

Department of Community Planning and Economic Development

Certificate of Appropriateness

BZH-27688

Proposal: Replacement of the existing storefront, removal of a freight elevator on the rear elevation, replacement of doors on the rear elevation, the addition of a metal railing to the existing loading dock and signage.

Applicant: Tom Fletcher, LL, LLC, (952) 224-5500

Address of Property: 1605 Hennepin Avenue

Planning Staff: Kimberly Holien, Senior Planner, (612) 673-2402

Date Application Deemed Complete: March 25, 2013

Public Hearing: April 30, 2013

Appeal Period Expiration: May 10, 2013

Ward: 7

Neighborhood Organization: Citizens for a Loring Park Community

Concurrent Review: n/a

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CLASSIFICATION:	
Historic District	Harmon Place Historic District (Non-contributing property)
Period of Significance	1907-1930
Criteria of significance	Criterion 1, Broad patterns of economic history (automotive industry in Minneapolis); Criterion 4, Architecture
Date of local designation	2001
Applicable Design Guidelines	<i>Harmon Place District Design Guidelines, The Secretary of the Interior's Standards for Treatment of Historic Properties</i>

PROPERTY INFORMATION	
Current name	N/A
Historic Name	Thompson Hotel
Current Address	1605 Hennepin Avenue
Historic Address	1605-1607 Hennepin Avenue
Original Construction Date	1900
Original Contractor	J.H. Thompson
Architects	Edgar Hodgson
Historic Use	Apartment Hotel with ground floor commercial
Current Use	Ground floor commercial with two floors of housing above
Proposed Use	Ground floor commercial with two floors of housing above

BACKGROUND: The Harmon Place Historic District was the heart of the Minneapolis automotive district for over fifty years. The buildings along Harmon Place and Hennepin Avenue include many of the city's best remaining examples of a vital industry that engaged thousands of entrepreneurs, workers and customers. The automotive buildings reflect the roller-coaster progress of the early automotive industry and the twentieth-century economy as both evolved on the edge of downtown Minneapolis.

The building at 1605 Hennepin Avenue was constructed in 1900 as the Thompson Hotel. The Thompson Hotel provided four residential hotel quarters above a street-level office and storefront. Typical of basic apartment hotels of the period, the upper story façade of the 40' x 96' three-story building is arranged around the small stair windows which include a fanlight and one rectangular opening with a small brownstone column, while other rectangular windows are framed by raised brick panels. At the first story, the display windows are framed by two large corbels. The south wall bears the signage of former building or area businesses.

The Thompson Hotel is a non-contributing building in the Harmon Place Historic District because of its date of construction prior to the district's period of significance. It is nevertheless significant as a well-conserved building type common to Hennepin Avenue in the automotive era. In 1920 the first floor was occupied by George Morse Inc. In the 1930's, the Beeman Door Control Company and the Otas Finance Company were tenants. More recently the first floor was occupied by Asian Antiques and currently a portion of the space is occupied by an office use. The upper floors have continuously contained residential uses since the date of construction.

SUMMARY OF APPLICANT'S PROPOSAL:

The applicant is proposing to rehabilitate the subject property. Proposed work primarily affects the west (Hennepin Avenue) elevation and the east (alley) elevation. On the Hennepin Avenue elevation, the wood storefront framing and glazing have been partially covered with wood panels and the lower portion has been covered with metal panning. False column covers have been added to the center of the storefront and a third entry door has been added to the center of the storefront. This center door has a through-wall window air conditioning unit. The glazing pattern and door location does not match the historic photo from 1930. The applicant is proposing to remove wood panels that cover the transom and the center door. The wood storefront below the transom level will be replaced with a new, painted wood storefront with insulated glazing. The existing glazing and wood door that remain will be painted and interior glazed energy panels will be added. The applicant is proposing to remove the metal panning on the lower portion and paint the existing flat wood panel. These alterations to the storefront are intended to restore the historic configuration, including the removal of the center door. The applicant is also proposing to remove the false columns.

