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Introduction and Project Description

Prior to WWII, the central business district in Tower included today's Main Street as well as businesses concentrated around a small harbor that was directly connected to Lake Vermilion via East Two River. This harbor area served as the hub of commercial and social activity for the City of Tower. Following WWII, State Highway 169 was realigned from the south to the northerly end of the harbor. Unfortunately, navigable access to the harbor was severed as the new road utilized a small box culvert for crossing the river instead of a larger bridge structure. Commercial activity subsequently died out around the harbor while the present day central business district remained intact.

The Harbor Redevelopment Project seeks to re-create the City’s historic harbor and reestablish the community’s nautical connection to Lake Vermilion while strengthening the connections between East Two River, Lake Vermilion and the central business district. Additionally, this action is intended to provide an area for growth in the form of new multi-family residential and mixed-use development situated around the reconstructed harbor and navigationally improved riverfront. This new development should improve the city’s ability to compete more successfully for tourist dollars by providing a unique regional attraction in the form of a mixed-use, waterfront-oriented neighborhood with strong, convenient connections to Lake Vermilion and the traditional central business district. This new development is being planned and designed to serve the growing market of lake home owners and tourists traveling the State Highway 169 corridor between the Twin Cities Metropolitan region and the Boundary Waters Canoe and Wilderness Area.

Over the past several years the City has been engaged in actively planning for the redevelopment of the riverfront and harbor area. These activities include:

- Establishment of a Harbor Advisory Committee comprised of members of the City Council, Planning Commission, City staff and business leaders.
- Preparation of a project development plan including a project vision statement, project program, a real estate market assessment, physical survey, wetland delineation, illustrative preliminary development plan, phasing plan and descriptive character sketches.
- Public community meetings to review and discuss the proposed project vision, goals, program and preliminary development plan.
- Application and security of public funds for continued planning and implementation.

The plan is anticipated to be implemented in several phases over the next decade. While the strength of the real estate market will ultimately drive the pace of redevelopment, this plan recommends establishing a public/private partnership between the City and a real estate developer as the primary implementation strategy.
**Planning Principles**

The Harbor Advisory Committee (HAC) crafted the following Vision Statement to guide the project planning and development process:

“Tower’s riverfront and harbor should be an extension of it’s traditional downtown providing an attractive, user friendly link to Lake Vermilion, where people can work, shop, live, recreate and be entertained during all seasons of the year.”

“The look of the new riverfront and harbor development should express Tower’s mining and north woods heritage by creating a strong sense of place and memorable identity.”

The guiding principles for the development of the harbor plan include a number of strategies aimed at making this a unique and memorable place where people will be encouraged to park their car, boat, bicycle, or snowmobile and stroll around Tower on foot. In general, the design principles upon which the plan is built include:

- Designing a walkable environment to reduce the emphasis on parking in what is a confined area
- Providing multi-seasonal interest to encourage year-round activity and to limit down time and “empty beds”
- Incorporating of a mix of concentrated land uses including commercial and housing to ensure activity at all times of day and to encourage uses that support one another
- Creating a place that compliments and strengthens the existing downtown
- Respecting the region’s architectural heritage
- Accommodating flexibility for changes in the market
- Balancing the transportation and parking systems for pedestrians, bicyclists, drivers and boaters
- Improving linkages between downtown and the harbor
- Creating an attractive, mixed-use village - not a parking lot containing a few isolated buildings
The Tower Harbor Master Plan was developed through a process of interactive, community engagement. The planning process consisted of the following elements:

- Harbor Advisory Committee (HAC) Meetings
- Community Open Houses with informal one-on-one discussions and comment cards
- Planning and Zoning Commission, City Council, HAC meetings

Initial project goals and objectives stated in the RFP and validated with HAC prior to initiating conceptual design are summarized as follows:

- Conduct an inclusive community-wide planning process
- Focus on connecting the existing downtown with the harbor and Lake Vermilion
- Capitalize on the harbor’s assets:
  - “Blue Infrastructure”; utilize low impact development practices to protect water quality
  - “Green Infrastructure”; landscape and building design for energy conservation that emphasizes renewable energy
- Build on the historic architectural character of the city and region
- Provide a framework for redevelopment that will attract and guide developers eager to build upon a commonly shared vision
- Establish a bold, long-term vision for the redevelopment of the project area

The Design Process consisted of three major task elements—Inventory and Analysis, Conceptual Design Alternatives, and Synthesis and Refinement. During Inventory and Analysis the project team examined and analyzed the physical and socio-economic characteristics of the site and the market area with respect to the design objectives voiced by the HAC. During Conceptual Design the team prepared and evaluated several distinctly different land use plans with respect to the design objectives and the analysis findings. During Synthesis and Refinement a master plan was crafted that integrates the desirable features of the conceptual alternatives and provides clear direction to the City for moving the plan to the next stage of refinement and implementation.
**Existing Conditions**

Several existing conditions influence how the site Master Plan has evolved.

**Transportation & Streets**

The most significant transportation route within the project area is Highway 169, the main arterial connecting the Iron Range and Boundary Waters with the Twin Cities Metropolitan region. Highway 135 connects Tower with adjacent communities to the south and east. The project area offers potential to strengthen the connection between downtown Tower and these two highways. An existing bike and pedestrian trail spur connects Tower with the nearby Mesabi Trail.

**Environmental Review**

SEH has produced a Wetland Delineation Report that describes the investigation of project area wetlands; the report identifies areas which meet the technical criteria for wetlands, delineates the jurisdictional extent of the wetland basins, and classifies the wetland habitat. The document identifies 11 wetland basins within the study area and these existing conditions informed refinement of the overall site Master Plan. See attached map.

