

CHAPTER SIX THE HARRISBURG HISTORIC DOWNTOWN

INTRODUCTION

The unique historic and cultural heritage of the City of Harrisburg is heavily concentrated in the downtown area, with Smith Street as the primary focus. Findings of the Harrisburg Community Survey indicate that 77 percent of the residents agreed or strongly agreed that it would be desirable to see an improved Historic District in Harrisburg. The plan identifies the boundaries of the historic district and provides design guidelines for Smith Street and the central portion of Highway 99. In addition, this chapter provides parking alternatives for the Historic Downtown.

This chapter recounts the eras of development in Harrisburg in order to define a target system used to guide future growth, rehabilitation of historic buildings, and renovation of existing, non-historic buildings. This chapter also examines planning and design issues and then presents design guidelines including sign guidelines for the areas on Smith Street and Highway 99 inside the Harrisburg historic downtown.

PURPOSE

The purpose of this chapter is to provide a plan that allows Harrisburg's Historic Downtown to be defined, preserved and enhanced in order to promote the cultural and economic welfare of Harrisburg. The guidelines provide strategies and direction for creating a complete, active downtown environment. Design guidelines and standards guide the restoration of the historic buildings as well as the design of new development within the district. Using target areas and target buildings provides a clear example of appropriate construction for future building projects.

HISTORIC DOWNTOWN AND BUILDINGS

Figure 6-1 shows the boundaries of the Historic Downtown. Figure 6-2 indicates the buildings in this district which have been identified in the report "Harrisburg Historic Survey and Inventory," completed in 1989 by Mary Gallagher. These resources reflect the three commercial eras of development in Harrisburg: (1) the era of river transportation; (2) the era marked by the arrival of the railroad; and (3) the era of automobile traffic on Highway 99E. Each period is illustrated in the buildings which survive along Smith Street.

Many of Harrisburg's early commercial buildings no longer exist. In fact, most of the structures which once lined First and Smith Streets were constructed of wood, yet no examples of this construction type remain.

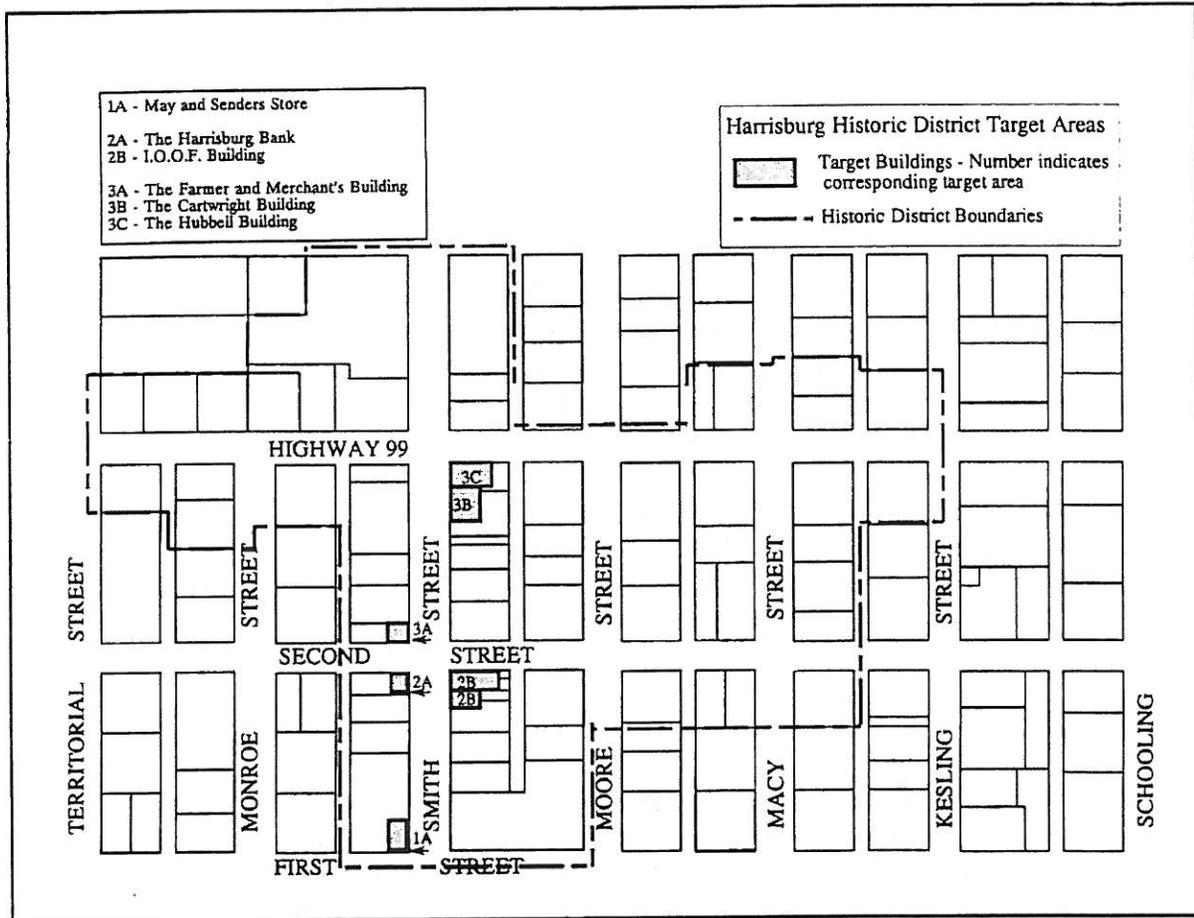


Figure 6-1
 Boundaries of Harrisburg Historic Downtown with
 Historic Buildings Identified
 Drawing: John Brennan

THE RIVERFRONT ERA

The May and Senders Store (1860s) is the only remaining commercial structure from the age of commerce on the Willamette River, and is the oldest commercial building in Harrisburg. Its orientation toward the water acknowledges the crucial role the river played in the early economic development of Harrisburg. The original building has one story with a flat roof, and is constructed of brick. The structure has since been subsumed into a much larger, gabled, wood building. Still, the store's original exterior character is intact. A beautiful plaster covered brick arcade lines the front facade. The heavy iron doors within the arcade are protected by a wood and iron awning supported on thin brackets characteristic of Harrisburg.

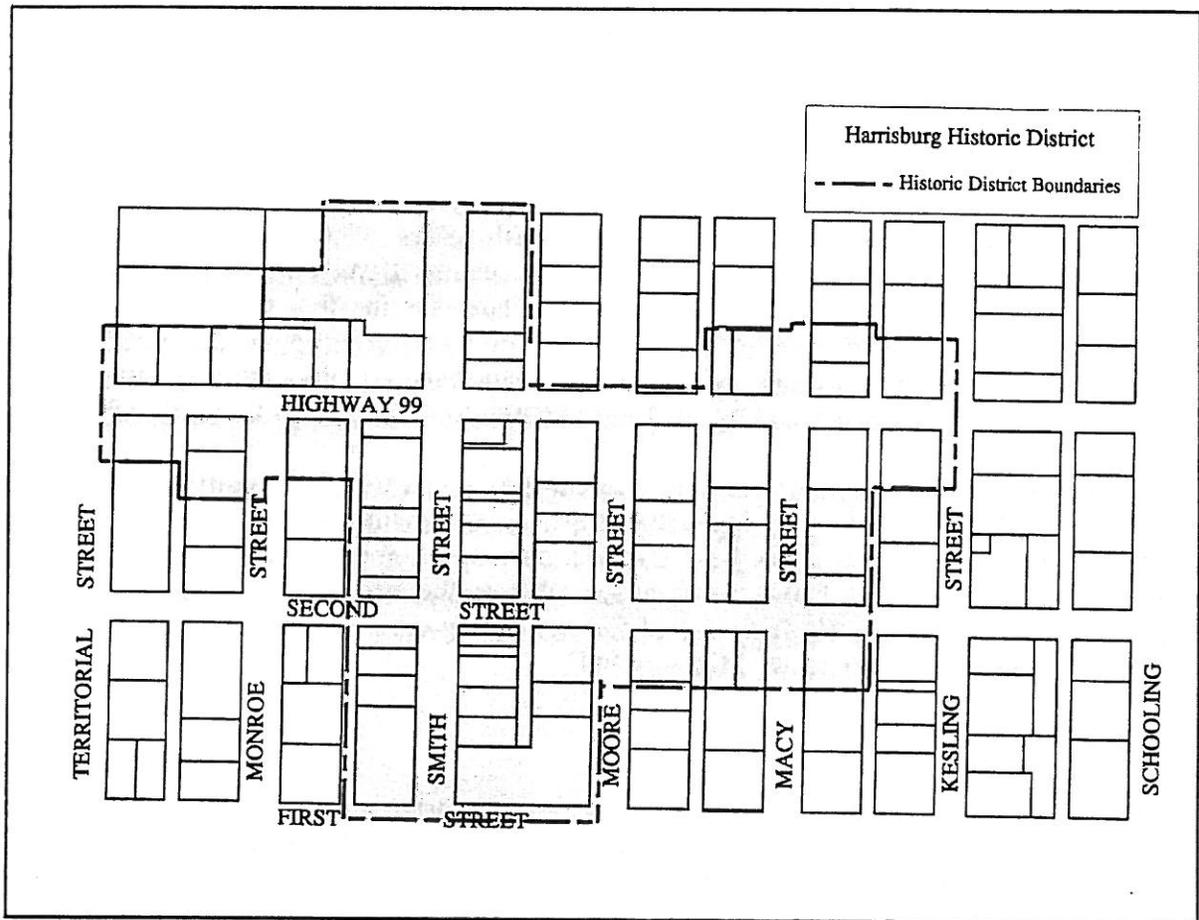


Figure 6-2
 Harrisburg's Historic Downtown
 Drawing: John Brennan

THE RAILROAD ERA

The second general period of development occurred with the arrival of the railroad in 1871. Buildings still standing from this period, the Harrisburg Bank, the I.O.O.F. Hall, and its adjacent building, reflect the expansion of the commercial district beyond the riverfront. These buildings are essentially Italianate in style, which was popular for commercial structures throughout the United States during the last quarter of the 19th Century. The Harrisburg Bank, c. 1887, is unique for its fine window muntins and panels, and turned columns, all constructed of wood. This is the only 19th Century building in the city which retains its cornice, and it is Harrisburg's only wooden cornice. The bank's iron awning brackets are identical to those on the May and Senders Store. The I.O.O.F. Hall and its adjacent building were both constructed in 1882-83. The segmentally arched, narrow windows on the second story are hallmarks of the Italianate style. The cast iron elements, probably added in 1889, gave Harrisburg's streetscape a

more cosmopolitan flair. The cast iron was manufactured in Albany. Both of these buildings probably also had cast iron cornices at one time.