A door on the north side of the storefront has been covered and the entry door to the second floor apartments has been replaced with a hollow metal door and frame. This hollow metal door will be replaced with a wood door and the previous opening on the north side of the storefront will be reinstated with a wood entry door. The upper transom area is covered with fabric awnings and said awnings are proposed to be replaced with similar black fabric awnings.

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On the alley elevation, the applicant is proposing to remove an obsolete freight elevator clad with metal paneling to expose an existing double hung window that is visible on the interior of the building. With the removal of the freight elevator the existing dock slab will also be infilled.

The applicant is also proposing to remove an existing overhead door located to the north of the freight elevator. This overhead door will be replaced with an aluminum entry door with sidelights and transom in a fluropon medium bronze finish. An exterior door on the north end of the building will be replaced with an aluminum framed entry system to match the other entry system proposed on this elevation. Metal grates that cover the first floor windows on the alley elevation will be removed and a metal railing will be added to the edge of the existing loading dock. This metal railing will be a continuation of the railing proposed for the property next door at 1609-19 Hennepin Avenue. Each of the upper levels has a door on this elevation that opens to the fire escape which will be replaced with new wood doors.

On the south elevation, the applicant is proposing to remove the graffiti cover paint on the existing brick.

The plans show a future wall sign on the upper floors of the south elevation. The details of this sign are not known at this time as a portion of the first floor has not been leased. The elevations show a 12' x 20' surface mounted sign with graphics to be determined by a future tenant. A placeholder for a surface mounted wall sign above the new rear entry is also shown on the plans and a third sign is shown on the third floor of the Hennepin Avenue elevation. Due to the lack of detail available at this time, staff is recommending that no signage be approved as part of this Certificate of Appropriateness and that a detailed signage proposal be presented as a separate application for approval in the future, after the space has been leased and tenants are known.

There is a parking lot located behind the building that serves the properties at 1601-1619 Hennepin Avenue. Modifications to this parking lot are being proposed as part of a concurrent Certificate of Appropriateness application for alterations at 1609-19 Hennepin Avenue.

PUBLIC COMMENT:

Staff has not received any public comment regarding the proposed project. Any correspondence received will be forwarded to the Commission for review.

Findings as required by the Minneapolis Preservation Code:

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.**

According to *The Harmon Place Historic District Final Report*, prepared by Landscape Research, the Harmon Place Historic District is locally significant for its depiction of auto-related commercial development and automotive architecture during the period 1907-1930.

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The proposed building was constructed in 1900 (original building permit issued in 1899), which was prior to the period of significance. Furthermore, records indicate that the building was continuously used as a mixed-use building with ground floor commercial and not auto-related. The building has continued this pattern of use over time. While it is non-contributing, the Thompson Hotel is a supporting structure in the district as it is a well-conserved building type common to Hennepin Avenue in the automotive era.

The applicant is proposing to replace the lower storefront glazing on the Hennepin Avenue elevation to restore the historic glazing pattern (see photo- Long Motors 1930), replace damaged metal wainscoat that was installed after the period of significance and remove a center door in this storefront that was also installed after the period of significance. Other rehabilitation work on this elevation includes removing wood panels to expose a wood transom and an entry door facing north. Black fabric awnings will also be replaced. On the alley elevation, the applicant is proposing to remove a non-historic freight elevator, replace an overhead door with a new pedestrian entry with sidelights and transom, replace all other non-historic entry doors and add a railing to the existing loading dock. The proposed alterations are compatible with and continue to support the criteria and period of significance for the district. The alterations proposed, as detailed above, will extend the life of existing historic building materials and remove non-historic elements that were added after the period of significance.

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

The proposed alterations will be compatible with and strengthen the elements of the property that make it a supporting structure in the Harmon Place Historic District. This is accomplished by restoring previously in-filled transom and entrances and restoring the historic glazing pattern in the storefront, bringing the building closer to its original appearance. The continued use of the structure as a mixed use building will also strengthen the building's ties to the commercial history of the district.

