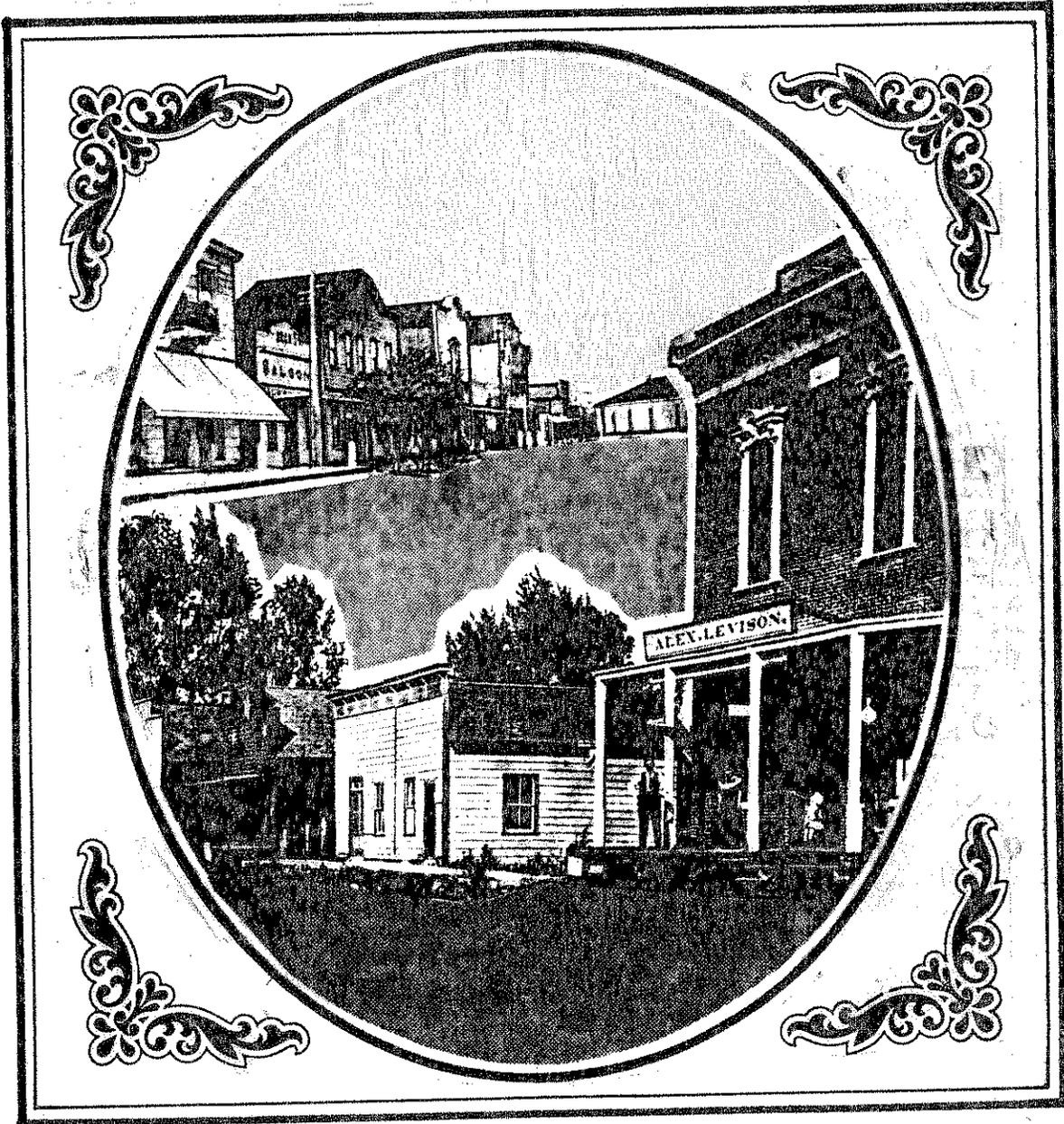


**FRONT STREET
HISTORICAL AREA
MASTER PLAN**



ROCKLIN, CALIFORNIA

ACKNOWLEDGEMENTS

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Roger Barkhurst
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Peter Hill
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FRONT STREET
HISTORIC AREA MASTER PLAN

City of Rocklin, California

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21 July 1982

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COVER: Two early-day Rocklin photographs: one of Front Street, the other of Railroad Avenue about the turn of the century.

I. INTRODUCTION

The history of Rocklin is the history of gold mining, railroading and granite quarrying in California.* The first white settlers were drawn by the lure of gold in the creeks and streams of Placer County. Many who found no gold later stayed on in the pleasant rolling country to take up farming and ranching.

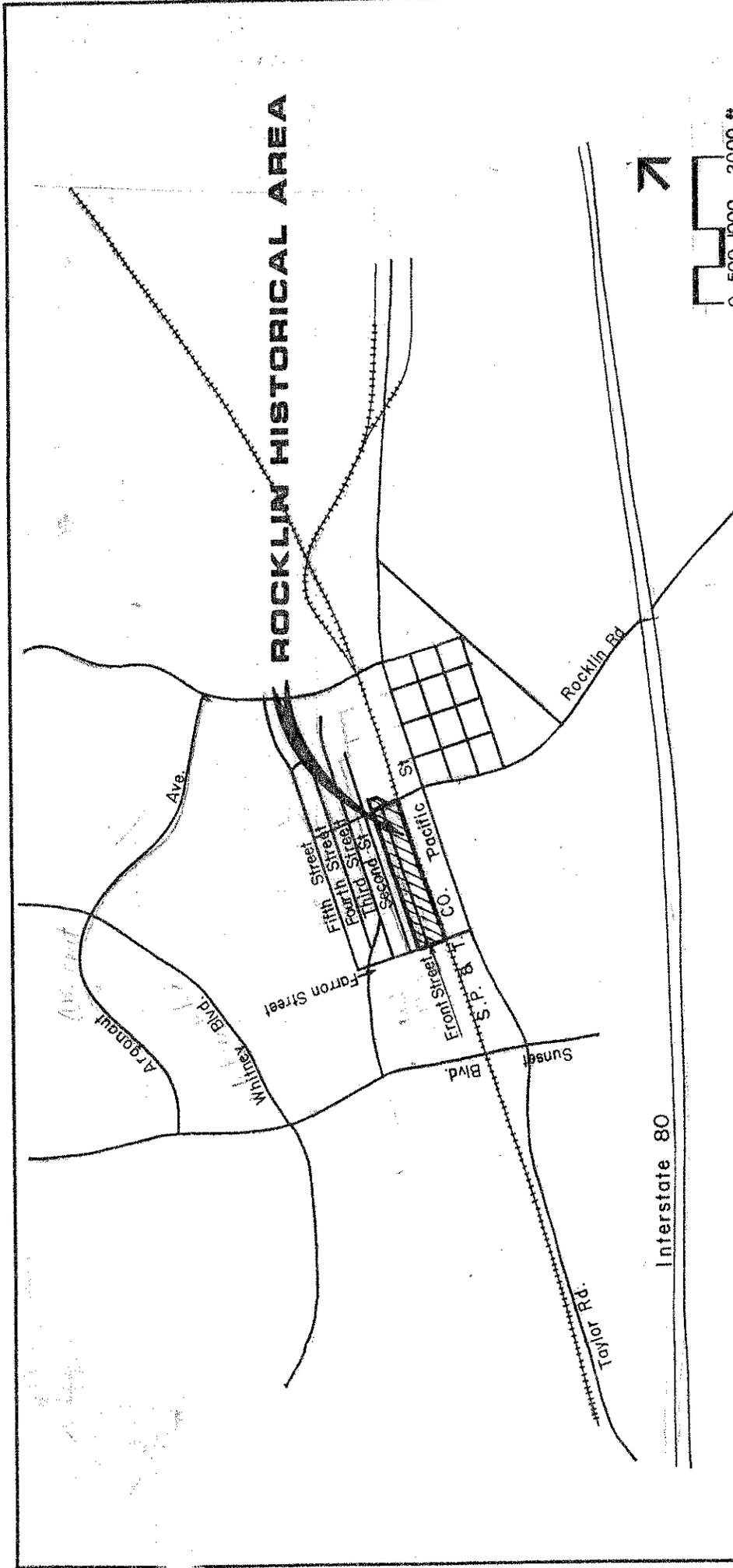
The town itself was originally laid out in 1866, and was primarily a shipping point on the young Central Pacific Railroad. Granite quarrying, the major local industry, produced stone for many major buildings in Placer County, Sacramento, and San Francisco. Until 1906, when the railroad facilities were moved to Roseville, Rocklin enjoyed steady economic and population growth. With the loss of the rail facilities and a subsequent slump in the quarries, however, Rocklin went into decline and became a small rural town for the next forty years.

Following World War II and the growth of nearby Sacramento and Roseville, Rocklin has once again become a growing city. With a current population of 10,000 and the prospect of major new growth in the future, the city has found itself in transition between an 'old' and a 'new' Rocklin.

This master plan is the result of a recognition that preservation and enhancement of the city's past is an important part of planning for its future. With the assistance of the Front Street Advisory Committee, a group of Front Street property owners and interested citizens, the city has designated the three blocks along Front Street from Rocklin Road to Farron Street as an historic district. (See Map 1.) Front Street was the original bustling business center of Rocklin and still possesses some of the oldest existing structures in the city.

An amendment to the zoning ordinance has been adopted formally establishing the district, the permitted uses within the district, an architectural review committee, and the powers and duties of the review committee. The Historic District ordinance has been developed by the Front Street Advisory Committee and City staff. This master plan has been developed to provide a guide to the further development of the District.

* For a complete history of Rocklin, see Rocklin, Past, Present and Future, by Leonard M. Davis, published by the Rocklin Friends of the Library.



ROCKLIN HISTORICAL AREA

LOCATION MAP

ROCKLIN HISTORICAL AREA

CITY OF ROCKLIN

IMAI-WANG ASSOCIATES
LANDSCAPE ARCHITECTS AND PLANNERS

II. IMPORTANCE OF HISTORIC PRESERVATION

Cultural Benefits

The importance of historic preservation to Rocklin takes many forms. Culturally, the preservation of historically significant buildings, sites, and landscapes enriches the physical fabric of the community. A sense of history creates pride in one's city, and pride, in turn, creates a cohesive community united in the appreciation of its past. Hence, the civic unity generated by the city's history can extend far beyond the Historic District itself. A regenerated Historic District indicates a regenerated community spirit moving strongly into the future.

Economic Benefits

The increased retail sales and commercial rents that are envisioned from a developing Front Street Historic District will be a substantial addition to the economic health and growth of the community. Shops, restaurants, theaters, cafes, gift shops, hotels, general merchandise, antique shops, appliance stores, and convenience stores as well as multi-family residential uses will be encouraged in the District. This wide range of uses will create a vital mix of day and night-time activities that can become an exciting town center.

The increase in property values will be of most direct benefit to property and business owners in the District. This, in turn, will mean increased tax revenues to the City as a whole. Many of these revenues, of course, will be returned to the District as street improvements, utility improvements, and services.

Tourism is widely recognized as a substantial industry in many communities in California. Auburn and Folsom are two nearby small cities that have capitalized on their historic commercial areas to draw tourist dollars as a part of their local economies. It is hoped that Rocklin can also tap this source of income by developing an attractive shopping district based on Rocklin history.

Planning Benefits

Establishment of the Historic District and its protection by zoning and ordinance represents some of Rocklin's first steps toward historic preservation and is a timely effort to preserve the city's past. The high rate of growth anticipated in Rocklin in the next decade makes planning extremely important, especially where older structures and sites may be altered or destroyed by new development. Bringing historic preservation goals and interests into the realm of public policy will surely be the best way to ensure that the old and new Rocklin will be smoothly integrated.

The attributes of Rocklin that have attracted people in the past are its climate, location, small town atmosphere, and friendly people. The Front Street Historic Area can be yet another attribute that older and newer residents alike can share. Preserving Rocklin's heritage can create an enhanced identity for the entire city and can help to forge a stronger sense of community pride.

III. EXISTING CONDITIONS IN THE HISTORIC DISTRICT

Land Use

The three blocks of the Front Street Historic Area hold a variety of land uses. (See Map 2.) Four commercial structures, twelve single-family residences, a church, a small public park, and a scattering of outbuildings currently exist. North-south vehicular circulation consists of two-way traffic on Front Street with two-way cross traffic on Rocklin Road, 'B' Street, 'C' Street, and Farron Street. A one-way alley is currently used for service access behind the blocks bounded by Rocklin Road, 'A', and 'B' Streets. Many vacant lots exist throughout the Historic District. The entire railroad frontage property east of Front Street is currently vacant.

Surrounding Land Uses

West of the Historic District are several blocks of single family residences. To the east is primarily vacant land with the exception of the two industrial uses on the south. South of the District is vacant land. To the north is also vacant land where once the Central Pacific roundhouse stood.

Zoning and Ownership

The current owners of property in the Historic District are shown on Map 3. Each legal owner's name, as evidenced by the current assessor's records, is labeled on the properties they hold.

The current zoning of properties adjacent to the District is also shown. Within the District, uses previously designated C2 and C4 are now, with the adoption of the H-D zone classification, given special zoning protection and restriction.

Commercial zoning uses will be continued on the properties north and east of the District. Properties on the south and west will be maintained in residential uses.

