C.A. SMITH LUMBER HISTORIC DISTRICT
DESIGN GUIDELINES

MINNEAPOLIS HERITAGE PRESERVATION COMMISSION

City of Minneapolis
Community Planning & Economic Development (CPED)

Adopted by the Minneapolis Heritage Preservation Commission

May 16, 2017

Cover Image: C.A Smith and Northwestern Compo Board Factory Building and C.A. Smith Office Building, looking northwest from Lyndale Avenue North. Date unknown. Courtesy Guilded Salvage Antiques.

ACKNOWLEDGEMENTS

Minneapolis Heritage Preservation Commission

Laura Faucher, Chair

Diana Dyste

Laurel Fritz

Barbara Howard

Susan Hunter Weir

Ginny Lackovic

Linda Mack

Dan Olson

Ian Stade

Madelyn Sundberg

Previous Minneapolis Heritage Preservation Commission Members

Paul Bengtson

Alex Haecker

Chris Hartnett

Constance Vork

Department of Community Planning & Economic Development (CPED)

Craig Taylor, Executive Director

Jack Byers, Manager, Long Range Planning

Jim Voll, Principal City Planner, Long Range Planning, Principal Investigator

Consultant

PVN (Preservation Design Works)

INTRODUCTION

Scope

These design guidelines have been created by the Heritage Preservation Commission to establish standards for evaluating the appropriateness of both alterations to existing buildings and the design of new buildings in the historic district. These guidelines are intended to be used in conjunction with the latest version of *The Secretary of the Interior's Standards for the Treatment of Historic Properties* by providing clarification and exceptions as they relate specifically to the properties in the district. Where these guidelines do not provide specific guidance, *The Secretary of the Interior's Standards for the Treatment of Historic Properties* should be followed.

It should be noted that when evaluating the appropriateness of alterations to properties of the district, additional resources exist to help guide property owners, design professionals, and staff. The building descriptions and context contained in the district's designation study are one such resource. Additionally, the Minneapolis Plan Vault collection of the Northwest Architectural Archives at the University of Minnesota Libraries contains original blueprints for the following buildings in the district: Mereen Johnson Office Building (Box 304), and portions of the Mereen Johnson Factory Building (Boxes 447, 448, 590).

These guidelines are divided into six sections:

1. District Overview
2. Future Growth and Evolution
3. Guidelines for Infrastructure
4. Guidelines for Alterations to Buildings
5. Guidelines for Infill (New) Construction
6. Archaeology

1. DISTRICT OVERVIEW

Figure 1: C.A. Smith Historic District Map

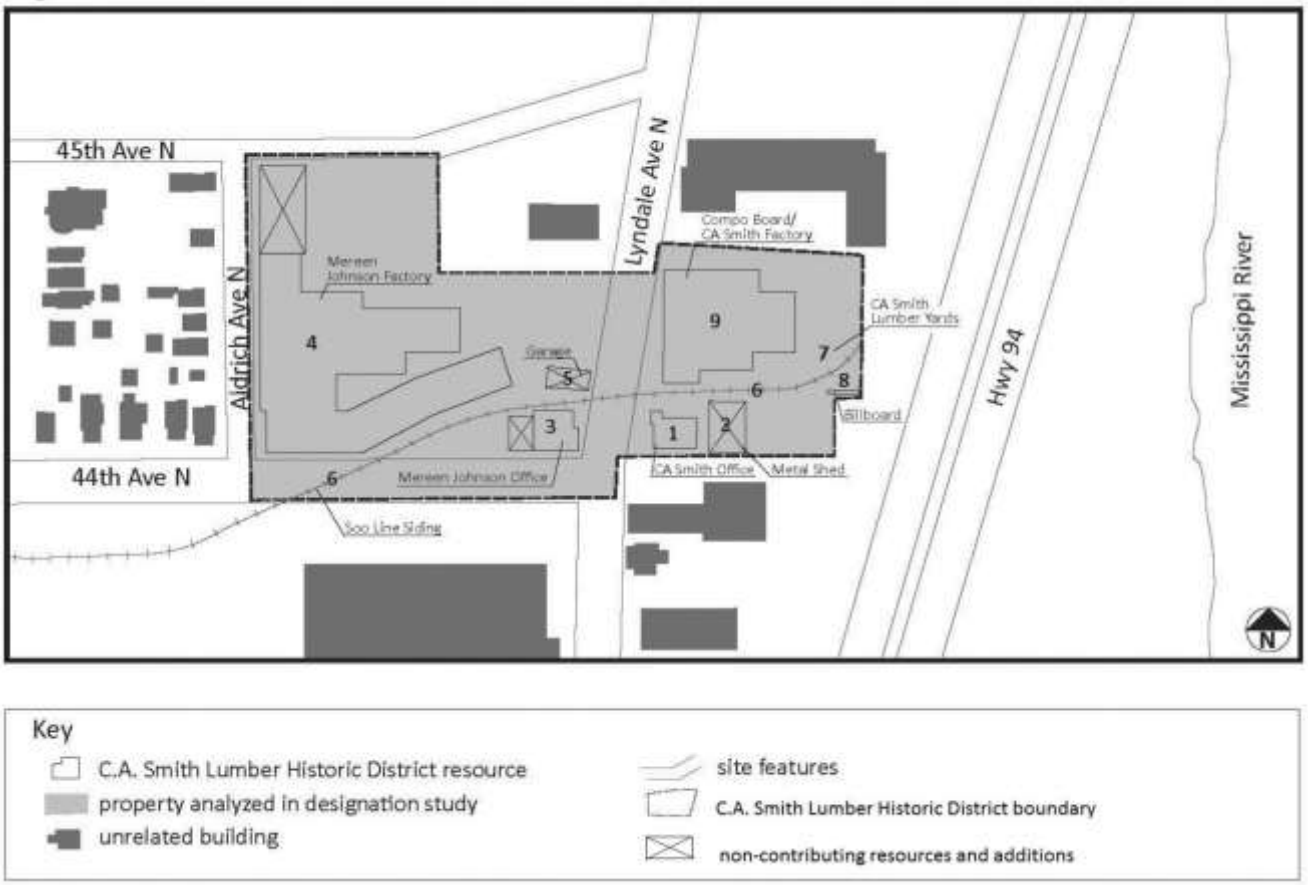


Figure 2: C.A. Smith Lumber Historic District List of Resources and Status

ID #	Address	Status	Resource Type
1	4400 Lyndale Ave N	Contributing	Building (Office Building)
2	4400 Lyndale Ave N	Non-Contributing	Building (Metal Shed)
3	4401 Lyndale Ave N	Contributing	Building ((Office Building)
4	4401 Lyndale Ave N	Contributing	Building (Industrial Building)
5	4401 Lyndale Ave N	Non-Contributing	Building (Garage)
6	Railroad Siding: 4401, 4420, 4430 Lyndale Ave N	Contributing	Site (Railroad Siding)
7	4410 Lyndale Ave N	Contributing	Site (Former Lumber Yards)
8	Billboard: 4410 Lyndale Ave N	Non-Contributing	Structure (Modern Billboard)
9	4430 Lyndale Ave N	Contributing	Building (Industrial Building)

Period of Significance

The period of significance for the district is 1892-1966. The period begins when C.A. Smith Lumber Company and Northwestern Compo Board Company first moved to the district and constructed the first property in the district. The period of significance ends when Mereen Johnson Machine Company was still operating at 4401 Lyndale Avenue North but had transitioned from solely producing machines to serve the lumber industry to producing tools for more generalized woodworking. As a whole, the district represents the late stage of the Minneapolis lumber industry (c. 1890-1921), the city's short-lived but robust "post-lumber" industry (c. 1921-1935), and 19th and 20th century manufacturing in the Camden neighborhood.

Summary Statement of Significance

C.A. Smith Lumber Company

By the opening years of the twentieth century, C.A. Smith had established the largest sawmill in the City of Minneapolis and his mill had garnered a national reputation in the lumber industry for its commitment to eliminating waste and maximizing the raw material derived from each and every log.

C.A. Smith established his eponymous lumber company on 20 acres along the west bank of the Mississippi River in the north Minneapolis Camden neighborhood. Smith constructed a factory building in 1892, and began construction of his mill in 1893. The C.A. Smith Lumber Company was one of seven lumber companies along this stretch of the Mississippi. (The C.A. Smith property is the only extant lumber-related property in Camden.) In the 1890s, the C.A. Smith Lumber Company was reported to employ 800 men at a time and produce 750,000 board feet per day.

In order to effectively utilize all of the wood that passed through his mills, Smith had a factory where he used "waste" lumber to produced "shooks," bundles of wood that, when assembled, formed a wooden box. The shooks were shipped to manufacturers who would construct the boxes, stamp them with their name or logo, and use them to transport products, including soap and crackers.

