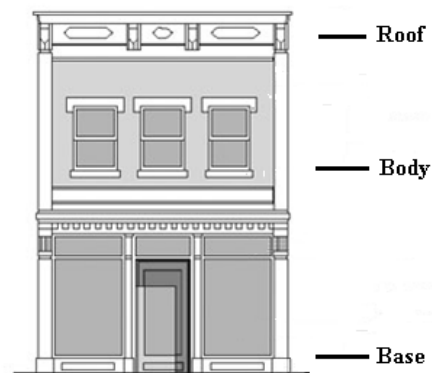
1. The scale and massing of new buildings must be sensitive to the historic context of the built environment. The use of architectural features common to the historic district, such as recessed entrances, roofline projections, and pilasters, should be used to reduce the perceived mass of a building.
2. The height of new structures should be compatible with the historic district and complement existing neighboring buildings.
3. New development should observe the traditional rhythm along the street frontage.
4. Buildings should be designed with well-defined base, body, and roofline elements to create visual interest and break up the building's mass.
5. Buildings should be designed to achieve pedestrian scale by providing a high level of design detail at the street level. Recessed entries, large display windows, transom windows, decorative bulk heads, and pilasters are some articulating features which may be used to enhance the pedestrian experience. Variations in color, texture, or materials, as well as recesses in the wall surface, may also be used to effectively humanize the scale of new structures.
6. The proportions between a building's openings (doors and windows) and its walls, established by existing historic structures, should be considered in the design of both new buildings and remodels.



Streetscape amenities sized in relation to the human form contributes to the level of comfort and visual interest experienced by pedestrians.



A street's rhythm is established by the width of existing storefronts and the pattern of design elements, articulation, materials, and colors.

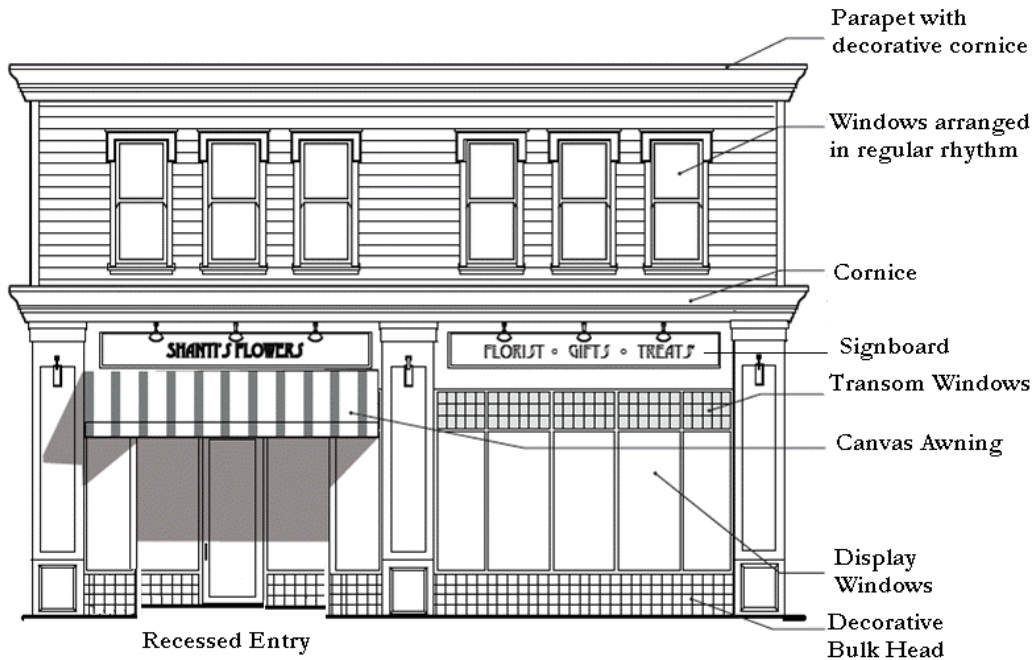


Traditional commercial storefronts were frequently designed to incorporate an articulated base, body, and roofline.

BUILDING DESIGN

A commercial storefront is a classic architectural form of the traditional Main Street and typically features large display windows, recessed entries, decorative cornices, bulkheads, and architectural detailing. Residential space located above ground floor commercial is also characteristic of a Main Street commercial district.

1. Existing storefronts should be retained whenever possible. Windows, doors, and architectural features which contribute to the historic character of the building should be repaired rather than replaced. Materials used for repair or replacement of architectural elements should be consistent with those used in the original construction.
2. New structures should be designed with sensitivity to the existing historic character of the district. A contemporary building may achieve compatibility with the historic district by respecting the scale, massing, materials, colors, architectural form and detailing of Main Street’s existing historic structures.



