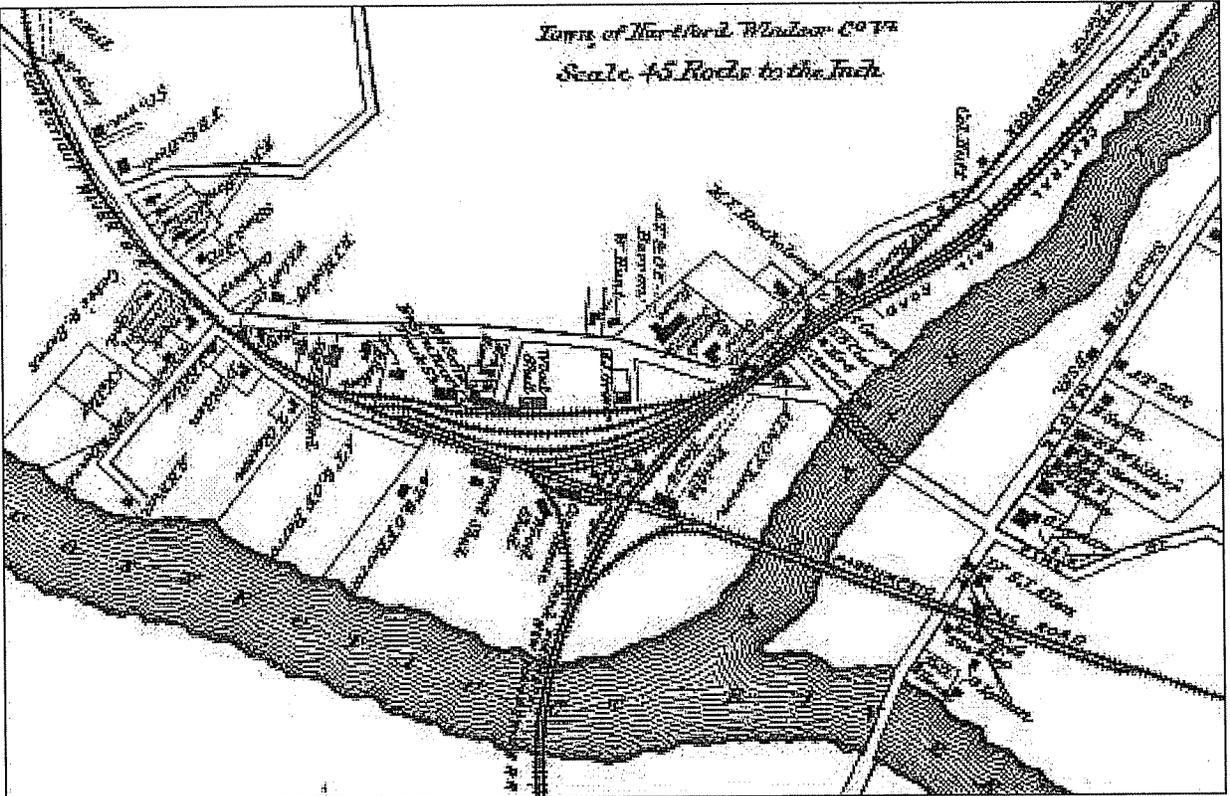


White River Junction Design Plan



White River Junction, Vermont



White River Junction Design Plan

Prepared for
The Town of Hartford, Vermont

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OVERVIEW

White River Junction, Vermont, is a village within the town of Hartford, and was chartered in 1761. White River Junction is located in a unique setting, at the juncture of two major rivers, the White and the Connecticut, with a backdrop of the hillsides to the southwest, rising almost 300 feet above the downtown. These features frame the downtown and provide natural constraints on both physical development and land use. Nonetheless, White River Junction's downtown area has historically included a range of land uses and commerce, some aspects of which are still present today, while other aspects are but remnants. A once thriving rail industry made the downtown a booming center of commerce, trade and employment. Flocks of people came for business and recreation from up and down the Connecticut River valley. This pattern of activity lasted until the late 1960s.

The post-war society in America brought with it the interstate highway system, and changing patterns of employment and economics. The preeminence of the New England economy in agriculture and manufacturing shifted to the Mid-West and South, and took with it market demand

for rail travel – which was to a great degree the life blood of communities like White River Junction. The same pattern was being repeated across the Connecticut River in West Lebanon, New Hampshire, as the viability of the historic center of the village was shifting to the commercial strips on Route 12A and the miracle mile. Even today Interstates 89 and 91 form an intersection at White River Junction continuing its long held position as the transportation and distribution center for eastern Vermont and western New Hampshire. It is this importance and history as a transportation center which makes White River Junction an especially unique example of Vermont village development. The diverse and distinctive architecture in the White River Junction historic district continues to tell the story of the village's growth and development as a center for transportation, the railroad and wholesaling.

White River Junction has always exhibited a mix of land uses, a diversity which is extraordinary for such a small, compact downtown. The designated downtown area, which includes the historic district, comprises about 30 acres. Land uses include retail and commercial, warehousing, governmental, office space, residen-

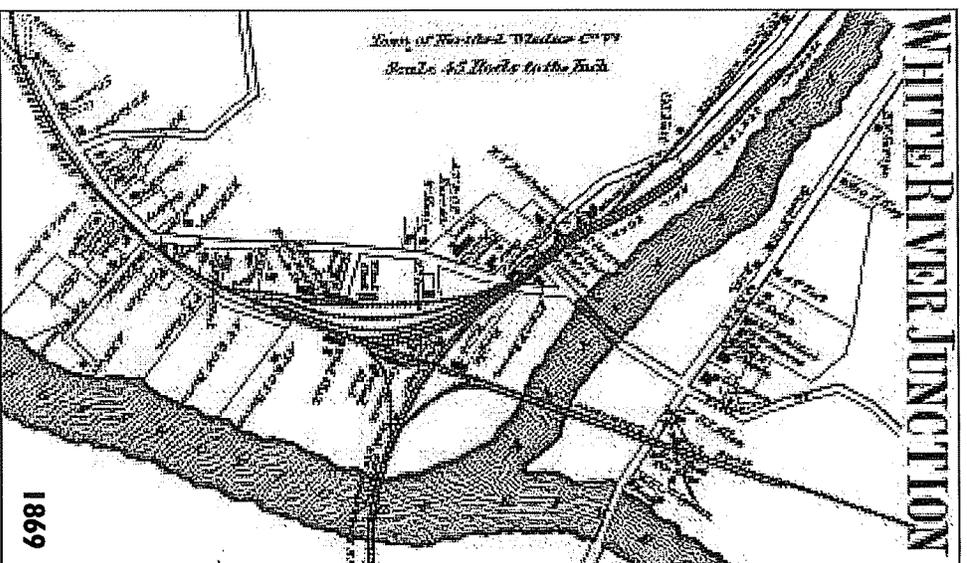
tial, cultural and industrial. White River Junction in the 21st century is also developing as a cultural heritage tourism destination; the new visitor center is evidence of that, along with the guided walking tour and historic markers which interpret the architectural and land use history of this town, considered to be a "Gateway" to the Green Mountain State.

The word townscape is a linkage of the word "town" with the word "scape", which itself is derived from the Danish word *skap*, which means shape. Thus this analysis describes the shape of the town. There is a basic grid layout in the downtown that forms the heart of the townscape. The block size ranges from 1 to 3 acres. The block delineated by Currier Street, Gates Street and North and South Main Street, containing the Gates-Briggs Building and Coolidge Hotel, is approximately 1.5 acres in size. These characteristics help make White River Junction a most walkable downtown, as the overall dimensions of the historic District are about a 1/4 mile square.

HISTORIC MAPPING IN WHITE RIVER JUNCTION

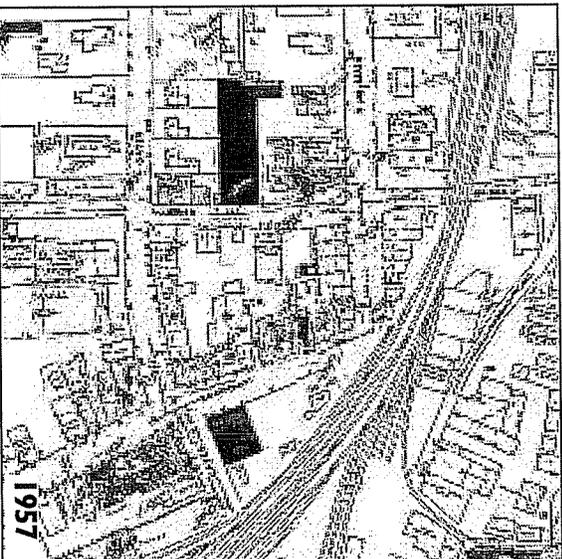
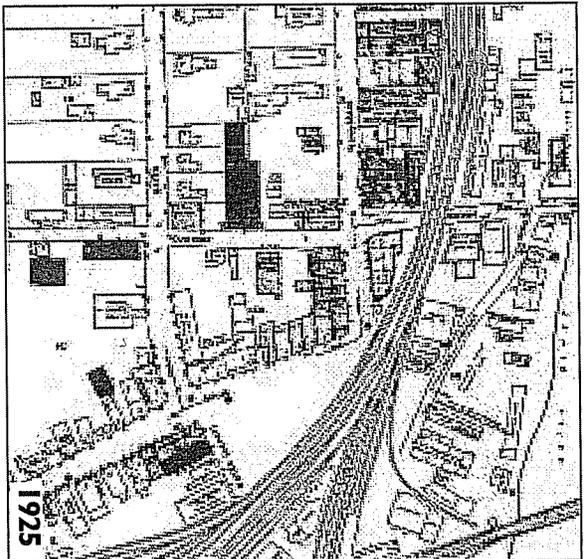
Research into historic maps yields insight to the development of the downtown, as well as the pattern and scale of built form over time.

In 1847 the tracks of the Vermont Central Railroad were laid along the river next to Samuel Nutt's farm. The Beers' Map of 1869 shows the village as it emerged from a site of one farmhouse to a junction for five railroads that served Vermont and New Hampshire and connecting points throughout New England. Two railroad bridges crossed the rivers and in 1868 an iron bridge for wagons was opened across the White River where Bridge Street is today. The Junction House, located where the Hotel Coolidge stands today, was the first of three hotels on this site. Railroad related buildings dominate the village – passenger depot, car house, freight house, woodsheds, engine house, and track shop. Residences were built at the north and south ends of the village.



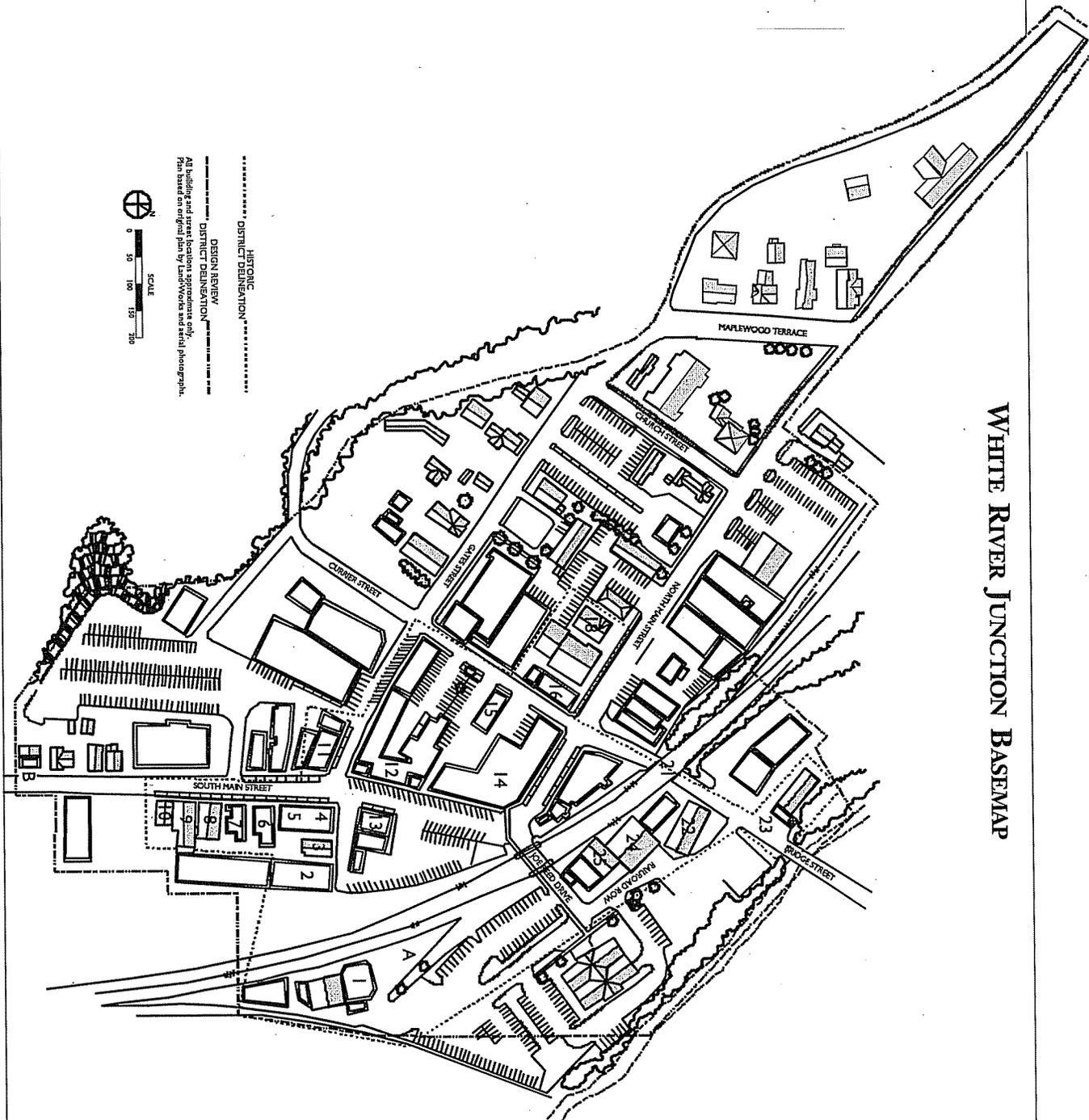
The Sanborn Insurance Map of 1925 shows the incredible impact of the railroad. White River Junction is now defined with a commercial center along North and South Main Street and Bridge Street, and new streets cut to either side. Railroad Row continued to embody the industrial character of the village.

