

Department of Community Planning and Economic Development  
Planning Division

**Certificate of Appropriateness**  
BZH-26426

**Date:** July 27, 2010

**Proposal:** Demolition of Historic Resource Application

**Applicant:** Garry Mannor, Mission Construction, Inc, on behalf of Zeller Realty Group

**Address of Property:** 2837 Dupont Avenue South

**Project Name:** Twin City Separator Company Building Demolition

**Contact Person and Phone:** Garry Mannor, (763) 694-0990

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

**Date Application Deemed Complete:** July 12, 2010

**Publication Date:** July 20, 2010

**Public Hearing:** July 27, 2010

**Appeal Period Expiration:** August 6, 2010

**Ward:** 10

**Neighborhood Organization:** Lowry Hill East

**Attachments:** Attachment A: Materials submitted by CPED staff – (A1-A36)

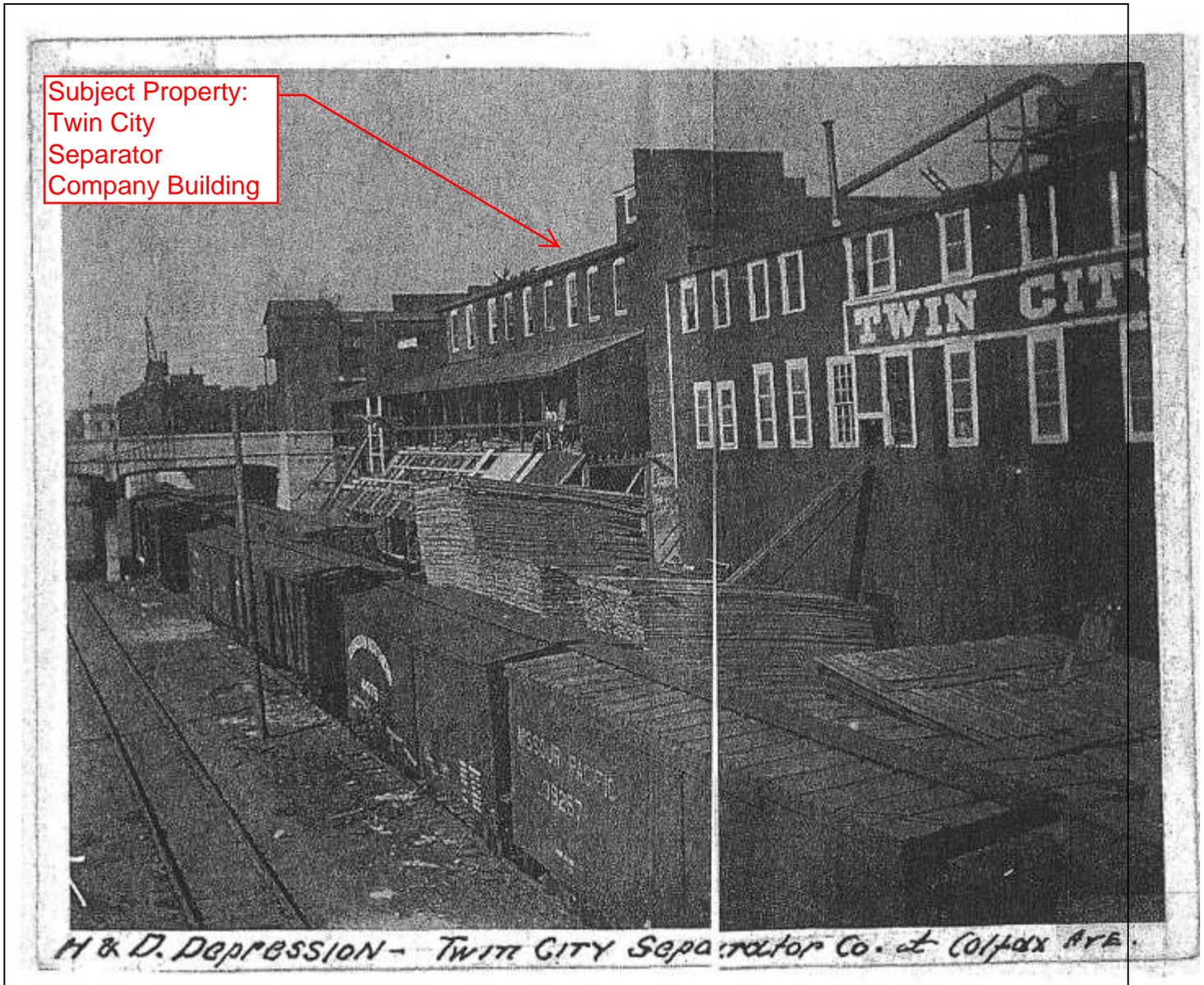
- A1: Context Map
- A2: Future Land Use Map
- A3: 2006 Image
- A4: Circa 1930 Aerial
- A5: Aerial: View Looking North
- A6: Aerial: View Looking South
- A7-A12: 2007 Rehabilitation Cost Estimates
- A13-A17: 2007 Rehabilitation Cost Estimates
- A18: Circa 2006 Aerial
- A19: Bennett Lumber Site: Building Date of Construction
- A20-A28: 2006 Condition Report
- A29-A31: 2006 Cost to Rehabilitate Twin City Separator Building
- A32: 2006 Bennett Lumber Proposal

