

CPED STAFF REPORT

Prepared for the Heritage Preservation Commission
HPC Agenda Item #1
September 13, 2016
BZH-29256

HERITAGE PRESERVATION APPLICATION SUMMARY

Property Location: 2100 Milwaukee Avenue
Project Name: Garage Addition
Prepared By: Aaron Hanauer, Senior City Planner, (612) 673-2494
Applicant: Paul A. Hanson and Mary Ann Cogelow
Project Contact: Marry Ann Cogelow
Ward: 6
Neighborhood: Seward
Request: To construct a rear facing attached garage and back entry.
Required Applications:

Certificate of Appropriateness	To construct a rear facing attached garage and back entry.
Historic Variance	To allow an increase in maximum lot coverage from 45 percent to 49 percent in the R2B/Two-Family District.
Historic Variance	To allow an increase in maximum impervious surface from 65 percent to 69 percent in the R2B/Two-Family District.
Historic Variance	To allow for a reduction in the interior side yard setback from 5 feet to 3 feet to allow for an attached garage addition in the R2B/Two-Family District.

HISTORIC PROPERTY INFORMATION

Current Name	N/A
Historic Name	N/A
Historic Address	2100 Milwaukee Avenue
Original Construction Date	1885
Original Architect	Unknown
Original Builder	Unknown
Original Engineer	Unknown
Historic Use	Residence
Current Use	Residence
Proposed Use	Residence

Date Application Deemed Complete	August 2, 2016	Date Extension Letter Sent	N/A
End of 60-Day Decision Period	October 1, 2016	End of 120-Day Decision Period	N/A

CLASSIFICATION

Local Historic District	Milwaukee Avenue Historic District
Period of Significance	1883-1904
Criteria of Significance	Agriculture, Architecture, Social History, Urban Planning
Date of Local Designation	1975
Date of National Register Listing	1974
Applicable Design Guidelines	<i>Milwaukee Avenue Historic District Design Guidelines</i>

SUMMARY

BACKGROUND. The Milwaukee Avenue Historic District is a contiguous two-block development of 19th century homes constructed for working class families. Originally platted as an alley, real estate agent William Ragan developed Milwaukee Avenue as a street for speculative purposes in 1883. Building clusters of modest homes on small narrow lots was a method often employed for housing lower class residents during the industrial period. Milwaukee Avenue is the earliest planned workers’ community in Minneapolis. Representing vernacular architecture popular in the later 19th century, houses along Milwaukee Avenue were generally constructed of brick veneer on timber frame between 1884 and 1890. The houses share common architectural treatments such as modified flat arch windows and open front porches.

The subject property contributes to the Milwaukee Avenue Historic District. It is an interior lot between Franklin Avenue and East 22nd Street on the western side of Milwaukee Avenue. The subject property, like most of the other lots in the Milwaukee Avenue Historic District, is smaller in lot area (3,112 square feet) compared to a typical R2B zoned lot in Minneapolis (5,000 square feet). The lot measures approximately 38 feet wide by 81.9 feet deep.

The subject building is 2.5 stories and contains the unifying characteristics of other contributing structures in the district: i.e. arch windows and an open front porch. The rear of the lot contains a surface parking lot and garden area.

APPLICANT’S PROPOSAL. The applicants are proposing a 480 square foot attached garage with a new entry connection at the back of the house. The proposed garage is 22 feet wide by 20 feet deep (440 square feet) and the proposed rear entry is 9 feet wide by 4.5 feet deep (40 square feet). The proposed back entry will have a gabled roof and the main garage will have a dual hipped mansard roof. The entire addition is proposed to be clad in narrow lap siding painted to match the brick of the main house. The purpose of the garage is to provide covered shelter for vehicles as well as for some additional storage space for bikes, gardening accessories, tools, as well as garbage and compost containers. The applicants proposed a nearly identical garage addition in 1990 and received heritage preservation approval. However, it was never built and those approvals have lapsed.

PROJECT REVIEW. When the public notice was sent out for this heritage preservation review, the project was identified as requiring four heritage preservation applications: a certificate of appropriateness to allow for the proposed new construction, historic variance to exceed the maximum lot coverage, historic variance to exceed the maximum impervious surface area, and a historic variance to reduce the interior side yard setback. However, it was later determined that the historic variance for the maximum lot coverage and the historic variance for the maximum impervious surface coverage are not required.

When staff initially calculated the lot coverage and impervious surface percentages, CPED used the lot area found in Minneapolis PropertyInfo records, which is 2,869 square feet. The correct lot area that should have been used is 3,115 square feet, which can be found in the original platting of the Milwaukee Avenue Historic District and Hennepin County records. When using the larger lot area found in the original platting and Hennepin County records, the subject property’s lot coverage and impervious surface percentages comply with zoning code allowances; 45 percent and 60 percent respectively. Therefore, the historic variance to exceed the lot coverage allowance and the historic variance to exceed the impervious surface allowance have been withdrawn and the only applications that are required for the project are a certificate of appropriateness to allow for the proposed addition and a historic variance to reduce the interior side yard setback.

RELATED APPROVALS.

Planning Case #	Application	Description	Action
1990 HPC review	HPC review	Attached garage	Approved

PUBLIC COMMENTS.

The applicant received a letter of support from the Milwaukee Avenue Historic District Architectural Review Committee for the proposed garage addition. Any additional correspondence received prior to the public meeting will be forwarded on to the Heritage Preservation Commission for consideration.

ANALYSIS

CERTIFICATE OF APPROPRIATENESS

The Department of Community Planning and Economic Development has analyzed the application to allow a rear facing attached garage and back entry based on the following findings:

- 1. The alteration is compatible with the designation of the landmark or historic district, including the period and criteria of significance.*

The contributing structures to the Milwaukee Avenue Historic District are significant for their collective representation of vernacular architecture and turn-of-the century worker housing. The proposed rear garage addition is compatible with and supports the criteria of significance, and period of significance for the Milwaukee Avenue Historic District. The addition will not alter the primary and secondary elevations of the building, and will not adversely impact the architectural and social history significance of the district with the design and placement. Furthermore, the proposed modest garage addition is setback 52 feet from Milwaukee Avenue and is designed to have a narrow connection (nine feet in width) to the rear elevation of the original structure. The proposed addition as designed and placed will help the garage read as a separate accessory structure when viewing the addition from Milwaukee Avenue. It should also be recognized that ten of the other structures on the west side of Milwaukee Avenue have attached garages.

- 2. The alteration will ensure the continued integrity of the landmark or historic district.*

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 is compatible with and will ensure continued integrity of the historic district.

Location: The applicant is not proposing to change the location of the structure, thus the project will not impair the landmark's integrity of location.

Design: Design is the combination of elements that create the form, plan, space, structure, and style of a property. In terms of historic districts, design applies to the way in which buildings, sites, or structures are related, for example spatial relationships between major features and visual rhythms in a streetscape. The applicant's proposed addition will have a minimal impact to the building and historic district's integrity of design. Although the addition will have some visibility from Milwaukee Avenue, the important spatial relationship and visual rhythm of the homes will remain intact as the garage is setback more than 50 feet from Milwaukee Avenue.

Setting: The applicant's addition would not have an adverse impact on the building and the district's setting. The buildings within the historic district were known for being modestly sized buildings that "maintain a relationship of closeness with the spaces in between." With the proposed garage addition, the project will not have an impact on the relationship with the spaces of the historic structures when viewing them from Milwaukee Avenue.

Materials: The proposed project would have a minimal impact to the building's key exterior materials and significant features. No original material on the primary and secondary elevations will be impacted with the addition. It is recognized that the proposed project would replace a window with a door on the rear elevation. However, the rear elevation is a tertiary elevation and does not convey the significance of the district. In addition, CPED recognizes that the applicant has designed the addition in a sensitive manner by retaining the window's arched header and the original door opening on the south side of the proposed garage.

Workmanship: The modifications proposed will have a minimal impact on the workmanship of the historic structure. As previously mentioned the primary and secondary elevations would not be altered with the proposed project. The applicant's proposal in large part impacts only one window on the rear elevation by removing the sill and brick below. This change is reversible and in the most desirable location in terms of alterations to a historic home given that this is not a character defining elevation. As previously mentioned, CPED recognizes that the applicant has designed the addition in a sensitive manner by retaining the window's arched header and the original door opening on the west elevation. CPED is recommending that the applicant retain the salvaged brick and window on site in case the link is one day removed.

Feeling: The proposed project would not have an adverse impact on the building's ability to evoke the historic sense of modest worker style housing. The building's original design, materials, workmanship, and setting are retained. The distinct architectural quality of Milwaukee Avenue created by the continuity of modest and similar forms and the relationship of closeness with the spaces in between would also be maintained with the proposed rear addition.

Association: The proposed addition would not have an adverse impact on the worker house characteristic of the Milwaukee Avenue Historic District as the character defining physical features that convey the property and the historic district's relationship to an observer will remain intact.