As can be seen from the map, the majority of the property west of Front Street is held by individuals. The exceptions are the Catholic Church property, the small public park at the corner of Front Street and Rocklin Road, and a substantial portion of the street frontage in the southerly half of the District owned by the Southern Pacific Transportation Company. All property east of Front Street is also owned by Southern Pacific.

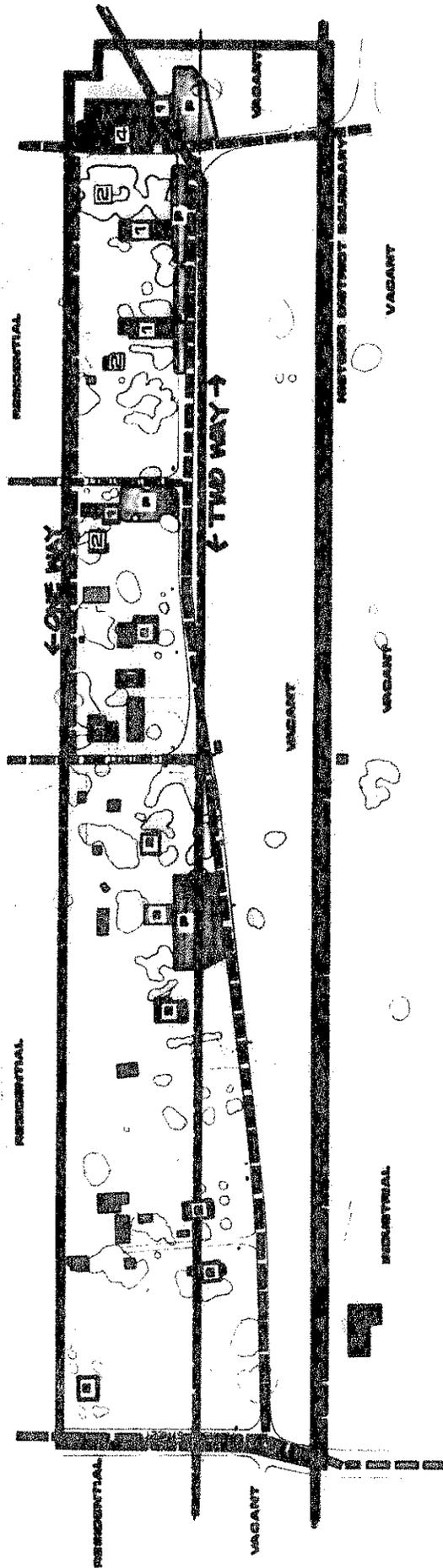
Block Characteristics

The three blocks of the Historic District possess several distinctive characteristics that make them somewhat different from one another. (See Map 4.)

LAND USE KEY

-  HISTORIC AREA
-  COMMERCIAL/INDUSTRIAL
-  RESIDENTIAL
-  OUTBUILDINGS
-  CHURCH

-  PARK
-  SOUTHERN PACIFIC R-O-W
-  PARKING AREAS
-  TREE MASSES
-  AUTO CIRCULATION



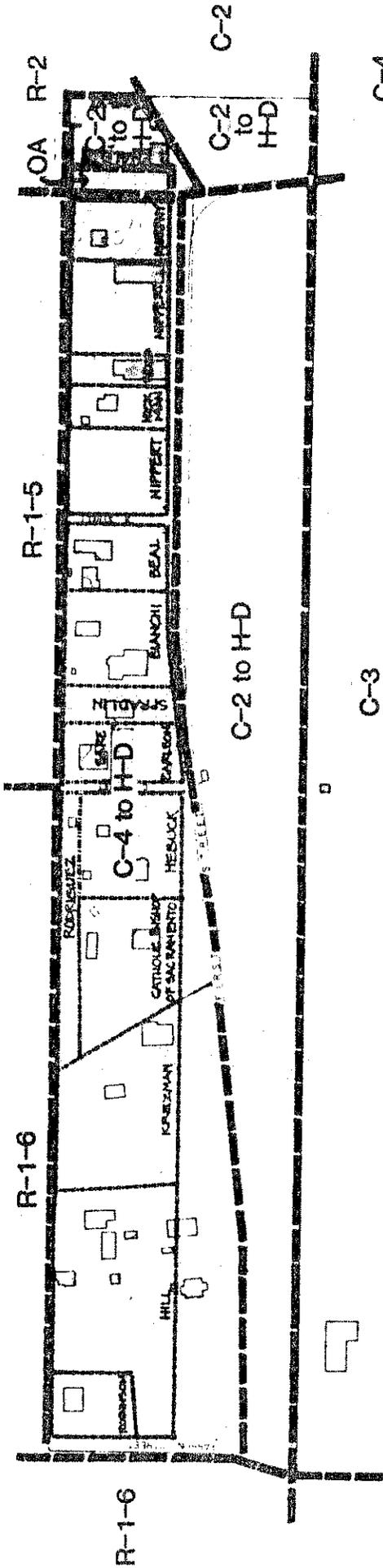
ROCKLIN HISTORICAL AREA

CITY OF ROCKLIN

JIMAI-WANG ASSOCIATES
LANDSCAPE ARCHITECTS AND PLANNERS

OWNERSHIP AND ZONING

-  PROPERTY LINES
-  ZONING BOUNDARY
-  C-2 RETAIL BUSINESS COMMERCIAL
-  C-3 SERVICE & GENERAL COMMERCIAL
-  C-4 MIXED COMMERCIAL C-1, C-2, C-3
-  R-1-5 SINGLE FAMILY RESIDENTIAL
-  R-1-6 SINGLE FAMILY RESIDENTIAL
-  OA OPEN AREA
-  R-2 DUPLEX, TRIPLEX RESIDENTIAL
-  H-D HISTORIC DISTRICT



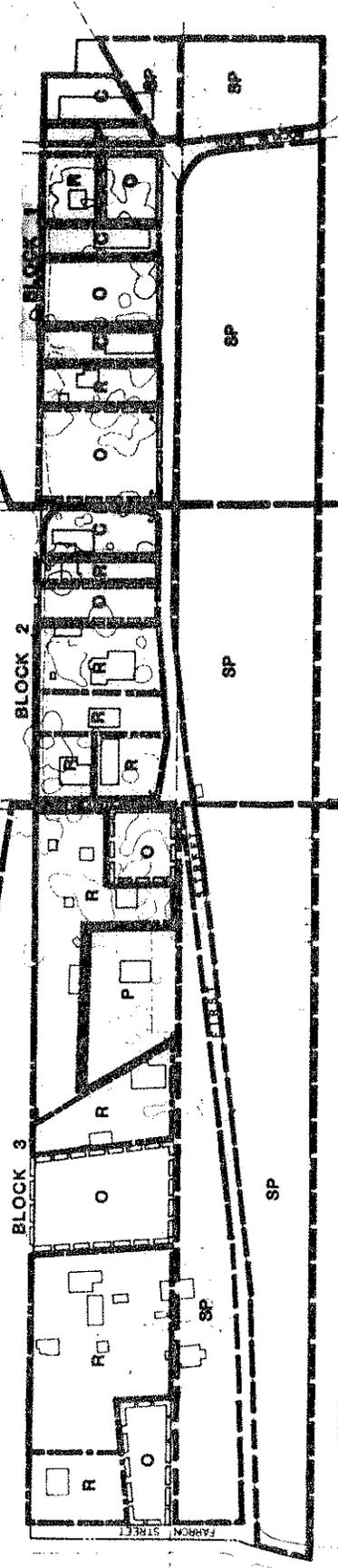
ROCKLIN HISTORICAL AREA

CITY OF ROCKLIN

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LANDSCAPE ARCHITECTS AND PLANNERS

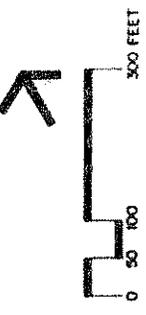
BLOCK CHARACTERISTICS

- | | | |
|---|---|--|
| <p>BLOCK 3</p> <ul style="list-style-type: none"> 5 EXISTING RESIDENTIAL LOTS EXISTING CHURCH MIXED ARCHITECTURAL STYLES S.P. OWNERSHIP OF STREET FRONTAGE LARGEST PORTION OF HISTORIC DISTRICT FURTHEST FROM COMMERCIAL DEVELOPMENT NO EXISTING ALLEY ACCESS | <p>BLOCK 2</p> <ul style="list-style-type: none"> MOSTLY RESIDENTIAL LOTS 1 COMMERCIAL LOT MIXED ARCHITECTURAL STYLES FEWEST OPEN LOTS SMALLEST PORTION OF HISTORIC DISTRICT EXISTING ALLEY ACCESS | <p>BLOCK 1</p> <ul style="list-style-type: none"> 2 RESIDENTIAL LOTS 3 DEVELOPED COMMERCIAL LOTS MIXED ARCHITECTURAL STYLES * RESIDENTIAL BUILDINGS NOT HISTORIC * COMMERCIAL BUILDINGS HISTORIC SEVERAL EXISTING OPEN LOTS EXISTING ALLEY ACCESS OLDEST EXIST BUILDING IN DIST |
|---|---|--|



LEGEND

- [Symbol] OPEN LOTS W/NO S.P. INVOLVEMENT
- [Symbol] LOTS WITH S.P. INVOLVEMENT
- [Symbol] RESIDENTIAL DEVELOPMENT
- [Symbol] COMMERCIAL DEVELOPMENT
- [Symbol] CHURCH OR PARK



ROCKLIN HISTORICAL AREA
CITY OF ROCKLIN
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Block 1, Rocklin Road to 'B' Street, has the most developed commercial structures and also the oldest existing buildings in the District. Building owners here have already begun the historic theming process by maintaining the integrity of their buildings and remodeling them with an historic flavor.

Block 2, 'B' Street to 'C' Street, is the smallest of the three blocks. Most of the lots are currently developed as single-family residences. The block exhibits a mix of architectural styling with some pre-1930 structures, but a majority of post-World War II structures.

Block 3, 'C' Street to Farron Street, represents the largest portion of the District. Architecturally, this block holds several pre-1930 residences and the St. Mary's Catholic Church. No commercial structures currently exist. This block also has a unique situation in which a large portion of the street frontage along both sides of Front Street is owned by the Southern Pacific Transportation Company. The development potential of this block is obviously influenced by this large non-local land holding.

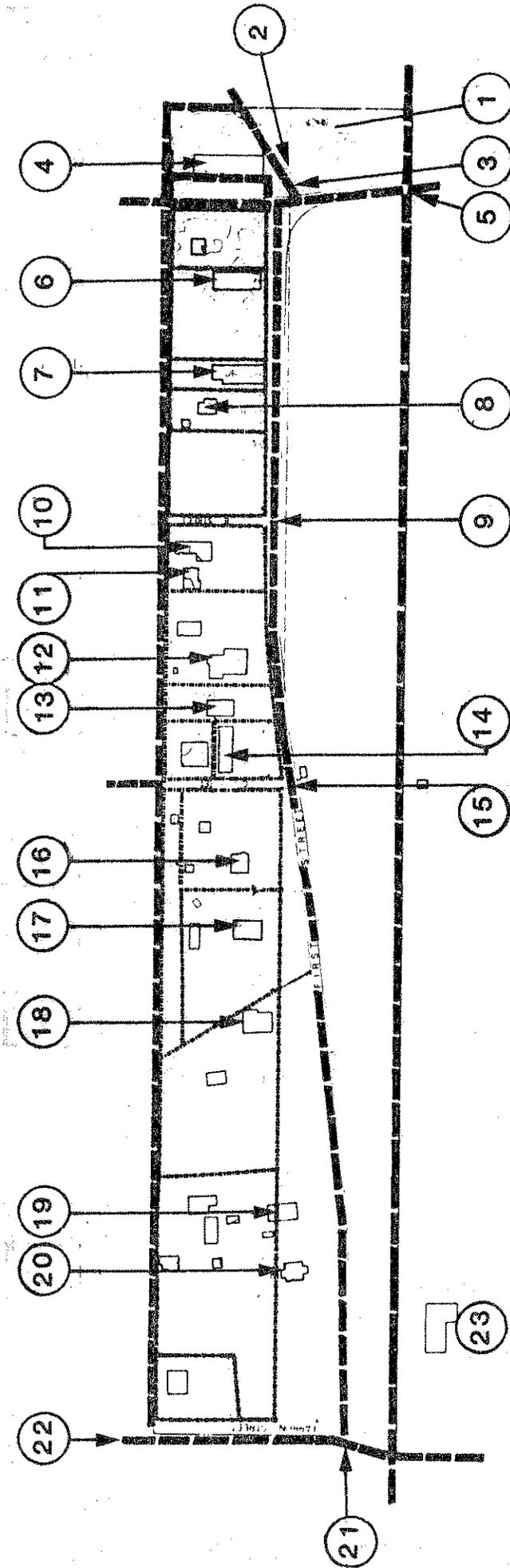
Existing Structures

The following section exhibits photographs and a brief description of each existing structure in the Historic District. Map 5 shows the location of each photograph in the Historic District.

As can be seen from the photographs of the existing Front Street structures, a variety of residential and commercial structures currently exist in the District. The architectural styles of these buildings also vary considerably, from authentically historic structures constructed at or before the turn of the century, to recent residential structures. Following the National Register Guidelines, only structures more than 50 years old generally will be considered for historical significance. Hence, the following buildings should be considered historically significant within the Front Street Historic District.