Northwestern Compo Board Company

Smith secured the patent for a "composite material designed to take the place of ordinary plastering," from George S. Mayhew in 1892. Smith called the material, which consisted of thin strips of pine edgings, heavy paper, cement, and glue, "Compo Board" and produced it in his Camden factory. Smith incorporated a separate company – the Northwestern Compo Board Co. –to produce the composite.

Compo Board was advertised for use as an interior finish material appropriate to be installed on all surfaces of the home. A pamphlet from 1895 describes the proper way to install the material on walls and ceilings to serve as both a plaster substitute and a form of insulation. The product was also marketed for use to schools and churches as a material for blackboards, to theaters for set construction, and to art museums for exhibit installation.

As Minnesota's reserves of white pine were exhausted around 1910, Minneapolis' milling production dwindled and the mills began to close. Smith closed his mill in 1912 and moved his operations to Oregon, where he had significant land holdings and there was still lumber to mill. While the mill had closed in 1912, Compo Board production continued at the Lyndale Avenue North site through 1939.

Mereen Johnson Machine Company

Arno Mereen and Charles Johnson both began their careers as foremen in the C.A. Smith sawmill. A mechanically gifted pair, Mereen and Johnson filed two patents on behalf of the C.A. Smith Lumber Company that would change the milling industry. The Horizontal Band Re-Saw was used to cut thin strips of wood from a slab. The strips were then used for constructing the flat-packed kit-of-parts shipping boxes known as "shooks."

In 1905, Mereen and Johnson left C.A. Smith Lumber Company to start the Mereen Johnson Machine Company with the aid of C.A. Smith as an early investor.

The C.A Smith Lumber Company and the Mereen Johnson Machine Company enjoyed a symbiotic relationship during Mereen Johnson's early years, with Smith using the Horizontal Band Re-Saw to produce shooks and Mereen and Johnson operating their young machine company on the C.A. Smith Lumber Company grounds. By the 1910s Minnesota's white pine stands were rapidly depleting, and C.A. Smith Lumber Company began closing down its Lyndale Avenue North plant. During this time, the Mereen Johnson Machine Company filed a series of patents for machine types that diversified production. The introduction of "Matching and Gluing" machines, an improved re-saw, and "Machines for Uniting Boards" ensured that the Mereen Johnson Machine Company was able to remain successful as it separated itself from the C.A. Smith Lumber Company and the shook making business.

In 1916, the Mereen Johnson Machine Company completed the process of separating its identity from the C.A. Smith Lumber Company, and branded itself as a fully independent company by constructing a new machine shop on the west side of Lyndale Avenue North. In addition to raising Mereen Johnson's profile, the shop was located directly alongside a Soo Line rail siding, allowing for easy loading and distribution of the machines the company manufactured.

Throughout the twentieth century, Mereen Johnson marketed its products at a national level, taking out advertisements in publications such as *The Wood Worker*, *American Lumberman* and *Hitchcock's Woodworking Directory*. These advertisements marketed individual products at an industrial level and to "garage woodworkers."

In 1973, Mereen Johnson opened a second factory and foundry in Webster, South Dakota. The Webster factory was expanded in 1995. The continued growth of the Webster factory marks the shift in production from Minneapolis to South Dakota. Mereen Johnson continued to maintain offices at 4401 Lyndale Avenue North until 2012.

Composition of District, Building Types, and Historic Uses

During the period of significance, the properties in the district were used as office space and industrial space. The surrounding site, including yards and a rail corridor, helped facilitate the industrial functions of the site.

The district includes two office buildings: the C.A. Smith Lumber Company Office Building and the Mereen Johnson Office Building. During the late nineteenth and early twentieth centuries, office buildings were constructed by companies to serve a dual purpose – 1) to house business operations and 2) to serve as a form of advertising. Office buildings at industrial sites were often located near major streets, shielding related manufacturing facilities from public view. Both office buildings within this district have prominent locations along Lyndale Avenue North.

The district also includes two industrial buildings: the C.A. Smith/Northwestern Compo Board Factory Building and the Mereen Johnson Factory Building. During the period of significance for the district, these buildings were used for manufacturing, storage, and business operations. Industrial buildings of this vintage were designed to be operated and approached "in-the-round," meaning that multiple sides of the building served as primary façades.

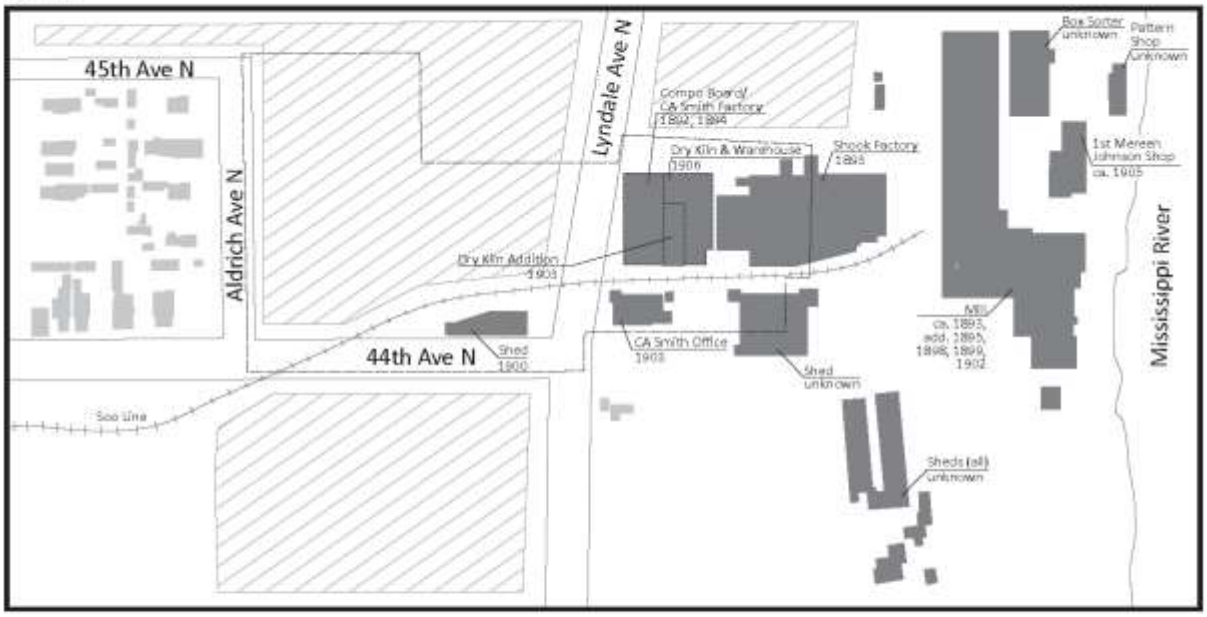
For example, manufacturing and warehouse buildings were often oriented to railroad tracks on one side to facilitate the loading and unloading of goods, while another façade was oriented to the street to allow for access by humans and for the display and sale of goods. Because they are working buildings, industrial buildings often undergo many changes and additions over time. This is the case with both industrial buildings in the district.

Site and infrastructure elements are also integral to the character of the district. A Soo Line railroad siding extends through the length of the district, crossing Lyndale Avenue North – both of the district's industrial buildings are oriented so that their loading areas abut the rail corridor. The flat, industrial land of the district and its "volunteer" landscaping also contribute to the character of the district. During the period of significance, the open areas of the district were active lumber yards and industrial yards at manufacturing facilities. The area at the eastern edge of the district in particular functioned as a lumber yard, housing lumber piles that reached fourteen feet in height.

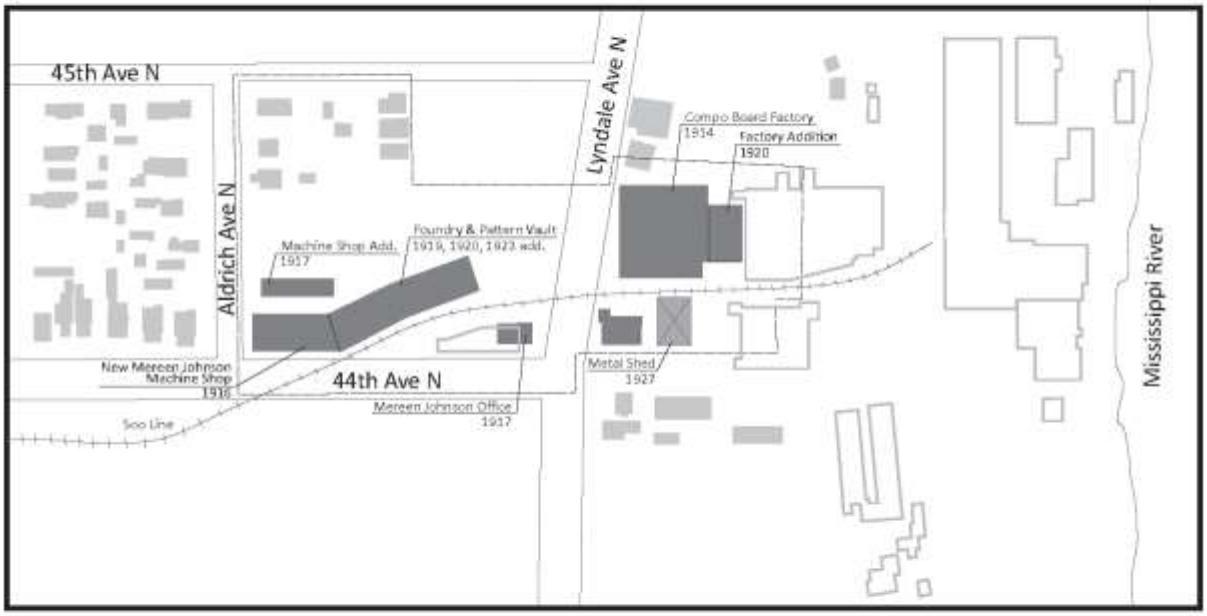
Figure 3.

