



# BUTCHERS HILL

## MASTER PLAN & DESIGN GUIDELINES

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NEIGHBORHOOD DESIGN CENTER

Prepared for:

BUTCHERS HILL NEIGHBORHOOD  
ASSOCIATION

DRAFT  
OCTOBER 2008

Design assistance recruited and coordinated by:  
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This is a schematic design plan. It is not intended, nor should it be used for construction purposes. The Neighborhood Design Center and its volunteers assume no responsibility or liability for its technical accuracy nor for any unauthorized use of this plan.

*NOT FOR CONSTRUCTION  
PURPOSES*

Volunteer(s): Design Collective

Date: 10/27/2008

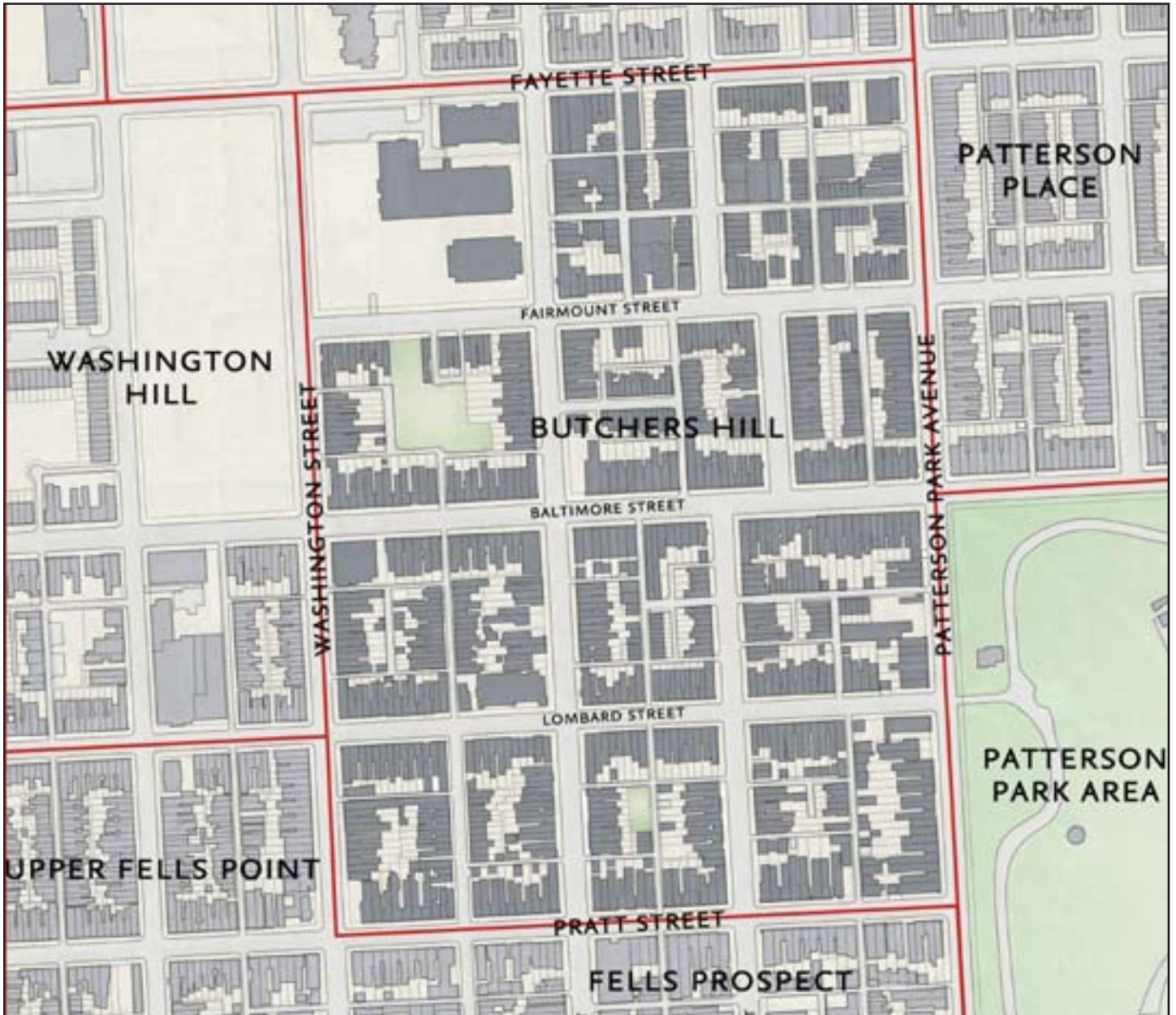
**Schematic Plan**

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# INTRODUCTION 1



## LOCATION

The neighborhood of Butchers Hill is a 12 block area in East Baltimore, located approximately one mile from the inner harbor, and bordered by Fayette and Pratt Streets to the North and South, and Patterson Park Avenue and Washington Street to the East and West, respectively. Containing about 1,000 buildings, Butchers Hill is home to a diverse group of citizens including many artisans, families, and young professionals.



# 1 INTRODUCTION

## 1667

Quinton Parker makes the first colonial land claim of 100 acres in the area of Butchers Hill.

## 1708

The first dwelling on Butchers Hill, known at that time as Hampstead Hill, was built by Nicholas Rodgers, a plantation owner.

## 1792

Rodgers land was auctioned off to William Patterson.

The beginnings of settlement at Butchers Hill was initiated by the construction of a new bridge over Jones Falls at Baltimore Street.

## 1800's

The name Butchers Hill was coined as many butchers and tanners settled in this area due to restrictions of slaughterhouses southwest of Baltimore & Ann Streets.

## 1816

The City of Baltimore expanded its boundaries to include Butchers Hill.

## 1827

William Patterson gave the city two parcels of land for use as city parks - one of which is now the center of the 135 acre Patterson Park.

## 1865 - 1915

Large period of growth in Butchers Hill fueled by demand for meat during the Civil War. This led to increased urbanization and the pattern of streetscape which still exist today.

## 1900 - 1920

A period of change was initiated by the influx of immigrants and the movement of butchers to beyond Butchers Hill.

## 1920 - 1940

Butchers Hill was primarily occupied by Jewish immigrants. Many of the former residences on Butchers Hill held commercial uses such as grocers and synagogues.

## 1940 - 1945

World War II has a devastating effect on the Hill and generates a period of decline for the neighborhood. Physical decline of buildings are a result of multifamily and intense uses.

## 1945 - 1970

Jewish families move north and Butchers Hill is taken up by the disadvantaged.

## 1970's

A period of Renaissance is generated by an innovative housing rehabilitation program put in place by Southeast Community Organization who had received a loan from the Ford Federation. Properties were bought and restored to city standards and then sold to middle income families.

Formation of the Butchers Hill Neighborhood Association.

## 1970's - TODAY

Areas of Butchers Hill are placed on the National Registrar for Historic Places.



TIMELINE AND IMAGES:  
RICK GILMOUR & BUTCHERS HILL ASSOCIATION



# INTRODUCTION 1



## GOALS

The goal of the comprehensive planning effort is to develop a master plan that guides future improvements in an effort to preserve the historical character of the neighborhood. This document is intended to:

1. Propose streetscape improvements including the integration of diagonal parking, traffic calming devices, and green techniques that will serve as a model for other neighborhoods throughout the city of Baltimore.
2. Develop a system of streetscape and architectural guidelines that help the residents' monitor and uphold the environmental quality of the Butchers Hill neighborhood.
3. Preserve and further enhance the identity of the neighborhood by creating a sense of place.