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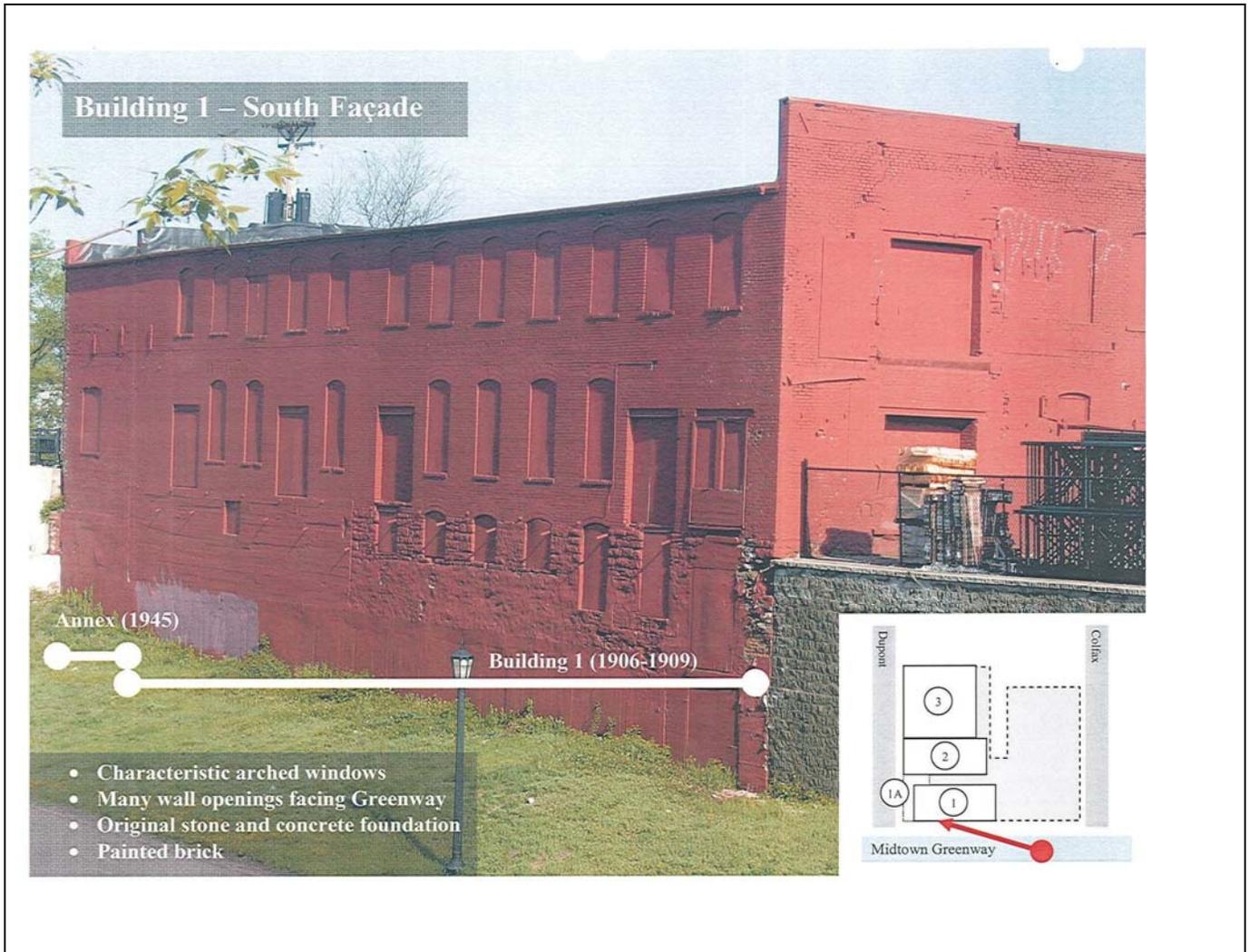
- A33: Minneapolis Construction Code Services Building Analysis
- A34: Hennepin County Value Assessment
- A35-A36: CM&STP Historic Interpretive Signs