Development of 4400, 4401, 4410, 4420, 4430 Lyndale Avenue North
Produced by Preservation Design Works based on historical Sanborn maps and aerial photography

1912



1937



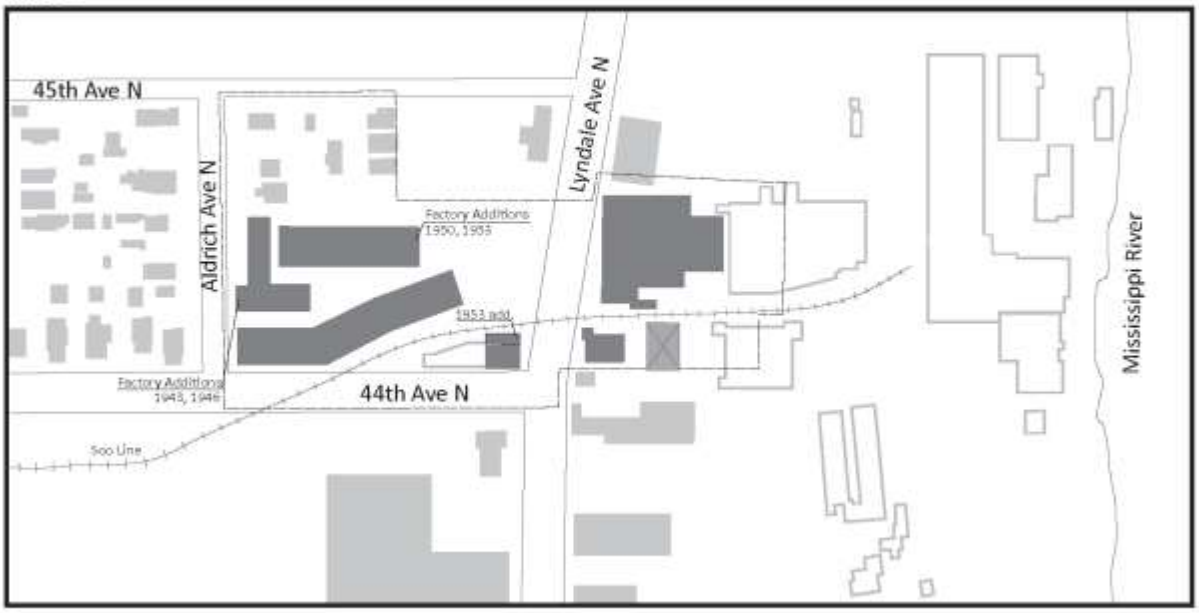
Key

- CA Smith/Mereen Johnson existing building
- non-contributing building
- unrelated building
- demolished building
- 1945 year built
- site features
- C.A. Smith Lumber Historic District boundary
- lumber yard

Figure 3 continued.

Development of 4400, 4401, 4410, 4420, 4430 Lyndale Avenue North
Produced by Preservation Design Works based on historical Sanborn maps and aerial photography

1956



1967

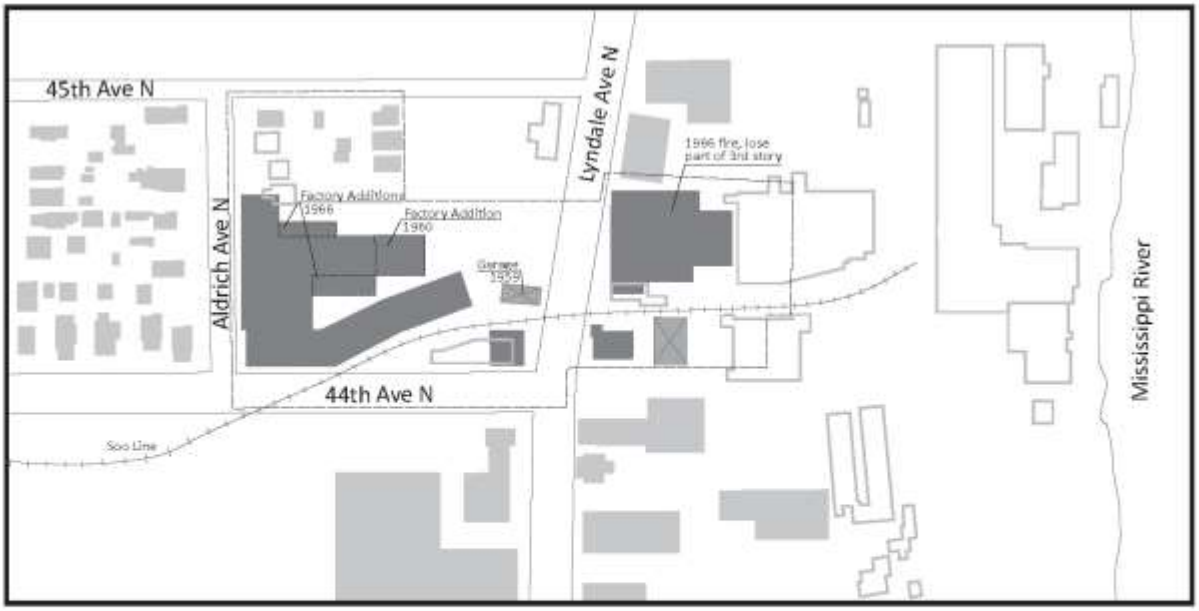


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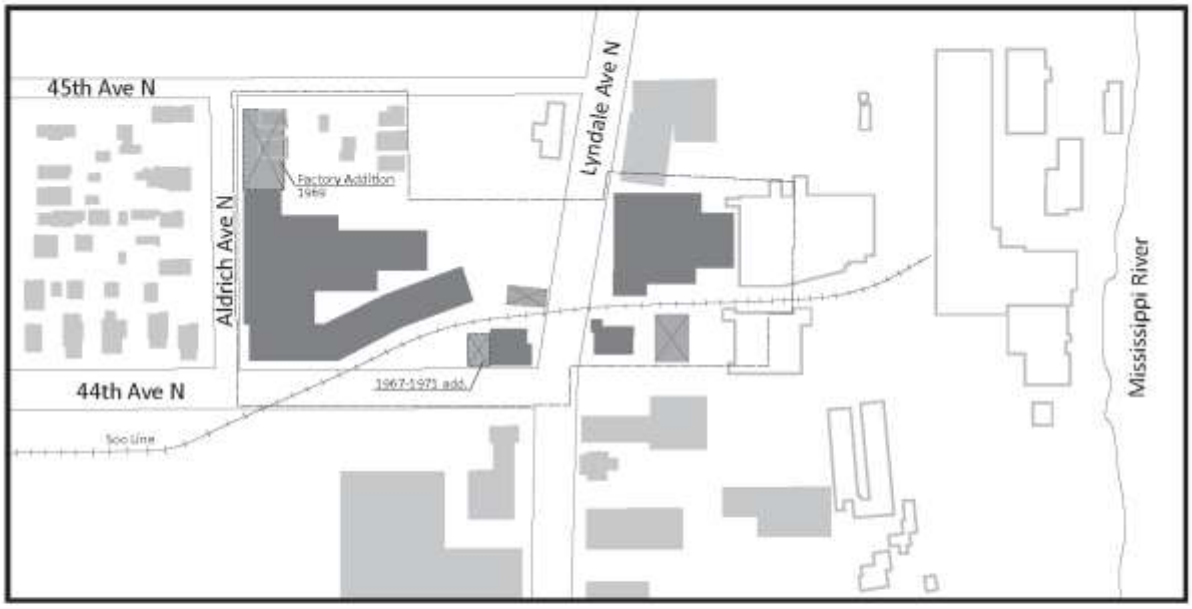
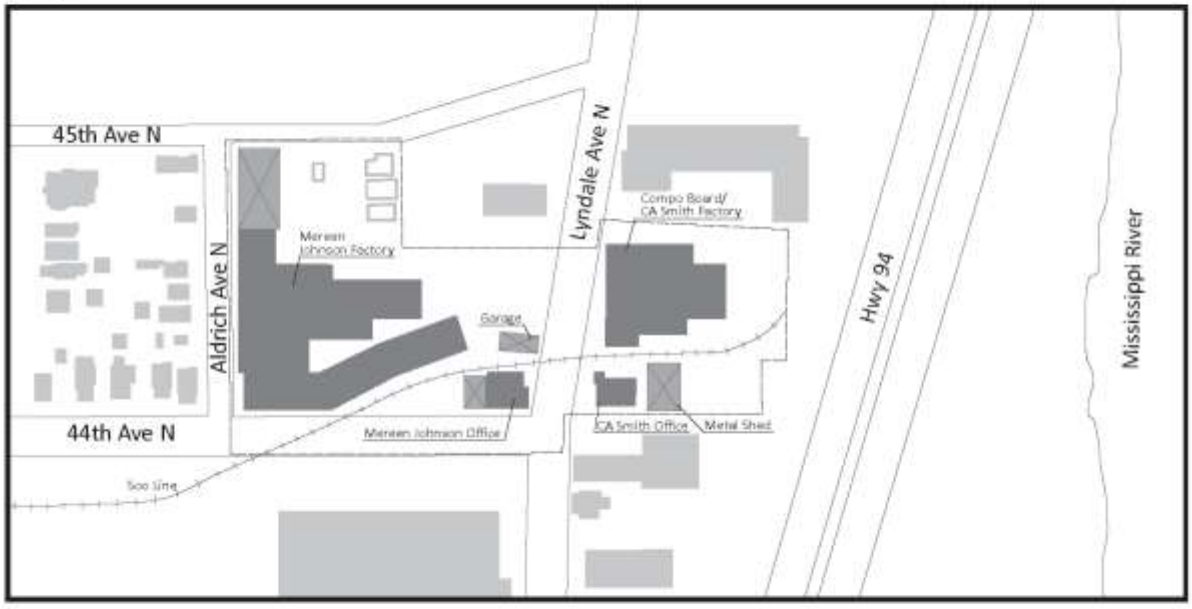
Figure 3 continued.