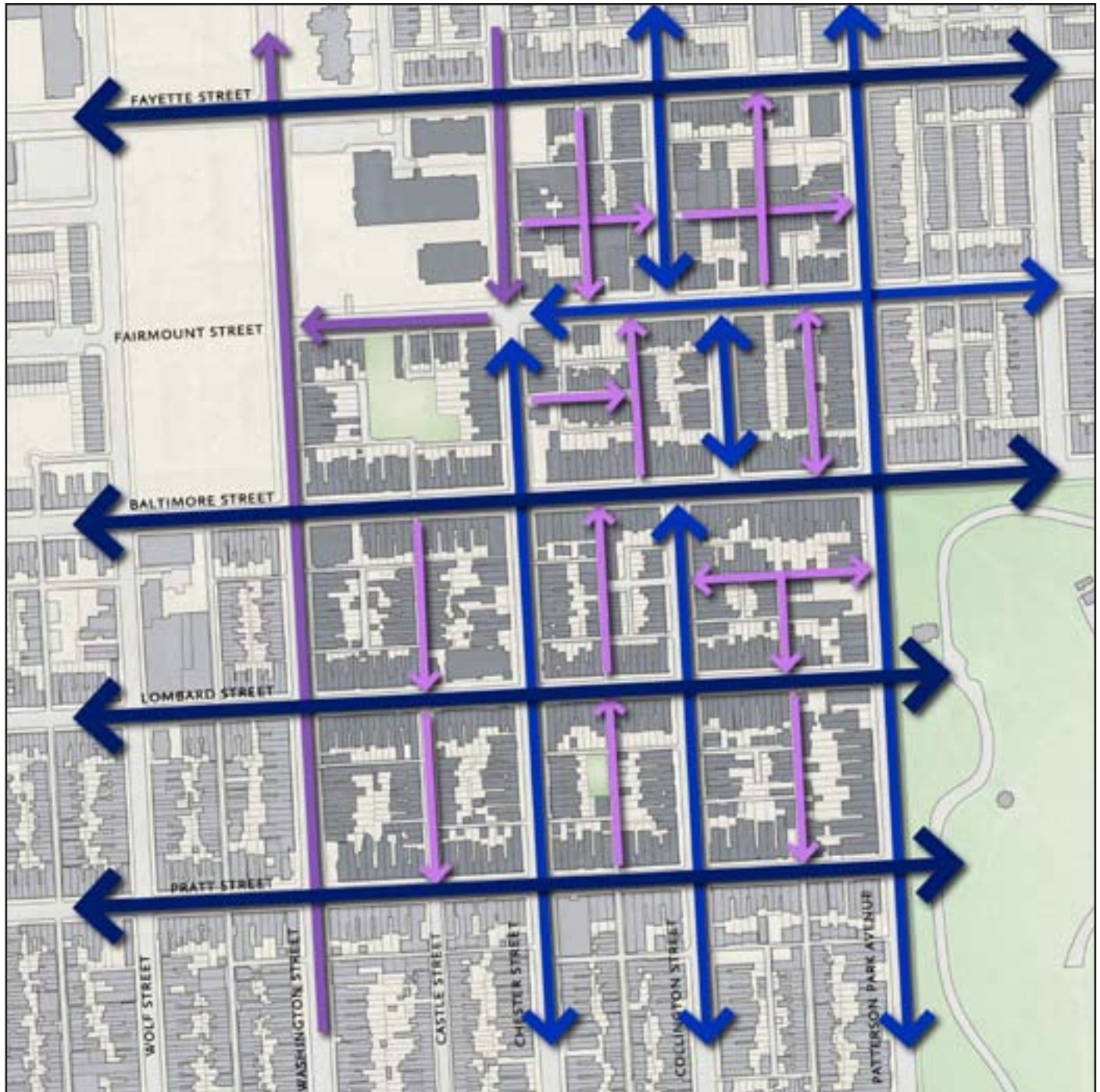




# EXISTING CONDITIONS





# 2 EXISTING CONDITIONS

## STREET NETWORK



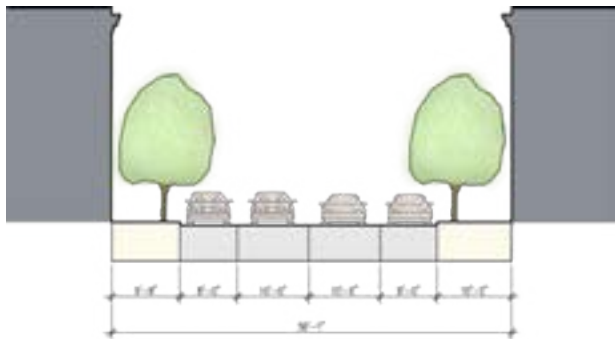
### STREET HIERARCHY

The thoroughfare streets serve to link downtown to Butchers Hill and beyond, therefore higher volumes of traffic occur, particularly during weekday am and P.M. rush hour. Neighborhood streets and alleys have lower traffic volumes since they primarily serve local residents, which allows for a more pedestrian-friendly environment.

-  Thoroughfare: Two-way
-  Neighborhood: One-way
-  Neighborhood Street: Two-way
-  Alley Street

