

Lambertville Design Guidelines



September 2, 2009

Draft

Lambertville Design Guidelines

City of Lambertville
Hunterdon County, NJ

September 2, 2009

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The purpose of this document is to guide the quality of future growth and land use development in the City of Lambertville so that it complements the town's historic character and charm. Over the past couple of decades, Lambertville has experienced a surge of development activity including a 70-unit townhouse development, numerous residential infill developments and commercial development renovations. However, the City's development design guidelines were not entirely effective in ensuring that the new development was sensitive to the unique character of the City. The scale, materials and proportions of some of the newer developments were inconsistent with the style and quality of Lambertville's older, built environment.

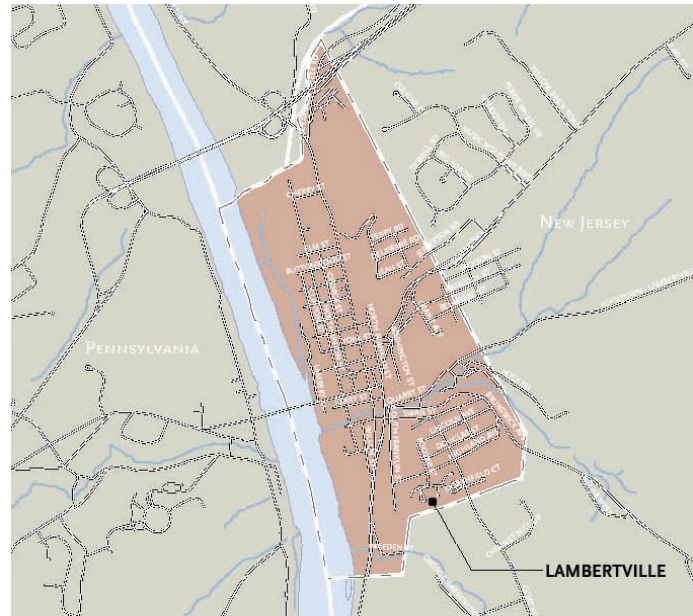
This plan reaffirms the 1998 master plan vision for the City and provides a comprehensive set of design guidelines for implementing that vision. This document is the product of several public forums and visioning sessions and is a response to the public comments expressed by residents during many years of Planning Board and Board of Adjustment meetings.

The City of Lambertville is a small, one square mile community located on the western edge of Central New Jersey along the Delaware River. Lambertville has a bustling central business district, scenic vistas and a rich array of historic architecture. The City was first settled in the 18th century and became a popular stopping point for stagecoaches on the New York-to-Philadelphia route along the old York Road. Before any bridges were constructed, Coryell's Ferry carried travelers on the old York Road across the Delaware River at Lambertville and New Hope, Pennsylvania.

The growth of transportation routes in the City led to the town's rapid industrial expansion in the mid to late 19th century. The Delaware & Raritan Canal, hand-dug in the 1830s, provided direct shipping for the City's merchants and manufacturers to Trenton, Philadelphia, and New York. In the 1850s, railroad lines were constructed parallel to the canal, and eventually overtook it in importance. The combination of the railroad, waterways and Lambertville's central location between New York and Philadelphia led to the City's most significant period of economic growth and population boom.

The prosperity of the 19th century did not last long in Lambertville. By the early 1900s, many of the City's manufacturing facilities either closed or left the City for larger facilities. The local economy depressed quickly and stayed that way for a half of a century. By the 1970s, the local population slowly started to grow again. Artists and architectural buffs enjoyed

the historic buildings and scenic resources of the City. Others were lured by the affordability of the City's houses and businesses. By the early 1980s, Lambertville was experiencing a renaissance of renewed local interest. The City Planning Board developed a vision that sought a "balance of prosperity with preservation, tourism with the enjoyment of private and public property, and environmental protection with growth." That vision continues to thrive today through public investment, political leadership and the commitment of the City's business owners and residents.



Overview of Lambertville

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3.1 Design Inventory

3.1.1 Paths

3.1.2 Landmarks

3.1.3 Activity Clusters

3.1.4 Character Analysis

3.1.5 Environment

3.1.6 Spatial Quality

3.2 Design Analysis

3.2.1 Connectivity

3.2.2 Character

3.2.3 Environment

3.2.4 Public Realm

Urban design analysis is the study of the form and function of a city, town or place. It reveals important information about land use trends and deficiencies, which can be used for master plans, speciality plans and design guidelines. The analysis below, combined with the public comments and visioning sessions described in Section 4, inform the guidelines contained in this document. The following design analysis utilizes a systematic inventory and analysis of urban design components: paths, landmarks, activity, character, environment and spatial quality.

3.1 DESIGN INVENTORY

3.1.1 Paths (*roads, sidewalks, bike paths, etc*)

The paths of Lambertville are numerous and serve multiple modes of transportation, consisting of roads, waterways, bicycle and pedestrian trails and sidewalks. The major roads in the City consist of Route 29, Union Street, and Main Street, all of which travel in a north-south direction. Bridge Street is the primary east-west road and is on axis with the Delaware River bridge to the west and a small 18th century stone



The Delaware and Raritan Canal bike path is a popular bicycle and walking trail along the Canal and extends from the City of Trenton north to Frenchtown Borough.

structure, now a pizza restaurant, to the east. Other primary roads include County Route 518 and Route 179. These roads serve commuter traffic to Trenton and points south, including Philadelphia, as well as points north and east to central New Jersey and New York City via US Highway 202. They also serve tourist traffic coming from all directions.

Other paths in the City include the Delaware & Raritan Canal bike path for both bicycles and pedestrians. The path runs from the City of Trenton in Mercer County to the Borough of Frenchtown in Hunterdon County. Its alignment with the canal makes it an attractive recreational facility for both local residents and cycling enthusiasts from the wider region. The path is used by residents throughout the year, with the heaviest traffic on weekends. In the warmer months, the path is used frequently by both residents and tourists.

As a walkable community, Lambertville's network of sidewalks is frequently used by residents throughout the year, particularly in the downtown residential and commercial sections. While residents in the hillside developments do not use sidewalks as much, nor are as many provided, these residents often walk down the hills and cross Route 29 to the downtown districts. The most frequented crossing is the Route 518 intersection. Residents and school children also cross Route 29 at the public school and Ely field.

3.1.2 Landmarks and Land Uses

Landmarks refer to the structures, objects and environmental features that contribute to a City's identity and legibility. The landmarks are the predominant features of a place that one may use for directions or "mental mapping". Within the downtown business district, the City's landmark buildings include the City Hall and Justice Center, the Lambertville Station Restaurant, the Lambertville House, the "free bridge" - a six span, two lane, through-truss bridge crossing the Delaware River into New Hope, and the two service stations

at the corner of Union and Main Streets. Landmarks outside of the business district includes the Lambertville Elementary School, the Village Square Shopping Center at Main and Cherry Streets, the Laceworks complex and the various churches throughout the City. Environmental features also serve as landmarks, which include the Delaware & Raritan Canal and the Delaware River.

These landmarks are clustered in and around the City's downtown districts and their mass and visibility gives the travelling public a sense of orientation. While most of the structures are historic, some are neither historic nor attractive. The gas stations in particular bear little, if any, connections to the predominantly 19th century character of the downtown districts.



The Lambertville House is a historical and visual landmark.

