

**Department of Community Planning and Economic Development**

Certificate of Appropriateness

BZH-27689

**Proposal:** Replacement of the existing metal storefront and installation of fabric awnings, replacement of non-historic infill door openings on the rear elevation with steel sash windows and entry systems with aluminum doors, removal of the deteriorated upper portion of the existing chimney with the brick cap to be reconstructed and alterations to the parking area and loading dock.

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

**Address of Property:** 1609-19 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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<b>CLASSIFICATION:</b>	
Historic District	Harmon Place Historic District (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>

<b>PROPERTY INFORMATION</b>	
Current name	N/A
Historic Name	Northern States Motors/Allen Motor Car Co.
Current Address	1609-19 Hennepin Avenue
Historic Address	1609-19 Hennepin Avenue
Original Construction Date	1918
Original Contractor	Fleishman Construction Co.
Architects	Carl Gage
Historic Use	Automobile sales with showroom
Current Use	Vacant, most recently retail and office
Proposed Use	Office and/or retail

**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.

This pie shaped building rounds part of the curve of Hennepin Avenue. The façade is clad in various arrangements of patterned brick, with header or soldier courses forming decorative bands at the edges of the windows, piers and the roofline. Cream-colored stone coping at the parapet, keystones and capitals contrast with the brick exterior. A brick panel and stylized garland of red and blue terra cotta surmounts each entry, and small brick diamond patterns are set into panels above each display.

The one-story, flat-roofed building originally provided four showrooms or offices, flanked by two entries. The entries are deeply recessed and framed with a transom and sidelights (1609 has an additional door at the street). At the rear, there are two garage entries and a single chimney stack. Most recently the southern half of the building housed Citi Lights, a retail use. The northern half housed an office tenant. The building is currently vacant.

The building is a well-conserved example of a one-story, multiple-tenant automobile sales building. Following Northern States Motors and the Allen Motor Car Co.; in 1926 the Long Motor Company sold used cars at this location. In 1930, 1609 Hennepin Avenue was the home of the Downes Motor Company and the Karadio Corporation. In the 1940's, it housed the Timken Bearing Corporation and the Minnesota Bearing Company. Signage for Timken Bearings is shown on photos from 1956.

#### **SUMMARY OF APPLICANT'S PROPOSAL:**

The applicant is proposing to rehabilitate the subject property, which is a contributing resource in the Harmon Place Historic District. On the Hennepin Avenue elevation, the storefront has been partially covered by wood panels that are blocking single-glazed wood windows. Additionally, some of the upper glass has been backpainted and is cracked. The lower storefront area is single glazing with two different types of metal framing. The framing on the 1619 Hennepin Avenue building is rusted and structurally impaired. The metal storefront will be replaced with a painted aluminum storefront with insulated glazing. The framing will be antique bronze in color. The profile and color will be the same for both tenant spaces. Structural reinforcing will be added under the wood transom and in storefront mullions. Specification sheets and profiles are attached.

Also on the Hennepin Avenue elevation, wood infill panels will be removed from the upper transom which will be structurally reinforced and refurbished. Glass that has been previously painted will be replaced and a glazing panel will be added to the interior of the windows. Windows will be painted to match the storefront below. Existing wood doors at the building entrances will be painted, new black fabric awnings will be installed and a new light fixture will be placed within the entrance vestibule to 1619 Hennepin Avenue.

On the alley elevation, non-historic infill door openings (infill includes plain-face CMU, swinging entry doors, wood panels and one non-standard overhead door) will be removed and new entry systems with painted aluminum entry doors and steel sash replica glazing will be installed in the existing openings.

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The existing steel sash that has deteriorated beyond the point of repair will be refurbished and the steel sash, security bars and mechanical equipment in the sash will be removed. The steel sash windows will be replaced with aluminum steel sash replica windows that match the sash size and mullion pattern of the existing windows. The windows will have a baked enamel finish in antique bronze.

