

Department of Community Planning and Economic Development
Certificate of Appropriateness
BZH-27739

Proposal:

- Window replacement and refurbishment and three new window openings on the west elevation
- Rebuilding of peaked parapet and parapet ornamentation on Washington Avenue elevation
- Selective brick tuck pointing
- Removal of the loading dock and creating a grade-level ramp for access into the building on the alley elevation
- Replacing a non-historic overhead door with a new overhead door and restoration of glazing above overhead door on the alley elevation
- Structural stabilization and painting of fire escape and addition of exterior metal stair from second floor to grade.
- Removal of a freight elevator on the roof and construction of a new elevator overrun adjacent to existing stair.
- Construction of a mezzanine above first floor.

Applicant:

Mohsen Sadeghi, Pixel Farm, (612) 339-7644

Address of Property:

106-08 Washington Avenue N

Planning Staff:

Kimberly Holien, Senior Planner, (612) 673-2402

Date Application Deemed Complete:

March 25, 2013

Public Hearing:

June 4, 2013

Appeal Period Expiration:

June 14, 2013

Ward:

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Neighborhood Organization:

North Loop Neighborhood Organization

Concurrent Review:

n/a

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BZH-27739

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| CLASSIFICATION: | |
| Historic District | Minneapolis Warehouse Historic District (Contributing property) |
| Period of Significance | 1865-1930 |
| Criteria of significance | Criterion 1, Broad patterns of economic or social history; Criterion 4, Architecture; Criterion 6, work of master architect |
| Date of local designation | 1978 |
| Date of National Register Listing | 1989 |
| Applicable Design Guidelines | <i>Minneapolis Warehouse Historic Design Guidelines, The Secretary of the Interior's Standards for Treatment of Historic Properties</i> |

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| PROPERTY INFORMATION | |
| Current name | Bradshaw Building |
| Historic Name | Bradshaw Building |
| Current Address | 106-08 Washington Avenue N |
| Historic Address | 106-08 Washington Avenue N |
| Original Construction Date | 1925 |
| Original Contractor | H.N. Leighton Co. |
| Architects | Long and Thorsov |
| Historic Use | Industrial factory |
| Current Use | Vacant, most recently office |
| Proposed Use | Film, video and audio production; office |

BACKGROUND: The building at 106-08 Washington Avenue North, known as the Bradshaw Building, is a contributing structure in the Minneapolis Warehouse Historic District. The building was designed by Long and Thorshov and built in 1925. The Bradshaw Brothers factory is a four-story commercial style curtain wall building with decorative stone detailing. The Bradshaw Building was used for millinery manufacturing at the time of construction. Two entrances on the 1st floor flanked a large window area while the upper stories are divided into five bays by brick pilasters capped with stylized stone capitals. The spandrel panels contain stone inserts and decorative brick detailing. The parapet contains a diamond-shaped inset with the name of the original owner, "Bradshaw" carved in stone. The original windows have been replaced on the front elevation and the eastern entrance has been removed. Nevertheless, the structure retains its integrity.

The building fronts on Washington Avenue, a designated commercial street in the historic district. The original diamond-shaped parapet facing Washington Avenue has been altered to a flat parapet wall with the diamond inset and name of the original owner still visible. The building's original factory sash windows on the front elevation (paired nine-over-six lights) were replaced with one-over-one fixed vinyl windows in 1995. The secondary elevations have a mixture of replacement windows, louvers and boards. The building currently stands as the only building fronting Washington Avenue North on this block.

SUMMARY OF APPLICANT'S PROPOSAL:

The applicant is proposing substantial rehabilitation of this 1925 industrial building for a film, video and audio production use. The owner, Pixel Farm, will occupy the basement, first, second and third floors. The fourth floor is potential expansion space for the owner or a separate tenant. The scope of work includes the following:

Washington Avenue elevation- The applicant is proposing to replace non-historic windows with steel sash replica aluminum windows and rebuild the peaked parapet and parapet ornamentation based on a historic photograph (1925) and partial construction drawings from 1923 (attached.) The entry door would be replaced with the glazing above the door restored to its original pattern. Selective brick tuck-pointing is also proposed on this elevation. The existing projecting sign would be refaced for the use.