3.1.3 Activity Clusters

The location and intensity of outdoor activity in the City reveals its popular destination places and how the environment functions. Windshield surveys throughout the year reveal the locations of these activity clusters. During the school year, children can be seen in the downtown districts walking to school. Children in the hills are driven to school by car which creates traffic for a short period during morning

Figure 1. Design Analysis Map

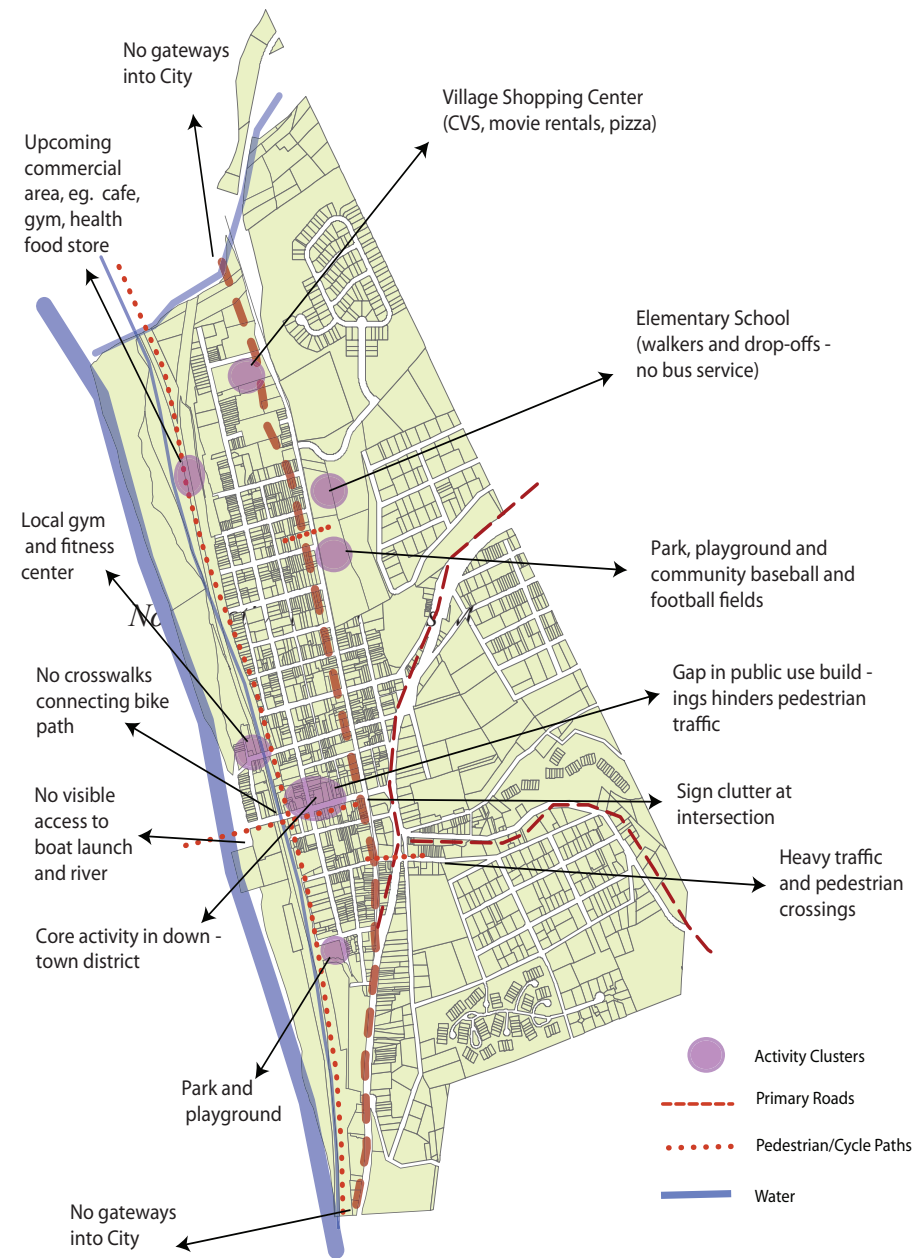
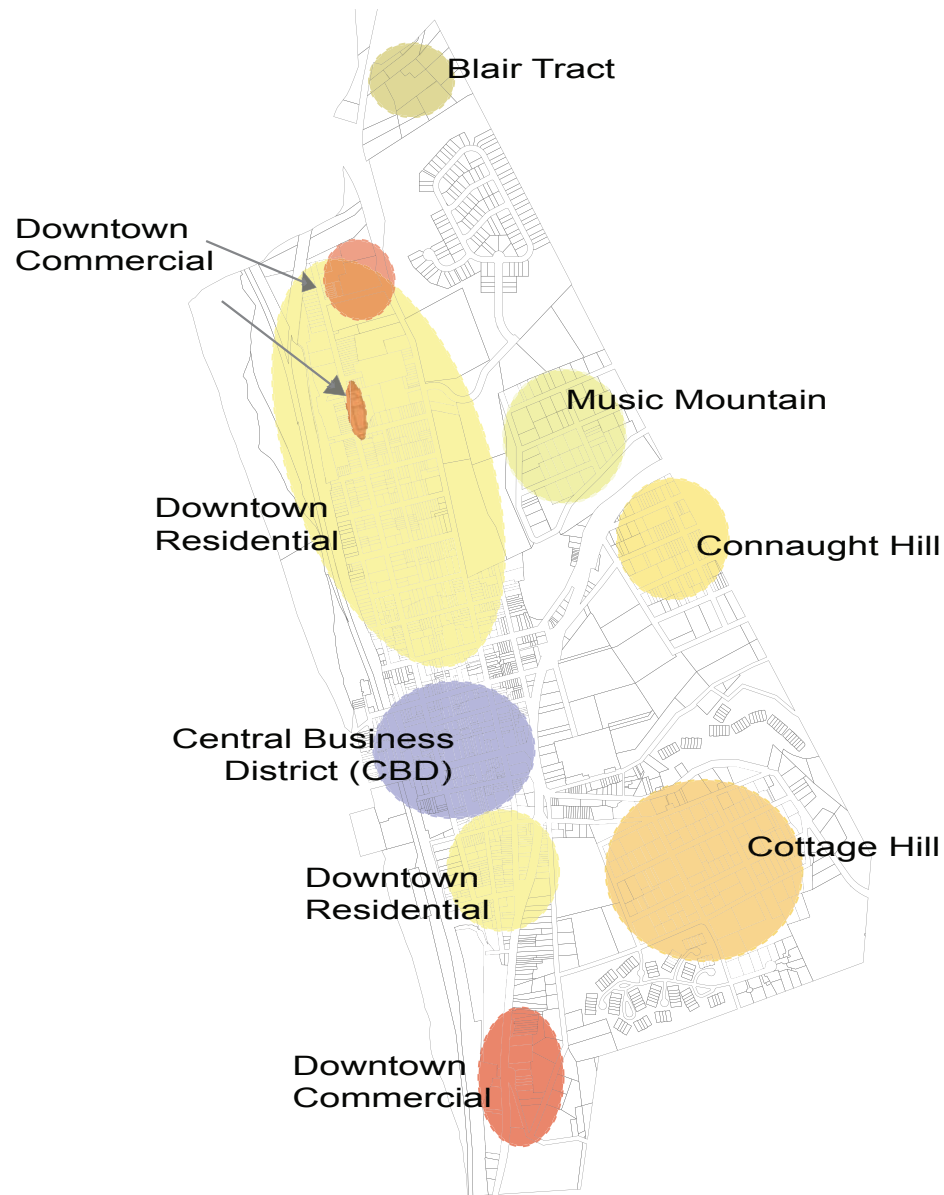


Figure 2. Lambertville Neighborhoods



hours. During the spring and early summer, youth baseball teams gather at Ely Field next to the school. In the fall, youth football teams play in the same park and often draw large crowds. The snack bar at Ely Field is open during both sports and occasionally draws its own customers.

Throughout the year, clusters of people can be seen at the City Justice Center after public meetings and at the Village Shopping Center, where parking is plentiful. Residents enjoy the local eateries downtown for Sunday morning brunch and the City's restaurants are a popular regional destination throughout the year. The D & R Canal bike path is frequented by residents with increased intensity during the warmer months.

During the City's tourist season from April to November, the greatest concentration of people is on Bridge Street between the free bridge to just east of Union Street and on North Union Street from Bridge to Coryell Street. This is the core area of activity, although additional pedestrian activity occurs outside of it. The peak of the pedestrian activity occurs roughly between 12:00 noon and 7:00 p.m. on weekends. The weekday activity includes the same hours, but with comparatively less traffic.