Attachment B: Materials submitted by Applicant (B1-B77)

- B1-B2: Application for Demolition of Historic Resource
- B3-B4: Previous Demolition of Historic Resource Application
- B5: Letter Authorizing Application
- B6-B7: Council Member and Neighborhood Communication
- B8-B12: Introduction to Structural Analysis
- B13-B16: 2007 Structural Analysis
- B17-B18: 2008 Structural Analysis
- B19: Survey
- B20-B22: Floor Plans (Basement-2<sup>nd</sup> Floor)
- B23-B24: Property Information
- B25-B69: Applicant Images



**Twin City Separator Building:** Circa 1917, Source: Unknown



**Twin City Separator Building:** Date: Circa 2006, Source: Sherman

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<b>PROPERTY INFORMATION</b>	
Current name	Bennett Lumber Building
Historic Name	The Twin City Separator Company Building
Current Address	2837 Dupont Avenue South
Historic Address	2841-2847 Dupont Avenue South
Local Historic District	N/A
National Register Historic District	Chicago, Milwaukee, and St. Paul Grade Separation Historic District
Period of Significance	1912-1916
Original Construction Date	1909
Original Contractor	Lewis Peterson Stone and Brickwork Company
Original Architect	None
Historic Use	Manufacturing
Current Use	Vacant
Proposed Use	Demolition (No plans for new construction)

## **A. BACKGROUND & DESCRIPTION**

The Twin City Separator Building is a contributing building to the National Register Chicago, Milwaukee, and St. Paul Grade Separation Historic District (CM&St.P).

The Twin City Separator Company Building is a two-story, brick industrial building (Attachment A3). It is located in the Lowry Hill East Neighborhood between Dupont and Colfax Avenues South, and 28<sup>th</sup> Street and the Midtown Greenway (Attachment A1). It also helps serve as the northern boundary of the Chicago Milwaukee and St. Paul railroad corridor. The building's exterior features include a stepped parapet on the east and western edges of the building, rows of segmented-arched window openings, loading doors, and English-bond brick construction.

The building was built in four phases. In 1906, The Twin City Separator Company, a Minneapolis-based manufacturer of grain-cleaning equipment, constructed the eastern portion of the building (Attachment A3 and A19). In 1909, the western portion was erected. A one-bay extension on the west end of the 1909 section of the building, which existed in 1912, housed a lumber drying kiln. A second story and a northern wing that created an L-form were added to this bay in 1945.

Twin City Separator occupied the property until 1922, when the company moved first to southeast then to northeast Minneapolis. In 1945, the Serley Sash and Door Company (Serley) began operating out of the Dupont Avenue factory buildings.

## **B. PROPOSED CHANGES**

The Applicant, Mission Construction, Inc, on behalf of the property owner, Zeller Realty Group, is proposing to demolish the Twin City Separator Company Building. No future plans are proposed (Attachment B2).

## **C. HERITAGE PRESERVATION 599.480 REVIEW**

Provision 599.480 describes the Heritage Preservation Commission review of a Demolition of Historic Resource Application.