Additional commercial structures had been built along North Main and Currier Streets, with buildings related to wholesaling scattered throughout the village. A residential neighborhood emerged at the west end of Gates Street, and other dwellings were built between existing houses at the edge of the village along South Main Street.



Sanborn Insurance Map of 1957 portrays the village at its apex of prosperity. The rail yard was filled with industrial buildings, the new U. S. Post Office had been built in Loyal Park (today called Briggs Park), Miller Auto had a new garage that could hold 100 automobiles, and Cross Abbot Wholesale Co. had doubled in size under new ownership by White River Paper Company.

WHITE RIVER JUNCTION BASEMAP



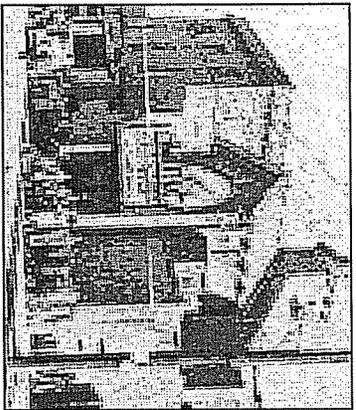
WHITE RIVER JUNCTION HISTORIC DISTRICT

The numbers on this chart correspond with the numbers on the map on the previous page and identify buildings that are designated as "historic" on the National Register.

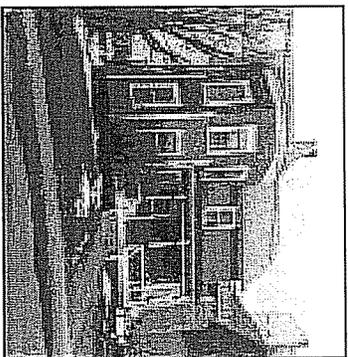
White River Junction Historic District		National Register	
Number	Name	Map/Lot #	
1	Railroad Station	46-026	8/22/80 District
2	Cross Abbott	46-034	8/22/80 District
3	Right Printing Company	46-028	8/22/80 District
4,5,6	Bank Building	45-190	8/22/80 District
7	Colodny's	46-029	8/22/80 District
8	Commercial Block	46-031	8/22/80 District
9	Crown Theater	46-032	8/22/80 District
10	Commercial Block	46-033	8/22/80 District
11	Greenough Block	45-184	8/22/80 District
12	Hotel Coolidge	45-157	8/22/80 District
13	Old Post Office	46-025	8/22/80 District
14	Gates Block	45-158	8/22/80 District
15	Powers Block	45-156	8/22/80 District
16	Greydon Freeman	45-122	8/22/80 District
18	Gates Library	45-118	8/22/80 District
21	Bridge Street RR Underpass		8/22/80 District
22	Interstate Tire	45-125	8/22/80 District
23	Old Fire House	45-079	8/22/80 District
24,25	Twin State Fruit	46-024-2	8/22/80 District
A	Old Engine, 494		11/13/95
B	Progressive Market	45-219	7/10/95

**WHITE RIVER JUNCTION
HISTORIC PHOTOGRAPHS**

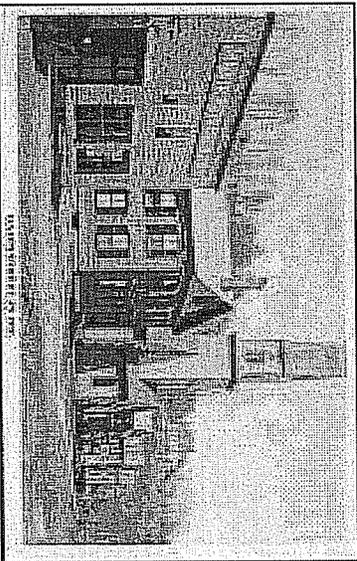
These photographs depict wonderful examples of historic buildings that no longer exist in White River Junction.



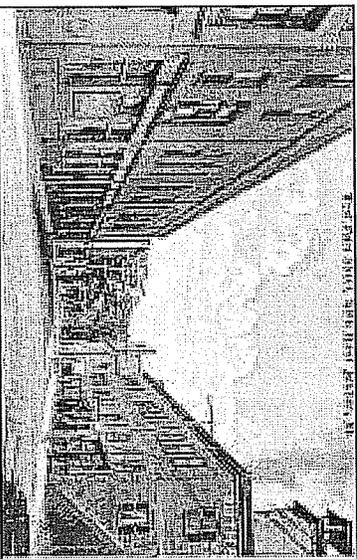
Lyric Theater



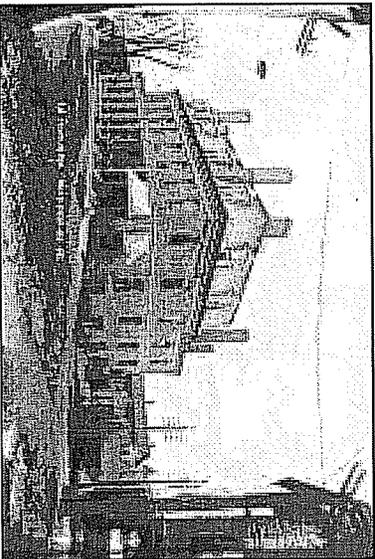
35 Gates Street, 1964



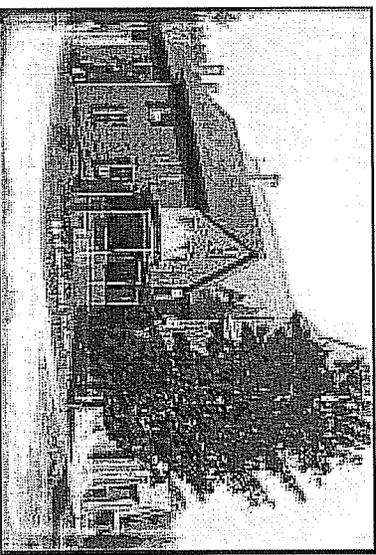
Gates Street in 1910



West Main Street



Smith Block



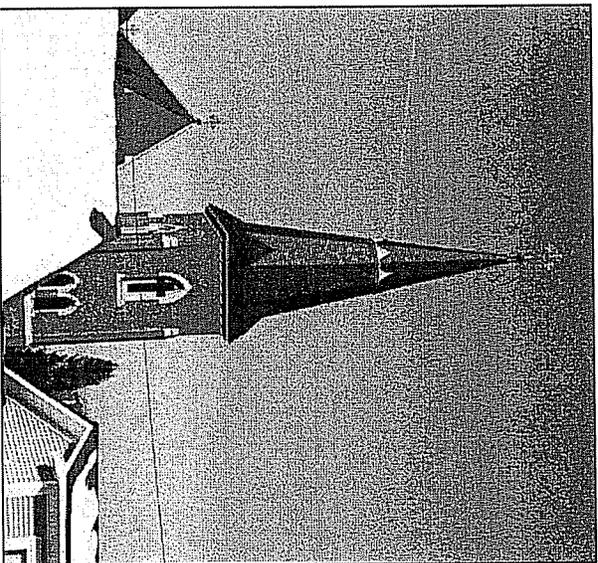
St. John's Convent

EXISTING CHARACTER OF THE DISTRICT

White River Junction is an historic railroad community that is defined by its geography and its periods of prosperity. Layers of history were founded upon the gentle arc of land along the Connecticut and White Rivers where at their confluence, early settlers first arrived by boat, or by foot over ice covered waterways. Later, this transportation corridor became a major hub of railroad activity, and a regional center for food and product distribution. Today these commercial activities continue at the crossroads of two interstate highways just outside the historic district.

Contexts of these layers of history may be read in various historic resources that tell us of White River Junction's past. The railroad station and tracks form the core of the historic district. North and South Main Streets parallel the tracks, along which one to three story, flat roof, brick, commercial buildings define the primary streetscape, and from which other streets radiate to form a small grid that comprises the historic downtown. Distinctive features that further define this railroad com-

munity are Colonial Revival style buildings with multi-light windows, cast iron and plate glass storefronts, two church spires, square towers atop the fire station and the Hotel Coolidge, wood brackets and corbeled cornice details along the roof eaves of many buildings, bands of windows extending across adjoining buildings throughout the district, the surprise of leaded and stained glass windows in Gates Library and St. Anthony's Church, and the dominating, painted sign for Twin State Fruit at the head of South Main Street.



Geographic and historical identity

White River Junction embodies a great geographical identity because of its location at the confluence of two important rivers, and also a great historical identity through its significant architecture that is associated with the themes of the railroad and wholesaling. The village is primarily commercial and industrial in character with a small number of buildings that are ecclesiastical and residential. Hotels and upper floors of commercial blocks traditionally housed rooms for let and apartments.

White River Junction is unusual for its high percentage of buildings that date from the 1880s to the 1930s during which time railroad activity dominated village life, and transportation throughout Vermont. The earliest structure dates from c. 1875, unlike most Vermont villages where early nineteenth century buildings typically remain. The district has no school within its boundaries, but an opera house and library functioned as important sites for cultural and intellectual pursuits.

Massing and Form

Commercial buildings from the late nineteenth century to mid-twentieth century dominate the village. They are primarily brick, two to three story, flat roof blocks with rows of double hung windows on the upper floors, storefronts on the first floor, and detailing typical of the various stylistic periods of construction found in Vermont architecture, such as Romanesque Revival, Art Deco, and Colonial Revival. The wood frame buildings are primarily gable roof, one and one-half to two and one-half story structures, with the gable front facing the street, typical of historic urban settings where gable front orientation was used to accommodate narrow building lots.

The building forms convey a specific sense of massing which characterize many large scale downtowns. Buildings such as the Colodny Building, 42 North Main Street, and the Post Office are exemplary of the larger scale massing which makes up the historic pattern. These primary blocks of the downtown are characterized by buildings which about each other and create a continuous massing form. In addition, buildings which house the Polka Dot Restaurant, 27 North Main Street

and residential scale structures on the periphery of the district, such as 145 South Main Street and 140-146 Gates Street, create the balance of the massing, which is either low, or individual buildings on separate, defined lots. Thus, there is a central, dense massing of commercial, governmental and industrial type buildings in the heart of the downtown coupled with lower density, slightly smaller massing and less height at the edges or in distinct and highly visible locations such as at the junction of North and South Main Streets where the Polka Dot Restaurant is located.

Boundaries of the Design Review District include the National Register District, which comprises the core of the downtown, plus additional surrounding properties that are associated with the history of the village. The eight streets in the Design Review District include Bridge Street, North Main Street, South Main Street, Railroad Row, Joe Reed Drive, Currier Street, Gates Street and Church Street.

Historic street layout in White River Junction is dictated by geography. North and South Main Street curve to align with

the gentle arc created by the White River as it meets the Connecticut and flows south. Likewise the railroad tracks follow the banks of the rivers and are paralleled by North and South Main Streets to the west. The open triangle in the heart of the downtown was originally avoided as a building site due to its swamp like condition, and it has remained primarily open space since it was filled in for use as a park in 1902.

Open Space

The Open Space in the downtown is primarily taken up by the parking areas. There is a small remnant of Loyal Park in the heart of downtown (Fred Briggs Park) and some open space adjacent to the courthouse. Much of the remaining open space is in the form of inaccessible or unusable riverfront and railroad lands. There is a more open feel at the edges of the district along the residential portion of Gates Street and South Main Street, but these are lands in the private domain. The most important open space, aside from the riverfront lands, is the backdrop provided by the hillside to the southwest of the downtown.

Parking Lots

Another key element which characterizes the district are the large expanses of parking lot and alleyways which contrast with the dense building mass. At least 8 distinct public and private parking areas and lots were identified in a 1998 Parking Inventory prepared by David Briggs. These areas are a necessity to maintain the vibrancy of the downtown, however, they do, in certain areas such as along North Main Street, provide a counterpoint to the historic pattern of continuous streetfront buildings.

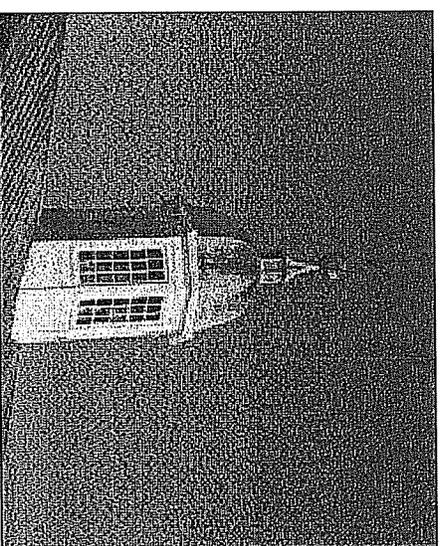
Streetscape

The streetscape itself is one characterized by sidewalks of varying width which typically run right to the front of the building, and which lack any planting aprons except in isolated areas along North or South Main Street. Historic acorn-style lamps and decorative posts have been put in place along Main Street, the rest of the downtown has wooden telephone poles and cobra-head style lamps. The street edges are typically defined with curbing, however there are some extensively large curb cut areas on North Main Street and Bridge Street where the sidewalk and street edge definition are weak and detract from the streetscape continuity.