3.1.4 Character Analysis

The City of Lambertville is only one square mile, yet it has more than a half-dozen neighborhoods with unique building types, spatial patterns, and scenic qualities. For the purposes of this plan, the neighborhoods are not identified by zoning district, but by geographical location, as follows.

- Downtown Residential
- Central Business District (CBD)
- Downtown Commercial
- Blair Tract
- Music Mountain
- Connaught Hill

- Cottage Hill

The Downtown Residential neighborhood is located along the Delaware River and comprises the oldest cluster of residential buildings in the City. All of the downtown residential districts are included in the Lambertville Historic District listed in the State and National Registers of Historic Places. The majority of the buildings are Victorian styles representative of the City's industrial development in the mid to late 19th century, although some infill development has also occurred. The downtown residential neighborhoods still remain a relatively cohesive collection of building types, as defined by commonly-shared design elements, such as scale, materials, and window proportions. The majority of these homes have little or no off-street parking and the buildings are situated close to the street, often with porches. The newer, more recent infill development is starting to break this mold by introducing buildings of a larger scale with first floor garages and other incompatible features.

The Central Business District (CBD) is the core of Lambertville's downtown district. The CBD is located within both the State and National Historic District as well as the City's locally designated historic district. The predominant building styles are representative of mid-to late 19th century commercial and residential structures, although a couple of the oldest buildings in the City are located in this district and date from the late 18th century and early 19th century. Although the building styles vary, there is a cohesive pattern of window proportions, building materials, and ratio of solids to voids. The majority of the structures have been well-maintained and/or recently restored.

In addition to the Central Business District (CBD), there are several downtown commercial districts. These districts are located at both the north and south ends of town on Route 29 and on North Union Street from Elm Street to Arnett Avenue. Many of the buildings in these districts are late 19th and early 20th century industrial structures and the building features (building materials, scale and window proportions) are similar to the surrounding residential structures. The exceptions are the large metal structures on North Union Street near Cherry Street.

The Blair Tract is a hillside neighborhood in the north section of town, abutting the Route 202 corridor. The Blair tract is very small, consisting of just two roads and is unlike any other hillside neighborhood in Lambertville. The lot sizes are relatively large for the City, ranging from a 1/2 acre to one acre. The homes are all single family structures; the majority of them are ranch houses or cape cods. There are no street curbs or sidewalks in the Blair Tract and homes are setback far off the road. This neighborhood has an abundance of mature vegetation and offers a rural setting, similar to the neighborhoods to its north in Delaware Township.

Although the Blair Tract is situated on a hill, it is not one of the three hillside neighborhoods that residents typically refer to in the City. The three distinct hillside neighborhoods in the City are Music Mountain, Connaught Hill and Cottage Hill. Music Mountain is named for the musical events held on the hill from the 1940's – 1960's when celebrities played under canvas tents at annual festivals and music fairs. Home construction appears to have started sometime in the 1940s. The range of housing stock includes small



Downtown residential neighborhood, North Union Street



The Central Business District, Lambert Lane



A house hidden behind trees on the rural Blair Tract



A House on Music Mountain



Houses on Connaught Hill



Houses on Cottage Hill

capes and cottages to modern split levels and neo-colonials. Lot sizes are fairly regular at about 10,000 – 15,000 square feet. The homes utilize off-street parking and many of them have garages.

Connaught Hill was subdivided into small lots in the mid-20th century, but was never fully developed. Today, a large portion of Connaught Hill has been designated as a redevelopment area to encourage new housing construction. The housing stock on Connaught Hill is smaller in size, on average, than any other neighborhood in the City. However, recent development has brought the average housing size up considerably. Due to the wide variety of housing stock, setbacks and the absence of curbing and street edges, the streetscapes in Connaught Hill are poorly defined and lack a cohesive character.

Cottage Hill is the third of the three hillside developments. The earliest development on Cottage Hill occurred during the City's industrial period in the mid to late 1800s. Although development on the Hill was minimal during this period, excellent examples of Second Empire and vernacular Victorian styles still exist today. The majority of newer homes surrounding these historic structures were built during the mid to late 20th century. These houses are modest sized cottages, capes and colonial revivals. The streetscape is informal with a variety of front setbacks and curbing only at select locations. Most of the streets are plentiful with mature trees and vegetation. Relatively little development has occurred in the past 10-20 years, although two new colonial-style homes were constructed in 2006.

The newer neighborhoods of Lambert's Hill, Rock Creek Woods and Woodcrest are major subdivisions that were approved and constructed over the past 20 years. Since there is no opportunity for infill development in these areas, they have been omitted from this neighborhood analysis.

3.1.5 Environment

The juxtaposition of the hills, the Delaware River and the Delaware and Raritan Canal provides the City's attractive, scenic setting. However, these environmental resources provide both assets and challenges. With increasingly less developable land remaining in the City, hillside sites have become increasingly vulnerable to development. The clearing of trees and cuts into the hillsides have had dramatic visual impacts on the City. The potential hillside erosion and deterioration of surface water quality is of critical concern. The City's steep slope ordinance and stormwater management ordinance attempt to minimize these potential impacts, however, the ordinance does not have the weight of a zoning ordinance that requires variances for non-compliance.

The water resources in the City also provide challenges and potential threats to the City. After the flood of 1955, the City was relatively dry for nearly a half-century until 2002, after which flooding occurred throughout the downtown districts at least several times over the next 4 years. Some homes have been entirely reconstructed as a result of these floods, and raised above the floodplain elevations.

In spite of the flooding, the Delaware River is as much a recreational and scenic asset as it is a physical liability. The river is enjoyed for small watercraft and tubers. Public access to the river is provided behind the Lambertville Station Restaurant which is reached from Bridge Street. The canal is stocked annually for trout and is enjoyed for fishing and canoeing. The canal can be accessed from Bridge Street, Coryell Street and other locations, although there is no formally designated access.

In addition to Lambertville's scenic hills and waterways is the plethora of mature trees and vegetation, which contribute significantly to the character of the City. The trees provide shade for pedestrians, automobiles, homes and businesses. Trees

and plantings soften the visual impact of the larger buildings and frame the streetscape with spring flowers and seasonal canopies. Recently, a few streets have suffered the loss of large mature trees either due to new sidewalk construction or overhead utility wires and the visual effect has been severe.

Lambertville local officials and residents have been developing new strategies and programs to foster a more sustainability City and region. The City created a regional cooperative to pool resources for energy-saving improvements on public buildings. One of the first projects will likely be the installation of solar panels on eligible buildings. Other sustainable projects include a proposed community garden, spearheaded by a local environmental organization, to be located in the vicinity of the public school and Ely Field.

3.1.6 Spatial Patterns

Spatial patterns refer to the characteristics of the open space between buildings and streets. This analysis focuses on the spatial patterns within the City's commercial districts, which includes all areas open to the public regardless of ownership. Collectively, this open space is referred to as the public realm and typically includes the sidewalk corridor, building entrances, parks and plazas. Ideally the public realm should provide a functional and desirable outdoor space with easy accessibility, a balance of sun and shade, comfortable seating and enjoyable views and/or activities.

In the Central Business District, the majority of buildings are close to the street and tightly arranged. The pattern provides a sense of enclosure and creates the outdoor room effect. The public realm is punctuated by small alleys, off-street buildings and small alcoves and gardens. These spaces provide elements of surprise and intrigue in the City and add to Lambertville's charm. The sense of enclosure is broken on Bridge Street with the private, open space on either side of St. John's

Church. The effect of these gaps combined with nearby private uses is discussed in the design analysis section.

A new pocket park at the Union and Bridge is centrally located in the Business District and provides a much-needed space for sitting and socializing. The park includes a couple of benches, sittable walls, and tables with chess sets. The park is at the center of activity in the City and is easily accessible.

The new pocket park is a tremendous asset to the downtown business district. However, there is still an absence of public seating near the River. A parking lot, building and otherwise private property have prevented a suitable public area for both residents and visitors to view the River. Although public access is provided behind the Lambertville Station Inn, the distance and lack of signage makes it unattractive and underutilized.