Photo	Building
4	Engel's Real Estate
6	Wither's Insurance/Rocklin House
7	Wood's Antiques Store
12	Residence owned by Bianchi
16	Residence owned by Hebuck
17	St. Mary's Catholic Church
19	Residence owned by Hill

PHOTOGRAPH LOCATION MAP



ROCKLIN HISTORICAL AREA

CITY OF ROCKLIN

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1. SITE OF ROUNDHOUSE

Central Pacific Railroad had their original roundhouse for engine repair and wood storage located on this site.



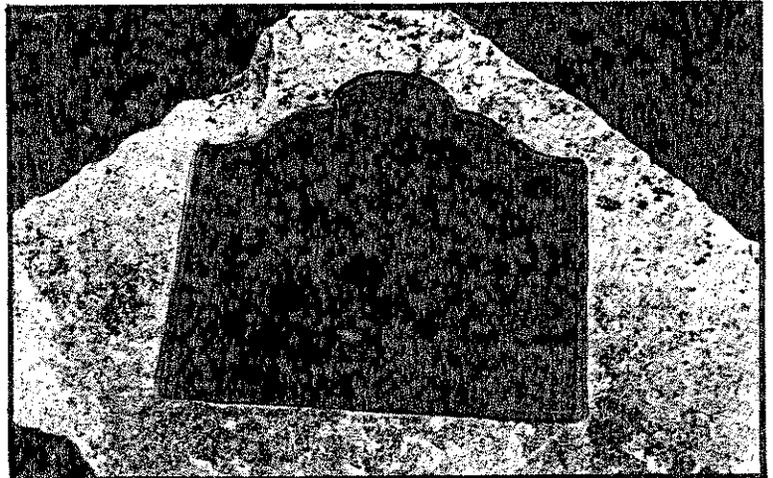
2. ROUNDHOUSE WALL

A small portion of the original railroad roundhouse still exists at the corner of the Engle's Real Estate parking area.



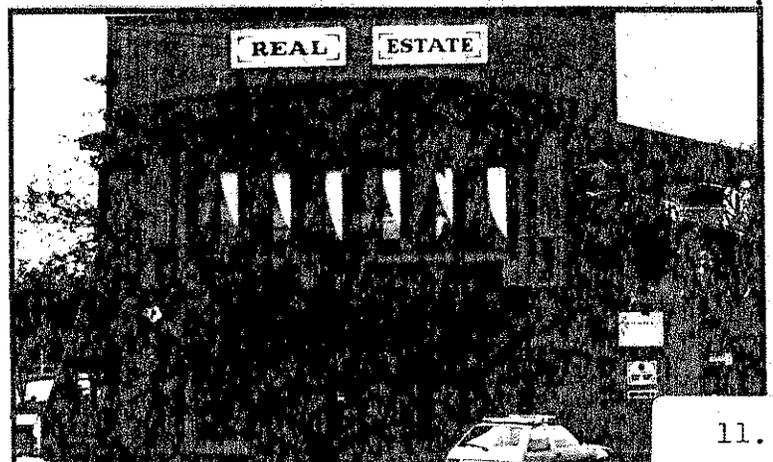
3. HISTORICAL MARKER

California Registered Historical Landmark No. 760-2 commemorates the railroad's presence in Rocklin.



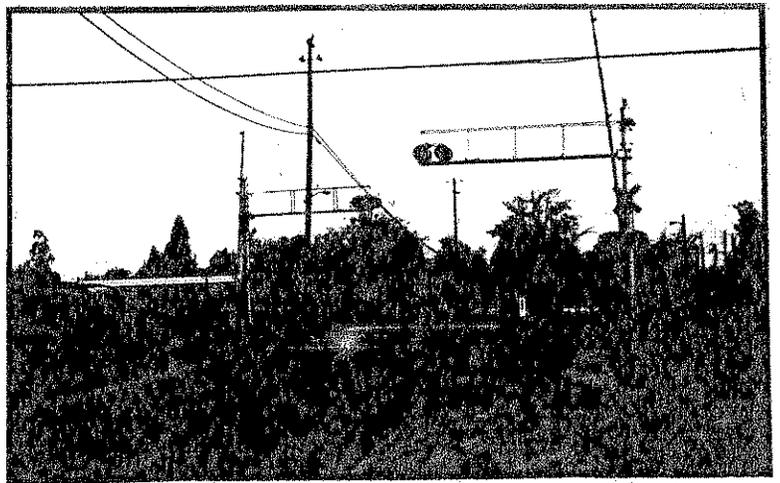
4. REAL ESTATE OFFICE

Engles Properties occupies the site of the historic Sam Trott Hotel and many subsequent well-known Front Street businesses.



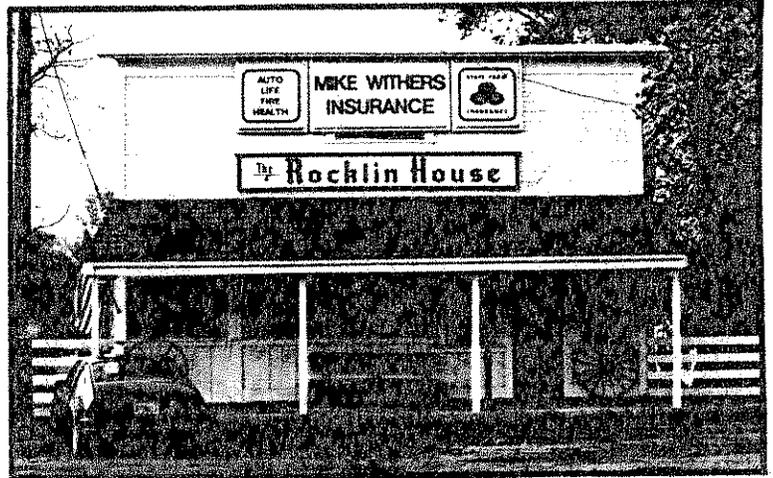
5. ROCKLIN ROAD

Looking south on Rocklin Road from the corner of Front Street. Rocklin Road is one of two primary access entry roads to the Historic District.



6. INSURANCE OFFICE

Mike Withers Insurance occupies yet another old-time Front Street structure. Portion of the existing boardwalk can be seen in front.



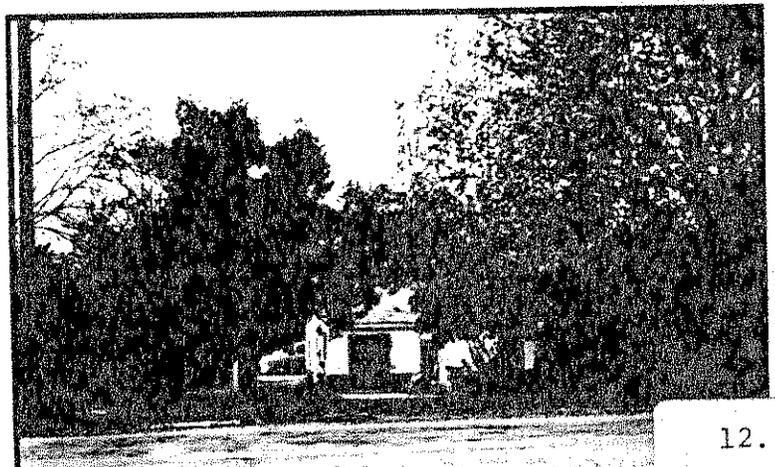
7. ANTIQUE STORE

The Woods Antique Store occupies the site of the Barudoni Meat Market built in 1906. Original granite block construction and arched first-story windows are of special note.



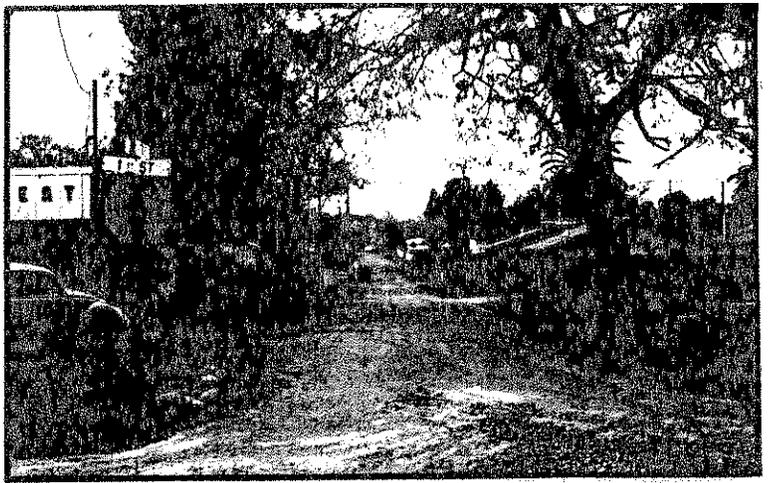
8. RESIDENCE

Small one-story residence dates from post world war II construction. Legal owner is listed as Hickman.



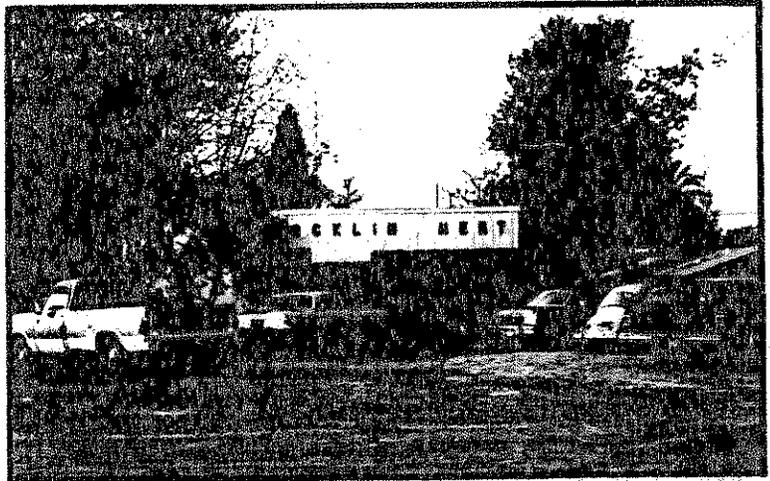
9. 'B' STREET

This view is taken at the corner of 'B' Street and Front Street looking west. The existing one-way alley can be seen in the middle right portion of the photograph.



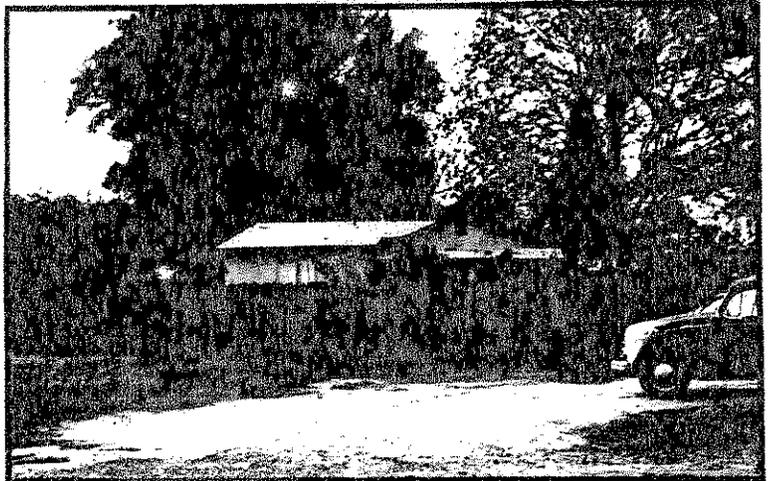
10. ROCKLIN MEAT MARKET

The Rocklin Meat Market is a long-time merchant on Front Street. Owned and operated by the Beal family.



11. RESIDENCE

Residence adjacent to the Rocklin Meat Market. Construction appears to be primarily post world war II. Legal owner is Beal.



12. RESIDENCE

Well-maintained residence with mostly intact original 2-story structure, built in 1890. Small room at lower right is a recent addition. Legal owner is Bianchi.



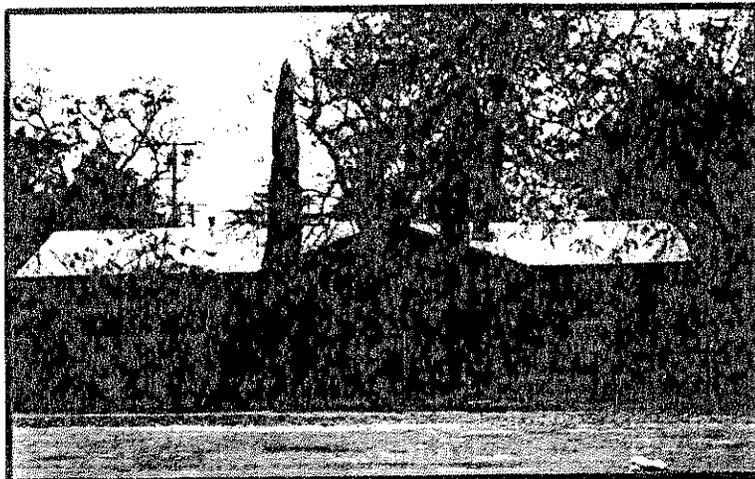
13. RESIDENCE

Small one-story residence. Appears to be post world war II construction. Legal owner is Spradlin.