**Market Study**

Maxfield Research Inc. conducted a Market Analysis for the Proposed Harbor Development in Tower. According to the report Conclusions, several characteristics of the site highly favor the development of retail, lodging, seasonal condominiums and housing on the property. Characteristics most important to the site’s market potential include direct access to Lake Vermilion, good highway access and visibility, relatively close proximity to the major market of the Minneapolis/St. Paul metropolitan area, and proximity to several other recreational opportunities other than Lake Vermilion.
Located along Highway 169 on the southwest edge of Tower, the harbor area includes approximately 10 acres of land surrounding a historic harbor. With the re-dredging of the harbor and channel connecting to nearby Lake Vermilion, the area included in the Master Plan represents a significant redevelopment opportunity for the City, County and private sector. Tower is a small community in a region with strong resort and second home growth. Focusing downtown’s growth on the harbor and its connection with the existing downtown represents the City’s best option for expanding economic activity. Combining Lake Vermilion’s power as a regional draw with the pedestrian friendly Central Business District and its proximity to the harbor will contribute greatly to the project area’s desirability. See attached plan.

The Master Plan proposes a comprehensive redevelopment of the Harbor area including:

- A 2.3 acre re-dredged harbor connected to Lake Vermilion by a newly re-dredged and re-piled channel on the East Two River
- Docking facilities for approximately 100 boats to be divided among new residents and transient boaters visiting downtown
- Approximately 90 new owner occupied, attached single family homes or seasonal condominiums located above ground floor commercial uses
- Approximately 50,000 square feet of new ground floor commercial space (including restaurant, retail, and service providers)
- A new hotel with approximately 50 rooms
- Approximately 2.3 acres of public green space including a new public performance pavilion on the river
- New bridges crossing the East Two River at Highway 169 and Pines Street
- A connected network of pedestrian circulation including a continuous promenade around the harbor, trails along the East Two River and Highway 169, and

In addition to new development around the harbor, the plan calls for spot redevelopment along Main Street as a way to establish a stronger connection between the existing downtown and the harbor area, including:

- Approximately 45,000 square feet of new ground floor commercial space (including restaurant, retail, and service providers)
- Approximately 50 new rental housing units, located on second floors above ground floor commercial uses
- New sidewalks and streetscape as redevelopment occurs
Mixed Use

The Tower Harbor itself is the amenity which will attract the most development and as such, this is the area where the greatest concentration of uses must occur. To limit the valuable land surrounding the harbor to a single use or category of uses would be to miss out on a great opportunity to create a vibrant district with interconnected uses supporting one another in a small village setting. The ground floor of all buildings surrounding the harbor will be commercial space, designated for restaurant, retail, or service-oriented businesses. This will ensure the greatest level of activity on the walks and public spaces and will create the most safe and vibrant environment for pedestrians. Most of the buildings surrounding the harbor are intended to include residential uses (either owner-occupied or fractional ownership/rental) on upper floors above ground floor commercial uses.

Open Space

Public open space is the common thread that weaves together the entire Tower Harbor Master Plan. While exterior public space fills pockets between buildings and weaves its way throughout, there are two primary public open spaces that define the Tower Harbor experience. Surrounding the harbor itself is a continuous promenade from which the public docks can be accessed. This promenade is a hard surface with pedestrian-scaled lighting, bollards, benches, and other amenities intended to convey a sense of community and economic activity. It will link small plazas and other exterior gathering spaces associated with the shops and restaurants surrounding the harbor. This is intended to be a highly designed and maintained space, and it is the central focus of the entire plan. The counterpoint to the active space of the harbor is a 1-acre park at the harbor’s northeast corner. This passive green space will include a new pavilion at the edge of East Two River as well as the existing historic train and its shed. The park and pavilion will be an ideal community gathering space for programmed events such as concerts and art fairs, while the Harbor Promenade will support daily activities.

Harbor/Public Docks

The plan illustrates a harbor with walkways connecting public docks. These docks are intended to be owned by the City, with the possibility of leasing some of the spaces to residents of new residential units constructed on the harbor, thus providing a revenue source that will help pay for maintenance and upkeep. In addition to the multiple dock slips, parallel dock facilities are proposed on the north side of the harbor and along the bank of the East Two River west of Highway 169 for transient docking for visitors coming to Tower by boat. The exact ratio of leased slips to overall boat docking spaces will be determined as the City begins to work with a private development partner.
**Transportation/Streets**

General access to the site is provided from Highway 135 on the south and via Pine Street off Main Street/Hwy. 169 on the north. Access from the water will be accommodated by re-dredging the harbor and the channel connecting the harbor with Lake Vermilion. Highway 135 will be realigned to meet Highway 169 further south than its current location, eliminating the need for a bridge crossing the East Two River on Highway 135. The realigned intersection of Highways 169 and 135 will create a 3-way T intersection that will ultimately be expanded to a 4-way intersection, allowing access to redevelopment parcels on the north side of Highway 169 in future phases of development. Pines St. will be realigned south of the East Two River and will connect to Highway 135 on the south.

**Utilities**

Utilities will be upgraded and extended as streets are rebuilt and buildings are constructed in multiple phases.

**Phasing**

The overall project consists of one primary and several future phases of redevelopment:

- Phase One includes the area south of State Highway 169 and adjacent to the highway, as well as an access road connecting the site with Highway 135. This is the most visible, marketable piece of the overall development puzzle and a hotel was identified in the market study as one of the more urgent needs. Dredging and stabilization of the channel and harbor and construction of a jetty at the outflow in Lake Vermilion will also happen as part of a first phase, as will construction of new City docks along the north bank of the East Two River, west of Highway 169.
- Phase Two will fill out the southeast corner of the harbor and will include reconstruction of the Pines Street bridge, Poirier Road, a round-about, and a new connection south to Highway 135.
- Phase Three will include development on the north side of the harbor and along Main Street into downtown Tower.