3. *The alteration is consistent with the applicable design guidelines adopted by the commission.*

The proposed alterations will not materially impair the significance and integrity of the historic district as evidenced by the consistency with the *Milwaukee Avenue Historic District Design Guidelines*. The *Milwaukee Avenue Historic District Design Guidelines* provide limited guidance for projects involving building additions; a majority of the guidelines provide guidance for infill housing and rehabilitation to the original structure. However, the guidelines do provide guidance for windows and siding for the rehabilitation of existing structures:

Windows: Windows added to rehabilitated homes or built in infill homes must be rectangular, placed vertically in the wall and cannot be square.

Siding: 1.) Lapped, narrow cedar or redwood siding, or preservative-treated other species should replace asphalt siding and deteriorated wood siding. 2.) Lapped siding shall be sided to within 2" of grade elevation.

The applicant is proposing to utilize narrow cedar lap siding and rectangular wood windows as recommended in the design guidelines. It is also recognized that the proposed dual hipped mansard roof comes close in character to the current house's hipped roof.

4. *The alteration is consistent with the applicable recommendations contained in The Secretary of the Interior's Standards for the Treatment of Historic Properties.*

The alteration is consistent with the applicable recommendations contained in *The Secretary of the Interior's Standards for the Treatment of Historic Properties*.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

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

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The property would continue to be utilized as a residence. The addition would minimally change the characteristics of the building, its site, and environment. In addition, minimal historic materials would be removed and the new construction would be undertaken so that if removed, the essential form and integrity of the historic building would be unimpaired. The proposed massing is compatible in terms of massing, size, scale, and architectural features, thereby protecting the historic integrity of the property.

5. *The alteration is consistent with the spirit and intent of the preservation ordinance, the applicable policies of the comprehensive plan, and the applicable preservation policies in small area plans adopted by the city council.*

CPED is supportive of the overall garage project as outlined in Findings #1 through #4. The certificate of appropriateness will conform to all applicable regulations of this preservation ordinance and would be consistent with the following policies of the comprehensive plan:

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

8.1.1 The City shall protect historic resources from modifications that are not sensitive to their historic significance.

Preservation Policy 8.8: Preserve neighborhood character by preserving the quality of the built environment.

- 8.8.1 Preserve and maintain the character and quality of residential neighborhoods with regulatory tools such as the zoning code and housing maintenance code.

HISTORIC VARIANCE-SETBACK

The Department of Community Planning and Economic Development has analyzed the application to allow for a reduction in the interior side yard setback from 5 feet to 3 feet to allow for an attached garage addition in the R2B/Two-Family District based on the following [findings](#):

1. *The variance is compatible with the preservation of the property and with other properties in the area.*

As outlined in zoning code Section 546.400-Yard Requirements, the interior setback requirement for a two-family dwelling in the R2B district is five feet. The applicant is proposing to place the attached garage three feet from the northern interior side property line. In general, yard controls are established to provide for the orderly development and use of land and to minimize conflicts among land uses by regulating the dimension and use of yards in order to provide adequate light, air, open space and separation of uses.

The requested variance is compatible with the preservation of the property and with other properties in the area. The applicant is proposing to provide a modest sized enclosed structure for vehicle parking. In addition, as previously mentioned, the buildings within the historic district were known for being modestly sized buildings that “maintain a relationship of closeness with the spaces in between.” The proposed garage at the rear of the property will not have an adverse relationship on this building and lot relationship and will still be located more than 24 feet from the neighboring structure to the north (2018 Milwaukee Avenue) at its closets point. Furthermore, as proposed, the garage addition may read as a detached structure when viewing it from Milwaukee Avenue given the notch between the existing home and the proposed garage.

It is also recognized that granting of the variance would not affect the character of the area or be injurious to the use or enjoyment of other property in the vicinity. Nonconforming setbacks are characteristic in the area. Many of the dwellings on this block are set back 2 feet from their north property line.

2. *The variance is necessary to alleviate practical difficulties due to special conditions or circumstances unique to the property and not created by the applicant.*

The variance is necessary to alleviate practical difficulties due to special conditions or circumstances unique to the property and not created by the applicant. The subject property is smaller, narrower, and shallower than a typical lot. A typical R2B lot is 5,000 square feet (the subject property is 3,112 square feet), 40 feet wide (the subject property is 38 feet wide), and 125 feet deep (the subject property is 81.9 feet deep). The combination of these special circumstances constrains where accessory parking can be located and how it is designed (e.g. attached verse detached).

RECOMMENDATIONS

The Department of Community Planning and Economic Development recommends that the Heritage Preservation Commission adopt staff findings for the applications by Paul A. Hanson and Mary Ann Cogelow for the property located at 2100 Milwaukee Avenue in the Milwaukee Avenue Historic District:

A. Certificate of Appropriateness.

Recommended motion: **Approve** the certificate of appropriateness to allow for the construction of a rear facing attached garage and back entry to the existing building, subject to the following conditions:

1. 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 approved 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 September 13, 2018.
2. 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.
3. The salvaged brick and window from the rear elevation shall be stored on site.

B. Historic Variance to allow for an increase in maximum lot coverage.

The application to increase the maximum lot coverage has been **withdrawn**.

C. Historic Variance to allow for an increase in maximum impervious surface coverage.

The application to increase the maximum impervious surface coverage has been **withdrawn**.

D. Historic Variance to reduce the interior side yard setback.

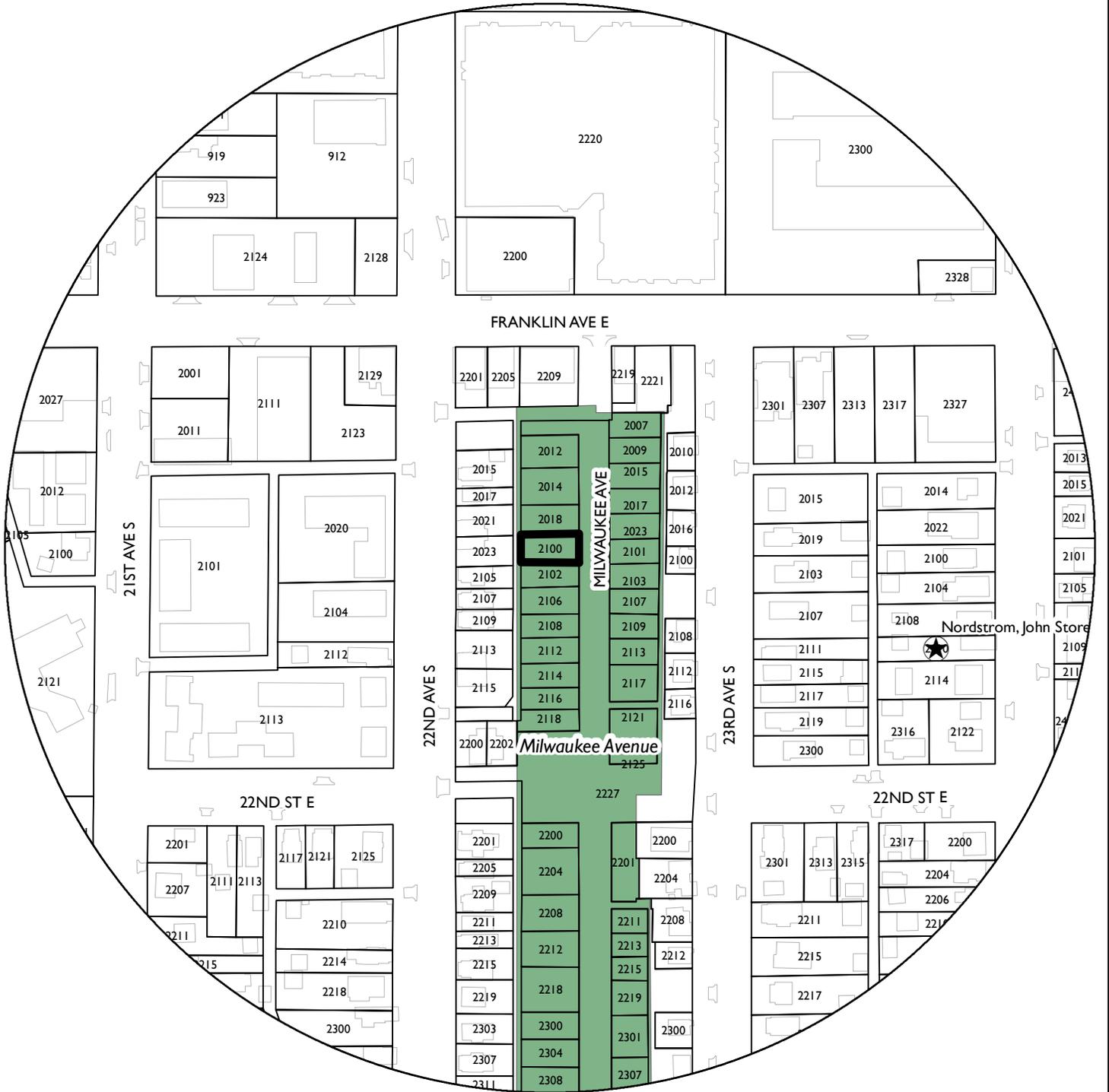
Recommended motion: **Approve** the historic variance to allow for a reduction in the interior side yard setback from 5 feet to 3 feet to allow for an attached garage addition in the R2B/Two-Family District.

