



TOWN OF JEROME

Design Review Board Meeting Agenda

POST OFFICE BOX 335, JEROME, ARIZONA (928) 634-7943

Monday, July 13, 2020, 6:00 pm

Notice is hereby given pursuant to A.R.S. 38-431.02, that members of the Jerome Design Review Board and staff will attend by audio/video conference call. Members of the public are encouraged to participate in the meeting via Zoom conference by computer: <https://us02web.zoom.us/j/9286347943> or by telephone: 1-669-900-6833, then enter the meeting ID: 928 634 7943 when prompted.

Questions and comments can be submitted, if attending by Zoom video conference, by clicking the chat button at the bottom of the screen and entering your name and the agenda item you would like to address. Written comments can be submitted two hours prior to the meeting by email to John Knight (j.knight@jerome.az.gov).

Item 1: Call to order

Item 2: Petitions from the public — Pursuant to A.R.S. § 38-431.01(H), public comment is permitted on matters not listed on the agenda, but the subject matter must be within the jurisdiction of the board. All comments are subject to reasonable time, place, and manner restrictions. All petitioners must fill out a request form with their name and subject matter. When recognized by the chair, please step to the podium, state your name, and please observe the three (3)-minute time limit. No petitioners will be recognized without a request. The board's response to public comments is limited to asking staff to review a matter commented upon, asking that a matter be put on a future agenda, or responding to criticism.

Possible Direction to Staff

Item 3: Approval of Minutes: Minutes of the regular meeting of June 8, 2020.
Discussion/Possible Action

Continued Items/Old Business: None

New Business:

Item 4: Design Review for garage repairs

Applicant: Don and Kathi Feher

Address: 11 Rich Street

Zone: C-1

Owner of record: Donald J. and Mary K. Feher

APN: 401-06-085

Applicant is seeking preliminary and final design review approval to add windows and a door.

Discussion/Possible Action – DRB Reso. 2020-19

Item 5: Discussion about Design Guidelines

Applicant: Town of Jerome

Discussion about potentially adopting design guidelines.

Discussion/Possible Direction to staff

Informational Items (Current Event Summaries):

Item 6: Updates of Recent and Upcoming Meetings: John Knight, Zoning Administrator

- Planning and Zoning Commission – July 1, 2020:** Cancelled
- Planning and Zoning Commission – August 5, 2020:** Site Plan Review 639 Center Ave.

Item 7: Future DRB Agenda Items – August 10, 2020 Meeting: Design Review for 639 Center Ave.

Item 8: Adjourn

The undersigned hereby certifies that this notice and agenda was posted at the following locations on or before 6:00 p.m. on _____

- 970 Gulch Road, side of Gulch fire station, exterior posting case
- 600 Clark Street, Jerome Town Hall, exterior posting case
- 120 Main Street, Jerome Post Office, interior posting case

Rosa Cays, Deputy Clerk, Attest

Persons with a disability may request reasonable accommodations such as a sign language interpreter by contacting Town Hall at (928) 634-7943. Requests should be made as early as possible to allow enough time to make arrangements. Anyone needing clarification of an agenda item may call John Knight at (928) 634-7943.



TOWN OF JEROME

POST OFFICE BOX 335, JEROME, ARIZONA 86331

(928) 634-7943

Petition to Speak

Name: _____

Address: _____

Date: _____

Topic/Comments: _____

Pursuant to A.R.S. § 38-431.01(H), public comment is permitted on matters not listed on the agenda, but the subject matter must be within the jurisdiction of the commission. All comments are subject to reasonable time, place, and manner restrictions. All petitioners must fill out a request form with their name and subject matter. When recognized by the chair, please step to the podium, state your name, and please observe the three-minute time limit. No petitioners will be recognized without a request. The commission's response to public comments is limited to asking staff to review a matter commented upon, asking that a matter be put on a future agenda, or responding to criticism.



TOWN OF JEROME

Design Review Board Meeting

POST OFFICE BOX 335, JEROME, ARIZONA (928) 634-7943

MINUTES

via VIDEOCONFERENCE (ZOOM)

Monday, June 8, 2020, 6:00 pm

6:03 (1:02) Item 1: Call to order

Chair Tyler Christensen called the meeting to order at 6:03 p.m.

Rosa Cays, deputy clerk, called the roll. Remotely present were Chair Christensen, Vice Chair Brice Wood, and board members John McDonald and Danny Smith. Zoning Administrator John Knight was also remotely present.

Item 1: 6:03 (1:35) Item 2: Petitions from the public Possible Direction to Staff

Zoning Administrator John Knight stated that resident and homeowner Jera Peterson had joined the meeting. Ms. Peterson had sent a petition via email to John shortly before the meeting.

(1:42) Jerome resident Jera Peterson introduced herself and stated her address, 10 North Drive. She said she wanted to address the construction of a new home adjacent to her lot. She was concerned about how it would affect the historic overlay of the town because of its modern design. She asked if it had been approved or if it was a preliminary approval.

Chair Christensen started to explain what had been approved and was interrupted by Mr. Knight reminding him that the petition could not be discussed. Chair Christensen requested that Mr. Knight gather the materials regarding this project and present to the board with verification of the status of approval.

6:09 (6:41) Item 3: Approval of Minutes: Minutes of the regular meeting of May 11, 2020, and reapproval of the joint meeting minutes of April 29, 2020

Discussion/Possible Action/ Possible Direction to Staff

Motion to Approve the Minutes of the Regular Meeting of May 11, 2020

BOARD MEMBER	MOTION	SECOND	AYE	NAY	ABSENT	ABSTAIN
CHRISTENSEN		X	X			
MCDONALD			X			
SMITH			X			
WOOD	X		X			

Motion to Reapprove the Minutes of the Joint Meeting* of April 29, 2020

BOARD MEMBER	MOTION	SECOND	AYE	NAY	ABSENT	ABSTAIN
CHRISTENSEN	X		X			
MCDONALD			X			
SMITH		X	X			
WOOD						X

*The Planning and Zoning Commission voted separately and previously approved the joint meeting minutes.

Continued Items/Old Business: None

New Business:

6:12 (10:02) Item 4: Reapproval of Design Review for an apartment building and parking structure

Applicants: Steve Knowlton/Nancy Robinson

Address: 446 Clark Street

Zone: C-1

Owner of record: Ideas-a-Plenty, LLC

APN: 401-06-032, -033, and -026Q

Applicant is seeking preliminary and final design review approval of a previously approved apartment project and adjacent parking structure.

Discussion/Possible Action – DRB Reso. 2020-18

Mr. Knight reminded the board members that this item was up for reapproval as a single project, on advice from the town attorney, Bill Sims, so work on it could continue without expiration. This is essentially rectifying an administrative oversight.

Mr. Knight also said that P&Z had reapproved this project. He mentioned that the applicant and property owner, Steve

Knowlton, had joined the meeting.

Mr. Knowlton introduced himself and reiterated what Mr. Knight had said and explained that the parking had to be done after the foundation was finished.

Board member Danny Smith verified with Mr. Knowlton that nothing had changed regarding the previously approved plans and made the motion to approve.

Mr. Knowlton extended his thanks to the boards and the town for the continued support.

Motion to Approve DRB Resolution 2020-18

BOARD MEMBER	MOTION	SECOND	AYE	NAY	ABSENT	ABSTAIN
CHRISTENSEN			X			
MCDONALD		X	X			
SMITH	X		X			
WOOD			X			

6:19 (16:36) Item 5: Possible change to DRB meeting day of the month

Applicant: Town of Jerome

Discussion/Possible Action

Mr. Knight reminded the board that idea had started with the discussion of amending the DRB bylaws. He said that P&Z had voted to move their monthly meetings to the third Wednesday (from the first Wednesday), subject to Council approval, and that moving the DRB monthly meetings to the first Monday (from the second Monday) would help streamline the approval process as well as help spread out the administrative load. Mr. Knight referred to the calendars in the agenda packet.

Chair Christensen expressed that he was all for it and whatever helps out the town staff.

Vice Chair Brice Wood shared his thoughts on the meeting order and approval process, and defined P&Z as the quantitative, first step, and DRB as the qualitative/aesthetic second step. Discussion ensued.

Motion to Approve Changing the Monthly DRB Meetings to the first Monday

BOARD MEMBER	MOTION	SECOND	AYE	NAY	ABSENT	ABSTAIN
CHRISTENSEN			X			
MCDONALD		X	X			
SMITH	X		X			
WOOD			X			

6:26 (23:52) Item 6: Community Garden Site Plan Review

Applicant: Town of Jerome

Location: Middle Park

Zone: C-1

Owner of record: Town of Jerome

APN: 401-06-015

The Town of Jerome is requesting a "courtesy review" of the proposed site design for the community garden.

Discussion/Possible Action

Chair Christensen expressed his enthusiasm for the project and liked the idea of self-sustainability for Jerome.

Mr. Knight explained that this was a "courtesy review" and said he would be scheduling a Saturday morning meeting sometime soon. He said the concerns that have been expressed have been about the fence design and the shed. He asked if the board members had any suggestions or ideas.

Chair Christensen suggested matching the railing at Middle Park if possible. He asked if fencing materials had been chosen.

Mr. Knight said nothing has been decided on the design, but that someone had suggested similar fencing (metal looped top) to what is around town, but he found it to be expensive.

Chair Christensen said he wanted it to be aesthetically pleasing but also functional to keep the wildlife out. The discussion continued about "javelina proofing" the garden between Chair Christensen, Mr. Smith, and Ms. Peterson.

Mr. Christensen asked if the board would be reviewing the fencing materials once it was chosen and expressed interest. Mr. Knight said he could plan on it.

Vice Chair Brice Wood said he thought the town was required to go through the design review process.

Mr. Smith said he had heard the Council can override the boards' decisions so they could basically do what they want.

Chair Christensen said that the Council is obviously open to working with DRB if they've asked for this to be considered. He listed the elements he liked about the community garden plans.

Mr. Knight said he would come back to the board with more updates.

Informational Items (Current Event Summaries):

6:35 (13:21) Item 7: Updates of Recent and Upcoming Meetings: John Knight, Zoning Administrator

- a) **Planning and Zoning Commission – June 3, 2020:** UVX patio cover, updated bylaws, ordinance amendments to lodging definitions, ordinance amendments to sign code regarding temporary signs, ordinance amendment to create a sidewalk encroachment policy, courtesy review of the community garden project
- b) **Council – May 12, 2020:** Six-month extension of all DRB/P&Z approvals; initiate amendments to sign code; community garden and gardening workshop

Mr. Knight updated the board members.

6:36 (34:02) Item 8: Future DRB Agenda Items - July 13, 2020 Meeting: Design Review for 639 Center Ave.

Mr. Knight shared the details about this property, recently purchased by Greg Worth. He said there may also be a sign application coming through for approval but that it was still in the works.