Development of 4400, 4401, 4410, 4420, 4430 Lyndale Avenue North
Produced by Preservation Design Works based on historical Sanborn maps and aerial photography

1971



2016



Key

- CA Smith/Mereen Johnson existing building
- non-contributing building
- unrelated building
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- 1945 year built
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- C.A. Smith Lumber Historic District boundary
- lumber yard

Individual Building Summaries

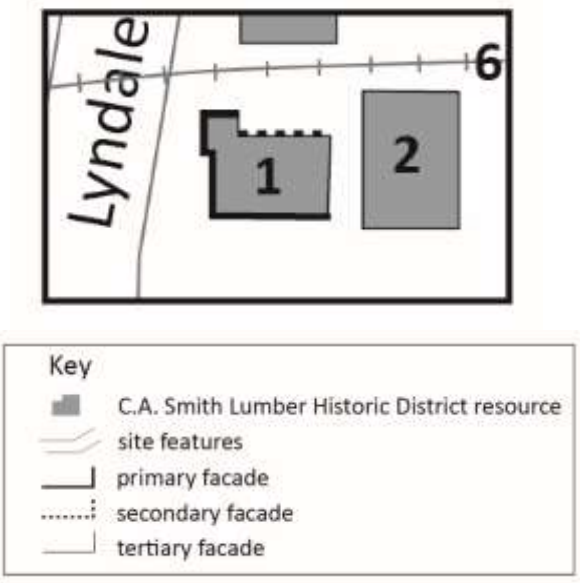
1. 4400 Lyndale Avenue North – C.A. Smith Lumber Company Office Building

Status: Contributing (entire building)

Historic Name: C.A. Smith Lumber Company Office Building
Building Type and Historic Use: Office Building Housed the C.A. Smith Lumber Company offices
Architect: Unknown
Construction History: Two story brick building in the Queen Anne style; built 1903, with a rear addition added between 1937 and 1956

Character Defining Features: Two-story brick bearing wall building, flat roof, cornice detailing, corner entry, "turret", fenestration pattern and type
Orientation: Primary façades face south and west
Areas to Avoid Alterations: Primary façades including corner entry, rooftop, original windows, masonry should not be painted
Areas Appropriate for Change: East façade
Areas Where Change Will Be Considered: North façade; Infill construction at the rear (east) of the parcel will be considered

Façade Map:



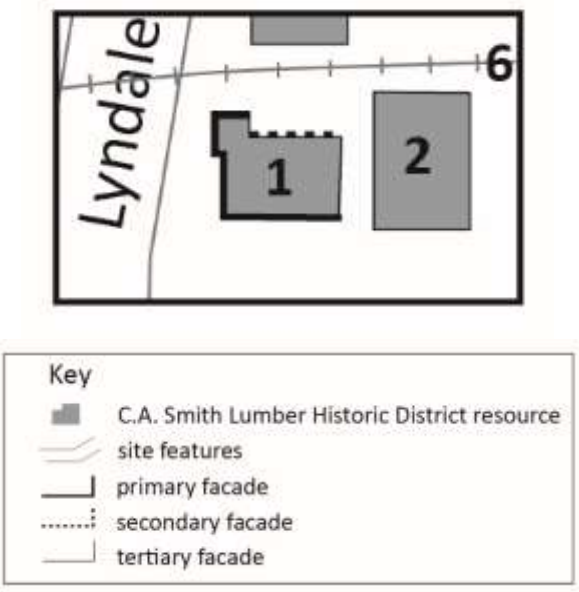
2. 4400 Lyndale Avenue North – Metal Shed

Status: Non-Contributing (entire building)

Historic Name: Metal Shed
Building Type and Historic Use: Shed, Storage
Architect: Unknown
Construction History: Built 1927; Single story corrugated metal shed

Character Defining Features: Utilitarian structure. Corrugated metal
Orientation: Doors at west and north façades
Areas to Avoid Alterations: None
Areas Appropriate for Change: Any
Areas Where Change Will Be Considered: Demolition will be considered; Infill construction will be considered

Façade Map:



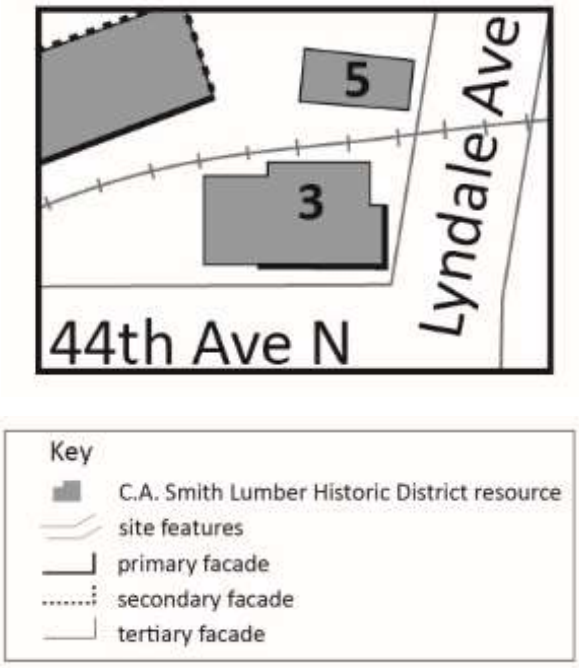
3. 4401 Lyndale Avenue North – Mereen Johnson Office Building

Status: Contributing (original building and 1953 north addition); Non-contributing (circa 1970 west addition) See also Figure 3, 2016 map

Historic Name: Mereen Johnson Office Building
Building Type and Historic Use: Office - housed Mereen Johnson business offices, drafting room, and vault
Architect: John Schwab
Construction History: Single-story brick commercial building with finished basement, constructed in 1917, with a side (north) addition in 1953, and a rear (west) addition between 1967 and 1971

Character Defining Features: Single-story brick bearing wall building, flat roof, cornice detailing, primary entry facing Lyndale Avenue North
Orientation: Primary façade faces east
Areas to Avoid Alterations: East and south façades of 1917 building, and rooftop
Areas Appropriate for Change: Additions, replacement windows, masonry may be repainted
Areas Where Change Will Be Considered: Demolition of circa 1970 addition will be considered

Façade Map:



4. 4401 Lyndale Avenue North – Mereen Johnson Factory Building

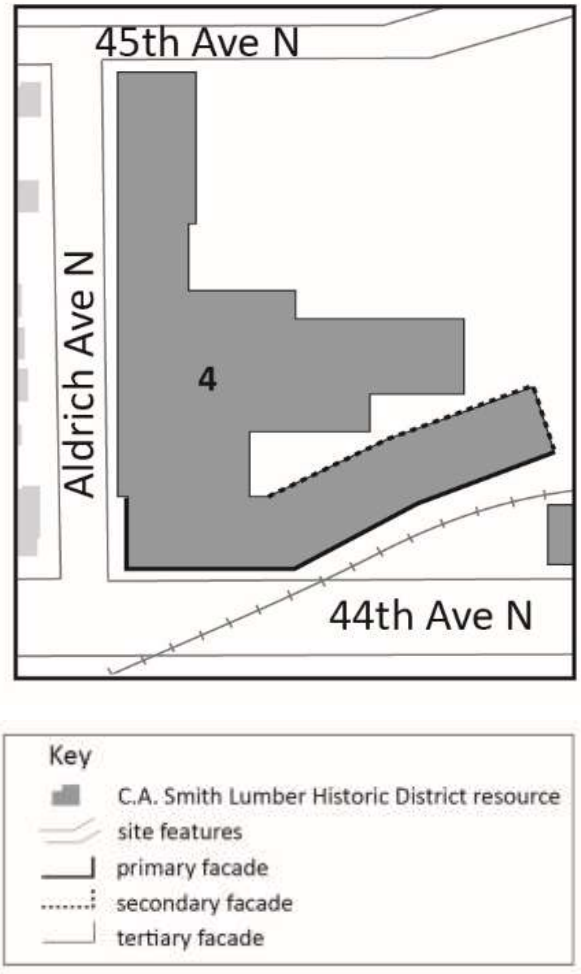
4. 4401 Lyndale Avenue North – Mereen Johnson Factory Building Continued

Status: Contributing (1916 buidling and 1917, 1919, 1922, 1940, 1943, 1946, 1950, 1953, 1960, 1963, and 1966 additions; Non-contributing (1969 addition). See also Figure 3, 2016 map

Historic Name: Mereen Johnson Factory Building
Building Type and Historic Use: Factory - housed Mereen Johnson machine shop, pattern vault, and industrial factory facilities
Architect: John Schwab
Construction History: The initial portion of this one-story masonry industrial building was constructed in 1916, the building has been added on to repeatedly over time. A significant CMU addition at the north of the building was constructed in 1969 and is non-contributing.

Character Defining Features: Masonry construction, irregular massing, entries and loading docks providing "in-the-round" access, relationship to rail corridor, fenestration patterns and brick detailing at 1916, 1920, 1922 portions of the building
Orientation: Earliest portions of the building abut the rail corridor, multiple entries and loading docks provide in the round access
Areas to Avoid Alterations: 1916, 1919, 1922 portions of the building
Areas Appropriate for Change: 1969 addition - new openings will be considered, installation of visible mechanical equipment will be considered, demolition will be considered, a vertical addition will be considered
Areas Where Change Will Be Considered: 1940, 1946, 1950, 1953, 1960, 1963, 1966 additions - horizontal additions or discrete infill construction located at the flat paved areas of the parcel will be considered

Façade Map:



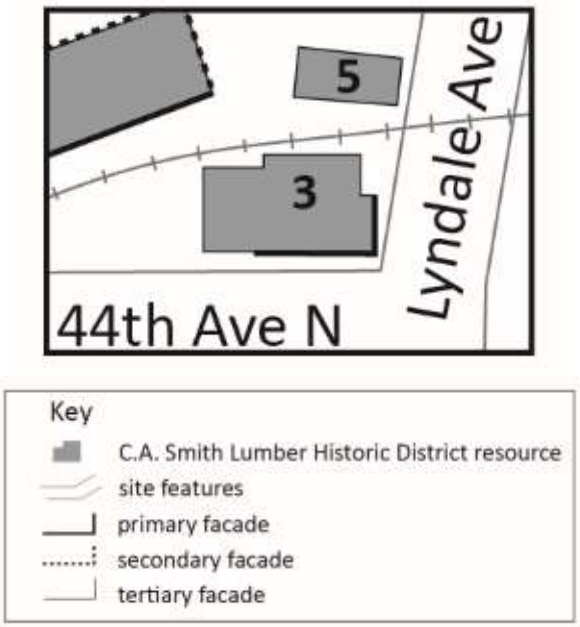
5. 4401 Lyndale Avenue North – Garage

Status: Non-contributing (entire building)

Historic Name: Garage
Building Type and Historic Use: Garage
Architect: Unknown
Construction History: Constructed 1959

Character Defining Features: Utilitarian structure; concrete masonry unit walls
Orientation: Garage doors face north toward the interior of the site
Areas to Avoid Alterations: None
Areas Appropriate for Change: All
Areas Where Change Will Be Considered: Demolition and replacement infill construction will be considered

Façade Map:



6. 4401, 4420, 4430 Lyndale Avenue North – Soo Line Rail Corridor

Status: Contributing

Historic Name: Soo Line Rail Corridor
Building Type and Historic Use: Rail Corridor
Architect: Not applicable
Construction History: Tracks laid pre 1912

Character Defining Features: Spatial relationships with buildings in district, particularly with loading areas for factory buildings that face rail corridor
Orientation: Loading areas for factory buildings face rail corridor
Areas to Avoid Alterations: Rail corridor should be maintained
Areas Appropriate for Change: Not applicable
Areas Where Change Will Be Considered: Projects that require alterations to the rail corridor will be considered if they respect and interpret the resource through building and landscape design

7. 4410 Lyndale Avenue North – C. A. Smith Lumber Yards

Status: Contributing

Historic Name: C.A. Smith Lumber Yards
Historic Use: Lumber Yard
Architect: Not applicable
Construction History: Not applicable

Character Defining Features: During the period of significance, the C.A. Smith lumber yards would have held tall lumber piles
Orientation: Not applcable
Areas to Avoid Alterations: Rail corridor should be maintained
Areas Appropriate for Change: All other areas
Areas Where Change Will Be Considered: Infill construction will be considered

8. 4410 Lyndale Avenue North – Non-historic Billboard

Status: Non-Contributing

Historic Name: N/A (non-historic billboard)
Building Type and Historic Use: Billboard
Architect: Not applicable
Construction History: Not applicable

Character Defining Features: Not applciable
Orientation: Faces Interstate 94 trench
Areas to Avoid Alterations: Not applciable
Areas Appropriate for Change: Removal of the billboard is acceptable
Areas Where Change Will Be Considered: All

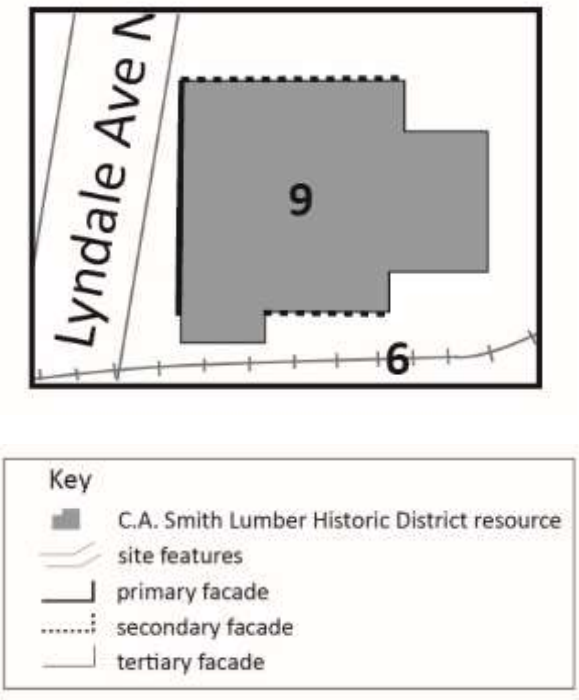
9. 4430 Lyndale Avenue North – Northwestern Compo Board Company and C. A. Smith Lumber Company Factory Building

Status: Contributing; Non-contributing (metal shed addition) - See also Figure 3, 2016 map

Historic Name: Northwestern Compo Board Company and C.A. Smith Lumber Company Factory Building
Building Type and Historic Use: Factory - Housed wood drying kilns for C.A. Smith Lumber Company and production facilities for Northwestern Compo Board Company
Architect: Unknown
Construction History: The initial portion of this masonry industrial building constructed in 1892; it has been expanded repeatedly over time and a fire destroyed the third story in the 1960s

Character Defining Features: Masonry construction, loading areas fronting the rail corridor, fenestration pattern and type
Orientation: Primary façade faces Lyndale Avenue North; loading areas face the rail corridor
Areas to Avoid Alterations: West façade
Areas Appropriate for Change: North, south, and east façades
Areas Where Change Will Be Considered: A rooftop addition to replace the previous 3rd story will be considered; additions or infill construction at the rear (east) of the site will be considered; removal of the metal shed addition will be considered; addition of new entries or loading areas will be considered

Façade Map:



2. FUTURE GROWTH AND EVOLUTION

These Design Guidelines are intended to allow for both long term and immediate change within the district. The buildings and sites within the C.A. Smith Lumber Historic District have evolved over time. With this in mind, there are areas within the district that have seen less change and should remain intact, while there are other areas that have seen a greater degree of change and it is appropriate to allow future changes.