14. RESIDENCE

One-story residence. Post world war II construction. Legal owner is Carlson.



15. 'C' STREET

Photograph taken at corner of Front Street and 'C' Street looking west towards existing residential properties on 2nd Street.



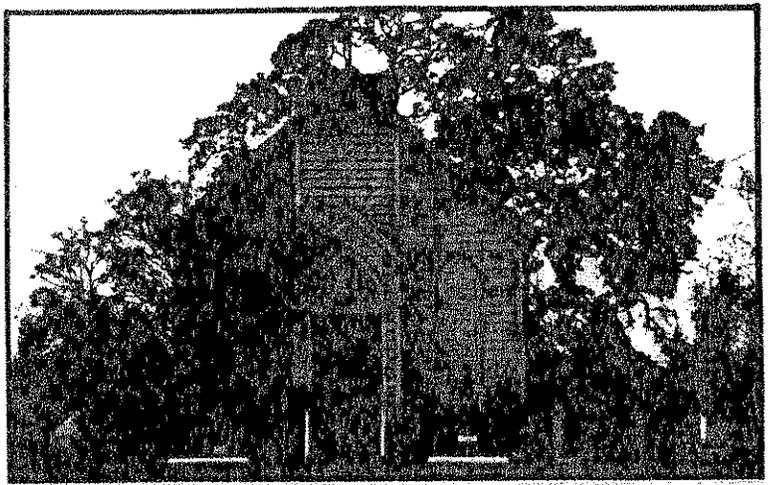
16. RESIDENCE

One of the older two-story structures on Front Street. Currently in a poor state of repair. Legal owner is listed as Hebuck.



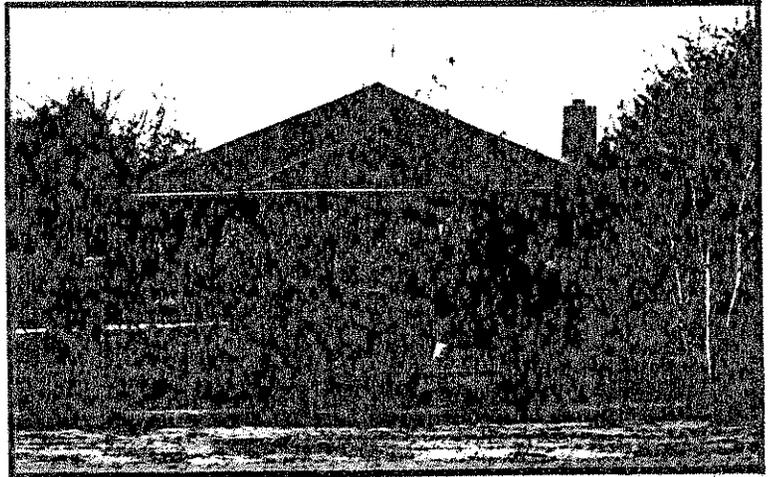
17. ST. MARY'S OF THE
ASSUMPTION CATHOLIC CHURCH

A new Catholic church in
Rocklin has been built to
largely replace use of this
structure. Structure dates
from 1883.



18. RESIDENCE

One-story frame structure
appears to be post world
war II construction. Legal
owner is listed as Ruark.



19. RESIDENCE

One-story structure with
full-width screened porch.
Structure appears to date
from the early 1900's.
Legal owner is listed as
Hill.



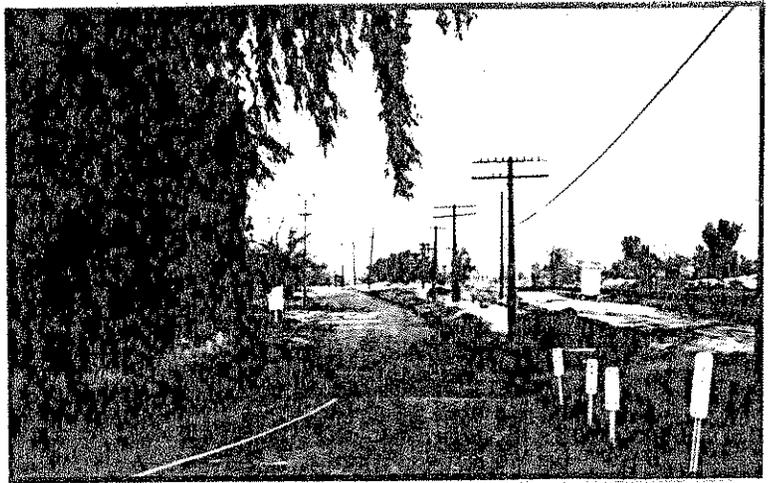
20. RESIDENCE

Small one-story frame
house. Structure appears
to date from the period at
or just prior to world war
II. Legal owner is listed
as Hill.



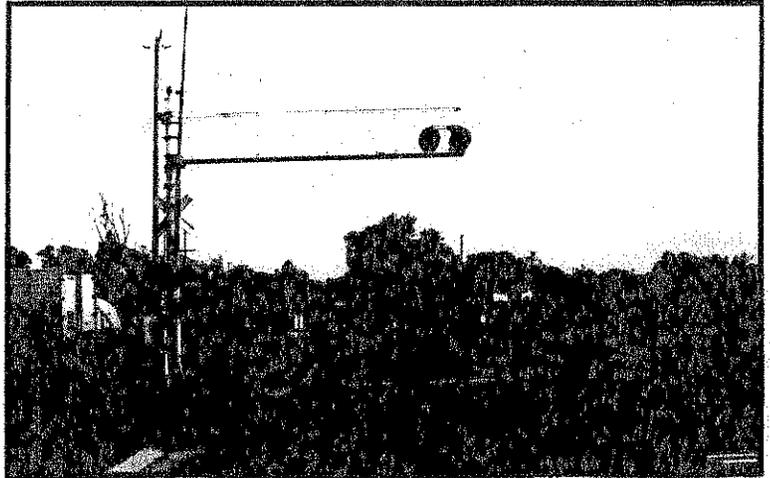
21. FRONT STREET

This is a view of Front Street looking north from the intersection with Farron Street. Vacant property is on left and a portion of the Southern Pacific right-of-way is on the right.



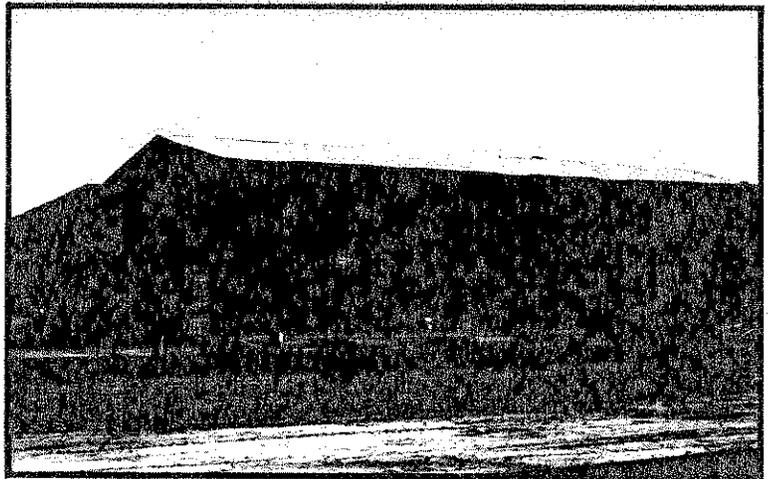
22. FARRON STREET

This is a view of Front Street looking east towards Pacific Street. Farron Street, along with Rocklin Road, is the major entry road to the Historic District.



23. LUMBER STORAGE YARD

Lumber yard as seen from Front Street near the south end of the Historic District. This and the wood moulding plant nearby are visible from, but are not a part of the Historic District.



Issues and Problems

From the previous analysis of the existing conditions in the Historic District, a number of issues and problems are posed.

1. Development Issues

The type of development desired for the Historic District will take several forms: First, the rehabilitation and preservation of the legitimately older and historic structures in the District is to be strongly encouraged. In addition, other historic structures located elsewhere in Rocklin may be moved to sites in the District. Displays of historic equipment, tools, and vehicles would also be encouraged.

The majority of the properties in the District, however, are either vacant or occupied by structures of little historical or commercial merit. The focus of development in the District, then, must be upon new construction sensitively integrated with the existing historic buildings. The role of the architectural review committee, created by the Historic District ordinance, will be an important one in guiding the form and design of all new development within the District, to ensure that a high standard will be maintained.

2. Land Ownership

The Historic District land ownership pattern consists of holdings by many private individuals, by the Catholic church, by the City, and by the Southern Pacific Transportation Company. Over half of the District is owned by Southern Pacific. Development on this property is subject to control by this large company.

In the past, several proposals by local individuals for leasing Southern Pacific property for commercial development in or adjacent to the District have not proceeded beyond the negotiation stage. If this is any indication, it may be that additional proposals may face similar problems in the future. Until specific proposals for these properties are made, it will be difficult to assess the likely implication. At this time all that can be known definitely is that future development on Southern Pacific property will be required to meet designated design review standards and to complement development elsewhere in the District.

Many of the individuals owning property in the District have been strong supporters of the establishment of the Historic District and have expressed interest in the improvement of their holdings. These individual property owners will form the heart of the development effort, particularly in the beginning. Once these property owners have made the initial efforts and promotion of the District has gotten underway, other development proposals from individuals and groups outside the District can be expected.

3. Parking and Circulation

Parking in the Historic District currently and into the near future will pose no problems since very little traffic or development is being generated. However, when significant development occurs in the District, provisions for substantial off-street parking will be required. One approach is the provision of parking in public lots. Another is the development of off-street parking provided by each development scaled to meet their projected needs. At ultimate development, both these approaches should be pursued.

As circulation and traffic increases, various street improvements will be required to meet the increase. The City and the District will be cooperating to determine the particular needs and mechanisms of providing the improvements.

IV. SCHEMATIC DEVELOPMENT CONCEPTS

Leading towards the development of a conceptual master plan, three alternative schematic concepts were examined by the Front Street Advisory Committee.

Concept I (See Map 6)

This concept suggests that development in the District should be organized into two major components of buildings and parking. The building envelope in Concept I is placed immediately adjacent to Front Street. Especially in blocks 1 and 2 where several existing commercial structures are located, this arrangement would best integrate old and new development. To accommodate off-street parking, the parking envelope would be located at the rear of each structure. As each proposed development enters the planning and design stage, the specific parking area requirements will be coordinated with the specific size and type of the proposed use.

Front Street will be maintained as the primary two-way circulation route. All existing cross streets will also be maintained. To facilitate access to the proposed rear parking areas, it is proposed that the existing alley behind blocks 1 and 2 be maintained as a one-way access road with improvements as necessary. It is also proposed that this alley access be extended from 'C' to Farron Streets.

The entire street frontage of block 3 from 'C' to Farron Streets, as discussed previously under ownership and zoning, is owned by Southern Pacific. Individually owned properties do not front on Front Street and development will require lease or purchase of Southern Pacific property in order to proceed.

Concept II (See Map 7.)

Concept II suggests that the two components of parking and buildings of Concept I be reversed. In this concept parking would be immediately adjacent to Front Street and the buildings would be set back from the street. This arrangement does not integrate the existing commercial structures in blocks 1 and 2 as well as Concept I. Circulation would be the same as in Concept I except that the need to extend alley access from 'C' Street to Farron Street is unnecessary.

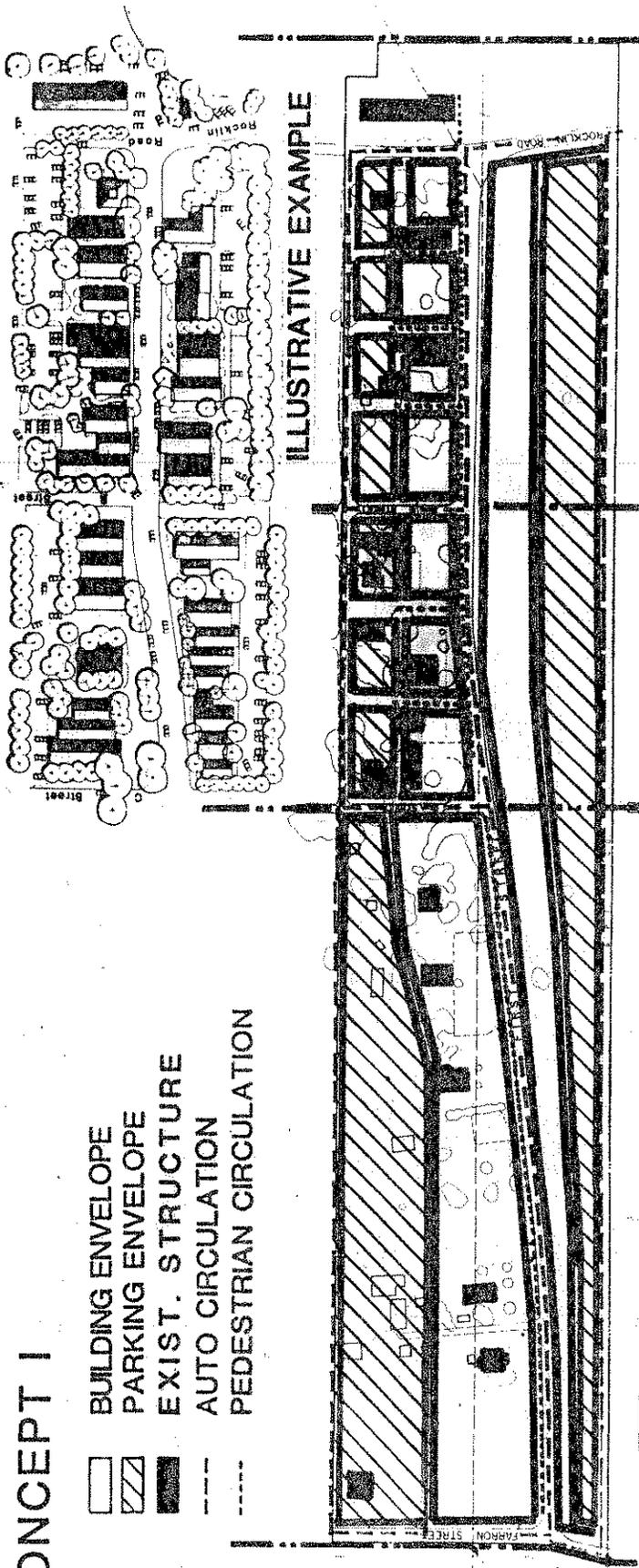
As in Concept I, development in block 3 must involve a coordination of efforts between the individual property owners and Southern Pacific.