West elevation- On the west elevation, facing a surface parking lot on a neighboring parcel, the applicant is proposing to refurbish the steel sash windows and add three new openings with new steel sash windows. Two of the new openings are proposed on the first floor and the third is proposed on the second floor on the southernmost portion of this elevation, behind an existing billboard. There is a lease agreement in place for the billboard and that sign will remain on the structure until the expiration of said lease. Refurbishment of the existing steel sash includes the removal and replacement of deteriorated steel members and glazing. The operating portion of the sash will be fixed in place. The glazing will be replaced with clear glass and the steel frames will be cleaned and painted. An interior storm window will be added to the refurbished windows and new steel sash windows. There is an opening on the fourth floor of the southernmost portion of this elevation that currently contains wood sheathing. A new steel sash window is proposed in this opening. Selective brick tuck pointing will be performed on this elevation as well.

Alley (north) elevation- On the north elevation, facing the alley, a number of alterations are proposed. The applicant is proposing to refurbish steel sash windows on this elevation as well as replace five of the windows with new steel sash windows. Wood sheathing will be removed over one opening to allow for a new steel sash window. Mechanical louvers inserted into steel sash will be removed and glazing will be installed in place of the louvers. All entry doors on this elevation will also be replaced with hollow metal doors. There are two overhead doors on the first floor. One is significantly deteriorated and will be removed and replaced with brick infill to match the existing brick. The other will be replaced and glazing will be restored above the opening.

There is an existing fire escape on this elevation that will be painted and structurally stabilized with a metal stair added from the second floor to grade. This fire escape will serve as the secondary egress from the building. The loading dock on this elevation will be significantly modified by lowering it to grade level to allow for vehicles and the rolling of camera dollies into the building. New building-mounted light fixtures are also proposed on this elevation.

East elevation- Damaged brick areas will be rebuilt in the previously painted brick wall and the wall will be repainted.

Roof- The existing roofing will be removed down to the concrete deck, including the wood substructure, and replaced. An obsolete freight elevator and associated equipment in the northeast corner of the building will be removed. A new elevator overrun is proposed adjacent to the stair in the southwest portion of the roof to connect the basement and upper floors. Said elevator overrun will have limited

visibility. All mechanical, plumbing and electrical systems will be replaced with all outdoor mechanical equipment proposed on the roof. A pipe railing will be added at the roof parapet for fall protection at new mechanical equipment locations.

Other: An interior mezzanine is proposed above the first floor. This mezzanine and other interior items will be completed under a separate construction contract.

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.

The proposed alterations are compatible with and support the criteria and period of significance for the building. The street facing façade mainly communicates the building's significance. The applicant is proposing alterations including window replacement and reconstructing the diamond-shaped parapet and stone capitals on the front of the building to restore it back to its original design based on historical photos and a partial set of original construction plans. Other work proposed on secondary facades would also bring the building closer to its original appearance and extend the life of historic materials. The removal of the loading dock will not impact the building's ability to communicate its significance as this loading dock does not appear to be original to the structure (based on 1923 construction drawings) and is not on a primary elevation or in the public realm. An overhead door adjacent to the loading dock will remain to allow loading to occur in this location.

(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 Minneapolis Warehouse Historic District. This is accomplished by replacing non-historic windows on the front elevation with steel sash aluminum replica windows that replicate the original glazing pattern from a 1925 photograph and original construction drawings, reconstructing the brick parapet and crenelated stone on the south elevation, refurbishing existing steel sash windows, and replacing those that are beyond repair with steel sash windows. The fire escape on the alley elevation will be repaired and extended to grade to provide a secondary means of egress. Also on this elevation, previously in-filled window and overhead door openings will be restored to their original size and repaired or replaced. The alterations proposed will bring the building closer to its original appearance.

(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 Minneapolis Warehouse 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 and replace elements such as windows and infill panels with windows that replicate the steel sash glazing patterns from the original construction drawings and 1925 photograph. The applicant is proposing to reconstruct the diamond-shaped parapet and ornamentation on the south elevation of the building. The applicant is also proposing to remove the loading dock which is not a character-defining feature of this building, as evaluated below. Of the two overhead doors on this elevation, one is significantly deteriorated and will be removed and replaced with brick infill. The other will be replaced with glazing restored above. Three new openings are proposed on the west elevation, a non-primary elevation, and said openings would contain steel sash windows. The alterations are in keeping with the construction period of the building and would not affect the overall building design.