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

Both the City of Minneapolis' Heritage Preservation Regulations and the National Register of Historic Places identify integrity as the authenticity of historic properties and recognize seven aspects that define a property's integrity: location, design, setting, materials, workmanship, feeling and association. While this is a non-contributing property in the Harmon Place Historic District, it is significant as a well-conserved building type common to Hennepin Avenue during the automotive era. Based upon the evidence provided below, the proposed work would not impair the integrity of the property:

Location: The applicant is not proposing to change the non-contributing resource's location, thus the project will not impair the integrity of location.

Design: The alterations proposed remove building elements that have been added after the period of significance of the district. The applicant is proposing to replace the storefront on the Hennepin Avenue elevation and reconfigure it to the building's original layout and glazing pattern. Non-original infill panels that cover portions of the storefront and glazing will be removed. The proposed storefront and entry doors would improve the integrity of design from the current painted storefront and infill panels on the first floor. On the rear elevation, the removal of the freight elevator will uncover an existing double hung window that appears to be original to the building. Replacing the overhead door with an aluminum

entry system will allow the back of the building to function as a primary elevation, consistent with other buildings on this block within the District.

Setting: The proposed alterations to the exterior of the building will not impact the integrity of the setting for this property or other properties within the district.

Materials: The applicant is proposing to remove non-original wood panels that cover the wood storefront and glazing on the Hennepin Avenue elevation and reinstate a north-facing opening that has been covered. False column covers and metal panning will also be removed from this elevation and replaced with wood paneling and pilasters. A non-original entry door will be replaced with a new wood door. The wood storefront below the transom level is in disrepair and will be replaced with a new, painted wood storefront and insulated glazing. This work will not result in the loss of any historic material from the building.

On the alley elevation, a non-original freight elevator will be removed to expose an existing window opening behind it. According to City permit records, the freight elevator was installed in 1947 and the metal cladding on the freight elevator was installed in 1995. An overhead door will be replaced with a painted finish aluminum door, sidelights and transom. A second first floor entry door will be replaced with an identical storefront and upper level doors will be replaced with new wood doors. Security grates that cover the first floor windows will also be removed. Again, this work will not result in the loss of any historic material from the building that dates from the period of significance.

Workmanship: The Applicant is proposing to restore the original glazing pattern on the first floor facing Hennepin Avenue and remove a non-historic freight elevator on the rear elevation that is currently blocking a double-hung window. Non-original infill panels and a center entry door will be removed. No original ornamentation would be impacted through the proposed work. The work would not impair the supporting structure's integrity of workmanship.

Feeling: The proposed alterations will help return the building to an appearance close to the original design, based on historical photos. The use of the building will continue to include ground floor commercial with residential uses on the second and third floors. The project will not impair the property's integrity of feeling.

Association: The project will not impair the property's integrity of association. This is a non-contributing property in the Harmon Place Historic District as it was constructed prior to the period of significance.

(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 applicable design guidelines for this project are the Harmon Place Historic District Design Guidelines, which were adopted by the Heritage Preservation Commission in September of 2002. Applicable design guidelines for this project are evaluated below:

3. Windows

a. Windows and Sash: Size and Shape. All existing historic window openings should be retained, and window openings should not be enlarged or reduced to fit new units. New windows should be

compatible with existing historic units. New window openings should not be introduced into principal elevations. Windows should not be removed or permanently blocked for the installation of air conditioners. Wherever possible, air conditioners should be located in the transom.