THE HIGHWAY ERA

The third period of economic development in Harrisburg coincides with improvements on Highway 99E and its ultimate paving in the early 1920s. The most imposing of the structures from this period is the Farmers and Merchants Bank Building (now the Vault), built c. 1911 in the American Renaissance style. This was the first major concrete building constructed in Harrisburg. Unlike the 19th Century buildings discussed above, this building has a deep cornice on both street-facing facades. Its architect, William Hand, designed numerous buildings in Linn and Benton counties in the early 1900s.

The Cartwright Building (now Tucker's Mercantile), constructed in about 1920, is one of a number of buildings which changed the character of downtown Harrisburg early in this century. Its one story and three bays give it a horizontal emphasis which contrasts with the verticality of the 19th Century structures. Across the street is the garage building which now houses Don's Variety, one of few remaining early structures built to service the ever-increasing traffic along Highway 99E.

OTHER BUILDINGS

Other buildings in downtown Harrisburg are too new to be considered historically significant yet they still represent important periods in the city's development. The building now housing God's Storehouse, for instance, is an example of post-World War II commercial design unique to the town. Such structures can add diversity and interest to Harrisburg's streetscape.

Buildings on the local register of historic properties are the May and Senders Store (1860s), I.O.O.F. Hall and its adjacent building (1882-1883), the Farmers and Merchants Bank (circa 1911, now the Vault Restaurant), and the Cartwright Building (circa 1920s, now Tucker's Mercantile).

Buildings from historic periods which are not on the local historic register are the Hubbell Building (circa 1910s, now the antique store), and the garage building across from the Hubbell Building now housing Don's Variety (circa 1920s). These properties are not on the register due either to extensive alterations, or because of the register's emphasis on 19th Century buildings. Out of these two buildings, only the Hubbell Building contains qualities which can contribute to creating a stronger historic feeling in Harrisburg. Historic photographs identify the original details of the building and provide an example for renovation.

Properties from nonhistoric periods are the buildings now housing God's Storehouse (circa 1950s), the quonset hut beside God's Storehouse, the Farm Credit Services

Building (circa 1970s), The Harrisburg Insurance Building (circa 1970s), the VFW Hall (date unknown), and the US Post Office (circa late 1940s).

TARGET AREAS AND BUILDINGS

Since Harrisburg has three distinct historic periods associated with the riverfront, the railroad, and the automobile, it has a unique opportunity to develop a historic identity relating to all three eras. To accomplish this, this plan recommends establishing target buildings for corresponding target areas. Target buildings are the existing historic resources, numbered to identify the era they represent. Each lot in the Harrisburg Historic Downtown will have a designated target historic building, or buildings, to guide the design features of any remodeling, improvement or rebuilding of existing structures, and any new construction.

TARGET AREAS

Target areas are identified to assist in creating development consistent with the historic resources. The consistency, detailed in the design guidelines, includes overall size and massing of the building, location of openings, and materials. Buildings on corners must be particularly conscious of overall size. A building in mid-block can increase overall depth of the building, as long as the feel on the street replicates the feel of the target building.

All three eras have some similar qualities. All have zero setback, examples of brick construction, strong cornices, large front openings or windows, and common wall construction.

TARGET BUILDINGS

Target buildings are grouped to correspond to the historic eras in which they were constructed. The target buildings in their original, historic condition, especially if past renovations or lack of maintenance have changed the original appearance, provide guidance for new construction. Historic photographs or drawings of the building show the original details. These details, including doorways, window locations, cornice lines, location of signs and materials are also addressed in the design guidelines.

TARGET AREA ONE

The era of riverfront development, approximately 1850-1870, is the historic period for the first target area. Target area one applies to all the buildings on the waterfront in Harrisburg Historic Downtown. Target Area One will provide the first impression of Harrisburg for people arriving by or passing on the Willamette River. The target area guidelines should be encouraged for all renovation and new construction along the riverfront, not just in the Historic Downtown. Target Area One is the property along First Street from the alley between Monroe and Smith to Moore Street. As mentioned

earlier, the design guideline and target building standards should be encouraged on all property along First Street to create a unified appearance. Figure 6-3 illustrates Target Area One.

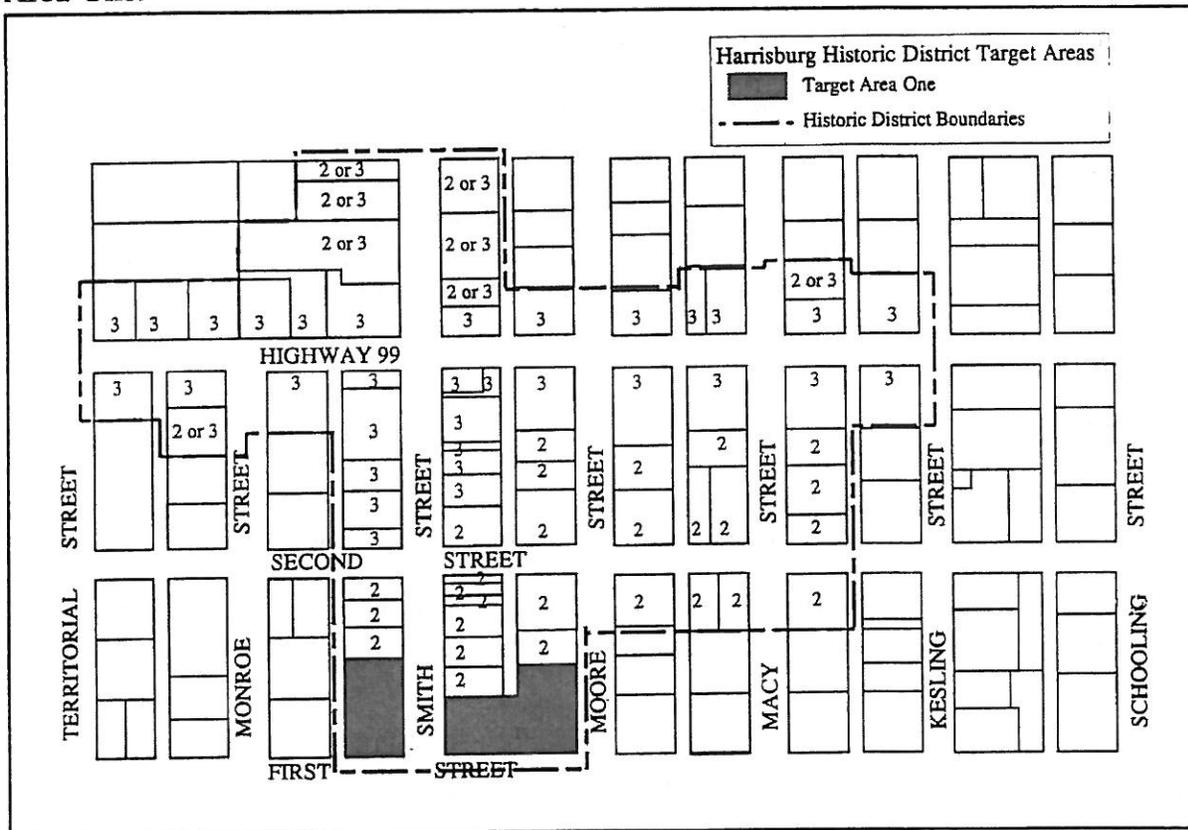


Figure 6-3
Target Area One
Drawing: John Brennan

The area included for Target Area One represents the area of growth in Harrisburg when this architectural style was prominent.

The May and Senders Store — Target Building 1A

The target building for Target Area One is the May and Senders Store, the only remaining example from that era. All new buildings or modifications should refer to the original May and Senders Store. The target building and the design guidelines together provide the essential qualities; brick construction, an arched arcade, river orientation, and a wood awning with arched metal brackets. Figure 6-4 presents a contemporary drawing of the May and Senders Store. A historic photograph of the Man and Senders Store can provide additional information on the original details of the building. The store is referred to as Target Building 1A.

