



MHS Photo 1936

Station 13 Minneapolis Fire Department
4201 Cedar Avenue
Minneapolis, Minnesota

Design Guidelines

Minneapolis Heritage Preservation Commission
2003

Property Name (Historic): Station 13 Minneapolis Fire Department

Address: 4201 Cedar Avenue, Minneapolis, Minnesota

Legal: Lots 29 and 30 and N 20 ft. of Lot 28, Block 4, Cedar Avenue Heights Addition to Minneapolis

Date of Construction: 1923

Architect: Collins and Kennsion (Minneapolis)

Description

Station 13 Minneapolis Fire Department retains a high level of historic integrity. Most of the original exterior brick and stucco surfaces, decorative wood trim, location of windows and entries, and other features are intact. The designers' original intention—apparently to create a domestically-scaled and detailed fire station on a landscaped lot—is still evident.

The one and one-half story exterior is executed in the Arts and Crafts Style; in massing, scale and detail the station is reminiscent of residential bungalows from the 1920s. The 60 x 82-foot building has an irregular L-plan with a poured concrete foundation and a deep polychrome brick-faced watertable. The exterior walls are clad in smooth-finish, off-white stucco. Wood trim at the eaves and openings is painted light gray. The intersecting gable roofs are covered with light gray asphalt shingles. The roofline has a continuous course of wood brackets under the deep eaves and at the shed dormer.

The main, west-facing façade faces Cedar Avenue. A low, pedimented gable trimmed with a simple, wide bargeboard surmounts the recessed, centrally located apparatus entry. The entry has a simple wood surround and double bi-fold doors with four single-paned lights. The doors are not historic. A shed-roofed dormer with three multi-paned windows projects from the roof slope above a pedimented gable. Two projecting bays flank the entry; the roofline above each is accented with heavy brackets and knee braces. A pair of double-hung windows is placed in each bay; each contains three-over-one sash. A concrete plaque below the windows identifies the station, date, and the building designer. Windows in each of the end bays contain six-over-one sash.

The north elevation faces 42nd Street. The main entry is centrally located under a low sloping roof supported by two pairs of heavy, stucco-finished brackets. A small double-hung window is placed between each pair of brackets. Two gables frame the low sloping roof. One contains an arched window with triple casements, the other a red brick chimney. Each gable end has a flat bargeboard, brackets, and prominent knee braces.

The entry has a single-leaf door framed by glazed sidelights and surmounted by a glazed transom. Low brick walls capped with concrete sills frame the concrete steps. A narrow concrete stair to the basement is located west of the entry.

The east elevation faces the alley. There is a single service entry flanked by double-hung windows. It is surmounted by a glazed transom. An arched window with triple casements occupies the gable

end. The hose tower, located in the ell where the two main gabled roofs are joined, is capped by a flat roof.

The south elevation has four pairs of double-hung windows and a single service entry. Another arched window with triple casements occupies the south-facing gable end. The main, west-facing façade faces Cedar Avenue. A low, pedimented gable trimmed with a simple, wide bargeboard surmounts the recessed, centrally located apparatus entry. The entry has a simple wood surround and double bi-fold doors with four single-paned lights. The doors are not historic. A shed-roofed dormer with three multi-paned windows projects from the roof slope above a pedimented gable. Two projecting bays flank the entry; the roofline above each is accented with heavy brackets and knee braces. A pair of double-hung windows is placed in each bay; each contains three-over-one sash. A concrete plaque below the windows identifies the station, date, and the building designer. Windows in each of the end bays contain six-over-one sash.

Design Guidelines

1. Masonry

a. Conservation and Replacement

All existing masonry surfaces should be conserved. Replacement of surfaces and features should be made only in the case of deterioration or damage. New brick at the chimney and watertable should match the color, size, texture, profile and detail of the historic material.

b. Cleaning

Masonry cleaning should be conducted only to halt deterioration and by means such as low-pressure water, soft brushes, and/or appropriate chemical treatment. Sandblasting should not be used under any circumstances. Waterproof and water repellent coatings should not be used unless there is evidence of past water penetration.

c. Repointing

Original mortar joint size and profile should be retained and/or duplicated in repointing. Mortar mixtures should duplicate the historic proportions of cement, sand, and lime, as well as color and texture.

d. Repair and Resurfacing

Stucco used for repair shall match the historic surface in composition and texture. Stucco should not be applied over historic brick surfaces. New materials including stone, brick veneer and vinyl or aluminum products should not be applied over historic brick or stucco.

e. Painting and Paint Removal

The original color and texture of historic masonry surfaces should be retained. Unpainted masonry surfaces should not be painted.