PENNGROVE MAIN STREET DESIGN GUIDELINES

3. Windowless, unarticulated walls are to be avoided. All building elevations should employ an appropriate level of articulation and architectural detailing to create four-sided architectural interest and provide consistency between the primary street facing elevations and secondary elevations which are not visible from the street.
4. Buildings which incorporate a mix of commercial and residential uses should locate the commercial use along the street frontage at ground level, with residential space above, to create an engaging and visually interesting streetscape.
5. Trademark or franchise architecture is generally intended to be conspicuous and function as advertising. This type of design detracts from the historic character of Main Street and should be avoided.



Residential units are located above the retail space of this mixed-use building.

WINDOWS AND DOORS

Windows and doors are important aspects of a building's architectural and historic character. Proper placement, size, materials, and profile are crucial to the overall quality of the building design and the integrity of Main Street's historic character.

1. Generous storefront display windows should be incorporated into the design of new buildings to provide visual interest and reflect the historic context.
2. Historic commercial buildings undergoing renovation should preserve the historic storefront.
3. Doors and windows should be appropriate to the building's architectural style in terms of design, proportion, placement, and rhythm.
4. Upper floor windows should be punched openings in regular rhythms. The ground floor should feature large display windows. Snap in mullions are poor imitations of multi-pane windows and should be avoided.
5. Blank walls (walls without windows or doors) longer than 12' facing Main Street or longer than 25' on side streets should not be permitted.
6. Transom windows are recommended above display windows and recessed doors.
7. Skylights are recommended to provide the interior space with a natural light source.
8. Window should be transparent to provide a visual connection between the building's interior and the sidewalk, creating a warm inviting atmosphere. Mirrored and tinted glass are discouraged.



Generous storefront windows create visual interest at the street level.



Transparent windows provide a visual connection between pedestrians and the building's interior encouraging potential customers to enter the shop.

PENNGROVE MAIN STREET DESIGN GUIDELINES

ROOFS

The significance of a roof in defining the overall character of a building cannot be overstated. Therefore, it is imperative that careful consideration be given when selecting the style, materials, color, texture, and decorative elements of a building's roof.

1. Roofs should complement Main Street's existing architecture and work well with the roof lines of adjacent buildings.
2. The style and composition of the roof must be consistent with the design of the building on which it is placed.
3. Parapet's are common to Main Street and should be used on new buildings to preserve and reinforce the existing historic context. A projecting cornice provides visual interest and should be used to enhance the parapet.
4. Roof-top equipment should be concealed from public view behind the building's parapet. In situations where an enclosure must be constructed to conceal roof-top equipment, the enclosure must be well integrated with the building's architecture to avoid a tacked-on appearance.



A projecting cornice accentuates the parapet of this building.



The false front of the Ewart building features a parapet.



The 1922 bank building features a parapet with a projecting cornice.

COLORS AND MATERIALS

The majority of the existing structures along Main Street feature stucco or horizontal wood siding painted in a variety of colors. The colors range from subtle beige and grey to the bold wine color used for the exterior of the bank building. While no specific material or color palette is being endorsed for either new construction or exterior remodels, the colors and materials selected should complement the existing historic context.

1. Colors and materials should be true to the architectural style of the building and respect the historic character of Penngrove's commercial district. The use of shingles, plywood, and masonry are discouraged.
2. High quality exterior materials should be used on all building elevations. The use of artificial materials such as foam ornamentation should be avoided.
3. Exterior modifications to contributing (historic) structures require prior approval of the County Landmarks Commission.



The first section of this building was constructed in 1910 as a bakery and has a stucco finish.



Originally constructed in 1906 as a hotel, this two-story flatiron building features horizontal wood siding.

PENNGROVE MAIN STREET DESIGN GUIDELINES

AWNINGS

Awnings have been featured historically in Penngrove and provide a colorful accent which contributes to an inviting Main Street atmosphere.

1. Awnings are encouraged to provide protection from the weather, reduce glare, conserve energy and visually enhance the building façade.
2. Awnings should complement the scale of the building and should never overwhelm or dominate the facade.
3. The style, color, and pattern of the awning chosen should be compatible with the building and the surrounding historical context.
4. Awnings should be made of canvas or a fire resistant acrylic fabric. Metal, plastic, or fiberglass awnings are inconsistent with the historic context and are discouraged.
5. Awnings should be properly maintained and replaced as the fabric ages.



Awnings enhance the pedestrian experience by providing visual interest at the street level and protection from inclement weather.



