

Department of Community Planning and Economic Development
Planning Division

Certificate of Appropriateness
BZH-26609

Date: February 1, 2011

Proposal: Request for amendment to COA for mechanical equipment

Applicant: Charlene Roise, Hess, Roise and Company

Address of Property: 420 5th Street North

Project Name: Ford Centre Rehabilitation and Addition Project

Contact Person and Phone: Charlene Roise, (612) 338-1987

Planning Staff and Phone: Aaron Hanauer, (612) 673-2494

**Date Application
Deemed Complete:** January 18, 2011

Publication Date: January 25, 2011

Public Hearing: February 1, 2011

Appeal Period Expiration: February 11, 2011

Ward: 7

Neighborhood Organization: North Loop

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Attachments:

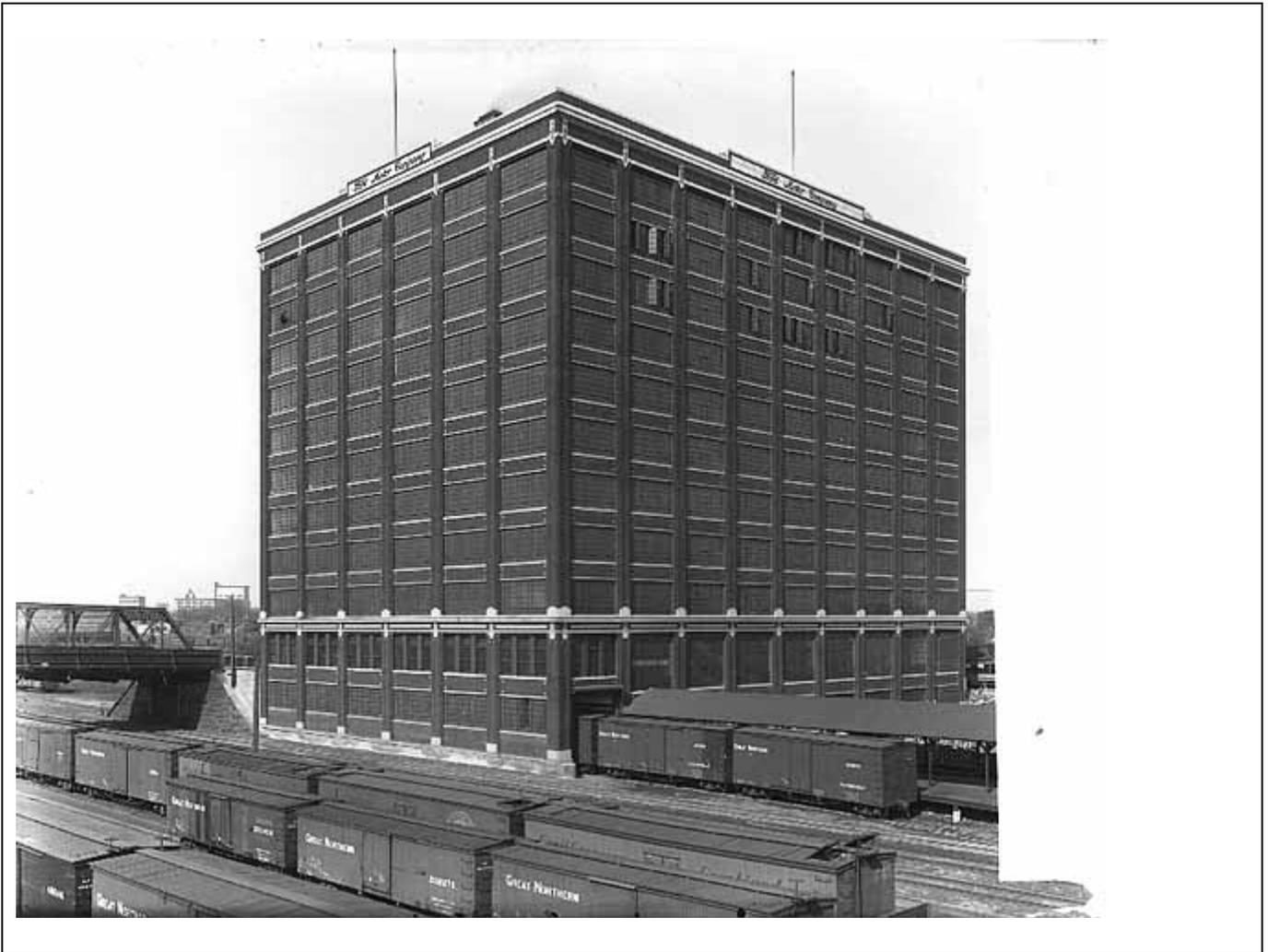
Attachment A: Materials submitted by CPED- (A1-A28)