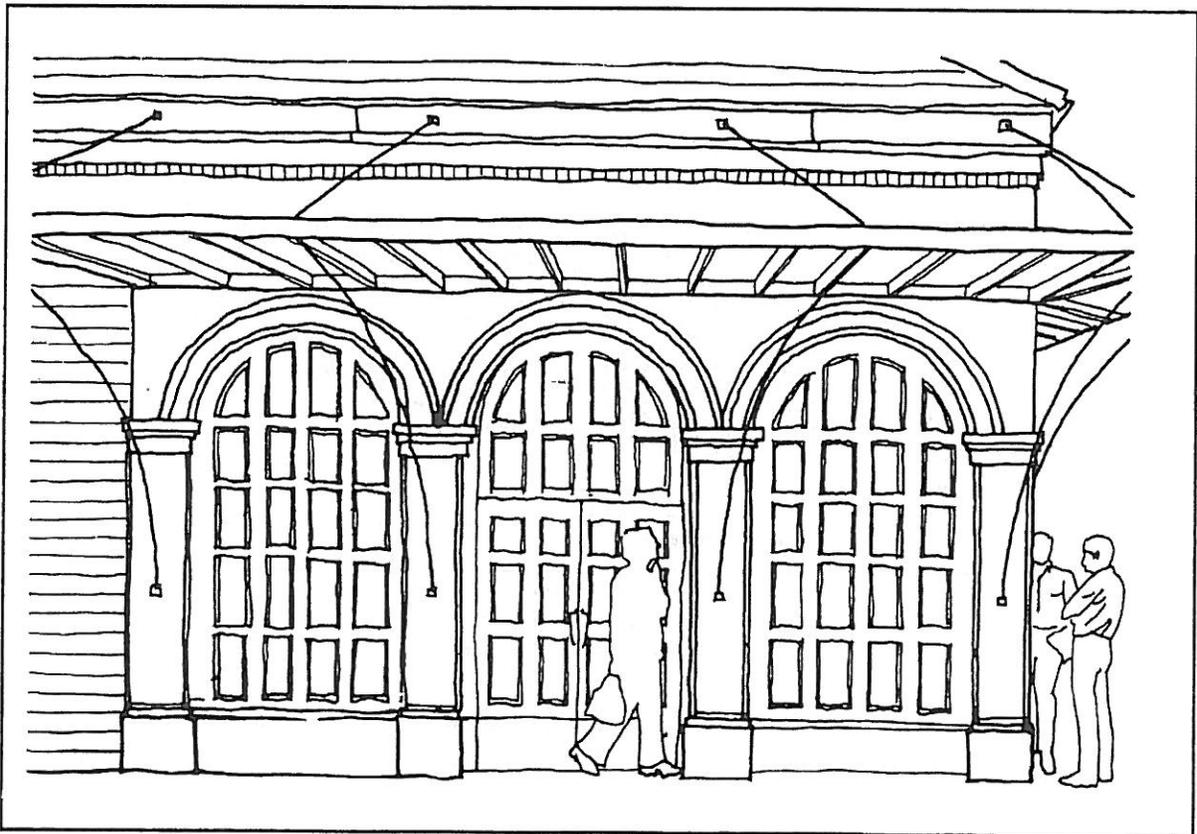


Figure 6-4
May and Senders Store, Target Building 1A, circa 1860s.
Drawing: Kevin Halchuk

TARGET AREA TWO

The era of the railroad, approximately 1870 to 1910, is the historic focus for Target Area Two. Figure 6-5 highlights Target Area Two an area which has the option of using Target Buildings Two or Three for reference.

Two buildings from this area serve as target buildings; the Harrisburg Bank Building and the I.O.O.F. Hall. These buildings are across the street from one another, and are quite different in size and style providing a variety of opportunity for any renovation or new

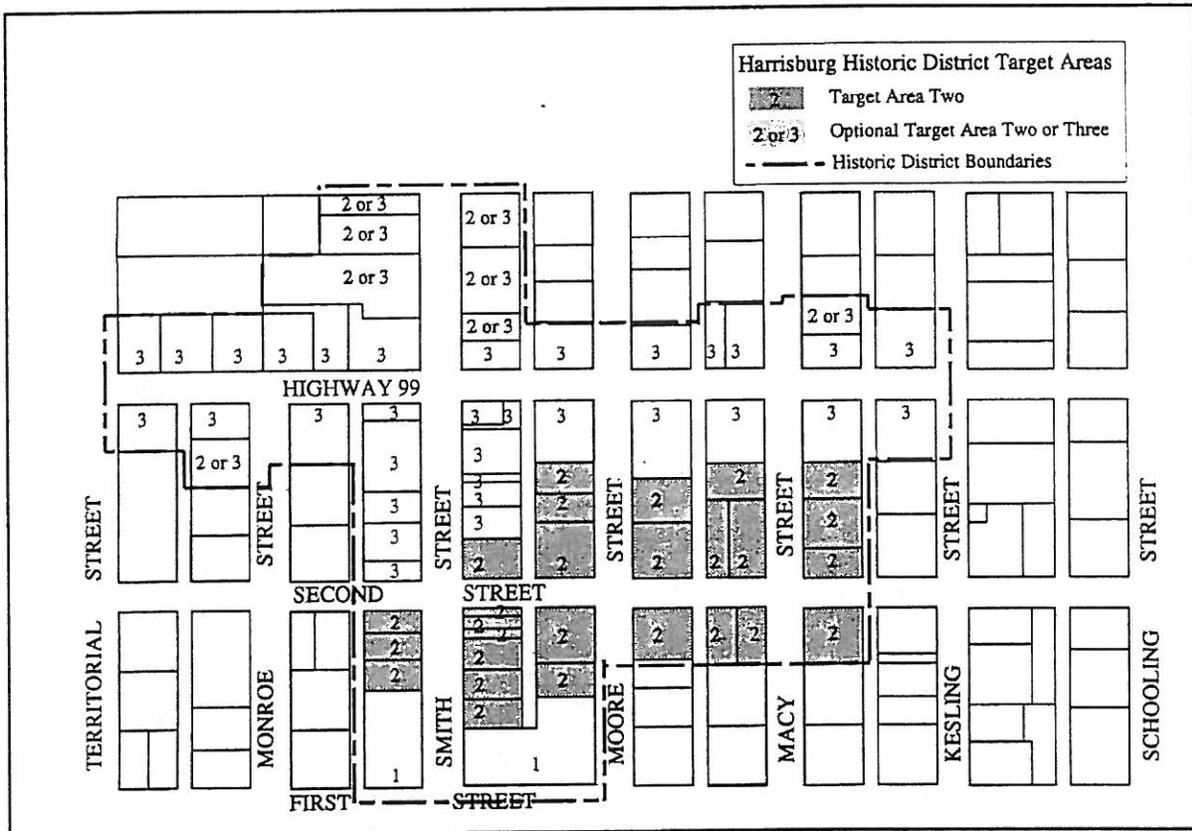


Figure 6-5
Target Area Two
Drawing: John Brennan

construction in Target Area Two. The Harrisburg Bank is Target Building 2A and the I.O.O.F. Hall is Target Building 2B. Both feature large shopfront windows and brick construction.

Specific lots were included in Target Area Two for one of two reasons: 1) The lots are immediately adjacent to or across the street from a target building, or 2) The area was the location of growth during that period of Harrisburg's development.

Both styles in Target Area Two are suited for residential construction. The I.O.O.F. building provides a good example of the style of construction well suited to both residential and commercial uses. The Harrisburg Bank provides a model for a building with a business in front and the shopkeeper living in the back. The Harrisburg Bank building also provides clear guidance for single family residential development.

The Harrisburg Bank — Target Building 2A

The Harrisburg Bank Building provides an example of one story construction for the more residential areas in Target Area Two in the Harrisburg Historic Downtown. The large storefront windows with detailed muntins, wooden cornice, and overhanging awning with curved metal brackets, along with turned wood detailing provides guidance for renovation or new construction. Figure 6-6 shows a historic photograph of the Harrisburg Bank Building.

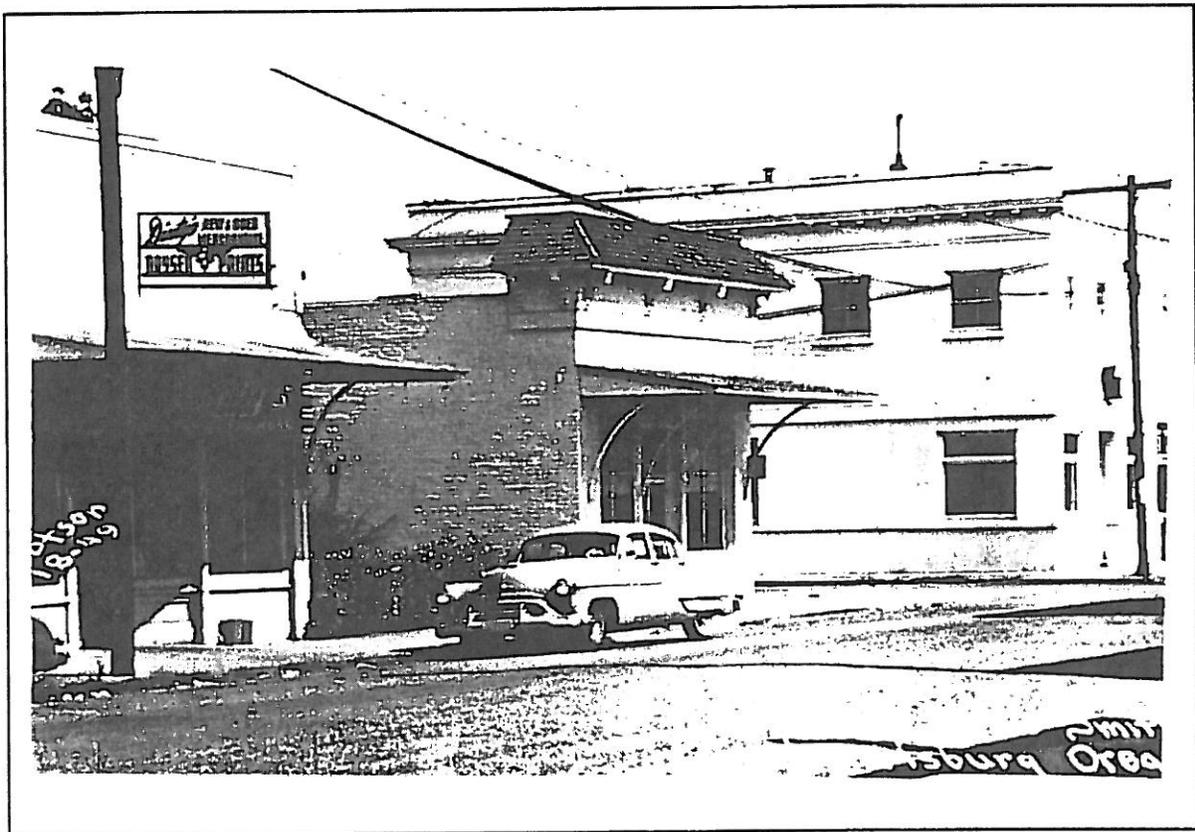


Figure 6-6
The Harrisburg Bank, Target Building 2B, circa 1887.

The I.O.O.F. Building— Target Building 2B

The I.O.O.F. Building, also known as the Oddfellows Building, provides an example for the preferred two story development along Smith Street. I.O.O.F. Building's essential qualities are the narrow, arched windows of the Italianate style on the second floor, brick construction, cast iron pilasters, and low, large shopfront windows. Figure 6-7 presents a drawing of the I.O.O.F. Building in its current state. Historic photographs can provide information on the original details of the building. The original windows in the shopfronts probably came down to about 18" from the sidewalk corresponding with the change from the base of the large pilasters to the shaft.