Staff comment: All existing window openings are being retained and, in the case of the alley elevation, a freight elevator is being removed to expose an opening that has been covered since approximately 1947. No new openings are proposed and no existing openings are being enlarged. Wood panels that have partially covered glazing on the Hennepin Avenue elevation will be removed and the covered wood transom will be rehabilitated. Wall air conditioning units that are currently located above entry doors on the Hennepin Avenue elevation will be removed. New mechanical equipment proposed on the adjacent building at 1609-19 Hennepin Avenue will provide cooling to the building in the future. On the west elevation, security grates that are located over the first floor windows will be removed.

b. Sash and Glazing. Historic wooden or metal sash should be conserved rather than replaced. If historic sash requires replacement, the size and number of panes of glass in each sash should not be altered. New sash, if installed, should duplicate the existing or other appropriate historic models, including the division of lights. Clear glass should be used unless historical documentation shows other treatments. Replacement windows may be wood or metal with a painted or baked enamel finish. The operation of replacements and the arrangement of lights should match the original. Crank-out units are not appropriate replacements for double-hung sash.

Staff comment: No windows outside of the storefront are being impacted on the west elevation. The existing transom windows will have interior glazed energy panels added and the exterior trim will be painted. On the rear elevation, an overhead door and first floor entry door will be replaced with painted aluminum storefront systems that include clear glazing within existing openings.

c. Trim. All decorative trim around the windows should be retained, including brick or terra cotta detail, wood or stone lintels, pediments, mouldings and hoods. If replacement is necessary, the original profile should be replicated.

Staff comment: No historic decorative trim is being impacted by the proposed alterations.

4. Entries and Storefronts

a. Size and Shape. All historic entry and storefront components should be retained. Entry openings should not be enlarged or reduced to fit a new door. New entry openings should not be introduced into principal elevations. Any new entry openings and doors should be compatible with existing historic units. Interior dropped ceilings should be set back at least 5 feet from exterior doors and windows.

Staff comment: On the Hennepin Avenue elevation, incompatible metal doors, glazing and wainscoat will be removed and replaced with period appropriate wood storefront and entry doors. The storefront below the transom level will be selectively replaced with a painted wood storefront with insulated glazing in a configuration that is consistent with the original glazing pattern. On the rear elevation, an overhead door and first floor entry door will be replaced with painted aluminum entry systems that include clear glazing within existing openings.

b. Trim. Original or historic features of the entry and storefronts, including hoods, cast iron or other columns, sidelights, fanlights, tilework or paving, bulkheads, transoms, mouldings and hardware should be retained. If replacement is necessary, historic trim details should be replicated.

Staff comment: No historic decorative trim is being impacted by the proposed alterations. Aluminum cladding is proposed over wood sills on the west elevation. On the east elevation, a sill infill wall is being provided with brick to match the existing where the overhead door is being replaced with a storefront system.

c. Entrances. Historic doors (and hardware) should be repaired rather than replaced. If replacement of original or historic doors is necessary, the replacement should be compatible with the material, design, and hardware of the older door. If there are no historic models available, the new door should be of simple design with a single-light design. Historic garage openings and doors should be conserved. If removal is necessary, materials used to fill the opening should be compatible with the material, design, and hardware of the surrounding facade.

Staff comment: An entry door on the north side of the storefront will be uncovered and restored to operation. A wood entry door on the south side of the Hennepin Avenue elevation will be retained. Other non-historic entry doors on the east and west elevations will be replaced. All replacement doors will be wood with the exception of the first floor of the west elevation, which includes painted aluminum storefront systems in a fluropon medium bronze.

An existing overhead door on the east (alley) elevation is proposed to be removed and replaced with an aluminum framed storefront entry with a center door, sidelights and transom in a fluropon medium bronze finish. This building was constructed prior to the period of significance and according to permit records, never served as an auto dealership or other automotive use typical of the district. The overhead door on the back of the building appears to have served as a loading bay for commercial uses on the first floor and is not original to the building. As stated above, the storefront system proposed in place of the overhead door will allow the alley elevation of the building to serve as a primary elevation, consistent with other buildings within the district on this same block. Therefore, removing this non-original overhead door will not materially impair the significance or integrity of the building.