Future phases will include the area northwest of State Highway 169 and south of the river. While this area is not specifically designed in the Master Plan, to ensure that its future development is appropriately timed and designed to fit the Harbor District character it will be included in a Harbor Zoning Overlay District that will be adopted in the near future. See attached Phasing Plan.
Implementation

Implementing the Harbor Master Plan will require a series of coordinated and simultaneous public and private sector actions along with securing and utilizing a variety of funding sources. The Master Plan establishes a set of tools for guiding the design aspects of project implementation including:

- Community Supported Project Vision
- Comprehensive Planning Principles
- Final Project Site Plan
- Rezoning recommendations
- Project Phasing Plan
- Illustrative Character Sketches
- Illustrated Design Standards

Following the approval of the Master Plan the harbor project property should be regulated by new Harbor Overlay Zoning District specifically targeted to the proposed mix of uses and arrangement of buildings. The specific details for building and site design are specified in the Design Standards and should be incorporated by reference into the Harbor Overlay District. The establishment of the proposed comprehensive Design Standards for the project will ensure a greater degree of predictability and quality. See the attached set of Design Standards prepared by SEH. The overlay replaces the requirements of the underlying zoning (O-1 and C-2) while allowing these designations to remain relevant in other locations within the City.

Funds for planning, engineering and construction of various project components have been secured from numerous (eleven as of April 2007) different regional, state and federal programs.

In order to accomplish the community’s vision for a reconnected and revitalized riverfront, harbor and central business district, a number of additional public actions are required. The following matrix illustrates a series of next steps and a recommended schedule for plan implementation:

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<th>Project Component to be Completed</th>
<th>Actions</th>
<th>Responsible Parties</th>
<th>Time Frame</th>
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<td>1 Master Plan</td>
<td>Facilitate community meeting, hold public hearing, adopt plan</td>
<td>HAC, City Council</td>
<td>April-May 2007</td>
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<tr>
<td>2 Environmental Assessment</td>
<td>Prepare document, publish for public comments, approve EA</td>
<td>City, MN/DOT, DNR</td>
<td>March-June 2007</td>
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<tr>
<td>3 Channel and Harbor Dredging, Jetty Construction, Edge Stabilization</td>
<td>Prepare plans, advertise bid, award, construct</td>
<td>City, DNR</td>
<td>March-June 2007</td>
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<tr>
<td>5 Highway 135 realignment/reconstruction</td>
<td>Prepare plans, advertise bid, award, construct</td>
<td>City, MN/DOT, DNR</td>
<td>January 2007 - September 2008</td>
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<tr>
<td>6 Developer Selection</td>
<td>Prepare RFP, review proposals and credentials, interview, select</td>
<td>HAC, City Council</td>
<td>April-August 2007</td>
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<tr>
<td>7 Overlay District Rezoning</td>
<td>Prepare regulations, hold public hearing, conduct ordinance readings, adopt</td>
<td>Planning Commission, City Council</td>
<td>March-June 2007</td>
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<tr>
<td>8 Utility Extensions</td>
<td>Prepare plans, advertise bid, award, construct</td>
<td>City Council</td>
<td>June 2007 - June 2008</td>
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"The look of the new riverfront and harbor development should express Tower's mining and north woods heritage by creating a strong sense of place and memorable identity."

"Tower's riverfront and harbor should be an extension of it's traditional downtown providing an attractive, user friendly link to Lake Vermillion, where people can work, shop, live, recreate and be entertained during all seasons of the year."
**Design Standards**

**Purpose and Scope**

The Design Standards have been developed to shape the physical form of the Tower Harbor and to improve the quality, character and compatibility of new development. Over time, the standards will ensure that new and existing facilities work together to create an attractive, high quality, recreation-oriented environment for visitors, residents and employees.

The Design Standards have four primary functions:

- To guide applicants wishing to expand, renovate, or construct new facilities within the Tower Harbor area
- To assist the City of Tower in the review of development proposals
- To promote a high standard of quality and integrity across all types of facilities: residential, commercial and recreational
- To promote sustainable design that preserves resources, protects water quality, minimizes negative environmental impacts, and will provide a model for future development

The Standards are intended to encourage creativity and diversity within a framework that recognizes and reinforces the natural and historic built character of the Tower Harbor as a recreationally-focused environment.

**Applicability**

The Standards shall be interpreted and applied at the discretion of the City of Tower. The City shall be responsible for arranging submittal review and final approval. Each applicant shall be considered based upon specific design objectives for each property, as well as potential impacts on surrounding development, both existing and proposed.

The Standards shall apply to the following activities on all types of institutional, residential, commercial, mixed use and/or multifamily facilities over 4 dwelling units:

- New construction
- Any exterior changes over 30 percent, including repainting, with the exception of replacement or repair of existing materials with like materials such as roofing, siding, etc.
- Any internal remodeling over 50 percent, or expansion activity that increases the overall size of the building by 30 percent or more
- Any development or expansion of public or private parking areas that would result in a lot with more than four parking spaces

Upon beginning the design process, applicants should review these Design Standards and discuss design objectives with City staff.

The intent is to tailor the application of the Standards proportionately to the degree of the change proposed. The greater the degree of change, the greater the degree of compliance that will be required. Minor improvements may be made to existing facilities without costly upgrades or a complete makeover of the facility.

**Design Review**

The Architectural Review Committee (ARC) of the City of Tower will conduct review of design proposals. Proposals for new development, new construction or major remodeling will be referred to the City's professional design consultant (architect, landscape architect, interior designer or engineer) for detailed review.