# EXISTING CONDITIONS <sup>2</sup>

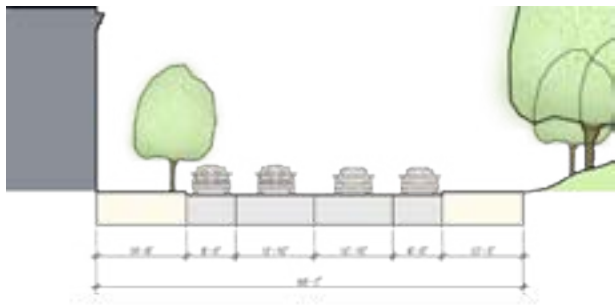
## STREET NETWORK



Street Section: Pratt Street



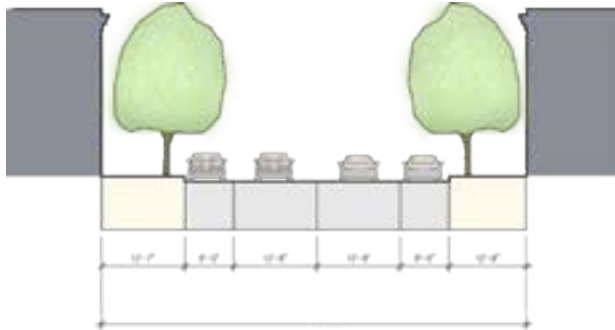
East/West Arterial Streets



Street Section: Patterson Park Avenue



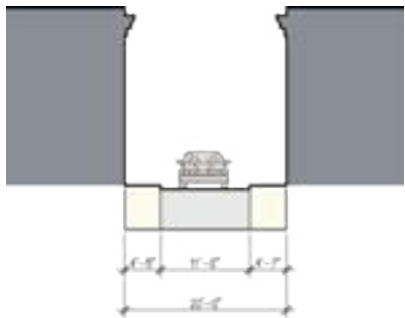
North/South Arterial Streets



Street Section: Chester Street



Neighborhood Streets



Street Section: Castle Street

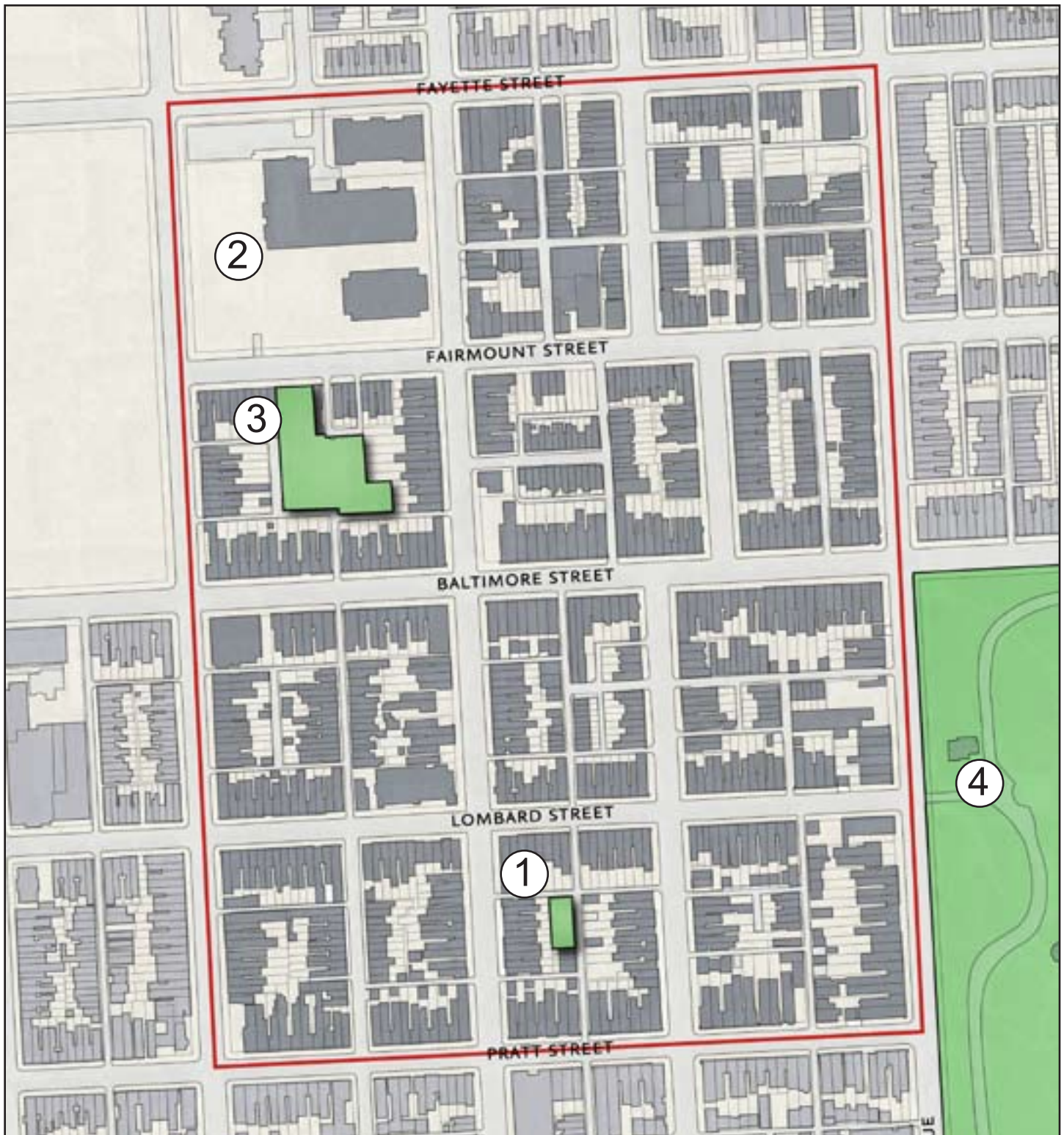


Alley Streets



# 2 EXISTING CONDITIONS

OPEN SPACE



1. Charles M. Halcott Square

3. Neighborhood Park

2. Amphitheater

4. Patterson Park

# EXISTING CONDITIONS <sup>2</sup>

OPEN SPACE



CHARLES M. HALCOTT SQUARE



AMPHITHEATER



NEIGHBORHOOD PARK



PATTERSON PARK

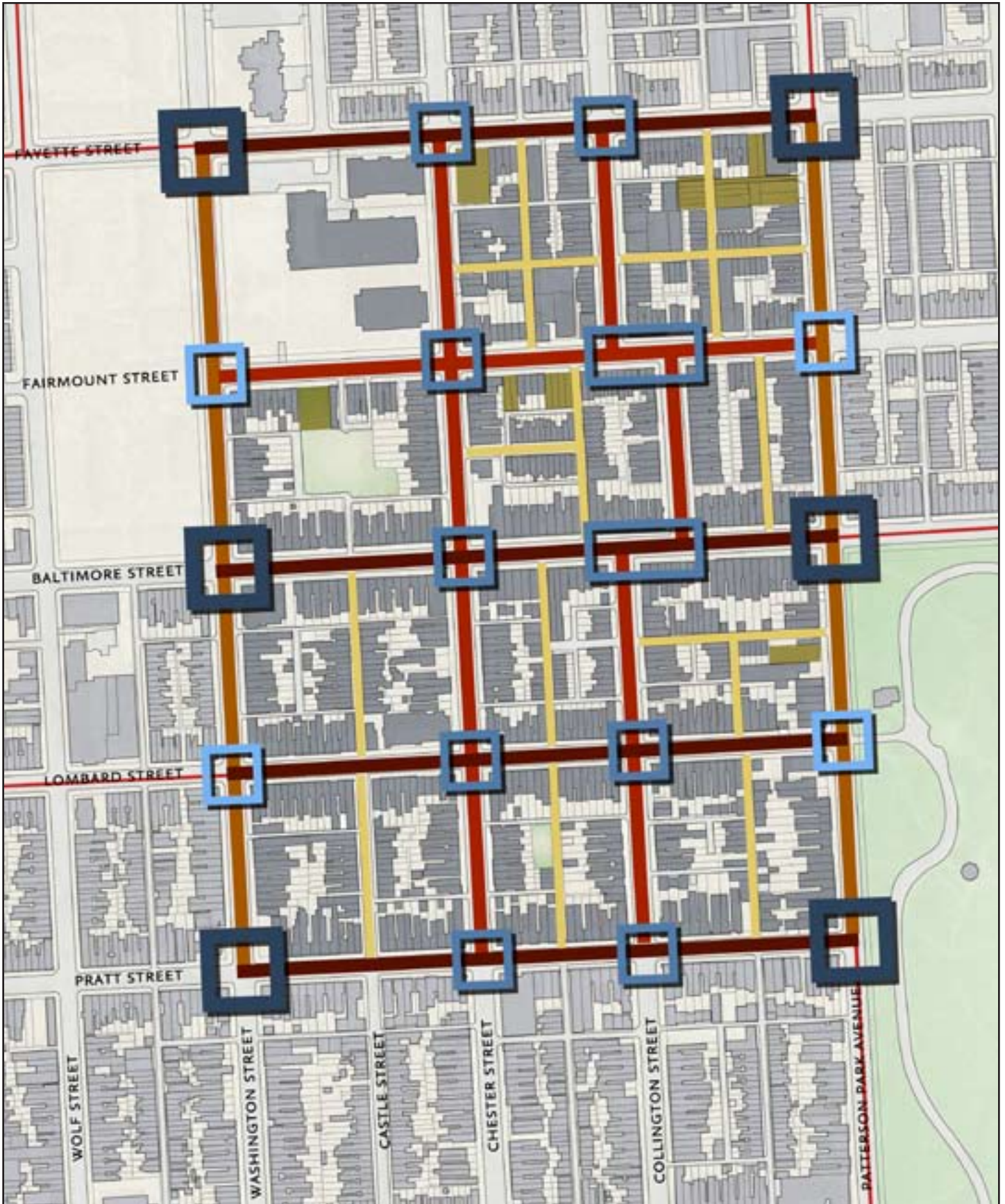




# MASTER PLAN

# 3 MASTER PLAN

## REGULATING PLAN





# MASTER PLAN 3





## REGULATING PLAN

### REGULATING PLAN




The regulating plan is the controlling document for all major streetscape improvements in the Butchers Hill neighborhood. It serves to graphically translate the master plan into place-specific neighborhood improvements.

### KEY

#### STREET TYPES:

- 'A' Street:  These serve as the major E/W arterials with 56' public ROWs
- 'B' Street:  These serve as neighborhood streets with 70' public ROWs
- 'C' Street:  These serve as the major N/S arterials with 70' public ROWs
- 'D' Street:  These serve as alley streets with 20' public ROWs

#### INTERSECTION TYPES:

- Full Intersection 
- N/S bumpout Intersection 
- E/W bumpout Intersection 

#### URBAN INFILL




STREET TYPES



INTERSECTION TYPES



URBAN INFILL

# 3 MASTER PLAN

## STREETSCAPE IMPROVEMENTS

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### GUIDING PRINCIPLES

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Streets within an urban environment are an important part of the open space system. They must be designed for both people and cars. While not green or landscaped as most open spaces are, the streets provide visual openness, spatial definition, and are vital to the vibrancy of the community. The streets will contain significant amounts of human activity:

The design and character of the streets (including sidewalks, street trees, light poles, furniture, etc.) requires careful consideration.

The prescriptions documented in this chapter are critical in order to achieve the pedestrian-friendly network of streets vital to a walkable, sustainable community.

### STREETSCAPE GOALS

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#### 1. GREENING THE STREETS

- A. Maximize the capture, treatment, and infiltration of street runoff through storm water mitigation.
  - 1. Storm water mitigation: There are high numbers of impermeable surfaces in urban areas. Storm water which would normally be absorbed into the ground is instead collected into and funneled through streets. In the process, the water picks up a variety of pollutants, including chemicals, fertilizers, oil and gasoline, pesticides, heavy metals and other trash. Those pollutants, in turn, flow into water treatment facilities and into bodies of water, creating serious water quality problems.
  - 2. Hazards of urban runoff: heavy metals such as lead, mercury, and zinc prove toxic to fish and other aquatic life. In fact, urban runoff has been blamed for a substantial proportion of the degradation found in American lakes, rivers and wetlands. (*Sustainable Street Design: An Analysis of Best Practices as seen within the Seattle context, Gabriel Sheer.*)
- B. Establishing a model to implement greener streetscapes in Butchers Hill and other neighborhoods in Baltimore.

#### 2. STREETSCAPE AESTHETICS

- A. Providing a visual amenity for the neighborhood
  - 1. Planting Strips
  - 2. Street trees and other flora: In addition to the storm water mitigation benefits alluded to above, green spaces serve as an integral connection for urban dwellers to the natural world.
  - 3. Appropriate street furniture and signage
- B. Improve pedestrian safety
  - 1. Lighting
  - 2. Crosswalks
  - 3. Accessibility
- C. Creating an specific identity of “sense of place” for the Butchers Hill neighborhood





# MASTER PLAN 3

## STREETSCAPE IMPROVEMENTS



### TRAFFIC PATTERNS

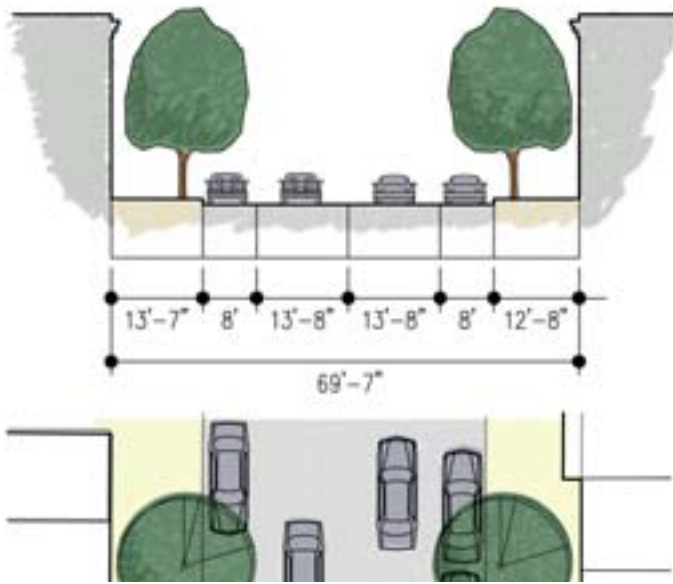
Collington Street, Chester Street, Fairmount street will become one way traffic, when angled parking is implemented on those streets. Chester street will be one-way South, Collington street will be one-way North, and Fairmount street will be one-way West.