Concept III (See Map 8.)

Concept III is suggested as a way of development particularly suited to block 3, which has extremely deep lots west of Front Street. In this concept a pedestrian mall could be developed by concentrating buildings in the

CONCEPT I

-  BUILDING ENVELOPE
-  PARKING ENVELOPE
-  EXIST. STRUCTURE
-  AUTO CIRCULATION
-  PEDESTRIAN CIRCULATION



BLOCK 3

BLOCK 2

BLOCK 1

ROCKLIN HISTORICAL AREA

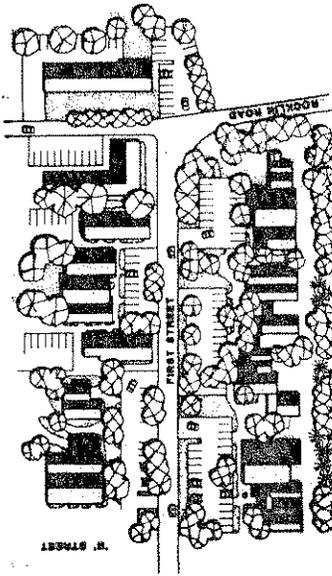
CITY OF ROCKLIN

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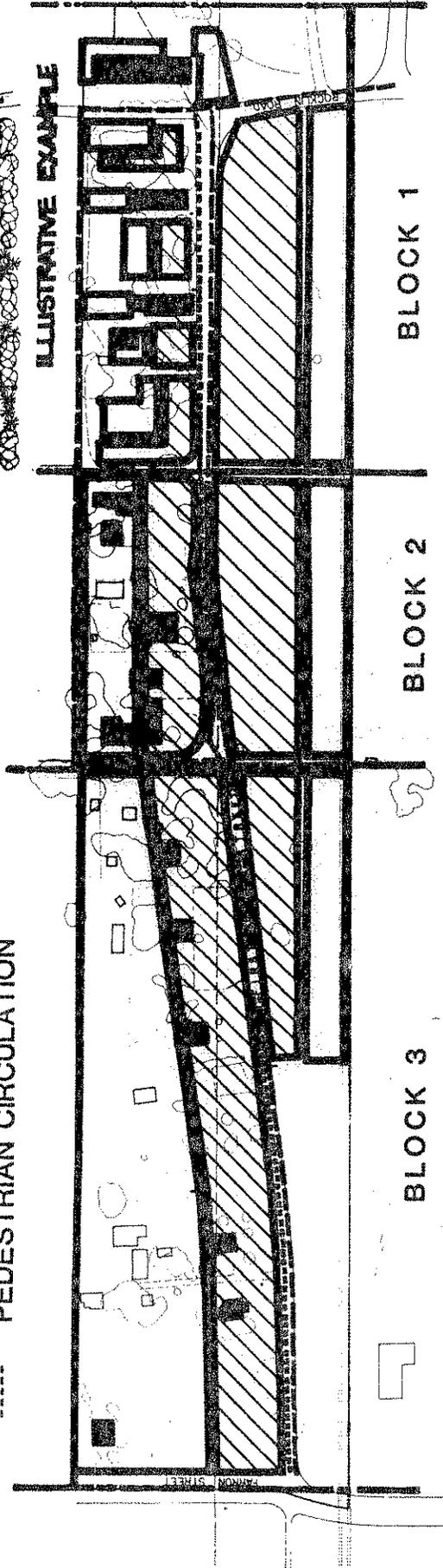


CONCEPT II

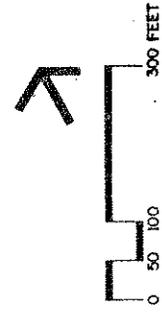
-  BUILDING ENVELOPE
-  PARKING ENVELOPE
-  EXIST. RESIDENTIAL
-  EXIST. COMMERCIAL OR CHURCH
-  AUTO CIRCULATION
-  PEDESTRIAN CIRCULATION



ILLUSTRATIVE EXAMPLE



BLOCK 3 BLOCK 2 BLOCK 1



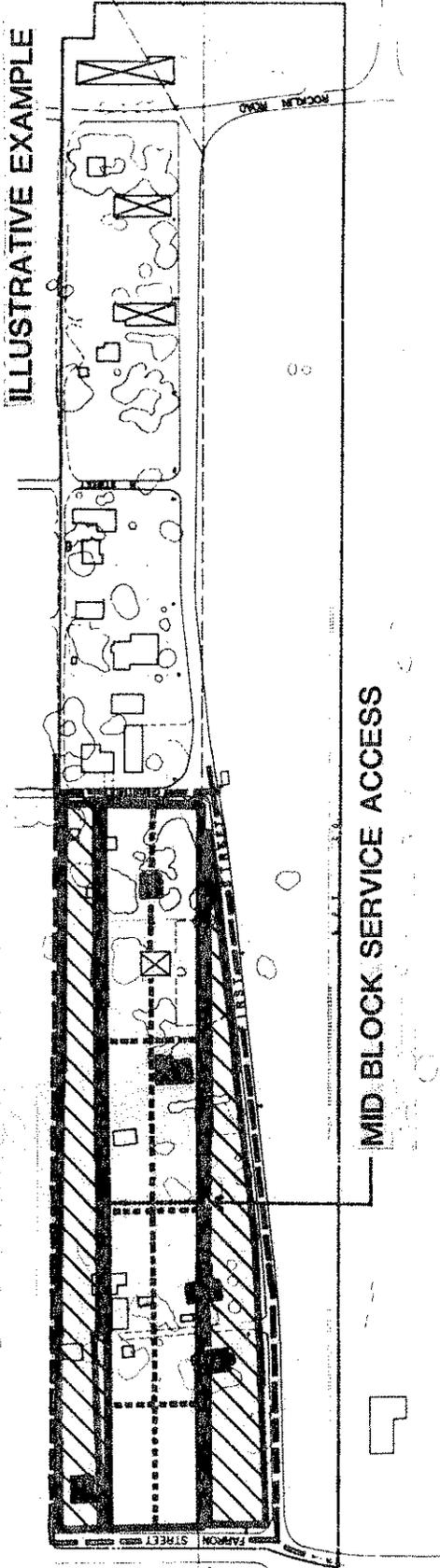
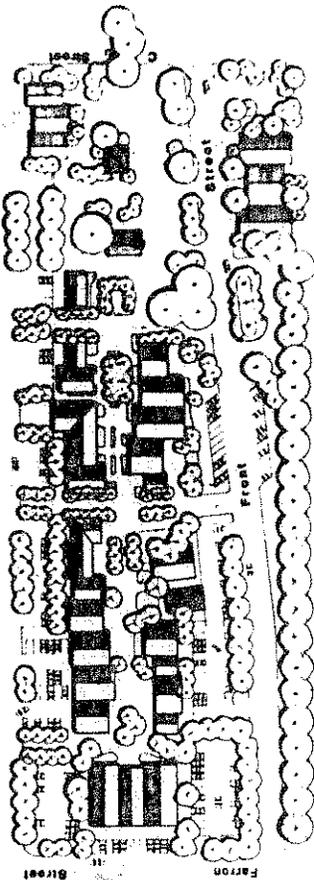
ROCKLIN HISTORICAL AREA

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CONCEPT III

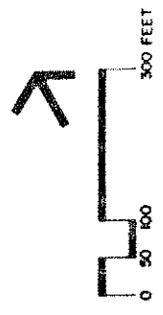
-  BUILDING ENVELOPE
-  PARKING ENVELOPE
-  EXIST. RESIDENTIAL
-  EXIST. COMMERCIAL OR CHURCH
-  AUTO CIRCULATION
-  PEDESTRIAN CIRCULATION



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LANDSCAPE ARCHITECTS AND PLANNERS



center of the block. Parking would be developed on either side of the building envelope to serve individual businesses.

Circulation would utilize Front Street to access parking areas. The proposed alley extension from 'C' to Farron would be needed for access to the rear of shops on the westernmost side of the block. Due to the length of this block, a midblock access road is suggested to produce more efficient and direct access.

This concept is not possible in blocks 1 and 2 due to the lesser depth of those blocks and the locations of existing structures.

V. CONCEPTUAL MASTER PLAN

After reviewing the three schematic development concepts, the Front Street Advisory Committee determined that Concept I was most appropriate for blocks 1 and 2, while Concept III was most suitable for block 3. The conceptual master plan reflects these two concepts. (See Map 8.)

The conceptual master plan is intended to be a general guide to the future development of the Historic District. It is not intended that this graphic representation should dictate or limit specific proposals as to type, size, or locations of structures. It does, however, indicate the ultimately desirable circulation system and the general relationship of parking and structures.

The plan indicates the location of existing structures, which, from previous analysis, are thought to possess historic merit and should be preserved or rehabilitated. All other structures are illustrative of new development. The number, exact location, and size of these structures is illustrative only.

The conceptual master plan suggests that development should occur throughout the three blocks of the District. In blocks 1 and 2, from Rocklin Road to 'C' Street, buildings should be sited close to Front Street.

Off-street parking should be accommodated in the rear of these structures. The specific parking area requirements will be assessed depending upon the particular use proposed. A restaurant, for example, will require substantially more off-street parking than will a professional office. On-street parking, as currently practiced, should be continued until such time as further development and traffic increases in the District make alternative approaches desirable. The possibility of obtaining a long-term lease on portions of Southern Pacific property for public parking in blocks 1, 2, and 3 should be explored as the need for additional parking increases.

Vehicular circulation will be two-way on Front Street utilizing the existing right-of-way. All existing cross streets will be maintained as 2-way routes. An additional mid-block access for service and emergency vehicle use is recommended across block 3. The existing one-way alley behind blocks 1 and 2 will be maintained and this alley will be extended from 'C' Street to Farron Street.

Pedestrian circulation throughout the District will be encouraged with a pedestrian path system. In blocks 1 and 2 a sidewalk/boardwalk will link with the existing walkways of the current commercial buildings. This walkway will be

immediately adjacent to and parallel with Front Street. Each new development will be responsible for providing the walkway across its own street frontage. In block 3 the path system will be incorporated as part of the mall between the structures.

The conceptual master plan suggests that the transition zone where blocks 1 and 2 meet block 3 at 'C' Street requires some special treatment. In order to integrate these two different development concepts smoothly and to tie both halves of the Historic District together, a plaza or open space is needed. This plaza would be the site of outdoor Historic District events, carnivals, plays, dances, or simply a place to sit and relax. The many existing mature trees enhance this location and give it a desirable, park-like atmosphere. This location at the heart of the District also makes this a natural central location for such events. In addition, the plaza would facilitate the pedestrian and visual linkage of the two differing concepts where they merge together.

The corner of Rocklin Road and Front Street has several amenities that should be taken advantage of. The small public park with its trees and picnic tables should certainly be maintained. The nearby historical marker commemorating the early railroad presence in Rocklin should be placed in an improved setting. The history of the railroad should be given an expanded historical context and a display detailing the history of railroading's early days in the area could be developed. The existing remnant of roundhouse wall should be preserved and incorporated as part of this interpretive display and Southern Pacific should be encouraged to participate in developing this display.

VI. ARCHITECTURAL STYLING & DESIGN STANDARDS

Architectural History of Front Street

Front Street and nearby Railroad Avenue formed the center of business activity in Rocklin from the 1860's until the 1920's. A series of fires occurred at intervals throughout this period, sometimes leveling entire city blocks. During good times, the burned-out merchants would promptly rebuild and new structures would replace those lost. Yet, as economic conditions in Rocklin worsened in the 1910's and 20's, there no longer were incentives to rebuild after the fires. Hence, the bustling business district that once saw structures side-by-side the length of Front Street was gradually reduced to the handful of structures left standing today.