In the event of unique circumstance, applicants may request a variance from the Tower Harbor Design Standards. Variances shall be considered by the ARC and may be granted or denied based on the specific circumstances pertaining to the request. Primary consideration towards minimizing negative impacts on adjacent properties and the natural environment shall guide all variance reviews.
Design Approval

The ARC shall grant final approval of design proposals.

These Design Standards are in addition to applicable building and development ordinances/statutes. Adherence to applicable federal, state, county and municipal requirements governing the development, construction or modification of new or existing facilities shall be the responsibility of the individual applicant. Design approval by the ARC in no way implies or conveys additional rights or privileges under the authority of any other body or agency.

Step One

Proposers seeking approval for design and development proposals shall meet with a representative of the ARC to discuss the interpretation and application of these Standards to their respective projects. Proposers should bring conceptual level sketch plans describing the overall concept of their request to aide in discussions during this initial meeting.

Step Two

Following this meeting, proposers shall prepare a complete set of required documents for submission to the ARC to assist in the ARC’s review of the proposal. Applications for review shall include the following items:

- Letter of request stating the name, address and telephone number of the applicant and describing the nature of the proposal in narrative text.
- Colored, front and side and rear building elevations (1/4” scale min.)
- Colored, illustrative site landscape plan with plant list indicating common name, proposed planting size and quantities (1:30 scale min.)
- Colored, perspective architectural rendering illustrating the overall character and quality of the design proposal.
- Dimensioned architectural building plans including exterior elevations, cross sections, floor plans and details.
- Dimensioned site layout plan.
- Site grading plan with corresponding underlying topography at a minimum of 2 foot contour intervals.
- Physical samples of exterior building materials accurately indicating finishes, textures and colors.

These application materials shall be submitted as a complete package. Incomplete applications will not be processed. Applications will be reviewed for completeness at the time of submission. Applicants shall retain possession of their submissions until such time as the submission meets the minimum requirements described herein and the application is accepted for design review.

Applications for significant developments as determined by the ARC representative may also be reviewed by a professional design consultant. The consultant will prepare a written memorandum describing the applications adherence to the goals and objectives of the updated Tower Harbor Master Plan and Design Standards.

Step Three

Following the acceptance of the application, the ARC will review the request at its next regular meeting or within no more than 31 days from the date of acceptance of the completed application.

Applicants are requested to attend the design review meeting to provide clarifications.

Step Four

In order for construction to proceed, applicants shall have received written approval from the Tower Harbor Architectural Review Committee as well as all other applicable permitting agencies.
Built Form Standards
Building Context and Character

Objective: To ensure that development complements the natural and built character of the region and corresponds to an architectural design theme that reflects this historic mining and waterfront heritage of Tower.

Building form, scale, height, details, construction materials and colors shall respect the natural character of the northern Minnesota environment, which features a heavily forested and diverse terrain of high ridges and low valleys.

Traditional regional architecture is varied in appearance and simplistic in form, but conveys an aesthetic of strength, stability and permanence. Main Street storefront buildings are common as are utilitarian industrial structures. Buildings are often constructed with steel, brick, timber and cut stone, obtained locally.

New buildings may be designed in a variety of innovative styles, although they should utilize traditional materials and follow the directives set forth in these standards.

Standardized “franchise” or corporate architecture is not acceptable. Franchises or national chains must follow these standards and use the design vocabulary to create a unique building that is supportive of the overall waterfront character being established at the Tower Harbor.
Building Placement

Objective: To ensure buildings complement one another, reinforce the overall village-like character, provide a sense of enclosure in the harbor, and minimize negative environmental impact.

The siting of new buildings shall consider the following:

- Topographical elevations and slopes
- Soil conditions
- Natural drainage patterns
- Significant view corridors
- Microclimate (sun, wind, shade)
- Access and circulation (pedestrian & vehicular)
- Expected season of use
- Lakes, streams, etc.
- Statutory/ordinance requirements

Buildings shall be oriented for maximum winter solar gain while minimizing exposure to intense winter winds.

New development along the waterfront shall be set back a minimum of 30 feet and a maximum of 35 feet from the ordinary high water line.

It is recommended that the siting of new buildings reinforce the sense of enclosure within the harbor and relate strongly to surrounding streets.

Refer to the Tower Harbor Master Plan for guidance during the site planning process.
**Façade Articulation**

**Objective:** To add visual interest and variety by avoiding long, monotonous facades, to ensure that building facades reinforce the prescribed architectural aesthetic, and to enhance the village environment.

New building facades shall have a pedestrian scale aesthetic. This can be accomplished by establishing a layering of rhythmic patterns with architectural elements such as windows, columns, rooflines, building materials (woodwork and stonework) and colors.

Multi-story buildings shall feature exterior articulation that defines each story at base, middle and top.

Building tops shall be articulated with discernable cornice lines, parapets, and/or fascias.

“Flat” facades shall be avoided. Façade articulation creates a desired play of light and shadow on a building; new development shall create more of a visual impact in ways similar to that of historic downtown Tower structures.

Building facades should step back horizontally as they step vertically. This will diminish the size of the building and reinforce the sense of human scale.

Buildings shall have a well-defined front façade with primary entrances facing the street or main parking area and a second front façade with secondary entrances facing harbor promenade.

The primary façade (facing public streets and/or parking lots) of buildings 30 feet or greater in width shall be articulated into smaller increments through the following or similar techniques:

- Stepping back or extending forward a portion of the façade
- Use of different textures or contrasting, but compatible materials
- Division into storefronts with separate display windows and entrances
- Arcades, awnings, window bays, balconies, or similar ornamental features
- Variation in rooflines to reinforce the articulation of the primary facade
**Building Massing**

**Objective:** To ensure appropriate scale and proportion of new buildings in relation to the built and natural context and to promote rhythm and unity amongst a variety of building types and sizes while promoting a pedestrian-friendly environment.