6. Signs, Awnings, and Lighting.

a. Signs and awnings should follow regulations contained in Chapter 543 of the city's zoning ordinance. Refer also to "Guidelines for Signs and Signage and Murals for Historic Properties and Districts" and "Architectural Fabrics in Historic Properties and Districts" adopted by the HPC.

Staff comment: The applicant is proposing surface mounted metal signs on the Hennepin Avenue, south and alley elevations. As noted above, the details of these signs are not known at this time as tenants for the building have not been identified. At a minimum, the sign proposed on the south elevation would require a variance to allow a sign on a non-primary building wall. As noted above, staff recommends that a detailed sign plan be submitted as part of a separate application once tenants have been identified.

The Design Guidelines for On-Premise Signs and Awnings limits the number of signs to two signs per street-facing entrance or 1st floor tenant, whichever is less. Additionally, these guidelines limit the size and height of signs to 32 square feet in area and 14 feet in height. The sign proposed on the west elevation, facing Hennepin Avenue, is at a height of 36 feet and not consistent with the design guidelines. The sign proposed on the south elevation is 240 square feet in area and 25 feet in height at the top of the sign, therefore exceeding the height and the maximum size allowed. The sign proposed on the rear elevation is 32 square feet in area and 14 feet in height.

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b. Wherever possible, signs should be placed in traditional sign locations including the storefront signband area and upper facade. Existing signboards and sign frames should be reused if possible to limit drilling new holes into masonry.

Staff comment: The sign proposed on the west elevation is on the third story, which is not a traditional sign location for commercial uses. Historic photos do not show any signage in this location and staff does not recommend that a sign be allowed in this location as it would severely detract from the architectural detailing on this side of the building. The south elevation of the building historically contained signage as shown in historic photos. No photographs of the rear of the building have been located. However, the proposed sign would be located above the entry door, which is a traditional sign location.

c. Signs should be appropriately sized and complement the building exterior. They should be constructed of traditional materials such as wood and metal.

Staff comment: The proposed signs are all metal. As noted above, the signs on the south elevation exceed the maximum height and area allowed per the design guidelines and the sign on the west elevation exceeds the maximum height. Furthermore, there is no sign allotment for the south elevation in the zoning code because it is a non-primary building wall. If this were a primary building wall, the zoning code would allow up to 133 square feet of signage. The sign proposed on the south elevation is 240 square feet. The larger of the two ghost signs on this elevation is 110 square feet. As noted above, staff is recommending that the applicant submit a separate application for the building signage once the details are available. However, staff recommends that any sign on the south elevation be reduced to a size no greater than 110 square feet, further noting that any signage on this wall would require a variance. The sign on the west elevation is appropriately sized.

d. Signs should not conceal architectural details or features and materials should be compatible with the materials of the building to which they are attached.

Staff comment: The signs will not conceal any architectural details. However, the location of the sign proposed on the Hennepin Avenue elevation may detract from some of the architectural features of the building as it is proposed on the third floor in an area that historically did not contain signage.

e. No part of the historic facade should be irreversibly damaged or altered in the installation of signs and awnings. Limit drilling new holes into masonry. Signs must be attached to the building with holes drilled into mortar joints.

Staff comment: The applicant would be required to comply with this installation technique.

f. Where appropriate, historic painted advertising signs on building walls should be conserved.

Staff comment: Two ghost signs on the south elevation will be retained and protected during construction. There is a new wall sign proposed on the south elevation in an area that historically contained painted signs.

g. Awnings should be sized to fit the windows and storefronts behind them. Simple canvas and a variety of metal awnings are traditional in the Harmon Place Historic District.

Staff comment: Black fabric awnings on the Hennepin Avenue elevation will be replaced with similar black fabric awnings. A metal-framed glass awning is proposed over the new rear entry system.

h. Lighting should highlight building elements, signs, or other features rather than attract attention to itself. Lighting should have an even level of illumination and be indirect. New light fixtures should be of simple contemporary design.