Visual Landmarks

Visual landmarks signal the entry to the village from different directions. From the east the tower on the fire station is highly visible, and passing under the railroad bridge brings one to the former Magee Greydon Freeman building, at the Southeast corner of Carrier Street and North Main Street, and the heart of the downtown. Entering from the north one glimpses the spire of St. Anthony's Church when descending the hill into the village down North Main Street. On Railroad Row the cupola of the depot serves as a beacon, directing passengers to the station, and the impressive corner location, gable pediment and date panel of the Gates block anchor this corner of downtown where North and South Main Streets meet. The clock towers of the Hotel Coolidge are characteristic of railroad towns where knowing the exact time was essential for everyone that used trains. When approaching from the south on Main Street, the dominant commercial corner of South Main and Gates Streets with the fashionably styled banks and court house command attention. The prominent Twin State Fruit sign at the north end of the street heralds the importance of the building and wholesaling enterprises in town. Visual characteristics

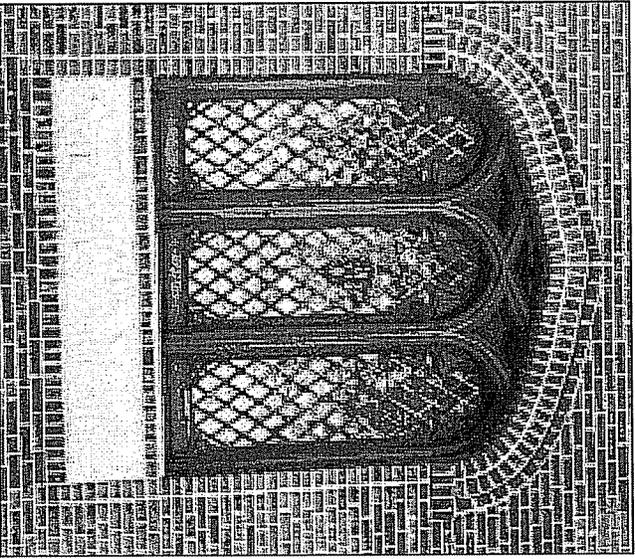
that dominate Gates Street are the spire of the United Methodist Church, the massive bulk of the new telephone company building, and the gentle curve of the elongated west wing of the Hotel Coolidge. An important visual feature of the village is the view westerly from the railroad station and tracks, which takes in the front facades of the Hotel Coolidge and Gates block. The impressive size and volume of these adjoining three-story structures is testimony to the prosperity and bustling activity of White River Junction during the decades that the village was a railroad hub. The long, horizontal line of the utilitarian east side of the Vermont Salvage building (formerly the Cross Abbott building) is an instant reminder to train travelers that this village is rooted in industrial history.



Architectural highlights on buildings of

White River Junction include a significant number of cast iron storefronts, and other historic storefronts displaying materials such as bronze, Carrera glass, and Vermont marble. Bands of historic windows have been preserved some of which display Romanesque Revival style rounded tops or unique Colonial Revival geometric designs. Shop cornices have molded trim details and continuous sign panels.

Commercial blocks have projecting roof cornices embellished with corbeled brickwork and wood brackets.



Modern modifications to many of the his-

toric buildings are detrimental to the integrity of the village and detract from its visual appeal and ability to convey its past. Most common is the use of vertical boarding that has replaced former historic materials such as clapboards. Original window openings have been altered, and often infilled with bricks or smaller windows that are not compatible with the remaining historic window types in adjacent buildings. In addition, attractive street trees have been removed, confusing street signage added, and in some areas a tangle of overhead wires clutter the streetscape.

Building types and architectural styles found in White River Junction

The following list represents the rich diversity of building types found in downtown White River Junction. These various building types of Vermont architecture are defined by form and function.

- 1 Bridge
- 2 Factory
- 3 Firehouse
- 4 Hotel
- 5 House
- 6 Railroad Station
- 7 Tenement
- 8 Warehouse

Architectural Styles

A variety of late nineteenth century to twentieth century architectural styles are represented in downtown White River Junction. Some buildings exhibit high style architecture with elaborate details, but most are mores simple vernacular interpretations of high style architecture, and many are late interpretations of styles that were popular fifty years earlier. (See Glossary of Terms for definition of high style and vernacular).

Late Greek Revival

Interstate Tire, 1890

Italianate

Cross Abbott Wholesale Grocery, c.1890

Vermont Baking Company, 1910

Hotel Coolidge, 1926

Colonial Revival/Neo-Classical

Revival

House, 128 Gates St., 1880

House, 160 Gates St., 1880

White River Paper Company, 1885

Gates Block, 1890

Bell Atlantic building, 1922

U.S. Post Office, 1934

Railroad Station, 1937

Romanesque

Mascoma Savings Bank, 1892 / 1912

Commercial Style

60 Gates Street, 1900

40 Currier Street, 1915

Main Street Furniture, 53-59 N. Main,
1920-1930

Colodny's, 92 S. Main, 1929

Stores, 7-27 N. Main, 1930-1960

93 S. Main, 1930

Queen Anne

Store, 14 Gates St., 1880

House, 36 Church St., 1910

House, 140-46 Gates St., 1940

French Second Empire

House, 178 Gates St., 1880

High Victorian Gothic

St. Anthony's Church, 1898

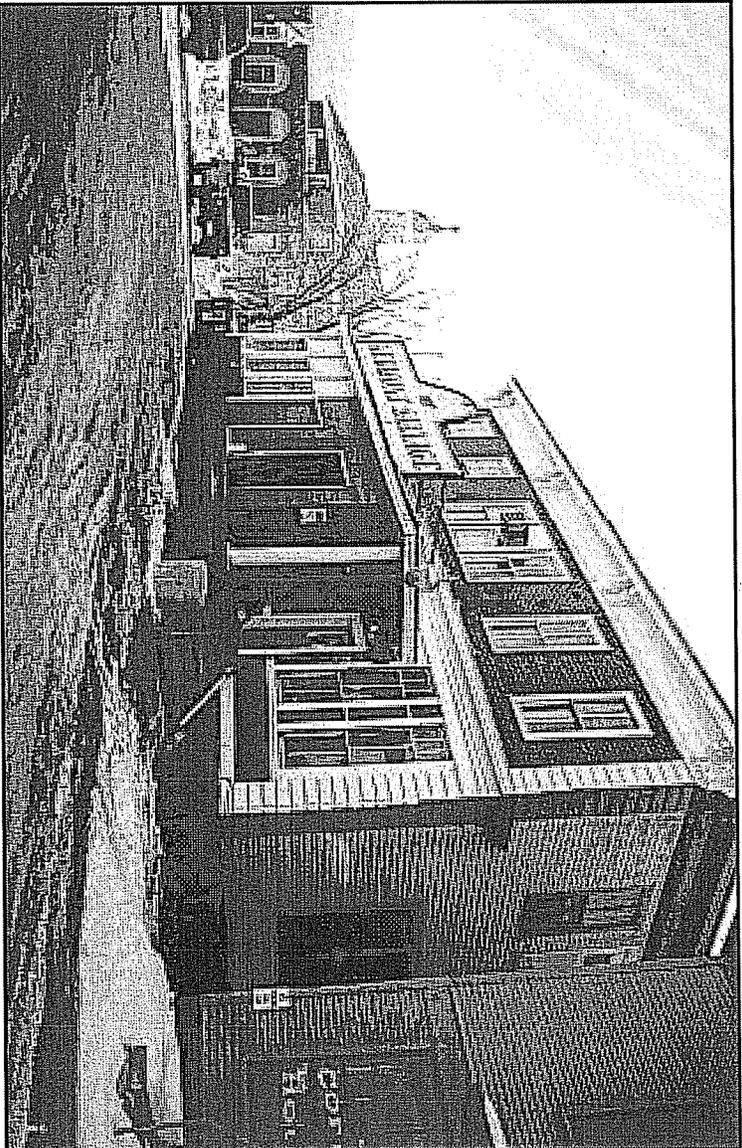
Neo-Gothic Revival

Gates Memorial Library, 1907

International Style

American Legion Post, 1965

ARCHITECTURAL STYLES IN THE DESIGN REVIEW DISTRICT:
ITALIANATE



Cross Abbott Wholesale Groceries, c. 1890
4 Gates Street

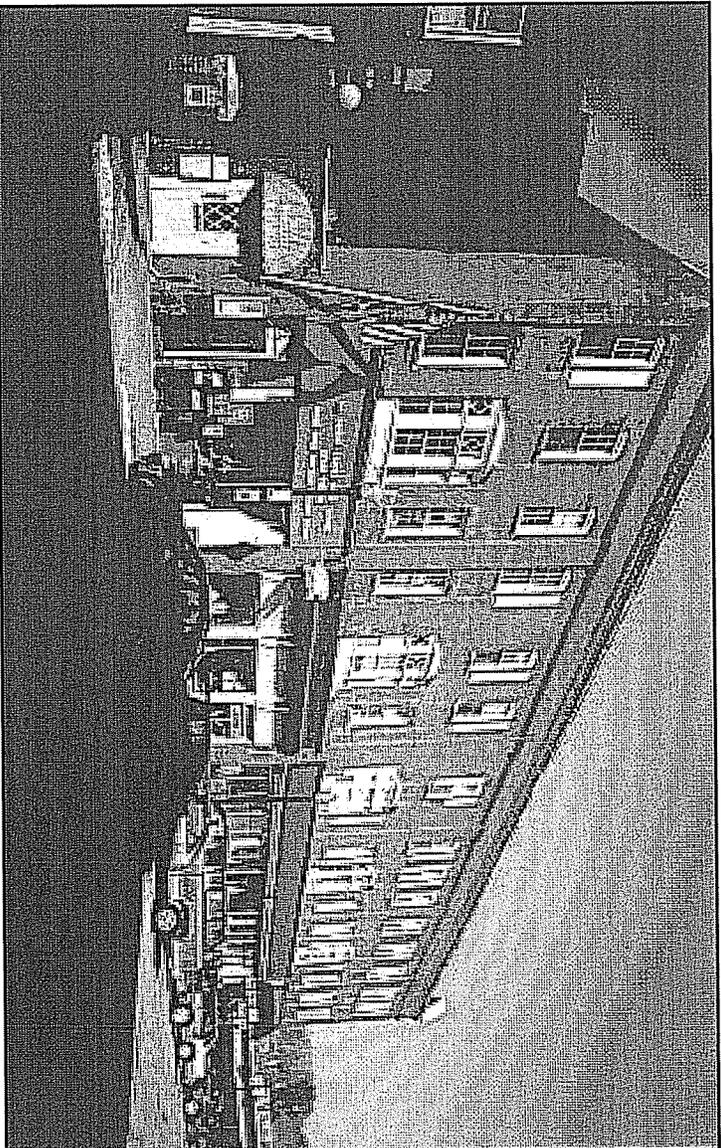
General Overview:

- Popular in Vermont soon after the coming of the railroad in the mid 1800s
- Style used for houses, commercial blocks, and outbuildings (such as barns)

Characteristics:

- Commercial buildings have bracketed cornices, large plate glass storefront windows and often have arched upper-story windows
- Flat roofed commercial buildings and houses have square or rectangular plans, houses often have sidehall entry plans
- Detailing to resemble stonework, such as corner quoins, entablatures, molded cornices and cornice brackets
- Two-over two double hung windows are often rounded or arched, crowned by lintels, doors may be double faced

ARCHITECTURAL STYLES IN THE DESIGN REVIEW DISTRICT: COLONIAL REVIVAL



Gates Block, 1890
1 South Main Street

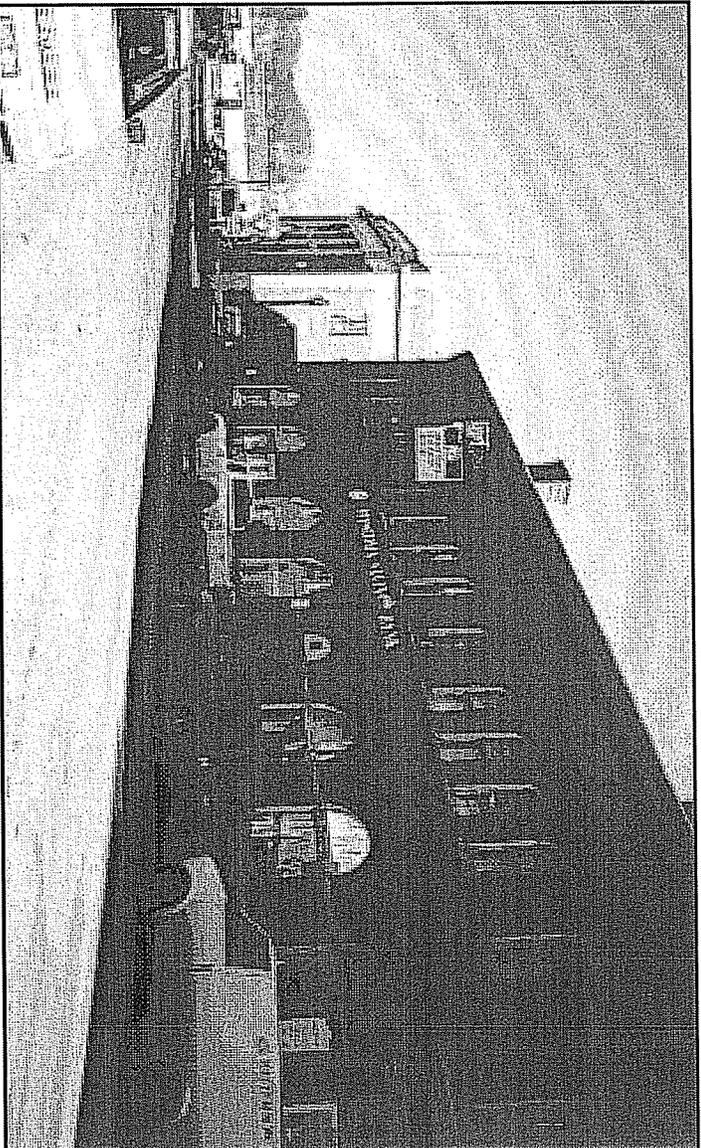
General Overview:

- Popular for buildings from the late 19th century to the 1930s
- Used widely across Vermont for suburban and well-to-do residences, country estates, and in more densely populated areas on public and institutional buildings, commercial blocks, gas stations and movie theaters
- Style derived from buildings of the Georgian and early Federal period, and though decorative details are based on these earlier precedents, the Revival details can be distinguished from them by their larger scale

Characteristics:

- Palladian windows, and storefronts or porches with classical columns used on late 19th century buildings
- Public buildings and houses of the early 20th century were based on symmetry and were usually two or more stories with a central doorway
- Colonial Revival features include: entablatures with large dentils, date and name panels, beltcourses, balustrades, doors flanked by sidelights and topped with transoms.
- The Gates Block has brick piers that support a brick entablature below the roof cornice; the piers define the storefronts and create symmetry