- A1: Zoning map
- A2: Future land use map
- A3: Minneapolis Warehouse District map
- A3.1: 1912-1950 Sanborn map
- A4-A7: National Park Service review of rehabilitation project
- A7.1-A7.4: Building photographs
- A7.5-A7.7: Full elevation comparison
- A8-A10: Roof plan comparison
- A11-A24: 10/26/2010 COA HVAC Proposal
- A25-A28: Approved window plan

Attachment B: Materials submitted by Applicant– (B1-B28)

- B1-B2: COA application
- B3-B5: COA narrative
- B6-B7: Survey and site plan
- B8-B9: Images
- B10-B11: Full building elevations (north and east)
- B12-B16: Partial elevations
- B17-B20: Elevator elevations
- B21-B23: Section detail
- B24-B26: Floor plans
- B27-B28: Council member and neighborhood notification

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Ford Centre: 1914-1915, East (left) and north (right) facades. Source: Charles J. Hibbard, photographer; Minnesota Historical Society

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420 5th Street North: Ford Centre, 2010, East (left) and north (right) facades. Source: Applicant

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CLASSIFICATION:	
Local Historic District	Warehouse Historic District
Period of Significance	1865-1930
Criteria of significance	Architecture, Commerce, Master Craftsmen
Date of local designation	1978, 2010, revised
Applicable Design Guidelines	Secretary of Interior Standards for Treatment of Historic Properties, Warehouse District Design Guidelines.

PROPERTY INFORMATION	
Current name	Ford Centre
Historic Name	Ford Centre
Current Address	420 5 th Street North
Historic Address	412-428 5 th Street North
Original Construction Date	1913
Original Contractor	Splady-Albee-Smith Company
Original Architect	Kees and Colburn
Historic Use	Vehicle motor plant
Current Use	Office
Proposed Use	Office

BACKGROUND:

Building description: The Minneapolis Ford Plant is a large, ten-story curtain wall building constructed with a reinforced concrete, red pressed brick and terra cotta, and built at a cost of \$400,000. The architects followed the basic design used for other Ford assembly plants throughout the country. The exterior of the building expresses the structural system with pilasters, narrow spandrels, and large industrial windows. There is minimal decorative terra cotta trim at the top of the pilasters and cornice. The original parapet has been removed and the structure contains multiple window types, but many of the original industrial divided light windows remain (Attachment A7.1-A7.4).

The steel industrial windows, the Ford Centre water tower, and the historic elevator penthouse are prominent character-defining features of the building that are impacted by the current proposal.

SUMMARY OF APPLICANT'S PROPOSAL

In October and November of 2010, the Heritage Preservation Commission approved a Certificate of Appropriateness application for a rehabilitation project of the Ford Centre that included the following scope of work:

1. Removal of modern elevator tower that was installed in 1940s on the north facade and restore the damaged windows and wall of this location;
2. Repointing of exterior brick walls on all facades as needed;
3. Removal of modern infill from tall bays on first floor of the Fifth Street (south), Fifth Avenue (west) facades and north elevation (eastern most bay); installation of windows and doors similar to the original design;
4. Removal of non-historic loading dock on north facade;
5. Rehabilitation of windows;
6. Installation of replacement windows for those windows that are not original or those original windows that are beyond repair;
7. Construction of a rooftop terrace;
8. Construction of vestibule/stairway addition on the north side;
9. Installation of a HVAC system/equipment update.

As part of the October 26 proposal for the HVAC system/equipment update, the Applicant proposed to remove a collection of existing window air conditioners and louvers throughout the building (Attachment A7.1-A7.4). At the October 26 HPC meeting, the Applicant provided an HVAC assessment that contained two options. Option 2, the Applicant's preferred option, included the installation of a floor-by-floor mounted HVAC system (Attachment A11-A24). Option 2 also included the replacement of one window bay per floor on the north facade (Attachment A7.6 and Attachment A21), as well as the addition of two chiller units and a five-foot high penthouse on the roof (Attachment A9).