-  Thoroughfare: Two-way
-  Neighborhood: One-way
-  Neighborhood Street: Two-way
-  Alley Street

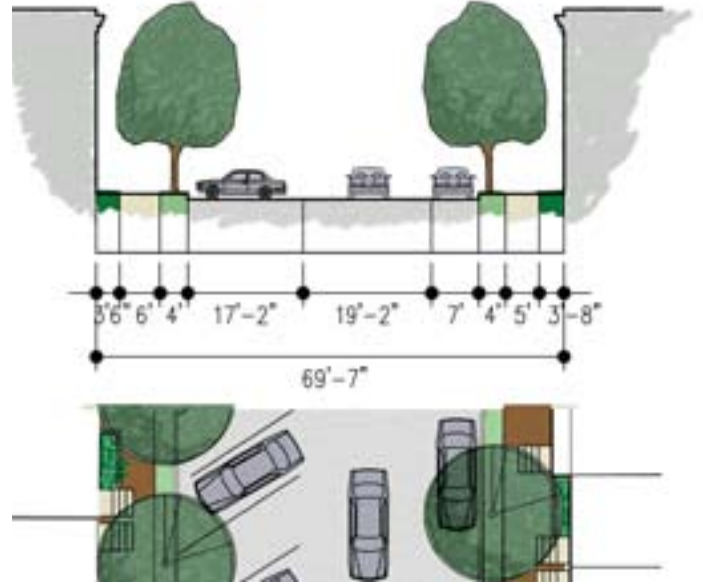


# 3 MASTER PLAN

## STREETSCAPE IMPROVEMENTS



EXISTING STREET SECTION



PROPOSED STREET SECTION



Source: Flickr

### DIAGONAL PARKING

Implementing reverse in diagonal parking along the neighborhood, or 'B', streets will increase the on-street parking capacity. Reverse in diagonal parking is a safer alternative to conventional diagonal parking because drivers are not forced to blindly back out into oncoming traffic. The new parking configuration combined with the proposed streetscaping for 'B' streets will increase the residential feel of these streets. Diagonal parking will decrease the vehicular travel lane thereby causing drivers to move slower and reduce vehicular/pedestrian conflicts.

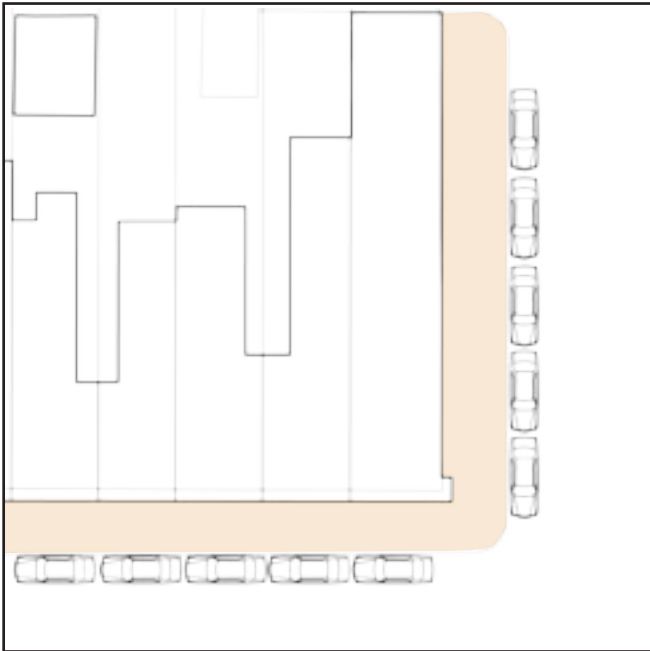
### KEY

'B' Street

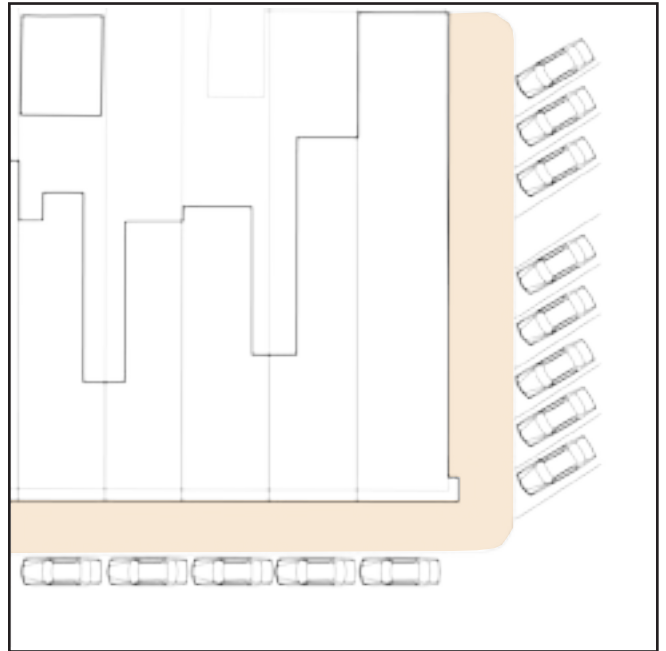


# MASTER PLAN 3

## BUMPOUTS



Existing conditions

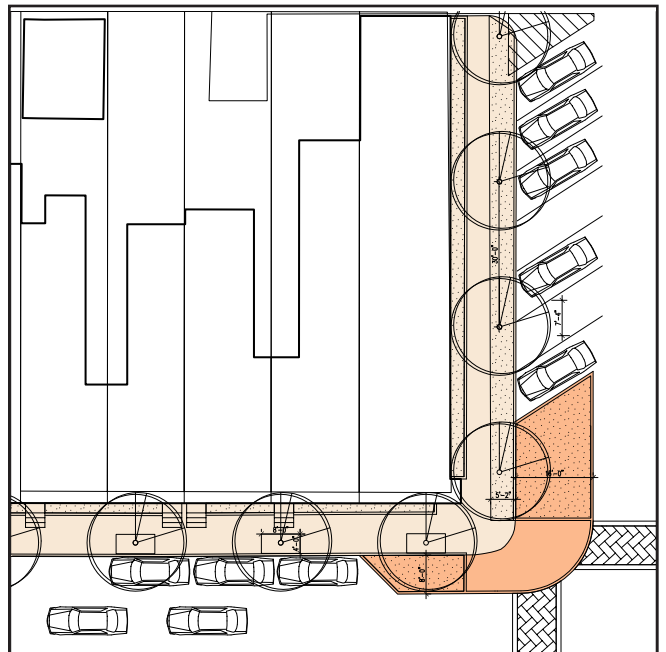


Proposed angled parking (striping) - approximately doubles parking on one side of street.



Proposed angled parking (with N/S bumpout)

- allows for the creation of stormwater curb extension to help manage runoff
- reduces pedestrian crosswalk distance
- traffic calming
- does lose 1-2 parking spaces
- plantings in bumpout enhance character of streetscape



Proposed angled parking (with E/W bumpout)

- reduces pedestrian crosswalk distance
- traffic calming
- does lose 1 parking space
- plantings in bumpout enhance character of streetscape

# 3 MASTER PLAN

## INTERSECTIONS



Source: Portland Green Street Program

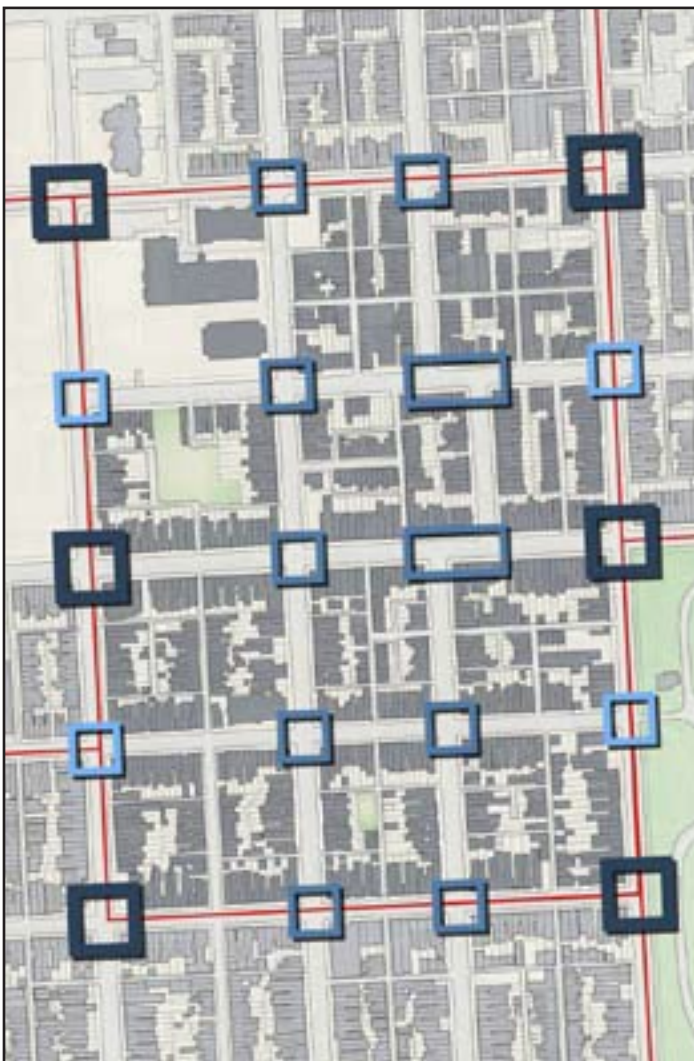
### BUMPOUTS AND CROSSWALKS

Bumpouts and textured crosswalks can be used as traffic calming devices and increase pedestrian safety. The decrease in asphalt width forces drivers to slow down and become more aware of their surroundings. This is a benefit to pedestrians because their is less risk of collision. Bumpouts also increase the walkability of an area by decreasing the distance the pedestrian has to walk to cross the street.

By using bumpouts there is an opportunity to not only increase pedestrian walkability but also capture stormwater runoff. The example to the right converted 590 Sq. Ft. of asphalt to landscape which captured and filtered runoff from approximately 9,300 Sq. Ft. of paved surfaces. The benefit of this is that stormwater is filtered onsite rather than entering the storm sewer and ultimately polluting waterways.