ARCHITECTURAL STYLES IN THE DESIGN REVIEW DISTRICT: ROMANESQUE



Mascoma Savings Bank, 1892 / 1912
(Originally First National Bank of White River)
South Main Street

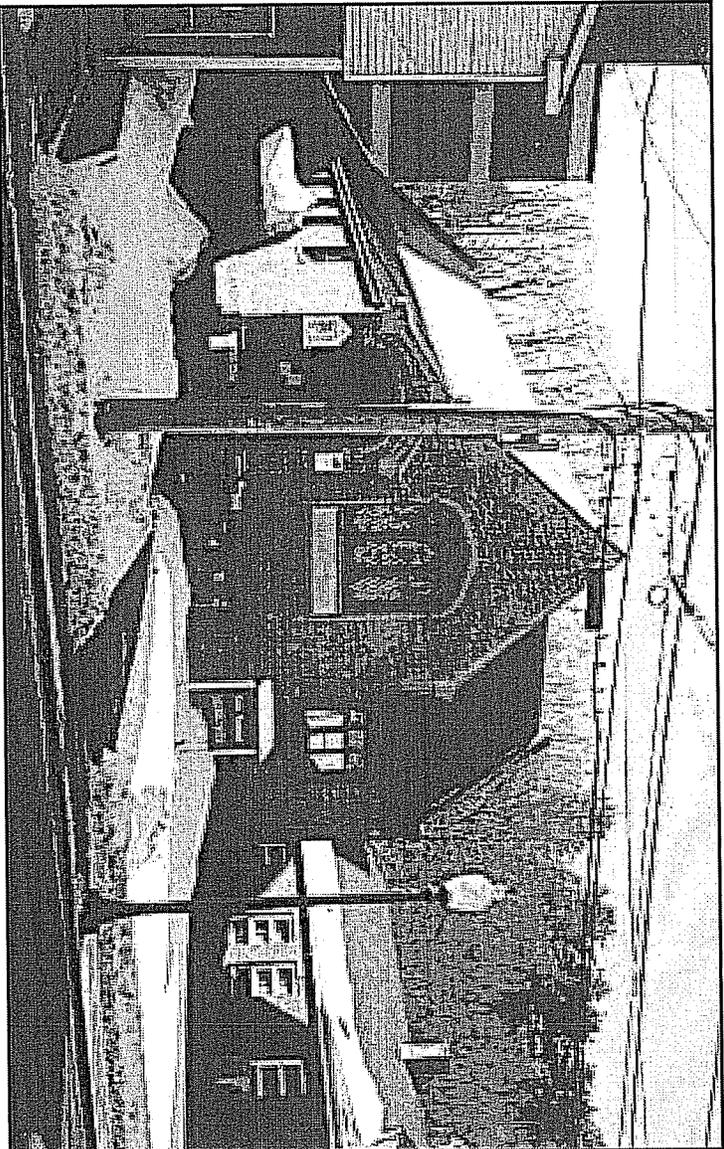
General Overview:

- Used in Vermont for public buildings, though very rare
- Style used in Vermont in the 1850s and 1860s, and reintroduced in the 1870s and 1880s by nationally known architect H. H. Richardson

Characteristics:

- Early Romanesque known for the use of rounded arches on doors and windows
- Richardson Romanesque buildings are usually of dark, rock-faced stone with massive oversized arches and delicately carved stone work details
- Brick often used in Vermont to resemble stone masonry with granite or marble detailing such as on the Mascoma Savings Bank

ARCHITECTURAL STYLES IN THE DESIGN REVIEW DISTRICT:
NEO-GOTHIC REVIVAL



Gates Memorial Library, 1907
70 North Main Street

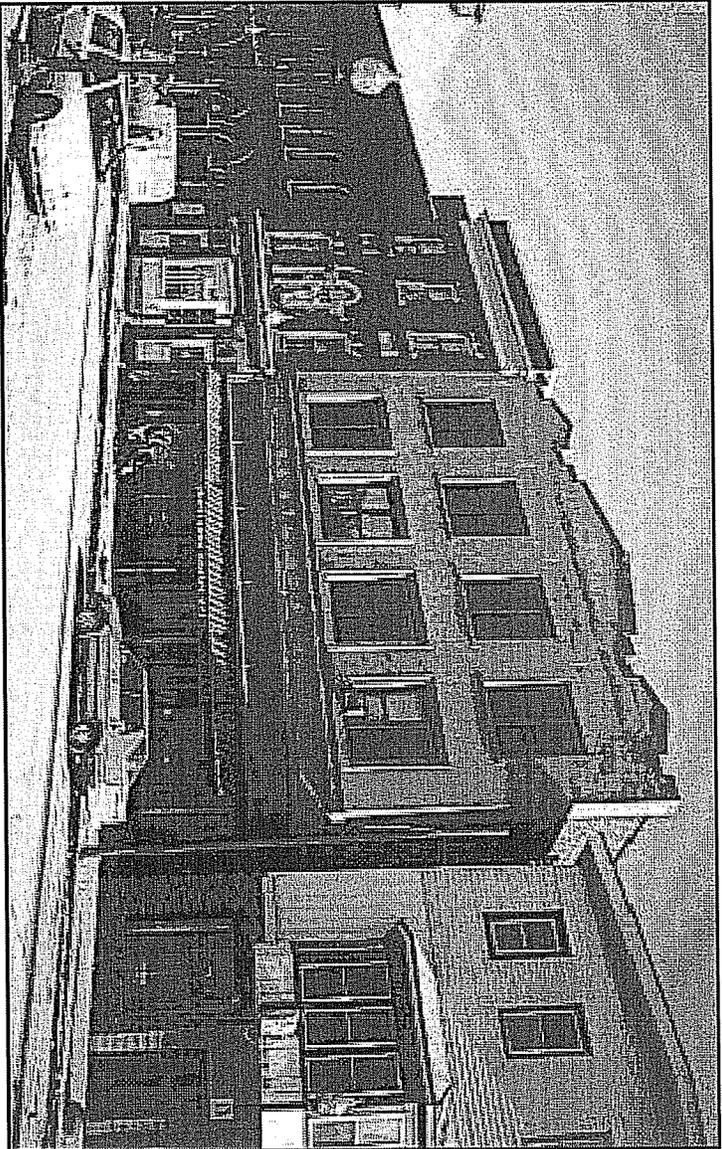
General Overview:

- Gothic detailing first used in Vermont from the 1820s to 1840s for churches; in the 1850s and 1860s for houses, though not as popular as Greek Revival
- Gothic architecture continued to be popular in the early 20th century for churches, collegiate buildings, and other public structures.

Characteristics:

- Buildings usually constructed of subdued red or light-colored brick or stone.
- Less exuberant detailing than the High Victorian Gothic style
- Neo-Gothic Revival features include: leaded windows, pointed arches, towers, church steeples are usually smaller than those of earlier styles

ARCHITECTURAL STYLES IN THE DESIGN REVIEW DISTRICT:
ART DECO/COMMERCIAL STYLE



Colodny's Surprise Store, 1929
30 South Main Street

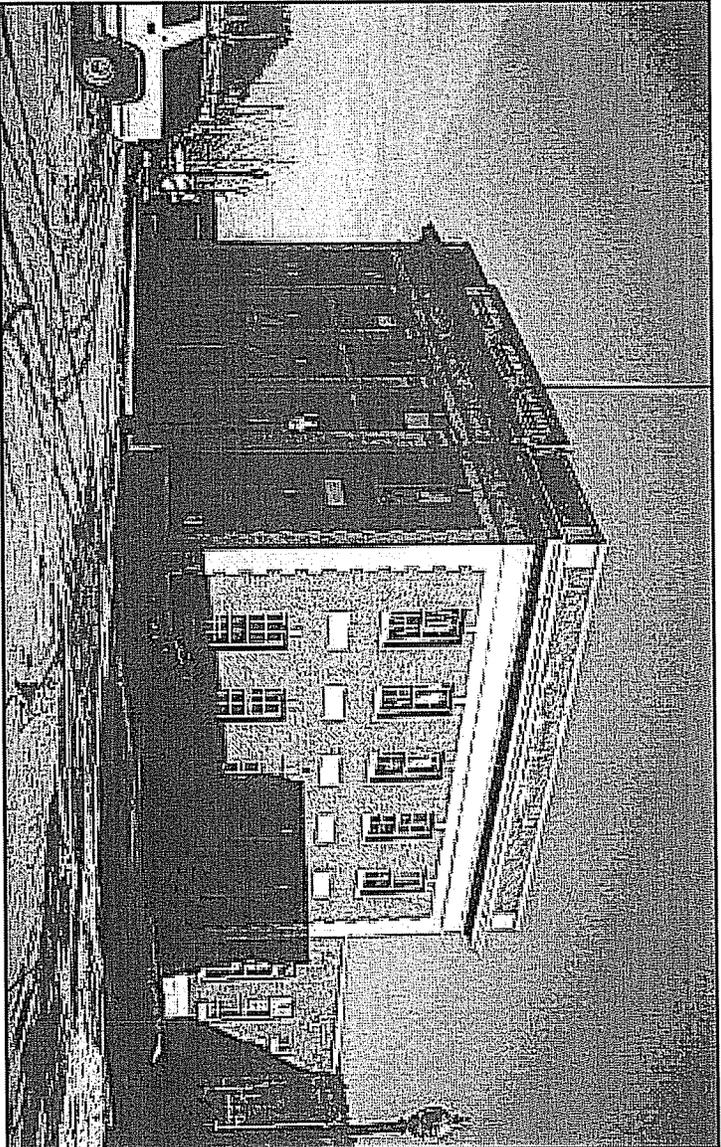
General Overview:

- Used in Vermont and nationally following the 1925 Paris Exposition on Decorative Arts
- Buildings in the Art Deco style are very rare in Vermont, and were built mostly in the period between 1925 and WWII
- Style used by those who wanted to project an image of modernity
- Used primarily for commercial blocks, auto showrooms, and movie theatres

Characteristics:

- Ornamented with carved stone, plate glass, and often had glazed terra cotta, intricate brickwork, neon for marquees and store signs
- Ornament consists of shallow, geometric, angular patterns used at rooflines, around windows and entryways
- Colodny's is typical of the style with cast stone details found in the piers and sign entablature on the first floor, the geometric wave design in the cornice, and the cast stone frieze band with inlaid stone crosses between the tops of the second story windows.

**ARCHITECTURAL STYLES IN THE DESIGN REVIEW DISTRICT:
NEO-CLASSICAL REVIVAL**



U. S. Post Office, 1934
46 South Main Street

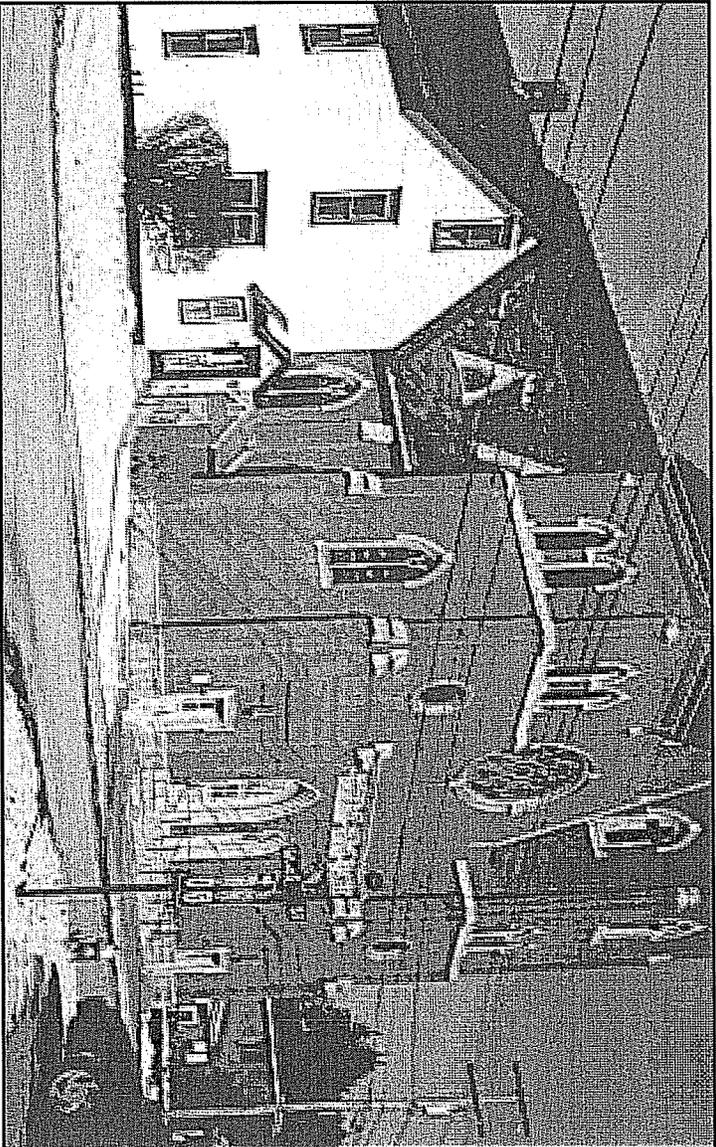
General Overview:

- Used in the first three decades of the 20th century in Vermont
- Used most often for late public buildings such as banks, libraries, schools, and courthouses

Characteristics:

- Constructed of brick, although most Neo-Classical Revival buildings are built of light-colored stone, marble, and / or granite supplied by Vermont quarries
- Typical of the style the Post Office has monumental, carved marble pilasters supporting a full entablature and open balustrade in the parapet.
- Primary windows are arched and topped by marble keystones
- Walls are ornamented by corner quoins
- Some buildings such as this one constructed by the WPA have painted murals

