

Appellants Statement

Machine Shop, LLC is appealing the following conditions of approval for the building's Historic Variances and Certificate of Appropriateness, approved on August 19, 2014:

5. Retain the existing second floor cargo door on the north side of the building.
13. The proposed removal of historic foundation masonry and installation of three new windows and one light well that extends out into the sidewalk on the western side of the building is not approved.

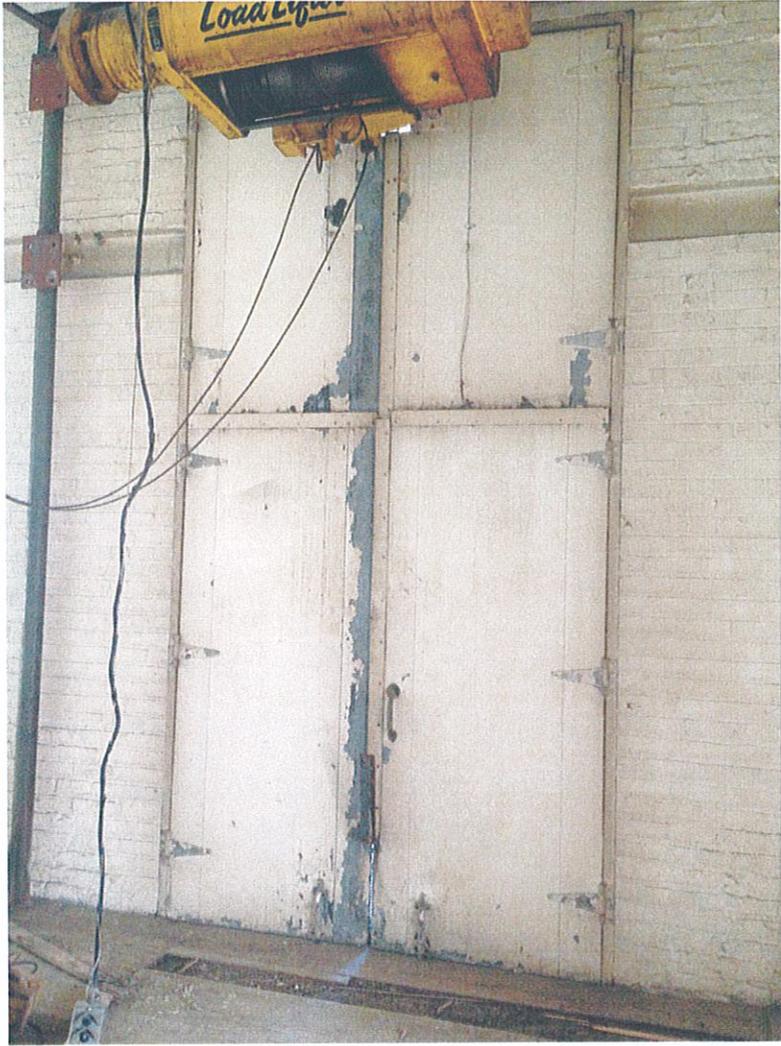
Condition #5: The existing second-story cargo door is a non-historic addition ca. 1960s to accommodate an overhead crane and interior track used to move materials in and out of the building. The 1960s installation of the cargo door removed three, wood, double-hung windows and surrounding brick. The current cargo door is a two-panel, hollow metal with a metal double-door transom. The door system is uninsulated and non-weather tight; there is frost built up at the door and releasing heat in the winter as well as allowing rain water to enter the building. Because the opening and door are not original and difficult to weatherize without also damaging the existing brick surrounding, we have proposed to replace the cargo door assembly with aluminum doors and wood transom. The two-panel doors would be operable but, at that upper level, there is no need for pedestrian egress. The new door assembly would be weather-tight but, in the open position, would allow light and air circulation into the second story mezzanine level. The existing horizontal metal bars in the opening, which would prevent someone from stepping or falling out through the opening will be retained.

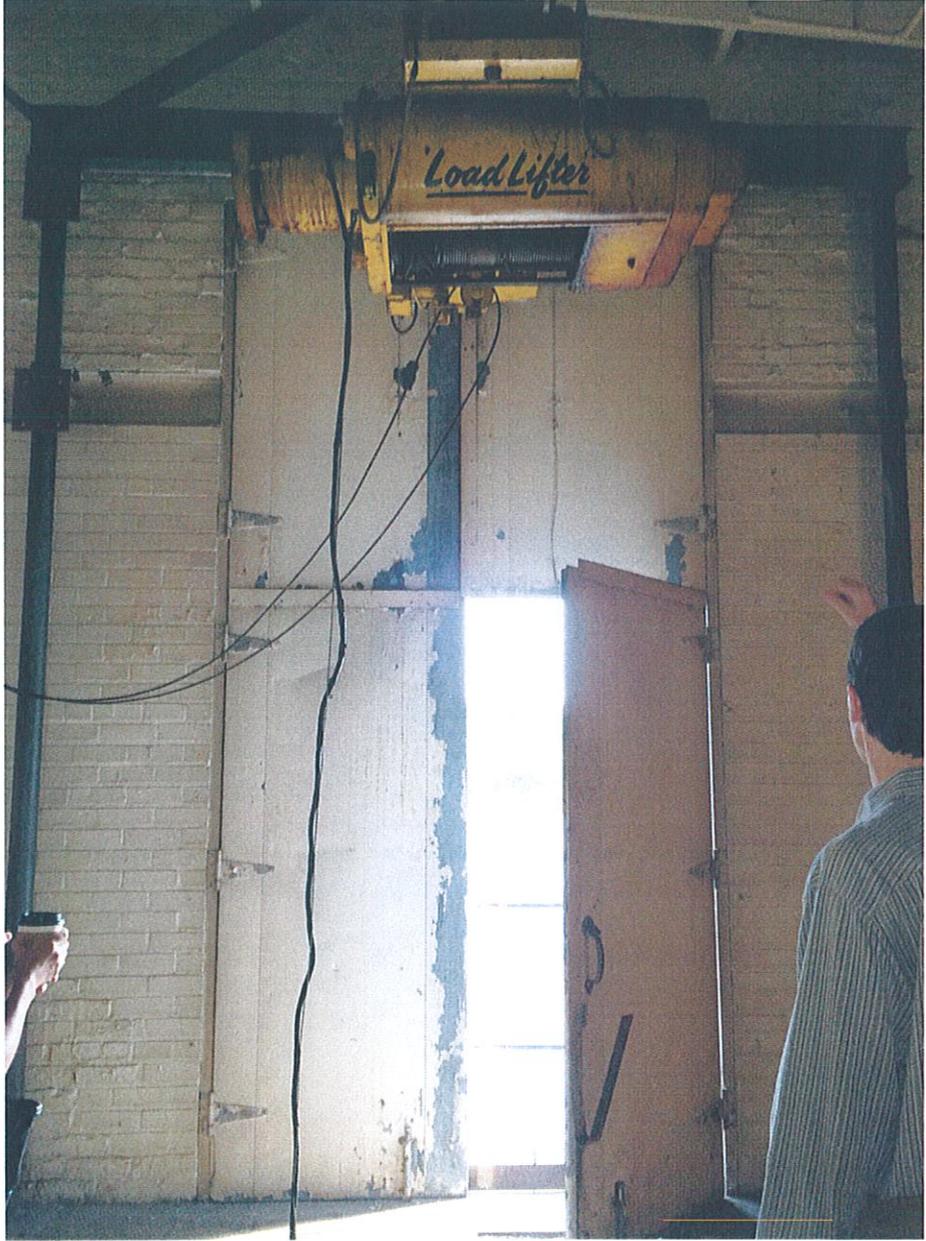
This is a historic tax credit rehabilitation and the State Historic Preservation Office (SHPO) and the National Park Service (NPS) have approved the proposed installation in our Part Two Application Approval letter, received July 24, 2014. Also, this proposed system matches the ground floor openings, which removed the metal cargo doors and installed aluminum storefronts with wood transoms. These ground floor alterations were approved by the HPC, which inconsistently required the retention of the second floor non-historic cargo door.