In defense of Option 2, the Applicant provided details of a roof mounted HVAC system alternative. This proposal was labeled as Option 1. Option 1 did not involve the replacement of a column of windows; however, it showed a substantially greater amount of equipment on the roof (Attachment A15 and Attachment A20). The Applicant stated that the roof mounted equipment of Option 1

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would be approximately 60' long x 30' wide and at least 16'-0" tall. In addition, 30" to 40" high platforms would be required to support the units above the roof. The overall heights of the units would be approximately 19'-0" to 20'-0" tall (Attachment A20). The Applicant stated that the roof-mounted HVAC system would have the following downfalls:

- The units would be visible from all street directions regardless of where they would be located on the roof;
- The supply and return ductwork from the units would be at least 10' tall. The ductwork would be located in the bay nearest the roof edges on the north, west and east sides of the building in order to get to the duct shafts down. These ducts would be visible from the street;
- Requires additional large vertical duct shafts be added from roof to basement level to route the large supply and return ducts to feed all floors.
- The units on the roof would be noisy.

CPED recommended that the Heritage Preservation Commission approve the floor by floor mounted HVAC system (Option 2) as part of the Ford Centre rehabilitation project. The HPC approved this option at their October 26, 2010 meeting. The staff report findings included the following assessments in regards to Option 2:

(Finding 4): "The Applicant's proposed mechanical equipment plan is partially in compliance with the Minneapolis Warehouse District (MWD) guidelines. CPED recognizes that the proposed replacement of nine historic windows with louvers is not recommended by the HPC guidelines (2.21, 2.24). However, the Ford Centre is unique in that all elevations are primary/character-defining elevations. The Applicant's proposed location on the north elevation for the louvers, although will be visible, the proposed location has the least visibility compared to the west, south, and east elevations. In addition, CPED believes that the proposed roof-mounted HVAC system, even though would not require a louver in a window opening of each floor, may have an equal or greater visual impact with the height of the required mechanical equipment on the rooftop."

(Finding 5): "CPED recognizes that the replacement of nine historic windows on the north elevation does not meet the Standards; however, CPED believes that the roof-mounted alternative would have an equal or greater negative visual impact compared to the proposed floor-to-floor louver system. In addition, the proposed mechanical system that includes a column of louvers on the north elevation will improve the visual appearance of the building compared to existing conditions."

In addition to gaining local preservation approval for the rehabilitation project, the Applicant is seeking federal and state level approval in order to qualify for federal and state historic tax credits. In October 2010, the National Park Service reviewed the HVAC proposal and stated that neither Option 1 nor Option 2 meets the Secretary of Interior Standards (Attachment A6). Specifically, the NPS stated the following assessment on Option 1 and Option 2:

- *Option 1: "Although this is an industrial building and might accommodate a moderate amount of new equipment on the roof, Option 1 shows extensive new units that are both highly visible and too tall, especially from the north."*
- *"Option 2: Inserting a row of louvers on each floor at the mid-point of the north façade "adds a new visual element to this elevation that greatly diminishes its character. Furthermore, a row of windows, which according to your window survey are in the best condition of many of the extant*

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windows, are slated for removal. This treatment does not meet Standard 2 of the Secretary's Standards for Rehabilitation, which states, "The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided."

The National Park Service recommended that the Applicant, "investigate a hybrid approach [of Option 1 and Option 2] , where some less conspicuous equipment is placed on the roof and louvers are inserted in less critical locations on the north façade, such as below the level of the bridges which exit the adjacent highway (Attachment A6)."

Due to the National Park Service not approving Option 2, the Applicant is now proposing an alternative HVAC plan which will be referred to as Option 3 for this staff report. The Option 3 mechanical system update proposal includes the following elements:

- *Retention of Windows in Bay 6 on the north elevation:* Windows on floors one through ten in Bay 6 of the north elevation will be rehabilitated or moved to the south elevation according to the window plan presented on November 30 (Attachment B3 and Attachment A25-A28). Specifically, the historic windows on floors one through six will be rehabilitated in place. The windows on floors seven through ten will be moved to the south elevation (Attachment B3).
- *Use of existing elevator shafts for HVAC equipment:* The HVAC system will reuse two of the existing elevator shafts and penthouses—the northeast historic freight elevator and the south non-historic passenger elevator—for fresh-air intake and relief-air exhaust (Attachment A10). Louvers are proposed to be installed at the top of the elevator shafts and penthouses for the fresh-air intake and relief air.
- *Construction of a new freight elevator penthouse and lobby:* The Applicant states that the historic northeast freight elevator shaft and penthouse was going to be retrofitted and have a new freight elevator installed. However, since the historic freight elevator shaft and penthouse is now proposed to house a portion of the HVAC system, a new location for a freight elevator had to be found (Attachment A10 and B3). The Applicant is now proposing to build a freight elevator penthouse and lobby addition just to the east of the northeast freight elevator penthouse (Attachment A10). The total square footage of the new elevator penthouse and lobby addition would be 256 square feet. The proposed penthouse and lobby would be located 24'-1" from the east façade edge, which is more than one structural bay from the east. The additions would be located 11'-8" from the north façade edge, which is less than one structural bay from the north (Attachment A10 and B26). The freight elevator penthouse is proposed to be 16'-8" above the floor level of the roof, which is taller than the 15'-7" northeast freight elevator penthouse (Attachment B17 and B19).
- *Installation of chiller and platform that will be 14'-6" from the roof floor to the top of the chiller:* Option 2, which was approved at the October 26 HPC meeting, included a chiller unit and steel structural support equipment that was 11'-4" tall at its tallest point (Attachment A12-A13 and A9). For Option 3, the Applicant is now proposing to have a chiller unit with structural support equipment be 14'-6" (3'-2" higher than what was approved on October 26, 2010) (compare Attachment A9-A10 and Attachment B23.1). The proposal for Option 3 includes the installation of 19.25" of insulation on top of the current roof height to meet the 1/4" per foot code requirement for insulation slope (Attachment B23.1 and B23.2). Above the proposed installation is a platform that would rise 4'-7". The proposed chiller at a height

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of 8'-4" would sit on top of the platform. The Applicant states that the platform is raised to the proposed height to "allow for any roof repairs that may be required underneath the chiller (Attachment B23.2)."

The Applicant states that they designed the penthouse and lobby for Option 3 to blend in with the existing rooftop structures. The penthouse and lobby are proposed to have flat roofs and be clad in the replacement brick approved by The SHPO, Heritage Preservation Commission, and CPED staff. Metal and glass doors are proposed to be on the south and north facades to allow egress from the rooftop terrace to the freight elevator and an existing staircase (Attachment B17-B20). On the north facade, a narrow sidelight will abut the doorway (Attachment B17).

Hess, Roise and Company states that the location of the proposed freight elevator penthouse needs to be near the loading dock on the north façade (Bay 7) and near the rooftop terrace on the east end of the building (Attachment A10). The Applicant states that "moving the [proposed] elevator shaft and penthouse further south on Bay 8 in order to try and meet the one structural bay requirement [of the Minneapolis Warehouse District guidelines] would place the addition across a beam that runs between columns and would require significantly more structural reinforcing on each floor of the building (Attachment B4)."

Hess, Roise and Company state that the additions comply with the Minneapolis Heritage Preservation Commission's Warehouse Historic District Guidelines *in spirit*. The design complements the historic character of the building but is differentiated by the glass door and sidelight (Attachment B4). Even though the additions are visible from the north and east, the additions will not be visible from the west and south elevations. Furthermore, the proposed additions would be in line with the historic additions in terms of location, size, and scale. The Applicant also states that the additions are appropriate in relation to the adjacent historic penthouses and to the ten-story building.

PUBLIC COMMENT:

Public notices for the Certificate of Appropriateness were mailed on January 18, 2011. As of January 25, 2011 no letters have been received.

CETIFICATE OF APPROPRIATENESS: Certificate of Appropriateness to rehabilitate the steel fence as part of Phase I of the fence restoration project.

Findings as required by the Minneapolis Preservation Code:

The Planning Division of the Minneapolis Community Planning and Economic Development Department has analyzed the application based on the findings required by the Minneapolis Preservation Ordinance. Before approving a certificate of appropriateness, and based upon the evidence presented in each application submitted, the commission shall make findings based upon, but not limited to, the following:

(1) The alteration is compatible with and continues to support the criteria of significance and period of significance for which the landmark or historic district was designated.

Although CPED is recommending some alterations to the proposed construction of the elevator penthouse and chiller equipment installation, CPED believes the Option 3 mechanical system update is compatible with and continues to support the criteria of significance and period of significance for which the Ford Centre is a contributing building to the Minneapolis Warehouse District.