Awnings are fabric elements which project from the building facade above the windows or doors.

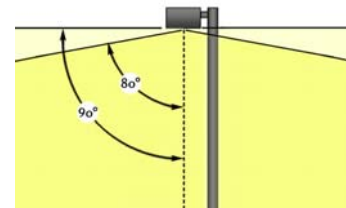
EXTERIOR LIGHTING

Well designed lighting serves multiple functions including providing for safety and security, enhancing a building's appearance, and contributing to the site's overall ambiance.

1. Light fixtures should be designed to be architecturally compatible with the associated structure and surrounding historic context.
2. All exterior lighting should be designed and positioned to direct light downward. Full cut-off fixtures should be used whenever possible and the light source should be concealed.
3. Flood lighting should never be used.



Full cutoff lamps are available in many attractive styles.



Full cutoff light fixtures do not allow light to be emitted above the lowest light emitting part. Light output in the glare zone (10 degrees below the horizontal plane) is limited to less than 10% of the light output in lumens.

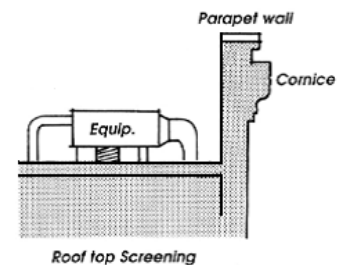
PENNGROVE MAIN STREET DESIGN GUIDELINES

UTILITY AREAS AND MECHANICAL EQUIPMENT

1. All service and utility equipment, as well as trash and recycling containers, should be located to the rear of the building, out of view from Main Street, and must be adequately screened.
2. Enclosures, walls, and other screening features should be designed to incorporate the architectural elements, materials, and finishes of the related building in order to compliment the project's design.
3. Trash enclosures must be covered and provided with adequate access for collection trucks.
4. Roof-top equipment should be concealed from public view behind the building's parapet. In situations where an enclosure must be constructed to conceal roof-top equipment, the enclosure must be well integrated with the building's architecture to avoid a tacked-on appearance.
5. Utility lines must be placed underground.



Trash enclosures should be designed to compliment the architecture of the associated structures

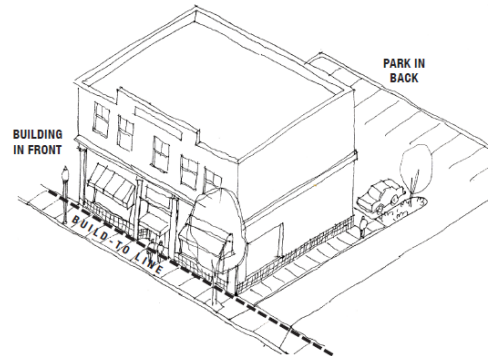


Roof top equipment should be screened from view.

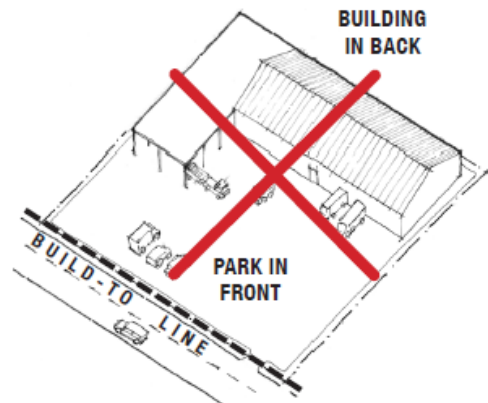
PARKING LOCATION

The appropriate location of buildings and on-site parking is essential to an attractive, walkable commercial business district. A Main Street with traditional street-oriented storefronts adjoining a broad sidewalk creates the foundation for an interesting, walkable, and safe environment. Locating on-site parking in front of a building reinforces an auto-oriented development pattern and is inconsistent with the pedestrian oriented Main Street concept.

1. On-site parking should be located to the rear of the building.
2. On-site parking should never be placed on the street-side (front) of buildings. Where rear parking is not physically possible, locating the parking area to the side of the building may be considered when a three-foot high wall or other visual barrier (e.g. public seating, raised planter, etc.) is provided in combination with landscaping to screen parked vehicles from the street. A pedestrian passageway should be incorporated into the design of the wall or fence to provide access from the parking area to the public sidewalk.
3. Driveway entrances to parking lots should be located on side streets or alleys and should be shared by area businesses whenever possible.
4. Parking areas with permeable paving and generous landscaping are strongly encouraged.



Buildings should be located at the rear of the public sidewalk with on-site parking located behind the building.



On-site parking may not be located in front (street side) of buildings.