City policies allow for industrial uses to remain within the district but also allow for the properties to transition away from industrial toward other uses. With this in mind, these guidelines have been written to accommodate both continued industrial use and potential reuse for commercial or other purposes.

3. GUIDELINES FOR SITE AND INFRASTRUCTURE

Contributing historic infrastructure includes the rail corridor.

A. Rail Corridor

A1. Preservation of the rail corridor is preferred, however it may not always be feasible. If the rail corridor must be altered, retention of references to the corridor is expected, and should be incorporated in a manner that respects the resource and aids in interpretation of the history of the district. Alterations that incorporate the rail corridor or a new interpretation of the rail corridor will be considered.

A2. Sight lines along the rail corridor shall be retained.

B. Landscape Design

B1. New plantings shall be volunteer in appearance and character.

B2. The use of plantings to screen parking areas is encouraged.

B3. Ensure proper drainage on the site so that erosion problems do not arise.

B4. Installation of paving between the rail corridor and the industrial buildings will be considered.

B5. Installation of paving at the eastern portion of the C.A. Smith site will be considered.

C. Fences, Parking Lots, Utilities

C1. Walls or fences that block historic site lines or separate historic functions shall not be installed within the district.

C2. Installation of new fencing shall be considered around the industrial buildings and shall be designed in consultation with CPED staff. New fencing shall not be located along Lyndale Avenue North, in front of the buildings, or around the office buildings.

C3. New parking lots shall not be located between primary façades and the public right-of-way (see façade maps in Section 2 of these guidelines).

C4. Important site features, such as the rail corridor, shall not be permanently removed or covered over to install parking areas. Important site features, such as the rail corridor, shall not be converted into parking areas. Temporary removal and reinstallation will be considered.

C5. Shared parking areas located between buildings that reduce intrusion into the historic setting is encouraged.

C6. The use of permeable paving is encouraged and shall be considered in consultation with CPED staff.

D. Interpretation

D1. Development and installation of interpretive materials are encouraged throughout the district. Interpretive materials may include (but are not limited to) permanent or semi-permanent exterior exhibit materials such as signs, maps, or historic images.

4. GUIDELINES FOR ALTERATIONS TO EXISTING BUILDINGS

A. General Guidance:

A1. Character defining features shall be retained. (Section 1 of these guidelines details the character defining features of each resource within the district).

A2. Balconies and roof decks are not original components of these buildings. Roof decks will be considered at the industrial buildings if they do not extend above the roofline, are stepped back from the parapet one structural bay, and do not obscure any character defining features. Balconies will be considered for all buildings at façades that are not visible from Lyndale Avenue North or the Soo Line Railroad Corridor.

A3. All contributing buildings and structures shall be maintained.

A4. Regular maintenance and repair is preferred over replacement of any historic materials or features.

A5. Character defining features that are missing or proved beyond repair shall be replaced with like materials. Replacement with substitute materials will be considered if the form and design of the substitute materials is proved durable and conveys the visual appearance of the historic material.

B. Massing, Height, and Scale:

B1. Office Buildings: rectilinear massing, one and two story heights shall be retained. The office buildings shall remain as distinct, free standing masonry structures.

B2. Industrial Buildings: the building's irregular massing shall be retained. Additions to the building shall remain identifiable as additions. Vertical additions will be considered as described in Section 4L of these Guidelines.

B3. A vertical addition to the C.A. Smith/Northwestern Compo Board Factory Building shall be considered as discussed in Section 4L.6 of these guidelines.

C. Orientation:

C1. Contributing office buildings within the district are oriented with primary entrances facing Lyndale Avenue North. The existing orientation and primary entrances of these buildings shall be maintained. New entrances shall not be cut into the primary façades of the office buildings.

C2. Contributing industrial buildings within the district are oriented to provide access "in the round": pedestrian access from Lyndale Avenue North and freight access from vehicular loading areas at non-primary façades and the rail corridor. The existing orientation of these buildings shall be maintained. Construction of additional entries and loading areas or docks will be considered.

D. Masonry:

D1. *The Secretary of the Interior's Standards for the Treatment of Historic Properties* shall be administered in the maintenance of masonry portions of structures.

D2. Areas of masonry that have been previously painted may be repainted. Areas of unpainted masonry should not be painted.

E. Window Replacement/Repair:

E1. Windows shall have clear glass unless historical documentation is presented which shows patterned or opaque glass.

E2. Windows shall not be blocked or obscured from the interior or exterior. Exceptions may be considered for windows that do not face the public right-of-way.

E3. Decorative trim around windows shall be retained, including: lintels, pediments, moldings, and hoods. If replacement is required, the original profile shall be replicated.

E4. Installation of windows that match the appearance, size, design, proportion and profile of extant historic windows in locations where former window openings have been bricked in or where non-compatible replacement windows have been installed is encouraged.

E5. Cutting new window openings shall not be allowed on primary façades of the office buildings or the C.A. Smith/Northwestern Compo Board Factory Building, or at the primary façades of the Mereen Johnson Factory Building (see façade maps in Section 2 of these guidelines). New openings on all other building façades will be considered and should be designed in consultation with CPED staff. Windows in new openings should not create a false sense of history by replication of historic window details.

E6. Windows from the Period of Significance should be preserved and repaired. Replacement windows will be considered if evidence is provided that historic windows cannot be repaired or if evidence is provided that historic windows have been previously removed. A survey of existing windows is required to document their condition and type. Replacement windows shall be constructed of painted wood or aluminum. Aluminum visible from the exterior shall be painted or anodized in a color compatible with the historic masonry and which reduces reflectivity.

E7. Replacement windows shall be located in the original rough openings. Reducing an original opening to accommodate a smaller window or increasing it to receive a larger one is not appropriate.

E8. Mullion patterns of replacement windows shall match historic windows.

E9. Replacement windows shall be compatible to historic window operation.

E10. True divided lights are required when replacing a divided light window. Where true divisions are not possible, applied muntins, with an interstitial spacer will be considered. Internal muntins, sandwiched between two layers of glass alone, are not allowed.

E11. The addition of storefront systems is not compatible with the historic use of these buildings and should be avoided.

E12. Except for facades directly facing Lyndale Avenue North, security features for the first floor windows of the factory buildings may be considered if they are desiged to be reversable after installation and do not damage the building or historic windows. Examples include mesh security screens, safety screens, and security window films. Some features may require a historic variance of Section 535.40(b) of the Zoning Ordinace. Retractible metal security gates shall not be allowed.

F. Door Replacement/Repair

F1. Historic doors shall not be blocked or obscured from the interior or exterior. Exceptions may be considered for doors that do not face the public right-of-way.

F2. Decorative trim around doors shall be retained. If replacement is required, the original profile shall be replicated.

F3. Installation of doors that match the appearance, size, design, proportion and profile of extant historic doors in locations where former openings have been bricked in or where non-compatible replacement doors have been installed is encouraged.

F4. Cutting new door openings shall not be allowed on primary façades of the office buildings or the C.A. Smith/Northwestern Compo Board Factory Building, or at the primary façades of the Mereen Johnson Factory Building (see façade maps in Section 2 of these guidelines). Transition of existing window openings to door openings at these locations will be considered and should be designed in consultation with CPED. New openings on all other buidling façades will be considered and should be designed in consultation with CPED staff. Doors in new openings should not create a false sense of history by replication of historic door details.

F5. Replacement doors will be considered if evidence is provided that historic doors cannot be feasibly repaired or if evidence is provided that historic doors have been previously removed. A survey of existing doors is required to document their condition and type.

F6. Replacement doors shall be located in the original rough openings.

G. Loading Areas and Docks:

G1. Loading areas and docks are character defining features of the industrial buildings and existing loading areas and docks should be retained.

G2. Construction of a new loading area or dock on a primary façade of an office building or on primary façades of the Mereen Johnson Factory Building (see façade maps in Section 2 of these guidelines) shall not be allowed.

G3. Any new loading dock or area should not be designed to imitate or create a false sense of history.

G4. Any new loading dock or area shall be integrated into the site in a pedestrian-friendly manner.

H. Signs and Awnings:

H1. Refer to Minneapolis Heritage Preservation Commission Design Guidelines for On-Premise Signs and Awnings (Adopted June 17, 2003).

I. Roofs:

I1. Historic rooflines shall be maintained throughout the district. Vertical additions will be considered as described in Section 5H of these Guidelines.

I2. Flat roofs hidden from the public right-of-way by parapets may be replaced with any suitable material including membrane roofs.