The upper portion of the existing chimney will be shortened and the brick cap reconstructed. This proposal would reduce the height of the chimney by 11 feet.

Rooftop mechanical equipment on the south end of the building will be removed, also resulting in the removal of mechanical equipment through the windows below. New mechanical equipment is proposed in the northeast corner of the building to provide cooling to the subject building and the adjacent building at 1605 Hennepin Avenue. The proposed rooftop equipment will be set back nine feet from the edge of the roof and screened with a decorative metal guardrail. This guardrail will extend to the north edge of the building wall to serve as a security barrier to discourage trespassing and graffiti.

A railing with metal mesh infill panels will be added to the edge of the loading dock that matches the guardrail proposed to screen the mechanical equipment. Pole-mounted light fixtures will also be added to the guardrail and a fluid applied traffic topping will be added to the surface of the loading dock to prevent water penetration to the boiler room below.

The existing painted brick will be repainted as needed after other work has been completed and two 32 square foot metal signs are proposed, one above each entrance on the alley elevation. A sign band of frosted film will be added at the interior of the storefront on the Hennepin Avenue elevation. The details of the proposed signage are not available at this time due to the fact that tenants have not been identified. Staff recommends that signage be submitted as part of a separate application once tenants have been identified and detailed sign plans are available.

There is a parking lot located behind the building that serves the properties at 1601-1619 Hennepin Avenue. The applicant is proposing to re-grade, resurface and restripe the parking lot. Regrading includes the removal of an underground coal bin. The surfacing will include a combination of asphalt and brick pavers and a 4-foot wide pedestrian walkway will connect the parking lot to the public sidewalk. The parking lot currently has tandem parking stalls that are not in compliance with the zoning code. The proposal would re-stripe the parking lot to create standard stalls and adequate drive aisle widths.

**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.

The one-story, flat-roofed building originally provided four showrooms or offices, flanked by two entries. The entries are deeply recessed and framed with a transom and sidelights (1609 has an additional door at the street). At the rear, there are two garage entries and a single chimney stack. Most recently the southern half of the building housed Citi Lights, a retail use. The northern half housed an office tenant. The building is currently vacant.

The building is a well-conserved example of a one-story, multiple-tenant automobile sales building. Following Northern States Motors and the Allen Motor Car Co.; in 1926 the Long Motor Company sold used cars at this location. In 1930, 1609 Hennepin Avenue was the home of the Downes Motor Company and the Karadio Corporation. In the 1940's, it housed the Timken Bearing Corporation and the Minnesota Bearing Company.

The Applicant is proposing to rehabilitate the wood transom windows and wood framed doors and entry system at each end of the storefront on the Hennepin Avenue elevation. This includes the removal of non-historic and structurally unstable metal framed storefront and the replacement of lower storefront glazing to restore the historic glazing pattern per historic photos from 1930. On the alley elevation, the metal sash that has rusted to a point that is beyond repair will be replaced with historic replica metal glazing. Non-historic infill in previous overhead door openings will be removed and the openings will be restored to full size. New entry systems with painted aluminum doors and steel sash replica glazing will be installed in the existing openings. Rooftop mechanical equipment located on the south end of the building is proposed to be removed and new mechanical equipment is proposed in the northeast corner of the roof. The new mechanical equipment will free up window openings on the alley elevation that are currently blocked and will allow for the elimination of window air conditioning units in the adjacent building at 1605 Hennepin Avenue, as it will provide cooling to both buildings. Other alterations include a metal railing at the edge of the loading dock, the application of a waterproof coating to the loading dock and resurfacing, regarding and restriping of the parking lot. The applicant is also proposing to remove the upper portion of the chimney (11 feet), which has extensive water damage, and rebuild the brick cap on the shortened chimney. 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, including infill, 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 contributing structure in the Harmon Place Historic District. This is accomplished by restoring previously in-filled overhead door openings to their original size, removing mechanical equipment that currently blocks openings on the alley elevation 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 multi-tenant commercial 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. Based upon the evidence provided below, the proposed work to this contributing structure in the Harmon Place Historic District would not impair the integrity of the property:

*Location:* The applicant is not proposing to change the 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 remove wood panels to restore the original glazing pattern. Non-original infill that covers the overhead door openings on the rear elevation will be removed to restore the openings to their original size and new entry systems and steel sash replicas will be provided in the openings. The alterations are in keeping with the construction period of the building and would not affect the overall building design. Providing entry systems and steel sash replica glazing in the overhead door openings will improve the appearance of the building and 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 and parking area 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 and masonry infill on the rear elevation and restore the previous overhead door openings to their original size. One such opening contains a small, non-standard overhead door that will also be removed. Aluminum entry systems and steel sash replica glazing will replace the infill. Wood panels that cover portions of the storefront and glazing on the Hennepin Avenue elevation will be removed to restore the historic glazing pattern, based on historic photos. Non-historic mechanical equipment will also be removed. This work will not result in the loss of any historic material from the building from the period of significance.

The chimney on the back side of the building will be shortened by 11 feet due to water damage and the brick cap will be rebuilt. The brick that is proposed to be removed from the chimney is deteriorated. While this work will result in the loss of some historic brick, the chimney is not a distinctive or character defining feature as it is on the back of the building and has limited visibility from Hennepin Avenue and other adjacent streets.

*Workmanship:* The Applicant is proposing to remove non-historic infill on the rear elevation and restore previous overhead door openings to their full size with new painted aluminum entry systems and steel sash replica glazing. The removal of mechanical equipment on the rear elevation will allow for glazing to be restored in existing window openings. Non-original infill panels on the front elevation will be removed to expose the existing transom and the storefront will be replaced and it is structurally impaired. The chimney will be shortened due to water damage but this feature is not character-defining and it is located on the back of the building. No original ornamentation, such as the stone coping,

keystones or capitals 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 of the Hennepin Avenue elevation. While no historic photos of the alley elevation have been located, the proposed alterations will restore openings to their original size and remove mechanical equipment that currently detracts from the building's character. The use of the building will continue to include multiple commercial tenants. The project will not impair the property's integrity of feeling.

*Association:* The project will not impair the property's integrity of association.

**(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, non-historic infill in previous overhead door openings will be removed and replaced with new historic replica aluminum windows and entry systems. Infill includes overhead and swing doors, wood panels and plain face CMU. The sash size and mullion pattern will replicate the pattern of the existing windows. Mechanical equipment that is currently located in one of the window openings on the alley elevation will be removed. The wood-framed, glazed transom and storefront on the Hennepin Avenue elevation will be selectively rehabilitated and replaced. Painted glass in the transom will be replaced.

**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:** The applicant is proposing to replace steel sash windows on the alley elevation with aluminum steel sash replica windows. The existing metal sash is deteriorating and has rusted to a point that it cannot be repaired. Thus, the applicant is proposing replacement. The historic replica aluminum windows will match the sash size and pattern of the existing windows, including division of lights, and

will consist of clear glass. The windows will have a mullion simulated operating panel and a baked enamel finish in antique bronze.

On the Hennepin Avenue elevation, wood infill panels will be removed from the upper transom and the wood transom will be structurally reinforced and refurbished. Glass that has been painted will be replaced and a glazing panel will be added to the interior of the windows. The windows will be painted to match the metal storefront below. The storefront alterations are evaluated below.

**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, the storefront has been partially covered with wood panels and some of the upper glass has been backpainted and is cracked. The applicant is proposing to remove the wood panels and expose the single glazed wood windows that exist behind them. Painted glass will be replaced with clear glass. The storefront has been previously replaced with two different clear, adonized storefront styles, that are not original to the building and do not date from the period of significance. City permit records show that alterations were made to the storefront in 1941 and 1960, at a minimum. The storefront framing at 1619 Hennepin Avenue is rusted and structurally unstable. The metal storefront for both tenant spaces will be replaced with a new painted aluminum storefront with insulated glazing. Structural reinforcing will be added under the wood transom and in storefront mullions. New mullions in the storefront will align with transom mullions above. No interior dropped ceilings are proposed.