Chair Christensen made comments about the Center Avenue house and said he was happy to see it was finally being restored.

6:39 (36:05) Item 9: Adjournment

Motion to Adjourn at 6:39 p.m.

BOARD MEMBER	MOTION	SECOND	AYE	NAY	ABSENT	ABSTAIN
CHRISTENSEN			X			
MCDONALD		X	X			
SMITH	X		X			
WOOD			X			

Approved: _____ Date: _____

Tyler Christensen, Design Review Board Chair

Attest: _____ Date: _____

Rosa Cays, Deputy Clerk



TOWN OF JEROME

POST OFFICE BOX 335, JEROME, ARIZONA 86331

OFFICE (928) 634-7943 FAX (928) 634-0715

ZONING ADMINISTRATOR ANALYSIS DESIGN REVIEW BOARD Monday, July 13, 2020

ITEM 4: Design Review for garage repairs
Location: 11 Rich Street
Applicant/Owner: Don and Kathi Feher
ZONE: C-1
APN: 401-06-085
Recommendation: Approve
Prepared by: John Knight, Zoning Administrator
Resolution: DRB Resolution 2020-19

Summary: Applicant requests preliminary and final design review to add windows and a door to an existing garage.

Discussion: The applicant's proposal includes two (2) "new" windows on the north (or rear) elevation and a new door on the left side (or west elevation). The windows are old windows reclaimed from the high school. To give the door an historic look, the applicant proposes to cover the door with metal siding to match the rest of the garage.

Ordinance Compliance: The Design Review Board shall review the applicant's proposal for compliance with the code sections noted below.

Section 304.F.1.i. Review Procedures and Criteria:

- i. ACCESSORY BUILDINGS - Garages, carports and sheds shall be visually compatible with buildings, structures and places to which they are visually related.*

Response: The Design Review Board (DRB) shall review the application for compliance with the above-referenced criteria and refer to the specific criteria regarding architectural features and details. The applicant's proposal appears to meet these criteria through use of compatible colors and materials.

Section 304.F.2. Review Procedures and Criteria:

- 2. *The Design Review Board shall review a submitted application for Design Approval of Alterations, Additions, or Renovations to Existing Buildings or Structures, and shall have the power to approve, conditionally approve, or disapprove all such requests, basing its decision on the following criteria:*
 - a. *ARCHITECTURAL FEATURES AND DETAILS – Original porches, decks, balconies, canopies, doors, windows, walls, fences, stairways, eaves, cornices, and other architectural features and details shall be preserved and retained where feasible. Necessary replacement of these features should be as near as possible to the original feature in design and material.*

- b. *ROOFS – Original roof shape, design, and material shall be preserved and retained where feasible. Where contemporary roofing material is used, it should be as near as possible to the appearance of the original roofing material.*
- c. *COLOR – Exterior colors should be as near as possible to the original colors appropriate to the years during which the particular building or structure was built.*
- d. *MATERIALS AND TEXTURE – The original exterior materials and texture shall be preserved and retained where feasible. Where contemporary materials are used, they should be as, near as possible to the original material and texture.*

Response: The Design Review Board (DRB) shall review the application for compliance with the above-referenced criteria and refer to the specific criteria regarding architectural features and details. The applicant's proposal appears to be compatible with the colors and materials on the existing building.

Recommendation: The Zoning Administrator recommends that the DRB approve Resolution 2020-19 with the conditions included.

Attachments:

- DRB Resolution 2020-19
- Application and supplemental information



TOWN OF JEROME

POST OFFICE BOX 335, JEROME, ARIZONA 86331
(928) 634-7943

DRB Resolution 2020-19 Approving Design Review for Garage Repairs

WHEREAS, the Town of Jerome has received an application from Don and Kathi Feher for preliminary and final design review to add windows and a door to an existing garage at 11 Rich Street (APN 401-06-085); and

WHEREAS, the property is in the C-1 zoning district; and

WHEREAS, the Design Review Board has determined that a public hearing is not necessary under Zoning Ordinance Section 304.F.5.; and

WHEREAS, the Design Review process is intended to promote and preserve Jerome's economic and environmental well-being and preserve its distinctive character, natural attractiveness, and overall architectural quality, all of which contribute substantially to its viability as a recreational and tourist center and to its designation as a National Historic Landmark; and

WHEREAS, the Design Review Board has carefully reviewed the applicant's proposal and finds that the applicable criteria have been satisfied:

1. Accessory Buildings - Garages, carports, and sheds shall be visually compatible with buildings, structures, and places to which they are visually related.
2. Architectural features and details - Original porches, decks, balconies, canopies, doors, windows, walls, fences, stairways, eaves, cornices, and other architectural features and details shall be preserved and retained where feasible. Necessary replacement of these features should be as near as possible to the original feature in design and material.
3. Roofs – Original roof shape, design, and material shall be preserved and retained where feasible. Where contemporary roofing material is used, it should be as near as possible to the appearance of the original roofing material.
4. Color – Exterior colors should be as near as possible to the original colors appropriate to the years during which the building or structure was built.
5. Materials and Texture – The original exterior materials and texture shall be preserved and retained where feasible. Where contemporary materials are used, they should be as near as possible to the original material and texture.

NOW, THEREFORE, BE IT RESOLVED by the Design Review Board of the Town of Jerome, Arizona, that the preliminary and final design review to add windows and a door to an existing garage at 11 Rich Street is hereby approved, subject to the following conditions:

DRB RESOLUTION NO. 2020-19

1. **Construction Hours and Noise** – Construction and noise shall be limited between 8:00 pm and 7:00 am in accordance with Section 10-1-13.C. of the Jerome Town Code.
2. **Other Improvements/Changes** – Any subsequent modifications or changes to the Plans, including but not limited to changes in setbacks, square footage, fences, siding, roofing, height, or construction materials, will require additional review by the Planning and Zoning Commission and/or the Design Review Board.
3. **Drainage** - The building permit submittal shall indicate both existing and proposed drainage. This includes, but is not limited to, how drainage will be collected (such as from roof drains) and directed to provide disposal and protection of neighboring properties. This may include splash blocks, swales, detention basins, and gravel catchments to help dissipate hydraulic energy. Roof drains shall not be directed across sidewalks.
4. **Building Permit Submittal and Code Requirements** - The applicant/s shall consult with the Building Inspector and submit detailed drawings for building permits that clearly demonstrate compliance with all Code requirements, including, but not limited to, coverage, height, parking, and setbacks (Section 505).
5. **Compliance with plans** – The project shall be completed in compliance with the approved plans and elevations.
6. **Conditions on Plans** – The building permit plan submittal shall include a sheet with a list of approved conditions from both the Design Review Board and Planning and Zoning Commission.
7. **Expiration of Approval** – This approval shall become null and void if a building permit is not issued within six (6) months of final Design Review Board approval of this application. If necessary, the applicant may request an extension by the approval body, if the extension is submitted prior to approval expiration.
8. **Appeal** – Any applicant who is aggrieved by the Design Review Board decision may petition the Mayor or Council for a review within thirty (30) days of the decision. Questions of aesthetics or design standards are not appealable to the Mayor and Council but may be presented to a Court of Record within thirty (30) days of the decision. Additionally, if in the opinion of the Zoning Administrator a decision is not in conformance with the Zoning Code or Comprehensive plan, the Zoning Administrator may request a review by the Mayor and Council within thirty (30) days. By specific motion during an official meeting, the Mayor and Council may refuse to consider a request for review brought by the Zoning Administrator. Finally, the Mayor and Council shall maintain the right to review all decisions of the Design Review Board.

ADOPTED AND APPROVED by a majority vote of the Design Review Board on the 13th day of July 2020.

ATTEST:

APPROVED:

Rosa Cays, Deputy Town Clerk

Tyler Christensen, Chair



File #:

Town Use

TOWN OF JEROME, ARIZONA
600 Clark Street, P.O. Box 335, Jerome, AZ 86331
(928) 634-7943

General Land Use Application – Check all that apply

- | | | |
|---|--|---|
| <input type="checkbox"/> Site Plan Review \$100 | <input checked="" type="checkbox"/> Design Review \$50/\$200 | <input type="checkbox"/> Conditional Use Permit (CUP) \$100 |
| <input type="checkbox"/> Demolition \$50/\$200 | <input type="checkbox"/> Signage/Awning \$50 | <input type="checkbox"/> Paint/Roofing \$0 |
| <input type="checkbox"/> Time Extension \$0 | <input type="checkbox"/> Other: _____ | <input type="checkbox"/> Other: _____ |

Note: Refer to the corresponding Project Application Checklist/s for additional submittal requirements.

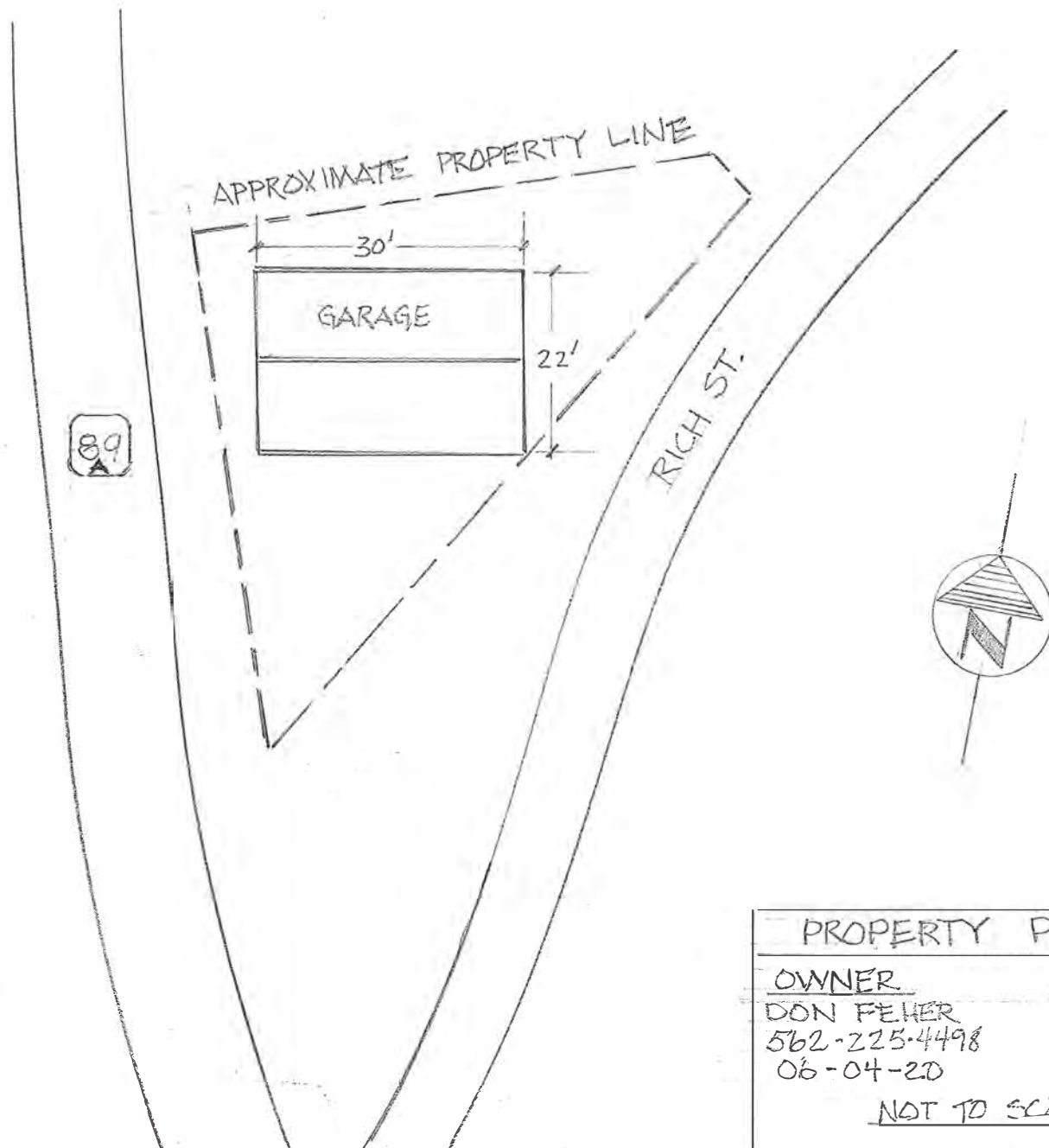
Applicant: Don & Kathi Feher	Owner: Don & Kathi Feher
Applicant address: PO Box 244	Owner Mailing Address: PO Box 244
Jerome, AZ 86331	Jerome, AZ 86331
Applicant role/title: owner	
Applicant phone: 5622254498	Owner phone: 5622254498
Applicant email: feher.sailing@gmail.com	Owner email: feher.sailing@gmail.com
Project address: 11 Rich Sreet	Parcel number: 401-06-085
Describe project: Structural repairs on garage	