I3. The profile of parapets shall not be destroyed or changed through additions or cuts.

I4. Masonry details along the parapet shall be maintained. Any flashing or coping shall not interfere with masonry details at the roofline and shall not be visible from the street.

I5. Parapets and coping materials should be replaced only when it is demonstrated that replacement is necessary and shall match the historic design and materials.

J. Mechanical Systems:

J1. Mechanical equipment shall be located on flat roofs where its visibility from the public right-of-way is shielded as much as possible by parapet walls.

J2. Mechanical equipment shall not be permitted on primary façades, or on the ground between primary façades and public streets.

J3. If necessary, mechanical equipment and ventilation may be located on secondary or tertiary façades, provided that reasonable steps to mitigate its visibility are taken. Mechanical equipment on secondary façades shall not be placed in window openings.

K. Demolition:

K1. Buildings shall be maintained.

K2. Removal of unsafe and deteriorating non-contributing structures, such as metal sheds, will be allowed.

K3. Additions completed outside the period of significance often detract from the historic character of a building or a district as a whole. Demolition of non-contributing additions and structures that do not fall within the period of significance will be considered. In the case of the removal of additions, efforts shall be taken and documentation submitted to CPED staff regarding the methods of removal, stabilization and condition of adjacent contributing building portions. If the removal of the addition requires a new wall to close off the building, the guidelines for infill found in Section 5 of this document shall apply.

L. Additions to Existing Buildings:

L1. Demolition of character defining features in order to add on to buildings shall not be allowed.

L2. Additions shall be differentiated from the historic buildings while maintaining compatibility with the historic building's massing, size, scale, and architectural features.

L3. Materials used for additions shall be compatible but differentiated from historic materials so as to not create a false sense of history.

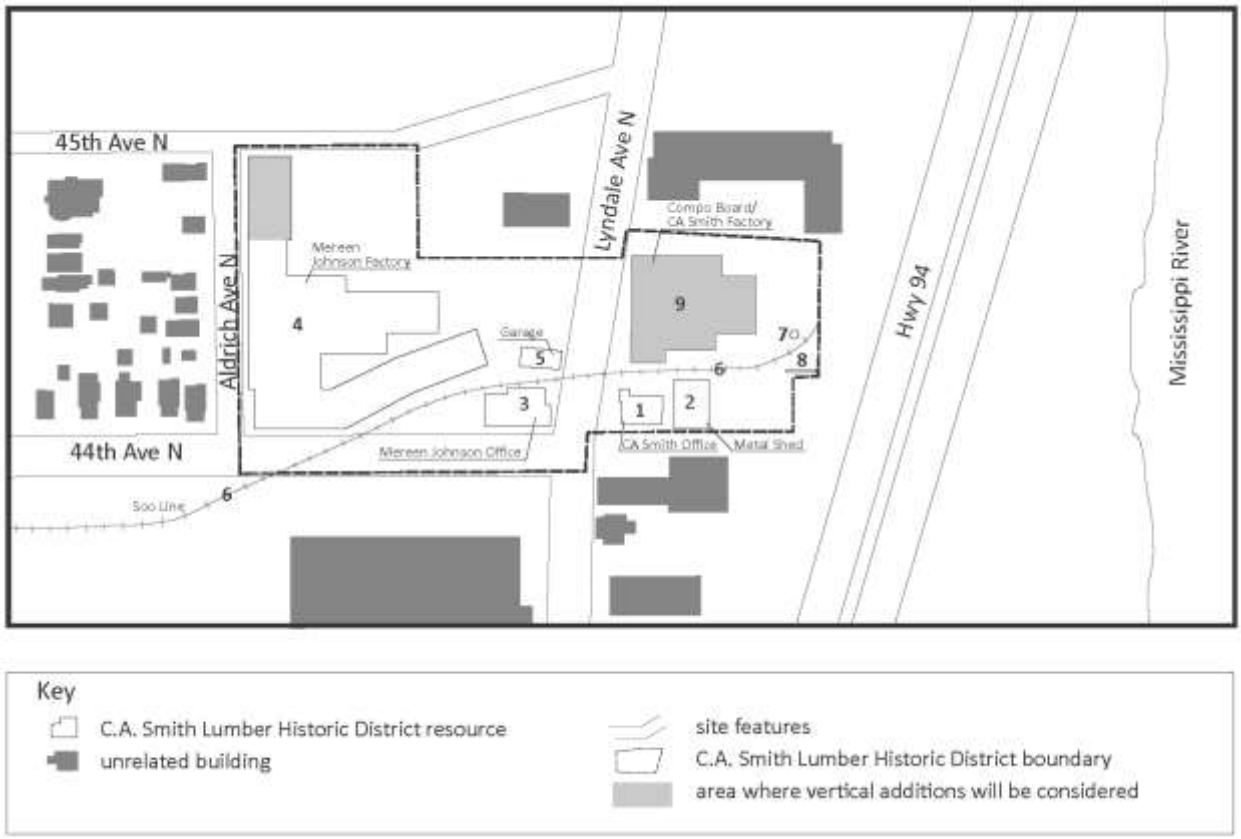
L4. Horizontal additions shall not be located on primary facades. Horizontal additions will be considered in the same locations that infill construction will be considered (see Figure 5) and shall be designed in consultation with CPED staff.

L5. Vertical additions to the office buildings or the 1916, 1919, and 1922 portions of the Mereen Johnson Factory Building will not be allowed. Vertical additions will be considered at the remaining portions of the Mereen Johnson Factory Building (see Figure 4) and should be designed in consultation with CPED staff.

L6. Historically accurate reconstruction of the third floor of the C.A. Smith/Northwest Compo Board Factory Building will be considered. New construction that proposes a modern interpretation of the third floor of the C.A. Smith/Northwest Compo Board Factory Building will be considered.

L7. Balconies and roof decks are not original components of these buildings. Roof decks will be considered at the industrial buildings if they do not extend above the roofline, are stepped back from the parapet one structural bay, and do not obscure any character defining features. Balconies will be considered for all buildings at façades that are not visible from Lyndale Avenue North or the Soo Line railroad corridor.

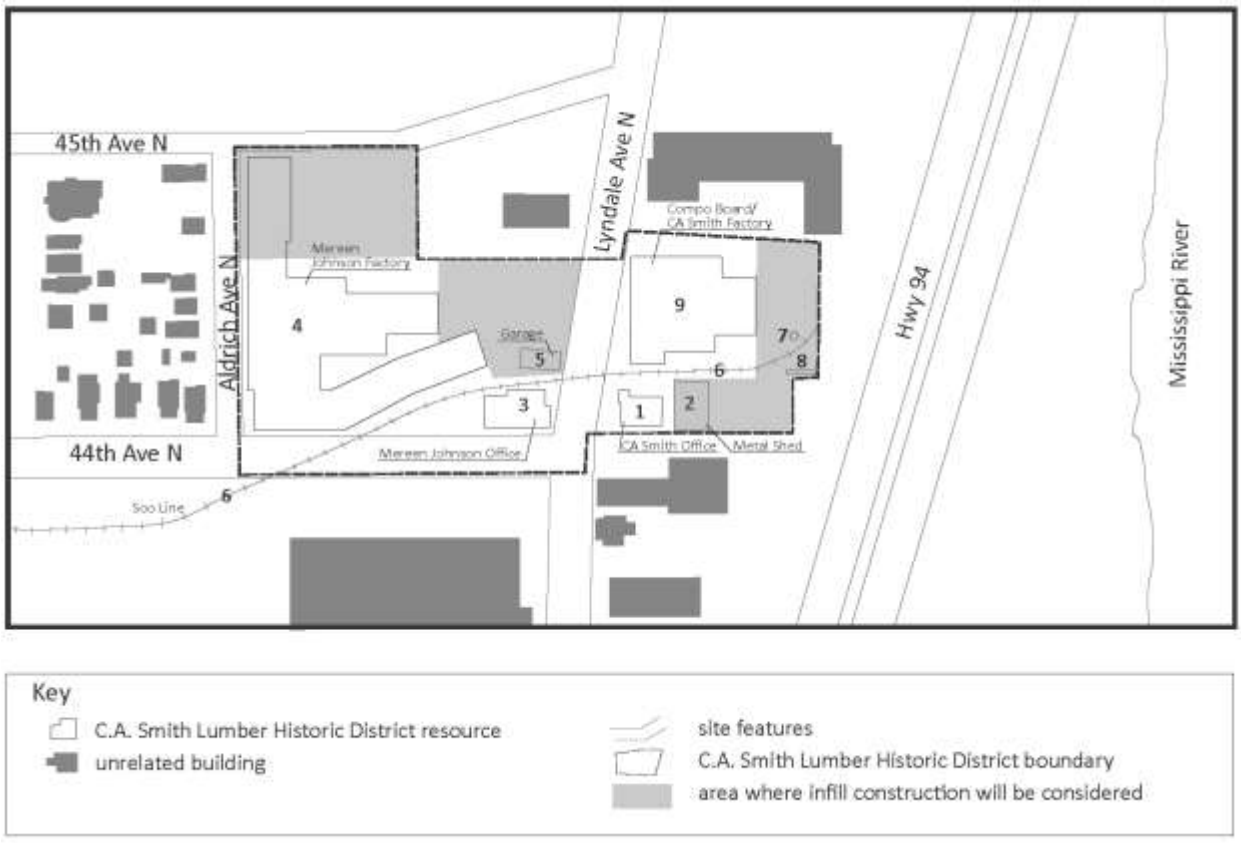
Figure 4. Vertical Additions Map



5. GUIDELINES FOR INFILL (NEW) CONSTRUCTION

Infill sites are important to the long-term growth and evolution of this district and must be treated carefully in order to fit in with existing historic buildings without competing or detracting from the historic character of the district. The following design guidelines for new buildings are intended to guide design decisions that highlight the historic character of the district while allowing for design creativity, innovation, and flexibility.