On the alley elevation, non-historic infill will be removed from previous overhead door openings to restore the openings to their original size. New aluminum entry systems and steel sash replica windows with a baked enamel finish are proposed in these openings. The openings will not be enlarged beyond the original size.

**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.

**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:** Wood entry doors on each side of the Hennepin Avenue elevation will be retained. Non-historic infill on the alley elevation will be removed to restore historic garage openings to their full size. One non-historic overhead door will be removed. Both openings will contain new entry systems of a design that is consistent with the historic character of the district.

#### **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 alley elevation, one above each entrance. As noted above, the details of these signs are not known at this time as tenants for the building have not been identified. Based on the information provided thus far, it appears as though the signs would meet the regulations in Chapter 543 of the zoning code. A frosted film is proposed on the interior of the storefront on the Hennepin Avenue elevation but no details have been provided at this time.

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 signs proposed on the alley elevation are each 32 square feet in area. However, the top of each sign is at a height of 16.5 feet, exceeding the maximum allowed per the guidelines. On the Hennepin Avenue elevation, an existing projecting sign will remain and be refaced to accommodate a future tenant. The applicant is also proposing an interior frosted film to serve as a sign band. Any signs proposed within this sign band would be limited to 32 square feet in area. As noted above, staff recommends that a detailed sign plan be submitted as part of a separate application once tenants have been identified.

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:** New signage proposed on the rear elevation would be located above entry doors, which is a traditional sign location. The building currently has signs on the rear elevation that will be replaced. On the front elevation, the applicant is proposing to retain an existing projecting sign and add a frosted film to the interior of the storefront to be used as a sign band. This is not a traditional sign location. Photos from 1930 show signage in the transom but not in the storefront. As noted above, staff is recommending that signage be evaluated under a separate application once detailed plans are available.

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 on the alley elevation are metal. The sign band on the Hennepin Avenue elevation would be a frosted film applied to the interior of the windows. Signs on the Hennepin

Avenue elevation have not been detailed and sizes are unknown at this time. The signs on the alley elevation are each 32 square feet in area, which is appropriate.

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.

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:** There are no historic painted signs on the building.

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 are proposed on the Hennepin Avenue elevation. These awnings will be similar to the awnings proposed on the adjacent building at 1605 Hennepin Avenue. On the alley elevation, metal-framed glass awnings are proposed over the entry doors.

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:** A new suspended light fixture is proposed in the southernmost entrance vestibule that will use the existing electrical box. On the alley elevation, pole-mounted lights with aluminum shades are proposed along the loading dock. The pole-mounted lights will be integrated into the proposed railing at the edge of the loading dock to light the pedestrian path and indirectly light the rear of the building. Details of these fixtures are attached.

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.

## **8. Surface Parking Lots**

a. Surface parking lots should be located to the rear or interior sides of buildings so as to be as unobtrusive as possible.

**Staff comment:** The parking lot is located on the back side of the building, adjacent to the alley. This is an existing condition that is not changing as part of the project. The applicant is proposing to re-grade, resurface and restripe the parking area. This includes the removal of an underground coal bin to

even out the grade adjacent to the loading dock. Surface materials include brick pavers near the building entrances and asphalt throughout the rest of the parking area.

b. Parking lots should be screened with landscaping, low masonry walls, or iron or steel fencing of appropriate design. The past commercial and industrial aesthetic of the area should be recognized.