#### KEY

- Full Intersection ■
- N/S bumpout Intersection ■
- E/W bumpout Intersection ■



# MASTER PLAN 3

## INTERSECTIONS



Full Gateway Intersection Plan



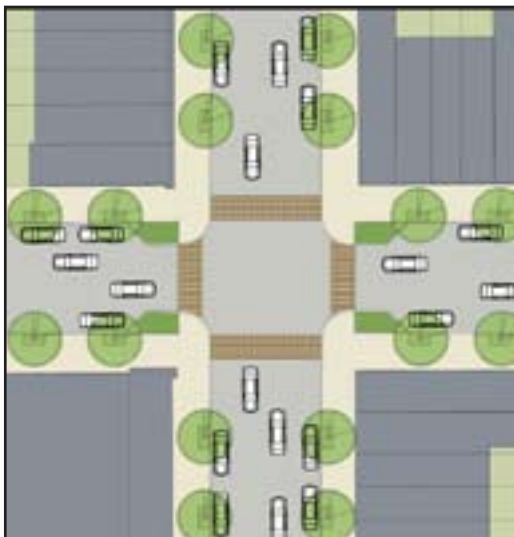
Full Gateway Intersections Key



N/S Bumpout Intersection Plan



North/South Bumpout Intersection Key



E/W Bumpout Intersection Plan

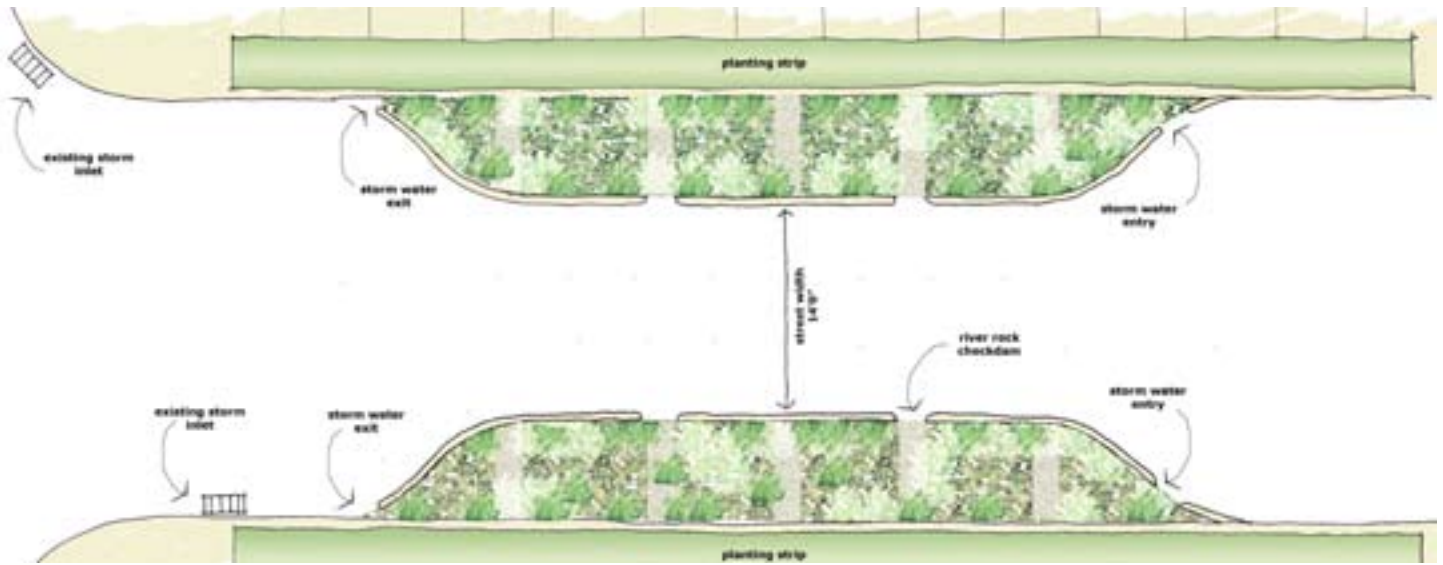


East/West Bumpout Intersection Key



# 3 MASTER PLAN

## STORMWATER CAPTURE BUMPOUTS



Source: Portland Green Street Program

### CASE STUDY #1: SISKIYOU GREEN STREET, PORTLAND

**PROJECT TYPE:** STORMWATER RETROFIT OF AN EXISTING RESIDENTIAL STREET - DEMONSTRATION PROJECT

**TECHNOLOGY:** A PAIR OF STORM CURB EXTENSIONS

**MAJOR BENEFITS:**

- THE EXTENSIONS CAPTURE RUNOFF FROM APPROXIMATELY 9,300 SQ. FT. OF PAVED SURFACES, TREATING AND INFILTRATING A LARGE PROPORTION OF THE RUNOFF.
- THE CURB EXTENSIONS CONVERTED ABOUT 590 SQ. FT. OF PAVEMENT TO LANDSCAPE.
- THEY ARE ATTRACTIVE ADDITIONS TO THE NEIGHBORHOOD, IMPROVE THE URBAN ENVIRONMENT, AND INCREASE PEDESTRIAN SAFETY AT THE INTERSECTION.

**COST:** THE TOTAL PROJECT CONSTRUCTION COST, INCLUDING PROJECT MANAGEMENT, DESIGN, AND CONSTRUCTION WAS \$20,000 OF WHICH \$3,000 IS ATTRIBUTED TO ANCILLARY STREET AND SIDEWALK REPAIRS COSTS THAT MAY NOT BE NEEDED FOR OTHER SIMILAR PROJECTS. TOTAL COST FOR THE STORMWATER CURB EXTENSIONS ONLY WAS \$17,000 OR \$1.83 PER SQ. FT. OF IMPERVIOUS AREA MANAGED.

**CONSTRUCTED:** CITY CREWS CONSTRUCTED THE EXTENSIONS IN 2 WEEKS IN OCTOBER 2003

**MAINTENANCE:** PORTLAND PARKS AND RECREATION WILL MAINTAIN THE FACILITIES DURING THE TWO-YEAR ESTABLISHMENT PERIOD (UNTIL OCTOBER 2005); THE SOURCE OF LONG-TERM MAINTENANCE SERVICES IS TO BE DETERMINED.



Source: Portland Green Street Program



Source: Portland Green Street Program



# MASTER PLAN 3

## STORMWATER CAPTURE BUMPOUTS



Source: Portland Green Street Program



Source: Portland Green Street Program



### BUMPOUT LOCATION:

Determining where stormwater capture bumpouts should be located is dependent upon the topography along the street as well as the type of bumpout occurring at the intersection. The previous page identifies all of the locations where bumpouts will occur. Based off of this information along with an analysis of neighborhood topography the diagram to the left illustrates locations where bumpouts should serve as stormwater filtration areas.

The storm water catchment bumpouts will further enhance the greening of the streets in Butchers Hill by increasing filtration capacity and reducing impervious surfaces. Unlike the stormwater filtration pits, which are integrated into the sidewalk along East/West arterials, the bumpouts provide a significantly larger area to capture and filter water.

### KEY:

Diagonal Bumpout  
Parallel Bumpout  
Runoff Flow



# 3 MASTER PLAN

## STREETSCAPE IMPROVEMENTS



### PLANTING STRIPS

A planting strip is the pervious area between the back edge of curb and the sidewalk that can either be continuous (shown above) or segmented to include groups of trees. They serve many functions that include: creating a buffer between pedestrians and vehicles, which provides increased pedestrian comfort; provide a place for street trees, light poles, signage and fire hydrants that reduces sidewalk clutter; and provide a place to absorb rain water run-off, which decreases environmental impacts.

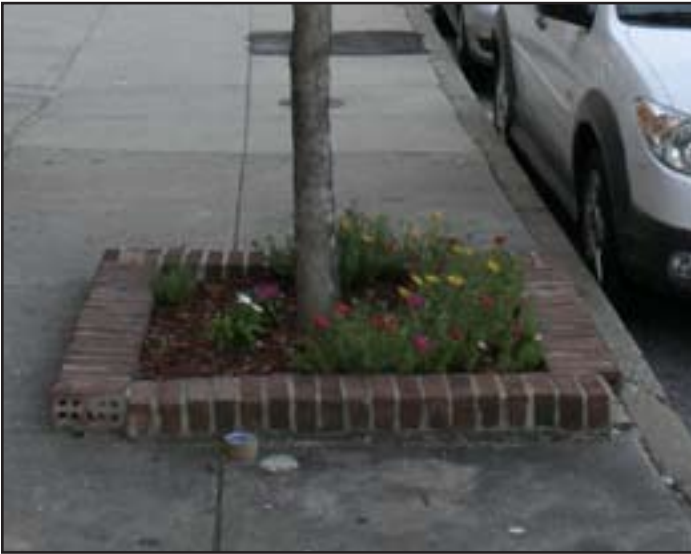
### KEY

'B' Street



# MASTER PLAN 3

## STREETSCAPE IMPROVEMENTS



### TREE PITS

A tree pit is a penetration through a sidewalk, often only 4 feet by 4 feet, for the placement of street trees. They are primarily used in commercial and urban residential situations, especially when narrow sidewalk conditions are present. They are placed adjacent to the roadway to provide a visual and physical barrier between the pedestrian and vehicular realm. They are often enhanced with plantings such as flowers or low groundcover and can be bordered by bricks, edge pavers and similar to suppress root uplift. The edging materials should be constructed such that they do not intrude upon the pedestrian and street realm, especially the opening of car doors.