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 replace non-historic windows on the front elevation with steel sash replica aluminum windows that will restore the original glazing pattern on this front elevation as depicted in historical photos in terms of style, size of lights and perceived number of panes. These replica windows are not true divided light but as a condition of approval, staff will be requiring applied muntins with an interstitial spacer. Other original windows throughout the building will be repaired or replaced with steel sash windows that will be custom fabricated to replicate the existing steel sash in terms of style, type, sashes, size of lights and number of panes. Repair of the windows will extend the life of these original building features. Non-historic wood infill panels and metal louvers will also be removed. New rooftop mechanical equipment, metal railing and elevator overrun will not be visible from the street due to the height of the parapet. Replacement doors will be metal and brick will be selectively tuck pointed and replaced. The existing fire escape will be repaired and extended. The overhead door on the east end of the alley elevation would be removed and replaced with brick infill to match the existing brick. New mechanical equipment and the elevator overrun on the roof will not be visible due to the height of the parapet.

The applicant is proposing to remove a loading dock on the alley elevation and provide for access into the building via an overhead door at grade in this location. The loading dock does not appear to be original to the building, is not in the public realm and not visible from the street. Given its location, this loading dock is not a character-defining feature of the building and it is not on a primary elevation. The loading dock is also significantly deteriorated due to water damage. The significant modifications will lower the loading dock to grade and still allow a loading function on the back side of the building.

Workmanship: No original ornamentation would be impacted through the proposed work. The applicant is proposing to reconstruct the parapet and stone capitals on the front of the building back to their original design based on historical evidence. 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 and a partial copy of the original construction set from 1923. While no historic photos of the alley elevation have been located, the original construction drawings depict the loading dock in another location and provide historical evidence that the applicant is using to restore the openings to their original size and pattern. 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 *Minneapolis Warehouse Historic District Design Guidelines*, which were adopted by the Heritage Preservation Commission in September of 2010. Applicable design guidelines for this project are evaluated below:

The Warehouse District Street System: Commercial Streets, Freight Streets, and Mixed Streets

1.11. Loading docks and canopies dating from the period of significance shall be preserved and retained.

Staff comment: Staff is recommending approval of the modifications to the loading dock, as evaluated in detail below.

General Guidance: Preservation is the preferred treatment for improving existing buildings from the period of significance. No matter the proposed treatment, maintaining and preserving original materials is preferred over introducing new materials. The exception is when original materials are too deteriorated to provide a sound building envelope.

2.1. Character defining features such as loading docks, water towers, fire escapes and chimneys shall be preserved.

2.2. Distinctive architectural features shall be preserved.

2.3. Existing buildings in the district are oriented to provide two kinds of access: pedestrian access from the street and sidewalk and freight access from side streets, alleys, or rail spurs. The existing orientation of each building shall be maintained and preserved.

2.4. A building's original pedestrian entrance shall remain and shall be used as the building's primary entrance.

2.6. ADA accessibility shall be made within the interior of the building using the existing primary building entrance.

2.8. Regular maintenance and repair is preferred over the replacement of any historic materials or features.

2.9. Only replace features that are missing or proven beyond repair with the same kind of materials. Replacement with a substitute material will be considered if the form and design of the substitute material is proven durable and conveys the visual appearance of the original material.

Staff comment: The existing fire escape on the alley elevation is a character-defining feature of the building. Based on evidence provided by the applicant, the loading dock does not appear to be original to the building and is significantly deteriorated due to water damage. This fire escape will be structurally reinforced, repaired and repainted. An extension of the fire escape from the second floor to grade is also proposed. A building code interpretation has been obtained by the applicant to allow for the fire escape to serve as a secondary means of egress from the building. The loading dock on this elevation will be significantly modified to allow access in and out of the building at grade for vehicles and camera dollies. The loading function on this elevation will remain.

The applicant is proposing a new elevator within the building to connect the basement to the fourth floor, improving ADA accessibility. No changes to the entrance locations are proposed. Entry doors on the front and rear elevations will be replaced with hollow metal doors on the rear and a new storefront entry door with an antique bronze finish on the front elevation. The applicant is proposing to replace missing features such as the brick parapet and crenellated stone ornaments on the front elevation.