PARKING SPACE RATIOS

Finding the right balance of parking for retail and other uses is essential for a successful Main Street. Too much parking consumes valuable commercial space and detracts from the quality of the pedestrian environment. Too little parking frustrates customers and negatively impacts retail activity.

Recognizing that some businesses may be unable to meet the County’s parking requirements due to parcel size, options have been developed to encourage new commercial activity while continuing to ensure that adequate parking is provided.

Street Parking

The on-street parking located directly in front of a particular business may be used to meet the parking requirements of that specific commercial use. The parking along the street frontage of a multi-tenant building may be credited to each individual business based on the percentage of the building occupied by each use.

Shared Parking

The shared use of parking facilities supports the Main Street concept and is favored because it promotes a “park-once” environment, allowing customers to park in one lot and walk from one commercial destination to another.

To promote a “park-once” environment, the requirement that one parking space be provided for each 200 square feet of retail floor area may be reduced to one space for every 250 square feet. This reduction may be requested and considered only when a business owner provides a written agreement allowing the unrestricted use of that business’s on-site parking for patrons of any Main Street business.



Off-Site Parking

In situations where a business is unable to provide sufficient on-site parking due to parcel size, shape, or topography, an agreement to provide customer or employee parking on another parcel may be considered in lieu of the required on-site parking. Off-site parking may also be considered when doing so would significantly improve the overall quality of the project. Nonetheless, prior to consideration of an off-site parking agreement it must be clearly demonstrated that a convenient pedestrian connection exists between the two properties, the parking area is located within a reasonable distance from the use it is intended to serve, and adequate signage is provided to direct customers to the parking area. Further, a parking study documenting the adequacy of the proposed parking arrangement may be required. Finally, a parking agreement or easement must be executed and recorded.



Countywide Parking Reductions Opportunities

The Sonoma County Zoning Regulations allows for a reduction in its standard parking requirements where an applicant has satisfactorily demonstrated that fewer spaces will adequately serve the specific use proposed. A reduction may also be granted when the applicant has taken affirmative action to encourage an alternative means of transportation, such as facilitating employee carpooling. (Sec. 26-86-010 (i))

Community Based Solutions

The County is supportive of community based shared parking arrangements and would support the Penngrove business community's efforts to provide a jointly owned or leased parking lot available for use by all patrons of Main Street businesses.

PENNGROVE MAIN STREET DESIGN GUIDELINES

SIGNS

Signs are an ever-present and indispensable feature of the commercial landscape as well as an important visual element of the Main Street environment. They are relied upon to locate shops, businesses, and public facilities on a daily basis. The business community derives direct benefits from the identification and advertising functions that signs provide and the community benefits derivatively from a robust local economy.

Signs that are well-designed, properly sized, and appropriately placed, can have a dramatic effect on the commercial district's image and positively contribute to the community's character. Similarly, poorly-designed, improperly sized, and inappropriately placed signage detracts from the community's aesthetic quality and charm.

1. A sign's size, letters, colors, materials, and mounting hardware should complement the building on which it is placed and respect the historic context.
2. Signs should be made of durable, high-quality materials that integrate well with the building's architecture and materials.
3. Sign copy should be clear and legible.
4. Signs not specifically permitted by these guidelines are prohibited. The Sonoma County Zoning regulations are used to address any standards not expressly covered by these guidelines.
5. A sign program for multi-tenant buildings should be developed to coordinate the type, size, location, color, and typography of all tenant business signage.



Creative, well-designed signs can make a significant contribution to the character of a commercial district.

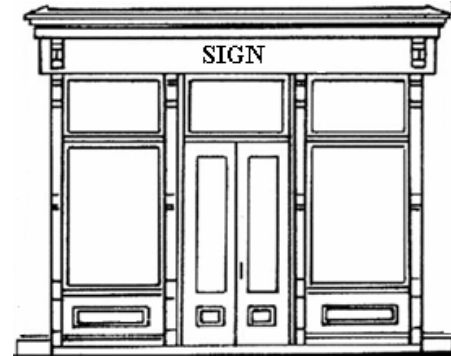
WALL SIGNS

Wall signs consist of individual, three-dimensional letters or symbols affixed to the face of the building. Traditional Main Street facades often have a recessed or horizontal molded band designed to accommodate a sign. Attached wall signs should be incorporated into this fascia band.