Figure 6-7
I.O.O.F Building, Target Building 2A, circa 1882.
Drawing: Sharon Barrante

TARGET AREA THREE

The era of the arrival of the highway, approximately 1900 to 1920, marks the historic period for Target Area Three. The designated Target Area Three applies to all the buildings along Highway 99 within the Harrisburg Historic Downtown and most of Smith Street between Highway 99 and Second Street. In addition, the lots between Highway 99 and Fourth Street have the option of Target Buildings Two or Three. The buildings in Target Area Three will provide the initial impression of Harrisburg from Highway 99. Figure 6-8 highlights the area of Target Area Three.

Three buildings provide examples of construction during this period: The Farmers and Merchants Bank (now the Vault), the Cartwright Building, and the Hubbell Building.

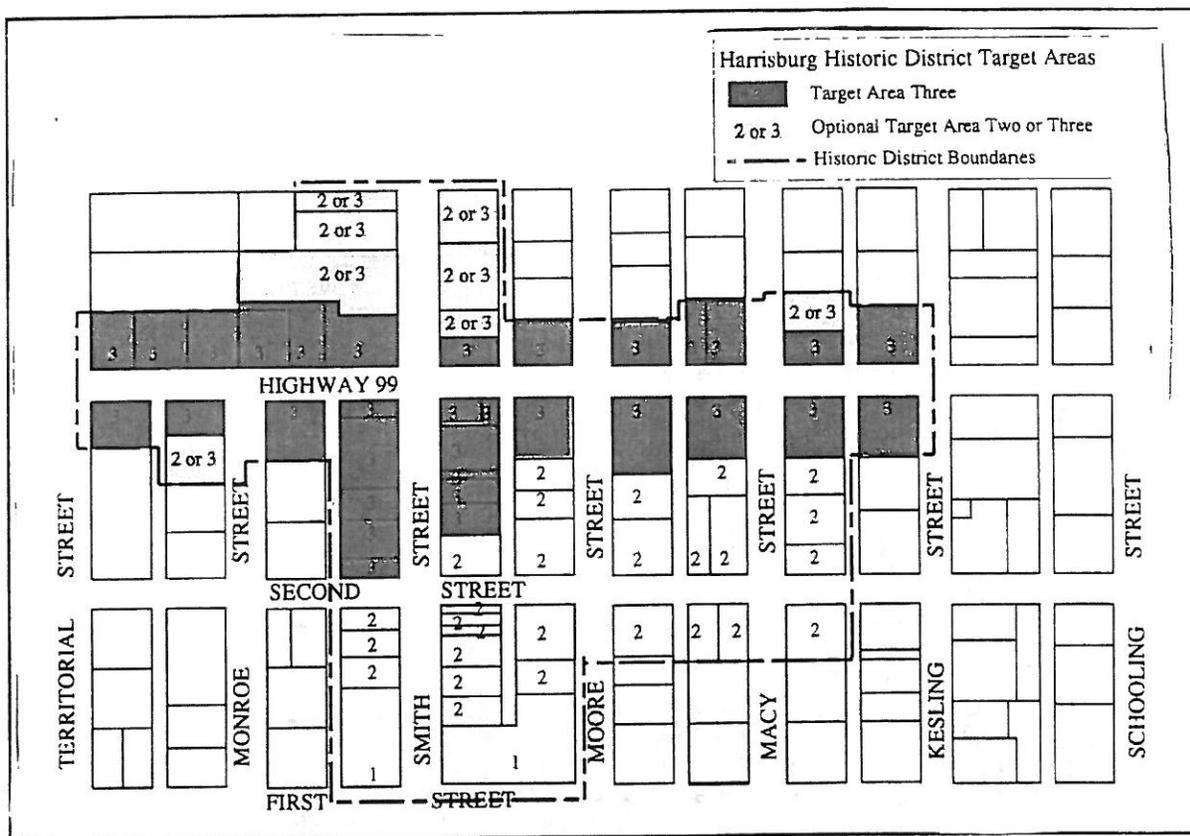


Figure 6-8
Target Area Three
Drawing: John Brennan

All are commercial buildings with a fairly square footprint. Each, in original condition, provides good example of turn-of-the-century construction in Harrisburg.

The Farmers and Merchants Bank — Target Building 3A

The Farmers and Merchants Bank, now the Vault, has a deep cornice on both street-facing facades and provides an example of two story concrete construction which contains "historic" details. Figure 6-9 shows a contemporary photograph of the Farmers and Merchants Bank.

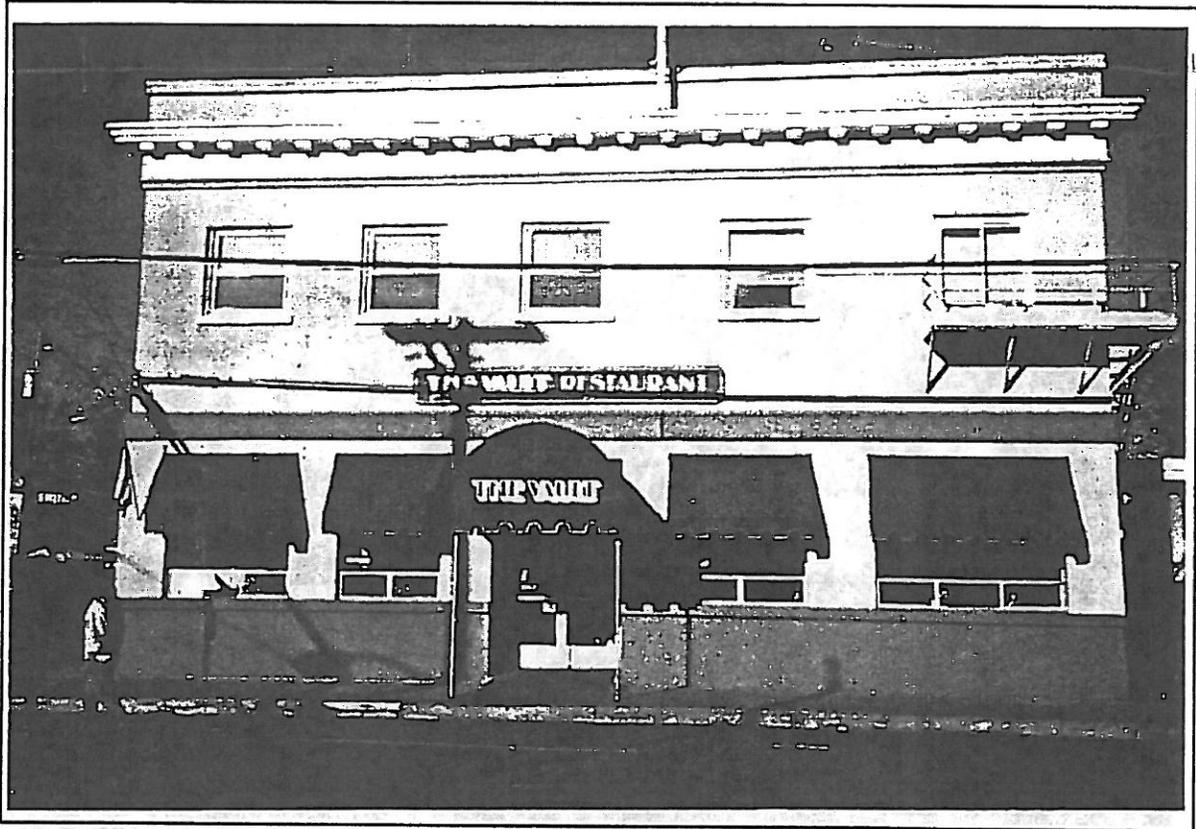


Figure 6-9
The Farmers and Merchants Bank, Target building 3A, circa 1911

The Cartwright Building — Target Building 3B

The Cartwright building provides an example of one story retail construction. Many components of the facade are similar to other target buildings, including low shop-front windows and continuous windows across the front just above the doors. The Cartwright building uses a three bay construction. Figure 6-10 presents a historic photograph of the Cartwright Building.

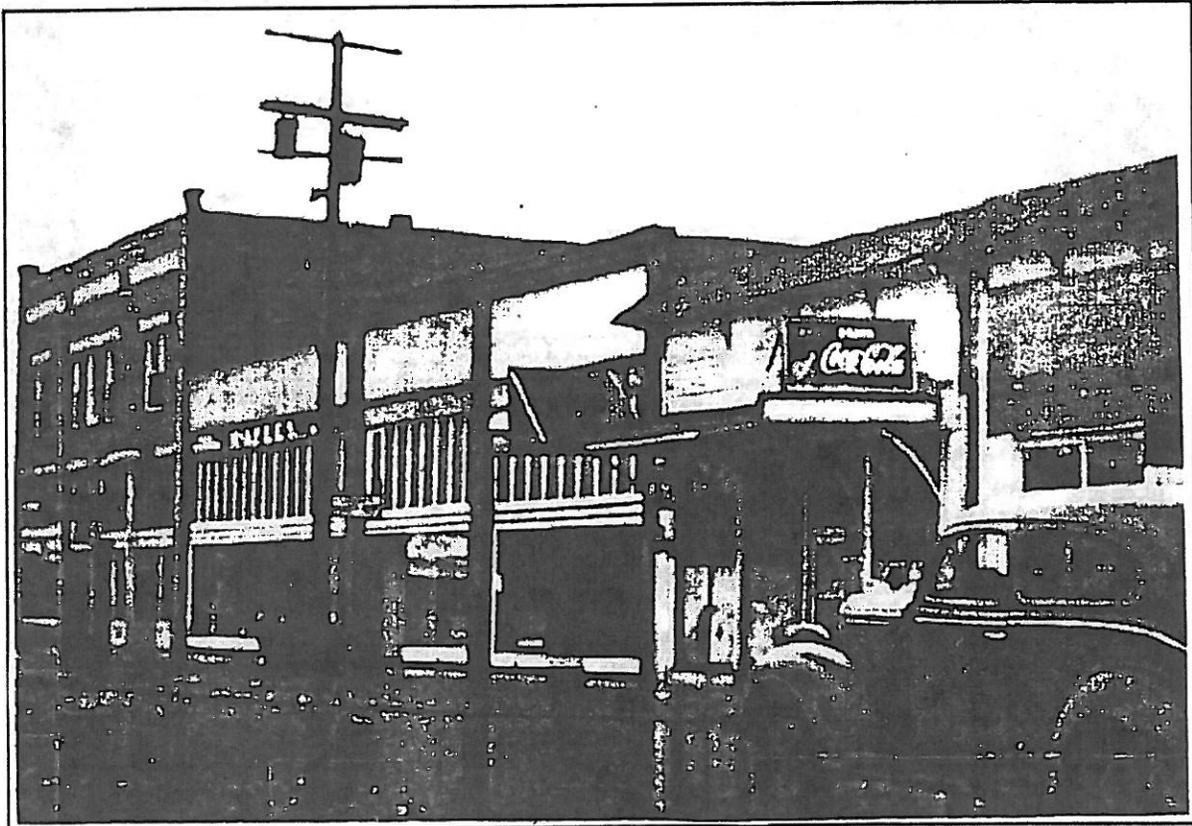


Figure 6-10
The Cartwright Building, Target building 3B, circa 1920.