Staff comment: No new lighting fixtures are proposed on the exterior of the building.

i. No part of the historic facade should be irreversibly damaged or altered in the installation of lighting. Electrical conduit and other hardware should be concealed and not installed across the building facade.

Staff comment: The signs are not proposed to be lit.

9. Landscape Design

a. Landscape features, including shrubs, trees, and berms, should not abut or damage any part of a building or structure. The design of other outdoor improvements, including fences, retaining walls, and canopies, should recognize the past commercial and industrial character of the area and be compatible with the scale and materials of surrounding buildings.

Staff comment: The railing proposed on the edge of the loading dock is a decorative metal railing that recognizes the character of the area.

(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.

As conditioned, the project will not materially impair the significance and integrity of the historic district 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. The Secretary of the Interior Standards for Rehabilitation recommends the following for setting: *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.* The proposed alterations will selectively replace deteriorated, non-historic building elements that were added after the period of significance and extend the life of existing building materials.

(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.

The proposed work is consistent with the *Minneapolis Plan for Sustainable Growth*, the City's Comprehensive Plan. Comprehensive plan policy 8.1 states that the City will, "Preserve, maintain, and designate districts, landmarks, and historic resources which serve as reminders of the city's architecture,

history, and culture.” The proposed work allows the property to be rehabilitated while respecting its historic significance.

Implementation Step 8.1.1 of the comprehensive plan indicates that the City shall protect historic resources from modifications that are not sensitive to their historic significance. As conditioned, the project will be sensitive to its historical character.

(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 involve the destruction of the property. The only feature that is proposed for outright removal in lieu of rehabilitation or replacement is the freight elevator on the alley side of the building. According to City permit records, this freight elevator appears to have been installed in 1947, after the period of significance and not original to the structure.

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.

The applicant has demonstrated adequate consideration for the statement of significance in the original nomination upon which the historic district was based, per the attached statement of findings. The structure is non-contributing in the district due to its date of construction prior to the period of significance. However, the designation study references that the building is nevertheless significant as a well-conserved building type common to Hennepin Avenue in the automotive era.

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

The scope of work in this application does not require site plan review under Title 20 of the Minneapolis Code of Ordinances, Zoning Code, Chapter 530. As proposed, the alterations would meet all other zoning code standards and glazing requirements for additions, with the exception of the proposed signage. As noted above, the signage proposed would require a variance. However, due to the lack of detail provided, staff is recommending that all signage be submitted as part of a separate application once tenants are known and detailed sign plans are available.

(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.

The proposed work falls under the scope of rehabilitation. The application, as conditioned, complies with the rehabilitation guidelines of *the Secretary of the Interior's Standards for the Treatment of Historic Properties*. The alterations proposed will extend the life of existing historic building materials and remove non-historic elements that were added after the period of significance.

STAFF RECOMMENDATION

The Department of Community Planning and Economic Development recommends that the Heritage Preservation Commission adopt the above findings and **approve** the Certificate of Appropriateness to allow alterations to the structure at 1605 Hennepin Avenue, in the Harmon Place Historic District, subject to the following conditions:

1. Community Planning and Economic Development staff shall review and approve the final site plan, floor plans, and elevations prior to building permit issuance.
2. All signage shall be submitted as part of a separate application when detailed sign plans are available.
3. Glazing for all street-level windows shall be clear, un-tinted, non-reflective glass. Low-e coating may be used on glazing above the first story.
4. By ordinance, approvals are valid for a period of two years from the date of the decision unless required permits are obtained and the action approval is substantially begun and proceeds in a continuous basis toward completion. Upon written request and for good cause, the planning director may grant up to a one year extension if the request is made in writing no later than April 30, 2015.
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.

Attachments:

- Zoning Context Map
- Neighborhood and City Council Letters
- Project Description
- Images
- Site Plan
- Floor Plan
- Elevations
- Window and door specifications