**ARCHITECTURAL STYLES IN THE DESIGN REVIEW DISTRICT:
HIGH VICTORIAN GOTHIC**



St. Anthony's Church, 1898
Church Street

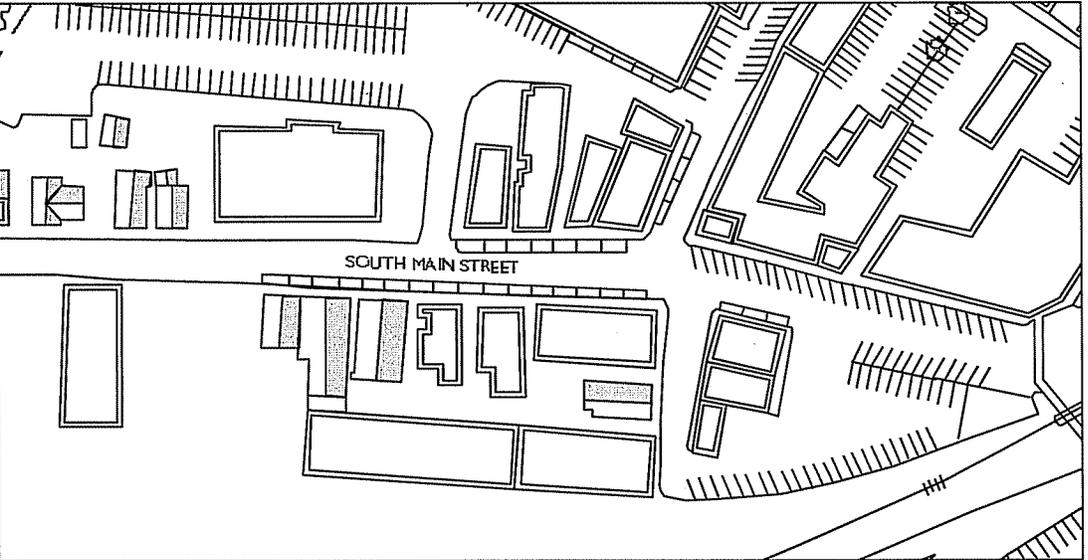
General Overview:

- Popular in Vermont from the 1870s to the turn-of-the-century
- Used mainly for churches and public buildings
- Distinguished from earlier Gothic Revival by its exclusive use of masonry

Characteristics

- Lively wall surface pattern of brick or stone in contrasting colors
- Ornate, large-scale buttresses
- Pointed arch windows and doors, pinnacles, stained glass

CHARACTER & STREETSCAPE : SOUTH MAIN STREET



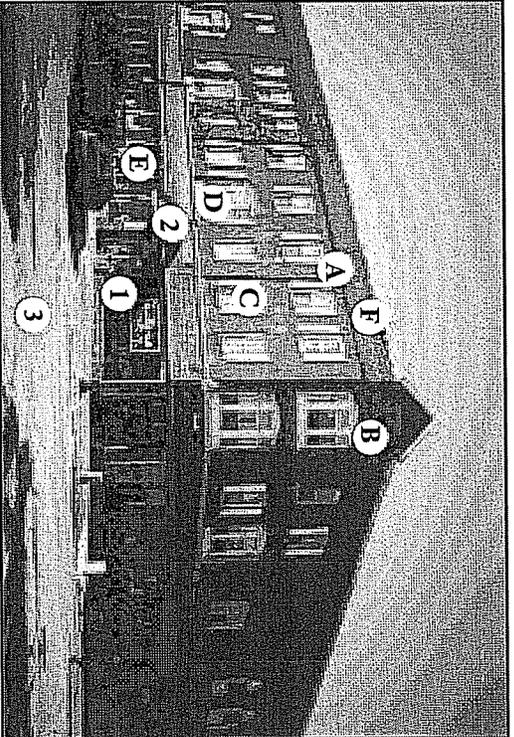
Since the mid-19th century when the railroad arrived in White River Junction, South Main Street has been the **commercial hub** of the village. Along with the various businesses and hotels at the northern portion of the street, the southern end has a mix of historic **residential and railroad related** structures. The impressive, 3-story, brick, flat roof commercial block comprised of the Hotel Coolidge and the Gates Building set the standard for the **horizontal** character of the architecture downtown. In 1902 vacant wetland off the northeast end of the street was filled in and landscaped to create Loyal Park, now **Briggs Park**.

The variety of structures along the street have functioned as boarding houses, banks, grocers, a fish store, cobbler, restaurants, coffin maker, moving pictures, and a bowling alley. Apartments and fraternal lodges were found on upper floors. Among dwellings toward the south end of the street were the railroad round house, a grist mill, grain house, and livestock yard.

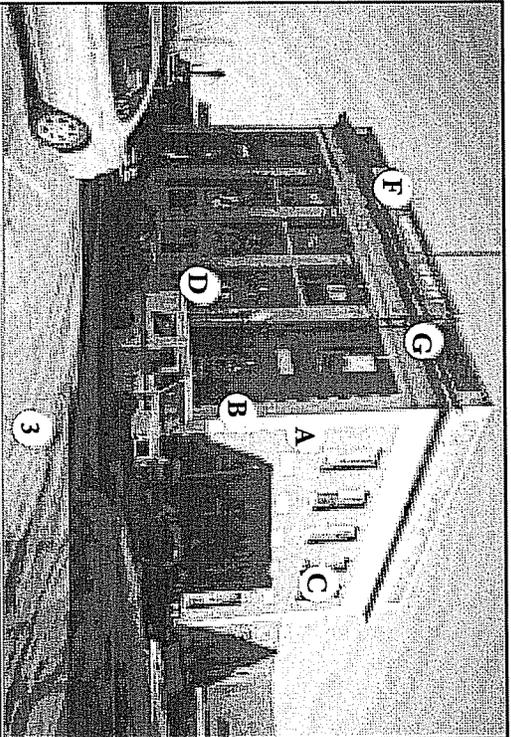
Distinctive physical characteristics of the street include:

- Longest street in the village, most varied architecture.
- Standard is set for horizontal character of village by impressive, 3-story, flat roof, joined commercial block of Hotel Coolidge and Gates Block.
- Open space / park to east of the Hotel Coolidge and Gates Block.
- Commercial buildings line both sides of street south of Gates Street.
- Gable roof, residential buildings at south end

CHARACTER & STREETSCAPE : SOUTH MAIN STREET



Gates Block



Old Post Office

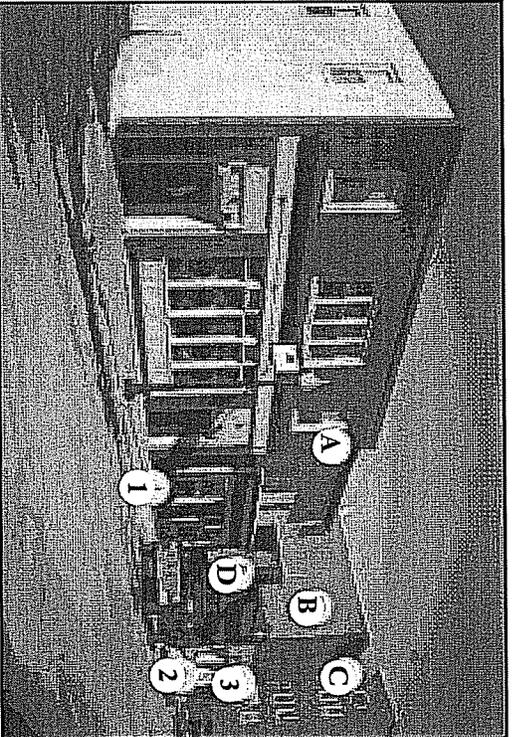
Contributes to sense of place & history

- A) Scale and materials reflect the building's prominence.
- B) Building shape emphasizes corner location.
- C) Rhythm of window openings creates continuity.
- D) Original window design is preserved.
- E) Rhythm of storefront openings creates continuity.
- F) Cornice emphasizes roofline and building shape.
- G) High quality of ornamental detail.

Detracts from sense of place & history

- 1) New storefronts contrast with historic design.
- 2) Materials not in keeping with historic character – modern brick, canvas awnings.
- 3) Wide expanse of asphalt pavement creates sharp contrast between pedestrian and motor vehicle zones at busy intersection.

CHARACTER & STREETScape : SOUTH MAIN STREET



Storefronts south of Gates St.

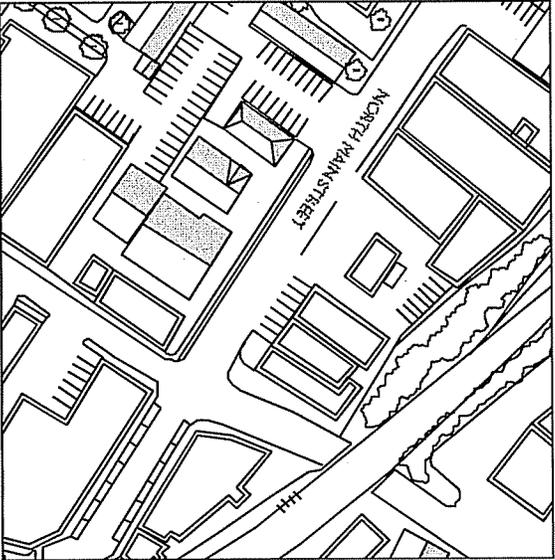
Contributes to sense of place & history

- A) Buildings maintain a basically consistent street wall, but with a sense of variety in height, shape and materials.
- B) Some buildings retain original materials and designs above the ground floor.
- C) Most buildings retain original cornices.
- D) Some buildings of relatively recent 20th century date may also contribute to historical and architectural character because they are well designed, fit within historic patterns that exist in downtown and employ appropriate detailing and design elements.

Detracts from sense of place & history

- 1) Some storefront windows not in keeping with the building's overall character such as those altered in a manner which obscures or eliminates historic architectural references.
- 2) New storefronts contrast with historic design.
- 3) Some buildings reclad in modern materials, which detract from sense of quality and character.

CHARACTER & STREETSCAPE : NORTH MAIN STREET

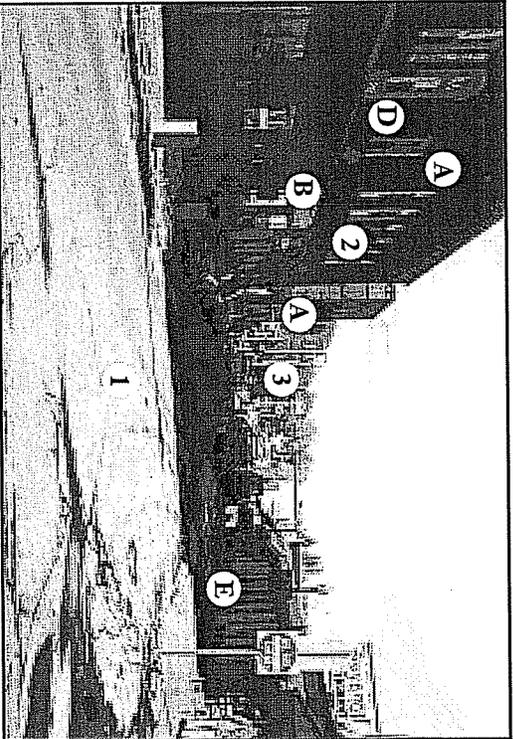


The character of North Main Street was established as early as the 1860s when the south end became part of the **commercial** core of the village and the north end developed as a **residential neighbor** - hood. The construction of the vehicular bridge across the river and its connecting road (Bridge Street) to North Main Street were completed by the end of the decade. North Main Street is also associated with **local cultural events**. During various periods of its history since the late 19th century, buildings along the west side have housed the Gates Opera House, a movie theater and the public library.

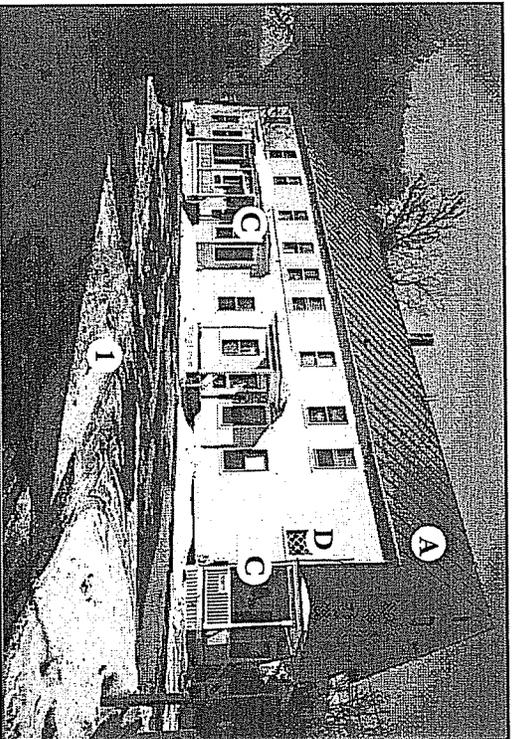
Distinctive physical characteristics of the street include:

- Flat roof, brick commercial buildings.
- Gable roof, clapboard residential buildings.
- All buildings are 1-3 stories in height; west side of street has always had a greater number of 3-story buildings.
- Connected or densely spaced commercial properties contrast with less dense residential end of street.
- Commercial buildings are set close to sidewalk vs. residential buildings at north end, have shallow set backs with narrow, landscaped front yards.

CHARACTER & STREETSCAPE : NORTH MAIN STREET



North Main Street



Apartments, North Main Street

Contributes to sense of place & history
A) Scale and materials reflect the building's prominence.

B) Historic storefronts reflect the street's history.

C) Residential character is emphasized by clapboard structures, bay windows, multiple entries and porches that reflect domestic use, and landscaped yards.

D) Diversity of significant windows distinguish important examples of architectural style on the street.

E) Some buildings of relatively recent 20th century date may also contribute to character because they are well designed, fit within historic patterns that exist in downtown and employ appropriate detailing and design elements.