ATTACHMENTS

1. BZH map
2. Milwaukee Avenue Historic District map
3. Contributing/Noncontributing Building map
4. Milwaukee Avenue Historic District original platting
5. Aerials
6. Project description
7. Public comments
8. Site plan | floor plan
9. Elevations | section
10. Photos

NAME OF APPLICANT

WARD



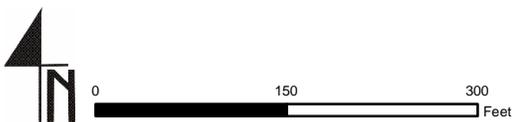
PROPERTY ADDRESS

2100 Milwaukee Avenue

FILE NUMBER

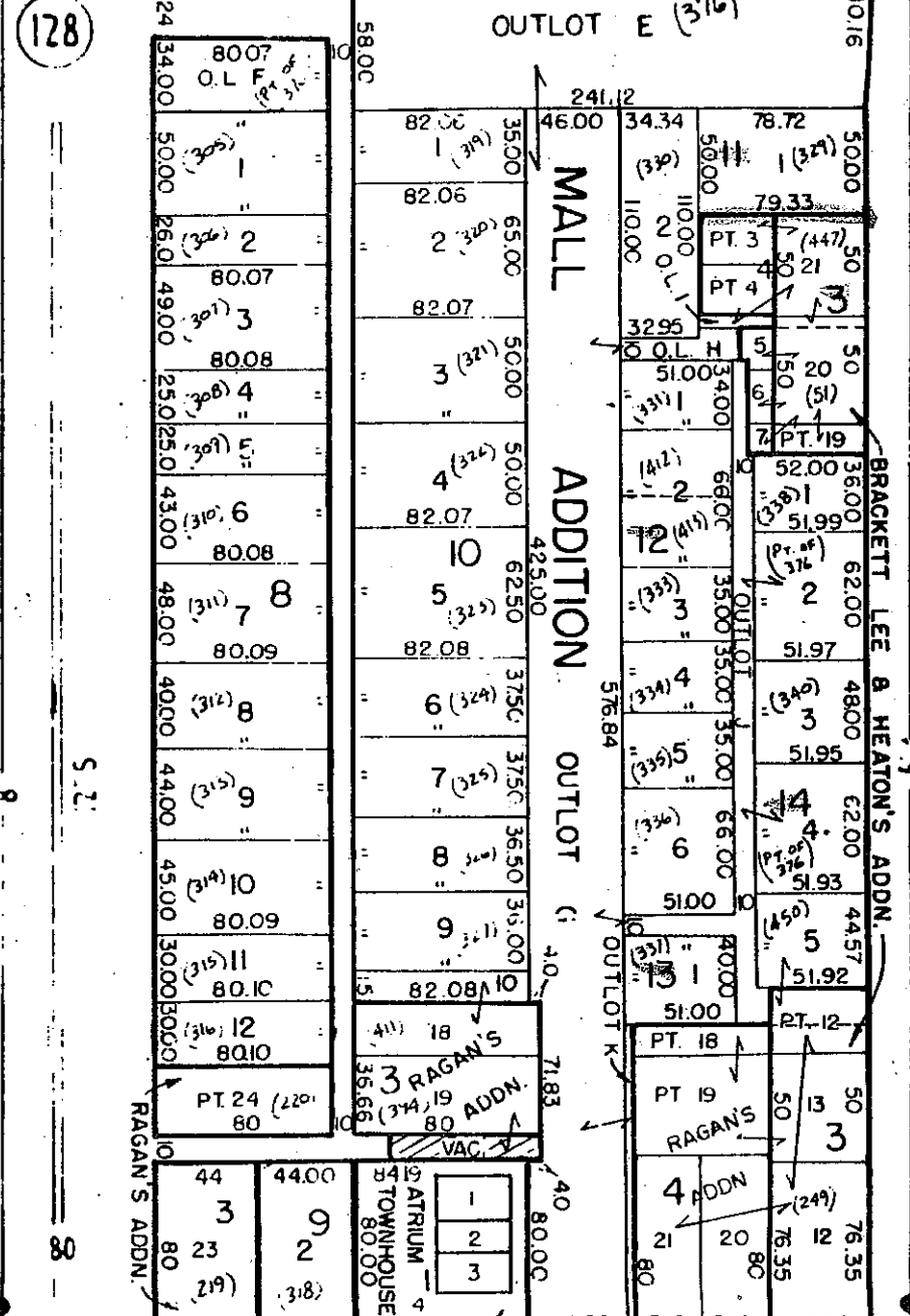
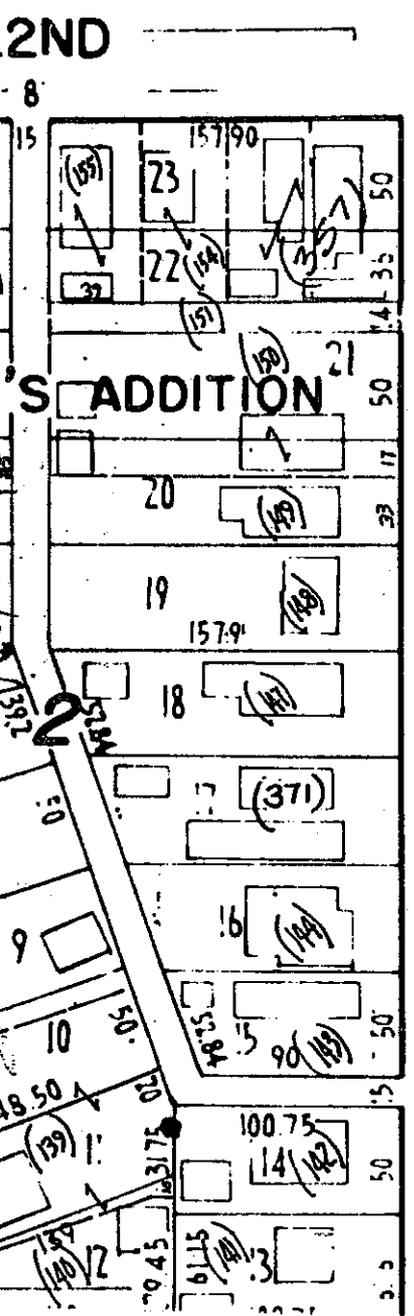
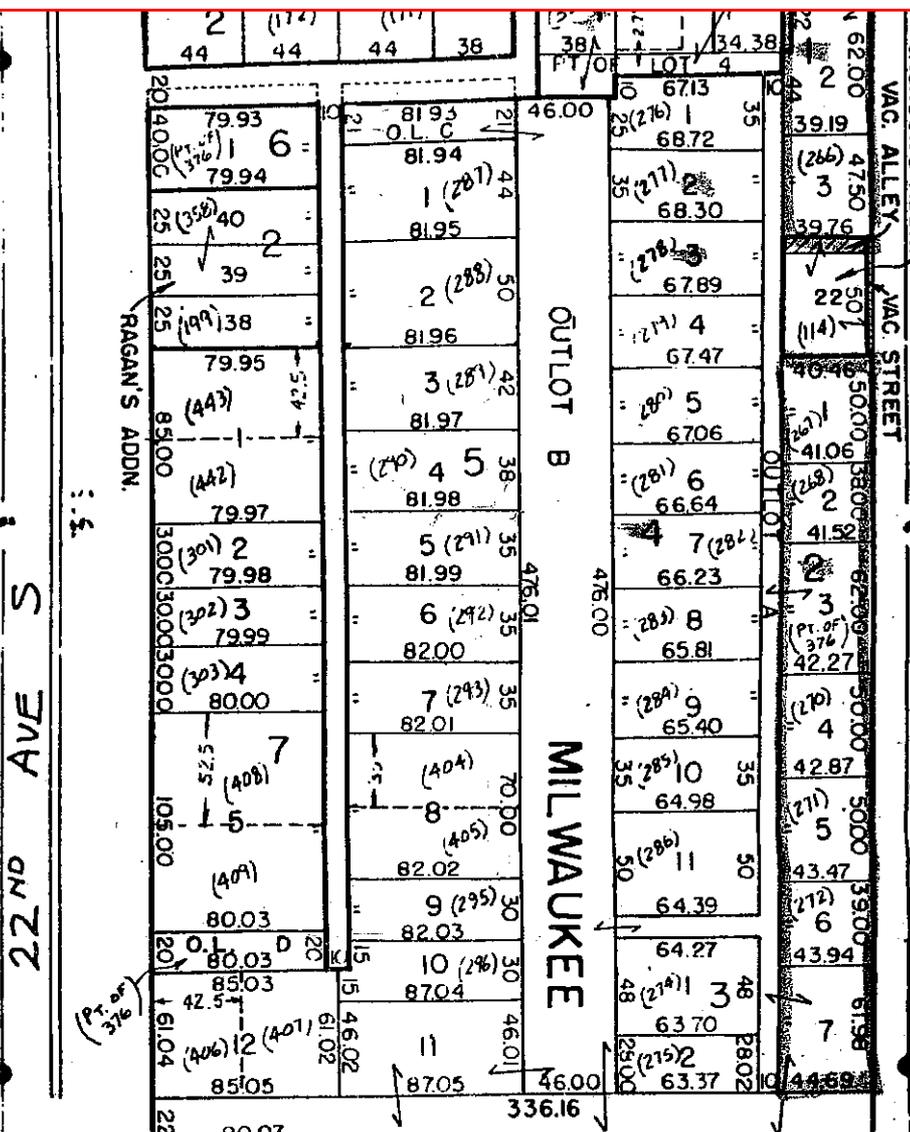
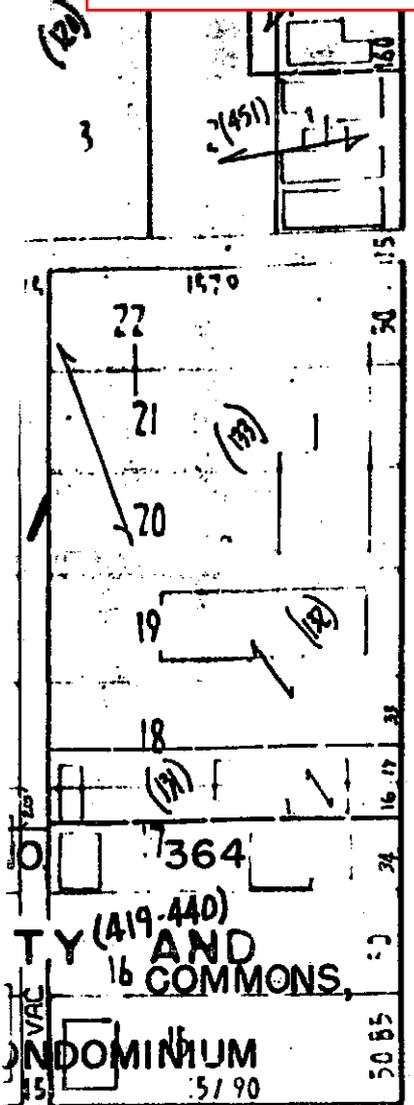
BZH-29256