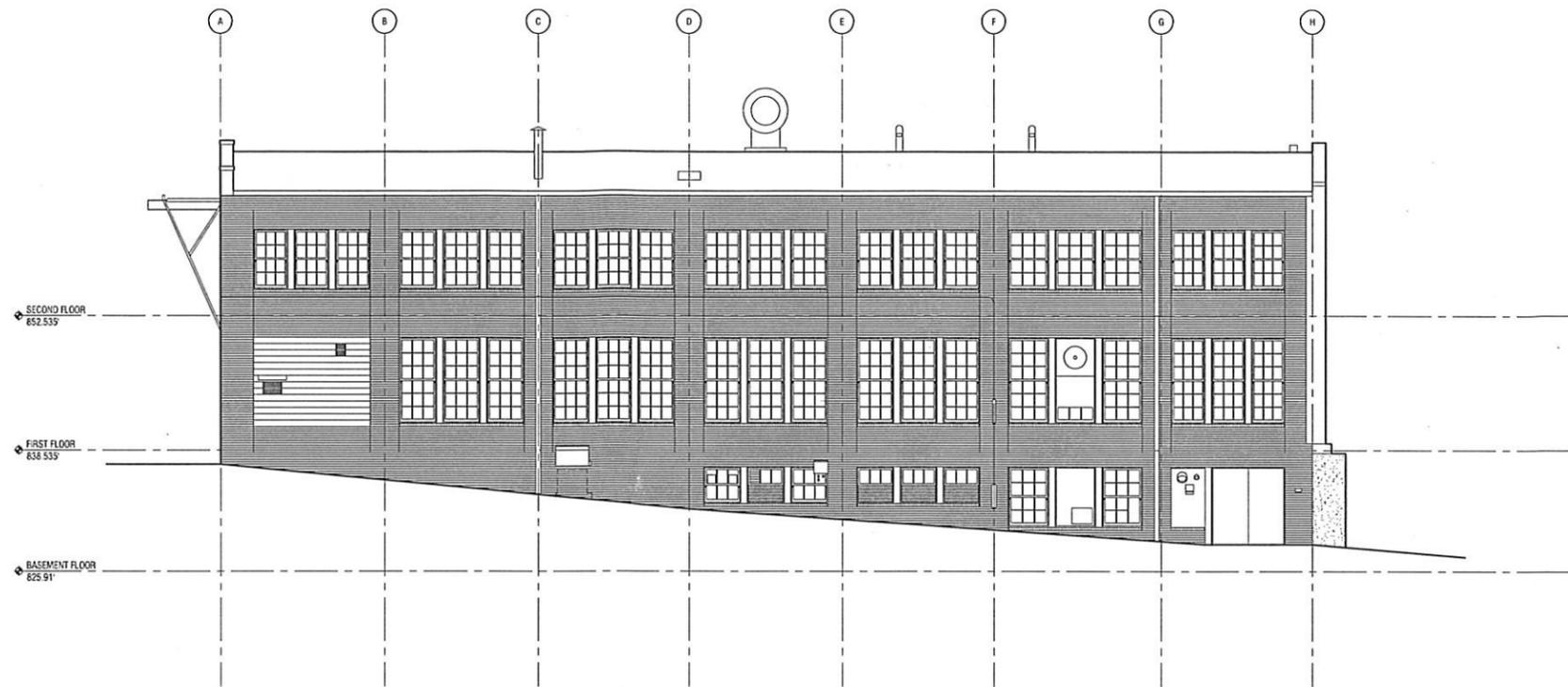
The proposed door schedule is shown on A8.1 and detail on A7.6. See A4.2 for the existing exterior elevation and A4.4 for the proposed exterior elevation.

Condition #13: The three new windows proposed at the basement level, west elevation are proposed for additional light and reuse/rent of interior space (see A4.2 for the existing exterior elevation and A4.4 for the proposed exterior elevation). The new window openings propose wood sash to match the existing historic basement windows, but there will not be divided lights so as to differentiate the new windows from the existing windows (the window schedule is shown on A8.2 and detail on A7.5). The removal of window muntins at the new windows was per the request of the SHPO/NPS, which approved the new opening. An area well with steel guardrail and grate is proposed at this new bay of windows, encroaching into the sidewalk by only two feet. The covered area well below grade is one foot deep and increases to three feet deep, south to north, due to the slope of the sidewalk. In addition, the owner has received approval for the encroachment permit from the Minneapolis Department of Public Works Right of Way Section.

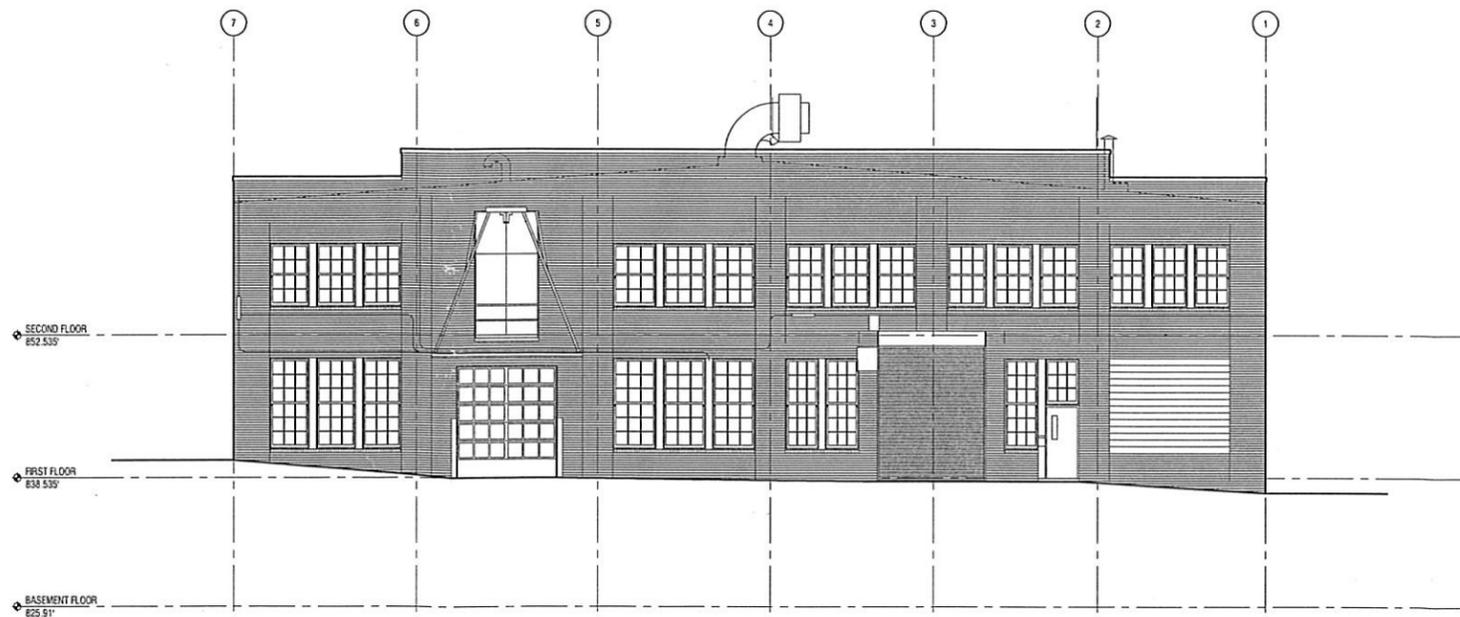








2 WEST EXTERIOR ELEVATION - EXISTING (REFERENCE ONLY)
1/8" = 1'-0"



1 NORTH EXTERIOR ELEVATION - EXISTING (REFERENCE ONLY)
1/8" = 1'-0"

CERMAK RHOADES ARCHITECTS
223 East Fourth Street, Suite 400, St. Paul, MN 55101
P 651.225.6423 F 651.225.8720 www.cermakrhoades.com