The scale and proportion of new buildings shall reinforce the proposed waterfront village character. Long, massive buildings are unacceptable.

Additional fenestration of facades facing pedestrian ways between buildings are encouraged.

Buildings with facades longer than 30 feet in length shall be broken into articulated modules with minor variations in setbacks, colors, rooflines and fenestration. Variations in the forms and materials used in each module should provide interest at the pedestrian scale, strengthen the architectural character of the village and present a unified and integrated village atmosphere.

Facades divided into smaller, human scale increments that also reflect the building’s interior organization and ownership pattern.
Building Height

Objective: To support development economics with adequate density and intensity, to ensure continuity and cohesiveness of building heights amongst neighboring buildings, and to create an increased sense of enclosure in the harbor.

Building heights will vary. Buildings shall range in height from 1.5 to 3.5 stories.

New free-standing restaurants and commercial buildings may be of one story construction, however, they should express greater height through roof pitch and articulation with dormers and chimneys.

Where 3.5 story buildings are proposed, the following standards apply:

The top story shall be incorporated into the roof area as a half-story and expressed through dormers and balconies.

Buildings shall relate in height to neighboring buildings. Where neighboring building heights differ, a visual transition shall be provided by bringing rooflines down below the upper story.

Stepping portions of upper stores back from the line of the front façade to provide areas for outdoor terraces, rooftop patios, etc…is encouraged. This is especially important for buildings facing the harbor front.
Roof Form

Objective: to provide a visual terminus to the building, reduce monotony, reflect interior and exterior patterns of use or ownership, and to limit runoff and energy usage to the greatest extent possible.

Buildings may be designed with pitched and/or flat roofs. Flat roofs shall be defined with a discernable cornice line. Variations in roof type, height, and/or distinct, separate roof segments shall be considered as a means of creating greater visual interest, identifying changes in use, areas of ownership, or reducing monotony.

All roofs shall drain directly into gutters and downspouts directed away from the harbor and toward rain gardens, planting beds, or subsurface drain fields.

Pitched roofs such as gable, hip, shed, or mansard roofs shall be clad with highly durable, fire resistant materials such as slate, ceramic, or composite tiles. Use of asphalt rolls or shingles is prohibited.
Skylights shall be flush or clerestory. Bubbled and domed skylights are prohibited.

The use of exposed frames, heavy roof trim and wall/roof dormers is encouraged.

Deep eave overhangs (+2 ft) are recommended to prevent snow shedding on pedestrian areas and accumulation at building entrances.

Roof eave lines and/or cornice trim should be brought down to the second or first story level to strengthen the pedestrian scale of building facades.

Use of green roofs for reductions in heat island effects, building energy consumption and storm water management is highly encouraged.

*Green roofs are an effective way to reduce energy costs and heat island effects.*
Doors and Windows

Objective: To ensure building entrances and openings are well designed and detailed and to maximize energy efficiency.

Doors

Doors at main entrances shall be pronounced and protected by overhead structures such as awnings, porticos, etc...

Windows

Window organization should compliment building architecture and detailing. Window openings shall be large in size and elongated vertically to provide broad visual connections with the outdoors. Horizontal groupings of small panes are encouraged to conform to the recommended traditional style of architecture.

When possible, natural daylighting shall be incorporated into building design to conserve energy.

Double hung windows are recommended, as they reinforce the traditional building system. Allowable window types include casement and fixed glass.

Window frames shall be constructed of wood or metal.

Decks and balconies are recommended for upper stories and patios are recommended at first floor to enhance connectivity with and accessibility to the outdoors. They shall be designed to reinforce the building aesthetic.
Entries

Objective: To establish the visual importance of the primary street entrance and secondary harbor-facing entrance, and to ensure that entries contribute to the visual attractiveness of the building and are readily visible to visitors.

The main entrance shall be clearly identifiable, placed at sidewalk grade and shall face the primary street or parking area with secondary entrances to the side or rear.

All commercial buildings shall have a minimum of 2 primary entries, one of which shall face the public street or parking area and the other of which shall face the harbor.

Recessed entrances accompanied by canopies, awnings, or arcades are encouraged to provide shelter for pedestrians.

Residential entries shall be separate and distinct from commercial entrances.

Entries shall be designed with one or more of the following:

- Canopy, portico, overhang, arcade, or arch above the entrance
- Recesses or projections in the building façade surrounding the entrance
- Display windows surrounding the entrance
- Architectural detailing such as brick work or ornamental moldings
- Planting areas, pots, or window boxes for seasonal landscaping

Canopies or awnings protecting the primary entrance shall be set at least 7 feet above sidewalk grade and project no greater than 3 feet into the walk zone of the public streetscape.
Loading Facilities and Outdoor Storage

Objective: To ensure loading facilities, daily maintenance equipment, seasonal equipment and accessories are convenient, accessible and sufficiently screened from public view.

Loading facilities are encouraged to be functionally integrated with building design.

Loading facilities shall be paved with pervious bituminous or concrete paving.

Where loading must be located in an area of high pedestrian activity, loading doors shall be incorporated seamlessly into architectural treatment of façade.

Outdoor placement of freestanding, unenclosed dumpsters or refuse containers is prohibited. Refuse shall be securely stored and enclosed as part of the principal structure, and contained and disposed of in accordance with applicable state, county and city health, safety and environmental codes. Use of sealed compactors is encouraged.

Outdoor storage of all other kinds, including boats, snowmobiles, vehicles, equipment, raw materials, etc. is prohibited. Seasonal equipment, supplies, etc. shall be either stored within each facility or within a permanent accessory structure.

Seasonal outdoor storage of non-motorized recreational equipment, such as kayaks, canoes, or bicycles available for rental use is allowed.