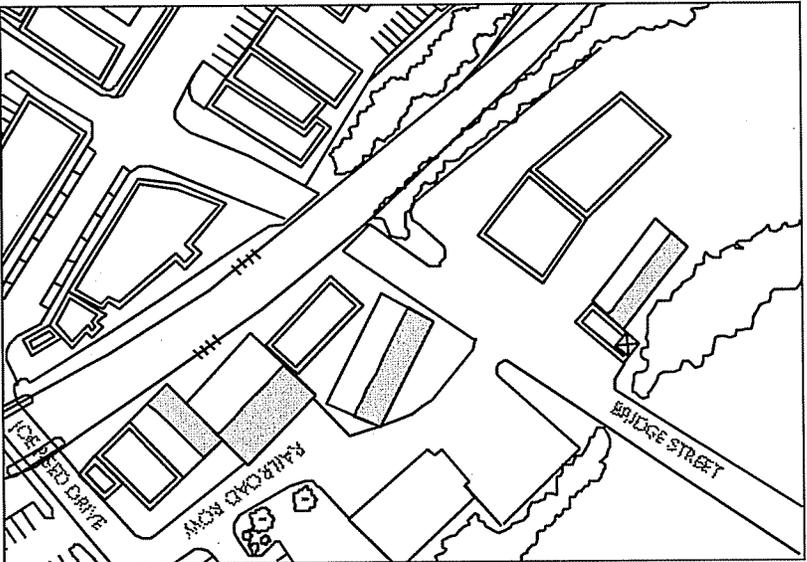
Detracts from sense of place & history

1) Wide expanses of asphalt pavement at intersections and in large parking lots between some buildings create a sharp contrast between pedestrian and motor vehicle zones.

2) Original window openings infilled with smaller, new windows conflict with the historic window patterns on the street.

3) Abundance of utility poles and overhead wires at north end conflict with visual qualities of the street.

CHARACTER & STREETScape : BRIDGE STREET



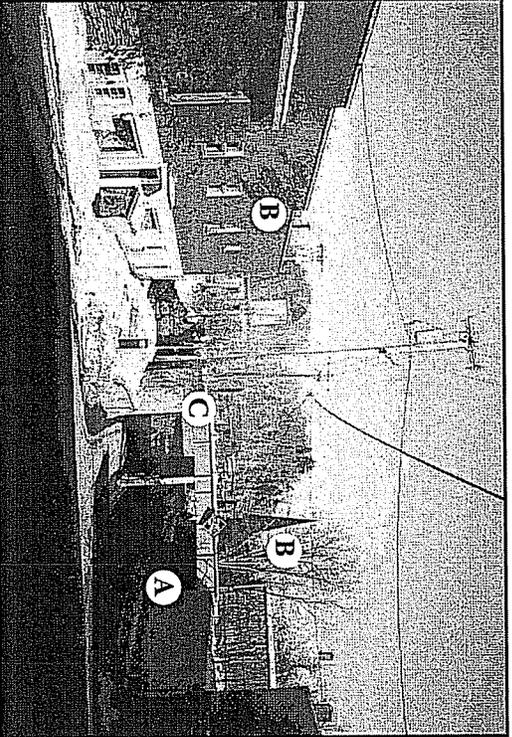
Bridge Street has always been **industrial** and **commercial** in character and some of its structures have long been an important part of the **infrastructure** of the village. It is a street with two bridges, the vehicular bridge was built by the 1860s; the railroad bridge, which also functions as a vehicular underpass, was constructed around 1910.

Buildings didn't appear on the short street until the late 19th century. Constructed between the railroad tracks and the river, structures for various enterprises have included a marble works, steam laundry, bakery, livery, photo shop, auto sales and service, and numerous sheds extending to the north and south of the street were storage buildings for coal, lumber and agricultural implements. Buildings associated with public works in the village include the Fire Station, and a lock-up, which no longer stands but was formerly located across from the firehouse.

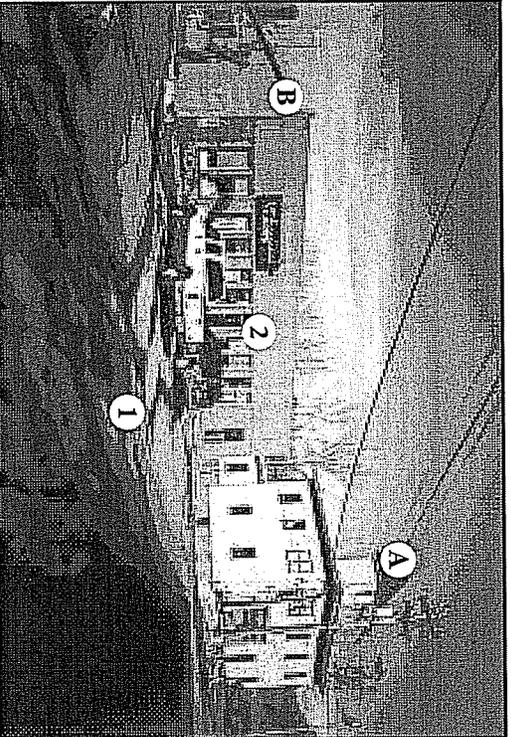
Distinctive physical characteristics of the street include:

- Railroad related features dominate the street.
- The railroad bridge defines the street topography / elevations and the tracks separate Bridge Street buildings from North Main Street to the west.
- The rail bed and stone retaining wall are highly visible from the east.
- Buildings are 1 to 2 1/2 stories in height.
- Both flat and gable roofs are found.
- The industrial character of the street is evident from a car or train, with painted signs on the backs of some North Main Street buildings advertising local companies.
- The fire station is an important visual and historic gateway building to the village.

CHARACTER & STREETScape : BRIDGE STREET



Bridge Street



Bridge Street

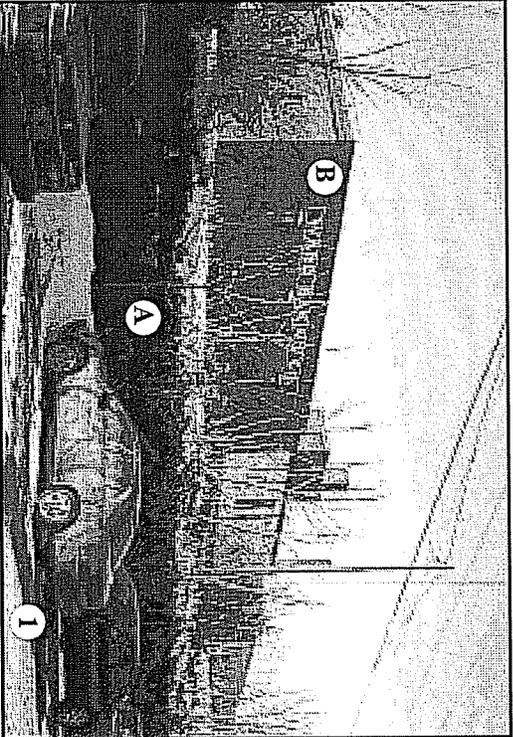
Contributes to sense of place & history

- A) Materials and location reflect the prominence of the bridge or building.
- B) Predominant lower height buildings, 1 to 2 1/2 stories, reflect industrial character
- C) Railroad related features reflect history of the village.
- D) Painted signs on buildings provide visual references to past history.

Detracts from a sense of place & history

- 1) Wide expanses of asphalt pavement in large parking lots between some buildings create a sharp contrast between pedestrian and motor vehicle zones, and make no reference to what was there in the past.
- 2) Modern windows and siding detract from the intended historic appearance of the buildings.

CHARACTER & STREETScape : BRIDGE STREET



Bridge Street looking west

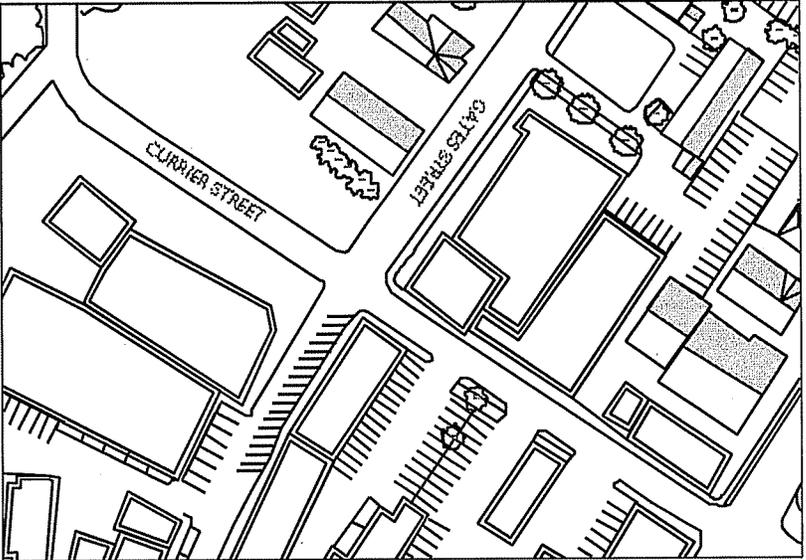
Contributes to sense of place & history

- A) Railroad related features reflect history of the village.
- B) Painted signs on buildings provide visual references to past history.

Detracts from sense of place & history

- 1) Wide expanses of asphalt pavement in large parking lots between some buildings create a sharp contrast between pedestrian and motor vehicle zones, and make no reference to what was there in the past.

CHARACTER & STREETScape: CURRIER STREET

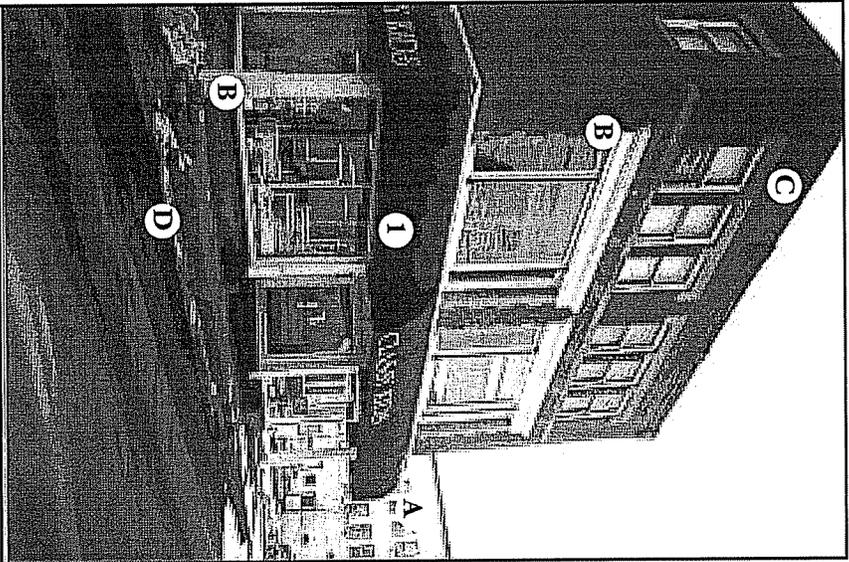


Currier Street was laid out circa 1915 connecting Bridge Street with Vendome Place. It is **commercial** in character as all buildings are associated with business activity in White River Junction. The east end developed first and by the mid-20th century the west end lots were filled with the telephone company on the north side (c. 1922) and the extension to the Hotel Coolidge on the south side by the 1940s. Other structures have housed a furniture, wallpaper and stove store in the Classy Kids building, a storage building for the fire department, an ice house, and a large automobile garage.

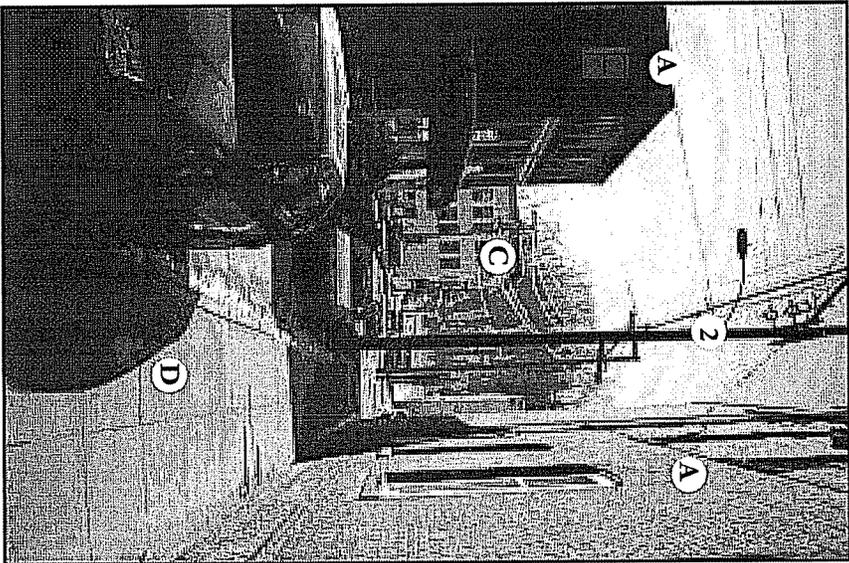
Distinctive physical characteristics of the street include:

- Street is narrower than primary streets in White River Junction.
- Sidewalks line both sides of the street.
- Buildings are sited adjacent to sidewalks.
- 3-story, flat roof, brick buildings pre dominate.
- Parking / service areas between buildings, is the historic pattern here (buildings not connected).

CHARACTER & STREETScape : CURRIER STREET



Classy Kids, Currier Street



Currier Street, looking south

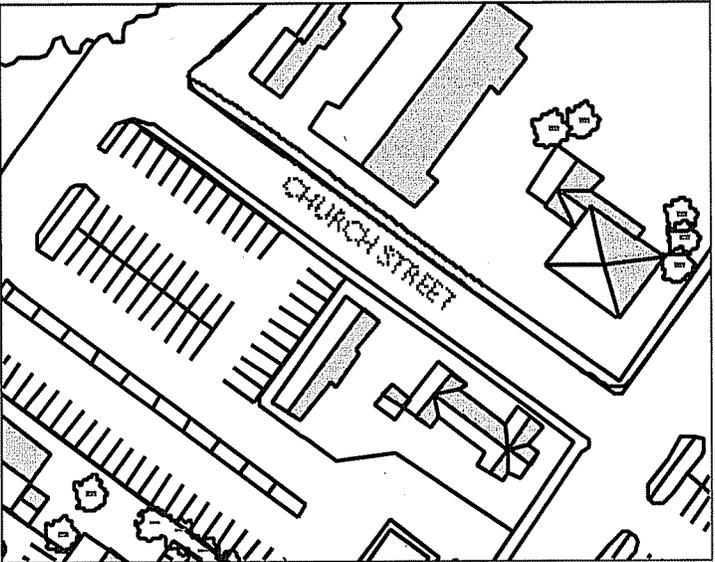
Contributes to sense of place & history

- A) Tall, brick buildings, set close to both sides of the street create a historic urban character.
- B) High quality ornamentation including original cast iron storefronts, oriel windows contribute to architectural character.
- C) Cornices emphasize roofline and building shape.
- D) Sidewalks create a pedestrian friendly streetscape.