- I understand that review by the Jerome Design Review Board, Planning and Zoning Commission, and Town Council is discretionary.
- I understand that the application fee is due at submission and review will not be scheduled until fee is paid to the Town.
- I understand review criteria are used in evaluation by the Jerome Design Review Board and/or Planning and Zoning Commission. These criteria are included in the Jerome Zoning Ordinance.
- I understand that this application will not be scheduled for consideration until all required materials have been submitted and the application is determined to be complete.

Applicant Signature: Don Feher Date: 09 June 2020

Owner Signature: Don Feher Date: 09 June 2020

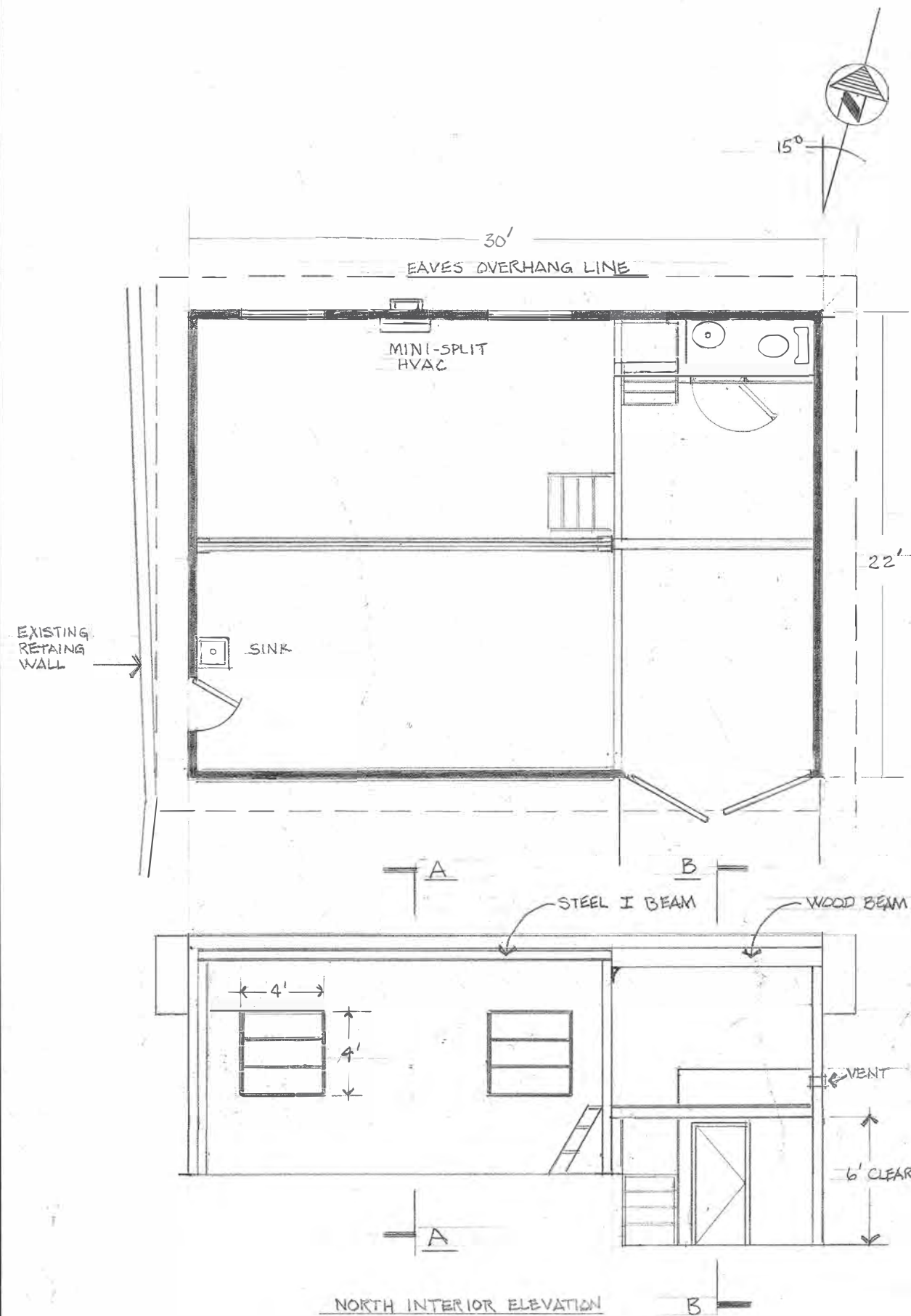
For Town Use Only	
Received from: _____	Date: _____
Received the sum of \$ _____ as: <input type="checkbox"/> Check No. _____ <input type="checkbox"/> Cash <input type="checkbox"/> Credit Card	
By: _____	For: _____
Tentative Meeting Date/s - DRB: _____ P&Z: _____	



PROPERTY PLAN

OWNER	ADDRESS
DON FEHER	11 RICH ST
562-225-4498	JEROME, AZ
06-04-20	86331

NOT TO SCALE



NOTES:

1. ADD STEEL I BEAM SUPPORT FOR RIDGE BOARD AND DOOR HEADER.
2. WINDOWS AND MAIN DOOR ADDED AFTER DESIGN APPROVAL.
3. ADD 120V & 220V OUTLETS AROUND PERIMETER. ADD OVERHEAD LIGHTING.

STRUCTURAL REPAIRS ON GARAGE AND TOILET ROOM ADDITION
 11 RICH STREET
 JEROME, AZ
 DON FEHER
 502-225-4498
 FEHER.SAILING@GMAIL.COM

Date 06.03.20

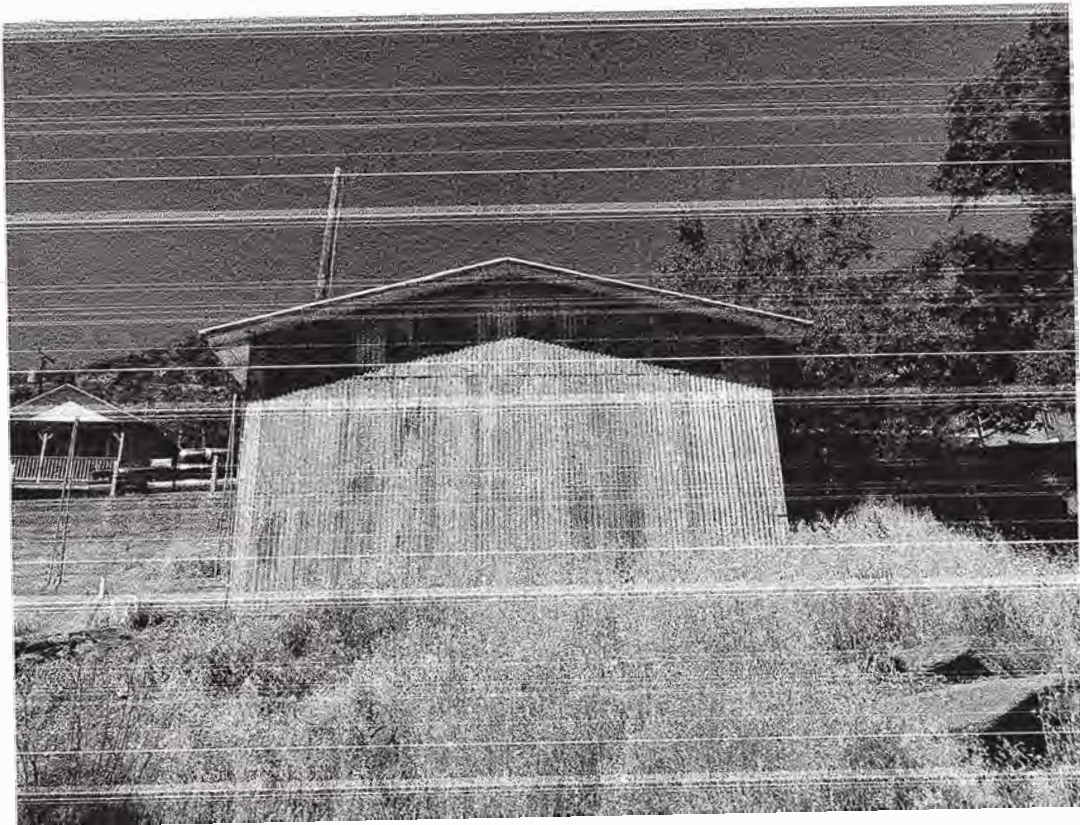
Scale 1/4" = 1'