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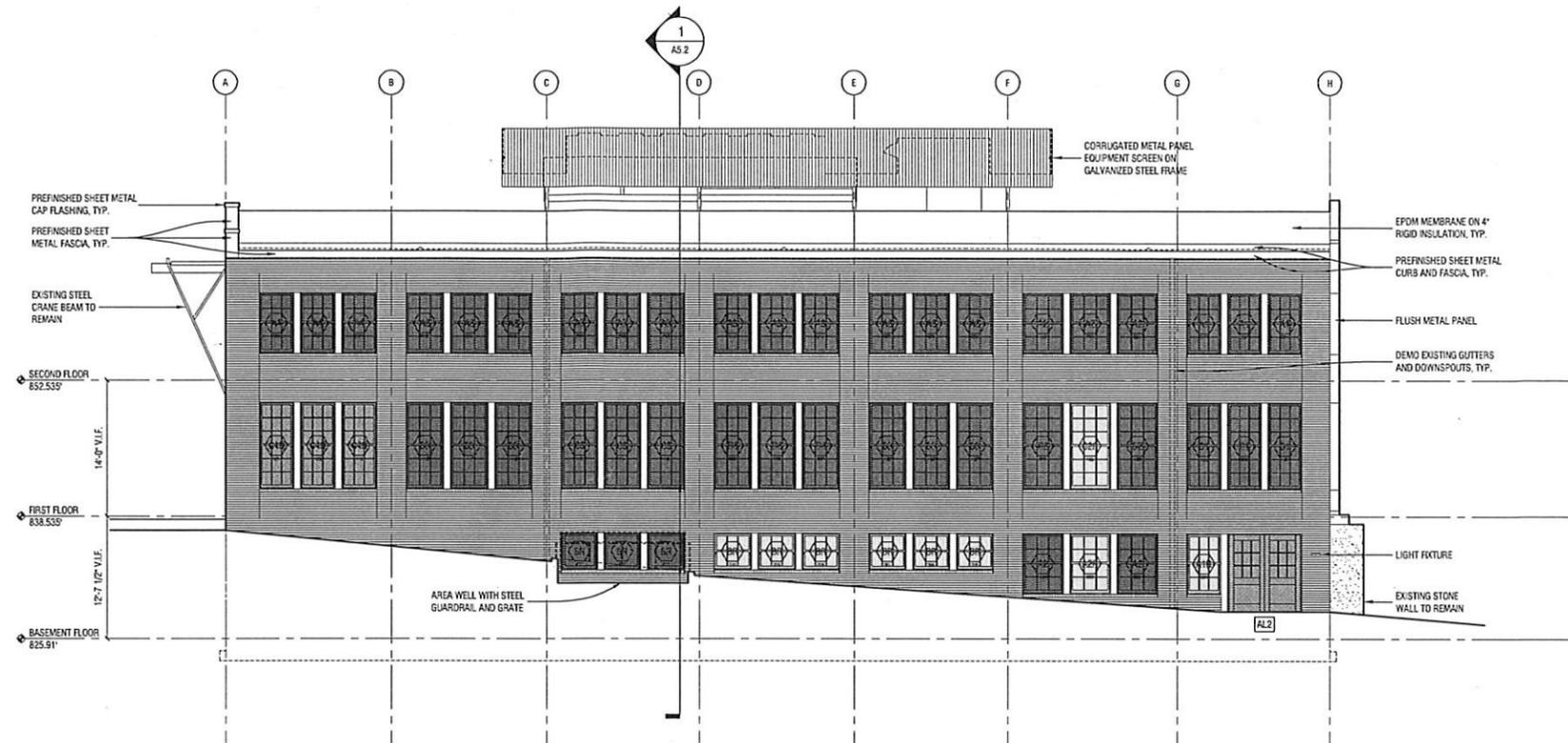
Signed

DATE 05/19/14
REG. NO. 22055

NORTH AND WEST EXTERIOR ELEVATIONS - EXISTING
MACHINE SHOP
FOR SCHAEFER RICHARDSON, INC.
334 2ND STREET S.E.
MINNEAPOLIS, MN 55414

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JOB NO. 1332
FILE NAME 1332-A4-2-A1.3.DWG