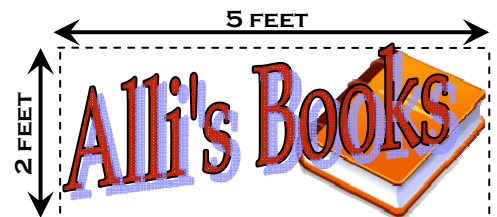
1. Attached signs should respect the historic context of the streetscape.
2. Signs should be integrated into the building much the same as architectural elements. Wall signs should be positioned within an architectural feature, such as the signboard or fascia band located above the storefront, when the building has been provided with such a feature.
3. Where no sign band is provided, wall signs should be mounted in locations that respect the design of the building. Signs should generally be placed just above the ground level display windows.
4. Wall mounted signs placed within fascias, signboards, or other architectural elements, should be sized to fit within these features and should not extend beyond them.
5. New buildings should include an architectural element or location specifically designed to accommodate signage. The size, location, and design of the sign placement area should be consistent with the architecture and size of the building as well as the area's historical context.
6. Wall signs should not be placed over building details, cornices, moldings, windows, or other design features of the building.
7. Signs should never extend above the roofline.
8. Visual continuity among storefronts should be established by placing new signs consistent with appropriately located signs on adjacent buildings.



Attached wall sign placed within a recessed molded band that has been incorporated into the building's design.



An attached sign should be located on the signboard or fascia band whenever the building has been provided with such a feature.



LENGTH (5') X HEIGHT (2') = AREA (10 SQ FT)

The area of an attached wall sign is determined by drawing a rectangle around the entire group of letters and graphics, then calculating the area of that rectangle.

PENNGROVE MAIN STREET DESIGN GUIDELINES

9. The size and scale of a sign should be appropriate for the building on which it is to be placed and should be compatible with the area in which it is to be located.
10. Sign materials and colors should be compatible with the architectural style of the building.
11. One attached sign identifying the commercial use may be placed on the building's rear elevation in order to orient customers using a parking area located behind the building.
12. Gooseneck lamps should be used when illumination of signage is desired. Gooseneck lamps are mounted above the sign and are positioned to direct light downward, with illumination confined to the sign area.
13. A master sign program should be developed for multi-tenant buildings and used as a guide for individual tenant signage. Signs for individual businesses should relate well to each other in terms of location, size, proportion, color, typography, and illumination.



This attached sign is appropriately placed within the building's signboard.



Gooseneck lights are used to illuminate this attached wall sign.

HANGING SIGNS

Hanging signs are double-sided signs which hang from a brace mounted to the building's facade. Hanging signs can be of distinctive shapes, materials, and lettering. These signs are generally intended to be read by pedestrians walking along a sidewalk and by motorists in slow-moving vehicles. Hanging signs should be appropriately scaled for pedestrians.

1. A small hanging sign may be located near the business entrance and mounted perpendicular to the building's facade.
2. No more than one hanging sign is allowed per business.
3. Maximum area of sign should be no more than five square feet.
4. The sign should provide a minimum of eight feet of clearance between the sidewalk surface and the bottom of the sign. A hanging sign mounted under a canopy should provide a minimum clearance of seven feet.
5. A hanging sign should be hung perpendicular to, and should not project more than four (4) feet from, the face of the building.
6. Character signs that suggest the type of business through design, shape, or graphic form are encouraged. The use of raised or recessed lettering, symbols, and borders are recommended.
7. The material used must be architecturally compatible with the building.
8. Mounting brackets should be decorative elements compatible with the architecture of the associated building.



Character signs identify the type of product or service offered through the use of symbols or graphic form.



Creative signage enhances a commercial district.



HEIGHT (1.5') X LENGTH (3') = AREA (4.5')

The area of a hanging sign includes the signboard on which the letters and graphics are displayed. Multiply the height (vertical measurement) of the signboard by its length (horizontal measurement) to determine the area of the sign. Only one face of a double faced sign is included in the sign area calculation.

PENNGROVE MAIN STREET DESIGN GUIDELINES

WINDOW SIGNS

Window signs consist of permanent letters or symbols either painted on, or attached to, the inside of a display window. These signs are intended to be viewed by pedestrians walking along the sidewalk in front of the business.

1. Window signs should not occupy more than 25 percent of the total area of the window on which they are displayed.
2. Window sign text should be limited to the store name and specific product or service provided. Graphic logos and images may be used along with text.
3. High quality materials and application methods should be used, including paint or vinyl film applied to the inside of the window. Permanent paper signs placed on windows are not allowed.
4. A window sign should not obscure the view into a store or place of business.
5. No more than one window sign is allowed per business.