Drawn Don

Job

Sheet

Of Sheets



11 RICH ST. East ELEVATION
NO CHANGE

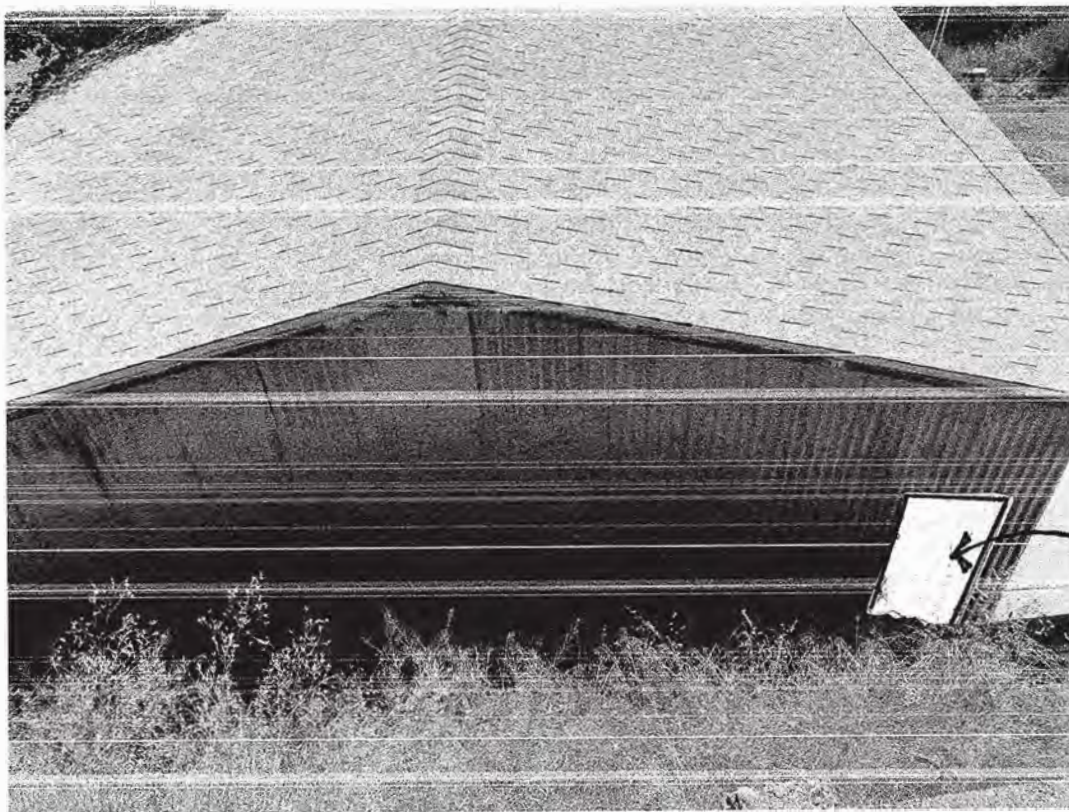


1 IRICH ST, South ELEVATION
NO CHANGE



11 RKH ST. North ELEVATION

ADD 2 WINDOWS 4'0" EA.



SIDE DOOR
2'6"

11, RICH ST. West ELEVATION

ADD DOOR

Front (south) elevation



Back (north) elevation



Right side (east) elevation



Left side (west) elevation



Proposed window





TOWN OF JEROME

POST OFFICE BOX 335, JEROME, ARIZONA 86331

OFFICE (928) 634-7943 FAX (928) 634-0715

ZONING ADMINISTRATOR ANALYSIS DESIGN REVIEW BOARD Monday, July 13, 2020

ITEM 5: Discussion about Design Guidelines
Applicant/Owner: Town of Jerome
Recommendation: Discussion/possible direction
Prepared by: John Knight, Zoning Administrator

Background and summary: The entire Town limits were designated as a National Historic Landmark in 1967. In the 1970s, the Town adopted a zoning ordinance, created a design review board, and developed approval criteria for new development. The Board serves the role of a Historic Preservation Commission and reviews all new development to ensure compatibility with the historic character of the town and neighboring structures. The approval criteria are contained in Section 304.F. Most of the criteria state that proposed projects should be “*visually compatible with buildings, structures and places to which it is visually related.*”

Discussion: The State Historic Preservation Office (SHPO) has been working with local jurisdictions to provide additional clarity and guidance regarding the new development in historic districts. This has been accomplished through preparation of a design guideline manual. This manual includes additional detail, along with pictures, that help applicants and jurisdictions ensure that new projects are visually compatible with their surroundings.

SHPO has recently been working with the Town of Williams (and other jurisdictions) to develop design guidelines. SHPO has shared a copy of the Williams design guidelines and encourages Jerome to develop their own customized guidelines. A copy of the Williams guidelines is attached. SHPO also indicated that there may be grant money available to assist with the effort.

Recommendation: Staff would like some direction from the Design Review Board regarding whether Jerome should pursue development of a design guideline manual. Note that this could turn out to be a substantial effort. In addition to the Design Review Board, adopting design guidelines would likely involve the Jerome Historical Society, Planning and Zoning Commission, Town Council, and other interested parties. This would also require amendments to the zoning ordinance.

Attachments:

- Williams DRAFT Design Guidelines



Williams Historic Business District Design Guide

A Resource for the Management of the Williams
Historic National Register District

ABSTRACT

This document provides history and development guidelines to promote the educational, cultural, economic benefit and welfare of the community and to encourage preservation of the Williams Historic Business District. It also contains guidelines and submittal requirements on the maintenance, rehabilitation and remodeling of buildings within the historic preservation district to ensure harmonious development that will preserve the heritage of the district and the City of Williams.

Complied by
City of Williams Historic Commission

Designed Guide developed by Bill
Ottwell Associates Architects

Contents

Introduction2

Historic District Overview2

District Qualities and Design Elements5

DISTRICT REQUIREMENTS.....7

DISTRICT RECOMMENDATIONS.....7

District Design Guidelines8

Appropriate New Construction & Infill Design Guidelines..... 14

Threats to District Integrity 16

Sustainability Considerations..... 17

Energy Conservation: Improve Thermal Performance..... 17

Cyclical Maintenance and Repair Considerations 17

Report References..... 18

Appendix A..... 19

Williams Historic District Boundary Map..... 19

Appendix B: Figures22

Appendix C.....31

Williams Historic District Streetscape Plan31

Appendix D.....32

Chapter 12-17: Williams Historic Preservation Zone.....32

Appendix E33

Guide Request to the City and Historic Preservation Commission.....33

Appendix F34

Various Forms34

Appendix G.....35

National Register Nomination Form for the Williams Historic Business District.....35

Introduction

The City of Williams has a unique stock of important historic buildings. The Williams Historic Business District, listed on the National Register of Historic Places, consists of seven blocks of buildings. They date from the late 1880s to the 1930s. The District has a high degree of significance as an important intermodal transportation hub connecting the South Rim of the Grand Canyon with the world. The interrelationship of Route 66 and the transcontinental and Grand Canyon railroads allows people to arrive by private car, bus and train.

The architecture of the Williams Historic Business District has a high degree of integrity. The vast majority of facades exhibit their original configurations and materials. This level of preservation of historic fabric is rare and deserves continued respect and conservation of original materials and components. These Design Guidelines provide guidance on maintaining the historic integrity, and preservation, of the architectural heritage of the Williams Historic Business District. Figure 1 (See Appendix B: Figures)

Historic District Overview

Location and Boundaries of the Historic District

Boundaries for the Williams Historic Business District include all of the area associated with the commercial development of downtown Williams at the turn of the 20th-century (Hoffman, Williams Historic Business District National Register Nomination (NR Nom), p. 4). The north and south of the District are residential areas. To the east and west, along U.S. Route 66, are post-1945 commercial establishments (motels, gas stations, restaurants) which cater to the Williams tourism industry.

With the exception of the buildings which served the Railroad (Fray Marcos Hotel and ticket office, and track warehouses), the District lies south of and adjacent to the railroad tracks. Since the 1920s, U.S. Highway 66 (a.k.a. Route 66), a major national highway, has run through the center of the District. (NR Nom, Appendix G)

The Williams Historic Business District has been the primary commercial center of Williams since 1880. It is divided into three zones: 1) Saloon row, extending along the south side of the Railroad Avenue from 1st Street to 2nd Street; 2) a commercial zone, and 3) Railroad properties, which lie north of Railroad Avenue on both sides of the railroad tracks. (NR Nomination)

District Boundary Map

(See Appendix A) Note: District boundary is at the centerline of the alley

Williams Historic Business District History

The Williams Historic Business District has always been associated with the Santa Fe Railroad and the U.S. Highway 66. The business district of Williams was created in anticipation of the coming of the railroad, and remained and grew as the Santa Fe used the town to locate managerial offices and maintenance facilities, and for food, lodging, and recreational opportunities. The District is essentially a result of the National effort to connect the east and west coasts by rail, serving people involved in national transportation, the railroad enterprise, tourists, and those who served the tourists (NR Nomination).

Williams is located in northern Arizona surrounded by pine-covered hills and volcanic mountains, including Bill Williams Mountain to the south, the San Francisco Peaks to the east, and many grassy valleys, meadows and prairies. Much of the area, including Williams, was originally dedicated to sheep and cattle ranching. In addition, the forested area constituted the largest continuous stand of Ponderosa pine in the world, which by virtue of the arrival of railroad; lumber production became a profitable industry (Putt, p. 91).

One of the early settlers was Charles T. Rogers, a merchant from Prescott who ran cattle near Williams. In 1879, when Atlantic and Pacific Railroad made plans to extend its route past the north side of Bill Williams Mountain, Rogers purchased a ranch from John R. Vinton, close to what is now downtown Williams and established a home there. As the railroad progressed westward, construction camps were established followed by rail heads connecting to other communities to the south. The Atlantic and Pacific Railroad made steady westward progress extending their route, reaching Williams in 1882. By August 1883 offices of the Atlantic and Pacific Railroad were located in Williams, and the community was prospering. The arrival of the railroad opened the forest to logging and provided easier access to market for ranchers, than in other similar suitable environments, and thereby secured the sheep and cattle and timber industries in northern Arizona. Williams became an important shipment center for cattle, sheep, and wool and timber.

During the 1880's several businesses opened on land still owned by rancher Charles Rogers, which essentially became the town of Williams (NR Nom). The first post office was established on June 14, 1881 and Charles Rogers was appointed the first postmaster. The first major business was a store, opened by Mr. Rogers (NR Nom). The principle businesses were general merchandise stores, wholesale and retail liquor dealers, a saloon and a restaurant. Williams developed a reputation for being a "tough" town in the 1880s, catering to cowboys, shepherders and railroad workers seeking relaxation. Business increased over time, including expansion of railroad facilities.