The majority of the historic windows in the building will be refurbished and only those that are beyond repair will be replaced. Those historic windows that will be replaced will be replaced with steel sash windows that replicate the existing windows.

Facade Materials:

2.16. Mortar joints shall only be repointed where there is evidence of a moisture problem or when a substantial amount of the mortar is missing.

2.17. Mortar joints shall be cleared with hand tools. The use of electric saws and hammers to remove mortar can seriously damage the adjacent brick and are inappropriate.

2.18. Replacement mortar shall duplicate the original mortar's composition, color, texture, joint width, and joint profile.

2.19. When patching an area of historic brick wall, the new brick and mortar shall match the original brick and mortar in material, color, profile, dimension, and texture.

Staff comment: On the front elevation, brick wall areas and stone base, trim and sills will be cleaned and selective tuck pointing is proposed. A new stone parapet cap and rebuilt triangular parapet is also proposed. On the west elevation, the applicant is proposing to rebuild and tuck point portions of the stone base. On the back and east elevations, the applicant is proposing selective brick replacement and tuck pointing as necessary. The east wall, which is currently painted, will be repainted to a uniform finish. The interior stone at the basement will be cleaned with a brush and water to remove loose mortar and dust. Loose joints will be tuck pointed and the stone and mortar will be sealed with clear sealer.

The applicant has provided detailed specifications for masonry restoration and cleaning. All affected mortar joints will be cleared with hand tools to a minimum depth of one-half inch or until sound mortar is reached. Power tools will only be used after test cuts determine that no damage to masonry units will result. Replacement mortar will be colored and proportioned to match the existing. All replacement brick will match and align with existing joints and coursing true and level.

Fenestration – Windows: Windows are an important character defining feature of existing buildings. Original windows can often be repaired instead of being replaced. Simple modifications, that are sensitive to the original fabric, can often be made to improve their thermal capacity.

- 2.21. Original and historically significant windows shall be retained and repaired.
- 2.22. All decorative trim around the windows shall be retained, including lintels, pediments, moldings or hoods and if replacements are proven necessary, the original profile shall be replicated.
- 2.23. Clear transparent glass shall be used to replace missing panes or in full window replacement unless historical documentations show other treatments. Low emission coatings will be considered if they are not reflective or tinted.
- 2.24. Windows on primary facades shall not be removed or blocked to install air conditioning, mechanical equipment, louvers, or for any other reason.
- 2.25. New or expanded window openings on primary facades are not allowed, unless it is to restore an historical window opening and evidence is provided to support the opening.
- 2.26. New window openings on secondary facades will be considered.
- 2.27. Replacement windows will be considered if evidence is provided that significant numbers of the historical or original windows have been previously removed. A survey of the existing windows is required to document their condition and type.
- 2.28. Replacement windows will be considered if evidence is provided that original or historically significant windows cannot be feasibly repaired. A survey of the existing windows is required to document their condition and type.
- 2.29. When considering the replacement of historically significant windows, new windows shall be compatible in material, type, style, operation, sashes, size of lights and number of panes of the existing windows in that location.
- 2.30. True divided lights are required when replacing a divided light window.
- 2.31. Where true divisions are not possible, applied muntins, with an interstitial spacer will be considered. Applied muntins shall be installed on both sides of the glass.
- 2.32. Internal muntins, sandwiched between two layers of glass, alone are not allowed.

2.33. Replacement windows shall be finished with a painted enamel finish. Anodized or other unfinished treatments are not allowed.

Staff comment: The building contains a combination of original and non-original windows. On the front elevation, non-historic windows will be replaced with steel sash replica aluminum windows. The windows on this elevation are vinyl replacement windows that were installed in 1995. These new replica windows will have muntins applied to each side of the outboard pane of glass. As a condition of approval, staff is recommending that the applied muntins include an interstitial spacer. The proposed windows will restore the original glazing pattern on this front elevation as depicted in historical photos in terms of style, size of lights and perceived number of panes. The windows will be painted charcoal in color with a baked enamel finish. All decorative trim that remains around the openings will be retained.