The Minneapolis Warehouse Historic District is historically significant as an area of early commercial growth fueled by access to markets and goods created by the expansion of the railroads during the development of the City of Minneapolis and as the city's warehouse and wholesaling district which expanded during the late 19th and early 20th centuries when Minneapolis became a major distribution and jobbing center for the northwest. The Minneapolis Warehouse Historic District is architecturally significant for its remarkably intact concentration of commercial buildings designed by the city's leading architects in styles which evolved from the Italianate Style of the 1860s to the curtain wall structures of the early 20th century (Minneapolis Warehouse District Designation Study).

The proposed amendment to the mechanical system is an improvement compared to the October 26, 2010 mechanical system proposal and approval. The new mechanical system proposal does not require the replacement of nine window openings with louvers on the north elevation as previously proposed and approved. This change in plans will allow the north elevation to have a full façade of windows on floors two through ten (compare Attachment A7.6 and A7.7).

The proposed 256 square foot rooftop addition, although it will be visible from the east and north elevation will not be visible from the south and west addition. However, CPED believes that the proposed penthouse and lobby should be reduced in height to meet the Minneapolis Warehouse District Guidelines. The proposed 16'-8" rooftop addition is taller than the 15'-7" historic penthouse that is located just to the west of the proposed construction and higher than the 14' height requirement of the Minneapolis Warehouse District Guidelines (Attachment B17). In addition, the proposed penthouse would create an uneven height pattern of rooftop additions (Attachment A7.7 and Attachment B9). If the

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penthouse was reduced to 14' there would be a gradual increase in height of equipment to the Ford Centre water tower as people look from left to right from the north (Attachment A7.5-A7.7).

CPED also believes that the proposed chillers should be reduced from a height of 14'6" to 14 feet. The chillers even though they are setback to the middle of the building sit in front of the prominent Ford Centre water tower. The mechanical equipment addition should be reduced as much as possible in order to reduce their impact on the building's character defining features.

(2) *The alteration is compatible with and supports the interior and/or exterior designation in which the property was designated.*

Although CPED is recommending some alterations to the proposed elevator penthouse, lobby, and chillers, the rooftop mechanical equipment additions of Options 3 are compatible with and continue to support the exterior designation in which the property was designated.

The Ford Centre is an important and highly visible part to the Minneapolis Warehouse District. The building captures all three areas of the district's significance. The building embodies high-quality commercial architecture (lightly classicized, concrete-frame industrial), built by master architects (Kees and Colburn), and captures the social significance of the district (major employment center).

The proposed amendment to the mechanical system (Option 3) is an improvement compared to the October 26, 2010 proposal and approval. The new mechanical system proposal does not require the replacement of nine window openings with louvers on the north elevation as previously approved. The revised proposal will allow the north elevation to have a full façade of windows on floors two through ten (compare Attachment A7.6 and A7.7). In addition, the proposed 256 square foot rooftop addition, although it will be visible from the east and north, it will not be visible from the south and west.

However, CPED believes that the proposed penthouse and lobby should be reduced in height to meet the Minneapolis Warehouse District Guidelines of 14'. The proposed 16'-8" penthouse would create a uneven height pattern of rooftop additions that would draw more attention to the proposed addition and the eastern portion of the building (compare Attachment A7.6 and A7.7 and Attachment B9). If the penthouse was reduced to 14' there would be a gradual increase in height of equipment to the Ford Centre water tower as people look from left to right (Attachment A7.5-A7.7). In addition, CPED believes that the proposed chillers should be reduced from a height of 14'6" to 14 feet in order to reduce their impact on the Ford Centre water tower, which is a character defining feature of the building.

(3) *The alteration is compatible with and will ensure continued integrity of the landmark or historic district for which the district was designated.*

Although CPED is recommending some alterations to the rehabilitation plan, the proposed rehabilitation plan is compatible with and will ensure continued integrity of the

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Ford Centre which is a contributing building to the North Loop Warehouse District. The Applicant's proposed window restoration on the north elevation will help ensure that the building's original design, materials, workmanship, and feeling are maintained.

CPED agrees with the Applicant's findings statement from October 26 that, "The [Ford Centre] building is a visually important anchor to a corner of the historic district. In completing a substantial rehabilitation, the proposed project will ensure that the building continues that role in future decades."