3.2 DESIGN ANALYSIS

3.2.1 Connectivity

The inventory of paths and activity clusters reveals a legible grid pattern for all modes of traffic, but the volume and speed of vehicular traffic often poses a conflict with pedestrians and cyclists. This is particularly a problem where there is a lack of highly visible pedestrian crossings, namely on Route 29 at the school, Ely Field and the Route 518 intersection. Additionally, there are no crossings to connect the canal path on Bridge Street. These crossings were all noted in the City's Bicycle and Pedestrian Plan, prepared by the RBA Group for the NJ Department of Transportation, but have not yet been implemented. The installation of these crosswalks should be considered a priority for the convenience and safety of the public.

The inventory also reveals gaps in pedestrian traffic in the central business district that deter tourists from patronizing



Outdoor cafes have successfully utilized "leftover" spaces between buildings.



The gateway from Route 29 travelling north is unremarkable.



The canal bike path travels across Bridge Street, but the lack of crosswalks is a problem for the cyclists and pedestrians.



The open spaces on Bridge Street break-up the street enclosure and as private property deters pedestrian traffic from continuing east to Main Street.



One of the shops at the east end of Bridge Street in the downtown district.

outlying businesses. Residents and visitors cluster on Bridge Street - from the free bridge to mid-block between Union and Main Streets. However, the majority of the pedestrian traffic does not walk all the way to Main Street, even though it is still a part of the Central Business District. This is due to the combination of the private uses in the streetscape, such as the bed and breakfast, office, and residence, as well as the wide-open frontages devoted to churches. Consequently, the retail establishments that exist at this end of Bridge Street do not benefit as much as they could from local and visiting pedestrian traffic.

There are several ways to bring pedestrians down to this east end of Bridge Street. The businesses in this areas can appeal to the pedestrian's senses, which could include everything from cafes and restaurants to public art and water installations (for sound). Sidewalk cafes and street activity will lure pedestrians. And future office uses should either be limited to second story uses or be required to provide window displays or other streetscape improvements to enhance the pedestrian experience.

Streetscape amenities, such as planters and benches should also be provided at this end of Bridge Street to visibly extend the district's core area. It is the aggregate of these ideas that will ultimately make a difference in the pedestrian's use of this section of town. One landowner's contribution will not significantly change the behavioral pattern of pedestrians.

3.2.2 Character

Although Lambertville has a plethora of charming and unique neighborhoods, its charm and historical

integrity is not reflected in the City's gateways. The primary gateways into Lambertville are located at the north and south end of town on Route 29, the free bridge on Bridge Street, and Route 179 north of Bridge Street. The view from the bridge entering the City's downtown district is attractive, although the terminating vista could eventually be improved at the pizza restaurant's parking lot. The other three gateways are unacceptable entries to a historic city. They could be improved through a combination of landscaping, signage and other "tools" that would accentuate a sense of arrival. These recommendations were also included in the RBA Bicycle and Pedestrian Study.

The neighborhoods within the City all exhibit unique characteristics and should be developed within the context of their individual settings. For example, the Blair Tract is unusually rural for the City with large lot sizes and informal building patterns. Connaught Hill has a variety of building patterns that should be more cohesively designed to establish continuity. And many of the houses in the hillside neighborhoods are of modest sizes, particularly in contrast to the large residences recently constructed in the City and surrounding municipalities. These houses represent the historical development of the City and provide a size, character and affordability that are not offered in many locations in Hunterdon County. The recent phenomenon of "tear-downs" – the razing of a small structure to construct a larger, modern structure - should not be permitted.

Lastly, with the plethora of well-maintained historic structures, the City's downtown districts still evoke a setting reminiscent of the late 19th century. New development should respect this character through responsible building design. When construction occurs that is not compatible with the historical built environ-

ment, it creates a visual tension and detracts from the integrity and enjoyment of the older buildings. This has occurred incrementally over the past couple of decades and the cumulative effect is now becoming more visible. Garages are becoming commonplace on the first floor of new construction, disrupting the continuity of the streetscape and preventing social interaction between people on the porch and on the sidewalk. The proportions, scale and materials of the newer structures are also different from most of the existing structures. While new elements are not prohibited, the structures should incorporate at least some of the traditional architectural elements to maintain continuity – a friendly relationship – with the old. Without common elements, the newer structures appear to be out of place and threaten the otherwise cohesive character of the existing neighborhood.

3.2.3 Environment

The development of the City's hillsides and ridges threaten the scenic and environmental elements enjoyed by its residents. The loss of wildlife habitats, wooded areas and clean surface water could all occur with insensitive development. This potential damage could be costly and undermine the essential fabric of the City. Design guidelines should further address the development of steep slopes, including cut and fill, building design, and the overall clearing and re-planting of the site in conjunction with the City's steep slope ordinances.

The combination of steep slope regulation and state and federal floodplain requirements provides sufficient protection for surface water quality in Lambertville. The recent flooding problems are currently being addressed by inter-governmental agencies. The recreational components of the river and canal, however, do not fall

under any one entity. The State of New Jersey leases an area of the river boat launch to Lambertville, who, in turn, leases it to a motor boat club. Also, the State stocks the canal with trout on a seasonal basis. Further provisions for public access and both passive and active recreational opportunities to both of these waters should be pursued.

Lambertville's interest and support for sustainable projects is a new and exciting venture for the City. The physical improvements should be designed in accordance with the character of the site and its visual context. Publicly-owned, non-contributing structures in the historic districts, such as the school, the police department and the justice center, are ideal for solar panels and other energy efficient programs.

Lambertville's scenic views and vistas of the river and hills contribute to the charm of the City. These viewsheds should be protected from future encroachments and redevelopment. In particular, the hillsides provide a rich, green backdrop to the lower, downtown district, especially when viewed from Bridge Street. And the view of the Delaware River as seen from Bridge Street is a scenic, stately reminder of the City's historical roots. Public seating areas should also be provided near the River if and when opportunities arise.

3.2.4 Public Realm

The public realm is defined as the open space that exists in between buildings that is typically open to the public. This includes the streets, the sidewalks and the yards of businesses open to the public. The public realm is an important asset to the business district because it contributes to the character, form and function of the district. In Lambertville, the public realm is supported



One of the few views of the Delaware River as seen from the downtown district.



Steep road up to Music Mountain



A view of the River and the private crossing to Lewis' Island.

by the grid street pattern with buildings held close to the street. The streetscape is punctuated by alleys and hidden gardens that provide intrigue and surprise in the urban environment. Collectively, these spatial patterns create the unique environment that is enjoyed by City residents and visitors and should be repeated where possible in future development and redevelopment.



4.1 A Vision for Lambertville

4.2 Public Comments

The Lambertville City Land Use Plan element includes a vision statement and suggested guidelines for future development and growth in the City. The Vision Statement for the City of Lambertville is as follows:

4.1 A VISION FOR LAMBERTVILLE

Nestled between the scenic Delaware River and Hunterdon County's rolling hills, Lambertville is an historic small town symbolic of the word "community". Lambertville has a strong downtown, fine residential neighborhoods, abundant natural resources, and a dramatic location settled in a place of scenic beauty. Lambertville's residents are people of unusual diversity in outlook and lifestyle who share a set of values about the town – one that seeks to balance prosperity with preservation, tourism with the enjoyment of private and public property, and environmental protection with growth.

While the vision statement has no regulatory effect, it provides the foundation for subsequent land use policies, ordinances and guidelines. At a public forum in 2007, City residents were asked to share their comments about a future vision for Lambertville and suggestions for achieving that vision. The results of that forum concluded that the current vision statement is still valid for Lambertville, but that the implementing policies and guidelines needed to be refined. The comments expressed at the forum by residents, business owners and local officials may be summarized in the following three categories:

4.2 PUBLIC COMMENTS

City Streetscapes

- The scale of new construction is too large for the City.
- Garages should be separate from the primary structure, not at the foundation, to help reduce the overall scale of the structure
- Height restrictions should be reconsidered.