The Hubbell Building — Target Building 3C

The Hubbell Building is the only target building not on the Harrisburg historic register. However the Hubbell Building in its original state does provide an example of historic Harrisburg qualities including two-story brick construction and low shop-front windows. Figure 6-11 shows a historic photograph of the Hubbell Building.

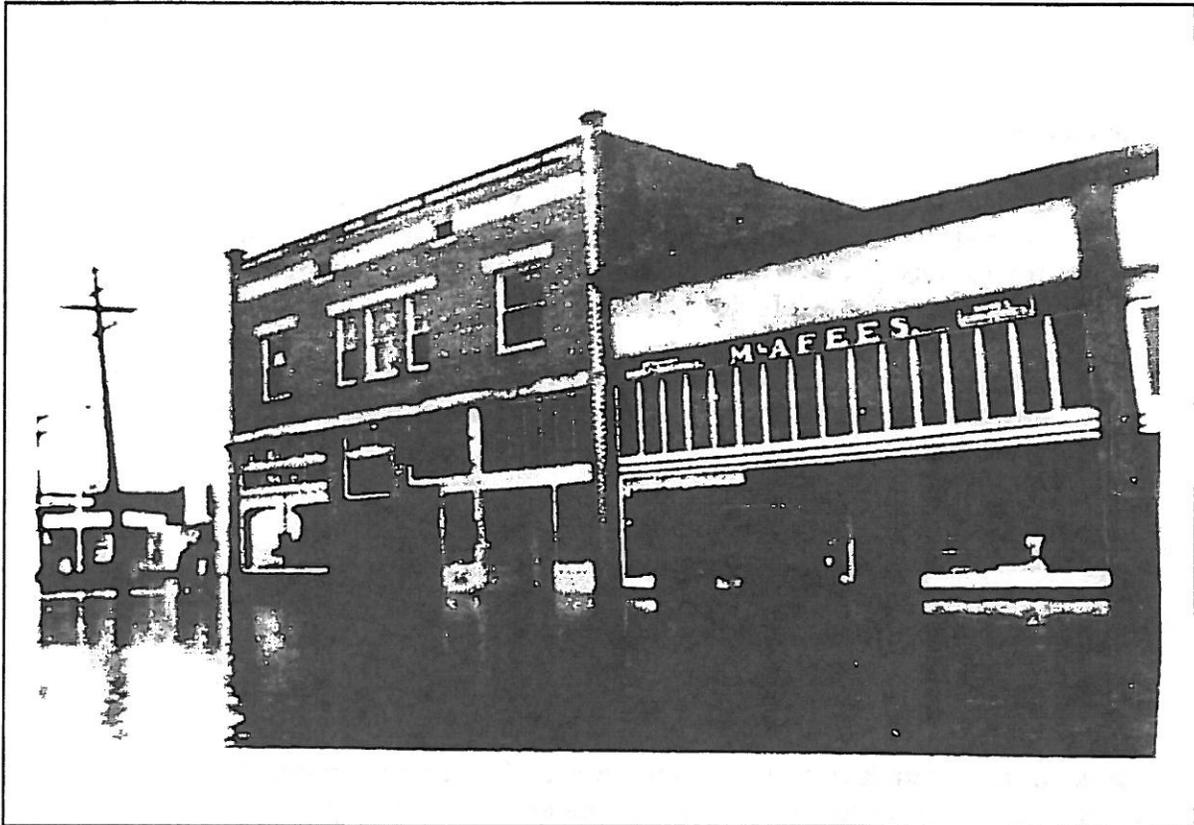


Figure 6-11
The Hubbell Building, Target building 3C, circa 1910.

Since the highway is still the current mode of transportation through Harrisburg, all property along Highway 99 within the Historic Downtown has been selected to be included in Target Area Three.

All three target buildings in area three provide good examples of commercial buildings and offer the possibility of residential uses on the second floor. However, the three target buildings do not provide an example for single family residential construction, an important part of the current land use on Highway 99. Historic photographs can provide examples of the type of homes built in Harrisburg during the early 1900s.

SUMMARY AND RECOMMENDATIONS

Each lot in the Harrisburg Historic Downtown has been assigned a number, 1, 2, or 3, which identifies the lot's target area. Target area numbers refer to specific target buildings in the community. Target area designations recommend that all new construction, and any additions, modifications, or other changes to existing structures follow the style set for the target building or buildings for the target area. The target buildings for a target area are the historic buildings which represent the architectural style of a particular era.

Recommendations

- Collect additional historic photographs which show the original condition of the historic buildings. These photographs will provide guidance for renovations and new construction. These photographs should be made available to the public for reference.
- Define residential standards to encourage residential use and residential structures in the Historic Downtown. Residential use is part of the historic precedent.

PLANNING & DESIGN ISSUES

PLANNING AND DESIGN ISSUES FOR SMITH STREET

Image

Image is an important factor in a community's ability to retain residents and attract new business. Activity in a community plays an important role to that image. Smith Street is the focal point of the city and center of entertainment and local social life. Its distinct and interesting qualities give character to the city, however empty stores, vacant second floors, and vacant lots on Smith Street detract for the existing character and contribute little to the downtown. Activity on the sidewalk is crucial to creating a thriving downtown with successful businesses. This activity can be generated by providing 1) realistic opportunities for residents to shop downtown and 2) providing the types of businesses and events which attract visitors. Harrisburg selected its historic resources to create a unique atmosphere and provide a strong image as a framework for future development.

The strong image of the historic buildings should be maintained in new development and in any changes in existing structures. Two story buildings are a part of the strong image, therefore construction and use of second floors should be encouraged. Optimum uses for the second floors would include a mix of residences and offices. Survey results of the current second floor uses in comparable communities indicate that 18 percent are used

as apartments, 18 percent are used for office space, 13 percent are used for retail space, 13 percent are used for storage space, and 13 percent are used for public meeting halls. The remaining 25 percent are a mix of uses including restaurants and classrooms.

The image of Smith Street as the heart of Harrisburg could be greatly enhanced by promoting uses that would attract and sustain pedestrian traffic throughout the day and week. Such uses include restaurants and cafes, variety and specialty stores, an entertainment arcade, a video rental store, banks, and hair salon. Second and third floor uses that would promote an active street use include a mix of residential and office space. Uses that may be incompatible with the objective of promoting an active center for the city include warehousing and storage.

Currently there are four vacant lots on Smith Street totalling just over 26,000 square feet. These vacant lots provide an opportunity to create a stronger historic downtown. As long as these lots are vacant, they do not contribute to the continuity of the street.

Pedestrian Activity

The development of increased pedestrian activity should be supported with provision for appropriately designed sidewalks. In particular the sidewalks should be designed and constructed in such a way as to harmonize with the uses and character of the buildings in the Historic Downtown. Surface quality and the scale of the pavers should be harmonized with the materials and components of the buildings. Traditional tooling of the sidewalks in the historic downtown should be recognized and maintained as new sidewalks are installed. Access to the various uses, including access for the disabled should be designed in such a way as to minimize pedestrian traffic conflict and disruption. The possibility of extending some retail uses onto the sidewalk (spill-over) should be encouraged if such uses do not conflict with pedestrian traffic flow. An example of such spill-over could be a merchant bringing wares onto the sidewalk, or a restaurant bringing small tables and a few chairs outside.

Setback

The historic buildings were constructed in a period when there were no set back or off-street parking requirements. All historic buildings have their fronts on the edge of the sidewalk (10 feet from the curb).

Buildings with no setback create a strong presence along the street for pedestrians and motorists. A continuous series of zero setback buildings creates edges to the street, and in Harrisburg will make Smith Street seem less wide and focus the viewer toward the river. To maintain this quality there should be no setbacks for new development particularly on the first and second floors.

When buildings are constructed with a setback to accommodate parking or provide a band of unused landscaping, the entire rhythm of the street can be upset. Setbacks like

the one applied by the bank at the corner of Smith and First Streets, or the parking space in front of the property at the corner of Smith and Third Streets greatly disrupt the smooth linkage of uses, and generate pockets of inactive spaces. They also isolate the respective businesses from the main pedestrian traffic path by encouraging automobiles to cross the sidewalk and placing greater distance between the front door and the sidewalk.