A4.2

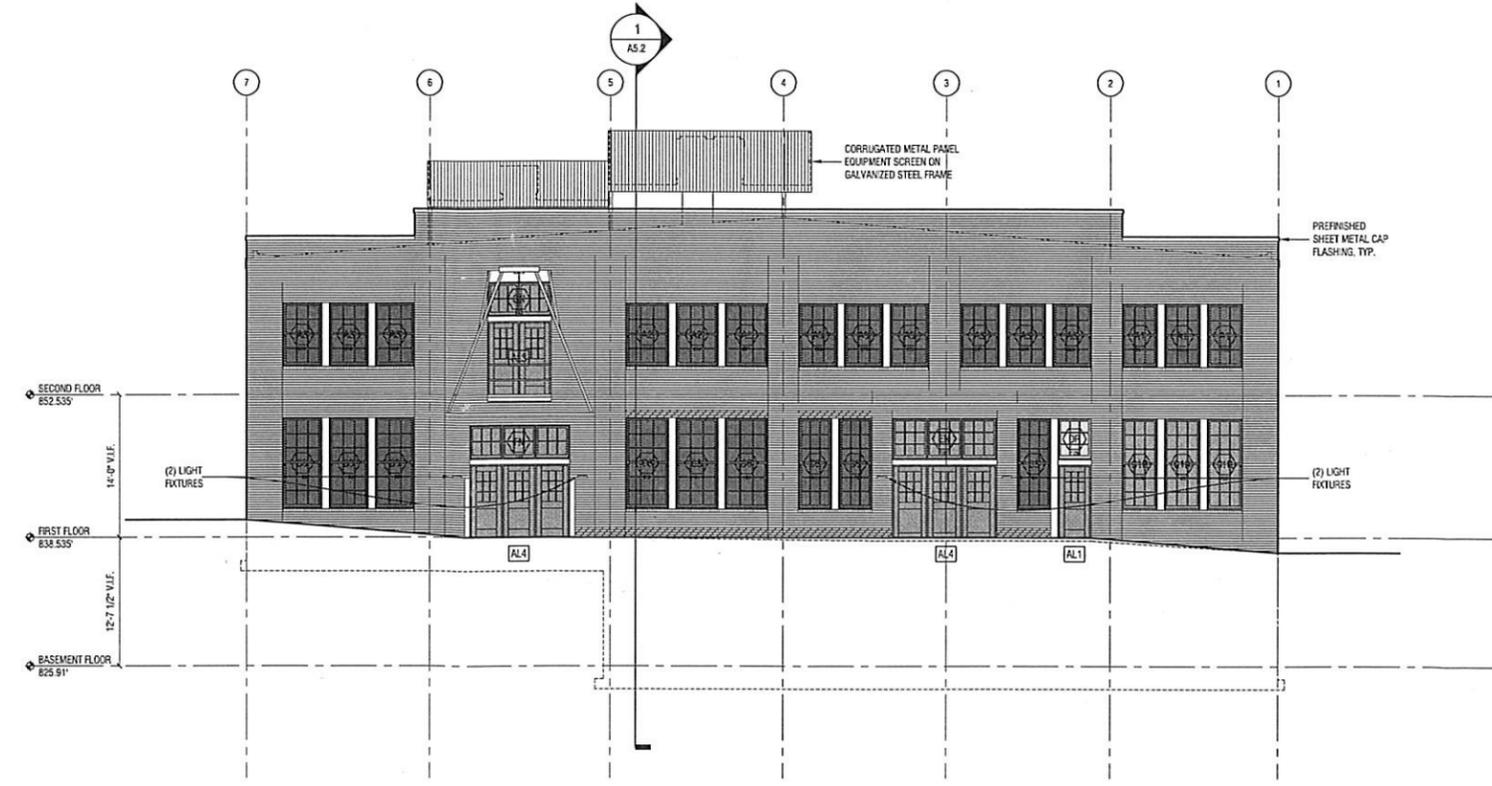


2 WEST EXTERIOR ELEVATION
1/8" = 1'-0"

NOTE: THIS SHEET MUST BE REPRODUCED IN COLOR. IF THE LEGEND BELOW DOES NOT APPEAR IN COLOR, CONTACT ARCHITECT. DO NOT USE BLACK-AND-WHITE DRAWING.

WINDOW LEGEND

Original window to be refurbished
Original window to be replaced
New window in original opening
New window in new opening



1 NORTH EXTERIOR ELEVATION
1/8" = 1'-0"

NOTE: THIS SHEET MUST BE REPRODUCED IN COLOR. IF THE LEGEND BELOW DOES NOT APPEAR IN COLOR, CONTACT ARCHITECT. DO NOT USE BLACK-AND-WHITE DRAWING.

WINDOW LEGEND

Original window to be refurbished
Original window to be replaced
New window in original opening
New window in new opening

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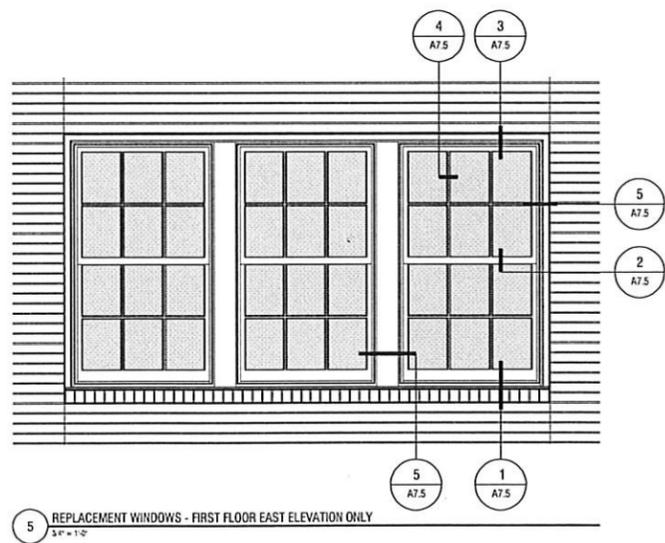
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A4.4

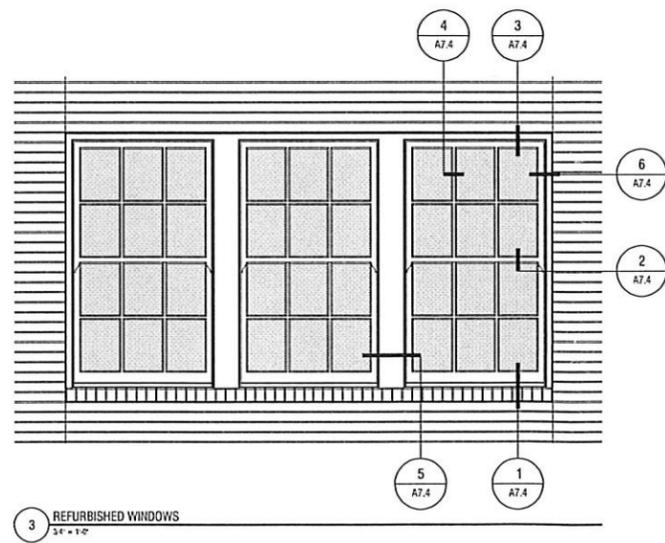
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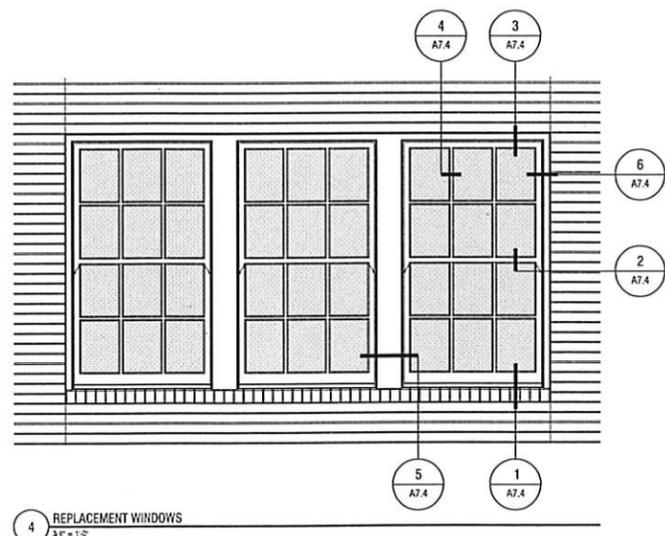
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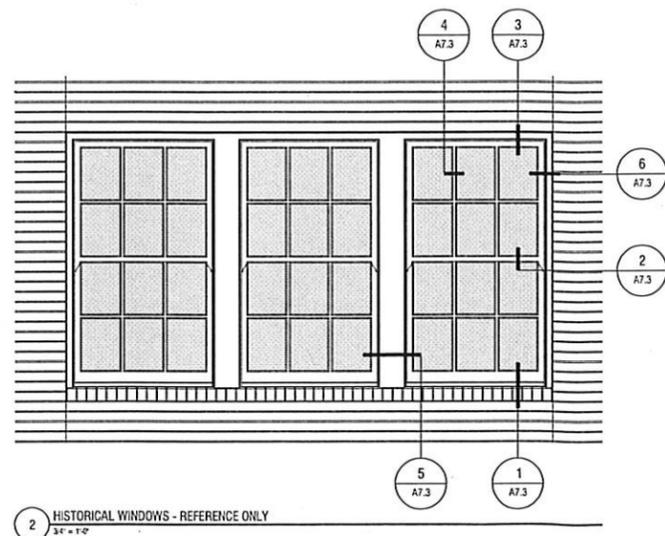
5 REPLACEMENT WINDOWS - FIRST FLOOR EAST ELEVATION ONLY
 3/4" = 1'-0"



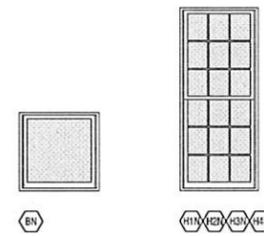
3 REFURBISHED WINDOWS
 3/4" = 1'-0"