Milwaukee Avenue Historic District



Milwaukee Avenue Historic District: Original Platting

376



JACKSON'S ADDN. VAC. ALLEY VAC. STREET BRACKETT LEE & HEATON'S ADDN.

22ND AVE S

23RD AVE S

(128)

(129)

2ND

S ADDITION

MALL

ADDN

OUTLOT

RAGAN'S ADDN. RAGAN'S ADDN. RAGAN'S ADDN.

ATRIUM TOWNHOUSES

345

MINN 008

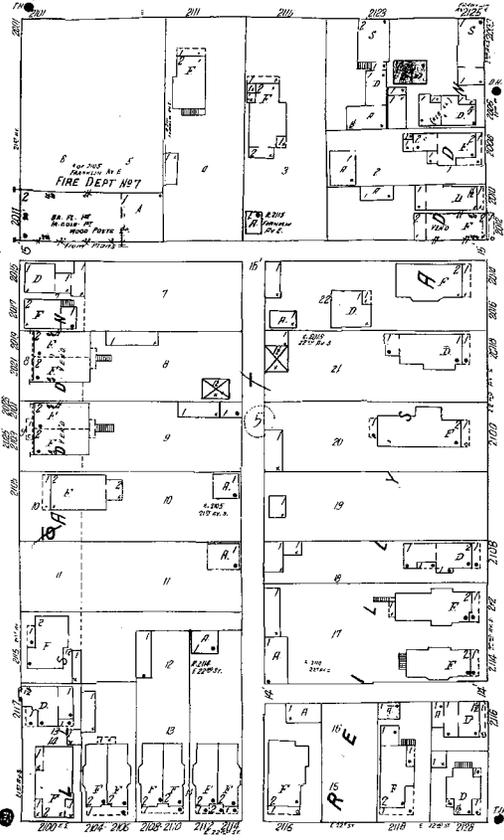
FRANKLIN

AV. E.

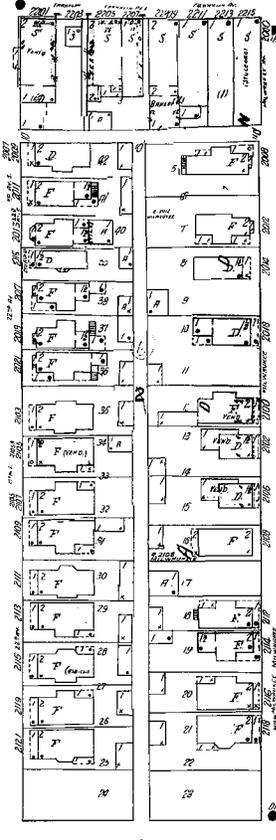
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AV. S.

21ST



AV. S.



AV. (22 1/2 AV. S.)

AV. S.

22ND

ST.

MILWAUKEE

23RD

AV. S.

346

subject property

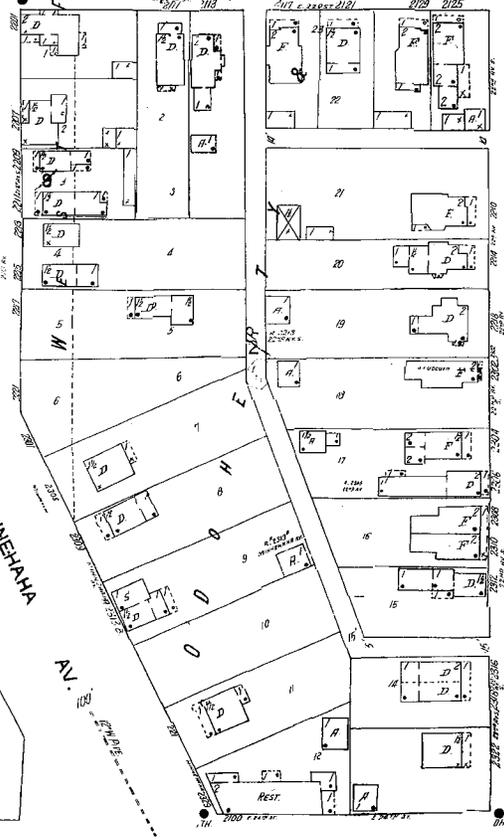


344

E. 22ND

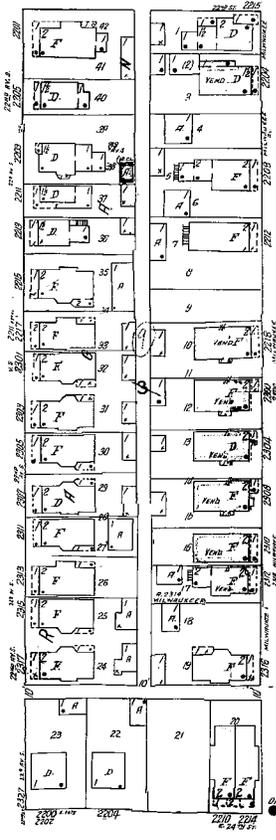
ST.

346



22ND

ST.



MILWAUKEE

23RD

AV. S.

346

23RD

AV. S.