Architectural quality

- New architecture is flat and visually unappealing, contrary to the rich quality of the City's vernacular architecture.
- Architectural guidelines should be provided to future applicants, particularly for residential buildings.

Environment

- The natural environment plays a critically important role in the character of the City.
- Both large and small pockets of open space and forested lands should be preserved and protected.
- Even the smallest area of mature trees and/natural vegetation is important to the quality of life in the City.

- 5.1 Building Design
- 5.2 People, Parks and Recreation
- 5.3 Lively Streets
- 5.4 Natural Environment
- 5.5 City Identity and Legibility

The purpose of these design guidelines is to instruct, inform and inspire landowners, local officials and developers in the design of future construction or alterations to buildings in Lambertville. The citywide guidelines are intended to provide guidance for the future improvements to land and buildings which ultimately appear before the Planning Board, Zoning Board of Adjustment or Historic Commission for approval. The overall philosophy of the guidelines is to encourage new development that reveres the past and at the same time offers new concepts for the future.

5.1 BUILDING DESIGN

The architecture of the residences and commercial structures of Lambertville reflect the City's rich history. While the styles may differ throughout the City, many of the buildings feature common elements, such as proportions, scale, and massing. This commonality results in a unified streetscape and character. New structures should respect the past by incorporating the City's historic architecture to create a contemporary design unique to Lambertville.

5.1.1 Façades and exterior elevations

- a. The facade of new buildings should be modulated to avoid a flat, visually unappealing appearance. The larger the structure, the more articulated the facade should be designed for compatibility the traditionally fine grain architecture of the City. Architectural features such as bay windows, building setbacks and cornices are all examples of articulating a visually attractive façade. For smaller, narrow buildings, the window and door trim and porch treatment often suffice to prevent a flat surface.
- b. Residential buildings in the floodplain shall be sensitively designed to minimize the perceived scale of the structure.

Architectural features that break up the appearance of the raised structure, such as horizontal coursings and foundation windows, should be used to the greatest extent possible.

- c. Exposed foundations should be covered with exterior building materials, such as clapboard, stucco, brick or stone. Concrete blocks should not be exposed.
- d. Exterior walls should follow the same ratio of wall (solids) to windows (voids) of existing structures within the visual context. Blank walls that are visible from the street for more than 25 feet are prohibited for all building types.
- e. Building designs shall use a classical approach to design by placing larger and heavier architectural elements at the base of the structure and smaller elements at the top, to the greatest extent feasible. As an example, windows on upper floor levels should not be larger than the base floor level, but they can be smaller. Stone should not be used on upper floors if it is not used on lower floors. And building overhangs on the upper floors are not permitted.
- f. Natural building materials should be used in all construction to the greatest extent possible. This includes clapboard, brick, smooth stucco and stone.
- g. Complete architectural elevations for all subdivision and site plan applications shall be submitted as part of the application and become binding upon application approval.
- h. Buildings on corner lots have frontages on two public streets. Both façades should be designed as the front of a building, although only one front door is necessary.
- i. Metal structures existing within the City's local historic

district or the historic district on the State and National Registers of Historic Places should only be reconstructed in accordance with the materials and building designs recommended in these guidelines, as the opportunities present themselves.

- j. Front porches shall be provided in areas on new buildings where porches occur on more than 50% of the buildings on the same block, if feasible.
- k. All buildings, regardless of use, should be oriented towards the street. For non-residential structures, windows shall be provided throughout the first floor to increase the transparency of the use and provide a sense of security on the street.

5.1.2 Scale & Massing

- a. The height of new buildings shall not exceed the average height of buildings on the street block, as defined by all of the structures on either side of the proposed building (including across the street) to the nearest intersections in both directions. The shortest and highest structures shall be omitted from the averaging calculation.
- b. Existing structures may be reconstructed at a size not to exceed 125% of the original footprint of the structure. Razing buildings for the sole purpose of increasing the size of the floor plan is discouraged.
- c. All new buildings shall be designed based upon the human scale. The human scale refers to the height of architectural features as compared to that of the human body.

5.1.3 Windows & Doors

- a. The front door entrances to all buildings shall be highly

visible and inviting. The use of pediments, trim, glazing and porches are encouraged to emphasize the front entry.

- b. All windows shall be framed with trim, lintels and sills. The width and materials of the trim will vary according to the architectural style and the exterior building materials. Existing buildings within view of the proposed building provide important cues for the design.
- c. All window shapes and sizes shall follow the same orientation and proportion of buildings within view of the proposed building.
- d. Display windows shall be provided in all street level buildings in the Central Business District for an animated and interesting streetscape. This includes offices and services as well as retail uses.

5.1.4 Historic Features

- a. The historic architectural features of buildings shall be retained in renovations and redevelopment. Landowners should seek the advice of the Lambertville Historic Commission if documentation is not available.
- b. New construction should not imitate the style of historic buildings in the City, but, rather adapt historical building elements to new structures. The styles of new construction should be readily distinguishable from the historic construction to maintain the authenticity of the built environment.
- c. Renovations to historic structures shall use architectural features and building materials that are similar to the building's original construction. Conjectures should be avoided as to the original elements of a structure; landowners should seek the advice of the Lambertville



This block of buildings was constructed over two decades, but the pattern and orientation of window openings and the overall ratio of wall to windows (solid to voids) is very similar. This gives the block visual continuity.



The Victorian architectural styles found throughout the City give special attention to window and door detail.

Historic Commission if documentation is not available.

5.1.5 Ancillary Buildings Fences and Walls

- a. The use of garages shall be minimized in the downtown residential districts. The width of the garage door shall not exceed 35% of the width of new residences. First floor garages shall not be permitted on city blocks where there are no existing garages. Alternatives to first floor garages include carports, driveways and separate garage structures in the rear of the lot.
- b. Fences and hedge walls should be made of natural materials, such as wood, metal and stone.

5.2 PUBLIC AND SEMI-PRIVATE SPACES

The outdoor environment should be designed as a place that is visually attractive and caters to the typical behavior and functions of people. The experience of walking, shopping, and sitting should be enriching to the senses. In addition to its function as a place to live and work, the City should provide a place for social interaction for both informal and random meetings.

5.2.1 Parks

- a. Pocket parks are encouraged in downtown Lambertville to provide for comfortable seating and social interaction.
- b. The Delaware River and Delaware and Raritan Canal are resources of scenic and recreational enjoyment. Both active and passive recreational improvements to these resources should be encouraged.

- c. Visible public access should be provided to the Delaware River and the Delaware & Raritan Canal and bicycle path. New points of access should be encouraged in appropriate locations throughout the City.
- d. The access to the public boat launch on the Delaware River is unmarked and necessitates travel through an easement on private property, the Lambertville Station Inn and Restaurant. This access should be improved for public visibility and signage and/or an alternative access should be explored.

5.2.2 The Streetscape and Public Realm

The streetscape is the outdoor room between the buildings and the public road. It provides a transition area between residences/businesses and the vehicular traffic on the road. Most importantly, the streetscape contributes to the character of the neighborhood it serves through the use of materials, plantings, street amenities and spatial patterns. Lively streets are created by the transparency of the exterior of buildings and their uses, such as attractive window displays, retail uses and interesting building designs. The public realm includes the streetscape and all of the space in between and behind buildings that is open to the public.

- a. Sitting areas, benches and public trash cans should be provided throughout the Central Business District. An overall plan for type and location should be considered for Bridge Street. Also, trash cans should either be relatively inconspicuous in shape and size, or be decorated by area artists as street art.
- b. Central areas for newsstands and newspaper boxes should be planned throughout the City. Existing stands/boxes that pose safety problems to the public should be relocated to these central areas.



Garages should be designed as important structures in their own right, as shown here. .



The public realm is animated by unique, outdoor spaces that are easily accessible to the public.



Street lighting

- c. Outdoor cafes and street life are encouraged with family-oriented themes. Where there are gaps in first floor retail uses, such as on Bridge Street, east and west of the Main Street intersection, uses that appeal to sight, hearing, smell and touch should be encouraged. These include outdoor cafes, restaurants, public art, and water installations (for sound).