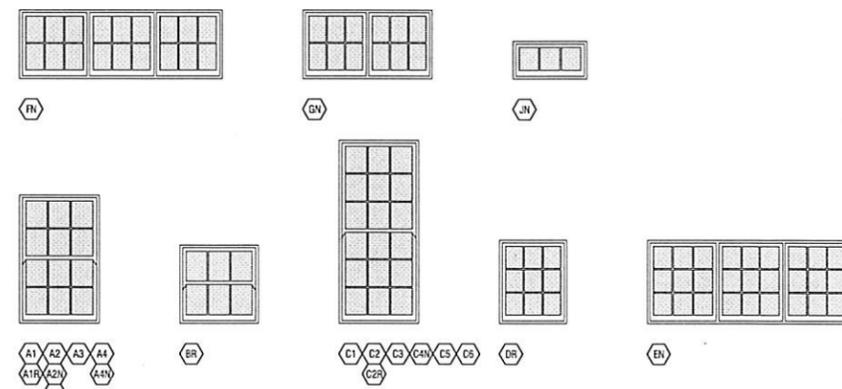
4 REPLACEMENT WINDOWS
 3/4" = 1'-0"



2 HISTORICAL WINDOWS - REFERENCE ONLY
 3/4" = 1'-0"



ALUMINUM-CLAD WOOD WINDOWS



WOOD WINDOWS

1 WINDOW TYPES
 1/4" = 1'-0"

WINDOW SCHEDULE

MARK	WIDTH	HEIGHT	TYPE	OPERATION	SCOPE	DETAILS					
						HEAD	MEETING RAIL	SILL	JAMB	MULLION	MUNTIN
A1	3'-7"	6'-3"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	3/A7.4	2/A7.4	1/A7.4	6/A7.4	5/A7.4	4/A7.4
A1R	3'-7"	6'-3"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE REPLACED	3/A7.4	2/A7.4	1/A7.4	6/A7.4	5/A7.4	4/A7.4
A2	4'-3"	6'-3"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	3/A7.4	2/A7.4	1/A7.4	6/A7.4	5/A7.4	4/A7.4
A2R	4'-3"	6'-3"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	NEW WINDOW IN ORIGINAL OPENING	3/A7.4	2/A7.4	1/A7.4	6/A7.4	5/A7.4	4/A7.4
A3	3'-11"	6'-3"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	3/A7.4	2/A7.4	1/A7.4	6/A7.4	5/A7.4	4/A7.4
A4	3'-8"	6'-3"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	3/A7.4	2/A7.4	1/A7.4	6/A7.4	5/A7.4	4/A7.4
A4N	3'-8"	6'-3"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	NEW WINDOW IN ORIGINAL OPENING	3/A7.4	2/A7.4	1/A7.4	6/A7.4	5/A7.4	4/A7.4
A5	3'-11"	3'-10"	ALUMINUM-CLAD WOOD	FIXED	NEW WINDOW IN ORIGINAL OPENING	3/A7.5 - SIM	2/A7.5 - SIM	1/A7.5 - SIM	6/A7.4 - SIM	5/A7.4 - SIM	4/A7.4 - SIM
BR	3'-11"	3'-10"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE REPLACED	3/A7.4	2/A7.4	1/A7.4	6/A7.4	5/A7.4	4/A7.4
C1	3'-7"	9'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	3/A7.4	2/A7.4	1/A7.4	6/A7.4	5/A7.4	4/A7.4
C2	4'-2"	9'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	3/A7.4	2/A7.4	1/A7.4	6/A7.4	5/A7.4	4/A7.4
C2R	4'-2"	9'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE REPLACED	3/A7.4	2/A7.4	1/A7.4	6/A7.4	5/A7.4	4/A7.4
C3	3'-11"	9'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	3/A7.4	2/A7.4	1/A7.4	6/A7.4	5/A7.4	4/A7.4
C4N	3'-8"	9'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	NEW WINDOW IN ORIGINAL OPENING	3/A7.4	2/A7.4	1/A7.4	6/A7.4	5/A7.4	4/A7.4
C5	3'-4"	9'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	3/A7.4	2/A7.4	1/A7.4	6/A7.4	5/A7.4	4/A7.4
C6	4'-3"	9'-0"	WOOD WITH INTERIOR STORM	DOUBLE HUNG	ORIGINAL WINDOW TO BE RESTORED	3/A7.4	2/A7.4	1/A7.4	6/A7.4	5/A7.4	4/A7.4
DR	2'-4"	4'-1"	WOOD WITH INTERIOR STORM	FIXED TRANSOM	ORIGINAL WINDOW TO BE REPLACED	3/A7.4 - SIM	N/A	1/A7.5	6/A7.4 - SIM	N/A	4/A7.4
EN	10'-4"	4'-1"	WOOD WITH INTERIOR STORM	FIXED TRANSOM	NEW WINDOW IN ORIGINAL OPENING	3/A7.4 - SIM	N/A	1/A7.5	6/A7.4 - SIM	N/A	4/A7.4
FN	10'-0"	3'-10"	WOOD WITH INTERIOR STORM	FIXED TRANSOM	NEW WINDOW IN ORIGINAL OPENING	3/A7.4 - SIM	N/A	1/A7.5	6/A7.4 - SIM	N/A	4/A7.4
GN	6'-4"	2'-4"	WOOD WITH INTERIOR STORM	FIXED TRANSOM	NEW WINDOW IN ORIGINAL OPENING	3/A7.4 - SIM	N/A	1/A7.5	6/A7.4 - SIM	N/A	4/A7.4
H1N	3'-2"	9'-0"	ALUMINUM-CLAD WOOD	DOUBLE HUNG	NEW WINDOW IN ORIGINAL OPENING	3/A7.5	2/A7.5	1/A7.5	6/A7.5	5/A7.5	4/A7.5
H2N	3'-11"	9'-0"	ALUMINUM-CLAD WOOD	DOUBLE HUNG	NEW WINDOW IN ORIGINAL OPENING	3/A7.5	2/A7.5	1/A7.5	6/A7.5	5/A7.5	4/A7.5
HR	4'-3"	9'-0"	ALUMINUM-CLAD WOOD	DOUBLE HUNG	NEW WINDOW IN ORIGINAL OPENING	3/A7.5	2/A7.5	1/A7.5	6/A7.5	5/A7.5	4/A7.5
H4N	3'-8"	9'-0"	ALUMINUM-CLAD WOOD	DOUBLE HUNG	NEW WINDOW IN ORIGINAL OPENING	3/A7.5	2/A7.5	1/A7.5	6/A7.5	5/A7.5	4/A7.5
JN	3'-8"	1'-10"	WOOD WITH INTERIOR STORM	FIXED TRANSOM	NEW WINDOW IN ORIGINAL OPENING	3/A7.4 - SIM	N/A	1/A7.5	6/A7.4 - SIM	N/A	4/A7.4

WINDOW SCHEDULE AND TYPES

MACHINE SHOP

FOR SCHAFER RICHARDSON, INC.
 334 2ND STREET S.E.
 MINNEAPOLIS, MN 55414

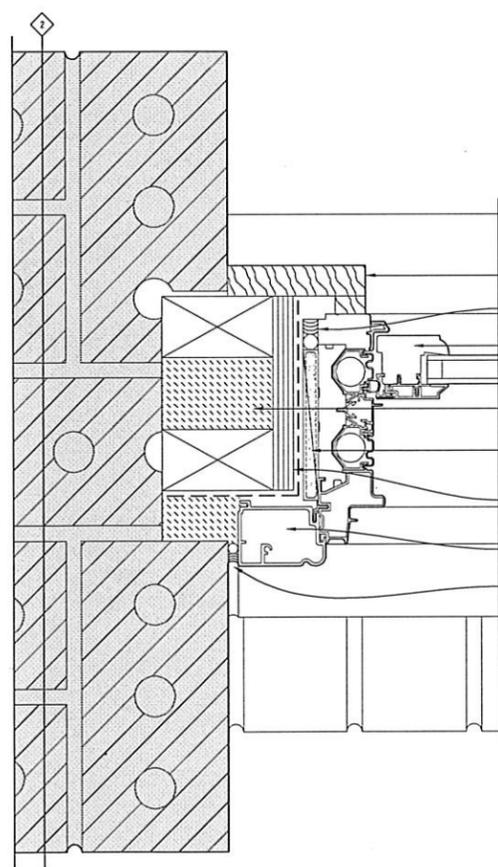
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A8.2