Parking

The current off-street parking requirement for the zone ranges between one space per 200 square feet and one space per 600 square feet of floor area depending on use type. This parking requirement is designed to insure adequate parking in the busier parts of Harrisburg. New construction, particularly in mid-block lots may place the required parking in front of the building on the street because it is easiest and most convenient. The result is a streetscape based on the automobile. This streetscape creates a barrier of automobiles and places both the buildings and the pedestrian in a secondary position. One or a combination of the following recommendations could provide a solution:

- Allow property owners to fulfill their parking requirements off-site.
- Create a city-owned lot where property owners can lease spaces to fulfill their long-term parking requirements. The lot should not be accessible directly from Smith Street because it would interrupt the continuity of the buildings on the street. Ideally, several small lots located and accessed from streets and alleys off Smith Street could provide some or all of the needed parking. These lots could have narrow mid-block walkways to Smith Street.
- Develop parking potential on Second Street. Second Street west of Smith could be improved with a curb and sidewalk on the west side, and one or both sides could provide head-in parking. Businesses could potentially use these spaces to fulfill the parking requirement.
- Provide parking incentives to encourage conformance to the historic district guidelines. A new building could have reduced on-site parking requirements if the design of the building conformed to the guidelines applying to the site. The city could keep a running list of "lost" spaces and make sure they provide necessary street parking.
- Prohibit front-of-the-building off-street parking in the historic downtown. Require parking to be in the rear and accessed from alleys. This pattern follows early parking patterns consistent with the eras of the historic downtown. This pattern of parking will encourage some businesses to provide a back entrance.

PLANNING AND DESIGN ISSUES FOR HIGHWAY 99

The major planning and design issues of the Highway 99E corridor concern image enhancement through a clear definition of the city's gateways and street boundaries, accommodation of various traffic modes (vehicular, cyclist, and pedestrian), and the reduction of clutter.

Highway 99E constitutes the primary entry to and exit from the City of Harrisburg and thus links the city to other county and regional centers. The streetscape should be developed to enhance this entry and exit function. Although the automobile is the primary mode of circulation along this street, pedestrians and cyclists should be effectively accommodated along Highway 99.

In its current state the street lacks the vitality and image necessary for its central role in the city. Cluttered and unmaintained sidewalks, deteriorated and vacant buildings, lack of accentuation of arrival and departure, and lack of clear unity between the buildings, parking spaces and the highway leave the user with no clear image of this street.

Gateways and Street Boundaries

Although the bridge across the Willamette River provides an image of entry to and exit from the city at the southern edge, the rest of the corridor does not support this image. For example arrival and departure on the northern end of the highway is not strongly defined.

Natural or enhanced gateways can mark an entry or exit and help regulate the speed of traffic. Appropriate signage, plantings and other streetscape features should be used to improve the image of the highway.

Accommodation of Various Traffic Modes and Reduction of Clutter

Although the street meets the general needs for vehicular traffic, other modes of traffic have not been effectively accommodated. Pedestrian walkways and bicycle lanes should be provided and maintained. The positioning of street furniture like light fixtures, and infrastructure features like electricity and telephone cables should be harmonized to avoid clutter. Efforts to put infrastructure systems below ground would greatly contribute towards the reduction of clutter.

Building Uses, Setbacks and Parking

The land fronting the highway is zoned for commercial use within the central area, and industrial use on the northern and southern parts of the corridor. Buildings on this street that fall within the historic district should have uses similar to those suggested for Smith Street.

Although the ordinances seem to require no setback for buildings in the commercial zone, the location of parking spaces in front of buildings tends to push buildings far off from the street. This needs to be reversed to allow buildings to enjoy closer proximity to the sidewalks and the street and thus generate a stronger boundary definition for the corridor.

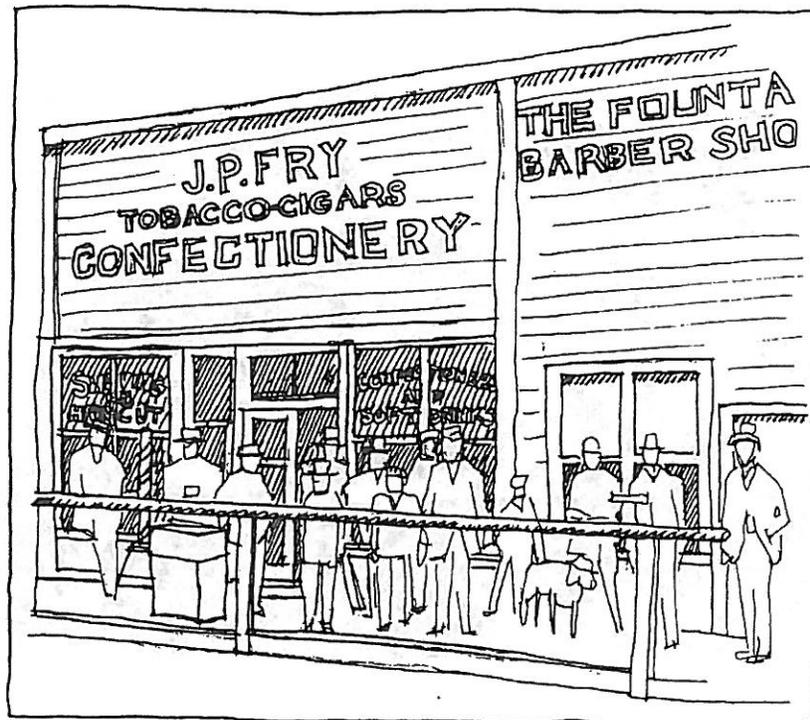
To reduce conflict between through-flowing and in-city circulation for vehicular traffic, access to parking spaces should be provided from cross streets and lanes instead of directly to or from the highway.

DESIGN GUIDELINES FOR THE HISTORIC DOWNTOWN

The following design guidelines have been developed to insure that new development and the rehabilitation of historic buildings contribute to the preservation of the historic and cultural heritage of the City of Harrisburg. The results should enhance the identity and economic vitality of the city. Implementing the guidelines will help to preserve the city's historic, aesthetic, and cultural heritage which will strengthen civic pride, improve and stabilize property values, and enhance the city's attraction to visitors and businesses.

The guidelines are intended to guide the scale and form, style, materials and texture, color, and signage in rehabilitation of the historic buildings as well as for new construction within the historic district. The guidelines use a reference system to indicate which historic period relates to each piece of property in the historic downtown.

The following general guidelines apply to the whole Historic Downtown. Additional guidelines are provided for Smith Street and Highway 99.



BUILDING DESIGN

Preservation of Historic Buildings

Rehabilitation of historic buildings should be sensitively done to insure that the historic quality and fabric of the buildings is maintained. Rehabilitation includes remodeling, restoration, and adaptive reuse. The replacement or alteration of any architectural features should be closely matched with the historic features of the building in terms of design style, material and texture, color and visual quality. The local historic resource ordinance and U.S. Secretary of Interior Standards for Rehabilitation of Historic Properties provide guidance for addressing historic resources.



Figure 6-12
Historic Harrisburg

Modification of Existing Structures and New Buildings

Community feedback indicates a strong desire to establish a historic motif in Harrisburg. These guidelines can be applied as a reference for new development within the historic district. The plan and guidelines identify historic buildings that contribute to the unique character and identity of the City of Harrisburg. The identified buildings will serve as the reference for various sections of the district, and shall form the basis of developing specific historic motifs based on different eras of development. Style, form, shape and scale, materials and texture, and color for the new developments within the various sections of the district are addressed. The guidelines in this plan therefore serve as a general framework upon which the more specific requirements shall be based. The specific reference buildings are referred to as target buildings as explained earlier.

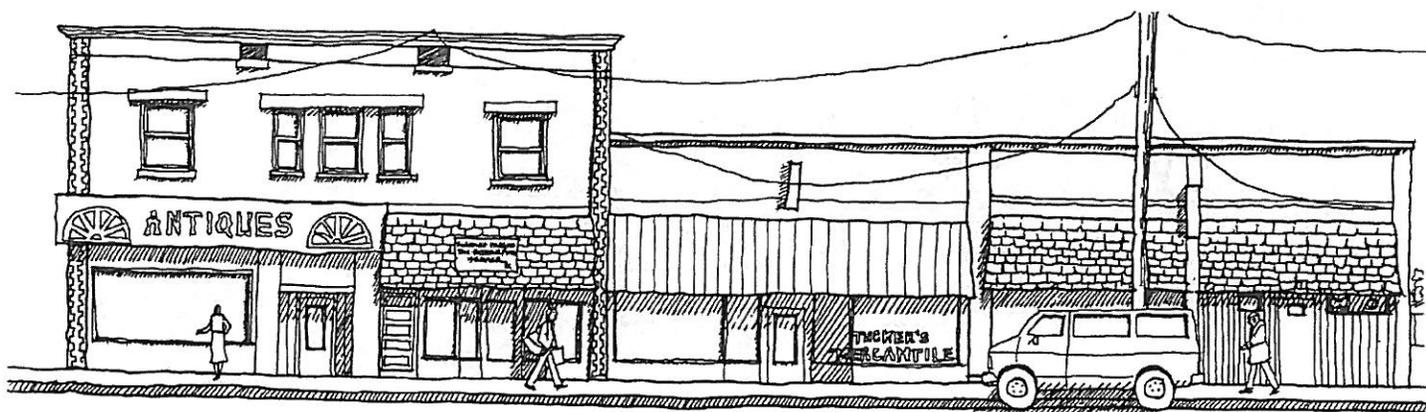


Figure 6-13
Inappropriate Modifications
Drawing: Sharon Barranté

- Building Size and Scale

The height, width, and depth of the building should closely match that of the target building or buildings. Architectural features like openings, cornices, sills and canopies should be designed to match the style, scale and directional emphasis (horizontal or vertical) of the target building. The pattern generated by materials and components should reinforce the visual quality of size and scale of the adjoining buildings, while following the lead of the target building.