### KEY

'A' Street  
'C' Street



# 3 MASTER PLAN

## STREETSCAPE IMPROVEMENTS



Source: Portland Green Street Program



Source: Portland Green Street Program



### STORM WATER CAPTURE BASINS

Stormwater treatment could be a major design element. Aesthetic applications would be strategically placed to deal with the slowing of water flow in rain events. As well as beautifying the streets, these areas would serve in the filtration and detention of stormwater. Small bump-outs could be installed in existing parking areas to reduce the velocity of stormwater runoff, as well as provide additional green space opportunities. Bio-swailes and detention areas could be planted with vegetation that can handle the fluctuating water levels. Plantings would have multi-seasonal value and low maintenance needs. Each alternative stormwater application would need to be evaluated to ensure its constructability over utilities and stormwater amenities to ensure that the final installations are attractive and functional.

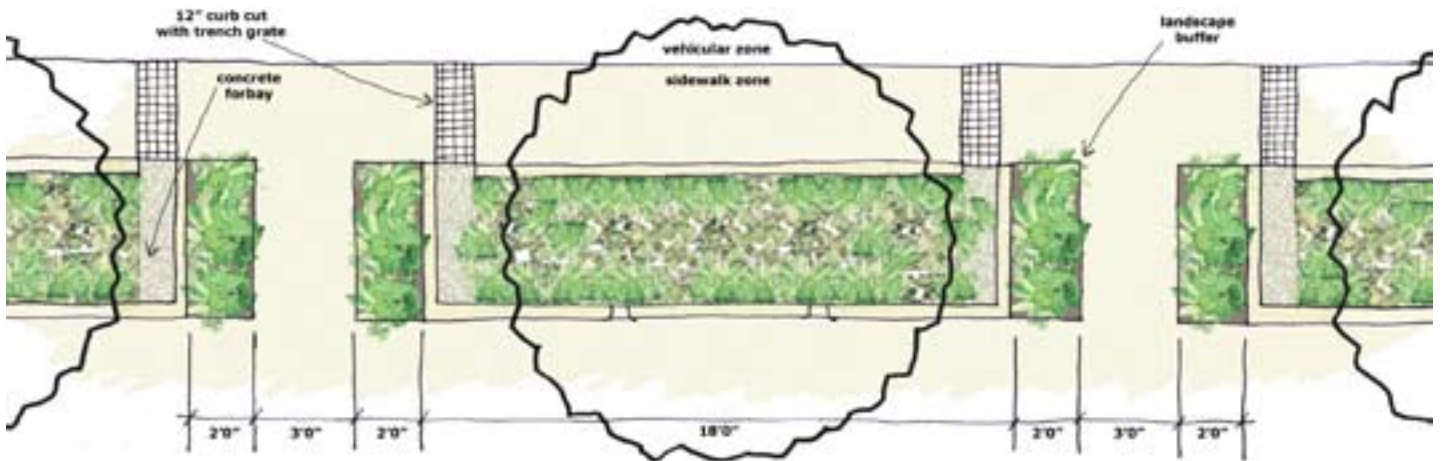
#### KEY

'A' Street  
'C' Street



# MASTER PLAN 3

## STREETSCAPE IMPROVEMENTS



Source: Portland Green Street Program

### CASE STUDY #2: 12TH AVENUE GREEN STREET, PORTLAND

**PROJECT TYPE:** STORMWATER RETROFIT OF AN EXISTING DOWNTOWN STREET - DEMONSTRATION PROJECT

**TECHNOLOGY:** A TREATMENT TRAIN OF FOUR CONSECUTIVE STREET STORMWATER PLANTERS

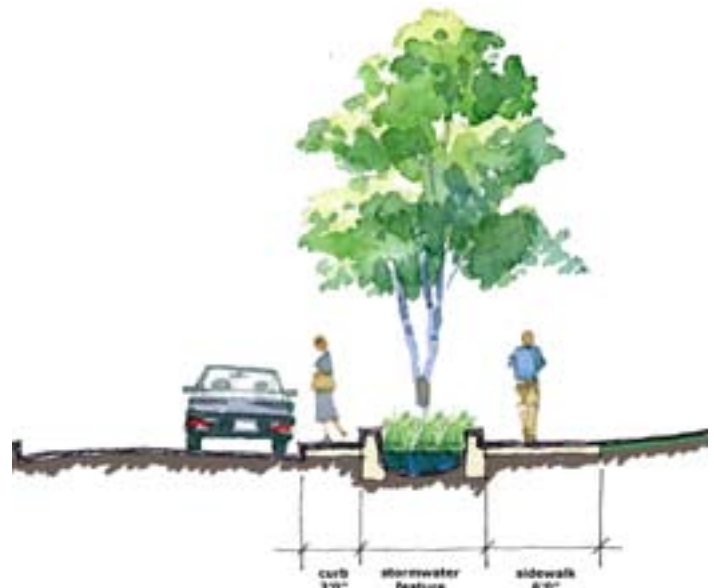
**MAJOR BENEFITS:**

- THE PLANTERS CAPTURE RUNOFF FROM APPROXIMATELY 7,500 SQUARE FEET OF PAVED SURFACES. THEY TREAT AND INFILTRATE MOST OF THE RUNOFF THEY RECEIVE, PROVIDING VOLUME AND FLOW CONTROL AND WATER QUALITY BENEFITS.
- RUNOFF IS MANAGED ON SITE, INSTEAD OF ENTERING THE STORM DRAIN SYSTEM THAT FEEDS DIRECTLY INTO THE WILLAMETTE RIVER.
- THE PLANTERS IMPROVE THE EXISTING URBAN STREETSCAPE BY ADDING ATTRACTIVE GREENSPACE.
- THE PLANTERS ARE DESIGNED TO SAFELY ACCOMMODATE PEDESTRIANS, ON-STREET PARKING, AND VEHICLE ACCESS

**COST:** THE TOTAL PROJECT CONSTRUCTION COST, INCLUDING PROJECT MANAGEMENT (BUT NOT DESIGN), WAS \$38,850. OF THIS, CONSTRUCTION OF THE STORMWATER PLANTERS COST \$34,850, OR \$4.65 PER SQUARE FOOT OF IMPERVIOUS AREA MANAGED. THE REMAINING \$4,000 WAS REQUIRED FOR ANCILLARY STREET AND SIDEWALK REPAIRS AND LANDSCAPING ADJACENT TO THE PLANTERS; THESE COSTS MAY NOT BE NEEDED FOR OTHER SIMILAR PROJECTS.

**CONSTRUCTED:** MAY-JUNE 2005

**MAINTENANCE:** THE CITY OF PORTLAND WILL MAINTAIN THE FACILITIES



Source: Portland Green Street Program



Source: Portland Green Street Program



# 3 MASTER PLAN

## STREETSCAPE IMPROVEMENTS



### POTTED PLANTS AND FOUNDATION PLANTINGS

Potted plants and foundation plantings soften the transition from the sidewalk to the building facade, which creates a more pleasing pedestrian experience. Additionally, they create a buffer from the public realm of the sidewalk and the private realm of the adjacent occupiable space in the home. A layered or tiered approach should be used such that the taller, larger plant materials are placed closer to the building and shorter, smaller plantings are in front, closer to the pedestrian pathway. In situations with narrow sidewalks, particularly homes on alley streets, potted plants should be used.



#### KEY

Foundation Plantings  
AND Potted Plants



Potted Plants ONLY



# MASTER PLAN 3

## STREETSCAPE IMPROVEMENTS



### FLOWER BOXES AND HANGING POTS

Flower boxes are installed below window sills and hanging pots are installed on the exterior wall, typically near front door entrances. Normally, they include a variety of flowers or small flowering plants that are easily maintained, which softens the hard, flat vertical wall of the building and introduces color that adds to the visual interest of the building and the pedestrian experience. The incorporation of these elements are particularly beneficial along homes on alley streets due to the absence of street trees.



### KEY

Flower Boxes  
AND Hanging Pots

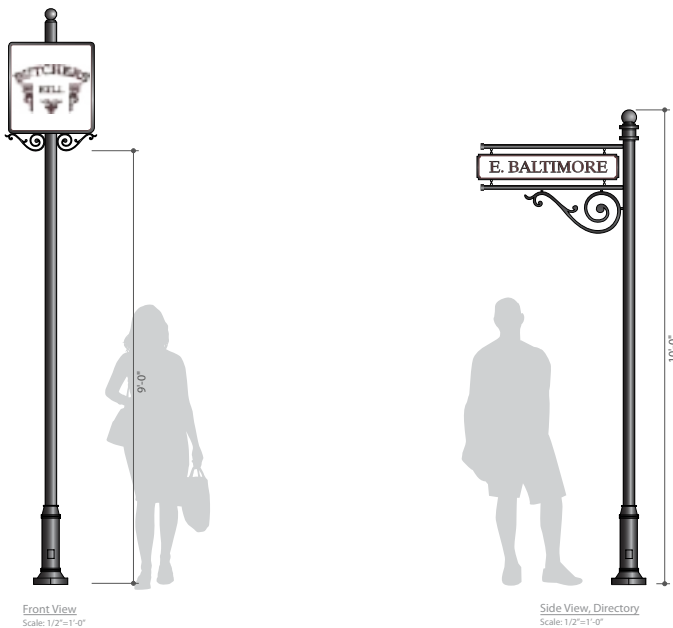


Emphasis on Hanging Elements



# 3 MASTER PLAN

## STREETSCAPE IMPROVEMENTS






### SIGNAGE AND LIGHTS

Signage is not only a wayfinding element, but also gives character to a neighborhood. The current signage and lighting configuration utilizes cobra overhead lights for signage and lighting purposes. Cobra lights are intended for lighting the street and are not an appropriate scale for pedestrian lighting. It is recommended that the light above, which is currently present in the neighborhood, be utilized along all streets throughout the neighborhood leaving auto oriented lighting at intersections only.