*599.480 (a) In general. If the commission determines that the property is not an historic resource, the commission shall approve the demolition permit. If the commission determines that the property is an historic resource, the commission shall deny the demolition permit and direct the planning director to commence a designation study of the property, as provided in section 599.230, or shall approve the demolition permit as provided in this section.*

*(b) before approving the demolition of a property determined to be an historic resource, the Commission shall make findings that the demolition is necessary to correct an unsafe or dangerous condition on the property, or that there are no reasonable alternatives to the demolition. 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,*

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*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 historic resource a reasonable opportunity to act to protect it.*

*(c) Mitigation plan. The commission may require a mitigation plan as a condition of any approval for demolition of an historic resource. Such plan may include the documentation of the property by measured drawings, photographic recording, historical research or other means appropriate to the significance of the property. Such plan also may include the salvage and preservation of specified building materials, architectural details, ornaments, fixtures and similar items for use in restoration elsewhere.*

*(d) Demolition delay. The commission may stay the release of the building, wrecking or demolition permit for up to one hundred eighty (180) days as a condition of approval for a demolition of an historic resource if the resource has been found to contribute to a potential historic district to allow parties interested in preserving the historic resource a reasonable opportunity to act to protect it. The release of the permit may be allowed for emergency exception as required in section 599.50(b). (2001-Or-029, § 1, 3-2-01; 2009-Or-023, § 14, 3-27-2009)*

#### C1. UNSAFE OR DANGEROUS CONDITION:

The Applicant states that the building is beyond repair and that demolition is necessary to correct an unsafe condition (see Attachment B2, B8-B18). Mission Construction provided copies of the 2007 and 2008 structural investigation reports for the Twin City Separator Company Building (Attachment B13-B18). The reports were completed by Stroh Engineering. Stroh's opinion was that the structure has deteriorated to the point where its stability has become a safety concern, and that the building be demolished before major structural failure occurs.

Among the concerns/required rehabilitation work includes the following:

- Large sections of the South West and South East corners of the building have deteriorated to a point where the brick is no longer salvageable. New brick would need to be installed;
- Many parts of the original limestone foundation have significant damage and deterioration. The mortar joints are no longer bonding properly;
- The entire foundation wall would require removal and rebuilding;
- Overall, the existing timber floor joist system is in poor structural condition. The timber floor does not have adequate live load capacity for industrial or residential use;
- All wood flooring and possibly some of the sub-floor boards will require removal and replacement. The existing floor shows signs of rot and is buckled and broken in many areas. The floor is not in a salvageable condition.
- The existing south wall is constructed of poured concrete, masonry, and limestone. Due to the grade difference, it will be necessary to leave the lower part of the foundation wall intact. For stability concerns, no more than 6 feet of wall should be left in place. It may also be necessary to install earth anchors to temporarily stabilize the wall.

The Applicant has also provided recent exterior and interior images to show the deteriorated condition of the building (Attachment B25-B69).

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In addition to the Stroh Engineering reports, the Minneapolis Construction Code Services has submitted a letter stating that it is their opinion that the “The exterior reveals several areas of deterioration in the brick facade, which is in danger of imminent collapse (Attachment A33).” Construction Code Services also state in their letter that they agree with the Stroh Engineering report and believe that the building should be demolished due to unsafe conditions.

## C2. REASONABLE ALTERNATIVES TO DEMOLITION:

As part of the Demolition of Historic Resource application, the Applicant has not provided alternatives to demolition.

In 2006, however, Sherman Associates proposed an infill development project that included the rehabilitation and conversion of the 1906/1909 Twin City Separator Company Building into eight condominium units (Attachment A20-A31, and A32 for proposed elevation). Although, Sherman Associates noted that the condition of the Twin City Separator Company Building is “substandard” and that significant repair would be required, a 2006 condition report stated the building, “appears to be structurally sound (Attachment A28).” The 2006 condition report concluded the following:

*“The building appears to be structurally sound. Some water damage was observed and will require replacement or supplementing of some roof joists and some framing members of the first floor. There is evidence of some frost heave in the basement that will require replacement of a small area of slab at the basement level. Significance tuckpointing and repair of the exterior masonry will be required due to degradation of the mortar joints.”*

*The building appears to be structurally suitable to be converted into housing after some repairs are made. The following structural items should be reviewed for repair/restoration (Attachment A20-A28):*