346

Scale of Feet. 0 50 100

E. 24TH

365 ST.

Franklin Ave E

Franklin Ave E

Properties in the district with attached garages

Properties in the district with attached garages

Subject property

21st Ave S

22nd Ave S

22nd St E

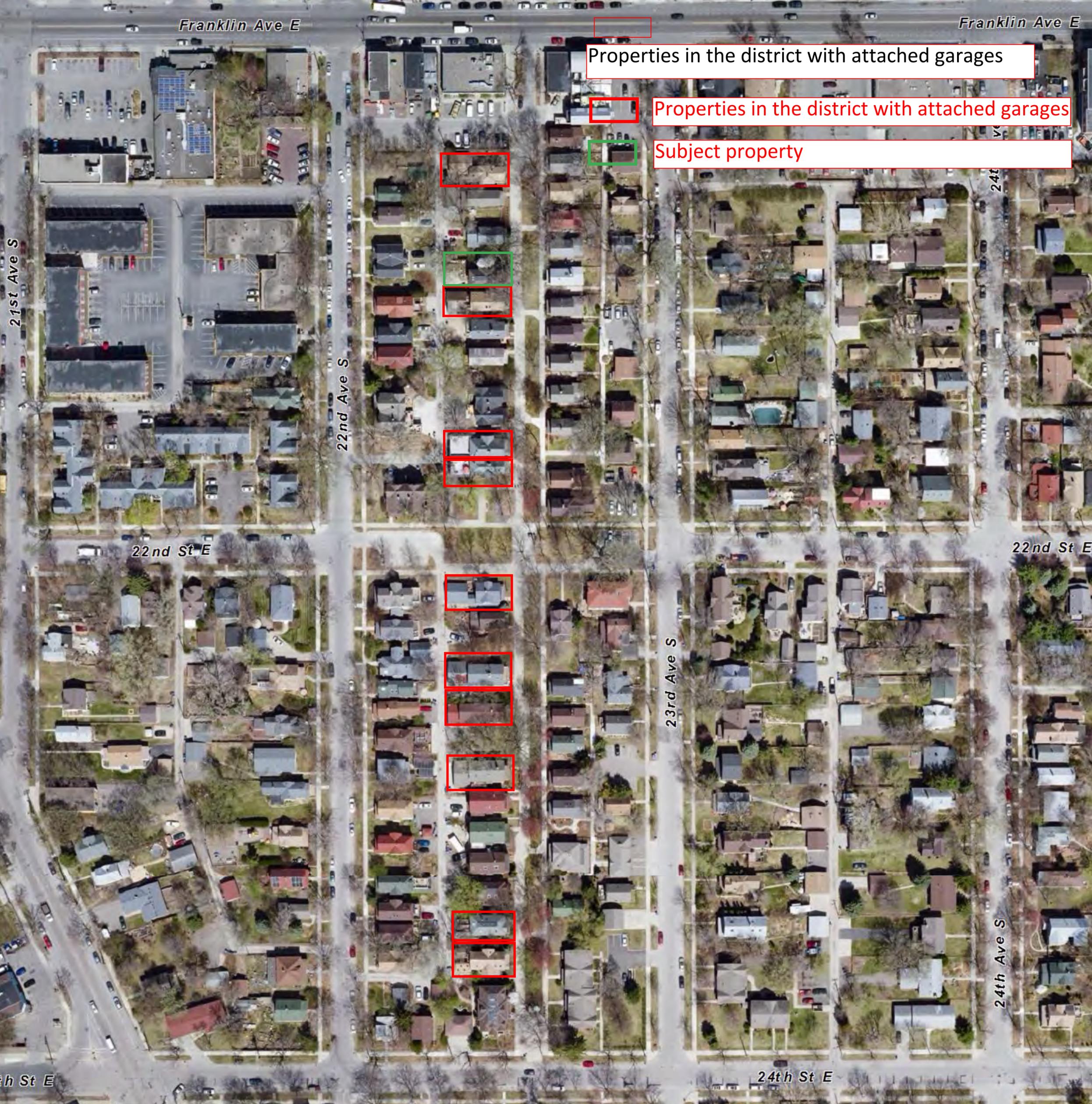
22nd St E

23rd Ave S

24th Ave S

24th St E

h St E



I, Mary Ann Cogelow, first lived at 2100 Milwaukee Avenue during the 1966-67 academic year. I am enclosing two pictures of the house when I first fell in love with its beauty and bones. (The colored photo is from an article in the *Minneapolis Star Tribune* and was once the cover photo on the Minneapolis phone book; the black and white photo is from the Summer, 1980 issue of *Hennepin County History* which featured the Milwaukee Avenue restoration.) Milwaukee Avenue was “discovered” a few years later and was added to the National Register of Historic Sites in 1974.

In 1990 the HPC, chaired by Bob Roscoe, approved an attached garage addition at 2100 Milwaukee Avenue. This addition was designed by Dale Mulfinger, then of Mulfinger and Susanka Architects and currently with SALA Architects. The design we are currently submitting, also by Mulfinger, is essentially the same design with the substitution of a door for a window on the west end of the south wall of the garage and a change in the design of the door in the east facing wall of the garage which will match our new and historically more accurate front house door. The current proposal meets the requirements and guidelines of historical preservation and is aesthetically and architecturally congruent with our house and other houses on Milwaukee Avenue. The roofline of the garage duplicates the roofline of the house. The roof will be finished with shingles which match those on the house. Siding on the garage will be narrow lap siding painted in a shade which closely approximates the brick of the house. Trim colors will be the same as those of house trim. The garage door will be chocolate colored and have a paneled appearance to minimize the impression of size.

Paul Hanson and I rue the fact that we did not build this addition when it was first approved. Time and age have increased both our knowledge of the limitations of our house as it currently exists and our desire to add the convenience a garage would provide. As it currently exists, our house provides storage space only in the basement for all of our gardening tools and miscellany. We have dealt with the need for garden storage by using a large Rubbermaid garden box and a Rubbermaid shed. Bikes either have to be carried in and out of the basement or parked in the first floor living space of the house. In addition to housing our cars, the garage would provide space for some storage of bikes, and afore mentioned garden equipment eliminating the need for the two Rubbermaid storage containers in the back yard. We could also keep garbage, compost, and recycling containers out of sight most of the time. Removing all of this modern stuff from view would enhance the Victorian aesthetic of our property.

Additionally, at least eighty percent of the foot traffic into our house enters through the back door directly into our very small kitchen which provides no space to store coats, boots, and the like. The proposed addition includes a small mudroom which provides a place to sit and space to store outdoor footwear and clothing. This will be much more convenient, and will significantly reduce wear and tear on the house itself. Our desire to gain as much useable space within the addition as possible coupled with the small size of our lot (38 x 81.91 feet) necessitates our request for historic variances for lot coverage, impervious surfaces, and building set back.

Thank you for your consideration.

2100 Milw: Garage

Diane Richard

Wed 3/19/2014 5:46 PM

To: Chuck Levin <chuck@charleslevinarchitects.com>; paul hanson <pah1947@hotmail.com>;

Hi Chuck,

On behalf of its members, the ARC supports the homeowners' proposal to build a new garage at 2100 Milwaukee Ave.

Please see printed samples (left at your house yesterday) and Dropbox for plans and written details.

--
Diane Richard
dxrichard@gmail.com
612.990.6962

Fwd: 2100 Milwaukee: garage

Diane Richard

Wed 2/26/2014 7:05 PM

To: Chuck Levin <chuck@charleslevinarchitects.com>;

Cc: pah1947@hotmail.com <pah1947@hotmail.com>;

On behalf of the ARC, I'd like to recommend this proposal of a new garage, with conditions: the homeowners have not yet specified details about finishes (paint colors, among others), nor have they shared a book specifying door selections, garage or otherwise, as promised below.

Despite those important missing details, the ARC is confident that the placement on the lot and high quality of the architectural design will prove an enhancement to the property and neighborhood. We would like to remain involved in further review as this proposal develops.

P

Begin forwarded message:

From: Diane Richard <dxrichard@gmail.com>
Date: February 20, 2014, 11:00:08 AM CST
To: Jade Zurn <jzurn@hometailors.com>
Subject: Re: 2100 Milwaukee: garage

Yes, you are missing something, as am I. He's going to drop off a hard copy. I haven't seen it yet, but once I do, I'll share it with you.

On Thu, Feb 20, 2014 at 10:01 AM, Jade Zurn <jzurn@hometailors.com> wrote:

Hi Diane,

The email says, see book and see photos, am I missing something?

Jade Zurn

Associate AIA

Design Project Manager

Fwd: 2100 Milwaukee: Garage details

From: **Diane Richard** (dxrichard@gmail.com) This sender is in your contact list.

Sent: Fri 3/14/14 1:38 PM

To: paul hanson (pah1947@hotmail.com)

Hi Paul and Mary Ann,

I shared the details with Jade, an ARC member and architect. She had these final questions:

- Service door: garage service door (human door) facing Milwaukee door. This door will be in contact with snow/elements door. If so, would this be a wood door? Door style?
- etc.

• At:

If you're able to answer these, please do. As soon as I hear back from you on this and the last e-mail I sent, I'll be submitting your proposal for MAHA review. The next meeting is Thursday.

----- Forwarded message -----

From: **Diane Richard** <

Date: Wed, Mar 12, 2014 at 8:00 PM

Subject: 2100 Milwaukee: Garage details

To: paul hanson <

>, "Gerold, Lucy" <lmgerold@comcast.net>

Hi folks,

Thanks again for working with the ARC to make your garage the envy of every neighbor. Please make corrections to the details below in another type color or CAPS.

Property-to-eave dimensions: North side: 1'8"; south side: 13'

Siding: narrow-lap wood, painted.

Cornice, frieze boards, eaves, brackets and dentals*: wood, painted (color: see painted finishes)

*Dentals: if budget/time allows

Gutters: none

Paver/walkway material: poured cement

Windows: wood, double-hung, thermo pane, painted; with painted interchangeable storms and screens. Marvin windows now spec'd. (Color: see painted wood finishes)

Garage door: steel with baked-on finish; finish color: chocolate; paneled appearance to minimize impression of size (note: sample to be shared with MAHA)

Doors:

- North-east corner, facing Milwaukee: wood, design to match existing front door
- South (in garage, currently shown on plan as one of two windows): either wood or fiberglass

gles: Asphalt colored to match or compatible with house shingles; top-peak rectangle will
ve roofing membrane.

Painted wood finishes (note: sample to be shared with MAHA):

Garage siding: Michigan Dunes (C22-4) "light khaki"

Trim: Outpost (B16-7) "pumpkin" compatible with house trim

Accent/window: Ala Mode (C22-1) compatible with house accent

Skylight: One, added since plan was drawn, on south exposure.

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Diane Richard

dxrichard@...

612.990.6962

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Diane Richard

dxrichard@...