Signage such as the gateway sign and directional sign above would be utilized separate from the lighting structures. Butchers Hill gateway signs should be located at the six primary gateways identified to the left. Secondary gateways should feature a smaller Butchers Hill sign like the one currently present in the neighborhood seen in the picture above. Directional signage should be located at all intersections.



#### KEY

- Primary Gateway 
- Secondary Gateway 
- Neighborhood Signage 





# 3 MASTER PLAN

## PHASING



Existing Conditions: Two-way streets with parallel parking on both sides



Phase 1: Striped angled parking on North / South streets

# MASTER PLAN **3**

PHASING



Phase 2: Stormwater runoff collection bumpouts on angled parking side of N/S streets



Phase 3: Bumpouts and textured crosswalks along E/W streets as traffic calming devices

# 3 MASTER PLAN

PHASING



Phase 4: Stormwater runoff collection tree pits, continuous planting strips, and foundation plantings

# MASTER PLAN **3**

## URBAN INFILL



### URBAN INFILL

Most of the neighborhood is built out; however a few lots do remain predominately in the northern part of the neighborhood. Any infill development needs to be sensitive to the context of the surrounding buildings. The architectural guidelines in the following section address the standards which new development and rehabilitation will be held to.



# 3 MASTER PLAN

## ARCHITECTURE

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### **GUIDING PRINCIPLES:**

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The Butchers Hill neighborhood is comprised of a variety of architectural styles, however, all buildings are generally simple in that relatively few buildings stand out visually. Most buildings are of similar form, scale, proportion, color and texture. Although variations do exist, most Butchers Hill row houses are constructed of brick, two to three stories high, aligned at the front facade, with flat, corniced rooflines and varying stoop projections. Architectural styles include: Italianate, Federal, Greek Revival, Georgian Revival, and Romanesque. Any new construction or building rehabilitation efforts should be true to the original or intended style.

### **GENERAL PROVISIONS:**

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The preservation and rehabilitation of existing buildings is encouraged, whenever possible, through the use of historic tax credits. Demolition should only be used as a last resort and documentation must be submitted to the Butchers Hill Association identifying reasons for demolition.

The replacement of building elements shall respect the original proportions, massing and texture. Intricate or expensively reproduced details are not necessary as long as their replacements are compatible in scale and reflective of the period style.

Any new construction shall submit an impact statement to the Butchers Hill Association identifying intended use and must include scaled drawing of proposed plans and elevations at least 45 days prior to any zoning appeal.

No new dwellings should be added without provisions for off-street parking spaces, which include at least 1 off-street parking space per efficiency or one-bedroom unit and 2 off-street parking spaces per unit with two or more bedrooms.

Business uses should be neighborhood-based and should make provisions for parking so as not to increase demand for existing parking.

Building height should be no greater than existing adjacent buildings. Flexibility will be considered for the inclusion of open space and/or off-street parking spaces provided.

Existing construction not in accordance with these Architectural Guidelines will not be considered as precedent for approval of new construction.

Satellite dishes, antennae and similar shall be relegated to rear yards or on rooftops hidden from view from the street.



### EXTERIOR WALLS:

Brick should be repaired, cleaned and re-pointed to its original character.

Deteriorated or missing brickwork should be repaired to be inconspicuous and compatible with existing brickwork in size, texture, bond and color.

Storefronts may be retained or restored to proportions of period residential style.

Any new addition or alteration must respect the adjacent units; no modification is permitted that intrudes upon an adjacent unit.

New additions or alterations shall be compatible with the existing structure and rear facade in both material and scale, and shall provide a transition between the original structure and new addition. Additions do not necessarily have to repeat the original materials or colors, but must be compatible.

Additions should complement the original structure, not dominate them. Contemporary features should follow the scale and rhythm in massing of the original building.

Foundation walls may be stone, brick, precast, concrete block or poured concrete with a brick pattern or painted finish.

Walls may be stone or brick on the front facade. The use of stucco, cedar shingles, wood clapboard, wood beaded siding or cementitious siding may be used on rear facades and side facades not facing a street.

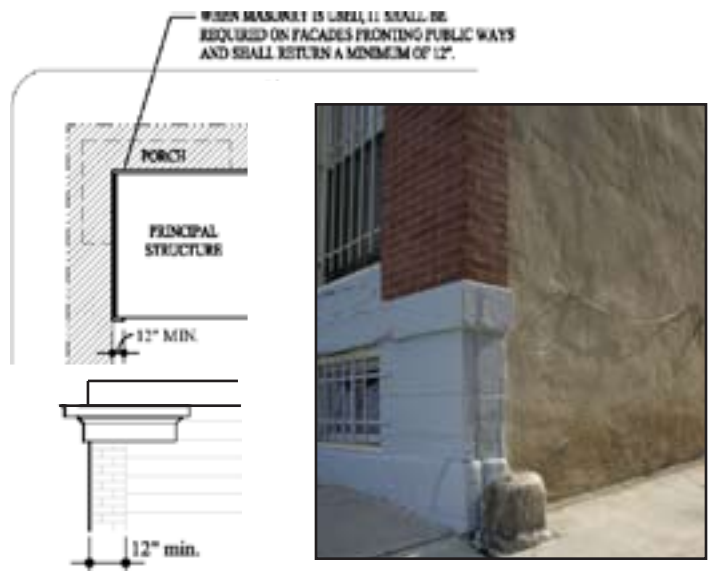
When masonry is used, it shall be required on facades fronting public right-of-ways and shall return the side facade corners a minimum of 12 inches. However, masonry is preferred on all sides of buildings when it is the dominant material.



Addition compatible with existing structure



Example of precast foundation



Masonry should return the side facade minimum 12 inches



# 3 MASTER PLAN

## ARCHITECTURE

Concrete foundation walls on frontage facades (facades facing public right-of-ways) shall be exposed no more than 36 inches.

An expression line, such as a special shaped masonry unit, or trim is required where there is a change in material

Wall material should be oriented horizontally. Material changes should occur along a horizontal line; additionally, the lighter material shall be used above the heavier material.

Cornices are required with a minimum of 10-inch nominal base trim. Decorate trim (mouldings) may be applied to the cornice.

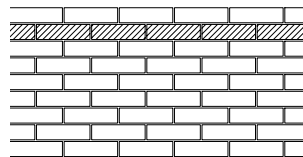
Brick should be in a horizontal running or Flemish bond pattern with weathered, concave, V-shape or grapevine mortar joints not greater than 1/2" in height. Mortar should be buff, beige, warm grey or similar color.

Stucco shall be sand finished or steel trowelled-textured.

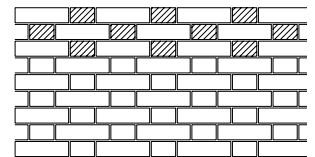
Stone shall be set in an uncoursed, rough-cut pattern or irregular coursed, square-cut pattern.



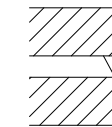
Examples of cornice designs



Running



Flemish



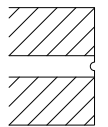
Weathered



Concave

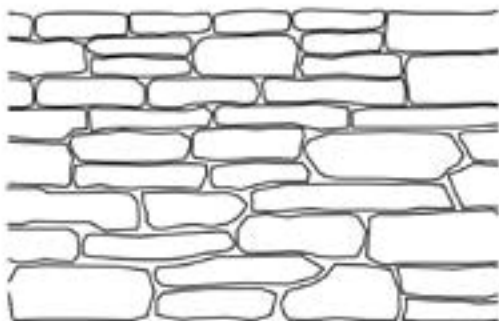


Vee

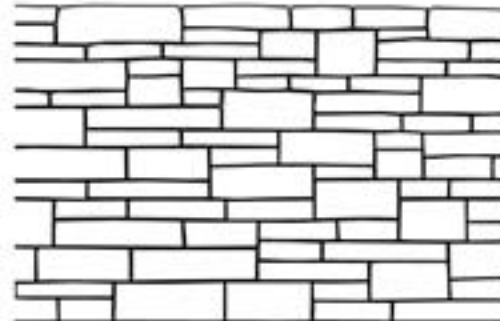


Grapevine

Brick bond pattern and appropriate mortar joints



UNCOURSED ROUGH-CUT STONE



IRREGULAR COURSED SQUARE-CUT STONE

Stone patterns

## WINDOWS AND DOORS:

Existing windows and doors, and, original lintels and sills shall be restored or duplicated to the period style.

Window styles should be consistent on facades facing a street and should be compatible with the period style.

Windows should be wood, extruded aluminum clad, fiberglass or vinyl clad.

Glass should be clear and free of color.

Windows should align vertically within any given facade.

Windows and window lites should be square or vertical in proportion.

Windows visible from a public right-of-way should be true divided light or simulated divided light with muntins applied to the exterior glass.