Where food service/restaurant kitchen refuse storage is not accommodated as part of the principal building, refuse storage is permissible.
in an accessory storage enclosure.

Accessory structures shall be functionally integrated with the established architectural design theme and located away from building frontages, pedestrian areas and primary public views from adjacent properties. Structures shall be softened or screened with plantings such as shrubs, vines and evergreens.
Building Materials

Objective: To ensure durable, low maintenance structures which are sensitive to Tower’s historic context and to encourage use of locally-produced materials and materials that minimize environmental impact through their production.

Buildings shall be constructed of authentic, long-lasting materials suitable to the harsh climate of the Arrowhead Region. Building materials shall be in keeping with the built and natural character of the region.

Building materials of similar quality should be used on all facades, front, side and rear. Buildings should be constructed using at least two of the following materials:

- Wood (available locally) milled planks, shakes, lap siding, etc…
- Natural stone, including granite, fieldstone, stacked limestone etc…
- Structural steel and architectural metalwork
- Stucco
- Rough textured and colored pre-cast concrete units and concrete block (for foundations and water courses only)
- “Hardi-plank” siding
- Low-friction metal roof panels, including standing seam
- Wood or contoured “architectural” asphalt shingles
- Recycled materials with ARC approval on a case by case basis
- Exterior Finish Installation System (EFIS) is acceptable on upper stories
Prohibited construction materials:

- Unadorned plain or painted concrete block
- Pre-fab or tilt-up concrete wall panels
- Pre-fabricated steel or sheet metal panels, unless pre-approved by ARC
- Aluminum, vinyl, fiberglass, asphalt or fiberboard siding
- Manufactured, metal pole-barn type structures
- Highly reflective or non-transparent glass
- Glass curtain walls
Mechanical Equipment Placement and Screening

Objective: to ensure that building mechanical equipment and utilities are not visible from above as well as below.

All rooftop mechanical equipment and ground level utilities shall be permanently screened from view from adjacent roads, primary parking areas and adjacent properties. Equipment screens shall be well designed and detailed, using durable, permanent materials that are architecturally compatible with the primary building materials. For rooftop equipment, screening provided by the roof structure is preferred.

Rooftop equipment may also be screened by a smaller accent roof or enclosure. If this structure is set back from the primary façade a distance equal to its height, this structure may exceed the building height limit.

Exterior plumbing and protuberances such as dryer vents or waste vents shall not be located on primary building facades or on roof planes facing the primary entrance.
Color

Objective: To ensure that building colors are aesthetically pleasing and compatible with their surroundings.

Primary building finish and roof colors shall be Earth tones, compatible with the adjacent Main Street buildings.

Buildings shall utilize color to identify and highlight architectural features such as window and door openings, roof fascias, and moldings. Monochromatic, monotonous building coloration is prohibited.

Bright, vibrant colors may be used as accents on such elements as doorways, window frames, signs, fascias and other decorative trim elements.

Sloped roofs shall be dark in color to diminish building height and reduce glare. Recommended shades include black, brown, gray, and dark green.
**Architectural Detailing**

**Objective:** To ensure lively building facades and to establish a human-scaled, village and harbor-oriented environment.

Architectural detailing shall be sensitive to the massing and proportion of adjacent structures and complement the detailing of surrounding buildings, such as cornice lines, balconies and decorative timber or stonework.

New buildings shall feature both horizontal and vertical detailing on all sides of structures, not just the front facade.

The use of stonework for articulation of chimneys, building foundations and water-courses is encouraged.

Structural elements may be exposed in the exterior skin of the building as a form of articulation. When using masonry, wrap masonry to terminate at inside corner. Wrap masonry entire length of walls adjacent to primary pedestrian paths.

Large surface areas lacking articulation are prohibited.

Avoid highly stylized faux-historic interpretations such as quoins, Corinthian columns, gingerbread, and other overly-elaborate decoration or ornamentation.

*Terminate materials at an inside corner.*
Franchise Architecture

Objective: To encourage new building design that is supportive of the urban design goals of the City, and that responds to the corridor’s walkable development pattern.

Franchise architecture (building design that is trademarked or identified with a particular chain or corporation and is generic in nature) is prohibited unless it employs a traditional storefront commercial style. Franchises or national chains shall follow these standards to create context-sensitive buildings that are sustainable in that they can be reused by other types of business.
Awnings

Objective: To encourage the use of awnings as a way to shelter customers, residents and other pedestrians; reduce glare and conserve energy; and provide additional accent color to building façades.

Where awnings are used, canvas or fabric awnings are preferable, and they shall closely complement the building’s architectural character and aesthetic.

No vinyl, metal, or glass awnings shall be used.

All awnings shall extend beyond the façade no greater than 3 feet.

The bottom of a window awning shall be set at least 7 feet above the public sidewalk.

Back lighted vinyl awnings and canopy signs shall not be used.
Arcades and Balconies

Objective: To provide sun and weather protection and increase opportunities for people to see and be seen.

The use of ground floor arcades to provide pedestrian connections between facilities is encouraged.

Upper floor balconies and terraces are encouraged to provide opportunities for outdoor activities. Providing views and enlivening the district.

Balconies fronting public streets shall not project into the public right of way more than 5 feet. Balcony supports such as columns or posts shall be located on private property.

Arcades shall be illuminated with wall or ceiling light fixtures for pedestrian safety and security.
Parking Lot Design

Objective: To ensure parking lots are well-designed and constructed, utilizing civil engineering and landscape architecture “best practices” and to minimize negative environmental impacts associated with runoff.

No parking lots shall be located adjacent to the harbor or East Two River.

Parking lots shall be constructed to reduce runoff into harbor using such technologies as porous bituminous or concrete paving, or subsurface storage tanks to collect runoff.