5.3 STREETSCAPE CORRIDOR DESIGN

As a pedestrian-oriented community, the need to provide safe streets and driveways is critically important. The design of the streets and street corridors also contributes to the overall character of the City.

5.3.1 Sidewalks, Curbs and Driveways

- a. Gaps in the City's sidewalk network should be filled as the opportunities arise for adequate circulation.
- b. Street crossings should be provided and maintained at all heavily used intersections and mid-street crossings, consistent with the NJDOT Lambertville Bicycle and Pedestrian Plan. These include crossings at the local and state parks, the school, across Route 29 and throughout the Central Business District.
- c. Parking lots and driveways for all uses should utilize bricks and pavers, to the greatest extent possible.
- d. As opportunities arise, poorly defined parking areas and open pavement along Route 29 should be better defined by clearly differentiating between pedestrian and automobile areas, and between the parking areas and the roadway itself.



Driveways constructed with bricks or pavers provide a texture that is consistent with the historical sections of the City.

5.3.2 Lighting

- a. All attached and freestanding lighting shall be shielded to prevent intrusion on neighboring properties and minimize glare.
- b. The design of all lighting fixtures and poles shall be compatible with the architectural design of the buildings it serves and in compliance with the City's design and performance standards for lighting.

5.4 NATURAL ENVIRONMENT

The natural environment is a critically important element of the City. The hills, mature woods, large canopies of shade trees and scenic waterways provide an attractive setting that offer a unique quality of life in Lambertville. The protection of these resources is achieved through sensitive design and a policy of responsible land stewardship.

5.4.1 Hillside Development

The City's steep slope ordinance regulates the extent of disturbance on the City's hillsides, which shall be adhered to by all development applicants. In addition, the following guidelines govern the planning and design of development on steep slopes.

- a. Any structure on a steep slope must follow the natural contour of the site to the greatest extent possible. A stepped elevation, if properly designed, will reduce the perceived height of the structure.
- b. Landowners and/or developers should expect that the total size of new construction on steep slopes will need to be reduced significantly based on the extent

of the slope gradient.

- c. Cut and fill of soils and bedrock shall be limited to the absolute necessity for the development of steep slopes.
- d. The ridge line of hills within the city are important vistas as seen from the public roads. New structures and vegetative clearing shall be prohibited along all ridgelines.

5.4.2 Trees and Plantings

- a. Limits of clearing shall be provided on all subdivision and site plan applications and flagged in the field prior to the issuance of a construction permit.
- b. All subdivision and site plan applications shall include a landscaping plan that provides plantings for each of the four seasons
- c. Mature trees play a significant role in the character of the City. For every tree proposed to be removed with a diameter at base height (DBH) of 12" or greater, two trees shall be planted with a caliper of 4" each.
- d. All streets in the City shall be planted with shade trees, where feasible. Typically the pattern should be formal plantings of one tree per 25-35 linear feet, based upon the location. However, for the less urban and more rural areas within Lambertville, including the Blair Tract and the ridge of South Franklin Street, the patterns should be less formal and the trees should be randomly planted in clusters.

- e. Trees should be used for energy conservation purposes. Deciduous trees should be planted on southwest exposures to minimize strong summer sunlight. Evergreen trees should be planted on northern exposures to minimize the winter winds.
- f. Plantings shall be used to screen parking areas, as seen from the public right-of-way, with a combination of shrubs and trees.
- g. Landscape elements shall be used to define circulation patterns on both commercial and residential sites.
- h. Planting strips shall be provided in all residential areas between the street and sidewalk, where feasible.
- i. Planters and flower boxes should be encouraged in commercial areas throughout the City to soften the visual impact of the buildings and the impervious surfaces of the sidewalks and street.
- j. All heating and cooling systems and utility boxes shall be adequately landscaped and screened from the view of the public right-of-way.

5.4.3 Urban Gardens

- a. The natural environment plays an important role in the character of the City's commercial districts. In addition to street trees, planters and window boxes should be encouraged to add appeal to the streetscape.
- b. Urban gardens are small pockets of flowers, grass or parkland that offer an oasis in an other-



Street trees and other plantings play an important role in the City's streetscapes.



Cherry blossoms at springtime



Colorful, perennial gardens in a downtown neighborhood match the colors of the rowhouses



Gardens on Bridge Street

wise hardscape environment. Such gardens should be encouraged in the central business district for the enjoyment of both residents and tourists. They may include functional seating areas, or well-planted niches of seasonal plantings.

5.5 CITY IDENTITY AND LEGIBILITY

The City of Lambertville takes pride in its historic and scenic setting and strives to maintain its unique characteristics through responsible land use planning and design. That unique setting, however, is obscured by the City's bland gateways and commercial signage. The quality of life that is special to Lambertville's many neighborhoods should be reflected in the City's gateways and landmarks.

5.5.1 Gateways

The entry ways into the Lambertville should provide a definitive sense of arrival and reflect upon the City's unique and historic character. There are four primary entrances to the City: Route 29 south, Route 29 north, Route 179 and the New Hope-Lambertville free bridge on Bridge Street. The entry from the Bridge is the most scenic gateway to Lambertville. One improvement may be a future landmark structure or object at the end of Bridge Street on or near the Nicola's parking lot. The gateways at the other three entry ways should include a combination of trees, plantings, signage and perhaps public art or monuments.

5.5.2 Landmarks

Lambertville has numerous attractive and historically significant landmarks that have been obscured by development or neglect. As the opportunities arise, these landmarks should be "uncovered" for the public's enjoyment. These landmarks include, but are not limited to, the stone arch bridge on Route 29 on South Franklin Street, the

waterfall on Route 29 near the Laceworks, and views of the Delaware River and D & R Canal. Additionally, the City should seek the assistance of the County to repair the balustrade on the concrete historic bridge on South Union Street near the Justice Center. Repairs to this historic landmark had previously been made with historically inaccurate features.

5.5.3 Historic markers and structures

There are numerous historic markers and structures in the City that should be documented and protected, such as the stagecoach stepping stones and horse ties along the streets. Equally important are the carriage houses that still remain in the City, but are slowly being lost to poor maintenance and neglect. The City should encourage these structures to be preserved and protected to the greatest extent possible.

5.5.4 Outdoor Storage

The occurrence of outdoor storage in front yards and streets, especially vehicles, boats and trailers tarnishes the image and character of the City and could easily be avoided with outdoor storage regulations. Non-working vehicles, boats, trailers and any other types of outdoor storage shall not be permitted either on streets or in the front yard of any property in the City.

5.4.5 City Context

Future development in Lambertville can contribute to its positive image by reflecting upon the important themes of the City. These themes include the local history from the 18th and 19th century, the historical importance of the river and canal, the 18th century transportation corridor with its role in the American Revolution, and the legacy of many artists and craftsmen in the City's history.



Gateway on Route 29 travelling south



Many carriage stoops and horse ties still exist in Lambertville and contribute to the character and authenticity of the City.

6 Historic District Guidelines

6.1 Design Approaches

6.2 Guideines for New Buildings

6.3 Guidelines for Historic Buildings



The Lambertville Historic District is an overlay zone of the Central Business District. The purpose of the Historic District Design Guidelines is to guide future alterations, additions, new construction and site development so that new improvements enhance the integrity of the older, historic environment. The intention is not to “freeze” the buildings and environment in time, but to identify the key historic features of the District and ensure that future changes protect and enhance those features and the overall character of the Historic District.

The majority of the District’s historic resources are buildings dating from the mid to late 19th century, which was the period of industrialization and dense settlement of the City. Other historic resources include buildings from the late 18th century and early 20th century. A detailed chronicle of the City’s history and its historic resources is documented in the Lambertville Historic Preservation Master Plan Element.