Detracts from a sense of place & history

- 1) Materials not in keeping with historic character – modern style canvas awnings.
- 2) Abundance of utility poles and overhead wires conflict with visual qualities of the street.

**CHARACTER & STREETScape :
CHURCH STREET**

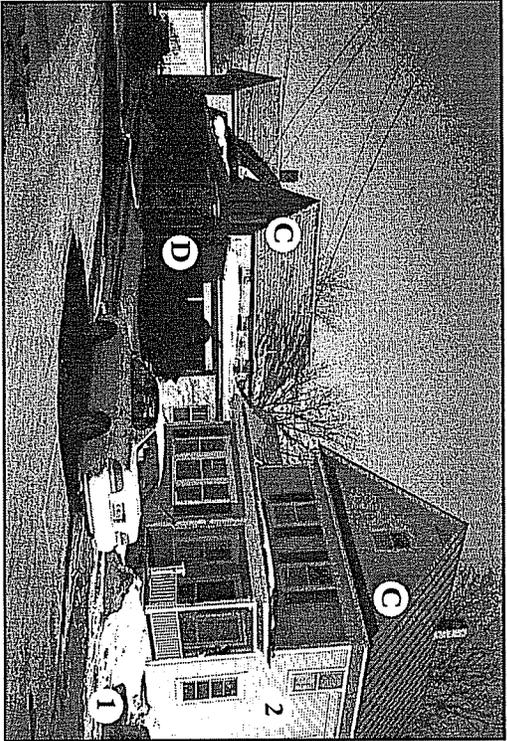


Church Street is ecclesiastical in character. By the turn of the 20th century St. Anthony's Roman Catholic Church had been built on the north side of the street and St. Paul's Episcopal Church (now demolished) was located on the southwest corner. Modest, historic homes on adjacent lots link the street with the residential neighborhood at the north end of Gates Street.

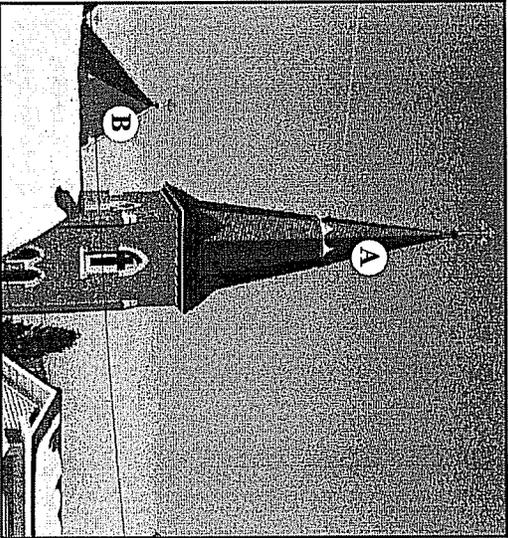
Distinctive physical characteristics of the street include:

- Massive church structure with elongated spire create an important visual landmark.
- 1 1/2 to 2 1/2 story, gable roof and hip roof dwellings.
- Regular spacing of buildings, primarily domestic in type creates a residential feeling.
- Shallow yards reflect residential character.

CHARACTER & STREETScape : CHURCH STREET



Church Street, looking northeast

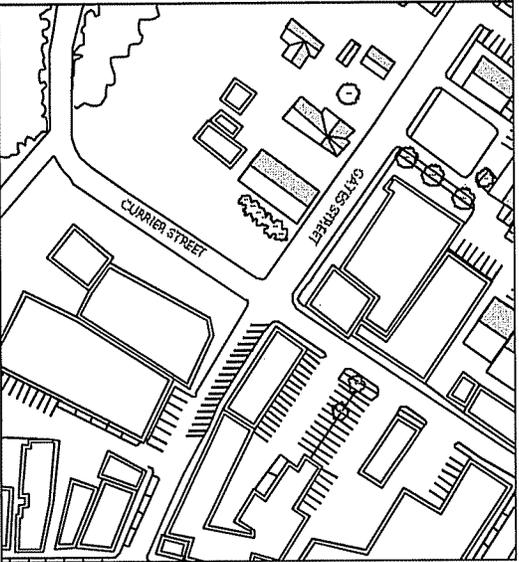


Spire, St. Anthony's Church

- Contributes to sense of place & history*
- A) Scale and materials of the church reflect the building's prominence.
 - B) High quality of ornamental detail.
 - C) Gable and hip roof dwellings reflect vernacular house plans.
 - D) Clapboard siding and slate roof shingles contribute to architectural character.

- Detracts from a sense of place & history*
- 1) Parking lot on site of former Episcopal Church creates a visual void on the street.
 - 2) Modern siding obscures historic trim details and detracts from the intended historic appearance of the building.

**CHARACTER & STREETSCAPE:
GATES STREET**



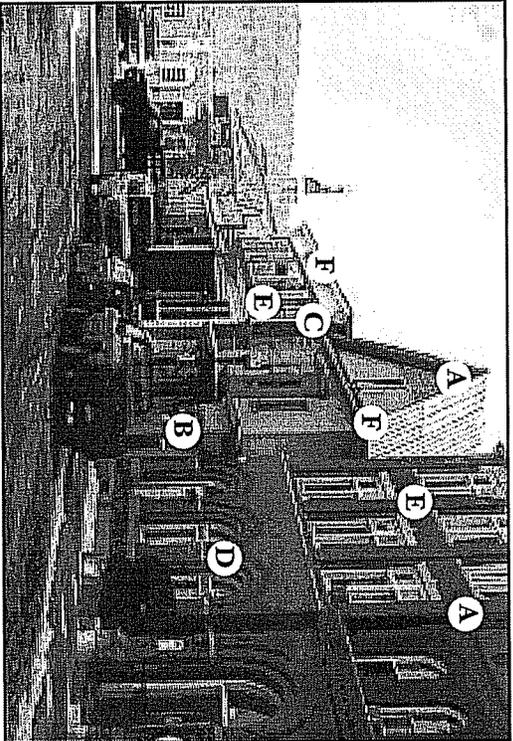
Typical of other major streets in White River Junction, the portion of the street within the heart of the village is commercial in character, while the extremity, here the north end is residential. The United Methodist Church serves as a link between **commercial** and **residential** properties and provides an **ecclesiastical** component to the streetscape. The eastern portion of the street originally called Depot Street, between South Main Street and the train station, was laid out by the 1860s. The longest part of the street, north of South Main Street was originally called Gates Street, and by the 1920s both sections had acquired that name. A short cul-de-sac, Vendome Place, extends off the west side of Gates Street and connects with Currier Street on the east.

Various business that have operated out of structures in the segment east of South Main Street have included a wholesale grocers, coffee mill, bank, printing office, fruit store and drug store. The northern segment has long been the site of the Junction House, now called Hotel Coolidge which housed various small shops including a millinery, billiard room, harness shop, and a music store. Other enterprises nearby have included a livery and later auto sales and service, an undertaker and a restaurant.

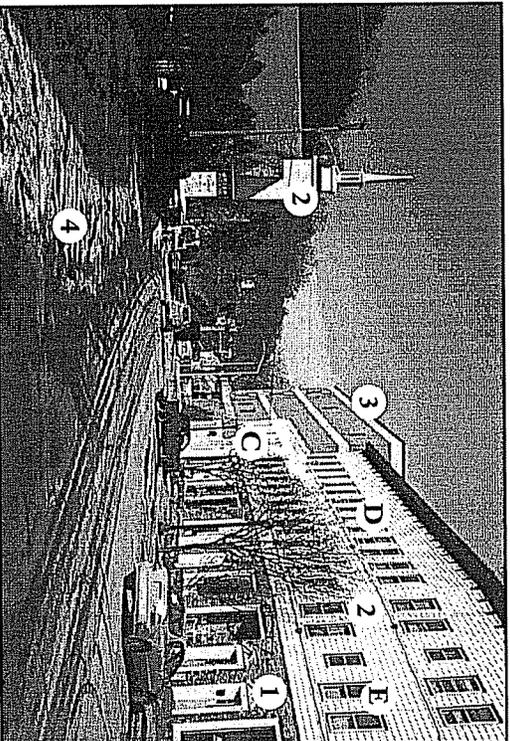
Distinctive physical characteristics of the street include:

- Commercial buildings are primarily flat roof, brick structures.
- Residential buildings are primarily gable roof, clapboard structures.
- 2-3 story commercial buildings; 2 1/2 story dwellings.
- Connected or densely spaced commercial properties contrast with less dense residential end of street.
- Commercial buildings are set close to sidewalk vs. residential buildings at north end, have shallow set backs with narrow, landscaped front yards.

CHARACTER & STREETScape : GATES STREET



Gates Street (former Depot St. section) looking east



Gates Street, looking northwest

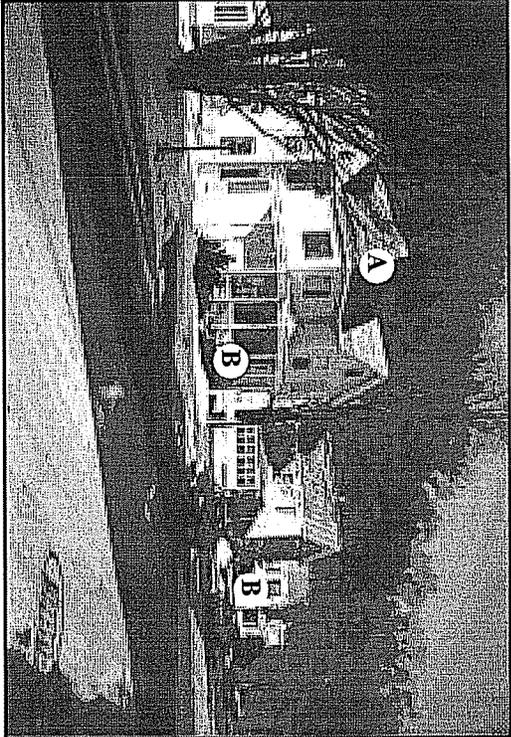
Contributes to sense of place & history

- A) Scale and materials reflect the building's prominence.
- B) Historic storefronts reflect the street's history.
- C) High quality ornamental detail.
- D) Rhythm of window openings creates continuity.
- E) Original window design is preserved.
- F) Cornice emphasizes roofline and building shape.

Detracts from sense of place & history

- 1) New storefronts contrast with historic design.
- 2) Materials not in keeping with historic character.
- 3) Height and massing of modern building out of character with other buildings in district.
- 4) Wide expanses of asphalt pavement in large parking lots between some buildings create a sharp contrast between pedestrian and motor vehicle zones, and make no reference to what was there in the past.

CHARACTER & STREETScape : GATES STREET

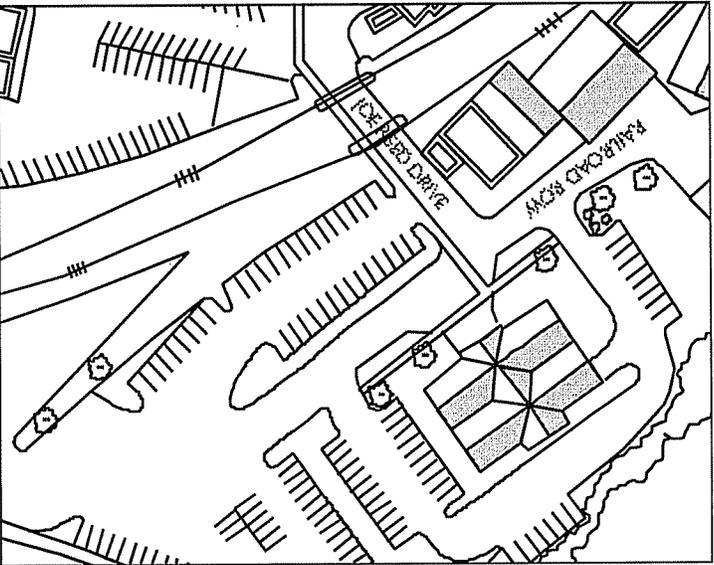


Residential end of Gates Street, looking northwest

Contributes to sense of place & history

- A) Scale and materials reflect the building's prominence.
- B) Residential character is emphasized by clapboard siding, bay windows, front porches, and landscaped yards.

**CHARACTER & STREETSCAPE:
RAILROAD ROW/JOE REED DRIVE**

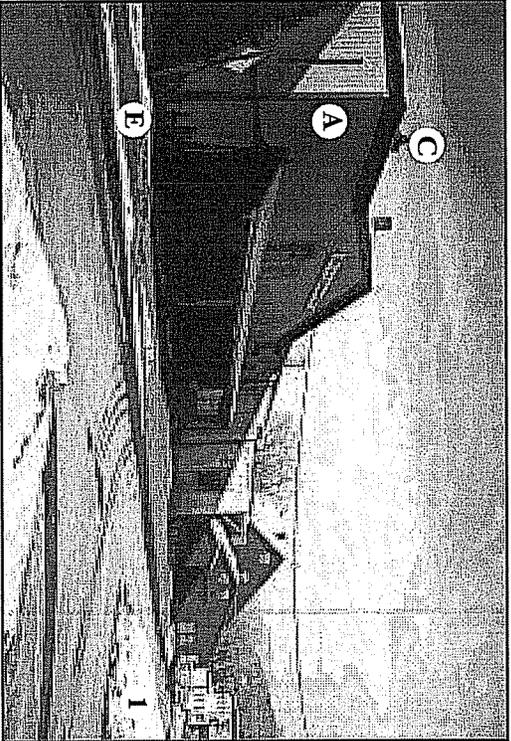


Railroad Row and Joe Reed Drive comprise the industrial core of White River Junction. Railroad Row was originally called Freight Street because of the abundance of **storehouses** for lumber, agricultural implements, grain, flour, hides and fruit. Also, along the street were an auto sales and service building, machine shop and planing mill. Besides the many more tracks that formerly ran parallel to Railroad Row, other rail related structures that no longer exist include a freight house, baggage room, restaurant, turntable, and a large round house to the south of the depot.