Window sign

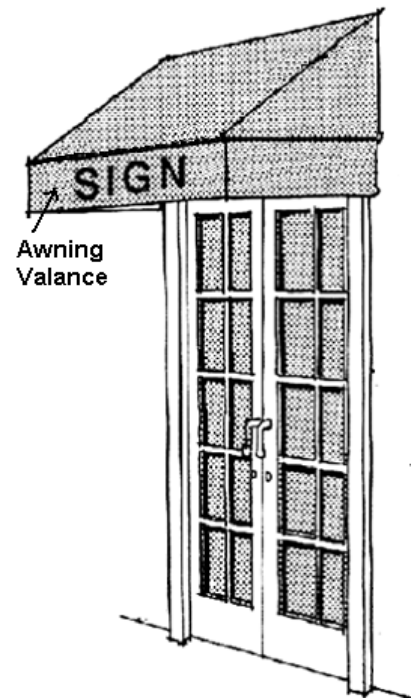
AWNING VALANCE SIGN

Awning signs are individual letters or symbols painted or applied to the valance of awnings. An awning sign may be used in lieu of an attached wall sign.

1. Awning sign copy is limited to the business name and logo.
2. Lettering and graphics are limited to a maximum height of eight inches.
3. Signs may not be placed on the sloped surface of the awning.
4. Awning signs should not be illuminated.
5. Sign copy and color should be complement the awning and compatible with the architecture of the building.
6. Only one awning sign is permitted per business.



An awning sign may be used in lieu of an attached wall sign.



An awning sign is placed on the valance of the awning.

PENNGROVE MAIN STREET DESIGN GUIDELINES

BUILDING IDENTIFICATION SIGN

A building identification sign consists of individual letters attached to the face of a building identifying the historic building by name and date of construction. Building Identification signs are intended to acknowledge the historic significance of the structure and is not provided for the promotion of any particular business.

1. The building identification sign should be well integrated into the design of the building and should be in keeping with the structure's historic character.
2. Building identification signs may not extend above the top cornice or parapet, and may not cover or obscure any architectural features or ornamentation.
3. Building identification signs should be constructed of well-crafted, durable materials. It is recommended that the building identification sign be composed of materials similar to those of the building. Other materials, such as bronze or brass, may be considered when historically and architecturally appropriate.
4. The size and area of the sign should be consistent with the historical context, the building's architectural style, and the scale of the structure.



A building identification sign acknowledges the historic

PROHIBITED SIGNS

1. Any sign types which are not expressly provided for in these guidelines are prohibited. The Sonoma County Zoning Regulations are used to address any standards not specifically set forth in these guidelines.
2. Internally-lit box (cabinet) signs with lettering printed on a translucent face are prohibited.
3. A-frame (sandwich board) signs are prohibited.
4. Internal illumination is not permitted.
5. No sign or portion of a sign may project above the cornice at the top of the building. Roof-mounted signs are prohibited.



Cabinet and pole signs are not permitted.



A-frame (sandwich board) signs are prohibited.

Summary of General Sign Criteria

Sign Type	Maximum Height of letters	Maximum Number	Maximum Area
Attached Wall Sign	12 inches	1 per business plus 1 per secondary street frontage	24 square feet
Hanging Sign	8 inches	1 per business	6 square feet
Window Sign	6 inches	1 per business	25% of total window area
Awning Sign	10 inches	1 per business in lieu of attached wall sign	9 square feet
Building Identification	*	1 per building	*

* Size and scale of sign must be appropriate for the building on which it is to be placed..

APPENDIX A

GLOSSARY

GLOSSARY

A

ABUT To have common property lines; to border on.

ACCESSIBLE the public or common-use areas of the building that can be approached, entered and used by persons with disabilities.

ACCESSIBILITY The combination of various elements in a building or area which allows access, circulation and the full use of the building and facilities by persons with disabilities.

ACCESSORY BUILDING: A structure that is incidental and subordinate to the main use of a site.

ADAPTIVE REUSE The reuse of a building or structure, usually for a purpose different from the original. The term implies that certain structural or design changes have been made to the building in order for it to function in its new use.

ARCADE a roofed passageway with shops on one or both sides.

ARCHITECTURAL DETAILS The small details like moldings, carved woodwork, etc. that add character to a building

ARTICULATION Variation in the depth of the building plane, roof line, or height of a structure that breaks up plain, monotonous areas creating patterns of light and shadow in order to divide large buildings into smaller identifiable sections.

AWNING A metal frame covered with canvas and attached above the door or windows of a storefront. Awnings are used to provide protection from the weather and enhance a building's appearance.

B

BICYCLE-FRIENDLY Community design and infrastructure which support cycling as a regular mode of travel as well as a recreational activity.