(4) The alteration will not materially impair the significance and integrity of the landmark, historic district or nominated property under interim protection as evidenced by the consistency of alterations with the applicable design guidelines adopted by the commission.

The Minneapolis Warehouse District guidelines were updated by the Heritage Preservation Commission in March 2010. Although CPED is recommending that the height of the rooftop additions be reduced, CPED believes the revised mechanical equipment plan and proposed rooftop addition are partially in compliance with the MWD guidelines.

CPED recognizes that the proposed location within a structural bay from the north elevation is not recommended by Guideline 2.63 and 2.68 of the HPC guidelines for roofs and roof additions (2.63 and 2.68).

2.63: Rooftop decks and equipment including HVAC, wind or solar power equipment that projects above the roofline shall be set back from the primary building elevation(s) one structural bay. They shall not be visible from the street. More visible locations will be considered if evidence is provided of structural load needs.

2.68: A new rooftop addition shall be set back a minimum of one structural bay or 15 feet, whichever is greater, from all sides of the building. This setback does not constitute a standard right, but a baseline, additional setbacks may be required to meet the intent of the guidelines.

In addition, the proposed penthouse and elevator lobby would be visible for those viewing the building from the north and east. This goes against Minneapolis Warehouse District Guideline 2.71.

2.71. Roof top additions to contributing buildings are rarely appropriate.

However, the Ford Centre is unique in that all elevations are primary/character-defining elevations. Even though the 256 square foot addition would be visible from the east and north elevation, the proposed addition would be built in the same plane as the 1914 elevator penthouse and would not be visible at street level from the west and south sides of the building (Attachment A3.1). The Applicant states that the proposed location of the freight elevator penthouse and lobby are driven by the structural needs of the building (Attachment B4). Structural load needs is something that can be taken into consideration in allowing relief from rooftop addition location guidelines (see Guideline 2.63 above).

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In addition, it is recognized that the revised proposal of Option 3 will allow the building's north elevation to have a full façade of windows from floors two through ten, rather than a column of louvers that was proposed and approved on October 26, 2010. This proposed modification to the approved Certificate of Appropriateness will allow the rehabilitation proposal to meet window guideline 2.21 and 2.24:

2.21. Original and historically significant windows shall be retained and repaired.

2.24. Windows on primary facades shall not be removed or blocked to install air conditioning, mechanical equipment, louvers, or for any other reason.

The proposed height of the freight elevator penthouse and chillers are not consistent with the maximum 14' height requirement of the MWD Guideline 2.69.

2.69. The height of the rooftop addition shall be limited to one story and shall not exceed 14 feet in height measured from the structural roof deck of the existing building. The height includes stair and elevator penthouses and rooftop mechanical equipment proposed on top of the addition.

The height proposed for the additions are something that CPED does not support. As proposed, the height of the new penthouse would be 16'-8" which is taller than the 15'-6" historic freight elevator penthouse just to the west (Attachment B8-B9). If the proposed penthouse is built to 16'-8", those viewing the Ford Centre from the north may be drawn away from the water tower and historic freight elevator penthouse and drawn more to the eastern edge of the building because of the height of the new construction. If the Applicant reduced the height of the penthouse from 16'-8" to 14' it will assist in having the water tower and historic elevator penthouse continue to be the primary focuses of the roof.

As for the chillers, if the Applicant reduced the height from 14'-6" to 14' it would help reduce the visual impact of the new mechanical equipment addition on the building's water tower, which is a character defining feature.

The proposed elevator penthouse, lobby, and chillers will not impact the building's cornice or parapet which is consistent with Guideline 2.62 of the Roofs and Parapet section:

2.62: The original building roofline including the cornice, parapet, and other elements shall be retained and not altered.

In addition, the design of the penthouse and chillers are consistent with MWD Guideline 2.70:

2.70. The design of rooftop additions shall be clearly differentiated from the historic building in a way that does not detract from the character of the historic building or the district.

The penthouse and lobby's proposed flat roofs, masonry, doors, and sidelights will help in differentiate from the original elevator penthouse and other original construction.

- (5) *The alteration will not materially impair the significance and integrity of the landmark, historic district or nominated property under interim protection as evidenced by the consistency of alterations with the recommendations contained in The Secretary of the Interior's Standards for the Treatment of Historic Properties.***

Although CPED is recommending some alterations to the Option 3 mechanical plan, the proposed plan overall is compatible with the Secretary of the Interior's Standards for Rehabilitation. CPED believes that the revised mechanical system will assist in having the rehabilitation project meet Standard 1.