- *Repair cracks in foundation walls;*
- *Remove and replace slab-on-grade at location of frost heave;*
- *Restore column to original location;*
- *Replace/strengthen members that are deteriorated from water ingress;*
- *Investigate the capacity of the floor area on level 2 where the steel beams have been added;*
- *Repair/strengthen columns (at location C-3) that has been notched;*
- *Repair/strengthen the column/beams at various location at roof level;*
- *Tuckpoint the exterior of the building as necessary;*
- *Repair/strengthen beams that exhibit longitudinal splitting (particularly at the second floor.*

Sherman Associates did not seek land use (or preservation approvals) for the development in 2006-2007, likely due to the beginning of the recession in 2007. The demolition of the three building to the north of the 1906/1909 Twin City Separator Building were administratively approved in 2007 (Attachment A18 and A19).

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In the Demolition of Historic Resource application, Mission Construction did provide a proposed mitigation plan. They stated that they would complete the following:

*“Provide professional photographs of the existing structure taken as well as provide a written history of the building to the best of our ability for historical documentation. We will also offer to erect a small pedestal monument (2’x2’ or 2’x3’) on the trail at the location of the building (similar to those at state parks and state rest areas) with a picture and a brief history of the building (Attachment B12).”*

The last sale date of the 2837 Dupont Avenue parcel was in 1986 (Attachment A34). Therefore, the same property owner has owned the property from the time the property was believed to be structurally sound (2006) to the time the property is considered to be a deteriorated to the point where its stability has become a safety concern, and the building is beyond repair.

### C3. SIGNIFICANCE:

The Chicago, Milwaukee, and St. Paul Grade Separation Historic District is a 2.8-mile transportation corridor formed by a depressed railroad trench that was constructed during 1912 through 1916 (see Attachment A12-A16 for map of district). The rail corridor follows a straight, linear path from Humboldt Avenue South (on the west end) to Cedar Avenue South (at its eastern terminus).

The Chicago, Milwaukee, and St. Paul Grade Separation Historic District (CM&St.P) was listed on the National Register in 2005 and is eligible for local designation. The district is significant under National Register Criterion A, *Association with events that have made a significant contribution to the broad patterns of our history* and is significant under local designation Criterion 5: *The property exemplifies a landscape design or development pattern distinguished by innovation, rarity, uniqueness or quality of design or detail.*

The below-grade separation is an important part of the historic district as it illustrates early-twentieth century urban planning. The district represents the culmination of efforts by the City and residents of Minneapolis during the early twentieth century to direct the growth and appearance of south Minneapolis, ensure the safety of residents, and accommodate industrial interests. Character-defining features of the district are the 22-foot deep trench through which the railroad passed, walls of the trench, street bridges spanning the trench, and adjacent buildings that share walls with the trench.

There are eight buildings within the National Register district boundaries. The Twin City Separator Building is the only extant, contributing building to the National Register district (Attachment A13). If the district was locally designated, the building would also be considered to be contributing to the district. The Twin City Separator Building is a contributing building to the National Register district because it forms a vertical plane of the trench, was extant during the district’s period of significance (1912-1916) and retains historical and architectural integrity (Attachment A3). The remaining seven buildings within the National Register historic district are

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non-contributing. They are included within the historic district boundaries because they help to define the edge of the trench.

The Minneapolis Comprehensive Plan has established numerous policies to protect cultural landscapes, such as the Chicago Milwaukee and St. Paul Grade Separation Historic District. These policies include the following:

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

8.1.1 Protect historic resources from modifications that are not sensitive to their historic significance.

8.1.2 Require new construction in historic districts to be compatible with the historic fabric.

8.1.3 Encourage new developments to retain historic resources, including landscapes, incorporating them into new development rather than removal.

8.1.4 Designate resources recommended for designation from historic surveys and listed on the National Register of Historic Places which have no local protection.

Policy 8.5: Recognize and preserve the important influence of landscape on the cultural identity of Minneapolis.

8.5.1 Identify and protect important historic and cultural landscapes.

Furthermore, the Minneapolis Comprehensive Plan calls out the Chicago, Milwaukee and St. Paul Railroad Grade Separation Historic District as an important site to protect.

*"In addition to preserving the recent past, resources once considered unimportant, are being hailed as contributing to our city's significant history. The Midtown Greenway (historically known as the Chicago, Milwaukee and St. Paul Railroad Grade Separation), an abandoned railroad trench, has experienced a rebirth as a bike and pedestrian corridor and is now on the National Register of Historic Places."*

In addition, the Twin City Separator Company Building is eligible for individual landmark status based on Criterion 3 and Criterion 5.