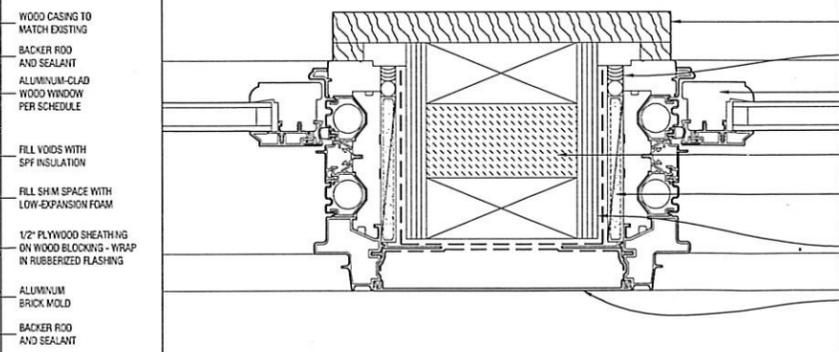
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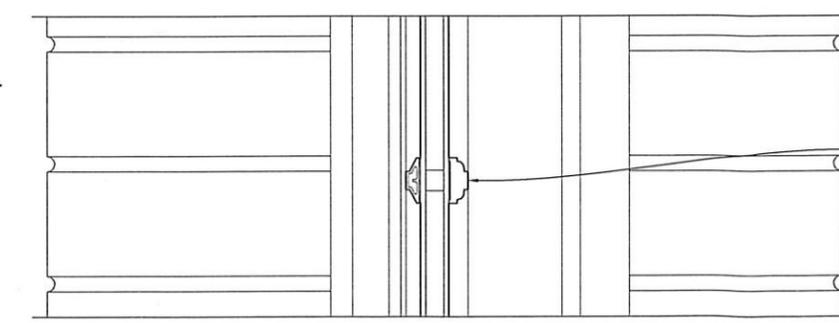
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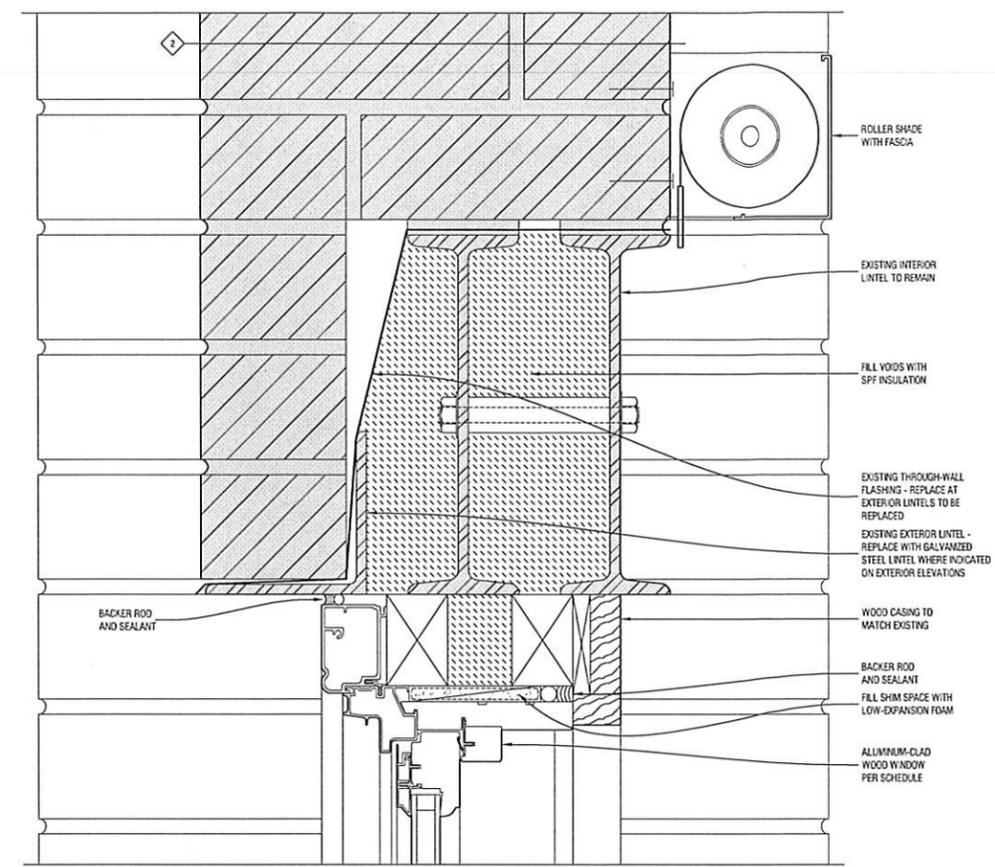
6 JAMB AT REPLACEMENT WINDOW - FIRST FLOOR EAST ELEVATION ONLY
1/4" = 1'-0"



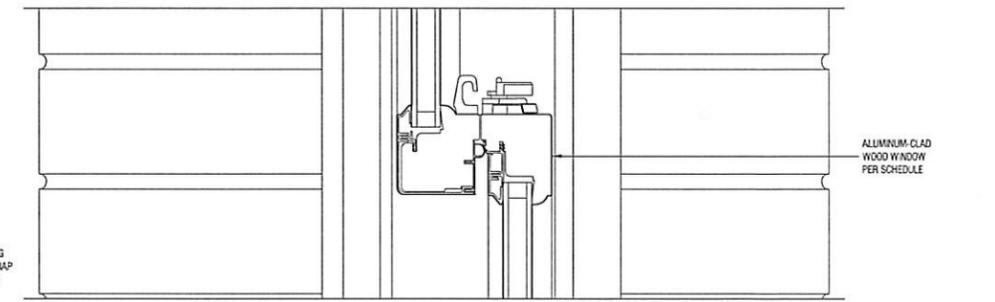
5 MULLION AT REPLACEMENT WINDOW - FIRST FLOOR EAST ELEVATION ONLY
1/4" = 1'-0"



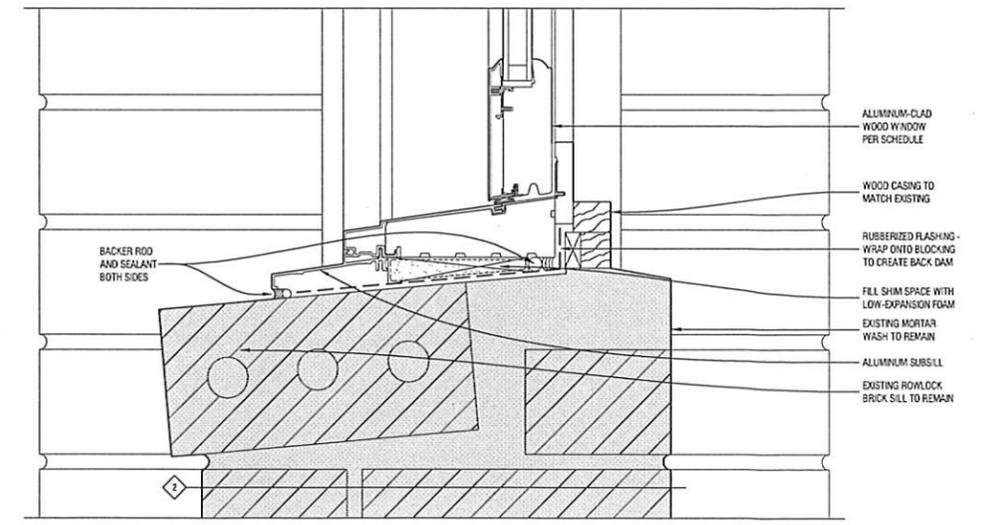
4 MUNTIN AT WINDOW TO BE REHABILITATED/REPLACED
1/4" = 1'-0"