Parking lots shall be designed to promote efficient traffic patterns and minimize conflicts between vehicles and pedestrians.

Parking lots shall be broken into smaller areas located at the side and to the rear of buildings whenever possible. When parking is located adjacent to a roadway, a landscaped buffer must be provided (see “Parking Lot Landscaping & Screening”).

Parking lots shall be designed to accommodate efficient snow storage and removal.

Topography shall be graded so drainage flows to rain gardens at perimeter of lots. Rain gardens shall be designed to accommodate the equivalent of a 10-year rain event. Continuous barrier curbing with gutters and catch basins is discouraged and flat curbs are encouraged to promote stormwater infiltration opportunities.

Lots shall be designed to incorporate intermediate planting beds to visually break up large areas of parking and to reduce solar heat gain.
Landscaping and Screening

Objective: To ensure an attractive and high-quality year-round environment for residents and visitors and to mitigate negative environmental impacts of Harbor development.

Overall Site
The use of native plants suitable for harsh sites is recommended.

Planting bed/buffer strip widths shall be maximized where possible to increase infiltration opportunities and to provide space for snow storage.

A landscaped buffer strip at least 5 feet wide shall be provided between all parking areas and the sidewalk or roadway. The buffer strip shall consist of shade trees, low shrubs and/or perennials suitable for the climate of the Arrowhead region. Ornamental fencing may be incorporated in buffer strips.

Parking Areas
Clearly defined pedestrian walkways a minimum of 8 feet wide and constructed of concrete, brick or flagstone shall extend between parking areas and all primary building entrances. Walkways in parking areas, around buildings or on private properties shall be a minimum of 6 feet wide and constructed of concrete, brick, or flagstone.

Parking bays in excess of 15 spaces in length shall be divided by intermediate landscape islands. Landscape islands shall provide at least one parking stall width of landscape area (9x18 or 9x36 for single or double bay 90 degree parking). A minimum of one shade tree, coniferous tree, or two ornamental trees, and low shrubs or perennials shall be planted in each intermediate planting island.

Double parking bays shall terminate with planting areas of a minimum of a double parking space of landscape area and shall be plant-
ed with a minimum of two shade trees, shrubs and/or perennials.

Minimum Landscape Requirements

- All construction projects shall include landscaping; restore all disturbed ground surfaces with suitable permanent vegetation to prevent erosion and enhance visual character.

- Include overstory and understory plantings such as shade trees, coniferous trees, shrubs and perennial grasses and flowers.

- Minimum tree sizes shall be 2 ½” caliper for deciduous overstory trees, 1 ½” caliper for deciduous ornamental trees, and 6 foot height for coniferous trees.
Walks and Trails

Objective: to ensure year-round pedestrian accessibility throughout the Tower Harbor District.

A continuous walkway of concrete and/or brick pavers a minimum of 12’ wide shall surround the harbor perimeter. Use of asphalt in construction of the harbor promenade is prohibited. Wood and/or composite materials may be used as accent or on deck areas, but seasonal maintenance requires that the primary material of the promenade must be a hard surface.

Continuous walkways a minimum of 8 feet wide shall be provided along all commercial and public building frontages; in areas of high pedestrian traffic, a width of 12-15 feet is encouraged. When possible, sidewalk width shall be maximized to compensate for snow storage.

It is recommended that site and streetscape furnishings, such as light fixtures, signposts, benches, litter receptacles, and bicycle storage be located within a continuous tract of space parallel to the walkways to facilitate efficient snow removal.

All sidewalks and walkways shall meet the Americans with Disabilities Act (ADA) standards for accessibility.

Where possible, walks and trails shall serve as dual purpose for service/maintenance access to avoid duplication.

Trails shall serve non-motorized traffic and shall include both loop and destination routes.

Trails shall be 10 feet wide and constructed of asphalt.

Where possible, walks and trails should be constructed of porous paving to recharge ground water and reduce runoff into harbor.
Outdoor Seating and Dining

Objective: To provide space and facilities for outdoor gatherings, and provide opportunities to socialize.

New commercial and mixed-use development projects shall provide semi-public or private areas for people to sit outdoors and be served food and beverages. These areas shall be established with either seasonal, moveable barriers such as lightweight decorative metal fence or railing systems or permanently defined with low planters or screen walls.
Site Lighting

Objective: To ensure quality lighting design through glare reduction, minimal overspill and the use of fixtures which promote a village-like character.

Exterior light fixtures shall be selected and located to minimize glare and negative effects upon the night character of the Tower Harbor District. Lighting of structures shall be minimized to reduce ambient light pollution above and below.

Pedestrian scale lighting, not exceeding 15 feet in height, shall be located on public sidewalks and private walkways.

Illumination shall be provided by lamps arranged to produce an even distribution of light at levels sufficient for pedestrian safety but not exceeding 4 foot candles.

The style of lighting fixtures shall be compatible with the architecture of nearby buildings. Lights attached to buildings shall be screened by the building’s architectural features to eliminate glare from adjacent properties.

Lighting fixtures in all outdoor areas shall be of a single “family” of fixtures that enhances the desired Harbor Village character.

Parking lot illumination shall consist of a combination of commercial grade parking lot and pedestrian style fixtures. Pedestrian fixtures shall be used for lighting internal parking lot walkways. Parking lot fixtures shall be employed to illuminate parking bays and drive aisles.