Mills to harvest timber sprung up to serve the construction of the railroad and related building construction. A portable lumber mill was installed in 1891, mainly to supply ties and bridge timbers for railroad construction. In the early years, logging was only legal on the railroad-owned land which had been allocated through a land grant provision of a Congressional charter which granted first claim on odd numbered sections within 50 miles of the railroad route to the Atlantic and Pacific Railroad (NR Nom). In 1892, the Saginaw Lumber Company, out of Saginaw, Michigan acquired logging rights to thousands of acres of timberland around Williams. They constructed two sawmills, the Saginaw Lumber Company was built along the west side of Williams and in Chalender in 1893 (NR Nom). The company supplied railroad ties for the Prescott & Phoenix Railroad (Putt: 96). The company used the railroad spurs to access timber stands and haul logs to the mill, as they had done in Michigan. The Williams Mill, located near the site of present-day Williams High School, had a production capacity of 35,000 board feet of lumber per day (Putt: 97). The Saginaw Lumber continued to expand operations, and eventually closed the smaller mill in Chalender. By late 1897, timber resources were diminishing due to over logging. Nearly every tree along the Santa Fe Railroad was gone by the late 1880s. Forced to go further to obtain timber, the Saginaw Lumber Company financed the Saginaw Southern Railroad company in 1898 to operate between Williams and the Verde Valley, accessing previously inaccessible forests. The newly tapped resources allowed the Williams mill to operate at full capacity for several years (Putt: 98).

By 1898, extensive timber cutting had taken a toll on the forests, resulting in attempts to develop a systemic approach to managing the forests to "strike a balance between lumber demands and the forest's ability to grow trees" (Putt, p. 91). In 1899, the Saginaw Lumber Company merged with the Manistee Lumber Company, also out of Michigan. The new company was known as the Saginaw

and Manistee Lumber Company. The increased worth of the combined companies allowed the new corporation to obtain larger loans which it used to remodel its mill in Williams and build new railroad spurs into the forest. By the early 1900s, the Saginaw and Manistee was the largest lumber producer in the Kaibab Forest. Due to the success of the timber industry, most of the accessible timber was cut, and the stands that remained in the Williams area were inaccessible to logging railroads and too far away to transport logs with horses. The loss of the timber resource, combined with a growing conservation movement, led to federal forest management plans, which included yield restrictions and forest restoration requirements (Putt: 93-113). By 1942, after 50 years of logging, the forests of the South Kaibab had been depleted of lumber, the Saginaw and Manistee's Williams sawmill and box factory closed (Putt: 121).

The town of Williams grew over the years, and by 1895 the population was 600. By 1900 it had doubled to 1200 people. To meet increasing needs of the residents, new businesses were established. Fires in 1895, 1896, 1901, 1903 and 1908 resulted in the loss of many business properties, but fortunately 1908 was the last major fire to occur in Williams (NR Nom: 4-5). By 1910, lumber, livestock and railroad industries provided the basis of the economy of Williams. By 1920, it was apparent that the best source of income from tourists traveling to the Grand Canyon.

In the 1920s, a federal highway was established along the route approximating the old Whipple Wagon Road. It became known as the National Old Trails Highway. Around 1928, it was renamed U.S. Highway 66 (a.k.a. Route 66). Route 66 construction, including federal support for highway maintenance, was significant in adding to the number of tourists who arrived in Williams since the highway was routed through the center of Williams (NR Nom, p. 8.7).

Most important of all to Williams is its tourist traffic. Although not all Grand Canyon tourists stop in Williams, not all those traveling on Route 66 are traveling to the Grand Canyon. However, the volume of traffic is such that tourism remains Williams' major industry. Auto tourist-related businesses grew and benefitted from the increased traffic flow to and through Williams, which created, and maintains, the Williams Historic Business District to this day.

Formation of the District

The Williams Historic Business District lies at the center of City of Williams, and includes portions of the Original Town Site, portions of the Scott Addition, businesses associated with the Atchison, Topeka, Santa Fe Railroad. The Williams Historic Business District was first inventoried in 1979, and listed on the National Register of Historic Places in 1983. Boundaries for the District were chosen to include all of the area associated with the commercial development of downtown Williams around the turn of the 20th Century. Each of the areas of commercial development, and the buildings related to these enterprises, were taken into consideration in the formation of the District. Outside the proposed District there are buildings of required age (over 50 years old) and architectural integrity, but they were not connected with the development of the downtown in a commercial sense (see Boundary Map in Appendix A).

Authority over Activities in the District

The City of Williams entered into the Arizona Certified Local Government (CLG) Program in 1986, and established a Historic Preservation Commission in 1990. The Commission consists of members of the community who have an interest in or have knowledge of Williams History and/or individuals who have an economic interest within the Historic District. The Historic Preservation Commission provides recommendations to City Council and to business owners within the historic district.

District Qualities and Design Elements

Architectural Overview

The architectural character of Williams has remained relatively intact over time, due to a later growth than other Arizona communities, including Flagstaff. As stated in the William Historic Business District National Register Nomination: “Williams remains a virtually unique museum of late 19th and early 20th century adaptive vernacular architecture, reflecting pan-United States tastes, the aspirations and life styles of the times in which they were conceived and the adaptation of those styles to the frontier environment... some of the finest examples in the region of vernacular frontier commercial architecture” (NR Nom, p. 1). Although fires repeatedly destroyed downtown Williams in the early years, after 1908 no major fires occurred, nor building booms, which has left a significant stock of early 20th century buildings. Downtown Williams is a time capsule of sorts of adaptive architectural styles from the late 1800s to the early 1900s (NR Nom, p.1).

Most of the buildings (all but four) in the District are single-story businesses in a Victorian Commercial style. Examples include recessed central entrances, with transom windows flanked by large glass front bays. The facades are topped by simple corbelled brick parapets. Vernacular buildings throughout the District include those with pressed metal siding or rock construction. All buildings in the District are rectangular in plan, with the exception of the Fray Marcos Hotel. Most fill a narrow lot (approximately 25 feet wide). The single most common design element, aside from the general character, is the rounded or segmental arch (NR Nom, p. 2).

The Williams Historic Business District is significant for its range of architectural styles, representing adaptation of styles of the “outside world” to the frontier environment. (NR Nom, p. 8.1). “It is a microcosm of turn-of-the-century architectural styles as interpreted in a frontier town” (NR Nom, 8.1).

All of the buildings within the District contribute to its sense of time and place. The District is an excellent collection of representative architectural styles from the late 19th century to the present day. The 19th century buildings that retain most of their original integrity are:

Tetzlaff Building
Grand Canyon Hotel
Cabinet Saloon

Those from 1900-1915 which retain most of the original integrity include:

The Fray Marcos Hotel
Duffy Brothers Grocery Store
The Old Parlor Pool Hall
Alternative Impressions
Messimer’s Insurance
Applegate Western and Casual Wear
Foster’s Indian Store
The Telegraph Office
Citizen’s Bank
The Freight Depot
Pollock Building

Boyce-Belgard Building

Other buildings which are significant historically (where the modifications are reversible, or the building has acquired a new significance of its own) include:

Babbitt-Polson Building (only example of Art Deco in the District)

The Sultana Building

Landscape/Streetscape

Generally, buildings in the District are built with a zero lot -line setback, with no landscape buffer. Where gas stations, conveniences stores and motels appear in the District, some landscaping and parking is in place. Period style streetlights and brick textured sidewalks are the main streetscape feature.

Traffic Flow, Pedestrian Circulation, Parking

The alternate one-way streets that transverse the east/west length of the District allow for a mixture of diagonal and parallel parking. This configuration, along with signage, provides a traffic calming/slowing effect that contributes to pedestrian safety and better viewing of storefronts. The strong Route 66 theme celebrates the automobile. The older gas stations in the District have been preserved and rehabilitated to play on the auto/Route 66 theme.

Relationship to Grand Canyon Railway and South Rim

In 1891, William W. Bass began a regular stage service between Williams and the Grand Canyon (NR Nom, p. 8.6). Work began in 1898 on a railroad from Williams to the Canyon. The addition of the railroad route from Williams to the Grand Canyon was an important economic stimulus for the town. In 1902, the slogan now used by Williams, "Gateway to the Grand Canyon," first appeared in the *Williams News*. It was officially adopted as the town slogan in the 1930's and trademarked in 1984.

During the early years of the 20th century accommodations for tourists were limited. The principal hotel was the Grand Canyon Hotel in Williams. The railroad completed the El Tovar Hotel at the Grand Canyon in 1905, placing it under the operation of the Fred Harvey Company, which had been providing meals for tourist in converted railroad cars sidelined at Williams, because they did not have a hotel facility in Williams. In 1908, the Fray Marcos Hotel, a Harvey House, opened in Williams.

Travel to the Grand Canyon increased substantially in 1901, following the opening of a road between Williams and the Grand Canyon South Rim and the Grand Canyon Railway which was extended from the Anita Copper Mine area to the canyon. Auto travel from Williams to the Grand Canyon eventually exceeded that of the train (ca. 1927). By 1930, cars far exceeded the railroad in the number of tourists brought to the Canyon (NR Nom, p. 8.7). Although rail travel, generally, increased during WWII, the Grand Canyon tourist line was discontinued in July 1942. The Grand Canyon Railway, which had control of the line since 1901, was dissolved in 1943 and its property was transferred to the Atchison, Topeka and Santa Fe Railway Company. Service to the Canyon was restored after the war. In 1968 the railroad was abandoned due to ever increasing popularity of the automobile (NR Nom, p. 8.8). The Grand Canyon Railway resumed operations in 1989, which still takes tourists on a scenic trip to and from the Grand Canyon today.

DISTRICT REQUIREMENTS

Alterations of existing structures or the construction of new structures must conform to the Williams City Code pertaining to the Historic Preservation District, Adopted Building Codes, Williams Historic District Streetscape Plan and the Secretary of Interior Standards for Rehabilitation as required in Section 158.106 of the Williams City Code (see Appendix D for list of city codes related to the historic district).

Secretary of the Interior Standard for Rehabilitation

<https://www.nps.gov/tps/standards/four-treatments/treatment-rehabilitation.htm>

The Standards will be applied taking into consideration the economic and technical feasibility of each project.

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations or related new construction will not destroy historic materials, features and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

DISTRICT RECOMMENDATIONS (All Figure referred to in the next sections are located in Appendix B of this document.)

Elements Worthy of Preservation/Character-Defining Features

Siting of Buildings

All of the contributing buildings in the Williams Historic Business District have zero setbacks, which means they are aligned at the inner edge of the sidewalk. [Figure 2](#)

Streetscape/Landscape

The streetscape in the Williams Historic Business District is designed, and is still functioning, as a one-way configuration with cross streets and alleys. In some areas, businesses have taken over the open space between buildings for outdoor seating areas, business access, and parking.