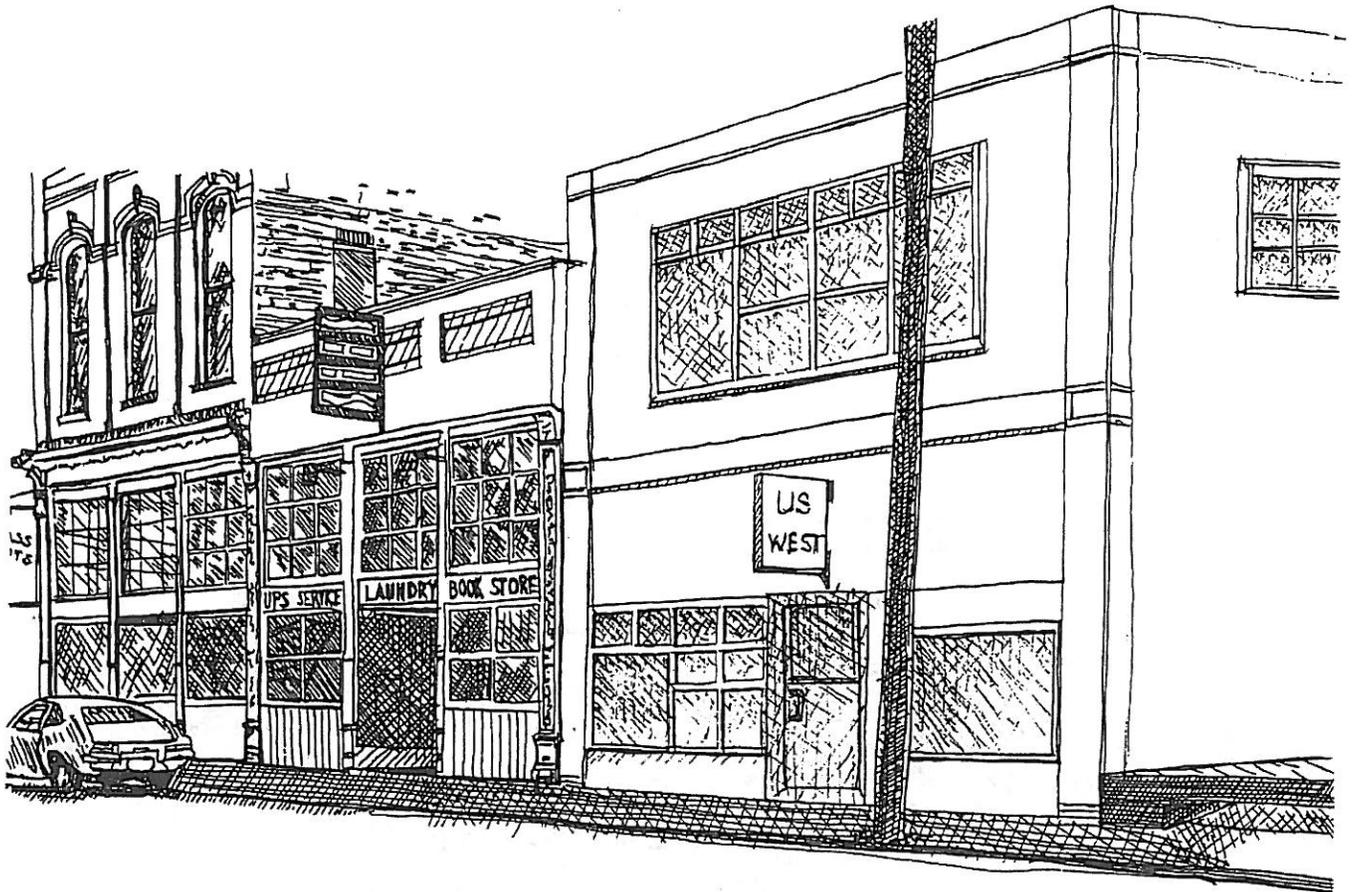


Figure 6-14
Proposed Construction: U.S. West Building
Drawing: Harold Loeffler

- Building Alignment, Orientation, and Setback

Alignment, orientation and setback of the building in relation to the adjoining street(s) should closely match that of the target building as well as the adjoining buildings. Buildings on corners should make special efforts to contribute to both streets as far as alignment, orientation, and setback.

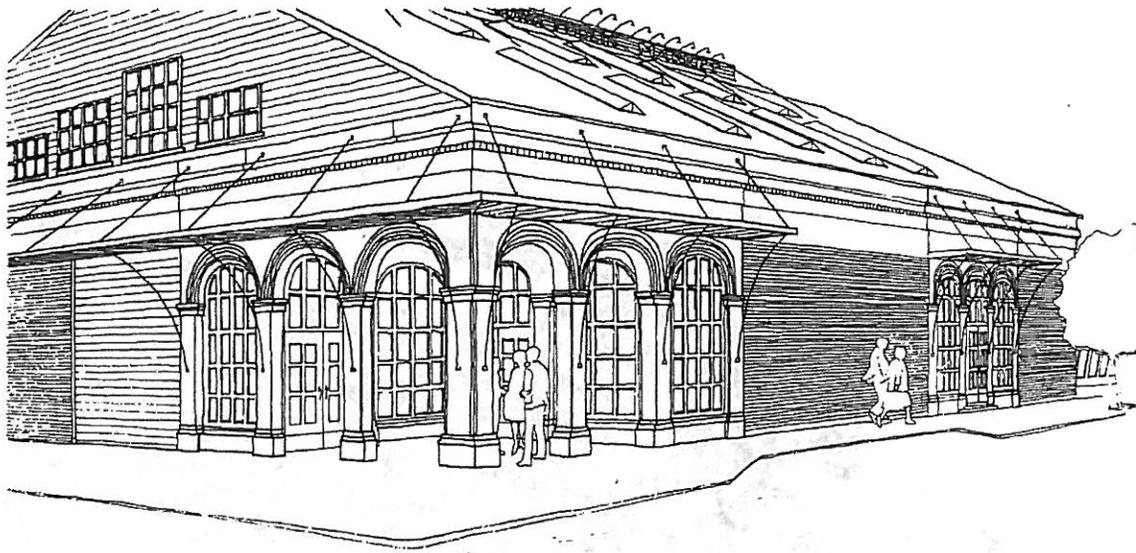


Figure 6-15
Market Place Orients to River and Smith Street
Drawing: Kevin Halchuk

ARCHITECTURAL FEATURES

Facade Components

Repetition of historic facade components creates patterns and alignments that visually link buildings within a block or area, while allowing individual building to retain identity. These elements create a unified presence and help to establish a sense of scale and context. The use of traditional facade components is encouraged, with the understanding that these elements may be reinterpreted in a variety of creative ways.

Traditional facade elements include:

- * Cornice or parapet
- * Awning or canopy
- * Transom
- * First floor display window
- * Center Entry, perhaps recessed

Scale of Openings

The ratio of open surfaces (windows, doors) to enclosed surfaces (walls, roofs) of the building exterior should be similar to that of nearby buildings. The height, width and shape of door and window openings should be compatible with target buildings.



Figure 6-16
The Harrisburg Bank Building



Figure 6-17
The Cartwright Building

Roof Form

Historically, buildings were constructed with flat roofs and a parapet or cornice on the main facade. This tradition should be maintained. For Target Areas One and Two, iron awnings with thin curved brackets are the preferred and appropriate style if a business or residence wants to provide cover over the sidewalk. The Harrisburg Bank Building and the May and Senders Store provide examples of this type of bracketed covering. Glass skylights in the roof of the covering can provide natural light for pedestrians and signs.

BUILDING MATERIAL AND TEXTURE

Materials

The type of materials used should be selected from those historic materials already present in the area. These include brick, concrete, stucco, and cast iron. Wood is an acceptable material to use for details and ornament.

Texture

The texture of materials used should be closely matched with the original condition of the target building(s) in order to perpetuate the heritage of the city.

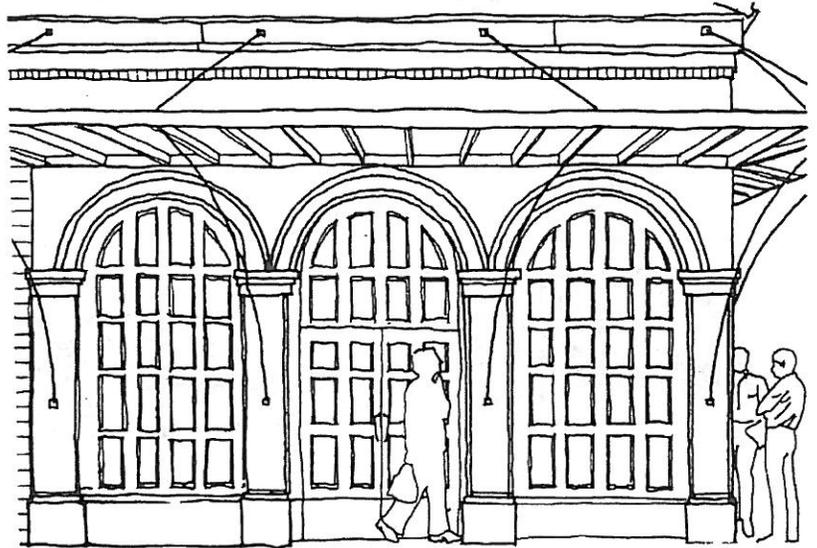


Figure 6-18
May and Senders Store
Drawing: Kevin Halchuk

PARKING

Current zoning ordinance requires significant off-street parking. One of the strongest historical characteristics of the Harrisburg townscape is buildings which are built to the edge of the street-fronting property line, also known as a zero line setback. This conflict must be solved as part of a complete effort to create a convincing, authentic historic downtown. Off street parking is encouraged on the back portion of the lot behind the building. The edge of parking areas located on the road must be planted. Figure 6-19 provides an example.