2. Roofs, Parapets, and Cornices

- a. New asphalt shingles should be consistent with the historic appearance of the roof.
- b. The original roofline including the cornice, vergeboards, and decorative brackets and knee braces and other elements should be maintained; no part should be covered or removed.
- c. Where roofline features are damaged, deteriorated or missing, the design of replacements should be based on historic photos or other evidence.
- d. Rooftop equipment that projects above the roofline should be set back from the primary building elevation and should not be visible from street level. Grade-level equipment should not be located on the north or west elevations.

3. Windows

- a. Historic wooden or metal sash should be conserved and repaired rather than replaced. If historic sash requires replacement, the size and number of panes of glass in each sash should not be altered. New sash, if installed, should duplicate the existing or other appropriate historic models, including the division of lights and profile of existing muntins.
- b. Replacement windows may be wood or metal with a painted or baked enamel finish. Other frame types are not acceptable. The operation of replacements and the arrangement of lights should match the original; crank-out units are not appropriate replacements for double-hung sash.
- c. New combination windows should be of full-screen type.
- d. No changes should be made to the size or location of existing windows. Windows should not be removed or blocked in for the installation of air conditioners.
- e. No new windows or other openings should be placed on the north or west elevations.

4. Entries

- a. Historic doors (and hardware) should be conserved and repaired rather than replaced. If replacement of original or historic doors is necessary, the replacement should be compatible with the material, design, and hardware of the older door.
- b. Replacement of the bi-fold engine house doors should be compatible with the historic character of the building.
- c. Character-defining entries are the north, single-leaf door surrounded by a glazed transom and sidelights, and the west, bi-fold engine doors. No changes should be made to their size or location.

d. No new entries or other openings should be placed on the north or west elevations.

5. Architectural Features and Trim

a. Retain all decorative trim around the windows and entry and at the roofline. If replacement is necessary, the original design including materials, texture, and profile should be replicated.

b. Concrete plaques at the west elevation should be retained and conserved. They should not be painted.

6. Signs and Lighting

a. Signs should follow regulations subject to provisions of Chapter 543 of the city's zoning ordinance (as amended) and the Minneapolis Heritage Preservation Commission "Design Guidelines for On-Premise Signs and Awnings."

b. Projecting and ground signs are permitted; wall signs, banners and awnings are not permitted.

c. Signs should be appropriately sized and complement the building exterior. They should be constructed of traditional materials such as wood and metal.

d. No part of the historic facade should be irreversibly damaged or altered in the installation of signs.

e. Signs should not conceal architectural details or features and materials should be compatible with the materials of the building to which they are attached.

Lighting

f. Lighting should highlight building elements, signs, or other features rather than attract attention to the light itself. Lighting should have an even level of illumination and be indirect.

g. Electrical conduit should be concealed and not be installed across the building facade. Installation should not damage the masonry exterior.

7. Additions

a. Additions should relate to the existing scale, height, massing, color, and materials and details of the historic building.

b. Additions should be confined to the least character-defining elevations at the east and south.

c. New windows, entries, and other features of any addition should be compatible with the original building in location, alignment, type and proportion.

8. Surface Parking Lots

a. The surface parking lot should be screened with landscaping or fencing of appropriate design. New design features should be compatible with the historic character and scale of the property.

9. Site Planning

a. The lawn panels at the north, west, and part of the south elevation of the station are part of the historic appearance of the property, as are the conifers flanking the driveway. New construction, parking, and other surfacing should not be located on the lawn. Fencing, new plantings, and other landscape features should respect the traditional appearance of the property.