The majority of the structures constructed in the Historic District up until 1920 consisted essentially of one and two story wood frame buildings. Many possessed the flat-topped false fronts typical of 'old west' structures during this period. Clapboard siding was the usual exterior treatment. Some of the larger structures were done in brick or stone and added a third story. Windows were generally double hung with single large panes both above and below. Facades generally exhibited bilateral symmetry with a central entry. Entries were either flush with the building plane or slightly recessed. Many buildings possessed covered porches or canvas awnings extending the full length of the building. Occasionally, a multi-story building porch would support a balcony at the upper level. The fronts of buildings were aligned in a single plane the length of the street with a boardwalk or granite pavers leading from one business to the next.

Ornamentation was generally restrained, limited to simple detailing at the cornice and occasionally around the windows of some of the more substantial buildings.

Colors used in the District, it can be assumed, were similar to those used elsewhere on other structures of the period. Generally, earth tones, off-whites, greys, tans, and muted reds and browns were the rule. On stone or brick structures, the materials were left unpainted and there is little evidence that stucco or plaster was used.

Architectural Styling in the Historic District

From the previous analysis of the Historic District, it can be seen that the focus of Rocklin's history is on the period 1865 to 1920. It is during this period that Front Street achieved its greatest development. All the existing structures identified as being historically significant within the District date from this period.

The Front Street Historical Advisory Committee has considered the merits of various building styles in Rocklin from this period and has determined that new construction in the Historic District should reflect the styles of buildings then current. Styles known generally as 'Victorian', 'Frontier', and 'Gold Rush Era' are to be encouraged.

Criteria

In order to provide some guidelines for the Architectural Review Committee to follow in assessing proposals for both rehabilitation of existing structures and construction of new structures, the following criteria have been developed. It is intended that these criteria be general only and are not intended to limit the creativity of proposed new construction.

1. Rehabilitation of Existing Structures

It is recommended that applicable portions of the standards for rehabilitation as developed by the Secretary of the United States Department of the Interior be utilized as guidelines for assessing proposals. These standards are contained herein as appendix 'A'.

2. New Construction

It is recommended that the Historic Design Guide, Placer County be utilized to generally assess the appropriateness of proposed new construction. Copies of this document are available from the Placer County Planning Department.

In addition, guidelines adapted from the historic preservation plan in Santa Cruz, California are to be used for assessing the general compatibility of proposed and existing structures. (See appendix 'B'.)

In addition to these general guides, the following specific criteria are proposed to supplement those proposed in the Historic District ordinance.

Lot Area: no minimum or maximum area.

Lot Width: no minimum.

Setbacks: to be determined by the Architectural Review Committee.

Sideyards: no side yard minimum. However, buildings in blocks 1, 2, and 3 are encouraged to have zero sideyards, and butt adjacent buildings

Pedestrian walkways: Each development shall be responsible for providing a boardwalk/sidewalk across its lot frontage. Preferred materials shall be pressure

treated wood, brick, granite pavers, or brick-embossed and colored concrete.

Off-street parking: It is intended that each development be required to provide off-street parking for its needs at the ratio stated in the Historic District ordinance or in some other ratio deemed appropriate for the proposed use by the Architectural Review Committee. For blocks 1 and 2, off-street parking is to be accommodated in the rear of each development. In block 3 parking shall be accommodated generally as shown in the conceptual master plan.

Exterior materials: Preferred materials for any building exteriors exposed to public view shall be: unpainted brick, painted horizontal clapboard siding, native stone, natural treated wood, or other material treated in such way as to be deemed compatible by the Architectural Review Committee.

Colors: Preferred colors should be earth tones of red, grey, tan, yellow, brown, blue, and off-white. Trim colors should be complementary to these colors.

Signs: Signs in the Historic District should be of a size, location, color, and style that is compatible with the Historic District. The suggestions contained in the Placer County Historic Design Guide should be used as a guide for assessing the suitability of proposed signs. The proposed locations and sizes of signs should also be assessed by the Architectural Review Committee to ensure the sign's compatibility with adjacent structures in the District.

VII. IMPLEMENTATION OF THE HISTORIC DISTRICT MASTER PLAN

Historic District Ordinance and Architectural Review

Utilizing the Historic District ordinance and the criteria proposed in this report, the architectural review committee will be responsible for assessing the compatibility of proposed development in the Historic District. The intent of all criteria proposed has been to provide general guidelines and not to demand that new architecture be built to mimic the old. New architecture should, however, be compatible as to materials, textures, bulk, and overall appearance with the existing structures and with the architecture typical in the period 1865-1920.

Promoting the Historic District

A key to the successful development of the Front Street Historic Area is the building of a successful promotional effort, which will carry on and sustain the development effort.

The role and duties of the Front Street Historic Committee are established by the Historic District Ordinance. Essentially, this group is set up for architectural review purposes only. An equally important need exists for a committee or group to promote and develop support throughout the community for the District.

A "Friends of Front Street" committee would have as its central function the development of a wider base of support in the community and the promotion of the District as a whole. Many things could be undertaken by this group.

- + Tours arranged to visit historical sites throughout the city, ending with a reception in the Historic District.
- + History talks for local service clubs, schools, and other interested groups.
- + A brief well-designed brochure, explaining the Historic District and its goals distributed to interested groups and individuals.
- + Cooperation with other historic or interested groups in the area on projects, programs, and plans.
- + Involvement with Sierra College students or classes interested in history, architecture, community service, art, landscaping, or construction.
- + Fundraising events designed to benefit the Historic District such as art shows, bake sales, receptions, book sales, dinners and speakers, antique sales, wine tastings, concerts, and dances.

- + Additional fundraising activities such as contacting individuals, foundations, and organizations for contributions to the Historic District effort.
- + Writing articles for local papers and newsletters about history, progress in the District, and the need for public support and involvement.

Financing the Historic District

A key to making the Historic District a reality is the securing of financing. Both public and private sources are discussed in this section.

1. Public Sources

- A. Federal sources of historic preservation funding have been severely curtailed in the last year. Due to the delay in developing and implementing a budget, the current status of all federal programs is in doubt, and will not be determined until specific cuts in existing programs are identified and guidelines are established. To obtain updated information, the California State Office of Historic Preservation in Sacramento or the National Park Service in San Francisco should be contacted. A copy of "Sources of Cultural Preservation Funds", April 1980, should be obtained from the Office of Historic Preservation. This document lists all federal and state programs applicable to historic preservation.

Apart from the availability of doubtful federal grants and loan programs, the Economic Recovery Tax Act of 1981 contains significant tax advantages for the rehabilitation of existing structures. A three-tiered investment tax credit (ITC) establishes three categories of tax savings.

- + Rehabilitating a 30 year old structure creates a 15% ITC.
- + Rehabilitating a 40 year old structure creates a 20% ITC.
- + Rehabilitating a certified historic structure creates a 25% ITC.

The following information from the first quarter 1982 "Investor Outlook" by the Grubb and Ellis real estate investment company indicates "...the greatest profit can be made from a qualified rehabilitation of a certified historic structure. The adjusted basis of buildings that use the 15 or 20 percent ITC must be reduced by the amount of the ITC when calculating the

cost recovery allowance. Certified structure rehabilitations where the ITC is used are not subject to the basis adjustment required for the non-certified buildings.

"The 25% ITC applies to all depreciable buildings including residential structures while the 15 or 20% ITC is only applicable to non-residential real property.

"...The general rules for qualifying a building as a certified historic structure are fairly simple. Briefly, a building may be certified as an historic structure if:

- + it is part of our heritage that we wish to preserve, and/or
- + it is located in an Historical District and it contributes to the significance of that District."

Clearly this is a significant incentive for structure rehabilitation and may well have applicability in Rocklin's Historic District.

Exact procedures for qualifying a building for historic certification can be obtained from the State Historic Preservation Office.

- B. State sources of historic preservation funding currently are, like federal sources, in very short supply. Poor economic conditions have created severe budget constraints that have left many programs with little or no funding support. The State Office of Historic Preservation should be contacted periodically to determine the status of existing programs. The document "Sources of Cultural Preservation Funds" should be consulted for possible applicable programs.
- C. Local city and county sources of funding may take several forms.
 - + Revolving funds have been established by some cities and agencies for the rehabilitation of buildings for future resale. The money returned from the sale is then put into still another project. Start-up money for such a revolving fund can sometimes be obtained from private foundations and from applicable state and federal sources.
 - + Occasionally, it is possible to purchase a property threatened with demolition by its current owners. Should the city condemn such a structure, public monies could be used for the condemnation award and the subsequent relocation of the structure.

- + It also is possible for public agencies to purchase partial interests in significant structures. Such preservation and architectural easements of building facades, for example, can be used to grant compliant property owners tax breaks for the donation of easements or covenants restricting alteration of significant structures or property.
- + With the establishment of a redevelopment district, it is possible for the city to initiate development projects that would enhance the Historic District. Utilizing tax increment financing, the rise in redevelopment district property values allows a portion of the accompanying property tax revenue to be used at the discretion of the redevelopment authority. Such a tool has been widely used in many California cities.
- + Municipal and revenue bonds are yet another possible alternative for the local community to initiate development financing. The current climate for bonds, like the economy itself, is generally poor. Particularly for small cities with limited resources, it is difficult to offer competitive bond rates to investors. Still, it is certainly a possibility, particularly in the future, when it can be assumed the bond market will improve.
- + Community-development block grants have long been a primary source of financing for many kinds of locally-originated projects. Assuming these grants will continue in the future, they will be a good potential source of funding.
- + Assessment district: A special assessment district may be formed to pay for improvements made in the District. Many special purpose improvements, which the district's residents agree upon, can be the cause for formation of an assessment district. Utility, street, and parking improvements could be funded in this way, should alternative means of financing not be available. Each property owner is assessed according to the amount of benefit it is estimated he receives from the improvements.

2. Private Financing Sources

Encouraging lending institutions to loan money for projects in the Historic District can be especially helpful initially. Until development begins, lenders might be hesitant to make such loans. With public

support, and possibly, public monies, local lenders might be better convinced to support the effort. Approaching a private lender for money to rehabilitate an existing older structure, however, should be done just as one would for any business or home improvement loan. Lending institutions are very unlikely to grant loans just on the basis of a structure's historical status.

Several private foundations offer grants to preservation groups and individuals. Such grants are generally not large and are more useful for seed money, planning, publications, and short-term projects. The publication, "Sources of Cultural Preservation Funds" put together by the State Office of Historic Preservation should be consulted for details and specifics.

A non-profit preservation corporation can be established by a "Friends of Front Street" committee to pursue private and public funding. Working with the city, such a corporation would then allow the full range of potential financing sources to be tapped. Those that can only be approached by a public agency would be dealt with by the City, while those that deal only with private groups would be handled by the non-profit corporation. Additionally, expenses of travel and publications, etc. that are expended by the corporation for promoting the District would be tax deductible.

Of course, the primary private investment effort of several projects in the District will be made by the current individual owners through conventional funding sources. Every effort on the part of the City should be made to encourage and support these efforts.

Public and Private Cooperation

The City of Rocklin and the Historic District will have many points of interaction and cooperation. Most significant are the following:

- + For rehabilitation of older structures or the conversion of residential properties to commercial uses, it may be necessary to modify provisions of the building, fire, health, or housing codes. The City should examine its code requirements and give consideration to relaxing certain requirements on a case by case basis.
- + A capital improvement program for streets, utilities, and other public improvements should be developed with input from the Front Street Historic Committee.
- + Possible taxation changes could be developed as discussed in the previous section that would give

property tax reductions for facade easements or covenant restrictions.

- + Code and zoning enforcement procedures and occupancy inspection programs may require examination of City procedures and possible revisions.
- + Alternate financing approaches such as creation of a redevelopment district will require substantial cooperation between the City and the Historic District.
- + Further planning efforts involving the Historic District should be coordinated with the Front Street Historical Committee.

As discussed previously, cooperation between the City, private landowners and the Southern Pacific Company will be required, especially as development in the 'C' Street to Farron Street block occurs. The form this cooperation takes will depend upon the nature of the specific development proposals. However, it is recommended that the City take a part in the negotiations with Southern Pacific to indicate the public concern for the development of the District. It is very important that a spirit of cooperation be developed between all affected parties. Informing Southern Pacific of the overall plans for the District is a step in developing that cooperation.

Certification

Several types of certification programs are available for historic buildings and sites.

- + National Register of Historic Places
- + California Registered Historical Landmarks
- + Historic Trail Signs
- + Point of Historical Interest

The specific criteria for qualifying for these programs can be found in Historic Preservation Element Guidelines published by the State Office of Planning and Research.

The existing marker near Engle's Real Estate, commemorating the railroad in Rocklin, is a point of historical interest. Additional structures might qualify for one of the certifications. Contact the State Office of Historic Preservation for detailed guidance in how to assess a structure's significance and for the necessary forms for certification.

The advantages of certification can take several forms:

- + Increased protection for historic structures

- + Qualification for certain grant, loan, and tax incentive programs such as those of the Economic Recovery Tax Act previously described.
- + Enhancement of the potential for public support and awareness in the community.

Further Planning Efforts

With the establishment of the Historic District, a big step has been taken in the preservation of Rocklin's history. Two further steps might be pursued by the city to complement and strengthen the step taken so far.

A city-wide survey of historical and/or archaeological sites would be a valuable complement to the Front Street Historic District. The survey should follow guidelines set up by the state for such surveys and could identify structures, implements, or other items that could be relocated to Front Street. In addition, the survey, conducted by volunteers from the community, can go far towards increasing interest and support throughout the community for historic preservation. For survey guidance, refer to the excellent bibliography in Historic Preservation Element Guidelines, and contact the State Office of Historic Preservation.