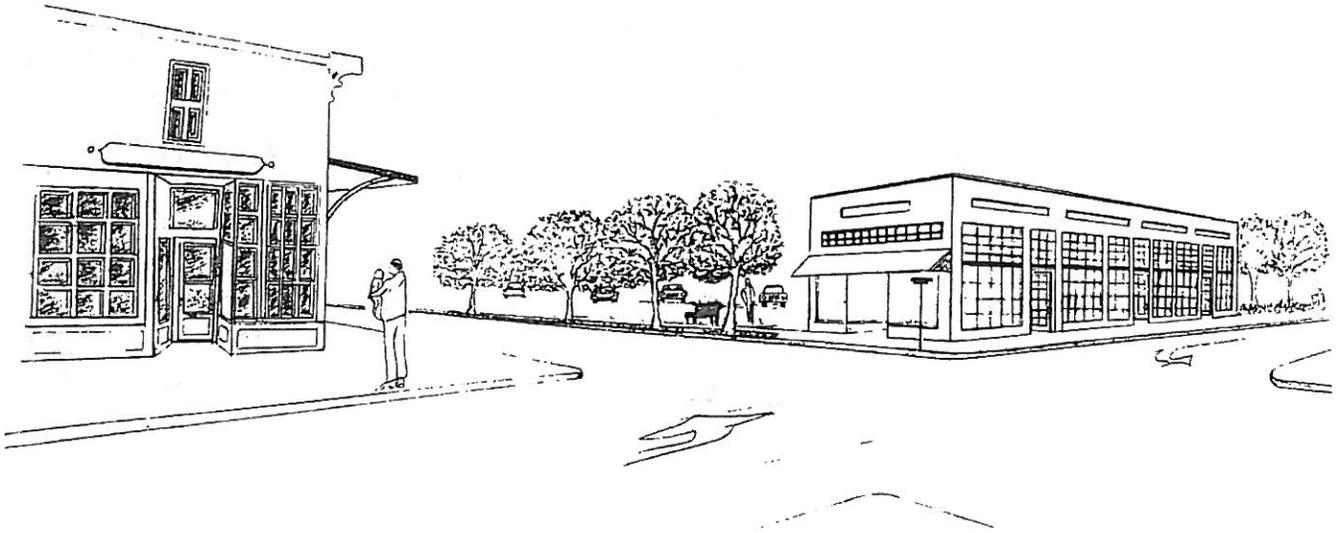


Figure 6-19
Appropriate Parking Treatment for Highway 99
Drawing: Ali Keyhanfard

COLOR

The use of color in the Historic Downtown should be consistent. Defining exact colors can be limiting and prevent the exception that works well. Color should be used to emphasize architectural details. Painting the details the same color of the building de-emphasizes the important qualities of the building. The use of two contrasting colors to highlight architectural details on a building is encouraged.

Natural unpainted red brick buildings exist in the community now and should be encouraged. Brick, as a general rule, should not be painted nor sandblasted.

LIGHTING

Natural lighting should be used where possible. All artificial lighting should be placed to serve the greatest purpose: to light a sign, create a clear path, or to increase safety. The intent of regulating lighting is to avoid large, bright lights which would be out of character with the Historic Downtown. Lighting a large area, such as a parking lot, should be accomplished with several small lights rather than one large light. Warm colored light (as opposed to cold colored florescent light) is encouraged.

Street Lights

Street lighting features should be consistent through the historic downtown and the design and style should be compatible with the historic buildings. Many possibilities for street lights exist. Acquisition and installation can occur over time.

Exterior Building Lighting

All lighting should be appropriate to the building and its surroundings in terms of style, scale and brightness. All exterior building lighting should be compatible with the historic character of the Historic Downtown.

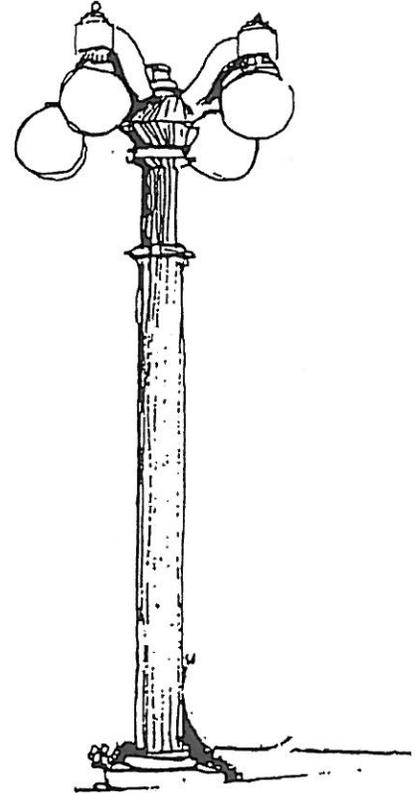


Figure 6-20
Example of Possible
Street Lighting

ADDITIONAL DESIGN GUIDELINES FOR SMITH STREET

SIGNAGE ON SMITH STREET

Introduction

Sign guidelines will help create a unified appearance in Harrisburg's Historic Downtown. The details of Harrisburg's sign guidelines are designed to compliment the historic architectural style and to assist the community in attaining its goal of strengthening Harrisburg's Downtown identity, while still meeting the needs of community residents and business owners. The following sign guidelines apply to individual businesses.

The guidelines allow generally one sign per business, however, each building is also allowed one sign to identify the name of the building. The sign identifying the building should be in an architecturally appropriate place and in general follow the sign guidelines.

Purpose

These sign guidelines are designed to bring continuity to the signs in Harrisburg. A building or business which has too many signs, signs which are too large or inappropriately placed, or signs which overwhelm the building or viewer are not allowed in the historic district. The sign should be simple, relate to the business, be in harmony with the other conforming signs, and strengthen the overall character of the historic district. Signs which detract can destroy overall character.

Definition

A sign is any object, structure, symbol, display, banner, streamer or any other figure with or without lettering, which is intended to or does identify or attract attention or inform the public of sales, rentals, leases, or other activities.

Number

Each business on Smith Street is limited to one exterior sign per street on which the business has frontage and to one interior sign per window. For instance, if a business has frontage on two streets, two signs may exist. Alleys may have up to three signs per business.

Type

Flush signs and bracket signs incorporating design elements that are descriptive or informative of the business use are allowed. Internally lit signs and roof top signs are prohibited.

Location of Signs

Position each sign as close as possible to the entrance of the business it serves. Bracket signs will not extend more than five feet from the building and will reach a minimum height of seven feet above the public right of way. Figure 6-21 presents an example of a Harrisburg building conforming to the sign guidelines. Signs should not cover up special features of the building such as windows or lintels. In Figure 6-14, the middle building has a sign which is inappropriate because it covers and crosses a prominent architectural feature.

Area and Lettering

The maximum area of all business signs (interior and exterior) is three square feet. The maximum size lettering height is ten inches. A two sided bracket sign can display a three square foot sign on each side. Figure 6-22 presents a typical sign conforming to design guidelines.

Sign Material

Signs should be of permanent materials including but not limited to wood or lettering painted on glass. Plastic signs are discouraged. Sign color should be in harmony with the Historic Downtown.



Figure 6-21
 Example of Building Conforming to Sign Guidelines.
 Drawing: Conway Reimer

Non-Conforming

Signs which are non-conforming due to specific sign restrictions have a three year amortization period. A non-conforming sign is an existing sign which does not meet each requirement of the code.

SUMMARY OF SMITH STREET GUIDELINES

The proposed design guidelines for buildings on Smith Street are designed to enrich the pedestrian experience. The target buildings and the design guidelines together should provide clear direction for architectural changes in the community. The results should greatly enhance

the aesthetic quality of Smith Street, which would increase the level of economic and business activity.

ADDITIONAL DESIGN GUIDELINES FOR HIGHWAY 99

The following design guidelines apply to areas on Highway 99 in the Harrisburg Historic Downtown, from Kesling Street to Territorial Street and supplement the Harrisburg Historic Downtown design guidelines. These guidelines should apply to the entire Highway 99 corridor within Harrisburg's jurisdiction not just the historic downtown.

BUILDING SITING AND DESIGN

Location of Buildings

All buildings in the commercial zone should have a zero setback for at least 3/4 of their frontage for the first two floors.

Building Orientation

Buildings in the commercial zone should have at least one main access and opening oriented towards Highway 99.

Buildings Within the Historic District

Buildings in lots that fall within the Historic District as previously defined in this section should meet the stipulated design guidelines for the district. All lots on Highway 99 within the Historic District are in Target Area Three.

VEHICULAR ACCESS AND CIRCULATION

Access to and exit from off-street parking areas should be provided from cross streets or lanes and not directly with the highway.

Parking should be in the rear of the building. Side parking is allowed. Off-street parking on Highway 99 is prohibited.



Figure 6-22
The details of a conforming sign.
Drawing: Ali Keyhanfard

SIDEWALKS, STREET FURNITURE AND INFRASTRUCTURE

Sidewalks should have a minimum width of six feet and be surfaced with concrete pavers or other similar components which offer a sense of scale and progression. Street furniture and infrastructure should be harmoniously designed to minimize clutter and to enhance the sense of progression for the motorist and the pedestrian.

SIGNAGE FOR HIGHWAY 99

Introduction

The signage guidelines for Highway 99 are different from Smith Street because of the nature of viewing. However, many of the same guidelines apply. In general, signage should be compatible with surrounding buildings and conforming signs.

Definition

The definition of a sign is the same as on Smith Street: A sign is any object, structure, symbol, display, banner, streamer or any other figure with or without lettering, which is intended to or does identify or attract attention or inform the public of sales, rentals, leases, or other activities.

Number

Each business is limited to two exterior signs per street and one interior sign per business frontage.

Type

Stand-alone (free standing) signs and flush signs (on building) incorporating design elements that are descriptive or informative of the business use are allowed. Internally lit signs are discouraged.

Location of Signs

Position stand-alone signs near Highway 99. The height to the top of the sign will not exceed 15 feet.

Area and Lettering

The maximum area of each business signs is five square feet. The maximum size lettering is 18 inches.

Sign Material

Signs should be of permanent materials including but not limited to plastic or wood.

Non-Conforming

Signs which are non-conforming due to specific sign restrictions have a three year amortization period.

SUMMARY OF HIGHWAY 99 GUIDELINES

Highway 99 is the primary entry and exit for the city of Harrisburg. This makes it a major contributor to the image of the city for motorists, pedestrian, and cyclists. The proposed guidelines aim at generating a streetscape of high aesthetic quality by emphasizing on gateways, enhancing a sense of progression, stronger definition of street boundaries, harmony of infrastructure and street furniture in order to reduce clutter, and minimizing conflict in various modes and patterns of traffic. The design guidelines propose zero setbacks and orientation of main openings and access to the Highway. Suggestions for regulations of color and signage have also been presented.

CONCLUSION

This chapter identifies Harrisburg's Historic District as a significant community resource. Since it constitutes a valuable historic and cultural heritage of the city its preservation in the face of growth and development is essential. General design and signage guidelines have been proposed. The use of a target historic building(s) is viewed to be an appropriate basis for generating more specific design standards for various sections of the district.