612.990.6962



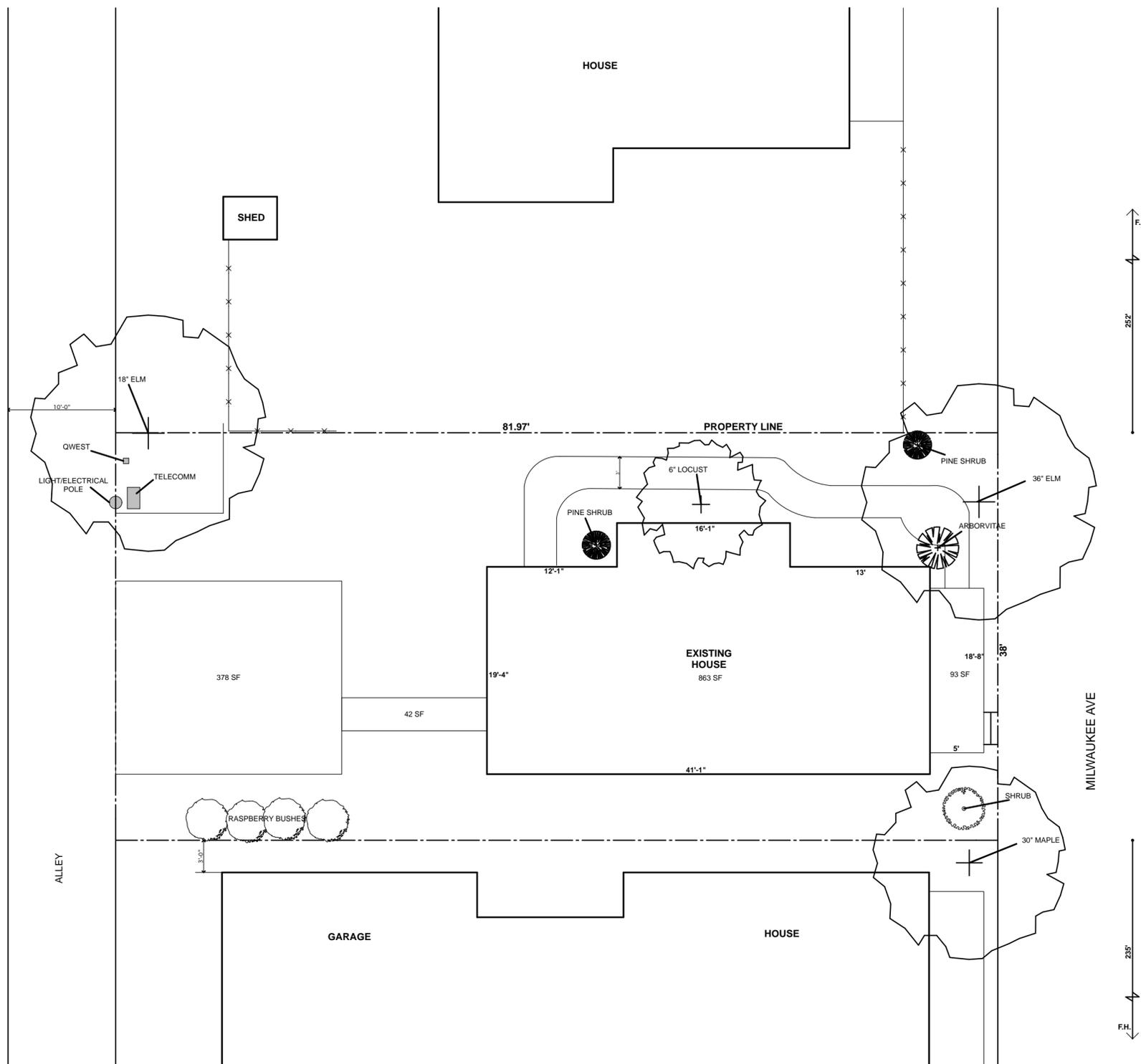
SALA ARCHITECTS
SALAARC.COM

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T 612.379.3037
F 612.379.0001
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MINNEAPOLIS, MN 55414

STILLWATER
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F 651.351.7327
904 SOUTH 4TH STREET
STILLWATER, MN 55082

HANSON GARAGE ADDITION

2100 MILWAUKEE AVE
MINNEAPOLIS, MN 55404



1
A0.1

EXISTING SITE PLAN

SCALE: 1/8" = 1'-0"

DATE	DESCRIPTION
04/08/14	
08/15/14	
07/18/16	
08/24/16	

PROJECT NUMBER
13139
PROJECT ARCHTCT
DALE MULFINGER

DRAWN BY BRITNY ROBERTS
These documents are instruments of service and as such remain the property of SALA Architects. Use or publication requires the written approval from SALA Architects.

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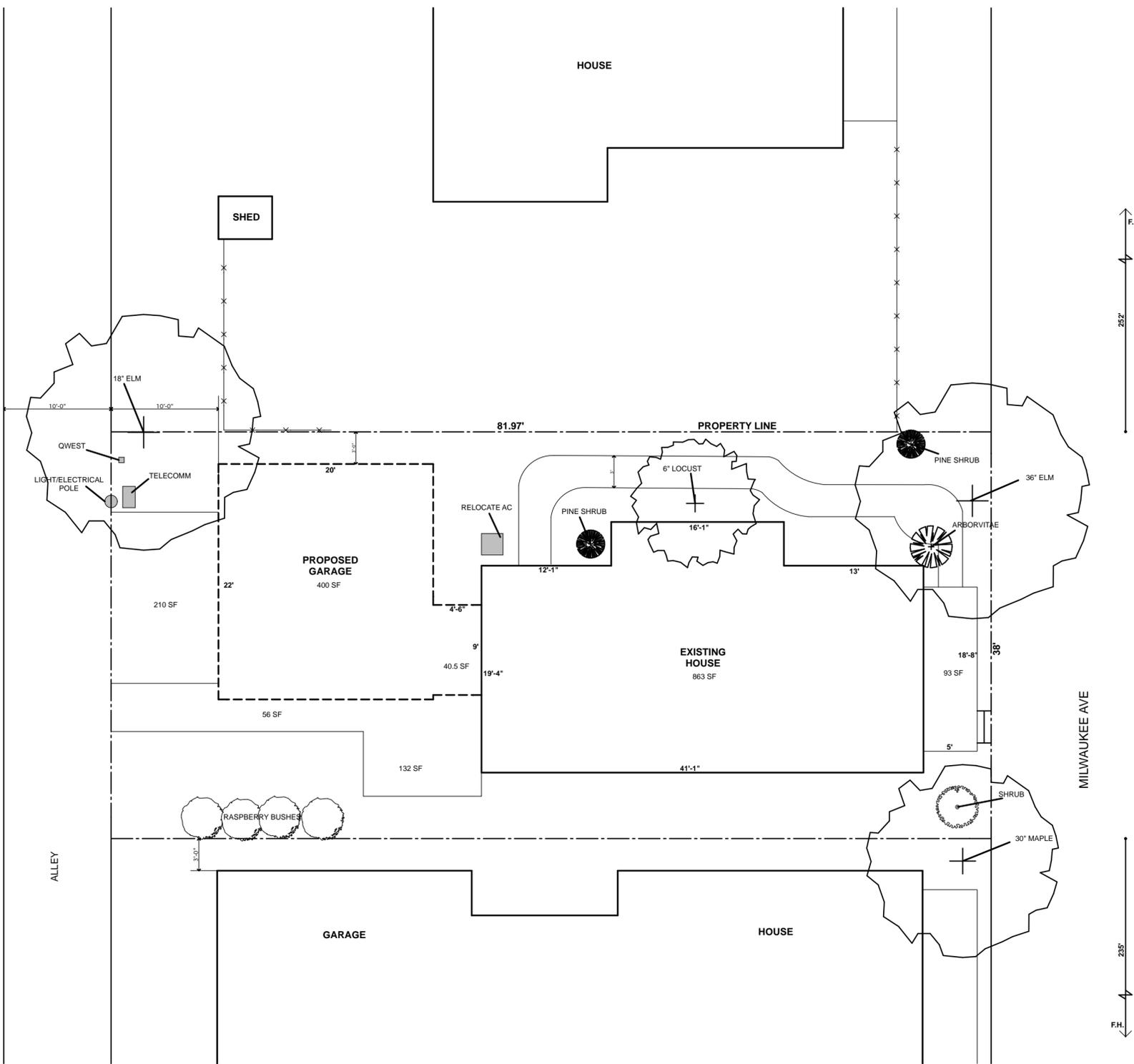
SALA ARCHITECTS
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904 SOUTH 4TH STREET
STILLWATER, MN 55082