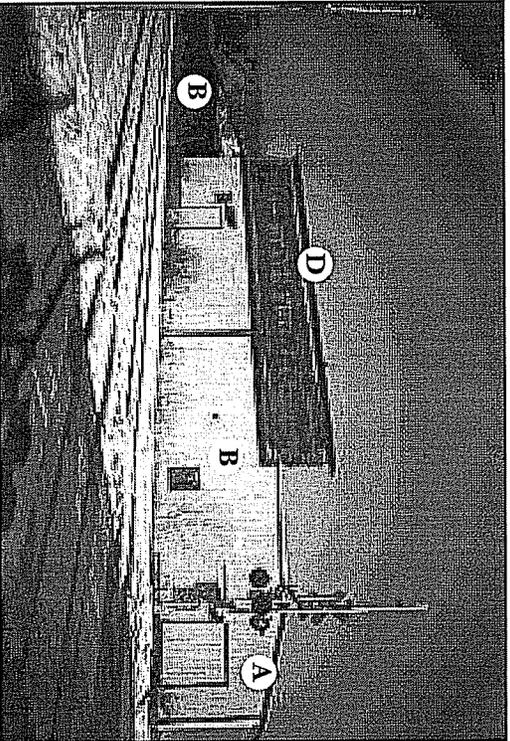
Distinctive physical characteristics of the street include:

- Flat or shed roof industrial / commercial buildings.
- 1 to 2 stories in height.
- Irregular shape of buildings.
- Utilitarian materials and features.
- Irregular setbacks.
- Historic buildings remain on one side of street only.
- Now only vacant land between the street and White River.

CHARACTER & STREETScape : RAILROAD ROW



Railroad Row looking northwest



Joe Reed Drive looking north

- Contributes to sense of place & history*
- A) Scale and materials reflect utilitarian function of buildings.
 - B) Buildings were aligned for access to the railroad tracks rather than the roadway.
 - C) Lack of windows, metal roof ventilators reflect storehouse function of buildings.
 - D) Historic signs are visual reminders of past history.
 - E) Irregular setbacks and lack of landscaping are characteristic of freight yards.

- Detracts from a sense of place & history*
- I) Loss of buildings on river side of street leaves no evidence of past use of the land.

IMPLICATIONS FOR FUTURE DESIGN

AND DEVELOPMENT

1. It is recommended that new construction and site design address the River Corridor. This means that:
 - A. Care must be taken not to encroach upon natural conditions and existing landscape features.
 - B. Where appropriate, design and development should provide visual and physical access to the open space of the River.
2. Reflect (frontyard) setback patterns along specific streets when renovations and new buildings are proposed.
3. Explore new development in large open lots as infill opportunities. Infill should reflect and build on historic patterns of lot layout, building mass and height either previously present on the site itself or present on adjacent lots.
4. New construction should reinforce a visual corridor and not obstruct landmarks or be inconsistent with existing setbacks and building massing.
5. Land use and development patterns should connect with and relate to sur-

rounding land uses and site development features, i.e. support should be given to new projects which share parking access and maintain existing pedestrian travel ways.

6. Streetscape improvements should occur with major new projects that continue the historic lampost patterns and sidewalk improvements, along with other pedestrian amenities.

7. For new projects, shared parking and creative parking design options should be considered.

8. Features on new buildings can reference existing distinctive features. New construction:

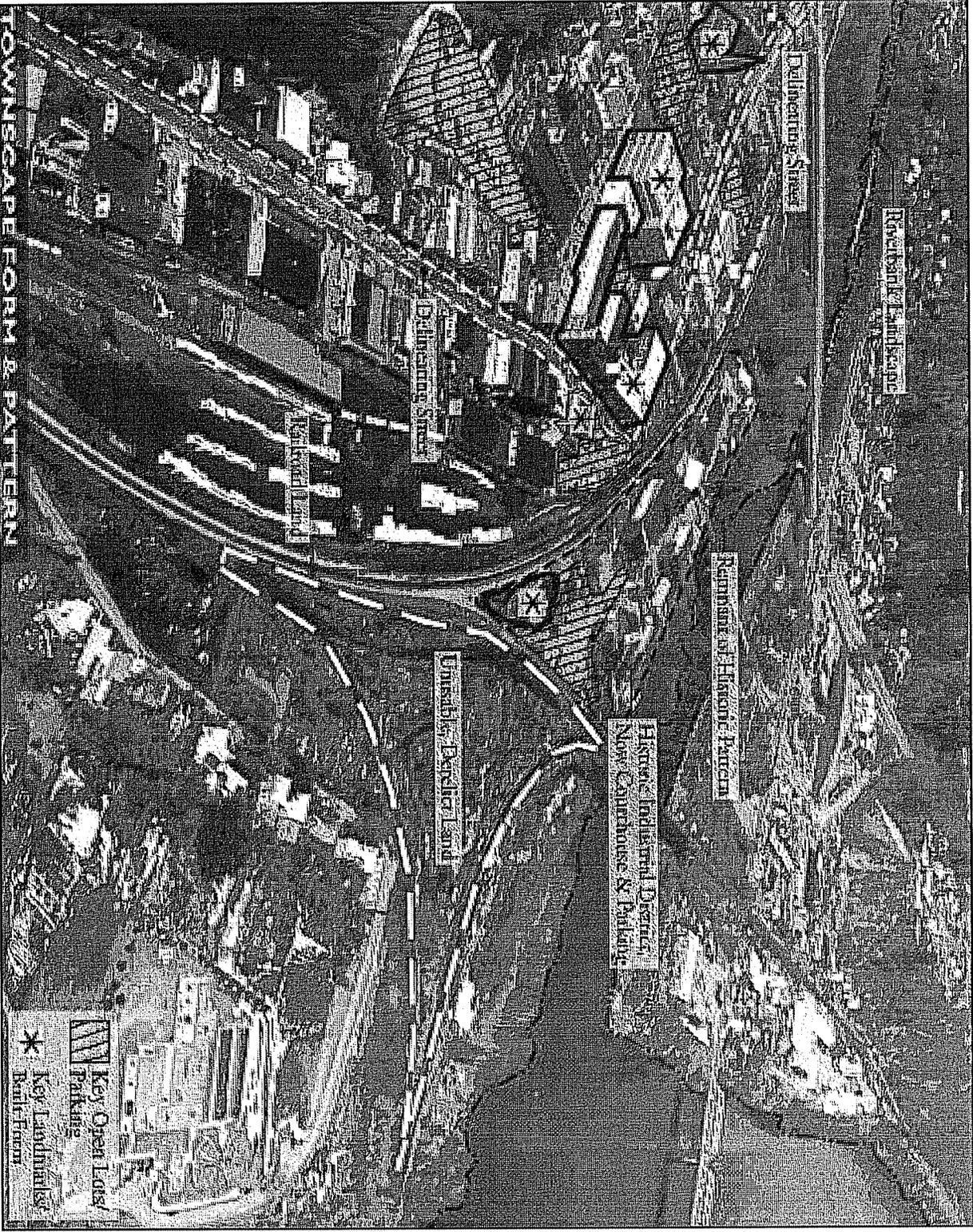
A. May reference existing distinctive features (massing, cornice details, window types) found in an adjacent historic building in a simple, direct way.

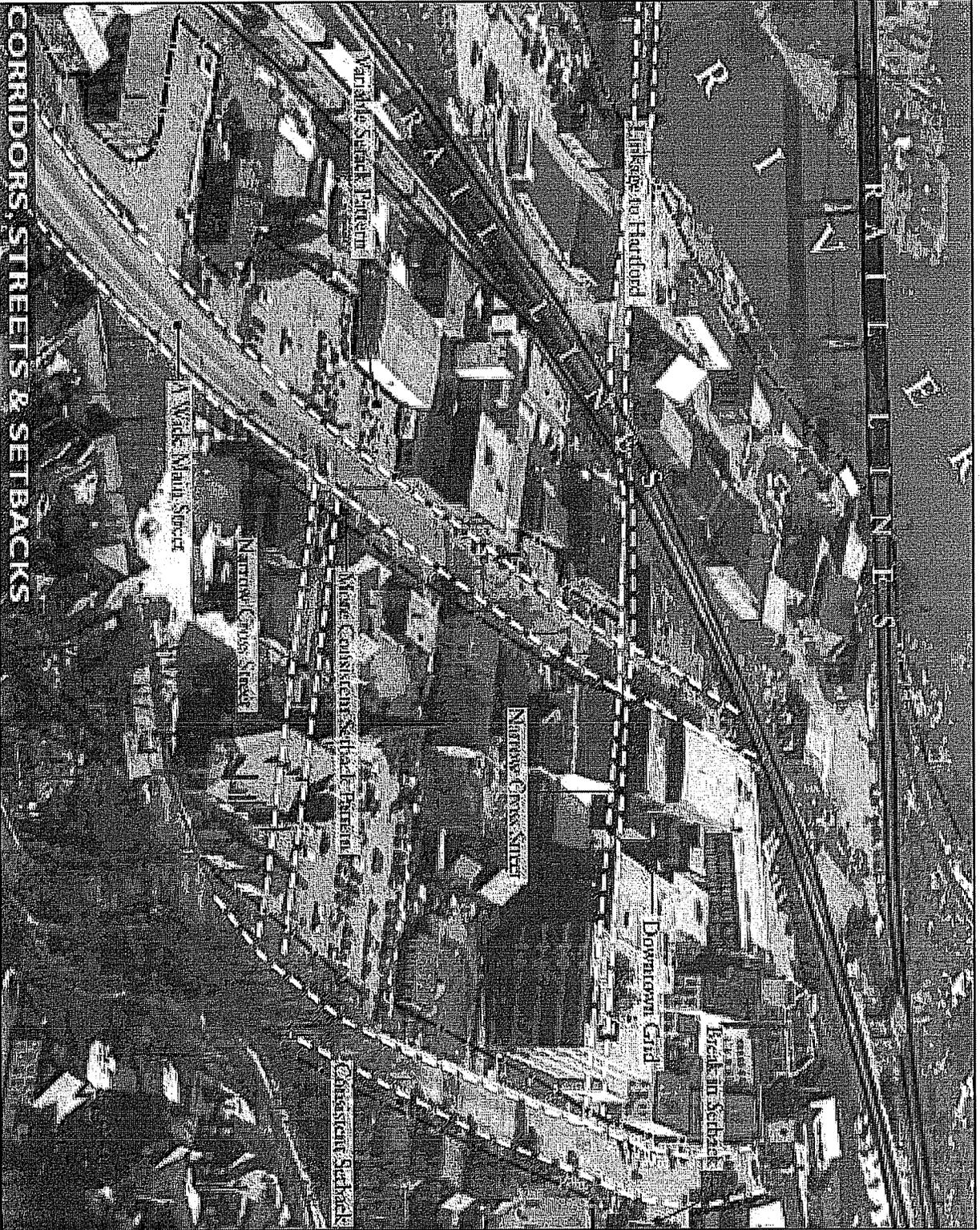
B. Do not create a false sense of history. Be creative, but respectful of what was here first. Do not overwhelm character or streetscape with larger, bolder buildings.

SUPPLEMENTARY PHOTOGRAPHIC

ANALYSIS

The accompanying photos of historic White River Junction included in this analysis, and taken from the air in the late 20th century (1983), provide an opportunity to delineate the landscape and townscape patterns, past and present such as setback patterns and the relationship of building forms and size.





GOALS, PRINCIPLES AND GUIDELINES

A series of basic goals and principles for the Design Review District provide a framework within which individual projects can be evaluated. While there are specific criteria that are critical for review on an individual project basis (i.e. height, setback, type of siding, etc.), there needs to be overall agreement as to the nature and intent of the District. This is covered by the Goals and Principles.

Goals and Principles

...underlying the creation of a White

River Junction Design Review District:

1. To maintain a vibrant downtown, economically, functionally and culturally
2. To preserve/conservate the historic qualities of White River Junction
3. To support architectural and site enhancements and/or new development projects that preserve and/or enhance the historic qualities of the downtown
4. To acknowledge and preserve the integrity of the historic built form in White River Junction, including landmarks, buildings and streetscape patterns
5. To support public and private sector design and development that is consistent with the historic qualities of the

- White River Junction townscape, streetscape and historic architecture that reflect existing and desirable streetscape patterns and elements adjacent to project area.
6. To educate the public on the value of conserving, preserving and enhancing the downtown and historic district of White River Junction.
 7. To create suitable places for people and a pedestrian scaled environment.
 8. To accommodate parking in a least impacting manner, encourage shared parking where appropriate.

Related goals in creating the District include:

1. To meet the requirements for becoming a Designated Vermont Downtown
 2. To take advantage of programs as part of a Certified Local Government
 3. To support the Town as well as building and property owners in taking advantage of funds, tax credits and other programs available to historic properties and revitalized downtowns.
- Overall Guidelines:**
1. Preserve and enhance the integrity of the historic architecture of White River Junction and the specific buildings
 2. Use authentic materials where possible and appropriate in rehabilitation and new construction projects.

3. Reflect setbacks, scale and massing when developing new structures and additions to existing buildings.
 4. Employ appropriate lighting patterns and levels that reflect use, safety and security.
 5. Where appropriate implement streetscape elements on a building by building basis.
 6. Plan for accessibility and rear access from parking to commercial buildings.
- A sampling of the guidelines, which are part of companion document *Design Guideline* includes:

Site, street and landscape:

1. The street and streetscape elements
2. Lighting, types and location
3. Signs, design and placement
4. Parking and parking circulation
5. Pedestrian scale and pedestrian circulation
6. Siting/setbacks

Buildings:

1. Building footprints
2. Massing, form and scale
3. Materials: roofing
4. Materials: siding
5. Windows: types and location
6. Entries, porches and additions
7. Details/architectural styles
8. Color