The Streetscape landscaping consists of flower in planter and pots hanging from replicate historic streetlight fixtures. [Figure 2](#)

Building Size and Scale

Most roofs in the District are concealed behind a parapet. This is a strong character-defining element. [Figure 3](#)

Doors and Windows

Doors and windows are an important character-defining feature of historic buildings (and all buildings). Generally, the mass of historic buildings is balanced by an open and accessible first floor with vertical windows. Vertical windows were originally a climatic response in which transoms, operable openings above the doors, along with double hung windows, allowed the breezes to travel across the tops of rooms to remove the warm air. This combination of style and practicality should be respected and preserved in historic buildings. Street level storefronts are mostly glass with window area using 60-90% of the façade street frontage. Second story windows have a much lower percentage of window area, approximately 10-25% of frontage. [Figures 4, 5, 6, 7, 8](#)

District Design Guidelines

The four major approaches to preserving historic buildings are defined by the National Register of Historic Places as Restoration, Preservation, Rehabilitation and Reconstruction. Rehabilitation is the most common approach, in which the historic, character-defining features which remain are preserved, but aesthetically compatible changes are made to allow the building to continue to be utilized, often for a use different from the original use. This approach respects the character of the past while allowing for contemporary changes which do not damage or detract from the historic character of the building. Most of the buildings in the Williams Historic Business District have been rehabilitated, and that approach will likely continue.

As a comparison, Restoration is the process of accurately returning a building to a specific period in time and the same (or a very similar) use of the building, including restoration of missing or altered features, including windows, doors, materials, colors and other original design features.

Preservation is a process of retaining what remains of the character-defining features, but no reconstruction of missing features or attempt to replicate the character of the building at a point in time. All other elements of the building are repaired and maintained in their current condition.

Reconstruction is the accurate reproduction of historic property which has been demolished or is unsalvageable as it stands. Reconstruction is generally a last effort, saved primarily for properties which have a high level of significance as defined by the National Register of Historic Places (https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm)

Siting

To maintain the historic pattern, all setback should be zero for at least 50% of the first floor and 100% for second and third floor facades (including the roofline). There is no requirement regarding depth, angle or shape of inset. (Exception: Historical gas stations). This allows up to one half of the first floor façade to be inset under the second floor, providing shelter, public safety and additional commercial display space. [Figures 9 & 10](#)

Streetscape/Landscape

Since there is a zero setback, landscaping on private property is not possible within the District.

Landscaping is not allowed at the front of the building within the front property line. Chairs, benches, pots, etc may be approved to be placed on the public sidewalk or [hanging pots to the exterior of their building](#). They must meet design requirements, ADA access/clearances and supply the city with required insurance.

Hanging plants suspended from the structure are only permitted when using existing hook/nails in the exterior wall. Plants may also be hung from awnings or signs, but must be provide sufficient headroom clearance for pedestrians to pass beneath (minimum height 8'). Landscaping within the District is limited to the public right of way. [Figure 11](#)

Care should be taken that historic portions of the sidewalk are preserved, such as the sandstone curbs and sidewalks along Second Street, south of Route 66.

Any approved new attachments to an exterior wall; such as awnings or signs must be properly installed in a mortar joint as to not to damage the brick face.

Building Scale, Massing and Proportion

Maximum building height 35 feet (refer to City of Williams Land Development Code)

One-story buildings shall be between 16 and 24 feet in height (as measured from the front sidewalk to the uppermost part of the roof line)

Two story buildings shall be between 28 and 35 feet in height

The mass to void ratio defines the building character, and should be maintained. [Figure 13](#)

As a generally rule, the wider the building, the taller it should be. [Figure 14](#)

No roofs, roof materials, or mechanical equipment mounted on the roof shall be visible from the front elevation.

Flat Roof (low slope, draining to the back of the building) with parapets (a vertical extension of the façade above the roof) are an important part of the massing of buildings in the historic District, and therefore should be maintained (repaired) or replaced in kind. [Figure 12](#)

Doors and Windows

The way the openings (doors and windows) are set in an elevation has a significant impact on the mass, style and gracefulness of a building. The arrangement of doors and windows was an important element in the original design of historic buildings in the district. (See Section 158.106 of the City of Williams Code for specifications on doors and window).

Preservation of Original Windows: Historic/original fixed and operable windows should be preserved as the preferred treatment. Repairs, if needed, should be performed in the gentlest manner possible.

- **Window Repairs:** Original sashes shall be repaired with “Dutchman” replacement pieces or epoxy filler. Exact replacement sash may be used if more economical to repair.
- **Storm window** inserts may be added in place of the screen sash for thermal energy performance improvement.

Window Replacement: If windows or window components are beyond repair, the following window replacement guidelines shall be followed:

- The use of wood windows and storefronts is strongly encouraged. Vinyl-clad wood is acceptable if the material gives the appearance of wood.
- Aluminum or bare metal are **not acceptable** for any application. Steel may be used for doors and windows if painted a compatible color with the building or anodized to make or appear rusty.
- Replacement with generic commercial windows is **not recommended**. All replacement windows shall be custom build to accommodate existing size and design.

Windows: Proper orientation of window openings avoids the appearance of either being too delicate on one hand, or too imposing on the other. Windows types, orientation, quantity, and size guidelines are as follows:

- **Window types:** Windows should be single, double hung, or fixed. Casement windows are acceptable if they meet the vertical orientation criteria (see *Orientation* below). Sliding, awning, hopper or jalousie windows are not acceptable. The use of wood for windows is strongly encouraged. Vinyl-clad wood is acceptable if the material gives the appearance of wood. Aluminum or bare metal is not acceptable. [Figure 15](#)
- **Orientation:** Windows shall be vertical in orientation. The height of each window opening should be at least one and one-half times the width (e.g. a 3-foot wide opening must be at least 4-1/2 feet tall). [Figure 16](#)

- **Second floor windows:** All the windows in the second and third floors should be between two and four feet wide. No single opening in the second or third floor should exceed four feet in width. [Figure 17](#)
- **Storefronts:** The first floor shall consist of “storefront” openings. The storefronts should have opaque (solid) lower panels one and a half to three feet high. The use of wood for storefronts is strongly encouraged. Vinyl-clad wood is acceptable if the material gives the appearance of wood. Cast iron storefronts are acceptable. Aluminum or bare metal is **not acceptable**. [Figure 18](#)
- **Glass panes:** Window panes shall be glass (not plastic or Plexiglas). The individual glass panes should have a vertical orientation (as described above under Window Orientation).
- **Transom windows:** Fixed transom windows above the doors and windows up to the bottom of the interior finished ceiling are encouraged. Transoms do not need to be operable. [Figure 19](#)
- **Window area:** Door and windows can be up to 75% of the front elevation; second and third floor windows openings can be up to 50% of the elevation. Large, continuous openings on the first floor are encouraged, but are not mandatory. [Figure 20](#)

Doors:

- **Door swing:** No door should swing into the public right of way (sidewalk).
- **Material:** The use of wood for doors is strongly encouraged. Vinyl-clad wood is acceptable if the material gives the appearance of wood. Aluminum or bare metal is not acceptable. Steel may be used for doors and windows if painted or anodized to make rusty if compatible with the rest of the building. [Figures 21 - 23](#)

Wall Materials & Finishes

The materials of a building contribute significantly to its character and is often the first identifying feature of a building. Much of the character of the buildings in the Williams Historic Business District has to do with the use of materials as it does with the siting and massing. Thus, the compatible use of materials is strongly encouraged to continue the design theme established at the turn of the 20th-century.

Existing materials shall be treated in the following sequence: 1) Repaired; if not reparable, 2) replaced in kind. See: NPS Preservation Briefs (<https://www.nps.gov/tps/how-to-preserve/briefs.htm>) for additional technical information on building materials, repairs and replacement. (See Section 158.106 of the City of Williams Codes for specifications on Wall Materials & Finishes) .

Masonry: The use of brick and stone masonry is required. [Figures 24 - 28](#)

- Masonry may be either structural or veneer: fired clay brick or native stone
- Native stone of the area includes basalt and sandstone.
- Split-face masonry is acceptable if used with an integral color.

- The façade material must be left in a natural condition with no glazing, paint or other applied finishes.

Stucco: Stucco shall be used as an accent only, except in existing circumstances.

[Figure 29](#),

- New or existing materials shall not be covered in stucco, gunite or other spray applied material.
- Stucco accents may be painted.

Wood: Wood may be used as an accent material only (trim, cornices, etc.). [Figures 10, 18, 19, 26, 30, 31](#)

- New or existing facades shall not be sheathed in wood, metal or vinyl.
- Wood may be stained or painted.

Roof and Roof Parapet: [Figures 32](#)

- Pressed metal cornice (prefabricated) shall be repaired or replaced in kind
- Metal roofing is acceptable.
- Most roofs in the District are concealed behind a parapet. This is a strong character-defining element that should be respected in rehabilitation
- The color of the roofing material shall be an earth tone or match the color of the building to reduce glare.

Awnings [Figures 33-36](#)

Awnings shade in the summer and provide cover during rain; add an inviting human-scale to the front of a building that looks sheltering and inviting; provide an opportunity for color and variety to the building elevation; and a place for appropriate business identification at street level. (See Section 158.106(F)(7) of the City of Williams Code).

- The use of canvas awnings is recommended.
- Metal awnings, including aluminum, plastic, vinyl or other shiny materials are **not acceptable**.
- Copper awnings with a patina finish or aged metal (non-shiny metal surfaces) are acceptable.
- First floor awnings may extend over the public right of way (sidewalk).
- The width of the awning may be up to the width of the storefront or inset.
- The color should match or be complementary to the primary color of the façade. The color must not detract from the façade.
- Second floor awnings are also encouraged.
- One awning should be used for each window, although one awning may cover not more than two windows at a time.

- Awnings should be horizontal with an angle of approximately 45 degrees from the sidewalk to the façade. Curved awnings are permitted but not encouraged.

Signage Figures 2, 27, 37-39

Current signage within the district is eclectic, with just about any type of frontage sign imaginable. The largest sign is the Circle K, with the Arizona Motor Hotel a close second. The tallest sign is the Canyon Club. Most other signs are similar in size and character to each other. (See Section 158.195 of the City of Williams Codes for specifications on signs on the exterior of buildings and on the interior and exterior of windows).

- Many historic buildings include insets or other areas within the façade designed specifically for signage. Where this condition exists, the signage shall be constrained within this area and shall not extend beyond the provided borders.
- Signage should complement and not detract from the building.
- Signage shall be used for identification only, not for advertising.
- All signage should be placed flat against the façade. One suspended perpendicular sign per building is permitted if it complies with the rest of the requirements of these guidelines.
- Signage painted directly on the façade is only permitted where they exist or on buildings that are painted and must be done in a historically compatible style. Painted signage is not allowed on any unpainted brick.
- Signage painted on window glazing is acceptable and must comply with section 158.195(K)(10) of the City Code.
- Signage lighting, LED is allowed but it must be of an output to comply with Coconino County Dark Sky Ordinances (<https://coconino.az.gov/DocumentCenter/View/3004/Section17>).
- Fluorescent lighting is not acceptable, either exposed or as back lighting.
- Signage lettering may be painted or individually cut figures.
- Neon may be used for lettering if set into individually cut channel-type figures.
- Box-type or cabinet sign are acceptable. Lighting for cabinet requires the main panel be of an opaque color, not translucent.