3 HEAD AT REPLACEMENT WINDOW - FIRST FLOOR EAST ELEVATION ONLY
1/4" = 1'-0"



2 MEETING RAIL AT REPLACEMENT WINDOW - FIRST FLOOR EAST ELEVATION ONLY
1/4" = 1'-0"

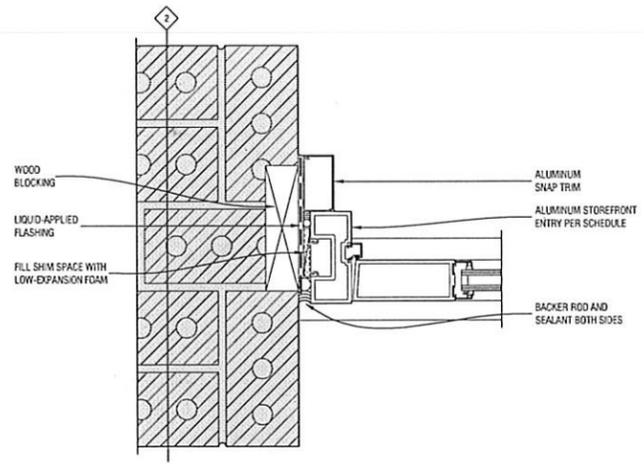


1 SILL AT REPLACEMENT WINDOW - FIRST FLOOR EAST ELEVATION ONLY
1/4" = 1'-0"

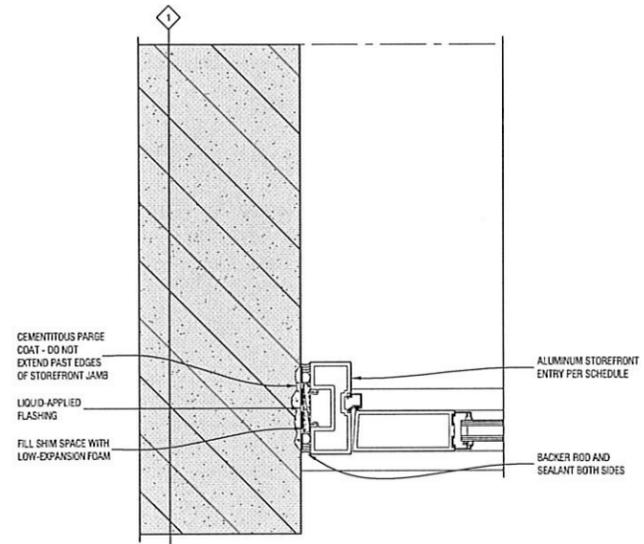
WINDOW DETAILS
MACHINE SHOP
 FOR SCHAFER RICHARDSON, INC.
 334 2ND STREET S.E.
 MINNEAPOLIS, MN 55414

REVISIONS

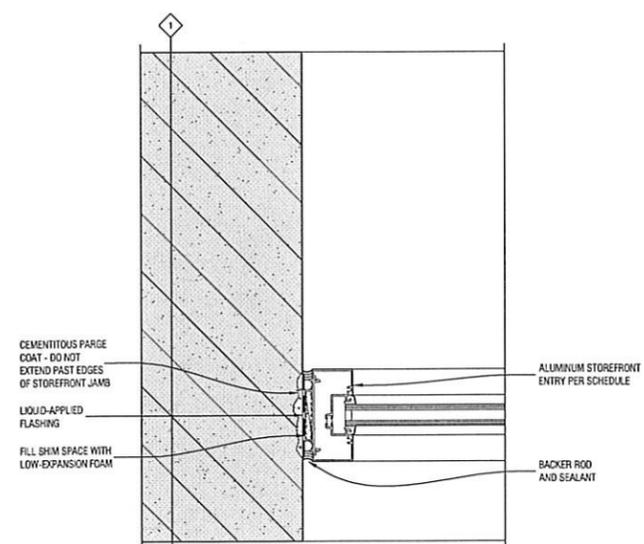
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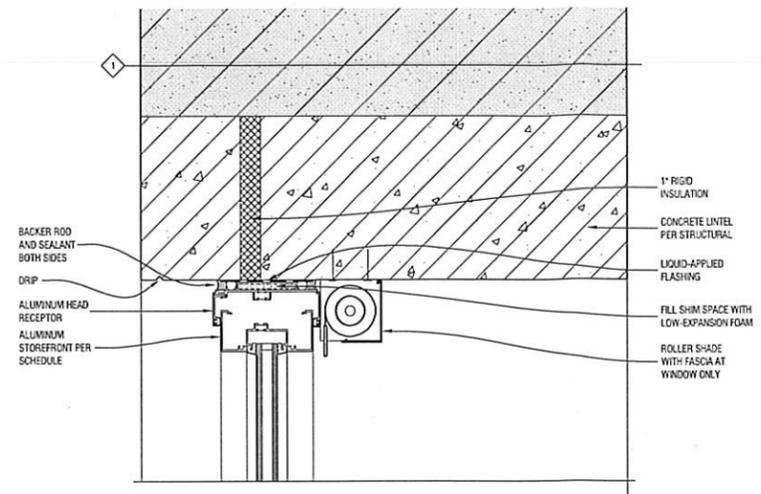
9 DOOR JAMB AT BRICK WALL
3/4" = 1'-0"



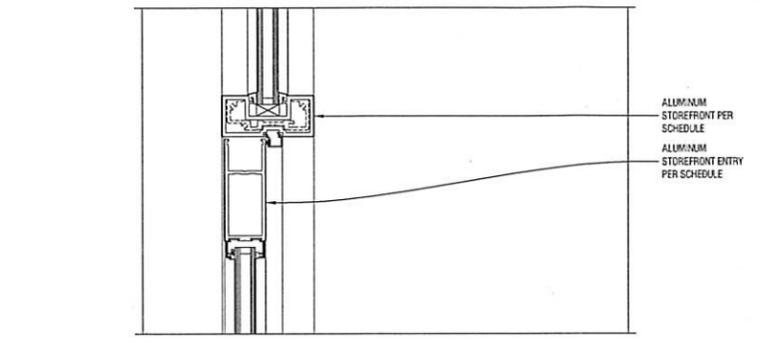
8 DOOR JAMB AT STONE WALL
3/4" = 1'-0"



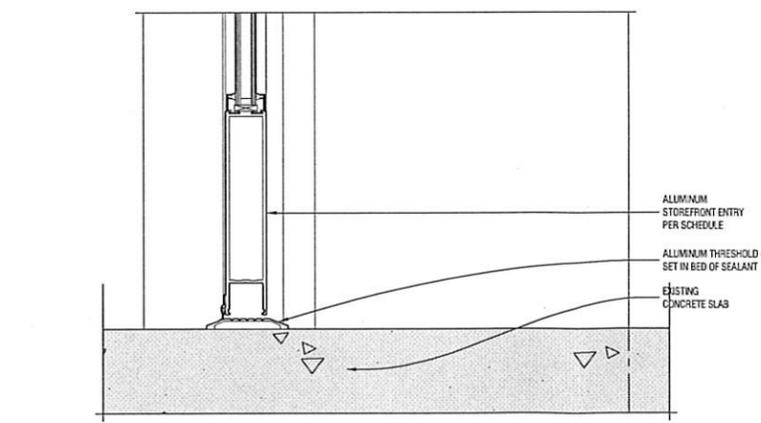
7 WINDOW/DOOR TRANSOM JAMB AT STONE WALL
3/4" = 1'-0"