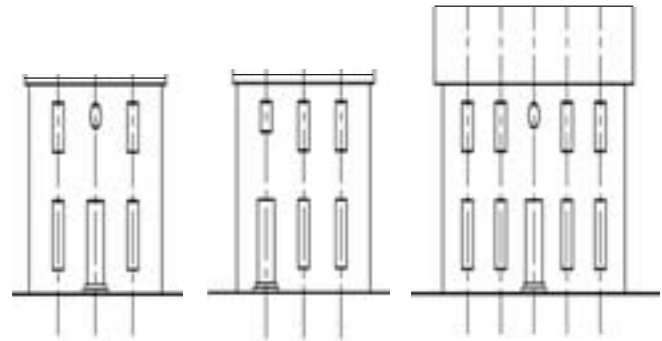
Two windows paired in the same rough opening should be separated by a minimum 4-inch nominal post.

Infilling of window openings to accommodate standard or stock window units shall not be permitted on front facades. All other sides may be infilled if the standard window approximates the original window opening size and proportion.

Shutters may be louvered or paneled and shall be sized proportional to the opening they serve.

Shutters should be operable or provided with adequate hardware (shutter dogs or tie-backs) to make them appear operable and shall be mounted as if hinged to the window frame or brick surround.

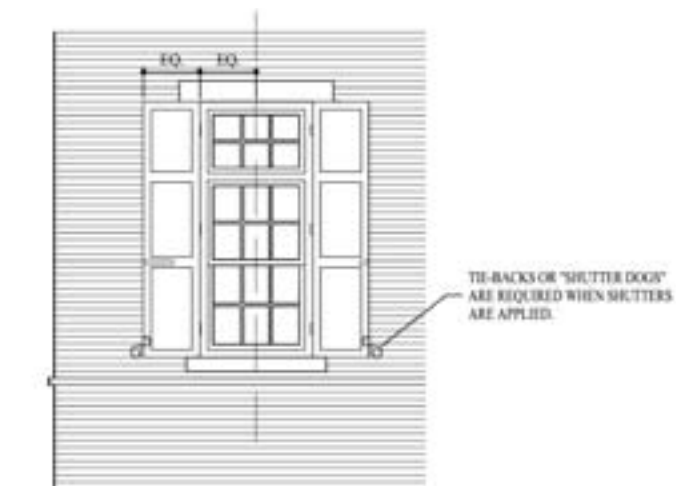
Shutters shall be painted white or a dark neutral color.



Windows should align vertically



Example of vertical proportioned window with divided lites



Shutter proportions and hardware

# 3 MASTER PLAN

## ARCHITECTURE

Windows in the basement on the front facade should be of the same design, material and color as the major windows on the facade.

Doors on front facades may be built of wood, embossed steel, or fiberglass and should match the period style. Storm doors and screen doors should be full view and free of decorative trim.

Pilasters or door surrounds should be restored or duplicated, being sensitive to the proportions and massing of forms, and particularly with respect to the relationship of the cornice detailing above. The prime factor in replacing trim is to duplicate the size or mass of the original element; matching details exactly is not required.

Sills may be cut stone, precast, rowlock brick, or sill brick.

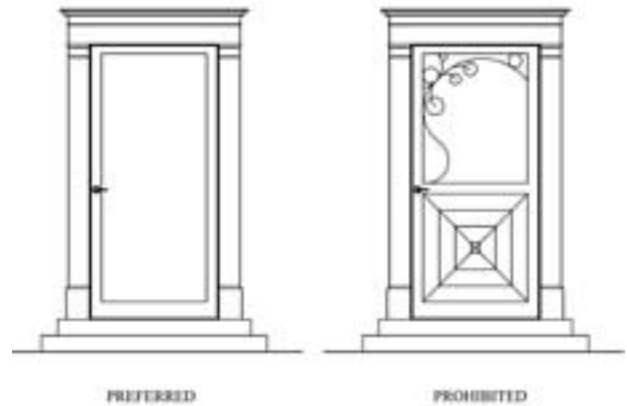
Masonry openings shall have brick arches, jack arches, or stone/precast lintels.

Lintels made of stone or precast should extend horizontally beyond the opening a dimension equal to the height of the lintel. Precast lintels should be flush with the wall surface. Brick soldier lintels should extend a minimum of one brick beyond the opening.

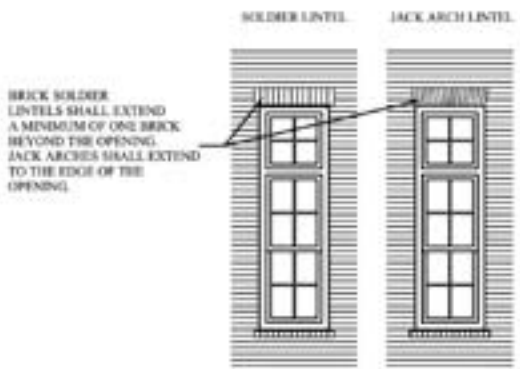
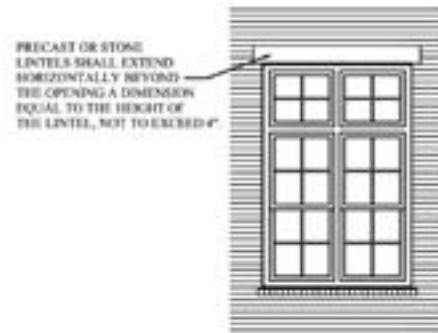
Arches made of masonry should not be less than 8 inches in thickness.



Examples of window lintels



Front entry storm doors



Window lintel details

## BUILDING ELEMENTS:

Original architectural elements, including but not limited to fascias, cornices, and eaves, shall be restored or duplicated to period style.

Existing transoms and other period elements should be retained, restored or duplicated.

Stoop material should be stone, brick or concrete. Wood or simulated wood may be used at secondary entrances.

Stoops should have a maximum height of 48 inches above the grade of sidewalk.

Railings are permitted to be made of wrought iron, steel, or electrostatic painted aluminum (ESP). Railing should be dark in color, simple in design, and sturdy in appearance. Avoid railings with ornament.

Accessory elements, such as doorknobs, house numbers, mail slots, mail boxes, entry lights and door knockers should be located to be balanced with the entrance and organized to avoid the appearance of clutter.

Exterior lighting should be above or flanking the front entrance.

House numbers should be in a type face that is simple and complements the unit.

Entry lights should be designed with clean, simple lines, large glass areas and a vertical emphasis.

Gutters should be built of copper, steel or aluminum. (Copper anodized aluminum is not permitted).

Gutters and downspouts made of metal should be painted or pre-finished to match the color of the adjacent material finish. Galvanized or copper downspouts should be permitted to age naturally. Gutters and downspouts made of metal on



Windows should align vertically



Balanced accessory elements



Example of gutter and downspout

# 3 MASTER PLAN

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## ARCHITECTURE

elevations with full unpainted brick or stone shall be painted or pre-finished a dark neutral color of made of copper.

Rooftop mechanical equipment (including HVAC equipment, etc.) shall be screened from view from the street.

Vents, attic ventilators, turbines, flues and other penetrations shall be collected or grouped when possible and relegated on the roof or rear facades.

Chimney enclosures may be stone, brick or stucco.





# GLOSSARY

# 4 GLOSSARY

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**Alley or Lane:** A public or private thoroughfare which provides access to the side and/or rear of a lot(s) for service functions such as loading, delivery, trash pick-up, and parking.

**Building:** A principal structure with exterior walls that combine to form an occupiable structure.

**Corridors:** Corridors connect neighborhoods, districts, towns, and cities and include parkways, rail lines, trails, greenbelts, rivers and similar connective routes.

**Dwelling Unit:** One or more rooms within residential building types which are arranged for, designed for, used by, or intended for use by one family for residence or habitation.

**Encroachment:** The act of permitting a part of a structure to intrude into an easement, dedicated right-of-way, or setback area or beyond a build-to-line.

**Frontage:** That portion of a lot, between the façade of the structure(s) and the abutting public right-of-way or public open space, fronting a thoroughfare or open space.

**Frontage Facade:** Any façade of a built structure facing the frontage.

**Neighborhood:** A neighborhood is the most fundamental element of urbanization and must be compact, pedestrian and transit-oriented, and allow for a mix of uses. Neighborhoods offer a diversity of activities, uses, and services, provide for a range social interaction, and occur both within the city or town center and towards the city or town edge. Shopping, diverse housing and building types, schools, recreation, employment, and similar are provided in the neighborhood.

**Open Space:** A separate lot or area designated for protection of the environment, for recreation, and/or for public use, including public facilities.

**Porch:** A covered and often raised entrance to a building usually covered with a separate roof supported by columns or brackets. The porch should be within conversational distance of the sidewalk.

**Portico:** A porch or walkway with a roof providing a sheltered entrance to a building. Typically, a portico has a pediment (a low-pitched gable roof) supported by columns.

**Principal Structure:** The main or predominant structure and use upon the lot, as opposed to an accessory structure or accessory use. The principal structure does not include the garage, unless fully integrated, vertically and horizontally, into the massing of the house.

**Stoop:** A raised step, series of steps, platform, entrance stairway, or small veranda at a building entrance. A stoop is not typically covered with a roof. The stoop permits access to a raised structure's first floor, elevated to secure privacy for the windows or due to grades.

**Storefront:** The façade or portion of a building's front façade (typically the ground-level only) which denotes business or retail use, directly aligned along the frontage line with the entrance to the business or retail at sidewalk grade.