BIKEWAY Any facility that explicitly provides for bicycle travel. Bikeways are classified into three categories. Class 1 bikeways are completely separated right-of-ways designated for the exclusive use of bicycles. Class II bikeways are restricted right-of-ways designated for the exclusive or semi exclusive use of bicycles and Class III bikeways are shared right-of-ways designated by signing or stenciling on pavement.

BUILT ENVIRONMENT Buildings, roads, parks, and other improvements.

BULKHEAD The portion of a storefront located below the display window.

C

CENTRAL BUSINESS DISTRICTS Commercial centers where shops and services are concentrated.

CIRCA: Used when an exact date is not known.

GLOSSARY

CONTRIBUTING PROPERTY A property within a historic district that has characteristics and features that relate to the historic context and historic significance of the district.

CORNICE A projecting ornamental molding located along the top of a building or wall.

D

DESIGN CRITERIA Standards of appropriateness or compatibility of building design within a community or historic district.

DESIGN GUIDELINES Standards of design or aesthetics that are used to guide development projects. Design Guidelines are used by Design Review Committees and staff in evaluating new development projects.

DISCRETIONARY DECISION An action taken by a governmental agency that calls for the exercise of judgment in deciding whether or not to approve a project.

DISPLAY WINDOWS large glazed portion of a storefront used for the display of goods and to provide daylight and visibility into the commercial space.

E

ELEVATION The external face of a building. Also refers to a drawing made to show any one face of a building.

F

FACADE The exterior wall of a building exposed to public view.

FALSE FRONT A front wall which extends above the roofline to create a more imposing facade.

FASCIA A horizontal band integrated into the building's architecture and located above a storefront. The fascia band is generally used for the placement of signage.

FRANCHISE ARCHITECTURE

Building design that is identified with a particular chain or corporation.

FRONTAGE The building elevation which faces a public street.

H

HISTORIC CONTEXT The broad pattern of historical development in a community.

HISTORIC DISTRICT An area that generally includes within its boundaries a significant concentration of properties linked by architectural style, historical development, or a past event.

HISTORIC PRESERVATION The preservation of historically significant structures and neighborhoods to facilitate restoration and rehabilitation of the building(s) to a former condition.

GLOSSARY

I

INFRASTRUCTURE Man-made structures which serve the common needs of the population, such as sewage-disposal systems, water-supply systems, schools, roads, bicycle and pedestrian facilities, and transit systems.

L

LINTEL The horizontal member above a door or window which supports the wall above the opening.

M

MAIN STREET PROGRAMS: The Main Street approach to commercial district revitalization was developed by the National Main Street Center of the National Trust. Main Street programs combine historic preservation with economic development to restore prosperity and vitality to downtowns and neighborhood business districts.

MULLION A vertical strip dividing the panes of a window.

P

PARAPET The part of a building's wall which extends vertically above the roofline.

PILASTER A column attached to the wall of a building which projects only slightly from the building wall.

PRIVATE REALM Private property or property which is not available for public use.

PUBLIC REALM Publicly accessible external space including streets, squares and lanes.

R

RECONSTRUCTION As used in historic preservation, the process of reproducing by new construction the exact form and detail of a vanished structure as it appeared during a specific period of time

REHABILITATION Repair or alteration that enables buildings, structures or improvements to be efficiently utilized while preserving those features of buildings, structures or improvements that are significant to their historic, architectural and cultural values.

RIGHT-OF-WAY Land that is dedicated for the by pedestrians, vehicles, or utilities.

RHYTHM The regular recurrence of lines, shapes, forms, or colors on the face of a building or along the street frontage.

S

SCALE, ARCHITECTURAL The perceived height and mass of a building relative to that of surrounding structures.

SCALE, PEDESTRIAN The perceived size of a building relative to the human form.

SIGNBOARD The flat, horizontal area on the building façade usually located immediately above the storefront and below the second story window sill where signs were historically placed.

SETBACKS The distance a building or use must be withdrawn from a road right-of-way, watercourse, parcel boundary or other designated feature.

GLOSSARY

STOREFRONT ground floor portion of a commercial building consisting of entrances, display windows, bulkheads, signboard, signs, awnings, piers, lintels, signs, lighting etc.

STREET FURNITURE Refers to objects such as street lights, benches, café tables, water fountains, planters etc that are part of a streetscape.

STREETSCAPE The visual character of a street as determined by man-made and natural elements such as structures, access, greenery, open space, etc.

STRUCTURAL SOIL A planting medium specifically designed to support the weight of sidewalks, roads, pedestrians and vehicles, while providing a well aerated soil substrate for tree root growth.

T

TRAFFIC CALMING the process of increasing pedestrian safety by decreasing automobile speed and volume.