*3. The property contains or is associated with distinctive elements of city or neighborhood identity.*

The Twin City Separator Company Building is associated with distinctive elements of city identity. The Twin City Separator Company Building is the only extant, contributing building that is part of the National Register *Chicago, Milwaukee and St. Paul Railroad Grade Separation* Historic District. In addition, the Twin City Separator Company Building possesses the only original, vertical building plane of the district.

*5. The property exemplifies a landscape design or development pattern distinguished by innovation, rarity, uniqueness or quality of design or detail.*

The Twin City Separator Company Building exemplifies a built landscape design that is distinguished by rarity. The Twin City Separator Company Building is the only extant building along the Chicago, Milwaukee, and St. Paul Grade Separation that was built

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prior to or during the district's period of significance that forms a vertical trench. This vertical plane is considered a contributing feature to the district.

C4: Integrity:

The National Register traditionally recognizes a property's integrity through seven aspects or qualities: location, design, setting, materials, workmanship, feeling, and association. The Twin City Separator Building retains its historic integrity, as outlined below:

*Location:* The Twin City Separator Building retains the location aspect of integrity. The building was built at this location in 1906 and 1909.

*Design:* The Twin City Separator Building retains the design aspects of integrity. Design is the composition of elements that constitute the form, plan, space, structure, and style of a property. The southern elevation is a primary elevation. This elevation has seen few changes in the building's 100 plus years of existence. The building still contains the service doors and arched window openings, and serves as the vertical plane of the Chicago Milwaukee and St. Paul rail corridor trench.

*Setting:* The Twin City Separator Building retains its integrity of setting. The Twin City Separator Building is part of the National Register Chicago Milwaukee and St. Paul Grade Separation Historic District. The District retains its other character defining features including a 22-foot deep trench through which the railroad passed, walls of the trench, and street bridges spanning the trench.

*Materials:* The Twin City Separator Building retains its integrity of materials. The building still retains architectural details including the eastern parapet, bonded brick, and arched windows.

*Workmanship:* The Twin City Separator Building retains its integrity of workmanship. Although the building was not built with many flourishes, the building's physical evidence is apparent when comparing historic and current photos.

*Feeling:* The Twin City Separator Building retains its integrity of feeling. The 1906/1909 building is still able to evoke the aesthetic or historic sense of an early 20<sup>th</sup> century Minneapolis manufacturing building.

*Association:* The Twin City Separator Building retains its integrity of association. The building is part of the National Register Chicago Milwaukee and St. Paul Grade Separation Historic District. The building and the district still possess an early 20<sup>th</sup> century period appearance and setting with the retention of the character defining features such as the trench, walls of the trench, and street bridges.

C5. ECONOMIC VALUE OR USEFULNESS OF THE EXISTING STRUCTURE

The Twin City Separator Company Building has been vacant since at least 2006.

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In 2006, when the building was proposed to be rehabilitated, the estimated cost was \$2.5 million (Attachment A30). For the Demolition of Historic Resource Application the Applicant has stated that the building is beyond repair, and therefore, has not provided a rehabilitation cost estimate.

In 2010, Hennepin County estimates that the total market value of the parcel and building is \$1.347 million. The building market value was estimated at \$1,000 (Attachment A34).

#### **D. PUBLIC COMMENTS**

CPED mailed public notices on July 12, 2010. As of July 16, 2010 one public comment was received (Attachment C). The letter is from the Lowry Hill East Neighborhood Association (LHENA), the neighborhood association of the Lowry Hill East Neighborhood. The letter states that the Applicant presented information to the LHENA Zoning and Planning Committee and that the Neighborhood Zoning and Planning Committee voted to support the demolition with the request that the limestone retaining wall be preserved if possible, and that a plaque noting the building's historic connection to the Greenway/railroad trench be installed (Attachment C1). The Neighborhood Coordinator, Caroline Griepentrop, also mentions that this item will be considered by the LHENA Board of Directors at their meeting next Wednesday, July 21st.