Colors Figures 40

There is currently a wide range of colors in use in the Williams Historic Business District. Generally, the natural building colors range are red brick and sandstone (from the local area), and stucco and brick which have been painted any number of colors and color combinations. The styles of the turn of the 20th century buildings (late 1800s and early 1900s) were generally natural, neutral earth tones, with natural wood (stained) or painted wood trim. Buildings in the District from the 1930s and later, in keeping with the Route 66 theme, have

bolder colors, and stronger contrast in colors, primarily black and white (of the Route 66 signage) with bright accent colors and neon lighting indicative of the new era of automobile travel.

- Generally, the two distinct eras of architecture in the Williams Historic District should be identifiable in the buildings of each time period, and the colors reflect the building colors of those time periods in which the building were constructed, utilizing time period appropriate colors and accent colors which do not detract from the architecture, but rather enhance the entire Historic District.
- All building colors shall be of an acceptable color of the era including neutral tones, compatible with the building design and the entire District.
- Accent colors of a strong contrast may be used in limited applications, such as in building signage and trim colors, subject to the approval of the Williams Historic Preservation Commission. Such color shall not detract from the architecture, but rather enhance it, and the continuity of the Historic District as a whole.
- The color of the roofing material shall be an earth tone or match the color of the building to reduce glare.

Appropriate New Construction & Infill Design Guidelines

When new construction occurs in the Williams Historic Business District, the design shall be compatible with the adjacent historic buildings and the historic district character overall in applying the following guidelines:

- The mass to void ratio defines a building's character; therefore, new construction shall seek to emulate the mass to void ratio of surrounding historic buildings.
- Most roofs in the District are concealed behind a parapet. This is a strong character-defining element that should be respected and emulated in new construction.
- There are a number of vacant and/or open lots, where fire and demolition has caused buildings to be removed. These spaces provide for outdoor uses and in the case of gas stations and motels provide for vehicular traffic and parking. These spaces can be developed and improved for various uses:
 - Outdoor dining
 - Display of Route 66 artifacts, such as gas pumps, historic cars, etc.
 - Outdoor venues for events, wedding receptions, etc.
 - Pocket parks providing shade and/or interpretive information on the history of Williams and its flora and fauna
 - Adaptive reuse of gas stations and motel parking lots has the potential to add vibrant activities to the District. Car shows, swap meets, and farmers' markets can be accommodated while preserving historic fabric wherever possible
- New buildings should respect the scale of the District and all other aspects of the built environment, including the following:

- Structures should be one and two-story.
 - Materials should be primarily masonry (brick and/or stone).
 - Window pattern and proportion (spacing, size, and percentage of solid wall to opening area) of doors and windows should match the scale and proportion of existing historic structures.
 - Building should be sited with zero front setbacks when possible, with parking behind the building.
 - Rooflines should be mostly hidden behind parapets. Note: The historic Freight Depot is a rare example of a hip roof with overhangs on all sides. Buildings in proximity to the Depot may reflect this feature.
 - Parapets on the front elevation (see design guidelines for existing buildings); note that design and shape of parapets is not stipulated. It may be flat, triangular or round as long as it is sufficiently tall to conceal the roof behind it.
- Details add character to a façade and are encouraged, in keeping with the design of the building and the character of the District as a whole. Details can range from simple brick patterns at the roof line or window openings, to whimsical faces cast into medallions in the façade. **Figure 49-52** Details should be constructed of materials already in the building façade, or complimentary materials. They should add to, not distract from, the overall design of the building.
 - Details may include cornices (a projection at the top of a wall); friezes (areas below the cornice which may contain additional detailing); pediments (a triangular element resembling a gable at the building crown); accentuated lintels (the area above an opening); sills (the area below an opening); columns, parapet copings (caps at the top of the wall); arches above openings; brackets (a projection from the wall used to support a cornice); an corbelling (outward stepping at the top of a wall to form a ledge) Figures 49-52
 - New construction should include awning bands into the design (bands set into the front façade, usually just above the storefront).
 - There is also open space at the northwest corner of the District, largely railroad property. This area should be developed with consideration for the existing historic buildings and future needs in the District. This area is the largest opportunity for development of new buildings in the District.

Circulation and Parking

The street circulation in the Williams Historic Business District is designed is a one-way configuration with cross streets and alleys. Parking occurs along both sides of the main east/west one-way streets. Relatively wide sidewalks allow for ease of pedestrian circulation.

- The current streetscape landscaping consisting of flowers in planters and periodic benches along storefronts is encouraged.

- Pots hanging from replicate historic streetlight fixtures should be maintained and replaced in kind, when necessary. The maintenance and hanging of the pots is the responsibility of the City.
- The first floor shall be pedestrian oriented and used for functions only accessible by foot (stores, offices, entertainment, banking, etc.).
- No uses should allow or encourage automobiles to traverse the property or cross the public sidewalk. This includes parking garages, facilities with drive-thrus or drive up windows, etc.
- Automobile access should be at the back of the property for service to the building.
- Parking is discouraged anywhere on the property.

Threats to District Integrity

Demolition

Demolition of historic properties results in a loss of historic character that cannot be replaced, affecting the visual appeal and historic attraction of the Williams Historic Business District. In turn, these losses can lead to a reduction in tourism and thereby the economic benefit to the City of Williams that tourists bring to the local economy.

- Rehabilitation is encouraged, preserving those features of the building which are most character-defining of that particular building
- If a building can't be rehabilitated as a whole, every attempt should be made to preserve the building exterior (shell), particularly the street façade(s), even if the interior is entirely new.
- See City of Williams Historic Properties demolition requirements in Section 158.107.

Changes to Building Appearance

Change is anticipated, but in Historic Districts, those changes can be either enhance the district or detract from it. Changes made to historic properties require particular attention and care to ensure that the qualities which made those properties eligible for listing on the National Register of Historic Places are not lost. The building should continue to convey its original character, while meeting the needs of the current use of the building and the overall historic quality of the Historic District as a whole.

Inappropriate New Construction

New construction (infill) in historic districts is an inherent threat to the character of a Historic District. Infill construction must be done in a sensitive manner to ensure that it doesn't detract from the aesthetic character of the surrounding historic properties. To do so threatens the integrity of the entire District. (See New Construction and Infill guidelines in this document).

Building Deterioration

Cyclical maintenance is critical for the preservation and continued quality of historic properties. Most of the historic buildings in Williams were constructed of natural materials that innately require additional care, particular in the Williams climate, in which temperature and precipitation extremes are the norm. A small effort in annual maintenance will insure that Williams' historic properties are protected and continue to provide the beauty and

history for both residents and tourists. (See Cyclical Maintenance and Repair Considerations below).

Sustainability Considerations

Sustainability in historic districts includes maintenance, additions, improvement and new construction that addresses the following:

- Retain as much of the original, historic building fabric, which preserves both the building character and the embodied energy of the materials used to construct it (energy used to extract, process, transport and install the building materials).
- Utilize natural, renewable materials (wood and metal vs. plastics) which are less environmentally harmful, and can be recycled.
- Select low water use plant materials for landscaping/streetscaping and planter boxes to reduce water consumption.
- Use non-toxic materials for construction to preserve environmental and human health (adhesives, paint, sealants, wood vs. plastic, etc.)
- Conserve energy by adding insulation at exterior walls and ceiling/roof (see Energy Conservation below).

Energy Conservation: Improve Thermal Performance

Improving the thermal performance of an existing building will reduce heat loss in winter and overheating in summer, thereby using less energy (reduced cost to heat or cool) to maintain the same level of building comfort. This can be accomplished through the following building improvement:

- Install additional insulation in the attic or on the roof (min. R-30).
- Check ductwork to make sure all ducts are properly sealed; and insulated where they run through unconditioned areas.
- Seal any gaps (leaks) in windows and install weather stripping on doors. Add automatic door closers to minimize loss of conditioned interior air.

Cyclical Maintenance and Repair Considerations

The climate of Williams is tough on buildings. Winter conditions bring snow and ice, and a daily freeze-thaw condition. For a good part of the year, protection from water intrusion and appropriate means for allowing building to breathe to remove water and water vapor are extremely important.

Buildings in the District are mostly well maintained and have withstood the test of time. Maintenance priorities include the following:

- Roofs and parapets should be inspected annually and repaired or replaced, as needed, to maintain a weathertight condition.
- Roof drainage should be directed away from foundations.
- Masonry coatings (seals and paints should be breathable to allow moisture to escape the substrate.
- Historic photos indicate that most buildings in the District did not have awnings over the storefronts. Over the years, awnings have been added. These awnings provide shade and protection from the elements for the storefronts. If properly installed, these awnings are reversible and do not damage the historic fabric of the buildings.

Report References

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Hoffman, Charles A., Ph.D. 1983. *Williams Historic Business District. National Register Nomination*, National Register of Historic Places, National Park Service, United State Department of the Interior, Washington, D.C.

Putt, Patrick John. 1991. *South Kaibab National Forest: A Historical Overview*. Northern Arizona University, Flagstaff, Arizona.