Parking lot illumination shall achieve levels to provide safety while minimizing overlighting and excessive spillover of ambient light onto adjacent natural areas and into adjacent buildings. Cutoff fixtures shall be located below the mature height of trees in parking lot islands. This will prevent ambient “glow” or light pollution from other developments.
Appropriate exterior light sources:
- Incandescent
- Halogen
- High pressure sodium
- “Warm” metal halide

Inappropriate exterior light sources:
- Fluorescent
- Neon
- Colored

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- Incandescent
- Halogen
- High pressure sodium
- “Warm” metal halide

Inappropriate exterior light sources:
- Fluorescent
- Neon
- Colored

Appropriate light fixture types:
- Pole mounted
- Recessed
- Shield spotlighting

Inappropriate light fixture types:
- Internally lit awnings
- Blinking or flashing

Example of pole mounted, hat-box style fixture with engineered cut-off luminaire to provide even distribution and reduce glare.
Design Review Submissions

Objective: To ensure that sufficient detailed information is provided at the time a formal submittal is made to allow the Design Review Committee to make a comprehensive review of the proposed project in a timely manner.

1. Project Site Plan based on a physical site survey depicting property boundaries, easements, public street, proposed and existing buildings, parking area, walk- ways, landscaping, lighting and other site elements, drawn a minimum scale of 1”:30’.

2. Landscape plan illustrating and noting all proposed plantings by size, species and root, drawn a the same scale as the Project Site Plan.

3. Building elevations; front, side and rear, indicating all type and color of exterior materials, windows and door openings and drawn at a scale of ¼”:1’-0”.

4. Colored, architectural perspective rendering depicting proposed building design.

5. Color architectural illustration of proposed signs drawn a minimum scale of ½”:1’-0”.

Example of colored, architectural perspective.

Partial example of projected landscape plan.
Signs

Objective: To ensure quality signage that reinforces the prescribed harbor character of the village.

Signs should be architecturally compatible with the style, composition, materials, colors and details of the building, and with other signs on nearby buildings. Signs should be an integral part of the building and site design.

A sign program should be developed for buildings that house more than one business. Signs need not match, but should be compatible with each other. No more than two types of signs should be used on a single building facade (i.e., wall signs, projecting signs, awning signs).

Sign Location: Wall signs on commercial and mixed-use storefront type buildings shall generally be placed within a “sign band” immediately above the storefront. Wall signs on buildings shall not obstruct or obscure architectural features.

Sign Materials: Sign materials shall be consistent or compatible with the building construction materials and architectural style of the building façade on which they are to be displayed. Natural materials such as wood, stone and metal are appropriate; plastic is not. Neon signs may be appropriate for windows.

External illumination of signs is encouraged. Internal illumination, especially of individual sign letters is discouraged.

Suitable sign types:

- Awning, canopy or marquee signs
- Ground, low profile or monument signs
- Projecting signs
- Wall signs
- Window signs (small accent signs)
Prohibited sign types:

- Pole or pylon signs
- Billboards
- Internally Illuminated awnings
- Flashing and rotating signs
- Portable signs, other than sandwich board-style, temporary menu signs that are brought inside at the end of each business day
- Search lights
- Audible or music signs
- Roof signs
Noise Control

Objective: To ensure noise pollution prevention of residential, commercial and/or entertainment facilities.

Amplified music, public address announcements and other forms of outdoor audio are discouraged. Sound shall be contained within the site boundaries. Amplified music is allowable in the band shell within the park.

Outdoor music or other forms of outdoor audio associated with special events shall be controlled by the Association’s regulations for special events.

Commercial entertainment facilities such as bars, nightclubs, etc. shall minimize noise pollution through the incorporation of vestibule entrances. Doors and windows shall be designed/engineered to contain or isolate sound within the interior of the building unit.

Air handling systems shall be roof mounted and appropriately screened to reduce noise pollution at ground level.
**Glossary**

**Accessory Structure**: A structure that is detached from a principal structure (dwelling) on the same lot, and customarily subordinate to the principal structure or use. Accessory structures most commonly include detached garages and garden utility sheds.

**Arcade**: A roofed passageway usually with shops on one or both sides.

**Articulation**: The detailing or ornamentation of architectural elements on the exterior of a building.

**Cornice**: Any projecting ornamental molding along the top of a building or wall.

**Eaves**: The underpart of a sloping roof overhanging a wall.

**Franchise Architecture**: Building design that is trademarked or identified with a particular chain or corporation and is generic in nature.

**Neighboring Buildings**: Buildings located adjacent to or across from a principal building. Neighboring buildings may be located on the same lot as principal building or on adjacent properties.

**New Building**: In addition to actual new buildings, the term “new building” shall include any expansion of an existing building that equals or exceeds 50 percent of the original building’s floor area and shall also include buildings that are the subject of any material and comprehensive renovation.

**Pitched Roofs**:

- **Gable Roof**: A pitched roof with a central ridgeline and vertical wall ends.
- **Steep**: Roof with pitch greater than 8/12.
- **Med**: Roof with pitch greater than 4/12.
- **Low**: Roof with pitch greater than 1/12.
- **Flat**: A roof with no pitch.
- **Gambrel**: A roof with a double pitch terminating in a small gable at the ridge.
- **Hipped**: A pitched roof with sloped instead of vertical ends.
- **Mansard**: A pitched roof having a double slope, the lower pitch being longer and steeper than the upper.
- **Shed**: A pitched roof of one plane having only one slope. Pitch is higher on one side than the other.

**Primary Building**: The main building located on a site.

**Primary Entrance**: The main public entrance to a building.

**Primary Façade**: The facade fronting a public street. In the case of corner buildings, the primary facade fronts the highest classification of street.

**Primary Roof**:

**Renovation**: The process of restoring or improving a structure. Two prominent types of renovations are commercial and residential.

**View Corridor**: A three dimensional area extending out from a viewpoint. The width of the view corridor depends on the focus of the view. The focus of the view may be a single object, such as a mountain, resulting in a narrow corridor, or a group of objects, such as a downtown skyline, resulting in a wide corridor.