6.1 DESIGN APPROACHES

There are several different approaches for the design of improvements to historic buildings and new building construction. The appropriate design approach depends upon the type of structure and the extent of proposed improvements. A brief description of these approaches and their appropriate application is as follows:

a. **Literal Replication:** This design approach duplicates the exact style, form and detail of the historic features of a building. While this may seem acceptable to many people, the problem is that it obscures the true evolution of a structure. A person should be able to “read” the history of structures within a district so that the styles, chronology and form can be fully understood and appreciated. The use of literal replication is appropriate for all repairs on historic buildings and for reconstruction of ‘lost’ features when historical documentation is available.

b. **Compatible Design:** This design approach weaves certain key features of historic structures into new improvements and new building construction. The approach takes cues from the historically significant patterns and features of older buildings, such as massing, materials, proportions and orientation, and integrates them into a new design. The extent to which these historic patterns and features are repeated in a new design will vary. For additions to historic structures, virtually all of the existing patterns and features should be repeated for a cohesive appearance. New construction may be designed using selected patterns and features of older structures to create a contemporary style with reverence to the past. The Compatible Design approach is appropriate for most improvements to historic structures and for all new construction in the Historic District.

c. **Contrasting Design:** This design approach introduces a totally different style and form from other buildings in the same visual context. This approach was broadly used – and criticized - in the modernist period when the new style rebuked the ornate qualities of earlier architectural styles. This design approach is not acceptable in most cases for historic districts. The exception may be for a building of unforeseen extraordinary quality that benefits the community. The Lambertville Historic District Design Guidelines do not permit this design approach.

6.2 DESIGN GUIDELINES FOR NEW BUILDINGS

The Historic District has evolved over a long period of time – and will continue to evolve. With the introduction of new, contemporary elements, new construction has the potential to enhance the quality and character of the District. To achieve this positive change, new structures should take design cues from the older, historic structures without duplicating or replicating the older buildings. This challenge of balancing new concepts with historic traditions is fundamentally important. Ultimately, a successful new development requires an appreciation of the District’s historic resources and an aptitude for new and innovative design strategies.

6.2.1 New construction in the Lambertville Historic District shall comply with the City of Lambertville’s Design Guidelines Section 5 of this ordinance. Where there is a conflict between the citywide Design Guidelines and the Historic District Guidelines, the latter shall prevail.



Niece Lumber’s new show room was built in the 1990s after a previous structure succumbed to fire. The building design borrows architectural features of the surrounding neighborhood, including multi-paned windows, pedimented windows and doors and a similar ratio of window openings to solid walls. The result is a new commercial structure that is compatible with its historic, residential neighbors.

6.2.2 The proportion of new buildings in the District should be similar to the proportions of historic buildings within the same visual context. Typically, the buildings have a vertical proportion and fine grain.

6.2.3 New construction in the District shall not obscure the view, light or air of existing historic structures or other prominent historic resources in the District. This includes buildings, markers, and viewsheds of the River and hills.

6.2.4 The design of ancillary buildings and features, such as sidewalks, walls, fences, garages, carports, and driveways should be compatible with the design and materials of the primary structure. Rich textures and natural materials, such as bricks, pavers, cobblestones, wood, and iron are encouraged. Synthetic materials such as aluminum and vinyl siding are generally not appropriate. However, new building materials that have demonstrated durability, such as Hardiplank boards, are acceptable.

6.2.5 The spatial qualities of the Historic District are rich with elements of surprise and intrigue through the use of terminated and deflected vistas, alleys and hidden gardens. These existing features should be protected and similar concepts should be incorporated whenever possible in the design of new development.

6.3 DESIGN GUIDELINES FOR HISTORIC STRUCTURES

Over the life a building, its uses change and evolve over time, often necessitating changes in the building structure itself. These changes are often necessary to keep the structures economically viable in contemporary markets. To protect the value and integrity of the historic structure, key historic features must be preserved and alterations or additions must be compatible with the fundamental design of the historic structure in accordance with these guidelines.

6.3.1 All alterations, renovations, additions and rehabilitation of historic structures in the Historic District shall comply with the City of Lambertville's Design Guidelines Section 5 of this ordinance. Where there is a conflict between the citywide Design Guidelines and the Historic District Guidelines, the latter shall prevail.

6.3.2 All alterations, renovations and rehabilitation of historic structures in the Historic District shall comply with the following guidelines excerpted from the Secretary of Interior's Standards for the Rehabilitation of Historic Structures:

A. Every reasonable effort shall be made by a landowner to provide a compatible use for a property that requires the minimum alteration of the building, structure or site and its environment, or to use a property for its originally intended purpose.



The door on the left was recently constructed on this house when the house changed from a single family structure back to a duplex. Although the details are very similar to the original 19th century door on the right, the subtle differences are important for understanding the difference in time periods.



Improvements to this historic building have maintained much of its original features, including the facade-painted signs and former window openings.



This North Union Street building was recently rehabilitated to accommodate new uses. The design of the storefront is consistent with the front windows and transoms of that period.



The proportion of the window and framing in a dormer is critically important for protecting the integrity of the historic structure. This image correctly shows how the window should fill the dormer.

B. The distinguishing original qualities or character of a building, structure or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural feature should occur only when all other reasonable efforts to preserve such elements have been made.

C. All buildings, structures and sites shall be recognized as products of their own time. Alterations that have no historical basis and that seek to create an earlier or later appearance shall be discouraged.

D. Changes that may have taken place in the course of time are evidence of the history and development of a building, structure or site and its environment. These changes may have acquired significance in their own right, and this significance may be recognized.

E. Distinctive stylistic features or examples of skilled craftsmanship that characterize a building, structure or site shall be treated with sensitivity.

F. Deteriorated architectural features shall be repaired rather than replaced, whenever possible. In the event replacement is necessary, the new materials should match the material being replaced in design, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historic, physical or pictorial evidence, rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.

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

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

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

J. Whenever possible, new additions or alterations to structures shall be done in such manner that if such additions or alterations were to be removed the historic structure would be unimpaired.

K. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

L. New additions and adjacent or related new construction shall be undertaken in such manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

6.3.3 No historic structure may be razed or relocated without express permission from the City of Lambertville and Lambertville Historic Preservation Commission, in accordance with the procedures outline in the City's demolition ordinance.

6.3.4 New additions to historic structures shall be located on the least character-defining elevation of the building to minimize the visual and physical impact to the structure.

6.3.5 The size and massing of new additions shall be secondary to the primary structure to that they do not diminish or visually overpower the form of the historic structure.

6.3.6 The design of ancillary buildings and features, such as sidewalks, walls, fences, garages, carports, and driveways should be compatible with the historic style and materials of the historic structure. Rich textures and natural materials, such as bricks, pavers, cobblestones, wood, and iron should be used. Synthetic materials such as aluminum and vinyl siding are generally not appropriate. However, new building materials that have demonstrated durability, such as Hardiplank boards, are acceptable.

6.3.7 Character-defining features on the property, such as trees, vegetation, gardens and vistas, should be preserved to the greatest extent possible.

6.3.8 The spatial qualities of the Historic District are rich with elements of surprise and intrigue through the use of terminated and deflected vistas, alleys and hidden gardens. These existing features should be protected and new, similar features should be incorporated into new development whenever possible.



The addition to this historic home utilized the same proportion and orientation of window openings for a compatible design. The attention to details, ie the window trim, multiple panes and wood paneling, make the addition a success.



Lambertville has a wealth of historic buildings representing each of the City's periods of development since the 18th century. Collectively, these structures can be easily read as a testament to the City's local history. Individually, the buildings are significant for their style and craftsmanship that has long since passed. Improvements to historic buildings can either affect the historic value and significance of the buildings. New additions or alternations should be designed with reverence to the original features and patterns of the historic structure.

Every architectural style has its building features and patterns that are unique to the period in which it was constructed. When these features are damaged or destroyed, the character and value of the structure can be significantly affected. While the design of new additions to historic structures can contemporary interpretations of the historic features, all repairs and reconstruction of historic structures should replicate the building's original features to restore authenticity to the structure.

A selection of the historic architectural styles found in Lambertville is provided below with an overview of its primary design features.