#### **E. APPLICABLE ORDINANCES**

*Chapter 599. Heritage Preservation Regulation*

#### **ARTICLE V. DESIGNATION**

599.210. Designation criteria. The following criteria shall be considered in determining whether a property is worthy of designation as a landmark or historic district because of its historical, cultural, architectural, archaeological or engineering significance:

- (1) The property is associated with significant events or with periods that exemplify broad patterns of cultural, political, economic or social history.
- (2) The property is associated with the lives of significant persons or groups.
- (3) The property contains or is associated with distinctive elements of city or neighborhood identity.
- (4) The property embodies the distinctive characteristics of an architectural or engineering type or style, or method of construction.
- (5) The property exemplifies a landscape design or development pattern distinguished by innovation, rarity, uniqueness or quality of design or detail.
- (6) The property exemplifies works of master builders, engineers, designers, artists, craftsmen or architects.
- (7) The property has yielded, or may be likely to yield, information important in prehistory or history. (2001-Or-029, § 1, 3-2-01; 2009-Or-023, § 9, 3-27-2009)

**599.230. Commission decision on nomination.** The commission shall review all complete nomination applications. If the commission determines that a nominated property appears to meet at least one of the criteria for designation contained in section 599.210, the

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commission may direct the planning director to commence a designation study of the property. (2001-Or-029, § 1, 3-2-01)

**599.240. Interim protection.** (a) Purpose. Interim protection is established to protect a nominated property from destruction or inappropriate alteration during the designation process.

(b) *Effective date.* Interim protection shall be in effect from the date of the commission's decision to commence a designation study of a nominated property until the city council makes a decision regarding the designation of the property, or for twelve (12) months, whichever comes first. Interim protection may be extended for such additional periods as the commission may deem appropriate and necessary to protect the designation process, not exceeding a total additional period of eighteen (18) months. The commission shall hold a public hearing on a proposed extension of interim protection as provided in section 599.170.

(c) *Scope of restrictions.* During the interim protection period, no alteration or minor alteration of a nominated property shall be allowed except where authorized by a certificate of appropriateness or a certificate of no change, as provided in this chapter. (2001-Or-029, § 1, 3-2-01)

#### **ARTICLE VIII. HISTORIC RESOURCES**

**599.440. Purpose.** This article is established to protect historic resources from destruction by providing the planning director with authority to identify historic resources and to review and approve or deny all proposed demolitions of property. (2001-Or-029, § 1, 3-2-01)

**599.450. Identification of historic resources.** The planning director shall identify properties that are believed to meet at least one of the criteria for designation contained in section 599.210, but that have not been designated. In determining whether a property is an historic resource, the planning director may refer to building permits and other property information regularly maintained by the director of inspections, property inventories prepared by or directed to be prepared by the planning director, observations of the property by the planning director or any other source of information reasonably believed to be relevant to such determination. (2001-Or-029, § 1, 3-2-01)

**599.460. Review of demolitions.** The planning director shall review all building permit applications that meet the definition for demolition to determine whether the affected property is an historic resource. If the planning director determines that the property is not an historic resource, the building permit shall be approved. If the planning director determines that the property is an historic resource, the building permit shall not be issued without review and approval by the commission following a public hearing as provided in section 599.170. (2001-Or-029, § 1, 3-2-01; 2009-Or-023, § 13, 3-27-2009)

**599.470. Application for demolition of historic resource.** An application for demolition of an historic resource shall be filed on a form approved by the planning director and shall be accompanied by all required supporting information, as specified in section 599.160. (2001-Or-029, § 1, 3-2-01)

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**599.480. Commission decision.** (a) In general. If the commission determines that the property is not an historic resource, the commission shall approve the demolition permit. If the commission determines that the property is an historic resource, the commission shall deny the demolition permit and direct the planning director to prepare or cause to be prepared a designation study of the property, as provided in section 599.230, or shall approve the demolition permit as provided in this section.

(b) Destruction of historic resource. Before approving the demolition of a property determined to be an historic resource, the commission shall make findings that the demolition is necessary to correct an unsafe or dangerous condition on the property, or that there are no reasonable alternatives to the demolition. 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 up to one hundred eighty (180) days to allow parties interested in preserving the historic resource a reasonable opportunity to act to protect it.