As development increases in Rocklin, the need to devote more planning specifically to preservation concerns throughout the community may be felt. If so, the City might consider elevating historic preservation to element status in the City's General Plan. This would grant increased importance and legal substance to threatened historical sites and structures. To guide the City in this effort, Historic Preservation Element Guidelines, published by the State Office of Planning and Research, should be utilized.

APPENDIX 'A'

SECRETARY OF THE INTERIOR'S
STANDARDS FOR REHABILITATION

The following "Standards for Rehabilitation" shall be used by the Secretary of the Interior when determining if a rehabilitation project qualifies as "certified rehabilitation" pursuant to the Tax Reform Act of 1976 and the Revenue Act of 1978. These standards are a section of the Secretary's "Standards for Historic Preservation Projects" and appear in Title 36 of the Code of Federal Regulations, Part 1208 (formerly 36 CFR Part 67).

"Rehabilitation means the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values."

1. Every reasonable effort shall be made to provide a compatible use for a property which requires minimal alteration of the building, structure, or site and its environment, or to use a property for its originally intended purpose.
2. The distinguishing original qualities or character of a building, structure, or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.
3. All buildings, structures, and sites shall be recognized as products of their own time. Alterations that have no historical basis and which seek to create an earlier appearance shall be discouraged.
4. Changes which may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected.
5. Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure, or site shall be treated with sensitivity.
6. Deteriorated architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historic, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.

7. The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken.

8. Every reasonable effort shall be made to protect and preserve archeological resources affected by, or adjacent to any project.

9. Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant historical, architectural or cultural material, and such design is compatible with the size, scale, color, material, and character of the property, neighborhood or environment.

10. Wherever possible, new additions or alterations to structures shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.

GUIDELINES FOR APPLYING THE SECRETARY OF THE INTERIOR'S STANDARDS FOR REHABILITATION

The following guidelines are designed to help individual property owners formulate plans for the rehabilitation, preservation, and continued use of old buildings consistent with the intent of the Secretary of the Interior's "Standards for Rehabilitation." The guidelines pertain to buildings of all occupancy and construction types, sizes, and materials. They apply to permanent and temporary construction on the exterior and interior of historic buildings as well as new attached or adjacent construction, although not all work implied in the Standards and guidelines is required for each rehabilitation project.

Techniques, treatments, and methods consistent with the Secretary's "Standards for Rehabilitation" are listed in the "recommended" column on the left. Those techniques, treatments, and methods which may adversely affect a building's architectural and historic qualities are listed in the "not recommended" column on the right. Every effort will be made to update and expand the guidelines as additional techniques and treatments become known.

Specific information on rehabilitation and preservation technology may be obtained by writing to the Technical Preservation Services Division, Heritage Conservation and Recreation Service, U.S. Department of the Interior, Washington, D.C. 20240, or the appropriate State Historic Preservation Officer. Advice should also be sought from qualified professionals, including architects, architectural historians, and archeologists skilled in the preservation, restoration, and rehabilitation of old buildings.

in the preservation, restoration, and rehabilitation of old buildings.

THE ENVIRONMENT

Recommended

Retaining distinctive features such as the size, scale, mass, color, and materials of buildings, including roofs, porches, and stairways that give a neighborhood its distinguishing character.

Retaining landscape features such as parks, gardens, street lights, signs, benches, walkways, streets, alleys and building set-backs that have traditionally linked buildings to their environment.

Using new plant materials, fencing, walkways, street lights, signs, and benches that are compatible with the character of the neighborhood in size, scale, material and color.

Not Recommended

Introducing new construction into neighborhoods that is incompatible with the character of the district because of size, scale, color, and materials.

Destroying the relationship of buildings and their environment by widening existing streets, changing paving material, or by introducing inappropriately located new streets and parking lots that are incompatible with the character of the neighborhood.

Introducing signs, street lighting, benches, new plant materials, fencing, walkways and paving materials that are out of scale or inappropriate to the neighborhood.

BUILDING SITE

Recommended

Identifying plants, trees, fencing, walkways, out-buildings, and other elements that might be an important part of the property's history and development.

Not Recommended

BUILDING SITE -- continued

Recommended

Retaining plants, trees, fencing, walkways, street lights, signs, and benches that reflect the property's history and development.

Basing decisions for new site work on actual knowledge of the past appearance of the property found in photographs, drawings, newspapers, and tax records. If changes are made they should be carefully evaluated in light of the past appearance of the site.

Providing proper site and roof drainage to assure that water does not splash against building or foundation walls, nor drain toward the building.

Archeological features

Recommended

Leaving known archeological resources intact.

Minimizing disturbance of terrain around the structure, thus reducing the possibility of destroying unknown archeological resources.

Arranging for an archeological survey of all terrain that must be disturbed during the rehabilitation program. The survey should be conducted by a professional archeologist.

Not Recommended

Making changes to the appearance of the site by removing old plants, trees, fencing, walkways, out-buildings, and other elements before evaluating their importance in the property's history and development.

Leaving plant materials and trees in close proximity to the building that may be causing deterioration of the historic fabric.

Not Recommended

Installing underground utilities, pavements, and other modern features that disturb archeological resources.

Introducing heavy machinery or equipment into areas where their presence may disturb archeological resources.

BUILDING: STRUCTURAL SYSTEMS

Recommended

Recognizing the special problems inherent in the structural systems of historic buildings, especially where there are visible signs of cracking, deflection, or failure.

Undertaking stabilization and repair of weakened structural members and systems.

Replacing historically important structural members only when necessary. Supplementing existing structural systems when damaged or inadequate.

Not Recommended

Disturbing existing foundations with new excavations that undermine the structural stability of the building.

Leaving known structural problems untreated that will cause continuing deterioration and will shorten the life of the structure.

BUILDING: EXTERIOR FEATURES

Masonry: Adobe, brick, stone, terra cotta, concrete, stucco and mortar

Recommended *

Retaining original masonry and mortar, whenever possible, without the application of any surface treatment.

Repointing only those mortar joints where there is evidence of moisture problems or when sufficient mortar is missing to allow water to stand in the mortar joint.

Not Recommended

Applying waterproof or water repellent coatings or surface consolidation treatments unless required to solve a specific technical problem that has been studied and identified. Coatings are frequently unnecessary, expensive, and can accelerate deterioration of the masonry.

Repointing mortar joints that do not need repointing. Using electric saws and hammers to remove mortar can seriously damage the adjacent brick.

* For more information consult Preservation Briefs: 1: "The Cleaning and Waterproof Coating of Masonry Buildings" and Preservation Briefs: 2: "Repointing Mortar Joints in Historic Brick Buildings." Both are available from Technical Preservation Services Division, Heritage Conservation and Recreation Service, U.S. Department of the Interior, Washington, D.C. 20240.

BUILDING: EXTERIOR FEATURES -- continued

Masonry: Adobe, brick, stone, terra cotta, concrete, stucco, and mortar

Recommended

Duplicating old mortar in composition, color, and texture.

Duplicating old mortar in joint size, method of application, and joint profile.

Repairing stucco with a stucco mixture that duplicates the original as closely as possible in appearance and texture.

Cleaning masonry only when necessary to halt deterioration or to remove graffiti and stains and always with the gentlest method possible, such as low pressure water and soft natural bristle brushes.

Repairing or replacing, where necessary, deteriorated material with new material that duplicates the old as closely as possible.

Replacing missing significant architectural features, such as cornices, brackets, railings, and shutters.

Not Recommended

Repointing with mortar of high Portland cement content can often create a bond that is stronger than the building material. This can cause deterioration as a result of the differing coefficient of expansion and the differing porosity of the material and the mortar.

Repointing with mortar joints of a differing size or joint profile, texture or color.

Sandblasting, including dry and wet grit and other abrasives, brick or stone surfaces; this method of cleaning erodes the surface of the material and accelerates deterioration. Using chemical cleaning products that would have an adverse chemical reaction with the masonry materials, i.e., acid on limestone or marble.

Applying new material which is inappropriate or was unavailable when the building was constructed, such as artificial brick siding, artificial cast stone or brick veneer.

Removing architectural features such as cornices, brackets, railings, shutters, window architraves, and doorway pediments.

BUILDING: EXTERIOR FEATURES -- continued

Masonry: Adobe, brick, stone, terra cotta, concrete, stucco and mortar

Recommended

Retaining the original or early color and texture of masonry surfaces, including early signage wherever possible. Brick or stone surfaces may have been painted or whitewashed for practical and aesthetic reasons.

Not Recommended

Removing paint from masonry surfaces indiscriminately. This may subject the building to damage and change its appearance.

Wood: Clapboard, weatherboard, shingles and other wooden siding

Recommended

Retaining and preserving significant architectural features, whenever possible.

Not Recommended

Removing architectural features such as siding, cornices, brackets, window architraves, and doorway pediments. These are, in most cases, an essential part of a building's character and appearance that illustrate the continuity of growth and change.

Repairing or replacing, where necessary, deteriorated material that duplicates in size, shape and texture the old as closely as possible.

Resurfacing frame buildings with new material that is inappropriate or was unavailable when the building was constructed such as artificial stone, brick veneer, asbestos or asphalt shingles, and plastic or aluminum siding. Such material can also contribute to the deterioration of the structure from moisture and insects.

Architectural Metals: Cast iron, steel, pressed tin, aluminum, zinc

Recommended

Retaining original material, whenever possible.

Not Recommended

Removing architectural features that are an essential part of a building's character and appearance, illustrating the continuity of growth and change.

BUILDING: EXTERIOR FEATURES -- continued

Architectural Metals: Cast iron, steel, pressed tin, aluminum, zinc

Recommended

Cleaning when necessary with the appropriate method. Metals should be cleaned by methods that do not abrade the surface.

Roofs and Roofing

Recommended

Preserving the original roof shape.

Retaining the original roofing material, whenever possible.

Providing adequate roof drainage and insuring that the roofing materials provide a weathertight covering for the structure.

Replacing deteriorated roof coverings with new material that matches the old in composition, size, shape, color, and texture.

Preserving or replacing, where necessary, all architectural features that give the roof its essential character, such as dormer windows, cupolas, cornices, brackets, chimneys, cresting, and weather vanes.

Not Recommended

Exposing metals which were intended to be protected from the environment. Do not use cleaning methods which alter the color, texture, and tone of the metal.

Not Recommended

Changing the essential character of the roof by adding inappropriate features such as dormer windows, vents, or skylights.

Applying new roofing material that is inappropriate to the style and period of the building and neighborhood.

Replacing deteriorated roof coverings with new materials that differ to such an extent from the old in composition, size, shape, color, and texture that the appearance of the building is altered.

Stripping the roof of architectural features important to its character.

BUILDING: EXTERIOR FEATURES -- continued

Windows and Doors

Recommended

Retaining and repairing existing window and door openings including window sash, glass, lintels, sills, architraves, shutters, doors, pediments, hoods, steps, and all hardware.

Duplicating the material, design, and the hardware of the older window sash and doors if new sash and doors are used.

Installing visually unobtrusive storm windows and doors, where needed, that do not damage existing frames and that can be removed in the future.

Using original doors and door hardware when they can be repaired and reused in place.

Entrances, porches, and steps

Recommended

Retaining porches and steps that are appropriate to the building and its development. Porches or additions reflecting later architectural styles are often important to the building's historical integrity and, wherever possible, should be retained.

Not Recommended

Introducing new window and door openings into the principal elevations, or enlarging or reducing window or door openings to fit new stock window sash or new stock door sizes.

Altering the size of window panes or sash. Such changes destroy the scale and proportion of the building.

Installing inappropriate new window or door features such as aluminum storm and screen window insulating glass combinations that require the removal of original windows and doors.

Installing plastic, canvas, or metal strip awnings or fake shutters that detract from the character and appearance of the building.

Discarding original doors and door hardware when they can be repaired and reused in place.

Not Recommended

Removing or altering porches and steps that are appropriate to the building's development and style.

BUILDING: EXTERIOR FEATURES -- continued

Entrances, porches, and steps

Recommended

Repairing or replacing, where necessary, deteriorated architectural features of wood, iron, cast iron, terra cotta, tile, and brick.

Not Recommended

Stripping porches and steps of original material and architectural features, such as hand rails, balusters, columns, brackets, and roof decoration of wood, iron cast iron, terra cotta, tile, and brick.

Enclosing porches and steps in a manner that destroys their intended appearance.

Exterior Finishes

Recommended

Discovering the historic paint colors and finishes of the structure and repainting with those colors to illustrate the distinctive character of the property.

Not Recommended

Removing paint and finishes down to the bare surface; strong paint strippers whether chemical or mechanical can permanently damage the surface. Also, stripping obliterates evidence of the historical paint finishes.

Repainting with colors that cannot be documented through research and investigation to be appropriate to the building and neighborhood.

BUILDING: INTERIOR FEATURES

Recommended

Retaining original material, architectural features, and hardware, whenever possible, such as stairs, elevators, hand rails, balusters, ornamental columns, cornices, baseboards, doors, doorways, windows, mantel pieces, paneling, lighting fixtures, parquet or mosaic flooring.

Not Recommended

Removing original material, architectural features, and hardware, except where essential for safety or efficiency.