TRANSOM A rectangular or arched window located above a door.

V

VISUAL CONTINUITY A sense of unity or belonging together that elements of the built environment exhibit because of similarities among them.

APPENDIX B

PARCEL LIST

Penngrove Main Street Design Guidelines Parcels

	Address	Street	APN	Current Use	Historical District
1	9483	MAIN ST	047-181-001	Single family dwelling	
2	9543	MAIN ST	047-181-034	Single family dwelling	
3	9555	MAIN ST	047-181-033	Office with Garage	
4	10035	MAIN ST	047-181-038	Penngrove Hay & Grain	
5	9575	MAIN ST	047-181-003	Single family dwelling	
6	9585	MAIN ST	047-181-004	Motorcycle shop	
7		MAIN ST	047-181-032	Parking for Motorcycle Shop	
8	9591	MAIN ST	047-181-039	Evert Bldg*	Contributing Structure
9	9595	MAIN ST	047-181-030	Central Bank Bldg*	Contributing Structure
10	9901	MAIN ST	047-181-008	Parking	
11	10009	MAIN ST	047-181-009	Penngrove Pub Penngrove Hair Co.	Contributing Structure
12	10037	MAIN ST	047-181-027	Access way	
13	10056	MAIN ST	047-181-011	Restaurant, Bar* Black Cat , Humble Pie	Contributing Structure
14	9550	MAIN ST	047-173-018	Vacant (Adobe & Main)	
15	9550	MAIN ST	047-173-009	Greenrose Therapy Vaness Jewelery	
16	9985	Oak St	047-173-005	Single Family Dwelling	

PENNGROVE MAIN STREET DESIGN GUIDELINES

	Address	Street	APN	Current Use	Historic District
17	9989	OAK ST	047-173-016	Single family dwelling	
18	10010	MAIN ST	047-173-010	Antique shop, Tattoos	Contributing Structure
19	361	WOODWARD AVE	047-173-011	Single family dwelling	
20	11051	MAIN ST	047-181-045	Single family dwelling	
21	11201	MAIN ST	047-181-046	Redwood Montessori School	Contributing Structure
22	11041	MAIN ST	047-181-044	Post Office	
23	11601	MAIN ST	047-181-028	Vacant	
24	10151	MAIN ST	047-161-006	The Grove	
25	10070	MAIN ST	047-174-008	Penngrove Market Super Burger Home and Garden	Contributing Structure
26	10078	MAIN ST	047-174-009	Water company easement	
27	120	WOODWARD AVE	047-166-030	Mini Storage	
28	11790	MAIN ST	047-166-023	Railroad warehouse	Contributing Structure
29	11830	MAIN ST	047-166-025	Retail	
30	11800	MAIN ST	047-166-024	Park	
31	11007	MAIN ST	047-161-003	Firehouse	
32	171	Woodward Av	047-173-008	SFD (Former Fire House)	
33	385	Woodward Av	047-173-007	Community Club House	

APPENDIX C

*THE SECRETARY OF THE INTERIOR'S STANDARDS FOR THE
TREATMENT OF HISTORIC PROPERTIES*

**THE SECRETARY OF THE INTERIOR'S STANDARDS FOR
THE TREATMENT OF HISTORIC PROPERTIES, 1995**

The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings are intended to provide guidance to historic building owners, architects, contractors, and project reviewers prior to treatment. They are designed to promote responsible preservation practices and are neither technical nor prescriptive. The Guidelines have been prepared to assist in applying the Standards to all project work and are not meant to give case-specific advice or address exceptions or rare instances. Therefore, it is recommended that the advice of qualified historic preservation professionals be obtained early in the planning stage of the project.

The *Standards* include four treatment approaches for historic structures which are outlined below in hierarchical order and explained:

PRESERVATION places a high premium on the retention of all historic fabric through conservation, maintenance and repair. It reflects a building's continuum over time, through successive occupancies, and the respectful changes and alterations that are made.

REHABILITATION emphasizes the retention and repair of historic materials, but more latitude is provided for replacement because it is assumed the property is more deteriorated prior to work. (Both Preservation and Rehabilitation standards focus attention on the preservation of those materials, features, finishes, spaces, and spatial relationships that, together, give a property its historic character.)

RESTORATION focuses on the retention of materials from the most significant time in a property's history, while permitting the removal of materials from other periods.

RECONSTRUCTION establishes limited opportunities to re-create a non-surviving site, landscape, building, structure, or object in all new materials.

STANDARDS 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.

STANDARDS FOR REHABILITATION

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

STANDARDS 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.

STANDARDS 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.