(c) Mitigation plan. The commission may require a mitigation plan as a condition of any approval for demolition of an historic resource. Such plan may include the documentation of the property by measured drawings, photographic recording, historical research or other means appropriate to the significance of the property. Such plan also may include the salvage and preservation of specified building materials, architectural details, ornaments, fixtures and similar items for use in restoration elsewhere.

(d) Demolition delay. The commission may stay the release of the building, wrecking or demolition permit for up to one hundred eighty (180) days as a condition of approval for a demolition of an historic resource if the resource has been found to contribute to a potential historic district to allow parties interested in preserving the historic resource a reasonable opportunity to act to protect it. The release of the permit may be allowed for emergency exception as required in section 599.50(b). (2001-Or-029, § 1, 3-2-01; 2009-Or-023, § 14, 3-27-2009)

## **F. FINDINGS**

1. The Twin City Separator Building, at 2837 Dupont Avenue, is a contributing building to the Chicago, Milwaukee and St. Paul Railroad Grade Separation Historic District, which is listed on National Register of Historic Places but not designated locally.
2. The Twin City Separator Building is the only contributing building to the National Register district.
3. The 1906-1909 Twin City Separator Building is worthy of local designation as a landmark because of its association with distinctive elements of city identity and for being an example of a rare/unique landscape design per Designation Criterion 3 and 5.
4. The integrated building wall of the Twin City Separator Company Building, that serves as the trench retaining wall/vertical plan of the railroad corridor is a character defining feature of the district.

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5. The Twin City Separator Company Building retains its architectural and historical integrity.
6. The Applicant states that the building is beyond repair and that demolition is necessary to correct an unsafe condition.
7. It is the professional opinion of Minneapolis Construction Code Services that the building should be demolished due to unsafe conditions.
8. As part of the Demolition of Historic Resource application, the Applicant has not provided alternatives to demolition.
9. In 2006, Sherman Associates proposed an infill development project that included the rehabilitation and conversion of the 1906/1909 Twin City Separator Company Building into eight condominium units.
10. A 2006 condition report stated the [Twin City Separator Company] Building, “appears to be structurally sound.”
11. The opinion of 2007 and 2008 structural investigation reports for the Twin City Separator Company Building was that the structure has deteriorated to the point where its stability has become a safety concern.
12. The same property owner owned the property from the time the property was believed to be structurally sound (2006) to the time the property is considered to be a deteriorated to the point where the building is beyond repair (2010).
13. In 2010, Hennepin County estimates that the total market value of the parcel and building is \$1.347 million. The building market value was estimated at \$1,000.
14. In 2003 and 2004, a historic interpretive panel series was created for the Chicago, Milwaukee, and St. Paul Grade Separation Historic District (Attachment A35-A36). A total of six panels were installed in the Midtown Greenway.

## **G. STAFF RECOMMENDATION**

Staff recommends that the Heritage Preservation Commission adopt staff findings and **approve** the demolition application for the Twin City Separator Company Building at 2837 Dupont Avenue with the following conditions:

1. The southern basement wall of the Twin City Separator Company Building shall be retained and secured to a height equal to the retaining wall directly to the east. The retention of the wall shall be reinforced by design standards of an engineer for a retaining wall and approved by the City of Minneapolis through an engineer plan.
2. CPED-Planning Preservation Staff shall review and approve the final plans and elevations prior to building permit issuance.
3. As mitigation for the demolition of the Twin City Separator Company Building, the building shall be documented including a photographic recordation (prior to demolition) in accordance with the Minnesota Historical Property Record Guidelines. The completed report shall be prepared, submitted, and accepted as complete by the State Historic Preservation Office and the Minneapolis Community Planning and Economic Development Department. An additional copy shall be submitted to the Hennepin County Library, Minneapolis Central Branch. The report shall be completed within six months of final approval
4. A historic interpretive sign panel shall be completed that provides the history of the Twin City Separator Company Building and surrounding area. The panel shall be consistent with the 2003-2004 interpretive panels, and be approved by the Hennepin County Regional Railroad Authority, Midtown Greenway Coalition, and City of Minneapolis. The panel shall be completed within six months of final approval and installed in the Greenway adjacent to the Twin City Separator Company Building site by June 2011. All permissions and installation costs shall be the responsibility of the property owner.