Historic Architectural Styles

7

- Federal or Adam
- Greek Revival
- Gothic Revival
- Italianate and Tuscan Villas
- Queene Anne
- Second Empire
- Colonial and Georgian Revival

FEDERAL OR ADAM STYLE 1780 – 1840

The Federalist Style is the first architectural style after the Revolutionary War in the United States. It was inspired by the work of Robert Adam from Scotland and the classical styles of ancient Greece and Rome. The style is a simple, symmetrical box-like structure. In Lambertville, the Federal style represents the earliest building period in the City.

Common features found in Federal (or Adam) style buildings include:

- Semicircular fanlight over the front door
- Low-pitched roof, or flat roof with a balustrade
- Windows arranged symmetrically around a center doorway
- Narrow side windows flanking the front door
- Decorative roof over front door
- Tooth-like dentil moldings in the cornice
- Palladian windows
- Circular or elliptical windows
- Shutters

TThe



Private residences on Coryell Street



The James Marshall House, offices and gallery of the Lambertville Historical Society

GREEK REVIVAL 1820 - 1860

The Greek Revival style gained popularity in the United States in the mid-19th century. After the War of 1812, Americans sought the democratic symbolism of the Greek political culture. Greek Revival buildings began in Philadelphia with large, public structures and spread through pattern books and architects. The style is readily apparent in buildings with large multi-storey pillars, but takes on a more subtle flair on modest-sized structures, using pilasters and sidelights.

Common features found in Greek Revival style buildings include:

- Pedimented gable
- Symmetrical shape
- Heavy cornice
- Wide, plain frieze
- Bold, simple moldings
- 6/6 window panes
- Entry porch with columns
- Decorative pilasters
- Small windows or “lights” around the front door



Private residence on Church Street

GOTHIC REVIVAL 1840-1880

Gothic Revival is a Victorian style that was influenced by European Gothic cathedrals and other medieval architecture. The Gothic Revival Style includes masonry-constructed churches and homes of either clapboard or stone. Gothic Revival is the earliest period of Victorian architecture in the United States. Decorative wood ornaments and “bargeboards” were frequently found on Gothic Revival cottages, made possible by specialized wood cutting machines. These styles are referred to as a Carpenter Gothic style. The masonry structures are described as either a high or low style. St. John’s Church is a high Gothic Revival style, where as St. Andrews Church is a low Gothic Revival style.

Common features found in wooden homes in the Gothic Revival style include:

- Steeply pitched roof
- Steep cross gables
- Windows with pointed arches
- One-storey porch
- Vertical board and batten siding

Common features found in masonry structures in the low Gothic Revival style include:

- Pointed windows with decorative tracery
- Grouped chimneys
- Pinnacles
- Flat roofs with battlements, or gable roofs with parapets
- Leaded glass
- Quatrefoil and clover shaped windows

Common features found in the high Victorian Gothic style include:

- Strong vertical orientation
- Leaves, gargoyles, and other stone carvings
- Colored masonry patterns
- Slightly pointed Romanesque arches



Saint Andrew's Church on York Street (above) is considered a low Gothic Revival style church.



St John's Church on Bridge Street (above) is considered a high Gothic Revival style church.

ITALIANATE STYLES: ITALIAN VILLA AND TUSCAN VILLA 1840 - 1885

The Italianate Style was inspired by the stately villas of Renaissance Italy. As a Victorian style, it occurred during the picturesque movement where people sought a different, more elaborate aesthetic than in previous periods. The Italianate style was very popular in the United States and Lambertville is no exception. The majority of Victorian architectural styles in Lambertville are one of two forms of Italianate styles.

The Italian Villa is patterned after the Greek Revival styles and is symmetrical with a horizontal massing. The Tuscan Villa style is patterned after the vernacular farmhouses of Tuscan, Italy, and includes asymmetrical massing and the use of towers.

Italian Villas (see photo below) have many of these features:

- Low-pitched or flat roof
- Balanced, symmetrical rectangular shape
- Low, horizontal massing
- 2/2 window panes
- Tall, narrow windows with surrounds



The People's Store on North Union Street (above) is perhaps the earliest example of an Italian Villa style in Lambertville.

Tuscan Villas (see the two photos below) have many of these features:

- Both horizontal and vertical orientations
- Wide, overhanging eaves with brackets and cornices
- Porch with ornate brackets
- Tall, narrow, double-paned windows with ornate moldings
- Side bay window
- Heavy front double doors
- Roman or segmented arches above windows and doors
- Double brackets
- Square cupola
- 2/2 window panes



The above buildings are representative of the Tuscan Villa styles. The building on the left is a private commercial building on North Union Street and the building on the right is a private residence on Delavan Street.

SECOND EMPIRE 1855 - 1885

The Second Empire style is named after the architectural style developed in Paris, France during the empire of Louis Napoleon, France's "Second Empire". The Second Empire buildings have an elaborate Victorian style with their signature mansard roofs. The Lambertville City Hall is an example of the Second Empire style.

Common features found in Second Empire style buildings include:

- Mansard roof
- Dormer windows project like eyebrows from roof
- Rounded cornices at top and base of roof
- Brackets beneath the eaves, balconies, and bay windows
- Cupola
- Patterned slate on roof
- Classical pediments
- Paired columns
- Tall windows on first story
- Small entry porch



A commercial building on North Union Street.



The Lambertville City Hall, also known as the A. H. Holcombe House, is located at the corner of York Street and North Union Street.

QUEEN ANNE 1880 – 1910

The Queen Anne style is the quintessential Victorian architecture with a complex massing, turrets, and steep roofs. The style was popular in the 1880s and 1890s when decorative trim could easily be mass-produced. Some Queen Anne homes, however, have a quite simple design and are only recognizable by their steep roofs.

Common features found in Queen Anne style buildings include:

- Steep roof
- Complicated, asymmetrical shape
- Front-facing gable
- One-story porch that extends across one or two sides of the house
- Round or square towers
- Wall surfaces textured with decorative shingles or patterned masonry
- Ornamental spindles and brackets
- Bay windows



A private residence on Jefferson Street.



Private residences on North Union Street

COLONIAL REVIVAL AND GEORGIAN REVIVAL 1890 - 1940

The Colonial Revival style was clearly a break in the ornate Victorian styles and reverted back to the more simple, classical features of the Federal and Georgian styles. The Colonial Revival is a simple box-like massing and includes a variety of sub-types, including the Georgian Revival.

Colonial Revival houses have many of these features:

- Symmetrical façade
- Rectangular
- 2 to 3 stories
- Brick or wood siding
- Simple, classical detailing
- Gable roof
- Pillars and columns
- Multi-pane, double-hung windows with shutters
- Dormers
- Temple-like entrance: porticos topped by pediment
- Paneled doors with sidelights and rectangular transoms or fanlights
- Entry porch with columns
- Decorative pilasters
- Narrow windows around front door

The Georgian Revival style is a sub-genre of Colonial Revival. The primary distinguishing features of the Georgian facade is the focus on the entries to the structure and the Georgian style dormers.

The house on the upper right is an example of the Colonial Revival style. The house on the lower right is an example of the Georgian Revival style.



A private residence on North Union Street (Colonial Revival)



The York Street House, a bed and breakfast located on York Street (Georgian Revival)

ECLECTIC AND MULTIPLE STYLES

It is common to see buildings in Lambertville that reflect more than one architectural style. These are buildings that expanded over time and took on the most fashionable or affordable style of that period. It is interesting to “read” the history of these structures by observing their different styles.

Other structures in the City reflect a hybrid of styles that had been common during the building’s initial period of construction. These are referred to as “electric styles” and typically have features unlike period-style architecture.



The Odds Fellow Lodge on Bridge Street is an example of an electric style of the late 19th and early 20th centuries.



The commercial building above on Bridge Street is a Federal style building with a front porch addition designed in an Italianate style.



The Lambertville House on Bridge Street is a Federal style building with several additions, including the upper stories with Italianate style cornices and brackets.