Standard 1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

The revised mechanical system of Option 3 will help the building retain its distinctive materials and features. Specifically, the proposal to not install louvers in Bay 6 on the north elevation will help retain the steel industrial windows which are the most important character defining feature of the building.

However, CPED believes that the proposed additions should be built to a maximum height of 14' instead of the proposed 16'-8". The reduced height would help maintain the prominence of the water tower and the importance of the historic penthouse elevator to the west of the proposed construction. If the penthouse is built to 16'-8" it will negatively impact the spatial relationship of the water tower by drawing more attention to the eastern portion of the building for those viewing the building from the north (compare A7.5-A7.7). In addition, the proposed elevator penthouse is taller than the historic elevator penthouse located just to the west. The greater height of a new penthouse would reduce the importance of the historic penthouse. The proposed height of the elevator penthouse is not consistent with Standard 9:

Standard 9: New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

- (6) *The certificate of appropriateness conforms to all applicable regulations of this preservation ordinance and is consistent with the applicable policies of the comprehensive plan and applicable preservation policies in small area plans adopted by the city council.***

Although CPED is recommending some alterations to the rooftop addition, the Applicant's proposed plan will help restore the historic character of the Ford Centre and is in compliance with Policy 8.1 of the Minneapolis Comprehensive Plan.

Policy 8.1: Preserve, and maintain historic resources which serve as reminders of the city's architecture, history, and culture.

- (7) Destruction of any property. Before approving a certificate of appropriateness that involves the destruction, in whole or in part, of any landmark, property in an historic district or nominated property under interim protection, the commission shall make findings that the destruction is necessary to correct an unsafe or dangerous condition on the property, or that there are no reasonable alternatives to the destruction. In determining whether reasonable alternatives exist, the commission shall consider, but not be limited to, the significance of the property, the integrity of the property and the economic value or usefulness of the existing structure, including its current use, costs of renovation and feasible alternative uses. The commission may delay a final decision for a reasonable period of time to allow parties interested in preserving the property a reasonable opportunity to act to protect it.**

The project does not constitute the destruction of the subject property.

Before approving a certificate of appropriateness, and based upon the evidence presented in each application submitted, the commission shall make findings that alterations are proposed in a manner that demonstrates that the applicant has made adequate consideration of the following documents and regulations:

- (8) Adequate consideration of the description and statement of significance in the original nomination upon which designation of the landmark or historic district was based.**

Although CPED is recommending some alterations to the proposed rooftop additions, the Applicant gave adequate consideration of the description and statement of significance in the original nomination upon which the designation of the Minneapolis Warehouse District took place. For this project, the Applicant is proposing to retain and rehabilitate character defining features of the building including the steel industrial windows and masonry.

- (9) Where applicable, Adequate consideration of Title 20 of the Minneapolis Code of Ordinances, Zoning Code, Chapter 530, Site Plan Review.**

The proposed rooftop equipment amendment will require zoning review by the CPED-Development Services Team.

- (10) The typology of treatments delineated in the Secretary of the Interior's Standards for the Treatment of Historic Properties and the associated guidelines for preserving, rehabilitating, reconstructing, and restoring historic buildings.**

For the Ford Centre project, the Applicant has proposed to follow the Secretary of the Interior's Standards for Rehabilitation.

STAFF RECOMMENDATION

CPED-Planning staff recommends that the Heritage Preservation Commission **adopt** staff findings and **approve** the Certificate of Appropriateness with the following condition(s):

- 1) The proposed freight elevator penthouse shall not be greater than 14 feet in height measured from the roof floor of the top of the parapet.
- 2) The proposed chiller equipment shall not be greater than 14 feet in height measured from the roof floor to the top of the chiller.
- 3) CPED-Planning Preservation Staff shall review and approve the final plans and elevations prior to building permit issuance.
- 4) The Certificate of Appropriateness approval shall expire if it is not acted upon within one year of approval, unless extended by the Planning Director in writing prior to one-year anniversary date of approvals.
- 5) By ordinance, all approvals granted in this Certificate of Appropriateness shall remain in effect as long as all of the conditions and guarantees of such approvals are observed. Failure to comply with such conditions and guarantees shall constitute a violation of this Certificate of Appropriateness and may result in termination of the approval.