HANSON GARAGE ADDITION

2100 MILWAUKEE AVE
MINNEAPOLIS, MN 55404



1
A0 **SITE PLAN**
SCALE: 1/8" = 1'-0"

DATE	DESCRIPTION
04/08/14	
08/15/14	
07/18/16	

PROJECT NUMBER
13139
PROJECT ARCHITECT
DALE MULFINGER
DRAWN BY BRITNEY ROBERTS

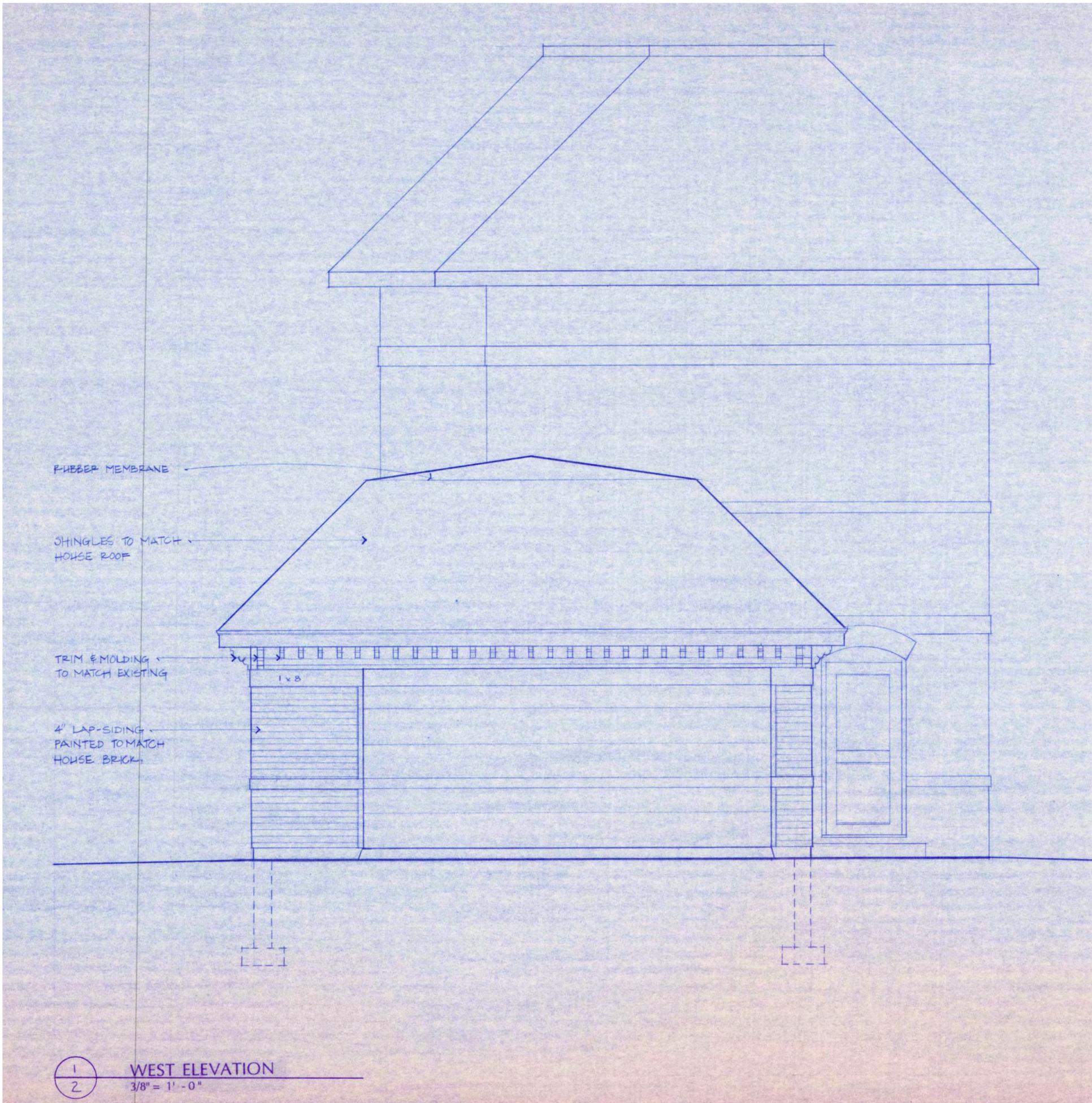
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904 SOUTH 4TH STREET
STILLWATER, MN 55082



1
2

WEST ELEVATION
3/8" = 1' - 0"

HANSON GARAGE ADDITION

2100 MILWAUKEE AVE
MINNEAPOLIS, MN 55404

DATE	DESCRIPTION
04/08/14	
08/15/14	
07/18/16	

PROJECT NUMBER
13139
PROJECT ARCHITECT
DALE MULFINGER

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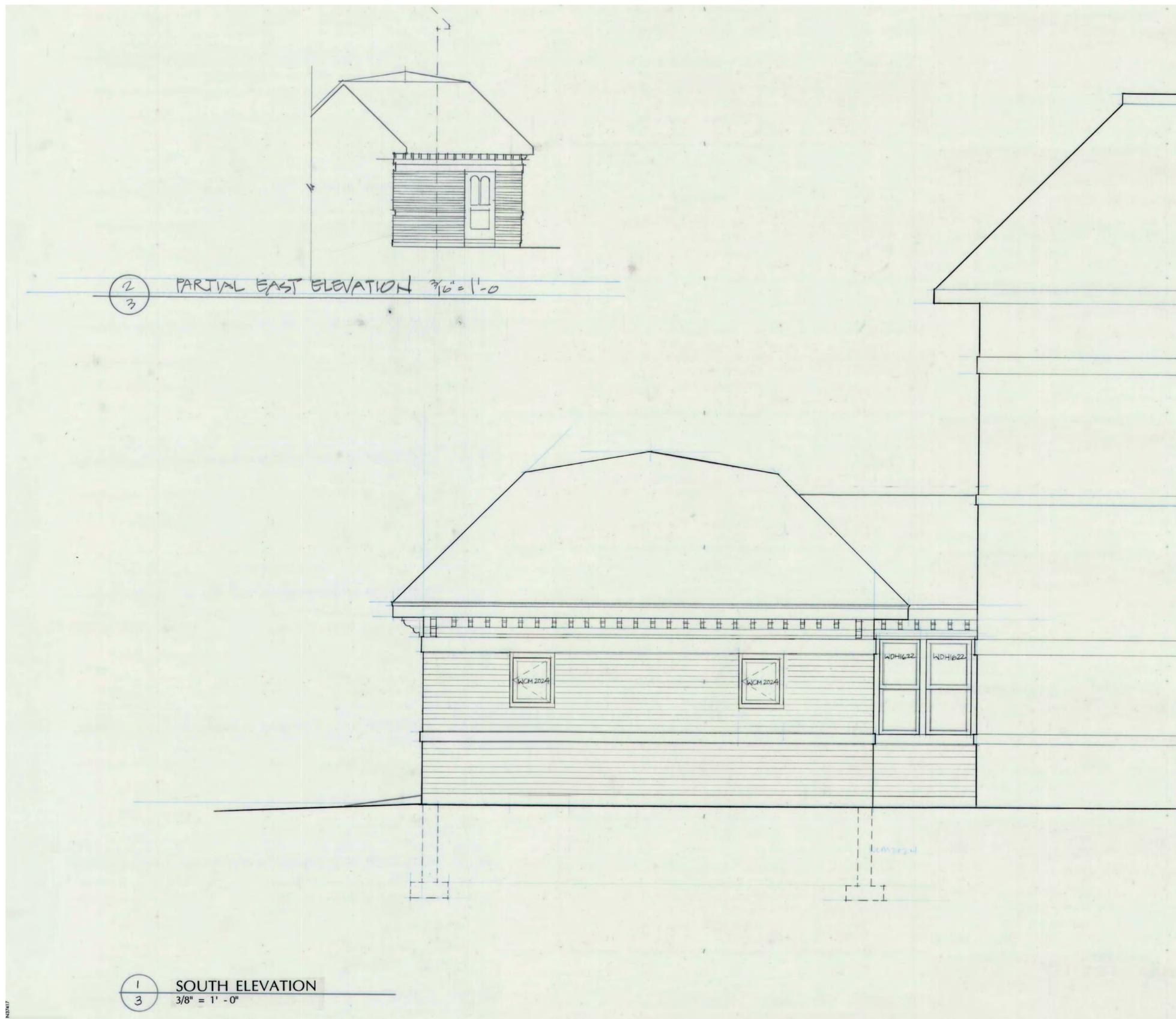
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2
3 PARTIAL EAST ELEVATION 3/16" = 1' - 0"

1
3 SOUTH ELEVATION
3/8" = 1' - 0"