General References

Reference publications and recent articles on historic preservation, restoration and rehabilitation

Case Studies, NPS Tech Notes

<https://www.nps.gov/tps/how-to-preserve/tech-notes.htm>

Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings

<https://www.nps.gov/tps/standards/rehabilitation/sustainability-guidelines.pdf>

National Register of Historic Places Criteria for Listing Historic Properties

https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm

NPS Technical Brief – Sustainability Case Studies

<https://www.nps.gov/tps/sustainability/case-studies.htm>

NPS Preservation Briefs

<https://www.nps.gov/tps/how-to-preserve/briefs.htm>

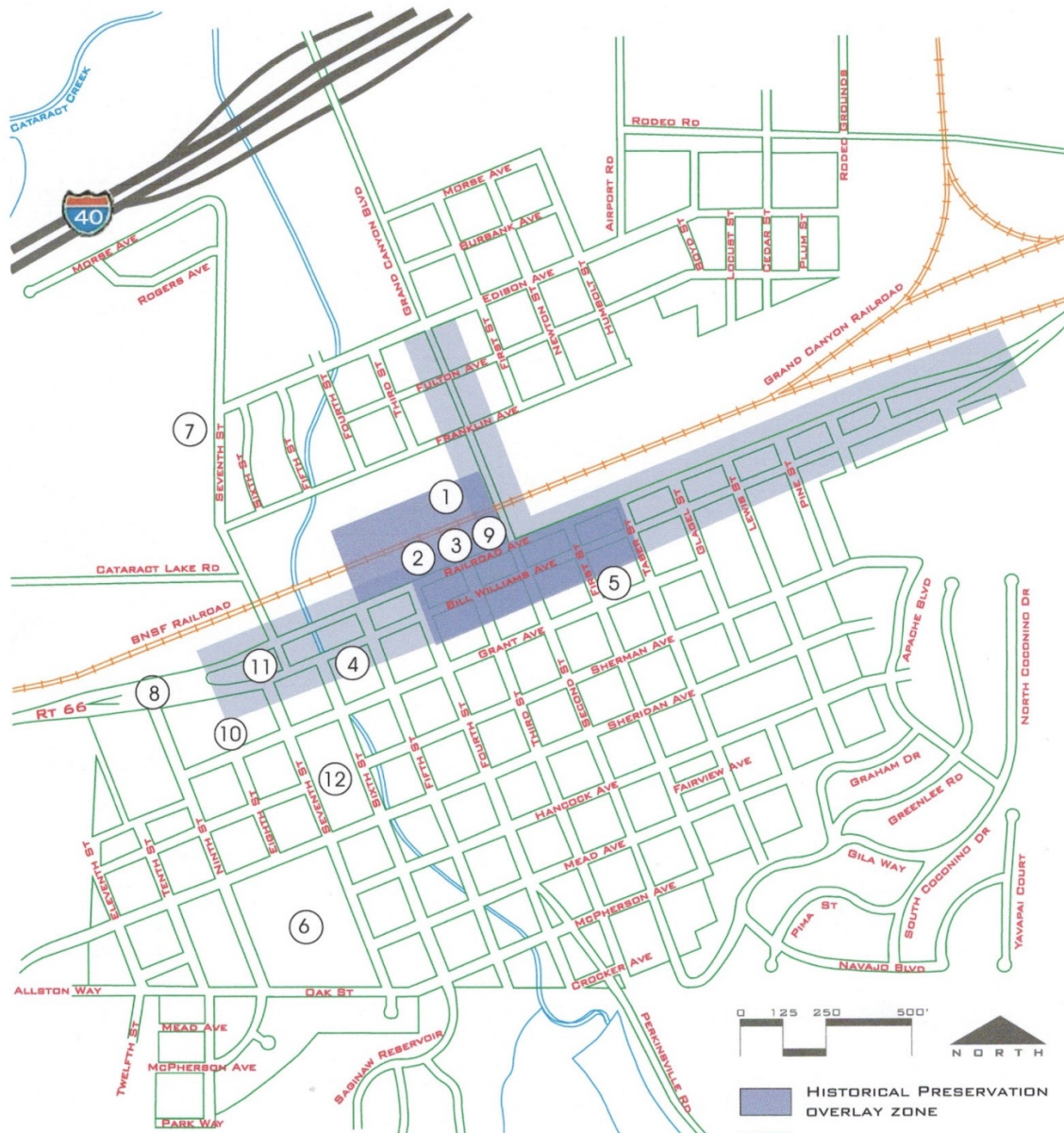
Revising Preservation Brief 14: Additions and Infill Design

https://www.nps.gov/tps/how-to-preserve/revisingPB14_pg2.htm

Secretary of the Interior's Standards for Treatment of Historic Properties

<https://www.nps.gov/tps/standards/treatment-guidelines-2017.pdf>

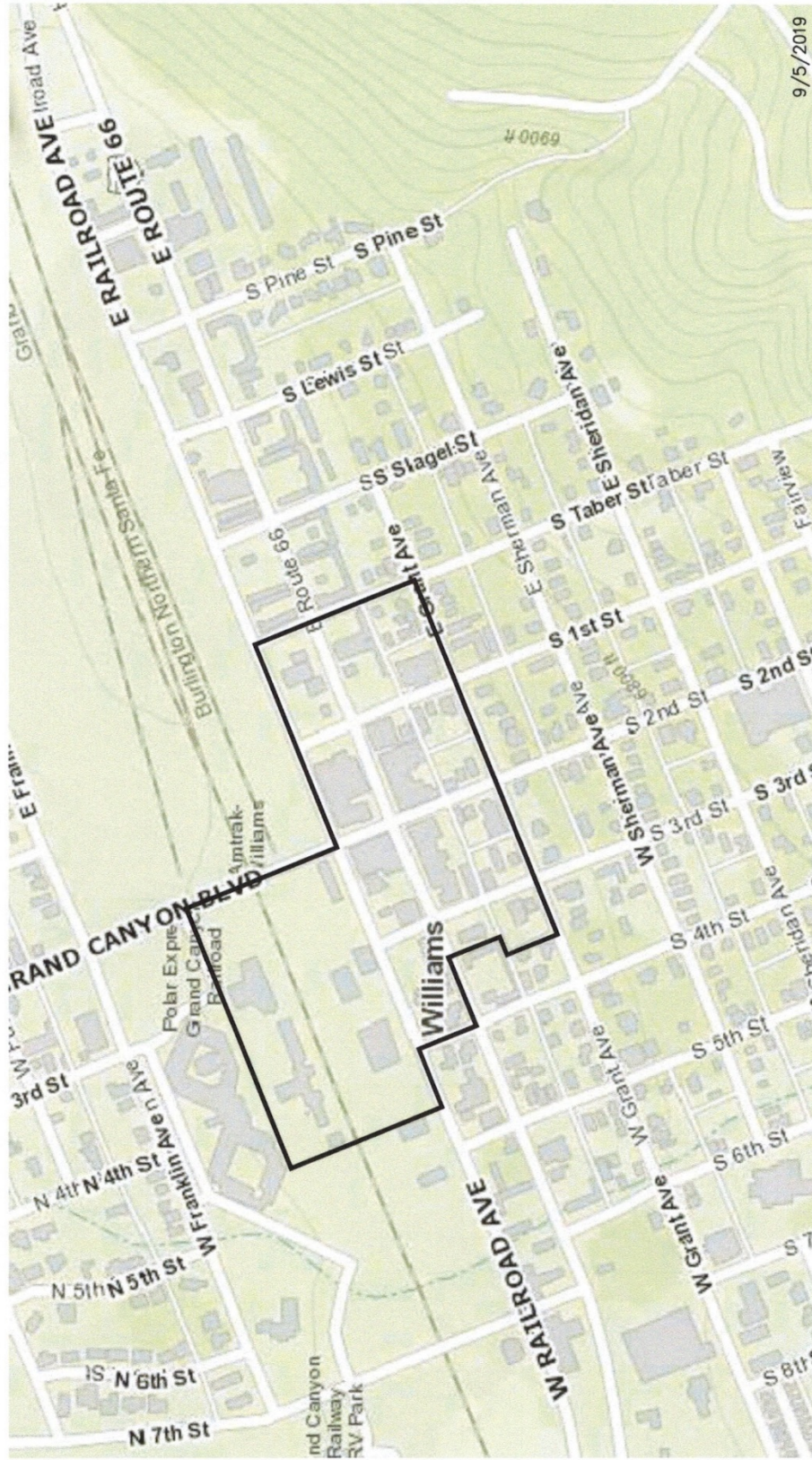
Appendix A
Williams Historic District Boundary Map



- | | | |
|------------------------|----------------------------------|-----------------------|
| ① GRAND CANYON RAILWAY | ⑤ CITY HALL | ⑨ CITY VISITOR CENTER |
| ② CITY POOL | ⑥ HIGH SCHOOL | ⑩ SENIOR CENTER |
| ③ CITY SKATE PARK | ⑦ ELEMENTARY/
MIDDLE SCHOOL | ⑪ ADOT BUILDING |
| ④ POLICE DEPARTMENT | ⑧ BILL WILLIAMS
MONUMENT PARK | ⑫ HEALTH CENTER |

MAIN STREET AREA

CITY OF WILLIAMS



HISTORIC BUSINESS DISTRICT, WILLIAMS, ARIZONA

Appendix B: Figures



Figure 1: Downtown Williams 1914



Figure 2: Streetscape/Zero Building Setback



Figure 3: Typical Roof Parapets



Figure 4: Windows



Figure 5: Windows





Figure 7: Storefront



Figure 8: Storefront



Figure 9: Storefront



Figure 10: Storefront



Figure 11:



Figure 12: Preservation of Existing



Figure 13: One-Story Building Massing



Figure 14: Two-Story Building Massing



Figure 15: Preservation of Original Wood Window



Figure 16: Vertical Window with Transom



Figure 17: Second Floor Vertical



Figure 18: Storefront with Transom



Figure 19: Storefront with Transom Windows



Figure 20: Window to Wall Areas - First and Second Floors



Figure 21: Wood Door (recommended)



Figure 22: Wood Door



Figure 23: Wood



Figure 24: Stone



Figure 25: Mixed Masonry Types (brick and stone)



Figure 26: Brick Facade/Wood and Glass Storefront



Figure 27: Painted Brick Facade
(acceptable but unfinished preferred)



Figure 28: Stone Facade



Figure 29: Stucco (as an accent only)



Figure 30: Wood Trim



Figure 31: Wood Trim



Figure 32: Parapet



Figure 33: Awning over Storefront



Figure 34: Awning over Doorway



Figure 35: Multiple Awnings over Doorway and



Figure 36: Second Floor Awnings



Figure 37: Building, Window and Projecting Signs



Figure 38: Building and Window Signs



Figure 39: Awning Sign



Figure 40: Projecting Sign



Figure 41: Neon and Window Signs



Figure 42: Natural Stone (signage and awning as color)

Dark contrasting trim color (common for utility buildings/gas stations)

White painted masonry block - typical gas station color



Signage painted on fascia of gas station canopy (restored bright colored pumps)

Original garage doors color painted bldg color

Figure 43: Gasoline Station (white with bold accent color)

Muted two-toned painted brick facade

Exposed brick preserved where stucco has fallen away



Storefront white and window trim matches wall color

First floor facade painted (only)

Figure 44: Two-Story Brick (neutral colors/white accent)



Light colored soffit (reflects light)

Trim color complimentary to brick and mortar color

Unfinished natural sandstone veneer

Painted wood door, frame and window trim match

Bronze colored kick plate compliments green door color

Figure 45: Sandstone (left unfinished; muted trim color)

White painted masonry block - typical gas station

Dark contrasting trim color (also common for utility buildings/gas stations of the era)



Historic Signage (Route 66) and bold colored streetscape fence and sun umbrella

Figure 46: Historic Gasoline Station to Restaurant



Natural brick (unpainted)

Trim color complimentary to brick & mortar colors with green accent band, sill and door transom frame

Unfinished sandstone veneer

Painted wood door color matches green trim bands

Figure 47: Brick & Stone with muted accent colors



Preserved "ghosted" historic signage painted on brick

Signage compliments the building color

Black trim with gold accents

Modern neon sign at window (interior)

Figure 48: Natural materials with bold accent colors