Figure 5. Infill Construction Map



A. Location and Orientation:

A1. New construction shall be considered at the locations marked in Figure 5 of these guidelines. New construction may be considered over the rail corridor, east of Lyndale Avenue, in the location marked in Figure 5, if an interpretive (of the rail corridor) building design concept is utilized.

A2. New construction shall be oriented with a primary façade facing the street. Additional primary or secondary façades oriented toward the rail corridor or the primary or secondary façades of other district buildings are encouraged.

A3. New construction shall be sited so that ~~is~~ it does not block historic site lines along the railroad corridor or from Lyndale Avenue North into the interior of the Mereen Johnson complex and C.A. Smith complex, except as otherwise allowed in this section.

A4. The contributing resources within the districts have inconsistent setbacks from Lyndale Avenue North. New construction shall not create a uniform street wall along Lyndale Avenue North.

A5. For accessory structures, including but not limited to storage buildings and dumpster enclosures, visibility from the public right-of-way shall be limited to the extent practical.

B. Access:

B1. New vehicular access to the site shall not cause the permanent displacement or removal of the rail corridor.

B2. Surface parking shall be located to the rear (east) of existing buildings at the east side of Lyndale Avenue North and at the rear (west) or interior of the site for new construction at the west side of Lyndale Avenue North. Parking may also be considered at the north and south sides of the C. A. Smith/Northwest Compo Board Factory Building.

C. Building Massing:

C1. The industrial buildings in the C.A. Smith Lumber Historic District have irregular massing with a horizontal emphasis. The office buildings share a rectangular massing. Consider the footprints of the adjacent buildings to develop a design for a new building that is compatible with the scale of the surrounding buildings.

C2. New buildings shall be between one and four stories in height.

D. Architectural Character and Materials:

D1. The design of new buildings should not replicate historic buildings.

D2. High style historicist designs are not appropriate.

D3. Building façades that face a public street may have one principal material, excluding window and door frames, and a second material for trim and details. Permitted materials include but are not limited to: brick, stone, wood, poured concrete, precast concrete, glass curtain walls, and exposed metals.

D4. Vinyl, EIFS, fiber cement panels, and terra cotta are not allowed for façade materials.

D5. Painted (non-metallic colors) metal, wood, and glass are appropriate for windows, doors, and entryways.

E. Openings

E1. Commercial style divided light and factory style windows are appropriate. Other styles of windows will be considered and should be designed in consultation with CPED. Painted wood, painted steel, and anodized aluminum windows are all appropriate.

E2. Windows with details such as lintels are appropriate.

E3. Louvers or other openings in façades for mechanical equipment shall not be visible from the public right-of-way.

E4. Entryways shall be in scale with the building.

E5. Loading dock style entries are appropriate.

E6. Balconies shall not project beyond the buildings wall of the structure and shall maintain the entryway and window fenestration patterns of the building.

E7. Simple rectilinear balconies are appropriate.

F. Roof:

F1. New buildings shall have flat roofs.

F2. Mechanical equipment, solar panels, decks, or penthouse structures shall be set back from the parapet wall such that it is not visible from the public right-of-way.

F3. Green or living roofs are appropriate.

G. Site:

G1. New construction shall respect the existing rail corridor. While preserving a historically significant infrastructure feature such as the rail corridor is preferred, it may not always be feasible. Retaining references to the feature is expected, and should be incorporated in a manner that respects the resource and aids in interpretation of the historic of the district. New development that incorporates the rail corridor or a new interpretation of the rail corridor into the project will be considered.

G2. Hardscaping and landscaping are encouraged where appropriate. See Section 3B of this document.

G3. Walls or fences that block historic site lines or separate new construction from the rest of the district will not be allowed.

G4. Regarding signs and awnings, refer to Minneapolis Heritage Preservation Commission Design Guidelines for On-Premise Signs and Awnings (Adopted June 17, 2003).

6. ARCHAEOLOGY

During new construction or other soil disturbing activities, the district has the potential to yield important archaeological information relating to the settlement of the Camden neighborhood and the Minneapolis lumber and post-lumber industries. This information may include remnants of buildings, lumber yards, transportation features, and other artifacts of past human activity. Archaeological resource preservation should start during the early stages of project planning and design. Property owners, developers, builders, design professionals and others involved in public or private improvements should use these guidelines to anticipate City concerns about archaeological resources.

A. Treatment of Significant Archaeological Resources

A1. Negative impacts to significant archaeological resources shall be avoided to the greatest extent possible.

A2. Where avoidance is impossible, negative impacts to significant archaeological resources shall be minimized to the greatest extent possible.

A3. Where negative impacts are unavoidable, a mitigation plan shall be developed and executed in consultation with CPED staff. Mitigation may include: literature search; phase 1 survey; phase 2 survey; recording, recovering, curating or interpreting archaeological resources; or other scopes.

A4. If unexpected archaeological resources are encountered during site work, cease work and notify CPED staff.

7. APPENDICIES

Definitions

Character Defining Features are the visual and physical features that give a building, site, or district its distinctive character. They may include spatial relationships, building shape, building materials, decorative details, and site elements.

Primary Façades are generally the façades of a building that face a public thoroughfare and possess a main building entry and/or character defining architectural features.

Secondary Façades are generally the façades facing a public thoroughfare but not possess a main building entry. They may still possess character defining features or a secondary building entry.

Tertiary Façades are generally the façades facing the interior of a site. They do not possess a main building entry and generally do not possess character defining architectural features.

The Secretary of the Interior's Standards for the Treatment of Historic Properties – 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 shall 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.

Further information on the Standards and Guidelines can be found at: http://www.nps.gov/tps/standards.htm

Other Resources

Windows

National Park Service Preservation Brief No. 9 (The Repair of Historic Wood Windows)

National Park Service Preservation Brief No. 13 (The Repair and Thermal Upgrading of Historic Steel Windows)

Planning Approaches to Window Preservation. Charles Fisher. 1984. (http://www.nps.gov/tps/how-to-preserve/tech-notes.htm)

Replacement Wooden Frames and Sash. William Feist. 1984. (http://www.nps.gov/tps/how-to-preserve/tech-notes.htm)

Installing Insulating Glass in Existing Wooden Sash Incorporating the Historic Glass. Charles Fisher. 1985. (http://www.nps.gov/tps/how-to-preserve/tech-notes.htm)

Repair and Retrofitting Industrial Steel Windows. Robert M Powers. 1989. (http://www.nps.gov/tps/how-to-preserve/tech-notes.htm)

Character Defining Features

National Park Service Preservation Brief No. 17 (Architectural Character-Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving their Character)

National Park Service Preservation Brief No. 18 (Rehabilitating Interiors in Historic Buildings-Identifying Character-Defining Elements)

National Park Service preservation Brief No. 35 (Understanding Old Buildings: The Process of Architectural Investigation)

Additions

National Park Service Preservation Brief No. 14 (New Exterior Additions to Historic Buildings: Preservation Concerns)

Masonry

National Park Service Preservation Brief No. 1 (Cleaning and Water-Repellent Treatments for Historic Masonry Buildings)

National Park Service Preservation Brief No. 2 (Repointing Mortar Joints in Historic Masonry Buildings)

National Park Service Preservation Brief No. 38 (Removing Graffiti from Historic Masonry)

Energy Efficiency

National Park Service Preservation Brief No. 3 (Improving Energy Efficiency in Historic Buildings)

National Park Service preservation Brief No. 24 (Heating, Ventilating, and Cooling Historic Buildings: Problems and Recommended Approaches)

Rooftops and Parapets

National Park Service Preservation Brief No. 4 (Roofing for Historic Buildings)

Signs

National Park Service Preservation Brief No. 25 (The Preservation of Historic Signs)