On the west elevation, there are 21 existing openings, 20 of which contain windows and one that contains wood sheathing and a metal louver. Of these, 19 are proposed to be refurbished and two are proposed for replacement. Refurbishment of the existing steel sash windows includes the removal and replacement of deteriorated steel members and glazing. The operating portion of the sash will be fixed in place. The glazing will be replaced with clear glass and the steel frames will be cleaned and painted. An interior storm window will be added to the refurbished windows. The two replacement windows will be new divided light, steel sash windows with an interior storm panel. Removing the wood infill and louvers will restore the original glazing pattern on this elevation. The applicant is also proposing three new openings on this secondary façade; two on the first floor and one on the second floor behind an existing billboard. These new windows will be custom fabricated to replicate the existing steel sash in terms of style, type, sashes, size of lights and number of panes. These windows will also have a baked enamel finish in charcoal. The location of the new openings on this secondary elevation is consistent with the design guidelines. The new openings would align with existing windows for a uniform appearance. Damaged brick at the sills will be replaced as necessary and selective tuck pointing is proposed.

On the alley elevation, there are eleven openings that contain a combination of glass, metal louvers, wood sheathing and brick infill. Using the partial set of original construction plans from 1923, the applicant is proposing to restore the historical glazing pattern on this elevation as close as possible without removing the western overhead door by removing infill above the overhead door and removing metal louvers and wood sheathing. Four of the existing windows will be refurbished as described above and six will be replaced with new steel sash windows. Again, the new steel sash windows will be custom fabricated to replicate the existing steel sash. Damaged brick in the sills will be replaced as necessary. The applicant is proposing to replace the non-historic overhead door on the west side of this elevation with a new overhead door and restore glazing above it, based on the original construction plans.

Fenestration - Storefronts & Display Areas:

2.44. Original or historically significant storefronts and display areas shall be retained.

2.45. The size of original storefronts or display areas shall not be altered.

2.46. Windows and doors shall not be blocked with opaque materials.

Staff comment: The building was originally constructed as a factory and did not have a storefront or display area. The applicant is proposing to replace the non-historic windows on the front of the building

based on historic photos. As a condition of approval windows and doors shall not be blocked with opaque materials.

Loading Docks: Loading docks are an important character defining feature of the district. Their existence reflects the industrial heritage of the district. The location and dimensions of loading docks, whether on streets or in alleys, must be retained. It is not appropriate to remove, lower, or narrow them.

Loading areas that are integrated into the rear of the building are common along rail spurs and rail yards. These features were created to accommodate to and from freight rail cars. These are important character defining features and reflect the interdependence of the railroad and warehouse and manufacturing industries within the district.

2.56. Loading docks and their associated canopies shall be preserved. Their location, height, width, and length shall be retained.

2.57. Railings on loading docks, when required, shall be designed as new additions with simple vertical or horizontal members which reflect the industrial heritage of the area.

2.58. Loading areas that are integrated into buildings shall remain open and not be fully enclosed with opaque materials.

2.60. Creative and adaptive reuse of integrated loading areas is encouraged to highlight these unique features.

Staff comment: The applicant is proposing to remove a loading dock on the alley elevation and provide access into the building via an overhead door at grade in this location. The loading dock was not shown in this location on the partial set of original construction plans from 1923 and may not be original to the building. A loading dock was shown on the east end of this elevation in the original construction plans, but that loading dock has since been removed. The existing loading dock is facing the alley in an area that was not historically served by freight rail cars. It is not in the public realm or visible from the street. Given its location, this loading dock is not a character-defining feature of the building and it is not on a primary elevation. The loading dock is also significantly deteriorated due to water damage. An overhead door will remain to allow for vehicle access into the building at the rear and this area will continue to serve as a loading space. Staff recognizes these unique circumstances and is recommending approval of removing the loading dock as proposed.

Roofs & Parapets:

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

2.64. The repair of roofs with modern roofing materials, such as rolled rubber or asphalt, is allowed and shall not be visible from the street.