**Staff comment:** The proposed site plan does not include any landscaping. Staff is recommending that a four-foot wide landscaped yard be provided between the parking area and the public sidewalk. This will allow adequate room for plantings while allowing for standard size parking spaces and drive aisle widths. Staff is further recommending that ornamental grasses or shrubs that will achieve a minimum height of three feet be provided within this landscaped area. This amount of landscaping will recognize the past commercial aesthetic of the area while providing for a buffer between the sidewalk and the parking lot.

c. Iron or steel fencing should have appropriately scaled and detailed masonry or steel piers. Bollard and chain and other industrial motifs are acceptable.

**Staff comment:** A decorative metal fence is proposed along the edge of the parking lot. Said fence will be 3'11" in height. This height is permitted as the fence is open and decorative.

## **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. The applicant is not proposing any landscaping in the parking area. However, staff is recommending a landscaped yard approximately four feet in width be provided between the parking area and the public sidewalk. Staff is recommending that ornamental grasses or shrubs be provided within the landscaped yard. This limited amount of landscaping would recognize the past commercial character of the area. A decorative metal fence is also proposed between the parking area and the sidewalk in this location.

**(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.**

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 proposed use of the property will require minimal changes to the defining characteristics of the site and environment. The former auto showroom form can be adapted for both office and retail use with minimal alterations, keeping the storefront windows and views into the spaces.

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The historic character of the property will be retained and preserved and character-defining features will not be removed or altered. The historic portions of the storefront on the Hennepin Avenue elevation will be stabilized and preserved. The defining showroom window openings will be maintained. While the chimney will be shortened, this is not a character-defining feature and it is located on the back side of the building.

The applicant is not proposing any changes that would create a false sense of historic development. The building character on the Hennepin Avenue elevation has been maintained since initial construction. The storefront will be rehabilitated, replacing non-historic material using photographic references from 1930 and 1956. The only major change to the front elevation since the period of significance is the wood framed vestibule on the north side of the building. This is a distinctive feature that has acquired significance in its own right over time and will be retained.

No distinctive features will be removed as part of the project. Deteriorated features such as the wood entry doors on the Hennepin Avenue elevation and storefront transoms will be repaired and retained. Other features, such as the steel sash on the alley elevation and the upper portion of the chimney have deteriorated to a point that they are proposed for removal. Steel sash replica windows will replace the existing.

No paint removal is proposed and no archeological resources will be disturbed as part of the project.

All exterior alterations will be performed in a way that does not destroy historic materials that characterize the property. The proposed work will protect the historic integrity of the property and its environment. No new construction is proposed.

**(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 partial demolition is the chimney. The statement submitted by the applicant asserts that the chimney has significant water damage and thus the upper 11 feet has deteriorated beyond repair. The applicant is proposing to shorten the chimney to remove the affected portion and reconstruct the brick cap. The chimney is not a character-defining feature and it is on the back of the building with limited visibility from Hennepin Avenue and other adjacent streets.

*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.

**(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. The modifications to the parking lot will require design and maintenance per the landscaping standards in Section 530.270 of the zoning code. As noted above, staff is recommending that a landscaped yard a minimum of four feet in width be provided between the parking area and the public sidewalk. The location of the handicap stall also does not have access to a standard size drive aisle. Therefore, this space will need to be rotated 90 degrees in order to be accessed from the drive aisle provided to serve the remainder of the parking lot. This may result in the reduction of one parking space in the southernmost row.

**(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

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allow alterations to the structure at 1609-19 Hennepin Avenue, in the Harmon Place Historic District, subject to the following conditions:

1. Community Planning and Economic Development staff shall review and approve final site plan, floor plans, and elevation prior to building permit issuance s.
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. A landscaped yard four-feet in width with plantings that are a minimum of three feet in height shall be provided between the parking area and the public sidewalk.
5. The handicap accessible stall shall be rotated so that is opens up to a standard drive aisle.
6. 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.
7. 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
- Application
- Neighborhood and City Council Letters
- Project Description
- Images
- Site Plan
- Elevations
- Window/storefront specifications and profiles
- Lighting specifications
- Floor Plans