Replacing interior doors and transoms without investigating alternative fire protection measures or possible code variances.

BUILDING: INTERIOR FEATURES --continued

Recommended

Repairing or replacing, where necessary, deteriorated material with new material that duplicates the old as closely as possible.

Retaining original plaster, whenever possible.

Discovering and retaining original paint colors, wallpapers and other decorative motifs or, where necessary, replacing them with colors, wallpapers or decorative motifs based on the original.

Where required by code, enclosing an important interior stairway in such a way as to retain its character. In many cases glazed fire rated walls may be used.

Retaining the basic plan of a building, the relationship and size of rooms, corridors, and other spaces.

Not Recommended

Installing new decorative material and panelling which destroys significant architectural features or was unavailable when the building was constructed, such as vinyl plastic or imitation wood wall and floor coverings, except in utility areas such as bathrooms and kitchens.

Removing plaster to expose brick to give the wall an appearance it never had.

Changing the texture and patina of exposed wooden architectural features (including structural members) and masonry surfaces through sandblasting or use of other abrasive techniques to remove paint, discoloration and plaster, except in certain industrial or warehouse buildings where the interior masonry or plaster surfaces do not have significant design, detailing, tooling, or finish; and where wooden architectural features are not finished, molded, beaded, or worked by hand.

Enclosing important stairways with ordinary fire rated construction which destroys the architectural character of the stair and the space.

Altering the basic plan of a building by demolishing principal walls, partitions, and stairways.

NEW CONSTRUCTION

Recommended

Keeping new additions and adjacent new construction to a minimum, making them compatible in scale, building materials, and texture.

Not Recommended

NEW CONSTRUCTION -- continued

Recommended

Designing new work to be compatible in materials, size, scale, color, and texture with the earlier building and the neighborhood.

Using contemporary designs compatible with the character and mood of the building or the neighborhood.

Protecting architectural details and features that contribute to the character of the building.

Placing television antennae and mechanical equipment, such as air conditioners, in an inconspicuous location.

Not Recommended

Designing new work which is incompatible with the earlier building and the neighborhood in materials, size, scale, and texture.

Imitating an earlier style or period of architecture in new additions, except in rare cases where a contemporary design would detract from the architectural unity of an ensemble or group. Especially avoid imitating an earlier style of architecture in new additions that have a completely contemporary function such as a drive-in bank or garage.

Adding new height to the building that changes the scale and character of the building. Additions in height should not be visible when viewing the principal facades.

Adding new floors or removing existing floors that destroy important architectural details, features and spaces of the building.

Placing television antennae and mechanical equipment, such as air conditioners, where they can be seen from the street.

MECHANICAL SYSTEMS: HEATING, AIR CONDITIONING, ELECTRICAL, PLUMBING,
FIRE PROTECTION

Recommended

Installing necessary mechanical systems in areas and spaces that will require the least possible alteration to the structural integrity and physical appearance of the building.

Utilizing early mechanical systems, including plumbing and early lighting fixtures, where possible.

Installing the vertical runs of ducts, pipes, and cables in closets, service rooms, and wall cavities.

Insuring adequate ventilation of attics, crawlspaces, and cellars to prevent moisture problems.

Installing thermal insulation in attics and in unheated cellars and crawlspaces to conserve energy.

Not Recommended

Causing unnecessary damage to the plan, materials, and appearance of the building when installing mechanical systems.

Attaching exterior electrical and telephone cables to the principal elevations of the building.

Installing the vertical runs of ducts, pipes, and cables in places where they will be a visual intrusion.

Concealing or "making invisible" mechanical equipment in historic walls or ceilings. Frequently this concealment requires the removal of historic fabric.

Installing "dropped" acoustical ceilings to hide mechanical equipment. This destroys the proportions and character of the rooms.

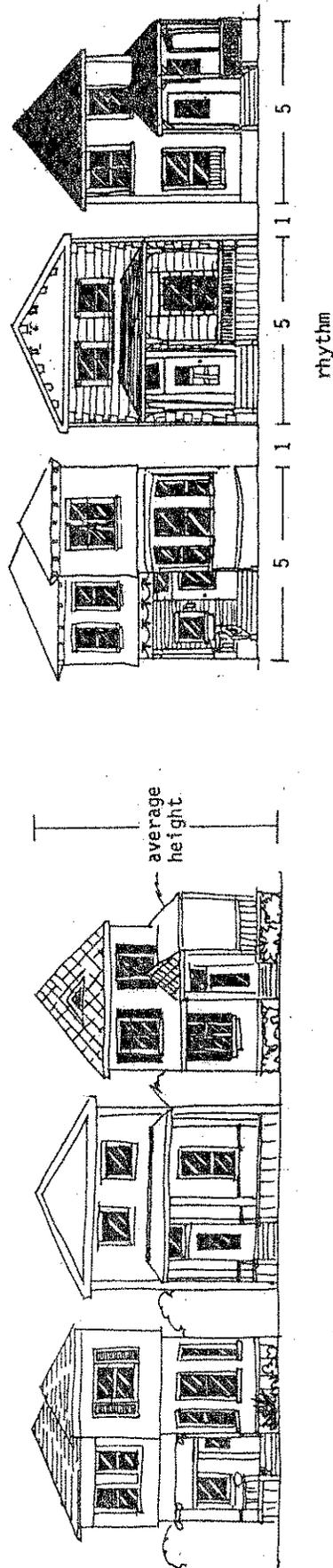
Installing foam, glass fiber, or cellulose insulation into wall cavities of either wooden or masonry construction. This has been found to cause moisture problems when there is no adequate moisture barrier.

APPENDIX 'B'

SUGGESTED DESIGN PRINCIPLES & STANDARDS
FROM HISTORIC PRESERVATION PLAN
SANTA CRUZ, CALIFORNIA

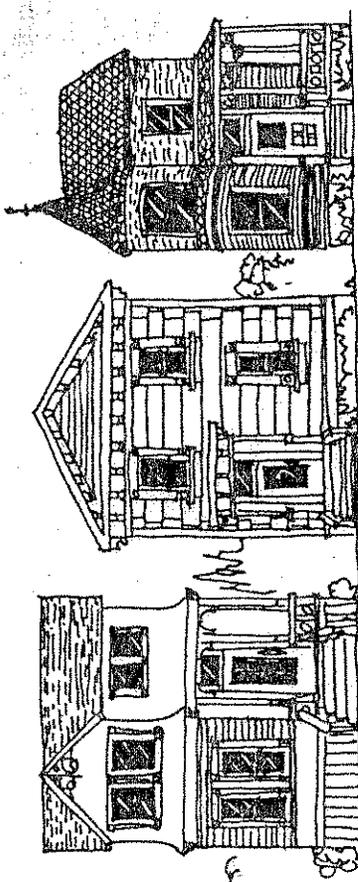
**SUGGESTED DESIGN PRINCIPLES AND STANDARDS
FOR NEW AND REMODELED CONSTRUCTION
WITHIN HISTORICAL PRESERVATION DISTRICTS**

Use of these design principles and standards is not intended to require new buildings to be an exact duplication of older styles, but to ensure the maximum compatibility of new construction with older buildings in historical preservation districts.

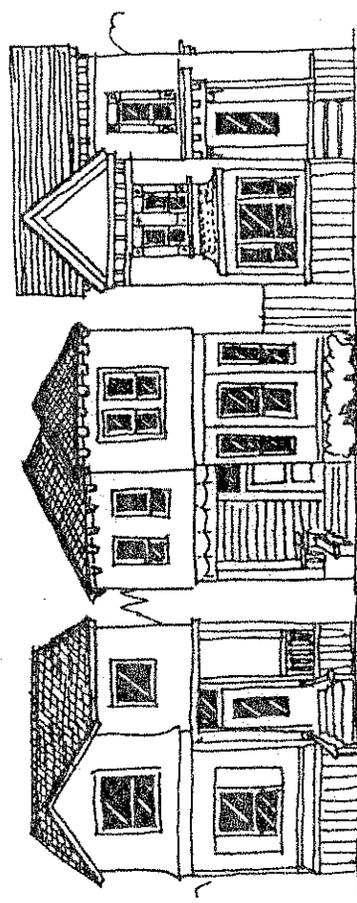


Height and Scale—It is important that new buildings be constructed to a height within a reasonable average height of existing adjacent buildings within established historical districts with a long life expectancy.

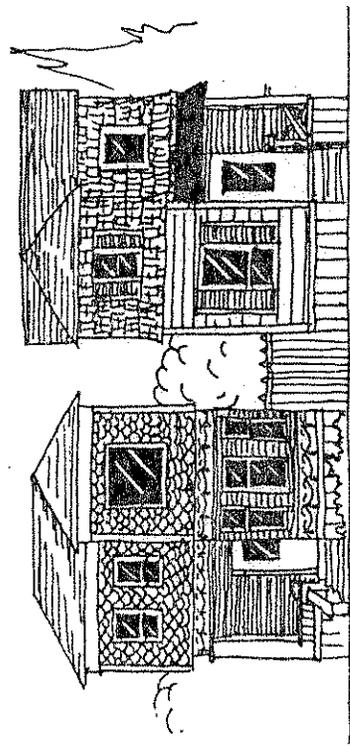
Rhythm of Spacing of Buildings on Street—Moving past a sequence of buildings, one experiences a rhythm of recurrent building masses to spaces between them. This rhythm is necessary to create an added element of harmony in a neighborhood's architecture.



Relationship of Roof Shapes—The majority of buildings may have gable, mansard, hip, or flat roofs, or others. Roofs are an important factor in the overall design of a building to help relate items such as height and scale to those of adjacent structures.



Relationship of Architectural Details—Similarity of architectural detail may be accomplished by the use of cornices, lintels, arches, wrought iron work, chimneys, etc. This similarity of detail is extremely important in ensuring a compatible appearance in new construction.

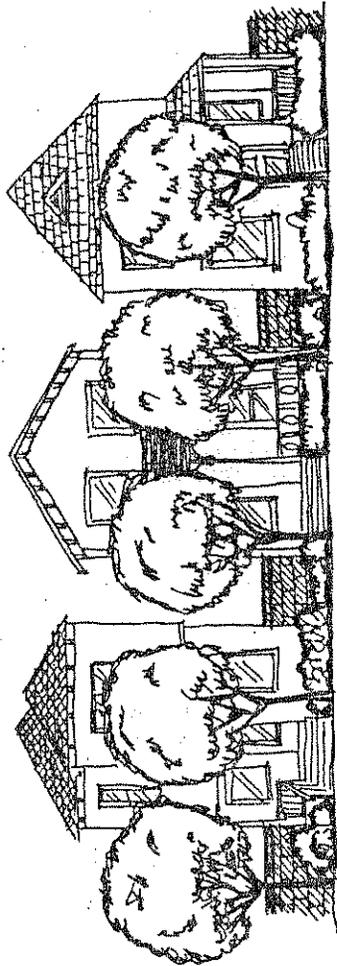


Material—Wood Siding
Texture—Smooth
Color—Green, White Trim

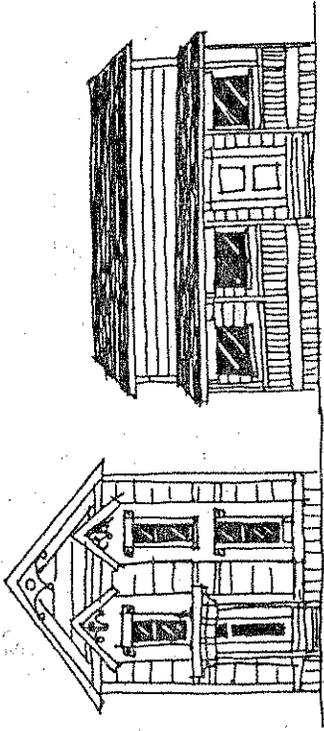
Relationship of Materials—A variety of materials, when properly used, can add to the distinctiveness of a neighborhood. Common materials are brick, stone, stucco, wood, or other material. Used properly, materials can enhance desired neighborhood qualities such as compatibility, continuity, similarity, harmony, etc.

Relationship to Textures—The texture of a building is an important factor in the overall appearance of a neighborhood. The predominant texture may be smooth (stucco), or rough (brick with tooled joints), or horizontal wood siding, or other textures. Whatever texture is used, its appearance must be considered in relation to the neighborhood to ensure a compatible blending with other styles.

Relationship to Colors—The proper application of a color scheme to a building or a series of buildings can highlight important features and increase their overall appearance. Accent or blending colors on building details is also desirable in creating compatibility of neighboring structures.



walls and landscaping continuous



vertical

horizontal

Directional Expression of Front Elevations—Structural shape, placement of openings, and architectural details may give a predominantly vertical, horizontal, or a non-directional character to the building's facade. Although the front elevation of two adjacent, existing buildings may be different, their overall appearance can be made more compatible when remodeled by proper use of detail, color, materials, etc.

Walls of Continuity—Physical ingredients such as brick walls, wrought iron fences, evergreen landscape masses, building facades, or combinations of these, form continuous, cohesive walls of enclosure along the street. This factor helps produce a cohesiveness in a neighborhood.

Relationship of Landscaping—There may be a predominance of a particular quality and quantity of landscaping. The concern here is more with mass and continuity. It is important that landscaping be placed to emphasize design, rather than becoming an obscuring factor.