2.66. When a parapet or cornice is missing, replacements will be considered based on historic photos or other evidence.

Staff comment: The new rooftop mechanical equipment will be located near the rear of the building and will be more than one structural bay back from the front elevation. It will not be visible from the street due to the high parapet wall. The parapet is approximately three feet in height on the east and west elevations and a minimum of four feet on the south elevation. A metal louver screen wall is also proposed on the south side of this equipment and a metal railing is proposed at the roof edge for fall protection. The applicant is proposing to use ethylene propylene diene monomer (EDPM) with rock ballast as a roofing material. Again, this material will not be visible from the street. The original diamond-shaped parapet facing Washington Avenue has been altered to a flat parapet wall with the diamond inset and name of the original owner still visible. The applicant is proposing to rebuild this peaked parapet and replace the crenellated stone ornaments based on historical photos from 1925 and a partial set of 1923 original construction drawings.

Rooftop Additions: Buildings from the period of significance had flat roofs with a parapet wall. Most roofs have small penthouses for stairs or elevators. The roofs of many of the buildings contain water towers, tanks, and chimneys, which should be retained. Rooftop additions are rarely appropriate on buildings. Rooftop additions on buildings that are less than four stories are not allowed due to their visibility. In cases where a rooftop addition is allowed the guidelines are intended to minimize visibility of the addition from the public street by limiting its footprint, scale, height and mass. This minimizes alterations to the historic character of the building, the surrounding historic district, streetscape or other adjacent structures.

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

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

Staff comment: The applicant is proposing a new elevator overrun directly adjacent to the existing stair on the southwest side of the building. The location of the overrun is 22 feet from the front of the building, eight feet from the west side and 27 feet from the east side. This elevator overrun will only extend 3'-7" above the roof slab and will be nearly entirely screened by the adjacent parapets and so as to not be visible from adjacent streets or properties.

(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 open floor plan of this manufacturing building makes it possible to suit the proposed tenant with few alterations. An interior mezzanine is proposed above the first floor which will not impact the character of the building.

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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 proposed alterations will extend the life of existing building materials and remove non-historic elements added after the period of significance. Character-defining features such as the steel sash windows and fire escape will be largely retained and repaired, with a select few windows replaced with steel sash windows. As noted above, the loading dock is not considered a character-defining feature on this particular building.

The applicant is not proposing any changes that would create a false sense of historic development. The building character on the Washington Avenue elevation has been largely maintained since initial construction. The non-historic windows on this elevation (1995) will be replaced with steel sash replica aluminum windows that reflect the original glazing pattern as depicted in historical photos. Glazing above the main entrance will also be restored to the historic pattern.

Other than the loading dock, no distinctive features will be removed as part of the project. As evaluated in findings #4 above, the loading dock is not in the public realm or on a primary elevation, does not appear to have been original to the building and the site was never served by freight rail on the rear elevation. The building will still serve a loading function in this location and an overhead door will remain, although modified. The applicant is proposing to rebuild the distinctive parapet on the front elevation to the original design. Deteriorated features, including windows and the fire escape, will be repaired and retained. Windows that have significantly deteriorated will be replaced with new steel sash windows that are custom-fabricated to match the originals. Non-historic windows on the front elevation will be replaced with steel sash replica aluminum windows.

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. The only new construction is a small elevator overrun that will extend 3'7" above the roof and will be entirely screened by the parapet and an interior mezzanine that will not impact views in and out of the building.

(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 historical 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 demolition is the loading dock on the alley elevation. This loading dock has experienced significant water damage over time and is in disrepair. It does not appear to be original to the building, based on the partial set (north and south elevations) of original construction plans from 1923. The removal of the loading dock will still allow for access into the building from the alley and the loading function will be retained. The loading dock is not a character-defining feature and it is on the back of the building with no visibility from Washington Avenue or 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.

(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 106-08 Washington Avenue North, in the Minneapolis Warehouse Historic District, subject to the following conditions:

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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. Glazing for all windows shall be clear, un-tinted, non-reflective glass. Low-e coating may be used on glazing above the first story.
3. The steel sash replica aluminum windows shall include applied muntins with interstitial spaces, in compliance with the *Minneapolis Warehouse Historic District Design Guidelines*.
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 June 4, 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
- Application
- Neighborhood and City Council Letters
- Project Description
- Images
- Site Plan
- Elevations
- Window/storefront specifications and profiles
- Lighting specifications
- Floor Plans