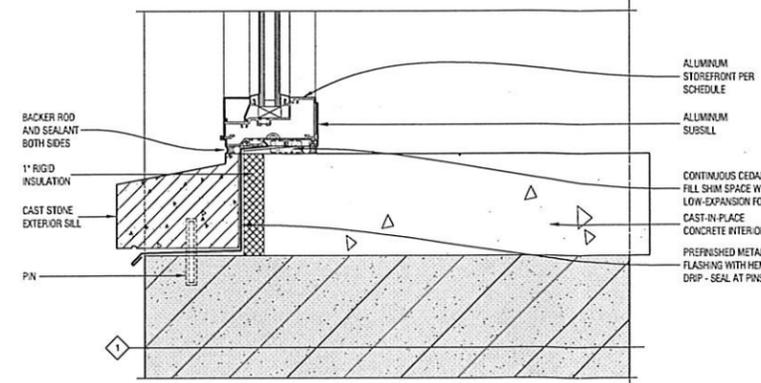
6 WINDOW/DOOR TRANSOM HEAD AT STONE WALL
3/4" = 1'-0"



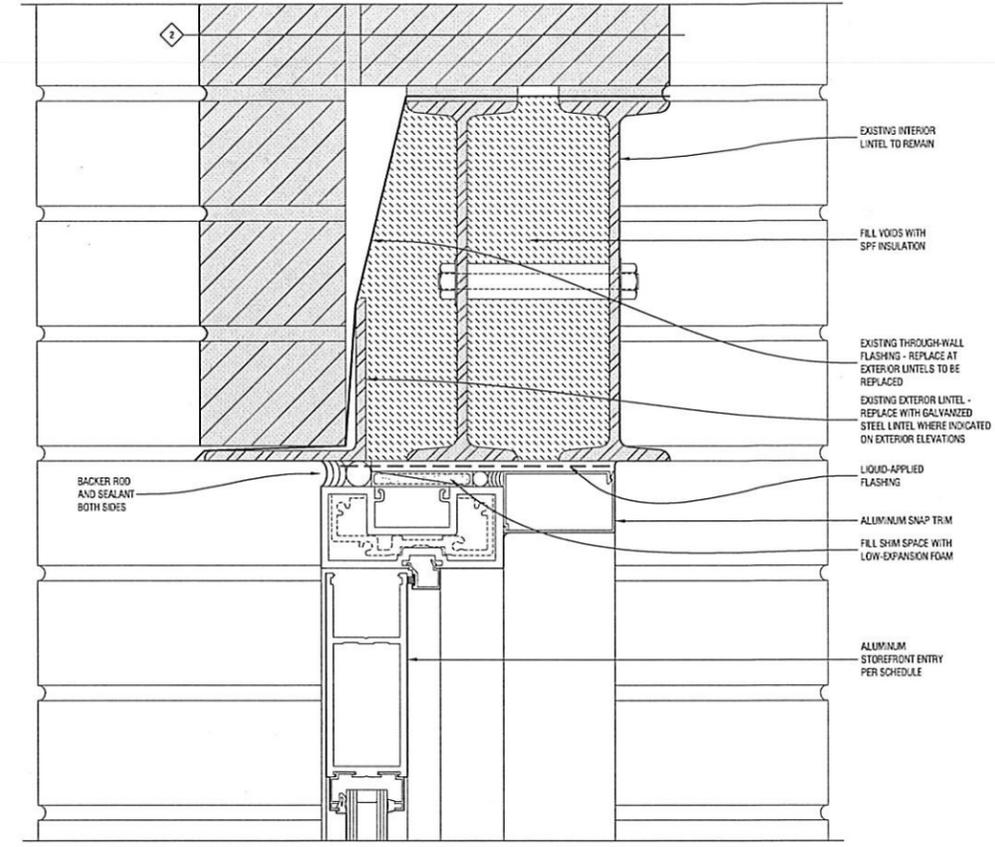
5 ENTRY TRANSOM
3/4" = 1'-0"



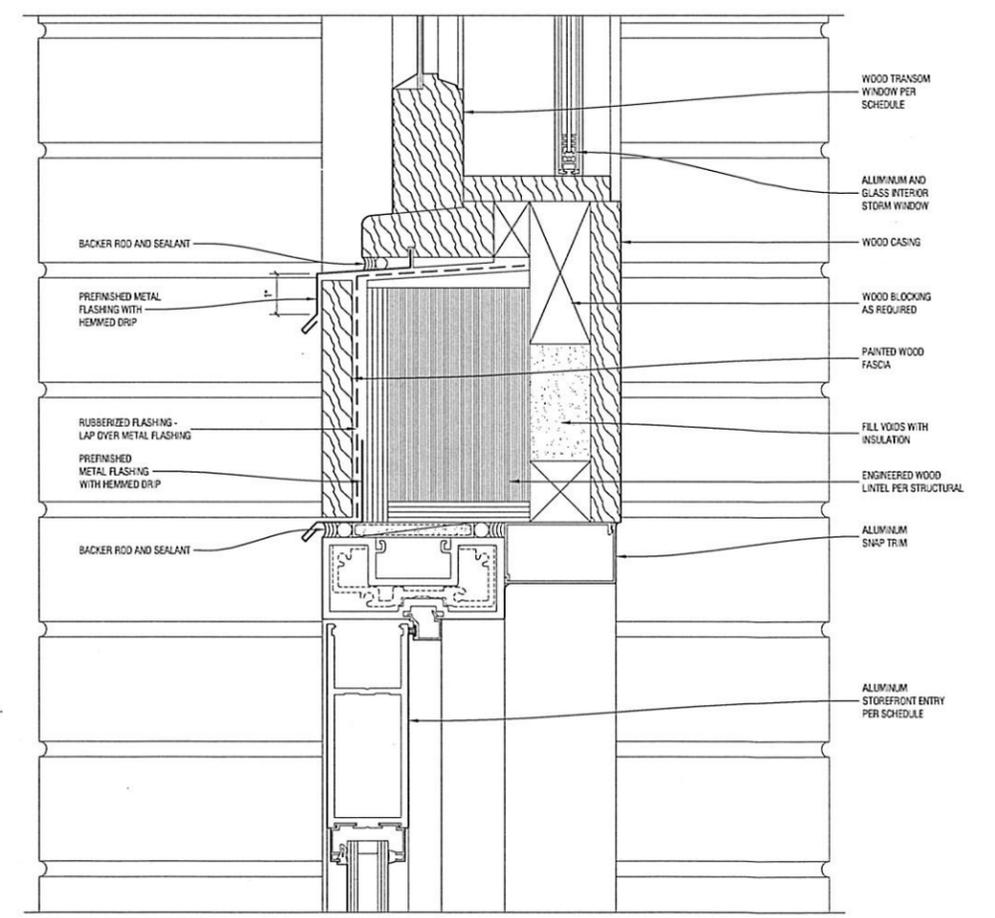
4 ENTRY THRESHOLD
3/4" = 1'-0"



3 WINDOW SILL AT STONE WALL
3/4" = 1'-0"



2 DOOR HEAD
3/4" = 1'-0"



1 DOOR HEAD AT TRANSOM
3/4" = 1'-0"

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