HANSON GARAGE ADDITION

2100 MILWAUKEE AVE
MINNEAPOLIS, MN 55404

DATE	DESCRIPTION
04/08/14	
08/15/14	
07/18/16	
08/24/16	

PROJECT NUMBER
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PROJECT ARCHITECT
DALE MULFINGER
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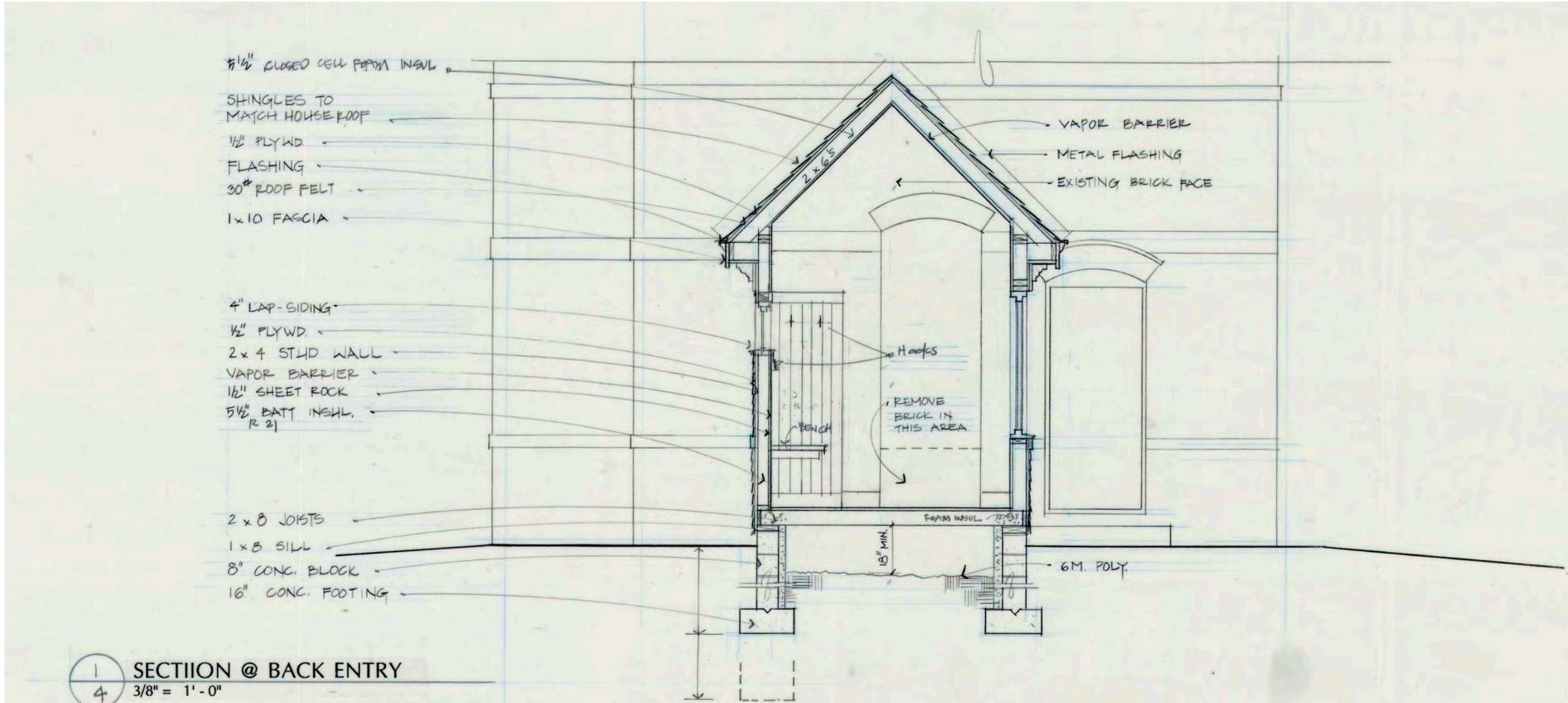
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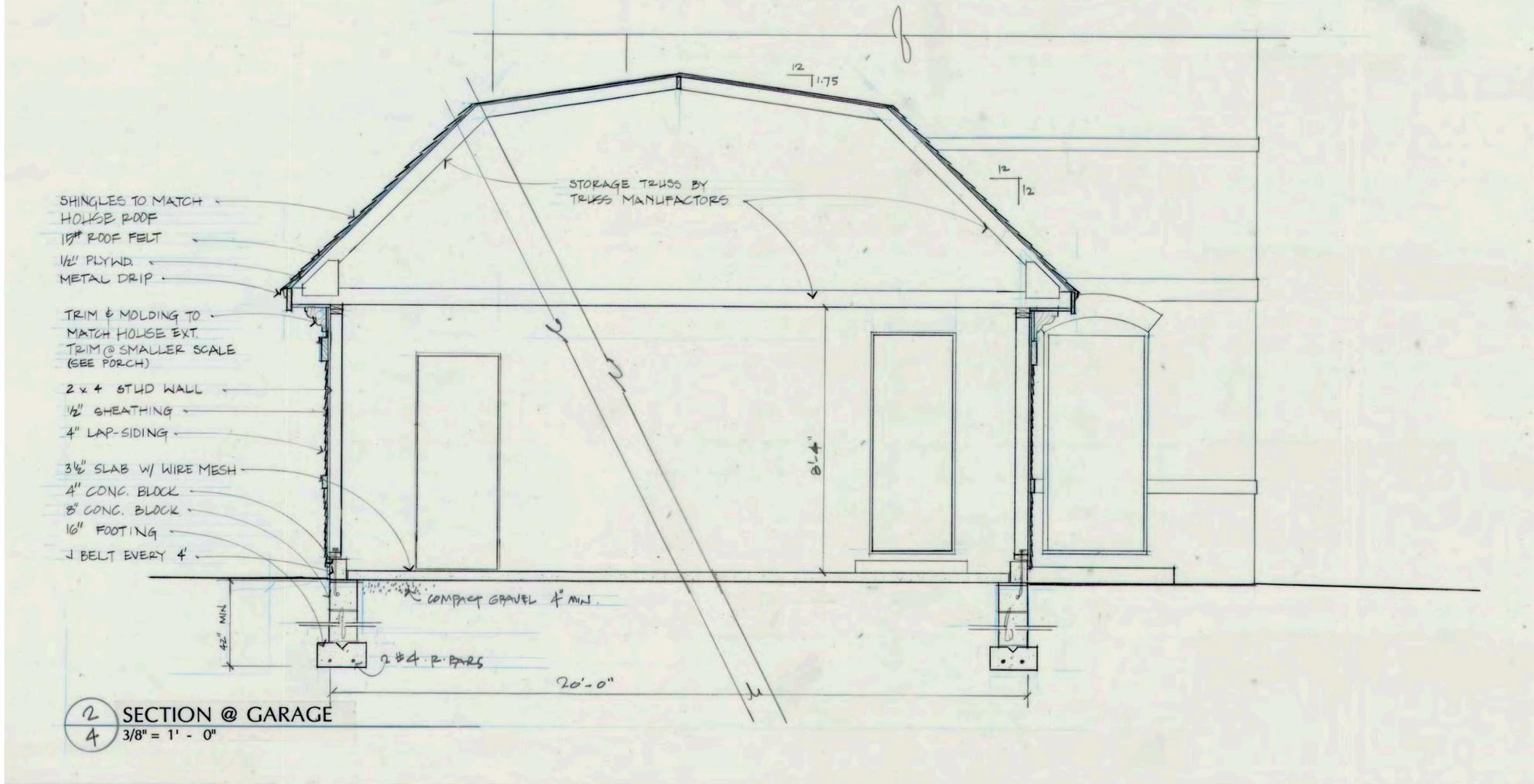
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HANSON GARAGE ADDITION

2100 MILWAUKEE AVE
MINNEAPOLIS, MN 55404



1 SECTION @ BACK ENTRY
3/8" = 1' - 0"



2 SECTION @ GARAGE
3/8" = 1' - 0"

DATE	DESCRIPTION
04/08/14	
08/15/14	
07/18/16	

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DALE MULFINGER

DRAWN BY BRITNAY ROBERTS

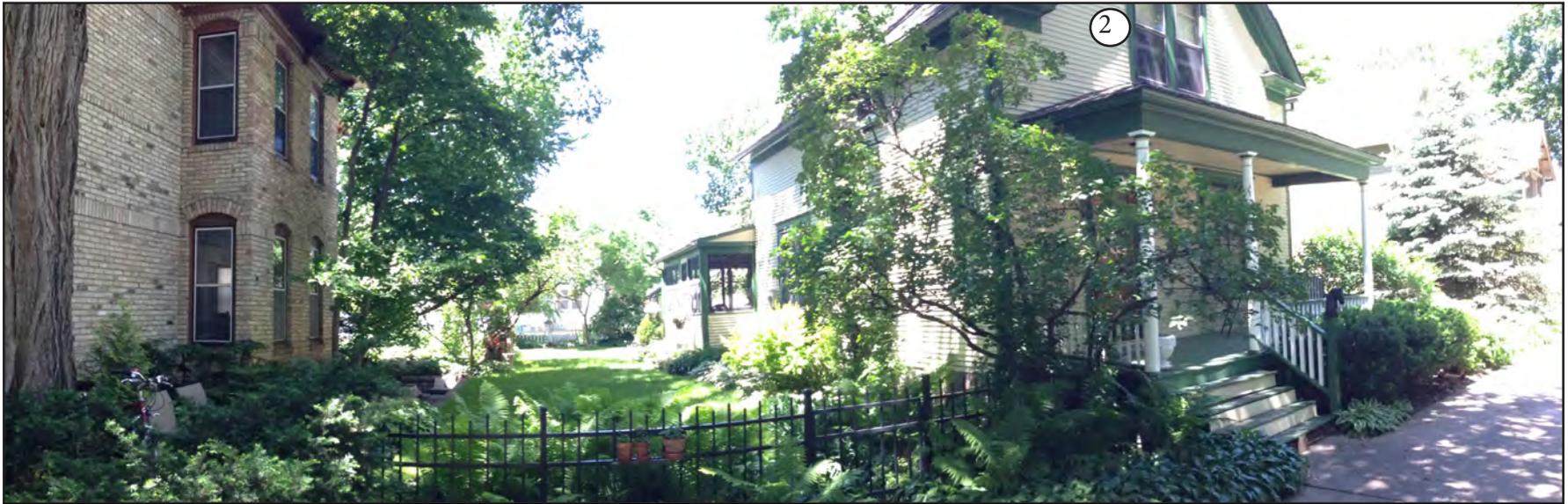
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2102 and 2100 Milwaukee Avenue



2100 Milwaukee Avenue: Rear yard



2100 and 2018 Milwaukee Avenue



2100 and 2018 Milwaukee Avenue



circa 1970s



2014



2100 Milwaukee Avenue



2018 Milwaukee Avenue